

Carolyn Rimmer

From: Debra Bellchambers
Sent: Thursday, 6 July 2023 10:07 AM
To: LPS submissions
Subject: FW: Representation to the Draft Kentish Local Provisions Schedule
Attachments: image002.wmz; image001.wmz

Debra Bellchambers

DEVELOPMENT AND REGULATORY SERVICES SUPPORT OFFICER



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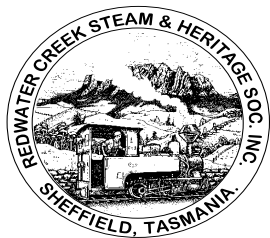
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From: Chris Martin <chris@csetas.com.au>
Sent: Sunday, July 2, 2023 6:23 PM
To: Kentish Council <council@kentish.tas.gov.au>
Cc: secretary@sheffieldsteam.com.au
Subject: Representation to the Draft Kentish Local Provisions Schedule

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Sheffield Steam and Heritage Centre
 (A community project operated entirely by volunteers)
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 PO Box 143, Sheffield TAS 7306

To Whom it May Concern

Our incorporated not for profit society supports the Mixed Use zone proposed for our site and the neighbouring land to the west and draws attention to the zoning of General Residential applied to the land east of our site. We do not support the General Residential zone proposed for that land marked with the yellow outline for two reasons.

1 – the General Residential zone prohibits any form of tourism development or home occupancy business which can capitalize on our future plans to be open 7 days a week drawing tourists to this end of town.

We have obtained planning advice that the construction of a privately owned museum on the north side of the subject site would be a prohibited tourism use under this zoning. Council's senior officers are aware of the intention to create a museum on the north west part of this land and we seek a change to the draft to make the lot Mixed Use so that the tourism use in this corner can be facilitated.

The recent construction of the Dulverton Station next to the north west corner of this land allows us to drop tourists to this area and for them to walk 10m south to the proposed private museum development. We see the additional private museum as a wonderful consolidation to our development and to the ongoing evolution of SteamFest where these museum exhibits will form part of the displays.

2 – We are aware that our train and road steam engine whistles are noisy, our use of chainsaws to cut fire wood is also noisy (presently this occurs on the west boundary of this proposed site as it is as far away from neighbours as we can get while not being on our main public frontage at Spring Street). We are aware that Central Coast Council planning scheme has performance criteria for development adjacent to rail corridors - copy below

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation

P1:

Habitable buildings for sensitive uses within a road or railway attenuation area, must be or screened to minimise adverse effects of noise, vibration, light and air emissions from future major road or rail network, having regard to:

