Agenda Attachments

Planning Committee Meeting

Tuesday 14TH JUNE 2022

Table of Contents

MINUTES OF THE PLANNING COMMITTEE MEETING OF THE CENTRAL HIGHLANDS COUNCIL HELD AT THE BOHTWELL TOWN HALL, AT 9.00AM ON TUESDAY 10TH MAY 2022

1.0 PRESENT

Deputy Mayor Allwright (Chairperson), Mayor Triffitt, Clr Cassidy & Clr Archer

IN ATTENDANCE

Clr Honner, Mrs L Eyles (General Manager), Ms J Tyson(Senior Planning Officer) Mr G Rogers (Manager DES), Ms L van Amstel, Mr P Sasse, Mr D Steers, Mr J Smith, Mr S Thorpe & Mrs K Bradburn (Minutes Secretary)

2.0 APOLOGIES

Clr Bailey

3.0 PECUNIARY INTEREST DECLARATIONS

In accordance with Regulation 8 (7) of the Local Government (Meeting Procedures) Regulations 2015, the Chairman requests Councillors to indicate whether they or a close associate have, or are likely to have a pecuniary interest (any pecuniary or pecuniary detriment) in any item of the Agenda.

Nil

4.0 CONFIRMATION OF MINUTES

Moved **Clr Cassidy** Seconded **Mayor Triffitt**

THAT the Draft Minutes of the Planning Committee Meeting of Council held on Tuesday 5th April 2022 to be confirmed.

Carried

For the Motion: Deputy Mayor Allwright, Mayor Triffitt, Clr Cassidy & Clr Archer

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5.0 QUESTION TIME & DEPUTATIONS

Item 6.0 – Mr J Smith

- This is a Car Club and they do a lot of charity work, like Speak Up Stay Chatty.
- Will only be holding burnouts twice a year.
- Family orientated group.
- Non-alcoholic events & no anti-social behaviour will be tolerated.
- Have relevant insurances.
- Low Fire Risk. Have enquired and was told that a report was not required.
- Fencing around whole facility.
- Have had a Traffic Impact Assessment undertaken and a slip lane is required.

- There will be smoke but happy to work with Council to only hold when wind is blowing away from residences.
- There will be economic benefits for the Ouse Township.
- These types of facilities are mostly located in rural areas. There is one located 500m from the livestock facility at Powranna.
- Concrete area is over 500m from the nearest house.
- There is some tree screening to help reduce noise.
- Carpark has the capability of holding 500 cars but in reality there will be nowhere near that many cars attending events.
- Rang Council on numerous occasions and was told we had enough information. Happy to provide any information required.

Item 6.0 – Ms L van Amstel
- Adjoining property owner.
- Concerned about anti-social behaviour.
- Concerned about noise, pollution, impact on her animals, impact on wildlife.
- There is a Wedgetail Eagle next nearby.
- Main concerns are environmental issues and the effect on herself.

Item 6.0 – Mr D Steers
- Owner of property opposite the proposed site.
- Have built a dwelling on his land as a second home.
- Support the recommended refusal due to the impacts on surrounding land.
- Noise, light, odour, anti-social behaviour concerns.
- Non-compliance with the Environmental Protection Authority.
- Lack of information and conflicting information about parking.
- Out of character for the area.
- Invited Council to visit his property to help understand the concerns.

6.0 DA2021/61: MOTOR RACING FACILITY: 8735 LYELL HIGHWAY, OUSE (CT 236669/1)

Report by

Louisa Brown (Planning Officer)

Applicant
S Thorpe

Owner
S B & P A Knight

Discretions
26.3.3 Discretionary Use
26.4.2 A2 (b) Building Setbacks
26.4.3 A2 Design
E5.5.1 A2 Existing Road Access
E6.7.2 A1 Design of Vehicular Access & Junctions
E6.7.3 A1 Vehicular Passing Areas
E6.7.5 Layout of Parking Areas
E8.7.1 Development within the electricity transmission corridor

Proposal

The Motorsport Complex application proposes to provide a Concrete Burnout Pad for monthly events/competitions one day during the weekend, operating between the hours of 10am and 6pm (extended to 10pm occasionally). It is estimated that 50 to 100 people/cars will be attending the events.

Development & Works include;

- 1,480m^2 Concrete 'Burnout" Pad;
- 4 Grandstands (location only shown on plans, no elevations provided);
- Scrutineering Bay (10m x 10m concrete pad);
- Two toilet blocks (12m x 2.5m, location only shown on plans, no elevations provided):
- 500 car parking Spaces;
- Two new access from the existing access track; and
- Upgrade to the existing junction with the Lyell Highway and the property access.

An organisation called Tas Skidders will run the facility. The applicant Mr Thorpe represents the organisation and has several years of experience running similar events and promoting events at Powranna.

Application

An application for Planning Approval was received by Council for a Motorsport Complex on 20th July 2021, by the applicant. However, the application did not include Crown Consent for lodging of the Development Application. This was later received on 16th December 2021.

The invoice for the Development Application was issued and paid on 5th December 2021, the application became "live" and was referred to the Department of State Growth (DSG) on 7th January 2022. A Request for Further Information asking for a Traffic Impact Assessment (TIA) was sent to the applicant on the 12th January 2022 as requested by DSG. The TIA was received by Council in March and accepted by DSG. The findings of the TIA are discussed later in this report.

Subject site and Locality.

The site is located 18km north west of Ouse on the Lyell Highway and 40m west of the junction with Black Bobs Road. The property is zoned Rural Resource, as is the surrounding land. Areas of Private Timber Reserves are located 700m to the south of the property. Forestry Tasmania have large land holdings in the area, including land adjacent to the western property boundary and to the North of the Lyell Highway. Please refer to Figure 1 below.

Dwellings are located within properties to the eastern and northern site boundaries. The closest dwelling to the site is 217m from the northern site boundary.

The site is level and sits at the top of a hill. Rural Resource properties to the east and south east are toward the valley that follows Black Bobs Rivulet and the Lyell Highway.

An Electricity Transmission Infrastructure Protection area falls under existing Transmission Lines to an area of the site running parallel to the northern boundary. This protection area ranges in width between 80 – 120m on the site and also includes the majority of the access road to the property. A proposed 200m x 50m parking area and new access is proposed under the Transmission Wires and within the corridor.

The site is clear of vegetation to the centre, with areas of trees to the periphery. Some dense areas of trees are located to the western section of the property access and to the eastern and south eastern boundary. Please refer to Figures 2 & 3 below. An area of Threatened Native Vegetation, (Eucalyptus viminalis) wet forest is located on the property to the south east corner. Please refer to Figure 4 below.

The site is vacant and contains numerous tyres and a vehicle.

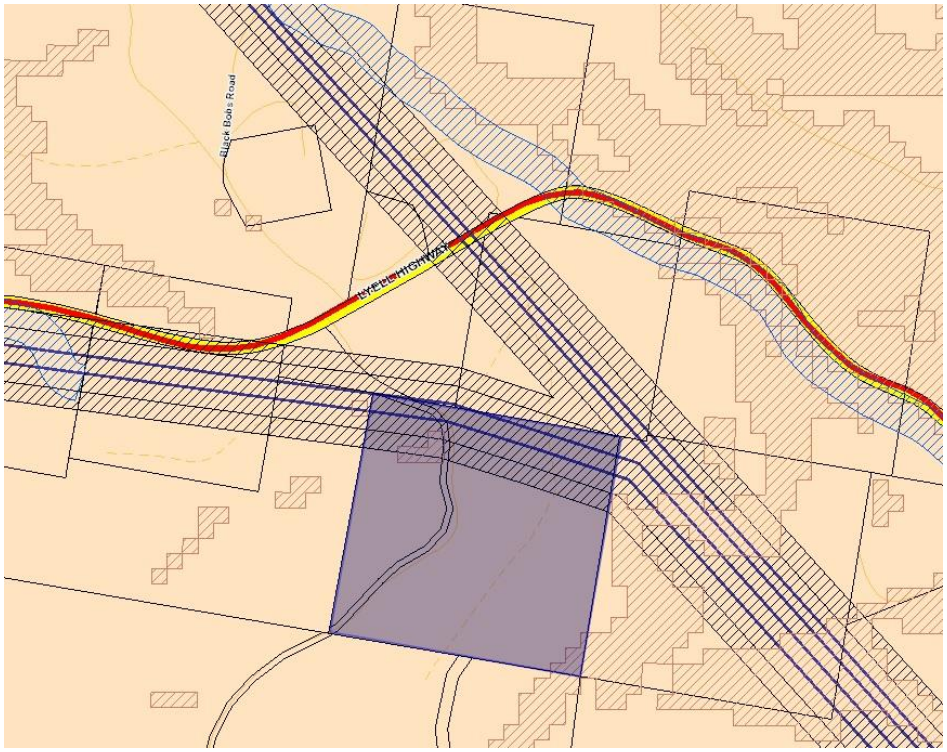

Fig 1. Location and zoning of the subject land in the Rural Resource zone (Cream), site area is shown in blue. Black stripe and blue lines indicate Transmission Lines and Electricity Transmission Infrastructure Protection Code. Brown stripe lines indicate Landslide Code (Source: LISTmap)

Fig 2. Aerial photo of the subject land and surrounding area, site area is shown in blue. (Source: LISTmap)

Fig 3. Topography of the site in the context of the nearby surrounding landscape, site area is shown in blue (Source: LISTmap)

Fig 4. Threatened Native Vegetation Community (TNVC 2020), site area is shown in blue (Source: LISTmap)

Exemptions
Nil

Special Provisions
Nil

Use standards

Within the Central Highlands Interim Planning Scheme 2015 Motor Racing Facility is defined as;

"use of land (other than public roads) to race, rally, scramble or test vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports."

The status of the use within the Rural Resource Zone is Discretionary.

Development standards for Rural Resource Zone

The proposal must satisfy the requirements of the following Zone Purpose and Development Standards, relevant to Motor Racing Facility.

26.1.1 Rural Resource Zone Purpose Statements

26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.

26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.

26.1.1.3 To provide for non-agricultural use or development, such as recreation, conservation, tourism and retailing, where it supports existing agriculture, aquaculture, forestry, mining and other primary industries.

26.1.1.4 To allow for residential and other uses not necessary to support agriculture, aquaculture and other primary industries provided that such uses do not:

(a) fetter existing or potential rural resource use and development on other land;
(b) add to the need to provide services or infrastructure or to upgrade existing infrastructure;
(c) contribute to the incremental loss of productive rural resources.

26.1.1.5 To provide for protection of rural land so future resource development opportunities are no lost.

Within the Rural Resource Zone, Motor Racing Facility is a discretionary use and is therefore assessed against the following discretionary use standards and development standards of the scheme.

26.3.3 Discretionary Use To ensure that discretionary non-agricultural uses do not unreasonably confine or restrain the agricultural use of agricultural land.		
Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 No acceptable solution.	P1 A discretionary non-agricultural use must not conflict with or fetter agricultural use on the site or adjoining land having regard to all of the following: (a) the characteristics of the proposed non-agricultural use; (b) the characteristics of the existing or likely agricultural use;	 The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria. (a) Information not provided to enable assessment against the characteristics of the proposed non-agricultural use. (b) Information not provided to enable assessment against the characteristics of existing or future agricultural use on adjoining properties or the proposed site. Several properties to the northern and eastern site boundary contain dwellings and some keep livestock or could keep livestock.

	(c) setback to site boundaries and separation distance between the proposed non-agricultural use and existing or likely agricultural use; (d) any characteristics of the site and adjoining land that would buffer the proposed non-agricultural use from the adverse impacts on amenity from existing or likely agricultural use.	(c) Information not provided regarding setbacks and separation distances between the Motor Racing Facility and existing or future agricultural use on adjacent properties. d) Information not provided regarding any site characteristics that may buffer the proposed use from nearby agricultural use.

26.4 Development Standards for Buildings and Works
26.4.1 Building Height
To ensure that building height contributes positively to the rural landscape and does not result in unreasonable impact on residential amenity of land.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Building height must be no more than: 8.5 m if for a residential use. 10 m otherwise.	**P1** Building height must satisfy all of the following: (a) be consistent with any Desired Future Character Statements provided for the area; (b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by overlooking and loss of privacy; (c) if for a non-residential use, the height is necessary for that use.	Information not provided to enable assessment against the Acceptable Solutions. (a) There are no Desired Future Character Statements for the area. (b) Information not provided to enable assessment against the impacts on residential amenity on adjoining lots. (c) Information not provided to enable assessment Council to make an assessment.

26.4.2 Setback
To minimise land use conflict and fettering of use of rural land from residential use, maintain desirable characteristics of the rural landscape and protect environmental values in adjoining land zoned Environmental Management.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Building setback from frontage must be no less than: 20 m.	**P1** Building setback from frontages must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following: (a) the topography of the site;	Complies with the Acceptable Solution.

	(b) the size and shape of the site; (c) the prevailing setbacks of existing buildings on nearby lots; (d) the location of existing buildings on the site; (e) the proposed colours and external materials of the building; (f) the visual impact of the building when viewed from an adjoining road; (g) retention of vegetation.	
A2 Building setback from side and rear boundaries must be no less than: 50 m.	**P2** Building setback from side and rear boundaries must maintain the character of the surrounding rural landscape, having regard to all of the following: (a) the topography of the site; (b) the size and shape of the site; (c) the location of existing buildings on the site; (d) the proposed colours and external materials of the building; (e) visual impact on skylines and prominent ridgelines; (f) impact on native vegetation.	The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria. (a) Information not provided to enable assessment. (b) Complies – the size and shape of the site is comparable to rural lots. (c) NA – the site is clear and contains no permanent structures. (d) Information not provided to enable assessment regarding the materials and colours of buildings. (e) Information not provided to enable assessment of the visual impact. (f) Information not provided to enable assessment. Although Council notes that a car park is proposed in a location of Threatened Native Vegetation.
A3 Building setback for buildings for sensitive use must comply with all of the following: (a) be sufficient to provide a separation distance from a plantation forest, Private Timber Reserve or State Forest of 100 m;	**P3** Building setback for buildings for sensitive use (including residential use) must prevent conflict or fettering of primary industry uses on adjoining land, having regard to all of the following: (a) the topography of the site;	The proposal meets the Acceptable Solution: (a) the Private Timber Reserve is over 500m from the Property; (b) NA – there is no land zoned Significant Agricultural in the area.

(b) be sufficient to provide a separation distance from land zoned Significant Agriculture of 200 m.	(b) the prevailing setbacks of existing buildings on nearby lots; (c) the location of existing buildings on the site; (d) retention of vegetation; (e) the zoning of adjoining and immediately opposite land; (f) the existing use on adjoining and immediately opposite sites; (g) the nature, frequency and intensity of emissions produced by primary industry uses on adjoining and immediately opposite lots; (h) any proposed attenuation measures; (i) any buffers created by natural or other features.	
A4 Buildings and works must be setback from land zoned Environmental Management no less than: 100 m.	**P4** Buildings and works must be setback from land zoned Environmental Management to minimise unreasonable impact from development on environmental values, having regard to all of the following: (a) the size of the site; (b) the potential for the spread of weeds or soil pathogens; (c) the potential for contamination or sedimentation from water runoff; (d) any alternatives for development.	The proposal meets the Acceptable Solution, land zoned Environmental Management is over 2km to the west of the site.

26.4.3 Design To ensure that the location and appearance of buildings and works minimises adverse impact on the rural landscape.		
Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 The location of buildings and works must comply with any of the following: (a) be located within a building area, if provided on the title;	**P1** The location of buildings and works must satisfy all of the following: (a) be located on a skyline or ridgeline only if:	The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria. (a) the proposal is on a skyline;

(b) be an addition or alteration to an existing building; (c) be located in and area not require the clearing of native vegetation and not on a skyline or ridgeline.	(i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope, or the location is necessary for the functional requirements of infrastructure; (ii) significant impacts on the rural landscape are minimised through the height of the structure, landscaping and use of colours with a light reflectance value not greater than 40 percent for all exterior building surfaces; (b) be consistent with any Desired Future Character Statements provided for the area; (c) be located in and area requiring the clearing of native vegetation only if: (i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope, or the location is necessary for the functional requirements of infrastructure; (ii) the extent of clearing is the minimum necessary to provide for buildings, associated works and associated bushfire protection measures.	(i) Information not provided to enable assessment on alternative site locations for the Motor Racing Facility or other site constraints such as the location of the electricity transmission lines. (ii) Information not provided to enable assessment against the Performance Criteria. (b) NA – there is no Desired Future Character Statement in the Planning Scheme.
A2 Exterior building surfaces must be coloured using colours with a light reflectance value not greater than 40 percent.	**P2** Buildings must have external finishes that are non-reflective and coloured to blend with the rural landscape.	Information not provided to enable assessment.
A3 The depth of any fill or excavation must be no more than 2 m from natural ground level, except where required for building foundations.	**P3** The depth of any fill or excavation must be kept to a minimum so that the development satisfies all of the following: (a) does not have significant impact on the rural landscape of the area; (b) does not unreasonably impact upon the privacy of adjoining properties;	The proposal meets the Acceptable Solution, the site is level and excavation and or fill of more than 2m from ground level is not required.

	(c) does not affect land stability on the lot or adjoining areas.	

Codes

The following Code Overlays of the Scheme apply to the proposed Motor Racing Facility.

E5.0 Road and Railway Assets Code

The purpose of this provision is to:
(a) protect the safety and efficiency of the road and railway networks; and
(b) reduce conflicts between sensitive uses and major roads and the rail network.

This Code applies to the development of land that intensifies the use of an existing access.

E5.5 Use Standards **E5.5.1 Existing road accesses and junctions** To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.		
Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	**P1** Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any written advice received from the road authority.	Not applicable – The Lyell Highway is a Category 3 Highway.
A2	P2	

The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of more than 60km/h must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and	The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria. The Traffic Impact Assessment (TIA) provided with the Development Application states the following response; (a) Complies – traffic generation will increase by 50-100 vehicles on event days, which are one day a month on weekends. This will not unreasonably impact on the road. (b) Complies – the facility will generate light vehicles which can be catered for on the surrounding road network. (c) Complies - site observations show that the existing access and road operates well. If the proposals are approved, then vehicles are expected to enter and exit site efficiently. (d) Complies - the proposed development is not expected to have a significant impact on the Highway due to its low traffic activity in the vicinity of the site. (e) Complies - Improvements to the Basic left Turn (BAL) have been recommended and are detailed in the TIA. If installed the BAL will reduce possible obstruction to through traffic, preserving the flow of traffic at the AM peak hour on event days. PM peak hour on event days is expected to remain safe and efficient access to the proposed development. (f) Complies - there is no alternative access; (g) Information not provided to enable assessment. (h) Complies - The TIA concludes that the proposed Motor Racing Facility is not expected to have major impacts on the safety and operation of the road network; and

	(i) any written advice received from the road authority.	(i) Complies- DSG requested the preparation of the TIA and have assessed the document and the Development Application. DSG have requested 3 conditions be added to any Planning Permit. These include: 1) Upgrading the site access in line with the recommendations of the TIA. 2) The installation of warning signs (temporary) on event days. 3) A permit for works within the Highway be obtained from DSG prior to any work.
A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	P3 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.	Not applicable – The Lyell Highway is a Category 3 Highway.

E5.6 Development Standards **E5.6.1 Development adjacent to roads and railways** To ensure that development adjacent to category 1 or category 2 roads or the rail network:

(a) ensures the safe and efficient operation of roads and the rail network;
(b) allows for future road and rail widening, realignment and upgrading; and
(c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. **A1.2** Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	**P1** The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to: (a) the proposed setback; (b) the existing setback of buildings on the site; (c) the frequency of use of the rail network; (d) the speed limit and traffic volume of the road; (e) any noise, vibration, light and air emissions from the rail network or road; (f) the nature of the road; (g) the nature of the development; (h) the need for the development; (i) any traffic impact assessment; (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and (k) any written advice received from the rail or road authority.	The proposal meets the Acceptable Solution, the Motor Racing Facility is over 50m from the Highway.

E5.6 Development Standards
E5.6.4 Sight distance at accesses, junctions and level crossings
To ensure that accesses, junctions and level crossings provide sufficient sigh distance between vehicles and trains to enable safe movement of traffic.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1	**P1**	

Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	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, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.	The proposal meets the Acceptable Solution A1, recorded sigh distances at the site access are equal to or in excess of the requirements.

E6.0 Parking and Access Code

The purpose of this provision is to ensure enough parking is provided for a use or development to meet the reasonable requirements of users and are designed in conformity with recognised. This code applies to all use and development.

E6.6 Use Standards

E6.6.1 Number of Car Parking Spaces

To ensure that:

(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.

(b) a use or development does not detract from the amenity of users or the locality by:

(i) preventing regular parking overspill;

(ii) minimising the impact of car parking on heritage and local character.

Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;	**P1** The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following: (a) car parking demand; (b) the availability of on-street and public car parking in the locality; (c) the availability and frequency of public transport within a 400m walking distance of the site;	The proposal complies with the Acceptable Solution A1. The TIA assess that the proposed number of car parking spaces, 500, is in excess of the requirements.

	(d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site; (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; (j) any verified prior payment of a financial contribution in lieu of parking for the land; (k) any relevant parking plan for the area adopted by Council; (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;	

E6.7.1 Number of Vehicular Accesses
To ensure that:
(a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:
(i) the number of vehicle access points; and
(ii) loss of on-street car parking spaces;
(b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;
(c) vehicle access points do not have a dominating impact on local streetscape and character.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1	P1	

The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	The number of vehicle access points for each road frontage must be minimised, having regard to all of the following: (a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points; (b) whether the additional access points can be provided without compromising any of the following: (i) pedestrian safety, amenity and convenience; (ii) traffic safety; (iii) residential amenity on adjoining land; (iv) streetscape; (v) cultural heritage values if the site is subject to the Local Historic Heritage Code; (vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.	The proposal complies with the Acceptable Solution A1. The proposal has an existing vehicular access point.

E6.7.2 Design of Vehicular Accesses To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.		
Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off	**P1** Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following: (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users.	The proposal does not comply with the Acceptable Solution A1, as no designs for the vehicular access have been provided. However the proposal could meet the Performance Criteria through Conditions in the planning Permit. The access is from the Lyell Highway which is a DSG road. DSG have requested a condition to any permit which states the following: 1) Upgrading the site access in line with the recommendations of the TIA. 2) The installation of warning signs (temporary) on event days.

street commercial vehicle facilities.		3) A permit for works within the Highway be obtained from DSG prior to any work.

E6.7.3 Vehicular Passing Areas Along an Access
To ensure that:
(a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;
(b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	**P1** Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following: (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users.	The proposal does not comply with the Acceptable Solution A1. Therefore assessment against the Performance Criteria is required; (a) Complies – four passing bays are proposed, conflicts are expected to be avoided. (b) Complies – four passing bays are proposed. The Lyell Highway has a low volume of traffic at the site, therefore it is unlikely that the flow of traffic will be affected. (c) Complies – as the proposal is to meet once a month on a weekend, the number of passing bays is suitable. (d) Complies – the passing bays are easily accessible.

E6.7.4 On-Site Turning
To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.

Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access	**P1** On-site turning may not be required if access is safe, efficient and convenient, having regard to all of the following:	Complies with Acceptable Solution A1. There is adequate space and access roads for vehicular turning.

complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	(a) avoidance of conflicts between users including vehicles, cyclists, dwelling occupants and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users; (e) suitability of the location of the access point and the traffic volumes on the road.	

E6.7.5 Layout of Parking Areas To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.		
Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.	**P1** The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.	The proposal does not comply with the Acceptable Solution A1 and must therefore be assessed against the Performance Criteria. Information not provided to enable assessment against the Performance Criteria.

E.6.7.6 Surface Treatment of Parking Areas To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.		
Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;	**P1** Parking spaces and vehicle circulation roadways must not unreasonably detract from the amenity of users, adjoining occupiers or the quality of the environment through dust or mud generation or sediment transport, having regard to all of the following:	The proposal complies with the Acceptable Solution A1. The surface will be gravel and cement wash base.

(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	(a) the suitability of the surface treatment; (b) the characteristics of the use or development; (c) measures to mitigate mud or dust generation or sediment transport.	

E8.0 Electricity Transmission Infrastructure Protection Code
The purpose of this provision is to:

(a) Ensure protection of use and development against hazard associated with proximity to electricity transmission infrastructure;
(b) Ensure that use and development near existing and future electricity transmission infrastructure does not adversely affect the safe and reliable operation of that infrastructure;
(c) Maintain future opportunities for electricity transmission infrastructure.

This code applies to use and development within an electricity transmission corridor.

E8.7 Development Standards for Buildings and Works
E8.7.1 Development within the electricity transmission corridor
To ensure that development is located appropriate distances from electricity transmission infrastructure to:
(a) ensure operational efficiencies, access and security of existing or future electricity transmission infrastructure;
(b) protect against a safety hazard associated with proximity to existing or future electricity transmission infrastructure

Acceptable Solutions	**Performance Criteria**	**OFFICER COMMENT**
A1 Development is not within: (a) an inner protection area; or (b) a registered electricity easement.	**P1** Development must be located an appropriate distance from electricity transmission infrastructure, having regard to all of the following: (a) the need to ensure operational efficiencies of electricity transmission infrastructure; (b) the provision of access and security to existing or future electricity transmission infrastructure; (c) safety hazards associated with proximity to existing or future electricity transmission infrastructure; (d) the requirements of the electricity transmission entity.	The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria. (a) Complies – the Motor racing facility is proposed to operate on a weekend, one day a month. (b) Complies – Access to the existing infrastructure may be sought from the property. (c) Information not provided to enable assessment against the Performance Criteria. (d) Information not provided to enable assessment against the Performance Criteria.

Representations

The proposal was advertised for the statutory 14 days period from 21 March until the 4 April 2022.
A total of four (4) representations were received during this time.

The representations are discussed in the table below.

Representation Received	**Officer Comment**
Representation 1 Accuracy of description. The application is for development of a "motorsport facility". In reality, the "sport" involved is doing burnouts; that is, spinning car wheels and creating smoke, noise and rubber debris. The application states that 100/150 people are anticipated to be in attendance at any one time, but the plan proposes car parking for up to 500 vehicles. Although the proposal states that these events will be held on a monthly basis, there appears to be no way of ensuring that it won't occur more frequently, e.g. every weekend. Environmental impacts. There will be a loss of trees, plus the proposed activity could impact on nearby conservation areas. Cars doing burnouts will also generate sparks, creating a risk of bushfire. Excess noise. The noise generated from a large number of cars doing burnouts over a period ranging from between 8 hours to 12 hours will be excessive, especially at night. Add to this the noise from hundreds of spectators and it will be intolerable. People are not going to sit quietly and simply observe what the cars are doing. They are going to be cheering, shouting, etc. This is predominantly a quiet rural area, and the noise from this facility will override everything else. Noise carries in open spaces, especially at night. Highway safety and road access. As stated in the application, the traffic volume in this area is not high. However, many of the vehicles using the highway are log trucks, campervans/caravans, delivery trucks and tour buses. If a turning lane from the highway is built, as proposed, this will cause traffic disruption. The turning lane itself will most likely impact on use of my driveway. This will affect not only the people who live here but also visitors to the farm and Tas Networks staff who regularly access the power lines and pylons near the driveway and also on, and across, the boundary between my property and where the burnout facility is proposed to be built. Impact on the peace of the rural community. There are half a dozen residences within a kilometre of the proposed facility. All of us chose to live here because it is a quiet rural area. Antisocial behaviour. The kind of event proposed is widely known to attract irresponsible young men in particular. They are the ones who perform illegal burnouts on public roads. This application states that it will provide a designated area for doing burnouts, but if you factor in alcohol consumed (legally or illegally) over several hours, you have a recipe for disaster. Imagine over 100 excited drivers - some intoxicated - making their way back towards Hobart. Are some of them not going to continue doing burnouts along the way? It would take a very large police presence to control that kind of behaviour over many kilometres of highway. There is also likely to be rubbish and drink cans left on the ground, not only on the development site but also along the access road and the highway.	The Central Highlands Interim Planning Scheme 2015 (the Scheme) defines Motor Racing Facility as *"use of land (other than public roads) to race, rally, scramble or test vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports."* Burnouts are considered included under "other competitive motor sports". There appears to be a discrepancy in the information provided with the Development Application (50-100 people/cars) and the latest Site Plan in the Traffic Impact Assessment which allows car parking for 500 cars. Frequency of use of the facility, if approved would be defined within the Conditions of any Planning Permit, if granted. Further information provided by the applicant states that the events will be patrolled by security and any anti-social behaviour will not be tolerated. Information not provided to enable Council to assess the noise levels. Noise levels could conflict with adjacent existing residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below. A Traffic Impact Assessment has been prepared by a suitably qualified person. This assessment concludes that the proposed upgrades to the access, will not impact on traffic flow. No application for the sale of Food or Drink on the site has been received to Council. This would require additional Permits from Council and other Licenses from organisations.

Loss of privacy. I am concerned that visitors to the development site will trespass property. According to the plan, the site is to be fenced, but it is not a boundary fence so it will not prevent people accessing property from outside the fenced-in area., so privacy and noise concerns are even greater than would be experienced inside a house 500 metres from the burnout site. Use of hazardous materials. I am assuming a supply of petrol will need to be kept on hand, as the nearest service station is in Ouse, as well as possibly other hazardous chemicals. Despite the application mentioning firefighting crews, there is no guarantee that they would be able to control a major chemical spill or fire. Air pollution. There will be a large number of vehicles burning rubber and creating acrid smoke. I am an asthmatic and also have damaged lungs, so I am concerned about the effect of air pollution. It is one of the reasons I chose to buy a property in this area, away from urban pollution. Impact on native marsupials. There is abundant wildlife in this area. At night there are many pademelons, wallabies, possums, bettongs and quolls that come down from the southern part of my property (and presumably the proposed development site) to eat the vegetation growing on the farm. There is also a wombat that walks down from the same area during the day to drink from the creek near the Lyell Highway, and there are several Tasmanian devils living on or close to my property. If the development went ahead they would be at risk due to habitat disturbance, noise pollution and traffic. There is already too much roadkill along the Lyell Highway. Impact on native birds. There are regular sightings of both wedge-tailed eagles and goshawks in this area, particularly above farmland on either side of the highway. Eagles have been seen on the highway itself, feasting on roadkill, and goshawks are often spotted in tall trees. Eagles, in particular, are very sensitive to noise: "If a nesting eagle perceives a disturbance as a threat, even from hundreds of metres away, it may leave its eggs or chicks at risk of cold, heat and predation. It may desert its nest site for years and long after the disturbance has ceased. A disturbance is more likely to disrupt breeding if: visible; louder; more intense; closer (either vertically or horizontally); over a longer period; more frequent; across a larger area; earlier in the breeding season; above the nest; people are visible; people are looking towards the nest; during the day; helicopters are involved; during extreme weather." (https://www.threatenedspecieslink.tas.gov.au/Pages/Wedge-tailed-Eagle.aspx) Danger to farm animals. There are free-ranging goats and poultry. The goats especially like to graze close to the boundaries. I am concerned that these animals may be harmed. The goats in particular have shown that they are afraid of loud noises and, if spooked, they will run fearfully and have been known to injure themselves when panicked. Property values. Having a car burnout site right next to my farm will be detrimental to property value, and will also affect other properties in the area. Peripheral activity. I did not notice on the proposed plan that any accommodation has been made for supplying food and drink to patrons. I am concerned that there will be increased traffic (and	There is no indication that the storage of hazardous materials will take place on site. Information not provided to enable Council to assess odour and airborne particles. These could conflict with adjacent existing/future residential and agricultural land uses. Comments regarding native animals in the area have been noted. Comments regarding potential dangers to all animals in the area have been noted. It is anticipated that the property will be adequately fence for security reasons. Property Values are not taken into consideration during Planning Assessments, as there is no standard in the scheme which applies. No application for accommodation on the site has been received to Council. This would require additional Permits from Council.

increased noise) due to people driving to Ouse and back again for food and drinks, as well as fuel. The proposed facility would be totally out of place in a rural area comprised of farmlands and protected forests, and I urge the council to reject the development application.	
Representation 2 We own property it is an operational rural farm approximately 2000ha in size and involved in sheep and cattle production together with private forestry. It comprises of open grazing land, private forestry together with vast amounts of native vegetation and forests which is home to numerous native species including the wedge tailed eagle. It is of the highest concern that within 200 meters of the boundary that there could be a "burn out pad" where it is proposed that vehicle tyres are spun until burnt out. It is a significant risk to our property that a fire could easily start due to the proposed use of the land in question and cause massive amounts of damage to surrounding properties including ours and potentially the entire Derwent Valley. The Upper Derwent Valley is considered one of Australia's highest risk areas for bush fire. It would not be appropriate to have the risk of this activity in this area and unfair on our personnel operating already stretched resources at peak times. Black Bobs is a pristine tiny town in a very environmentally sensitive area. There are significant water ways in the area that all lead into the Derwent River system where Hobart and its surrounds is supplied with fresh drinking water. Black Bobs is a peaceful and quite town/community. To have unusually very noisy, smoking, burning vehicles there, with hundreds of people from 10am until 10pm will destroy the peace and quite not only for people but the native and farmed animals within the vicinity. Not only is this cruel but would cause significant economic losses to the surrounding farms. I would question the suitability of such an activity within a rural agricultural zone. This development would impact on future residential and rural/grazing development. There are plenty of existing motorsport facilities located around the state to undertake this activity. There is the Hobart Race Way, located at Sorell Creek, 1159 Lyell Hwy, in the Lower Derwent Valley. A far more appropriate place to have such an activity with minimal fire risk and already set up facilities. There is Baskerville Raceway, located at Old Beach. This is another far more appropriate venue for such an activity and again with all the facilities and minimal risks. Thank you for the opportunity to raise our concerns.	A Bushfire Assessment is not required for the Development, as no storage of Hazardous materials, such as fuel, is proposed on site. The applicant has stated that a Trained Fire Crew will be attending all events, with suitable equipment. The applicant has also stated that the property will be maintained to reduce the risk of Bushfire. Information not provided to enable Council to assess the noise, odour and airborne particles. These could conflict with adjacent existing residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below. The Scheme allows for Motor Racing Facility within the Rural resource Zone, where such development does not constrain or conflict with resource development uses (agricultural).
Representation 3 I act for …….who owns property This representation is made pursuant to s.57(5) of the Land Use Planning and Approvals Act 1993 (LUPA Act) on their behalf and concerns the proposed "Motor Racing Facility" on the property at 8735 Lyell Highway, Ouse. My client has further sought input from a planning consultant, Ireneinc, in this matter and I attach the report which I have been provided. This representation is not provided as a complete review of the application but rather seeks to highlight the key concerns that my	Information not provided to enable Council to assess the noise, odour and airborne particles. These could conflict with adjacent existing/future residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below.

client holds in relation to the application. Those concerns may be summarised as follows: (a) Conflict with existing residential use: The proposed activity is located approximately 508m and 575m from the 2 nearest dwellings. My client's dwelling is located approximately 600m from the proposed activity (measured by reference to what has been described as the Concrete Burnout Pad). There are a further 3 dwellings within 3km of the facility. The noise from the proposed activity has not been quantified however it is submitted that such noise readily understood to be incompatible with the bucolic amenity of the area. (b) Conflict with surrounding agricultural activity. The site sits within a land use context that accommodates both residential use and existing agricultural activity. The residences enjoy a bucolic amenity that is based on this context. The impact of the proposal upon the underlying agricultural use of the surrounding land, and indeed the capacity for agricultural use on those adjoining sites, has not been assessed. The agricultural capacity of the subject site has not been assessed. (c) The application provides insufficient information to enable an assessment of the proposed use and development under the Central Highlands Interim Planning Scheme 2015 (Scheme) or to enable a permit to provide effective regulation if the application were to be approved. 1 Conflict with Residential Use A motor racing facility is a discretionary use within the Rural Resource zone. The planning authority accordingly has the discretion to grant or refuse to grant the permit; cl.8.8.1(a). This discretion arises independently of an assessment of the proposal's compliance or non-compliance with standards under the Scheme, noting of course that non-compliance with a standard will necessitate refusal of the application in any event. A discretionary use requires assessment in accordance with cl.8.10.2 which identifies a list of considerations that the planning authority must "have regard to". Cl.8.10.2 provides a series of mandatory considerations however does not otherwise operate to limit the considerations that inform the exercise of the discretion. In undertaking an assessment of the discretionary use, the purpose statements and other considerations listed are matters to which the planning authority must have regard, however, they are not elevated to the status of a standard as to be statements of criteria that must be met. The purpose of the Rural Resource zone describes a focus on providing and protecting agricultural type use and uses that support agricultural activity. Recreation and tourism uses are identified to be supported where they support agriculture, aquaculture, forestry, mining and other primary industries; cl.26.1.1.3. Residential use is identified to be allowed where it does not fetter rural resource use or lead to the loss of productive rural land; cl.26.1.1.4. When reviewing the Use Table under cl.26.2, it is immediately apparent that opportunities for land use conflict are created by the divergent list of discretionary uses. There is no standard within the zone that provides a direct test to manage and protect against land use conflict. The zone purpose statements identify that priority is to be given to primary industry and agricultural use, allowance is made for residential use, and other uses such as	Information not provided to enable Council to assess the conflict with existing or future agricultural uses and residential uses on adjacent properties. There appears to be a discrepancy in the information provided with the Development Application (50-100 people/cars) and the latest Site Plan in the Traffic Impact Assessment which allows car parking for 500 cars.

tourism and recreation may be facilitated to support primary industry. Outside of this general approach, the purpose statement does not provide a framework to manage conflict between incompatible uses. S.5 of the LUPA Act should be noted insofar that it requires that the planning authority exercise its functions and powers so as to further the objectives of the Resource Management and Planning System. Those objectives include providing for the fair, orderly and sustainable use and development of land. It is plainly contrary to those objectives to exercise the discretion under cl.8.8.1(a) and cl.26.2 in a way that creates land use conflict. It is my understanding that the proposed motorsport facility, that is based on observing motorists undertaking burnouts, is likely to produce noise emissions that have the potential to lead to land use conflict. Conflict is particularly likely to arise with existing residential uses. The application contains no information to enable an assessment of the type and intensity of the emissions, including noise. There is no assessment from an acoustic engineer that details what the emissions are likely to be and whether those emissions could be considered reasonable. Taking some guidance from available sources, it is observed that the Tasmanian Planning Scheme requires an attenuation distance of 3,000m between a motor racing facility and the nearest sensitive receiver. Encroachment requires demonstration that nuisance does not arise. A further example is found in relation to the Baskerville Raceway, where the Specific Area Plan excludes sensitive uses from establishing within approximately 650m of the track. These references provide a reasonable basis to conclude that there is a risk of conflict arising from noise emissions. Further, it may reasonably be concluded that the noise from a burnout exceeds the noise from track racing. Noise emissions are an incident of racing however an intended outcome of burnouts. The application proposes the introduction of a use that will create land use conflict or at the very least fails to provide the planning authority with any information that enables a conclusion to be drawn that the proposed use would not give rise to land use conflict. 2 Conflict with surrounding agricultural activity As a discretionary use, the proposed motorsport facility is to be considered by reference to the purpose of the Rural Resource zone. The zone makes express provision for tourism and recreation type uses where these support primary industry. There is no information in the application that enables a conclusion to be drawn that the proposed use provides such support. The purpose of the zone further focuses on the protection of agricultural use and protection of agricultural land. This necessarily requires a consideration of both existing and future potential use of the land. Cl.26.3.3 provides a further standard to guide the assessment of the impact upon agricultural use. The application contains no information that enables an assessment of whether the proposal fetters or adequately	

protects agricultural use and agricultural land. At the very least some form of assessment from an agronomist would be required. There is no information to demonstrate how noise from motorists may impact the surrounding agricultural activity, such as startling livestock. There is no information that demonstrates how the proposal impacts the agricultural use or potential agricultural use of the subject land. 3 Inadequate Application I record that the proposal is not accurately described as a Motor racing facility. There is no contention that this is not the appropriate use classification, however, the application document describes a “Motor Sport Facility” with the plans depicting a “Concrete burnout pad”. This is something that is quite different from racing. As I understand it, when racing, motorists drive around a track, often at high speeds. This may give rise to noise. Conversely, when undertaking a burnout, in competition or display, the objectives include creating noise. The 2 uses and their associated impacts are distinctly different and it may reasonably be concluded that noise emissions from a burnout pad will exceed those from a racing venue. The application discloses that 1 “event” per month is proposed with 50-100 people/cars in attendance. The plans however provide parking for 500 cars in addition to 2.5ha of separate parking and pits for participants. The application discloses that “events” would operate between 10am-10pm or 10am to 6pm on weekends. There is no indication of whether lighting is proposed. The application proposes 4 grandstands (height unknown), each located approximately 30m from the burnout pad. Given the size of the grandstands, assuming an area of 1m2 per person, 160 people could be accommodated as spectators alone. No information is provided regarding the use of amplified audio equipment for announcers or music. The application provides no description of the activity that will occur on the site. If we assume that the Concrete burnout pad is to be used for burnouts, we are still left with no information regarding the frequency of burnouts – are we to assume 1 every 10-minutes over the course of the 12hours of operation? One might also ask how the participant parking and pits are to be used, will there be revving of engines for display or other activity within this area? The application contains no information concerning the noise that may be generated by the proposed activity on the site. There is no information in the application to enable others to make an informed judgment as to what the noise might be. Doing the best we can with the information that we have been given, it is our submission that the application can only be refused. The discretionary use is likely to give rise to land use conflict with both the surrounding residential and agricultural uses. The lack of information detailing the proposed use and the conflicting information as to the intensity (number of people proposed compared to parking and spectator provision) combine to suggest that if approved, the use will be incapable of effective regulation. Detailed permit conditions would be required to ensure noise emissions and patronage were capped. However, given the absence of information, I would suggest that any such conditions would be tantamount to a refusal as the planning authority simply cannot be satisfied that reasonable noise limits could be set that could be complied with. We submit that the application should be refused.	

Representation 4 This submission is an objection to the above development application. I am the user of a property in the Black Bobs area for both recreational and residential purposes. It is difficult to submit a detailed submission due to the lack of particulars provided on the application. Accordingly, if the matter is returned to the applicant to request further information I request that I am given the opportunity to expand on this submission. The reasons for my objection are numbered below. 1. Central Highlands Planning Scheme 26.3.3 - Discretionary P1(a) the application does not meet characteristics of the area due to: • Black Bobs area is mainly residential and grazing land the proposed development area is in a valley therefore sound from the motor racing facility would echo through the valley, significantly impacting the existing residents and amenity of the area. This may be more prominent in colder months. An acoustic/sound assessment should be sought in this regard. A more appropriate location for this type of development would be in an open area (not a valley) with heavily vegetated buffer surrounding the motor racing. P1(b) This type of development would remove the opportunity for both residential and grazing use on a parcel of land that is similar size (15ha) to nearby neighbouring properties in the Black Bobs community (see also E9.7.2). There are 15 properties that make up this community with 9 of those currently being used for residential and/or grazing purposes. The proposed development and use are completely out-of-character for this community. In the map in P1(a) above the cluster of smaller properties that make up the community is shown. P1(c) The setback is proposed to be 500m to existing residences. It is within this distance to the residence at number 8731 Lyell Highway. Further, this does not take into consideration the future potential of residential and grazing development to undeveloped properties to the south. The vegetation surrounding the proposed development is sparse and is believed to not be sufficient to suppress or buffer the noise from the motor racing facility. The valley and cold dense air in the area would keep sound in the valley and would echo off surrounding mountains exacerbating the noise and amenity for the existing residential use in the community. Refer to P1(a). P1(d) Refer to P1(a), (b) and (c). The development is only around 300 metres from the northern boundary of the property 'Cooma' which is currently used for sheep and cattle grazing. 2. Central Highland Planning Scheme E9.0 Attenuation Code The application fails to address how it complies with E9.6 Use Standards – use with potential to cause environmental harm: P1 (a) the operational characteristics of the development (ie a facility for performing burnouts) does not correspond with the general amenity of the area which is made up of residential and farming land. P1 (b) the scale and intensity of the development is difficult to determine as the proposed number of users of the facility is given as 50 to 100, yet parking is provided for 500 cars. This will result in a mass increase in the number of users of the local area; an area which is ordinarily occupied by perhaps 12-15 people over a number of properties. Does the 50 to 100 people include the personnel required to run the operation? Does it	Information not provided to enable Council to assess the noise, odour and airborne particles. These could conflict with adjacent existing/future residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below. No details regarding flood lights has been provided with the Development Application. However, if a Planning Permit was granted, light could form part of the conditions. A Bushfire Assessment is not required for the Development, as no storage of Hazardous materials, such as fuel, is proposed on site. The applicant has stated that a Trained Fire Crew will be attending all events, with suitable equipment. The applicant has also stated that the property will be maintained to reduce the risk of Bushfire. Comments regarding potential dangers to all animals in the area have been noted. It is anticipated that the property will be adequately fence for security reasons. If a decision to grant a Planning Permit was made, Wastewater treatment would be Conditioned in line with the requirements of a Plumbing Permit. The applicant has stated that a St John's Ambulance team and Fire Crew will be in attendance at all events. Information not provided to enable Council to assess the requirements of the Electricity Transmission Infrastructure Protection Code.

include participants as well or is it just ‘spectators’? Such questions raise issues regarding the intensity of the proposal.
P1 (c) the fire risk for the area will significantly increase during times of operation of the proposed activity. Operating a vehicle to the point that the tyres blow out causes significant emissions of heat from various sections of the vehicle including the rubber tyres. Hot, exploding rubber being thrown into the air will significantly increase bush fire risk. The area contains significant areas of forest, scrub and areas of grasslands that due to their remote location and limited use may not always be kept maintained/slashed. Particulates from the tyres as they are ‘burntout’ will be added to the surrounding atmosphere. Air pollutants such as carbon monoxide, nitrogen oxides, particulate matter, volatile organic compounds and benzene are all emitted into the environment by motor vehicles which will be significantly increased during times of operation of the facility.
P1 (d) Any hours of operation and frequency of use should be listed as a condition if the application is approved. The breeding seasons of engaged species identified in the area (see point 3 below) should be addressed accordingly. Note the operation of motor vehicles for a purpose other than moving in and out of residential premises is prohibited after 6pm on Saturdays, Sundays and public holidays – refer to Environmental Management and Pollution Control (Noise) Regulations 2016 Regulation 6. This suggests the proposed hours are in contravention of this legislation.
P1 (e) and (f) light, noise and odour impacts – see P1(c) above. Further, the proposed development area is in a valley and in particular during colder months sound from the motor racing facility would echo through the valley, significantly impacting the existing residents and amenity of the area. Anlighting, but given the proposed hours of operation, it is assumed that this will be a requirement.
Accordingly, an assessment regarding the impact of light pollution on surrounding residences and farming land should be obtained. Only natural lighting is currently available in the area; there are no street lights or similar.
P1 (g) Measures to eliminate, mitigate or manage emissions – the application fails to address such criteria. Consideration should be given to the noise standards in the Environmental Management and Pollution Control (Noise) Regulations 2016.

