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Community Hope Exchange - <https://www.facebook.com/share/1DH2tkRZni/>

Community Hope Exchange is a community-led initiative that collects and redistributes donated food, clothing, and household items to support people experiencing financial pressure. The initiative is built on practical assistance, waste reduction, and strong local partnerships.

HISTORY

Community Hope Exchange grew from the former Sharing Shed initiative, which was originally established by Irene before she relocated. After a car accident, I had the opportunity to take over the initiative and continue supporting the community through practical, volunteer-led assistance. With previous experience starting community activities, I was motivated to continue the service and build on its positive impact.

While the initiative had strong community value, operational challenges began to emerge. There were limited communication and inconsistent support from those responsible for opening and closing the shed, which affected reliability. Community members would sometimes travel to the site expecting it to be open, only to find it closed. This created frustration and highlighted the need for a more structured operating model.

ISSUES AROSE

Over time, further issues arose around access to donated food and fair distribution. Some community members were reported to be taking more than their share, seeking specific bakery items, or preventing others from accessing the fridge and pantry. These concerns were raised by people in the community, including university students and others who accessed the service.

This was reported to me by other people in the community. including university students and those passing by because it was open to everyone.

Because the service operated on a trust-based model, donated items were often delivered without direct supervision. Unfortunately, this approach did not always result in fair access for everyone. When I attempted to address distribution concerns directly, I experienced verbal abuse, threats, and cyberbullying. A report was made; however, no charges were laid.

Following these incidents, the university site was no longer able to continue hosting the free op shop and food distribution service. As a result, the initiative lost access to several food donors and volunteers who had assisted with collection and delivery runs.

ON A POSITIVE NOTE

Shekinah House helped us a lot with left-over food and clothing donations and continue to do so, I have known Louise for many years.

MOVING FORWARD WITH THE CHANGES

I have established a men's clothing rack, along with beanies and scarves for women during the colder months, at The Shed in Rocherlea. The Shed is currently undergoing changes following Jeff's passing and Carl's departure. While additional space would be helpful, the current arrangement allows my contribution to continue.

The current arrangement is not ideal, as the initiative receives a large volume of donations and requires additional sorting and storage space. I have recruited volunteers to sort clothing by size, store surplus items securely and assist with monthly freebie tables. However, the current once-a-month model does not meet the level of community need.

POSITIVE STEPS IN PLACE CURRENTLY

The initiative has also partnered with the Launceston Repair Cafe by holding a monthly freebie table. This has been a positive arrangement, attracting community members to the Repair Cafe while also allowing people to access free donated items.

Perfect fit as I've been knocked back from makers markets and some general markets sadly, but I also have the support of the alternative market advertising a donation table for us.

The initiative has also worked with Ravenswood Neighbourhood House, which provided end-of-day surplus bread for daily collection, except on Fridays when it was allocated to another person. Ravenswood Neighbourhood House also provided surplus clothing from the Benevolent Society when those items could not be accommodated in its op shop.

We also had a contract in place with Old Tutor Bakery Prospect & Bad Boy Bakery

I organised a team of wonderful, reliable volunteers to collect and drop goods and they kept things tidy.

FUTURE

Looking ahead, I am exploring options to relocate the initiative further outside Launceston to improve storage, access, and distribution. Many people value the service, and the demand remains strong. However, any future model would need to be sustainable, including consideration of time, transport costs, volunteer support, and suitable premises.

The initiative has strong potential for growth, and I have spoken with Rethink Waste, who encouraged me to consider applying for grant funding. I would welcome assistance with identifying suitable grant opportunities and preparing an application, particularly as the process is new to me. I would appreciate your feedback on the future direction of

Community Hope Exchange, including potential support options, grant pathways, suitable premises and partnership opportunities.

I am a long-term tenant and have business experience, an ABN, and a Working with Vulnerable People card. My background includes work as a teacher's aide, teaching dance, and supporting community-based activities. I am committed to creating practical opportunities that help people access essential items, build connection, and reduce waste.

There are also opportunities to expand the initiative through low-cost community activities, such as dance classes, card games or social get-togethers. At this stage, Community Hope Exchange remains a community hobby developed in response to local need rather than a registered not-for-profit organisation, which may limit access to some grant programs.

But things are doable, I also have a caravan to help those in need of short stays, lots of options. I am in talks with a few polities that help in certain ways as I need to get signage soon and advertising.

I would welcome the opportunity to discuss these ideas further. Please feel free to review the Community Hope Exchange business page, noting that some older photographs have been removed because they no longer reflect the current services being offered.

Renaë - Community Hope Exchange

**MINUTES Campbell Town District Committee Ordinary meeting Tuesday 4 August 2026 (After the BGM)
at the Campbell Town Guide Hall, 20-30 King Street Campbell Town.**

- 1 **Present:** Barry Pyke, Danny Saunders, David Gatenby OAM, Emily Webb, Gordon Manning, Kenneth Reid, Jill Davis and Sally Hills
- 2 **In Attendance:** Cr Paul Terret, Cr Alison Andrews and Vivien Tan (NMC Executive and Communications Officer).
- 3 **Guests:** nil
- 4 **Apologies:** nil
- 5 **Absent:** Nicole Graham
- 6 **Acknowledgement of Country:**

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present, and emerging.

7 Declaration of Any Pecuniary Interest by A Member of a Special Committee of Council:

In accordance with the provisions of the Local Government Act 1993, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment. *It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.” nil

8 Confirmation of Minutes:

MOVED: B.Pyke SECOND: K.Reid Carried

That the minutes of the meeting of the Campbell Town Local District Committee held on Tuesday 2 June 2026 be confirmed as a true and correct record of proceedings.

