

AGENDA ATTACHMENTS

PLANNING COMMITTEE MEETING

TUESDAY 10TH MAY 2022

Table of Contents

AGENDA ITEM 4.0

- Draft Planning Committee Minutes – Tuesday 5th April 20221

AGENDA ITEM 6.0

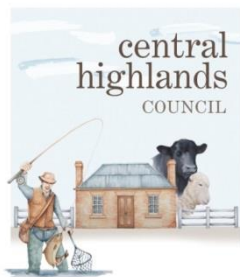
- Proposal Plans 62
- Site Images 76
- Representations 79

AGENDA ITEM 6.1

- Letter from Mr Dexter..... 98
- Quote from Mr Dexter..... 100

AGENDA ITEM 6.3

- Funding offer from the State Planning Office, 29 April 2022 101
- Draft Project Plan – 3 May 2022 102



**MINUTES OF THE PLANNING COMMITTEE MEETING
OF THE CENTRAL HIGHLANDS COUNCIL HELD
AT THE BOTHWELL TOWN HALL,
AT 9. 30AM ON TUESDAY 5TH APRIL 2022**

1.0 PRESENT

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

IN ATTENDANCE

Clr Honner, Clr Campbell, Ms L Brown (Planning Officer) Mr G Rogers (Manager DES), Ms P Rainbird, Mr F Hamelink, Ms M Hamelink, Ms J Sims, Mr C Evans, Ms J Thiel & Mrs K Bradburn (Minutes Secretary)

2.0 APOLOGIES

Nil

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 **Clr Bailey**

THAT the Draft Minutes of the Planning Committee Meeting of Council held on Tuesday 9th November 2021 to be confirmed.

Carried

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

5.0 QUESTION TIME & DEPUTATIONS

Item 6.1 – Ms J Thiel

- Concerned the Heritage Town vision is being lost.
- Will the report outlined in Conditions 3 be subject to a further appeal?
- Does Council have a Heritage Officer?

Item 6.2 – Ms J Sims

- Positioning and size of units will impact views.
- Potential for units to accommodate 6 persons per unit.

- Potential for 3-4 vehicles per unit plus boat trailers etc.
- Local infrastructure is poor with many unsealed roads. Concerned about dust, ware & tare etc.
- Noise will be increased. Water carries and amplifies noise.
- Council will be setting a precedent if this development is approved.
- Support in principle has been given at State & Federal level. Why?

6.0 DA2022/04 : SUBDIVISION (1 LOT & BALANCE) : 18 PATRICK STREET, BOTHWELL

Report by

Louisa Brown (Planning Officer)

Applicant

T N Woolford & Associates

Owner

M Gordon & S Noonan

Discretions

16.5.1 A2 (b) Development Standards Subdivision (Village Zone)
E13.8.3 A1 & A2 Subdivision in Heritage Precinct

Proposal

The proposal is to subdivide a 1000m² lot off the existing garden to the rear of 18 Patrick Street, Bothwell (the General Store). Certificate of Title 23244/8 is currently 2120m², therefore the balance of the lot will be 1120m².

The existing property access from William Street will remain to serve the Balance Lot (the General Store) and a new access for the proposed Lot 1 will be created from William Street.

A sewer line runs parallel to the eastern boundary through the Balance Lot (General Store) and cuts diagonally across the south east corner of the proposed Lot1.

An existing stone building (Barn) is located in the south west corner of the property and will be within the proposed Lot 1. This building may require some remediation, as a large crack to the north facing gable can be seen from the street. The building is prominent within the street scene. Stone from the White Hart which burnt down in 1936, was used to construct the Barn.

A large tree is located within the property, to the rear of the stone building within the south west corner of the site. The tree is prominent from Patrick Street and William Street.

The property is located within the Bothwell Heritage Precinct.

An existing drainage easement (open earth drain) is situated to the southern property boundary. The rights of drainage to the easement is within the schedule of easements within the certificate of title document.

The proposed use and development is defined, under the Planning Scheme, as development for Subdivision, which is Discretionary in accordance with Clause 9.7.2 of the Central Highlands Interim Planning Scheme 2015.

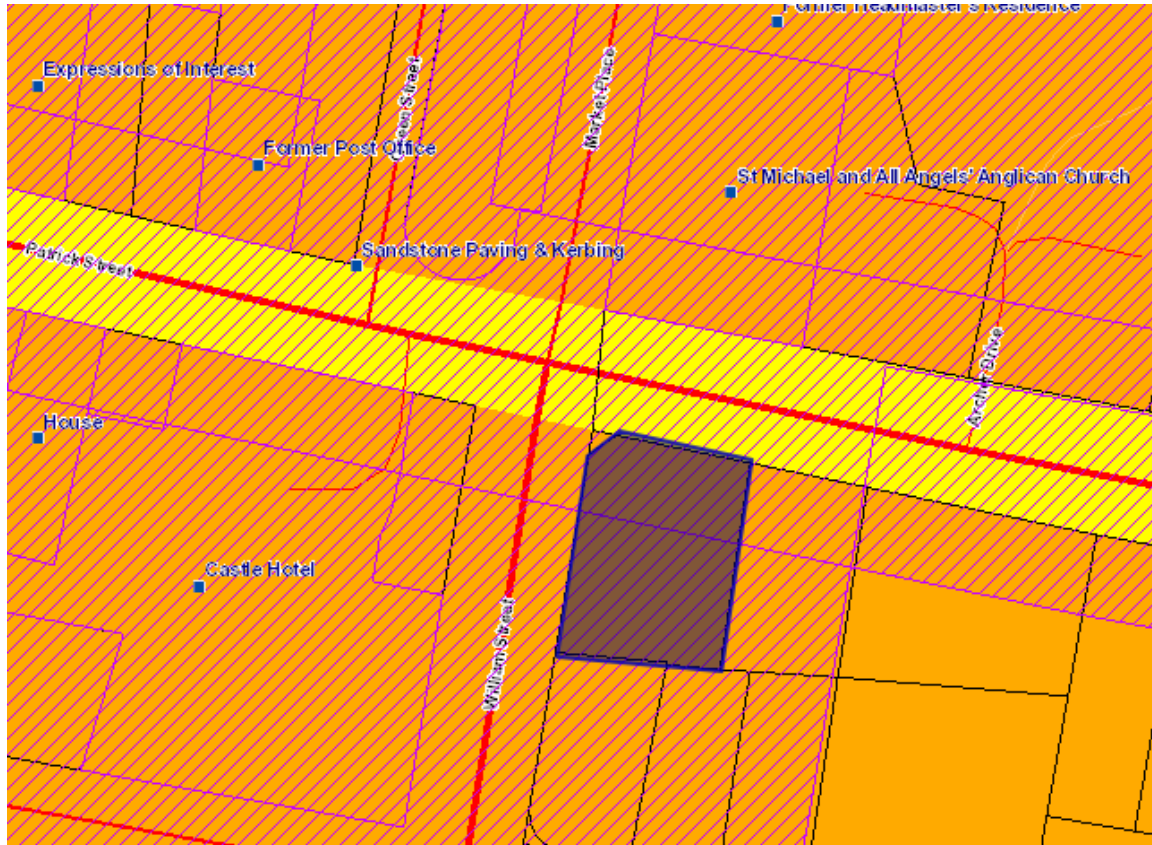
The proposal is also discretionary owing to the Heritage Precinct Overlay, as subdivision discretionary within this Code. The proposal is assessed against the subdivision standards for the Village Zone to section 16.0 and the Heritage Code pursuant of the Central Highlands Interim Planning Scheme 2015.

Subject Site and Locality

The property is located on the corner of Patrick and William Street and includes the General Store and a dwelling. Access to the General Store is via Patrick Street. A driveway to the side of the property allows for car parking for the dwelling and an additional access to the rear of the property exists from William Street.

Patrick Street is the main street of Bothwell and is characterised by historic and modern mixed use development. The property is prominent within the street scene.

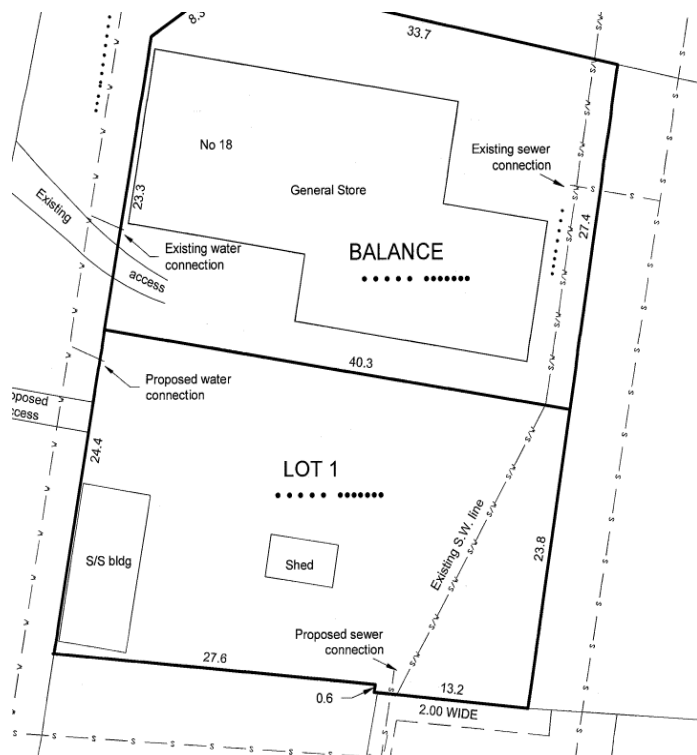
Lot sizes in the close proximity to the property, vary from 3,000m² to 1,000m². The majority of properties are zoned Village and are within the Heritage Precinct.



Map 1_The subject land and surrounding properties on Patrick Street are in the Village Zone (orange). Patrick Street (Yellow) is identified as a Utility. The Bothwell Heritage Precinct Code Overlay is shown as the purple hatched area. The subject title is marked with a blue. Source: theLIST



Map 2 _ Aerial image of the subject land and surrounding area, with the approximate boundaries marked in blue. Source: theLIST



Drawing 1. Proposed plan of Subdivision, 18 Patrick Street

Exemptions

Nil

Special Provisions

Nil

Use standards

There are no applicable use standards for subdivision.

ASSESSMENT - THE CENTRAL HIGHLANDS INTERIM PLANNING SCHEME 2015

16.0 Village Zone

The subject site is in the Village Zone. The proposal must satisfy the requirements of the following relevant development standards of this zone:

16.5 Development Standards – Subdivision

16.5.1 Lot Design

To provide for new lots that:

- (a) have appropriate area and dimensions to accommodate development consistent with the Zone Purpose and any relevant Local Area Objectives or Desired Future Character Statements;
- (b) contain building areas which are suitable for development, consistent with the Zone Purpose, located to avoid hazards and values;

<p>(c) are capable of providing for a high level of residential amenity including privacy, good solar access; and passive surveillance of public spaces;</p> <p>(d) are not internal lots, except if the only reasonable way to provide for efficient use of land;</p> <p>(e) are provided in a manner that provides for the efficient and ordered provision of infrastructure.</p>		
Acceptable Solutions	Performance Criteria	Officer Comment
<p>A1</p> <p>The size of each lot must be no less than as specified below, except if for public open space, a riparian or littoral reserve or utilities:</p> <p>(a) no less than 1,000 m2.</p>	<p>P1</p> <p>No Performance Criteria.</p>	<p>The proposal is for 1 lot plus balance, of which both lot sizes meet the minimum size of 1000 m2.</p> <p>The Acceptable Solution A1 (a) is met.</p>
<p>A2</p> <p>The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities:</p> <p>(a) clear of the frontage, side and rear boundary setbacks;</p> <p>(b) not subject to any codes in this planning scheme;</p> <p>(c) clear of title restrictions such as easements and restrictive covenants;</p> <p>(d) has an average slope of no more than 1 in 5;</p> <p>(e) has the long axis of the developable area facing north or within 20 degrees west or 30 degrees east of north;</p> <p>(f) is a minimum of 10 m x 15 m in size.</p>	<p>P2</p> <p>The design of each lot must contain a building area able to satisfy all of the following:</p> <p>(a) be reasonably capable of accommodating residential use and development;</p> <p>(b) meets any applicable standards in codes in this planning scheme;</p> <p>(c) enables future development to achieve maximum solar access, given the slope and aspect of the land;</p> <p>(d) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;</p> <p>(e) provides for sufficient useable area on the lot for both of the following;</p> <p>(i) on-site parking and manoeuvring;</p> <p>(ii) adequate private open space.</p>	<p>The property is within the Heritage Precinct Code, therefore the proposal must be assessed against the Performance Criteria P2.</p> <p>(a) Performance Criteria is met, the proposed lot 1 is 1000m² and is capable of accommodating a dwelling.</p> <p>(b) Performance Criteria is met, the proposed lot 1 meets the Applicable Standards of the Historic Heritage Code.</p> <p>(c) Performance Criteria is met, the proposed Lot 1 is a level lot, is orientated north-south parallel to the street, will not be overshadowed by adjacent properties and will therefore have good solar access.</p> <p>(d) Performance Criteria is met, earthworks, fill and excavation will be minimal as the property is level.</p> <p>(e) Performance Criteria is met, the size of the lot will provide opportunity for on site car parking and manoeuvring. There is adequate opportunity to provide private open space on Lot 1. The balance lot also has adequate private open space.</p>
A3	P3	

The frontage for each lot must be no less than 15 m, except if for public open space, a riparian or littoral reserve or utilities or if an internal lot.	The frontage of each lot must satisfy all of the following: (a) provides opportunity for practical and safe vehicular and pedestrian access; (b) provides opportunity for passive surveillance between residential development on the lot and the public road, (c) is no less than 6m.	The Acceptable Solution A3 is met, frontages for Lot 1 and the balance lot are greater than 15m. Lot 1 frontage is 24.4m and the balance is 33.7m
A4 No lot is an internal lot.	P4 An internal lot must satisfy all of the following: (a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land; (b) it is not reasonably possible to provide a new road to create a standard frontage lot; (c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot; (d) the lot will contribute to the more efficient utilisation of residential land and infrastructure; (e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use; (f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m; (g) passing bays are provided at appropriate distances to service the likely future use of the lot; (h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road; (i) a sealed driveway is provided on the access strip prior to the sealing of the final plan. (j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.	The Acceptable Solution A4 is met, there are no internal lots.
A5 Setback from a new boundary for an existing building must	P5 Setback from a new boundary for an existing building must	The Acceptable Solution A5 is met.

comply with the relevant Acceptable Solution for setback.	satisfy the relevant Performance Criteria for setback.	
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Development Standards - Subdivision

16.5.2 Roads

To ensure that the arrangement of new roads within a subdivision provides for all of the following:

- (a) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community;
- (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic;
- (c) the efficient ultimate subdivision of the entirety of the land and of neighbouring land.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1</p> <p>The subdivision includes no new road.</p>	<p>P1</p> <p>The arrangement and construction of roads within a subdivision must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority; (b) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised; (c) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian lanes, where appropriate, to common boundaries; (d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy; (e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum; (f) connectivity with the neighbourhood road network is maximised; (g) the travel distance between key destinations such as shops and services is minimised; (h) walking, cycling and the efficient movement of public transport is facilitated; (i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A; (j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints. 	<p>The Acceptable Solution A1 is met, no new roads are required.</p>

Development Standards – Subdivision

16.5.4 Services

To ensure that the subdivision of land provides adequate services to meet the projected needs of future development.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 It is not necessary to connect a lot to a reticulated potable water supply.	P1 No Performance Criteria.	<i>The proposal complies with the Acceptable Solution A1.</i> <i>The application was referred to TasWater who have provided a Submission to Planning Authority Notice (SPAN).</i>
A2 Each lot must be connected to a reticulated sewerage system where available.	P2 Where a reticulated sewerage system is not available, each lot must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.	<i>The proposal complies with the Acceptable Solution A2.</i> <i>The application was referred to TasWater who have provided a Submission to Planning Authority Notice (SPAN).</i>
A3 Each lot must be connected to a stormwater system able to service the building area by gravity.	P3 If connection to a stormwater system is unavailable, each lot must be provided with an on-site stormwater management system adequate for the future use and development of the land.	<i>The proposal complies with the Acceptable Solution A3, a drainage easement is situated to the southern property boundary.</i>

Codes

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.

The applicable standards of the Code are addressed in the following tables:

Development Standards		
E5.6.2 Road accesses and junctions		
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.	P1 For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:	<i>Acceptable Solution A1 is met.</i>

	(a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.	
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.	<i>Complies with Acceptable Solution A2, one access to William Street is proposed for Lot 1, the existing access for the Balance Lot will remain on William Street.</i>

E6.0 Parking and Access Code

The Parking and Access Code applies to all use and development.

The location and design of the new vehicle access to Lot 1 onto William Street will comply with the relevant Acceptable Solutions of the Code and are addressed in the proposed conditions.

The number of car parking spaces and the location of car parking is relevant to future Development Applications.

Historic Heritage Code

The purpose of the Historic Heritage Code is to recognise and protect the historic cultural heritage significance of places, precincts, landscapes and areas of archaeological potential by regulating development that may impact on their values, features and characteristics.

In this case the proposed subdivision is located within the Bothwell Heritage Precinct.

E13.8 Development Standards for Heritage Precincts

E13.8.3 Subdivision

Objective: To ensure that subdivision within a Heritage Precinct is consistent with historic patterns of development and does not create potential for future incompatible development.

Performance Criteria	Comments
<p>P1 Subdivision must not result in any of the following:</p> <p>(a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;</p> <p>(b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;</p> <p>(c) potential for a confused understanding of the development of the precinct;</p> <p>(d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.</p>	<p><i>It is considered that the proposed subdivision of Lot 1 of 1,000m² is in keeping with the lot sizes in the immediate vicinity of the property. The proposed subdivision is sympathetic to the heritage of the precinct.</i></p> <p><i>The proposed subdivision will enable future development that can respect the townscape qualities of the precinct and can be sympathetic to the visual amenity of the street scene.</i></p> <p><i>Future Development Applications for Lot 1 will be assessed against the Development Standards for Heritage Precincts.</i></p>
<p>P2 Subdivision must comply with any relevant design criteria / conservation policy listed in Table E13.2.</p>	<p><i>It is considered that any Future Development for Lot 1 will be able to satisfy the design standards of table E13.2 (see below) and will be assessed against the Development Standards for Heritage Precincts.</i></p>

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.

Representations

The proposal was advertised for the statutory 14 days period, from the 23 February 2022 to the 9 March 2022. No representations have been received.

Conclusion

The proposal for the 1000m² single lot Subdivision at 18 Patrick Street, CT 28244/8 is assessed to comply with the applicable standards of the Village Zone and the relevant codes of the *Central Highlands interim Planning Scheme 2015* as outlined in the body of this report.

The proposal was advertised for 14 days for public comment, no representations have been received.

It is recommended that the application be approved, subject to conditions.

Legislative Context

The purpose of the report is to enable the Planning Authority to determine the Development Application DA2022/4 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 Recommendation. 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, (2) vary the Recommendation by adding, modifying or removing recommended conditions or (3) replacing an approval with a refusal.

This determination has to be made no later than 22 April 2022, which has been extended beyond the usual 42 day statutory time frame with the consent of the application.

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 DA2022/4 Subdivision (1 Lot & Balance) 18 Patrick Street, Bothwell CT28244/8 in accordance with one of the following options:

1. Approve in accordance with the Recommendation:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development Application DA2022/4 Subdivision (1 Lot & Balance) 18 Patrick Street, Bothwell CT28244/8, subject to conditions in accordance with the Recommendation.

2. Approve with altered conditions:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development Application DA2022/4 Subdivision (1 Lot & Balance) 18 Patrick Street, Bothwell CT28244/8, subject to conditions as specified below.

Should Council opt to approve the Development Application subject to conditions that are different to the Recommendation the modifications should be recorded below, as required by Section 25(2) of the Local Government (Meeting Procedures) Regulations 2015:

Alteration to Conditions:-

3. 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 DA2022/4 Subdivision (1 Lot & Balance) 18 Patrick Street, Bothwell CT28244/8, for the reasons detailed below.

Should the Planning Authority opt to refuse 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:

Reasons :-

RECOMMENDATION

Moved **Mayor Triffitt**

Seconded **Clr Cassidy**

THAT the following recommendation be made to Council:

1. Approve in accordance with the Recommendation:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development Application DA2022/4 Subdivision (1 Lot & Balance) 18 Patrick Street, Bothwell CT28244/8, subject to conditions in accordance with the Recommendation.

Recommended Conditions

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.

Easements

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

Endorsements

- 4) The final plan of survey must be noted that Council cannot or will not provide a means of drainage to all lots shown on the plan of survey.
- 5) Covenants or other similar restrictive controls that conflict with any provisions or seek to prohibit any use provided within the planning scheme must not be included or otherwise imposed on the titles to the lots created by this permit, either by transfer, inclusion of such covenants in a Schedule of Easements or registration of any instrument creating such covenants with the Recorder of Titles, unless such covenants or controls are expressly authorised by the terms of this permit or the consent in writing of the Council's General Manager.

Services

- 6) 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.

Stormwater

- 7) The developer is to provide a piped stormwater property connection to each lot capable of servicing the entirety of each lot by gravity in accordance with Council standards and to the satisfaction of Council's Manager Works and Services.

Access

- 8) A separate vehicle access must be provided from William Street to Lot 1. Access must be sealed with a minimum width of 3.6 metres at the property boundary to meet the existing Council sealed road reserve.
- 9) The access must be constructed in accordance with the construction and sight distance standard drawings prepared by the IPWE Aust. (Tasmania Division) and to the satisfaction of Council's Manager Works and Services.

TasWater

- 10) The development must meet all required Conditions of approval specified by Tas Water Submission to Planning Authority Notice, TWDA 2022/00223-CHL, dated 18/02/2022.

Final Plan

- 11) 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.
- 12) A fee in accordance with Council's adopted fee schedule, must be paid to Council for the sealing of the final approved plan of survey.
- 13) 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.
- 14) 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.