3. There are threatened species in this area. I have observed wedge-tailed eagles at an adjacent property in recent times. The shading in the map below shows the likelihood of wedge-tailed eagle nests in the area. Council should request that the applicant obtains a report from a suitably qualified professional to determine the impact on the eagles and any other threatened species. A vast increase in people and of course significant increases in noisy activities will disturb the species and will be particularly concerning during breeding/nesting season. This may result in death of the species by abandoning eggs/nests which may further endanger the species.

4. The development will impact on nature values such as eucalyptus vegetation which is on the land. Again, a report from a suitably qualified professional should be sought to determine the impact on threatened vegetation.

5. Very little information is provided regarding bush fire management. A Bushfire Management Report should be provided to Council for consideration. The Bush Fire Attack level is required to then determine the scope of any development and to develop any emergency management policies and storage is

noted on the included plans in the DA. Given that the proposed activities will introduce fire hazards it is critical that sound policies and procedures are in place before any development is considered. It is assumed that fuels and oils will be at least temporarily, it not, permanently stored on the site. There is no mention as to the type of materials to be used for the structures such as grandstands – will they consist of any timbers or similar combustible materials? 6. No environmental assessment was included with the development application. Such assessment will outline the requirements for disposal of sewage to ensure that it does not affect adjoining properties. The design of the sewage system is an assessable item at the DA stage. 7. The lack of a business case and failure to provide a clear intent of use is of concern. The commentary provided in the application refers to 'we' yet only one person is listed as the applicant. It is not clear if there is a committee, corporation or other entity behind or involved in the proposed activity. This leads to such questions as: • How is the proposed activity funded? • Will a fee be charged to attend? If so, will it be operated on a for-profit basis or are proceeds being offered to the community/a charity? • How will the operator enforce the suggested capacity limits and do these numbers include staff/personnel? • Will it operate with appropriate insurances such as personal injury, public liability etc? • Will signage on Lyell Highway be erected? This may constitute a separate application. • If approved, how will Council enforce the proposed times of operation? • Consideration should be given regarding the use of the facility for a 'public event' compared to when it may be used for private use. Any 'use' should be consistent with the suggested hours of operation • If 50 to 100 people/cars are expected, why is parking proposed for 500 vehicles? • Will food and drink/alcohol be served or available for purchase at the facility? If so, is it the intention of the applicant to apply to Council for appropriate permits? • It is anticipated that users of the site will stay/camp overnight after an event at the facility. This will continue the impact on neighbouring properties past the proposed operational hours • Does the applicant or any proposed users of the site hold membership in a motor racing accreditation body? Generally, a Motorsport Australia General Officials Licence or similar would be required to conduct such activities at a professional level. • Will electricity be connected to the site? • What safety barriers, if any, are required around the 'burnout' pad to reduce the chance of injury to spectactors and therefore reduce potential impact on emergency services? • Will the proposed structures including concrete pad require a Building Application? • Are there any emergency evacuation plans? • Will the site have adequate security measures in place for when the facility is not in use to prevent unauthorised access/use of the facility? • Will security guards be engaged during events? 8. The above questions seek to determine that the proposed activity is being offered at a professional level, which is what the applicant seems to suggest when he refers to adding value to	

the local community. Council needs to be satisfied that the activity is of value to the community. 9. The applicant makes a false representation in the commentary by referring to 'a block of land we have purchased'. The title to the property which is included in the application shows that the owners of the property are Stephen Brian Knight and Peter Andrew Knight; neither are the applicant. 10. The remote location of the site means it has limited access to emergency services. Given the nature of the proposed activity, there will be an increased likelihood for police to attend if there is a disturbance, for ambulance to attend to an injury or fire brigade in case of fire, than the current demand. 11. The area of the development is a very peaceful community which is used by residents and visitors predominantly for its relaxed environment. The introduction of such an activity will radically transform the character of the area. It may impact land values which are already low compared to other areas of the LGA and indeed greater Tasmania. It may also introduce people of poor character to the area which may impose a security risk to residents and land owners if any anti-social behaviour is evident. The proposed activity is an illegal activity when it is conducted on a public road and tends to be performed by those that have an ignorance to the law. 12. Further information is also required regarding any odours that will be generated from the proposed activity. Smells such as burning rubber will impact neighbouring properties and have affect on residences and livestock. 13. The application makes no mention regarding the disposal of waste generated on site such as garbage and blown tyres. 14. There are overhead transmission (electricity) lines on the property of the proposal. They are not marked on the plans therefore any distance and potential is not addressed. The figure below shows the electricity transmission corridor on the property. Information from Tas Networks should be sought in this regard. It appears the proposed access road passes through/under this zoning. In summary, the proposal is in conflict with the general amenity of the area which is made up of residential and farming land. Introducing such a facility will impact the peaceful character of the area and have natural environmental impacts as outlined above. It will reduce the potential for or even prevent further suitable development in the area such as hobby farms, residential and grazing. I feel the development is far suited to an area outside the applicable attenuation zones and where there is less risk to other users in terms of fire hazard, less impact on community members such as noise and pollution and where there will be reduced effect on natural values such as vegetation and wildlife including endangered species. It should be suggested to the applicant that a more appropriate location for this type of development would be in an open area (not a valley) with heavily vegetated buffer surrounding the motor racing. For the reasons explained above, Council should reject the development application. If Council sees fit to approve the application, consideration should be given to conditions such as frequency of use, hours of operation and to the environmental concerns highlighted above.	

I welcome any questions you may have in respect to my submission and can expand further at a planning committee meeting if I am given the opportunity.	

Conclusion

The proposal for a Motorsport Complex to hold monthly events/competitions one day during the weekend, operating between the hours of 10am and 6pm has been assessed against the applicable standards of the Rural Resource Zone and the relevant codes of the *Central Highlands interim Planning Scheme 2015* as outlined in the body of this report.

This report concludes that information has not been provided to enable Council to assess the Development Application against the Central Highlands Interim Planning Scheme 2015.

In addition, several representations were received which also raise objections regarding potential land use conflict between the proposal and existing/future residential and agricultural uses. Representors have raised concerns regarding noise levels, odour, the effect on the natural environment and an increase in anti-social behaviour in the quite community.

It is recommended that the Development Application be refused a Planning Permit.

Reasons :-

1. The application provides insufficient information to enable Council to assess the Motor Racing Facility against the Central Highlands Interim Planning Scheme 2015.

2. Due to the insufficient information provided to Council, Council is not satisfied that the proposal does not create a land use conflict between the proposed Motor Racing Facility and the existing or future residential use and surrounding agricultural activity.

Legislative Context

The purpose of the report is to enable the Planning Authority to determine the Development Application DA2021/61 in accordance with the requirements of the Land Use Planning and Approvals Act 1993 (LUPAA). The provisions of LUPAA require a Planning Authority to take all reasonable steps to ensure compliance with the Planning Scheme.

This report details the reasons for the officers Refusal. The Planning Authority must consider the report but is not bound to adopt the Recommendation. Broadly, the Planning Authority can either: (1) adopt the Recommendation for refusal, or (2) replace a refusal with approval.

Any decision that is an alternative to the Recommendation requires a full statement of reasons to ensure compliance with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*. Section 25 (2) of the *Local Government (Meeting Procedures) Regulations 2015* states:

> *25 (2): The general manager is to ensure that the reasons for a decision by a council or council committee acting as a planning authority are recorded in the minutes of the meeting.*

Options

The Planning Authority must determine the Development Application DA2021/61 in accordance with one of the following options:

1. **Refuse to grant a permit:-**
   In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority Refuse the Development Application DA2021/61 for a Motor Racing Facility at 8735 Lyell Highway, for the reasons detailed below.

Reasons :-

1. The application provides insufficient information to enable Council to assess the Motor Racing Facility against the Central Highlands Interim Planning Scheme 2015.

2. Due to the insufficient information provided to Council, Council is not satisfied that the proposal does not create a land use conflict between the proposed Motor Racing Facility and the existing or future residential use and surrounding agricultural activity.

2. Approve to grant a permit:-
In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority Approve the Development Application DA2021/61 for a Motor Racing Facility at 8735 Lyell Highway, with conditions, for the reasons detailed below.

Should the Planning Authority opt to grant a permit contrary to the officers Recommendation, the reasons for the decision should be recorded below, as required by Section 25(2) of the Local Government (Meeting Procedures) Regulations 2015:

RECOMMENDATION

Moved **Mayor Triffitt** Seconded **Clr Cassidy**

THAT the following recommendation be made to Council:

1. Refuse to grant a permit:-
In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority Refuse the Development Application DA2021/61 for a Motor Racing Facility at 8735 Lyell Highway, for the reasons detailed below.

Reasons :-

1. The application provides insufficient information to enable Council to assess the Motor Racing Facility against the Central Highlands Interim Planning Scheme 2015.

2. Due to the insufficient information provided to Council, Council is not satisfied that the proposal does not create a land use conflict between the proposed Motor Racing Facility and the existing or future residential use and surrounding agricultural activity.

Carried 3/1

For the Motion: Mayor Triffitt, Clr Cassidy & Clr Archer
Against the Motion: Deputy Mayor Allwright

Mr J Smith & Mr S Thorpe left the Meeting at 9.57am
Ms Lyn van Amstel & Mr P Sasse left the Meeting at 9.58

6.1 DA2022/15 : REPLACEMENT ROOF & CLADDING : 36 HIGH STREET, BOTHWELL (CT:233745/7)

Report by
Louisa Brown (Planning Officer)

Owner
W Dexter

Purpose

The purpose of this report is to provide further information to Council regarding DA2022/15 Replacement Cladding & Roof at 36 High Street, Bothwell.

Planning Permit DA2022/15 was granted by Council acting as planning Authority on 6 April 2022. Condition 3 & 4 (Heritage) of the permit requires that a report be submitted to the satisfaction of Council's General Manger. The report must explore all feasible alternative building materials and make a recommendation, taking into account the heritage significance of the streetscapes and landscapes of the town and the requirements of the Bothwell Heritage Precinct. The report and quote are attached.

Streetscape & Landscape
The report submitted by the property owner provides information regarding the streetscape and landscape of the town. It is observed that there are a range of dwelling types and materials on High Street. Colourbond and zinc alum are existing materials on the street, several colourbond outbuildings are located on a property opposite 36 High Street. However it is noted that the property opposite is not within the Heritage Precinct.

Feasible Alternative Materials
The owner has explored two alternative materials. These are treated pine weatherboards and cement sheet weatherboards. A quote to replace the cladding with pine weatherboards has also been provided. The cost to use these materials are around $30,000 which are out of budget for the owner.

Coulorbond offers an affordable alternative, with additional low maintenance benefits.

Bothwell Heritage Precinct
Communication with/from the owner does not include any requirements of the Bothwell Heritage Precinct.

The Central highlands Interim planning Scheme defines the Heritage Precinct as *"an area shown on the planning scheme maps as a heritage precinct and described in Table E13.2 as having particular historic cultural heritage significance because of the collective heritage value of individual places as a group for their streetscape or townscape values."*

The Bothwell Heritage Precinct is defined as follows:

Table E13.2 Heritage Precincts, Bothwell Heritage Precinct

Development must satisfy all of the following:

(a) Respect the townscape qualities of the settlement through appropriate building form, design and finishes which are consistent with the historical heritage values of the town setting;

(b) Ensure that new development including additions and adaptations to existing buildings are undertaken in a manner sympathetic to the heritage significance of the streetscapes and landscapes of the town;

(c) Maintain the visual amenity of historic buildings when viewed from streets and public spaces within the settlement;

(d) Scale, roof pitch, building height, form, bulk, rhythm, materials and colour of new buildings and additions to existing buildings must be sympathetic to the character of the town;

(e) New buildings must not visually dominating neighbouring historic buildings; and

(f) Where feasible, additions and new buildings must be confined to the rear of existing buildings.

It should be noted that the existing PVC weatherboards have been removed and that the dwelling currently has no cladding at all.

In assessing the replacement cladding and roof for 36 High Street, Bothwell the following development standards apply:

E13.8 Development Standards for Heritage Precincts
E13.8.1 Demolition

Objective: To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

Acceptable Solutions	Performance Criteria	Officer Comment
A1 No Acceptable Solution.	**P1** Demolition must not result in the loss of any of the following: (a) buildings or works that contribute to the historic cultural heritage significance of the precinct; (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply; (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; (ii) there are no prudent or feasible alternatives; (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.	There are no Acceptable Solutions, the proposal must be assessed against the Performance Criteria P1; (a) Information has not been provided to demonstrate compliance with P1. (b) Information has not been provided to demonstrate compliance with P1. (i) Complies. The previous PVC weatherboards have been removed and the dwelling currently has no cladding. The proposal is to replace these with colourbond as this is achievable within the owners budget. In this situation economic reasons are of greater value to the community and the heritage values. (ii) Complies. Council is satisfied that the owner has explored feasible alternatives. (iii) Not applicable, as the dwelling is not being replaced, only the cladding.

Conclusion
The information provided by the owner satisfies in most part the Heritage Conditions 3 & 4 of Planning Permit DA2022/15. Additional assessment against E13.8 Development Standards for Heritage Precincts, 13.8.1 Demolition of the Scheme concludes that the proposal meets the Performance Criteria P1.

RECOMMENDATION

Moved: Mayor Triffitt **Seconded:** Deputy Mayor Allwright

THAT the following recommendation be made to Council:

In accordance with Condition 3 & 4 (Heritage) on Planning Permit DA2022/15 Council approve the use of Colourbond for the replacement cladding and roof for 36 High Street, Bothwell.

Motion Lost 2/2

For the Motion: Mayor Triffitt & Deputy Mayor Allwright
Against the Motion: Clr Cassidy & Clr Archer

It was agreed that the Manager Development & Environmental Services obtain a costing for weatherboard profile colourbond prior to the May Council Meeting.

6.2 ASSESSMENT OF ST PATRICKS PLAIN WINDFARM

As you are aware Council Resource Shares Planning Officers from Southern Midlands Council, with a Planner working from the Bothwell Office one day per week.

The assessment of the St Patricks Plain Windfarm has been discussed by the Planning Officers and they have decided, with the support of the General Manager from Southern Midlands Council, that assessment of the St Patricks Plain Windfarm should be undertaken by an external consultant.. They have advised they are happy to assist with the admin processing side of the application if required.

This decision has been made based on a number of factors including the expected work load it will represent, Councillors as land owners and the need for full confidence of Council in the independence of the assessment and recommendation.

The cost to engage an external consultant is difficult to calculate as the amount of time required to undertake the assessment and any subsequent appeal, if required, is unknown.

It is being recommended that Council engage a Consultant Planner to undertake the assessment of any future application for the St Patricks Plain Windfarm and that an amount of $25,000 be allocated in the 2022/2023 Budget.

RECOMMENDATION

Moved: Clr Archer **Seconded:** Mayor Triffitt

THAT the following recommendation be made to Council:

THAT a review of Council's Planning Services be undertaken.

Carried

For the Motion: Deputy Mayor Allwright, Mayor Triffitt Clr Cassidy & Clr Archer

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Mr D Steers left the Meeting at 10.34am
Clr Archer left the Meeting at 10.35am and returned at 10.38am

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6.3 PROPOSED BOTHWELL, OUSE AND HAMILTON STRUCTURE PLANNING PROJECTS

Report By:
Council Planning Consultant (SMC) Damian Mackey

Attachments:

1. Funding offer from the State Planning Office, 29 April 2022.
2. Draft Project Plan - 3 May 2022.

Purpose:

The purpose of this report is to progress an initiative to develop 'structure plans' for the townships of Bothwell, Ouse, Hamilton and Gretna, and possibly Miena.

Background:

The feedback received during last year's public notification of the Central Highlands Draft Local Provisions Schedule has brought into focus a need to undertake strategic land use planning exercises for the townships of Bothwell and Ouse, with several of the representations raising potential rezoning issues.

In considering the Bothwell and Ouse representations, Council noted the following:

> *Council intends to pursue a structure plan for Bothwell once the LPS work is completed, potentially with financial support from the State Government. This should follow completion of the Local Provisions Schedule development process and is to set out the preferred future development of the town and any subsequent zoning changes that ought to be made.*
>
> and
>
> *A structure plan for the township of Ouse, with input from the local community should be developed. This should follow completion of the Local Provisions Schedule development process and is to set out the preferred future development of the town and any subsequent zoning changes that ought to be made.*

As Councillors are aware, the public exhibition of the Draft Local Provisions Schedule included planning scheme zone maps. However, the zoning of our townships had been directed by the State to simply be a direct transition from the current planning scheme zones. In other words, no fundamental zone changes were able to be considered. Nevertheless, members of the community lodged representations requesting such changes.

In addition to the matters raised in the representations, Council has been aware of other zoning issues in and around the towns for some time. It has been many years since whole-of-town future-looking strategic planning exercises have been undertaken for the towns in the municipality. There are also issues at Hamilton and the settlements of Gretna and Miena would also benefit from strategic land use planning.

It is now standard practice for the Tasmanian Planning Commission to require that proposed planning scheme amendments within towns are supported by wholistic strategic planning. In other words: 'structure plans.

At the February 2022 meeting, Council determined the following:

> *THAT:*
>
> *A. Submissions be prepared and sent to the State Planning Office outlining the potential structure planning projects initially for Bothwell, Ouse, Hamilton and Gretna, with other settlements to follow, requesting 50% contributions from the State Government, based on a total cash budget for each project of approximately $60,000.*
>
> *B. Draft project plans be prepared for the potential structure planning projects initially for Bothwell, Ouse, Hamilton and Gretna, with other settlements to follow, for consideration by Council. These are to include proposed steering committee arrangements.*
>
> *C. A report on the above points be provided to a future Council meeting, including budgetary implications for the coming financial year.*
>
> *D. Engage the services of Mr Damian Mackey (through the resource-sharing*

protocols with Southern Midlands Council) to facilitate the process on behalf of Council.

To pursue the above, a submission and draft project plan was prepared and forwarded to the State Planning Office, (formerly the State Planning Policy Unit), now within the Department of Premier and Cabinet, which has advised it has funds available to assist Councils with this kind of work. A total budget of $240,000 was foreshadowed, with $140,000 of this requested from the State.

THE STRUCTURE PLANNING PROCESS

The development of a structure plan is generally undertaken by suitable qualified and experienced independent consultants appointed by Council and working under the direction of a Council-appointed Project Steering Committee. At Central Highlands, this could potentially be the existing Planning Committee or specific steering committees set up for each town.

Prior to seeking quotes from potential consultants, Council would finalise the Project Plans setting out the key parts of the project, such as membership of the steering committee, community consultation components, any specific matters that it believes need to be addressed, specific and general outputs and the project budget.

Substantial community involvement is essential to ensure the vision developed for a town is the best it can be, and the local community ultimately have a level of ownership of it. There are usually two phases of community involvement. The first phase is a structured process run by the consultants calling for all manner of ideas, issues, problems, risks, opportunities, etc, from the community. This usually involves a community workshop and a submission process for those unable to attend. The second phase of community consultation is undertaken after the consultants (with Council endorsement) have developed a draft of the structure plan which is then put out to the community for comment.

Other inputs besides that from the community include research on population growth forecasts, residential land demand & supply analysis, demographic trends, gaps in social services, key infrastructure issues and system capacities (water, sewer, roads, etc.), employment trends including existing and future industry sectors and a range of other issues.

All inputs contribute to a collective ‘visioning’ phase of the process

BENEFITS

The final structure plans will set out an agreed vision for each town. Desirable zone changes will be highlighted and the strategic planning rationale underpinning these changes explained. Recommendations may also go to community infrastructure and/or facilities that may be missing or inadequate and where there is a demonstrated need. Where such facilities are within Council’s purview, these recommendations can inform Council’s future works program and budgeting and/or support grant applications to State or Federal Government. Where such facilities are State-level responsibilities, then the structure plan can be used to form the basis of Council’s lobbying efforts.

DRAFT PROJECT BRIEF

A draft ‘Project Brief’ is attached for Councillors’ consideration. This sets out how the project would unfold and includes the proposed membership for the Project Steering Committee.

To pursue this project, the first tasks for Council are to, firstly, confirm that it will proceed with the project, secondly to commit the budget and thirdly to appoint the Project Steering Committee.

The Project Steering Committee will then finalise the Project Brief and provide high level governance and direct. The Steering Committee will report back to full Council at key decision points, which will be specified in the Project Brief. The Steering Committee will also oversee the process to seek proposals from interested consultants to undertake the project, interview those on a short-listed and appoint the successful consultant.

Day-to-day liaison with the project consultants will be through a Project Manager, who will report to the Project Steering Committee.

It is proposed that Council’s Planning Consultant (on Resource-Share from Southern Midlands) act as Project Manager.

FINANCIAL COMMITMENT

In its February 2022 determination Council foreshadowed that, subject to budgetary considerations, it wishes to embark on the project to undertake structure planning for the four towns of Bothwell, Ouse, Hamilton, and Gretna assuming an average cost for each town of $60,000 with the State Government providing 50% of this.

For the four towns the total budget would therefore potentially be $240,000, with the State and the Council each providing 50%. This could be split across two financial years, both for budgeting reasons and the practicalities of doing four structure plans.

Following officer-level discussions with the State Planning Office, an amended idea for developing the structure plans was developed. The key differences to that relayed at the February Council meeting are:

- Adding Miena. (So; the full list would be Bothwell, Ouse, Hamilton, Gretna and Miena.)
- Undertaking the initial components of the work collectively, as 'Part 1' of the project:
    - The background research: population growth forecasts, residential land demand & supply analysis, demographic trends, gaps in social services, key infrastructure issues and system capacities (water, sewer, roads, etc.), employment trends including existing and future industry sectors and a range of other issues., and
    - Identifying the issues and opportunities for each of the settlements. This would include the first phase of the public consultation for each town.
- Drafting the structure plans, undertaking the second phase public consultation, and finalising the structure plans as 'Part 2' of the project.
    - The Part 1 work would inform the scope and breadth of Part 2.
    - For example, it may be determined that one or more of the towns do not need a full structure planning process – but something less. (Noting that Bothwell, Hamilton and Ouse would almost certainly be identified as needing the full process).

By undertaking the initial work collectively, it was considered that the fifth town, Miena, could effectively be added for no additional cost.

As per Attachment 1, the State Planning Office has advised that it is prepared to provide $70,000 this coming financial year, to assist with Part 1 of the project. This represents half of the $140,000 requested by Council. The remainder would be provided in the following financial year for Part 2, and would be up to the remaining $70,000, depending on the scope and breadth of the Part 2.

BUDGET CONSIDERATIONS

As outlined above, it is proposed that the project be split into Part 1 and Part 2 with each part occurring in each of the two coming financial years. The total cost of the project is anticipated to be $240,000, with the State providing $140,000 and Council providing $100,000, across the two financial years.

Subject to any alternative split that might be put forward by tendering consultants, it is assumed that the two parts would be evenly split: $120,000 each for each part.

This would require Council committing $50,000 this coming financial year and a further $50,000 in the next. The State Planning Office has confirmed its commitment of $70,000 this coming financial year for Part 1, and up to $70,000 in the next (subject to the outcomes of Part 1).

So; for each part of the project in each of the two financial years, the budget would be $70,000 from the State and $50,000 from Council: $120,000.

RECOMMENDATION

Moved: Clr Cassidy **Seconded:** Mayor Triffitt

THAT:

A. Council initiate a project to undertake structure planning projects for Bothwell, Ouse, Hamilton, Gretna and Miena, as outline in the Draft Project Brief, attached, (to be finalised by the Project Steering Committee).

B. Recommend a budget commitment of $50,000 for each of the two coming financial years, (noting the commitment from the State of $70,000 in the first financial year and up to $70,000 in the second).

AND the appointment of the Project Steering Committee be determined at a later date.

Carried

For the Motion: Deputy Mayor Allwright, Mayor Triffitt Clr Cassidy & Clr Archer

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7.0 OTHER BUSINESS

Ms J Tyson advised that she had attended the LPS Hearing on behalf of Council with Damian Mackey last week. Further work has to be undertaken on the rural / agriculture zones which will be discussed at a future hearing.

8.0 CLOSURE

There being no further business the Chairperson thanked everyone for attending and closed the meeting at 10.52am.

John. B. Medbury.

SURVEYOR

JOHN .B. MEDBURY
R.L.S., HON F.I.S. TAS. HON F.S.S.S.I.

159 CILWEN ROAD
CAMBRIDGE 7170

PHONE: (03) 62 485083
EMAIL: medbury@optusnet.com.au

REF NO: 12700
YOUR REF:

Manager,
Development & Environmental Services
Central Highlands Council
19 Alexander Street
Bothwell 7030

Dear Sir

RE: PROPOSED SUBDIVISION – LAND IN THE VICINITY OF JOHNSONS ROAD & ROBERTSONS ROAD, MIENA

Attached are the Application for Planning Approval and the proposal plan in this matter together with copies of relevant titles - FR 152719/622, FR 134100/1 and FR 130056/1

The proposal is lodged under Clause 12.5 and conforms to the requirements of 12.5.1, A1, P2, & P3, 12.5.2, P1of that clause of the Central Highlands Interim Planning Scheme 2015.

The applicant, Mr P H Thiessen, had preliminary discussion with Council's Planner, a copy of the notes provided at that time is included with the documentation, along with the Bushfire Hazard Assessment, Desktop Natural Values Assessments, a preliminary Onsite Watewater Rationale from Rock Solid Geotechnics, on which the lot size, shape and orientation are based and a "Typical Cross Section" design and explanatory email from Ross Cumming Engineering regarding the proposed road and emergency bushfire access/egress in the vicinity of Robertsons Road (the Cross Section is also shown on the Proposal Plan).

In accordance with s52 of the Land Use Planning Approvals Act, the owner of land comprised in FR 134100/1 has been notified of this application.

Should you require clarification of any matter please contact me.

Yours faithfully

John B Medbury

31 January 2022

central highlands COUNCIL

Development & Environmental Services
19 Alexander Street
BOTHWELL TAS 7030

Phone (03) 6259 5503
Fax (03) 6259 5722

www.centralhighlands.tas.gov.au

For office use only:

Date Received:	
DA Number:	
PID:	

Application for Planning Approval – Subdivision & Strata Division

Use this form to apply for subdivision approval in accordance with section 81 of the Local Government (Building & Miscellaneous Provisions) Act 1993 *and section 57 and 58 of the* Land Use Planning and Approvals Act 1993 *(the Act).*

Tick ✓ if there has been a pre-application meeting with a Council officer: Yes: ☑ No: ☐

Officer's name JACQUI IVSON *Date:* 2019

Applicant, Owner & Contact Details:

Provide details of the Applicant and Owner of the land. (Please print)

Applicant: P.H. THIESSEN

Address: 272 DAVEY STREET
STH HOBART 7000

Email:

Phone No: 0362 211 717
Fax: No:
Mobile: No:

Owner: P.H. THIESSEN & OTHERS

Address: "AS ABOVE"

Phone No:
Fax: No:

Land Details:

Provide details of the land, including street address, title details and the existing use.

Address: JOHNSONS RD & ROBERTSONS RD
MIENA 7030

Volume: 152719 & 130056
Folio: 622 1

Existing Use VACANT

Please use definitions in planning scheme

Proposed Development Details:

Provide details of the proposed subdivision development.

Development: 38 LOTS SUBDIVISION WITH ASSOCIATED INFRASTRUCTURE

Tick ✓ if proposed developed is to be staged: Yes ☑ No ☐

Tick ✓ Is the proposed development located on land previously used as a tip site? Yes ☐ No ☑

Provide an estimate of the completed value of the proposed development works, including the value of all site works and any labour contributions by the Applicant or the Owner.

Est. value: $ *Write 'Nil' if no works are proposed, e.g. boundary adjustment*

Declaration:

I/we hereby apply for planning approval to carry out the subdivision development described in this application and the accompanying documents and declare that: -

- **The information in this application is true and correct.**
- **In relation to this application, I/we agree to allow Council employees or consultants to enter the site in order to assess the application.**
- **I/we authorise Council to provide a copy of any documents relating to this application to any person for the purpose of assessment or public consultation and agree to arrange for the permission of the copyright owner of any part of this application to be obtained.**
  Council will only use the information provided to consider and determine the application for planning approval. Information provided may be made available for public inspection in accordance with section 57 of the Act.
- **I/We declare that the Owner has been notified of the intention to make this application in accordance with section 52(1) of the *Land Use Planning and Approvals Act 1993*.**
  Applies where the applicant is not the Owner and the land is not Crown land or owned by a council, and is not land administered by the Crown or a council.

Signature:

The Applicant must sign and date this form.
Date: 31/1/2022

Refer to application checklist over page for additional information requirements

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
152719	622
EDITION	**DATE OF ISSUE**
3	24-Sep-2014
Page 1	of 2

I certify that the person described in Schedule 1 is the registered proprietor of an estate in fee simple (or such other estate or interest as is set forth in that Schedule) in the land within described subject to such exceptions, encumbrances, interests and entries specified in Schedule 2 and to any additional entries in the Folio of the Register.

Alice Kawa

Recorder of Titles.

RECORDER OF TITLES TASMANIA

DESCRIPTION OF LAND

Parish of FENWICK Land District of CUMBERLAND
Lot 622 on Sealed Plan 152719
Derivation : Part of Lot 29656, 95-2-15, Granted to Arthur James Drysdale
Prior CTs 134098/8 and 149111/7

SCHEDULE 1

PETER HENRIC THIESSEN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP152719 COVENANTS in Schedule of Easements
SP152719 FENCING COVENANT in Schedule of Easements
SP134098 COVENANTS in Schedule of Easements
D96701 LEASE to NBN CO LIMITED of a leasehold estate for the term of 10 years from 21-Dec-2012 (of that part of the said land within described shown as Lot 1 on Annexure Plan B attached to the said Lease) (Together with a Electricity Infrastructure Easement) Registered 07-Aug-2013 at noon
D96702 LEASE to NBN CO LIMITED of a leasehold estate for the term of 10 years from 21-Dec-2022 (of that part of the said land within described shown as Lot 1 on Annexure Plan B attached to the said Lease) (Together with a Electricity Infrastructure Easement) Registered 07-Aug-2013 at 12.01 PM
D134685 LEASE to CROWN CASTLE AUSTRALIA PTY LTD of a leasehold estate for the term of 10 years from 11-Jul-2014 that is concurrent with and subject to Lease D96701 until the 20-Dec-2022 and Lease D96702 until the 10-Jul-2024 (of that part of the said land within described shown as Lot 1 on SIO 167321) Registered 24-Sep-2014 at noon
D134684 LEASE to CROWN CASTLE AUSTRALIA PTY LTD of a leasehold estate for the term of Ten (10) years from 11-Jul-2024 that is concurrent with and subject to Lease D96702 until the 20-Dec-2032 (of that part of the said land within described shown as Lot 1 on SIO 167321) Registered 24-Sep-2014 at 12.01 PM

Johnsons Rd, Miena

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
152719	622
EDITION	**DATE OF ISSUE**
3	24-Sep-2014
Page 2	of 2

I certify that the person described in Schedule 1 is the registered proprietor of an estate in fee simple (or such other estate or interest as is set forth in that Schedule) in the land within described subject to such exceptions, encumbrances, interests and entries specified in Schedule 2 and to any additional entries in the Folio of the Register.

Alice Kava

Recorder of Titles.

D134686 LEASE to CROWN CASTLE AUSTRALIA PTY LTD of a leasehold estate for the term of Ten (10) years from 11-Jul-2034 (of that part of the said land within described shown as Lot 1 on SIO 167321) Registered 24-Sep-2014 at 12.02 PM

OWNER P. H. THIESSEN

FOLIO REFERENCE 134098-8
149111-7

GRANTEE
PART OF LOT 29656, 953-2-15 GRANTED TO ARTHUR JAMES DRYSDALE

PLAN OF SURVEY

BY SURVEYOR J.B.MEDBURY
J.B.MEDBURY P/L SURVEYORS
OF 224 CAMPBELL STREET, HOBART

LOCATION
LAND DISTRICT OF CUMBERLAND
PARISH OF FENWICK

SCALE 1: 3000 LENGTHS IN METRES

REGISTERED NUMBER
SP152719

APPROVED 10 OCT 2007
EFFECTIVE FROM .....
Alice Kava
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 105 (4634, 4635)	LAST UPI No. GHV67, GHV68	LAST PLAN No. SP134098, P149111	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

INDEX PLAN

(SP. 148230)
639.
619.
620.
621.
638.
ROAD
101.
504
505
506
507
508
509
510
511
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525
526
527
528
529
530
531
532
533
534
535
536
(S.P. 23619)
FLEMING
DRIVE
ROAD
102.
(P. 149111)
(SP. 134098)
(P.152720)
(P. 130057)
(SP. 134098)
513
514
515
516
517
518
519
520
521
553
554
555
556
557
558
543
544
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549
(S.P. 23619)
(S.P. 29959)
622.
(15/25LO)
RESERVED
ROAD
20.12
WIDE
(P. 130057)
(P. 130057)
N

COUNCIL DELEGATE DATE

PLAN OF SURVEY
ANNEXURE SHEET

SHEET 1 OF 2 SHEETS

OWNER P.H. Thiessen

FOLIO REFERENCE 134098-8
149111-7

SCALE 1: 3000 LENGTHS IN METRES

Registered Number
SP 152719

SIGNED FOR IDENTIFICATION PURPOSES

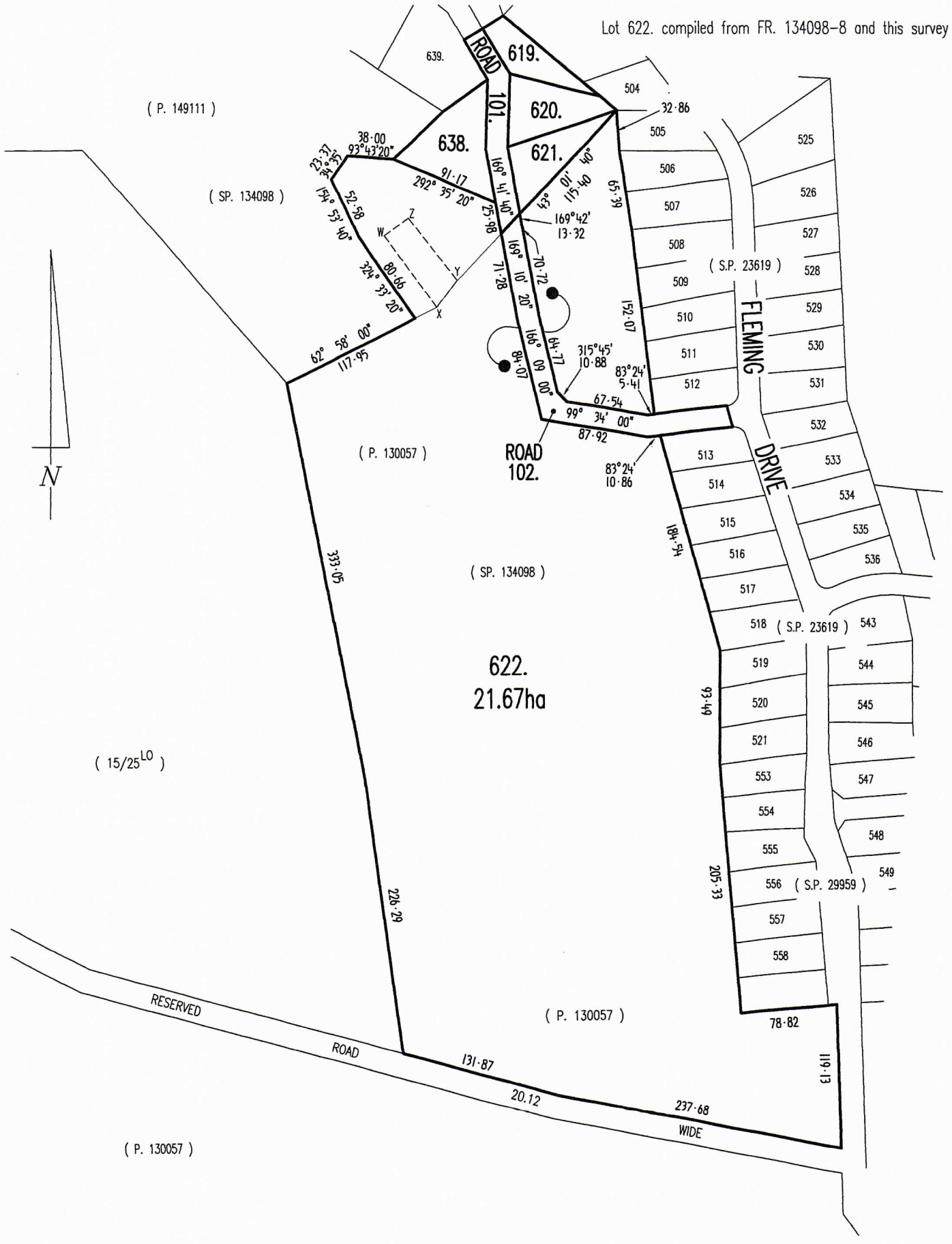
Council Delegate 24.1.07 Date

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET

Registered Land Surveyor 20.12.06 Date

APPROVED EFFECTIVE FROM 10 OCT 2007

Recorder of Titles



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 152719

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.

FENCING COVENANT

The owner of each Lot on the Plan covenants with the Vendor (Peter Henric Thiessen) that the Vendor shall not be required to fence

COVENANTS

Covenants continued on page 2.

The owner of each Lot on the Plan covenants with the Vendor (Peter Henric Thiessen), the owner for the time being of every other lot shown on the Plan and the Central Highlands Council to the intent that the burden of this covenant may run with and bind the covenantors lot and every part thereof and that the benefit thereof shall be annexed to and devolve with each and every part of every lot shown on the Plan and the said Central Highlands Council to observe the following stipulations, namely:

1. Not to erect or permit to be erected a fence on any boundary of any Lot on the Plan without the prior written consent of the Central Highlands Council or its successor

2. Not to remove any native vegitation from any Lot on the Plan except where required for safety purposes and the prior written consent of the Central Highlands Council has been obtained, unless the removal is in order to ensure compliance with the requirements of the Tasmania Fire Service for fire protection

3. Not to further subdivide any Lot on the Plan excepting Lot 622

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: PETER HENRIC THIESSEN FOLIO REF: 134098-8 149111-7 SOLICITOR & REFERENCE: KATRINA GREGG	PLAN SEALED BY: CENTRAL HIGHLANDS DATE: 24 January 2007 DA 22/03 REF NO. Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES	Registered Number SP 152719
SUBDIVIDER: PETER HENRIC THIESSEN FOLIO REFERENCE: 134098-8 149111-7	

Signed by PETER HENRIC THIESSEN)
As Registered Proprietor of land comprised)
In folio of the Register Volume 134098)
Folio 1 and Volume 149111 Folio 1)

In the presence of:

J.R. MEDBURY
159 GILWELL ROAD, CAMBRIDGE
REG. LAND SURVEYOR

COVENANTS

That portion of Lot 622 on the plan formerly comprised in Lot 7 on Sealed Plan 134098 is burdened by restrictive covenant created by SP 134098 in the following terms:

Not to erect or permit to be erected any building on the area of land marked 'WXYZ" on the plan.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
130056	1
EDITION	**DATE OF ISSUE**
5	18-Jun-2012
Page 1	of 1

I certify that the person described in Schedule 1 is the registered proprietor of an estate in fee simple (or such other estate or interest as is set forth in that Schedule) in the land within described subject to such exceptions, encumbrances, interests and entries specified in Schedule 2 and to any additional entries in the Folio of the Register.

Alice Kaua

Recorder of Titles.

DESCRIPTION OF LAND

Parish of FENWICK, Land District of CUMBERLAND
Lot 1 on Sealed Plan 130056
Derivation : Part of Lot 29656, 953a 2r 15ps, Gtd to A J Drysdale & part of Lot 26980, 309a 2r 33ps, Gtd to L Robertson & F Johnson
Prior CT 122229/1

SCHEDULE 1

D53862 TRANSFER to PETER HENRIC THIESSEN FAMILY SUPER PTY LTD Registered 18-Jun-2012 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 130056 EASEMENTS in Schedule of Easements

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmania
Explore the possibilities

OWNER P. H. Thiessen

FOLIO REFERENCE 122229-1

GRANTEE
Part of lot 29656, 953-2-15
Arthur James Drysdale Pur.
Part of lot 26980, 309-2-33
John Alfred Leslie Robertson &
Frederick Edmund Johnson Pur.