Business Arising:

	Business	ACTION
7.1	Significant Trees	Awaiting final council endorsement
7.2	Blackburn Park Toilet Public Shower Facilities Council will be including a Shower facility when the new toilet is constructed. Construction will be this year 2026. Timeline will be in the next 9 months. Cameras will be installed – pending budget	General Discussion: The Committee requested that the design and plans be presented for review prior to finalisation. Members expressed a desire to ensure that the proposal is in keeping with the heritage character of the area. Concerns were raised regarding aspects of the current

	Endorsed in 2026-2027 Budget	design, and the Committee would welcome the opportunity to provide feedback as the project progresses.
7.3	Meeting Dates for 2026. • 1 September 2026 • 6 October 2026 • 3 November 2026 • 1 December 2026 • 2 February 2027 • 2 March 2027 • 5 April 2027 • 4 May 2027 • 1 June 2027 • 6 July 2027 • 3 August 2027 • 6 September 2027 • 5 October 2027 • 2 November 2027 • 6 December 2027	Committee resolved to hold the meeting monthly every first Tuesday of the month at 9:30 am. The venue being the Campbell Town Guide Hall.
7.4	Neighbourhood Watch Discussed with Inspector Fox 3/3/2026 • Committee to determine if they will pursue the set up. • Nicole Graham to advertise on her Facebook page for interested persons and District Forum members ask that NMC add the information to their Facebook page. General discussion: • Suggestion of letter box drop to see if there is community interest, discussion of using mainstream and social media. Motion: Put to the June 29th 2026 Council meeting Moved E Porter Seconded S Hills Carried That Council write to the Minister for Police, Fire and Emergency Management and the Shadow Minister for Police advocating for the allocation of full-time police personnel in Campbell Town to address increasing crime trends and improve community safety, noting recent increases in recorded offences across Tasmania. At the June Council meeting: 7.1.1 Advocacy for Full-Time Police Presence in Campbell Town MINUTE NO. 26/0155 DECISION That Council write to the Minister for Police, Fire and Emergency Management and the Shadow Minister advocating for an increased police presence in Campbell Town, including consideration of a permanent police	General Discussion: Meeting was held on the 26 July 2026 at 2pm /5pm Banjos with the State Chair of Neighbourhood Watch. Cr Terrett noted this initial meeting was to determine the appetite of putting together a committee, meeting dates and times and discussing supporting activities. Perth Lions may be able to assist as they are the auxiliary branch for Lions in Campbell Town.

	presence, in response to community concerns regarding crime and public safety.	
7.5	Campbell Town Cemetery Moved: D Gatenby OAM Seconded: S Hills Carried Motion: That Council investigate opportunities to purchase suitable land for the establishment of a community cemetery to address current and future burial needs in Campbell Town NMC is engaging consultants to review a 50-year plan for the whole municipality. NMC is looking for suitable land options. Anglican Cemetery paddock on the northern side of church unsuitable for burials because of the amount of blue rock in the ground. Motion 16 March 2026 Council meeting. 7.1.1 Campbell Town Cemetery That Council continues the development of a 50-year Cemetery Plan for the Northern Midlands. Carried General Discussion • A consultant has been engaged to develop the municipal cemetery plan. April 2026 • Council is progressing a long-term Cemetery Plan and investigating land for a new public cemetery in response to capacity constraints. • Expansion of columbarium facilities and development of memorial gardens are being considered. • Securing funding is required to progress these initiatives.	Officer Update: Purchase has been finalised; however, the planning and rezoning report is still pending. Ongoing.
7.6	West Street, Campbell Town Motion Moved: E Porter Seconded: B Pyke Carried That Council resolves to investigate a full reconstruction and resealing of West Street, from Pedder Street at the crossroads through to the highway, to provide a long-term and safe road outcome. Background: It was noted by committee that West Street requires full reconstruction and resealing from West Street through to the highway, including Pedder Street at the crossroads. Existing pavement conditions have deteriorated to the point where patching is no longer effective. Repaired sections are failing and now require frequent and ongoing maintenance.	Council officers have been requested to inspect and assess road conditions on West Street. Council has included funding towards reconstruction in the 2026-2027 budget. Monitor
7.7	Bridge Street Road Conditions Motion: Moved: K Reid Seconded: B Pyke Carried That council check the condition of Bridge Street and corners of King and Queen Street.	General Discussion: Caravans doing U-turns in the summer have spread the tar on the roads and cause damage. Council is aware of the

	Council officers have been requested to inspect and assess road conditions on Bridge Street and at the corners of King Street and Queen Street, and report back on any required maintenance or traffic management measures.	situation and this looking at Stage 2 of the main street upgrades to fix this. Monitor
7.8	Footpaths A. William St – works started May 2026 B. Footpath from Bond St to main shopping area Vulnerable User Fund grant acquired.	General Discussion: William Street works are nearing completion– positive feedback and thank you from committee members
7.9	Social media Motion deferred To set up a Facebook page for the Campbell Town District Committee to attract and inform a younger age group. - Refer to the new committee. - Officer to investigate how many followers and usage of the Longford District Committee Facebook page The Longford District Committee Facebook page remains an active communication channel for engaging with the local community. As of 10 July 2026, the page has 345 followers and contains 147 posts. This indicates that the page continues to provide a useful platform for sharing committee updates, promoting community events, and facilitating communication with residents.	General Discussion: - Concerns with who will run the page? FB brings to the fore agitation and other social issues. - Young people use other platforms - Not all members of the committee have social media accounts. Remove from next agenda.
7.10	Campbell Town Guide Hall General discussion -Safety and security installing CCTV Works request J Davis To clear up along the fence line and fix the gate. Carpet has been laid to resolve the acoustics for meetings. Ongoing	General Discussion: A question was raised regarding the removal of a tree from the area, and members requested clarification on the reason for its removal. The Committee also noted that the car park contains numerous potholes requiring attention. In addition, concerns were raised about wire hanging over the fence line, which was considered a potential safety hazard. Action: S. Hills to submit a works request to investigate the condition of the car park, address the potholes, inspect the hanging wire and arrange any necessary remedial works. Clarification is also to be sought regarding the removal of the tree.

7.11	Footpaths in Campbell Town NMC bus tour: general concern West Street and Macquarie Road - There are a lot of competing items to come up in budget discussion. A long-term plan is needed for road works upgrade/replacing. Motion: Carried <i>Move: David Gatenby OAM Second: Jill Davis</i> District Forum request Northern Midlands Council to provide a ten-year plan for assessment and road works across the municipality. Officer notes 1. Council has a 5-year Road internal report. It is an independent review. 2. This is a structured objective and precise report that is tailored to suitably qualified people such as our engineers to interpret the current and long-term condition of public infrastructure. 3. At any given time, there will be priority work on failed roads. 4. Road repairs are subject to change according to road failure, budget and manpower.	Members raised concerns regarding the ongoing deterioration of Macquarie Road and noted that repeated patching works are no longer providing a satisfactory long-term solution. Concerns were also raised about the condition of local footpaths and the need for prioritisation of maintenance and renewal works across the municipality. Action: Council officers to provide the Road Hierarchy Schedule and advise the Committee of the priority program for road and footpath works. Council Meeting 21 September 2026 Motion: Moved D Gatenby OAM Seconded: G Manning Carried <i>That Council provide the Committee with the current Road Hierarchy Schedule and a priority listing of planned road and footpath maintenance, renewal and upgrade works for the district.</i>
7.12	Campbell Town Museum and Information Centre: The Museum Committee delivered a presentation at the Council workshop in May, as noted on 1 June 2026. General Discussion – Future of the Campbell Town Museum The Committee held a general discussion regarding the future location of the Campbell Town Museum and Information Centre. It was noted that Cafe 100 has been identified as a potential site for an information centre due to its central location, ample space, and comparatively lower rental costs. However, concerns were raised regarding the condition of the building, including repair works required and a hole in the kitchen ceiling. Members noted that, as the property is privately owned, the owner may not be willing to undertake the necessary rectification works. While the site may be suitable as an information centre, it was considered unlikely to be large enough to accommodate a substantial museum collection. It was suggested that quotations and further	

