

A.T and R.E Arnold
1 Table Cape Road
Wynyard, Tasmania, 7325

12th October 2022

Linda Graham
Planning Adviser
Tasmanian Planning Commission
Level 3, 144 Macquarie Street
Hobart, TAS, 7000

Dear Linda,

**RE: Pre-Hearing Representation – Representation 12
Waratah-Wynyard draft Local Provisions Schedule (LPS)**

Further to our original representation regarding the Proposed Rural Zone transition north of River Road Wynyard and in reply to the Planning Authority Response in the Draft Local Provisions Schedule – Section 35 (F) Report for Waratah-Wynyard, we would like to provide further representation before the hearing scheduled 20th October 2022.

The reasons for this pre-hearing representation are listed below. Each point is discussed in further detail following.

1. Planning Authority Response has not considered completely the Agriculture and Rural Zone Decision Rules and Council's Environmental theme in the Strategic Plan
2. Mislead and misguided advice was provided to us during Community Consultations relating to the Settlement Strategy being not relevant to the Draft LPS Representation process
3. Inconsistent information provided in Planning Authority Responses

1. Planning Authority Response has not considered completely the Agriculture and Rural Zone Decision Rules and Council's Environmental theme in the Strategic Plan

The Planning Authority Response (snapshot shown in Figure 1 below) has not considered completely the Agriculture and Rural Zone Decision Rules, three (3) of which apply to the focus area favouring Agriculture:

- a. Current land use patterns
- b. Minimum of three titles
- c. Adjacent titles owned by same entity to be included in the same zone when possible

<p>Planning Authority's response</p>	<p>With respect to RZ 1, the area is developed in more of a Rural living style than Rural or Agricultural, with many smaller lots with dwellings, but there is a mixture of use in the area. This then limits the potential for agriculture due to potential for land use conflict. With respect to RZ 2, the 'Land Potentially Suitable for Agriculture Zone' layer acknowledges this development pattern, and classifies the majority of the Rural zoned area as potentially constrained. Therefore, in this instance the Rural Zone is more appropriate than the Agriculture Zone.</p> <p>Settlement Strategy recommends expansion of urban form in this area, subject to future strategic work to guide development before rezoning land. It is considered that the Rural Zone is a better "holding zone" than the Agriculture Zone.</p>
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Figure 1: Snapshot of Planning Authority Response

The current land use is Agriculture with cows and farming equipment utilising the area every day with existing farming infrastructure in place. As per RZ 1, this area is not limited or has no potential for agriculture. Yes, there are existing lots with dwellings alongside Table Cape Road and also River Road, but they do not limit the potential for agriculture use on these inner lots as there is no land use conflict. Existing dwellings around the current agriculture use is not causing conflict of use or are they potentially constraining it and haven't been for many years, in some parts of this focus area, for over 100 years.

Further information to support the current use as Agriculture is provided in Appendix A. It is an Application for Planning Approval submitted in March 2022 and our representation against (submitted 15th May) regarding a Subdivision (Boundary Reconfiguration) between 13 and 21 Table Cape Road. Within the application it states (on page 19 of the total document) that the Surrounding Property Use to the North and West is Agricultural. Refer to Figure 2.

Surrounding Property Use

- Lands to the north are agricultural uses;
- East are residential uses;
- South are residential uses; and
- West is agricultural uses.

Figure 2: Snapshot of Surrounding Property Use as described in the Application for Planning Approval (refer to Appendix A)

The land is also not potentially constrained due to the decision rules of requiring a minimum of three titles and adjacent titles being owned by the same entity. The detail for these are outlined in our original representation.

Looking at layers on maps and making a decision is no replacement to actually coming out to the relevant area to observe and understand the current land use and its connection with existing dwellings and other lots outside of the focus area.

Developing this area in urban form in this area completely contradicts the Environment theme in the Council's Strategic Plan. The protection of the "very high natural values of the banks of the Inglis River" along River Road need to be of upmost priority to leave as is and not be incorporated in building and landscape design for urban expansion in this area. As stated in the Strategic Plan, "A large component of developing the LPS has been identifying land which is eligible for additional protection through re-zoning to a more suitable zone, or in some cases a zone in which natural assets can be considered to a greater

extent. This also involved the identification of land which is to be protected for the primary use of Agriculture.”

Protecting the natural assets of River Road alongside the Inglis River and leaving the undeveloped land currently used as Agricultural land aligns with the Strategic Plan. Considering it as Rural or a “Holding Zone” for the potential urban expansion, or urban destruction (which it will be) of the natural beauty of this area, does not align with the Strategic Plan.

Substituting this area to Agricultural will not affect the current use or constrain it – it will ensure that it is protected and not destroyed by urban expansion and continues to provide sustainability for the future to the Wynyard area, as it has for over 170 years since this area was first settled.

2. Mislead and misguided advice was provided to us during Community Consultations relating to the Settlement Strategy being not relevant to the Draft LPS Representation process

During Community Consultation sessions (on 2 occasions – 28th March and 12th May) attended with Council Planners regarding information and how to submit a representation in regard to the LPS, we were informed that the Settlement Strategy was not relevant regarding this process, that it is just a “Strategy and there is no planned development.”

Yet reference to the Settlement Strategy is included in the Planning Authority Response for our representation and many other representations.

Trusting in the Council Planner’s advice and guidance in a field of which we are not familiar with, we did not include our Submission (submitted February 2021) regarding the Draft Settlement Strategy, which is now included with this representation as Appendix B. We have assumed that the Draft and Adopted Settlement Strategies are able to be sourced by the Tasmanian Planning Commission which is why we have not attached the over 300 page documents to this representation.

As our objections to the Draft Settlement Strategy were not fully considered, the Adopted Settlement Strategy only offers a vegetation buffer around existing boundaries, however the “*exact dimensions and alignment tbd*” (to be determined) as stated on page 116, Figure 3.27. How can anything be trusted what is written on paper or provided to as “advice” in a face to face conversation, when details are yet to be finalised, but yet the Planning Authority Responses rely and use the Settlement Strategy as their reasoning not to modify the draft LPS.

The constant reference to the Settlement Strategy in response to the representations does not provide transparency or even consideration to amend the LPS as the decision has already been made to rezone River Road (and this area in question) to be Rural and destroy the existing land which is currently in use for Agricultural purposes.

We were also informed during the Community Consultation that in requesting “substituting a SPP”, that a whole zone is to be selected instead of smaller parcels for a zone change. That is why our map of the Agriculture zone in Figure 6 in our original representation includes all of the current use agricultural lots and the existing housing lots. To make it clearer now, Figure 3 below shows the area we would like to substitute to Agriculture, which it is already used for. This amended request provides no conflicts of land use as suggested by the Planning Authority Response as all titles are adjacent and not constrained

from the Agricultural land to the north; and does not alter any information provided in our original representation regarding the Agricultural and Rural Zone Decision Rules and Guidelines.

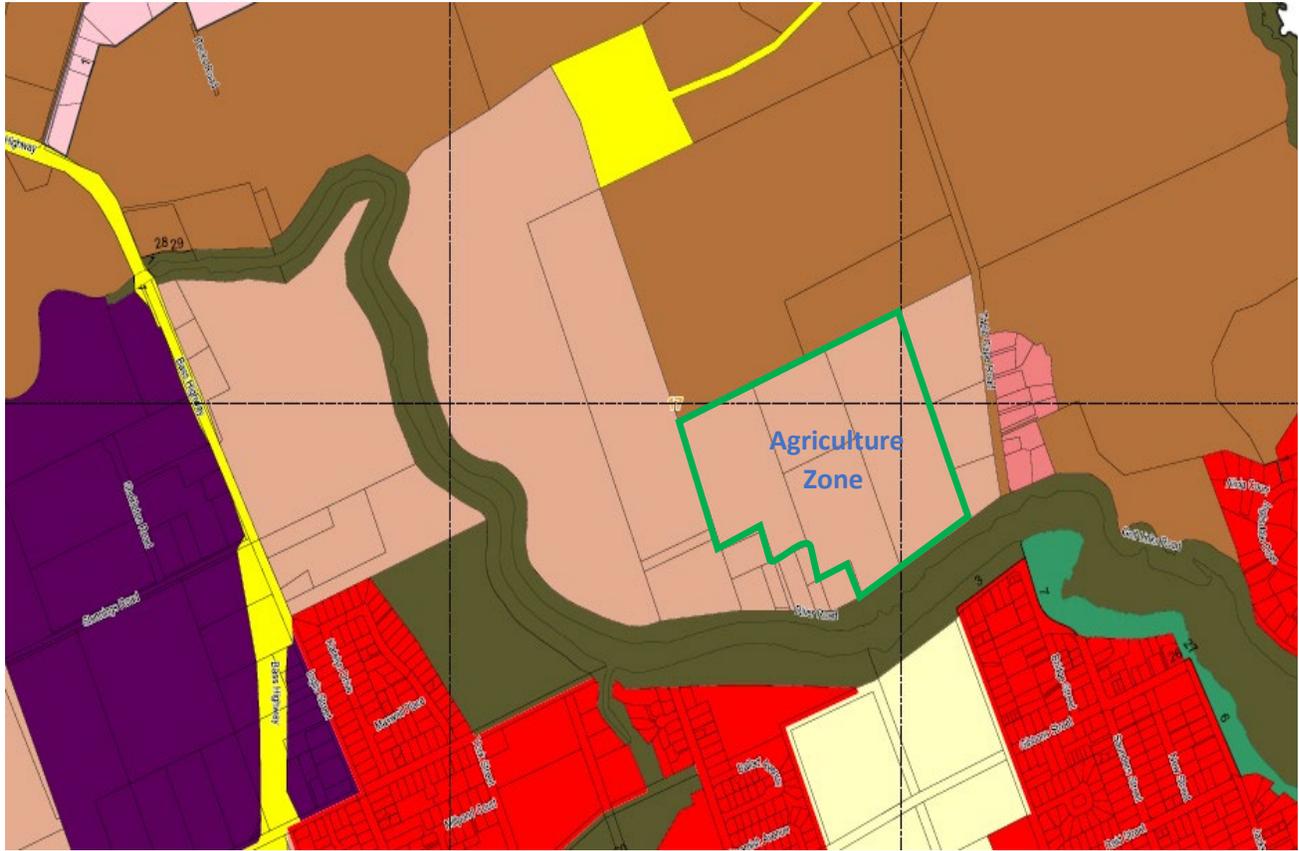


Figure 3: Amended request to substitute a SPP from Rural Zone to Agriculture Zone

3. Inconsistent information provided in Planning Authority Responses

There are inconsistencies in the Planning Authority Response with respect to Figure 11, page 19 in the 35 (F) report regarding the “Lots recommended for rezoning by the Settlement Strategy at River Road, Wynyard.”

The red boundary shown in Figure 11 is actually larger than that shown in the Adopted Settlement Strategy (Figure 3.27, page 116). Refer to the differences shown in Figure 4 below.

Figure 11 from 35 (F) report

Figure 3.27 from Adopted Settlement Strategy



Figure 11. Lots recommended for rezoning by the Settlement Strategy at River Road, Wynyard, with Land Potentially Suitable for Agriculture Zone layer

Figure 4: Difference in area size allocated for rezoning by the Settlement Strategy as declared in the 35 (F) report (left picture) and in the Adopted Settlement Strategy itself (right picture)

Another inconsistency is relating to the Boundary Reconfiguration Application in Appendix A. In the (approved) Application the area directly affected by the application is for agricultural purposes. Refer to Figure 5 below. Under the Settlement Strategy, this area is also planned to be the access road off Table Cape Road (Red Circle 1, right picture in Figure 4 above). If it is now approved for Agriculture use, how can it be developed later and used for an access road without destroying Agricultural land?

Discussion:

Existing dwellings have an on-site sewerage disposal system and are not proposed to be modified as part of this development. The remainder of the development is for agricultural purposes and is not subject to the provision.

Figure 5: Snapshot from Application stating the development (of the Boundary Reconfiguration) is for agricultural purposes.

The Planning Authority Response to another representation (22) was inconsistent as the response was in relation to our representation (12) and therefore was not relevant to the other representation (22).

Through the lack of responding completely to our representation; misleading and misguiding us in the process of representation; as well as providing inconsistent information throughout the 35 (F) report, and other planning processes and documents, how can the Draft LPS be accepted to allow to zone this area as Rural and not Agricultural? Zoning it as Rural does not align with the Council’s Strategic Plan Environment theme. According to the Planning Authority Responses, the Settlement Strategy will be the way forward for this area and nothing will change this, not even the fact that the beauty of the area will be destroyed and that land currently used for Agriculture will not be protected and lost forever.

Thank you for taking the time to consider this pre-hearing representation.

Yours faithfully,

Andrew and Rachel Arnold

APPENDIX A

- Application for Planning Approval
- Our Representation (dated 15th May 2022)

SD 2149

21 & 13 Table Cape Road WYNYARD

Proposal: Subdivision (Boundary Reconfiguration)
Discretionary Matter: Subdivision 26.4.4 (P1)

REPRESENTATIONS CLOSE ON:
Monday 16 May 2022

Please Note:

All documents contained herewith are for public viewing only and must not be removed from the Council offices.

7083582, 1888785

Documents Enclosed
Application Form
Site Notice
Location Map
Titles
Bushfire Risk Assessment
Planning Report

SECTION 51 LAND USE PLANNING & APPROVALS ACT 1993

PERMITTED APPLICATION - Assessment and determination of permit application under <i>S58 Land Use Planning and Approvals Act 1993</i>	\$250.00 plus \$1.20 per \$1,000 of value for use or development
DISCRETIONARY APPLICATION -- Assessment and determination of a permit application under <i>S57 Land Use Planning and Approvals Act 1993</i>	\$350.00 plus \$1.55 per \$1,000 of value for use or development plus advertising fee
SUBDIVISION APPLICATION – Assessment and determination of a subdivision application for 1 to 5 lots under s57 or s58 <i>Land Use Planning & Approvals Act 1993</i>	\$350.00 plus \$1.50 per \$1,000 of value for use or development plus advertising fee
SUBDIVISION APPLICATION – Assessment and determination of a subdivision application for more than 5 lots under s57 or s58 <i>Land Use Planning & Approvals Act 1993</i>	\$700.00 plus \$2.00 per \$1,000 of value for use or development plus advertising fee
Level 2 "Environmental Activity – Additional charge to permit application	\$470.00 + advertising fee by quote
Advertising fee will be reimbursed if no advertising is required	
Please refer to www.warwyn.tas.gov.au (Council Services – Planning Services – Planning Fees) for all other fees	

Is a hard copy of planning permit and endorsed documents required? Yes No^x

1. Value of work (inc GST) \$ 5000 Contract Price Estimate^x

2. Development Address 13 & 21 Table Cape Road, Wynyard

3. Full Name of Applicant(s) Micheal Wells (EnviroPlan OBO C&C Hanson and R & M Fowler)

Contact Details: Address: 71a Bass Highway Somerset

Email Address admin@enviroplanaustralia.com.au Telephone 6411 1931

For requests in hardcopy format all correspondence in relation to this application, will be sent to the contact address, otherwise all correspondence will be forwarded to the email address

4. Would you like the contact address recorded above to be applied for all future Council correspondence? (including rates/animal control etc)? Yes.....No.....

5.

Where the Applicant is not the Owner

In accordance with Section 52 of the *Land Use Planning and Approvals Act 1993* if the applicant for the permit is not the owner of the land in respect of which the permit is required, the applicant must include in the application for the permit, a declaration that the applicant has notified the owner of the intention to make the application.

In the event that the property is owned or managed by the Crown or Council, this application is to be signed by the relevant Crown Minister responsible, or General Manager of the Council, and accompanied by written permission of the Minister/General Manager to the making of this application.

Owners Full Name Charlie & Cheryle Hanson and Rodney and Mandy Fowler

Address 13 & 21 Table Cape Road, Wynyard Telephone Work/Business 0364 111931

Crown Minister/General Manager Signature.....

Applicant's Notification to Owner

I, Micheal Wells (EnviroPlan)
 of 71a Bass Highway, Somerset
 Full Name of Applicant(s)
 Applicant's Address

Declare that I/we have notified the owner(s) of the property(ies) of the intention to make this application.
 I/We understand that in accordance with Section 52(2) of the *Land Use Planning and Approvals Act 1993* a person must not obtain or attempt to obtain a permit by wilfully making, or causing to be made, any false representation or declaration either orally or in writing.

Applicant's Signature(s) 25/03/2022

6. Proposed Development (Fully describe intended use of land or premises)

Subdivision (boundary reconfiguration)

7. Supporting Information if necessary to explain special features of the proposal. (Attach separate sheet if required)

See application documents

To include –

a. One Copy (electronic copy if available) of any plan(s) and/or specification(s) for the proposed development, showing where applicable:

- Checkboxes for items i through ix: i. Sufficient information to demonstrate compliance... ii. a full description of the proposed use... iii. a full description of the manner... iv. a site analysis and site plan... v. a detailed layout plan... vi. a plan of the proposed landscaping... vii. car parking facilities... viii. area of clearing... ix. size, position, colour, illumination...

b. A full copy of your title shall also accompany the application.

Title Certificate [X] Title Plan [X] Schedule of Easements []

c. Relevant engineering pre-lodgement approvals

Access [] Stormwater []

8. Present use of site and/or buildings – full description

Residential

9.

Table with 2 columns: Car Parking, Floor Area. Rows: Existing on site (2), Total no. proposed (2), Existing, Proposed.

Site Area.....m² Totalm²

Questions 10 to 13 relate to Commercial and industrial Uses and Development ONLY

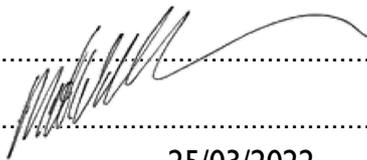
10.	What days and hours of operation are proposed?		
	Monday to Friday:	From	a.m. to p.m.
	Saturday	From	a.m. to p.m.
	Sunday	From	a.m. to p.m.
11.	Number of Employees?		
	Existing.....		
	Proposed.....		
12.	Vehicles visiting or delivering to or from the site?		Trips per day
	Type	No.	
13.	What type of machinery is to be installed or used		
	Type	No.	

Declaration By Applicant (Mandatory)

I declare that the information given is a true and accurate representation of the proposed development. I understand that the information and materials provided with the 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 Permit 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 Waratah-Wynyard 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.

I/We hereby acknowledge that Section 20(a) of the *Local Government Act 1993* provides the power for persons authorised by the General Manager to enter land without notice in relation to an application by the owner or occupier for a licence, permit or other approval given by the council.

Signature(s)
(all applicants to sign)


.....
.....

Date . 25/03/2022
.....

NOTICE OF PROPOSED DEVELOPMENT

Notice is hereby given that an application has been made for the following development:-

NO:	SD 2149
LOCATION:	21 & 13 Table Cape Road WYNYARD
APPLICANT:	EnviroPlan
ZONING:	Rural Resource
USE CLASS:	Residential
PROPOSAL:	Subdivision (Boundary Reconfiguration)
DISCRETIONARY MATTER:	Subdivision 26.4.4 (P1)

The application and associated plans and documents will be available for inspection during normal office hours for a period of 14 days from the date of this notice at the Council Office, Saunders Street, Wynyard or can be viewed on the Council website www.warwyn.tas.gov.au.

Any person who wishes to make representations in accordance with the *Land Use Planning and Approvals Act 1993*, must do so during the 14-day period.

Representations in writing will be received by the General Manager, PO Box 168, Wynyard, 7325, or email council@warwyn.tas.gov.au by **Monday 16 May 2022**.

Dated Saturday 30 April 2022.



Shane Crawford
GENERAL MANAGER

SEARCH OF TORRENS TITLE

VOLUME 249062	FOLIO 1
EDITION 4	DATE OF ISSUE 04-Nov-2004

SEARCH DATE : 25-Mar-2022

SEARCH TIME : 11.37 AM

DESCRIPTION OF LAND

Parish of SHEKLETON, Land District of WELLINGTON
 Lot 1 on Plan 249062
 Derivation : Part of 94 acres Gtd to J Alexander.
 Prior CT 3088/89

SCHEDULE 1

C398800 TRANSFER to RODNEY JOHN FOWLER and MANDY DAWN FOWLER
 Registered 03-Oct-2002 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 BURDENING EASEMENT: a pipeline easement (for the North-West
 Regional Water Authority) over the land marked
 "Pipeline Easement 10.00 wide" on Diagram No. 14756
 (subject to conditions more fully set forth therein)
 C398801 MORTGAGE to Australia and New Zealand Banking Group
 Limited Registered 03-Oct-2002 at 12.01 PM
 C597015 MORTGAGE to Australia and New Zealand Banking Group
 Limited Registered 04-Nov-2004 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SEARCH OF TORRENS TITLE

VOLUME 130083	FOLIO 4
EDITION 4	DATE OF ISSUE 29-Aug-2019

SEARCH DATE : 25-Mar-2022

SEARCH TIME : 11.36 AM

DESCRIPTION OF LAND

Parish of SHEKLETON, Land District of WELLINGTON
 Lot 4 on Plan 130083
 Derivation : Part of Lot 718 and 94 Acres Gtd. to J. King and
 J. Alexander respectively.
 Prior CT 199105/1

SCHEDULE 1

C140951 TRANSFER to CHARLES JAMES HANSON and CHERYLE ANN
 HANSON Registered 10-Nov-1998 at noon

SCHEDULE 2

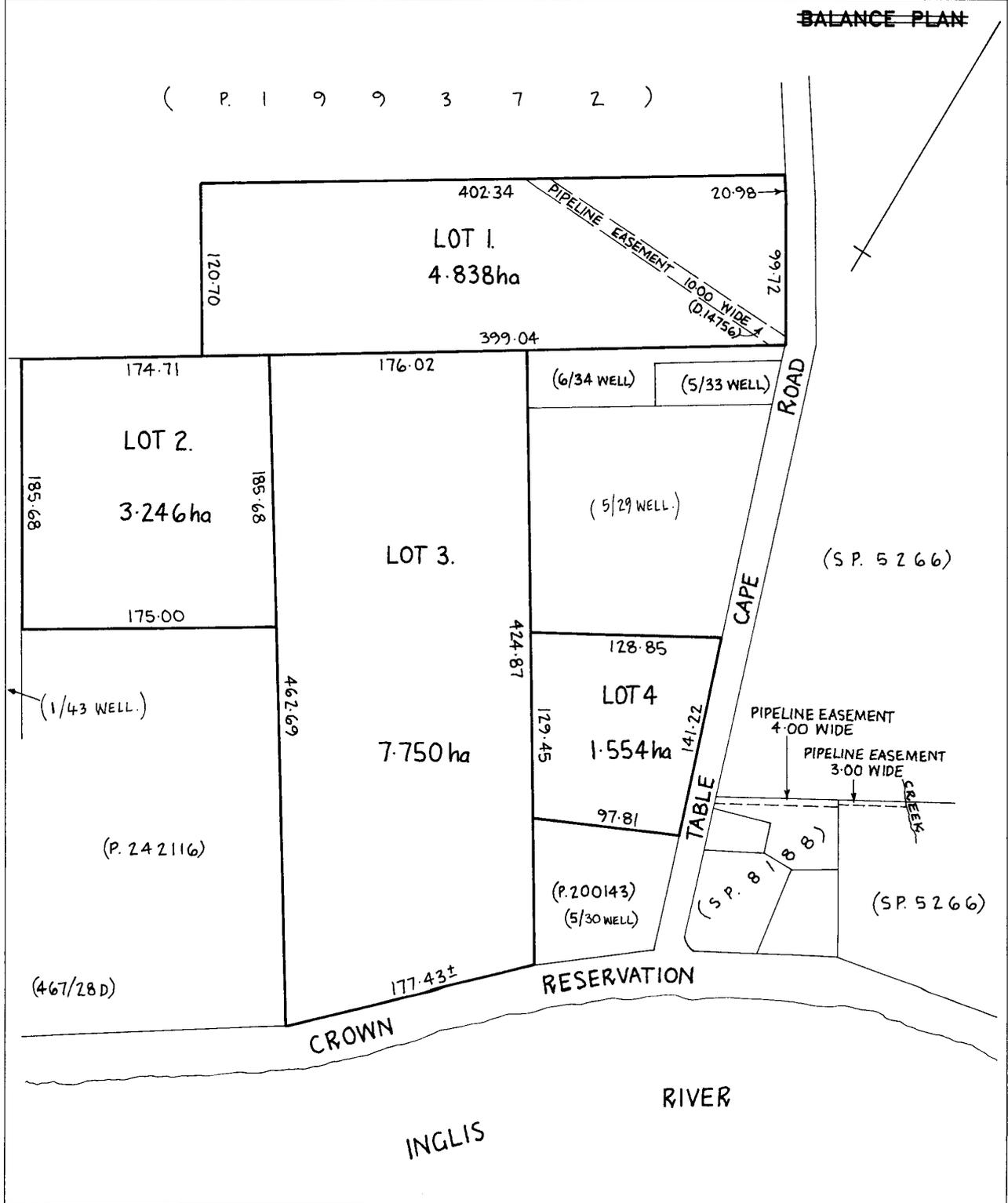
Reservations and conditions in the Crown Grant if any
 BENEFITING EASEMENT: the right to convey water by means of
 pipes along and under the Pipeline Easements 4.00 and
 3.00 metres wide shown on Plan No. 130083 with the
 right in connection with the conveying of such water
 to lay cleanse repair and maintain such pipes as may
 be reasonably required for such purposes along over
 and under the said Pipeline Easements at all times
 for all purposes in connection therewith.