PLAN OF SURVEY

BY SURVEYOR R.A.Connor
J.B.MEDBURY P/L SURVEYORS
OF 224 CAMPBELL STREET, HOBART

LOCATION
LAND DISTRICT OF CUMBERLAND
PARISH OF FENWICK

SCALE 1: 7500 LENGTHS IN METRES

Registered Number
SP130056

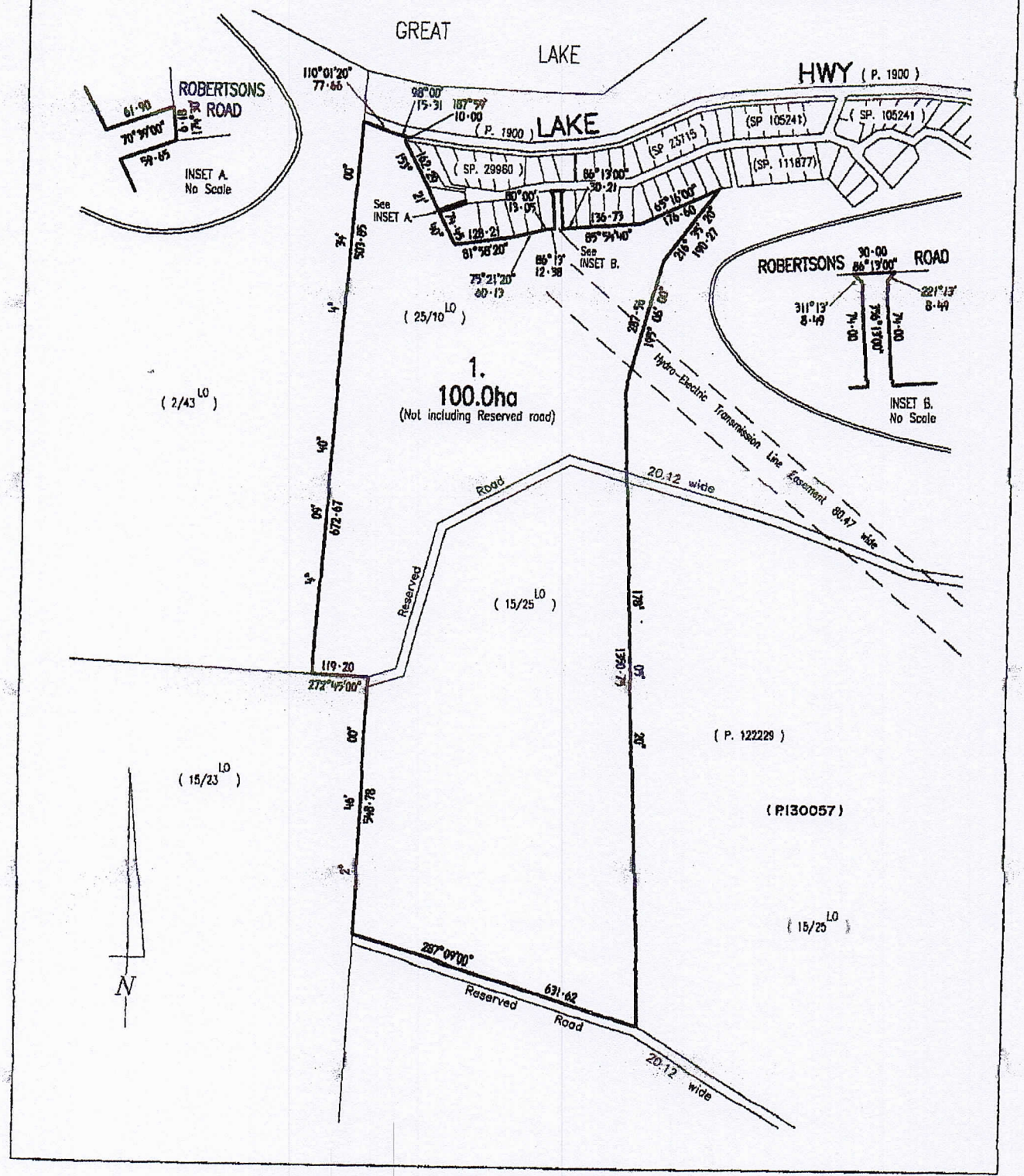
APPROVED
EFFECTIVE FROM 15 JUL 1998
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 105 (4634) (4635)

LAST UPI No. FCE37

LAST PLAN No. P122229

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 130056

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 on the plan is subject to a reservation for the Crown as created by & more fully set forth in Purchase Grant Nos. 196/4, 196/5 & 196/6 to go in and upon the land marked Hydro-Electric Transmission Line Easement 80.47 wide within such lot and to clear the same and maintain towers and power lines thereon.

Nil ~~Easements or~~ profits a prendre.

Piggott Wood & Baker
Per:

Solicitors for PH Thiessen

SIGNED by PETER HENRIC THIESSEN)
as the registered proprietor of the)
land comprised in Certificate of Title)
Volume 122229 Folio 1)
in the presence of:)

Law Clerk, Hobart

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: PH Thiessen FOLIO REF: 122229-1 SOLICITOR & REFERENCE: Piggott Wood & Baker (Ref:GEK:FR:972160)	PLAN SEALED BY: Central Highlands Council DATE: ~~27/4/98~~ 5/10/98 DA (D) 8-97/98 REF NO. Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
134100	1
EDITION	DATE OF ISSUE
5	27-Nov-2018

SEARCH DATE : 26-Mar-2019
SEARCH TIME : 12.05 PM

DESCRIPTION OF LAND

Parish of FENWICK, Land District of CUMBERLAND
Lot 1 on Plan 134100
Derivation : For grantees see plan
Prior CT 130057/1

SCHEDULE 1

M719491 TRANSFER to PETER JOHN DOWNIE Registered 27-Nov-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
PG 196/4; PG 196/5 & PG 196/6 RESERVATION for the Crown to go in and upon the land marked `HYDRO-ELECTRIC TRANSMISSION LINE EASEMENT 80.47 WIDE' on P.134100 and to clear the same and maintain towers and power lines thereon
B911996 Burdening easement: a right of carriageway (appurtenant to Lot 1 on P.117617) over the lands marked `RIGHT OF WAY VARIABLE WIDTH' and `RIGHT OF WAY 18.00 WIDE' (AB) (CD) & (EF) on P.134100
C43870 BURDENING EASEMENT: a right of drainage (together with the right to drain effluent)(appurtenant to Lot 3 on Sealed Plan No. 46660) over the "EVAPORATION & ABSORPTION EASEMENT" on Plan No. 134100
C43870 BURDENING EASEMENT: pipeline rights (as defined therein) (appurtenant to Lot 3 on Sealed Plan No. 46660) over the "PIPELINE EASEMENT 3.00 WIDE" on Plan No. 134100 (subject to provisions contained therein)

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER Peter Henric Thiessen

FOLIO REFERENCE ~~122229-1~~ 130057-1

GRANTEE Part of Lot 39206 gtd. to P.H. Thiessen Whole of Lots 2031, 687ac. & 2032, 667ac. Frederic & Walter Synnot Pur. Whole of Lot 20808, 969-3-0 Athol Howard Bladee Pur. Part of Lot 26980, 309-2-33 Frederick Edmond Johnson & Anor. Pur. Whole of Lots 29655, 496ac. & 29658, 612ac. & Part of Lots 29656, 953-2-15 & 29657, 978-2-28 Arthur James Drysdale Pur.

PLAN OF TITLE

LOCATION J.B. MEDBURY P/L., SURVEYORS OF 224 CAMPBELL ST., HOBART

LAND DISTRICT OF CUMBERLAND
PARISH OF FENWICK

FIRST SURVEY PLAN No.

COMPILED BY J.B. MEDBURY

SCALE 1: 30000 LENGTHS IN METRES

REGISTERED NUMBER

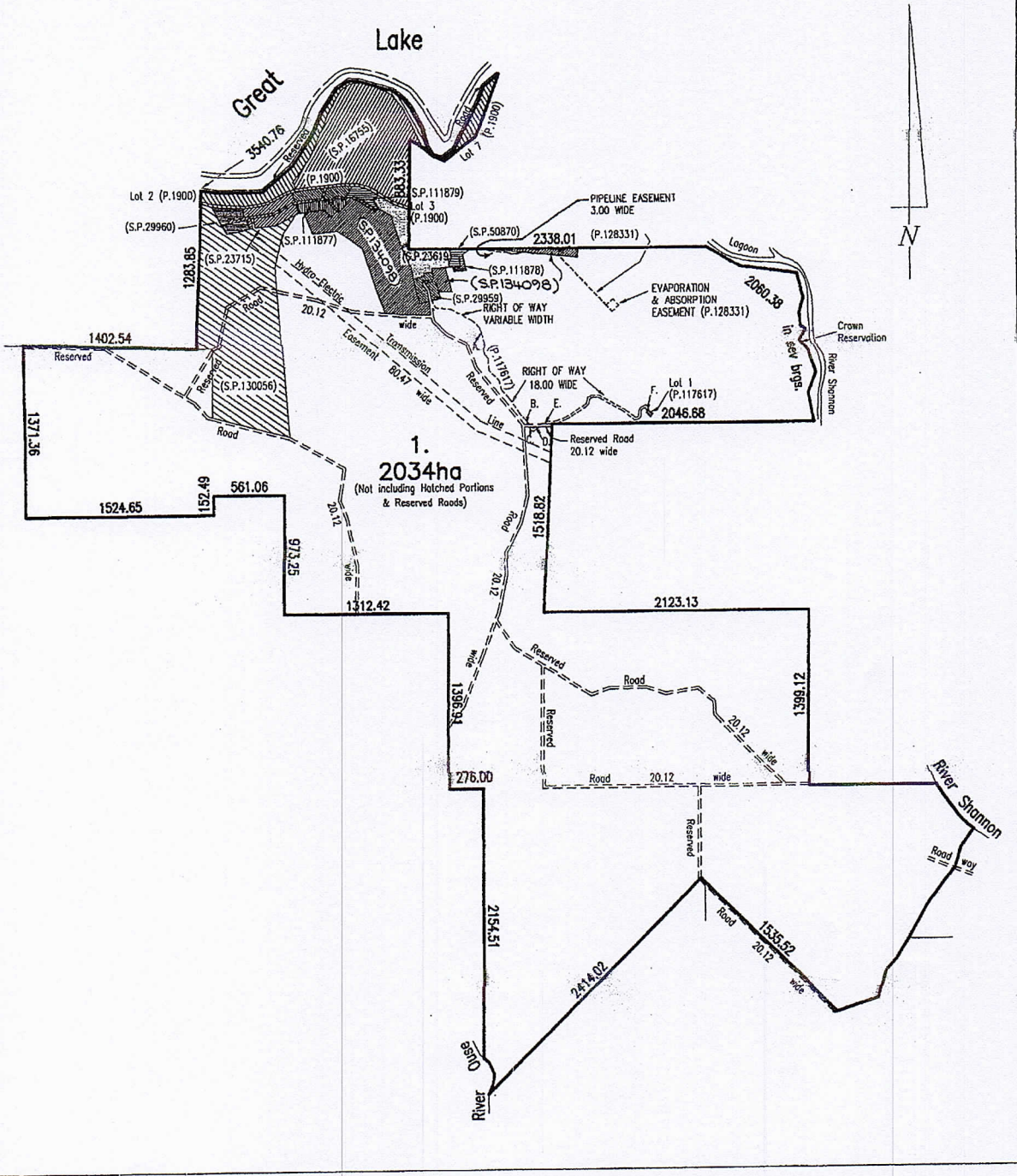
P134100

APPROVED 22 JUN 2000

Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 105 (4634, 4635)	LAST UPI No FTN 75	LAST PLAN No. P.130057	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



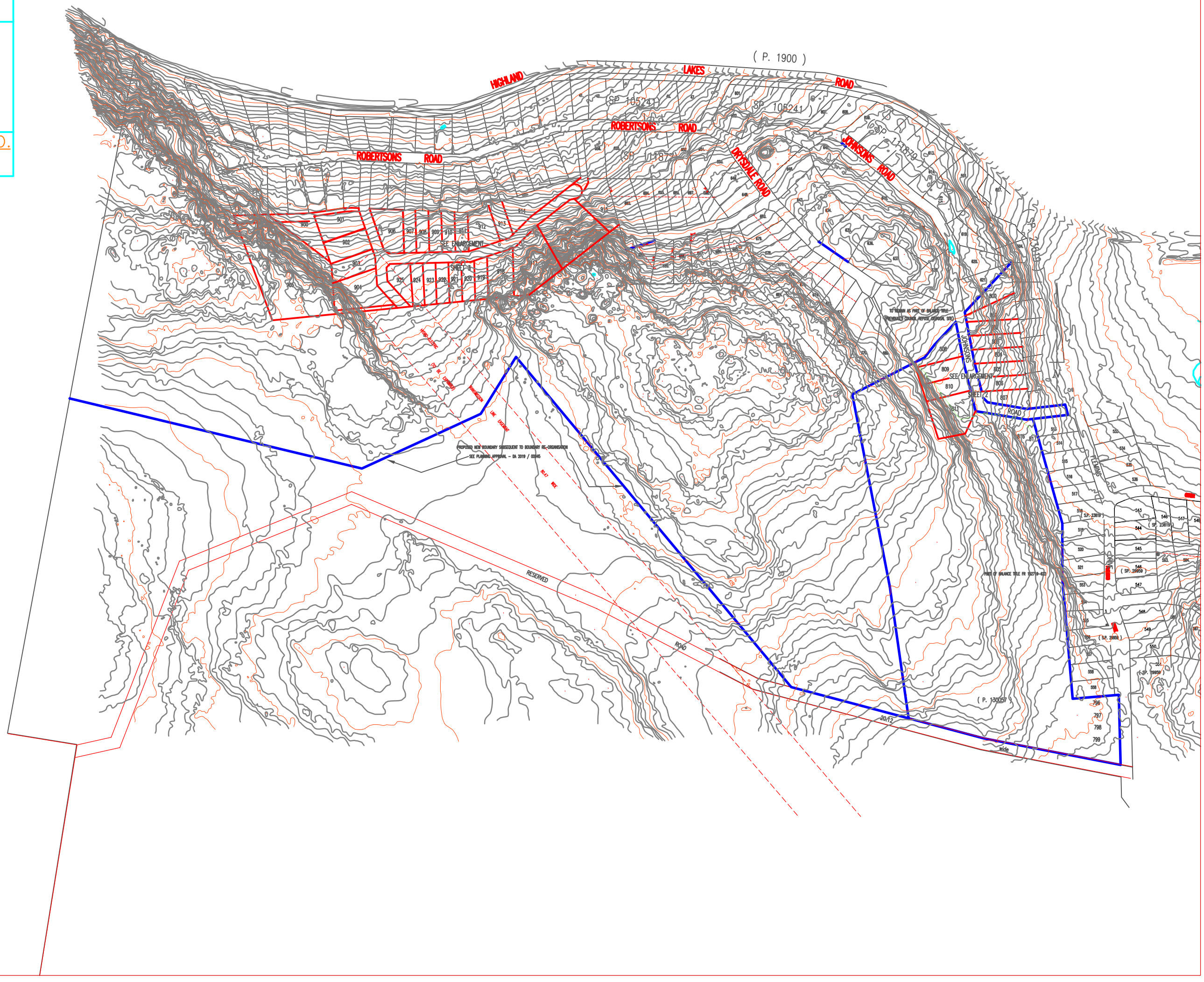
J.B.MEDBURY SURVEYOR
OF 159 CILWEN ROAD, CAMBRIDGE
PH. (03) 62485083; Email medbury@optusnet.com.au

PROPOSED SUBDIVISION
P H THIESSEN & OTHERS
ROBERTSONS & JOHNSONS ROAD
MIENA

SCALE	DATE	REF. NO.
1:6000	22–11–2021	16018App

INDEX PLAN

Scale 1:6000



TO REMAIN AS PART OF BALANCE TITLE

(PREVIOUSLY COUNCIL REFUSE DISPOSAL SITE)

638.

620.

621.

505.

506.

507.

508.

509.

510.

511.

512

800 2495m²

801 2425m²

802 2085m²

803 2050m²

804 2015m²

805 1960m²

806 1910m²

807 2010m²

808 2515m²

809 2500m²

STAGE 810 2270m²

811 4160m²

JOHNSONS

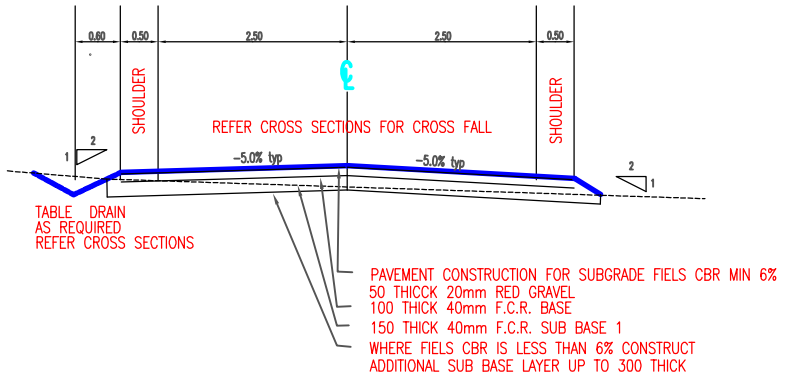
ROAD

PART OF BALANCE TITLE FR 152719-622

N

SHEET 2

SCALE – 1:1000



TYPICAL CROSS SECTION FOR NEW ROADS

HIGHLAND LAKES ROAD

ROBERTSONS ROAD

ROBERTSONS ROAD

ROAD 18.00 WIDE

ROAD

SET APART FOR EMERGENCY ACCESS

(SP. 29960)

(SP. 25715)

(SP. 11187)

STAGE 2

STAGE 3

STAGE 4

STAGE 5

6025m²
6025m²
2820m²
2490m²
4670m²
1·755hA
3300m²
1520m²
1560m²
1530m²
1525m²
1500m²
2970m²
4185m²
1500m²
3750m²
7570m²
6240m²
3340m²
2145m²
1500m²
1500m²
1500m²
1500m²
1520m²
1510m²

SHEET 3

SCALE – 1:2000

RIGHT OF WAY 4.0 WIDE

Miena Subdivision
Lot 622 Johnsons Road
and Highland Lakes Road, Miena
Stage 1-10: Lots 818-921

Desktop Natural Values Assessment

23/09/2020

Central Highlands Council
THI002

Andrew North anorth@northbarker.com.au **Philip Barker** pbarker@northbarker.com.au
163 Campbell Street Hobart TAS 7000 Telephone 03. 6231 9788 Facsimile 03. 6231 9877

Summary

Zoning: Low Density Residential

Codes: None relevant to natural values

Threatened Flora	Potential for *Eucalyptus gunnii* subsp. *divaricata* (TSPA endangered, EPBCA Endangered) and *Hovea montana* (TSPA rare, EPBCA not listed)
Threatened Fauna	Potential foraging habitat for Tasmanian devil, quolls, wedge-tailed eagle and white-bellied sea eagle. Denning habitat for quolls and Tasmanian devil is possible in the rocky areas. Part of the proposal area is modelled as potentially suitable nesting habitat for eagles.
Impact to flora and fauna	Given this is a desktop assessment it is not possible to quantify impact. Possible impact to *Eucalyptus gunnii* subsp. *divaricata* and *Hovea montana* and threatened fauna.
Threatened vegetation	None present or expected to occur.
Environment Protection and Biodiversity Conservation Act 1999	If there is a substantial occurrence of *Eucalyptus gunnii* subsp. *divaricata* then there is potential to trigger this Act.
Threatened Species Protection Act 1995	A permit to take is required for impact to *Eucalyptus gunnii* subsp. *divaricata* and *Hovea montana.* An on-ground survey is required to determine the presence and spread of these species in the proposal area.
Weed Management Act 1999	Five weeds declared under this Act within 500 m of the proposal area.

Contributors:

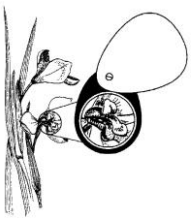
Report: Kaely Kreger and Richard White

Mapping: Jacques Demange and Kaely Kreger

Project Management: Richard White

File Control

Version	Date	Author / Comment
First draft	18/09/2020	Kaely Kreger
Internal review of first draft	23/09/2020	Richard White with input from Grant Daniels
Report version 1.0	23/09/2020	Richard White



Contents

1 Project Details

1.1 Background

The proposal area is located at Lot 622 Johnsons Road, Miena and is close to the southern shore of Great Lake (Property IDs 2814016 and 1867036). The proposal area is in the Central Highlands Council (CHC), is 27.51 ha in extent and adjoins a smaller 3.22 ha area that is concurrently proposed for subdivision by the proponent (Peter Thiessen). North Barker Ecosystem Services (NBES) have been requested to assess the potential impact to both proposals. The subdivision proposal area dealt with in the present report is referred to as Development 2, while the smaller area as Development 1 (see Figure 1 below). The proponent plans to subdivide the portion of the property zoned Low Density Residential under the *Central Highlands Interim Planning Scheme 2015*.

We understand that the *Central Highlands Council Interim Planning Scheme 2015* does not include a Biodiversity Protection Code (or any other Codes to manage impact to natural values in this area), and that Council does not require a field survey for the submission of this development application (confirmed by Jacqui Tyson the Senior Planning Officer at CHC). Rather, a desktop analysis of the potential impact to natural values has been requested of the proponent. NBES have been contracted to undertake the desktop analysis of the natural values that may occur within the proposal area; the following report presents the findings of this assessment.

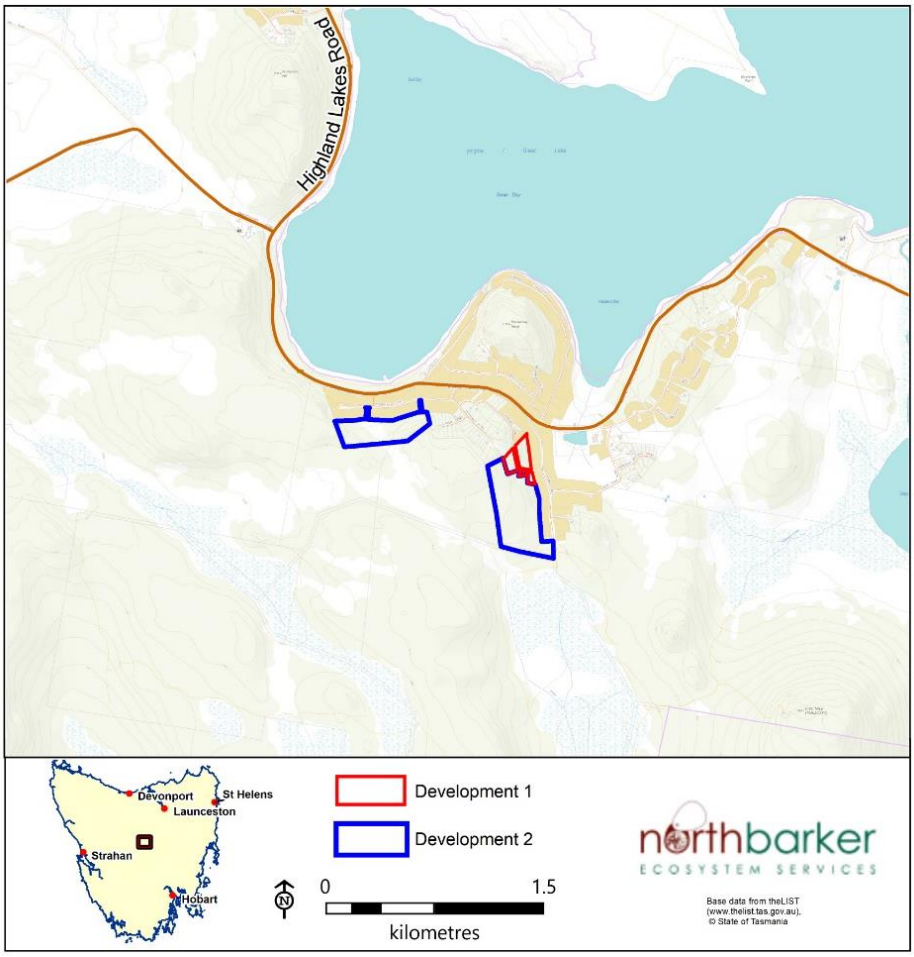


Figure 1: Location of the proposed subdivision - the present report refers to Development 2

1.2 Methods

A desktop review of previously recorded natural values was completed. The Natural Values Atlas was consulted for records of threatened flora and fauna within a 5 km radius from the proposal boundary[1]. The possibility of these values occurring within the impact area has been considered in the interpretation of results. The vegetation was mapped using TASVEG 4.0. Aerial imagery and layers from the LIST (e.g. hydrology) were also consulted to inform our assessment.

A previous report by NBES for a subdivision application at the adjacent property was also referred to[2]. Additionally, NBES have conducted surveys in the broader area (e.g. St Patricks Plains) and our experience in these was referred to where relevant.

1.3 Limitations

The current assessment is a desktop assessment only; no on-ground work has been undertaken. The data that has informed this report is primarily from existing records in the Tasmanian Natural Values Atlas and vegetation mapping as per TASVEG 4.0, much of which has not been ground-truthed. Accordingly, the paucity of records for threatened flora and fauna species in the proposal area cannot be considered as indicative of a low likelihood of threatened species. The potential for threatened species is considered in some detail below.

Given the assessment is desktop only, it should be noted that our assessment of the potential for threatened species to occur, and hence the potential impact to threatened species, is indicative only.

2 Site Values

2.1 Site Characteristics

The proposal site is in two portions comprising an area of 27.51 ha. The vegetation in these areas appears to be predominantly native, and is bounded by native vegetation to the south and west, and by an existing low density housing subdivision to the east and north (Figure 2). The title north of the eastern proposal area has been subdivided, and although this area is mapped as native vegetation on TASVEG 4.0 and appears predominantly native in recent satellite imagery (2019), it is expected that this area will be gradually cleared as low-density housing is constructed. This eastern portion of the proposal area adjoins the other area immediately to the north that is subject to a separate but concurrent development application by the same proponent (Development 1, Figure 1).

The eastern portion of the proposal area slopes to the east, and ranges in elevation from approximately 1010 – 1110 m. The west portion slopes to the north and ranges in elevation from approximately 1060 – 1120 m. The geology is Jurassic dolerite.

2.2 Vegetation

Vegetation is mapped in TASVEG 4.0 units (Figure 3). Three native vegetation communities are mapped, the remaining 0.32 ha is mapped as Urban Areas (FUR):

[1] Natural Values Atlas Report, (nvr_1_14-Sep-2020)

[2] North Barker Ecosystem Services 2004 Proposed Subdivision, Lot 7 Drysdale & Johnsons Rd, Miena, Desktop Vegetation Assessment, 27 July 2004

- *Eucalyptus coccifera* forest and woodland (DCO) – 17.60 ha
- *Eucalyptus gunnii* woodland (DGW) – 7.95 ha
- Eastern alpine heathland (HHE) – 1.64 ha

None of these communities are listed as threatened under any act.

In the absence of ground truthing, it is not possible to comment in detail on whether the vegetation communities are accurately mapped on TASVEG 4.0. However, based on the aerial imagery is appears that the TASVEG 4.0 mapping units fit with boundaries of apparent changes in vegetation and that the mapping units are at least plausible if not correct.

It should be noted that *Eucalyptus delegatensis* and *E. pauciflora* are common in this area and that some of the area may be a community dominated by either species rather than the mapped DOC or DGW. Regardless, based on the aerial imagery and our understanding of the area, we do not expect any threatened vegetation communities to occur in the proposal area.

The following notes on the composition of each vegetation community are drawn from *From Forest to Fjaeldmark*[3].

2.2.1 *Eucalyptus coccifera* forest and woodland (DCO)

This vegetation community occupies 63% (or 17.6 ha) of the proposal area (Figure 2). This vegetation community is dominated by *Eucalyptus coccifera* and the understorey generally has a significant heathy or shrubby component.

2.2.2 *Eucalyptus gunnii* forest woodland (DGW)

This vegetation community comprises 29% (or 7.95 ha) of the proposal area (Figure 2). The canopy of this vegetation community is dominated by *E. gunnii*, both subspecies *gunnii* and *divaricata* (TSPA and EPBCA endangered). The community is subalpine with a variable grassy, sedgy or ferny bog understorey.

2.2.3 Eastern alpine heathland (HHE)

This vegetation community comprises 6% (or 1.64 ha) of the proposal area. This vegetation community is typically a floristically variable heathland.

[3] Harris and Kitchener (2005) *From Forest to Fjaeldmark: Descriptions of Tasmania's Vegetation*, DPIPWE, Hobart, Tasmania

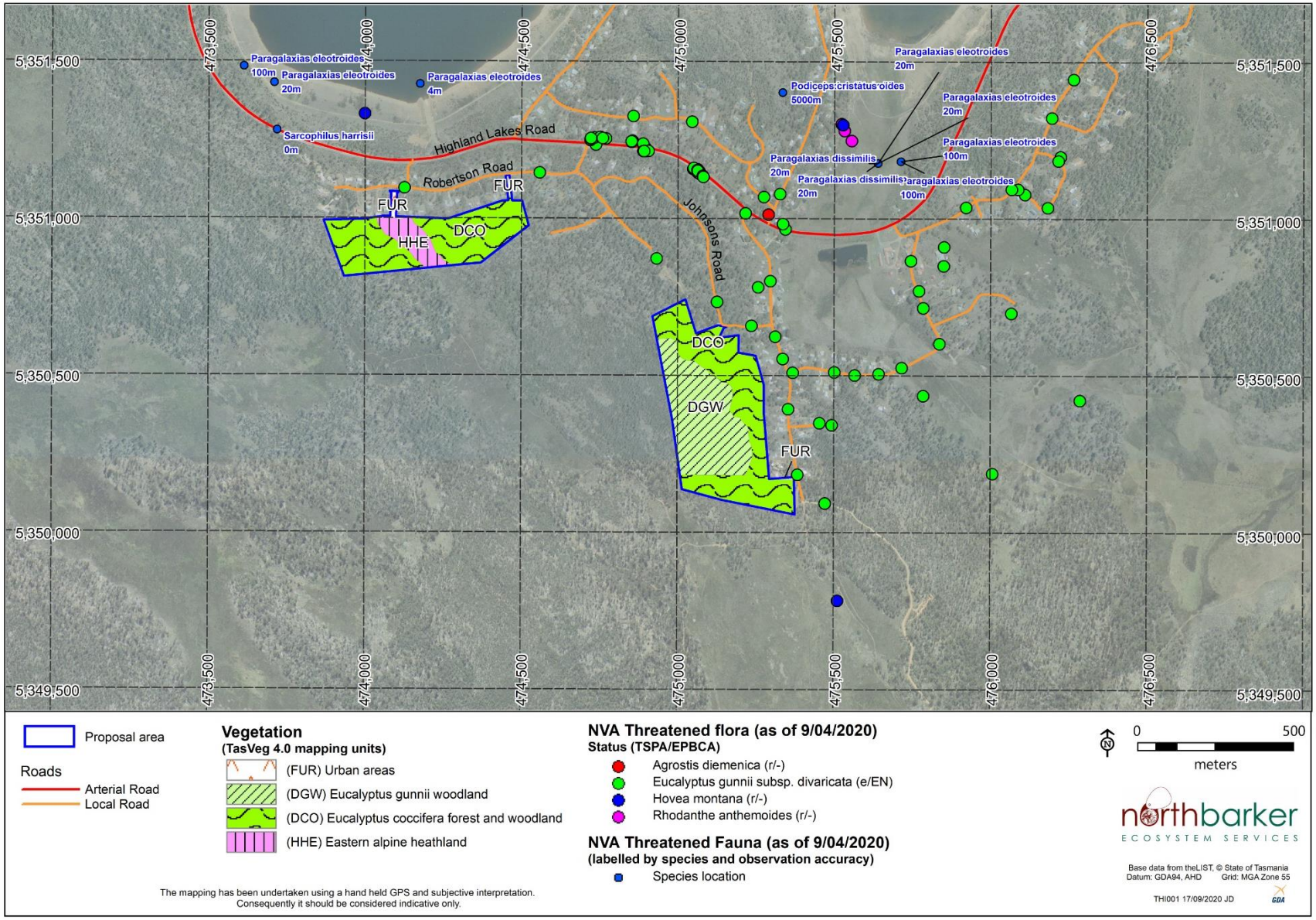


Figure 2: Vegetation (from TASVEG 4.0) and natural values (NVA records) recorded in the area.

2.3 Threatened Flora

No threatened flora records occur within the proposal area but this should not be interpreted as a low likelihood of any threatened flora occurring. Three threatened flora species are recorded within 500 m of the proposal area, and an additional seven threatened flora species are recorded within 5 km. These are listed under either or both the Tasmanian *Threatened Species Protection Act 1995* (TSPA) and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA). The likelihood of these species occurring in the proposal area is detailed in Table 1 below. Notably, of these species, two are considered moderately to highly likely to occur within the proposal area:

Eucalyptus gunnii subsp. *divaricata* (TSPA endangered, EPBCA Endangered).

This dominates open woodland and woodland with grassy/heathy/shrubby understoreys on dolerite around the Great Lake region on the Central Plateau. The most characteristic forms are found towards the exposed edges of treeless flats, which tend to be poorly drained and prone to severe frost (the species is the most frost-tolerant of any eucalypt). It also extends to adjacent rocky slopes, often dominated by *E. delegatensis*. The recorded altitude range is 865-1150 m above sea level. Unfortunately, there has been significant dieback of trees of *E. gunnii subsp. divaricata*, coupled with browsing of regeneration, so many sites are marked by dead stags and dying trees, with little prospect of replacement.

Records of this species are not uncommon in the area, especially east of the eastern proposal area (Figure 2). A total of 61 records of this species occur within 500 m of the proposal area[4], and the proposal area is near the core populations of this species[5] The nearest occurrence is a record from 2010 and is ~13 m from the south eastern corner of the proposal area, alongside Fleming Road (Figure 2). Accordingly, it is considered likely that this species occurs within the proposal area, especially given that 7.9 ha of *Eucalyptus gunnii* woodland is mapped within the proposal area that may contain individuals of the endangered subspecies[6] (Figure 2).

Hovea montana (TSPA rare, EPBCA not listed)

This species occurs in subalpine grasslands and grassy woodlands, occasionally extending to grassy/heathy subalpine forests dominated by *E. delegatensis, E. pauciflora, E. gunnii, E. coccifera* and *E. dalrympleana*.

Suitable habitat occurs throughout the proposal area and given that the nearest record is from 2019 and is 350 m from the proposal area it is quite possible that this species occurs in the proposal area.

[4] Natural Values Atlas Report, (report nvr_1_14-Sep-2020)

[5] Threatened Species Section (2010) Listing Statement for *Eucalyptus gunnii* subsp. *divaricata* (Miena cider gum), Department of Primary Industries, Parks, Water and Environment, Tasmania

[6] Harris and Kitchener (2005) *From Forest to Fjaeldmark: Descriptions of Tasmania's Vegetation*, DPIPWE, Hobart, Tasmania

Table 1: Threatened flora species with records within 500 m and 5 km of the proposal area[7]. Species are listed in alphabetical order.

Species	Status[8] TSPA / EPBCA	Potential to occur on site, or relative size of population if present	Observations and preferred habitat[9]
Species with records within 500 m			
Agrostis diemenica flatleaf southern bent	rare/-	Low	*Agrostis diemenica* has been recorded from the edges of lakes, marshes and streams. The distribution and habitat requirements of native species of *Agrostis* is poorly understood because of many recent taxonomic changes. One record within 5 km, located ~500 m from the proposal area, recorded 2004 with 50 m spatial accuracy. Based on the habitat available and the paucity of records in the area it is not considered likely that this species occurs in the proposal area.
Eucalyptus gunnii subsp. *divaricata* *cider gum*	endangered/ ENDANGERED	High	Discussed above.
Hovea montana mountain purplepea	rare/ -	Moderate - high	Discussed above.
Additional species with records within 5 km			
Asperula scoparia subsp. *scoparia* prickly woodruff	rare/ -	Low	*Asperula scoparia* subsp. *scoparia* is widespread in Tasmania is mainly found in native grasslands and grassy forests, often on fertile substrates such as dolerite-derived soils. Forested sites are usually dominated by *Eucalyptus globulus* and *E. viminalis* (lower elevations) and *E. delegatensis* (higher elevations). There is just a single record within 5 km, recorded in 1996, and with 10 km accuracy. The habitat is expected to be largely sub-optimal for this species and the likelihood of occurrence is low.

[7] Natural Values Report, nvr_1_14_sep_2020

[8] Tasmanian *Threatened Species Protection Act 1995,* Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*

[9] Threatened Species Section (2020)

Species	Status[8] TSPA / EPBCA	Potential to occur on site, or relative size of population if present	Observations and preferred habitat[9]
Calocephalus lacteus milky beautyheads	rare/ -	Low	*Calocephalus lacteus* occurs in open, dry sites in lowland areas of eastern and northern Tasmania and on lower altitudes of the Central Plateau. It requires bare ground for recruitment and may benefit from disturbance. It is often found on roadsides and beside tracks. The nearest record is located 2.7 km away, recorded 2006 with 10 m spatial accuracy, at approximately 1020 m elevation. There are 3 records within 5 km. The proposal area is expected to comprise mostly relatively closed vegetation communities that are not suitable for this species. Broadly, the site may be considered suboptimal for this species and the chances of occurrence are low.
Isoetes drummondii subsp. *drummondii* plain quillwort	rare / -	Very low	*Isoetes drummondii* subsp. *drummondii* is usually found in damp soils amongst dense grasses, such as the waterlogged pastures and waterways of the Midlands (with some outliers on the Forestier Peninsula and elsewhere). Habitats include woodland and forest dominated by *Eucalyptus rodwayi* and *E. amygdalina*, man-made ditches, muddy tracks and grassy "runs" through open forest. It also occurs on the seasonally inundated shores of man-made or natural waterbodies such as Camerons Lagoon, Wihareja Lagoon and Lake Leake. Nearest record 3.4 km from proposal area, recorded in 1979 with 1 km accuracy. 4 records within 5 km, most recently recorded 1991. Suitable habitat is unlikely to occur within the proposal area, which appears mostly well-drained (based on contours). It is possible that marginal suitable habitat may occur but this is likely very limited in extent. Accordingly, there is a very low likelihood of this species occuring.
Isoetes humilior veiled quillwort	rare/ -	Very low	*Isoetes humilior* occurs in still waters and slow-moving sections of running water around the Central Highlands. It frequently occurs with *Isoetes gunnii* and the two species may be intermingled within the same clump.

Species	Status[8] TSPA / EPBCA	Potential to occur on site, or relative size of population if present	Observations and preferred habitat[9]
			Two records within 5 km, most recently recorded 1990. Unlikely to occur within study area owing to the absence of suitable habitat.
Muehlenbeckia axillaris matted lignum	rare/ -	Low	*Muehlenbeckia axillaris* is predominantly found in moist gravely or rocky places on the Central Plateau, extending out to the west, north-west and lower reaches of the South Esk River. 7 records within 5 km, last recorded 2009. Unlikely to occur within proposal area owing to the probable absence of suitable habitat.
Prasophyllum crebriflorum crowded leek-orchid	Endangered / ENDANGERED	Low	In north-western Tasmania, *Prasophyllum crebriflorum* occurs in montane tussock grassland dominated by *Poa labillardierei* (silver tussock grass), with scattered patches of the woody shrub *Hakea microcarpa* (smallfruit needlebush). On the Central Plateau, plants sometimes ascribed to *Prasophyllum crebriflorum* occur in highland native grassland dominated by *Poa gunnii* (gunns snowgrass) and grassy woodland with a sparse overstorey of *Eucalyptus gunnii*. Seven records within 5 km, most recently recorded 2010. Known populations are located to the south and east on the Central Plateau. Suitable habitat not likely in the proposal area and the chance of this species occurring is consider low.
Pterostylis pratensis Liawenee greenhood	vulnerable/ VULNERABLE	Very low	*Pterostylis pratensis* is restricted to the Central Highlands of Tasmania, growing at an elevation of 850-1100 m above sea level in subalpine *Poa labillardierei* tussock grassland that is very exposed, low and open, with patches of often stunted *Olearia algida* (alpine daisybush) and *Hakea microcarpa* (smallfruit needlebush) scrub on red–brown loamy to clay soils derived from basalt. 22 records within 5 km of proposal area, most recently recorded 2010. Suitable geology is not mapped within the proposal area, and therefore it is unlikely to occur within the proposal area.

Species	Status[8] TSPA / EPBCA	Potential to occur on site, or relative size of population if present	Observations and preferred habitat[9]
Ranunculus jugosus twinned buttercup	rare/ -	Very low	*Ranunculus jugosus* is endemic to Tasmania and inhabits short alpine herbfields in the Central Plateau region. It appears to be associated with rivers and soaks. 1 record within 5 km, recorded 1982. Suitable habitat is not likely to occur within the proposal area, and therefore it is considered unlikely to occur.
Rhodanthe anthemoides chamomile sunray	rare/ -	Very low	The distribution of *Rhodanthe anthemoides* includes montane grasslands, heath and heathy scrub in central and north-western Tasmania. Nearest record is 718 m from proposal area near the lake shore. 4 records within 5 km, all recorded in 2018 with 5 m accuracy. Typically, this species occurs in open, grassy habitats and such habitat is not expected to occur in the proposal area to any meaningful extent. Accordingly, there is a low to very low likelihood of the species occurring within the proposal area.
Taraxacum aristum mountain dandelion	rare / -	Low	*Taraxacum aristum* occurs in subalpine grassland, grassy heath and grassy woodland in the Central Highlands. 1 record within 5 km, recorded 1986. Potential habitat is not expected to occur in the proposal area to any meaningful extent. Accordingly, there is a low to very low likelihood of the species occurring within the proposal area.
Viola cunninghamii alpine violet	rare / -	Low	*Viola cunninghamii* occurs in short alpine herbfield, grassland and grassy heath in the higher parts of the eastern and central mountains where it is often associated with small patches of bare ground. 1 record within 5 km, recorded 1989. Potential habitat is not expected to occur in the proposal area to any meaningful extent. Accordingly, there is a low to very low likelihood of the species occurring within the proposal area.

2.4 Threatened Fauna

Three threatened fauna species are recorded within 500 m. Two are exclusively aquatic and suitable habitat is not mapped or expected to occur in the proposal area: these species are therefore not considered further. The third species is the Tasmanian devil. Nineteen threatened fauna species are recorded within 5 km.

The range boundaries of 20 species are located within 500 m of the proposal area, and the range boundary of 1 additional species occurs within 5 km. Twelve of these species are exclusively aquatic and are not considered further. The likelihood of the remaining 11 threatened fauna species occurring within the proposal area are detailed in Table 2 below.

Table 2: Threatened fauna with records or range boundaries within 5 km[10].

Species	Status[11] TSPA / EPBCA	Potential to occur	Observations and preferred habitat[12]
TERRESTRIAL INVERTEBRATES			
ptunarra brown butterfly *Oreixenica ptunarra*	Vulnerable/ ENDANGERED	Low	Found within Poa tussock grassland, woodland and grassy shrubland, this species is found in small populations above 400 m in the Central Plateau, the Steppes, eastern highlands, southern midlands and north-west plains. Poa grass is considered crucial for this species as the food plant for its caterpillar stage. If suitable habitat occurs on site it is likely very limited in extent. Accordingly, the chances of this species occurring is considered low.
Miena jewel beetle *Castiarina insculpta*	Vulnerable, up-listing to endangered pending / -	Low to moderate	Endemic to Tasmania, the species is only reportedly found in the Great Lake/Lake Augusta area of Tasmania's Central Plateau. Found in open heath and subalpine woodland above 900 m, this species feeds primarily on *Ozothamnus hookeri*. Threats to this species include climate change, habitat loss and illegal collection. There are 8 records of the species within 5 km, most recently recorded 2015. There are 29 records of the host

[10] Natural Values Report, nvr_1_14_sep_2020

[11] Tasmanian *Threatened Species Protection Act 1995,* Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*

[12] Threatened Species Section (2020)

Species	Status[11] TSPA / EPBCA	Potential to occur	Observations and preferred habitat[12]
			plant *O. hookeri* within 5 km of the proposal area, with the nearest records ~900 m from the proposal area. Although it is possible *O. hookeri* occurs in the proposal area it is most common on grassy/heathy flats. The chances of the host plants occurring in sufficient density in the woodland environments for there to be a reasonable chance of supporting the beetle is low. The patch eastern alpine heathland is most likely to contain *O. hookeri* but given the small area the chances of this patch supporting the beetle are assumed to be low to moderate.
MAMMALS			
Tasmanian devil *Sarcophilus harrisii*	Endangered/ ENDANGERED	Foraging: Moderate to high Denning: Low to moderate	The Tasmanian devil lives in a wide range of habitats across Tasmania, especially in landscapes with a mosaic of pasture and woodland. Populations have declined substantially since the first observations of the infectious cancer Devil Facial Tumour Disease (DFTD). DFTD has now spread across much of Tasmania. The reduced population is also likely to be more sensitive to additional threats such as death by roadkill, competition with cats and foxes, and loss or disturbance of areas surrounding traditional dens where young are raised. The protection of breeding opportunities is particularly important for the species due to the mortalities from demographic pressures. There are 11 records within 5 km, most recently recorded 2016. This species occurs in a wide range of habitats, and it is likely that devils traverse the site from time to time. Typically, dens are sparsely distributed in the landscape and although it possible they may utilise rocky areas for denning in the proposal area the chances are low to moderate at best.