Public Open Space

- 15) As insufficient provision has been made for recreational space, and having formed the opinion that such a provision should be made in respect of the proposal, Council requires that an amount equal to five percent (5%) of the unimproved value of both subdivision lots and must be provided as cash-in-lieu of public open space in accordance with the provisions of Section 117 of the Local Government (Building & Miscellaneous Provisions) Act 1993. The subdivider must obtain a valuation for the unimproved value of the subdivision from a registered Valuer.
- 16) The cash-in-lieu of public open space must be in the form of a direct payment made before the sealing of the final plan of survey or, alternatively, in the form of a Bond or Bank guarantee to cover payment within ninety (90) days after demand, made after the final plan of survey has taken effect.

Telecommunications and Electrical Reticulation

Electrical and telecommunications services must be provided to Lot 1 in accordance with the requirements of the responsible authority and to the satisfaction of Council's Manager Works and Services.

- 17) Prior to the work being carried out a drawing of the electrical reticulation and street lighting and telecommunications reticulation and in accordance with the appropriate authority's requirements and relevant Australian Standards must be submitted to and endorsed by the Council's Manager Works and Services.

Construction

- 18) The subdivider must provide not less than forty eight (48) hours written notice to Council's Manager Works and Services before commencing construction works on-site or within a council roadway.

Construction amenity

- 19) The development must only be carried out between the following hours unless otherwise approved by the Council's Manager Environment and Development Services:
- | | |
|---------------------------------------|---------------------|
| Monday to Friday | 7:00 AM to 6:00 PM |
| Saturday | 8:00 AM to 6:00 PM |
| Sunday and State-wide public holidays | 10:00 AM to 6:00 PM |
- 20) All subdivision works associated with the development of the land must be carried out in such a manner so as not to unreasonably cause injury to, or unreasonably prejudice or affect the amenity, function and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of -
- (a) Emission from activities or equipment related to the use or development, including noise and vibration, which can be detected by a person at the boundary with another property.
 - (b) Transport of materials, goods or commodities to or from the land.
 - (c) Appearance of any building, works or materials.

- 21) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Municipal Engineer.
- 22) Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT: -

- A. This permit does not imply that any other approval required under any other legislation or by-law has been granted.
- B. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.
- C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval unless the development for which the approval was given has been substantially commenced or extension of time has been granted. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development may be treated as a new application.
- D. The proposed works are located within The Bothwell Heritage Precinct. Separate planning approval is required for any works, or development, including vegetation removal.

Carried

For the Motion: Deputy Mayor Allwright, Mayor Triffitt, Cllr Bailey & Cllr Cassidy

6.1 DA2022/10: REPLACEMENT WINDOWS, FENCE AND WEATHERBOARDS, DEMOLITION OUTBUILDING & REPLACEMENT OUTBUILDING (SHIPPING CONTAINER) AND CONSTRUCTION OF COVERED AREA: 4 DENNISTOUN ROAD, BOTHWELL

Report by

Louisa Brown (Planning Officer)

Applicant

P J Rainbird

Owner

P J Rainbird

Discretions

16.4.2 Setbacks P2

E13.8.1 Demolition P1

E13.8.2 Building & Works other than Demolition P1, P2

Proposal

A Development Application has been submitted to Council for the following:

- Demolition of existing outbuilding & replacement with shipping container (20ft);
- Construction of covered area between existing shipping container (20ft) and proposed outbuilding (shipping container (20ft));
- Replacement of Boundary fence with aluminium picket fence;
- Replacement wooden windows of the dwelling with aluminium windows; and
- Replacement weatherboard cladding on the dwelling with colourbond.

The property currently is developed with an extended weatherboard cottage, outbuilding (wooden shed) and outbuilding (20ft shipping container).

It is proposed that the existing outbuilding (wooden shed) which is in a poor state of repair, be demolished and replaced with a 20ft shipping container. The proposed shipping container will be parallel to the existing shipping container on the property. It is also proposed as a part of this application that a covered area be constructed between the two outbuildings.

Alterations to the dwelling are proposed and include replacing the broken wooden windows with aluminium windows and the removal of the existing timber weatherboards and replacing with colourbond. It is noted that some of the existing timber boards are in a poor state of repair. The alterations are intended to insulate the house and stop drafts.

The existing steel mesh fence will also be replaced with an aluminium picket fence.

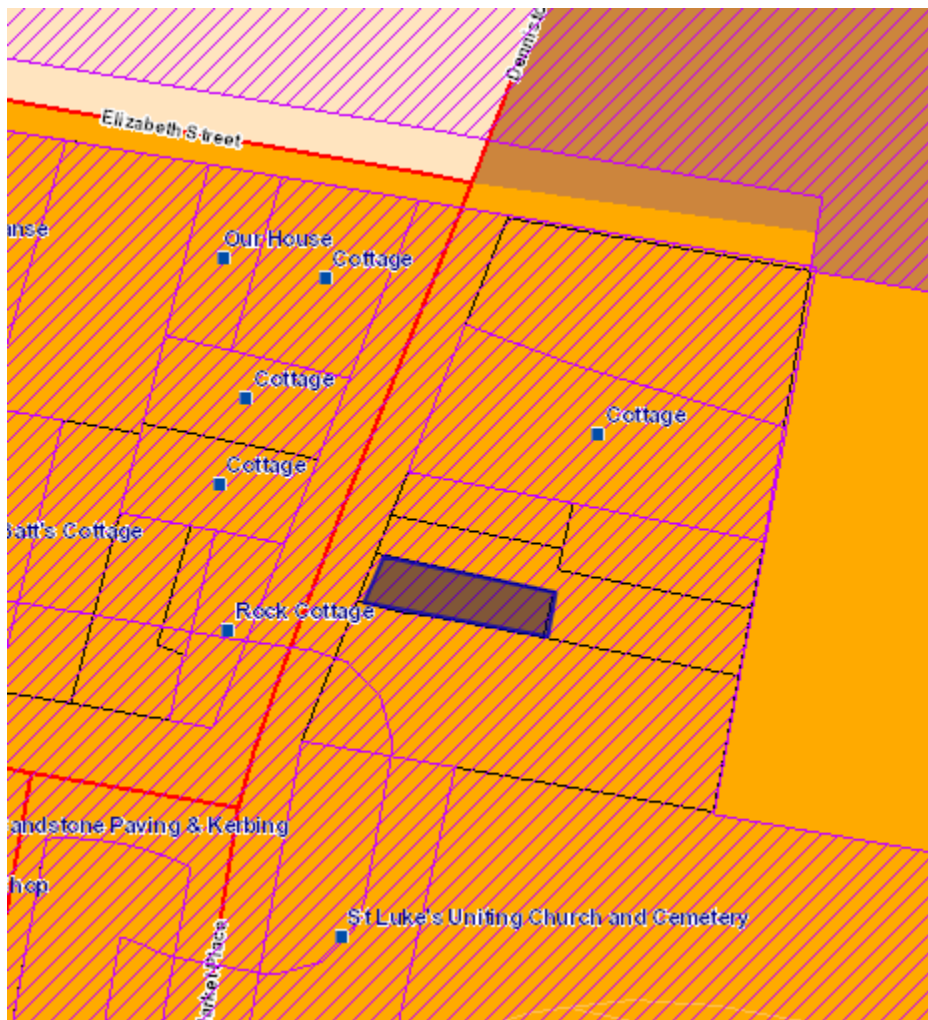
There are no easements on the property.

The proposal is discretionary owing to the side setback of the proposed replacement outbuilding being 1m from the side boundary. The property is also within the Bothwell Heritage Precinct, however the property is not on the Heritage Register.

The Development Application is assessed against the Development Standards for the Village Zone pursuant to section 16.0 of the Central Highlands Interim Planning Scheme 2015.

Subject site and Locality.

The property is located on Dennistoun Road, 50m from the Market Place and the junction with Alexander Street. The property is setback from the street frontage by 1m. Several Heritage Registered Properties are located on the street, as shown on the image below. Village Zone surrounds the property, with areas of Rural Resource and Significant Agriculture located on Dennistoun Road leading north out of the town.



Map 1_The subject property and surrounding properties on Dennistoun Road are in the Village Zone (orange). The Historic Heritage Code Overlay is shown as purple hatched area. The subject title is marked in blue line. Source: theLIST



Map 2 _ Aerial image of the subject property and surrounding area, with the approximate boundaries marked in blue. Source: theLIST



Image 1. The subject property – 4 Dennistoun Road, Bothwell

Exemptions

Nil

Special Provisions

Nil

Use standards

There are no applicable Use Standards.

Development standards for Buildings & Works

The subject site is in the Village Zone. The proposal must satisfy the requirements of the following relevant development standards of this zone:

16.0 Village Zone

16.1 Zone Purpose

16.1.1 Zone Purpose Statements

16.1.1.1 To provide for small rural centres with a mix of residential, community services and commercial activities.

16.1.1.2 To provide for residential and associated development in small communities.

16.1.1.3 To ensure development is accessible by walking and cycling.

16.1.1.4 To allow for a small shopping precinct that may include supermarket, tourism related business and a range of shops and rural services.

16.1.1.5 To allow for office based employment provided that it supports the viability of the centre and the surrounding area and maintains an active street frontage.

16.1.1.6 To provide for the efficient utilisation of existing reticulated services in the serviced villages of Bothwell, Hamilton, Ouse, Gretna, Derwent Bridge, Ellendale, Tarraleah, Bronty Park, Waddamana and Wayatinah.

16.1.2 Local Area Objectives

Bothwell, Hamilton and Ouse

Retain and develop the commercial and community functions that service the local community. Residential infill is encouraged however limitations to services and infrastructure will determine the appropriate degree of intensification.

Implementation Strategy

Allow for appropriate use classes and implement use and development standards suitable to the area.

16.1.3 Desired Future Character Statements

- (a) To provide for use and development where the visual values of the historic streetscape and heritage values of buildings are protected.
- (b) To provide for economic opportunity through mixed uses, particularly the re-use of the heritage buildings.
- (c) Residential development is to be largely infill to ensure there is minimal impact on surrounding rural uses and to facilitate the efficient use of infrastructure.
- (d) Ensure commercial, retail and community developments and uses are located within the town centres.

Implementation Strategy

Use and development standards.

16.4 Development Standards for Buildings and Works

16.4.1 Building Height

To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on amenity of adjoining land.

Acceptable Solutions	Performance Criteria	Officer Comment
A1 Building height must be no more than: 8.5 m.	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: (i) overlooking and loss of privacy; (ii) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours; (iii) visual impact when viewed from adjoining lots, due to bulk and height; (c) not unreasonably overshadow adjacent public space; (d) allow for a transition in height between adjoining buildings, where appropriate; (e) be no more than 9.5 m.	The outbuilding meets the Acceptable Solution A1.

16.4.2 Setback

To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of adjoining land.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Building setback from frontage must be parallel to the frontage and must be: no less than 4.5 m	P1 Building setback from frontage must satisfy all of the following: (a) be consistent with any Desired Future Character Statements provided for the area; (b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;	The outbuilding meets the Acceptable Solution A1, setback to the frontage is 30m.

	(c) enhance the characteristics of the site, adjoining lots and the streetscape,	
A2 Building setback from side and rear boundaries must be no less than: (a) 2 m; (b) half the height of the wall, whichever is the greater.	P2 Building setback from side and rear boundaries must satisfy all of the following: (a) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by: (i) overlooking and loss of privacy; (ii) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours; (iii) visual impact, when viewed from adjoining lots, through building bulk and massing; taking into account aspect and slope.	Setback to the side boundary is 1m, therefore the application will be assessed against the Performance Criteria P2. The rear boundary setback is 2m, which complies with the Acceptable Solution A2. The setback of 1m to the side boundary, is the same as the existing outbuilding which will be demolished. The height of the proposed outbuilding (shipping container) will be less than the height of the existing wooden outbuilding. There is no sufficient unreasonable adverse impacts on adjoining lots, loss of privacy, overshadowing or visual impact from the street.

16.4.6 Fencing

To ensure that fencing does not detract from the appearance of the site or the locality and provides for passive surveillance.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m; (c) height of fences along side and rear boundaries must be no more than 2.1 m.	P1 Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of the area, having regard to all of the following: (a) the height of the fence; (b) the degree of transparency of the fence; (c) the location and extent of the fence; (d) the design of the fence; (e) the fence materials and construction; (f) the nature of the use; (g) the characteristics of the site, the streetscape and the locality, including fences; (h) any Desired Future Character Statements provided for the area.	The proposal meets Performance Criteria P1. The proposed aluminium picket fence will replace the existing metal mesh fence and will positively contribute to the streetscape and reinforce the heritage characteristics of the town. The fence will allow for a degree of transparency. The Fence is Conditioned below.

Codes

Historic Heritage Code

The purpose of the Historic Heritage Code is to recognise and protect the historic cultural heritage significance of places, precincts, landscapes and areas of archaeological potential by regulating development that may impact on their values, features and characteristics.

In this case the proposed development is located within the Bothwell Heritage Precinct.

E13.0 Historic Heritage Code		
E13.8 Development Standards for Heritage Precincts		
E13.8.1 Demolition		
<p>Objective:</p> <p>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.</p>		
Acceptable Solution	Performance Criteria	Comments
No Acceptable Solution.	<p>P1 Demolition must not result in the loss of any of the following:</p> <p>(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;</p> <p>(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;</p> <p>(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</p> <p>(ii) there are no prudent or feasible alternatives;</p> <p>(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.</p>	<p>Outbuilding - Performance Criteria P1 is met.</p> <p>The existing outbuilding is constructed from timber, is in a poor state of repair and is relatively modern. The demolition of the existing outbuilding will not have a detrimental impact on the heritage value of the street or the precinct.</p>

E.13.8.2 – Building and Works other than Demolition		
<p>To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.</p>		
Acceptable Solutions	Performance Criteria	Comments
<p>A1</p> <p>No Acceptable Solution</p>	<p>P1</p> <p>Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.</p>	<p>Outbuilding - Performance Criteria P1 is met. The replaced outbuilding with the proposed 20 ft shipping container will be 30m set back from the street frontage. The container will be painted a uniform colour that is sympathetic to the precinct and</p>

		<p>to the satisfaction of the Council's Planning Officer, therefore no loss of heritage significance will result.</p> <p>The proposed replacement aluminium windows and weatherboards to the dwelling does not meet the requirements of development listed in Table 13.2 of the Bothwell Heritage Precinct. These are considered to be unsympathetic to the heritage significance of the streetscape and the character of the town. In particular the proposed colourbond cladding is not a finish which is consistent with the historical heritage values of the town.</p> <p>Therefore, the replacement of the windows and weatherboards is not approved as proposed. Condition 4 below states that a report prepared by a suitably qualified person with heritage expertise, must be submitted to the satisfaction of Council's General Manager prior to any commencement of works.</p>
A2 No Acceptable Solution	P2 Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.	<p>Outbuilding - Performance Criteria P2 is met. The location of the outbuilding will not be visible from the street, views to historic buildings will not be interrupted and finishes will be sympathetic to the precinct.</p> <p>The proposed replacement aluminium windows and weatherboards to the dwelling does not meet the requirements of development listed in Table 13.2 of the Bothwell Heritage Precinct. The replacement of the windows and weatherboards is not approved as proposed. Condition 4 below states that a report prepared by a suitably qualified person with heritage expertise, must be submitted to the satisfaction of Council's General Manager prior to any commencement of works.</p>
A3 No Acceptable Solution	P3 Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.	Not applicable.

A4 New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	P4 New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.	Performance Criteria P4 is met, the replacement picket fence will be more sympathetic in design than the existing metal mesh fence. The fence is Conditioned below.
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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.

The proposed replacement aluminium windows and weatherboards to the dwelling does not meet the requirements of development listed in Table 13.2 (a), (b), (c) and (d) of the Bothwell Heritage Precinct. These are considered to be unsympathetic to the heritage significance of the streetscape and the character of the town. In particular the proposed colourbond cladding is not a finish which is consistent with the historical heritage values of the town. Therefore, the replacement of the windows and weatherboards is not approved as proposed.

Representations

The proposal was advertised for the statutory 14 days period, from 3rd March 2022 to 18 March 2022, during which time one (1) representation was received.

Representation 1	Council Officer Comment
My objection to this application is in the use of Colourbond Cladding replacing the original weatherboards and aluminium windows replacing the timber sash windows. I am concerned that the proposed alterations to this property will permanently and negatively alter the historic building's character and style. Given the fact that it is surrounded by heritage listed buildings in the immediate vicinity (1-3, 5, 7, 8-10 Dennistoun Road),	<i>All properties on this section of Dennistoun Road are within the Heritage Precinct, number 4 Dennistoun Road is not on the Heritage Register. Council notes that there are 5 Heritage listed properties within the street that are on the Heritage Register.</i> <i>Table E13.2 Bothwell Heritage precinct provides development standards for development in the precinct. Section (b) of the standards seeks that additions and adaptations to existing dwellings in a manner sympathetic to the heritage significance of the streetscapes and landscapes of the town. It is</i>

<p>this would potentially devalue the heritage values of these listed buildings and the historic streetscape.</p> <p>Surely it is in Council's interest to see these charming old buildings faithfully restored and cared for, particularly the street frontages.</p> <p>Unfortunately, these objections probably do not relate back to any planning codes the council currently has in relation to non-heritage buildings – perhaps if this is the case we need to consider changes to the planning rules before the charm and character of this historic village is further degraded.</p>	<p><i>noted that a dwelling at 12 Dennistoun Road has colourbond as cladding to one elevation, which is uniform in colour to the dwelling.</i></p> <p><i>It is the responsibility of the property owner to maintain and repair their properties within their financial means. Colourbond cladding and aluminium windows are an affordable option for renovation.</i></p> <p><i>However, the replacement of the windows and weatherboards is not approved as proposed. Proposed Condition 4 below states that prior to commencement of works a report prepared by a suitably qualified person with heritage expertise, must be submitted to the satisfaction of Council's General Manager. 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.</i></p>
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Conclusion

The proposal for the following at 4 Dennistoun Road;

- Demolition of existing outbuilding & replacement with shipping container (20ft);
- Construction of covered area between existing shipping container (20ft) and proposed outbuilding (shipping container (20ft));
- Replacement of Boundary fence with aluminium picket fence;
- Replacement wooden windows to dwelling with aluminium windows; and
- Replacement weatherboards to dwelling with colourbond;

The proposal has been assessed to comply with the applicable standards of the Village Zone and the relevant codes of the *Central Highlands interim Planning Scheme 2015* as outlined in the body of this report. However, the replacement of the windows and weatherboards is not approved as proposed.

The proposal was advertised for public comment, during which time one (1) representation was received. This representation was concerned that the replacement of the wooden windows with aluminium windows and replacing the weatherboards with Colourbond, could negatively alter the historic building's character and style and that these changes could also affect the Historic Character of the town. Having considered this concern together with the requirements of the Historic Heritage Code, the replacement of the windows and weatherboards is not approved as proposed. Proposed Condition 4 below states that prior to commencement of works a report prepared by a suitably qualified person with heritage expertise, must be submitted to the satisfaction of Council's General Manager. 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.

It is recommended that the application be approved, subject to conditions.

Legislative Context

The purpose of the report is to enable the Planning Authority to determine the Development Application DA2022/10 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 Recommendation. 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, (2) vary the Recommendation by adding, modifying or removing recommended conditions or (3) replacing an approval with a refusal.

This determination has to be made no later than 22 April 2022, which has been extended beyond the usual 42 day statutory time frame with the consent of the application.

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 DA2022/10: Replacement Windows, Fence and Weatherboards, Demolition Outbuilding & Replacement Outbuilding (shipping container) and construction of covered area: 4 Dennistoun Road, Bothwell in accordance with one of the following options:

1. Approve in accordance with the Recommendation:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the DA2022/10: Replacement Windows, Fence and Weatherboards, Demolition Outbuilding & Replacement Outbuilding (shipping container) and construction of covered area: 4 Dennistoun Road, Bothwell, subject to conditions in accordance with the Recommendation.

2. Approve with altered conditions:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development Application DA2022/10: Replacement Windows, Fence and Weatherboards, Demolition Outbuilding & Replacement Outbuilding (shipping container) and construction of covered area: 4 Dennistoun Road, Bothwell, subject to conditions as specified below.

Should Council opt to approve the Development Application subject to conditions that are different to the Recommendation the modifications should be recorded below, as required by Section 25(2) of the Local Government (Meeting Procedures) Regulations 2015:

Alteration to Conditions:-

3. 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 DA2022/10: Replacement Windows, Fence and Weatherboards, Demolition Outbuilding & Replacement Outbuilding (shipping container) and construction of covered area: 4 Dennistoun Road, Bothwell, for the reasons detailed below.

Should the Planning Authority opt to refuse 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:

Reasons :-

RECOMMENDATION

Moved **Clr Cassidy**

Seconded **Clr Bailey**

THAT the following recommendation be made to Council:

2. Approve with altered conditions:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development Application DA2022/10: Replacement Windows, Fence and Weatherboards, Demolition Outbuilding & Replacement Outbuilding (shipping container) and construction of covered area: 4 Dennistoun Road, Bothwell, subject to conditions as specified below.

Recommended Conditions

General

- 1) The use or development must be carried out substantially in accordance with the application for planning approval the endorsed drawings (except where modified by conditions below), 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 letter or the date of the last letter to any representor, whichever is later, in accordance with Section 53 of the *Land Use Planning and Approvals Act 1993*.

Heritage

- 3) The replacement of the windows and weatherboards is not approved as proposed. Prior to commencement of works to the dwelling a report must be submitted to the satisfaction of Council's General Manager and will form part of this Permit once approved.
- 4) 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.

Approved Use

- 5) The outbuilding is approved as ancillary to the Residential use only and must not be used for any other purpose unless in accordance with a permit issued by Council or as otherwise permitted by Council's planning scheme.

Front Fence

- 6) Front fences must comply with all of the following:
 - (a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage;
 - (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m;
 - (c) fences and gates must be sympathetic in design, (including height, form, scale and materials) to the style, period and characteristics of the precinct.

Amenity

- 7) The external metal building surfaces of the outbuilding (shipping container) and covered area must be clad in non-reflective pre-coated metal sheeting or painted to the satisfaction of the Council's Planning Officer.