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER	PLAN OF TITLE	REGISTERED NUMBER
FOLIO REFERENCE		P 130083
GRANTEE		
FR.199105-1	LOCATION	APPROVED 30 JUN 1998
	WELLINGTON - SHEKLETON	<i>Michael Dain</i> Recorder of Titles
	FIRST SURVEY PLAN No. 1/43 WELL	
	COMPILED BY LTO	
	SCALE 1: 2500	LENGTHS IN METRES

MAPSHEET MUNICIPAL CODE No. 127 (3846-43,44)	LAST UPI No FNX17	LAST PLAN No. 102/6NS.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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DJB A-143

OS-D 435

VOL. 3088 FOL. 89

ANNEXURE TO CERTIFICATE OF TITLE
REGISTERED NUMBER

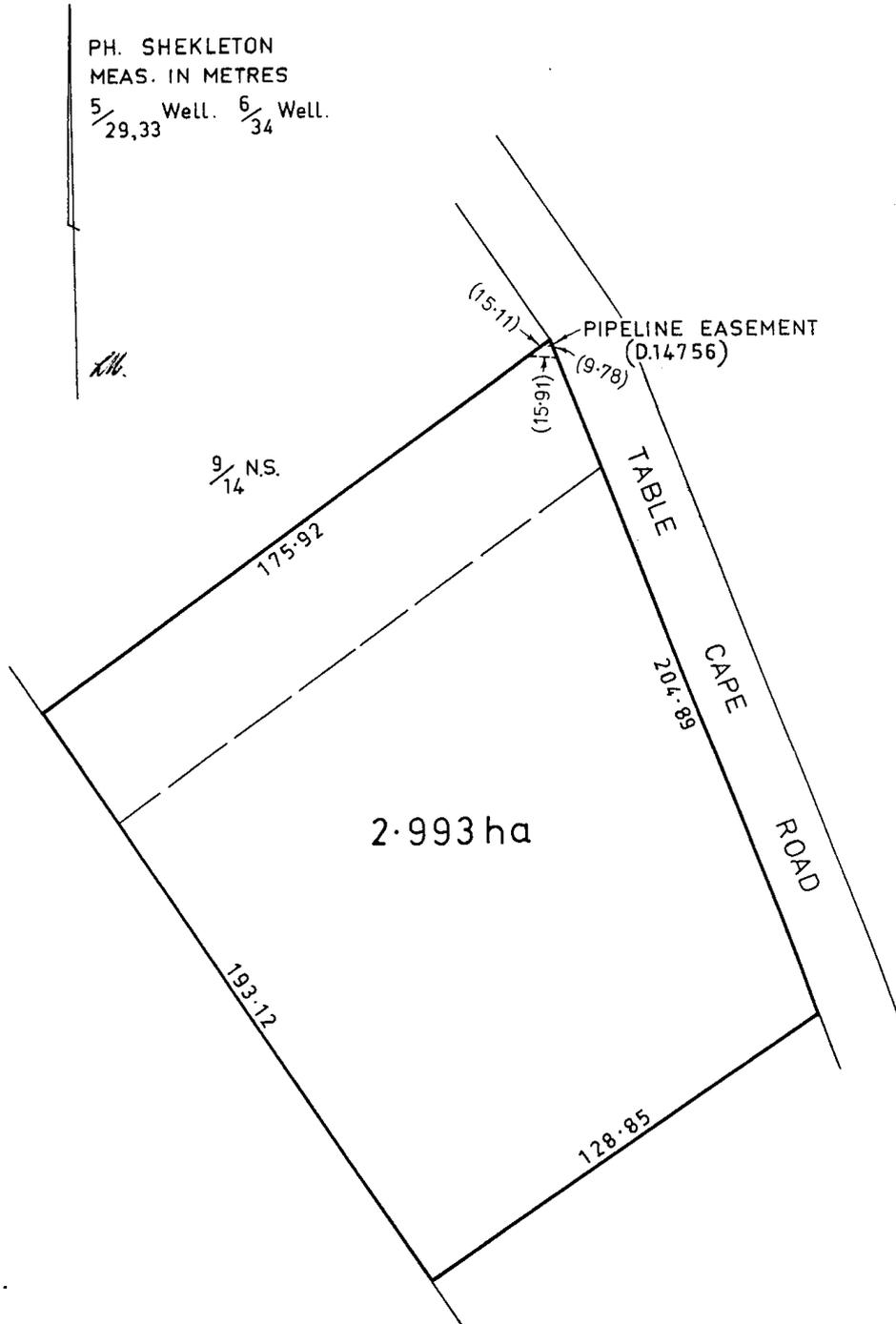
249062

ACTING Recorder of Titles



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

PH. SHEKLETON
MEAS. IN METRES
5/29.33 Well. 6/34 Well.



2.993 ha



Bushfire Risk

Assessment Report & Certificates

for

C & C Hanson, R & M Fowler

13 & 21 Table Cape Road

Date of Plan

09/03/2022

EnviroPlan Australia

Micheal Wells

Bushfire Accreditation No: **BFP-128**

ABN: 28 650 042 436

71a Bass Highway, Somerset

PO Box 546 Somerset, TAS 7322

Email: admin@enviropianaustralia.com.au



Consultant Details

Mr. Micheal Wells GradDipUrbRegPlanBEnvDesDipBldgConst

Town Planner, Builder, Bushfire Assessor, Building Designer, Fire Engineer, (IFE) Forest Botanist (FPA)

Bushfire Accreditation No: **BFP-128**

Scope of Assessors Accreditation

Micheal Wells (BFP-128) is accredited by the Chief Officer of the Tasmania Fire Service under Section 60B of the *Fire Service Act 1979* for the following Scope of Works:

1. Certify a Bushfire Attack Level Assessment for **Building Work**
- 3A. Certify Acceptable Solutions for **Buildings or Extensions**
- 3B. Certify Acceptable Solutions for **Small Subdivisions** (less than 10 Lots or a single stage)
- 3C. Certify Acceptable Solutions for **Large Subdivisions** (10 lots or more or in multiple stages)

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Bushfires in Tasmania are an unpredictable natural phenomenon and preparing a Bushfire Hazard Management Plan increases your chances of defending your property and assists in the protection the people whom frequent it. This Fire Hazard Management Plan in no way guarantees immunity from a bushfire in or around your property or the effects thereof.

Any measures implemented based on the advice from *EnviroPlan Australia*, is offered as potential methods of reducing your properties risk of fire damage only and is not to be relied upon as a total solution. It in no way guarantees that any or all buildings on site will survive the effects of a bushfire nor does it guarantee the safety and security of any individuals whom frequent the property.

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Document Status

Revision No	Author	Signature	Date
1	M. Wells		09/03/2022

BUSHFIRE-PRONE AREAS CODE

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

1. Land to which certificate applies

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

Street address:

13 & 21 Table Cape Road, Wynyard, Tasmania 7325

Certificate of Title / PID:

CT: 130083/4, 200143/1, PID: 1888785, 7083566

2. Proposed Use or Development

Description of proposed Use and Development:

Proposed Boundary Reconfiguration

Applicable Planning Scheme:

Waratah-Wynyard Interim Planning Scheme 2013

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
BOUNDARIES ADJUSTMENT	EnviroPlan	27/11/2021	

4. Nature of Certificate

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

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

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

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

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

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

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

5. Bushfire Hazard Practitioner

Name:

Micheal Wells

Phone No:

03 6411 1931

Postal Address:

PO Box 546, Somerset TAS 7322

Email Address:

admin@enviroplanaustralia.com.au

Accreditation No:

BFP – 128

Scope:

1, 3A, 3B & 3C

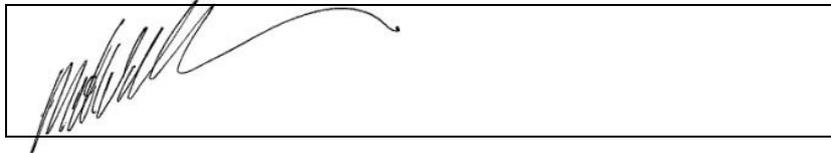
6. Certification

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

Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or

The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Micheal Wells

Date:

09/03/2022

Certificate
Number:

22002 – 5

(for Practitioner Use only)



The Land – Site

Title & Description

Phone Contact:

Land Owners: C & C Hanson, R & M Fowler

Owners Agent: EnviroPlan

Property Location: 13 & 21 Table Cape Road, Wynyard Tasmania 7325

Property ID: 1888785, 7083566

Certificate of Title: 130083/4, 200143/1

Lot Size: 4.54 ha (45400 m²)

Council: Waratah-Wynyard Council

Class of Building:

Type of Building:

Description of Work: Proposed Boundary Reconfiguration

Referenced Documents:

<i>Drawn By</i>	<i>Plan No</i>	<i>Revision No</i>	<i>Date</i>
EnviroPlanEnviroPlan	221175 - SD1 to SD2		27/11/2021

Aerial Image of Site



Figure 1 – Location of land 13 & 21 Table Cape Road, Wynyard

The property fronts onto Table Cape Road and is located on the western side of the road.

Existing Use and Development

The current use of land is residential use with a house and associated sheds located on the property.

Site Analysis

Topography

The land is relatively flat and sits on a plateaued area.

Access

The existing site access to the subject land is off Table Cape Road via a formed rural roads crossover and does not require further upgrades as part of this development.

In order to be compliant – all site accesses must be in accordance with AS/NZ 2890.1 - *Parking Facilities - Off-Street Car Parking* and in particular *Section 3 Access Facilities to Off-Street Parking Areas and Queuing Areas*.

Road Class Descriptions & Conclusion:

(AADT = Annual Average Daily Traffic Volume)

4A: Main Road (>150 AADT)

- All weather road predominately two lane and unsealed; can be sealed if economically justified;
- Operating speed of 50-80 km/h according to terrain; and
- Minimum carriage width of 7m.

4B: Minor Road (150-50 AADT)

- All weather two lane road formed and gravelled or single lane sealed road with gravel shoulders;
- Operating speed of 30-70 km/h according to terrain; and
- Minimum carriage width of 5.5m

4C: Minor Road (50 – 10 AADT)

- Substantially a single lane two way dry weather formed (natural materials) track/road;
- Operating speed of 20-40 km/h according to terrain; and
- Minimum carriage width of 4m.

The RTA Guidelines (Guide to Traffic Generating Developments) average daily residential dwelling rates for vehicle movements at **9.0** / dwelling with a weekday hourly rate of **0.85** / dwelling.

The road corridor width is 20 m with a formed construction of 5.5 m (including shoulders) supporting the 4b road construction.

The road is constructed to Municipal Standards for public access and is constructed to accommodate large vehicle volumes for safe vehicular passage. The road can easily accommodate the increase in AADT placed by the proposal and does not pose a detriment to the safe access/egress for occupants, fire or other emergency personnel.

Water Services

The following best describes to available services to the site and any mitigation measures required by the development:

- Water reticulation services are within the subject area that feature fire hydrants.
- However the separation distance between the closest fire hydrant to the furthest part of the building area measured as a hose lay exceeds 120m in separation and therefore bulk on-site water storage facilities are required for the development.



Figure 3 – Reticulated Water Services within proximity of the land 13 & 21 Table Cape Road, Wynyard (source: www.theLIST.tas.gov.au)

Surrounding Property Use

- Lands to the north are agricultural uses;
- East are residential uses;
- South are residential uses; and
- West is agricultural uses.

TasVeg Overlay



Figure 4 – TasVEG 4.0 Fire Attributes of land 13 & 21 Table Cape Road, Wynyard (source: www.theLIST.tas.gov.au)

The 'TasVEG Fire Attributes' layer defines the surrounding vegetation as being:

Vegetation Group

Agricultural, Urban and Exotic Vegetation
 Agricultural, Urban and Exotic Vegetation

Fire Sensitivity / Flammability

MH Flammability, L Sensitivity
 N Flammability, N Sensitivity

The following vegetation table best describes the flora contained within the bushfire exposure:

Grassland

Generalised Description of the types of vegetation:

- Forest:** *Open tree canopy dominated by eucalypt species (typically >10m in height) with crowns that touch or overlap. Canopy allows most sunlight to penetrate supporting growth of a prominent understorey layer varying between hard-leaved shrubs to luxuriant soft leaved shrubs, ferns and herbs.*
- Woodland:** *Dominated by an open to sparse layer of eucalypts with the crowns rarely touching. Typically 15-35m high (may be shorter at sub-alpine altitudes). Diverse ground cover of grasses and herbs. Shrubs are sparsely distributed. Usually found on flat to undulating ground.*
- Tall Heath (Scrub):** *Shrubby vegetation greater than 2 metres tall. Principal plant species include banksias, spider flowers, wattles, legumes, eucalypts, tea-trees, paper barks, she oaks, grass trees, cord rushes and sedges. Grasses are scarce. Not found in arid and semi arid locations. Includes Hawkesbury Sandstone vegetation with scattered over-storey trees and predominantly healthy understorey and coastal heath. May include some mallee eucalypts in coastal locations.*
- Short Heath (Open Shrub):** *Shrubby vegetation less than 2 metres in height. Often more open in canopy. Principal plant species include banksias, spider flowers, wattles, legumes, eucalypts, tea-trees, paper barks, she oaks, grass trees, cord rushes and sedges. Grasses are scarce. Not found in arid and semiarid locations.*
- Rainforest:** *Closed and continuous complex tree canopy composed of relatively soft, horizontally-held leaves. Generally lacking in eucalypts. Understorey typically includes ferns and herbs. Vines often present in canopy or understorey. Occur mainly in areas that are reliably moist, mostly free of fire and have soils of moderate to high fertility. Typically coastal and escarpment locations.*
- Grassland:** *Dominated by perennial grasses and the presence of broad-leaved herbs on flat topography. Lack of woody plants. Plants include grasses, daisies, legumes, geraniums, saltbushes and Copperburrs.*
- Managed Land:** *Non-vegetated or reduced vegetation areas such as: actively grazed pastures, maintained urban yards, maintained lawns, crops, orchards, vineyards, commercial nurseries, playing fields, golf course fairways, cleared parks, non-vegetated areas, formed roads and footpaths including cleared verges, waterways, etc.*

Proposal

The developer/s, C & C Hanson, R & M Fowler seek to construct a Proposed Boundary Reconfiguration.

The proposal is a boundary adjustment with lot 2 of the plan adhering the excised area to the title. Further the separation distance from the dwelling to the new boundary provides for a greater bushfire protection and significantly reduces the overall BAL rating of the existing property.

Intended Purpose of Plan

The plan is intended to satisfy the provisions of the Municipal Planning Scheme as well as the Building Act 2016, including transitional Arrangements Building Regulations 2014 (Part 1A) and National Construction Code 2019.

Purpose

The purpose of this bushfire assessment report is to identify the Bushfire Attack Level (BAL) in accordance with AS 3959-2009 & 2018 Construction of Buildings in Bushfire Prone Areas, and Guidelines for Development in Bushfire Prone Areas of Tasmania 2005.

The BAL will enable the appropriate construction method and applicable construction requirements for the proposed building works to be designed in accordance with AS 3959-2009 & 2018, Part 3.7.4, 3.7.4.1 and 3.7.4.2 of the National Construction Code Amendment 2013, Building Act 2016, including transitional Arrangements Building Regulations 2014 (Part 1A) and National Construction Code 2019 and the Guidelines for Development in Bushfire Prone Areas of Tasmania.

General Information - Fire Danger Index:

The Fire Danger Index (FDI) is a measure of the probability of a bushfire starting, its rate of spread, intensity and the difficulty of extinguishment according to combinations of temperature, relative humidity, wind speed and available fuels, all of which is influenced by daily rainfall events and the time elapsed between such rainfall events.

The **FDI** in Tasmania is **50**.



Applicable Standard to which the plan relates

E1.6.1 / C13.6.1 Subdivision – Provision of Hazard Management Areas

The proposal provides for sufficient separation from building areas and bushfire-prone vegetation which reduces heat transfer and ember attack and provides protection for all lots contained within the proposal.

<p>Objective <i>Subdivision provides for hazard management areas that:</i></p> <ul style="list-style-type: none"> a) <i>facilitate an integrated approach between subdivision and subsequent building on a lot;</i> b) <i>provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</i> c) <i>provide protection for lots at any stage of a staged subdivision.</i> 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <ul style="list-style-type: none"> (a) <i>TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</i> (b) <i>The proposed plan of subdivision:</i> <ul style="list-style-type: none"> i. <i>shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivisions;</i> ii. <i>shows the building area for each lot;</i> iii. <i>shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of Buildings in Bushfire Prone Areas; and</i> iv. <i>is accompanied by a bushfire hazard management plan for each individual lot, certified by the TFS or accredited person, showing hazard management areas greater than the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of Buildings in Bushfire Prone Areas; and</i> (c) <i>If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.</i> 	<p>P1</p> <p><i>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:</i></p> <ul style="list-style-type: none"> (a) <i>the dimensions of hazard management areas;</i> (b) <i>a bushfire risk assessment of each lot at any stage of staged subdivision;</i> (c) <i>the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</i> (d) <i>the topography, including site slope;</i> (e) <i>any other potential forms of fuel and ignition sources;</i> (f) <i>separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development</i> (g) <i>an instrument that will facilitate management of fuels located on land external to the subdivision; and</i> (h) <i>any advice from the TFS.</i>
<p>Performance:</p>	<p>Acceptable Solution Satisfied</p>
<p>Discussion: Complies with A1(b) above.</p>	

E1.6.2 / C13.6.2 Subdivision: Public and Fire Fighting Access

<p>Objective Access roads to, and the layout of roads, tracks and trails, in a subdivision:</p> <ul style="list-style-type: none"> (a) allow safe access and egress for residents, firefighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken; (c) are designed and constructed to allow for fire appliances to be manoeuvred; (d) provide access to water supplies for fire appliances; and (e) are designed to allow connectivity, and where needed, offering multiple evacuation points. 	
<p>Acceptable Solutions</p> <p>A1</p> <ul style="list-style-type: none"> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that: <ul style="list-style-type: none"> i. Demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and ii. Is certified by the TFS or an accredited person. 	<p>Performance Criteria</p> <p>P1</p> <p>A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires having regard to:</p> <ul style="list-style-type: none"> (a) appropriate design measures, including: <ul style="list-style-type: none"> i. two way traffic; ii. all weather surfaces; iii. height and width of any vegetation clearances; iv. load capacity; v. provision of passing bays; vi. traffic control devices; vii. geometry, alignment and slope of roads, tracks and trails; viii. use of through roads to provide for connectivity; ix. limits on the length of cul-de-sacs and dead-end roads; x. provision of turning areas; xi. provision for parking areas; xii. perimeter access; and xiii. fire trails; (b) the provision of access to: <ul style="list-style-type: none"> i. bushfire-prone vegetation to permit the undertaking of hazard management works; and ii. fire fighting water supplies; and (c) any advice from the TFS.
<p>Performance: Acceptable Solution Satisfied</p>	
<p>Discussion: Complies with A1(b) above and Table E2.</p>	

Table E1 / C13.1 – Standards for Roads

Table E2 / C13.2 – Standards for Property Access

Element	Requirement
<p>A Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point</p>	<p>There are no specified design and construction requirements.</p>
<p>B Property access length is 30 metres or greater; or access for a fire appliance to a water</p>	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> a) All-weather construction; b) Load capacity of at least 20 tonnes, including for bridges and culverts; c) Minimum carriageway width of 4 metres; d) Minimum vertical clearance of 4 metres; e) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway; f) Cross falls of less than 3 degrees (1:20 or 5%); g) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; h) Curves with a minimum inner radius of 10 metres;

connection point.	<ul style="list-style-type: none"> i) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and j) Terminate with a turning area for fire appliances provided by one of the following: <ul style="list-style-type: none"> i. A turning circle with a minimum inner radius of 10 metres; or ii. A property access encircling the building; or iii. A hammerhead 'T' or 'Y' turning head 4 metres wide and 8 metres long
C Property access length is 200 metres or greater.	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> a) The Requirements for B above; and b) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200 metres.
D Property access length is greater than 30 metres, and access is provided to 3 or more properties.	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> a) Complies with Requirements for B above; and b) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.

Table E3 / C13.3 – Standards for Fire Trails

E1.6.3 / C13.6.3 Subdivision – Provision of Water Supply for Fire Fighting Purposes

<p>Objective Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas</p>	
Acceptable Solutions	Performance Criteria
<p>A1 In areas serviced with reticulated water by the water corporation:</p> <ul style="list-style-type: none"> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire. 	<p>P1 No Performance Criteria</p>
Performance:	Acceptable Solution Satisfied
<p>Discussion: LOT 2 ONLY Complies with A1 (b) above and Table E4.</p>	
Acceptable Solutions	Performance Criteria
<p>A2 In areas that are not serviced by reticulated water by the water corporation:</p> <ul style="list-style-type: none"> (a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for firefighting purposes; or 	<p>P2 No Performance Criteria</p>

<p>(b) <i>The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or</i></p> <p>(c) <i>A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for firefighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</i></p>	
Performance:	Acceptable Solution Satisfied
<p>Discussion: LOT 1 ONLY Complies with A1 (b) above and Table E5.</p>	

Table E4 / C13.4 – Reticulated Water Supply for Fire Fighting

Element	Requirement
<p>A <i>Distance between building area to be protected and water supply</i></p>	<p><i>The following requirements apply:</i></p> <ul style="list-style-type: none"> a) <i>The building area to be protected must be located within 120 metres of a fire hydrant; and</i> b) <i>The distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.</i>
<p>B <i>Design criteria for fire hydrants</i></p>	<p><i>The following requirements apply:</i></p> <ul style="list-style-type: none"> a) <i>Fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition; and</i> b) <i>Fire hydrants are not installed in parking areas.</i>
<p>C <i>Hardstand</i></p>	<p><i>A hardstand area for fire appliances must be provided:</i></p> <ul style="list-style-type: none"> a) <i>No more than 3 metres from the hydrant, measured as a hose lay;</i> b) <i>No closer than 6 metres from the building area to be protected;</i> c) <i>With a minimum width of 3 metres constructed to the same standard as the carriageway; and</i> d) <i>Connected to the property access by a carriageway equivalent to the standard of the property access.</i>

Table E5 / C13.5 – Static Water Supply for Fire Fighting

Element	Requirement
<p>A <i>Distance between building area to be protected and water supply</i></p>	<p><i>The following requirements apply:</i></p> <ul style="list-style-type: none"> a) <i>The building area to be protected must be located within 90 metres of the water connection point of a static water supply; and</i> b) <i>The distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.</i>
<p>B <i>Static Water Supplies</i></p>	<p><i>A static water supply:</i></p> <ul style="list-style-type: none"> a) <i>May have a remotely located offtake connected to the static water supply;</i> b) <i>May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times;</i> c) <i>Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems;</i> d) <i>Must be metal, concrete or lagged by non-combustible materials if above ground; and</i>

	<p>e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009, the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by:</p> <ol style="list-style-type: none"> i. Metal; ii. Non-combustible material; or iii. Fibre-cement a minimum of 6mm thickness.
<p>C Fittings, pipework and accessories (including stands and tank supports)</p>	<p>Fittings and pipework associated with a water connection point for a static water supply must:</p> <ol style="list-style-type: none"> a) Have a minimum nominal internal diameter of 50mm; b) Be fitted with a valve with a minimum nominal internal diameter of 50mm; c) Be metal or lagged by non-combustible materials if above ground; d) Where buried, have a minimum depth of 300mm (compliant with AS/NZS 3500.1-2003 Plumbing and Drainage, Part 1 Water Services Clause 5.23); e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment; f) Ensure the coupling is accessible and available for connection at all times; g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length); h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and i) Where a remote offtake is installed, ensure the offtake is in a position that is: <ol style="list-style-type: none"> i. Visible; ii. Accessible to allow connection by firefighting equipment; iii. At a working height of 450 – 600mm above ground level; and iv. Protected from possible damage, including damage by vehicles.
<p>D Signage for static water connections</p>	<p>The firefighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must:</p> <ol style="list-style-type: none"> a) Comply with water tank signage requirements within Australian Standard AS 2304-2011 Water storage tanks for fire protection systems; or b) Comply with the Tasmania Fire Service Water Supply Guideline published by the Tasmania Fire Service.
<p>E Hardstand</p>	<p>A hardstand area for fire appliances must be:</p> <ol style="list-style-type: none"> a) No more than 3 metres from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); b) No closer than 6 metres from the building area to be protected c) With a minimum width of 3 metres constructed to the same standard as the carriageway; and d) Connected to the property access by a carriageway equivalent to the standard of the property access.



EnviroPlan Australia
Micheal Wells
Bushfire Accreditation No: **BFP-128**

Section 3

Bushfire Attack Level (BAL) Assessment

Property Address: 13 & 21 Table Cape Road, Wynyard, Tasmania 7325
Municipality: Waratah-Wynyard
Date of Assessment: 09/03/2022

Type of Work

Building Class Adopted: Not Applicable
Proposal Description: Proposed Boundary Reconfiguration

Fire Danger Index

FDI Adopted: **50**

Vegetation Type

Classification Adopted: **Grassland**

BAL Assessment
BAL Determination Sheet - Lot 1

EnviroPlan Australia
Micheal Wells

Bushfire Accreditation No: BFP-128
 Scope of Accreditation: 1, 3A, 3B & 3C
 Parent Title - PID: 1888785, 7083566 CT: - 130083/4, 200143/1



Classification for each side of the Site

Vegetation Class	N <input checked="" type="checkbox"/>	S <input checked="" type="checkbox"/>	E <input checked="" type="checkbox"/>	W <input checked="" type="checkbox"/>	Exclusions (where applicable)
Group A - Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group B - Woodland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group C - Shrubland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group D - Scrub	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group E - Mallee/Mulga	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Group F - Rainforest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group G (FDI 50) - Grassland	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Group H - Managed Land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vegetation Proximity

Distance to classified vegetation	Show distance in metres								
	Required	N	12	S	12	E	12	W	12
Existing	N	12	S	12	E	12	W	12	12

Closest Exposure: 12 metres

Note: If there is no classification vegetation within 100m of the site then the BAL is LOW for that part of the site.

Land Slope

	N <input checked="" type="checkbox"/>	S <input checked="" type="checkbox"/>	E <input checked="" type="checkbox"/>	W <input checked="" type="checkbox"/>
Slope under the classified vegetation	Upslope			
	Upslope/0° <input checked="" type="checkbox"/>			
	Downslope			
	>0 to 5° <input type="checkbox"/>			
	>5 to 10° <input type="checkbox"/>			
	>10 to 15° <input type="checkbox"/>			
	>15 to 20° <input type="checkbox"/>			
BAL value for each side of site	19	19	19	19

Site BAL Assessment

BAL classification adopted for site is: BAL - 19

Note 1: Site BAL is adopted from the highest BAL rating on any single exposure.

Note 2: BAL - LOW, BAL - 12.5, BAL - 19, BAL - 29, BAL - 40 & BAL - FZ (Flame Zone).

