

Department of State Growth

Salamanca Building Parliament Square
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Email permits@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Ref: D20/123108



Mr Neil Shephard
Neil Shephard & Associates
PO Box 273
SANDY BAY TAS 7006

Dear Mr Shephard

Crown Landowner Consent Granted - 12371 Tasman Highway, Swansea

I refer to your recent request for Crown landowner consent relating to the development application at 12371 Tasman Highway, Swansea for Rezoning and Subdivision of land.

I, Andrew Hargrave, Manager Asset Management, State Roads, the Department of State Growth, having been duly authorised by the Minister for Infrastructure under section 43D(1) of the former provisions of the *Land Use Planning and Approvals Act 1993*, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the **making of the application only** insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 14 May 2020, and the documents approved as follows:

Approved Document Name	Author	Date Received	Notes
Crown Consent Application form – ‘Kelverton’ 12371 Tasman Hwy Swansea TAS 7190 – PID 3495862 – Dated 14/5/2020	Neil Shephard & Associates obo TEMPUS Village Management Pty Ltd & Julian Cotton	18/5/2020	
Covering Letter – Permits (Department of State Growth) – Dated 14/5/2020	Neil Shephard & Associates obo TEMPUS Village Management Pty Ltd & Julian Cotton	18/5/2020	
TEMPUS Planning Submission (appendices listed below) – Dated 11 May 2020	Neil Shephard & Associates obo TEMPUS Village Management Pty Ltd & Julian Cotton	18/5/2020	
Council Planning Application form – APPENDIX A – ‘Kelverton’ 12371 Tasman Hwy Swansea TAS 7190 – PID 3495862 – Dated 11/5/2020	Neil Shephard & Associates obo TEMPUS Village Management Pty Ltd & Julian Cotton	18/5/2020	

APPENDIX B Certificate of title reference documents (CT 177646/1)- Folio text – Folio Plan and (CT 240461/1)- Folio text – Folio Plan	-	18/5/2020	
APPENDIX C Proposed Rezoning Plan – Dated 29/10/2019	Neil Shephard & Associates obo TEMPUS Village Management Pty Ltd & Julian Cotton	18/5/2020	
APPENDIX D Proposed PPZ provisions (Version 12)	Neil Shephard & Associates obo TEMPUS Village Management Pty Ltd & Julian Cotton	18/5/2020	
APPENDIX E Plan of Subdivision PART A – Balance Plan Drawing ref. AO E167971 n.d PART B – Proposal Plan Drawing ref. 8190– Dated 17/10/2019	Andy Hamilton & Associates	18/5/2020	
Integrated Impact Assessment (appendices listed below) –Dated 12 May 2020	TEMPUS	18/5/2020	
APPENDIX – Architectural Drawings –Stage 1A; Stage 1B and Stage 2	-	18/5/2020	
APPENDIX – Engineering and Survey Drawings – Proposal Plan (survey); GR services drawings; ECOS electronics; ECOS Diagram; and ECOS Layout	-	18/5/2020	
APPENDIX – Agricultural Report – Dated September 2019	Rod Hanc (Roberts Rural Supplies)	18/5/2020	
APPENDIX – Fauna and Flora Report – Dated August 2019	Andrew Osborne	18/5/2020	
APPENDIX – Traffic Impact Statement – Dated October 2019	Milan Prodanovic	18/5/2020	

APPENDIX – Hydraulic and Civil Engineering Report – Dated October 2019	Gandy and Roberts Consulting Engineers	18/5/2020	
APPENDIX – Electrical and Mechanical Engineering Report – Dated October 2019	Coordinated Engineering Services	18/5/2020	
APPENDIX – Landscape Impact Report – n.d.	Ancher Consulting	18/5/2020	
APPENDIX – Aboriginal Heritage Assessment Report – Dated October 2019	CHMA (Cultural Heritage Management Australia)	18/5/2020	

1. In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the Roads and Jetties Act 1935 to undertake works within the State road reservation.

For further information please visit <http://www.transport.tas.gov.au/road/permits> or contact permits@stategrowth.tas.gov.au.

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

Pursuant to Section 16 of the Roads and Jetties Act 1935, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access.

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

2. The consent of the Minister under Section 17B of the *Roads and Jetties Act 1935* to concentrate and discharge drainage to the State road reserve.

The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve

If any enlargement of the existing State road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.

The proponent is responsible for the ongoing maintenance of their own infrastructure.

For further information please contact Road Assets at roadassets.utilities@stategrowth.tas.gov.au.

3. Please note that Crown land owner consent is also required from the Department of Primary Industries, Parks, Water and the Environment (DPIPWE) in this case. Please see <https://www.parks.tas.gov.au/index.aspx?base=33332> for the relevant DPIPWE contact details and application form.
4. The proposed access to the Tempus Village is to be located approximately
 - a. 185m north of the southern Piermont Access, which has been identified to be upgraded
 - b. 215m south of the northern Piermont Access and Mount Pleasant Road Access

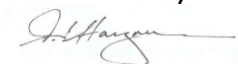
From concept designs for the two proposed accesses (Tempus Village and southern Piermont Access) there is overlap between where the Tempus Village have identified bus stops to be provided and the commencement of the proposed left turn lane into Piermont. In the design of the Tempus Village access there needs to be consideration of the proposed upgrade to the Piermont Access.

Traffic Engineering is concerned about the bus stops and crossing facility, as this indicates that this highway is safe to cross for elderly pedestrians. Obviously, day one of the operation, patrons will complain about the 100 km/h speed limit. Our preference is for the bus stops to be located within the Tempus site.

5. The access to Piermont to the south of the proposed access to Tempus is intended to be upgraded in the coming months. The access to Tempus must be designed accordingly to fit in with the upgraded stretch of the Tasman Highway.

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its interests including but not limited to its road network and/or property interests

Yours sincerely



Andrew Hargrave

MANAGER ASSET MANAGEMENT

On behalf of

Minister for Infrastructure and Transport

Michael Ferguson MP

24 June 2020

cc: General Manager, Glamorgan Spring Bay Council