Services

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

Stormwater

- 9) Drainage from the proposed development must be retained on site or drain to a legal discharge point to the satisfaction of Council's Manager Development & Environmental Services and in accordance with a Plumbing permit issued by the Permit Authority in accordance with the Building Act 2016.

Construction Amenity

- 10) The development must only be carried out between the following hours unless otherwise approved by the Council's Manager of Development and Environmental Services:

Monday to Friday	7:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.
Sunday and State-wide public holidays	10:00 a.m. to 6:00 p.m.
- 11) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:
 - a. Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, waste water, waste products, grit or otherwise.
 - b. The transportation of materials, goods and commodities to and from the land.
 - c. Obstruction of any public footway or highway.
 - d. Appearance of any building, works or materials.

- e. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Manager of Development and Environmental Services.
- 12) Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.
- 13) The developer must make good and/or clean any footpath, road surface or other element damaged or soiled by the development to the satisfaction of the Council's Manager of Works and Technical Services.

The following advice applies to this permit:

- A. This Planning Permit does not imply that any other approval required under any other legislation has been granted.
- B. This Planning Permit is in addition to the requirements of the Building Act 2016. Approval in accordance with the Building Act 2016 may be required prior to works commencing. A copy of the Directors Determination – categories of Building Work and Demolition Work is available via the CBOS website: Director's Determination - Categories of Building and Demolition Work (PDF, 504.4 KB) or for Low Risk Building Work information go to: Consumer Guide to Low Risk Building and Plumbing Work.
- C. 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.
- D. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

Carried

For the Motion: Deputy Mayor Allwright, Mayor Triffitt, Cllr Bailey & Cllr Cassidy

Mr G Rogers left the meeting at 10.15am
Ms P Rainbird left the meeting at 10.15am
Mr G Rogers returned to the meeting at 10.20am

6.2 DA2022/01: VISITOR ACCOMMODATION (3 UNITS): 1 CRAMPS BAY ESPLANADE, CRAMPS BAY

Report by

Jacqui Tyson (Senior Planning Officer)

Applicant

CBM Sustainable Design Pty Ltd

Owner

Simco (Tas) Pty Ltd

Discretions

Low Density Residential Zone – 12.3.2 Visitor accommodation

Proposal

The proposal is for development of three (3) Visitor accommodation units on a vacant property in Cramps Bay.

The land is located on the south eastern side of the intersection between Cramps Bay Road and Cramps Bay Esplanade and has frontage to both roads.

Under the proposal the land will be developed as follows:

- Construction of three (3) identical Visitor accommodation units, each containing 2 bedrooms, 2 bathrooms and open plan kitchen, dining and living space with a deck on the western elevation and solar panels on the roof;
- A new, gravel shared vehicle access driveway from Cramps Bay Road and two (2) parking spaces for each unit;
- A 19m² storage shed; and
- A wastewater treatment system.

The Visitor accommodation will have a maximum occupancy of twelve (12) guests at any time.

A new access driveway will be constructed from Cramps Bay Road to serve the development. The driveway and parking areas will be finished in local gravel, similar to roads in the area. The access will be required to be constructed to Council standard.

The proposed wastewater system has been designed by a suitably qualified agent. The system includes onsite greywater treatment in a septic tank and then disposal by onsite irrigation. Due to the challenging terrain, black water (sewerage) will be pumped to a single containment tank which will then be pumped out by a contractor on a regular basis. The tank is designed to have capacity for 1 month in peak occupancy. Each unit will also have a fresh water tank for water supply.

Use for Visitor accommodation has a Permitted use status in the Low Density Residential Zone. In this case the proposal is Discretionary due to reliance on Performance Criteria, including for Clause 12.3.2 - Visitor accommodation.

Subject site and Locality.

The subject site is described in Certificate of Title 134169 Folio 13. The title has an area of 3100m² and is currently vacant. The title is largely vegetated with highland dry eucalyptus forest.

The property is located at the intersection of Cramps Bay Road and Cramps Bay Esplanade, around 600m west of Poatina Road. Cramps Bay is a small settlement on the eastern shore of Great Lake. Most properties in the area are used for permanent or shack residential purposes.

Land around the lake foreshore is owned and managed by Hydro Tasmania. Land around the residential properties of the Cramps Bay settlement is largely Crown land managed by the Parks and Wildlife Service. Cramps Bay is just outside the Tasmanian Wilderness World Heritage Area, with the boundary on the eastern side of Poatina Road, less than 1km from the site.

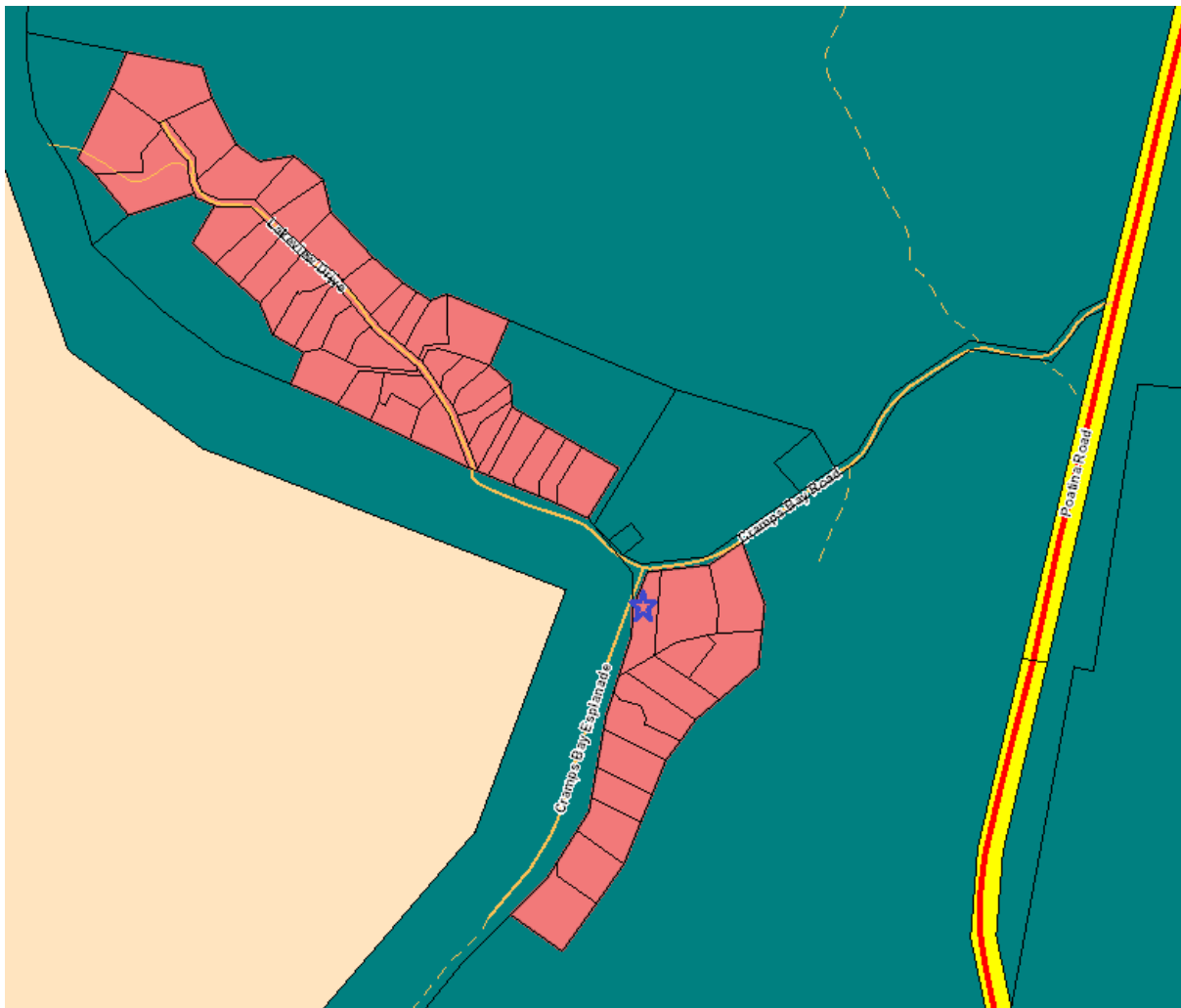


Fig 1. Location and zoning of the subject land (marked with a blue star) in the Low Density Residential Zone (pink). Surrounding land includes Great Lake in the Rural Resource Zone (cream), Environmental Management Zone (green) and Utilities Zone (yellow). (Source: LISTmap)

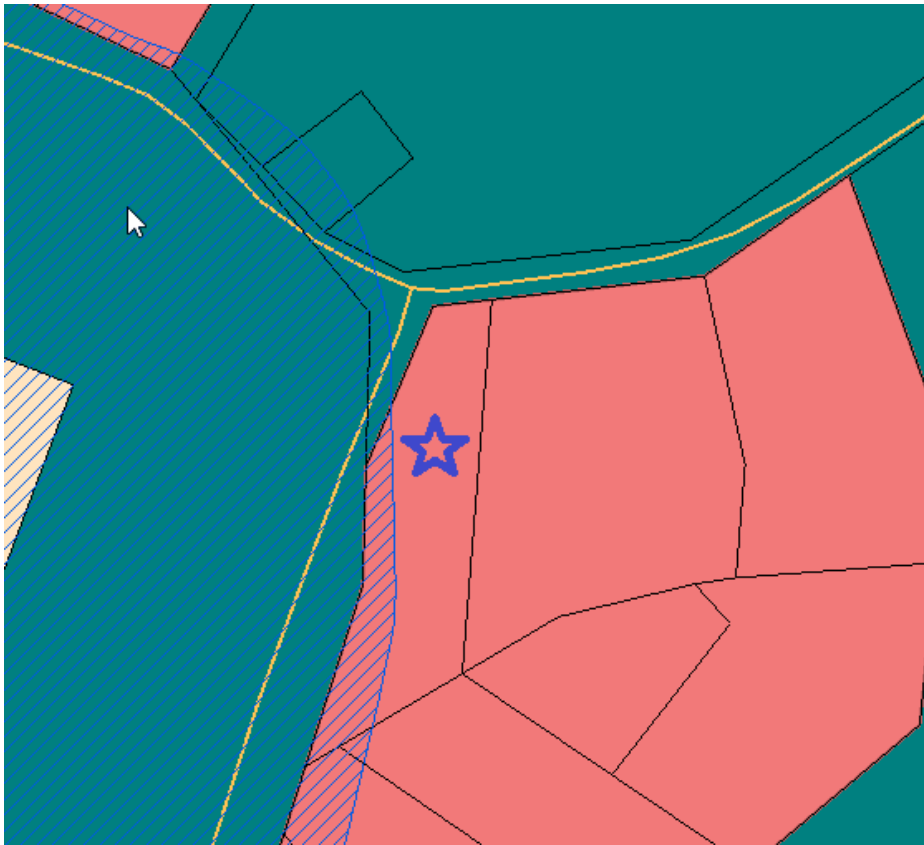


Fig 2. The subject land (marked with a blue star) is partly covered by a Waterway Protection Area due to the proximity to Great Lake (Source: LISTmap)



Fig 3. Aerial photo of the subject land and surrounding area (Source: LISTmap)

Exemptions

Nil

Special Provisions

Nil

Low Density Residential Zone - Development standards

The subject land is located in the Low Density Residential Zone. The proposal must satisfy the requirements of the following use and development standards, relevant to subdivisions:

12.3.1 Non-Residential Development		
To ensure that non-residential use does not unreasonably impact residential amenity.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Hours of operation must be within: (a) 8.00 am to 6.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12.00 noon Saturdays; (c) nil Sundays and Public Holidays; except for office and administrative tasks or visitor accommodation.	P1 Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.	The proposal is for Visitor accommodation, which complies with A1.
A2 Noise emissions measured at the boundary of the site must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAm _{ax}) at any time.	P2 Noise emissions measured at the boundary of the site must not cause environmental harm.	Noise emissions from the Visitor accommodation are expected to comply with A2.
A3 External lighting must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting;	P3 External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:	Any external lighting will be suitably sited and baffled to avoid impacting adjoining properties. A condition addressing this matter is recommended.

(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.	(a) level of illumination and duration of lighting; (b) distance to habitable rooms in an adjacent dwelling.	
A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12 noon Saturdays; (c) nil on Sundays and Public Holidays.	P4 Commercial vehicle movements, (including loading and unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise); (e) noise reducing structures between vehicle movement areas and dwellings; (f) the level of traffic on the road; (g) the potential for conflicts with other traffic.	No commercial vehicle movements will be required for the proposed use.

12.3.2 Visitor accommodation

To ensure visitor accommodation is of a scale that accords with the residential character and use of the area.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Visitor accommodation must comply with all of the following: (a) is accommodated in existing buildings; (b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site;	P1 Visitor accommodation must satisfy all of the following: (a) not adversely impact residential amenity and privacy of adjoining properties; (b) provide for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site;	The proposed Visitor accommodation is not accommodated in existing buildings and has a total floor area in excess of 160m ² , therefore assessment against the Performance Criterion P1 is required. (a) The proposed Visitor accommodation is not expected to adversely impact residential amenity and privacy.

<p>(c) has a floor area of no more than 160m².</p>	<p>(c) be of an intensity that respects the character of use of the area;</p> <p>(d) not adversely impact the safety and efficiency of the local road network or disadvantage owners and users of private rights of way.</p>	<p>The units are oriented toward Great Lake and will not directly overlook any adjoining property. The smallest separation between a unit and adjoining dwelling is 27m, with vegetation adding additional visual separation. Properties to the east are at a higher elevation, looking over the site towards the lake.</p> <p>While of a modern architectural design, the overall size and elevation of the units (single storey, modest floor plans) is similar to the established character of development in the area. The units are designed with colours fit within the environment and will be largely recessive when viewed from the lake and surrounding areas.</p> <p>While some vegetation will be lost to allow for the development, this is will be minimised as much as possible and is consistent with other properties in the area.</p> <p>(b) The proposed layout provides for parking and access that complies with the Parking and Access Code, as assessed in the Code section below.</p> <p>(c) While this development is unusual for the immediate area, it is not considered to be of an inappropriate intensity. The proposal is for 3 accommodation units each with 2 bedrooms, across a 3100m² site and with site coverage of less than 15%. The maximum occupation is 12 people – which wouldn't be unusual in a private shack used by extended family or the like. Visitor accommodation rarely operates at full capacity in any case. Overall it is considered that the proposal is appropriate for the site and surrounds.</p> <p>(d) The amount of traffic to be generated by the proposal is well within the capacity of the road network and is not expected to impact the safety or efficiency of the roads.</p>
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		<p>Access to the site is to be provided from Cramps Bay Road in a suitable location with sufficient sight distances for the low speed environment.</p> <p>The title is subject to a 5m wide right of way along the southern boundary which provides access to an adjoining property from Cramps Bay Esplanade. The proposed Visitor accommodation and associated infrastructure has been sited to avoid impacting on this right of way. The accommodation will use an alternative access from Cramps Bay Road so use of the right of way is not impacted at all.</p>
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12.4.1 Non-dwelling development

To ensure that all non-dwelling development is sympathetic to the form and scale of residential development and does not significantly affect the amenity of nearby residential properties.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1</p> <p>Non-dwelling development must comply with the following acceptable solutions as if it were a dwelling:</p> <p>(a) 12.4.2 A1 and A3; (b) 12.4.3 A1 (a) and (b); (c) 12.4.7 A1.</p> <p>For ease of reference these clauses are reproduced below:</p>	<p>P1</p> <p>Non-dwelling development must comply with the related performance criteria as if it were a dwelling.</p> <p>For ease of reference these clauses are reproduced below:</p>	<p>The proposal is for Visitor accommodation, which is non-dwelling development. The Acceptable Solution requires assessment against the same clauses relevant to a dwelling, as listed in A1. The relevant clauses are reproduced in full below for ease of reference.</p> <p>(a) 12.4.2 Setbacks A1 The units and shed are setback more than 4.5m from the primary frontage (Cramps Bay Road) and more than 3m from the secondary frontage (Cramps Bay Esplanade) in compliance with 12.4.2 A1.</p> <p>A3 The units and shed are located within the relevant building envelope in compliance with A3.</p> <p>(b) 12.4.3 A1 The site coverage is less than 15% and more than 25% of the site will be free of impervious surfaces, complying with 12.4.3 A1 (a) and (b).</p> <p>(c) 12.4.7 A1</p>

		<p>The proposal does not include any frontage fences so this clause is not relevant to the assessment.</p> <p>Overall, the proposal complies with the requirements of 12.4.1 A1.</p>
<p>12.4.2 Setbacks A1</p> <p>Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</p> <p>(b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or</p> <p>(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street.</p>	<p>12.4.2 P1</p> <p>A dwelling must:</p> <p>(a) be compatible with the relationship of existing buildings to the road in terms of setback or in response to slope or other physical constraints of the site; and</p> <p>(b) have regard to streetscape qualities or assist the integration of new development into the streetscape.</p>	
<p>12.4.2 Setbacks A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to diagrams 12.4.2A, 12.4.2B, 12.4.2C and 12.4.2D) determined by:</p>	<p>12.4.2 P3</p> <p>The siting and scale of a dwelling must:</p> <p>(a) not cause unreasonable loss of amenity by:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</p>	

<p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</p> <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).</p>	<p>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</p> <p>(iii) overshadowing of an adjoining vacant lot; or</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</p> <p>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</p>	
<p>12.4.3 Site coverage and private open space A1</p> <p>Dwellings must have:</p> <p>(a) a site coverage of not more than 25% (excluding eaves up to 0.6m); and</p> <p>(b) a site area of which at least 25% of the site area is free from impervious surfaces;</p>	<p>12.4.3 P1</p> <p>Dwellings must have:</p> <p>(a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:</p> <p>(i) outdoor recreational space consistent with the projected requirements of the occupants; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p> <p>(b) have reasonable space for the planting of gardens and landscaping.</p> <p>(c) not be out of character with the pattern of development in the surrounding area; and</p> <p>(d) not result in an unreasonable loss of natural or landscape values.</p>	

12.4.7 Frontage fences A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.5 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	12.4.7 P1 A fence (including a free-standing wall) within 4.5 m of a frontage must allow for mutual passive surveillance between the road and the dwelling (particularly on primary frontages), and maintain or enhance the streetscape.	
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Codes

E5.0 Road and Railway Assets Code:

This Code applies to use and development that involves changes to access arrangements.

The proposal includes construction of a new access from Cramps Bay Road.

The applicable standards are addressed below.

E5.6.2 Road accesses and junctions		
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.	The proposal includes once access point for the Visitor accommodation providing both entry and exit. This complies with the Acceptable Solution.

E5.6.4 Sight distance at accesses, junctions and level crossings

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 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.	P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, 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 site is a low speed environment, being a gravel road and close to the intersection of Cramps Bay Road and Cramps Bay Esplanade. The Safe Intersection Sight Distance shown in Table E5.1 for this area is 80m. The sight distance is estimated to be 60m to the east along Cramps Bay Road and 30-40m to the intersection of Cramps Bay Road and Cramps Bay Esplanade. Given the low traffic and low speed environment, this is considered to be in accordance with Performance Criteria P1.

E6.0 Parking and Access Code

This Code applies to all use and development.

Table E6.1 of the Code requires parking at the following rate for Visitor accommodation use:

1 space for each unit and 1 space for a manager's dwelling

In this case the proposal includes two (2) dedicated spaces for each accommodation unit, which exceeds the requirement.

The proposed design of the vehicle access road appears to comply with the development standards of the Code.

It is noted that the site is considered to be bushfire prone and as such a bushfire management plan will be required for the development as part of the Building permit process. The access will need to be designed in accordance with the requirements for building in bushfire prone areas.

A condition is included in the recommendation to require the final design of the access and parking areas to be provided and approved prior to the development commencing.

E11.0 Waterway and Coastal Protection Code

The site is partly within a Waterway Protection Area overlay due to the proximity to Great Lake.

The applicable standards are addressed below.

E11.7.1 Buildings and Works To ensure that buildings and works in proximity to a waterway, the coast, identified climate change refugia and potable water supply areas will not have an unnecessary or unacceptable impact on natural values.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT

<p>A1</p> <p>Building and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under this planning scheme.</p>	<p>P1</p> <p>Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:</p> <p>(a) avoid or mitigate impact on natural values;</p> <p>(b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;</p> <p>(c) avoid or mitigate impacts on riparian or littoral vegetation;</p> <p>(d) maintain natural streambank and streambed condition, (where it exists);</p> <p>(e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</p> <p>(f) avoid significantly impeding natural flow and drainage;</p> <p>(g) maintain fish passage (where applicable);</p> <p>(h) avoid landfilling of wetlands;</p> <p>(i) works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.</p>	<p>The title does not contain a building area as referred to in A1, so assessment against the Performance Criteria P1 is required.</p> <p>The development is located near and uphill from Great Lake and is separated from the lake edge by a road.</p> <p>There are no protected species or communities identified on the site. The applicant has indicated that vegetation removal will be limited to the minimum required for construction and bushfire management purposes.</p> <p>The wastewater system design, with black water to be contained and pumped for disposal offsite, greatly reduces potential risk of pollutants to enter Great Lake.</p> <p>The greywater system has been designed with consideration of the environment including proximity to the lake, with very low application rates.</p> <p>It is also noted that the wastewater design report has is considered satisfactory by Council's Environmental Health Officer and plumbing approval will be required from Council prior to construction, which will be conditioned appropriately.</p> <p>The proposal will have no impact on riparian vegetation or directly on a waterway or wetland.</p> <p>Overall the proposal is considered to be in accordance with Performance Criteria P1.</p>
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Representations

The proposal was advertised for the statutory 14 days period from 3rd March 2022 until 18 March 2022.

A total of eleven (11) representations were received. Two (2) of the representations were received outside the 14 day time period, however they have been considered.

The issues raised in the representations are presented in the table below.