BAL Assessment

BAL Determination Sheet – Lot 2

EnviroPlan Australia
Micheal Wells

Bushfire Accreditation No: BFP-128
Scope of Accreditation: 1, 3A, 3B & 3C
Parent Title - PID: 1888785, 7083566 CT: - 130083/4, 200143/1



Classification for each side of the Site

Vegetation Class	N <input checked="" type="checkbox"/>	S <input checked="" type="checkbox"/>	E <input checked="" type="checkbox"/>	W <input checked="" type="checkbox"/>	Exclusions (where applicable)
Group A - Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group B - Woodland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group C - Shrubland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group D - Scrub	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group E - Mallee/Mulga	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Group F - Rainforest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group G (FDI 50) - Grassland	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Group H – Managed Land	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vegetation Proximity

Distance to classified vegetation	Show distance in metres							
	Required	N	S	E	W			
Existing		N 16	S 16	E 5	W 16			
		N 12	S 5	E 5	W 16			

Closest Exposure: 16 metres

Note: If there is no classification vegetation within 100m of the site then the BAL is LOW for that part of the site.

Land Slope

	N <input checked="" type="checkbox"/>	S <input checked="" type="checkbox"/>	E <input checked="" type="checkbox"/>	W <input checked="" type="checkbox"/>
Slope under the classified vegetation	Upslope			
	Upslope/0° <input checked="" type="checkbox"/>			
Slope under the classified vegetation	Downslope			
	>0 to 5° <input type="checkbox"/>			
	>5 to 10° <input type="checkbox"/>			
	>10 to 15° <input type="checkbox"/>			
	>15 to 20° <input type="checkbox"/>			
BAL value for each side of site	12.5	12.5	LOW	12.5

Site BAL Assessment

BAL classification adopted for site is: BAL - 12.5

Note 1: Site BAL is adopted from the highest BAL rating on any single exposure.

Note 2: BAL – LOW, BAL – 12.5, BAL – 19, BAL – 29, BAL – 40 & BAL – FZ (Flame Zone).



Bushfire Hazard Management Plan

Acceptable Solutions



Note: Specifications must be read in conjunction with the Bushfire Hazard Management Plan that accompanies this Bushfire Risk Report



Application for Planning Permit
PROPOSED BOUNDARY RECONFIGURATION
In the
RURAL RESOURCE ZONE
13 & 21 Table Cape Road, Wynyard

Supporting Documentation
25/03/2022

CONSULTANT DETAILS



Mr. Micheal Wells GradDipUrbRegPlanBEnvDesDipBldgConst

Town Planner, Builder, Bushfire Assessor, Building Designer, Fire Engineer (IFE)

Bushfire Accreditation No: BFP-128

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Document Status

Revision No	Author	Signature	Date
1	M. Wells		25/03/2022

Engagement & Invoicing Directions

EnviroPlan Australia (*the Agent*) has been engaged by Charlie Hanson (the *Permit Holder*) to prepare documentation for a planning permit for a Proposed Boundary Reconfiguration located on land known as 13 & 21 Table Cape Road, Wynyard. Any Permit issued is affixed to land and not an individual.

The services rendered by *the Agent* are strictly limited to the preparation of documentation in order to obtain planning permissions only. *The Agent* is not to be considered as the "permit holder" as part of any permit condition issued by any Authority and is not responsible for any costs incurred through a *Permit Holder* enacting a permit condition.

In such circumstances where the primary *Permit Holder* named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs and invoices incurred by enacting any permit issued that is affixed to the land.

Under **no circumstances** is EnviroPlan Australia (*the Agent*) to be invoiced as 'the responsible party for payment' for any invoice issued by the Planning Authority or TasWater (including any other referral agency) either as part of this primary planning application or at any stage thereafter.

The Land – Site

Title & Description

The Certificate of Title for the subject site is C/T: 249062/1 & 130083/4, PID 7083582 & 1888785. A copy of the title is provided as Annexure A.

The street address is 13 & 21 Table Cape Road, Wynyard and C & C Hanson and R & M Fowler are the owners.



Figure 1 – Location of land 13 & 21 Table Cape Road, Wynyard

The 4.54 ha property fronts onto Table Cape Road and is located on the western side of the road.

Existing Use and Development

The current use of land is residential. Currently there are existing dwellings and sheds located on the property as demonstrated in the proposed plans.

Site Analysis

Topography

The land is relatively flat and sits on a plateaued area at the 10 m contour level.

Drainage

Drainage to the site is via the following method:

- Stormwater is disposed of through on site tanks with an overflow that is distributed throughout a soakage area within the allotment
- The site has an existing waste water treatment system

Land Capability

The land is within a delineated area of the Land Capability Survey Tasmania by RM Morton and CJ Grose; Department of Primary Industry and Fisheries: Tasmania 1997. The soil classification of the subject site is **Class 04 & 05**. However the site has been rezoned and developed for another purpose and it therefore not considered as agricultural land under the definitions of the PAL Policy.



Figure 2 – Land Capability of site 13 & 21 Table Cape Road, Wynyard – source: www.thelist.tas.gov.au

Access

Access to the site is via the following method:

- Access to the subject land is off Table Cape Road via a formed rural crossover.

Reticulated Services

The following describes the reticulated services that service the immediate area:

- Water reticulation is available to the subject site
- Sewer reticulation is not available to the subject site
- Stormwater reticulation is not available to the subject site
- Telephone services are available within the subject area
- Overhead electricity reticulation is available within the subject area

Surrounding Property Use

The surrounding land use is described as:

- North – is agricultural use
- East – is residential use
- South – is residential use and
- West – is agricultural use

Lands Limitations

No land limitations have been identified within the property boundaries.

Landslide Layer



Figure 3 – Landslide Layer of land 13 & 21 Table Cape Road, Wynyard (source: www.theLIST.tas.gov.au)

Proposal

The applicant, Landowner is seeking to construct a Proposed Boundary Reconfiguration under the Waratah-Wynyard Interim Planning Scheme 2013.

The proposal is a boundary adjustment as demonstrated in the submission plan.

A copy of the proposal plans is included as **Annexure B**.

The applicant is applying to the Council, as the Planning Authority, to utilise its discretion and approve the development in accordance with the provisions of **Section 57** of the Land Use Planning and Approvals Act 1993.

Planning Scheme Provisions

The applicable planning instrument is the Waratah-Wynyard Interim Planning Scheme 2013 and the subject land is zoned as Rural Resource.

The relevant sections of the Planning Scheme are listed below for discussion. The relevant issue and item identifier is provided and states whether the proposal meets the Acceptable Solutions (AS) or the Performance Criteria (PC) for each relevant section. Issues that address the Performance Criteria are listed as “Discretionary” and discussion is put forward to the relevant points.

The clauses that are not applicable to the proposal have not been discussed.

The applicable Scheme standards for development in the Rural Resource Zone are described in the following relevant sections of the Waratah-Wynyard Interim Planning Scheme 2013:

26.0 Rural Resource Zone

- 26.1.1 Zone Purpose Statements
- 26.1.2 Local Area Objectives
- 26.1.3 Desired Future Character Statements
- 26.4.1 Suitability of a site or a lot on a plan of subdivision for use or development
- 26.4.4 Subdivision

Part E Codes

- E2 Airport Impact Management Code
- E9 Traffic Generating Use and Parking Code
- E10 Water and Waterways Code

26.1 Zone Purpose

26.1.1 Zone Purpose Statements

26.1.1.1

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

26.1.1.2

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

26.1.2 Local Area Objectives

- a) *The priority purpose for rural land is primary industry dependent upon access to a naturally occurring resource;*
- b) *Air, land and water resources are of importance for current and potential primary industry and other permitted use;*
- c) *Air, land and water resources are protected against –*
 - i. *permanent loss to a use or development that has no need or reason to locate on land containing such a resource; and*
 - ii. *use or development that has potential to exclude or unduly conflict, constraint, or interfere with the practice of primary industry or any other use dependent on access to a naturally occurring resource;*
- d) *Primary industry is diverse, dynamic, and innovative; and may occur on a range of lot sizes and at different levels of intensity;*
- e) *All agricultural land is a valuable resource to be protected for sustainable agricultural production;*
- f) *Rural land may be used and developed for economic, community, and utility activity that cannot reasonably be accommodated on land within a settlement or nature conservation area;*
- g) *Rural land may be used and developed for tourism and recreation use dependent upon a rural location or undertaken in association with primary industry*
- h) *Residential use and development on rural land is appropriate only if –*
 - i. *required by a primary industry or a resource based activity; or*
 - ii. *without permanent loss of land significant for primary industry use and without constraint or interference to existing and potential use of land for primary industry purposes*

26.1.3 Desired Future Character Statements

Use or development on rural land –

- a) *may create a dynamic, extensively cultivated, highly modified, and relatively sparsely settled working landscape featuring –*
 - i. *expansive areas for agriculture and forestry;*
 - ii. *mining and extraction sites;*
 - iii. *utility and transport sites and extended corridors; and*
 - iv. *service and support buildings and work areas of substantial size, utilitarian character, and visual prominence that are sited and managed with priority for operational efficiency*
- b) *may be interspersed with –*
 - i. *small-scale residential settlement nodes;*
 - ii. *places of ecological, scientific, cultural, or aesthetic value; and*
 - iii. *pockets of remnant native vegetation*

- c) *will seek to minimise disturbance to –*
 - i. *physical terrain;*
 - ii. *natural biodiversity and ecological systems;*
 - iii. *scenic attributes; and*
 - iv. *rural residential and visitor amenity;*
- d) *may involve sites of varying size –*
 - i. *in accordance with the type, scale and intensity of primary industry; and*
 - ii. *to reduce loss and constraint on use of land important for sustainable commercial production based on naturally occurring resources;*
- e) *is significantly influenced in temporal nature, character, scale, frequency, and intensity by external factors, including changes in technology, production techniques, and in economic, management, and marketing systems*

26.2 Use Table – Not applicable in this application

26.3 Use Standards – Not applicable in this application

26.4 Development Standards

26.4.1 Suitability of a Site or a Lot on a Plan of Subdivision for Use or Development

Objective:

The minimum properties of a site and of each lot on a plan of subdivision are to –

- a) *provide for suitable development area for the intended use;*
- b) *provide access from a road; and*
- c) *make adequate provision for a water supply and for the drainage and disposal of sewerage and stormwater*

Acceptable Solution – A1

A site or each lot on a plan of subdivision must –

- a) *unless for agricultural use, have an area of not less than 1 hectare not including any access strip; and*
- b) *if intended for a building, contain a building area –*
 - i. *of not more than 2000m² or 20% of the area of the site, whichever is the greater;*
 - ii. *clear of any applicable setback from a frontage, side or rear boundary;*
 - iii. *clear of any applicable setback from a zone boundary;*
 - iv. *clear of any registered easement;*
 - v. *clear of any registered right of way benefiting other land*
 - vi. *clear of any restriction imposed by a utility;*
 - vii. *not including an access strip;*
 - viii. *accessible from a frontage or access strip*

Discussion:

The subject land provides a lot size greater than minimum 1ha required and the proposal is not intended for any new buildings. The proposal is for a reconfiguration of land complying with A1 above.

Acceptable Solution - A2

A site or each lot on a subdivision plan must have a separate access from a road –

- a) *across a frontage over which no other land has a right of access; and*
- b) *if an internal lot, by an access strip connecting to a frontage over land not required as the means of access to any other land; or*
- c) *by a right of way connecting to a road –*
 - i. *over land not required as the means of access to any other land; and*
 - ii. *not required to give the lot of which it is a part the minimum properties of a lot in accordance with the acceptable solution in any applicable standard; and*
- d) *with a width of frontage and any access strip or right of way of not less than 6.0m; and*
- e) *the relevant road authority in accordance with the Local Government (Highways) Act 1982 or the Roads and Jetties Act 1935 must have advised it is satisfied adequate arrangements can be made to provide vehicular*

access between the carriageway of a road and the frontage, access strip or right of way to the site or each lot on a proposed subdivision plan.

Discussion:

The existing crossovers remain in accordance with Standard Drawing TSD-R04.v1 – Rural Roads Typical Property Access and TSD-RF01.v1 Guide to Intersection and Domestic Access Sight Distance Requirements (both dated 30/11/2013)

The relevant road authority in accordance with the Local Government (Highways) Act 1982 has previously approved the crossover locations evidencing that it is satisfied with the arrangements between the carriageway and frontage. No changes to existing circumstances are proposed through this application.

Acceptable Solution - A3

Unless for agricultural use other than controlled environment agriculture which permanently precludes the land for an agricultural use dependent on the soil as a growth medium, a site or each lot on a plan of subdivision must be capable of connecting to a water supply –

- a) *provided in accordance with the Water and Sewerage Industry Act 2008; or*
- b) *from a rechargeable drinking water system R31 with a storage capacity of not less than 10,000 litres if–*
 - i. *there is not a reticulated water supply; and*
 - ii. *development is for –*
 - a. *a single dwelling; or*
 - b. *a use with an equivalent population of not more than 10 people per day*

Discussion:

The subject land is already connected to Water reticulation and will remain unchanged as part of the proposal

Acceptable Solution - A4

Unless for agricultural use other than controlled environment agriculture which permanently precludes the land for an agricultural use dependent on the soil as a growth medium, a site or each lot on a plan of subdivision must be capable of draining and disposing of sewage and liquid trade waste –

- a) *to a sewerage system provided in accordance with the Water and Sewerage Industry Act 2008; or*
- b) *by on-site disposal if –*
 - i. *sewage or liquid trade waste cannot be drained to a reticulated sewer system; and*
 - ii. *the development –*
 - a. *is for a single dwelling; or.*
 - b. *provides for an equivalent population of not more than 10 people per day; or*
 - iii. *the site has capacity for on-site disposal of domestic waste water in accordance with AS/NZS1547:2012 On-site domestic-wastewater management clear of any defined building area or access strip*

Discussion:

Existing dwellings have an on-site sewerage disposal system and are not proposed to be modified as part of this development. The remainder of the development is for agricultural purposes and is not subject to the provision.

Acceptable Solution - A5

Unless for agricultural use other than controlled environment agriculture which permanently precludes the land for an agricultural use dependent on the soil as a growth medium, a site or each lot on a plan of subdivision must be capable of draining and disposing of stormwater –

- a) *to a stormwater system provided in accordance with the Urban Drainage Act 2013; or*
- b) *if stormwater cannot be drained to a stormwater system –*

- i. for discharge to a natural drainage line, water body, or watercourse; or
- ii. for disposal within the site if –
 - a. the site has an area of not less than 5000m²;
 - b. the disposal area is not within any defined building area;
 - c. the disposal area is not within any area required for the disposal of sewage;
 - d. the disposal area is not within any access strip; and
 - e. not more than 50% of the site is impervious surface

Discussion:

Existing dwellings have an existing stormwater system and are not proposed to be modified as part of this development. The remainder of the development is for agricultural purposes and is not subject to the provision.

26.4.4 Subdivision

Objective:

The division and consolidation of estates and interests in rural resource land is to create lots that are consistent with the purpose of the Rural Resource zone

Performance Criteria – P1

- a) A plan of subdivision to reconfigure land must –
 - i. be required to restructure, re-size, or reconfigure land for primary industry use; and
 - ii. not create an additional lot;
- b) A plan of subdivision to create a new lot must –
 - i. be required for a purpose permissible in the zone;
 - ii. be of a size and configuration that is not more than is required to accommodate the nominated use in accordance with the applicable standards of this planning scheme for such use;
 - iii. retain the balance area for primary industry use;
 - iv. minimise unnecessary and permanent loss of rural resource land for existing and potential primary industry use;
 - v. minimise constraint or interference to existing and potential primary industry use on the site and of adjacent land in the zone; and
 - vi. minimise unnecessary and permanent loss of land within a proclaimed irrigation district under Part 9 Water Management Act 1999 or land that may benefit from the application of broad-scale irrigation development; or
- c) A plan of subdivision to reduce the area of an existing lot on a sealed plan containing a lawful use must –
 - i. not be land containing a residential use approved by a permit granted under the Land Use Planning and Approvals Act 1993 as a required part of a permitted use;
 - ii. incorporate the excised area into an existing primary industry lot by amalgamation in a manner acceptable to the Recorder of Titles R32;
 - iii. minimise likelihood for the existing use on the reduced area lot to further constrain or interfere with use of the balance area or adjacent land for an existing or potential primary industry use; and
 - iv. retain a lot with a size and shape that –
 - a. can accommodate the lawful existing use or development in accordance with the applicable standards for that use; or
 - b. does not further increase any non-compliance for use or development on the existing lot

Discussion:

The proposal plan demonstrates the required reconfiguration of allotments for an increase of the existing farming operation on the subject land. Additionally, the proposal does not create any new allotments on the subject land satisfying P1 (a) above.

Part E Codes

E1 Bushfire-Prone Areas Code

The proposal is a subdivision and is therefore subject to the provisions of the Code. A bushfire hazard management plan from an accredited person is featured as an annexure to this report.

E2 Airport Management Code

The proposal is located within the areas defined within the Air Navigation Services – Aircraft Operations Surfaces on planning scheme maps and is therefore applicable to the code.

E2.5 Use Standards

E2.5.1 Exposure to Aircraft Noise

The proposal is located approximately 2.3 miles (3.7 km) ('as the crow flies') west of the main runway. This approach to the runway is seldom used as the predominant wind conditions on the north-west coast of Tasmania are westerly and this approach is only used in easterly conditions.

Assuming the typical glideslope of 3° to the approach to the runway and a rate of descent of 300 ft per nautical mile to remain on that glideslope; the aircrafts glideslope should be 572 ft (174m) above the proposed building on approach (factoring in site elevations AHD to the AHD of the airport).

The predominant commercial aircraft used at the **Burnie Airport** is the twin turboprop engined Saab 340 passenger aircraft (of all versions) used by Regional Express Airlines (REX) and the aircraft features "active noise control" as a standard feature of the aircraft. The engine noises of the Saab 340 are:

- Fly-over noise: 78.5 EPNdB
- Sideline noise: 85.9 EPNdB
- Approach noise: 91.5 EPNdB

Source: Saab Aircraft Datasheet 340C

Whilst there is no noise decrease or sound drop per meter, there is a sound level drop of 6 dB per doubling of distance. In calculating noise attenuation by distance (point source), the Sound Pressure Level (SPL) at 174 m from the source is 78.5 dB(A) which supports figures described in the Saab Aircraft Datasheet 340C figures for fly-over noise (predominant exposure in westerly conditions).

The Saab 340 series (and all aircrafts of this size) are a 'Group B' sized aircraft with an approach speed of 91 – 120 knots (168.532km/h - 222.24km/h). Therefore the time of exposure to aircraft noise is approximately one minute per event – not hours of continuous exposure that could cause harm.

The effects of continuous dB exposure for site is between 80-90dB which could cause damage over a continuous 8 hour exposure. Therefore; given the seldom approach noise on easterly conditions where damage is like to occur with continuous expose – the likelihood of aircraft to cause harm to human health or to interfere with the amenity of the site is extremely unlikely.

E2.5.1 Exposure to Aircraft Noise

Objective

- a) The likelihood for aircraft noise to cause harm to human health or to unreasonably interfere with the amenity of non-airport use is to be minimised; and
- b) Non-airport use is to minimise likely interference or constraint on the operation of an airport

Acceptable Solutions – A1

- (a) The use must be –
 - i. An 'Acceptable' use class for the applicable ANEF noise exposure level as shown on the Table to this clause; or
 - ii. An 'Acceptable' use class subject to conditions for the ANEF noise exposure level as shown on the Table to this clause;
- (b) Building construction must satisfy AS 2021 (2000) with respect to interior noise levels for the use class; and
- (c) The owner of the site has given written consent for an agreement in accordance with Part 5 of the Land Use Planning and Approvals Act 1993 to be registered on the title indicating likely exposure of use or development to noise nuisance from operations at the airport.

Discussion:

The proposal is not a habitable structure and is therefore not applicable to the ANEF noise exposure limits.

E2.6 Development Standards

E2.6.1 Information Requirements

The location of the subject site is within the flight path for fly-over and seldom approach and features on the centreline to the primary runway on Map 11.

It is unlikely that the proposal will have a significant adverse effect on human health, public safety or amenity or operational airspace or the function of aviation facilities.

E2.6.2 Protection of operational airspace

Objective:

Development is to maintain –

- a) efficient operation and safety of aircraft in operational airspace; and*
- b) function of aviation facilities*

Acceptable Solution – A1

Use or development must not –

- (a) Penetrate the Obstacle Limitation Surface (OLS); or*
- (b) Interfere with operation of aviation facilities*

Discussion:

The use or development does not penetrate the OLS of aircraft operations and is sited under the canopy level of surrounding trees. Likewise the development does not interfere with the operation of aviation facilities as it does not include new buildings.

E2.6.3 Public Safety Areas

Objective:

The likelihood for risk to use from the effect of aircraft accidents near the end of a runway in association with take-off or landing is to be minimised

Performance Criteria – P1

The airport operator or agency must advise it is satisfied the use or development does not unduly increase –

- (a) direct risk to people in an aircraft and on the ground;*
- (b) secondary incidents arising from damage to ground facilities in the event of an aircraft incident; and*
- (c) any requirement for the location, design and control of the use or development*

Discussion:

The use or development does not penetrate the OLS of aircraft operations and is sited under the canopy level of surrounding trees. Likewise the development does not interfere with the operation of aviation facilities as it does not include new buildings.

E3 Clearing and Conversion of Vegetation Code – Not Applicable

The proposal does not seek to modify any existing native vegetation communities, habitats or areas of vegetation and therefore this Code is not applicable to this application.

E4 Change in Ground Level Code – Not Applicable

The proposal does not alter any ground levels to existing or natural ground levels and therefore this Code is not applicable to this application.

E5 Local Heritage Code – Not Applicable

The proposal does not contain any heritage issues and therefore this Code is not applicable to this application.

E6 Hazard Management Code – Not Applicable

The proposal site is not subject to coastal inundation, erosion or recession and is not located within a watercourse, wetland or stormwater disposal area and therefore this Code is not applicable to this application.

E7 Sign Code – Not Applicable

The proposal does not contain any signage as part of the application and therefore this Code is not applicable to this application.

E8 Telecommunication Code – Not Applicable

The proposal is for a subdivision and does not contain any telecommunications infrastructure and therefore this Code is not applicable to this application.

E9 Traffic Generating Use and Parking Code

E9.5 Use Standards

E9.5.1 Provision for parking

Objective:

Provision is to be made for convenient, accessible, and usable vehicle parking to satisfy requirements for use or development without impact for use or development of other land or for the safety and operation of any road

Acceptable Solution – A1

Provision for parking must be –

- a) *the minimum number of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this Code;*

Discussion:

Each allotment has sufficient area to provide the minimum number of on-site car parking spaces in accordance with Table E9.1 of this Code complying with A1 above.

E9.5.2 Provision for loading and unloading vehicles

Objective:

Provision is made for conveniently located and accessible areas for the loading and unloading of goods and materials and for the pick-up and set-down of passengers from vehicles

Acceptable Solution – A1

There must be provision within a site for –

- a) *on-site loading area in accordance with the requirement in the Table to this Code; and*
- b) *passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of 1 space for every 50 parking spaces*

Discussion:

Onsite loading is not required for residential use in the Table to this Code

E9.6.1 Design of vehicle parking and loading areas

Objective:

Vehicle circulation, loading, and parking areas–

- a) *protect the efficient operation and safety of the road from which access is provided;*
- b) *promote efficiency, convenience, safety, and security for vehicles and users; and*

- c) *provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicle associated with use of the site*

Acceptable Solution – A1.1

All development must provide for the collection, drainage and disposal of stormwater; and

Acceptable Solution – A1.2

Other than for development for a single dwelling in the General Residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of vehicle parking area, loading area, circulation aisle and manoeuvring area must –

- a) *Be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities - Off Street Car Parking;*
- b) *Be in accordance with AS/NZS2890.2 (2002) Parking Facilities - Off Street Commercial Vehicles;*
- c) *Be in accordance with AS/NZS 2890.3 1993) Parking Facilities – Bicycle Parking Facilities;*
- d) *Be in accordance with AS/NZS 2890.6 Parking Facilities - Off Street Parking for People with Disabilities;*
- e) *Each parking space must be separately accessed from the internal circulation aisle within the site;*
- f) *Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space; and*
- g) *Be formed and constructed with compacted sub-base and an all-weather surface.*

Discussion:

The proposal collects, stores and disposes of stormwater through tanks and dedicated soakage areas complying with A1.1. Each allotment provides sufficient parking, access, circulation and movement which is contained within each allotment and is in accordance with AS/NZS 2890.1 (2004) – Parking Facilities - Off Street Car Parking and AS/NZS2890.2 (2002) Parking Facilities - Off Street Commercial Vehicles. Both driveways are constructed in an all-weather surface complying with A1.2 above.

Acceptable Solution – A2

Design and construction of an access strip and vehicle circulation, movement and standing areas for use or development on land within the Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management zones must be in accordance with the principles and requirements for in the current edition of Unsealed Roads Manual – Guideline for Good Practice ARRB

Discussion:

The existing driveways are constructed in accordance with the relevant sections of the ARRB guidelines (chapters 1 to 11) satisfying A2 above.

E10 Water and Waterways Code – Not Applicable

The proposal is located approximately 170 metres away from the nearest water body to; exceeding the 30 metre requirement and therefore the Code is not applicable to this application.

Conclusion

This supporting documentation demonstrates that the proposal of a Proposed Boundary Reconfiguration supports and furthers the Planning Scheme aims and objectives, relevant Clauses and Schedules as set out for development within the Rural Resource Zone.

Where the proposal does not comply with the Acceptable Solution (AS) it has been demonstrated that the Performance Criteria (PC) are satisfied and there is not an unreasonable loss of amenity as a consequence of this proposal. Therefore Council are requested to exercise its Discretionary powers in relation to this development.

With the above in mind, a planning permit for a Proposed Boundary Reconfiguration at 13 & 21 Table Cape Road, Wynyard is respectfully sought from the Planning Authority.



“making it easy...”



EnviroPlan
 PO Box 546, Somerset TAS 7322
 Office: 71a Bass Highway, Somerset
 Phone: (03) 6411 1931
 Email: admin@enviroplanaustralia.com.au



DRAWING
 Existing Boundaries

CLIENT
 C & C Hanson and R & M
 Fowler
 13 & 21 TABLE CAPE RD

PROJECT NO.
 22002

Drawn By
Lucas Nguyen

SD
 01



EnviroPlan
 PO Box 546, Somerset TAS 7322
 Office: 71a Bass Highway, Somerset
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DRAWING
New Boundaries

CLIENT
**C & C Hanson and R & M
 Fowler
 13 & 21 TABLE CAPE RD**

PROJECT NO.
22002

Drawn By
Lucas Nguyen

SD
 02

GENERAL

This plan is to be read in conjunction with the bushfire risk assessment report. Ensure that all contractors and consultants are provided with a full copy of this plan. All services are to be located on site by contractors prior to commencement of works. Notify the Council Authorities and Bushfire Risk Assessor if any variation in Building Layout or Classified Vegetation occurs.