	assessment may be required to determine the extent of works needed, compliance requirements for a public space, and associated costs. The Committee also discussed Gallery 81 as an alternative option. Members noted that the building does not appear to require additional repair works and provides sufficient space for a museum as well as other community activities. It was acknowledged that the Campbell Town Museum Committee has previously presented a proposal to Council and has submitted further correspondence for reconsideration following the recent budget deliberations. The matter remains under discussion by Council. The District Committee agreed that further consideration of the issue would be more productive once the Museum Committee is able to present the available options, together with supporting information and relevant facts. Members expressed the view that all options and associated considerations should be clearly outlined before any further discussion or recommendations are made.	
7.45	Bike Racks Awaiting delivery of the Street furniture for main street upgrade	Committee requested a timeline for the installation.

8. Budget Items/Requests Table for 2027-2028 - considered separately closer to the budget development timeframe

9. New Business:

9.1 Brick Trail / Ship Outline Design

Members expressed concern that the ship outline feature associated with the Convict Brick Trail is currently covered in tar, which appears unsightly, and that gravel from the walkway is spreading onto surrounding areas. A Councillor advised that the original concept included the installation of ship names within the outlines and interpretive panels in the main street. The Committee requested an update on the proposed completion and interpretation works.

9.2 Guide Hall Precinct Maintenance and Safety Concerns

Question raised regarding the removal of the mature gum tree at King Street adjoining the Guide Hall. Members sought clarification on why the tree was removed, who authorised the works, and whether replacement tree planting is planned. Concerns were also raised regarding the condition of the adjacent car park, including potholes and surface deterioration, the poor condition of the boundary fence, and the narrow entrance access. The Committee further noted that protective wire netting above the fence line is sagging and may present a potential safety hazard. Action: S.Hills will submit a works request to council.

10. The Chair closed the meeting at 11:15am. The next meeting will be held at 9:30 on September 1, 2026.

MINUTES Evandale District Committee Ordinary Meeting

Tuesday 4 AUGUST 2026 starting after the Biennial General Meeting at 4:10pm, Evandale Information and Community Centre

1 PRESENT: Barry Lawson, Daniel Byron. David Swann, Peter Woof, Robert Strachan and Robyn Williams.

2 IN ATTENDANCE: Cr Paul Terrett and Vivien Tan (NMC Executive and Communications Officer).

GUESTS: Lynn McClenaghan

3 APOLOGIES: Bruce Argent Smith and Deputy Mayor Janet Lambert.

4 ACKNOWLEDGMENT OF COUNTRY

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present and emerging.

5 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment. **It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.* Nil*

7 CONFIRMATION OF MINUTES

Moved: D. Swann **Seconded:** B. Lawson **Carried**

That the minutes of the meeting of the Evandale Local District Committee held on 2 JUNE 2026 be confirmed as a true and correct record of proceedings

8 BUSINESS ARISING FROM THE MINUTES

	Description	Action
8.1	Pioneer Park - Master Plan MOTION Pioneer Parks Priority Upgrades. Moved B Lawson Seconded B Argent Smith Carried That Council: 1. Endorses the priority upgrade works for Pioneer Park to focus on the installation of concrete footpaths, designed to:	Works manager met at the March District Committee meeting General Discussion: That the committee is happy with the full loop of concrete footpath.

	2. Improve accessibility for pedestrians, cyclists, prams, wheelchair users and motorised mobility scooter users; 3. Enhance safety and connectivity throughout the park; and 4. Improve overall access to park facilities. 5. Notes that the proposed priority upgrades should also incorporate: - o Improved drainage and irrigation to support long-term usability and landscape sustainability; - o Installation of heritage-style lighting to improve safety and amenity; and - o Development of a safe, heritage-style play area consistent with the character of Pioneer Park. 6. Requests that Council Officers provide an updated expected schedule for implementation, including indicative staging and timeframes for the priority upgrade works, for consideration by Council. At the 16 March 2026 Council meeting 7.2.1 Pioneer Park Irrigation System MINUTE NO. 26/073 Decision: That Council update the Local District Committee of the range of upgrade works within Pioneer Park as part of the broader improvement program, including the irrigation system. The Committee requested Council investigate and pursue grant and funding opportunities to support the implementation of Pioneer Park upgrades. It was noted that previous discussions with the Works Manager confirmed support for the full loop concrete footpath, with irrigation works and footpath construction scheduled for August–September. The Committee also requested that conduit for future lighting be installed concurrently with these works to avoid the need for re-excavation. General Discussion: committee endorsed the full loop pathway, with works to occur during the drier months of August–September. Motion June 29 2026 - Pioneer Park Upgrade and Funding That the District Committee requests Council to:	Council will proceed with installation of the irrigation system and implementation of the Master Plan footpath Allocated budget in 2026-2027 is \$450,000 for Masterplan and play equipment update Motion Carried Moved: P. Woof Seconded: B.Lawson That the Evandale District Committee request Council, in light of the community concerns raised regarding the proposed concrete pathway within Pioneer Park, to re-examine pathway material options and investigate opportunities to achieve a finish that is sympathetic to the heritage character of Evandale and consistent with other pathways within the township, including consideration of ironstone-look treatments or other suitable accessible gravel-based alternatives where feasible. Further, that Council provide advice to the Committee regarding the accessibility, maintenance, environmental and heritage implications of the available pathway options before a final decision is made.
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	1. Investigate and pursue suitable grant and funding opportunities to support the implementation of upgrades to Pioneer Park; and Provide a report back to the Committee on available funding options and next steps. General Discussion: Members discussed concerns raised by the community regarding the proposed concrete pathway in Pioneer Park. It was noted that several residents were strongly opposed to the use of concrete, citing concerns that concrete surfaces can become slippery due to lichen and moss growth, may negatively impact the root systems of heritage trees, and are difficult to alter once installed. Members also expressed concerns regarding potential maintenance requirements and the environmental impact associated with concrete construction. Discussion also highlighted that the ironstone material previously sourced by Council was reportedly of an unsuitable size and is no longer readily available. However, members noted that ironstone and gravel pathways can present maintenance challenges, including the development of potholes and ongoing upkeep requirements. Concerns were also raised that gravel surfaces may not be suitable for prams, wheelchairs, mobility scooters, bicycles, or other users requiring accessible pathways. Members acknowledged the need to balance community feedback, heritage considerations, accessibility requirements, environmental impacts, maintenance costs, and long-term functionality when determining an appropriate pathway solution for Pioneer Park.	
8.2	Lighting at the Entrance to Evandale – Garden Bed Up lights The council installs lights at the road entrance sign into Evandale. Location: under the Evandale entrance statement Works have a verbal confirmation to use the electricity from the light pole to run power to the area to enable an up light to be installed. Officer Update: Council previously allocated funding within the 2024–25 budget for the installation of lighting at the Evandale entrance statement sign. Investigations have been undertaken regarding power supply options, and verbal confirmation has	4 August 2026 That the Evandale District Committee request Council provide an update on the status of the proposed uplighting installation at the Evandale entrance statement sign and, if feasible, prioritise completion of the works in advance of upcoming major events in the township.