Species	Status[11] TSPA / EPBCA	Potential to occur	Observations and preferred habitat[12]
eastern quoll *Dasyurus viverrinus*	-/ ENDANGERED	Foraging: Moderate Denning: Low to moderate	The eastern quoll is widespread in Tasmania and was previously widespread in mainland south-eastern Australia but has been effectively extinct there since 1963 (some reintroductions have occurred). Not currently listed as threatened species within Tasmania under the TSPA. Records from the NVA indicate that the eastern quoll occurs in most parts of Tasmania but is recorded infrequently in the wetter western third of the state. The species' distribution is associated with areas of low rainfall and cold winter minimum temperatures. It is found in a range of vegetation types including open grassland (including farmland), tussock grassland, grassy woodland, dry eucalypt forest, coastal scrub and alpine heathland, but is typically absent from large tracts of wet eucalypt forest and rainforest. There are two records within 5 km, recorded 1996. Core range is located within 500 m of the proposal area. The species is considered moderately likely to occur within the study area and there is some albeit limited potential for this species to breed here.
spotted-tailed quoll *Dasyurus maculatus* subsp. *maculatus*	Rare/ VULNERABLE	Foraging: Low to moderate Denning: Low	Occurs widely in Tasmania, including the northwest. Primary habitats are wet forest and rainforest. One record within 5 km, recorded 2015. Foraging and denning habitat may occur within the proposal area, but this is less suitable than for eastern quoll and the site is outside the core range of the species. Potential range occurs within 500 m of the site.
BIRDS			
wedge-tailed eagle	Endangered / ENDANGERED	Foraging: High	Wedge-tailed eagles nest in a range of old growth native forests and the species is dependent on forest for

Species	Status[11] TSPA / EPBCA	Potential to occur	Observations and preferred habitat[12]
Aquila audax fleayii		Nesting: modelled as potentially suitable (Figure 3)	nesting. Territories can contain up to five alternate nests usually close to each other but may be up to 1 km apart where habitat is locally restricted. Wedge-tailed eagles prey and scavenge on a wide variety of fauna including fish, reptiles, birds and mammals. Two nest records within 5 km located 3.5 km and 4.2 km from the proposal area, most recently recorded 2018. It is likely that wedge tailed eagles hunt across the property. According to the Forest Practices Authority eagle habitat model the proposal area is mapped as containing potentially suitable habitat for the eagle (areas that score higher than 3 in Figure 3 below). A ground survey is required to adequately ascertain the suitability of nesting habitat.
white-bellied sea-eagle *Haliaeetus leucogaster*	vulnerable/ -	Foraging: Moderate to high Nesting: modelled as potentially suitable (Figure 3)	In Tasmania the white-bellied sea-eagle is restricted to nesting within 5 km of coastlines, major estuaries and inland lakes. They typically build nests in large eucalypt trees, much like the Tasmanian wedge-tailed eagle, although their specific nesting requirements aren't as strict as WTE, such that they often nest in relatively small and exposed coastal trees (including [in a minority of cases] non-native species [e.g. Pinus radiata]), and are also known to nest occasionally on sea cliffs or even piles of rocks at ground level on islands lacking ground predators (e.g. Ninth Island). No records within 5 km. It's possible that this species forages across the proposal area from time to time. According to the Forest Practices Authority eagle habitat model the proposal area is mapped as containing potentially suitable habitat for the eagle (areas that score higher than 3 in Figure 3 below). A ground survey is required to adequately

Species	Status[11] TSPA / EPBCA	Potential to occur	Observations and preferred habitat[12]
			ascertain the suitability of nesting habitat.
Tasmanian masked owl *Tyto novaezealandiae* subsp. *castanops*	endangered / VULNERABLE	Foraging: Low Nesting: Low	Found in a range of habitats which contain some mature hollow-bearing forest, usually below 600 m altitude. This includes native forests and woodlands as well as agricultural areas with a mosaic of native vegetation and pasture. Significant habitat is limited to large eucalypts within dry eucalypt forest in the core range. The species does however occur above 600 m, demonstrated by recent records (2020) obtained by NBES staff in the St Patricks Plains area at ~1000 m in elevation (12 km the southeast of the proposal area). No records within 5 km. Potential range occurs within 500 m of proposal area. This species has a territory of ~2000 ha and although it is possible that this species utilises the area for foraging the species is expected to occur at very low densities in the area. A ground survey would be required to determine the potential for hollow bearing trees on the site and therefore the likelihood of this species nesting. However, trees with suitable nesting hollows are typically sparse in the landscape so the chances of such trees occluding and being utilised by the species at this sub-optimal altitude are considered low.
swift parrot *Lathamus discolor*	endangered / CRITICALLY ENDANGERED	Foraging: None Nesting: None	The swift parrot spends its winter in south-eastern mainland Australian before migrating to Tasmania in late winter/early spring to breed. During the breeding season, nectar from Tasmanian blue gum (*Eucalyptus globulus*) and black gum (*Eucalyptus ovata*) flowers is the primary food source for the species. These eucalypts are patchily distributed and their flowering patterns are erratic and unpredictable, often leading to only a small proportion of Swift Parrot habitat being available for breeding in any one year. Swift Parrots breed in tree

Species	Status[11] TSPA / EPBCA	Potential to occur	Observations and preferred habitat[12]
			hollows in mature eucalypts within foraging range of a flower source. One record within 5 km, dated 1969. The proposal area is above the elevational range of the eucalypt species that are the primary foraging resource for this species, and therefore the proposal area offers neither foraging nor nesting habitat for this species.
grey goshawk *Accipiter novaehollandiae*	endangered/-	Foraging: Very low Nesting: None	Inhabits large tracts of wet forest and swamp forest, particularly patches with closed canopies above an open understorey, but with dense stands of prey habitat nearby. Mature trees provide the best nesting sites. Most nests have been recorded from blackwoods and occasional myrtle beech. The proposal area is not expected to support suitable nesting habitat. Grey goshawk may very occasionally forage over the proposal area. Not sightings or nests within 5 km. Potential range occurs within 500 m of proposal area.
great crested grebe *Podiceps cristatus*	vulnerable / -	None	The Great Crested Grebe inhabits wetlands, deep lakes, rivers and swamps and prefers a combination of open water and dense reedbeds. This species is relatively rare in Tasmania but can have minor irruptions and periods of regular sightings in some areas. One record within 5 km, dated 1945. Suitable habitat does not occur within the proposal area.

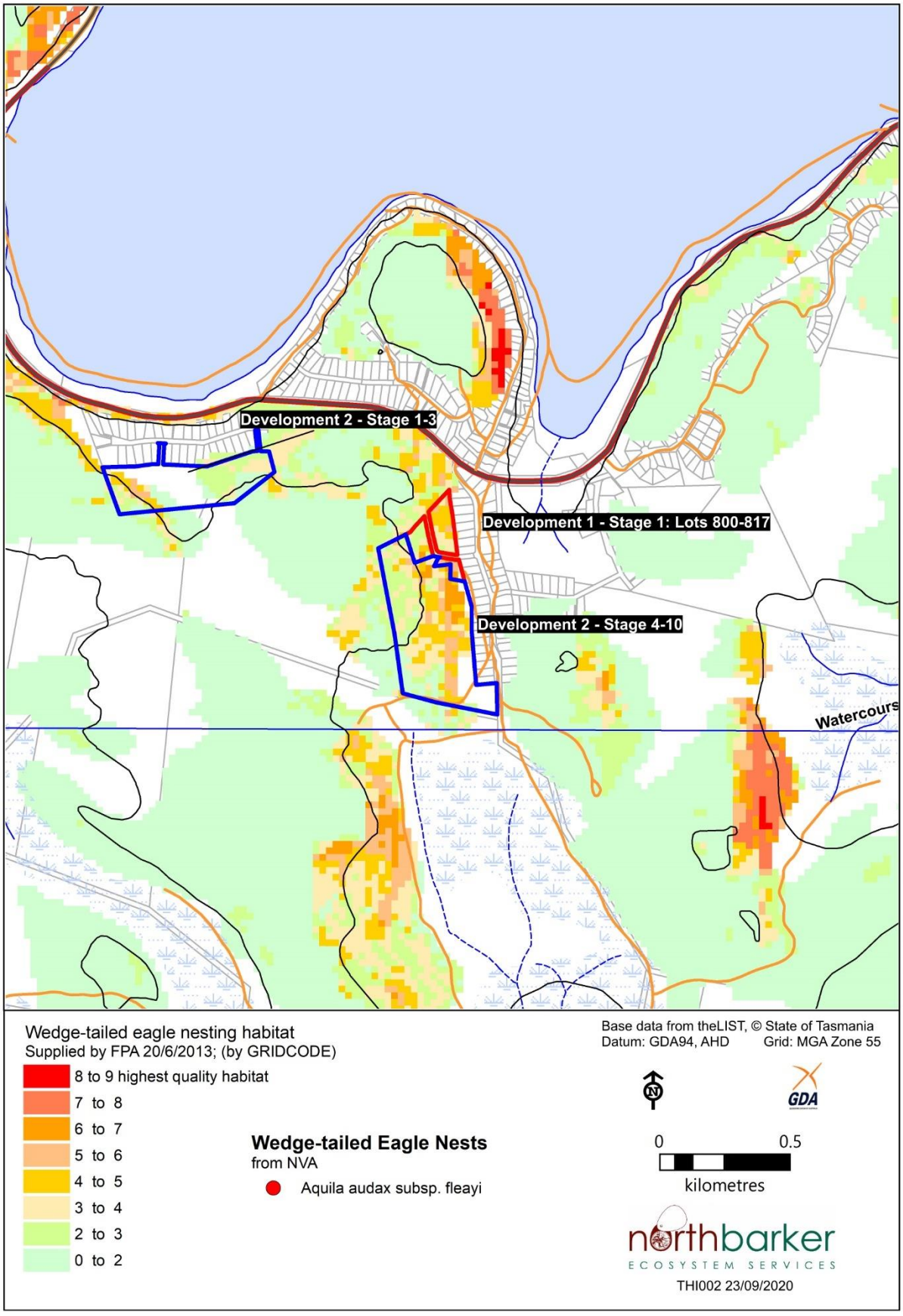


Figure 3: Forest Practices Authority wedge-tailed eagle nesting model

2.5 Weeds

There are no declared weeds recorded within the proposal area, but this should not be interpreted as an absence of weed species. It is quite possible that noxious weeds occur, particularly along road edges and other disturbed areas within the proposal area. There are records of five weed species declared under the Tasmanian Weed Management Act 1999[13] (WMA) within 500 m of the proposal area (Table 3, Figure 4).

Table 3: Tasmanian WMA weeds recorded within 500 m of proposal area.

Species	Common Name	Observation Count	Last Recorded
Cytisus scoparius	english broom	5	01-Dec-2012
Genista monspessulana	montpellier broom	3	13-Aug-1999
Hieracium aurantiacum subsp. carpathicola	orange hawkweed	2	02-Jan-2012
Pilosella aurantiaca subsp. aurantiaca	orange hawkweed	6	18-Dec-2012
Senecio jacobaea	ragwort	1	01-Feb-2012
Ulex europaeus	gorse	6	01-Feb-2012

Four of these species are Zone B species for the Central Highlands Council, for which containment is the stated management goal. One species is a Zone A species for Central Highlands Council, elimination is the management goal for Zone A species.

Zone A - elimination

- Orange hawkweed (*Pilosella aurantiaca* subsp. *aurantiaca,* synonymous with *Hierachium aurantiacum* subsp. *carpathicola*): this species can be highly invasive.

Zone B - containment

- English broom (*Cytisus scoparius*)
- Montpellier broom (*Genista monspessulana*)
- Gorse (*Ulex europaeus*)
- Ragwort (*Senecio jacobaea*)

[13] Tasmanian *Weed Management Act 1999*

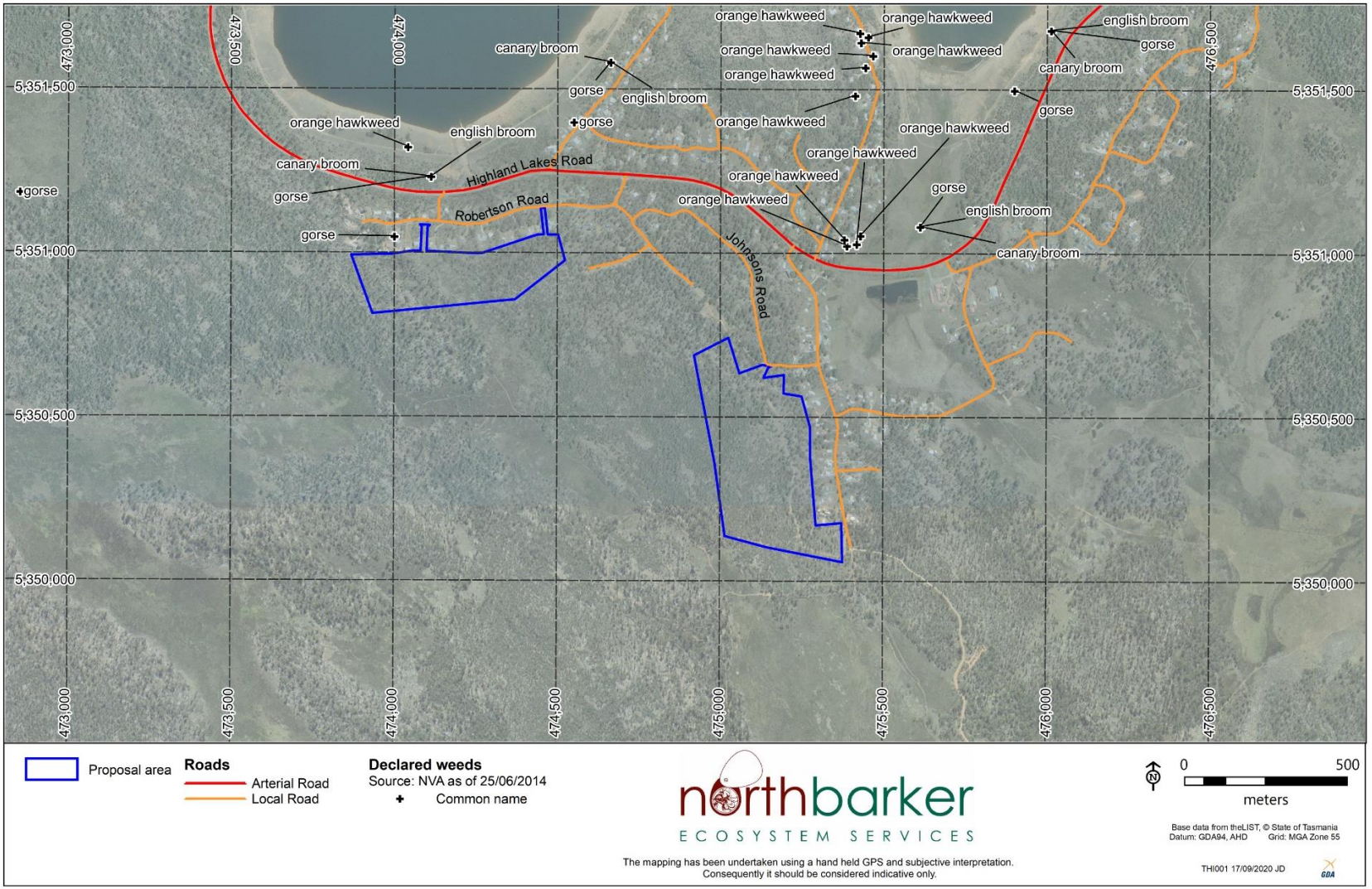


Figure 4: Locations of declared weed species records from the NVA.

3 Impact assessment and scope for mitigation

3.1 Impact on native vegetation

The assumption is that all native vegetation will be cleared within the proposal area. Therefore, 27.51 ha native vegetation is expected to be impacted by the proposal. The native vegetation communities mapped within the proposal area are not listed as threatened under any act. No threatened vegetation communities are expected to be impacted by the proposal.

Table 4: Total extent in ha of impacted vegetation communities within proposal area.

(DCO) *Eucalyptus coccifera* forest and woodland	17.60
(DGW) *Eucalyptus gunnii* woodland	7.95
(HHE) *Eastern alpine* heathland	1.64
(FUR) Urban areas	0.32
TOTAL	**27.51**

3.2 Threatened Flora

It is considered moderately likely that the site supports the threatened flora species *Eucalyptus gunnii* subsp. *divaricata* and *Hovea montana.*

E. gunnii subsp. *divaricata* is listed as endangered under both the TSPA and the EPBCA, and the species appears to be in rapid decline[14]. In the absence of ground surveys, it is not possible to determine the scale of the impact, and hence the potential significance of the impact. However, based on the number of records in the area, the mapped occurrence of a *E. gunnii* community in the project area and the scale of the clearance, there is some potential for the impact to be significant.

H. montana is listed as rare under the TSPA. Although there is some potential for this species to occur it is unlikely to occur in high numbers but in the absence of a ground survey it is not possible to quantify impact.

3.3 Threatened Fauna and Threatened Fauna Habitat

The site may support habitat for several threatened fauna species. Quantifying impact is not possible without a ground survey and it should be noted that the following comments on impact are based on our assumptions of the study area based on a desktop review. The species that we consider have a moderate to high chance of occurring and may therefore be impacted are as follows (TSPA/EPBCA status given in parentheses):

<u>Tasmanian devil and quolls:</u>

It is quite possible that Tasmanian devil (endangered/endangered), eastern quoll (-/endangered) and spotted-tailed quoll (rare/vulnerable) forage in the proposal area. Typically, dens are sparsely distributed in the landscape but there is suitable rocky habitat in the proposal area so there is a chance, albeit low to moderate at best, of these species denning in the proposal area (the devil and eastern quoll are more likely than spotted-tailed quoll). Accordingly, impact is not likely to be

[14] Threatened Species Section (2010) Listing Statement for *Eucalyptus gunnii* subsp. *divaricata* (Miena cider gum), Department of Primary Industries, Parks, Water and Environment, Tasmania

significant, but this cannot be determined without a ground survey. Notably, a pre-clearance that checks for dens will go some way to reducing possible impact to these species.

Wedge-tailed eagle (endangered/endangered) and white-bellied sea eagle (vulnerable/-)

Both species may forage in the proposal area and the area is modelled as having suitable habitat for nesting. Nests are however not a commonly encountered feature in areas relatively close to existing developments such as the present proposal area, but the presence/absence of nests cannot be determined without a ground survey and given the suitability of the area based on the model this is warranted.

3.4 Weeds

Earthworks on site are likely to stimulate germination of weeds on site. The use of machinery and vehicles during construction also increases the risk of spreading these weeds from the site and introducing others. Best practice site hygiene and primary and secondary weed control should be implemented to prevent the proliferation, spread and/or introduction of weeds as a result of the proposal.

4 Legislation

4.1 Commonwealth Environment Protection and Biodiversity Conservation Act 1999

Activities that impact on matters of national environmental significance (MNES) trigger assessment under the Environment Protection and Biodiversity Conservation (EPBC) Act. This includes activities that are likely to impact on listed threatened species and ecological communities.

Given there has been no on ground assessment we are unable to comment with certainty on the likelihood of the proposal triggering this Act. If *Eucalyptus gunnii* subsp. *divaricata* occurs in substantial number in the proposal area, then the proposal may have a significant impact in terms of this Act.

It is not considered likely that potential impact to the remaining species listed under this Act that have some chance of occurring at the site will be significant. However, this cannot be qualified or quantified without an on-ground assessment. Assessing the area for dens and nests of the species protected under this Act will ensure the that the potential for significant impacts is managed accordingly.

Finally, although this proposal is being submitted as a separate development application to the smaller adjoining development (see Figure 1), the proponent should be aware of the following point raised in the significant impact guidelines[15]:

Considering the proposed action at its broadest scope (that is, considering all stages and components of the action, and all related activities and infrastructure), is there potential for impacts, including indirect impacts, on matters of national environmental significance?

Accordingly, the potential for impacts for both projects may be considered simultaneously.

[15] Commonwealth of Australia 2013 Matters of National Environmental Significance Significant impact guidelines 1.1 Environment Protection and Biodiversity Conservation Act 1999

4.2 Tasmanian Threatened Species Protection Act 1995

Under the TSPA, it is an offence to collect, disturb, damage or destroy species listed as threatened under the TSPA unless under permit. A 'permit to take' is required if a development will involve impact to a species listed as threatened under the TSPA.

It is our estimation that two species protected under this Act (*Eucalyptus gunnii* subsp. *divaricata* and *Hovea montana)* have a reasonable chance of occurring on the site. Without a survey the proposal risks impact to these species without a permit in place and this is a breach of this Act.

4.3 Tasmanian Weed Management Act 1999

Five species declared under the WMA occur within 500 m of the proposal area.

One of these species is a Zone A species for Central Highlands Council, for which elimination is the management goal. The remaining species are Zone B species, for which containment is the management aim.

4.4 Tasmanian Land Use and Planning Approvals Act 1993 (LUPAA)

LUPAA states that 'in determining an application for a permit, a planning authority (the Central Highlands Council in this case) must (amongst other things) seek out the objectives set out in Schedule 1.

Schedule 1 includes 'The objectives of the Resource Management and Planning System of Tasmania' which are (amongst other things):

'To promote sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity'.

Sustainable development includes '*avoiding, remedying or mitigating any adverse effects of activities on the environment'*.

The development will result in the loss of 27 ha native vegetation at the site and will potentially impact threatened flora species. In the absence of a ground survey it is not possible to advise meaningful efforts for the Planning Authority to consider to avoid or mitigate impact to threatened values if indeed they are present on the site.

4.5 Central Highlands Interim Planning Scheme 2015

4.5.1 Zoning

The site is classified within 'Zone 12 – Low Density Residential' under the Central Highlands Interim Planning Scheme 2015. Purposes of this zone include:

4.5.2 Codes

The Central Highlands Interim Planning Scheme does not include a Biodiversity Code or any other Code that manages the impact to threatened flora or fauna species.

5 Summary and recommendations

A desktop review of natural values that may be present within the proposal area was conducted. The proposal area is mapped as occupied by three native vegetation communities, none of which are listed under any act. No threatened vegetation community is expected to occur.

Three species of threatened flora have been recorded within 500 m of the proposal area, and it is quite possible that the site supports two of these species: *Eucalyptus gunnii* subsp. *divaricata* (TSPA endangered, EPBCA endangered) and *Hovea montana* (TSPA rare, EPBCA not listed).

The proposal may also affect habitat for several threatened fauna species including Tasmanian devil, quolls, wedge-tailed eagle and white-bellied sea eagle. The potential for impact to breeding habitat for these species is considered low and accordingly the potential for a significant impact to these species is low.

If the proposal impacts threatened flora species listed under the under the TSPA, a permit to take will be required prior to clearing. However, in the absence of a ground survey it is not possible to determine if threatened species will be impacted; the proposal therefore risks breaching this Act. Additionally, if the site supports a large number *E. gunnii* subsp. *divaricata*, the impact may be considered significant in terms of the EPBCA.

5.1 Recommendations:

- A ground survey of the proposal area should be undertaken to assess the potential impact to two species of threatened flora that may be present. Additionally, our assessment of the potential occurrence of and impact to threatened fauna should be verified with a site-wide ground survey. There are limitations to the use of aerial imagery and other desktop-based sources used in this desktop assessment and a ground survey is required to fully assess the potential occurrence and hence impact to both flora and fauna. This will reduce any potential to breach environmental legislation and allow for the recommendation of meaningful mitigation and avoidance measures.
- Given the potential for this project to impact threatened flora protected under the TSPA we recommend that the Council seeks advice from the Conservation Assessments Section of DPIPWE regarding the potential to impact threatened flora. This is in line with the following recommendation on the "Planning ahead" page on DPIPWE's Threatened Species Link site[16] "…*Councils may refer the assessment to DPIPWE for advice in the event that the activity is likely to result in an impact on a state listed threatened species*."
- A weed management plan should be developed, and appropriate hygiene measures implemented during clearing and construction to prevent the spread and establishment of declared and serious environmental weeds. To inform this plan, the site should be surveyed for serious environmental and declared weeds.

[16] See https://www.threatenedspecieslink.tas.gov.au/Pages/planning-ahead.aspx

6 References

DPIPWE (2015). Guidelines for Natural Values Survey – Terrestrial Development Proposals. Version 1.0. 16th April 2015. Policy and Conservation Advice Branch. Department of Primary Industries, Parks, Water and Environment.

DPIPWE (2015). Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania. (Eds.) Karen Stewart and Michael Askey-Doran. Department of Primary Industries, Parks, Water and Environment, Hobart, Tasmania.

DPIPWE (2020). Natural Values Report September 2020 (report nvr_1_14-Sep-2020), Natural Values Atlas, Threatened Species Section, Department of Primary Industries and Water, Hobart.

Commonwealth of Australia (1999). Environment Protection and Biodiversity Conservation Act 1999. No. 91, 1999.

FPA (2016) Fauna Technical Note No. 17: Identifying masked owl habitat. Version 1.4 March 2016

Harris, S and Kitchener, A (2005) *From Forest to Fjaeldmark: Descriptions of Tasmania's Vegetation*, Department of Primary Industries, Water and the Environment, Printing Authority of Tasmania, Hobart.

Tasmanian State Government (1995). Threatened Species Protection Act 1995. No.83 of 1995. Government Printer, Hobart, Tasmania Tasmanian State Government (1999). Weed Management Act 1999. No.105 of 1999. Government Printer, Hobart, Tasmania.

Threatened Species Section (2010) Listing Statement for *Eucalyptus gunnii* subsp. *divaricata* (Miena cider gum), Department of Primary Industries, Parks, Water and Environment, Tasmania

Threatened Species Section (2020). Species Management Profiles from Tasmania's Threatened Species Link. http://www.threatenedspecieslink.tas.gov.au. Department of Primary Industries, Parks, Water and Environment, Tasmania.

Todd (2012) Ecology and habitat of a threatened nocturnal bird, the Tasmanian Masked Owl, Thesis submitted in fulfilment of the requirements for the Degree of Doctor of Philosophy, University of Tasmania

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] 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:	Lot 622 Johnsons Road & Lot 1 Highland Lakes Road, Miena 7030
Certificate of Title / PID:	CT 152719/622 (PID 2814016) & CT 130056/1 (PID 1867036)

2. Proposed Use or Development

Description of proposed Use and Development:	40 lot subdivision in 6 stages
Applicable Planning Scheme:	Central Highlands Interim Planning Scheme

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
BAL	Blair Gifford	10/08/2021	v.04
BHAR	Blair Gifford	22/11/2021	v.04b
BHMP	Blair Gifford	22/11/2021	v.04
Plan Subdivision	John Medbury	22/11/2021	16018App

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

4. Nature of Certificate

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

☐	**E1.4 / C13.4 – Use or development exempt from this Code**	
	Compliance test	**Compliance Requirement**
☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

☐	**E1.5.1 / C13.5.1 – Vulnerable Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.1 P1 / C13.5.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
☐	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

☐	**E1.5.2 / C13.5.2 – Hazardous Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.2 P1 / C13.5.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
☐	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

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

☐	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☒	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

☒	**E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
☐	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
☐	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
☐	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
☒	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:	Blair Gifford	**Phone No:**	03 6281 5866
Postal Address:	Gifford & Associates Pty Ltd Unit 3 / 69 Letitia Street, North Hobart, 7000	**Email Address:**	blair@giffordbuildingdesign.com.au
Accreditation No:	BFP – P	**Scope:**	1, 2, 3A Provisionally accredited

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: Blair Gifford **Date:** 03/12/2021

Certificate Number: THEISSEN01

(for Practitioner Use only)

Chris Moore Bushfire Planning and Assessment Officer On behalf of the Chief Officer Tasmania Fire Service
December 06 2021

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: P H Theissesn c/- J B Medbury Surveyor *Owner /Agent*

159 Cilwen Road *Address*

Cambridge Tas 7170 *Suburb/postcode*

Qualified person details:

Qualified person: Blair Gifford

Address: 3/69 Letitia Street

North Hobart 7000

Phone No: 03 6281 5866

Fax No:

Licence No: BFP-P

Email address: blair@giffordbuildingdesign.com.au

Qualifications and Insurance details:

Accredited to report on bushfire hazards under Part IVA of the Fire Service Act 1979.

Professional Indemnity LPS009926458
Public Liability LCB011157188

(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise:

Analysis of hazards in bushfire-prone areas.

(description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address: Lot 622 Johnsons Road & Lot 1 Highland Lakes Road

Miena, Tas 7030

Lot No:

Certificate of title No: 152719/622 & 130056/1

The assessable item related to this certificate:

Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959-2018

(description of the assessable item being certified)
Assessable item includes –
- *a material.*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system, or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type: Bushfire Hazard

(description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

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 –

Documents:	Bushfire Hazard Management Plan v.04_GBRA – 22 November 2021 Miena Plan of Subdivision - overall plan 16018App – 22 November 2021 Miena – Plan of Subdivision Stage 1 – 22 November 2021 Miena – Plan of Subdivision Stages 2-6 – 22 November 2021 Miena – Staging Plan – 22 November 2021 Draft Part 5 Agreement – 04 October 2021 DA 2019-45 - Boundary Adjustment - Planning Approval 20 August 2019
Relevant calculations:	Refer to BAL Assessment Plan v04 dated 10/08/2021 for relevant calculations
References:	AS 3959-2018 Construction of buildings in bushfire prone areas. National Construction Code Volume 2 – 2018 Building Regulations 2016 – Division 6 Directors Determination – Bushfire Hazard Areas v1-1 2021

Substance of Certificate: (what it is that is being certified)

1. Certification of the Bushfire Hazard Management Plan v.04 22 November 2021

2. Certification that the Design Bushfire Attack Levels are as shown on the BHMP

Scope and/or Limitations

This report was commissioned to evaluate the risks to the development associated with bushfire hazard and defines the site's Bushfire Attack Level (BAL). All comment, advice and fire suppression measures are in relation to compliance with Directors Determination – Bushfire Hazard Areas v1-1 2021 in relation to the Tasmanian Building Act 2016 and Building Regulations 2016 – Division 6, Australia and Australian Standards, AS 3959-2018, Construction of buildings in bushfire-prone areas.

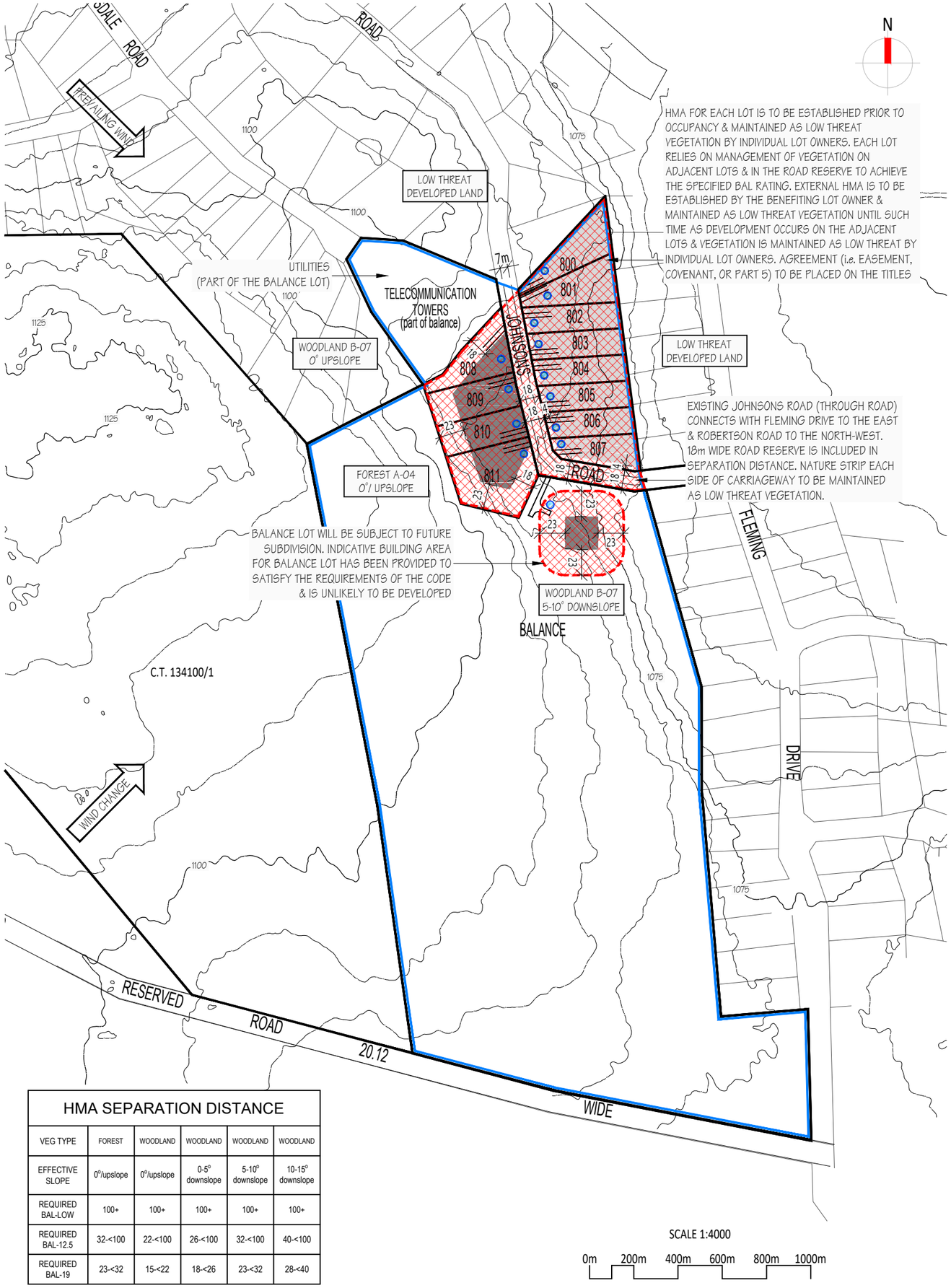
The inspection has been undertaken and this assessment provided on the understanding that;-

1. The assessment only deals with the potential bushfire risk all other statutory assessments are outside the scope of this assessment.
2. The assessment 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.
4. There can be no guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire and extreme weather conditions.
5. The effectiveness of the measures and recommendations are dependent on their implementation and maintenance for the life of the development.
6. Should the site characteristics that this assessment has been measured from alter from those identified, the BAL classification may differ and cause this assessment to become void.
7. No liability can be accepted for actions by others which may compromise the effectiveness of this assessment.

I certify the matters described in this certificate.

Qualified person:	*Signed:*	*Certificate No:*	*Date:*
	Blair Wafford	THEISSEN01	03/12/2021

Chris Moore Bushfire Planning and Assessment Officer On behalf of the Chief Officer Tasmania Fire Service December 06 2021



HMA FOR EACH LOT IS TO BE ESTABLISHED PRIOR TO OCCUPANCY & MAINTAINED AS LOW THREAT VEGETATION BY INDIVIDUAL LOT OWNERS. EACH LOT RELIES ON MANAGEMENT OF VEGETATION ON ADJACENT LOTS & IN THE ROAD RESERVE TO ACHIEVE THE SPECIFIED BAL RATING. EXTERNAL HMA IS TO BE ESTABLISHED BY THE BENEFITING LOT OWNER & MAINTAINED AS LOW THREAT VEGETATION UNTIL SUCH TIME AS DEVELOPMENT OCCURS ON THE ADJACENT LOTS & VEGETATION IS MAINTAINED AS LOW THREAT BY INDIVIDUAL LOT OWNERS. AGREEMENT (i.e. EASEMENT, COVENANT, OR PART 5) TO BE PLACED ON THE TITLES

EXISTING JOHNSONS ROAD (THROUGH ROAD) CONNECTS WITH FLEMING DRIVE TO THE EAST & ROBERTSON ROAD TO THE NORTH-WEST. 18m WIDE ROAD RESERVE IS INCLUDED IN SEPARATION DISTANCE. NATURE STRIP EACH SIDE OF CARRIAGEWAY TO BE MAINTAINED AS LOW THREAT VEGETATION.

GENERAL

- SEPARATION DISTANCES BETWEEN THE BUILDING AREAS & THE IDENTIFIED BUSHFIRE-PRONE VEGETATION HAVE BEEN DETERMINED USING METHOD 1 OF AS-3959-2018 CONSTRUCTION OF BUILDINGS IN BUSHFIRE PRONE AREAS.
- THIS PLAN MUST BE READ IN CONJUNCTION WITH THE BUSHFIRE REPORT v.04 BY GBRA DATED 10/08/2021

HAZARD MANAGEMENT AREA

- ESTABLISH HAZARD MANAGEMENT AREAS AS DIMENSIONED ON THIS PLAN
- MAINTAIN THE HMA SO THAT FUELS ARE REDUCED SUFFICIENTLY & OTHER HAZARDS ARE REMOVED SUCH THAT THE FUELS & OTHER HAZARDS DO NOT SIGNIFICANTLY CONTRIBUTE TO THE BUSHFIRE ATTACK
- EACH LOT IS PROVIDED WITH A BUILDING AREA WITH SEPARATION DISTANCES EQUAL TO OR GREATER THAN REQUIRED FOR BAL-19 IN ACCORDANCE WITH E1.6.1 / C13.6.1 OF THE BUSHFIRE PRONE AREAS CODE
- EACH LOT WITHIN STAGE 1 RELIES ON MANAGEMENT OF VEGETATION ON ADJACENT LOTS & IN THE ROAD RESERVE TO ACHIEVE THE SPECIFIED BAL RATING. TO ENSURE THAT EXTERNAL HMA IS MAINTAINED AS LOW THREAT VEGETATION, A COVENANT, EASEMENT OR PART 5 AGREEMENT MUST BE ATTACHED TO EACH TITLE
- HMA FOR EACH LOT IS TO BE ESTABLISHED PRIOR TO OCCUPANCY & MAINTAINED AS LOW THREAT VEGETATION BY INDIVIDUAL LOT OWNERS
- EXTERNAL HMA IS TO BE ESTABLISHED BY THE BENEFITING LOT OWNER & MAINTAINED AS LOW THREAT VEGETATION UNTIL SUCH TIME AS DEVELOPMENT OCCURS ON THE ADJACENT LOTS & EACH LOT IS MAINTAINED AS LOW THREAT VEGETATION BY INDIVIDUAL LOT OWNERS

VEGETATION MANAGEMENT

- LIMITED AMOUNTS OF LOW FLAMMABILITY PLANTS ARE ACCEPTABLE WITHIN THE HMA; INCLUDING MAINTAINED LAWN (SHORT CROPPED & KEPT TO A NOMINAL HEIGHT OF 100mm), PATHS, PAVING, SWIMMING POOLS, LOW FLAMMABILITY ORNAMENTAL GARDENS, VEGETABLE GARDENS, ON-SITE WASTE TREATMENT DISPERSION AREAS ETC.
- LANDSCAPE WITH FIRE RESISTING PLANTS TO ABSORB HEAT FROM AN APPROACHING BUSHFIRE, TRAP BURNING EMBERS & REDUCE WIND SPEEDS. PREFERENCE SHOULD BE GIVEN TO LOW GROWING PLANTS & GROUND COVERS
- DO NOT PLANT ADJACENT TO WALLS & DECKS OR DIRECTLY UNDER GLAZED ELEMENTS. CONSIDER CONSTRUCTING A NON FLAMMABLE PERIMETER PATH AROUND BUILDINGS TO REDUCE BUILDUP OF FINE FUELS IN DIRECT CONTACT WITH BUILDINGS
- LIMITED TREES & SHRUBS (PREFERABLY FIRE RESISTANT) MAY BE RETAINED / PLANTED WITHIN THE HMA. SELECTIVELY REMOVE / PLANT TREES & SHRUBS TO CREATE DISCONTINUOUS ROWS & CLUMPS OF VEGETATION. PROVIDE A 2m MINIMUM SEPARATION BETWEEN TREE CANOPIES TO REDUCE CONNECTIVITY. TREES & SHRUBS WILL BE SUBJECT TO CONTINUAL MAINTENANCE & PRUNING OF MID LEVEL GROWTH. ENSURE THAT NO VEGETATION LINKAGE IS PRESENT BETWEEN GROUND COVER & TREE CANOPIES. CREATE HORIZONTAL SEPARATION BETWEEN TREE CROWNS & VERTICAL SEPARATION BETWEEN MID LEVEL VEGETATION & THE CANOPY BY LOPPING LOWER BRANCHES 4m FROM GROUND & PRUNING SHRUBS TO 3m MAX. HEIGHT. TREES SHOULD NOT OVERHANG BUILDINGS & PREFERABLY BE LOCATED GREATER THAN 10m FROM BUILDINGS
- REGULARLY REMOVE GROUND FUELS i.e. LEAVES, BARK, FALLEN BRANCHES, MOWN GRASSES ETC

CONSTRUCTION STANDARD

- SEPARATION DISTANCES SPECIFIED ON THIS PLAN PROVIDE FOR DESIGN BAL-19 MINIMUM
- HABITABLE BUILDINGS (& ASSOCIATED OUTBUILDINGS LOCATED WITHIN 6m OF THE HABITABLE BUILDING) ARE TO BE DESIGNED, CONSTRUCTED & MAINTAINED IN ACCORDANCE WITH THE RELEVANT CONSTRUCTION SECTIONS OF AS 3959-2018 FOR THE DETERMINED BAL FOR EACH LOT AS SHOWN ON THIS PLAN. HIGHER LEVELS OF CONSTRUCTION ARE ACCEPTABLE

PUBLIC & FIRE FIGHTING ACCESS

DESIGN & CONSTRUCTION OF ACCESS TO THE BUILDING AREAS & TO THE FIRE FIGHTING WATER SUPPLY IN ACCORDANCE WITH IN E1.6.2 / C13.6.2 OF THE BUSHFIRE PRONE AREAS CODE

- PUBLIC & FIRE FIGHTING ACCESS IN ACCORDANCE WITH IN E1.6.2 / C13.6.2 OF THE BUSHFIRE PRONE AREAS CODE
- DESIGN & CONSTRUCTION OF PUBLIC ACCESS IS TO COMPLY WITH TABLE E1 /C13.1 OF THE BUSHFIRE PRONE AREAS CODE & RELEVANT LOCAL COUNCIL & DEPARTMENT OF STATE GROWTH REQUIREMENTS
- PRIOR TO OCCUPANCY PROVIDE A COMPLIANT PRIVATE ACCESS FOR EACH HABITABLE BUILDING
- DESIGN & CONSTRUCTION OF PRIVATE ACCESS TO THE BUILDING AREAS & TO THE FIRE FIGHTING WATER SUPPLY IS TO COMPLY WITH TABLE E2 / C13.2 OF THE BUSHFIRE-PRONE AREAS CODE
- PROVIDE COMPLIANT PROPERTY ACCESS FROM THE PUBLIC ROAD TO WITHIN 90m OF FURTHEST ELEMENT OF EACH HABITABLE BUILDING & TO WITHIN 3m OF EACH FIRE-FIGHTING WATER SUPPLY CONNECTION POINT. PROVIDE COMPLIANT TURNING AREA AT TOP OF THE ACCESS

WATER SUPPLY FOR FIRE FIGHTING

LOCATION & INSTALLATION OF FIREFIGHTING WATER SUPPLY IN ACCORDANCE WITH IN E1.6.3/ C13.6.3 OF THE BUSHFIRE PRONE AREAS CODE

- SELECTION & LOCATION OF STATIC WATER SUPPLY FOR FIREFIGHTING IS TO COMPLY WITH TABLE E5 /C13.5 OF THE BUSHFIRE-PRONE AREAS CODE
- PRIOR TO OCCUPANCY, PROVIDE A COMPLIANT STATIC WATER SUPPLY (i.e. WATER STORAGE TANK) WITH A MINIMUM OF 10,000 LITRES STORED WATER RESERVED SOLELY FOR FIRE FIGHTING PURPOSES FOR EACH HABITABLE BUILDING
- FIREFIGHTING WATER CONNECTION POINT MUST BE LOCATED WITHIN 90m OF FURTHEST ELEMENT OF THE HABITABLE BUILDING, MEASURED AS A HOSE LAY, & ACCESSIBLE WITHIN LESS THAN 3m OF A HARDSTAND. IDENTIFY THE CONNECTION POINT WITH COMPLIANT SIGNAGE

SCALE 1:4000

0m 200m 400m 600m 800m 1000m

HMA SEPARATION DISTANCE

VEG TYPE	FOREST	WOODLAND	WOODLAND	WOODLAND	WOODLAND
EFFECTIVE SLOPE	0°/upslope	0°/upslope	0-5° downslope	5-10° downslope	10-15° downslope
REQUIRED BAL-LOW	100+	100+	100+	100+	100+
REQUIRED BAL-12.5	32-<100	22-<100	26-<100	32-<100	40-<100
REQUIRED BAL-19	23-<32	15-<22	18-<26	23-<32	28-<40

DESIGN BAL

BAL	LOT
BAL-12.5	800
	801
	802
	803
	804
	805
	806
	807
BAL-19	808
	809
	810
	811
	balance