Representation 1	
Issues	Officer comments

<p>Friends of Great Lake (FOGL) would like to make a representation objecting to the Development</p> <p>Application relating to 1 Cramps Bay Esplanade, Cramps Bay.</p> <p>Our organisation was formed to act on behalf of land users of the yingina/Great Lake area and our core focus is to preserve and protect the current and traditional use and culture of the Lake and surrounding environment.</p> <p>Cramps Bay is a small and quiet grouping of mainly shacks and several permanent residents, many of whom have raised concerns with us regarding this Development Application.</p> <p>The main concern is the potential impact on the location in its current state of use. The visitor accommodation will likely be heavily used and with 3 separate dwellings will also significantly increase traffic and noise in the area.</p> <p>The proposed dwellings are not separate residences being built independently of one another, they are being established as a group to be utilised as short-term accommodation (likely Airbnb type) which is in direct conflict with the current usage of this area, where quiet and peace is respected and enjoyed by permanent residents and shack owners alike.</p> <p>Such a disproportionately large development cannot be of an intensity to respect the character of the use of the area which is the requirement under Performance Criteria 1 c) as per the Central Highlands Interim Planning Scheme, and we respectfully ask Council to carefully consider the negative impact this will have on the privacy and quiet enjoyment of existing land owners.</p>	<p><i>It is recognised that the proposed Visitor accommodation is a different type of development than currently exists in Cramps Bay.</i></p> <p><i>However it must be appreciated that Visitor accommodation is a Permitted (as of right) use class in the Low Density Residential Zone, indicating that development of this type is to be expected.</i></p> <p><i>The proposal is for 3 Visitor accommodation units on a title that is 3100m² in area, which is still quite a low density at over 1000m² per unit.</i></p> <p><i>Traffic to the development is expected to be higher than for a typical single occupancy shack. However, even at peak occupancy if each unit were to be occupied by two couples with their own cars that would be 6 cars per day entering and leaving, or 12 traffic movements. Allowing for a second trip to sight see or for a meal would still only create 24 traffic movements each day. This is well within the capacity of the road. It is also noted that given the location of the site on Cramps Bay Road, traffic to the site will only pass two (2) residential properties before reaching the driveway.</i></p> <p><i>The design of the Visitor accommodation units with two bedrooms each (total of 6 bedrooms) will tend to cater to couples and small family/friend groups rather than larger groups or parties that can cause noise disturbances in some areas. Visitors will generally be seeking a similar experience to the locals – quite, secluded and enjoying the natural environment of the area.</i></p>
<p>Three new dwellings are being proposed (as opposed to a single, existing residence simply undergoing a change of use to visitor accommodation) and this leads to immense concern over the future of Cramps Bay and potential further arbitrary disposal of Crown Land to more developers.</p> <p>Once this type of development is approved, it naturally sets a precedent for future changes to the existing residential amenity and privacy enjoyed by current rate payers.</p> <p>There is still much Crown Land in the yingina/Great Lake area and it has been made clear following previous processes that no more freehold blocks would be sold around the lake, however as the Minister may dispose of the land at his discretion under the Crown Lands Act 1976, there is nothing to prevent more and more blocks being sold for commercial development.</p>	<p><i>Crown land disposal is not a matter for Council to address, though it is noted that Crown land disposals must go through a public advertising process.</i></p> <p><i>In this case the subject property has been in private ownership for fifteen years, since 2007. The title was created at the same time as the rest of the properties in Cramps Bay and has always had potential for development as it was not set aside for public open space or other reserve.</i></p> <p><i>Development Applications are each examined and assessed on their own merits under the planning scheme rules that apply. Precedent is not generally a relevant consideration. The owners of the subject property are also ratepayers.</i></p>

<p>Once one Development Application is approved under these circumstances, the flood gates have been opened so to speak, and there will be little room to prevent the future development and commercialism of one of the last truly unique shack communities in Tasmania.</p> <p>We respectfully submit that this Development Application does not align with the current residential amenity of adjoining properties and is not of an intensity that respects the character of the area and request that approval of Development Application DA 2022 / 00001 be denied.</p>	
Representation 2	
Issues	Officer comments
<p>As a shack owner at Cramps Bay I'm writing to advise you of my concerns and that I'm definitely against the above development application.</p> <p>When we purchased our shack we were told there was to be no more new blocks to be built on. The land for this proposed development is supposed to be a reserve and to left untouched. Why has this changed?</p>	<p><i>As mentioned above, the title for this property was created at the same time as those for other properties in the area and it was not designated as a reserve.</i></p> <p><i>The property has been in private ownership since 2007 and has been in a residential type zoning at least since the previous planning scheme.</i></p> <p><i>Under the Central Highlands Planning Scheme 1998 the lot was zoned Holiday Residential. In this zone Visitor accommodation was Permitted for 1 unit or Discretionary for more.</i></p> <p><i>Therefore, the land has been in a zone that allows for Visitor accommodation for more than 20 years.</i></p>
<p>Mr Steven Simeoni has admitted that the visitors units will be a source of income for him and his family. This is of great concern to many of the residents of Cramps Bay.</p> <p>Is Mr Simeoni to be registered as a business with ABN and all the necessary safety requirements?</p> <p>Is the area zoned for such a business?</p> <p>This opens up so many concerns than just a private shack/dwelling being constructed!!</p> <p>I hope the Bothwell Council takes on board all these concerns from all the residents at Cramps Bay and understands the impact they will have.</p>	<p><i>Visitor accommodation is generally a commercial enterprise.</i></p> <p><i>The registering of a business is not a planning matter.</i></p> <p><i>Visitor accommodation will require approval under the Building Act 2016 which covers safety matters under the National Construction Code such as exits, fire alarms and bushfire management.</i></p> <p><i>The land is in the Low Density Residential Zone. Visitor accommodation is a Permitted (as of right) use class in this zone. As commented above, the land was previously zoned Holiday Residential which also allowed for Visitor accommodation.</i></p>
Representation 3	
Issues	Officer comments
<p>Letter dated 2nd March received 9th March reply to be returned 18th March 2022 we feel Council should look at the policy on how much notice should be given to Shack owners 9 days to reply isn't much time to view plans get advice and submit.</p>	<p><i>Council give notice of Development Applications in 3 ways as required by legislations:</i></p> <ul style="list-style-type: none"> <i>• direct mail to adjoining land owners (and often nearby land owners as well)</i> <i>• Site notice on the land</i> <i>• Notice in the relevant newspaper.</i>

	<i>Council also chooses to give notice of Development Applications and give electronic access to plans on the Council website, which is above and beyond the legislated requirements.</i>
<p>Year 2000 Shack owners were requested to distribute to the infrastructure of the roads & sewerage in the Cramps Bay area costing thousands of dollars.</p> <p>Meeting shack owners were advised that 1 shack had to be removed a property offered and there would be no more developments in the area, If he has sold his allotted property why is assisting 1 still there, the 1 in question was told to remove his shack about 20 odd years ago yet it is still standing also used at times & houses a caravan on the property. WHAT HAS CHANGED</p> <p>We were told that no trees were to be taken out. Our property must be a specific colour with no extensions, no other caravan or cabin could be housed on property.</p>	<p><i>Cramps Bay was subject to the shack sites project.</i></p> <p><i>As discussed above, this site has been zoned in a way that allows for a Visitor accommodation project since at least 1998.</i></p>
<p>Simco Tas Pty Mr Steven Simeoni openly commented on social media he brought this land of his friend his fishing mate and intends to rent unit to assist him in retirement isn't this a commercial driven venture ultimately to retreat an income to support retirement, commented he had been part of the community for 40 years yet most of us have no idea who he is, and wouldn't name his other fishing buddies he claims supports him, if he has been in the community this long surely, he will understand why shack owners are against this project.</p>	<i>This is not a planning matter.</i>
<p>Concerns:</p> <ul style="list-style-type: none"> • Fire break can there be 1 there that won't allow unlawful access to other property • sewage will this affect other properties • grey water will it be disposed of properly 	<p><i>Bushfire management will be addressed at the building permit stage as required by the Building Act 2016. The Bushfire Prone Areas Code does not apply to Visitor accommodation at planning stage.</i></p> <p><i>However, the applicant has advised that there will be no reliance on adjoining land for bushfire management.</i></p> <p><i>Wastewater management is addressed in the design report submitted with the application. This will be subject to further assessment and conditioning in the building/plumbing assessment stage.</i></p>
<p>Will the roads accommodate the extra heavy trucks & machinery.</p> <p>Will shack owners be able to proceed to their property without being held up.</p>	<p><i>I assume these questions apply to the construction stage.</i></p> <p><i>Cramps Bay road is a public road and there is nothing to indicate it would not be able to accommodate traffic during construction.</i></p> <p><i>Construction of the new access will require some traffic management on Cramps Bay Road however this is unlikely to require road closure and should not take a long time to complete.</i></p>
<p>Rates & taxes will these increase with a higher price property in the area</p> <p>Insurances will they increase</p>	<p><i>Rates are calculated based on individual property values, so this development should not impact other rate payers.</i></p>

	<i>Taxes and insurances are not a matter for Council to consider, however there is no reason to believe they would rise as a result of this development.</i>
Rubbish will this become a problem with renters or will it just be left laying around.	<i>Visitor accommodation facilities generally have cleaners or the like that will remove rubbish between guests.</i>
If snowed in who will be responsible cost wise for rescues to tourists etc., as you will be aware many don't know what the conditions can get like in the highlands.	<i>This is not a planning matter.</i> <i>This would be no different than for any other resident or visitor to Central Highlands.</i>
Looking around the central highlands area there is plenty of positions for the more modern design of development Swan- bay, Dollarmite drive or Wilburville to just to name a few, that the modern design would not look out of place.	<i>Council must consider the application before it.</i>
If this development is approved, then there will no doubt there will be other investor's looking to make the almighty dollar as soon this piece of paradise will become a development opportunity. Will every shack owner be able to lodge applications & be approved to build extra accommodation on their property to rent to assist them in their retirement?	<i>Most properties in the Central Highlands could make application to build Visitor accommodation if they have enough space to accommodate it.</i>
And the biggest question will the Council be reimbursing all shack owners their infrastructure money as opening this to development should not have to be the responsibility of the shack owners to have funded council for sewage & roads. We owned our shack & was requested to pay for infrastructure with the understanding our piece of paradise would not be a development area what has changed for the proposal to be submitted.	<i>This is not a planning matter relevant to this assessment.</i>
Representation 4	
Issues	Officer comments
I wish to put in my concerns in relation to this development application, my husband and I own a shack at Cramps Bay and have done for 3 years, but my extended family have lived and frequently visited this remote, beautiful and quiet part of the world since the 70's. This area has been a small community for many years, its occupants are people who love their fishing, their hunting, their bushwalking and love the natural wilderness, the quiet, the serenity and remoteness of Cramps Bay. Many of the shack owners come to their site every 2-3 weeks, summer and winter and we are all look out for each other but are very respectful of people's space up here as we understand many of the occupants are here for rest and relaxation and to get away from the hustle and bustle of normal life.	<i>The proposed development is sited and designed to avoid impacting the privacy of adjoining properties. The Visitor accommodation units are oriented towards Great Lake and away from surrounding dwellings. The nearest adjoining dwelling is around 27m away, with vegetation providing some buffer between the properties.</i> <i>With regard to noise, there is no reason to expect significantly more noise from this site than others in the area. As discussed above, the accommodation is likely to cater to couples and small groups rather than large noisy gatherings.</i> <i>Traffic generation will be relatively small and well within the capacity of the road and is not a significant increase to current levels.</i>

<p>I am extremely concerned that the amenities of all the shack owners within this area will be affected, in relation to our privacy, the noise, the increased traffic and rubbish/waste that will come from this site, specifically due to the construction of three visitor accommodation sites.</p>	<p><i>Rubbish will be managed in the usual way for any property.</i></p>
<p>I note that there has been a risk management of site and soil constraints, and that it is quite detailed regarding 'no go' areas and what occupants should do if a situation occurs. As this development is for short term accommodation and will not be occupied by the owner. Who will be responsible for the maintenance of this site?</p> <p>How do the shack owners within this area, who will be the ones that identify any problems get in touch with the responsible person regarding problems with maintenance and amenities of this site. As a shack owner, I can attest to the need for the regular ongoing maintenance of our property due to the remote location and harsh climate. I would be expecting that Council would require an approved Visitor management plan providing details as to who is the responsible person should any problems arise, when and how short term accommodation occupants are notified of the requirements to comply with any restrictions or rules that may pertain to this site, and a list of the rules and requirements of the site and contact details of the responsible person, including alternative persons should responsible person not be available, to be supplied to all shack owners within this area.</p> <p>As a compliance officer, I have a clear understanding of the frustrations that short term accommodation have caused many neighbours and how hard it is to police, many of these problems occur at night and with the very limited police within this area and Council either closed or with no resources to gather evidence and enforce planning requirements.</p>	<p><i>The owner will ultimately be responsible for maintenance and management of the site.</i></p> <p><i>Any issues arising can be reported to Council in the usual manner for attention.</i></p>
<p>I am also concerned how this site, which will be absolutely filled to capacity with three new buildings, (obviously being used to make money for the owner), the required parking, wastewater disposals and landscaped areas for spray irrigation. It is not in keeping with this area with the majority of shacks albeit some that are better maintained than others but each have one shack and a couple of sheds on the title.</p>	<p><i>The development is relatively low density, with more than 1000m² per unit and less than 15%.</i></p> <p><i>Many properties in the area are almost entirely cleared of vegetation to allow for the same requirements as this development – buildings, parking, wastewater systems and bushfire safety.</i></p>
<p>The access roads to Cramps Bay run adjacent to this property on two sides and the Great Lake is just over the road, as there will obviously be intense excavation and soil disturbance (as the site is mainly rocks), it raises great concerns on the amount of heavy machinery that will need to get onto the site using the access road into Cramps Bay and the right of way onto the site. How will the road into Cramps Bay be protected from any damage caused by heavy machinery</p>	<p><i>Certainly some site works will be required to construct the units and access driveways.</i></p> <p><i>As indicated in the elevation drawings, the buildings are largely positioned above the natural ground level to limit excavation works.</i></p> <p><i>A Soil and Water Management Plan will be required by condition.</i></p>

<p>and if damaged during construction, who will be responsible and how will that be enforced? How will you ensure that all excavation works and building debris remain within the site, I would expect at a minimum that a detailed Soil and Water Management Plan would be required. What measures do you have in place to enforce and make sure they remain compliant within this very sensitive Waterway and Coastal Protection area. There is also a watercourse that runs beside this property and excavation and building debris will easily be picked up and dumped directly into the Great Lake.</p>	
<p>The winters up here are beautiful, but long and harsh, most of the shacks owners here understand to need to close off their pipes from their tanks to the shack at night to stop water freezing in the pipes, causing damage with the expansion of frozen water, our pipes are insulated and continually have to be maintained and we just know it is part of a winter up here, the application documentation provided also talks of spray irrigation to landscaped areas using wobbler sprinklers, the majority of the winter up here will mean that the spray irrigation will be frozen and wobbler sprinklers will be unable to function efficiently or effectively.</p> <p>The plans show a total of 456m² as waste water areas at each end of the site to which the Greywater is to be irrigated to after treatment and yet the geological evaluation shows the site is located on Mesozoic aged rock consisting of Tasmanian Dolorite and not being suitable for absorption, so where will that run-off go?</p> <p>The wastewater areas and any potential run-off are both very close to the boundaries of the site, one close to the access road into Cramps Bay and the other adjacent to the boundary of Cramps Bay Esplanade and the right of way used as access by several properties on Cramps Bay Esplanade, what measures will be put in place to protect those areas from potential run-off due to non-absorption or incapacitated irrigation systems?</p> <p>I also note the documentation specifies that this is a mains powered site, there is no power up here, we are off the grid in Cramps Bay. Most of the shacks have solar panels and battery systems in place, some have the additional wind turbines for backup during winter as the sun is extremely limited through the winter months. Our hot water and cooking is gas or wood fire.</p> <p>I also note in the applications documentation, that it is recommended for optimal performance of the system to reduce sludge build up in the irrigation system:</p> <ul style="list-style-type: none"> · Scrape all dishes to remove fats, grease etc prior to washing 	<p><i>The wastewater system has been designed by an accredited person specifically taking account of the limitations of the site including soils and climate variables and in accordance with the relevant Australian Standards.</i></p> <p><i>Council's EHO has considered and accepted the report.</i></p> <p><i>Further assessment will be undertaken at the building/plumbing stage and appropriate conditions put in place for things such as maintenance and ongoing evaluation of the operation of the system.</i></p>

<ul style="list-style-type: none"> · Keep all possible solids out of the system · Do not use rubbish grinder or place hygiene products into the system · Use bio-degradable soaps and low phosphorous detergents and only use recommended quantities · Do not pour paint/oil or other chemicals into the system · Install water saving fixtures · De-sludge tank every 3 to 5 years or when sludge exceeds two thirds of tank volume · Clean outlet filter · Inspection of system by accredited plumber regularly <p>Can totally understand the benefits of using the recommendations for optimal performance of the irrigation system and as an owner/occupier would definitely be using those recommendations but the reality is that this is not a property being used by an owner/occupier, it will be used by transient people who would not care less about the recommendations for optimal performance of the irrigation system, which makes the inefficient use of this system less effective and a much higher risk to this sensitive environment.</p>	
<p>This site is also within a Coastal protection Zone, so the safeguard of all flora and fauna within this area should be carefully considered throughout this application.</p>	<p><i>The proposal is assessed against the Waterway and Coastal Protection Code in this report.</i></p>
<p>I also would also like to make comment and understand that this information will probably not be considered as it is not part of this application, but the developer who is the owner of the current property you are assessing has also just bought another property in Lake View Drive Cramps Bay, apparently to accommodate his workers who will be onsite during the construction of this development. I certainly hope that approval of this site will not set a precedence, in this area and leave the owners of shacks in Cramps Bay dealing with another application to come to demolish the existing shack on site and fill with more short term accommodation, to the detriment of this small and unprotected community. Unfortunately, my job means I have had many dealing with arrogant and non-compliant developers, I can't help but feel that this is someone cashing in on the potential to provide short term accommodation in an area that is also currently being threatened by a bike trail on its doorstep. Unfortunately, we will say goodbye to this isolated and most wonderful part of the world.</p>	<p><i>This is not a matter relevant to the assessment of this proposal.</i></p>
<p>Representation 5</p>	
<p>Issues</p>	<p>Officer comments</p>

As a shack owner at Cramps Bay who was told that there was to be no new developments this project is a slap in the face.	<i>See previous comments above.</i>
<p>An article written about Mr Simeoni in the CEO Magazine 19th August 2021 stated that his company Tas City Building had acquired waterfront property at the Great Lake and planned to build three chalets. Rather presumptive of him I thought. Especially because the applicant is asking it to be considered while it's not accommodated in an existing building.</p> <p>This application shouldn't be permitted by just relying on the performance criteria alone. My concern is also these 3 New Units @ 118.6m2 ea = 355.8m2 total living area.</p>	<p><i>This is not relevant to the assessment of this application.</i></p> <p><i>Reliance on Performance Criteria is a legitimate way to demonstrate compliance with the Planning Scheme and does not indicate a deficient application.</i></p>
The entrance to these units will be on the main road into Cramps Bay definitely a safety hazard for sure. Being unsealed and narrow in places it's not for two cars to pass safely in parts and very close to a T junction. During winter months this road is treacherous with snow n ice. Very slippery as the locals know. Many inexperienced tourists have ended sliding into the drains on the side of the roads or indeed onto the rocks. It's the shack owners they gone looking for to get them out of trouble. Which we do. Will we be expected to rescue more of these inexperienced visitors to these units by towing cars up the hill to the highway because of inadequate vehicles.	<i>The proposed access is reasonably located and can be constructed in accordance with design requirements.</i>
Mr Simeoni has stated that these units are for fishermen. Nowhere on the plans are there sufficient plans for boats on trailers n adequate turning circles. This will all be of great disruption to the adjoining properties/neighbours. Who's going police the noise/parties at the units? There is no resident manager on site. You can't just build them and walk away and expect the money to roll in. There is responsibility beyond the build. All shack owners have their names n contact number visible on their shacks for emergency purposes. Will this be a requirement for the units? Will there be some sort of visitors emergency plan?	<p><i>The application does not indicate specific customers such as fishermen.</i></p> <p><i>The applicant has indicated that a management plan including emergency procedures will be developed for the proposal and can be provided to Council. This will be required by condition.</i></p>
<p>I'm concerned that Unit 2 and Unit 3 are constructed within the Waterways and Coastal Protection Area rather significantly. Damage to this area should be non negotiable.</p> <p>Also the irrigation areas for the grey water either side of Units 1 and Units 3 totalling 456m2 is within the Waterways and Coastal Protection Area. Totally disagree with this. That area is there to protected for a reason.</p>	<i>The proposal has been assessed against the requirements of the Waterway and Coastal Protection Code and found to comply.</i>
As stated in the Wastewater System Recommendation the Grey water will be piped into a tank for treatment. That treatment is a lint filter. I don't consider that to be enough treatment so close to the lake. This Grey water will then be irrigated on demand by wobble sprinkles onto the landscape area. Which is in the protected area!!!	<i>See previous comments above.</i>

<p>No other shack is permitted this. This is the Highlands pipes above ground freeze and burst in winter.</p> <p>Stated in the Geological Evaluation the site is located on Mesozoic aged rock and the rock is not suitable for absorption. So all the irrigated Grey water will/must end up washed into the beautiful Great Lake. Especially with the amount of rainfall and snow we receive. At what cost. Priority must be given to the health and well being of the water of the Great Lake not \$\$\$.</p> <p>The Black water tank only has a capacity for 1 month of full accommodation in peak season. Is there a guarantee of this tank being emptied or are we to expect overflow and stench.</p> <p>All the risk management falls back on the occupants of the units at the time. Seeing as there is no resident manager will there be some visitors guide as to what to do when the hydraulics fail, the pipes freeze, the sewage backs up etc. Or will there be a plumber on call? As shack owners we are all pretty handy and self sufficient it's part of the shack life. As a paying guest that's not a requirement. Will they just walk out with sewage overflowing every where. The project criteria also states that the Wastewater System is on Mains Power.</p> <p>Cramps Bay is NOT connected to Mains Power. All shacks are generators or solar.</p>	
<p>The increase in waste will be of concern as well. Especially even now when the three bins that are currently at Cramps Bay are never emptied. It's always two of the three.</p> <p>Since the pontoon at the boat ramp was installed the amount of tourist n fishermen has increased. The bins are always overflowing. No lids don't help either with the wildlife spreading the rubbish. These units will only exasperate the situation.</p> <p>Please take all the points into consideration when deciding. We all love this place and want the best for it.</p>	<p><i>See previous comments above.</i></p>
<p>Representation 6</p>	
<p>Issues</p> <p>We would like to lodge an objection to the proposed building at 1 Cramps Bay Esplanade, Cramps Bay (DA 2022 / 00001)</p> <p>Listed below are our concerns regarding the above application:-</p> <p>Sewage I understand that they are going to have a scheduled pump-out of this – how frequent and who will be monitoring that this does happen in an appropriately timely manner.</p> <p>Fire escape</p>	<p>Officer comments</p> <p><i>These matters are addressed in comments above.</i></p>

What will be put in place for escape from Cramps Bay should a fire event occur.