CLASSIFICATION

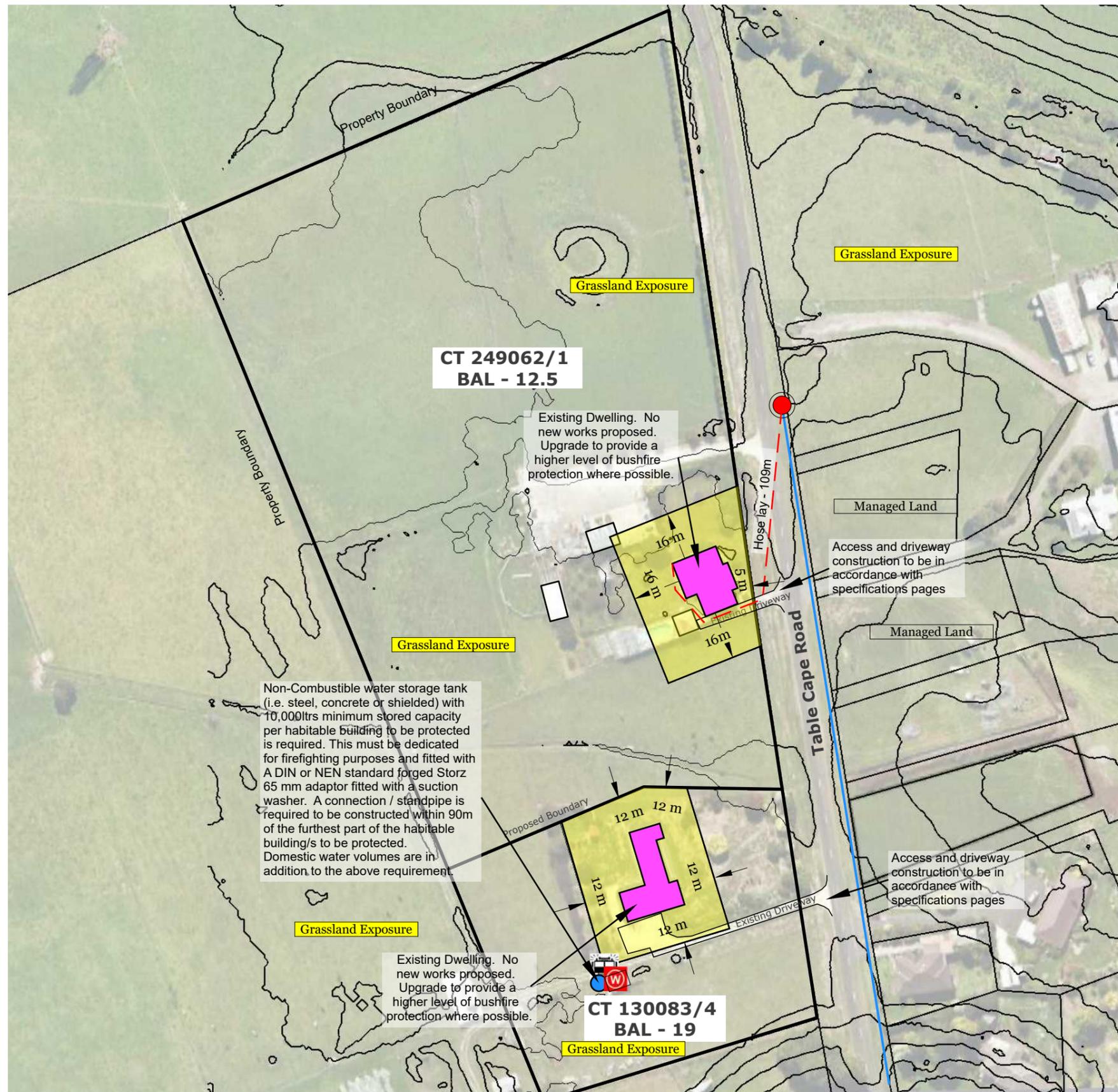
This development has BAL separation distances determined in accordance with Method 1 of Section 2.2 of AS3959.2009 & 2018 Construction of Buildings in Bushfire-Prone Areas. Separation distances between the building area and the Classified Vegetation are appropriate and in accordance with the requirements of Table 4.4(d)(1b) of the Directors Determination for Building in Bushfire-Prone Areas.

SPECIFICATIONS TO BE FOLLOWED

The Specifications featured as an annexure to this Plan form the basis of how to construct, manage and maintain the property in accordance with this Plan.

NOTE:

All works required by this Bushfire Plan must be completed prior to the Sealing of the Final Plan of Survey



Certified Plan
**BAL-As
Shown**

Micheal Wells
Scope: 1, 3A, 3B & 3C
BFP-128



Lot Number	Assessed BAL	Zoning	Existing Use	Proposed Use & Development	Hazard Management Area (marked yellow) to be in accordance with specifications pages. Separation distances as shown. Maintain HMA in a minimum fuel condition at all times with regular maintenance from September through to March each calendar year
1	19	Rural Resource	Residential	Uses permissible in the zone Use Table described in the Planning Scheme.	
2	12.5	Rural Resource	Residential	Uses permissible in the zone Use Table described in the Planning Scheme.	

EnviroPlan Office - 71a Bass Highway, Somerset TAS 7322 - PO Box 546, Somerset - E: admin@enviroplanaustralia.com.au - P: 6411 1931

CLIENT
C & C Hanson and R & M Fowler
PROJECT
13 & 21 Table Cape Road, Wynyard

PID:
7083582; 1888785
CT:
249062/1 & 130083/4

DRAWN BY
M Wells
ISSUE
09/03/2022

SCALE @ A3
1: 1500

DESIGNERS DESCRIPTION:
Proposed Boundary Recofiguration
DESIGNERS REFERENCE NUMBERS:
221175 - SD1 to SD2

KEY INDEX - BULK WATER STORAGE REQUIREMENTS

- [Yellow Box] HMA
- [Pink Box] Existing Building
- [Blue Box] Water Main
- [Green Circle] Remote Off-Take
- [Pink Box] Building Area
- [Red Circle] Fire Hydrant
- [Blue Circle] Water Tank
- [Orange Box] Passing Bay
- [Red Box] Hard Stand Area
- [Red Box] Water Sign

DESCRIPTION
Bushfire Hazard Management Plan



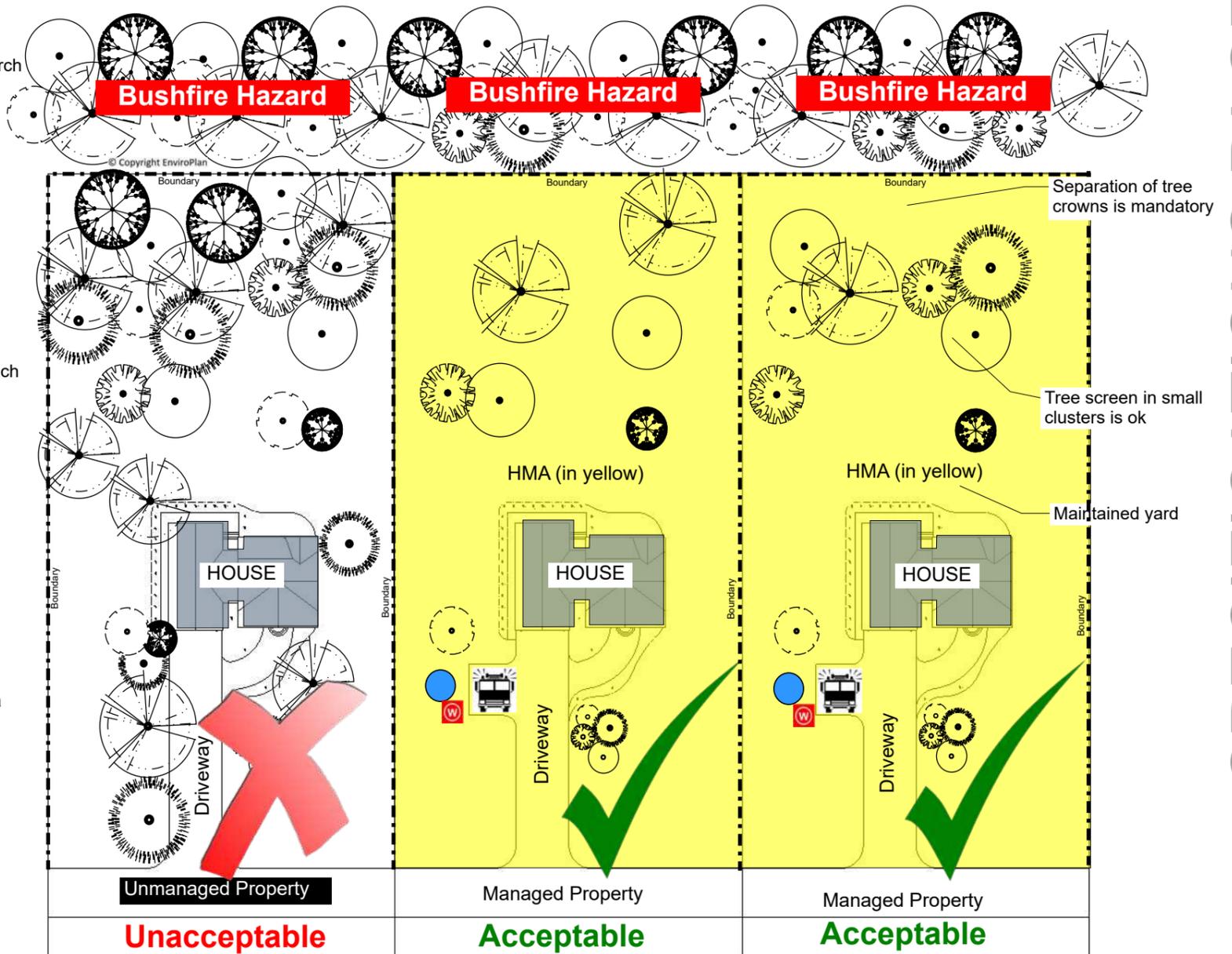
B0.1

Demonstration of compliance for the purposes of the Bushfire Areas Code

Specifications - General for Hazard Management Areas (HMA)

The following Specifications Pages detail works required to achieve compliances to the Bushfire Prone Areas requirements for Planning and Building Permits within the State of Tasmania and may differ to existing site conditions. Modifications to existing site conditions will be required in order to achieve compliance to any habitable buildings featured on the proposal plans.

- A Hazard Management Area (HMA) must be established around the habitable structure/s to be protected in accordance with the distances specified on B0.1 of this plan.
- Lawns within the HMA must be well maintained during the fire season from September through to March and kept as 'short cropped'.
- Paths and driveways must be constructed of non-combustible materials.
- Dams, uncovered water storages, orchards, vegetable gardens, waste water systems and tanks etc. should be located on the fire prone site of the proposed structure.
- Only fire retardant plants of the low flammability type (fire resisting garden plants - TFS) should be planted in the HMA.
- No vegetation must be able to fall onto the proposed structure.
- The owner/s must maintain tree crowns within the HMA to have a horizontal separation of 5m from each crown.
- Trees of significant establishment should be retained so as to create a screen to protect from radiant heat transfer and ember attack.
- The HMA must be located in accordance with the provisions of this plan.
- It is the responsibility of the land owner to maintain the landscaping in accordance with this Bushfire Hazard Management Plan.
- All paths and pedestrian areas within 1m of any habitable structure on the subject site must be constructed of non-combustible materials (i.e. stone, paving, concrete, pebbles etc).
- Vegetation along pathways should be of a low flammability type and in accordance with the Tasmania Fire Service's brochure - Fire Retardant Garden Plants. Plants that produce a lot of debris should be avoided. Trees and shrubs that retain dead material in branches, or which shed long strips of bark, or rough fibrous bark, or large quantities of leaves should be avoided.
- Vines on walls or tree canopies over roofed areas should be avoided.
- Timber, woodchip and flammable mulches cannot be used and brush and timber fencing should be avoided.
- Total shrub cover should be kept to a maximum of 20% of the available area.
- Clear space from any habitable structures of at least 4 times the mature height of any shrubs planted.
- Shrubs must not be planted in cluster forms or clumps within the HMA.
- Remove ground level fuels and trim the bottom of tree canopies to at least a height of 2m from ground level.
- Minimise ground level fuels wherever possible.



Water Supply & Access Details

Specifications - Static Water Supplies

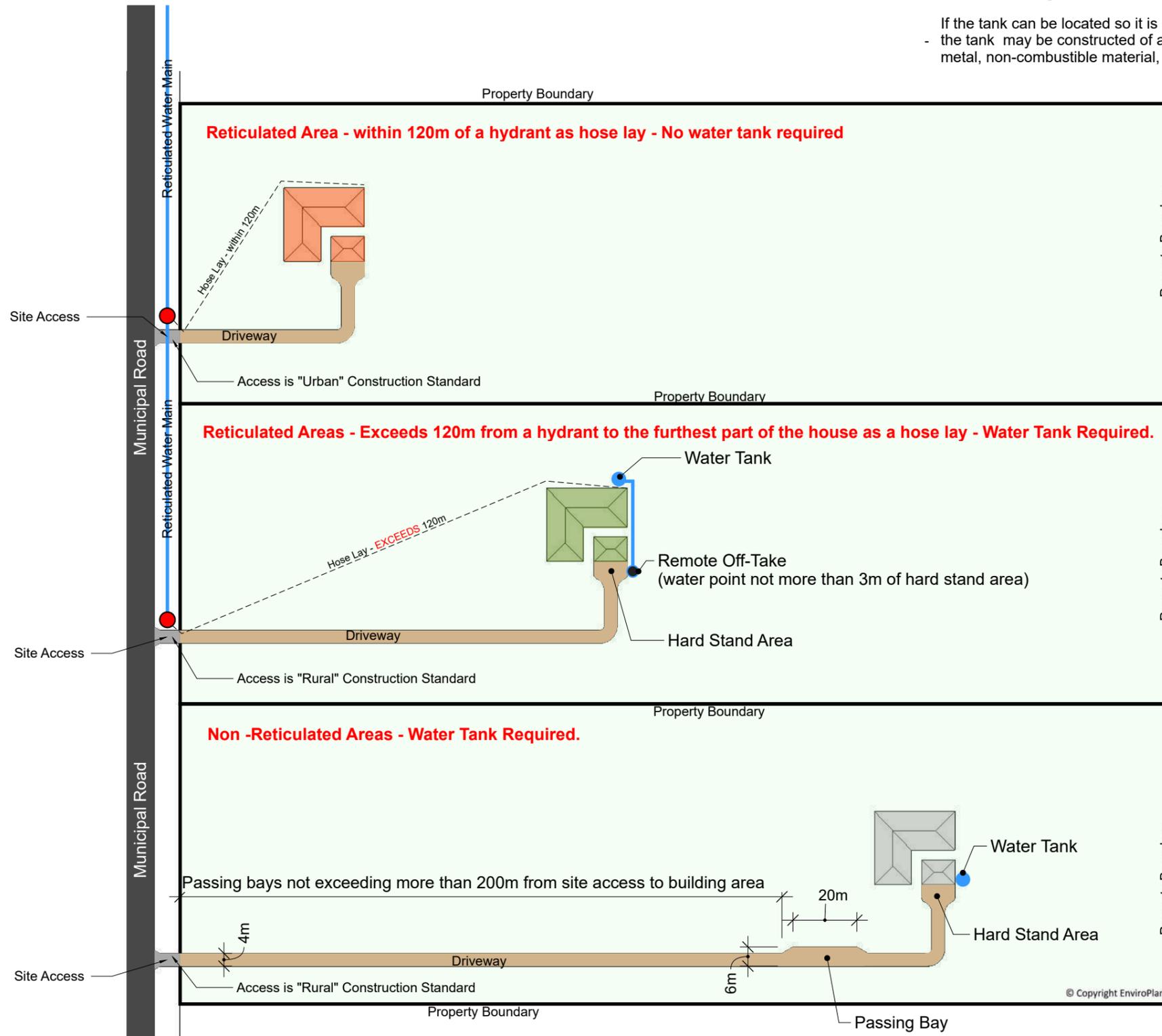
Specifications - Static Water Supply - Distance to Building Area

- A static water connection point must be located within 90m of the building area
- The distance between the static water connection and the furthest part of the habitable building must be measured as a hose lay and must not exceed 120m.

- The bulk water supply (dam, tank, pool etc) required by this development may have a remotely located off-take that is connected to the static water supply.
 - The water supply can be used for a combination use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times.
- The static water supply must be a minimum of 10,000 litres per habitable building to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems - domestic supply is in addition to this amount.

- The water storage tank must be metal, concrete or lagged by non-combustible materials if above ground.

- If the tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009 / 2018;
- the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by metal, non-combustible material, or fibre-cement sheet of a minimum of 6mm thickness.



Example Lot 1 - Bushfire Prone Area

- Hazard Management Area is required (not shown here)
- BAL rating applied to dwelling



Example Lot 2 - Bushfire Prone Area

Requires additional works

- Hazard Management Area is required (not shown here)
- BAL rating applied to dwelling
- Bulk water storages are required
- Can position tank elsewhere (conditions apply)
- Can use a remote off-take (conditions apply)



Example Lot 3 - Bushfire Prone Area

Requires additional works

- Hazard Management Area is required (not shown here)
- BAL rating applied to dwelling
- Bulk water storages are required
- Can position tank elsewhere (conditions apply)
- Can use a remote off-take (conditions apply)
- Requires passing bay/s if very long driveway

NOTE: Multiple passing bays may be required

EnviroPlan Office - 71a Bass Highway, Somerset TAS 7322 - PO Box 546, Somerset - E: admin@enviroplanaustralia.com.au - P: 6411 1931

CLIENT
C & C Hanson and R & M Fowler
PROJECT
13 & 21 Table Cape Road, Wynyard

PID:
7083582; 1888785
CT:
249062/1 & 130083/4
DRAWN BY
M Wells
ISSUE
09/03/2022

DESIGNERS DESCRIPTION:
Proposed Boundary Reconfiguration
DESIGNERS REFERENCE NUMBERS:
221175 - SD1 to SD2

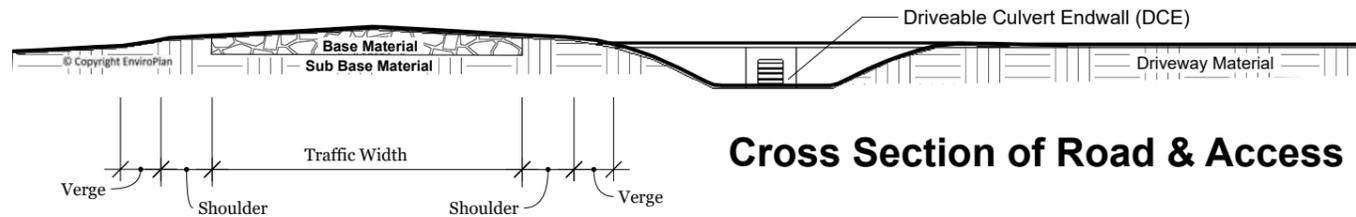
● Fire Hydrant ● Remote Off-Take — Water Main

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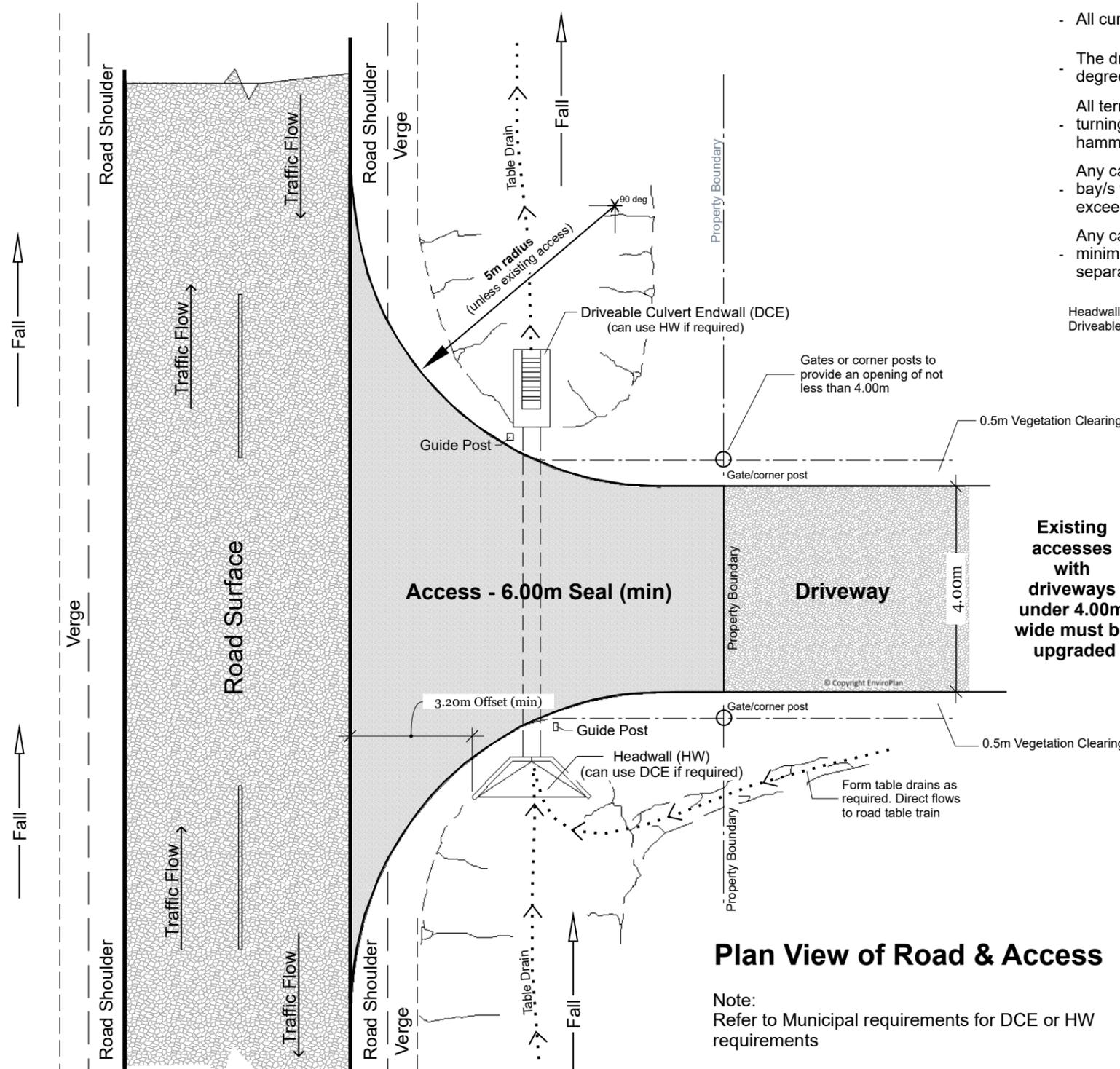
Bushfire Prone Areas Property Access Detail - Rural Construction Standard

Specifications - Property Access Exceeding 30m to Building Area

- The property access must be constructed to an all-weather construction with a load capacity of at least 20 tonnes including any bridge or culverts if applicable.
- The driveway from the access to the building area must be a minimum of 4m wide with a vertical clearance of 4m.
- The driveway must have a minimum horizontal vegetation clearance of 0.5m.
- The driveway must have cross falls of less than 3 degrees (1:20 or 5%) and dips of less than 7 degrees (1.8 or 12.5%) from an entry and exit angle.
- All curves on the driveway must contain a minimum inner radius of 10 meters.
- The driveway must have cross falls of less than 3 degrees (1:20 or 5%) and a maximum grade of 15 degrees (1:3.5 or 28%) for sealed roads and / or 10 degrees (1:5.5 or 18%) for unsealed roads.
- All terminations of driveways must be provided with a turning area for fire appliances by either a turning circle with a minimum radius of 10m, a property access encircling the habitable building or a hammerhead 'T' or 'Y' turning head 4m wide and 8m long.
- Any carriageway accessing up to 2 properties that exceeds 200m in length must provide passing bay/s with a minimum additional 2m carriageway width (6m total) and 20m in length and must not exceed 200m in separation between the site access to the building area.
- Any carriageway accessing 3 or more properties must be provided with passing bay/s with a minimum 2m carriageway width (6m total) and 20m in length and shall not exceed 100m in separation from the site access to the building area.