LEGEND

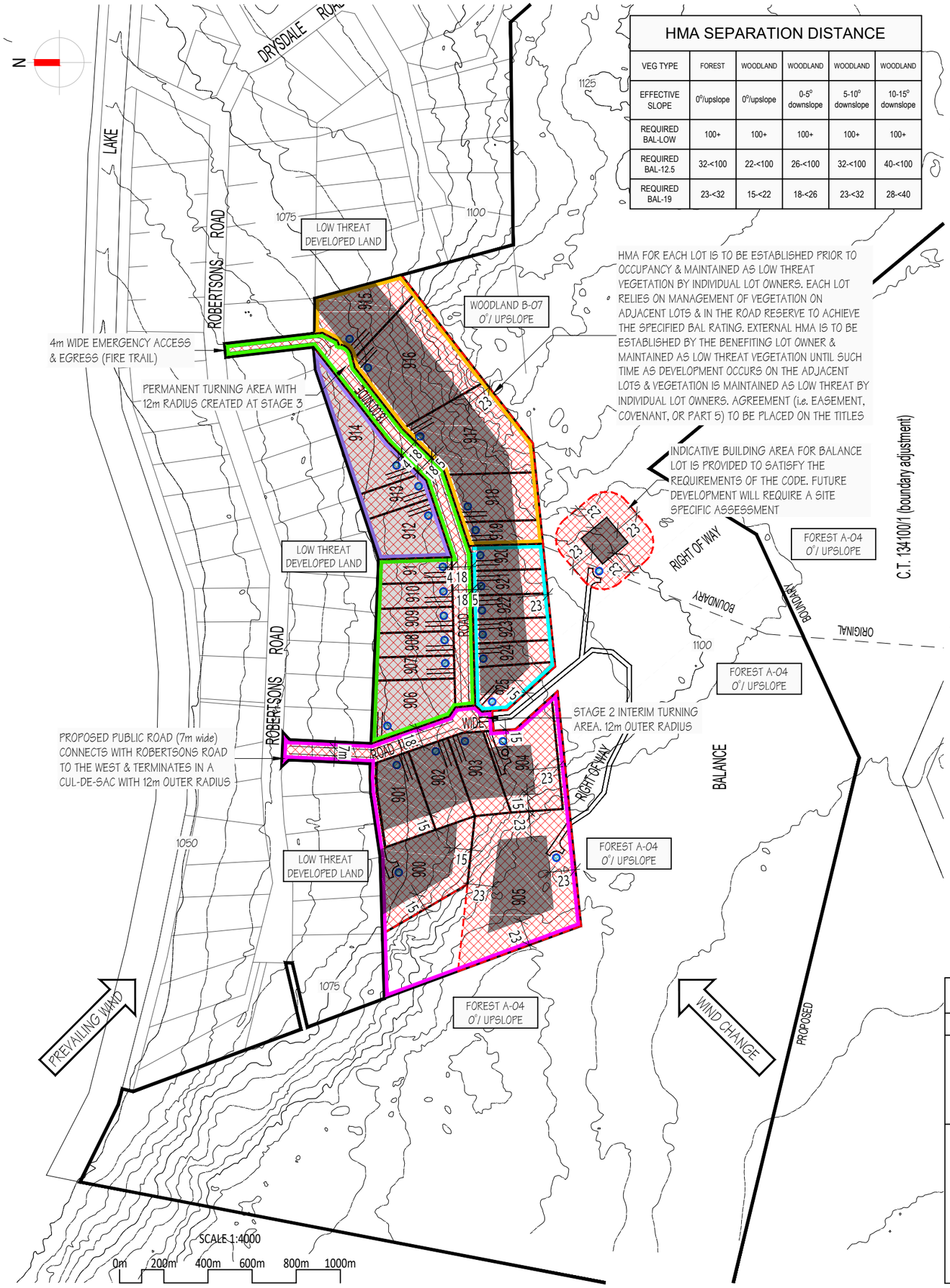
- HAZARD MANAGEMENT AREA
- BAL-12.5 BUILDING AREA
- BAL-19 BUILDING AREA
- FIRE WST (exact location tbc)
- STAGE 1

P. H. THIESSEN FAMILY SUPER PTY LTD
PROPOSED SUBDIVISION - stage 1

HIGHLAND LAKES ROAD, MIENA 7030 LOT 622 JOHNSONS ROAD, MIENA 7030 7561A HIGHLAND LAKES ROAD, MIENA 7030			C.T. 130056/1 C.T. 152719/622 C.T. 134100/1
BUSHFIRE HAZARD MGMT	22 NOVEMBER 2021	v04	1 OF 2

TRUE NORTH

gifford
bushfire risk assessment
PH: 03 6281 5866
admin@giffordbuildingdesign.com.au
certification number: BFP-103



HMA SEPARATION DISTANCE

VEG TYPE	FOREST	WOODLAND	WOODLAND	WOODLAND	WOODLAND
EFFECTIVE SLOPE	0°/upslope	0°/upslope	0-5° downslope	5-10° downslope	10-15° downslope
REQUIRED BAL-LOW	100+	100+	100+	100+	100+
REQUIRED BAL-12.5	32-<100	22-<100	26-<100	32-<100	40-<100
REQUIRED BAL-19	23-<32	15-<22	18-<26	23-<32	28-<40

GENERAL

- SEPARATION DISTANCES BETWEEN THE BUILDING AREAS & THE IDENTIFIED BUSHFIRE-PRONE VEGETATION HAVE BEEN DETERMINED USING METHOD 1 OF AS-3959-2018 CONSTRUCTION OF BUILDINGS IN BUSHFIRE PRONE AREAS.
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HAZARD MANAGEMENT AREA

- ESTABLISH HAZARD MANAGEMENT AREAS AS DIMENSIONED ON THIS PLAN
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- HMA FOR EACH LOT IS TO BE ESTABLISHED PRIOR TO OCCUPANCY & MAINTAINED AS LOW THREAT VEGETATION BY INDIVIDUAL LOT OWNERS
- EXTERNAL HMA IS TO BE ESTABLISHED BY THE BENEFITING LOT OWNER & MAINTAINED AS LOW THREAT VEGETATION UNTIL SUCH TIME AS DEVELOPMENT OCCURS ON THE ADJACENT LOTS & EACH LOT IS MAINTAINED AS LOW THREAT VEGETATION BY INDIVIDUAL LOT OWNERS

VEGETATION MANAGEMENT

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- REGULARLY REMOVE GROUND FUELS i.e. LEAVES, BARK, FALLEN BRANCHES, MOWN GRASSES ETC

CONSTRUCTION STANDARD

- SEPARATION DISTANCES SPECIFIED ON THIS PLAN PROVIDE FOR DESIGN BAL-19 MINIMUM
- HABITABLE BUILDINGS (& ASSOCIATED OUTBUILDINGS LOCATED WITHIN 6m OF THE HABITABLE BUILDING) ARE TO BE DESIGNED, CONSTRUCTED & MAINTAINED IN ACCORDANCE WITH THE RELEVANT CONSTRUCTION SECTIONS OF AS 3959-2018 FOR THE DETERMINED BAL FOR EACH LOT AS SHOWN ON THIS PLAN. HIGHER LEVELS OF CONSTRUCTION ARE ACCEPTABLE

PUBLIC & FIRE FIGHTING ACCESS

DESIGN & CONSTRUCTION OF ACCESS TO THE BUILDING AREAS & TO THE FIRE FIGHTING WATER SUPPLY IN ACCORDANCE WITH IN E1.6.2 / C13.6.2 OF THE BUSHFIRE PRONE AREAS CODE

- PUBLIC & FIRE FIGHTING ACCESS IN ACCORDANCE WITH IN E1.6.2 / C13.6.2 OF THE BUSHFIRE PRONE AREAS CODE
- DESIGN & CONSTRUCTION OF PUBLIC ACCESS IS TO COMPLY WITH TABLE E1 /C13.1 OF THE BUSHFIRE PRONE AREAS CODE & RELEVANT LOCAL COUNCIL & DEPARTMENT OF STATE GROWTH REQUIREMENTS
- PRIOR TO OCCUPANCY PROVIDE A COMPLIANT PRIVATE ACCESS FOR EACH HABITABLE BUILDING
- DESIGN & CONSTRUCTION OF PRIVATE ACCESS TO THE BUILDING AREAS & TO THE FIRE FIGHTING WATER SUPPLY IS TO COMPLY WITH TABLE E2 / C13.2 OF THE BUSHFIRE-PRONE AREAS CODE
- PROVIDE COMPLIANT PROPERTY ACCESS FROM THE PUBLIC ROAD TO WITHIN 90m OF FURTHEST ELEMENT OF EACH HABITABLE BUILDING & TO WITHIN 3m OF EACH FIRE-FIGHTING WATER SUPPLY CONNECTION POINT. PROVIDE COMPLIANT TURNING AREA AT TOP OF THE ACCESS

WATER SUPPLY FOR FIRE FIGHTING

LOCATION & INSTALLATION OF FIREFIGHTING WATER SUPPLY IN ACCORDANCE WITH IN E1.6.3/ C13.6.3 OF THE BUSHFIRE PRONE AREAS CODE

- SELECTION & LOCATION OF STATIC WATER SUPPLY FOR FIREFIGHTING IS TO COMPLY WITH TABLE E5 /C13.5 OF THE BUSHFIRE-PRONE AREAS CODE
- PRIOR TO OCCUPANCY, PROVIDE A COMPLIANT STATIC WATER SUPPLY (i.e. WATER STORAGE TANK) WITH A MINIMUM OF 10,000 LITRES STORED WATER RESERVED SOLELY FOR FIRE FIGHTING PURPOSES FOR EACH HABITABLE BUILDING
- FIREFIGHTING WATER CONNECTION POINT MUST BE LOCATED WITHIN 90m OF FURTHEST ELEMENT OF THE HABITABLE BUILDING, MEASURED AS A HOSE LAY, & ACCESSIBLE WITHIN LESS THAN 3m OF A HARDSTAND. IDENTIFY THE CONNECTION POINT WITH COMPLIANT SIGNAGE

DESIGN BAL

BAL	LOT	
BAL-12.5	906	911
	907	912
	908	913
	909	914
	910	-
BAL-19	900	918
	901	919
	902	920
	903	921
	904	922
	905	923
	915	924
	916	925
	917	balance

LEGEND

- HAZARD MANAGEMENT AREA
- BAL-12.5 BUILDING AREA
- BAL-19 BUILDING AREA
- WST FIRE WST (exact location tbc)
- STAGE 1
- STAGE 2
- STAGE 3
- STAGE 4
- STAGE 5
- STAGE 6

P. H. THIESSEN FAMILY SUPER PTY LTD
PROPOSED SUBDIVISION - stage 2, 3, 4, 5 & 6

HIGHLAND LAKES ROAD, MIENA 7030 LOT 622 JOHNSONS ROAD, MIENA 7030 7561A HIGHLAND LAKES ROAD, MIENA 7030		C.T. 130056/1 C.T. 152719/622 C.T. 134100/1	
BUSHFIRE HAZARD MGMT	22 NOVEMBER 2021	v04	2 OF 2

N
TRUE NORTH

gifford
bushfire risk assessment
PH: 03 6281 5866
admin@giffordbuildingdesign.com.au
certification number: BFP-103

gifford
bushfire risk assessment

BUSHFIRE HAZARD ASSESSMENT

P H Thiessen

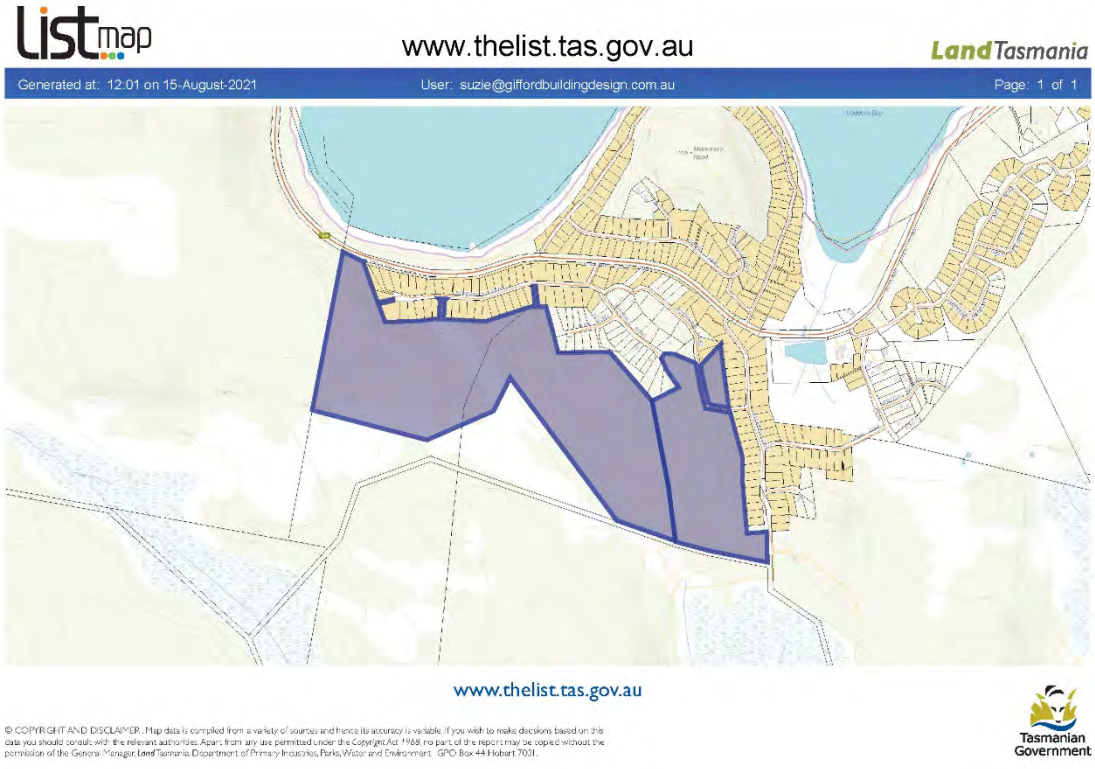
&

P H Thiessen Family Super Pty Ltd

Proposed Subdivision

Lot 622 Johnsons Road & Lot 1 Highland Lakes Road, Miena 7030

v04b



GBRA Project ID: P H Thiessen Family Super Pty Ltd - Proposed subdivision - Miena

Document Issue Status

Ver.	Issue Date	Description	Originator		Checked		Approved	
v01 draft	06/12/2016	Draft Bushfire Hazard Assessment	SG		BG			
v01 draft	28/06/2018	Draft Bushfire Hazard Assessment & BHMP	SG		BG			
v02 draft	29/05/2020	Draft Revised Bushfire Hazard Assessment & BHMP	SG		BG			
v03 draft	31/07/2021	Draft Amended layout Bushfire Risk Assessment & BHMP	SG		BG			
v04 draft	10/08/2021	Draft Amended layout Bushfire Hazard Assessment & BHMP	BG		BG			
v04	26/11/2021	Bushfire Hazard Assessment & BHMP	BG		TFS			
v4b	04/12/2021	Bushfire Hazard Assessment & BHMP	BG		TFS		TFS	

LIMITATIONS & DISCLAIMERS

1. Information contained within this report is based on the instructions of AS3959-2018 *Construction of Buildings in Bushfire-Prone Areas*. Although AS3959-2018 is designed to improve the performance of buildings when subjected to bushfire attack in designated bushfire-prone areas there can be no guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire and extreme weather conditions.
2. Compliance with BCA is not part of the scope of this report. The report may include references to BCA as a guide to likely compliance/noncompliance of a particular aspect but should not be taken as definitive nor comprehensive in respect of BCA compliance.
3. This report presents information and opinions which are to the best of our knowledge accurate. GBRA accepts no responsibility to any purchaser, prospective purchaser, or mortgagee of the property who relies in any way on this report.
4. GBRA have no pecuniary interests in the property or sale of the property.
5. This report presents information provided by others. GBRA do not claim to have checked, and accepts no responsibility for, the accuracy of such information.
6. The effectiveness of the measures and recommendations in this report are dependent on their implementation and maintenance for the life of the development. Should the site characteristics that this assessment has been measured from alter from those identified, the BAL classification may differ and cause this report to be void. No liability can be acceptable for actions by individuals or agencies which compromise the effectiveness of this report.
7. Whilst compliance with the recommendations of this report will enhance the likelihood of the development surviving a bushfire hazard, no guarantee is made that the development will survive every bushfire hazard event.

Contents

Executive Summary

Gifford Bushfire Risk Assessment (GBRA) has been engaged by P H Thiessen Family Super Pty Ltd to assess the bushfire risk and prepare a bushfire hazard assessment and plan in support of a development application for a 40 lot residential subdivision proposal.

Bushfire prone area mapping has not yet been adopted in this municipal area, however, the vast area of adjacent vegetation visible on the aerial imagery and identified on TasVEG mapping available from the Land Information Tasmania (LIST) website suggests that the development is located within a Bushfire Prone Area.

In order to confirm that the site is located within a Bushfire Prone Area as defined by the *Central Highlands Interim Planning Scheme 2015* and to assess the level of bushfire risk, an investigation of the site was undertaken by GBRA's bushfire hazard practitioner. The type of vegetation and the slope under the vegetation was assessed for a distance greater than 100m in all directions from the site.

Using Method 1 (Simplified Procedure) of AS3959-2018 *Construction of Buildings in Bushfire-Prone Areas,* the likely bushfire risk to the site was calculated, a Bushfire Hazard Assessment was undertaken to determine the necessary bushfire risk mitigation measures and a Bushfire Hazard Management plan specifying the bushfire risk mitigation measures was prepared.

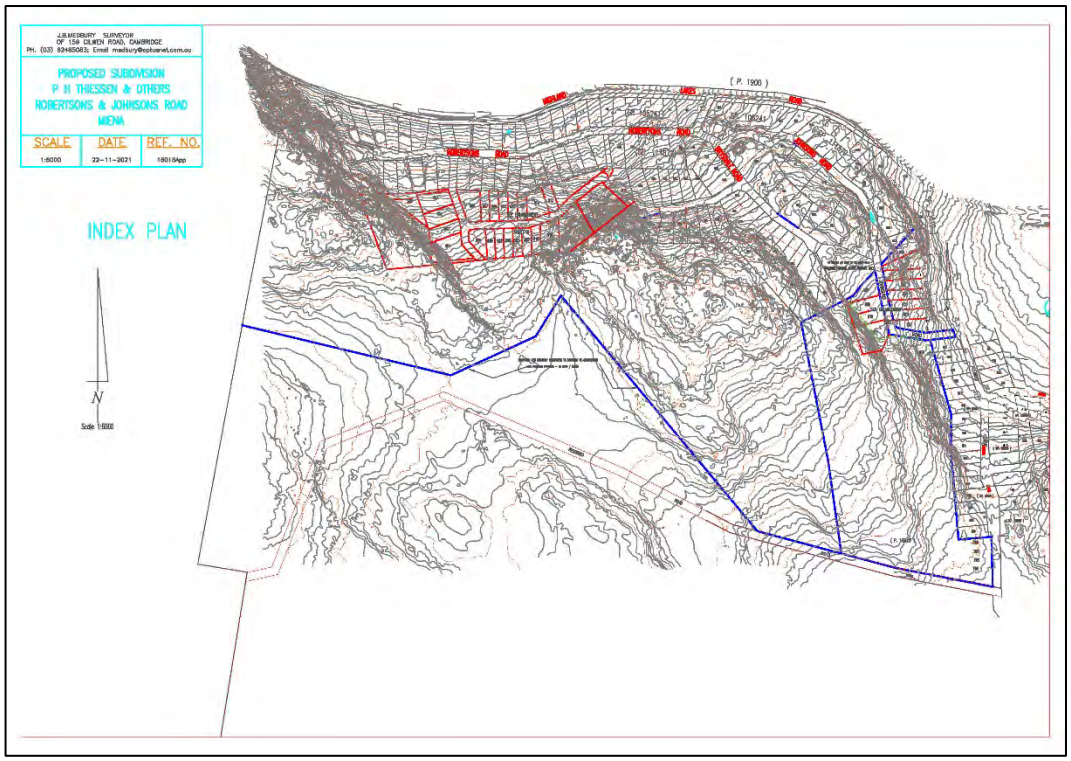
The Bushfire Hazard Management Plan (Attachment 1) demonstrates that each proposed lot is capable of accommodating a building area with a Bushfire Attack Level meeting acceptable solution *E1.6.1 A1 (b)* of PD-5.1 *Bushfire-prone Areas Code* and demonstrates that proposed access and firefighting water supply meet acceptable solutions *E1.6.2 A1 (b)* and *E1.6.3 A2 (b)* of PD-5.1.

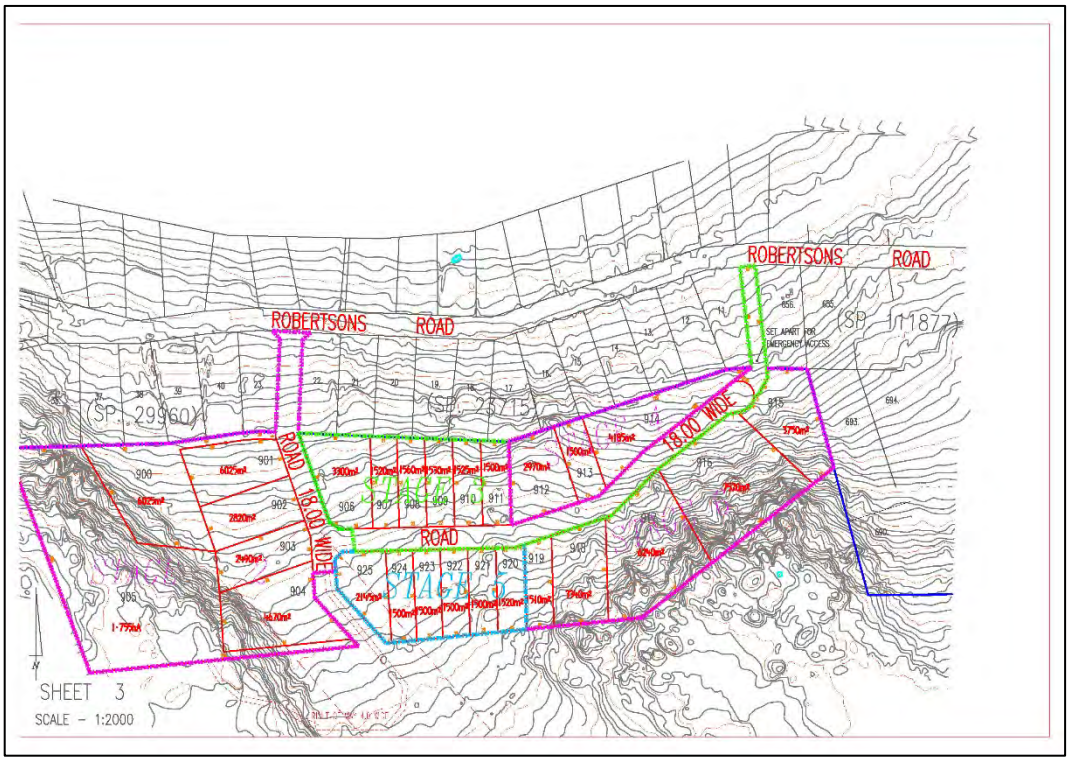
1 Introduction

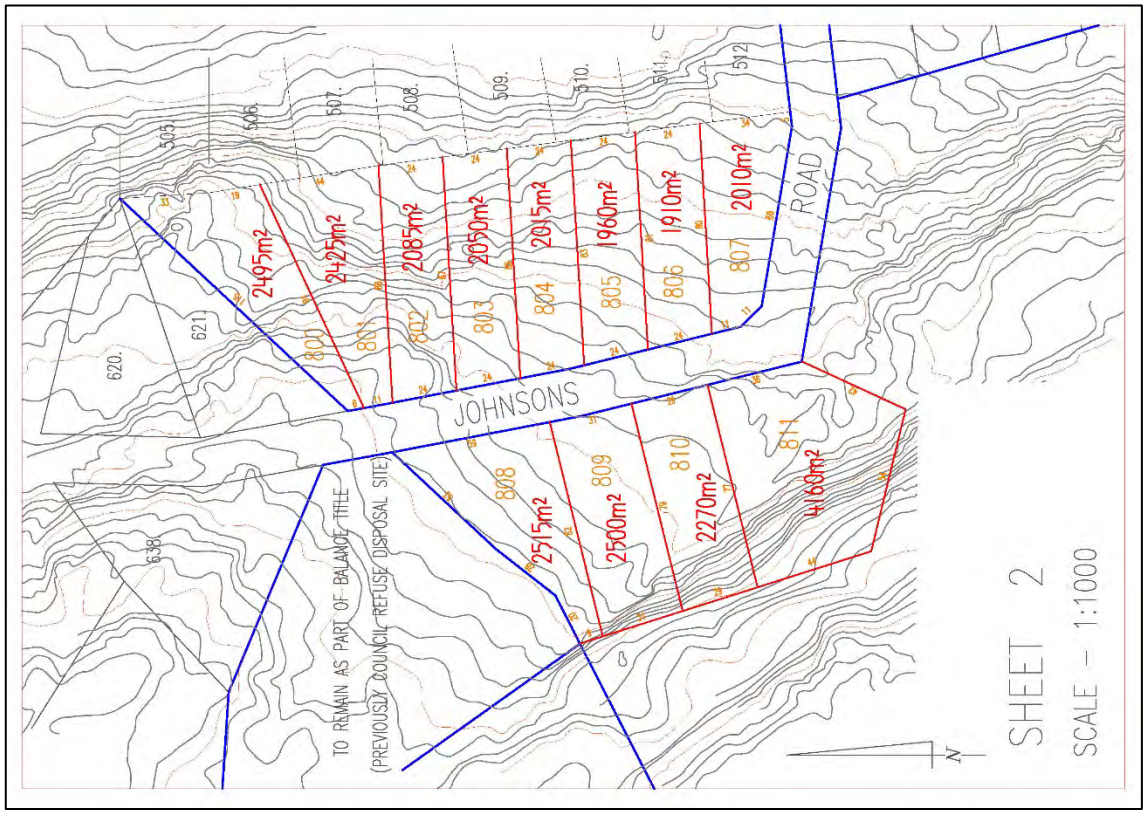
1.1 Proposal

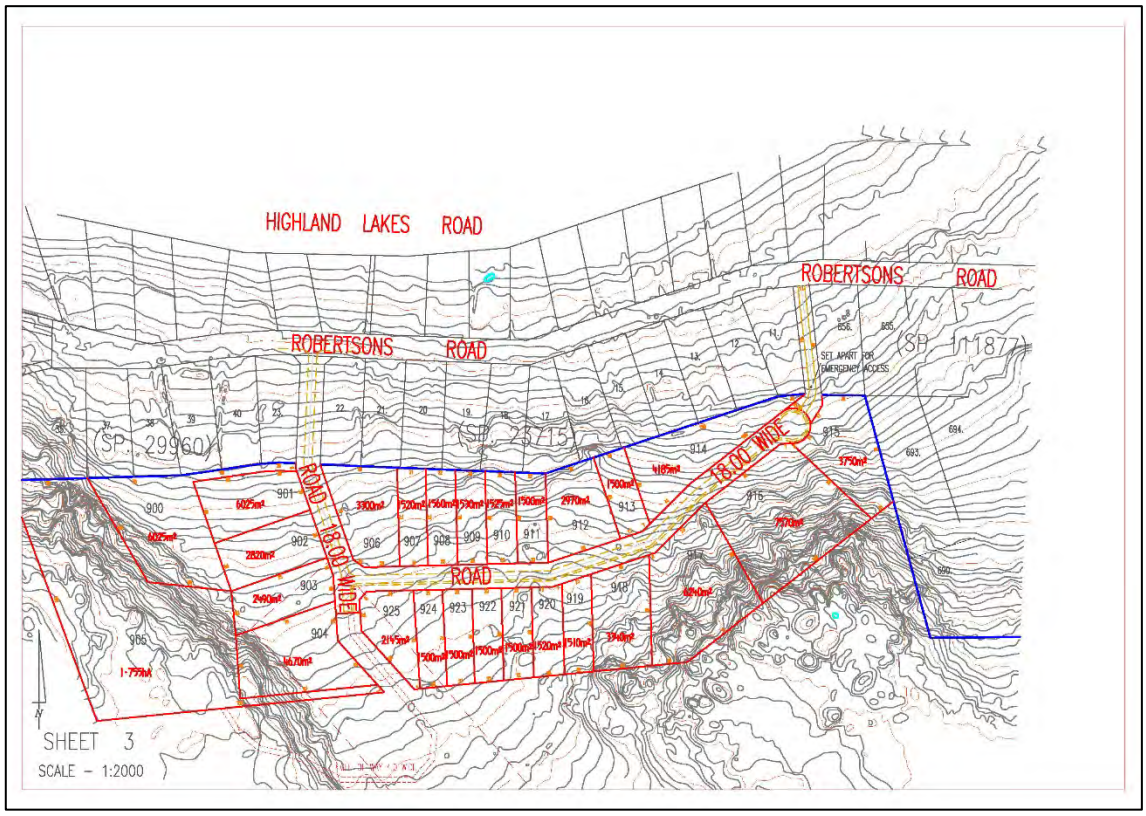
P H Thiessen Family Super Pty Ltd proposes a 40 lot residential subdivision in 6 stages across two separate titles. Stage 1 creates 13 lots on CT 152719/622 (Lot 622 Johnsons Road) and Stages 2-6 creates 27 lots on CT 130056/1 (Lot 1 Highland Lakes Road) and part of CT 134100/1 (7561A Highland Lakes Road. Refer to figures below and also at full scale attached to this report.

Figure 1. Miena – Plan of Subdivision overall plan






JOHNSONS
ROAD
2495m²
2425m²
2085m²
2090m²
2045m²
1960m²
1910m²
2010m²
2515m²
2500m²
2270m²
4160m²
TO REMAIN AS PART OF BALANCE TITLE
(PREVIOUSLY COUNCIL REFUSE DISPOSAL SITE)
SHEET 2
SCALE - 1:1000


HIGHLAND LAKES ROAD
ROBERTSONS ROAD
ROBERTSONS ROAD
(SP 11877)
(SP 29960)
(SP 25715)
18.00 WIDE ROAD
18.00 WIDE ROAD
SHEET 3
SCALE - 1:2000

1.2 Background

To provide a through-road for emergency access/egress, a boundary reorganisation between CT 130056/1 (Lot 1 Highland Lakes Road), owned by P H Thiessen Family Super Pty Ltd and CT 134100/1 (7561A Highland Lakes Road), owned by P Downie, was approved in 2019. Refer to DA 2019-45 - Boundary Adjustment Documents (Attachment 8). The plan for the approved boundary reorganisation is yet to be sealed, however, Mr Downie is agreeable to the proposed subdivision and has been notified in accordance with s52 of LUPA Act.

1.3 Purpose

Planning Directive 5.1 - Bushfire-prone Areas Code (PD-5.1) applies to the subdivision of land that is located within, or partially within, a bushfire-prone area. The purpose of PD-5.1 is to ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

Gifford Bushfire Risk Assessment (GBRA) has been engaged by P H Thiessen Family Super Pty Ltd to assess the bushfire risk to the development and prepare a bushfire hazard assessment and plan in support of a development application for a subdivision proposal. The bushfire hazard management plan prescribes appropriate measures to reduce the risk, having regard for the objectives of *PD-5.1 Clause E1.6 Development Standards*.

1.4 Objective

The objective of the bushfire hazard assessment and plan is to:

a) facilitate an integrated approach between subdivision and subsequent building on a lot;

b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and

c) provide protection for lots at any stage of a staged subdivision.

1.5 Scope

This assessment relates solely to bushfire risk to the proposed subdivision located at Lot 1 Highland Lakes Road (part of CT 130056/1), 7561A Highland Lakes Road (part of CT 134100/1) and Lot 622 Johnsons Road (part of CT 152719/622).

This report determines whether the site meets the definition of bushfire-prone, calculates the likely Bushfire Attack Level (BAL) using Method 1 of Australian Standard AS3959-2018 *Construction of Buildings in Bushfire Prone Areas* and prescribes appropriate measures to reduce that risk, having regard to the objectives of PD-5.1 *Clause E1.6 Development Standards*.

It also takes into consideration the capability of future development on each lot to comply with the National Construction Code, Australian Standard AS3959-2018 *Construction of Buildings in Bushfire Prone Areas*, the Tasmanian Building Act 2016 - *Building Amendment (Bushfire-Prone Areas) Regulations 2014* and the *Director's Determination – Requirements for Building in Bushfire-Prone Areas 2020*.

As such it includes as attachments:

- Bushfire Hazard Management Plan (Attachment 1)
- Planning Certificate - Bushfire Prone Areas (Attachment 5)
- Certificate of a Specialist or other Person - Form 55 (Attachment 6)

2 Site description

The site comprises of part of CT 152719/622, part of CT 130056/1 and part CT134100/1 as described in Clause 1.1. All vacant land parcels situated on the southern edge of a strip of established residential development along the southern banks of the Great Lake at Swan Bay and Mackersey Head, Miena.

2.1 Desk study

Figures obtained from Land Information Tasmania (theList) show the location of the site bordered in dark blue.

2.1.1 Topography

Based on topographic information from theLIST (Fig. 5) the site ranges from 1075m to 1115m above sea level and has a moderate to steep easterly aspect for CT 152719/622 (Stage 1) and a moderate to steep northerly aspect for CT 130056/1 (Stages 2-6), with the exception of lot 905 which has a sheer rocky escarpment running diagonally from the south-eastern corner to the north-western corner and a steep north-easterly aspect.

All adjacent properties are private freehold and comprise of residential development on low-density residential lots with an average size of 2,500m^2 to the north and east of CT 152719/622 (Stage 1) and to the north and east of CT 130056/1 (Stages 2-6) with the occasional lot measuring 5,000m^2, and a vast area of light forest and patches of woodland located upslope to the south and west of CT 130056/1 (Stages 2-6) and upslope to the west and downslope to the south of CT 152719/622 (Stage 1). The northernmost tip of Stage 1 (previously a refuse disposal site) holds a telecommunications tower.

Topography of the surrounding area is hilly, generally falling downslope towards Swan Bay on the Great Lake and rising upslope to a marshy plateau to the south.

Figure 5. Topographic Map - Johnsons Road / Highland Lakes Road & Surrounds

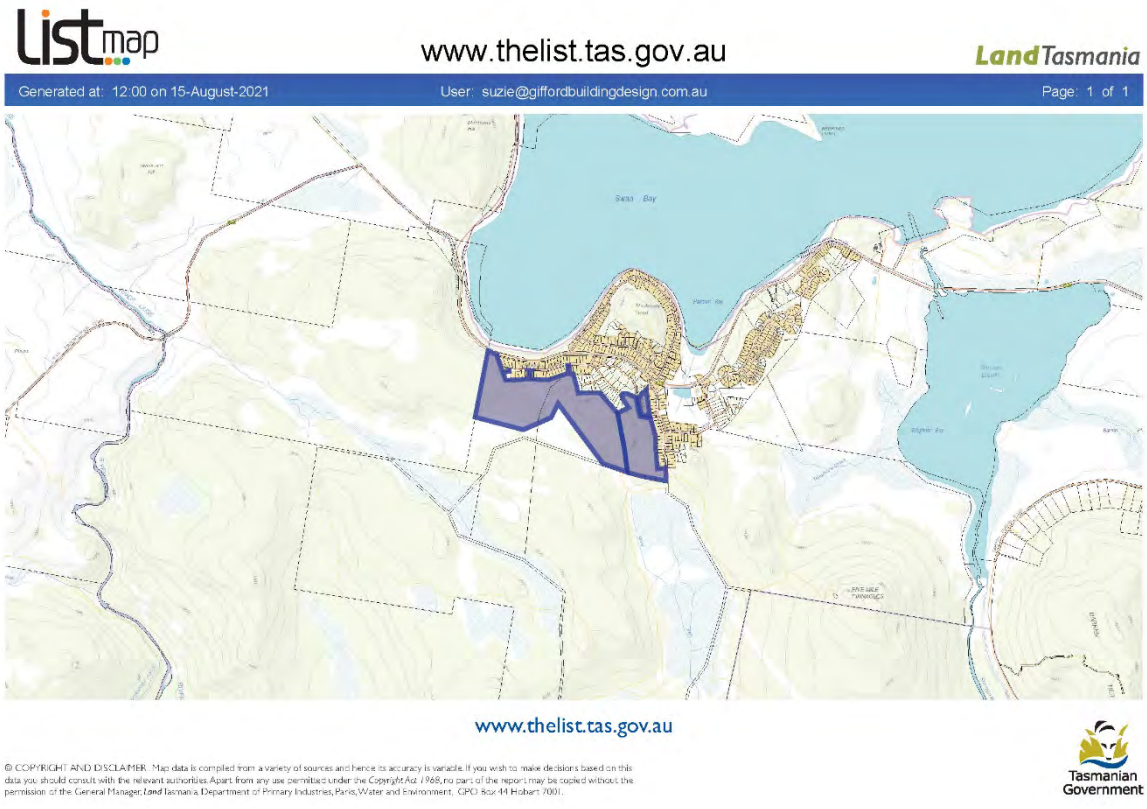


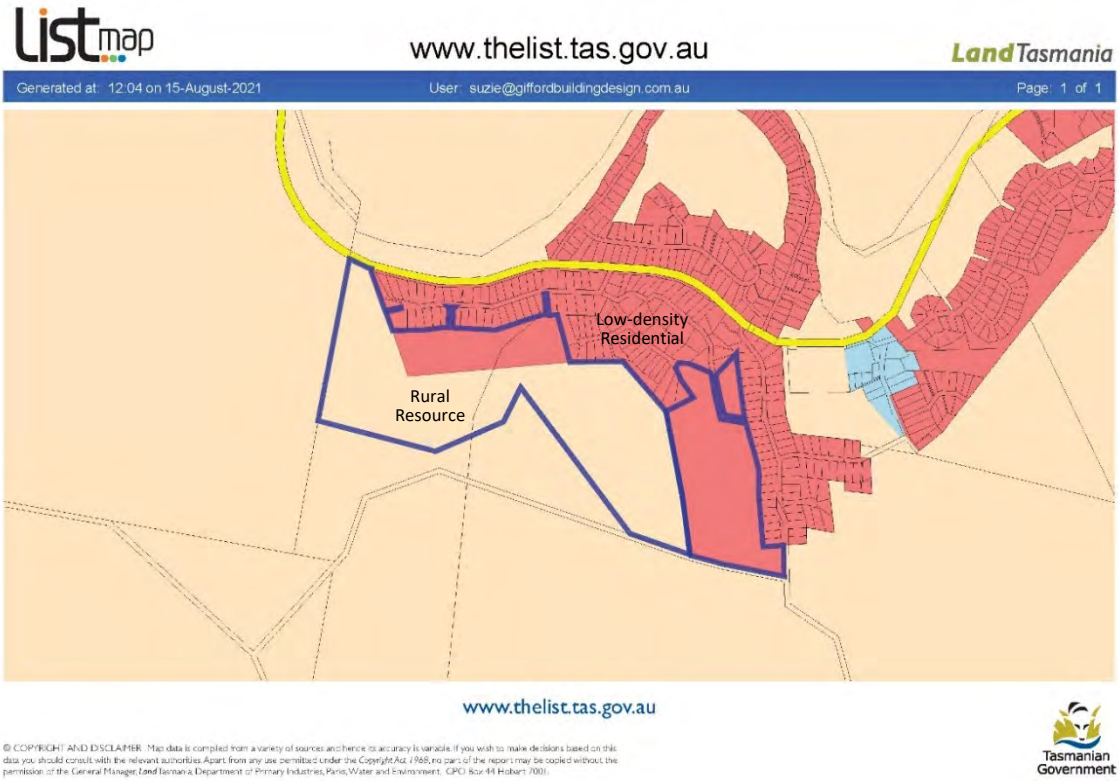
Figure 6. Aerial Image - Johnsons Road / Highland Lakes Road & Surrounds

2.1.1 Vegetation

TasVEG mapping (Fig 7) and aerial images (Fig 6) indicate the site is a large bushland lot vegetated almost entirely with *Eucalyptus coccifera* forest and woodland (DCO) aside from a strip of eastern alpine heathland (HHE) which runs diagonally through CT 130056/1 and CT134100/1 (Stages 2-6) and follows the alignment of a now removed power transmission line; and an area of Eucalyptus *gunnii woodland* (DGW) in the upper south-western corner of CT 152719/622 (Stage 1). Vegetation on adjacent land to the south and west is typically a continuation of the vegetation on site. Developed properties to the north and east are identified as urban area (FUR).

Figure 7. TasVEG Map - Johnsons Road / Highland Lakes Road & Surrounds

Figure 8. Zone Map - Johnsons Road / Highland Lakes Road & Surrounds



2.1.2 Zoning and overlays

The site and developed land to the north and east is zoned Low Density Residential and forested land to the south and west is zoned Rural Resource under the *Central Highlands Interim Planning Scheme 2015* (Fig 8). *Tasmanian Interim Planning Scheme 2015* overlay mapping (Fig 9) identifies landslide hazard areas (low and medium) over steeper sections of the site. Bushfire prone area mapping has not yet been adopted in this municipal area.

Figure 9. Overlay Map - Johnsons Road / Highland Lakes Road & Surrounds

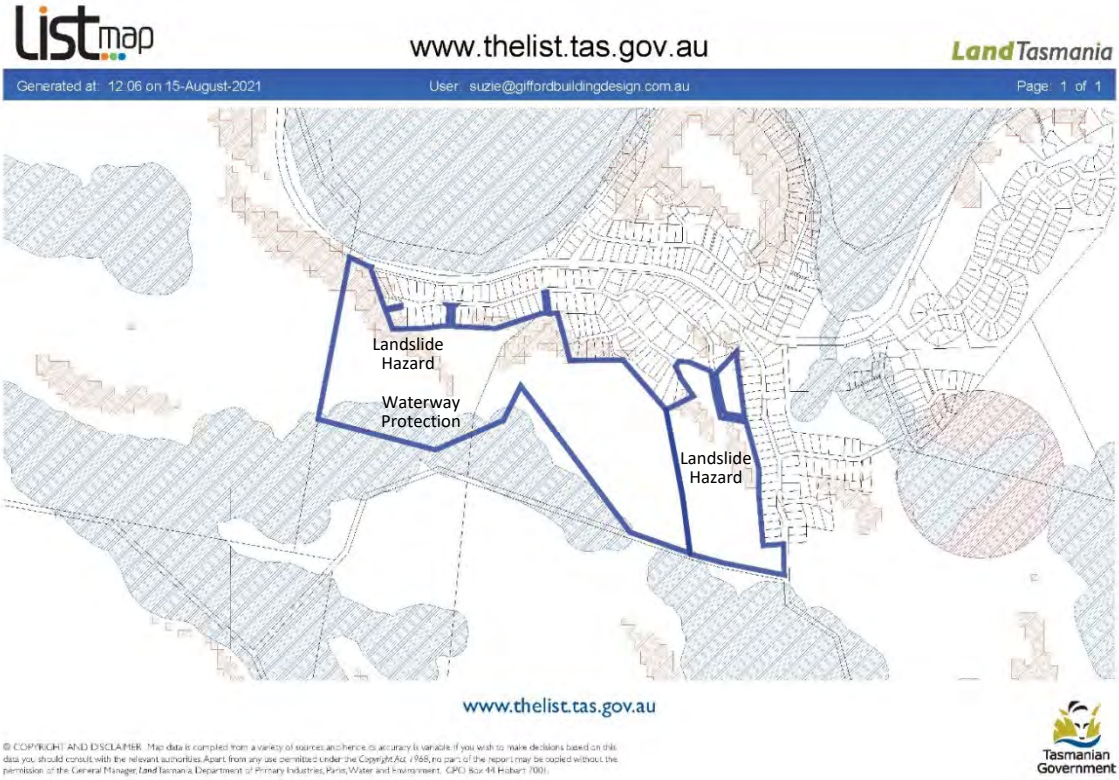
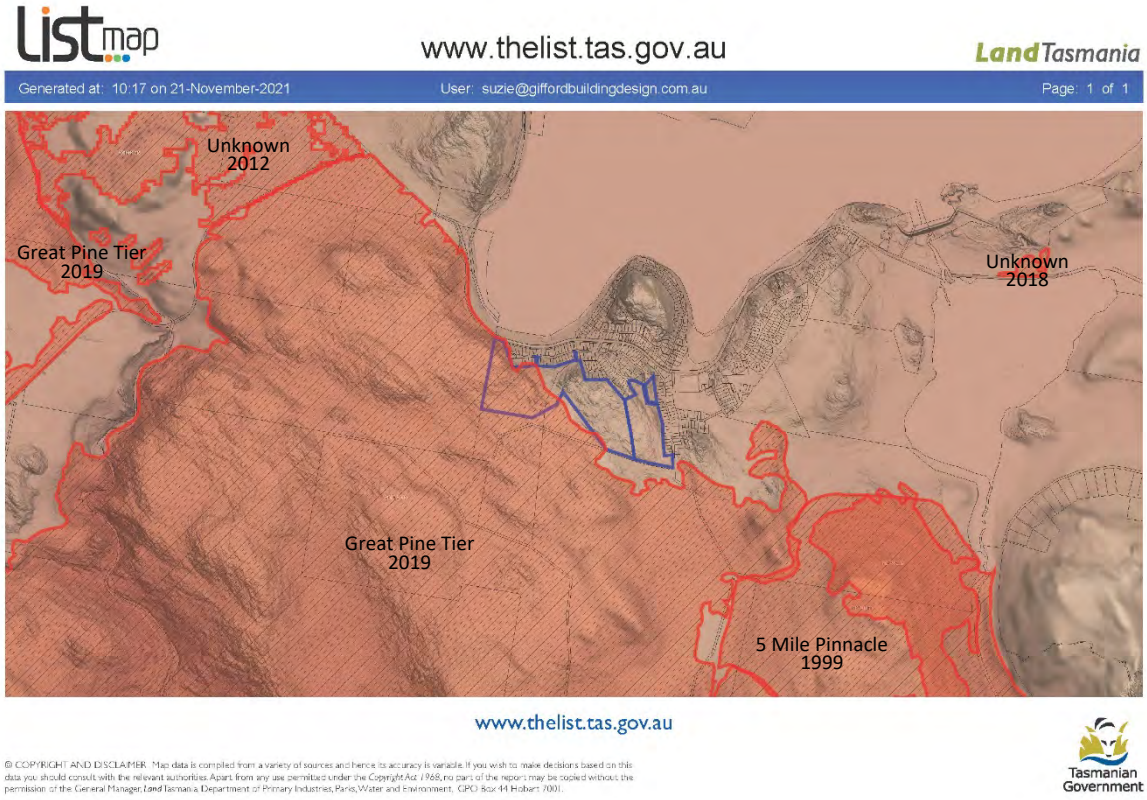


Figure 10. Fire History – Johnsons Road / Highland Lakes Road & Surrounds



The locality holds extensive areas of native vegetation on slopes of 15° or greater. Tasmanian Fire Service defines areas of high fire hazard as being over 15° in slope and covered with vegetation. Based on this description, the site is in a high fire hazard area.