Power to the Units

What is the planned source of power for these units? Solar panels don't charge if the sun isn't shining – what is the back-up plan for this.

Grey water

Is the grey water distribution on the block by a sprinkler system the best fit for this location? And if it is how would that work?

Could there not be the opportunity here for harmful run off in a pristine area. Is there not some concern regarding pathogens and other contaminants from soap and detergents in grey water reticulation that has been raised about this method which precludes it from being widely used as a residential irrigation method.

Obviously in winter such a system would be frozen.

Who is going to monitor the area that this takes place on to ensure that the land doesn't get over "water saturated".

And if it's so good why isn't it widely used in the community.

Is it believable that short stay renters of these units will have the ability or common sense to adopt the water saving practices and waste removal from cooking practices outlined in the proposal?

We, the shack owners, have used and effectively maintained septic systems for many years. If it's accepted by a regulatory body as best available practice then I can see it becoming popular with everyone as a method of lawn and garden irrigation in other areas.

Road conditions

How will this development impact the Cramps Bay access road, which is the only road in or out of the Bay.

In winter this road becomes icy and extremely difficult, even for shack owner who have experience with this road, to negotiate.

The option of sealing this road could create a catastrophe like Haulage Hill on the other end of Great Lake where there are repeated retrievals of inexperienced drivers slipping off the road.

At some points Cramps Bay Road has very deep ditches at the edge of the road and over the many years that we have been using it erosion is making these ditches wider and closer to the driving surface.

Will the council and other government entities be responsible for any capital outlay for any changes to the Status Quo or will any infrastructure/changes to roads and amenities be covered wholly by the proponents?

What effect will the lighting from this development have on the general ambience of Cramps Bay which is currently solely shacks powered by solar, wood fired heating and a few with generator power with minimal floodlighting of outside areas.

What procedures will be put in place for when people staying in the proposed visitor accommodation get snowed in? What resources will that require and who will be providing/financially responsible for them?

Is this proposed development fit for purpose for Cramps Bay.

The initial intention for Cramps Bay was, and still is as far as we residents feel, for this to be a traditional shack type community shared and cared for by a group of like-minded fishing enthusiasts that love and respect the environment they are privileged to share.

When we purchased our sites as part the government initiative I am pretty sure that we were assured that there would be no major expansion to the Cramps Bay settlement with numbers capped at the level at that time. I believe the number was between 30 and 40 shacks. It was meant to be for shacks that are self-sufficient, non-intrusive to the environment and self-maintained and respectful of the land that they are on. The proposed development will not meet this criteria, in fact, it will have a huge impact in all aspects of what Cramps Bay is about.

The conclusion being reached by many is that this is the thin end of the wedge that will alter and eventually destroy the traditional highland experience that we have enjoyed over the past 45 years.

The introduction of itinerant visitors that have no connection to, or affinity with, the area will cause a community disconnect with, and a loss of culture in general. Commercial development for profit via short term rental is not what this area is about. If sanctioned this trend could see all future development in the highland area being solely for income generating short term accommodation. This appears to be the current path that developers are going down willy nilly in an attempt to attract tourists to areas that are not equipped to deal with the pressures of tourists.

This application and the recent developments of site usage at Arthurs Lake along with the possibility of people riding bikes and walking a trail around the Great Lake (theres a whole different problem of waste disposal/camping areas and environmental damage) causes alarm and bewilderment at what the future holds for one of Tasmania's last bastions of uncommercialised wilderness type areas accessible to all users.

Representation 7 **David Dingemanse**

Issues	Officer comments
<p>We like to make the following representation as being the adjoining land owner of Lot 12. We raise the following concerns in relation to this submission.</p> <p>1: We have owned our property for over 30 years and when the Hydro Tas offered up the land for purchase we were told that Lot 13 will be put aside as reserve, the surveyor at the time confirmed this. SO its was quite a surprise that the land is now privately owned and has a development application underway.</p> <p>This design does not fit the required allocation of the waterway and coastal protection area, in fact it clearly intruding into this zone.</p> <p>2: There is misleading notations in relation to Bushfire Attack compliance .</p> <p>It's noted that and I quote: (Arrangement with Neighbour established to cull necessary vegetation for bushfire attack compliance).</p> <p>There has been no communication at all with any interested parties and for the record we will not allow any vegetation to be removed from our property.</p> <p>We have rare species of Hakier , Native pepper Berry and some of the original Eucalyptus trees that survived the construction of the Lake . We also have nesting zones of rare honey eaters and Carrawong .</p> <p>3: The location of 2 of the Units clearly are a visual intrusion of our view of the lake and our privacy . Our View was a fundamental reason for our purchase and we own the rights to that skyline and thus needs to remain untarnished and uninhibited .</p> <p>I believe that 3 Buildings on such a small site is far too excessive .</p> <p>4.The current Irrigation Area Zone 2, is not suitable , every winter that whole area is flooded by water run form the highway and the access road, all this water flows into the lake, so All grey water will find its way to contaminate the lake.</p> <p>5. The recommended Sewer management plan Table 9:1, is flawed. We are talking about a harsh environment where we have Snow, ice, heavy rain, power outages, internet access outages . and extreme freezing down to minus 10.</p> <p>There is no way a client ## tenant will phone through a issue in relation to a failed sewer line , The rocky land can not handle any spillage so close to the waterway reserve so I have huge</p>	<p><i>These matters are addressed in comments above.</i></p>

<p>concerns with the fact that there can be 12 Adults putting load on the system daily . 12 Adults using ablutions, showering, washing up.. that a massive load on such a small site that is all rock, has no natural absorption and is clearly too small to construct 3 Buildings. So again any failure will immediately contaminate the lake and water ways.</p> <p>We trust that you will take the time to consider our objections and concerns.</p>	
<p>Representation 8 Michael Paine</p>	
<p>Issues</p>	<p>Officer comments</p>
<p>I wish to voice my concerns regarding this development application.</p> <p>We are shack owners at Cramps Bay, (for approximately 3 years) but our extended family has strong ties to the area going back to the 1970s. The community is a close knit group of people who come to the area for the peace and quiet, outstanding natural beauty of the lake and surrounds and to pursue activities, such as fishing, hunting and bushwalking. Most of the owners come to their site on a regular basis throughout the year and although we, “look out for one another” are respectful of peoples privacy and desire to get away from the normal demands of our increasingly busy lives.</p> <p>I am extremely concerned that the amenities of all shack owners within this area will be affected in relation to privacy, noise, increased traffic and rubbish/waste that will be generated from this site, specifically due to the construction of three visitor accommodation units.</p> <p>There has been a risk management of site and soil constraints, which is quite detailed in regards to “no go” areas and what steps occupants should take if a situation/problem occurs. This development is identified as specifically for short term accommodation and will not be occupied by the owner.</p> <p>Who will be responsible for the maintenance of this site? How are they to be contacted should inevitable problems with maintenance and amenities of the site arise? As a shack owner, I can attest to the need for the regular ongoing maintenance of our property due to the remote location and harsh climate.</p> <p>I would also expect that council would require an approved Visitor Management Plan for the site.</p> <p>This should include up to date contact details for the person responsible for the site. When and how short term accommodation occupants are notified of the requirements to comply with any restrictions or rules that may pertain to the site. A list of those rules and requirements and contact details for a person responsible for the site</p>	<p><i>See comments to Representation 4 which is largely the same.</i></p>

including alternative contacts if they not be available, should be distributed to all shack owners within this area. Unfortunately, due to the remote nature of Cramps Bay, it will be extremely difficult to police things like noise complaints, or anti-social behaviour, particularly on weekends as the Council offices will be closed and the nearest Police Officer is stationed at Liawenee.

Another concern for us is the density of the site, with three new buildings, their required parking areas and wastewater disposal for all three dwellings into landscaped areas for spray irrigation. It is

not in keeping with the area where properties have one shack/dwelling and a couple of sheds on the

title. We are concerned that should this proposal be passed, it will set a precedent whereby other properties could be acquired by developers solely for the potential of the land, the dwellings /sheds

demolished and replaced with several buildings for short term accommodation built in their place.

The access roads to Cramps Bay are gravel and are seeing an increase in traffic due to the recent upgrade of the boat ramp. We are concerned that, as there will need to be intense excavation and soil disturbance requiring heavy machinery due to the nature of the site, that there will arise issues with damage to the road surface and right of way onto the site. Who is responsible for any damage to the road as a result of the construction on the site and how will that be enforced? How will you ensure that all excavation works and building debris remain within the site. Is there a Soil and Water

Management plan? What measures do you have in place to make sure that the developer remains compliant within this very sensitive Waterway and Coastal Protection area? There is a watercourse on the other side of the road of this property which runs directly into the lake and we are concerned

about the possibility of excavated material and building debris ending up in it and inevitably making its way into Great Lake.

Winter in this area is long and harsh. Cramps bay is at an elevation of 1030m above sea level and is frequently subject to below freezing temperatures and heavy snowfall. Pipes freeze and can split due to ice expansion. We are concerned that part of the proposed grey water system, in the application documentation relies on the use of wobbler sprinklers for spray irrigation to landscaped areas. The efficiency and effectiveness of this system will be severely compromised in winter due to the freezing temperatures, particularly overnight.

The plans show a total of 456m² waste water absorption areas at each end of the site to which the Grey water is to be irrigated to after treatment, yet the geological evaluation shows that the site is located on "Mesozoic aged rock,

consisting of Tasmanian Dolorite and not being suitable for absorption.” Where will that run off go? The wastewater areas and therefore potential run off are very close to the boundaries of the site. What measures will be put in place to protect those areas from potential run off due to non absorption and non-functioning irrigation systems?

I also note in the applications documentation, that it is recommended for optimal performance of the system to reduce sludge build up in the irrigation system:

- Scrape all dishes to remove fats, grease etc prior to washing
- Keep all possible solids out of the system
- Do not use rubbish grinder or place hygiene products into the system
- Use bio-degradable soaps and low phosphorous detergents and only use recommended quantities
- Do not pour paint/oil or other chemicals into the system
- Install water saving fixtures
- De-sludge tank every 3 to 5 years or when sludge exceeds two thirds of tank volume
- Clean outlet filter
- Inspection of system by accredited plumber regularly

Can totally understand the benefits of using the recommendations for optimal performance of the irrigation system and as an owner/occupier would definitely be using those recommendations but the reality is that this is not a property being used by an owner/occupier, it will be used by transient people who would not care less about the recommendations for optimal performance of the irrigation system, which makes the inefficient use of this system less effective and a much higher risk to this sensitive environment.

I also note that Black water is to be retained on site and removed/pumped out following a regular maintenance schedule. This will need to be monitored diligently. I do note that the system has been designed to cater to the requirements of the site, (based on the estimated number of people and length of stay), however this maintenance procedure will need to be given the utmost priority by the owner or any future owners of the property. I hope that the commercial nature of self contained accommodation does not mean that the costs associated with this extremely important maintenance, mean that it is given less priority over time.

I also note that the documentation specifies that this is a mains powered site, but there is no mains power at Cramps Bay. All the shacks are “off grid” Solar, 12 and 24V systems, gas cooking and wood fire. This is another aspect of living in the

<p>area and one that also requires maintenance and attention.</p> <p>This site is also within a Coastal Protection Zone, so the safeguard of flora and fauna within this area should be carefully considered throughout this application.</p>	
<p>Representation 9</p>	
<p>Issues</p>	<p>Officer comments</p>
<p>As a family we are disappointed with the proposal for this development at cramps bay when we purchased the leased land from Hydro Tas it was stated that there would be no more development at Cramps Bay, owners couldn't subdivide any of their lots nor erect fences.</p> <p>This development seems to make that null and void, when initially surveyed the surveyer told me this lot would be a foreshore reserve because if ever Great Lake would fill up to the top of the dam parts of the esplanade would be under water and cover the road in front of the proposed units.</p> <p>The previous owner of this lot 13 had a shack on lot14 which was supposed to be demolished about 20 years ago, this shack is still standing and has been used over that period. The owner at the time had been given the opportunity to have lot 19 or 1 he chose lot 1. Who's responsibility is it to demolish that shack now? Maybe Simco should be given lot 19 and build there.</p> <p>As for the 3 proposed units and having the family shack at 3 cramps bay esplanade, behind this development we don't understand why you would put 3 units there when one would suffice or eradicate the middle unit at least, seems to me a money making venture as the developer intends to rent them out .</p> <p>We as a family will be very disappointed if this development proceeds and is approved.</p> <p>We will be looking at 3 solar paneled roofs and have 3 fireplace flues blowing in our direction with the prevailing north westerlies.</p> <p>The modern style of the proposed units are not in keeping with the cramps bay shack image .</p> <p>On the site drawing it states that permission will be asked to remove vegetation for bushfire attack level of on our property, we will not allow any removal of any vegetation on our site The native flora is already under threat at cramps, especially the endemic hakea which is dying off in the area at an alarming rate, we feel any cull of vegetation is irresponsible</p> <p>I am in my mid seventies and love seeing my children, grandchildren and great grandchildren</p>	<p><i>These matters are addressed in comments above.</i></p>

enjoy this environment and lifestyle for years to come as it will be handed down to them, We would ask council to carefully consider this proposal as I know many shack owners around the lake are opposed to new development, also the proposed bike track.	
Representation 10 (received late) McCullagh	
Issues	Officer comments
<p>I would like to object to the planning development permit put forward to council regarding the commission of accommodation units in the area of cramps bay.</p> <p>It is our belief as long standing shack owners and recreation users of the Great Lake that these units will take away from the peaceful laid back lifestyle we are accustomed to in the central highlands. The three units will greatly affect the residents of cramps bay. With people constantly coming and going and as tourists and short time users generally do will not show the same respect for the environment as nearby residents and land as an owner occupier would.</p> <p>I also believe this was previously land owned by the crown, I understand it I perfectly legal for the crown to sell off parcels of land but what kind of precedent does this set. Will more and more land be sold off to the highest bidder, just so they can develop it to line their own pockets.</p> <p>This is not what the Great Lake is about, it is not a cash cow and should be kept as quiet and pristine. We get away and enjoy the Great Lake and surrounds as a shack style community as it has been used by many individuals for the last 3-4 generations. Everyone comments on how beautiful and quiet it is up there but it seems that some individuals want to commercialise on it to make a dollar, which at the end of the day changes it for the worst.</p> <p>There are already two pubs and several other smaller accommodation type lodges around the Great Lake do we really need anymore?</p>	<p><i>Comment noted.</i></p> <p><i>See responses above for further comments on specific matters.</i></p>
Representation 11 (received late) Paul O'keefe	
Issues	Officer comments
We would like to object to this application to build 3 units at the Cramps Bay address as we never expected commercialism to impact on the peace and tranquillity of Cramps Bay, where we have a holiday chalet nearby, which WE DONT rent out!	<i>Comments noted.</i>

Conclusion

The proposed Visitor accommodation is assessed to comply with the applicable standards of the Low Density Residential Zone and the relevant codes of the *Central Highlands Interim Planning Scheme 2015* as outlined in the body of this report.

The proposal was advertised for public comment and a number of representations were received. The matters raised in the representations have been considered in this report.

It is recommended that the application be approved, subject to conditions.

Legislative Context

The purpose of the report is to enable the Planning Authority to determine the Development Application DA2022/01 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 Recommendation. 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, (2) vary the Recommendation by adding, modifying or removing recommended conditions or (3) replacing an approval with a refusal.

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 DA2022/01 in accordance with one of the following options:

DA2022/01: VISITOR ACCOMMODATION (3 UNITS): 1 CRAMPS BAY ESPLANADE, CRAMPS BAY

1. Approve in accordance with the Recommendation:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development Application DA2022/01 for Visitor accommodation (3 units) at 1 Cramps Bay Esplanade, Cramps Bay, subject to conditions in accordance with the Recommendation.

2. Approve with altered conditions:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development DA2022/01 for Visitor accommodation (3 units) at 1 Cramps Bay Esplanade, Cramps Bay, subject to conditions as specified below.

Should Council opt to approve the Development Application subject to conditions that are different to the Recommendation the modifications should be recorded below, as required by Section 25(2) of the Local Government (Meeting Procedures) Regulations 2015:

Alteration to Conditions:-

3. 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 DA2022/01 for Visitor accommodation (3 units) at 1 Cramps Bay Esplanade, Cramps Bay, for the reasons detailed below.

Should the Planning Authority opt to refuse 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:

Reasons :-

RECOMMENDATION

Moved **Clr Cassidy**

Seconded **Clr Bailey**

THAT the following recommendation be made to Council:

1. Approve in accordance with the Recommendation:-

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority **Approve** the Development Application DA2022/01 for Visitor accommodation (3 units) at 1 Cramps Bay Esplanade, Cramps Bay, subject to conditions in accordance with the Recommendation.

Recommended Conditions

General

- 1) The use 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 letter or the date of the last letter to any representor, which ever is later, in accordance with section 53 of the land Use Planning And Approvals Act 1993.

Approved Use

- 3) The development is approved for use as *Visitor accommodation* only and must not be used for any other purpose unless in accordance with a permit issued by Council or as otherwise permitted by Council's planning scheme.

Management Plan

- 4) A management plan including emergency procedures and contact information for the site operator is to be kept on the premises at all times and provided to Council prior to first use of the approved use and development.

Amenity

- 5) The proposed colours and materials for the walls and roof as shown on the approved drawings are accepted. Any variation in the colours and materials must be submitted to and approved by Council's General Manager.
- 6) All external metal building surfaces must be clad in non-reflective pre-coated metal sheeting or painted to the satisfaction of the Council's General Manager.
- 7) External lighting must be designed and baffled to ensure no light spill to surrounding properties to the satisfaction of the Council's General Manager.

Landscaping

- 8) Prior to building approval being issued by Council, a landscape plan is to be submitted, to the satisfaction of the Council's General Manager. The landscaping plan is to provide suitable landscape screening and visual softening of the outbuilding from adjoining properties to the south and from Wilburville Road. Plant numbers and species (common and botanical names) are to be described in the plan.
- 9) The landscaping works must be completed in accordance with the endorsed landscape plan, per condition 5 of this permit, within three (3) months of the date of this permit and to the satisfaction of the Planning Officer. All landscaping must continue to be maintained to the satisfaction of Council.

Parking & Access

- 10) At least six (6) parking spaces must be provided on the land at all times for the use of the occupiers in accordance with Standards Australia (2004): Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off Street Car Parking; Standards Australia, Sydney.

- 11) The internal driveway and areas set-aside for parking and associated access and turning must be provided in accordance with Standards Australia (2004): Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off Street Car Parking; Standards Australia, Sydney and Tasmanian Municipal Standard Specifications and Drawings to the satisfaction of Council's General Manager, and must include all of the following;
 - a. Constructed with a durable all weather gravel pavement;
 - b. Appropriately drained, avoiding concentrated flows to the road; and
 - c. Be in accordance with an approved bushfire management plan.
- 12) All areas set-aside for parking and associated turning, and access must be completed before the use commences and must continue to be maintained to the satisfaction of the Council's General Manager.
- 13) Prior to construction of the access, design drawings to the satisfaction of the Council's General Manager, must be submitted to and approved by Council before any works associated with development of the land commence.
- 14) The developer must provide not less than forty eight (48) hours written notice to Council's Works Manager before commencing construction works on-site or within a council roadway.
- 15) Before any work begins in a public road reserve, a Traffic Management Plan prepared by a suitably qualified person in accordance with current Department of State Growth standards must be submitted to Council. The Traffic Management Plan shall form part of the permit when approved.

Services

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

Stormwater

- 17) Drainage from the proposed development must be retained on site or drain to a legal discharge point to the satisfaction of Council's General Manager and in accordance with any requirements of the Building Act 2016.

Wastewater

- 18) Wastewater from the development must discharge to an on-site waste disposal system in accordance with a Plumbing permit issued by the Permit Authority in accordance with the Building Act 2016.

Weed management

- 19) Prior to or in conjunction with lodgement of a building application, a weed management plan prepared by a suitably qualified person (or as otherwise approved) must be submitted to the satisfaction of Council's General Manager.
- 20) The approved weed management plan will form part of this permit and is to be implemented during and after construction to the satisfaction of Council's General Manager.

Soil and Water Management

- 21) Before any work commences a soil and water management plan (SWMP) prepared in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South, must be approved by Council's General Manager before development of the land commences. The SWMP shall form part of this permit when approved.
- 22) Before any work commences install temporary run-off, erosion and sediment controls in accordance with the recommendations of the approved SWMP and maintain these controls at full operational capacity until the land is effectively rehabilitated and stabilised after completion of the development in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South and to the satisfaction of Council's General Manager.

Construction Amenity

- 23) The development must only be carried out between the following hours unless otherwise approved by the Council's Manager of Development and Environmental Services:

Monday to Friday 7:00 a.m. to 6:00 p.m.
Saturday 8:00 a.m. to 6:00 p.m.
Sunday and State-wide public holidays 10:00 a.m. to 6:00 p.m.

- 24) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:
- 25) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, waste water, waste products, grit or otherwise.
- 26) The transportation of materials, goods and commodities to and from the land.
 - a. Obstruction of any public roadway or highway.
 - b. Appearance of any building, works or materials.
 - c. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Manager of Development and Environmental Services.
- 27) The developer must make good and/or clean any road surface or other element damaged or soiled by the development to the satisfaction of the Council's Manager of Works and Technical Services.