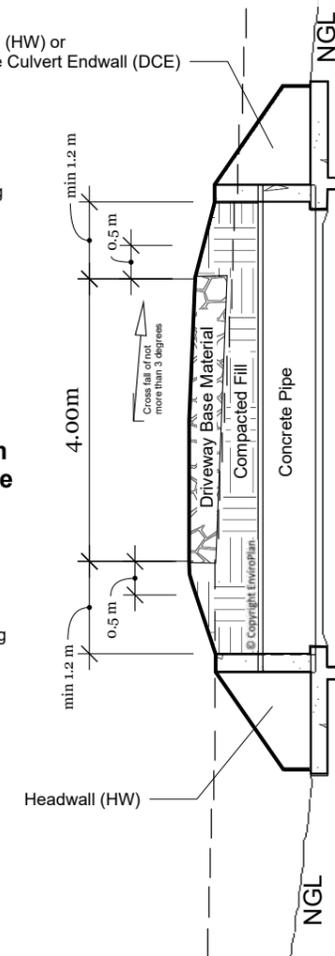


Cross Section of Road & Access



Plan View of Road & Access

Note:
Refer to Municipal requirements for DCE or HW requirements



Cross Section of Culvert & Access

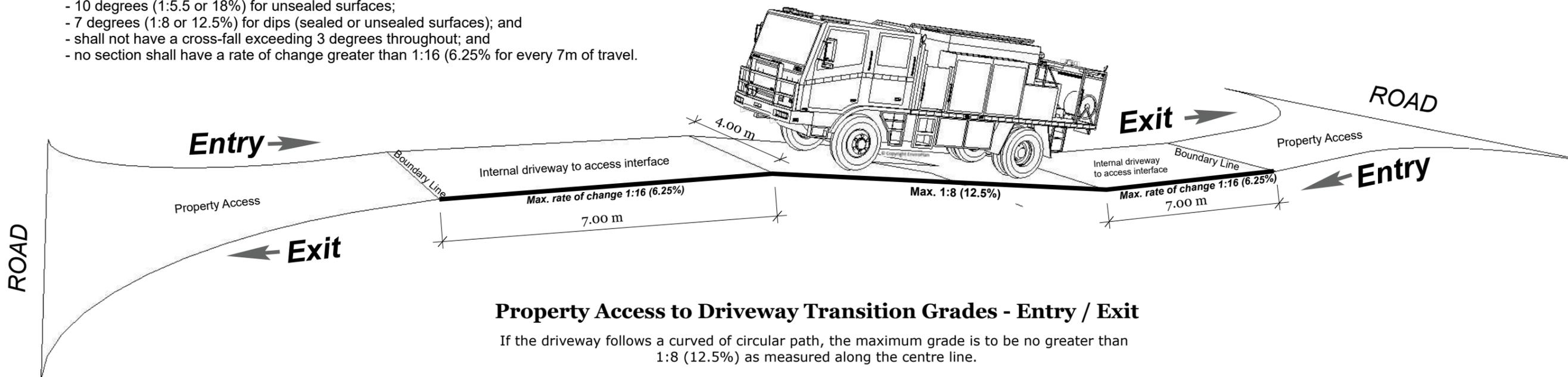
Existing accesses with driveways under 4.00m wide must be upgraded

Bushfire Prone areas Property Access / Driveway Interface (Rural Access) - Maximum Gradient Details

NOTE: Assessed or indicative driveway angle/s may be improved at time of construction through minor land modifications to enable greater vehicular access

The grade of the driveway is to be no steeper than:

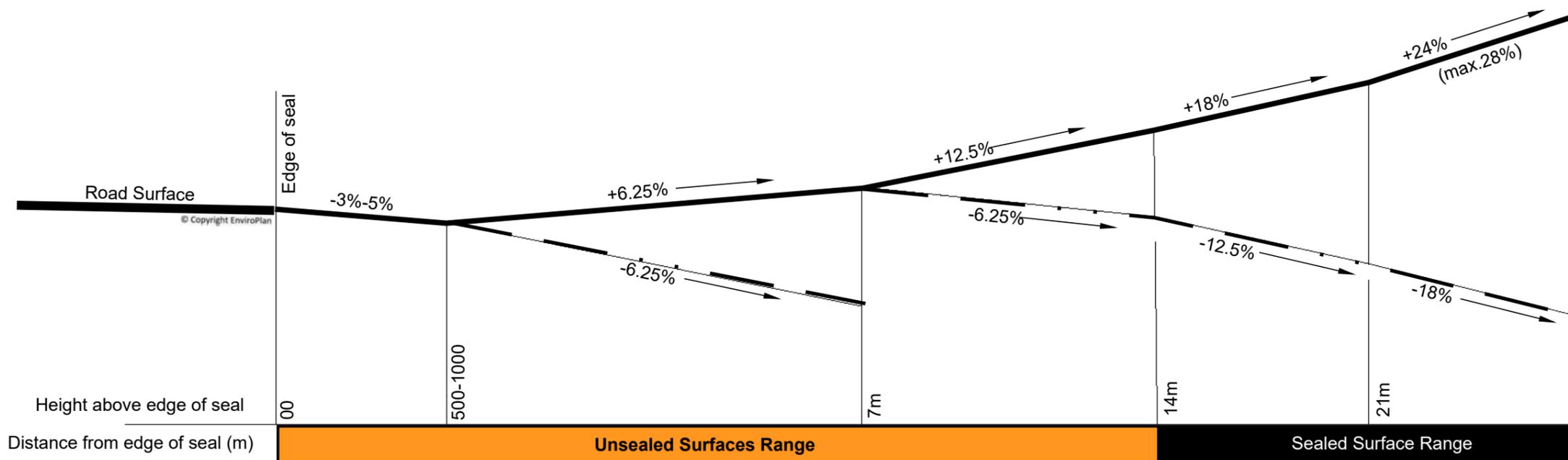
- 15 degrees (1:3.5 or 28%) for sealed surfaces;
- 10 degrees (1:5.5 or 18%) for unsealed surfaces;
- 7 degrees (1:8 or 12.5%) for dips (sealed or unsealed surfaces); and
- shall not have a cross-fall exceeding 3 degrees throughout; and
- no section shall have a rate of change greater than 1:16 (6.25% for every 7m of travel).



Property Access to Driveway Transition Grades - Entry / Exit

If the driveway follows a curved or circular path, the maximum grade is to be no greater than 1:8 (12.5%) as measured along the centre line.

The driveway transition grades between entry and exit must have a maximum rate of change of 1:16 (6.25%) for every 7m of travel.

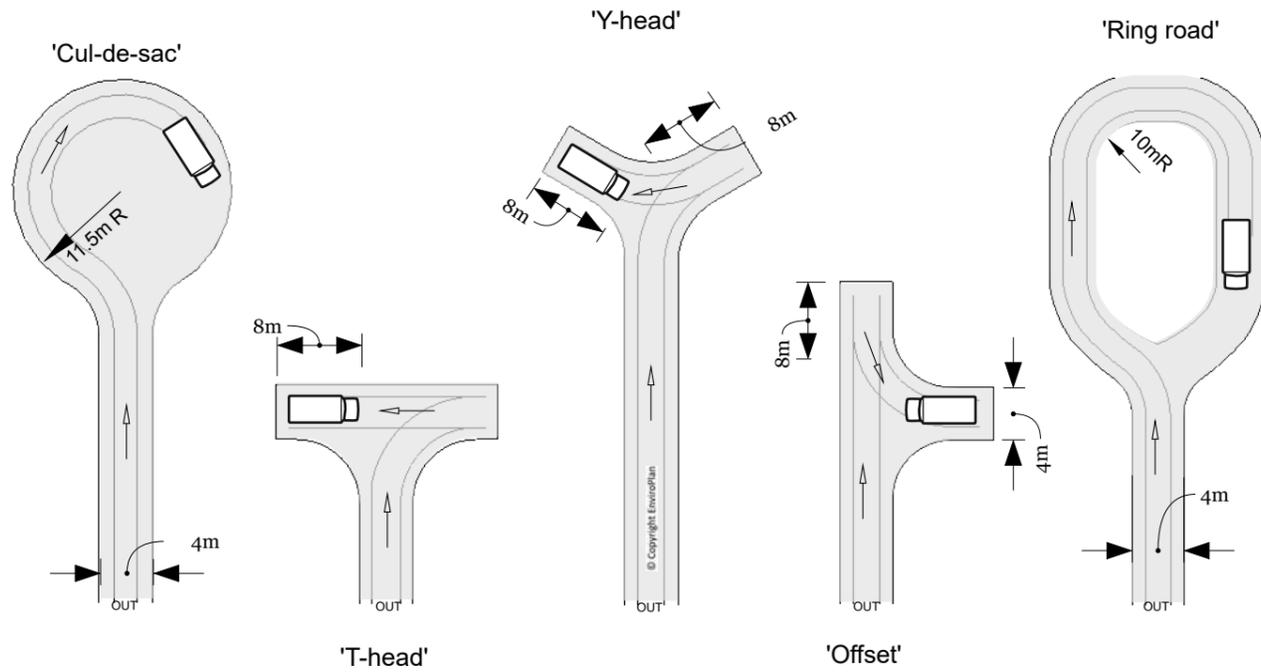


Rural Driveway Profile - Max. Gradients

Culvert removed for clarity

SPECIFICATIONS PAGE

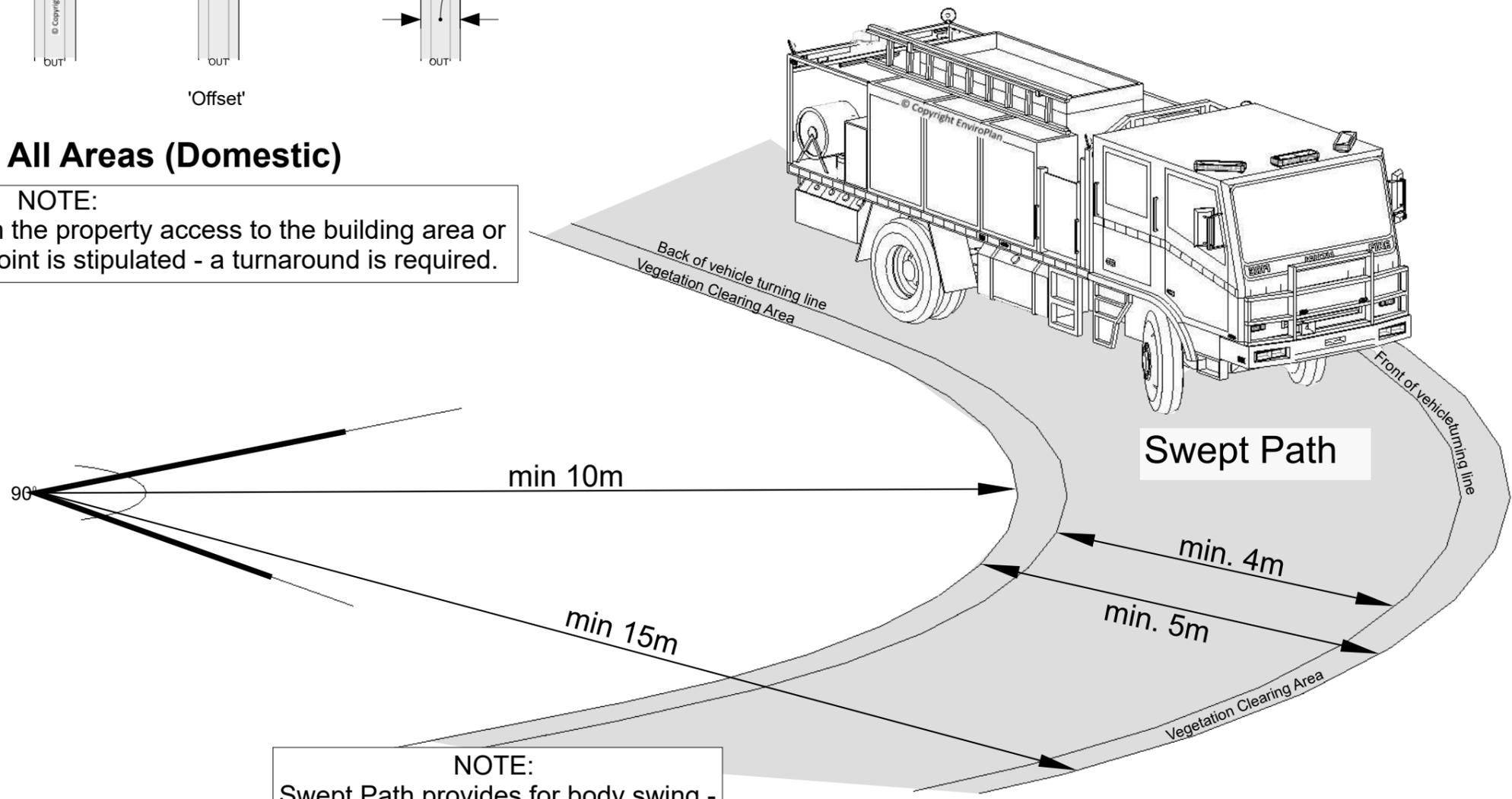
Bushfire Prone Areas Property Driveways & Fire Trails



Appropriate turning areas for all internal access driveways
 - min 4m driveway width
 - min 8m long turning head
 - min 10m inner radius on all driveway turns

Turnaround - All Areas (Domestic)

NOTE:
 All driveways exceeding 30m from the property access to the building area or where a bulk water connection point is stipulated - a turnaround is required.



NOTE:
 Swept Path provides for body swing - not wheel path.

Turning Radius - All Areas

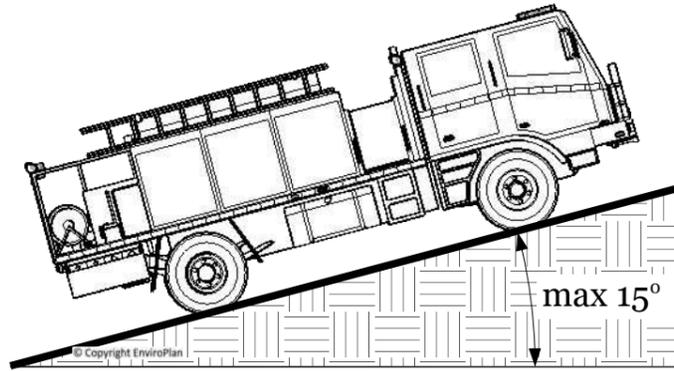
Turning Radius for all internal access driveways

SPECIFICATIONS PAGE

Bushfire Prone Areas Property Driveways & Fire Trails (cont)

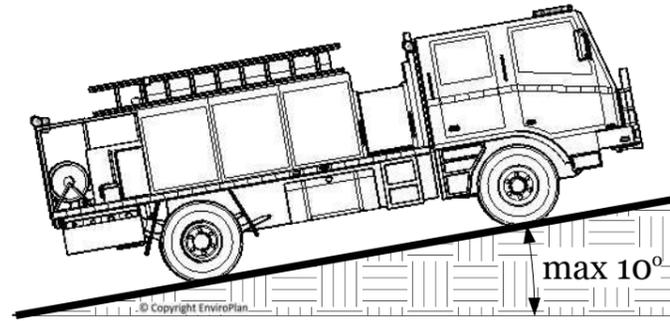
Specifications - Fire Trails

- Fire trails shall be constructed to a four-wheel drive all-weather construction with a load capacity of 20 tonnes including bridges and culverts if applicable.
- The fire trail carriage width must be a minimum of 4m wide with a 4m vertical clearance.
- The fire trail must have a horizontal vegetation clearance of 2m from the edge of the carriageway
- All roads must have a cross fall of less than 3 degrees (1:20 or 5%) and a maximum dip of 7 degrees (1:8 or 12%) for sealed fire trails and 10 degrees (1:5.5 or 18%) for unsealed driveways.
- All curves must have a minimum inner radius of 10 meters.
- If gates are installed at the fire trail entry the minimum width of the gate must be 3.6m and if locked keys must be provided to the TFS.
- All terminations of carriageways must be provided with a turning area for fire appliances by either a turning circle with a minimum radius of 10m, a property access driveway encircling the habitable building or a hammerhead 'T' or 'Y' turning head 4m wide and 8m long.
- Any fire trail exceeding 200m in length must provide passing bay/s at a minimum additional 2m carriageway width (6m total) and 20m in length not exceeding every 200m in separation from the site access to the building area.



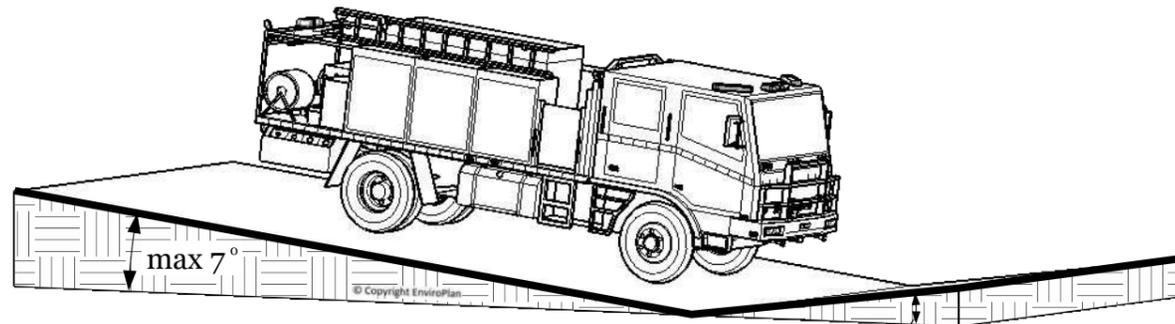
Sealed Surface Gradient

sealed driveways & roads shall not exceed a maximum grade 15 degrees (1:3.5 or 28%)



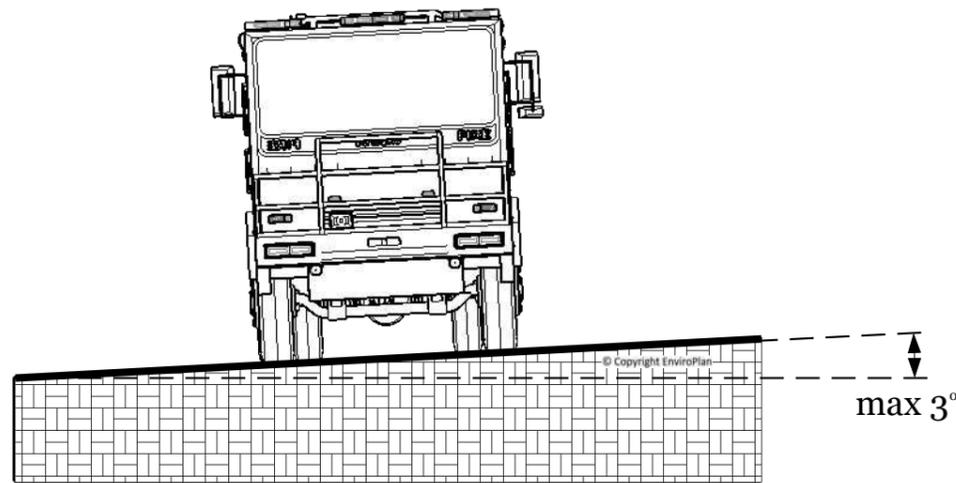
Un-sealed Surface Gradient

unsealed driveways & roads shall not exceed a maximum grade 10 degrees (1:5.5 or 18%)



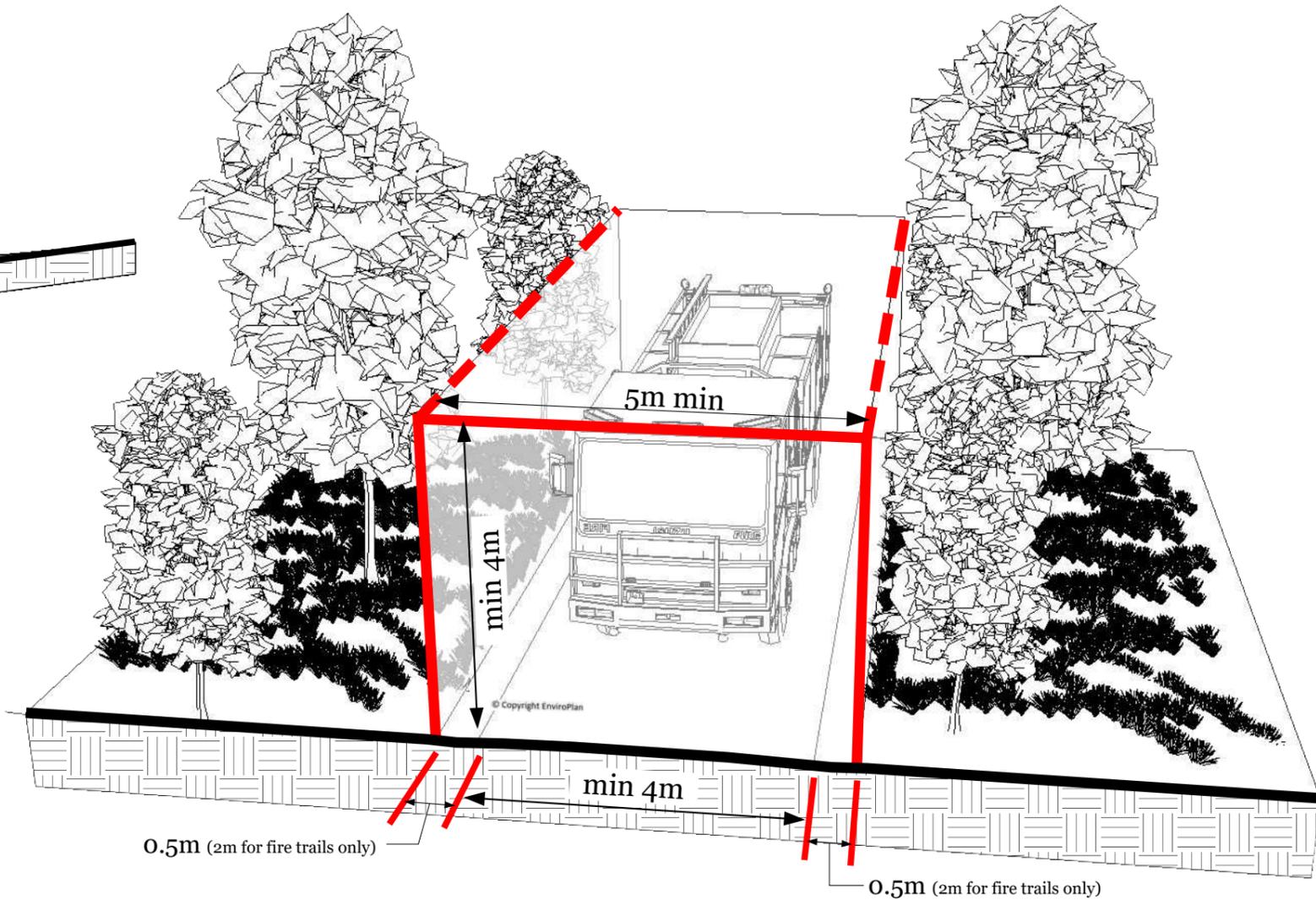
Dips Gradient

dips shall not exceed a maximum entry and exit angle of 7 degrees (1:8 or 12.5%) and the cross-fall gradient shall not exceed a maximum grade 3 degrees (1:20 or 5%)



Cross-fall Gradient

the cross-fall gradient shall not exceed a maximum grade 3 degrees (1:20 or 5%) (all seals)



Vegetation Clearance & Property Access Driveway Construction

The property driveway must be constructed to an all-weather construction with a load capacity of at least 20 tonnes including any bridges or culverts (if applicable)

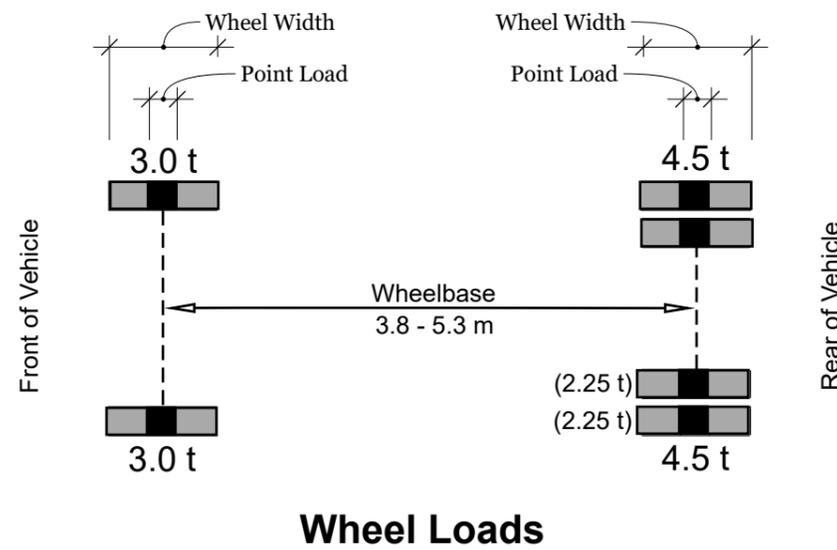
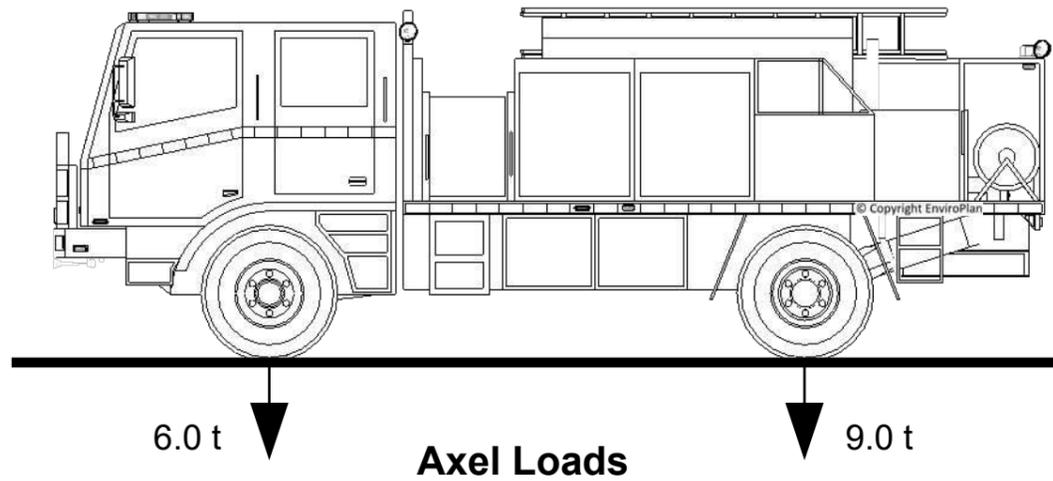
SPECIFICATIONS PAGE



Annexure B0.7

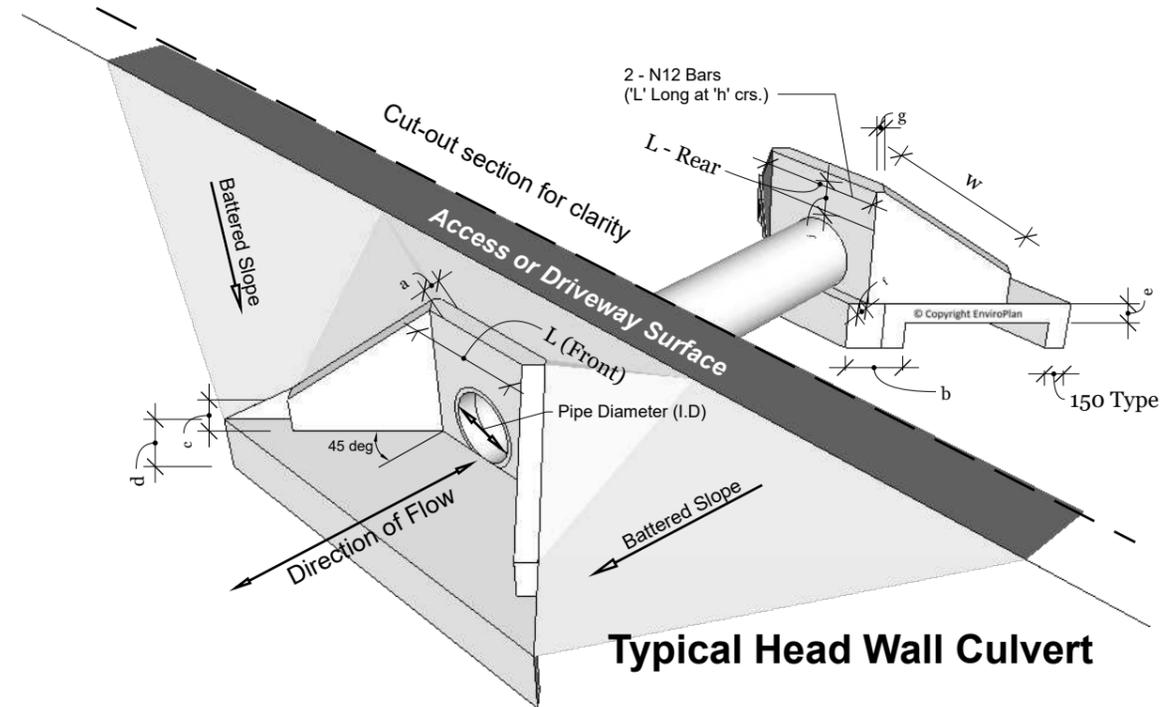
Bushfire Prone Areas - Culverts / Bridges and Load Capacities

The maximum weight of a general fire appliance is 15 tonnes. The static load should be used when determining forces acting through load bearing structures and surfaces. The minimum design requirement for loading capacities for any road, bridge or culvert is 20 tonnes which allows for an adequate safety margin.