	reportedly been received to utilise power from the adjacent light pole to service the proposed uplighting. General Discussion 4 August 2026: Committee members requested an update on the status of the project and expressed support for progressing the installation as soon as practicable. Members noted that several significant events are scheduled in Evandale in the coming months and considered that the completion of the lighting would enhance the presentation of the township entrance and provide a welcoming feature for visitors and residents.	
8.3	Significant Trees Register It was noted with disappointment that no trees from Evandale have been included in Council's Significant Tree Register. The Committee highlighted that an Evandale District Committee member had previously submitted extensive documentation nominating numerous trees of historical and cultural importance. These submissions included detailed background information for several trees, for example: • A <i>Quercus robur</i> (English Oak), believed to have been planted by Mrs Cameron to commemorate the Diamond Jubilee of Queen Victoria. • A <i>Pinus pinea</i> (Stone Pine), germinated in 1924 and planted in 1925 to commemorate ANZAC Day, which is already recognised on the National Trust Significant Tree List. • Trees planted by the Country Women's Association in 1954. • A tree planted by Lord Casey, Governor-General of Australia, in 1967. • Centenary trees planted by Major R.A.C. Cameron in 1966 to mark 100 years of the Evandale Municipality. • Additional plantings associated with Premiers of Tasmania, the Red Cross, and World War II veterans. The Committee expressed concern that, despite the significance of these nominations, the current Council report reflects no recorded trees from Evandale. The Committee requested that: • Council review the previously submitted Evandale tree nominations and supporting documentation; and • Consider the inclusion of these trees in the Significant Tree Register as a matter of priority. General Discussion 4 August 2026:	Motion 4 August 2026 Moved: B. Lawson Seconded: P. Woof That the Evandale District Committee request Council provide an update on the status of previously submitted Significant Tree Register nominations for Evandale, including advice on the assessment process and anticipated timeframe for consideration and inclusion within the Register. Carried Action: B. Lawson will continue with his work to register trees on the National Trust of Tasmania. Those specifically on public lands, schools and churches that are identified as significant.

	Council's Significant Tree Register is intended to recognise trees of historical, cultural, environmental, aesthetic, or community significance across the municipality. The Committee has highlighted that a number of trees within Evandale have previously been nominated, supported by substantial historical documentation and evidence of their significance. The Committee has expressed concern that no Evandale trees currently appear in the Register despite the submission of nominations relating to commemorative plantings associated with notable historical events, organisations and individuals. An update from Council officers would assist in clarifying the status of these nominations, any assessment undertaken to date, and the next steps required to progress the inclusion of eligible trees within the Register. The Committee considers the recognition and protection of significant trees to be important in preserving Evandale's heritage and cultural landscape for future generations.	
8.4	Bicycle Racks - Location and Style At the 16 March 2026 Council meeting 7.2.2 Bike Rack Production Design, Location And Installation MINUTE NO. 26/077 DECISION Carried Unanimously That Council Officers continue to work on this project and Officers will provide costing and proposed locations at the next Evandale District Committee Meeting. MOTION: Retention and Upgrade of Bicycle Parking at No. 10 and Time Traveller Park That Council: 1. Does NOT replace the existing bicycle racks located outside No. 10, and instead repaints the existing racks black to improve presentation and consistency with the streetscape; and 2. Installs penny farthing–style bicycle racks at Time Traveller Park, positioned behind the low hedge on the left side of the map; and 3. Ensure that the joining bar between the two ‘end penny farthing designs’ is long enough at no less than 1 metre in length and set at approximately 1.1m height. This is to enable a greater number of bicycles to be securely attached. Officer Update:	The Evandale District Committee request Council provide an update on the bicycle rack project, including: a) the anticipated timeframe for installation of the bicycle racks and associated works; b) the status of any grant funding allocated to the project; c) advice regarding heritage, planning and design considerations associated with the proposed penny farthing bicycle racks within Time Traveller Park; and d) confirmation that the proposed installation remains consistent with any approvals or design intentions for the park.

	At its meeting held on 16 March 2026, Council resolved (Minute No. 26/077) to continue progressing the bicycle rack project, with officers to provide costings and proposed locations to the Evandale District Committee. Council subsequently resolved to retain the existing bicycle racks outside No. 10 High Street and repaint them black, and to install penny farthing-style bicycle racks within Time Traveller Park. Delivery of the street furniture has been advised and installation is expected to occur within Time Traveller Park. The existing bicycle racks outside No. 10 are to be repainted as part of the project. General Discussion 4 August 2026: Members requested an update on the timeline for installation, noting that the project has been under consideration since 2024 and that the Committee is keen to see the works completed. It was noted that the bicycle racks outside No. 10 appear to receive limited use and that bicycles parked in this location can impede access to the building entrance. Members questioned the status of the grant funding associated with the project, including whether the funding has been expended, remains available, or may be required to be returned if not utilised. Discussion also occurred regarding the proposed penny farthing bicycle rack design and its suitability within the Time Traveller Park setting. Members questioned whether the design aligns with the heritage character and original intent of the park and whether the proposed installation had been considered as part of the original design approval for the site. Concerns were raised that the feature may appear overly thematic and not necessarily reflective of Evandale's heritage values. The Committee requested an update on the project, including installation timeframes, funding status, and any heritage or planning considerations associated with the proposed location and design.	
8.5	Honeysuckle Banks Toilet and dump point. At the 16 March 2026 Council meeting 7.2.3 Honey Suckle Banks – Rock Barrier For Caravan Area MINUTE NO. 26/078 DECISION That Council advise the Committee that is not currently considering the opening of any additional land to expand the	Honeysuckle Banks Toilet Block and Dump Point – Planning, Heritage and Environmental Approvals Motion Moved: P. Woof Seconded: R. Williams