The following advice applies to this permit:

- A. This Planning Permit does not imply that any other approval required under any other legislation has been granted.
- B. This Planning Permit is in addition to the requirements of the Building Act 2016. Approval in accordance with the Building Act 2016 may be required prior to works commencing. A copy of the Directors Determination – categories of Building Work and Demolition Work is available via the Customer Building and Occupational Services (CBOS) website.
- C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.
- D. The issue of this permit does not ensure compliance with the provisions of the *Threatened Species Protection Act 1995* or the *Commonwealth Environmental Protection and Biodiversity Protection Act 1999*. The applicant may be liable to complaints in relation to any non-compliance with these Acts and may be required to apply to the Threatened Species Unit of the Department of Primary Industry, Parks, Water & Environment or the Commonwealth Minister for a permit.
- E. This permit does not ensure compliance with the *Aboriginal Heritage Act 1975*. It is recommended that you conduct a property search with Aboriginal Heritage Tasmania prior to commencing works – see this website for further details: <https://www.aboriginalheritage.tas.gov.au/assessment-process>
- F. The prevention of spread of any declared weeds from your site is legal requirement under the Weed Management Act 1999. Follow the guidelines of the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* to ensure you are meeting this requirement. This can be found at www.dpipwe.tas.gov.au.

Carried 3/1

For the Motion: Deputy Mayor Allwright, Cllr Bailey & Cllr Cassidy

Against the Motion: Mayor Triffitt

7.0 OTHER BUSINESS

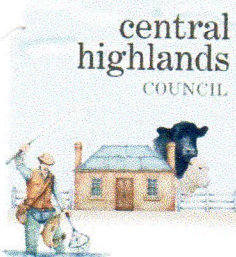
Nil

8.0 CLOSURE

There being no further business the Chairperson thanked everyone for attending and closed the meeting at 10.40am.

To whom it concerns

my name is Steve Thorpie i have been around the motor sport scene for most of my life with involvement in running and competing in events. I have been a promoter at powranna motorsport complex for quite a few years which involved organising and running of events at the venue. We now would like to make a new motorsport facility just out of Ouse at a block of land we have purchased. We would like to run 1 event every month with about 50 to 100 people/cars at each event. we would like to operate between the hours of 10am to 10pm on some weekends and 10am to 6pm on other weekends. We have our own fire crew which are all qualified fire fighters as well as all emergency services and insurances. We really think this will be great for the communities as it will bring tourism and income to the towns around the facility



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

OFFICE USE ONLY

Application No.: _____

Property ID No.: _____

Date Received: _____

Application for Planning Approval Use and Development

Use this form to apply for planning approval in accordance with section 57 and 58 of the *Land Use Planning and Approvals Act 1993*

Applicant / Owner Details:

Applicant Name

Steven Thorpe

Postal Address

79 Gunn St

Phone No: 0497081449

Bridgewater

7030

Fax No: _____

Email address

tasskidders@gmail.com

Owner/s Name
(if not Applicant)

Stephen Knight

Postal Address

45 Scott Rd

Phone No: 0456869124

Bridgewater

7030

Fax No: _____

Email address:

flyhog21@yahoo.com

Description of proposed use and/or development:

Address of new use and development:

Lot 1 Lyell Hwy

Certificate of Title No:

Volume No

236669-1

Lot No:

1

Prop - 7691983

Description of proposed use or development:

Motorsport complex

ie: New Dwelling / Additions / Demolition
/ Shed / Farm Building / Carport /
Swimming Pool or detail other etc.

Current use of land and buildings:

Vacant

Eg. Are there any existing buildings
on this title?
If yes, what is the main building
used as?

Proposed Material

What are the proposed
external wall colours

What is the proposed roof colour

What is the proposed
new floor area m².

concrete 40 x 25
plus 20 x 6 from Tip in road

What is the estimated value of
all the new work proposed:

\$ 100000.00

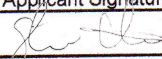
Is proposed development to be staged:
Is the proposed development located on land previously used as a tip site?
Is the place on the Tasmanian Heritage Register?
Have you sought advice from Heritage Tasmania?
Has a Certificate of Exemption been sought for these works?

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Tick	✓
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>		
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>		
Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>		

Signed Declaration


I/we hereby apply for a planning approval to carry out the use or development described in this application and in the accompanying plans and documents, accordingly I declare that:

- 1. The information given is a true and accurate representation of the proposed development. I understand that the information and materials provided with this development application may be made available to the public. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Development Application. I have obtained the relevant permission of the copyright owner for the communication and reproduction of the plans accompanying the development application, for the purposes of assessment of that application. I indemnify the Central Highlands Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.
- 2. In relation to this application, I/we agree to allow Council employees or consultants to enter the site in order to assess the application.
- 3. I am the applicant for the planning permit and I have notified the owner/s of the land in writing of the intention to make this application in accordance with Section 52(1) of the *Land Use Planning Approvals Act 1993* (or the land owner has signed this form in the box below in "Land Owner(s) signature");
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.

Applicant Signature

(if not the Owner)

Applicant Name (Please print)
Steven Thorpe

Date
15/07/2021

Land Owner(s) Signature


Land Owners Name (please print)
Stephen Knight

Date
15-7-21

Land Owner(s) Signature

Land Owners Name (please print)

Date
64

✓

65

Information

If you provide an email address in this form then the Central Highlands Council ("the Council") will treat the provision of the email address as consent to the Council, pursuant to Section 6 of the Electronic Transactions Act 2000, to using that email address for the purposes of assessing the Application under the Land Use Planning and Approvals Act 1993 ("the Act").

If you provide an email address, the Council will not provide hard copy documentation unless specifically requested.

It is your responsibility to provide the Council with the correct email address and to check your email for communications from the Council.

If you do not wish for the Council to use your email address as the method of contact and for the giving of information, **please tick ✓** the box

**Heritage Tasmania**

If the Property is listed on the Tasmanian Heritage Register then the Application will be referred to Heritage Tasmania unless an Exemption Certificate has been provided with this Application.
(Phone 1300 850 332 or email enquires@heritage.tas.gov.au)

TasWater

Depending on the works proposed Council may be required to refer the Application to TasWater for assessment (Phone 136992)

Enquiries: Gerry Murrell
Phone: (03) 6165 3065
Email: propertyservices@parks.tas.gov.au
Our ref: 21/4366

16 December 2021

Steven Thorpe
79 Gunn Street
BRIDGEWATER TAS 7030

E: tasskidders@gmail.com

Dear Mr Thorpe,

**LODGEMENT OF PLANNING APPLICATION
STEVEN THORPE
MOTORSPORT COMPLEX
LOT 1 LYELL HIGHWAY, OUSE**

This letter, issued pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993*, is to confirm that the Crown consents to the making of the enclosed Planning Permit Application, insofar as the proposed development relates to Crown land managed by the Department of Natural Resources and Environment (NRE).

Crown consent is only given to the lodgement of this application. Any variation will require further consent from the Crown.

This letter does not constitute, nor imply, any approval to undertake works, or that any other approvals required under the *Crown Lands Act 1976* have been granted. If planning approval is given for the proposed development, the applicant will be required to obtain separate and distinct consent from the Crown before commencing any works on Crown land.

If you need more information regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely,



Jesse Walker
Team Leader (Assessments)

Notice of Termination of Authority and Instrument of Delegation

DELEGATION OF THE DIRECTOR-GENERAL OF LANDS' FUNCTIONS UNDER THE LAND USE PLANNING AND APPROVALS ACT 1993

I, TIMOTHY WILLIAM BAKER, being and as the Director-General of Lands appointed under section 7 of the *Crown Lands Act 1976* ("the Act"), acting pursuant to section 23AA(5A) of the *Acts Interpretation Act*, hereby give notice that the authority of the holders of the offices of Deputy Secretary (Parks & Wildlife Service) (position number 700451), Manager - Crown Land Services (position number 707556), Team Leader - Crown Land Services (Unit Manager, Leases & Licences) (position number 340697) and Team Leader - Crown Land Services (Unit Manager, Policy & Projects) (position number 334958) to perform the functions conferred on the Director-General of Lands, as delegated on 20 December 2020 by Deidre Wilson, then Acting Director-General of Lands, is terminated with immediate effect.

Further, acting pursuant to section 52(IE) of the *Land Use Planning and Approvals Act 1993* ("the Act"), I hereby delegate the functions described (by reference to the relevant provision of the Act and generally) in Schedule I, to the persons respectively holding the offices of Deputy Secretary (Parks & Wildlife Service) (position number 700451), General Manager (Park Operations and Business Services) (position number 708581), Director (Operations) (position number 708050), Manager (Property Services) (position number 707556), Unit Manager (Operations) (position number 702124), and Team Leader (Assessments) (position number 334958) in accordance with the functions delegated to me by the Minister for Parks, being and as the Minister administering the *Crown Lands Act 1976*, by instrument dated 30 November 2021.

SCHEDULE I

Provision	Description of Functions
Section 52(1B)	Signing, and providing written permission for, applications for permits in relation to Crown land.

Dated at HOBART this 7th day of December 2021



.....

Tim Baker
DIRECTOR-GENERAL OF LANDS

SEARCH OF TORRENS TITLE

VOLUME 236669	FOLIO 1
EDITION 4	DATE OF ISSUE 22-Jun-2005

SEARCH DATE : 07-Jan-2022

SEARCH TIME : 10.29 AM

DESCRIPTION OF LAND

Parish of BROUGHAM, Land District of CUMBERLAND
Lot 1 on Plan 236669
Derivation : Whole of Lot 36620 Gtd to MA & GR Pearce
Prior CT 3492/53

SCHEDULE 1

C627948 TRANSFER to STEPHEN BRIAN KNIGHT and PETER ANDREW
KNIGHT as tenants in common in equal shares
Registered 16-Jun-2005 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OS 512

ANNEXURE TO CERTIFICATE OF TITLE VOL. 3492 FOL. 53

REGISTERED NUMBER

236669

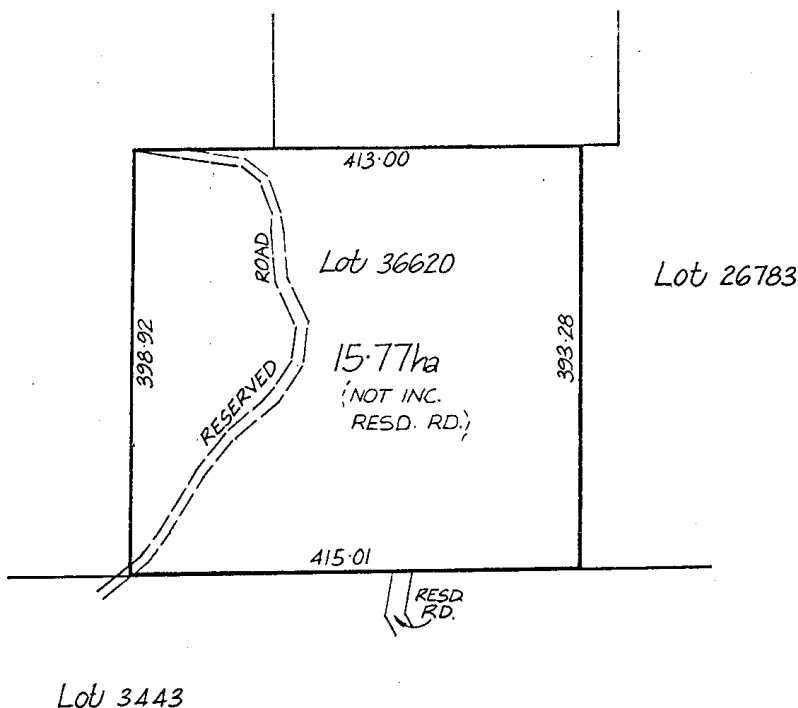
M. Hutchinson
Recorder of Titles



Lot 1 of this plan consists of all the
land comprised in the above-mentioned
cancelled folio of the Register.

Whole of Lot 36620 Gtd. to
M. A. & G. R. Pearce
Meas. in Metres.

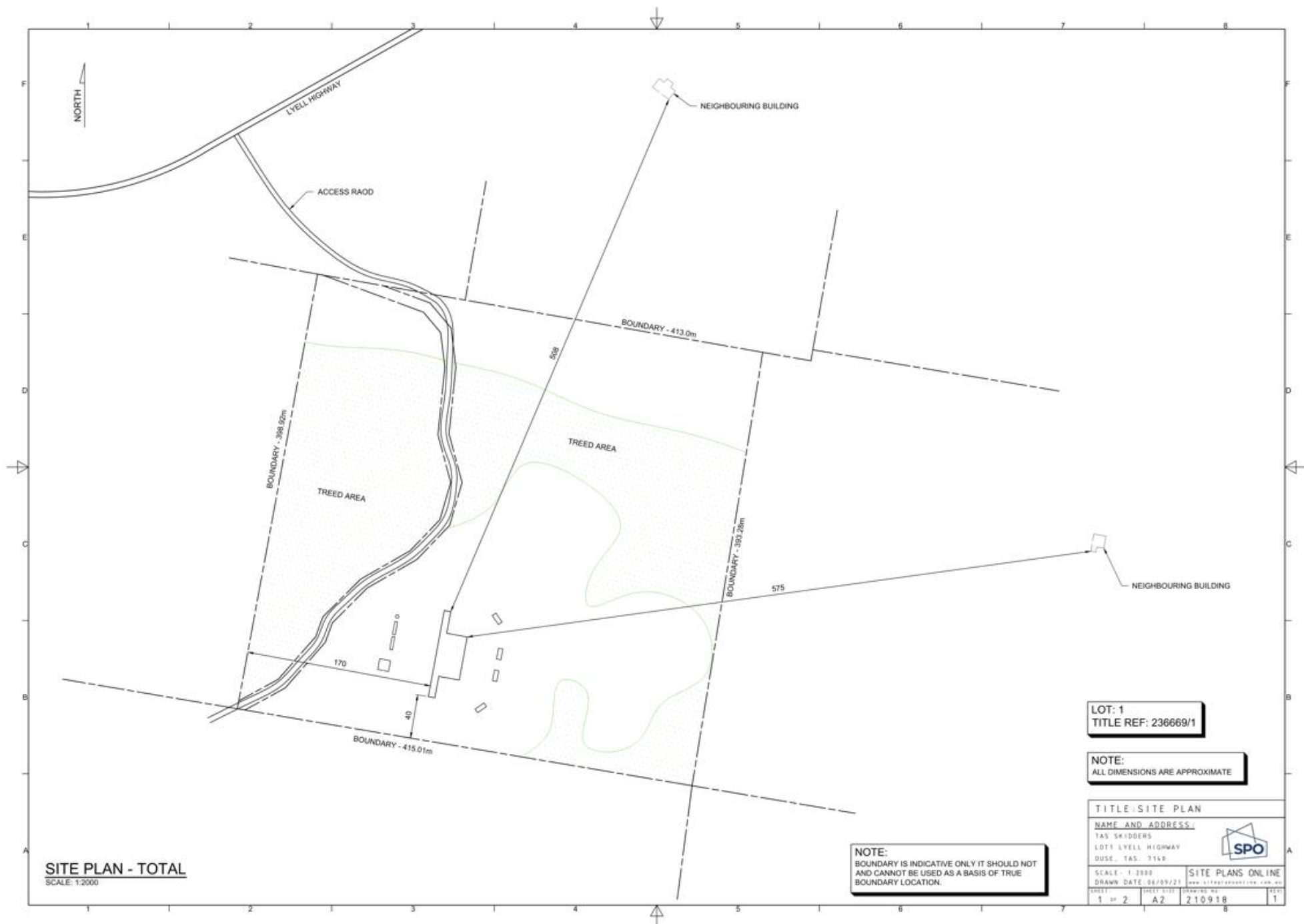
PH. BROUGHAM











DA2021/61 Motor Racing Facility - Site Photos



8735 Lyell Highway, Ouse
Cleared area to centre of the site.



8735 Lyell Highway, Ouse
Cleared area to centre of the site, existing vehicle on site.



8735 Lyell Highway, Ouse
Tyres on site.



8735 Lyell Highway, Ouse
View of the northern site boundary and overhead powerlines



8735 Lyell Highway, Ouse
View of the access road on site site, view looking across property to the northern site boundary



8735 Lyell Highway, Ouse
View of the access road on site site, view looking across property to the northern site boundary

OBJECTION TO DEVELOPMENT APPLICATION**NUMBER DA 2021/00061**

██████████ I am the owner of the property located ██████████ Lyell Highway, Ouse, where I live with my disability carer and occasionally my children and grandchildren. I am objecting, on behalf of all of us, to the proposed “motorsport facility” on various grounds as follows (not necessarily in order of importance):

- 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.
- Loss of privacy. I am concerned that visitors to the development site will trespass onto my 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 my property from outside the fenced-in area. We also make use of all the farmland, so privacy and noise concerns are even greater than would be experienced inside a house 100 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 [REDACTED] 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 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.



1

I am writing to raise my concerns with the DA submitted in relation to the property located at 8735 Lyell Hwy, Black Bobs.

We own the property [REDACTED] of the property in question, located [REDACTED] is a operational rural farm approximately 2000ha in size and involved in sheep and cattle production together with private forestry. [REDACTED] 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.

Yours sincerely,



4 April 2022

The General Manager
Central Highlands Council

By email: development@centralhighlands.tas.gov.au

Dear Sir

REPRESENTATION – 8735 LYELL HIGHWAY, OUSE (MOTOR RACING FACILITY – DA 2021/00061)

I act for [REDACTED] who owns the property [REDACTED] property is located [REDACTED] and accommodates a residential dwelling.

This representation is made pursuant to s.57(5) of the *Land Use Planning and Approvals Act 1993 (LUPA Act)* on his 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 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 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.

Yours faithfully


Naomi Billett

Principal | Billett Legal

Email: naomi@billettlegal.com.au



4 April 2022

Naomi Billett
 Billett Legal

By email: naomi@billettlegal.com.au

Dear Naomi

REPRESENTATION - 8735 LYELL HIGHWAY, OUSE - MOTOR RACING FACILITY

I have completed a review of the application documents related to the proposed Motor Racing Facility, at 8735 Lyell Highway, Ouse and assessed them against the provisions of the planning Scheme and statutory requirements. I provide the following comments:

INSUFFICIENT INFORMATION

The application site has been identified on the application form and as advertised as 8735 Lyell Highway, Ouse, this land is described in the figure below (left):

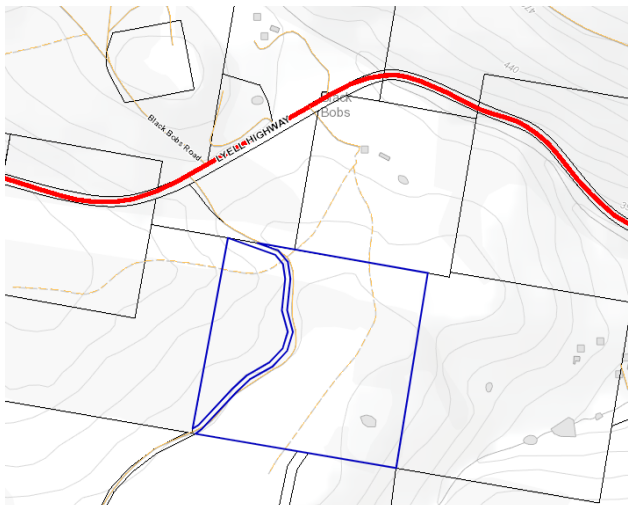


Figure 1: Location of 8735 Lyell Highway, with topographic and cadastre from www.thelist.tas.gov.au © the State of Tasmania

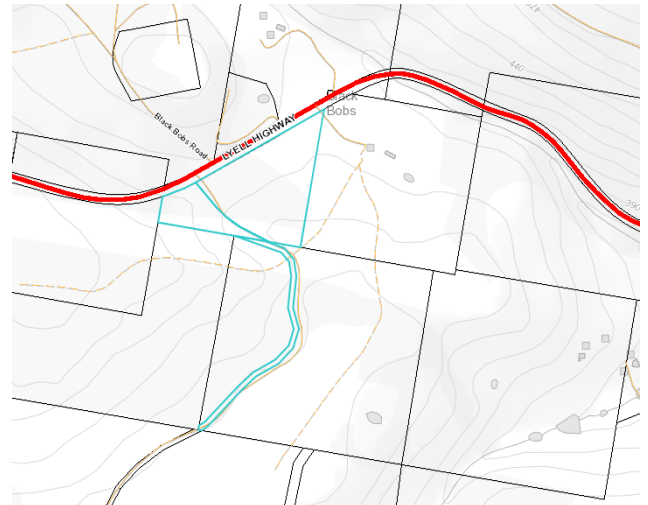


Figure 2: Location of Crown land relied upon for, access with topographic and cadastre from www.thelist.tas.gov.au © the State of Tasmania

However, as 8735 Lyell Highway does not have direct frontage or access to a public road, the application relies on other land, being Crown land, mapped as three separate parcels described in the figure above (right). The application site therefore includes both the private lot 8735 Lyell Highway (CT 236669/1) and the three Crown land parcels (reserved and 2 other described lots).

As the application relies on Crown land for use and development related to access, consent is required in accordance with S52 of the *Land Use Planning & Approval Act 1993*. It is noted that the application includes consent granted on 16 December 2021, for lodgement of a planning application for a "Motorsport complex - Lot 1 Lyell Highway, Ouse". However, based on the application information it is unclear what documents formed the basis of the provided Crown consent.

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It is further noted that the TIA, which provides the more detailed application plans, including some works and upgrades within the Crown land, is dated 28 February 2022, some months after the date of the Crown consent. It is therefore unclear if the consent provided covers the application as submitted and advertised, and therefore if the application is valid.

Further, the application for the proposed Motor Racing Facility must, but does not, satisfy cl.8.1.2 of the *Central Highlands Interim Planning Scheme 2015* (the planning scheme) in that the application materials do not provide a full description of the use and development proposed, given:

- The intensity of the proposed use is unclear:
 - The application includes a description of events having 50-100 people/cars however it is unclear if this number is intended to reflect participants or participants and spectators;
 - The TIA included with the application has assessed the traffic on the basis of 50-100 'guests' although also assessing that the two car parking areas described (being estimated to be some 2.5ha in area) can accommodate 500 parking spaces.
 - The application includes a further 2.5ha (approximated) in the drivers parking and pit area, which based on the Tia assessment would presumably be able to accommodate further hundreds of car parking areas.