Fire History obtained from the LiST (Fig. 10) shows there have been several instances of bushfire activity recorded on, and in close proximity to the subject site since recorded bushfire history. The most recent being the 51228 hectare, 2019 Great Pine Tier Fires which was prevented from affecting the site by back burning but affected 51228 hectares of bushland to the south-west.

Primary Brigade for the Miena area is the Great Lake-Miena Volunteer Brigade located at 55-57 Cider Gum Road, Miena - 2minutes under normal driving conditions, (1.5 km) to the east of CT 152719/622 (Stage 1) and 5 minutes (2km) to the east of CT 130056/1 (Stages 2-6). Support brigades are; Highland Lakes Volunteer Brigade located at 83 Wilburville Road, Wilburville 25 km to the east; Clyde- Breona Volunteer Brigade located at Highland Lakes Road, Brandum 25km to the north; and Poatina Volunteer Brigade located at Gordon Street, Poatina 55 km to the north-east.

A Community Protection Plan has been prepared by the Tasmanian Fire Service for the Miena/Todds Corner area and identifies a Nearby Safer Place (NSP) at Central Highlands Lodge, 7795 Highland Lakes Road, Miena Map Grid F7, 5 minutes under normal driving conditions, (1.5 km) to the east of CT 152719/622 (Stage 1) and 5 minutes (2km) to the east of CT 130056/1 and CT134100/1 (Stages 2-6) via Highland Lakes Road. This NSP has a Catastrophic FDI 100+ classification. Local emergency radio broadcaster is ABC NE Tasmania 91.7 FM

The link to current TFS Community Protection Plans is
http://www.fire.tas.gov.au/Show?pageId=communityProtectionPlanningProjectPublic

2.2 Site Investigation

To determine the level of bushfire risk, the site was investigated on the 6th December 2018. Information within this section should be read in conjunction with photographs taken during the site investigation and the Assessment Plan summarising the main elements from the site investigation.

2.2.1 Site Description

The areas to be developed are approximately 3 hectares located at the northern end of CT 152719/622 - Lot 622 Johnsons Road (Stage 1) and approximately 10 hectares located along the northern boundary of CT 130056/1 - Lot 1 Highland Lakes Road (Stages 2-6) predominantly vegetated with *Eucalyptus coccifera* and *Eucalyptus gunnii* woodland with trees 5-10m high and patches of low heath and tufted grasses on an exposed dolerite substrate, aside from a strip of eastern alpine heathland (HHE) which runs diagonally through CT 130056/1. The northernmost tip of Stage (previously a refuse disposal site) holds a telecommunications tower.

Aerial Image (Stage 1)

Aerial Image (Stages 2-6)

2.2.2 Vegetation Classification

Onsite vegetation (Stage 1): CT 152719/622 - Lot 622 Johnsons Road site vegetation was observed as *Eucalyptus coccifera* woodland with trees 5-10m high and patches of low heath and tufted grasses on a gently undulating exposed dolerite substrate with a moderate easterly slope.

North & east (Stage 1): Vegetation to the north and east of CT 152719/622 - Lot 622 Johnsons Road was observed as residential development bounded by maintained native vegetation and hardstand interspersed with isolated patches of low heath and scattered trees.

South (Stage 1): Vegetation to the south of CT 152719/622 - Lot 622 Johnsons Road was observed as *Eucalyptus coccifera* forest and woodland with trees 10-15m high and patches of low heath and tufted grasses on exposed dolerite substrate with a 5-10^{o} easterly slope.

West (Stage 1): Vegetation to the west of CT 152719/622 - Lot 622 Johnsons Road was observed as *Eucalyptus coccifera* forest and woodland with trees 10-15m high and patches of low heath and tufted grasses on exposed dolerite substrate 0^{o}/upslope.

Onsite vegetation (Stages 2-6): CT 130056/1 - Lot 1 Highland Lakes Road site vegetation was observed as *Eucalyptus coccifera* woodland with trees 5-10m high and patches of low heath and tufted grasses on a gently undulating exposed dolerite substrate with a moderate northerly slope.

North & east (Stages 2-6): Vegetation to the north and east of CT 130056/1 - Lot 1 Highland Lakes Road was observed as residential development bounded by maintained native vegetation and hardstand interspersed with isolated patches of low heath and scattered trees.

South (Stages 2-6): Vegetation to the south of CT 130056/1 - Lot 1 Highland Lakes Road was observed as *Eucalyptus coccifera* forest and woodland with trees 10-15m high and patches of low heath and tufted grasses on exposed dolerite substrate 0°/upslope.

West (Stages 2-6): Vegetation to the west of CT 130056/1 - Lot 1 Highland Lakes Road was observed as *Eucalyptus coccifera* forest and woodland with trees 10-15m high and patches of low heath and tufted grasses on exposed dolerite substrate 0°/upslope.

2.2.3 Existing Access

Lot 622 Johnsons Road - CT 152719/622 (Stage 1) is accessed via Johnsons Road which is a formed gravel paved public road which passes through the north-eastern corner of the lot and connects with Fleming Drive to the east and Drysdale Road to the north-west. Johnsons Road provides access to all lots in Stage 1.

Lot 1 Highland Lakes Road - CT 130056/1 (Stages 2-6) is accessed via Robertson Road which is formed gravel paved public road connecting with Highland Lakes Road (Lake Highway A5) to the north-east and terminating in a cul-de-sac to the west. A partially formed track leads from Robertson Road to the site. Access to lots in Stages 2-6 will require a new public access road.

Existing access (Stage 1)

Existing access (Stages 2-6)

2.2.4 Existing Water Supply

Reticulated water by the water corporation is not available to the site. No existing water supply suitable for fire-fighting was observed on the site. Each site will require a static water supply for firefighting.

2.2.5 Likely Fire Behaviour

During a bushfire event, a number of bushfire attack mechanisms may threaten buildings and occupants, including:

- Radiant heat
- Direct flame contact
- Ember attack
- Wind

Greatest potential threat in a bushfire attack situation was found to be the *Eucalyptus coccifera* forest and woodland located upslope to the south and west.

Eucalyptus coccifera forest and woodland (DCO) have been identified as having high flammability. *"Will burn readily when fuels are dry enough but will be too moist to burn for lengthy periods, particularly in winter. Fuels will be dry enough to burn on most days from late spring to early autumn."* (Pyrke & Marsden-Smedley, 2008)

Historically, peak bushfire conditions are associated with north-westerly winds. Slopes in the area around Stage 1 (CT 152719/622 - Lot 622 Johnsons Road) fall to the east and in the area around Stages 2-6 (CT 130056/1 - Lot 1 Highland Lakes Road) fall to the north and are likely to have an influence on fire behaviour. The worst-case scenario fire path for Stage 1 would be a fire in the *Eucalyptus coccifera* forest and woodland upslope to the west impacting the site under the influence of strong prevailing west to south-westerly winds. The worst-case scenario fire path for Stages 2-6 would be a fire in the *Eucalyptus coccifera* forest and woodland upslope to the south and west impacting the site under the influence of strong prevailing west to south-westerly winds as this is the direction of peak fire conditions as well as the location of the largest quantity of contiguous vegetation. Fire would tend to travel along the contours and flank the site or travel downslope towards the site or down the contours towards the site.

Given the bushland interface context, the likelihood of a bushfire front impacting the site is probable. The key bushfire attack mechanisms are likely to be wind-borne embers and some radiant heat.

2.2.6 Environmental Considerations

There are no overlays for this site that require consideration regarding clearing of vegetation. No endangered fauna or flora species listed under the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999* are recorded as having been observed on the site. No weed species are recorded as having been observed on the site.

Consideration should be given to the Landslide Hazard Area (low) overlay which covers steeper sections of the site and adjoining land at all aspects. Care should be taken to limit disturbance of soil on steep slopes. Removal of vegetation from the area identified as Landside Hazard should be minimised to reduce the effects of soil erosion and land stability.

3 Bushfire Attack Level Assessment

Bushfire Attack Level (BAL) refers to the potential level of hazard exposure a building may face in an uncontrolled bushfire and takes into consideration a number of factors including the Fire Danger Index (FDI), the slope of land and the types of vegetation in proximity to any building. AS3959-2018 sets out the process for determining BAL ratings which range from BAL-LOW to BAL-FZ and the construction standards based on these ratings.

3.1 Site Assessment

An investigation was undertaken on 6th December 2018 and elements of the site and the surrounding area were documented, providing descriptions, measurements and photographs which allowed assessment of the Bushfire Attack Level in accordance with Method 1 (Simplified Procedure) of AS3959-2018. Published geographical and topographical information and the Tasmania Fire Service were also consulted.

3.2 Bushfire Attack Level

The assessment relies on the following elements being managed as 'low threat vegetation' as defined in AS3959-2018 *Clause 2.2.3.2*:

- Management of individual Hazard Management Area in perpetuity
- Management of interim external Hazard Management Areas around each individual lot
- Management of adjacent nature strips (road verge) in perpetuity

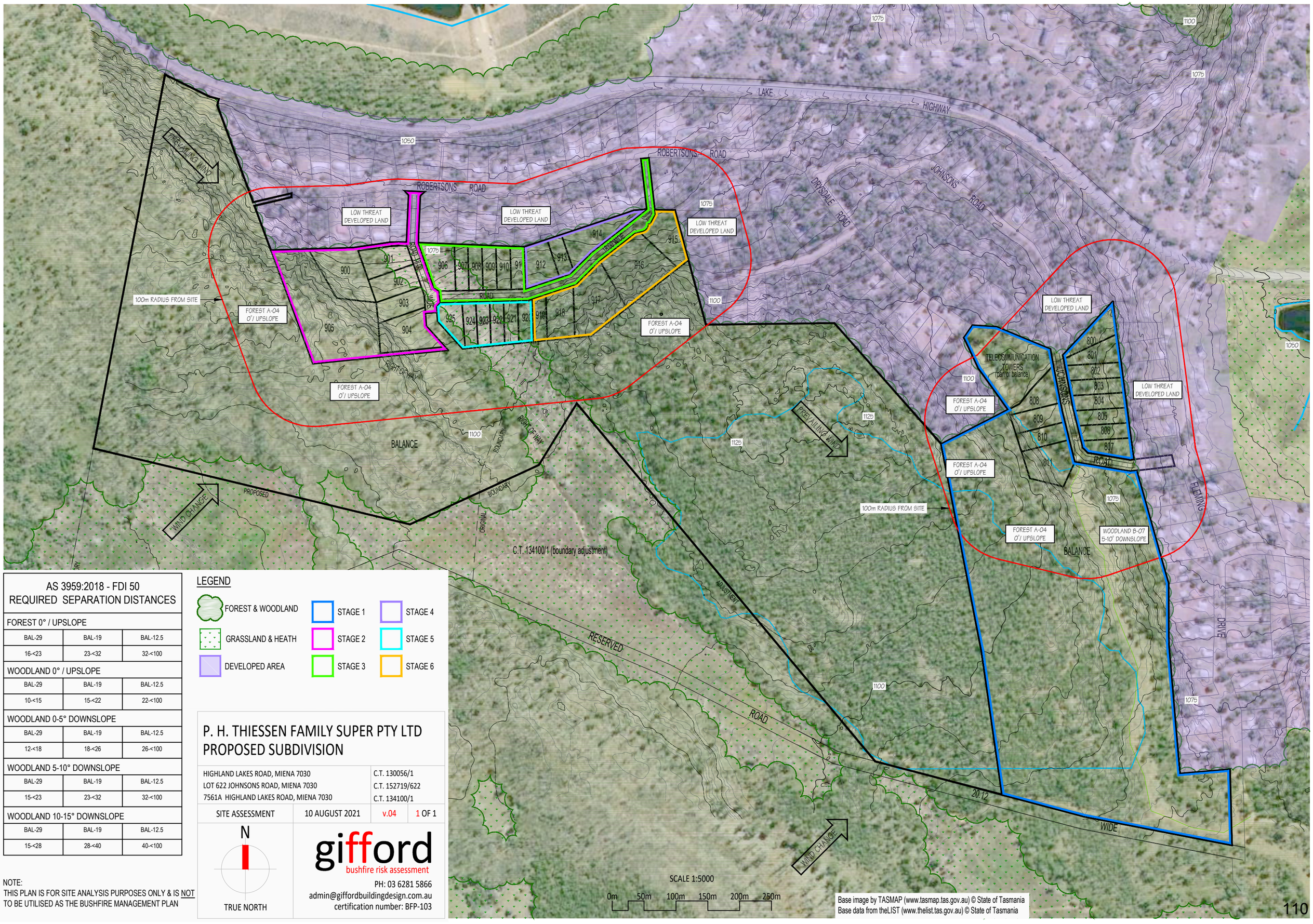
Each lot (with the exception of the balance lots and lot 905) relies on interim HMA on adjoining lots to be maintained as low threat vegetation by the benefiting owner until such a time as development occurs on the adjacent lots at which time they will be maintained as low threat vegetation by the individual owners in accordance with requirements of the Bushfire Hazard Management Plan.

BAL ratings for this proposal have been developed in accordance with PD-5.1 *Clause E1.6.1-subdivision: Provision of hazard management areas*. The objective of *Clause E1.6.1* is that subdivision provides for hazard management areas that:

- facilitate an integrated approach between subdivision and subsequent building on a lot;
- 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;
- provide protection for lots at any stage of a staged subdivision.

The Bushfire Hazard Management Plan (Attachment 1) shows each lot as provided with hazard managed separation distances between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in *Table 2.4.4* of AS3959-2018 *Construction of Buildings in Bushfire Prone Area*s. With the exception of the balance lots and lot 905, separation distances cannot be achieved within individual title boundaries and this development requires the removal and/or management of vegetation located on land external to each lot.

Should an individual lot owner wish to build to a higher BAL rating, the lot owner has the option to commission an individual Bushfire Hazard Management Plan for that specific lot which may vary the Hazard Management Area nominated by this Subdivision Bushfire Hazard Management Plan. This would be undertaken through the development and permit process associated with individual lot development.



AS 3959:2018 - FDI 50 REQUIRED SEPARATION DISTANCES		
FOREST 0° / UPSLOPE		
BAL-29	BAL-19	BAL-12.5
16-<23	23-<32	32-<100
WOODLAND 0° / UPSLOPE		
BAL-29	BAL-19	BAL-12.5
10-<15	15-<22	22-<100
WOODLAND 0-5° DOWNSLOPE		
BAL-29	BAL-19	BAL-12.5
12-<18	18-<26	26-<100
WOODLAND 5-10° DOWNSLOPE		
BAL-29	BAL-19	BAL-12.5
15-<23	23-<32	32-<100
WOODLAND 10-15° DOWNSLOPE		
BAL-29	BAL-19	BAL-12.5
15-<28	28-<40	40-<100

NOTE:
THIS PLAN IS FOR SITE ANALYSIS PURPOSES ONLY & IS NOT TO BE UTILISED AS THE BUSHFIRE MANAGEMENT PLAN

LEGEND

- FOREST & WOODLAND
- GRASSLAND & HEATH
- DEVELOPED AREA
- STAGE 1
- STAGE 2
- STAGE 3
- STAGE 4
- STAGE 5
- STAGE 6

P. H. THIESSEN FAMILY SUPER PTY LTD
PROPOSED SUBDIVISION

HIGHLAND LAKES ROAD, MIENA 7030	C.T. 130056/1
LOT 622 JOHNSONS ROAD, MIENA 7030	C.T. 152719/622
7561A HIGHLAND LAKES ROAD, MIENA 7030	C.T. 134100/1

SITE ASSESSMENT	10 AUGUST 2021	v.04	1 OF 1

N
TRUE NORTH

gifford
bushfire risk assessment
PH: 03 6281 5866
admin@giffordbuildingdesign.com.au
certification number: BFP-103

Table 1. BAL Assessment – Method 1 (Simplified Procedure)

1. Relevant fire danger index: FDI 50

2. Classification of vegetation within 100-140m in all directions

Vegetation classification	North X	East X	South X	West X
	North-East	South-East	South-West	North-West
Group A Forest			X	X
Group B Woodland	X	X	X	X
Group C Shrub-land				
Group D Scrub				
Group E Mallee/Mulga				
Group F Rainforest				
Group G (FDI 50) Grassland				
Exclusions (where applicable)	X	X		
	(b) (c) (d) (e) (f)	(b) (c) (d) (e) (f)	(b) (c) (d) (e) (f)	(b) (c) (d) (e) (f)

3a: Required distance from classified vegetation with an effective slope of upslope and 0°

	distances in metres			
BAL-LOW	100m +	100m +	100m +	100m +
BAL-12.5	100m + low threat 22m to woodland	100m + low threat 22m to woodland	32m to forest 22m to woodland	32m to forest 22m to woodland
BAL-19	100m + low threat 15m to woodland	100m + low threat 15m to woodland	23m to forest 15m to woodland	23m to forest 15m to woodland

3b: Required distance from classified vegetation with an effective slope of 0-5° downslope

	distances in metres			
BAL-LOW	100m +	100m +	100m +	100m +
BAL-12.5	100m + low threat 26m to woodland	100m + low threat 26m to woodland	38m to forest 26m to woodland	38m to forest 26m to woodland
BAL-19	100m + low threat 18m to woodland	100m + low threat 18m to woodland	27m to forest 18m to woodland	27m to forest 18m to woodland

3c: Required distance from classified vegetation with an effective slope of 5-10° downslope

	distances in metres			
BAL-LOW	100m +	100m +	100m +	100m +
BAL-12.5	100m + low threat 32m to woodland	100m + low threat 32m to woodland	46m to forest 32m to woodland	46m to forest 32m to woodland
BAL-19	100m + low threat 23m to woodland	100m + low threat 23m to woodland	34m to forest 23m to woodland	34m to forest 23m to woodland

3d: Required distance from classified vegetation with an effective slope of 10-15° downslope

	distances in metres			
BAL-LOW	100m +	100m +	100m +	100m +
BAL-12.5	100m + low threat 40m to woodland	100m + low threat 40m to woodland	56m to forest 40m to woodland	56m to forest 40m to woodland
BAL-19	100m + low threat 28m to woodland	100m + low threat 28m to woodland	41m to forest 28m to woodland	41m to forest 28m to woodland

Table 2. Bushfire Attack Level (BAL) Lot Schedule

BAL-19	BAL-12.5	BAL-LOW
808	800	nil
809	801	
810	802	
811	803	
Balance Stage 1	804	
900	805	
901	806	
902	906	
903	907	
904	908	
905	909	
915	910	
916	911	
917	912	
918	913	
919	914	
902		
921		
922		
923		
924		
925		
Balance Stages 2-6		

4 Bushfire Protection Requirements

This section contains measures to protect buildings from the effects of bushfire and reduce the likelihood of fatalities arising from occupants of a dwelling who do not evacuate a property prior to exposure from a bushfire event.

All design requirements for building compliance contained herein are shown on the BHMP.

4.1 Hazard Management Area

Hazard Management Area meeting the requirements of PD-5.1 *Clause E1.6.1* is achieved by complying with the following table:

PD 5.1 - E1.6.1 Subdivision: Provision of hazard management areas

Objective: Subdivision provides for hazard management areas that: (a) facilitate an integrated approach between subdivision and subsequent building on a lot; (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and (c) provide protection for lots at any stage of a staged subdivision.	
Acceptable Solutions	**Performance Criteria**
A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (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 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 – 2018 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 – 2018 Construction of buildings in bushfire-prone areas; and (c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.	**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 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 (h) any advice from the TFS.

Hazard Management Area requirements have been developed in accordance with PD-5.1 *Clause E1.6.1-Subdivision: Provision of hazard management areas*. The Bushfire Hazard Management Plan demonstrates that all lots are capable of accommodating a building area with separation distances equal to, or greater than required for BAL-19 classification. Building areas with dimensions equal to, or greater than the separation distances required for BAL 19 in *Table 2.4.4* of AS3959-2018 meet the acceptable solutions of PD-5.1 *E1.6.1 A1 (b)*.

4.1.1 Hazard Management Throughout Subdivision Development / Construction

Each lot (with the exception of the balance lots and lot 905) relies on interim HMA on adjoining lots to be maintained as low threat vegetation by the benefiting owner until such a time as development occurs on the adjacent lots at which time they will be maintained as low threat vegetation by the individual owners in accordance with requirements of the Bushfire Hazard Management Plan. Each lot, with the exception of the balance lots, lot 900, lot 904 and lot 905, shall be responsible for maintaining the adjacent nature strip as low threat vegetation in perpetuity.

Refer to Table 3 below for minimum HMA separation distances to achieve the nominated BAL rating.

Table 4. Stage 1 - Required HMA Separation Distance (inc. interim HMA)

LOT	NORTH	EAST	SOUTH	WEST
800 (BAL-12.5)	Low Threat 0m	Low Threat 0m	Woodland 22m	Woodland 22m (4m + 18m road)
801-806 (BAL-12.5)	Woodland 22m	Low Threat 0m	Woodland 22m	Woodland 22m (4m + 18m road)
807 (BAL-12.5)	Woodland 22m	Low Threat 0m	Woodland 22m (4m + 18m road)	Woodland 22m (4m + 18m road)
808 (BAL-19)	Woodland 18m	Woodland 18m (0m + 18m road)	Woodland 18m	Forest 23m
809-810 (BAL-19)	Woodland 18m	Woodland 18m (0m + 18m road)	Woodland 18m	Forest 23m
811 (BAL-19)	Woodland 18m	Woodland 18m (0m + 18m road)	Forest 23m	Forest 23m
BALANCE (BAL-19)	Woodland 23m	Woodland 23m	Forest 23m	Forest 23m

Table 5. Stage 2 - Required HMA Separation Distance (inc. interim HMA)

LOT	NORTH	EAST	SOUTH	WEST
900 (BAL-19)	Low Threat 0m	Woodland 15m	Woodland 15m	Woodland 15m
901 (BAL-19)	Low Threat 0m	Woodland 18m (0m + 18m road)	Woodland 15m	Woodland 15m
902 (BAL-19)	Woodland 15m	Woodland 18m (0m + 18m road)	Woodland 15m	Woodland 15m
903 (BAL-19)	Woodland 23m	Woodland 18m (0m + 18m road)	Forest 23m	Woodland 15m
904 (BAL-19)	Woodland 23m	Woodland 15m	Forest 23m	Woodland 15m
905 (BAL-19)	Woodland 23m	Woodland 23m	Forest 23m	Forest 23m
BALANCE (BAL-19)	Woodland 23m	Woodland 23m	Forest 23m	Forest 23m

Table 6. Stage 3 - Required HMA Separation Distance (inc. interim HMA)

LOT	NORTH	EAST	SOUTH	WEST
906 (BAL-12.5)	Low Threat 0m	Woodland 22m	Woodland 22m (4m + 18m road)	Woodland 22m (4m + 18m road)
907-911 (BAL-12.5)	Low Threat 0m	Woodland 22m	Woodland 22m (4m + 18m road)	Woodland 22m

Table 7. Stage 4 - Required HMA Separation Distance (inc. interim HMA)

LOT	NORTH	EAST	SOUTH	WEST
912-913 (BAL-12.5)	Low Threat 0m	Woodland 22m	Woodland 22m (4m + 18m road)	Woodland 22m
914 (BAL-12.5)	Low Threat 0m	Woodland 22m (4m + 18m road)	Woodland 22m (4m + 18m road)	Woodland 22m

Table 8. Stage 5 - Required HMA Separation Distance (inc. interim HMA)

LOT	NORTH	EAST	SOUTH	WEST
920-924 (BAL-19)	Woodland 23m (5m + 18m road)	Woodland 15m	Forest 23m	Woodland 15m
925 (BAL-19)	Woodland 23m (5m + 18m road)	Woodland 15m	Forest 23m	Woodland 15m

Table 9. Stage 6 - Required HMA Separation Distance (inc. interim HMA)

LOT	NORTH	EAST	SOUTH	WEST
915 (BAL-19)	Woodland 23m (5m + 18m road)	Low Threat 0m	Forest 23m	Woodland 15m
916-919 (BAL-19)	Woodland 23m (5m + 18m road)	Woodland 15m	Forest 23m	Woodland 15m

4.1.2 Hazard Management Area Recommendations

Hazard Management Area for this development is proposed by creating separation distances as specified on the Bushfire Hazard Management Plan. With the exception of the balance lots and lot 905, separation distances cannot be achieved within individual title boundaries and management of vegetation on adjacent lots is necessary.

The entirety of each lot (with the exception of the balance lots and lot 905) are to be managed as 'low threat vegetation' by the individual property owners upon development of each title. Where titles have not been issued/lots sold, it is the responsibility of benefiting adjoining land owners to maintain their interim HMA on unsold lots, on lots where titles have not been issued and on the adjacent nature strip. The responsibility of each benefiting adjoining owner to maintain interim HMA, and the responsibility of each individual lot owner to maintain the entirety of their lot as 'Low threat' upon development of each title, should be formalised through a Part 5 Agreement, burdening or benefiting easement, covenant, or similar instrument attached to the title. A draft Part 5 is attached to this report (Attachment 7).

Indicative BAL-19 building areas are nominated for the balance lots to satisfy the requirements of PD-5.1 *Clause E1.6.1* although it is unlikely that the balance lots will be developed for single use as it is the future intent of the developer to further subdivide the balance lots. An indicative building area has not been provided for CT 134100/1 (7561A Highland Lakes Road) associated with the boundary alignment. The sole purpose of boundary realignment is to provide for the emergency access/egress and no development is planned for CT 134100/1 as part of the proposal.

Habitable building setbacks of 23m should be shown on the titles bounding the forest to the south and west of Stage 1 and the south and west of Stages 2-6 to explicitly illustrate the minimum BAL-19 setbacks. Should an individual lot owner wish to construct a habitable building beyond the setbacks, the lot owner has the option to commission an individual Bushfire Hazard Management Plan for that specific lot which may vary the Hazard Management Area nominated by this Subdivision Bushfire Hazard Management Plan. This would be undertaken through the development and permit process associated with individual lot development.

4.2 Vegetation Management

The HMA is to be managed in accordance with the recommendations of this report and perpetually maintained to ensure ongoing compliance with 'low threat vegetation' classification as defined in AS3959-2018 *Clause 2.2.3.2.*

4.2.1 Vegetation management recommendations

When landscaping the HMA, incorporate measures to reduce bushfire hazard. These measures include maintained lawn, paths, paving, swimming pools, low flammability ornamental gardens, vegetable gardens, orchards, rockeries, on-site waste dispersion areas and the like.

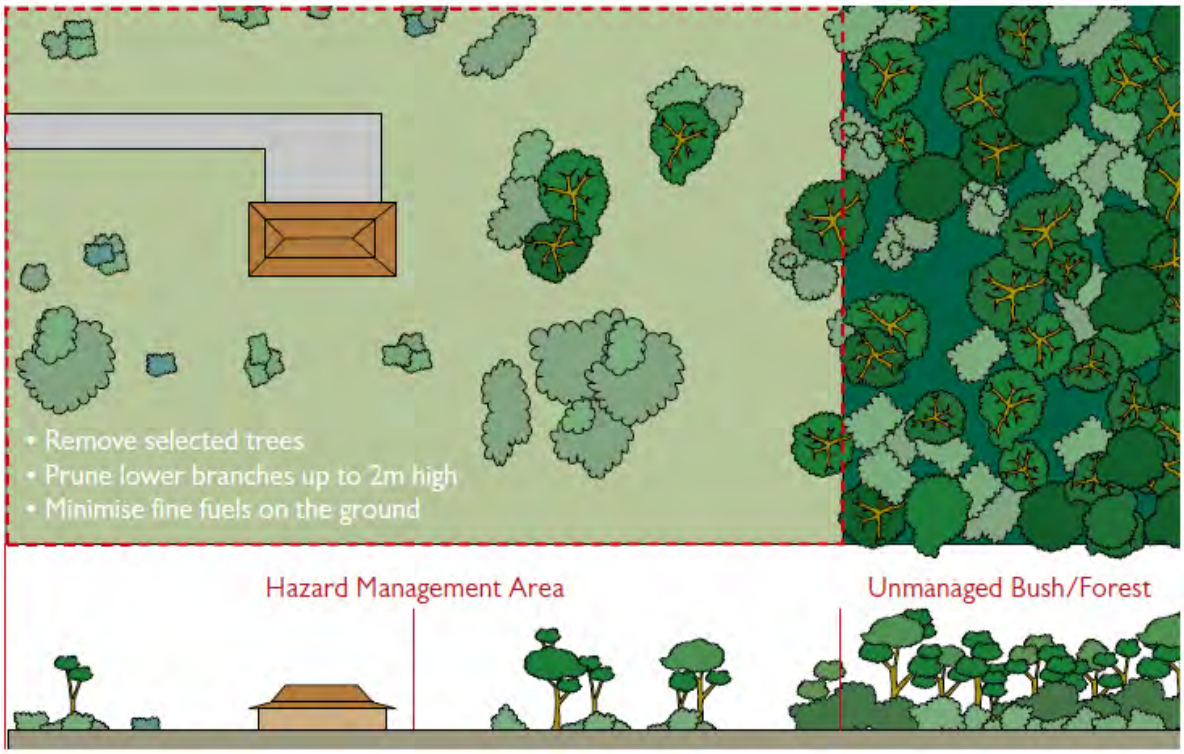
Limited amounts of low flammability plants are acceptable in this area. Preference should be given to low growing plants and ground covers. Mulch with gravel or pebbles (not cut grass and wood chips). Accumulation of fine fuels at ground level should be minimised and grass should be considered as lawn (not pasture) and must be short cropped and kept to a nominal height of 100mm. Regularly remove surface fuels (grass clippings, leaves, twigs, bark and fallen branches).

Except for a minimum distance of 6m around the buildings, which is to be maintained as lawn, paving and low garden beds with no trees or large shrubs planted or retained, managing the HMA in a minimum fuel condition does not require the removal of all standing vegetation. It is recommended that when creating the HMA a selective vegetation management approach is applied as opposed to indiscriminate, wholesale clearance. Limited amounts of trees and shrubs

(preferably with low flammability) could be planted or retained in discontinuous rows and clumps to trap embers and reduce wind speeds without significantly contributing to the bushfire risk to the site or increasing the BAL rating.

Figure 11. Typical Hazard Management Area

Planning & Building in Bushfire-Prone Areas for Owners & Builders (TFS, Dec 2013)



When planting or retaining trees and shrubs within the HMA, allow a minimum of 20m separation between the dwelling and significant clumps of vegetation. Small clumps of vegetation can also be retained provided they are further than 10m from the dwelling and are greater than 10m apart. It is recommended no trees or large shrubs be planted or retained within 6m of dwelling or associated outbuildings. Where possible, trees should not overhang buildings and should preferably be located at a distance greater than 1.5 times their mature height from buildings.

Trees and shrubs which are retained within the HMA will be subject to continual maintenance and pruning of mid-level growth. Maintain a tree canopy separation of 2m minimum. Create horizontal separation between tree crowns and vertical separation between ground level vegetation and the canopy by pruning lower branches less than 4m above ground level. Maintain shrubs and understorey plantings at a height less than 3m. Avoid planting/retaining shrubs directly under trees.

To reduce the build-up of fine fuels in direct contact with habitable buildings it is recommended that a non-flammable perimeter path be provided around buildings. Do not plant vegetation adjacent to walls and decks or directly under glazed elements. Locate flammable materials such as wood piles, fuel storage, building materials etc. away from buildings. Further information about preparing your home for bushfire and creating a defendable space is available from the Tasmania Fire Service website http://www.fire.tas.gov.au/Show?pageId=colPrepare

4.2.2 Low Threat Vegetation Description

Figure 12. Visual Examples of Low Threat Vegetation

PHOTOGRAPHS

A. Orchard with mowed understorey
B. Local government public open space with mowed grass
C. Local government public open space with mowed grass
D. Landscaped gardens in private estate
E. Rocky outcrop
F. Golf course

Image courtesy of the Visual Guide for Bushfire Risk Assessment in Western Australia - Published February 2016

Notes:

1. Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short-cropped grass for example, to a nominal height of 100 mm).
2. A windbreak is considered a single row of trees used as a screen or to reduce the effect of wind on the leeward side of the trees.

AS3959-2018 - Clause 2.2.3.2 describes non-vegetated areas as:

- areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops

AS3959-2018 - Clause 2.2.3.2 describes low threat vegetation as:

- vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, sporting fields, vineyards, orchards, banana plantations, market gardens (and other non-curing crops), cultivated gardens, commercial nurseries, nature strips and windbreaks.

4.3 Construction Requirements

Building work in a bushfire-prone area must be carried out in accordance with the requirements of the *Building Amendment (Bushfire-prone Areas) Regulations 2014. Clause 11D* of the *Regulations* states that if a building in a bushfire-prone area is constructed or altered in accordance with the *Director's Determination – Requirements for Building in Bushfire-Prone Areas 2020* (*Director's Determination*) then "*the Performance Requirements P2.3.4 of the Tasmanian Variation of BCA Volume Two, and Tas Part GP 5.1 of the Tasmanian Appendix to BCA Volume One, are taken to be complied with.*"

4.3.1 Construction objectives

- improve the ability of buildings to withstand attack from bushfires
- provides greater protection for the occupants of a building from a bushfire as well as protection to the building itself

4.3.2 Construction Deemed-to-Satisfy Requirements

1) Building work (including additions or alterations to an existing building) in a bushfire-prone area must be designed and constructed in accordance with an Acceptable Construction Manual determined by the BCA, being either of the following (as appropriate for a BAL determined for that site): -

    a) AS3959-2018; or
    b) *NASH Standard - Steel Framed Construction in Bushfire Areas*

2) Subclause (1)(a) is applicable to the following:

    a) a Class 1, 2 or 3 building; or
    b) a Class 10a building or deck associated with a Class 1, 2 or 3 building.

3) Subclause (1)(b) is applicable to the following:

    a) a Class 1 building; or
    b) a class 10a building or deck associated with a Class 1 building.

4) Despite subsection (1) above, variations from requirements specified in 1(a) and 1(b) are as specified in Table 4.1 below.

5) Despite subsections (1) and (4) above, performance requirements for buildings subject to BAL 40 or BAL Flame Zone (BAL-FZ) are not satisfied by compliance with subsections (1) or (4) above.

4.3.3 Construction compliance

Construction meeting Deemed-to Satisfy Requirement *4.1* of the *Director's Determination* is achieved by constructing in accordance with the relevant construction sections of AS3959-2018 for the Design Bushfire Attack Level and by complying with the following table:

Directors Determination - Table 4.1 Construction Requirements and Construction Variations

Column 1		Column 2
Element		**Requirement**
A.	Straw Bale Construction	May be used in exposures up to and including BAL 19.
B.	Shielding provisions under Section 3.5 of AS3959-2018.	To reduce construction requirements due to shielding, building plans must include suitable detailed elevations or plans that demonstrate that the requirements of Section 3.5 of the Standard can be met. N.B. Application of Section 3.5 of the Standard cannot result in an assessment of BAL – LOW.
C.	Construction standard for vulnerable use	Building work for a building classified as a vulnerable use must be constructed to a BAL that is determined in a BHMP certified by an accredited person.

4.3.4 Construction recommendations

Habitable buildings (and associated outbuildings) are to be designed, constructed, and maintained in accordance with the relevant Construction Sections of AS3959-2018 for the Design Bushfire Attack Level (BAL). Specifically; Section 3 for General Construction requirements, Section 5 for BAL-12.5 and Section 6 for BAL-19. Higher levels of construction shall be acceptable.

Carports, garages, and outbuildings etc. which are attached to the dwelling, located below the dwelling or located less than 6m separation from the dwelling are to be constructed to the same level as the dwelling or be separated from the dwelling by compliant fire separation in accordance with AS3959-2018 *Clause 3.2.3 (b).*

Specification of building materials and construction methods (prepared by a suitably qualified person) are to be provided as part of the construction documentation.

4.4 Public and fire fighting access

4.4.1 Access compliance

Access meeting the requirements of PD-5.1 *Clause E1.6.2* is achieved by complying with the following tables:

PD 5.1 - E1.6.2 Subdivision: Public and fire fighting access

<table>
<tr><td colspan="2">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
(e) are designed to allow connectivity, and where needed, offering multiple evacuation points.</td></tr>
<tr><td>Acceptable Solutions</td><td>Performance Criteria</td></tr>
<tr><td>A1
(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or
(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 comply with Table E3; and
ii) is certified by the TFS or an accredited person</td><td>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 & slope of roads, tracks & trails;
viii) use of through roads to provide for connectivity;
ix) limits on the length of cul-de-sacs and dead-end roads;
x) provision of turning areas;
xi) provision for parking areas;
xii) perimeter access; and
xiii) fire trails;
(b) the provision of access to:
i) bushfire-prone vegetation to permit the undertaking of hazard management works; and
ii) fire fighting water supplies; and
(c) any advice from the TFS</td></tr>
</table>

PD 5.1 - Table E1: Standards for roads

Element		Requirement
A.	Roads	Unless the development standards in the zone require a higher standard, the following apply: (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.*

PD 5.1 - Table E2 Standards for property access

Element		Requirement
A.	Property access length is less than 30 metres; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.
B.	Property access length is 30 metres or greater; or access is for a fire appliance to a fire fighting water point.	The following design and construction requirements apply to property access: (a) All-weather construction; (b) Load capacity of at least 20 tonnes, including for bridges and culverts; (c) Minimum carriageway width of 4 metres; (d) Minimum vertical clearance of 4 metres; (e) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway; (f) Cross falls of less than 3° (1:20 or 5%); (g) Dips less than 7° (1:8 or 12.5%) entry and exit angle; (h) Curves with a minimum inner radius of 10 metres; (i) Maximum gradient of 15° (1:3.5 or 28%) for sealed roads, and 10° (1:5.5 or 18%) for unsealed roads; and (j) Terminate with a turning area for fire appliances provided by one of the following: i) A turning circle with a minimum outer radius of 10 metres; ii) A property access encircling the building; or iii) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.
C.	Property access length is 200 metres or greater.	The following design and construction requirements apply to property access: (a) The Requirements for B above; and (b) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200 metres.
D.	Property access length is greater than 30 metres, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (a) Complies with Requirements for B above; and (b) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.

PD 5.1 - Table E3 Standards for fire trails

Element		Requirement
A.	All fire trails	The following design and construction requirements apply: (a) all-weather, 4-wheel drive construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (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) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (h) curves with a minimum inner radius of 10m; (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed fire trails, and 10 degrees (1:5.5 or 18%) for unsealed fire trails; (j) gates if installed at fire trail entry, have a minimum width of 3.6m, and if locked, keys are provided to TFS; and (k) terminate with a turning area for fire appliances provided by one of the following: i) a turning circle with a minimum outer radius of 10m; or ii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.
B.	Fire trail length is 200m or greater.	The following design and construction requirements apply to property access: (a) Complies with Requirements for A above; and (b) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200 metres.

4.4.2 Public access recommendations

Design and construction of public access is to comply with PD-5.1 *Table E1* and local council requirements.

Refer to the Subdivision Plan by JB Medbury Land Surveyors for the proposed layout of public access.

At any stage of the staged subdivision, interim turning heads with a minimum 12m outer radius must be provided at the end of the road reserve for each stage. These turning heads must be created as part of the civil works. Prior to sealing the titles for each stage, council must verify that interim turning heads comply with PD-5.1 *Table E1*.

4.4.3 Property and fire fighting access recommendations

Majority of lots are accessible within less than 30m of the public roadway. For internal lots and lots with building areas greater than 30m from the public road, provide compliant property access from the public road to within 90m of furthest element of the habitable buildings and to within 3m of the fire-fighting water supply connection point. Provide a compliant turning area at top of the access. Keep access clear of vegetation 0.5m either side and 4m above the carriageway.

Design and construction of property access is to comply with PD-5.1 *Table E2 Standards for property access*. Constructions details and final location of the access driveway, turning area and hardstand (prepared by a suitably qualified person) are to be provided as part of the construction documentation for habitable buildings.

4.4.4 Fire trail recommendations

At any stage of the staged subdivision, interim emergency access/egress fire trails must be provided where necessary to facilitate the safe access to and from all lots. An emergency access/egress fire trail, connecting the new public road with Robertson Road and is proposed as part of Stage 3.

Design and construction of fire trails is to comply with PD-5.1 *Table E3* and local council requirements. Refer to the subdivision plans by JB Medbury Land Surveyors for the proposed location of the fire trail (Attachments 2, 3 & 4).

4.5 Fire fighting water supply

4.5.1 Fire fighting water supply compliance

Fire fighting water supply meeting the requirements of PD-5.1 *Clause E1.6.3* is achieved by complying with the following tables:

PD 5.1 - E1.6.3 Subdivision: Provision of water supply for fire fighting purposes

Objective: Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.	
Acceptable Solutions	**Performance Criteria**
A1 In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or (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.	**P1** (a) No Performance Criterion.
A1 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 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.	**P2** (a) No Performance Criterion.

Table E5 Static 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 90 metres of the fire fighting water point of a static water supply; 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.	Static Water Supplies	A static water supply: (a) May have a remotely located offtake connected to the static water supply; (b) May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times; (c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems; (d) Must be metal, concrete or lagged by non-combustible materials if above ground; and (e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2018, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by:

		i) metal; ii) non-combustible material; or iii) fibre-cement a minimum of 6 mm thickness.
C.	Fittings, pipework and accessories (including stands and tank supports)	Fittings and pipework associated with a fire fighting water point for a static water supply must: (a) Have a minimum nominal internal diameter of 50mm; (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm; (c) Be metal or lagged by non-combustible materials if above ground; (d) Where buried, have a minimum depth of 300mm; (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment; (f) Ensure the coupling is accessible and available for connection at all times; (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length); (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and (i) Where a remote offtake is installed, ensure the offtake is in a position that is: i) Visible; ii) Accessible to allow connection by fire fighting equipment; iii) At a working height of 450 – 600mm above ground level; and iv) Protected from possible damage, including damage by vehicles.
D.	Signage for static water connections	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must: (a) Comply with water tank signage requirements within Australian Standard AS 2304-2011 Water storage tanks for fire protection systems; or (b) Comply with the Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service
E.	Hardstand	A hardstand area for fire appliances must be: (a) No more than three metres from the fire-fighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (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.

4.5.2 Water supply for fire fighting recommendations

Provide compliant static water supply (i.e. water storage tank) with a minimum of 10,000 litres stored water reserved solely for fire fighting purposes for each habitable building. Firefighting water connection points must be located within 90m of furthest element of the habitable buildings, measured as a hose lay, and be accessible within less than 3m of a hardstand. Identify the connection points with compliant signage.

Selection and location of static water supply for firefighting is to comply with PD-5.1 *Table E5 Static water supply for fire fighting.*

4.6 Evacuation

There are no specific evacuation considerations for this site. Occupants should make a survival plan and know their Community Protection Plan and Nearby Safer Place. Evacuation in an emergency situation is likely to be hampered by large quantities of smoke and ash effecting visibility which may limit the opportunity to leave in a bushfire situation. Occupants should consider the risk when deciding to leave or stay and defend. The safest option is always to leave early. Community Bushfire Protection Plans which contain information on preparing, acting and surviving a bushfire event including a relevant map of your area can be found on the TFS website http://www.fire.tas.gov.au/Show?pageId=communityProtectionPlanningProjectPublic

Conclusion

P H Thiessen Family Super Pty Ltd proposes a 40 lot residential subdivision in 6 stages across two separate titles. Stage 1 creates 13 lots on CT 152719/622 (Lot 622 Johnsons Road) and Stages 2-6 creates 27 lots on CT 130056/1 (Lot 1 Highland Lakes Road).