Point Load Construction Notes

- 1 Hardstand areas must be founded on solid ground and are not to be located over culverts or bridges, suspended floors or wharf areas (or the like).
- 2 Hardstand areas must not be located over municipal reticulation mains (water, sewer, stormwater or gas mains)
- 3 The driveway surface and hardstand area/s are to have a binding and hardness to withstand point loads exerted through each tyre (seen in black above).
- 4 Tyres are typically inflated around 850 kPa pressure. If the driveway or hardstand areas has insufficient surface integrity, the point load will result in localised damage to the trafficable surface
- 5 Access or Driveway surface must maintain cover of 1/2 the diameter of the pipe measured from the top of the culvert pipe to finished surface level.



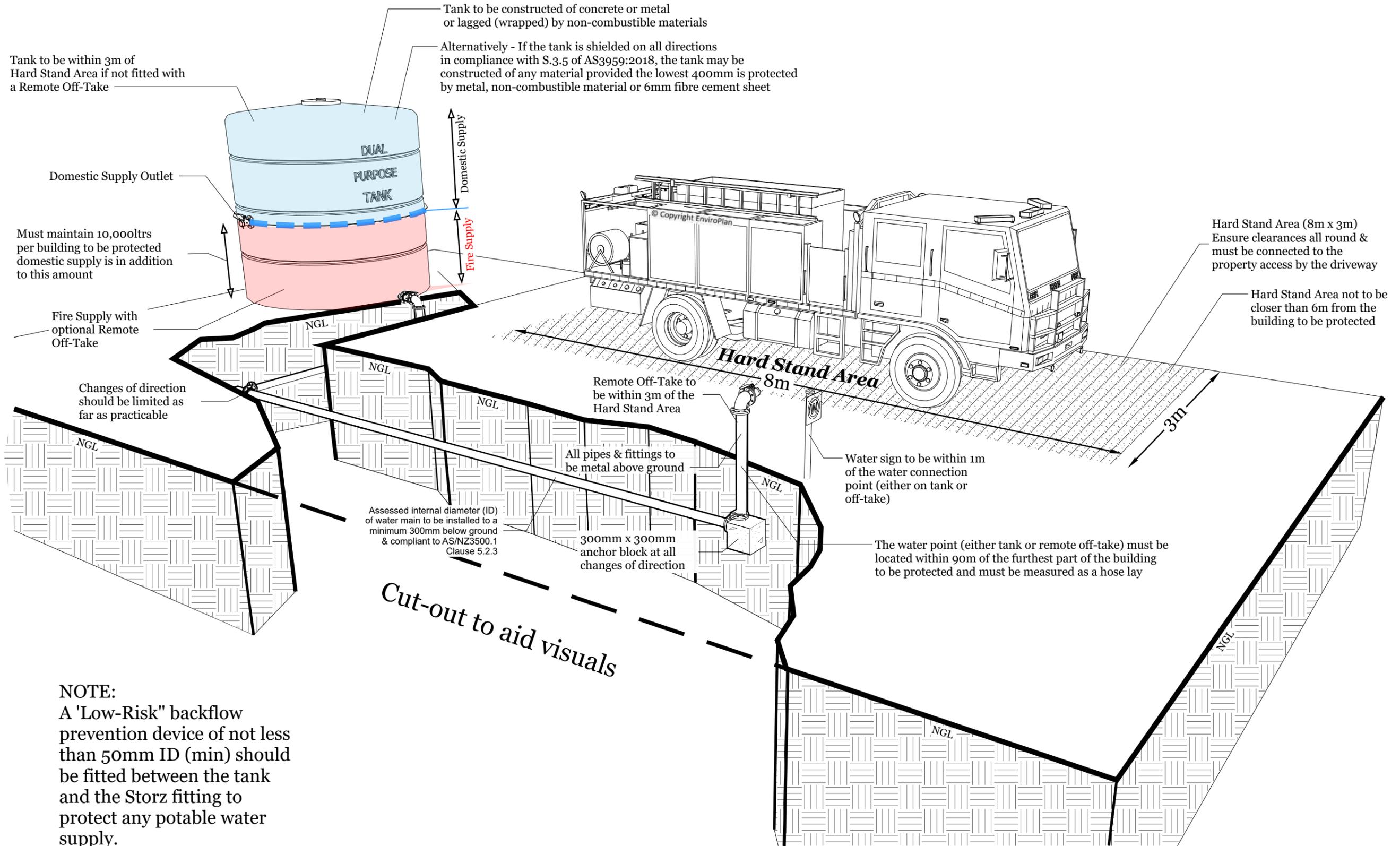
Pipe Diameter (I.D)	300	375	450	525	600	675	750	825	900
Headwall Dimensions (mm)									
a	150	150	150	150	175	175	200	200	225
b	300	300	300	300	375	375	400	400	425
c	300	300	300	300	350	350	350	350	350
d	375	375	375	375	530	530	530	530	530
e	150	150	150	150	175	175	200	200	225
f	75	75	75	75	100	100	100	100	100
g	40	40	40	40	50	50	50	50	50
h	70	70	70	70	75	75	100	100	125
j	200	200	200	200	300	300	300	300	300
w	700	700	850	1000	1100	1300	1450	1600	1750
vol. of Concrete (m3)	0.329	0.375	0.485	0.621	0.981	1.220	1.483	1.702	2.027
Reinforcing (all bars N12)									
L - (Rear)	845	921	1017	1099	1204	1287	1388	1470	1575
L - (Front)	803	880	975	1057	1140	1223	1305	1387	1471
Reo. Length (mm)	1648	1801	1992	2156	2344	2510	2693	2857	3046
Reo. Mass (kg) *	1420	1509	1687	1776	1954	2131	2220	2398	2486

* Does not include SL82 mesh to slab

For further details refer to TSD-SW17-v1 of IPWEA Standard Drawings

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Static Water Supply & Hard Stand Area Details



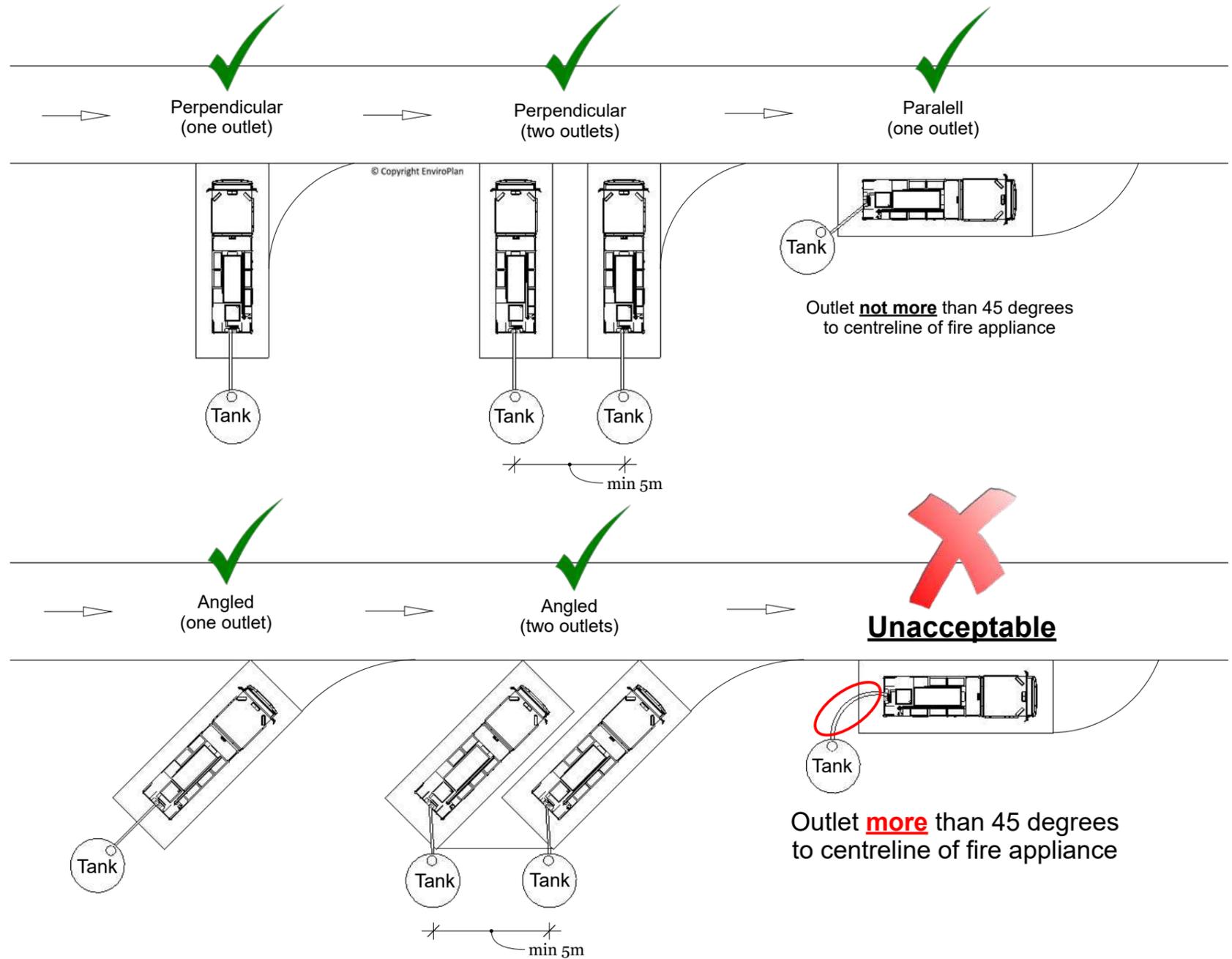
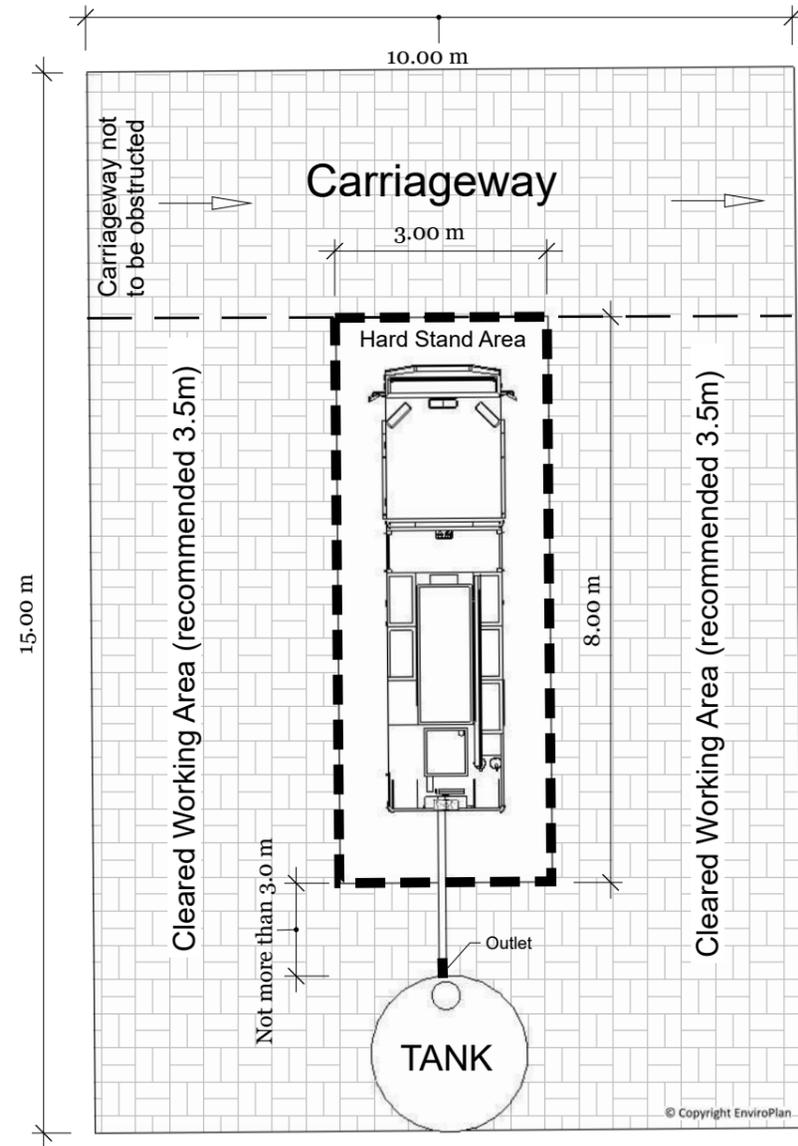
NOTE:
A 'Low-Risk' backflow prevention device of not less than 50mm ID (min) should be fitted between the tank and the Storz fitting to protect any potable water supply.



Hard Stand Details

Hardstand area serving a suction - connection outlet

A minimum clearance of 3.5m should be provided. A turnaround area may be used as a hardstand area only when another fire appliance can safely turn around.



Orientation of hardstand area for suction - connection outlets

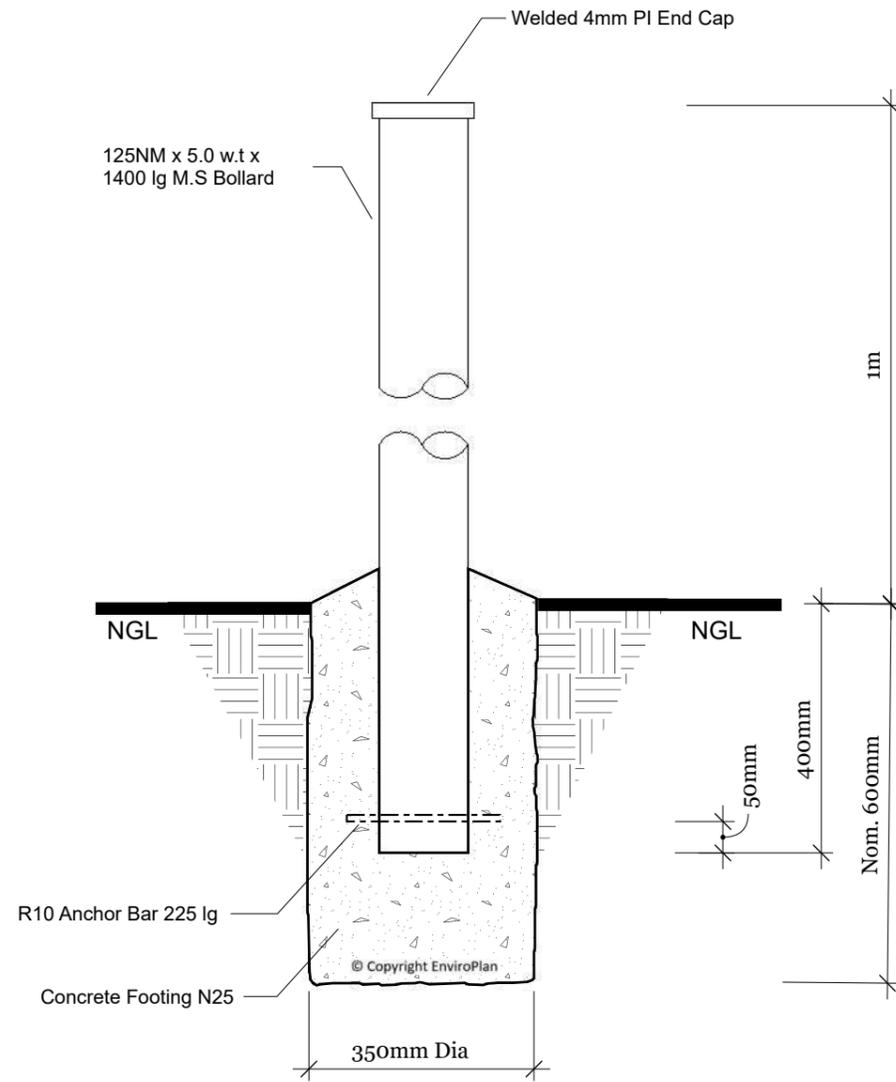
Suction - connection outlets are not to be located within 5m of each other

Specifications - Hard Stand Areas for Static Water Supplies

A hard stand area for fire appliances must be provided:

- No more than 3m from the water from the water connection point measured as a hose-lay (including the minimum water level in dams, swimming pools and the like); and
- No closer than 6m from the building area to be protected; and
- With a minimum width of 3m constructed to the same standard as the driveway; and
- Connected to the property access by a driveway equivalent to the standard of the property access.

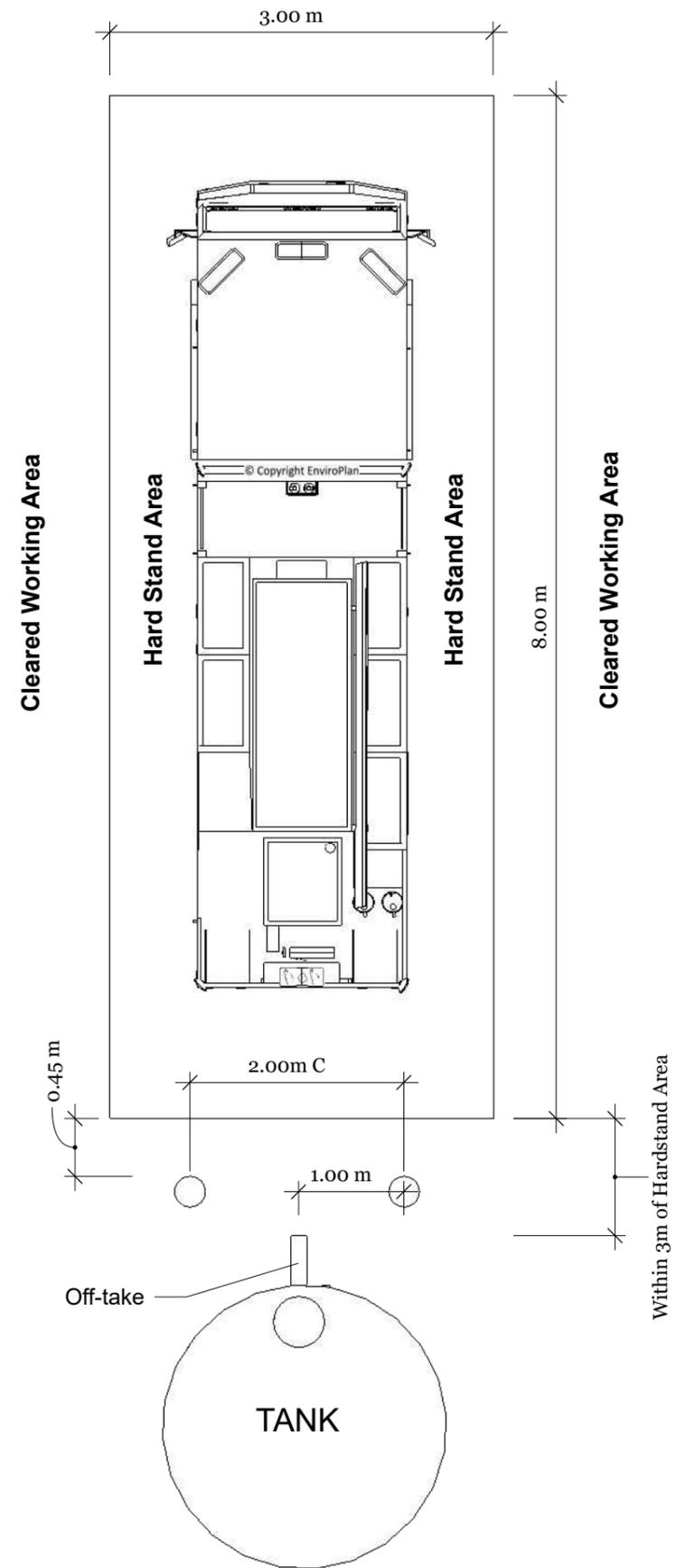
Bollard Construction & Off-take Protection Detail



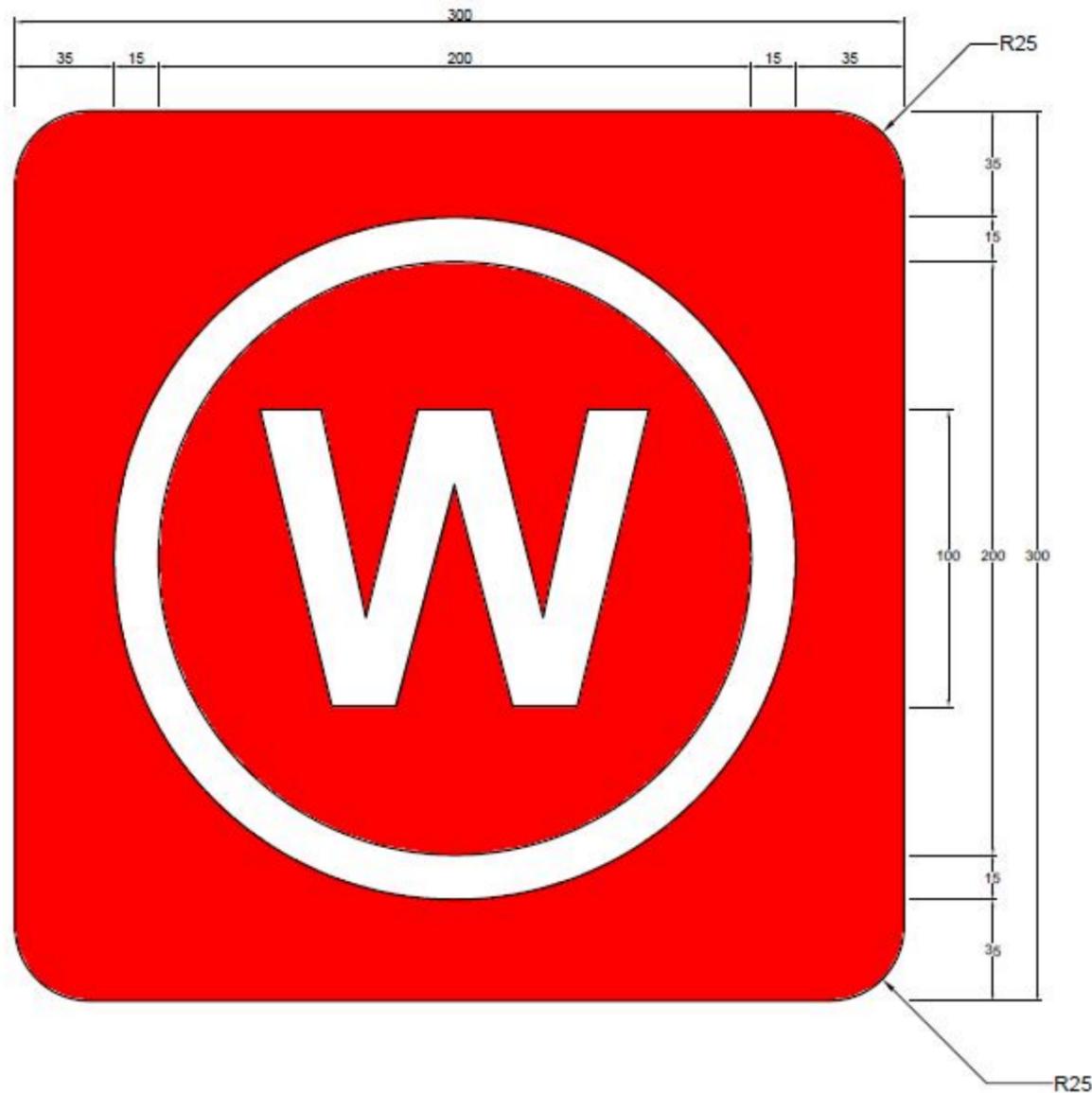
Remote Off-Take Protection Bollard

Or similar solid protection method

Protection Bollard Height Table			
Soil Type	Hole Depth (mm)	25MPa Concrete Bags (per hole)	Post Height (mm) above NGL
Clay/Firm Earth	600	2	1000
Sand/ Loose Fill	1000	3	1000



Positioning of Protection Bollard

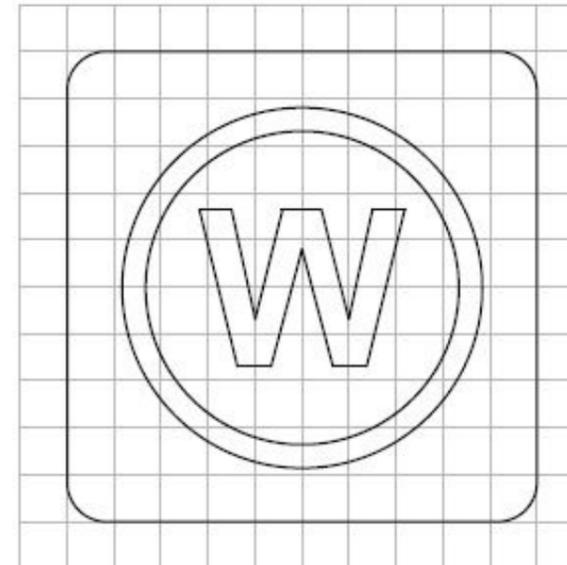


OVERALL SIGN DIMENSIONS (mm): 300 x 300, +/- 5
 SURFACE AREA OF SIGN (sq m) : 0.0895

LEGEND COLOUR: WHITE (N14) IN ACCORDANCE WITH AS2700,
 WITH A RETROREFLECTIVE SURFACE FINISH
 BACKGROUND COLOUR: SIGNAL RED (R13) IN ACCORDANCE WITH AS2700

FOR SIGN FIXING AND LOCATION REQUIREMENTS, REFER TO
 TASMANIA FIRE SERVICE WATER SUPPLY SIGNAGE GUIDELINES

FOR LEGEND SPECIFICATIONS AND MANUFACTURING DETAIL
 REFER TO TASMANIA FIRE SERVICE WATER SUPPLY SIGNAGE GUIDELINES



GRID MODULE X = 30mm Y= 30mm

 Tasmania Fire Service	ISSUE	APPR'D	DATE	AMENDMENT	NOTES - all dimensions are in mm - written dimensions take precedence over scaled measurements	TITLE				
	A					TASMANIA FIRE SERVICE WATER SUPPLY SIGN				
	B									
	C									
	D				DRWN WH	APPR'D CC	DATE 2/2/2017	FILE BPP	DWG NO. TFS-WS01	SCALE 1:2

A.T and R.E Arnold
1 Table Cape Road
Wynyard, Tasmania, 7325

15th May 2022

Shane Crawford
General Manager
Waratah-Wynyard Council
PO Box 168
Wynyard, Tasmania, 7325

Dear Shane,

RE: Representation for Planning Permit SD 2149

21 & 13 Table Cape Road WYNYARD

In response to receiving the Advice to Adjoining Landowner or Occupier, dated 30 April 2022, regarding the Notice of Application for Planning Permit SD 2149 at 21 and 13 Table Cape Road Wynyard in proposing Subdivision (Boundary Reconfiguration), this letter is our representation towards the matter.