The application therefore does not sufficient information to demonstrate that the intensity of the use is consistent with the Zone purpose or Cl 26.3.3.

- Lack of plans describing proposed structures

The application site plans include reference to proposed toilet blocks and grandstands, however there is no detail provided on these structures and no further plans or elevations which demonstrate that the applicable development standards are met. The site plans also include a 100m² area described as 'scrutineering bay, however there is no information on what this area is and if it intended another structure or building.

- Lack of information detailing compliance with Code standards
 - The plans include notation to the effect that one parking area is to be sealed as a 'gravel and cement wash base', the same notation applies to the upgrade to the Crown access and the new access to the two parking areas. There is however no information provided on the construction method for the second parking area (approx. 1ha), the drivers parking and pit area (approx. 2.5ha) or other accesses between the crown access and the driver's area, and between the drivers' area and the burnout pad, or off the other end of the burnout pad or the pedestrian areas and walkways.

The full extent of paved and or gravel surfaces is therefore unclear, and therefore there is no information as to how the application will comply with the applicable development standards of either the Parking and Access Code or the Stormwater Management Code.

- Under E1.3 Bushfire-Prone Areas Code, a Hazardous Use includes:

the amount of hazardous chemicals used, handled, generated or stored on a site exceeds the manifest quantity as specified in the Work Health and Safety Regulations 2012

Given the number of vehicles and the unspecified extent of portable refuelling which would be associated with the application, it is considered that the amounts of fuel used and handled may exceed the manifest quantities and therefore meet this definition.

There is no bushfire assessment which accompanies the application and no information to demonstrate that the Code does not apply.

- The application does not demonstrate it complies with Cl 26.3.3 P1 as a discretionary use which must not conflict with adjoining land, or fetter agricultural use on the site or adjoining land, given:
 - The surrounding area contains rural properties which contain existing residential uses as well as grazing land which characterises the area
 - The footprint of the proposed development and activity is estimated to be 40-50% of the area of the site and therefore one which fetters the use of the site from future agricultural use.
- In addition no natural values assessment has been provided and therefore the application does not satisfy cl 8.1.3 of the planning scheme, in that it does not include sufficient information to demonstrate that Cl 26.4.3 can be met.

NOISE

Parts of the proposed activity related to the motorsport are within 500m of nearby dwellings and therefore do not comply with the requirements of the *Environmental Management & Pollutions Control (Noise) Regulations 2016*. The hours proposed for events also extend beyond the permitted house of Schedule 1 of the Noise Regulations. The application provides no acoustic assessment to demonstrate the impacts of the proposed activity and how the requirements of the Noise Regulations can be met.

The State Planning Provisions include a 3km attenuation area for Motor Racing Facilities. There are 6 properties containing dwellings which are located within 3km of the application. The application may therefore result in an unreasonable loss of amenity of existing properties adjacent to the site.

IMPACT OF NATURAL VALUES

The application does not comply with Cl 26.4.3 in that it does not comply with A1 and does not demonstrate that P1 is met given the development is not located in an area clear of native vegetation, or that the extent of clearing has been minimised.

THREATENED VEGETATION COMMUNITY IMPACT

Further it is noted that the area proposed as the drivers parking and pit area, an area of some 2.5ha, includes an area mapped as containing between 8000-9000m² threatened vegetation community *Eucalyptus viminalis* wet forest, as well as a water body.

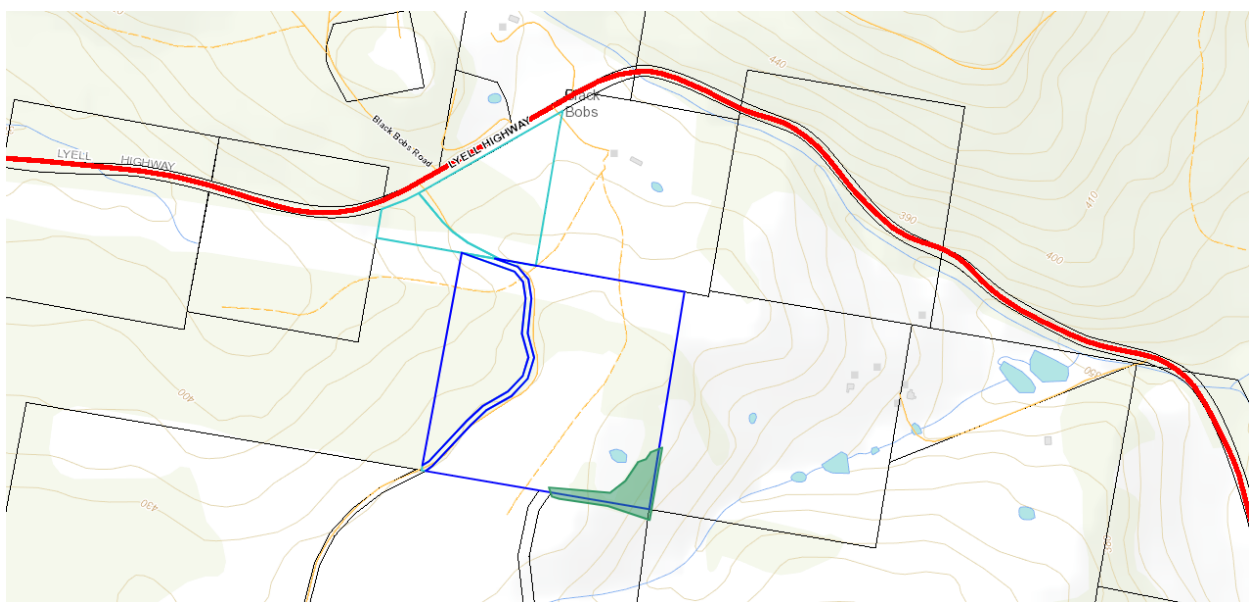


Figure 3: Location of *Eucalyptus viminalis* wet forest community (green), including topographic and cadastre from www.thelist.tas.gov.au © the State of Tasmania

It would appear from the plans that this community would be fully impacted by the development proposed.

THREATENED SPECIES IMPACT - WEDGE-TAILED EAGLE

The Wedge-tailed Eagle is listed as endangered in both the State *Threatened Species Protection Act 1995*, and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

The subject site is located in close proximity to significant areas of medium to high potential nesting habitat for the Tasmanian Wedge-tailed Eagle (*Aquila audax subsp. Fleayi*) as described in figure 4 below.

Further as detailed in figure 4, there are five known mapped nest sites within 3km of the site identified on the available mapping from ListMap, the nearest of these known nest sites is within 1km.

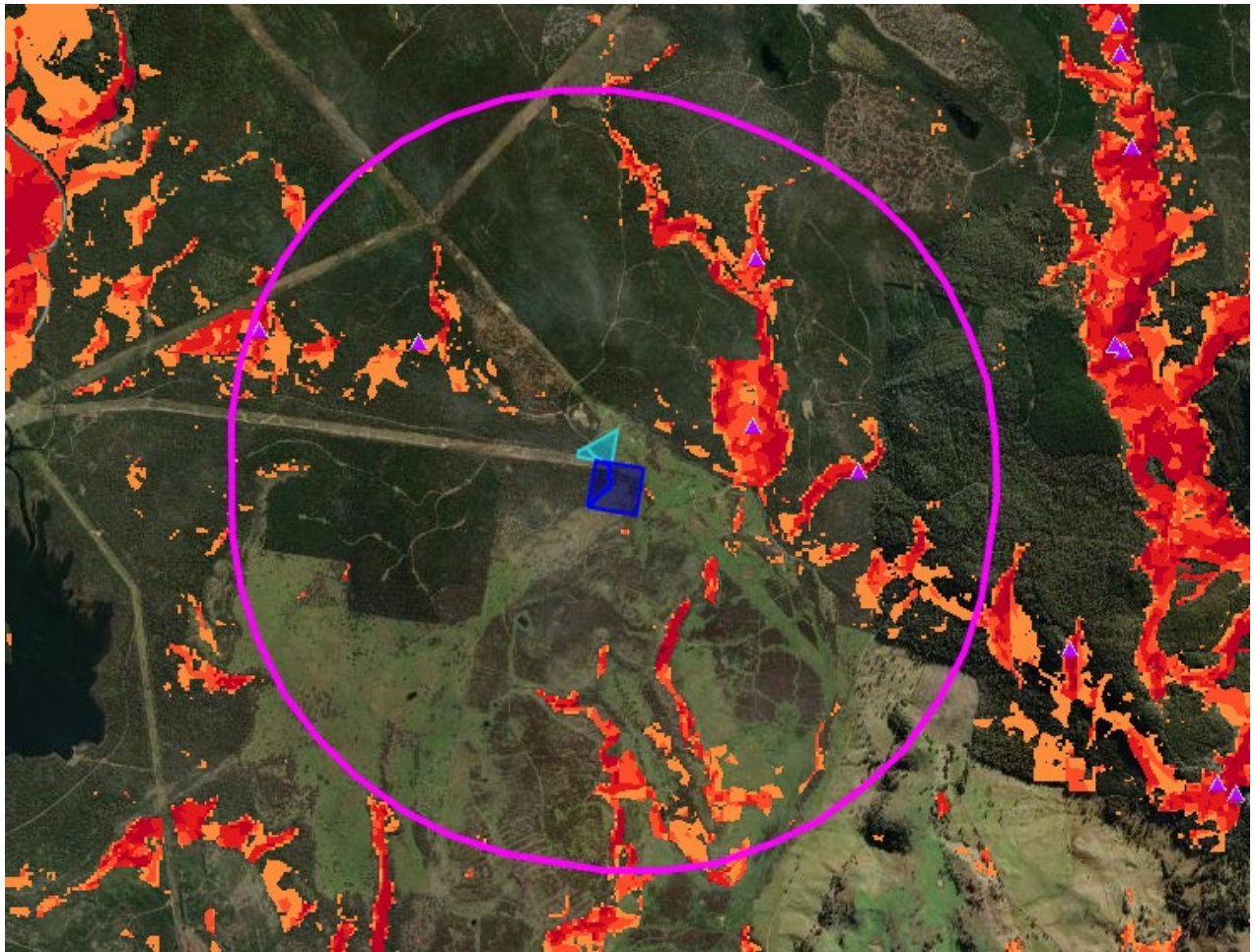


Figure 4: 3km range from site, with ESRI imagery, raptor nests & Wedge-tailed Eagle nesting habitat Elevation Model (4-8) from www.thelist.tas.gov.au © the State of Tasmania

The main breeding season is July through to January however, can extend to February or March when young birds are fully fledged. Disturbance during nesting can cause nests to be deserted resulting on egg or chick deaths, and potential desertion of nest sites for some years. Visible people and noisy activities are known disturbances and when disturbances occur intermittently after nesting has started, they can be less tolerated than ongoing activity occurring before nesting starts.¹

The application proposes a form of activity which would be likely to be highly impacting given the numbers of people, the noise and activity associated with the use, and the regular monthly event timetable through the year.

¹ Threatened Species Section (2022). *Aquila audax subsp. fleayi* (Tasmanian Wedge-tailed Eagle): Species Management Profile for Tasmania's Threatened Species Link. www.threatenedspecieslink.tas.gov.au/Pages/Wedge-tailed-Eagle.aspx. Department of Primary Industries, Parks, Water and Environment, Tasmania. Accessed on 31/3/2022

On the basis of the above it is considered that the activity should be referred for assessment under the EPBC given its potential to significantly impact upon nesting habitat in the area.

If there are any queries in relation to the above or you wish to discuss any of the detail, please contact our office on 03 6234 9281 or email me at jacqui@ireneinc.com.au.

Yours faithfully

A handwritten signature in black ink, appearing to read 'JB 11', is positioned above the typed name.

Jacqui Blowfield
SENIOR PLANNER
IRENEINC PLANNING & URBAN DESIGN

The General Manager

Ms Lyn Eyles

Central Highlands Council

development@centralhighlands.tas.gov.au

Dear Ms Eyles,

RE – Development application DA 2021 / 00061 – 8735 Lyell Highway, Ouse

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.

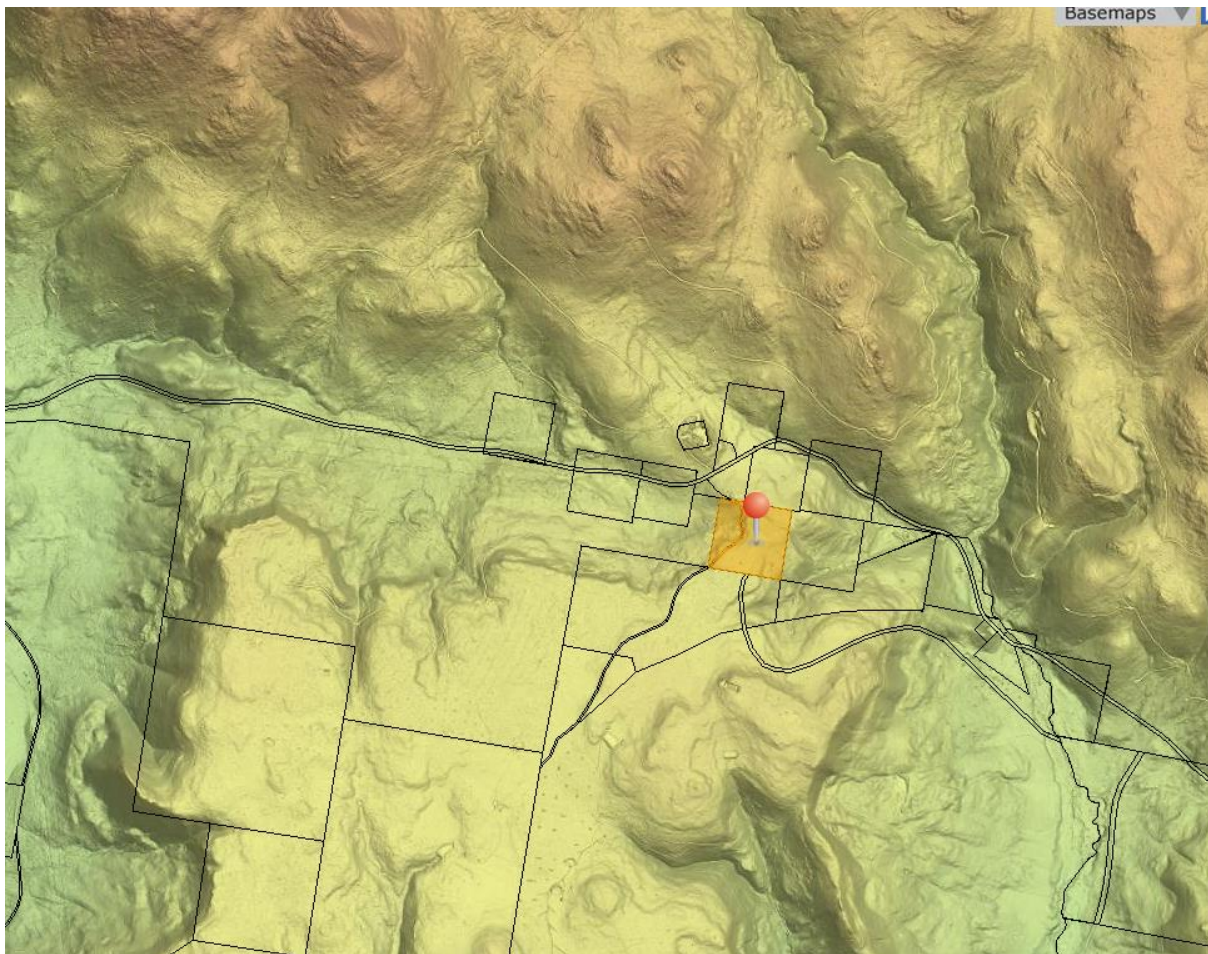
It is difficult to submit a detailed submission due to the lack of particulars provided on the application. Accordingly, if the matter is returned to the applicant to request further information I request that I am given the opportunity to expand on this submission.

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.



Map P1(a) – Black Bobs area showing elevations including valleys. Source: LIST map.

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 [REDACTED] 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 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.

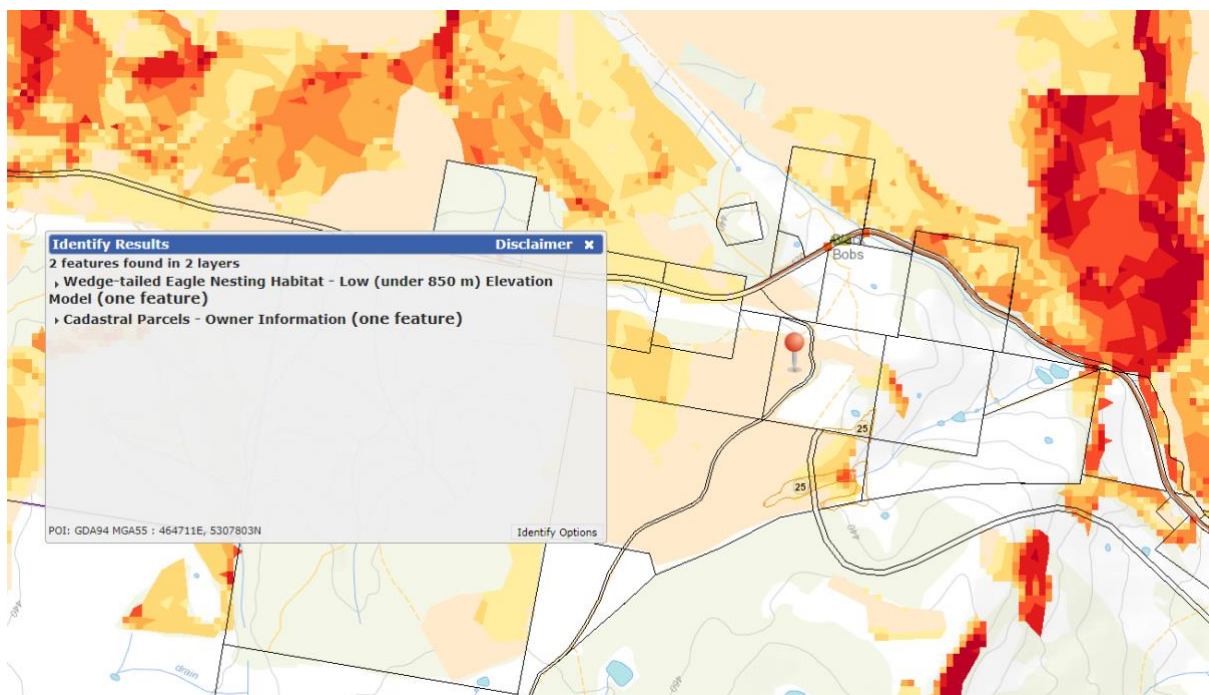
P1 (e) and (f) light, noise and odour impacts – see P1(c) above. Further, the proposed development area is in a valley and in particular during colder months sound from the motor racing facility would echo through the valley, significantly impacting the existing residents and amenity of the area. An

Representation 4

acoustic assessment should be sought in this regard. It is unclear if the development includes any lighting, 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.



Wedge-tailed eagle nesting habitats. Source: LIST map

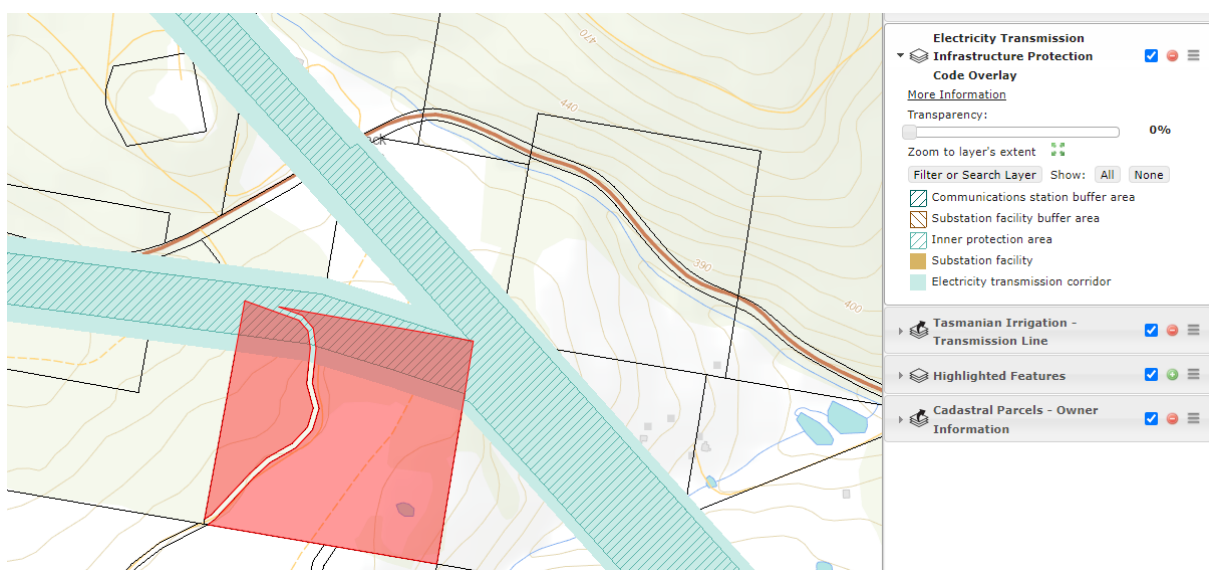
4. The development will impact on nature values such as eucalyptus vegetation which is on the land. Again, a report from a suitably qualified professional should be sought to determine the impact on threatened vegetation.
5. Very little information is provided regarding bush fire management. A Bushfire 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

procedures. Such reports usually provide that water supplies are required for fire fighting; no water 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, if 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?