free camping area at Honeysuckle Banks. The site is temporarily opened once each year to accommodate the increased number of visitors associated with the Penny Farthing Championships and is closed again shortly thereafter. The Committee did not support Council's position. Following discussion, members expressed ongoing concerns regarding: • Congestion and loss of access for day visitors and residents • Caravans occupying key areas, particularly near the riverbank and car park • The need to better manage parking and visitor movement within the site The Committee indicated a preference for investigating an alternative arrangement, specifically: • Establishing a designated "caravan-only area" closer to the road, rather than along the riverbank Retaining riverfront areas for general public access and recreation General Discussion 4 August 2026: Members reflected on Council's previous decision regarding Honeysuckle Banks and discussed the ongoing use of the area by caravans and motorhomes. It was acknowledged that the provision of the toilet block and dump point addressed concerns regarding inappropriate waste disposal in the area, including reports of human waste along the riverbank. Members expressed concern that the closure of the former dump point at Morven Park has resulted in the development of infrastructure that primarily serves visitors rather than local residents, creating an ongoing maintenance and operational cost for ratepayers. It was noted that caravans frequently occupy the area for extended periods during peak visitor seasons, limiting access to parking, recreational areas and riverfront facilities for residents and day visitors. The Committee reiterated its preference for clearer management of the site, including consideration of designated caravan parking areas, improved bay markings, limits on the number of caravans permitted to stay, and measures to ensure riverfront areas remain available for public recreation. Concerns were also raised regarding the design and appearance of the toilet block. Members questioned whether the style of the building is sympathetic to the heritage character of Evandale and suggested that alternative designs may have better reflected the township's heritage values.	That the Evandale District Committee request Council provide advice regarding the planning, consultation and approval processes associated with the Honeysuckle Banks toilet block and dump point project, including: a) whether consultation was undertaken with Heritage Tasmania regarding the design and location of the facility; b) whether environmental approvals or advice were sought from the Environment Protection Authority (EPA); c) what community consultation was undertaken during project development; and d) confirmation of the planning approvals obtained for the project. Carried
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	Suggestions included incorporating heritage-themed design elements and renewable energy features such as solar-powered lighting. The Committee sought clarification regarding the planning, consultation and approval processes undertaken for the toilet block and dump point project.	
8.7	Whitehills Road General Discussion: The Committee raised concerns regarding the speed limit on Whitehills Road near property number 845. It was noted that speed signage on this stretch of road is inconsistent, with one direction signed at 50 km/h and the opposite direction at 70 km/h. The Committee also noted that surrounding rural roads are generally signed at 100 km/h, further contributing to confusion for road users. The Committee requested that the speed limit signage be reviewed and corrected to ensure consistency. Officers to liaise with the State Growth (Department of State Growth) to investigate and rectify the discrepancy.	August 4 20206 Committee Requested an update.
8.8	Committee Meetings for 2026 held at 4pm • 6 October 2026 • 1 December 2026 • 2 February 2027 • 5 April 2027 • 1 June 2027 • 3 August 2027 • 5 October 2027 • 6 December 2027	Committee resolved the meeting dates and time at the Biennial General Meeting 4 August 2026
8.9	Choose the Scenic Route Photography exhibition – now on at the Community Centre with a Peoples’ choice Award and draw July 31st 2026 for a \$50 voucher.	Winner of Peoples choice announced. Craig Wem.

9 COMMUNITY GROUPS – General Discussion

- 1. Community Centre:** July 2026 Visitor numbers for tourists 279 and other 259. Due to the leak in the roof from the adjoining roof lines the carpet has been water damaged and now moldy and will need to be replaced. The volunteers will take this time to remove some of the taller and potentially dangerous bookshelves and “cull” some of the books.
- 2. Neighbourhood Watch:** No report provided
- 3. History Society:** Bob has redone the website www.evandalehistory.org There has been some research done for general enquiries. General discussion regarding the founding of ‘Evandale’ circa 1830. There are mentions of a date 1815 by Gibson, Macquarie 1811 and 1821 and what constituted a nucleus or village at 1826.

10 APPROVED 2026/27 BUDGET ALLOCATIONS – EVANDALE

The Committee is asked to note the approved 2026/27 Evandale budget allocations and the Council response to Evandale LDC budget items raised.

Officer Comment: Members are invited to note the projects and funding allocations provided for Evandale in the adopted 2026/27 Budget. The budget delivers significant investment in community infrastructure and services while also providing Council's response to a number of requests previously raised by the Evandale District Committee. Several items remain under investigation or future consideration and may inform subsequent budget discussions and strategic planning.

Capital Works Area	Project	Approved Allocation
Roads		\$–
Stormwater	Evan Barclay Street Subdivision Contribution	\$–
Land, Buildings & Recreation	Evan Medical Centre Extension	\$470,000
Land, Buildings & Recreation	Evan Community Centre – floor coverings/book shelving	\$15,000
Subtotal – Land, Buildings & Recreation		\$485,000
Special Project Funding	Morven Park Management Committee – electricity to ticket box	\$5,000
Special Project Funding	Evandale Community Centre & Hall Committee – hand dryers, brochures	\$5,000
Subtotal – Special Project Funding		\$10,000
Total approved allocation		\$495,000

Evandale LDC budget items raised 2026/27 – Council response

Budget item raised	Response
Honeysuckle Banks toilet, dump point, extension of caravan parking area	In progress
Pioneer Park – implementation of development in accordance with Masterplan	Staging consultation to commence
Underground power in heritage areas of Evandale	Further investigate
Heritage Lights in Russell Street extended	Not a current priority
Spotlight at Evandale entry statement (solar)	Provided under maintenance
Nile Road – seal gravel section	Not in program at this stage
Saddlers Court Park – planting of shade trees and upgrade play equipment	Investigate
Russell Street – reconstruction/upgrade of street	Russell St Footpath plan to be designed
Electric vehicle charging station in the parking area of the Information Centre	Private enterprise project

Budget item raised	Response
Garden improvements at entrance to village needs to be more colourful and make more of a statement	Provided under maintenance
Footpath improvements – Russell Street, Arthur Street, High Street, Collins Street, Nile Road near Hotel	Further investigate
Street Trees Cambock Lane East, Cambock Lane West, and High Street	Provided any needed under maintenance
Street Seats High, Macquarie, Russell and Barclay Streets	Further investigate

11 NEW BUSINESS

Heritage Cast Iron Lamp Posts – High Street

General Discussion

Members discussed the historic commitment to progressively extend the cast iron heritage lamp posts from the Water Tower precinct through to the Market area along High Street. It was noted that the Committee's understanding was that the installation program was to continue at a rate of approximately two lamp posts per year; however, members observed that little apparent progress has been made over the past 16 years. Members noted that heritage-style lamp posts contribute significantly to Evandale's historic character and streetscape and expressed a desire to see the project completed. It was further noted that manufacturers capable of producing heritage-style lamp posts, including cast iron columns and copper-topped fittings, are available on mainland Australia.