We have reviewed the planning permit application and we do not support the proposal.

Our reason for not supporting the proposal is that the resulting size of 13 Table Cape Road with the Proposal of Subdivision (Boundary Reconfiguration) will be less than 1 hectare.

This does not comply with 26.4.1 Suitability of a Site or a Lot on a Plan of Subdivision for Use of Development, Acceptable Solution – A1 a) of the Waratah-Wynyard Interim Planning Scheme 2013 for the Rural Resource Zone.

Acceptable Solution – A1 a) states that:

A site of each lot on a plan of subdivision must –

- a) Unless for agricultural use, have an area of not less than 1 hectare not including any access strip*

On page 37 of the application, the Discussion point states that *“The subject land provides a lot size greater than minimum 1 ha required and the proposal is not intended for any new buildings. The proposal is for a reconfiguration of land complying with A1 above.”*

The Subdivision (Boundary Reconfiguration), as shown by the drawing New Boundaries on page 46 of the application, reduces the size of 13 Table Cape Road by 5,803m² to 8,943m², equating to 0.89 hectare (refer to Figure 1). Therefore, the lot size is not greater than minimum 1 ha required.

The current use of both lots involved in the Subdivision (Boundary Reconfiguration) is also deemed to be Residential, as opposed to agricultural use which is outlined in Part a) of Acceptable Solution – A1. Refer to Section 8, page 3, of the Application for Planning Approval where the Present use of site and/or buildings – full description is *“Residential.”*



Figure 1 A snapshot of the Drawing New Boundaries from the Application (page 46) relating to the Proposal of Subdivision (Boundary Reconfiguration) with resulting lot size to be less than 1 hectare for 13 Table Cape Road.

Furthermore, we have concerns for the future of this proposed lot size reduction at 13 Table Cape Road and the impact on the use and hence viability of adjacent agricultural land on the western boundary of the lot.

Currently, a road extends from the existing driveway (refer to Figure 2) to access the adjacent agricultural lots and infrastructure. The infrastructure, at a minimum consists of multiple sheds, cattle pens, fencing and tracks, provides storage and services for the agricultural land to the west of the western lot boundaries of both 13 and 21 Table Cape Road; north of the northern lot boundary of 21 Table Cape Road; agricultural use on both lots; as well as the land (5,803m²) which is involved in this proposal of Subdivision (Boundary Reconfiguration) between the two lots.

In reducing the lot size of 13 Table Cape Road, even though it can be currently sold separately to the other 3 lots owned (2 lots to the west of this lot and 1 north of 21 Table Cape Road lot) by the current landowner, this lot becomes more attractive, and available to a wider buyer market as it is more manageable to maintain. Its proportion of residential vs agricultural use will also become higher.

The access road extending from the existing driveway is not currently noted as Right of Way through this lot on the title. If this lot is sold, then the access to, and potential use and viability of this agricultural land will be impeded. This access road has been in place to the infrastructure on the adjacent lots since at least the 1970s from records (aerial photographs) we have been able to

source. We believe the continuation of accessing and utilising this agricultural land is important and of high sustainability to the town of Wynyard for the future.



Figure 2 Current Access Road to Infrastructure servicing surrounding agricultural land of 21 & 13 Table Cape Road

Thank you for taking the time to consider our representation. We would appreciate to be notified of the decision regarding this matter.

Yours faithfully,

Andrew and Rachel Arnold

APPENDIX B

- Our Submission in response to the Draft Settlement Strategy (dated 18th February 2021)

A.T and R.E Arnold
1 Table Cape Road
Wynyard

18th February 2021

Ashley Thornton
Manager Development & Regulatory Services
Waratah Wynyard Council

Dear Ashley,

RE: DRAFT LIVEABLE WARATAH-WYNYARD SETTLEMENT STRATEGY

In response to your letter dated 11 January, 2021 regarding the provision of a submission relating to the consideration for rezoning the River Road area (to both RLZ and LDRZ) as outlined in the draft Settlement Strategy, this letter and following pages are our submission and views towards the matter.

We have reviewed the complete draft strategy (entire 155 pages) and accompanying appendices and have completed the online survey (direct copy of these pages).

As is written on the Waratah Wynyard Council website for the settlement strategy, *“Liveability is increasingly seen as the key to economic success and contributes to everyone’s quality of life.”*

We believe including River Road as a development will decrease our quality of life and our economic success as it will have negative impacts on our family, property and business, Alexandria Bed and Breakfast. The main negative impacts to us are listed below:

- *Further financial loss due to the provision of Visitor Accommodation that is compatible with residential character in RLZ.*

Since September 2019, when the visitor accommodation within the Table Cape Road LDRZ on the eastern side opened, (and without fore warning) we have incurred a 30% financial loss (please note that the effects of covid-19 are not included in this loss).

Further potential provision of extra visitor accommodation at River Road if the development goes ahead will pose further threat, and most likely, ruin to our business. What support will be provided to us in this situation?

Wynyard accommodation is not at 100% occupancy every day of the year, even before Covid-19, indicating there is no need for oversupply of accommodation.

- *Increased traffic = increased noise*

With development comes increased traffic and hence an increase in noise. This directly reduces our attraction as a tranquil and peaceful accommodation destination.

We experience more than enough disturbance with the constant truck movements (noise, exhaust brakes being used, vibrations, early morning/nightly activity) along River Road due to a light industrial area operating on River Road for Wynyard Contracting Services. We brought this to the attention of Council a few years ago but did not follow up further as we could see the matter would not be reviewed/addressed.

Disruption to our lives and business will also occur with any services and construction as a result of the development.

Our marketing strategies will have to be changed and hence will most likely incur a high proportion of negative guest reviews based on noise. This in turn reduces our currently high positive reputation and will affect business performance.

- *Increase of unwanted costs*

Development of the area will incur higher rates and any other associated costs which will be imposed on us due to service upgrades to allow for the development to occur. We do not want to pay extra for something we do not want or need. Extra costs will also impact the financial viability of our business.

- *Loss of tourism economy into town*

Our business has been operating consistently since 1985 as accommodation. Due to the property's appearance and business reputation (highly positive, high guest reviews of 9.6/10 and positive word of mouth) built up over the past many years, it directly brings tourism economy into Wynyard which in turn provides further economy to other businesses in the area.

We foresee the development will affect our business and hence the tourism visitation to Wynyard.

- *History and beautiful productive landscapes lost forever*

Rezoning the River Road area will mean losing a part of Wynyard's history and beautiful agricultural land forever. Our property and the surrounding land (River Road) are one of the only ones in the area of historic significance, relatively untouched, so close to town. Once land is changed, it is lost forever.

Valuable agricultural land, of which River Road is, should be utilised to its maximum capacity and production. Should valuable agricultural land be lost only because the current

landowner does not wish it to be productive and hasn't had the interest in it at least the last 20 years?

Other major points, referred to in the Settlement Strategy, we believe are important to ensure appropriate consideration is undertaken before the development of River Road is decided upon. They are listed below.

1. *Walkability*

To base the majority of focus on River Road as favourable due to walkability is not relevant with current society behaviour in the area. The Table Cape Road LDRZ development residents all drive everywhere now. A new development further down the river and across the road will not encourage walkability. Since we purchased our property in 2009, we have only observed the increase of traffic and noise and the number of people walking decrease.

2. *Small dwellings more likely as population becomes older*

The forecast for Wynyard is an older growing population requiring smaller dwellings closer to the centre of business and services available. With this trend, it appears more effort is required to focus on meeting this demand. Developing River Road large lots does not fit this major demand.

3. *Existing potential supply*

The strategy identifies that there is already more than enough existing land that can be developed to meet and exceed the expected population growth.

A comprehensive detailed analysis, acknowledged to be out of scope for the strategy, of all existing undeveloped or underdeveloped sites should be undertaken to determine the exact nature and impact of all the constraints imposed on existing potential supply.

Looking at the municipality as a whole for zoning supply as opposed to town by town should be considered until all options are exhausted to ensure there is no haphazard development and unnecessary sprawl creating further issues.

Until then, no further land, including River Road should be rezoned for no logical reason, or is the only reason really related to point no. 5 below?

4. *Control over the design and land use/purpose of new development*

The design requirements outlined in the strategy and the land use/purpose of each zone is to be regulated, controlled and adhered to for any new development.

There are examples within the strategy that relate to newly developed spaces around town (i.e. space next to Noah's café in Goldie Street), but yet these design requirements and sustainable growth ideas have not been implemented. How is the development and use of River Road going to be any different to other recent development areas not following requirements? Are light industrial areas able to be within LDRZ and RLZ?

5. *Landowner wanting to develop*

We believe that the main reason River Road has been identified with being the main candidate site for development is because the landowner is very keen to develop, and has for many years, even with unsuccessful attempts of selling lots 4-5 years ago.

It is not acceptable to place negative impacts on existing residents for one main reason, and that is so the landowner makes a profit because they are retired and no longer (and haven't for at least 20 years) want to maximise production from valuable agricultural land.

The settlement strategy in our opinion is incomplete as all aspects of consideration i.e. point 3 above, have not been completed. Reasonings around favouring River Road as the primary candidate site are also flawed, inconsistent, incomplete and pose as a cover up to the real motivation to develop the area, which is landowner intention to sell.

Further in support to the main points outlined above, sections from the document and appendices have been extrapolated and our comments and queries for further consideration have been made. We appreciate you taking the time to read our comments. These are outlined on the following pages.

In summary, we are not in favour to the consideration of rezoning (of both LGRZ and RZL) of River Road.

We would appreciate to be informed and involved, with adequate time to provide a response, with any further process regarding River Road.

Yours faithfully,

Andrew and Rachel Arnold

18th February 2021

Following are extracts from the draft document and appendices with our comments and queries requiring further clarification.

It is a long document, but we would appreciate it is considered and our queries followed up.

Andrew and Rachel Arnold

Complete Draft Liveable Waratah Wynyard Settlement Strategy

Page 5

There is a market demand for Rural Living Zone (RLZ) land, but this brings challenges in relation to servicing, and erodes ecological and agricultural values.

Our Comment:

Challenges to servicing yes – this will extend to upgrading roads and the bridge for increased traffic, water and sewage services which may also impose further cost to our property.

There is no discussion through the entire document regarding impact of development at River Road to the ecological environment of the Inglis River as well as the creeks/underground water ways which exist in the proposed development area.

The area is of agricultural value – just because it hasn't been used to its full potential for at least the past 25 years, it is not acceptable to remove this land. It has been farming land since the beginning when our corner was the original settlement of 'Alexandria' before Wynyard was developed.

Page 7

Located within a rich mosaic of beautiful wilderness, rural and coastal landscapes, the WaratahWynyard towns and villages combine a close association with land and nature and a high standard of community and culture. Each settlement has a distinctive identity and offers the opportunity to enjoy different and complementary lifestyles.

Our Comment:

River Road is desirable now, but it won't be if it's developed. The LDRZ at Table Cape Road on the Eastern side is definitely not desirable – we are just glad we have 2 oak trees blocking our view of these houses!

Page 7

This haphazard and unco-ordinated growth can contribute to sprawl and leaves sites derelict which can bring with it a wide range of economic and social problems. It also alienates land from its previous use, often denying productive agricultural land, effectively leaving it in limbo, not contributing to the community in any meaningful way.

Our Comment:

Seabrook golf course is a prime example of haphazard and uncoordinated growth. What assurity does the council bring to ensure another Seabrook golf course unfinished eyesore development doesn't occur at River Road?

It seems it is a quick and easy decision to develop River Road purely because the land owner has been trying to sell and subdivide for many years now, not considering the real value of the land which is agricultural and only because there has been no inclination over many years not to farm the land.

Page 9

Unfettered urban sprawl is inefficient, blights its surroundings, brings with it a range of social inequities and is detrimental to the economy. These impacts include diluting demand too thinly throughout a settlement, leaving land vacant for a long time. It also makes provision of services and utilities more expensive and inefficient. Unnecessarily sprawling towns and villages typically locates more people on the periphery further away from their local centre than they would otherwise be. Consequently, they are more likely to be car dependent to get to community facilities such as schools, shops, parks or jobs.

Our Comment:

Totally agree. Putting in services to develop the area and then it is vacant for a long time, causing unnecessary costs as well as to the existing residents who these increased costs are transferred onto.

People who live in this area already drive, they do not walk! There will be no change in this society behaviour just because new development has occurred. A 20 minute walk is too far for most people. We are the only ones who walk. Our children go to Table Cape Primary School, we walk everyday unless weather is bad. Families who live closer to the school on the southern side of the river to us, drive.

Page 10

"It is not a Framework for radical change. It is a Strategy for sustainable growth and development".

Our Comment:

Losing good agricultural land at River Road does not meet 'sustainable growth'

The river pathways are great to encourage bike and walking, but if people work in Burnie, there's no stopping them drive – it doesn't matter.

There is already poor social behaviour currently around River Road – the boat ramp, hoons down river road, golf links road and table cape road intersection. An increase in the number of dwellings in the area at affordable prices will only increase the lower social behaviour issues and therefore reduce the liveability.

Also, to make a point – we are in constant contact with the local police, assisting where we can with information regarding the current drug and vehicle speed issues.

Page 14

Each settlement provides a healthy, pleasant and safe place in which to live, work and visit;

There is diversity and choice in affordable and accessible housing; People and property are not exposed to unacceptable levels of risk

Our Comment:

Our property / business is already at risk with the poor social behaviour, increase in traffic and noise due to the development of the Table Cape Road LDRZ as well as the fast development which is happening at Fossil Bluff in the last 6-12 months.

Also, to have another visitor accommodation within the Table Cape Road LDRZ, literally 300 m up the road which was purpose built to have visitor accommodation, our property and business has already incurred a 30% financial loss since September 2019.

Big blocks = big houses, sheds etc – this does not fit with the landscape – this will not encourage ‘hobby farms, sustainable lifestyle etc’ – families etc that want more land want it for stuff, not for working on and sustaining themselves. Look at the Fossil Bluff development happening now – none of these houses ‘fit’ into the landscape but instead are huge double story houses. The Table Cape Road LDRZ half-acre blocks – none fit or suit the landscape. They are also not affordable to buy/build – 1 house pretty much takes up the whole block with its shed and driveway – where is the greenery? Plus the presumed cost of up to 1 million dollar to develop this one house – how is this affordable?

Page 22

We tend to eat less fresh fruit and vegetables than the National Health and Medical Research Council guidelines recommend and less than the state average

Our Comment:

We don’t think this will change by adding rural blocks! Society, and in particular young families now, thrive for convenience and everything quick

General brainstorm

Once you start, where do you stop? Sprawl? What control is put in place to not ‘keep’ going further up Table Cape?

Table Cape Road LDRZ: we were informed by a town planner just over a year ago that the Council was overruled to develop this area – why now is this area okay? What has changed in Council’s view from 4-5 years ago to now? It’s the same area, same conditions to build etc. Doesn’t make sense.

Potential Flood damage to Table Cape bridge – more people will be affected if there is damage and no way to cross - there no other access except bass highway bridge

What studies have been done on the impact of development on the river and creeks/natural water way in the development area?

If ageing population is a major issue – perhaps the focus and effort should be to develop areas for smaller dwellings etc – older population can move in making the larger houses available for families etc to move in.

Has the level of impact to existing residents during development even being considered? Or is it just because 1 land owner has been pushing for years to develop and this is the easiest way around it?

Page 29

Our Comment:

You develop River Road, you will ‘touch’ the beautiful landscape – once it’s gone, it’s gone.

Page 31

We understand the need for demand for RLZ areas but agree with the serious planning issues it brings – sprawl, elasticity demand, conflict with compact settlement goals.

Page 33

We would argue that our internet service here in Wynyard is far better than in regional Queensland and is not an issue at all (having experienced both). NBN has improved it.

Page 33

If Burnie is seeing small dwellings as higher demand, then we can’t see the need of larger blocks being in high demand either. People moving to the area are bringing their ‘city tendencies’ with them, ie high density living, driving everywhere – it’s only going to increase in this space.

Young families that are needed in town to offset the ageing population are not going to require big blocks – they just want big houses and to drive everywhere to get through daily busy schedules. We walk everyday to Table Cape Primary School except when it’s raining or really windy. It takes us 10-15 minutes – we are the only ones in our area to do so!! Parents and kids who go to the same school who live in Reid, New street etc (same distance, bit closer) – drive!! The whole reasoning around promoting walking etc doesn’t apply as people don’t do it now. The river tracks are very under utilised which is a shame as people are missing out, but that’s their choice – it’s no reason to push a development with a main reason being walkability when current residents don’t even with all the facilities in place.

Page 41

From survey – factors that the Wynyard community felt would enhance liveability –

Our Comment:

Nothing was commented on regarding more development in the beautiful areas i.e. River and Table Cape Road!!

Comments about the document in general – figures 2.5 and 2.6 – very blurry and hard to read and hence understand/interpret

Making better use of historical assets was also a suggestion. hmmm? Our business and area of the original settlement of Wynyard which was called 'Alexandria' – River Road was where boats were built, the original bridge and wharf, original farm land, our corner of land was the birth of the area!

Most contributes to town character – low density – lets keep it that way and not develop this area.

We participated in the survey.

Page 43

Note that the views/picture concepts of town relate to old bass highway – any for the other areas or just left out?

Page 45

Just like the comments from the Waratah community - we are concerned about *“crime, reckless driving and loss of peace and tranquility”*

Page 53

Just like Sisters Beach community comments, our concerns also include *“inappropriate development that threatens the integrity of the area; inconsistent building styles and levels of maintenance – drainage/water problems, low lying areas; pollution, river erosion; traffic and safety; too many noisy weekend parties”*

General Comments:

The River Road blocks were put up for sale about 4-5 years ago – why didn't they sell if RLZ is in such high demand? If not good enough then, why now?

In general, it is very disappointing that a resource such as a caravan park has been allowed to be approved for development into multiple dwellings – this is a loss of a resource, and an impact on tourism market brought into town. Also, building 3 story units on a pivotal piece of land does not meet the design requirements of this strategy and does not match the character of the town. It speaks louder than ever – anything will be allowed to be developed and these 155 pages of the strategy really mean nothing. Current development are not meeting this strategy.

By redeveloping, another reason for tourists to come to town, i.e. our business, could be also lost by allowing other 'competition' to be built, as well as destroying the beautiful landscape that surrounds us.

Page 67

new development should prioritise infill development closer to the centre of those settlements.

Our Comment:

Rvier Road is on opposite side of town to Somerset. Head east, not west.

Difficult as many land owners are not interested in developing

Our Comment:

Is River Road only considered as our neighbour would like to develop for his own purpose i.e. money? Just because he is not keen to farm the land (only agists), then is this a good enough reason to develop for 1 person's benefit really?

Page 68

Developing River Rd only increases the harm to the environment.

Actually leaving river rd as a potential working farm (which it isn't now due to the decision of land owner) increases the ability for food security and reverse resource depletion.

Page 72

Wynyard and Somerset – agricultural value protected.

Our Comment:

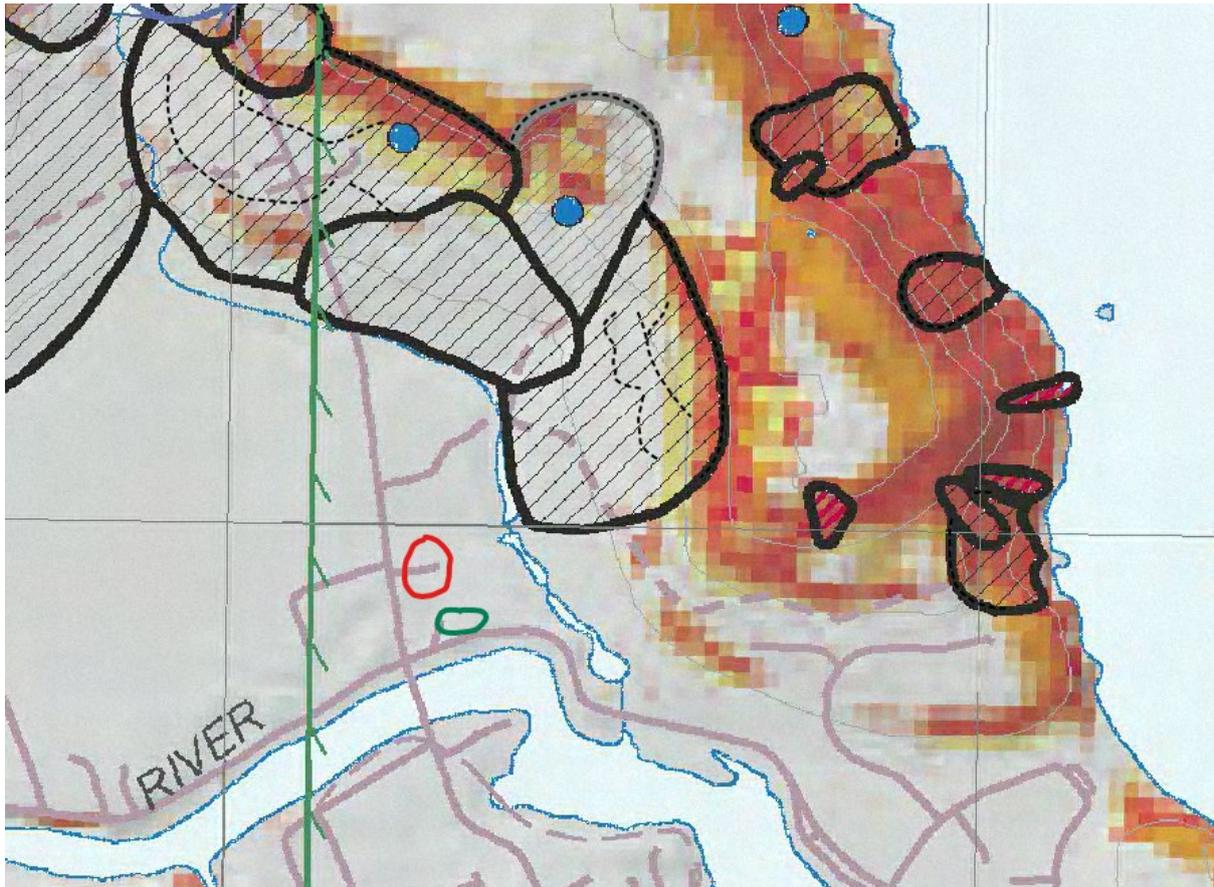
Yes all existing agricultural land should be valued and protected to be a source of sustainability and food production for future generations.

River Rd and River Rd East currently are owned by the same land owner – not good enough. Landslide is the main reason River Road East is not desirable.

Question – how was it that the current Table Cape Road LDRZ was able to get developed when it lies beneath a landslide risk??

Refer to image below obtained from Tasmanian List Map and annotated. Table Cape Road LDRZ circled in red and River Road East circled in green. The remaining is landslide susceptibility from List Map.

It appears that the LDRZ is just as at risk from landslide, perhaps even more, than River Road East. Why was it developed then?



Page 75

Extending our towns and villages unnecessarily or in the wrong location is likely to bring many unwelcome problems. For example, locating housing too far from a local centre, schools or other important destinations will make walking or cycling prohibitively difficult and increase dependence on private motor vehicles. This has knock on effects in terms of traffic generated, greater risk of traffic accidents and incidental demand for parking to say nothing of the health consequences for people denied the opportunity to participate in incidental activity such as walking to the shops or school.

To this end the Cradle Coast Regional Land Use Strategy also requires that we reduce car dependency by planning for compact towns and villages that minimise the overall distances people need to travel to get to important destinations such as schools, shops, workplaces, and health services.

The analysis of supply and demand (appendix 4) revealed that the demographic makeup of the community will change creating a demand for housing currently under-represented in our municipality, typically smaller housing nearer the centres of towns and villages.

Furthermore, the consultation undertaken for this project revealed an attachment to characteristics that typically might be described as small scale, small town or village character, with a strong emphasis on community and attachment to landscape. The municipality's agricultural, landscape and cultural qualities are also highly valued and provide the foundations for our economic and social vitality. These need to be carefully considered to ensure that they can continue to make their social, economic and ecological contribution to the community for this and future generations.

Our Comment:

If smaller housing nearer the centre of town is changing to become the demand, then creating RLZ lots at River Road does not meet this need. The existing supply of land is more than adequate to meet population growth. Extending towards River Road is in the wrong direction. Fill the gaps that currently exist first rather than destroying new options of land development for no reason.