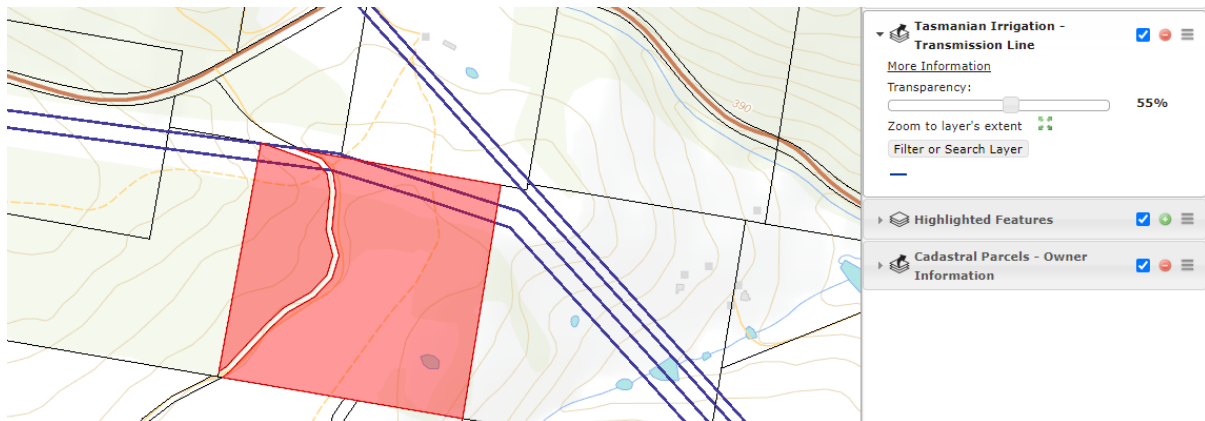
6. No environmental assessment was included with the development application. Such assessment will outline the requirements for disposal of sewage to ensure that it does not affect adjoining properties. The design of the sewage system is an assessable item at the DA stage.
7. The lack of a business case 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 spectators 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 predominately 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.



Above: Green areas show electricity transmission corridor on the property. Source: LIST map



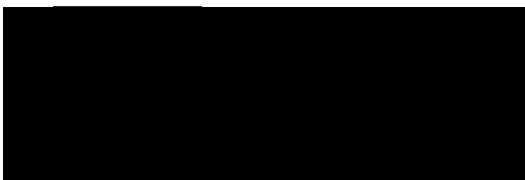
Above: Blue lines show electricity transmission lines on the property. Source: LIST map

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.

Yours sincerely,



2022-04-04

W P Dexter
36 High Street
BOTHWELL, TAS 7030

Your Ref: DA 2022/15

PLANNING PERMIT (DA 2022/15): REPLACEMENT ROOF & CLADDING

Dear Lyn Eyles,

This letter is in reply to the correspondence received from Louisa Brown dated the 6 April 2022.

As requested, I will address the requirements listed in the Planning Permit DA 2022/15 under the heading, Heritage, points 3 and 4.

Streetscapes and landscapes of the town.

Currently in High Street there are 35 homes, 9 of these homes are modern brick veneer with aluminum windows, one with a corrugated colour bond fence. Across the street from my house is a business, this business has 5 colour bond and 1 zinc alum buildings on its property. One of these building is a shed that has been constructed in the last two months, it is approximately the same size as my house. Also in Bothwell is another house that has used colour bond for its exterior similar to my proposed cladding.

The building materials that I propose to use are already in existence in the Bothwell Heritage Precinct and I am confident would comply with the Council's Planning Officers satisfaction. The materials to be used are non-reflective pre-coated metal sheeting. The new materials are in the basic pallet of Surf mist (white) and Manor Red (dull red). Manor Red is a traditional red with subtle brownish undertone that is suited for traditional homes, it will pair beautifully with the white of the Surf mist.

Alternative building materials.

As you will see from the attached documentation, I have already explored the feasibility of using alternative building materials. The quotes for weatherboards or cement sheet weather boards are too expensive. These alternate materials are many times over the cost of the materials I propose to use. If required to use these alternate materials my replacement project would be ceased as the cost would be prohibitive to my planned budget. My reasoning for wanting to use the colour bond materials is that they will be maintenance free at a cost-efficient price.

Summary

In summary I would just like to add that, there has been no objections to my development by any other residents in High Street, or Bothwell in general. It is my desire to make a run-down home a better place to live. The home is in need of some major work and insulation, the old cladding, which is plastic PVC weatherboard is in bad condition and the roof needs replacing. I believe that the materials and colour pallet will enhance the building and not be out of place within the Bothwell area. The proposed replacement will not decrease the value of any house in the street and will not be detrimental to the environment.

All works will be confined to my property and will not impact on any other resident or person within the vicinity. I am able to comply with all other conditions of the Planning Permit and I submit for your consideration the recommendation that the request that I have made to replace the roof and weatherboards be approved.

Yours Sincerely

Wesley Dexter
Tas-Jet Plumbing

Mob 0407 256 026

Contractors Lic: 1304062

QUOTE

Tas-jet Plumbing
36 High St
BOTHWELL TAS 7030
AUSTRALIA
ABN: 58997237364

Date
8 Sep 2021

Expiry
8 Oct 2021

Quote Number
QU-0174

Reference
36 High Street Bothwell
Re Clad

ABN
63 375 994 375

Wilton Family Trust
Licence Number
718444847
8 Macquarie Court
New Norfolk, TAS, 7140

Description	Quantity	Unit Price	GST	Amount AUD
Quote to replace exterior cladding at 36 High Street Bothwell as requested by owner. *Remove Existing cladding. *Re clad with pre primed baltic pine weather boards. *New corner stops. *Stops to enclose around windows. *New seat flashings on top stop above window. *Patch and paint to owners recommended Colour.	1.00	28,552.00	10%	28,552.00
Subtotal				28,552.00
TOTAL GST 10%				2,855.20
TOTAL AUD				31,407.20

Terms

Quotes valid for 30 days only.

A deposit of 30% will be needed prior to commencing.

ATTACHMENT 1

Funding Offer from the State Planning Office

Fri 29/04/2022, 10:58 AM

Hi Damian,

Thanks for providing the draft project brief earlier in the month. Apologies for the delay into getting this to you.

We've had the chance to consider the proposal and are supportive of it being split into separate stages. We wonder whether the project can be split into two discrete parts which we can fund over the two financial years.

Part 1 is doing the background work, gathering data, and undertaking the demand and supply analysis. This could also include a more detailed look at the issues and opportunities for the settlements in the municipality as summarised in sections 3.3 to 3.7 of the project. This seems to roughly cover the work identified for Stages 1-3 in the project brief. There are some matters summarised in sections 3.3 to 3.7 for the various settlements that appear to pre-empt the outcomes of this work, such as identifying particular areas of land for rezoning or increasing supply in particular locations. It is probably best to avoid this in the brief.

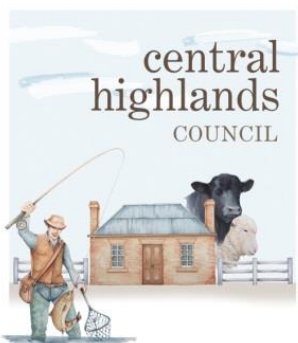
Part 1 would then inform Part 2 of the project, including the preparation of structure plans for relevant settlements as needed. At this point we are not fully convinced that structure plans are necessary for each of the five settlements, however this should really be guided by the work from Part 1 of the project. The three larger settlements in Central Highlands (Bothwell, Hamilton and Ouse) could probably benefit from structure plans.

We can provide the initial \$70,000 (of the \$140,000 being sought) to commence Part 1 of the project. From here we would like to be more across the outputs of Part 1 before committing to any additional funding.

Let me know if this causes any concerns with the arrangements that you had in mind. More than happy to discuss further.

Regards,
Sean

Sean McPhail | Assistant Director
State Planning Office
Department of Premier and Cabinet
Level 7 / 15 Murray Street, Hobart TAS 7000 | GPO Box 123, Hobart TAS 7001



DRAFT PROJECT BRIEF

CENTRAL HIGHLANDS TOWNSHIP STRUCTURE PLANS

BOTHWELL

HOUSE

HAMILTON

GRETNNA

MIENA

Prepared by Damian Mackey

Draft 3 - 3 May 2022

1. INTRODUCTION:

The Central Highlands Council intends to undertake a single coordinated project over two financial years to develop structure plans for the townships of Bothwell, Ouse, Hamilton, Gretna, and Miena.

The work will involve an initial collective analysis of all relevant background information, including developing a municipal-wide residential demand & supply analysis. This will inform revised growth management strategies for the individual settlements, within the context of the expected revision of relevant components of the Southern Tasmania Regional Land Use Strategy, (STRLUS).

This, along with an initial public consultation phase involving the individual communities to identify issue and opportunities, will constitute Part 1 of the project and is expected to be completed in the first financial year.

Part 2 of the project, to be undertaken and completed in the second financial year, will involve the drafting of the structure plans, public consultation, and finalisation.

The individual structure plans will take into account the characteristics and issues of the particular townships, with full community and stakeholder consultation.

The plans will take the form of written documents that will include detailed maps and design plans with measures to be actioned and implemented as demand increases and funding is available.

The recommendations are to constitute a coherent set of coordinated actions and strategies for Central Highlands Council and other stakeholders to pursue. All recommendations are to be realistic, implementable, and achievable and meet the needs of key stakeholders and the community.

Recommendations of particular interest to Council will include desirable planning scheme amendments (with articulated supporting material), town improvement priorities and community goals.

The project will be managed by a Project Manager under general guidance and direction from a Project Steering Committee comprised of Council Officers and Elected Members. Key decision points will be referred to full Council by the Steering Committee.

2. BACKGROUND:

2.1 Catalyst for the Project

Feedback received during the recent public notification of the Central Highlands Draft Local Provisions Schedule brought into focus a need to undertake strategic land use planning exercises for the townships of the municipality, with several of the representations raising potential rezoning issues.

In considering 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.

The public exhibition of the Draft Local Provisions Schedule included planning scheme zone maps. However, the zoning of the municipality's 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 a number of other zoning issues in and around the towns for some time. It has been decades since whole-of-town future-looking strategic planning exercises have been undertaken for the towns in the municipality.

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: 'structure plans'.

Finally, whilst no representations were received regarding zone changes in Hamilton, Miena and Gretna, Council believes that those towns would also benefit from a strategic planning process.

2.2 Existing Documents

- *Southern Tasmania Regional Land Use Strategy 2010-2035*. This major statutory instrument is now significantly out-of-date, having been largely based on the 2006 census data and prepared prior to the housing boom and subsequent shortage of the land three years. Key aspects are about to be reviewed, including those components relevant to outlying township such as those in Central Highlands.
- *Joint Land Use Planning Initiative- Settlement and Open Space Strategy*, July 2010. This sub-regional strategic work spanned four municipal areas; Central Highlands, Southern Midlands, Derwent Valley and Brighton.
- *Central Highlands Strategic Plan*.
- *Central Highlands Interim Planning Scheme 2015*.
- *Central Highlands Draft Local Provisions Schedule* and the State Planning Provisions.
- ...
- ...

3. OBJECTIVES & ISSUES

3.1 Project Outputs

- 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.
- The process of developing the structure plans is to fully involve the local communities, ensuring that the recommendations reflect agreed visions for each town and instilling a sense of shared community purpose and action.
- Recommendations will also relate 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.

3.2 Project Objectives

- Growth of population through greater retention of existing population and encouragement of new residents.
- Support for local business and service providers through improved town amenity, greater visitor numbers, residential and business growth.
- Greater visitor numbers stopping in the towns and staying for longer.
- Maximise the use of space and linkages between key areas, including safe and efficient traffic management for major roads passing through the towns.
- Alignment of future growth with current state and regional strategies where necessary.
- Attraction of further investment and funding for infrastructure, including for water, sewer, power and roads.
- Identification and recommendations for the reinforcement of each town's unique points of difference.

It is expected that other relevant issues will be raised through the community and stakeholder consultation process.

3.3 Issues to be Addressed – Bothwell potentially include but are not limited to:

- Capacity of the town's water and sewer services.
- Potential reinstatement of Village Zone area along northern boundary of town (removed in the 2015 scheme) for which a live subdivision approval exists.
- Increasing town capacity through potential rezoning of existing serviced Low Density Residential land to Village.
- Increasing town capacity through potential rezoning of existing Rural Living land to smaller lot size and/or Low Density Residential.
- Increasing town capacity through potential rezoning of existing rural living use lots, that effectively form part of the town, from Rural/Agriculture to Rural Living Zone.
- Strengthening the town's visitor potential as the gateway to the Highlands Lakes' fishing, bushwalking and hunting areas, and the birthplace of golf in Australia.
- Improving pedestrian/cycle linkages within the town between the town's facilities, attractions and open space areas.
- Improving linkages to key adjacent visitor attractions such as Ratho and Nant.

- Improving safety at the main junction in the town (Highlands Lakes Road / William Street, Market Place / Queen Street).
- ...
- ...

3.4 Issues to be Addressed – Ouse potentially include but are not limited to:

- Capacity of the town’s water and sewer services.
- Potential rezoning of former Education Department land next to school from Rural/Agriculture to Village.
- The apparent lack of vacant lots in the town and potential town expansion areas (i.e. potential extension of the Village Zone).
- Strengthening the town’s visitor potential as the gateway to the ‘western wilds’ fishing and bushwalking areas.
- Improving pedestrian/cycle linkages between the town’s facilities, attractions and open space areas, including the Hamilton Showgrounds 1 km west of the town.
- Pedestrian safety across the Lyell Highway.
- ...

3.5 Issues to be Addressed – Hamilton potentially include but are not limited to:

- Capacity of the town’s water and sewer services.
- Potential relocation of the town’s sewerage treatment facility, which is currently too close to the town.
- Appropriate zoning of the existing small lots south and east of the town currently zoned Rural.
- Improving pedestrian/cycle linkages between the town’s facilities, attractions and open space areas, including Department of Health and Human Services facilities.
- Strengthening the town’s visitor potential as a beautifully preserved Georgian sandstone village.
- Pedestrian safety across the Lyell Highway.
- ...
- ...

3.6 Issues to be Addressed – Gretna potentially include but are not limited to:

- Capacity of the town's water services.
- Potential expansion of the Rural Living Zone, taking advantage of exiting patterns of development and relative proximity to Greater Hobart.
- Future road layout plan
- Appropriate zoning of the existing small rural living use lots west of the town currently zoned Rural.
- Pedestrian safety across the Lyell Highway.
- Improving pedestrian/cycle linkages between the town's facilities and open space areas, including the war memorial.
- ...
- ...

3.7 Issues to be Addressed – Miena potentially include but are not limited to:

- The appropriate spatial allocation and zoning of the heart of the town, currently Local Business. Alternatives include Village Zone and/or the Community Purpose and Recreation Zones.
- Strengthening the town's visitor potential as the heart of the Highlands Lakes' fishing and bushwalking areas.
- Examining the relationship with, and linkages to, the business hub to the north at the junction of Highland Lakes Road and Marlborough Road.
- Assessing the supply of Low Density Residential land in the vicinity.
- Improving pedestrian/cycle linkages between the town's facilities, attractions and open space areas, including to/from the mooted Great Lake circuit.
- ...
- ...

4. PROJECT BRIEF

4.1 General

The focus of the project is for the Consultant to prepare and finalise the initial collective analysis, including the municipal-wide residential demand analysis and revised growth management strategies for the individual settlements, and then to progress with the individual structure plans over the course of two financial years.

The structure plans will take the form of a written document that will include detailed maps and design plans to be adopted and implemented as demand increase and funding is available.

The Consultant will work under the broad direction of the Steering Committee and in regular consultation with the Project Manager.

Initiatives identified and recommended in the structure plans have a far greater chance of succeeding where they are supported by the community and form a part of a bigger strategic viewpoint.

4.2 Response to Project Brief

In their response to the Project Brief, potential consultants are to provide a costed and itemised project plan. Council is flexible in terms of how the project may unfold and is willing to consider alternative suggestions. The following outline is provided as a guide:

PART 1

To be completed in the first year of the project.

Stage 1 Background and data gathering/understanding scope/needs

- Provide a draft snapshot of Central Highlands generally and the five townships in particular. This would include population data, business data, trends and strategic direction (from the Strategic Plan, Planning Scheme, Southern Tasmanian Regional Land Use Strategy, Joint Land Use Planning Initiative, etc):
 - Gather further background information to gain a full understanding of the issues and context, as agreed with the Steering Committee.
 - Undertake a needs analysis and scrutiny of the project objectives and issues.

Stage 2 Residential demand and supply analysis across the municipality and revised draft growth management strategies for the individual settlements.

- In concert with the expected revision of relevant components of the Southern Tasmania Regional Land Use Strategy.
- This will form the first major deliverable of the project.
- The development of each of the five structure plans will follow their own pathway following this point.

Stage 3 First Round of Public Consultation (Repeated for each town)

- Undertake Public and Stakeholder Consultation
 - Develop an agreed methodology for the initial consultation. It is envisaged this will include a community township workshop, involving SWOT analysis, vision-forming, etc.
 - Provide timeframes for consultation
 - Provide objectives for consultation
 - Identify/confirm the drivers for change (i.e. the catalysts for the Project).
 - Compile and consider the feedback and direction of the Structure Plan with the Steering Committee.

Stage 4 Part 1 Report

- Compile the outcomes of the above into a Part 1 Report.
- In addition to the learnings and from the first three stages, the report will include specific recommendations regarding the structure planning work for the five townships.
- Part 2, the structure planning process, will be informed by this work, including whether any settlements need a full structure plan or if something less would suffice.
- The consultants will liaise with the Steering Committee in drafting the report, and the Steering Committee will refer it to full Council for endorsement before Part 2 of the project commences.

PART 2

To be completed in the second year of the project.

Stage 5 Draft Structure Plan Document (For each town)

- Prepare draft Structure Plan for review by the Steering Committee.

Stage 6 Second Round of Public Consultation: Exhibition of Draft Structure Plans (For each town)

- Commence second round of public and stakeholder consultation on the draft Structure Plan- and:
 - Compile and consider the feedback
 - Input into the draft Structure Plan or amend otherwise
 - Report back to the Steering Committee with changes.

Stage 7 Finalise the Structure Plan for Endorsement (For each town)

- Finalise the Plan with the Steering Committee to prepare for Council endorsement.

4.3 Communications and Governance

The Steering Committee will guide the project as well provide a sounding board and tool for the Consultant. The Consultant's primary point of contact will be the Project Manager. The Consultant will, at times, be required to discuss the development of the plans with the Steering Committee and possibly full Council.

Communications with media will be undertaken by the Mayor per Council's existing *Communications Policy*.

Day-to-day communications from the community or stakeholders will be filtered by the Project Manager and/or Administration staff. Some communications will be directed to the Consultant where required.

Communications between Council representatives and the Consultant will be largely email and telephone with face to face as required and for key development meetings.

Communications through the community and stakeholder consultation will be agreed between the Steering Committee and the Consultant.

4.4 Timeframes & Reporting Requirements

Part 1

Stage 1 (estimate: 8 weeks)

The Consultant is to first meet with the Project Manager and Steering Committee to map out the way forward and any modifications to the proposed project plan. Then to prepare the first output and beginnings of the Structure Plan i.e. background analysis and snapshot of the municipality and the townships.

Stage 2 (estimate 4 weeks)

The Consultant to undertake the residential demand analysis across the municipality and produce revised draft growth management strategies for the individual settlements.

Stage 3 (estimate 4 weeks for each town, occurring consecutively)

First round of public consultation envisaged as including a township community planning workshop. Compile outcomes and feedback.

Stage 4 (estimate 4 weeks)

Development of the Stage 1 Report and submission to the Steering Committee, (which will then forward it to full Council for endorsement).

Part 2

Stage 5 (estimate 12 weeks for all five structure plans)

Prepare the first draft of the five Structure Plans and report to Steering Committee for agreement to proceed to community consultation.

Stage 6 (estimate 4 weeks for each town: 20 weeks)

Conduct community consultation of each Structure Plan and compile. Report to Steering Committee to debrief and seek agreement on amendments and to proceed to completion of the Plan.

Stage 7 (estimate 2 weeks for each town: 10 weeks)

Complete the draft Structure Plan and report to Steering Committee to commence endorsement process from Council.

Variation to above

As indicated above, Council is open to consider alternative proposals that achieve the same ends, if put forward by prospective Consultants.

5. EVALUATION CRITERIA & BUDGET

The successful Consultant will be selected on the basis of the following criterion:

- Ability to meet desired consultancy tasks and deliver desired project outcomes and outputs;
- Experience in public consultation including face-to-face meetings with the public including public meetings or group sessions;
- Suitability of the Consultant's proposed public consultation and engagement program – including:
 - Modern day best practice;
 - Lessons learned from previous engagement processes;
 - Is open and includes meetings and face to face;
 - Is respectful of the values and uniqueness of a rural community;
- Suitability of the Consultant's proposed project methodology. The Consultant is to provide methodology and a project plan that takes into account the stages of the project as outlined above for undertaking the services;
- Relevant skills, qualifications & experience, including of any sub-consultants proposed to be engaged by the Consultant;
- The Consultant's understanding and experience in strategic land use planning, economic development, development of public open spaces and community engagement;
- The ability for the Consultant to travel and meet face-to-face and costs associated with travel;
- Any further initiative taken by the Consultant to identify alternative methodology or expansion of objectives and outputs;
- The Consultant's ability to deliver project outputs on time in accordance with the above timeline requirements including of any sub-consultants proposed to be engaged by the Consultant;
- Value for money.

6. PROJECT BUDGET

The proposed Project Budget (excluding GST) shall not exceed:

Part 1, (Stages 1 -4):	\$120,000
Part 2 (Stages 5 to 7):	\$120,000
Total:	\$240,000

It is anticipated that Parts 1 and 2 will each span a financial year.

7. PROJECT STEERING COMMITTEE

Council has appointed a Project Steering Committee to provide high-level management and direction. The Steering Committee will liaise with full Council at key decision points.

Chair:	Councillor ...?
Deputy Chair:	Councillor?
Member:	Councillor ...?
Member:	Councillor ...?
Member:	Councillor ...?
Officer:	Development & Environmental Services Manager?
Officer:	Planning Officer?
Project Manager	Damian Mackey

Directions from the Steering committee will be implemented by the Project Manager, who will liaise with the Project Consultants on a day-to-day level.

8. CONTACT DETAILS

Further information regarding the consultancy can be obtained from:

Damian Mackey
Special Projects Officer
Central Highlands Council
Phone: 0499 782 584
Email: dmackey@southernmidlands.tas.gov.au