The Committee questioned whether the installation of heritage lighting formed part of previous planning or streetscape commitments and requested further information regarding Council's historical intentions, commitments and any future plans for completion of the project.

Heritage Cast Iron Lamp Posts – High Street Streetscape Completion

Motion Carried

Moved: P. Woof **Seconded:** B. Lawson

That the Evandale District Committee request Council provide information regarding any previous commitments, plans, policies or strategies relating to the progressive installation of heritage cast iron lamp posts along High Street between the Water Tower and the Market precinct, including advice on any future plans to complete the streetscape works.

Officer Comment

The installation of heritage-style streetscape infrastructure has historically formed an important part of maintaining and enhancing Evandale's heritage character. The Committee has raised questions regarding previous commitments associated with the progressive extension of heritage cast iron lamp posts along High Street and whether these commitments remain current.

Providing information on any historical resolutions, strategies, planning provisions, budgets or project plans will assist the Committee in understanding the status of the initiative and any opportunities for future implementation. The request also provides an opportunity to clarify Council's long-term approach to heritage streetscape improvements within Evandale.

12. CLOSURE & NEXT MEETING

The Chairperson closes the meeting at 5:30pm. The next meeting of the Evandale District Committee is scheduled for **6 October 2026**, at 4pm at the Evandale Community Centre.

MINTUES OF THE BIENNIAL GENERAL MEETING OF THE ROSS DISTRICT COMMITTEE WILL BE HELD THE ROSS READING ROOMS ON TUESDAY, 4 AUGUST 2026 COMMENCING AT 11:15.

MINUTES

1 ATTENDANCE: Helen Davies, Sally Langridge, Debra Cadogan-Cowper, Rod Haigh, Nigel Davies, Cr Alison Andrews AM, Cr Richard Archer, Vivien Tan NMC Executive and Communications Officer.

2 APOLOGIES: Marcus Rodrigues

3 GUEST: Paul Kelly

3 APPOINTMENT OF ACTING CHAIRPERSON

Councillor Richard Archer was appointed as Acting Chair for the Biennial General Meeting.

4 CONFIRMATION OF MINUTES

The Minutes were circulated by email with the agenda.

Recommendation

That the minutes of the Biennial General Meeting of the Ross District Committee held on Tuesday, 6 August 2024, be confirmed as a true and correct record of proceedings.

Moved H Davies Seconded: N Davies Carried

5 REPORT BY CHAIRPERSON

Chairperson's Oral Report

There are certainly a lot of balls in the air at the moment, and it's encouraging to see that several of the projects and initiatives we've been working on are now getting close to fruition. While progress can sometimes seem slow, it's rewarding to see the outcomes beginning to take shape and to know that the efforts of the committee are helping to deliver positive results for our community.

I would like to take this opportunity to sincerely thank my fellow District Committee members for their ongoing commitment, ideas and support. I would also like to acknowledge the Mayor and Councillors for their continued engagement and willingness to listen to and advocate for local priorities. Working together has helped move a number of important projects forward.

I would also like to express my appreciation to our outgoing Vice Chair, Michael Smith. Michael has been a steady and valued member of the committee, helping to keep us grounded and focused on what matters most to the community. He has also done an excellent job preparing our minutes and ensuring that our discussions and decisions are accurately recorded. His contribution, support and dedication to the committee have been greatly appreciated, and I thank him for his service.

As we move forward, I look forward to seeing some of our current projects completed and continuing to work collaboratively on the opportunities and challenges ahead.

Thank you.

6 MEMBERSHIP

At the Council meeting of 20 July 2026, the members listed below were endorsed for a term of 2 years to 30 June 2028:

1. Debra Cadogan-Cowper
2. Helen Davies
3. Marcus Rodrigues
4. Nigel Davies
5. Rodney Haigh
6. Sally Langridge

Recommendation *That the information be received.*

7 ELECTION OF OFFICE BEARERS

i) Appointment of Chairperson

*Nomination received for Nigel Davies Moved: D Cadogan-Cowper Seconded: R Haigh Carried
There were no further nominations received. Nigel Davies was duly appointed as the Chairperson.*

ii) Appointment of Vice-Chairperson

*Nomination received for Rodney Haigh Moved: S Langridge Seconded: H Davies Carried
There were no further nominations received. Rodney Haigh was duly appointed as the Vice Chairperson.*

iii) Appointment of Secretary

*Nomination received for Debra Cadogan-Cowper Moved: N Davies Seconded: S Langridge Carried
There were no further nominations received. Debra Cadogan-Cowper was duly appointed as the Secretary.*

8 DETERMINATION OF MEETING DATES AND TIMES

- 1 September 2026 5pm
- 6 October 2026 11:15am
- 3 November 2026 5pm
- 1 December 2026 11:15am
- 2 February 2027 11:15am
- 2 March 2027 5pm
- 5 April 2027 11:15am
- 4 May 2027 5pm
- 1 June 2027 11:15am
- 6 July 2027 5pm
- 3 August 2027 11:15am
- 6 September 2027 5pm
- 5 October 2027 11:15am
- 2 November 2027 5pm
- 6 December 2027 11:15am

The committee resolved that the information be received.

9 MEMORANDUM OF UNDERSTANDING

The Memorandum of Understanding (MOU) is circulated as an attachment.

Recommendation

That the Committee endorse the Memorandum of Understanding and request the Chair to sign the MOU on behalf of the Committee and indicate secretarial requirements.

Moved: N Davies Seconded: R Haigh Carried

10 CLOSURE

The Chairperson closed the Biennial General Meeting at 11:21am.

MINUTES ROSS DISTRICT COMMITTEE MEETING

At the Ross Reading Rooms, 46 Church Street, Ross, on 18 August 2026

Commencing at after the Biennial General Meeting at 11:23 am.