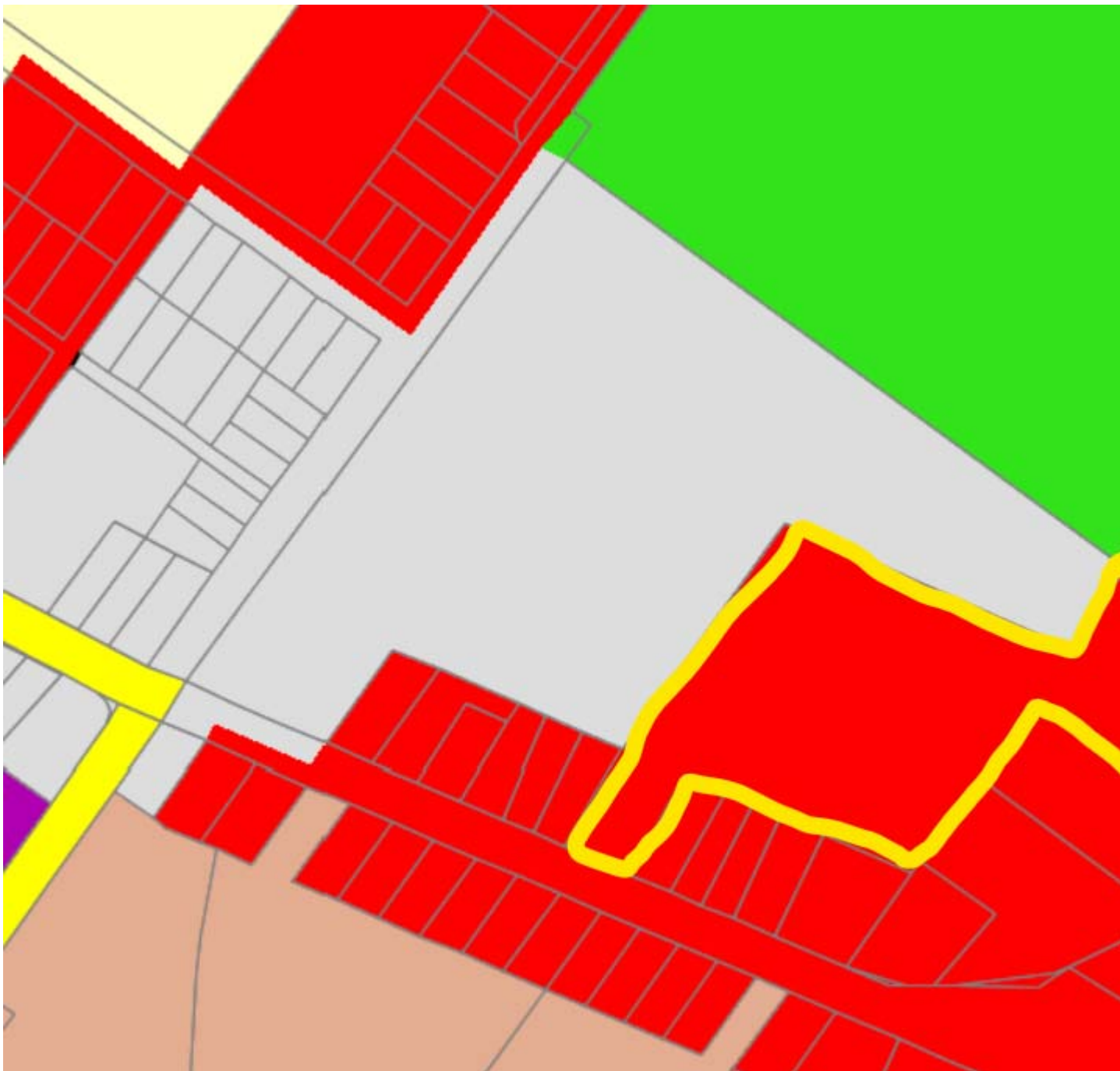
- (a) the topography of the site;*
- (b) the proposed setback;*
- (c) any buffers created by natural or other features;*
- (d) the location of existing or proposed buildings on the site;*
- (e) the frequency of use of the rail network;*
- (f) the speed limit and traffic volume of the road;*
- (g) any noise, vibration, light and air emissions from the rail network or road;*
- (h) the nature of the road;*
- (i) the nature of the development;*
- (j) the need for the development;*
- (k) any traffic impact assessment;*
- (l) any mitigating measures proposed;*
- (m) any recommendations from a suitably qualified person for mitigation of noise; a*
- (n) any advice received from the rail or road authority.*

These performance criteria ensure building standards minimize noise impact from the rail operations. We wonder if similar provisions or covenants can apply to development adjacent to our site. Allowing residential development close to our boundary will increase pressure on our operation to reduce noise at the same time we are hoping to grow the

tourism business associated with our steam era heritage preservation work. We are approved to open 7 days a week and have been developing the site for 30 years.

The Mixed Use zoning will allow people to purchase land and develop home occupancy businesses that can capitalize on the tourists we draw to the area. It will also allow the immediate development of the private museum which will help create a buffer to the railway operations.





Regards

Chris Martin
Chairman

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