Bushfire prone area mapping prepared for this region identifies that the site is located within a bushfire prone area. Investigation of the site has confirmed that there is greater than a hectare of bushfire prone vegetation located within 100m of the site. The development is therefore considered to be in a bushfire prone area.

Using Method 1 (Simplified Procedure) of AS3959-2018 *Construction of Buildings in Bushfire-Prone Areas,* this assessment establishes that each proposed lot is capable of a building area with a Bushfire Attack Level meeting acceptable solution *E1.6.1 A1 (b)* of PD-5.1 *Bushfire-prone Areas Code*.

The Design Bushfire Attack Level of each proposed title is shown on the Bushfire Hazard Management Plan (Attachment 1). Bushfire protection measures including Construction Requirements, Vegetation Management, Property Access and Fire Fighting Water Supply are contained in this report.

Recommendations:

- The prescribed HMA requirements (including interim and permanent HMA) are to be formalised through a Part 5 Agreement, or similar instrument, attached to the titles.
- The prescribed public access requirements (including interim measures and emergency access/egress) are to be implemented prior to the issue of titles.
- 23m habitable building area setbacks are to be shown on the title of Lots 808-811 in Stage 1 and Lots 904, 905 and 915-925 in Stage 2.
- Council is to condition the planning approval on compliance with the BHMP.

Well prepared homes have a better chance of surviving a bushfire attack. Information about preparing your property against bushfire attack is available from Tasmania Fire Service by calling 1800 000 699 or online at http://www.fire.tas.gov.au/

Distances and slopes should be confirmed on-site by a land surveyor prior to commencement of works. It is the developer's responsibility to ensure that all requirements contained in this report are adhered to and maintained. Notify the author of this report of any relevant variations to the proposal. Development Application Plans differing from the plans attached to this report may render the BHMP invalid, in which case a review should be conducted to determine the suitability of any variations in relation to bushfire-prone area requirements. It is the responsibility of the regulatory authorities to determine consistency between the Bushfire Hazard Management Plan and the Development Plans.

Definitions

BAL:	Means the bushfire attack level as defined in AS3959-2018 *Construction of Buildings in Bushfire Prone Areas* as 'a means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire'.
BHMP:	Bushfire Hazard Management Plan as defined in the Act.
Bushfire-Prone Area:	Means land that is within the boundary of a bushfire-prone area shown on an overlay on a planning scheme map; and Where there is no overlay on a planning scheme map, or where the land is outside the boundary of a bushfire prone area shown on an overlay on such a map; Land that is within 100 m of an area of bushfire-prone vegetation equal to or greater than 1 hectare.
Bushfire-Prone Vegetation:	Means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.
Contiguous:	Means separated by less than 20 m.
Hazard Management Area:	Means the area, between a habitable building or building area and the bushfire-prone vegetation, which provides access to a fire front for fire fighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of bushfire.

List of Attachments

Attachment 1: Bushfire Hazard Management Plan v.04_GBRA – 15 August 2021

Attachment 2: Miena Plan of Subdivision - overall plan 16018App – 22 November 2021

Attachment 3: Miena – Plan of Subdivision Stage 1 – 22 November 2021

Attachment 4: Miena – Plan of Subdivision Stages 2-6 – 22 November 2021

Attachment 5: Planning Certificate

Attachment 6: Form 55

Attachment 7: Draft Part 5 Agreement – 04 October 2021

Attachment 8: DA 2019-45 - Boundary Adjustment -Planning Approval 20 August 2019

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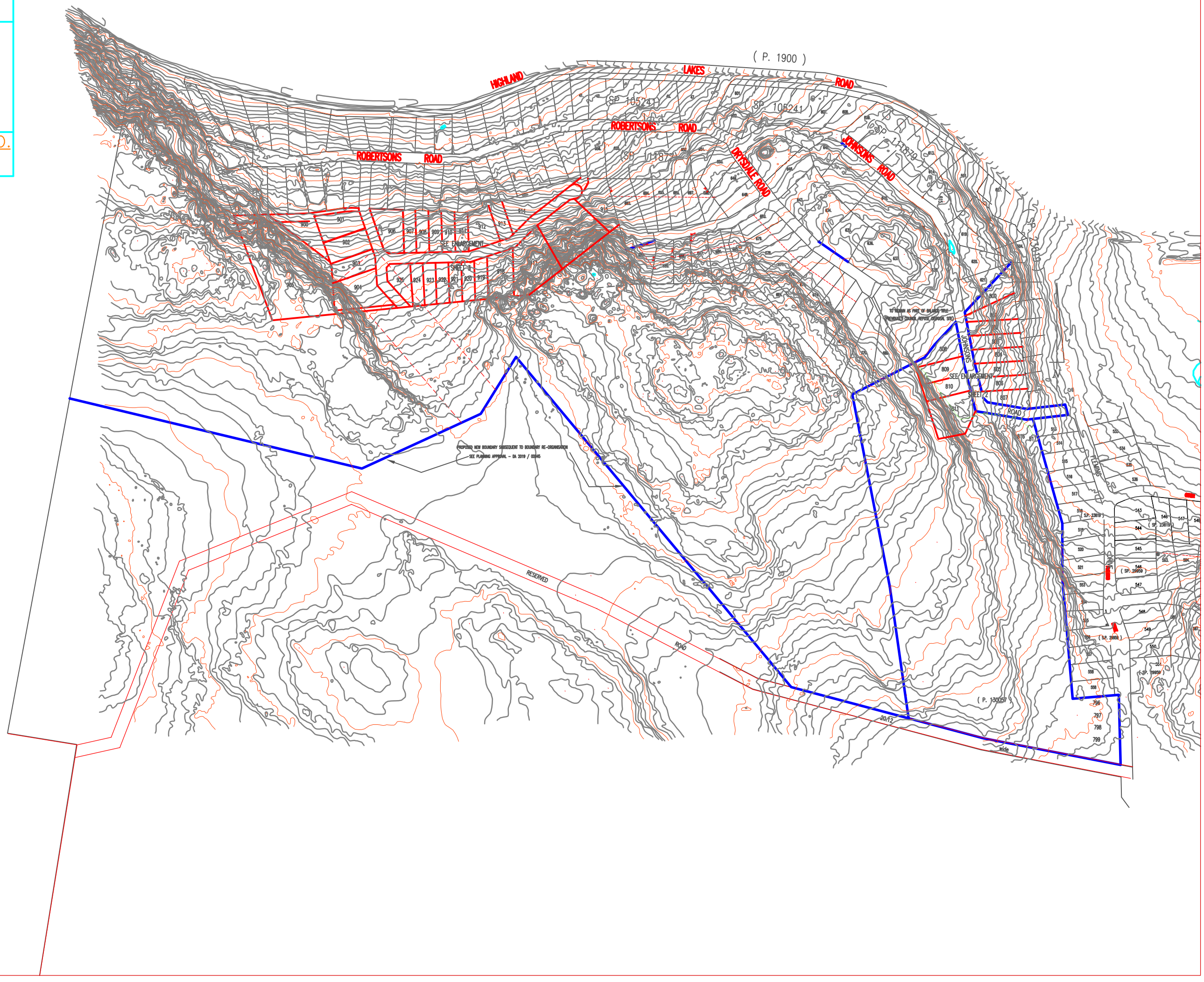
J.B.MEDBURY SURVEYOR
OF 159 CILWEN ROAD, CAMBRIDGE
PH. (03) 62485083; Email medbury@optusnet.com.au

PROPOSED SUBDIVISION
P H THIESSEN & OTHERS
ROBERTSONS & JOHNSONS ROAD
MIENA

SCALE	DATE	REF. NO.
1:6000	22–11–2021	16018App

INDEX PLAN

Scale 1:6000



TO REMAIN AS PART OF BALANCE TITLE

(PREVIOUSLY COUNCIL REFUSE DISPOSAL SITE)

638.

620.

621.

505.

506.

507.

508.

509.

510.

511.

512

JOHNSONS

ROAD

800 2495m²

801 2425m²

802 2085m²

803 2050m²

804 2015m²

805 1960m²

806 1910m²

807 2010m²

808 2515m²

809 2500m²

810 2270m²

811 4160m²

N

SHEET 2

SCALE – 1:1000

HIGHLAND LAKES ROAD

ROBERTSONS ROAD

ROBERTSONS ROAD

(SP. 29960)

(SP. 25715)

(SP. 111877)

SET APART FOR EMERGENCY ACCESS

18.00 WIDE

ROAD 18.00 WIDE

ROAD

RIGHT OF WAY 4.0 WIDE

900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925

6025m² 6025m² 2820m² 2490m² 4670m² 1·755hA 3300m² 1520m² 1560m² 1530m² 1525m² 1500m² 2970m² 1500m² 4185m² 3750m² 7570m² 6240m² 3340m² 2145m² 1500m² 1500m² 1500m² 1500m² 1520m² 1510m²

655. 656. 694. 693. 690.

N

SHEET 3

SCALE – 1:2000

HIGHLAND LAKES ROAD

ROBERTSONS ROAD

ROBERTSONS ROAD

(SP. 29960)

(SP. 25715)

(SP. 111877)

SET APART FOR EMERGENCY ACCESS

ROAD 18.00 WIDE

ROAD

STAGE 2

STAGE 3

STAGE 4

STAGE 5

6025m²
6025m²
2820m²
2490m²
4670m²
1·755hA
3300m²
1520m²
1560m²
1530m²
1525m²
1500m²
2970m²
1500m²
4185m²
3750m²
7570m²
6240m²
3340m²
2145m²
1500m²
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1500m²
1520m²
1510m²

900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925

655. 656. 694. 693. 690.

N

SHEET 3

SCALE – 1:2000

RIGHT OF WAY 4.0 WIDE

THIS DEVELOPMENT AGREEMENT is made under section 78 of the *Land Use Planning and Approvals Act 1993* this day of 2021.

BETWEEN:

1. CENTRAL HIGHLANDS COUNCIL of 6 Tarleton Street, Hamilton in Tasmania ("the Council") and

2. PETER HENRIC THIESSEN of 272 Davey Street, Hobart in Tasmania ("the Subdivider

INTERPRETATION

In this Agreement:

- The "LAND" means those lots shown as Lots …… to …….. and the balance lot …… on the attached Plan annexed hereto and marked "A" ("the Lots" and individually "Lot")currently comprising part of ……, Miena in Tasmania described in Certificate of Title Volume ……. Folio …….

- The "ADJOINING OWNER" means the Subdivider and the Owner of any lot bounded by any other lot on the Plan upon alienation of that lot to a third party by the Subdivider.

- The "OWNER" means the Subdivider and the owner of any lot on the Plan upon alienation of that lot to a third party, subject to the operations of Clause 2 of this Agreement, by the Subdivider.

- The "USE AND DEVELOPMENT" means any dwelling approved on the land by the Council under the *Land Use Planning and Approvals Act 1993*.

- To "ESTABLISH AND MAINTAIN DEFENDABLE SPACE" means that vegetation will be managed in a minimal fuel condition to ensure that there is insufficient fuel available to significantly increase the severity of bushfire attack.

- "REASONABLE NOTICE" means notice, in writing, delivered to the Adjoining Owners at least 7 days prior to undertaking the action that the notice refers to. The notice must include the time of entry onto the adjoining land, the date of entry onto the adjoining land, the duration of entry onto the adjoining land, who will be entering the adjoining land, and the action(s) to be carried out whilst present on the adjoining land.

- "HAZARD MANAGEMENT AREAS" means that part of the Adjoining Land as shown on the Bushfire Hazard Management Plan forming part of Annexure "B".

- "THE PLAN" means any Plan sealed by the Council dealing with the Land.

BACKGROUND

- The use and development is considered to be bushfire prone and therefore compliance with the Australian Standard for *Construction of Buildings in Bushfire Prone Areas AS3959:2018* ("the Standard") and the Tasmanian Fire Service approved Bushfire Hazard Management Plan annexed hereto and forming part of Annexure "B" is required.

- This Agreement allows the Owner to enter the Adjoining Land in order to establish and maintain the defendable space required to achieve a Bushfire Attack Hazard Management Area for the use and development in accordance with the annexed Bushfire Hazard Management Report.

THE AGREEMENT

1. The terms of this agreement are in addition to the conditions imposed in the Council's planning and building approvals for the use and development.

2. That upon alienation of any lot on the Plan, so far as it relates to that lot, the Subdivider is no longer bound by the terms of this Agreement to a third party by the Subdivider and that the Owner and Adjoining Owner, as far as those lots are concerned, assume the responsibilities and privileges of the Subdivider, and the Council, Owners and Adjoining Owners will hold harmless the Subdivider for anything arising by virtue of this Agreement.

3. The Owner and their successors in title and the Adjoining Owner and their successors in title hereby covenant and agree with the Council:

   (i) that the Adjoining Owner will allow, upon the giving of reasonable notice in writing by the Owner, the Owner (or his/her agents or assigns) to enter the adjoining land in order to establish and maintain defendable space from the adjoining land's common boundary with the land as provided by the Bushfire Hazard Report annexed hereto and forming part of Annexure "B";

   (ii) that the Adjoining Owner will not undertake use, (unless to remove bushfire threat) development, or maintenance of the adjoining land in a manner that prevents the defendable space being maintained;

   (iii) that the Owner will give reasonable notice to the Adjoining Owner before entering the adjoining land for the purpose listed under clause 2(i) of this Agreement; and

   (iv) not to hold the Council responsible or liable for, or make the Council and Adjoining Owner a party to, any action, claims, costs, losses or expenses arising out of damage or inconvenience to the use and development arising as a result of non-compliance with this Agreement;

   (v) to indemnify and hold harmless the Council and the Subdivider against all claims, costs, losses and expenses incurred by the Owner in respect of repair, maintenance, replacement and/or reconstruction of the use and development to the extent that such claims, costs, losses and expenses have been incurred or increased by reason of the use and development being affected by bushfire; and

   (vi) to advise any successor in title to the land or the adjoining land of the existence of this Agreement and its terms and conditions

4. On the signing of this agreement, the Subdivider is to pay the Council's stamp duty and registration fees of this agreement.

5. The parties agree to do all things necessary, including the signing of any documents and the refraining from making any representations to the contrary of any documents to fulfill this agreement and to register this agreement under section 78 of the *Land Use Planning and Approvals Act 1993*.

6. It is expressly agreed by Council and the Owner that upon a Certificate of Occupancy being issued for a structure on any Lot, that the right to enter the Adjoining Land for the purpose of Clause 3 shall cease.

7. This agreement binds the parties and their heirs, executors and assigns.

8. The terms of this agreement do not merge in any sale.

THE COMMON SEAL of the Central Highlands Council has been hereunto affixed pursuant to a resolution of the said Council passed the day of 2021 in the presence of us:)

Council Delegate

Councillor

SIGNED by Peter Henric Thiessen in the presence of:)

Witness .....

Name: .....

Address:.....

Occupation: .....

ANNEXURE “A”

central highlands COUNCIL

Our Ref: DA 2019 / 00045
Your Ref:
Enquiries to: Jacqui Tyson
Telephone: (03) 6259 5503

22 August 2019

PH Thiessen
C/- 159 Cilwen Road
CAMBRIDGE TAS 7170

Dear Sir / Madam

PLANNING APPROVAL (DA 2019 / 00045) : RE-ORGANISATION OF BOUNDARY : HIGHLAND LAKES ROAD, MIENA & 7561A HIGHLAND LAKES ROAD, MIENA

Further to your application in respect to the above development, I am pleased to advise that planning approval has been granted. A copy of the planning permit is **attached**.

Section 61 of the *Land Use Planning & Approvals Act 1993* provides that there is a right of appeal to the Resource Management & Planning Appeal Tribunal (the Tribunal) against the granting of the permit within 14 days of the day on which notice of the decision is served. Appeals are required to be in writing and lodged with a fee to the Tribunal. For further information about the procedures for lodging an appeal please contact the Registrar of the Tribunal by phone on (03) 6165 6794 or by mail at GPO Box 2036, Hobart 7001.

Note that the final plan of survey may not be sealed by Council or lodged with the Land Titles Office until you have complied with all conditions of this permit or with all other necessary approvals, including approval of engineering design drawings.

If you need to discuss this matter further please do not hesitate to contact the Development and Environmental Services Office on 6259 5503 quoting the above reference.

Yours faithfully

for J Bradburn
Jacqui Tyson
Senior Planning Officer

Encl.: Planning Permit

central highlands COUNCIL

PLANNING PERMIT DA 2019 / 00045

In accordance with Division 2 of Part 4 of the *Land Use and Planning Approvals Act 1993,* the Central Highlands Council (Planning Authority) grants a permit –

To: PH Thiessen
Of: C/- 159 Cilwen Road
CAMBRIDGE TAS 7170

For land described as:

CT 130056/1 and 7561A Highland Lakes Road, Miena

This Permit allows for:

The land to be developed by the subdivision (boundary reorganisation – 2 titles) and ancillary site works substantially in accordance with the information and particulars set out in the development application and the endorsed drawings.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT: -

General

1) The subdivision layout or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.

2) This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this permit unless, as the applicant and the only person with a right of appeal, you notify Council in writing that you propose to commence the use or development before this date, in accordance with Section 53 of the Land Use Planning and Approvals Act 1993.

Services

3) The Subdivider must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the proposed subdivision works. Any work required is to be specified or undertaken by the authority concerned.

Subdivision

4) Easements must be created over all drains, pipelines, wayleaves and services in accordance with the requirements of the Council's Municipal Engineer. The cost of locating and creating the easements shall be at the subdivider's full cost.

Final plan

5) A final approved plan of survey and schedule of easements as necessary, together with one copy, must be submitted to Council for sealing. The final approved plan of survey must be substantially the same as the endorsed plan of subdivision and must be prepared in accordance with the requirements of the Recorder of Titles.

6) A fee of $210.00, or as otherwise determined in accordance with Council's adopted fee schedule, must be paid to Council for the sealing of the final approved plan of survey.

7) All conditions of this permit, including either the completion of all works and maintenance or payment of security in accordance with this permit, must be satisfied before the Council seals the final plan of survey for each stage.

8) It is the subdivider's responsibility to notify Council in writing that the conditions of the permit have been satisfied and to arrange any required inspections.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT: -

a) This permit does not imply that any other approval required under any other legislation has been granted.

b) If you notify Council that you intend to commence the use or development before the date specified above you forfeit your right of appeal in relation to this permit.

Dated 20 August 2019

for A Bradburn

Jacqui Tyson
Senior Planning Officer

J.B.MEDBURY
159 CILWEN ROAD, CAMBRIDGE 7170
Ph (03) 62 48081
Email: medbury@bigpond.com.au

PROPOSED SUBDIVISION

OWNER: P J Downie & Peter Henric Theissen Family Super Pty Ltd

FOLIO REF: FR~~130056-6~~ 130100-1 & FR130056-1

PROPOSED EASEMENTS AS SHOWN

LOCATION : VICINITY OF FLEMING DRIVE, MIENA

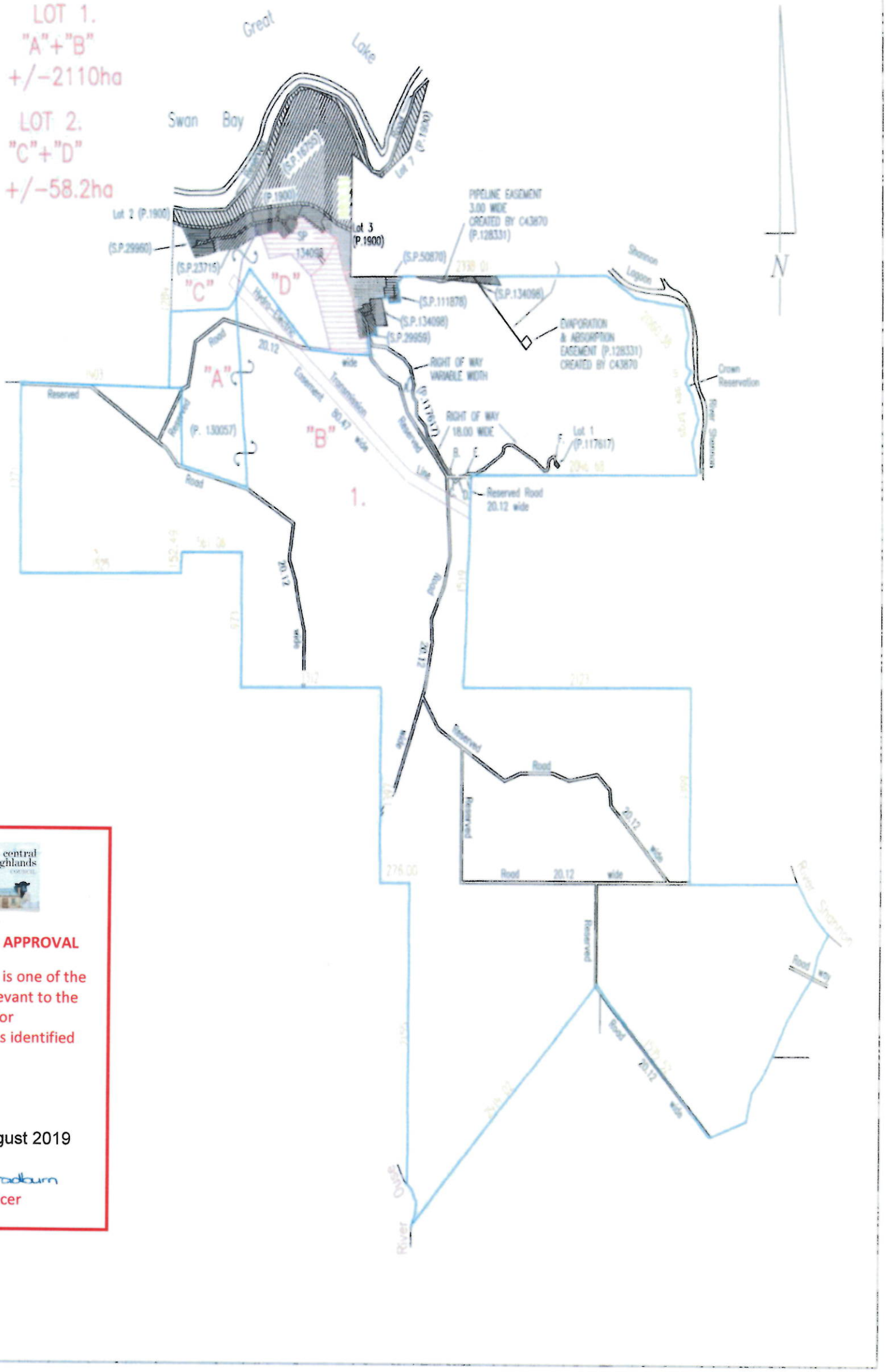
IMPORTANT NOTE

This plan was prepared for PJ Downie & Peter Henric Theissen Family Super P/L as a proposed subdivision application to the Central Highlands and should not be used for any other purpose. The dimensions, areas and total number of lots shown hereon are subject to final 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 the land. This note is an integral part of this plan.

Scale: 1:30000	Municipality: Central Highlands	Date: 18-06-2019	Ref No. Downie_Theissen

LOT 1.
"A"+"B"
+/-2110ha

LOT 2.
"C"+"D"
+/-58.2ha



central highlands council

PLANNING APPROVAL

This document is one of the documents relevant to the permit issued for development as identified by Permit no.

DA 2019/45

Dated: 20 August 2019

Signed J Bradburn
Authorised Officer

GEOTECH: 21-063

ROCK SOLID GEOTECHNICS PTY LTD

10/2/2021

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Ms John Medbury 0438346844
medbury@optusnet.com.au

Mr Peter Thiessen

Preliminary Report: Onsite Wastewater – Subdivision – Miena

As you know I have completed the assessment of the area using Nick Bennetto and his 11-tonne excavator.

The Central Highlands Council do not utilise Code E23 (Wastewater) in their current 2015 Interim Planning Scheme. The 2015 Interim Planning Scheme is due to be replaced with a Statewide Planning Scheme sometime in the next 1-2 years. It is not known if onsite wastewater requirements will be specified in the new Statewide Planning Scheme when it is implemented – but it is unlikely.

The most probable outcome is that onsite wastewater will be referred back to the current *Director's Guidelines for On-Site Wastewater Management Systems – Building Act 2016*. So, in essence the current rules and regulations will probably be retained (w.r.t. onsite wastewater).

All wastewater systems for new residential developments need to comply with the *Director's Guidelines*.

There are no specific subdivision requirements for onsite wastewater in the *Director's Guidelines*.

However, there are strict requirements for onsite wastewater for new residences specified in the *Director's Guidelines*.

In my opinion it is logical that each of the blocks in the proposed subdivision should be of such a size, shape and permeability to allow for the successful installation of an onsite wastewater system for a single dwelling, in addition to the construction of the dwelling and other 'normal' associated aspects of the development (driveway, garage, etc).

It is reasonable that, as a minimum requirement, a new block of land should be able to sustain an onsite wastewater system for a single 3-bedroom residence.

Considering the above it is logical that the aspects of the *Director's Guidelines* that relate to;

- 5. *Area required for Onsite Wastewater Management – New Dwellings*, and
- 7. *Standards for Wastewater Land Application Areas*,

are addressed in this subdivision report. Compliance with these parts of the *Director's Guidelines* should ensure that every block in the subdivision can sustain an onsite wastewater system for a 3-bedroom residence. ie. Every available block should have a suitable Land Application Area (LAA). The appropriate compliance chart for the *Director's Guidelines* is presented below.

Compliance Table Directors Guidelines for OSWM		
Acceptable Solutions	**Performance Criteria**	**Compliance achieved by**
5.1 To ensure sufficient land is available for sustainable onsite wastewater management for buildings.		
A1 A new dwelling must be provided with a LAA that complies with Table 3.	P1 A new dwelling must be provided with a LAA that meets all of the following: a) The LAA is sized in accordance with the requirements of AS/NZS 1547; and b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.	Compliance Table 3 below – along with applicable comments. Compliance achievable.
7. Standards for Wastewater Land Application Areas		
A1 Horizontal separation distance from a building to a LAA must comply with one of the following: a) be no less than 6m; b) be no less than: (i) 3m from an upslope boundary or level building; (ii) If primary treated effluent to be no less than 4m plus 1m for every degree of average gradient from a downslope building; (iii) If secondary treated effluent and subsurface application, no less than 2m plus 0.25m for every degree of average gradient from a downslope building.	P1 The LAA is located so that the risk of wastewater reducing the bearing capacity of a building's foundations is acceptably low.	To be determined by new owners – dependent on the house site. Note that logically a suitable house site should be available to the owners, as well as a suitable LAA. Compliance achievable.
A2 Horizontal separation distance from downslope surface water to a LAA must comply with (a) or (b) (a) be no less than 100m; or (b) be no less than the following: (i) if primary treated effluent 15m plus 7m for every degree of average gradient to downslope surface water; or (ii) if secondary treated effluent and subsurface application, 15m plus 2m for every degree of average gradient to down slope surface water.	P2 Horizontal separation distance from downslope surface water to a LAA must comply with all of the following: a) Setbacks must be consistent with AS/NZS 1547 Appendix R; b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.	No obvious downslope surface water within 100m of the land proposed for subdivision. Compliance achievable.
A3 Horizontal separation distance from a property boundary to a LAA must comply with either of the following: (a) be no less than 40m from a property boundary; or (b) be no less than: (i) 1.5m from an upslope or level property boundary; & (ii) If primary treated effluent 2m for every degree of average gradient from a downslope property boundary; or (iii) If secondary treated effluent and subsurface application, 1.5m plus 1m for	P3 Horizontal separation distance from a property boundary to a LAA must comply with all of the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.	LAA to be a minimum of 1.5m from upslope or level property boundary. Secondary treated effluent. Lower slope boundary setbacks 1.5m + 1m / degree of slope to down-slope property boundary. See below discussion.

every degree of average gradient from a downslope property boundary.		
A4 Horizontal separation distance from a downslope bore, well or similar water supply to a LAA must be no less than 50m and not be within the zone of influence of the bore whether up or down gradient.	P4 Horizontal separation distance from a downslope bore, well or similar water supply to a LAA must comply with all of the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 demonstrates that the risk is acceptable.	Only water supplies are natural streams. None of these are permanent water supplies. Compliance achievable.
A5 Vertical separation distance between groundwater & a LAA must be no less than: (a) 1.5m if primary treated effluent; or (b) 0.6m if secondary treated effluent	P5 Vertical separation distance between groundwater and a LAA must comply with the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 that demonstrates that the risk is acceptable	Groundwater not encountered within 1.5m of the surface in the test holes. Compliance achievable.
A6 Vertical separation distance between a limiting layer & a LAA must be no less than: (a) 1.5m if primary treated effluent; or (b) 0.5m if secondary treated effluent	P6 Vertical setback must be consistent with AS/NZS1547 Appendix R.	Secondary treated effluent required. Require 0.50m setback to a limiting layer. Compliance achievable.
A7 Nil	P7 A wastewater treatment unit must be located a sufficient distance from buildings or neighbouring properties so that emissions (odour, noise or aerosols) from the unit do not create an environmental nuisance to the residents of those properties	To be determined by the owners. Compliance achievable.

Table 3 – Minimum Land Application Areas (area required for a 3-bedroom residence marked in orange)

Soil Category – top 1.5m of Soil profile as in AS/NZS 1547		Area required / bedroom for primary treated effluent (m^2)	Area required / bedroom for irrigated secondary treated effluent (m^2)		
			Slope <10%	10-20%	>20%
1	(SAND)	50 (150)	50 (150)	60 (180)	100 (300)
2	(sandy LOAM)	60 (180)	55 (165)	66 (198)	110 (330)
3	(LOAM)	90 (270)	70 (210)	84 (252)	140 (420)
4	(clay LOAM)	120 (360)	80 (240)	96 (288)	160 (480)
5	(light CLAY)	180 (540)	100 (300)	120 (360)	200 (600)
6	(CLAY)	180 (540)	130 (390)	156 (468)	260 (780)

If dispersive soils or a limiting layer are encountered within the upper 1m of the soil profile, then the area required must be calculated on the basis of the requirements for Category 6 soil.

Bedrock is a limiting layer.

All land over the subdivision area will have a Soil Category of Class 5 or 6 – more commonly Class 6.

Primary treated effluent is defined as "effluent that has been treated via the separation of suspended material from wastewater by settlement and/or floatation in septic tanks or primary settling chambers".

Secondary treated effluent is defined as "Means effluent has been treated via aerobic biological processing and settling of wastewater to a quality equal to, or less than, 20mg/L BODs and 30mg/L suspended solids.

Effluent disposal utilising a Primary Treatment System is not permitted in Class 6 soils, and rarely permitted in Class 5 soils (may be permissible in sites where multiple, long trenches can be installed).

So, most sites will require some form of Secondary Treated Wastewater System.

It is not within the scope of this assessment to determine the type of Secondary Treatment System, merely to state that the effluent must be treated to a level defined as secondary treated.

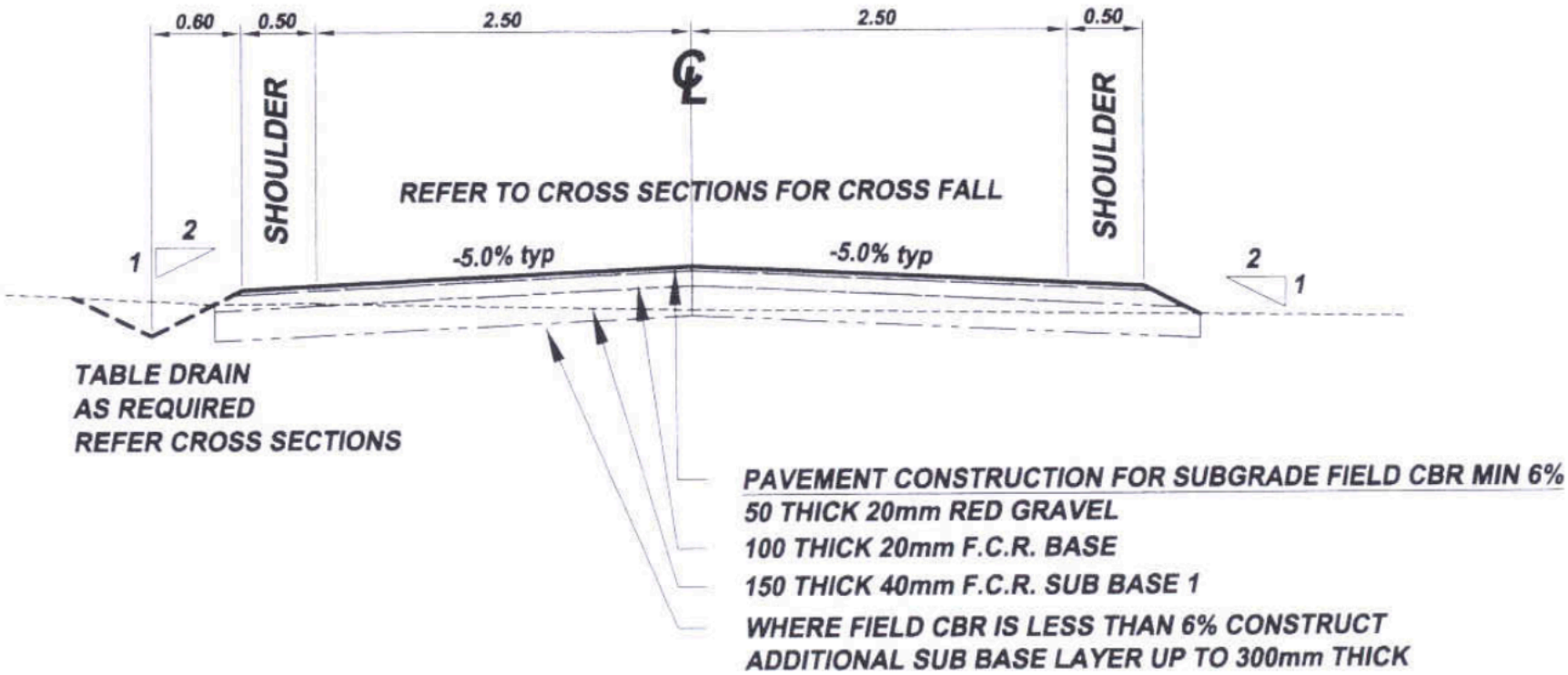
Sites will therefore require between 390m^2 and 780m^2 of available, and suitable Land Application Area to comply with the *Director's Guidelines*. Suitable means that the area must be able to be utilised for wastewater disposal and therefore must be compliant with section 7 of the *Director's Guidelines* – as per the table above.

As per the orange comments in the RHS column of the *Director's Guidelines'* compliance table, the only issue with respect to compliance is the 'Horizontal separation distance from a property boundary to a LAA'.

In my opinion this is the critical issue w.r.t. onsite wastewater compliance for the proposed subdivision.

We need to provide evidence that every block can comply with;

- minimum LAA size (between 390m^2 and 780m^2), and
- minimum lower slope boundary setback requirements.



TYPICAL CROSS SECTION

Representation 1

Louisa Brown

From:
Sent:
To:
Cc:
Subject: DA Number: DA 2022 / 00011

Hello Louisa, Central Highlands Council,

We are writing in regard to Development Application DA 2022/00011

We are in the process of putting in a representation about the above development application but are seeking some further information about this application before doing so. We have the following queries that we hope you can assist with.

1. Easement

Survey sheet 3 shows the easement ; 'Set apart for emergency access'.

What is the intention under the current development application for this easement? Is it intended to upgrade this access route to a navigable standard, noting that there is not the width available to construct a proper road. If the track is upgraded to a navigable standard, what is to stop residents of the new subdivision using it as a convenient route to Robertsons Road? We are particularly concerned to understand this because of obvious implications for our privacy and security.

2. Drainage

In a previous subdivision managed by the proponent on Ruby Lane, the lot immediately to the south of our property (shown as lot 915 on 'survey sheet 3', page 17 of the Development Application) was part of the original proposal, but was knocked back (at least once, and possibly twice as we recall) on the basis that there was insufficient Land Application Area to allow construction on this lot and/or that there would be unacceptable drainage of waste water into our property. The boundaries of the lot may have changed some since the Ruby Lane subdivision was constructed, but the properties of proposed lot 915 have not; and upslope there is almost no suitable ground for drainage purposes – all of lot 915 is soil class 6 bedrock. Has something changed that the lot is now reappearing in a new subdivision application?

In the schedule of easements that is attached we are not permitted to erect any building closer than 40 m to the Roberston Road boundary and it is our understanding that this was to allow space for the absorption trenches and septic system to infiltrate properly so as to ensure that there is no flow of effluent onto Robertson Road or our neighbours property. If a similar setback is required for lot 915 then there is clearly no suitable ground for infiltration – it is all bedrock, class 6.

3. Natural Values

We note that the Natural Values Assessment to date has been a desk-top appraisal only. Given the likely occurrence of a number of threatened plant and animal species in the area, we assume that prior to approval of the subdivision or part thereof, that there will be a thorough ground-based Natural Values Assessment?

4. Planning process/developers obligations

We are interested to understand what is the planning process from here?
expect to be kept updated? We note that the part of the development adj
6. Is there any obligation on the developer to make public the expected timeframe for implementation should it be approved? Presumably the stages will proceed in order, 1 through 6 so that stage 6 may be some time away?

Representation 2

Louisa Brown

From:
Sent:
To:
Subject:

I have considered the above development application and offer the following comments.
1. Approval of this D/A will significantly increase the volume of traffic using Robertson's road and this will in turn increase dust that is already a nuisance.
This problem could be overcome by sealing the roadway or resurfacing with a less dusty gravel or an alternative surface coating.
2. The entry point of the new road on to Robertson's road is located in a position such that if an accident occurs person's residing at Numbers 37 and 39 would be in danger of having a vehicle (s) crash into their shacks.(I own no

Perhaps some crash barriers on the northern side of Robertson's road could overcome this problem. Alternatively some alteration to the intersection may be possible.
3. The current junction of Robertson's "road "on to the Highland Lakes road is also of a dubious standard and I am aware of several near misses including cars sliding down the road and onto the main road in icy conditions.
Increased traffic will obviously increase the risk factor.
This problem ,I believe, is a major one requiring some work to make it safer.
You are no doubt aware that the "connector"part of Robertson's road is in fact built on what is actually a 1.8 metre walkway to the lake.
By way of back ground it started off as a couple of logs in the gutter for people to access 3/4 shack sites in the early/mid 80's and developed into an unofficial road encroaching on a couple of private properties
I don't have any real problem with this but I believe the problems I have outlined should be addressed by the developer with Council oversight if the development is approved, Alternatively it may be possible to construct other access to the proposed development .
Thank you for consideration of my concerns and suggestions.

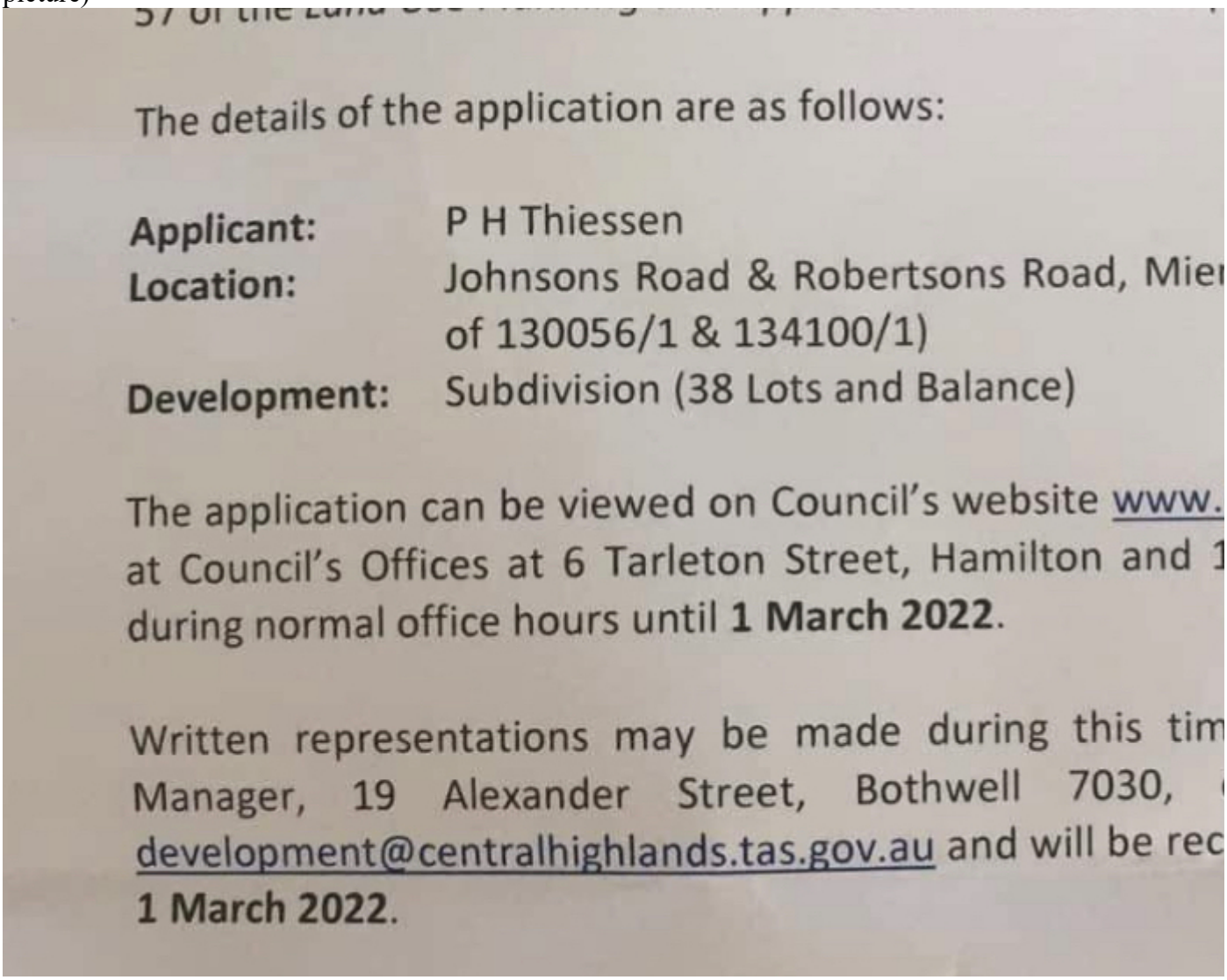
Sent from my iPhone

Representation 3

Louisa Brown

From:
Sent:
To:
Subject:

Hi
I am writing to challenge the proposed development (see picture)



The details of the application are as follows:

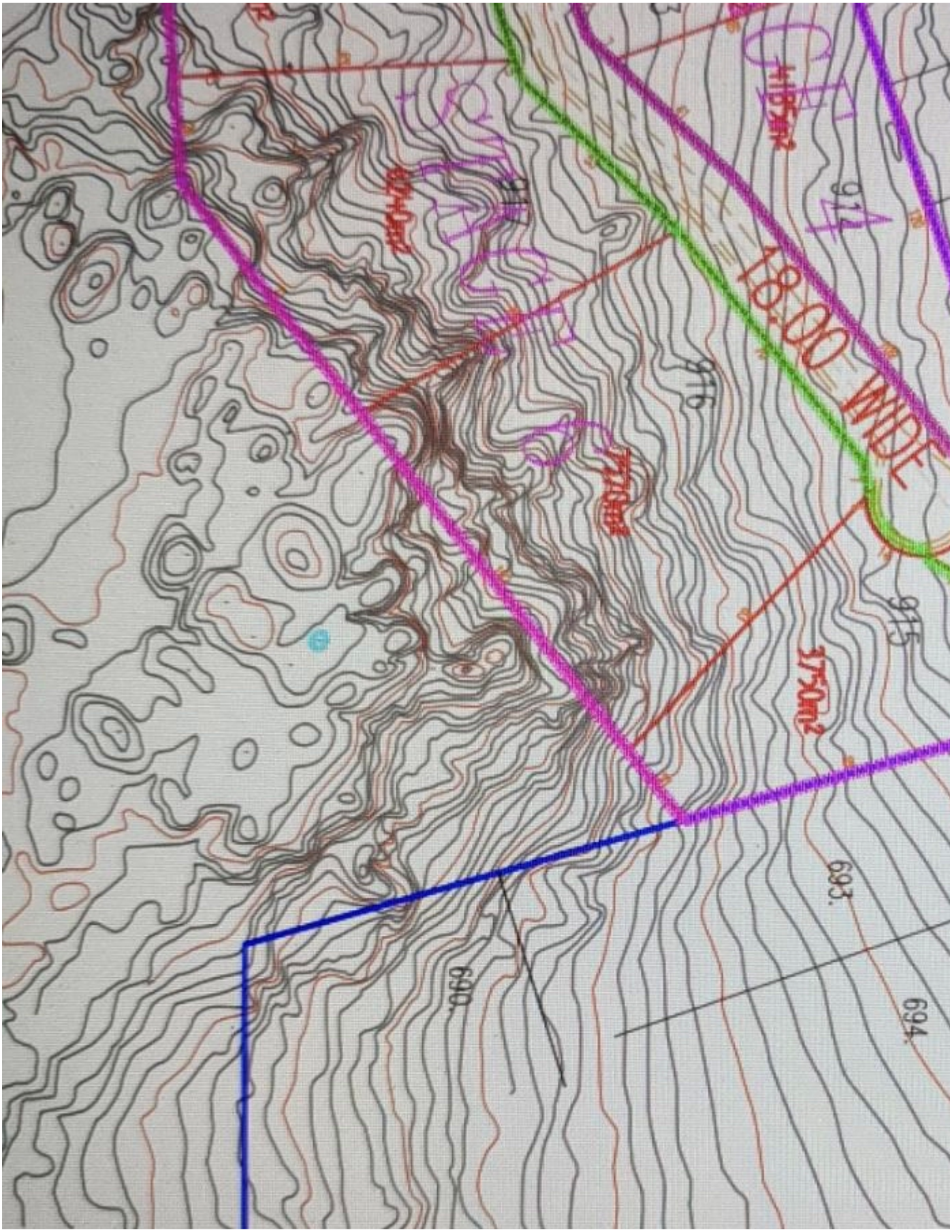
Applicant: P H Thiessen
Location: Johnsons Road & Robertsons Road, Mier
of 130056/1 & 134100/1)
Development: Subdivision (38 Lots and Balance)

The application can be viewed on Council's website www.
at Council's Offices at 6 Tarleton Street, Hamilton and 1
during normal office hours until **1 March 2022**.