Page 76

Goals (Guiding growth to most appropriate locations across the municipality)

- *Minimise residential/industrial/rural conflict.*
already have issues in the area, don't want any more
- *Safeguard agricultural value*
yes agree, don't rezone as will lose this value
- *Minimise sprawl.*
yes going west is wrong direction – should be going east to infill Wynyard and 'join' Wynyard and Somerset
- *Protect landscape, ecological and cultural values.*
yes please. Consider the effects on the river and landscape etc.

River Road should be kept as is!! Start at RLZ, who's to say in the near future, zoning doesn't change again to provide supply for the ever increasing small dwelling demand? When will it stop?

Page 77

Making efficient use of our existing towns and villages

We must also design to minimise the adverse effects of danger, unwelcome noise, pollution or traffic that may otherwise blight our surroundings and erode our quality of life.

Our Comment:

Increasing development only increases traffic and noise, of which has already increased the last 2 years.

There is already a blight on our surroundings with trucks using River Road to access an existing light industrial area owned by Wynyard Contracting Services. They are dangerous, noisy and should not be near houses.

Our quality of life is eroding all the time as it gets busier and busier around here.

Page 79

3 Building resilience

Goals

- *Protect our natural heritage and the intrinsic values of the region.*

Yes - river and beauty

- *Support food security and awareness of ecological values.*
Yes, keep as agricultural land
- *Support key industries that are less vulnerable during global stresses.*
Yes our business and hence livelihood. We survived 2020. This business has been operational since 1985 and the house (and accommodation) is a reason people visit Wynyard
- *Reduce car dependence*
Unfortunately not going to happen as young families, couples moved into Table Cape Road and Fossil Bluff already drive!! Even with great tracks and footpaths! You can't change the nature of society.

Page 80

Retaining and enhancing local character

Goals - Retain valued character and guide its evolution to meet emerging challenges – need to protect our business!

Our Comment:

Page 83

Diminish the incidental and inadvertent barriers that stop appropriate outdoor play to support children's natural inclination to play and so 'let the play out'.

Our Comment:

Still going to happen thanks to technology – computers, ipads etc. It's the younger generations that are pushing technology and hence are reducing walking etc. It's their choice and it's not due to the lack of footpaths, ability to ride bikes etc – it's the way society is trending towards.

The bike rack at Table Cape School has a capacity for at least 40 bikes – you'd be lucky to see more than 5 parked there each day! The school has ever increasing issues with parents parking in the staff parking – everyone is driving, but yet the kids that live in the area bounded by the river to the east, goldie street/saunders street and inglis street near the high school and then heading west – all are within 15-20 minute walk but they all drive now.

Our reviews, comments from our guests are all aligned around how quiet and peaceful it is (plus our breakfast!) – further development, construction of upgrading roads to suit etc will impact this.

Page 85

Increasing awareness of natural and cultural values

Goals

Increase the contribution that natural and cultural values make to people's quality of life.

Identify and protect natural and cultural assets

Facilitate people to understand the areas cultural and ecological values

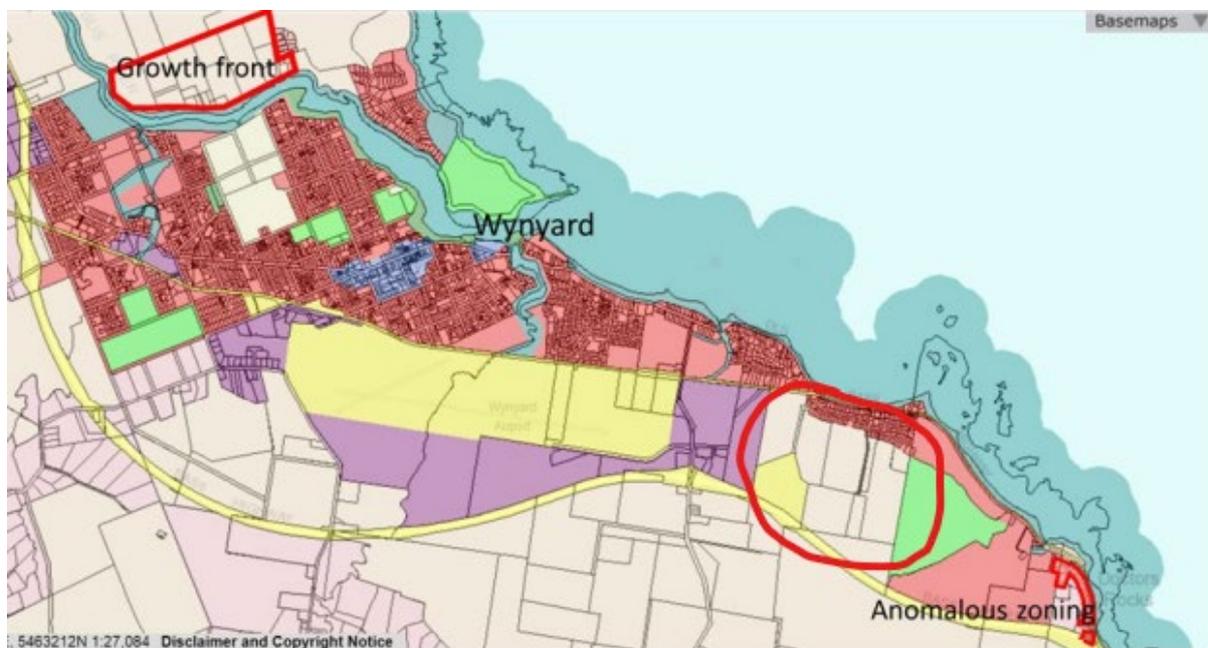
Our Comment:

Alexandria and the surrounding area is a cultural asset to the area – it was the first settlement. The area of River Road contribute to our quality of life – why else would we have chosen to move here and decide that this is our forever home?

The natural beauty of this area needs to be preserved, not cut up into blocks and developed. How many towns in Australia has as much beauty as Wynyard so close the centre of town? Not many at all!

Page 87

Growth front figure 3.12



Our Comment:

What is in the circled area? Perhaps growth front there? Growth should be in direction of Somerset/Burnie way and infill other existing areas.

Page 88

The analysis of supply and demand found that there is the potential to accommodate 1039 extra dwellings within existing zonings. Based on historical rates of development this represents 29.3 years supply. The LUPAA requires that planning schemes should provide between 10 and 20 years land supply in each zone. As a rule, Council should not rezone land if it exceeds these limits. Allocating more land than is needed to any land use category may either result in the rezoned land lying vacant or diluting demand elsewhere, resulting in other parts of that town or village lying vacant for longer than they would otherwise do.

Our Comment:

Rezoned land lying vacant – seabrook is a prime example. That's been 'vacant' for a while now and is an eyesore

Page 89

This analysis of potential candidate sites for expansion outlined in appendix 5 reveals the River Road Area can be serviced, is walkable to many key destinations, has relatively large lots, is not prone to inundation or landslip and whilst containing a range of slopes is not overly steep. The land enjoys an attractive landscape setting and provides the setting for the town when viewed down a number of streets. No other potential candidate sites around Wynyard offers such a wide range of qualities. Thus this area provides the most appropriate site for expansion if demand requires it.

Our Comment:

There is no consideration for existing residents and the changes that have happened to date with Table Cape Rd LDRZ has had negative impacts already. Yeah let's develop a beautiful area and remove its lovely qualities – it doesn't make sense.

Page 98

Around Wynyard and Somerset candidate sites were shortlisted from those that have been identified by officers and by landowners who have inquired about possibly developing their land that are within 1km of Wynyard and Somerset

Our Comment:

So to put it bluntly, because the landowner wants to sell and has tried to sell off in the past, it's an easy fix to ensure and tick the box that "demand" has been met without really considering the consequences. One person wanting money and not wanting to use the land for its real purpose (agriculture) as it has been since the 1850s, determines the decision and the future of surrounding residents? Not good enough.

Page 100 Walkability

Our Comment:

This seems to be one of the main focus on determining River Rd for development as it is mentioned repeatedly throughout the entire document. There is one flaw in this reasoning – residents now in the area do not walk and society trends are not going to change! No-one walks now!

Page 103

Figure 3.20



Our Comment:

We are positioned at the red circle on the corner. We do not want our property to be rezoned. This will incur higher rates and most likely additional service costs imposed due to the zoning plus detrimental to our business having close spaced neighbours and increased traffic.

Page 104

It is not of high agricultural value or prone to landslip risk

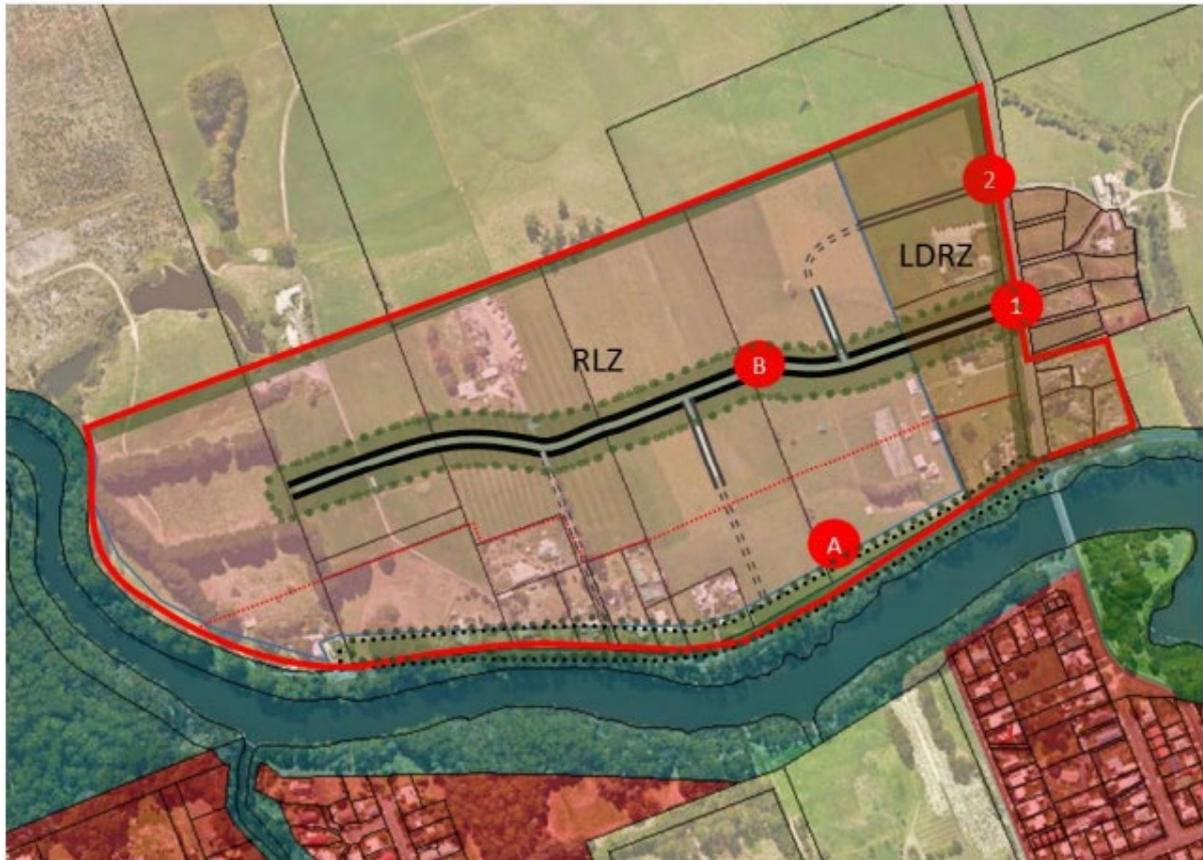
Our Comment:

Only because the current landowner doesn't use it to its full potential. It is still viable agricultural land, otherwise why are there existing sheds on the land from the past and agistment still occurs?

River Road East has landslide risk so it is not desirable but yet the southern blocks of the Table Cape Road LDRZ are adjacent to the River Road East section and were developed? Are you saying that the Table Cape Road LDRZ is not at landslide risk? Please refer to image on page 7.

Page 112

River Road Draft Outline Development Plan



Our Comment:

One positive is that the proposed vehicular access is not next to our property boundary!

However, this will encourage the current trucks from Wynyard contracting services to use this instead of River Road – trucks flying down Table Cape Road onto an already dangerous intersection at Golf Links Road/River Rd/Table Cape-Saunders st – just asking for more trouble due to the speed vehicles are coming down off Table Cape Road and what is a blind crest.

Based on figure 3.28 – this will definitely mean the trucks will go down access road 1. Would be nice to see this many people utilising the river track now as depicted in this picture, but never see it now so doubt it will change.

Also, 'Ingles' is incorrect – it should be Inglis! River rd is too dangerous to walk on now due to existing traffic (just with cars even and definitely with the trucks!) – to ensure walking and riding.

The landscaping of the gum trees is not done now – would be nice to have some landscaping and general tidy up! This area is not maintained at all, all mowing etc stops at the bridge.

Page 119

Advisory service

Our Comment:

Would be nice if this happened now with current development happening now. Why not put this in now to areas such as fossil bluff, beach retreat caravan park etc – definitely hasn't achieved minimal adverse impact on its surroundings!

Page 125

Pause place, like any intervention in the public realm will require management and may attract vandalism. Care will need to be taken to ensure they continue to make a positive contribution to people's quality of life. They may not be appropriate where they interrupt sight lines.

Our Comment:

- New space next to Noahs in main street – a beautiful space but has already attracted vandalism, antisocial behaviour and less than 6 months old
- Rotary Park – already a camera is required to be installed. A beautiful facility and fantastic but yet has caused anti-social behaviour.
- Developing River Rd will decrease its liveability to existing residents causing anti-social behaviour. It's bad enough now with drug deals at the boat ramp, hoons on the corner not caring about any other shared users on the roads.
- The biggest issue Wynyard has to overcome is the anti-social behaviour – you can put land up for rezoning, but will it attract the right people and cause more issues? Fix the issues first and then see if there is actually a demand and not because one landowner wants to make a profit.

Page 126

L3. Tree planting Recommendation Undertake tree planting to enhance the landscape amenity on Inglis River and Camp Creek, all reserves as well as streetscapes generally.

Our Comment:

River Rd has enough trees along the river. Not much room left due to the location of the road. Also, why are trees allowed to be removed when a new house is developed?

L4 Interpretive and wayfinding signage Recommendation Design, commission and install interpretive and wayfinding signage employing the 'Bristol Approach': outlining direction and time taken to walk to key destinations on easy to read and attractively presented maps that are in themselves attractive features in the streetscape.

Our Comment:

Already have signage on the corner opposite us – it's there but doesn't really have a huge impact on people not knowing as not many people walk except tourists.

The Inglis river walking track map sign on the Wynyard Esplanade hasn't been updated in years. Maintenance of existing infrastructure/signage in the area doesn't occur now for current residents. Why would it change for a new development area?

You can have as many signs as you like – people don't know how to read them and will walk past them if it hit them in the face. Just like the new dog restriction signs.....

L5. Demonstration/exemplar gardens Recommendation Install or facilitate the installation of minor civic spaces located at vacant but high profile spaces in Wynyard and Somerset and close to stores/cafes in villages. These are spaces to showcase the landscape, ecological and food potential of domestic scale landscapes, create a social hub and provide a local icon to contribute to the image and identity of the town or village they are located within.

They would consist predominantly of an indigenous palette of plants and include interpretive signage, seats and tables, bicycle racks and playable sculptural features. They are intended to be social spaces that are subtly educational, inspiring mini landmarks that will contribute to the image and identity of the town or village. They can be retro-fitted existing places or new space.

The potential for these places to also showcase the landscape, ecological and social benefits of (food) productive landscapes through choice of plants, interpretive material and incorporation of 'bug hotel'/apiary should also be explored.

Our Comment:

With the new area next to Noahs/Frenchstix – why wasn't this done already?

New areas are already not aligning to this, how do we know that if River Rd is rezoned, that any of the proposals/design requirements outlined in the document will actually occur? Or is it just to look nice and convince residents to approve of the change and then just increase rates, collect more money, destroy the local area and actually do nothing?

Refer to Figure 3.34 in document.



Figure 3.34 Demonstration/exemplar garden- Indicative Design

Our Comment:

This looks like the space next to Noahs – it definitely doesn't look like this!!

Page 133

L7 Park and pedal Recommendation Establish 'Park and (bicycle) ride facilities' at Doctors Rocks and Somerset as illustrated in figure 3.34 At Doctors Rocks the Park and Ride facility would utilise parking and landscaping proposed for the coastal pathway and promotional signage.

Our Comment:

Totally agree this should happen! Walkability – get the coastal pathway happening!!! Been in the pipeline for way too long, money is available – why hasn't it happened? This is what people want and will be a great connection between Wynyard, Somerset and Burnie.

Page 137

L8. Bicycle storage structures Recommendation Installation of distinctive, iconic and secure bicycle storage structures in Wynyard and Somerset. These are secure, undercover bike parking close to places people want to visit. This is especially important with more expensive e-bikes

Our Comment:

Interesting idea especially with Figure 3.38 having the storage outside of the Wonders of Wynyard – further taking away valuable parking bays for the business area, plus the success of Rent-A-Bike from WOW – how has this gone? Has this been a great success to warrant this or not really?

Page 142

L11. App for themed walks Recommendation Research the 'small stories' associated with different locales within the towns and villages and their setting. These relate to its European and indigenous heritage, its ecological function.

Create a virtual database and commission, build and launch an app to reveal these multiple layers of history and ecological function that make a place what it is. This would indicatively include its social history from an indigenous and European perspective, revealing the environmental processes influencing the area such as coastal and riparian erosion/deposition and provide insights into the regions ecology.

Promote app and walks through Council media channels and facilitation of walking groups.

Why we are proposing this

These layers of history all contribute to making the towns and villages the places they are. These meanings are held dear by many in the community and reveal perspectives that warrant being brought to a wider audience.

These meanings may exist long after any physical trace has gone. By recording and celebrating these cultural, social, ecological landscapes they can continue to contribute to the lives of those in the community.

The presentation of history as layers allows contrasting perspectives to be brought to an observer's attention so they might see the diversity of ways that a place is seen and what it means to different people. This would allow locals and visitors to see their surroundings with new eyes.

Our Comment:

- This is interesting especially when Rachel developed the Wynyard heritage walk brochure down main street to try and keep people in town instead of passing through (back in 2015 when the Local Tourism Network (LTN) was still in action). Yet the visitor centre decide not to print it. WOW is run by council – unless it is supported – how is an app going to be worth while when existing features such as this are not?
- Why tell stories about the history when its gone – why not keep the history and people can experience it and enjoy it – just like River Road – imagining history and farm land when all you can see is houses!
- This town is not good on saving history – lets try and retain what we have before we lose it all and just tell stories on it.
- Yes it is a good idea for tourism but that in itself is lacking in town – since the LTN hasn't been operational from early 2016, the lack of tourism support and improvement in Wynyard is lacking. Operators don't even get contacted by the Tourism Development Officer anymore.....

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L16. Promotion of Food Sensitive Planning and Design

Recommendation

Prepare promotional guidelines outlining how planning and design within and around towns and villages can contribute to the production, distribution, consumption and waste disposal and resource recycling of healthy food and achieve benefits in terms of amenity, health, social inclusion and community resilience.

Advocate for the inclusion of Food Sensitive Planning and Design for this outcome with key stakeholders including LGAT, the Tasmanian Planning Commission.

Why we are proposing this

There is a significant public health problem throughout Tasmania of diseases such as obesity, heart disease and diabetes that are influenced by poor diet.

Access to healthy food was identified in consultation with public health authorities as a significant public health issue. Much of our public and private landscapes can contribute to producing healthy food but presently make no, or little contribution. Appropriately designed productive environments (community gardens, private gardens, open spaces, opportunities for apiary, land in transition, etc.) can improve the landscape, offer people opportunities to have a stake in the community, facilitate social inclusion and support greater community resilience.

Our Comment:

Allow river road to be used as the agricultural farm land it always has been to produce food which could be of any type, not just limited to cattle/milk which it has been in the past. This entire area could be a huge space for growing vegetables/ multi purpose use run by a young family for example (such as Guide Falls Farm). Developing this area will not promote this unless there are strict conditions on building in this area that land owners must have productive gardens in this area.

Website Survey Form

Our Comment:

We're a bit offended that there is a 'dangle the carrot' win a \$50 voucher to review the strategy and complete the survey. The promotion of this is not a priority and almost an attempt to push it through without much consultation.

The true purpose of people completing the survey may be misrepresented because really they only want the voucher and not really interested in the (155 page document and appendices!) strategy, or potentially even read it so they just tick yes to agree with the strategy without even understanding the impact and they're in the running to win.

Winning a \$50 voucher over potentially losing our business, livelihood and changing our children's future for the worst because of development – no thanks!

Appendix 2

Page 3

35 people from Wynyard took the survey between 4-19th June.

Our Comment:

Rachel was 1 out of these 35.

Is this really a good representation of the population to develop this strategy? $35/\sim 5000 = 0.7\%$

Our concerns match – *“over development and loss of small town character, too much traffic, crime and anti social behaviour, particularly driving, invasive vegetation and environmental degradation”* – 4 out of the 6 concerns all relate to River Road”

If a liveable strategy has been developed based on 35 residents feedback within Wynyard and 4 out of 6 concerns relate to River Rd directly, from our observations and experience living here for 9 years and owning property for 11 years, then that is a high proportion of the survey that agree development at River Rd is not favourable.

Appendix 4

Referring to 14% of dwellings not occupied on census night in Wynyard – how many of these properties are actually short term visitor accommodation places such as AirBnB properties or investment properties etc?

If the council regulated the short term visitor accommodation issue in town and actually knew of the properties that are listed on AirBnB, although fairly small in the scheme of things, this has an impact on available housing for families etc in close proximity and 'walkability' to the business services. Having RLZ in River Road with the capacity for visitor accommodation, this is in contradiction to what is trying to be proposed for supply of these areas.

In figure 2, this is a classic example where boat harbour beach (about 42%) and Sisters Beach (about 55%) were unoccupied on census night – are these accommodation properties?

Perhaps more strict regulations should be applied to ensure dwellings that are liveable should be lived in, and are not unauthorised/unregulated accommodation.

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Section 4 – Supply

This means the six towns and villages of the municipality have enough land zoned to accommodate 2523 new lots through developing vacant lots and subdividing lots that are large enough to be subdivided based on average lot sizes + 10% for circulation. This represents an increase of approximately 33% more dwellings than are presently accommodated within existing zonings.

This also means that under this 'fully built out' scenario, at this average household size the 7650 dwellings of the municipalities' towns and villages that could accommodate a population of 16065. Given that the most recent treasury estimates are for population decline¹⁵ at first glance there is ample potential land to accommodate growth, should it be required. However as outlined in the following section there are many reasons why this fully built out scenario may not be achievable or desirable.

Our Comment:

- This 'built out' scenario does not include the undeveloped land area of River Road.
- I understand the potential vs actual supply reasoning, however, the areas in question are all near existing dwellings and development and within the town infrastructure area.
- Why add more areas of land which are not needed when it is obvious there is enough supply to meet the potential population growth, or actual decline as is actually predicted.
- The density of developing these known areas is no different than cities.
- Bottlenecks – what does this matter when Seabrook has sat as an eyesore for 4 years now and nothing has been done.
- I don't know why sewerage would be an issue when septic tanks are permissible in the current areas. It just seems that developing River Road is the 'cheaper and easier option' in terms of upgrading services and is just a tick in the box – we have this many RLZ lots available – tick! the demand is met. It doesn't matter how it affects the current residents in the area.

Site characteristics

Our Comment:

There is no mention of the impact on waterways such as creeks, Rivers ie River Road area

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'mapped constraints' on the councils GIS system

Our Comment:

Please inform as to what these are.

RLZ land of a total of 1820.2 ha having no other constraints except 399 ha of other mapped constraints – what are these and what is the full nature of the impact? If they are so significant to be presented in the table, then they should be itemised, and their impact known.

LDRZ with 2.09 ha with no constraint – there is no need to develop more LDRZ at River Road

Perhaps it should be recommended that a comprehensive detailed analysis of all existing undeveloped or underdeveloped sites is completed to determine the exact nature and impact of all of the constraints. This is an important component that has been identified that if there is enough existing land that can be developed, why is further land, such as River Road, about to be potentially rezoned for no logical reason.

The continual mention of developing at a slower pace should not be an issue. Easy to develop blocks can take a long time to develop due to other factors not mentioned – it shouldn't matter. To rezone an area just because it's too hard to develop others and potentially affect existing residents in a negative manner should never be a reason to rezone and develop.

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Table 13 – general figures

Our Comment:

As the municipality operates as a whole, if there is an indefinite supply of LDRZ in Somerset, why aren't all options exhausted within the municipality as opposed per town before new land is rezoned and developed?

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5 Conclusions

Consequently, achieving a desirable outcome for Waratah-Wynyard requires a delicate balance of growing the population whilst not growing the physical footprint of the towns and villages.

Our Comment:

River Road is increasing the physical footprint of the town and the 'sprawl' is in the wrong direction.

Appendix 5

Agricultural value map

Our Comment:

The colours are very hard to distinguish on the map vs the legend. I would have thought any agricultural land which is still viable is valuable. Just because it hasn't been farmed to its full potential in the last 25 years because of the landowner's decision and elderly age, it should not be discounted.

Adverse amenity impacts map

Our Comment:

Referring to the airport – bit funny when the whole town is impacted! Can hear the plane take off and land all the time at River Road!

Walkability map

Our Comment:

Shouldn't even be considered – everyone drives now and this won't change!

Locational assets map

Our Comment:

It won't be treed skyline with LDRZ along Table Cape Road – all you'll see is roofs!

Appendix 7 – Design Guidelines

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Being a good neighbour

Our Comment:

Not considered at all for the current Table Cape Road LDRZ development (eastern side)

Designing 'friendly' buildings and gardens

Our Comment:

Also, not considered at Table Cape Road LDRZ or at Fossil Bluff – don't have much hope that this will change for the River Road development.

The same for protecting and enhancing the town and village character – not happening at Fossil Bluff with the offset or even the new double storey being built on Old Bass Highway now – the house is positioned on the full front of the block and it blocks out the house 2nd story views on its eastern side.

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Wynyard 5 Preferred character for the LDRZ

Our Comment:

At current Table Cape Road LDRZ, the development presenting an attractive and activated frontage to the street, framed by landscaping is not there – all that is there now are fences, carports, concrete driveways and not much landscaping at all. How is this going to be controlled in the proposed LDRZ on the western side of Table Cape Rd?