1 PRESENT: Helen Davies, Sally Langridge, Debra Cadogan-Cowper, Rod Haigh and Nigel Davies

2 IN ATTENDANCE: Cr Alison Andrews AM, Cr Richard Archer and NMC Secretary Vivien Tan

3 GUESTS: Paul Kelly

4 APOLOGIES: Marcus Rodrigues

5 ACKNOWLEDGMENT OF COUNTRY

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present and emerging.

6 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment. **It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.* Nil*

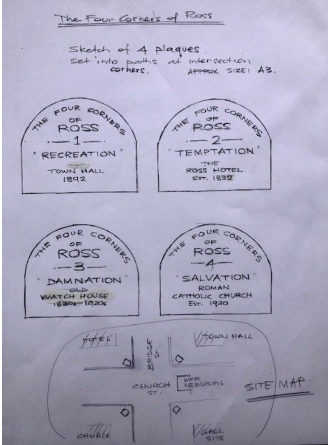
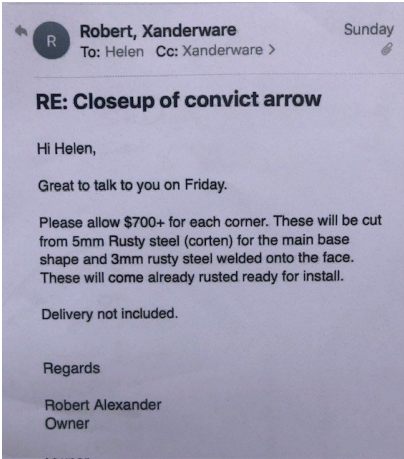
7 CONFIRMATION OF MINUTES

That the minutes of the meeting of the Ross Local District Committee held on **2 June 2026** be confirmed as a true and correct record of proceedings.

Moved: S Langridge Seconded: H Davies Carried

8 BUSINESS ARISING FROM THE MINUTES

	Description	Action
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8.1	Information Board: Ross Directional signage	Finalise map with inclusion of Anglican Lawn Cemetery. Julian Von Bibra has agreed to allow the updated map on their private noticeboard. With the proviso that the existing map must be left intact under neath, the Perspex and frame to renovated/ refurbished. Provided under Special Project funding.	Adding the bowsters back onto the map. H Davis to meet with designer for final review and include: 1. Self service fuel icons 2. Ross Female Factory (be on one line) 3. Map outline be in a green border or more heritage colour 4. You are here spot.
	Four Corners of Ross plaques	Quotation: from Xanderware owned by Robert Alexander. Drawings to be sent to council works department for installation costs estimate  	Provided under special Project Funding. Committee resolved to accept the quotation so technical drawings can be completed for council works officers. Ongoing

8.2	Dark Sky Certification	Nigel Davies reported since the last meeting, we've held our first Dark Sky community event on 16 April at the Ross Town Hall. The event was well attended with nearly 50 people in attending including the Deputy Premier, Guy Barnett, whose support was enlisted in our discussions with TasNetworks. Nigel Davies also thanked Council for passing the lighting management policy and in agreement with Paul Godier have designed the proforma document that's required to put that to the Tasmanian Planning Scheme. In light of this now requests that Council progress its inclusion in the Local Provisions Schedule of the Tasmanian Planning Scheme at the first opportunity. Nigel Davies would also like to express thanks to Arthur Thorpe, our previous chair, for helping with obtaining letters of support from various organisations. Motion: Carried That Ross LDC seeks Council support in two outstanding issues to enable Ross to complete the Dark Sky Community application: 1. Signing an agreement between Council and TasNetworks for the replacement of streetlights within 5 years of the accreditation year. 2. replacing council-owned porch lights with dark sky friendly lights	General Discussion: Local Provisions Schedule of the Tasmanian Planning Scheme received one representation and was approved by council and passed. Council is working to replace council-owned porch lights with dark sky friendly lights 1. MOU is complete and Awaiting signature from TasNetworks. 2. 8 Council owned porch lights will be replaced/shielded as an example of implementation for Dark Sky lighting. (one light will be removed) 3. Quotation from electrician. Ongoing
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8.3	Significant Trees	This is ongoing. The Elm and Ash avenues have been submitted for the Significant Trees Project. The District Committee notes with concern that the identified Ross trees are not included on the current list and requests that they be added.	Report to amend the planning scheme will be included in the September agenda
8.4	2026-2027 Meeting Dates	• 1 September 2026 5pm • 6 October 2026 11:15am • 3 November 2026 5pm • 1 December 2026 11:15am • 2 February 2027 11:15am • 2 March 2027 5pm • 5 April 2027 11:15am • 4 May 2027 5pm • 1 June 2027 11:15am • 6 July 2027 5pm • 3 August 2027 11:15am • 6 September 2027 5pm • 5 October 2027 11:15am • 2 November 2027 5pm • Southern District committees dinner • 6 December 2027 11:15am	
8.5	Christmas Tree	Works hope to find suitable replacement - Village Green	Action: request works to find a tree. Monitor
8.6	Capital Works Submission	Bus shelter Education Dept guidelines that needed to be considered? School Bus contractor was required to provide the intended route to the Education Dept for approval. General Discussion regarding the bus shelter. Alternative location near the public toilet block was suggested. Needs further community consultation.	No allocation for the 2026-2027 budget. Ongoing.
8.7	Off lead dog park	Installation of equipment in the off-lead dog park at the sportsground. <i>General discussion</i> that the existing dog park has insufficient room for equipment.	Request to Works Department to do additional investigation. Ongoing

		The Committee resolved to request an investigation into an alternative location that offers a larger space for dog agility equipment. There is a budget for some exercise equipment provided under the maintenance budget.	
8.8	Works Request	Seat is covered in moss/ lichen. Location is down the slope from the female factory. Request Sent in by D Cadogan-Cowper.	Seat has been sprayed, cleaned and sealed and looks fantastic. Many thanks to the Works crew.

9 NEW BUSINESS

9.1 Potholes, Female Factory.

Committee Member noted there are some deep potholes in the area. A works request till be raised.

9.2 Ross entrance Stone sign. The sign still has missing lettering.

10 NEXT MEETING/CLOSURE

The Chairperson closed the meeting at 12.10pm.

The next meeting of the Ross District Committee is scheduled for **September 1st 5pm at the Ross Reading Rooms.**

CAMPBELL TOWN DISTRICT FORUM

1ST SEPTEMBER 2026

1 Present: Jill Davis, Danny Saunders, David Gatenby OAM, Barry Pyke, Ken Reid, Nicole Graham, Gordon Manning, Sally Hills (minutes)

2 In attendance: Cr Paul Terret, Cr Alison Andrews (9.40)

3 Guests: Jill Clarke, Jane Yates (10.20), Ruth Matton, Leanne Peters (10.45)

4 Declaration of any Pecuniary Interest by Member of a Special Committee of Council:

In accordance with provisions of the Local Government Act 1993. Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

a) has an interest; or

b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment. *It should be noted that any person declaring an interest is required to notify the general manager, in writing, of the details of any interest declared within 7 days of the declaration*

District Forum would like clarification to the processes when declaring a pecuniary interest.