Written representations may be made during this tim
Manager, 19 Alexander Street, Bothwell 7030,
development@centralhighlands.tas.gov.au and will be rec
1 March 2022.

The subdivision that includes 693 and 694 and the block to the west of 693 on Ruby Lane has a covenant that blocks cannot be subdivided.

The block that is to the west of 693 has been redrawn and is now 915 on the proposed plans. See picture



we expect the council and the applicant to honour that and uphold that covenant in this case.

Representation 5

Louisa Brown

From:
Sent:
To:
Subject:

Follow Up Flag:
Flag Status:

Subject: Johnsons Road & Robertson Road Miena Development Application

Dear Sir/Madam

We are shackholders in Robertson Road, Miena, and wish to express our concern about the proposed subdivision in Johnsons Road and Robertson Road Miena.

We are concerned about the stormwater run off from the proposed blocks down to our block .

There is already a spring in that area and this will also add to the volume of stormwater run off particularly after a heavy weather event.

Can you please advise how these issues will be addressed.

Yours sincerely

Representation 6

Louisa Brown

From:
Sent:
To:
Subject:

Dear Sir/Madam

We have a property the proposed development.

As this is an elevated mountainous area we are concerned about the water run off (and natural spring disturbance). Naturally this is greater in extreme weather conditions. Could you please advise if the proposed roadway to service the blocks in stage 2 includes drainage, culverts etc to divert the water from flowing onto the blocks below.

Has any consideration been given for some open space in this area to avoid overcrowding and protection of our environment.

We await your reply on these matters.

Yours sincerely

Sent from my iPad

Representation 7

General Manager
19 Alexander Street
BOTHWELL TAS 7030

Monday, 28 February 2022

Dear sir/madam,

We wish to object to the proposed development on the grounds that is doesn't adequately address the problems of drainage, sewerage, electricity distribution, road width, gutters, footpaths and it does not allow for the adequate protection of native trees and shrubs. We have particular concerns with stage 2 and the effect on our properties
Road.

Miena is the largest town in the Central Highlands yet its infrastructure is poor, no town sewerage system, water, waste collection, no underground electricity supply, footpaths or proper gutters. It has no areas marked for public open spaces and parks. Surely all of this needs to be addressed before approving this development.

Now is the time to face this shortfall by building these requirements into this development eg allowing for wider roads which are sealed and have footpaths and gutters, insisting that the electricity is delivered underground. Put in parks and open spaces. If the bike track around the Great Lake proceeds, then demand for housing and infrastructure with only increase.

Water runoff is a major problem at our residence, there is almost a continuous flow from the very steep rocky hill above us.

Recently we had a large amount of white material come from the hill with water runoff see photos below. Some of the white material has been removed with a high-pressure hose, but some still remains.

It may have come from the soil testing conducted about 6 months earlier (see below).

Some residents use this water for their domestic supply, if septic tanks are to be allowed there is a possibility that the outflow may leak into their water supply.

The drainage for the proposed access road al y must be sufficient to divert all runoff from entering our properties.

We are very concerned that the development is not allowing for the protection of the native trees and shrubs that are just recovering from the 2019 fires. Can a there be a limit on what trees can be cut down.

One only has so look at the house at 5 Robertson Road, Miena so see what devastation can be done before building, every tree was taken down, next page is a google earth photo before removal.

Trees that have been removed.

Please consider the future of Miena before approving this development.

We look forward to hearing your reply.

Yours faithfully

Louisa Brown

From:
Sent:
To:
Subject:
Attachments:

Dear sir/madam,

please find attached our objection to this development as proposed, it needs many changes so as to be in the interests of Miena as a town.

February 28, 2022

Lyn Eyles
General Manager
Central Highlands Council
Via Email: developmnet@centralhighlands.tas.gov.au

Dear Ms Eyles,

I would like to submit this my representation regarding the proposed development at Johnsons Road and Robertsons Road in Miena lodged by P H Thiessen.

I am not opposed to the sub division per say, however I would like to propose the following changes based on lived experience in the area. During the colder and winter months of the year significant ice and snow fall are prevalent and cause real difficulty for residents with sloped or steep driveways; myself included.

The proposed main ingress and egress for traffic is located at the western end of the sub division and would require an access road to be constructed at or around an 8 degree slope. This is consistent with the driveways in the area where I and other residents have difficulty using in the months indicated above. The dwelling directly below the proposed access road has their driveway adjacent and as such a safety barrier would not be able to be practically installed to protect his property from potential vehicle damage in adverse conditions.

There is a proposed emergency access located at the eastern end of the subdivision that is at a 2 degree slope. This proposed access point is not only at a safer gradient but is much closer to the Johnsons Road access off of the Highland Lakes Road, reducing increased traffic flow along Robertsons Road to the western access.

My proposal is that the primary and emergency access points be switched to have the eastern access point become the primary access and the western access point become a controlled emergency access only (gated). This would address the potential problems with access to the subdivision during icy and snow months and reduce the amount of potential traffic travelling along Robertsons Road from the Johnsons Road turn off.

Yours sincerely,

To: The General Manager, Central Highlands Council.

19 Alexander Street BOTHWELL TAS 7030

Email: development@centralhighlands.tas.gov.au

Re: DA 2020 00011.

Johnson Road & Robertson Road, Miena (CTs 152719/622, and Part of 130056/1 & 134100/1)

Dear Ms Eyles:

I am writing in support of this development application. I do note the concerns of the 'downhill' residents from each of the development areas in relation to rainwater runoff and possible sewage seepage, and urge Council to address those concerns.

I am a permanent resident here, having built in 2014.The development in Johnson Road will mean I will likely have an additional 12 neighbours.

I support the development application for the following reasons:

1) I have a concern for the social development of the Central Highlands community. The presence of permanent residents heightens the chance of growing a supportive society up here. The common belief is that only 20% of the residences here are permanently occupied. On my estimation from the 2021 Census, I think the figure is more like 16%. We need to address that imbalance.
2) By the end of this decade the climate in Hobart will mirror that of inland southern Victoria, and major parts of the mainland will become only marginally habitable. Climate change refugees will find living in the Highlands increasingly attractive. A friend claims we will become Australia's Riviera, - that might be near correct. This development will help meet that housing demand from climate change refugees.
3) When the Epuron wind farm and Great Lake Adventure Trail become developed, there will be increased demand for housing for the staff in both ventures. The income from those enterprises will help balance the high reliance on Commonwealth benefits evident in the present permanent population.

I do have a concern that I'm not sure Council can address. I suspect many residential blocks here are purchased by speculators, confident of being able to cash in after a few years as land values rise. Prices here have risen because of the limit of supply. This development will put downward pressure on prices. I presume the land, when sold, will have a caveat that residential building will start in x years. In addition to those caveats, I urge Council to consider whatever measures are possible to stem demand by speculators.

If you have any questions in relation to the above, don't hesitate to contact me.

Representation in regard to:
Development Application DA 2022/00011

Background

We wish to raise the following concerns/issues with regard to this Development Application.

1. Easement

Survey Sheet 3 shows the easement to t 'Set apart for emergency access'.

We assume that this access will be upgraded as part of the subdivision.

Will this emergency access have a gate at one or both ends? If the track is upgraded to a navigable standard*, what is to stop residents of the new subdivision using it as a convenient route/shortcut between the new road for the subdivision and Robertson Road?

If this use was to occur it would have obvious implications f privacy and security.

* We note that that the easement width of 4 metres is not sufficient to construct a proper road, which requires 18 metres of width.

2. Drainage

We have significant concerns that development of Lot 915 in this proposed subdivision (see 'Survey Sheet 3', page 17 of the Development Application),
ty, would create unacceptable (and illegal) drainage of wastewater and stormwater

In a previous subdivision managed by the proponent on Ruby Lane, a lot immediately to the south of our property was proposed, but refused (at least once, and possibly twice as we recall) on the basis that there was insufficient Land Application Area to allow construction on this lot and/or that there would be unacceptable drainage of wastewater onto our property. The boundaries of the lot may have changed since the Ruby Lane subdivision was constructed, but the landscape features of proposed Lot 915 have not; from the southern end of our property and upslope there is almost no suitable ground for drainage purposes –

all of lot 915 is soil class 5 or 6 bedrock. We do not understand why this area is now reappearing in a new subdivision application.

In the schedule of easements that is attached to our property e note that we, as owners, are not permitted to erect any building closer than 40 m to the Robertson Road boundary and it is our understanding that this was to allow space for the absorption trenches and septic system to infiltrate properly so as to ensure that there is no flow of effluent onto Robertson Road or our neighbours property. If a similar setback is required for lot 915 then there is clearly no suitable ground for infiltration – it is all class 6bedrock.

Regards,

25 February 2022

John. B. Medbury.

SURVEYOR

JOHN .B. MEDBURY
R.L.S., HON F.I.S. TAS. HON F.S.S.S.I.

159 CILWEN ROAD
CAMBRIDGE 7170

PHONE: (03) 62 485083
EMAIL: medbury@optusnet.com.au

REF NO: 12700/16018
YOUR REF:

Manager, Development & Environmental Services
Central Highlands Council
19 Alexander Street,
Bothwell 7030

ATTENTION: LOUISA BROWN

Dear Louisa

RE: DEVELOPMENT APPLICATION DA2022/11 PROPOSED SUBDIVISION – LAND IN THE VICINITY OF JOHNSONS ROAD & ROBERTSONS ROAD, MIENA

I refer to your letter of 3 March 2022, addressed to the applicant Mr Peter Thiessen, and the subsequent provision of redacted representations received by Council.

The DSG representation regarding the impact on Council and State roads in the vicinity could only be properly addressed by the preparation of a Traffic Impact Assessment by a suitably qualified Traffic Engineer. Unfortunately this report was very difficult to obtain and hence the delay in providing further information.

As indicated in your letter the main issue seems to centre on the safety issues of Robertsons Road and the existing and proposed junctions.

The attached TIA prepared by Midson Traffic Pty Ltd indicates that the likely additional traffic movements created by the proposed development will not create "*significant detrimental road safety impacts*" (Section 4.6).

As suggested in your correspondence the other matters mentioned in the representations concerned stormwater runoff as well as effluent disposal.

The proponent has been involved in subdivision developments in the Miena region for around 40 years, many of which have required the provision of newly constructed roads, experience has shown that the runoff created by these developments has not created any major problem in the past. It is noted that the highest median rainfall in the vicinity occurs in the months of June, July and August (75.6, 79.6 & 84.2mm) and it is suggested that a large proportion of this would be snow-melt which does not create intense overland flows.

It should also be pointed out that, as reticulated water is unavailable, the roof runoff from most building will be collected in storage facilities.

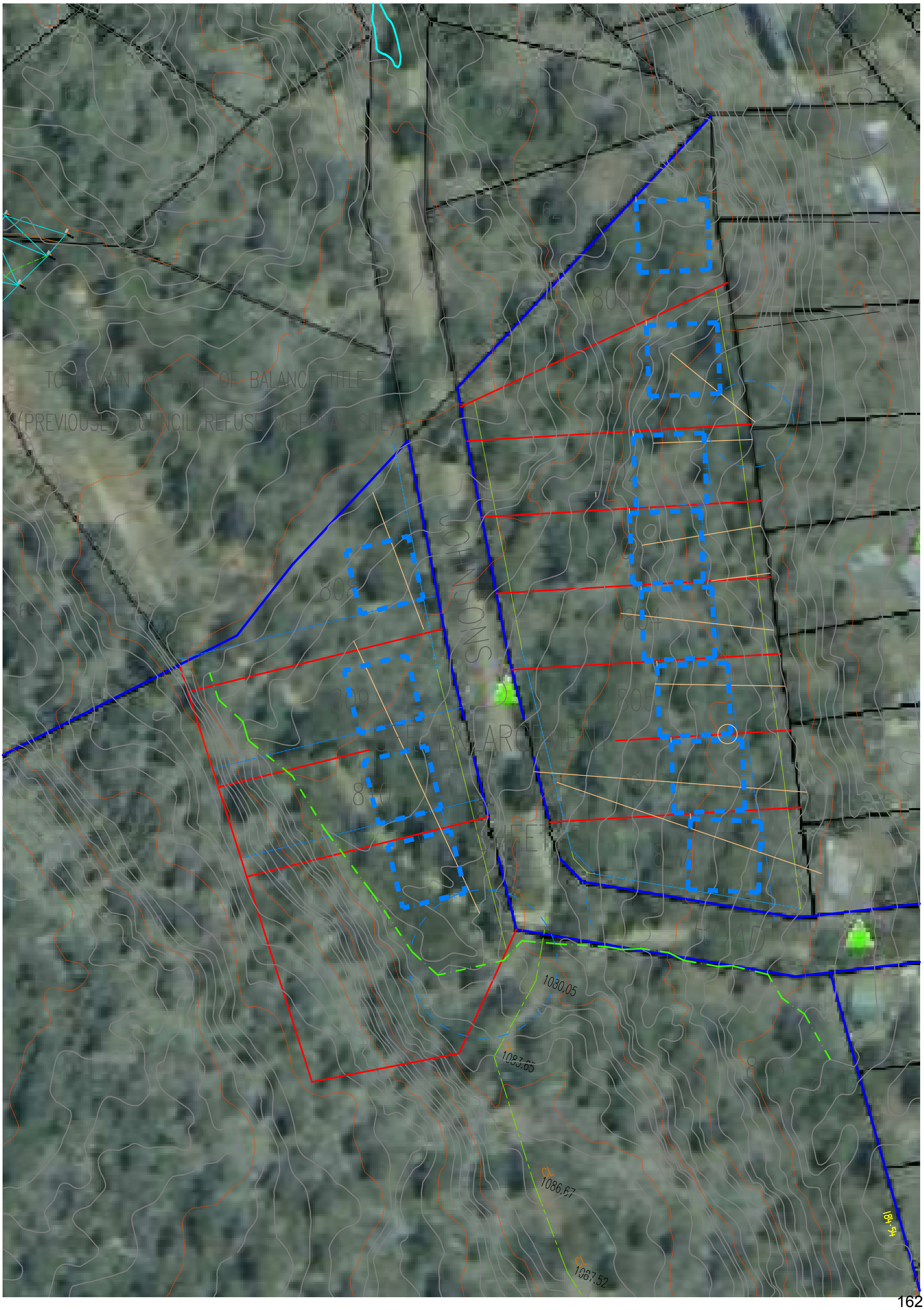
In the correspondence accompanying the application, a report dealing with "Onsite Wastewater" was provided. Your attention is drawn to two matters on the fourth page of that document -: paragraph 5 which states "*...most sites will require some form of **Secondary Treated Wastewater System***" and the final four paragraphs which as noted in the abovementioned correspondence were used as the basis of the lot size, shape and orientation.

The copies of the proposal provided herewith are indicative of this rationale.

Should you require clarification of any matter please contact me.

Yours faithfully

John B Medbury
30 May 2022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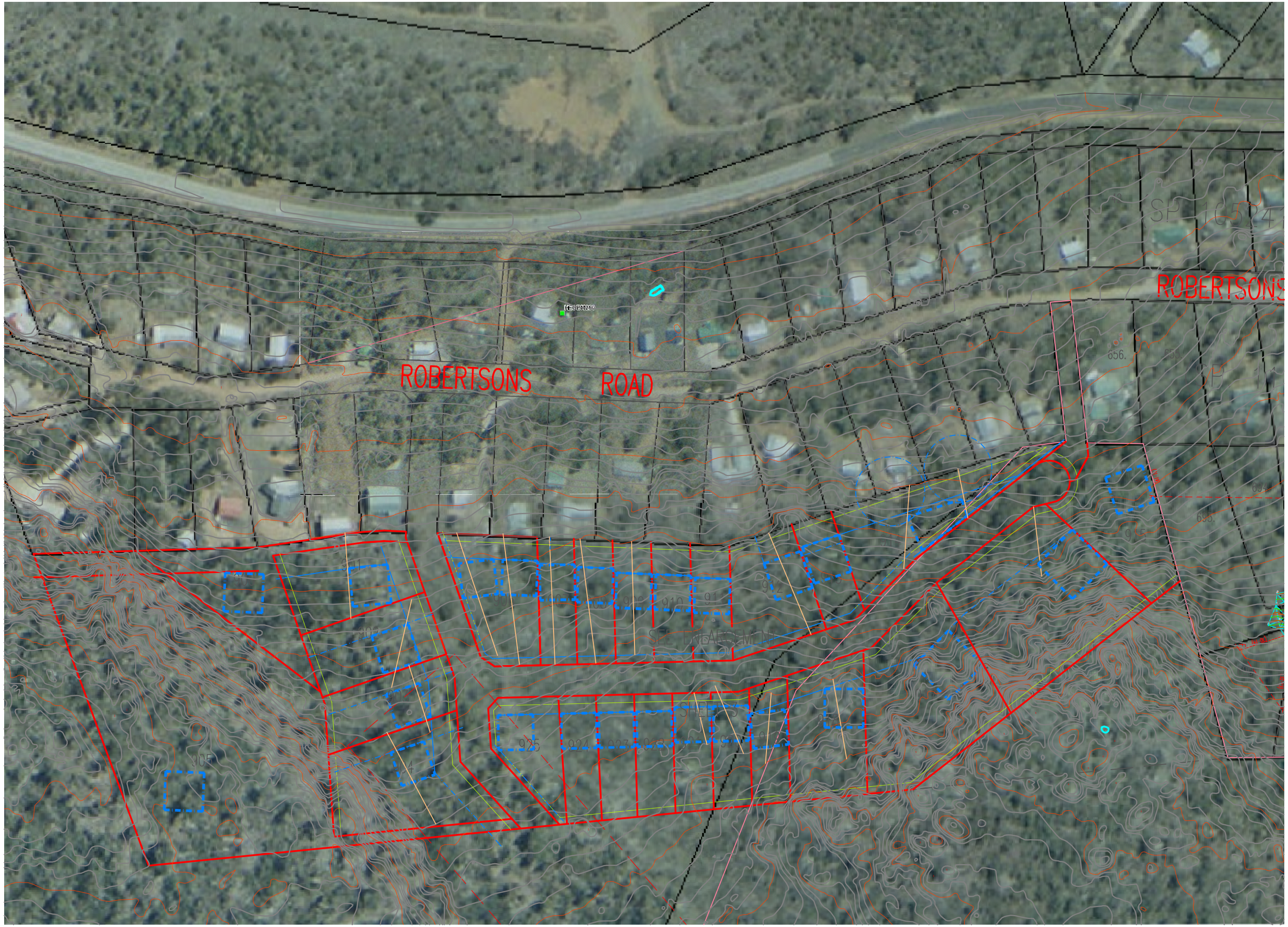
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MIDSON traffic pty ltd

P H Thiessen

Robertson Road & Johnsons Road, Miena
Traffic Impact Assessment

May 2022

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL AWARDS
TASMANIA
WINNER 2016

Contents

Figure Index

Table Index

1. Introduction

1.1 Background

Midson Traffic were engaged by P H Thiessen to prepare a traffic impact assessment for a proposed residential subdivision development at Johnson Road and Robertsons Road, Miena.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of E5.0, '*Road and Railway Assets Code*', and E6.0, '*Parking and Access Code*', of the Central Highlands Interim Planning Scheme, 2015.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 26 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at two locations in Miena. One component is located along the southern side of Robertsons Road and the second located on both sides of Fleming Drive.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Central Highlands Interim Planning Scheme, 2015 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, Guide to Road Design, Part 4A: *Unsignalised and Signalised Intersections*, 2017
- Austroads, Guide to Traffic Management, Part 6: *Intersections, Interchanges and Crossings*, 2019
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)

2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Highland Lakes Road, Robertsons Road, Johnsons Road, and Fleming Drive.

2.1.1 Highland Lakes Road

Highland Lakes Road is classified as a Category 5 'Other Road' in the Department of State Growth's road hierarchy. Category 5 roads are primarily access roads for private properties and may be used for comparatively low frequency heavy freight vehicle transport.

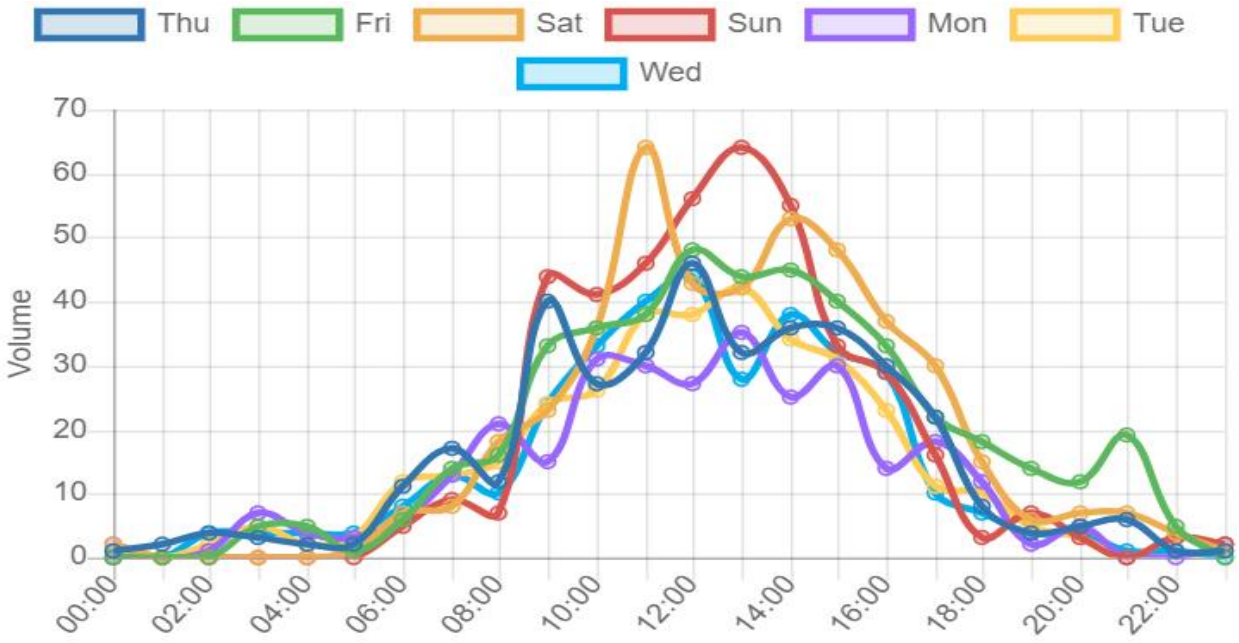
Highland Lakes Road has a posted speed limit of 80-km/h and carries approximately 430 vehicles per day in Miena[1]. Peak flows are spread throughout the middle of the day, with up to 65 vehicles per hour between 11:00am and 2:00pm. Peak hourly flow by day of week is shown in Figure 3.

Near the subject site, Highland Lakes Road has a two-lane configuration with centre and edge line marking. The combined lane width is approximately 6 metres. Highland Lakes Road at the Johnsons Road junction is shown in Figure 2.

Figure 2 Highland Lakes Road

[1] Department of State Growth traffic data, 2021 data.

Figure 3 Miena Road Hourly Traffic Volumes



Source: Department of State Growth

2.1.2 Robertson Road

Johnsons Road is a local road that provides access to a small residential catchment. It connects to Drysdale Road at a Y-junction with no clearly defined priority. The junction, as viewed from Johnsons Road is shown in Figure 5.

Johnsons Road is unsealed with a pavement width of approximately 4.5 to 5 metres. Traffic volumes are very low, in the order of 100 vehicles per day.

Figure 4 Robertson Road

Figure 5 Robinson Road/ Johnsons Road Junction

2.1.3 Johnsons Road

Johnsons Road is a local road that provides access to residential properties along its length. It connects with Highland Lakes Road at a T-junction.

Johnsons Road, viewed looking north towards Highland Lakes Road, is shown in Figure 6.

Figure 6 Johnsons Road

2.1.4 Fleming Drive

Fleming Drive is a local access road that connects to Highland Lakes Road at its northern end. Fleming Drive connects to Johnsons Road, Cider Gum Road and Little Dog Court. Fleming Drive carries low traffic volumes, in the order of 200 vehicles per day.

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2017 to 30th April 2022 for Highland Lakes Road through Miena, as well as Robertson Road and Johnsons Road.

Three crashes were reported during this time. All three crashes were reported in Highland Lakes Road:

- 6:30pm, Saturday 29th March 2018, 'rear-end' collision resulting in property damage only.
- 11:00am, Saturday 14th December 2018, 'other-straight' crash resulting in property damage only.
- 7:30pm, Saturday 1st July 2019, 'other-curve' crash resulting in property damage only.

The crash data is considered typical of low volume rural roads.

Figure 7 Crash Locations

Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

The proposed development is a 38-lot residential subdivision comprised of the following:

- 26 lots accessed via Robertsons Road
- 12 lots accessed via Johnsons Road

The proposed development plans are shown in Figure 8, Figure 9 and Figure 10.

Figure 8 Proposed Development Overall Layout Plan

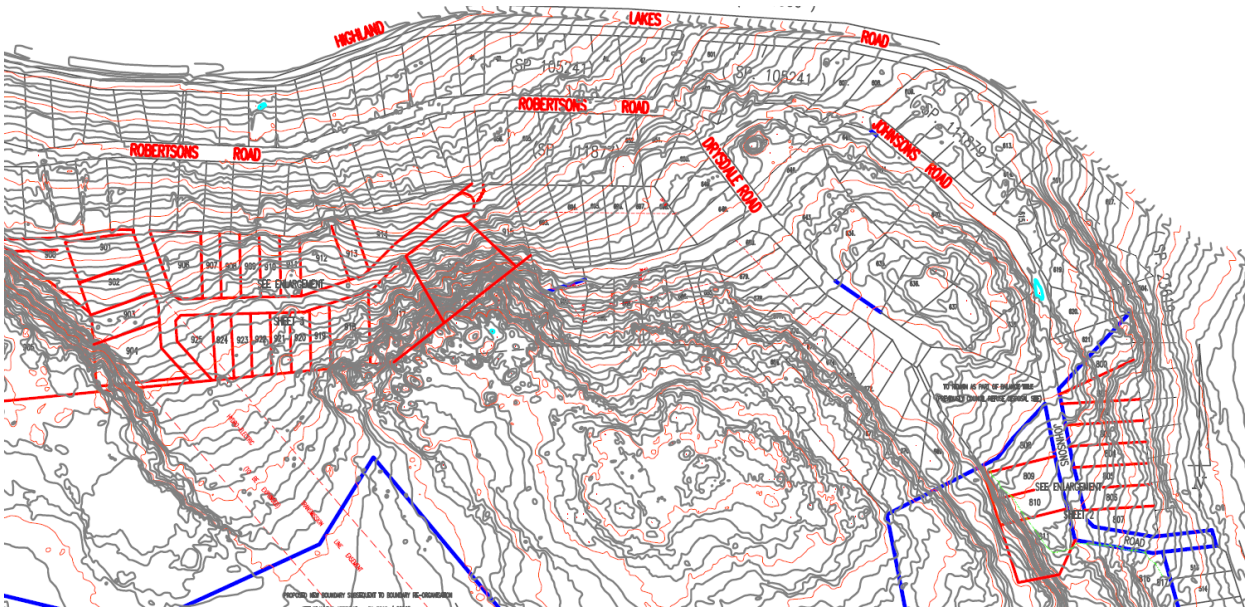


Figure 9 Robertson Road Subdivision Plans

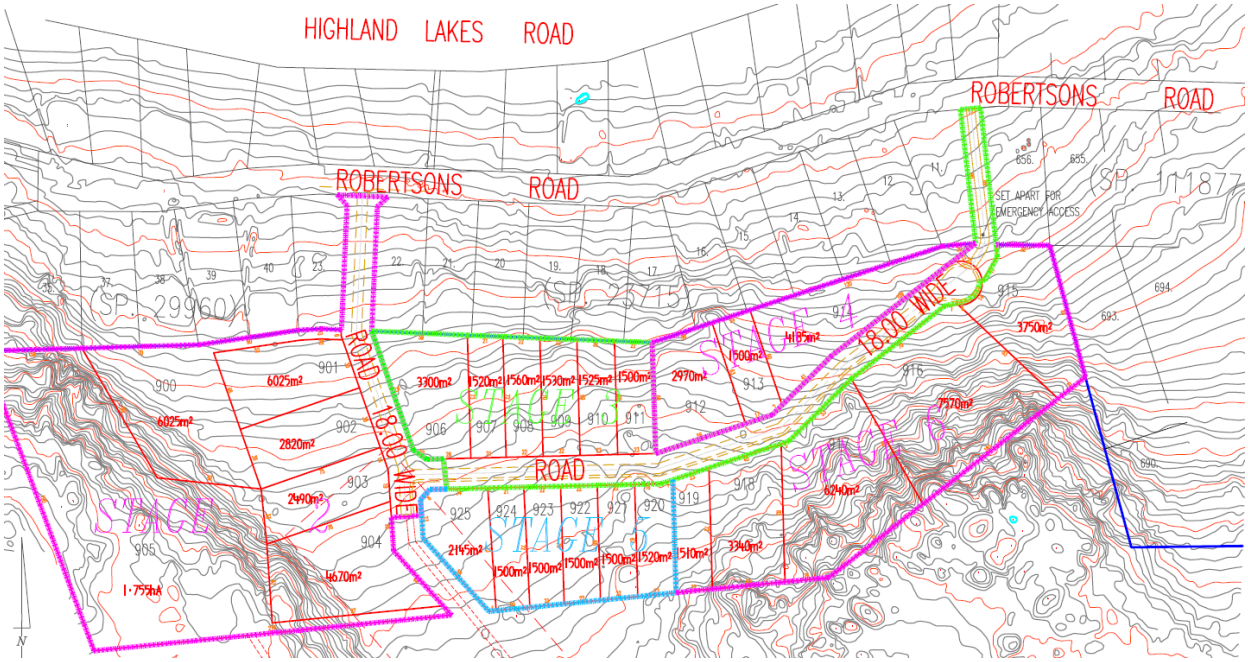
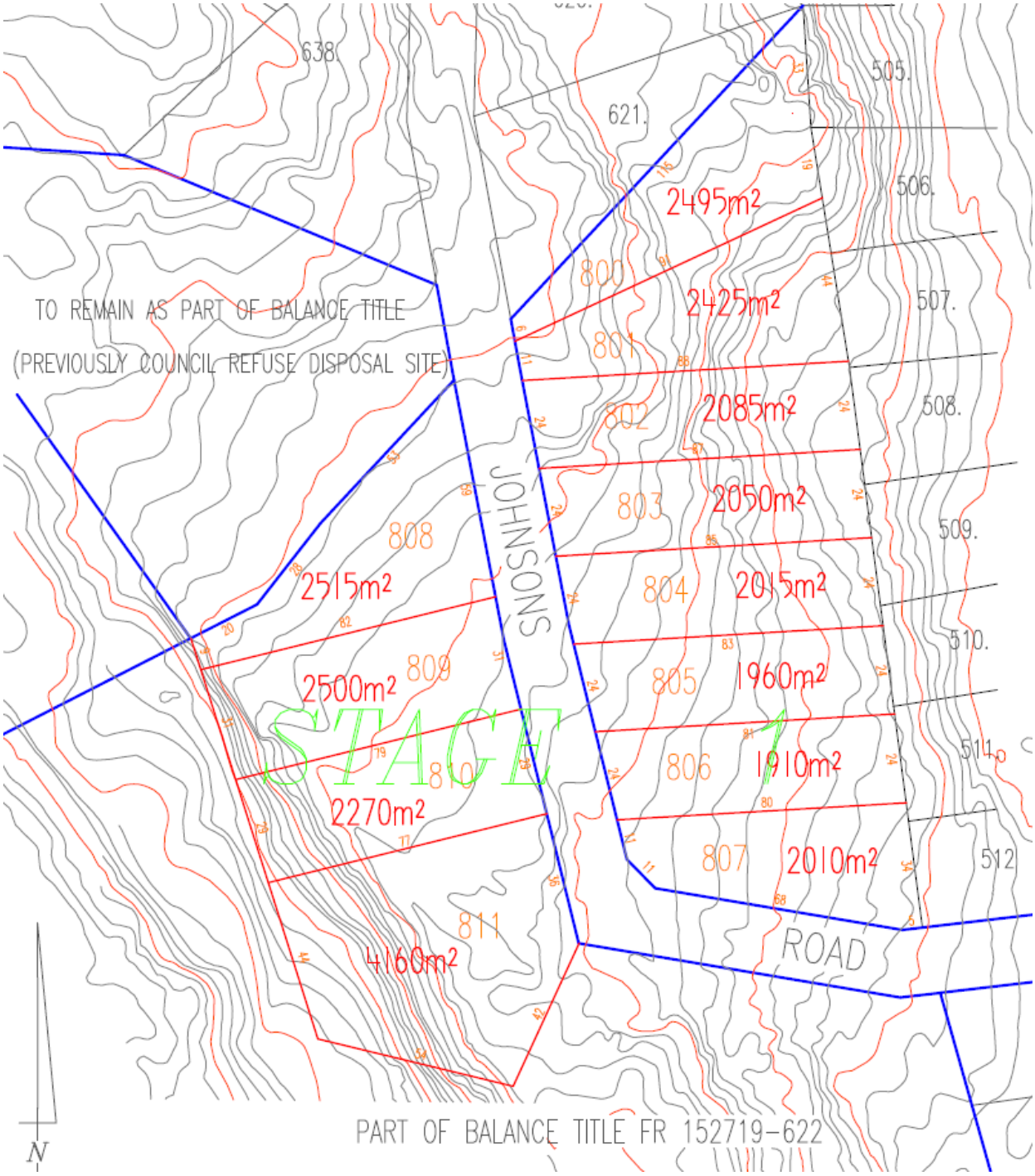


Figure 10 Johnsons Road Subdivision Plans



4. Traffic Impacts

4.1 Trip Generation

The subject site is located in a remote rural area that is predominantly used for casual 'shack' accommodation. In this regard, average traffic generation rates of the existing dwellings are typically low as the majority of dwellings are not fully occupied.

Average traffic generation rates for dwellings are therefore lower than residential generation rates. A rate of 3 trips per dwelling per day has been assume, with a peak of 0.3 trips per hour per dwelling. This is consistent with casual accommodation traffic generation rates. It is also noted that peak periods are likely to be through the middle of the day, rather than typical commuter peak periods (consistent with existing traffic flows on Highland Lakes Road).

The traffic generation of the subdivision is therefore likely to be 114 vehicles per day with a peak of 11 vehicles per hour. This will be split as follows:

- Robertson Road 78 vehicles per day, peak of 8 vehicles per hour
- Johnsons Road 36 vehicles per day, peak of 3 vehicles per hour

It is further noted that the traffic generation of the subdivision will be highly seasonal, with most dwellings unoccupied during winter months.

4.2 Trip Assignment

The distribution of traffic generated by the development on the surrounding road network will be as follows:

- Johnsons Road/ Highland Lakes Road junction 87 vehicles per day/ 8 vehicles per hour
- Fleming Drive/ Highland Lakes Road junction 27 vehicles per day/ 3 vehicle per hour

Turning movements at the Johnsons Road and Fleming Road junctions with Highland Lakes Road are summarised in Table 1. Note that peak flow distributions normally associated with commuter peak periods are not applicable to the traffic generation associated with the development proposal.

Peak volumes may also fluctuate between 1 and 5 vehicles per hour for the Johnsons Road/ Highland Lakes Road junction. Turning movements at the Fleming Drive junction may vary between zero and 3 vehicles per hour.

Table 1 Highland Lakes Road Junction Peak Turning Movements

Junction	Left-In	Right-In	Left-Out	Right-Out
Johnsons Road/ Highland Lakes Road	2 vph	2 vph	2 vph	2 vph
Fleming Drive/ Highland Lakes Road	0 vph	1 vph	1 vph	1 vph

4.3 Junction Assessment

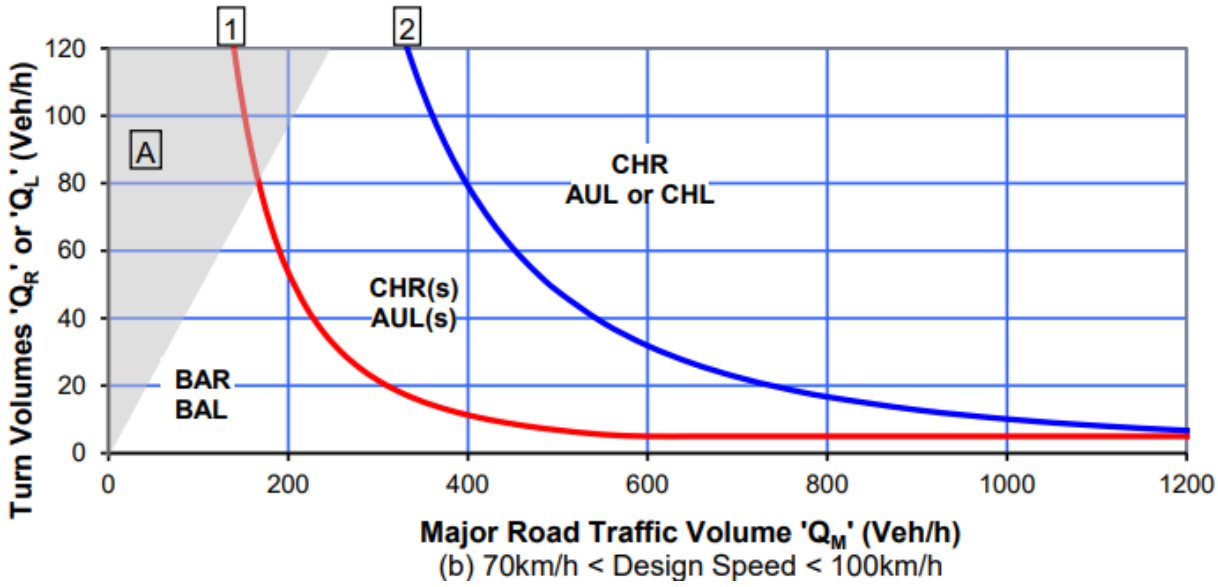
The traffic generation of the subdivision will disburse in the transport network, altering traffic flows at the following junctions:

- Robinson Road/ Johnsons Road
- Johnsons Road/ Fleming Road
- Highland Lakes Road/ Johnsons Road
- Highland Lakes Road/ Fleming Drive

The junctions of Robinson Road/ Johnsons Road and Johnsons Road/ Fleming Road will have relatively small changes in traffic volumes. There is sufficient spare capacity in these intersections to absorb the increased traffic volumes associated with the proposed subdivision.

The Highland Lakes Road junctions were assessed in accordance with the turning lane warrants of Austroads Part 6. In rural context (80-km/h), the requirements for junction turning lane treatments are reproduced in Figure 11.

Figure 11 Austroads Turning Lane Warrants



The major road traffic volume (Q_m) peaks at approximately 65 vehicles per hour and the right turn movements at the Johnsons Road junction peak at approximately 6 vehicles per hour (2 vph associated with the development and 4 vph existing). This places the turning lane warrants in the lower left corner of the BAR requirements (referring to Figure 11 above).

The turning volumes at the Fleming Drive junction are lower than the Johnsons Road junction.

The low turning movements coupled with the through movements on Highland Lakes Road do not warrant any turn lane facilities at both junctions.

4.4 Sight Distance

The Acceptable Solution A1 of E5.6.4 of the Planning Scheme states "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1*".

Table E5.1 is reproduced in Table 2. The "Vehicle Speed" is defined in the Planning Scheme as "*the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel*". This is often referred to as the "Design Speed" or the "85th Percentile speed" in traffic engineering terminology.

Table 2 Planning Scheme SISD Requirements

Vehicle Speed	Safe Intersection Sight Distance in metres, for speed limit of:	
km/h	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

In this case the subdivision will form a new junction with Robertson Road. The 85th percentile speed of vehicles using Robertson Road is estimated to be less than 40-km/h due to the narrow road width, geometry and construction of the road.

No SISD values are provided for a vehicle speed of 40-km/h in Table E5.1 of the Planning Scheme. It could be argued that the requirements of Table E5.1 are therefore not applicable for vehicle speeds less than 50-km/h and therefore the requirements of Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme are met.

A conservative approach has been taken in this report that assumes that the minimum value of 80 metres of sight distance must be provided in order to meet the requirements of Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme. More than 80 metres is available in both directions along Roberson Road and therefore the Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme is met.

4.5 Internal Road Assessment

Council relies on the design criteria of LGAT Tasmanian Standard Drawings and Subdivision Guidelines, 2013. The requirements for residential subdivision roads are reproduced in Table 3. The following standards are applicable to the design of the internal road network associated with the development proposal:

- Road design should be in accordance with Austroads Guidelines.
- LGAT Standard Drawings and Tasmanian Subdivision Guidelines.

Table 3 LGAT Standard Drawings – Road Requirements, Residential

ROAD TYPES	ROAD TYPE	ROAD LENGTH / NUMBER OF TENEMENTS	MINIMUM ROAD WIDTH	MINIMUM RESERVATION WIDTH	MINIMUM FOOTPATH REQUIREMENTS
1 – Arterial	Detail design required				
2 – Sub Arterial					
3 – Collector	Through Road	Any length	11.0m	20.0m	Both Sides
4 – Local	Through Road	Any length	8.9m	18.0m	One Side Only
	Cul–De–Sac	Length > 150m	8.9m	18.0m	One Side Only
	Cul–De–Sac	Length ≤ 150m and / or No. of equiv. tenements ≤ 15	6.9m	15.0m	One Side Only

The applicable minimum road widths within the internal road network have therefore been designed as follows:

- Local road (through road) 18 metre road reservation width, 8.9 metre road width.
- long cul-de-sac 18 metre road reservation width, 8.9 metre road width.
- Short cul-de-sac 15 metre road reservation width, 6.9 metre road width.

All roads have a road reservation width of 18 metres and therefore comply with the LGAT requirements. The main access internal roadway would require a minimum unsealed pavement width of 8.9 metres.

4.6 Road Safety Impacts

There are no significant detrimental road safety impacts foreseen for the proposed subdivision. This is based on the following:

- The surrounding road network is able to adequately absorb the relatively low amount of traffic generated by the proposed development (peak of 11 vehicles per hour).
- The existing road safety performance of the transport network near the subject site does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development.
- Adequate sight distance is available at the proposed site access at Robertsons Road in relation to the prevailing vehicle speeds.
- The proposed development is consistent with the surrounding land use, and as such movements into and out of the subject site will not be seen as an uncommon event by other motorists.

5. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential subdivision development at Miena.

The key findings of the TIA are summarised as follows:

- The traffic generated by the subdivision is likely to be 114 vehicles per day, with a peak of 11 vehicles per hour.
- The Traffic distribution of the subdivision will result in 87 vehicles per day utilising the Johnsons Road/ Highland Lakes junction, and 27 vehicles per day utilising the Fleming Drive/ Highland Lakes Road junction. Peak volumes will be 8 and 3 vehicles per hour at these junctions respectively.
- The traffic generation at the two junctions will not have any significant adverse impacts on traffic flow or safety of the Highland Lakes Road junctions.

Based on the findings of this report the proposed development is supported on traffic grounds.

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