5.0 Business arising

5.1 NMC have purchased a block in Church Street for a public cemetery. Land needs to be rezoned.

5.2 Streets/Roads (West Street and Bridge Streets):

NMC. Acting General Manager, Maree Bricknell was heard on the radio commenting about the roads, as some in the area are 70yrs old.

5.3 Guide Hall. Hoping for an update at next D.F. Meeting.

5.4 Social Media (from August minutes)

Motion:

That the Campbell Town District Committee establish a Facebook page, paper/newsletter to improve community communication, transparency and participation; with the page managed and monitored by Nicole Graham and one other nominated Committee.

Move: Nicole Graham **Second:** Emily Webb

Motion deferred until October meeting. More discussion needed.

5.5 Campbell Town Museum. Barry Pyke commented that museums in other towns are set up as a business not as a private business.

5.6 GUESTS:

- **Neighbourhood Watch:** Jane Yates attended to give an update from the meeting held last week. About 30 people attended the two meetings. A Neighbourhood Watch will go ahead in Campbell Town. A committee is being formed.
- **Streetscape:** Guest Leanne Peters asked for more information on Stage 2 of the highway as there are different versions of the works. There doesn't seem to be any communication between NMC, Stakeholders and residents.

Matter of urgency: Contact General Manager ask for information - due to conflicting information from NMC about Stage 2, please clarify the scope of works taking place for the streetscape development.

Motion:

Due to conflicting information from NMC about Stage 2, please clarify the scope of works taking place for the streetscape development.

Move: Ken Reid

Second: Gordon Manning

Carried

5.7 Campbell Town Investment Proposal: Report prepared by Emily Webb for discussion at September DF. Meeting.

Motion:

Nicole Graham and Emily Webb to prepare a draft for next 10years on what Campbell Town needs could be.

Move: Ken Reid

Second: Barry Pyke

Carried

Some key points in report and suggestions are:

- Integrate charges in car parks – in overhead shade structures or incorporated in the ground.
- NMC growth rezone areas -
 - more room for growth – light industrial, utilities (Tas Networks)
 - more land use, expansion.
- Development builds towns – infrastructure, toilets etc.

Please email Nicole and Emily with more suggestions.

6 New Business

Cr Paul Terret, Cr Alison Andrews, Nicole Graham left meeting at 10.50am

6.1 Chair to contact NMC to try and arrange a meeting with the nominees for the upcoming Northern Midlands Council elections. A time limit of 5mins for each nominee to explain why we should vote for them.

7 Chair closed the meeting at 11.10am.

Next meeting will be held at 9.30am on the 6th October at the Guide Hall, King Street.

MINUTES ROSS DISTRICT COMMITTEE MEETING

At the Ross Reading Rooms, 46 Church Street, Ross on 1st September 2026

1 PRESENT: Helen Davies, Rod Haigh, Debra Cadogan-Cowper and Nigel Davies.

2 IN ATTENDANCE: Cr Alison Andrews AM, Cr Richard Archer.

3. APOLOGIES: Sally Langridge and Marcus Rodrigues

4. ACKNOWLEDGEMENT OF COUNTRY

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians on this land on which we gather today and acknowledge Elders - past, present and emerging.

5. DECLARATION OF ANY PECUNIARY INTERESTS BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

No pecuniary interests disclosed.

6. CONFIRMATION OF MINUTES

That the minutes of the meeting of the RLDC held on 18th August 2026 be confirmed as a true and correct record of proceedings.

Moved: R Haigh Seconded: Helen Davies

7. BUSINESS ARISING FROM THE MINUTES

8.1 Information Board : Ross directional signage

Helen Davies reported that the Map was now correct and the placement of both Anglican and UnitingChurch Cemeteries have been listed as well as the Fuel symbol.

Four Corners of Ross plaques : Helen Davies in contact with Xanderware. Will follow up progress.

Dark Sky Project: Nigel Davies reported that the NMC had agreed to replace the lights that are their property with Dark Sky approved lights.

Scott Bennet held a course for photographers who wanted to learn the best ways to capture the stars and constellations of the night sky. It was well represented. Another event is scheduled for the 19th September 2026.

A vote of thanks was expressed to Scott Bennet and Emily Howard for their work towards this evening.

Significant Trees

Helen Davies reported that some significant trees in Ross have not been added to the Register. Cr Archer to follow up with Vivien Tan.

9.1NEW BUSINESS

Helen Davies reported that there had been damage caused to the high bank connected to the historic stables precinct, located behind Ms Pulford's house. This

could lead to a safety hazard as some of the soil erosion around the sandstones is unstable.

Also, it was noticed that a long barge board had also come away from one of the shelters and is laying on the ground, which has the potential for another hazard.

Helen Davies thanked the Councillors who support our Committee. Seconded by Nigel Davies and endorsed by the remaining committee members.

MINUTES FOR THE MEETING OF THE LONGFORD DISTRICT COMMITTEE

WEDNESDAY 2nd September 2026. COMMENCING AT 5:30 PM

HELD AT LONGFORD WAR MEMORIAL HALL, MEETING ROOM 1

- 1. PRESENT** – Peter Munro (Chair), Annette Aldersea, Alex Francis, Adam McAveney, Frances Stewart, Neil Tubb
- 2. IN ATTENDANCE** – Cr. Dick Adams, Cr. Matthew Brooks, Cr. Paul Terrett (Guest), Jane Harrison (Guest)
- 3. APOLOGIES** – Kenneth Richards
- 4. DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

In accordance with the provisions of the *Local Government Act 1993*, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

a) has an interest; or

b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive, or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

No declaration of any pecuniary interest was declared by any person present.

5. ACKNOWLEDGEMENT OF COUNTRY

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present, and emerging.

6. CONFIRMATION OF MINUTES

The original minutes of the meeting of the Longford District Committee held on 5th August, 2026 confirmed as a true and correct record of proceedings.

MOVED: Annette Aldersea

SECONDED: Adam McAveney

CARRIED

BUSINESS ARISING FROM MINUTES

7.0 PROMOTIONAL ISSUES:

7.1 Signage for Longford Roundabout.

Ref. Addendum to Minutes.

NMC 29/5/26 Officer Comment: The permit was approved by DSG May 2026. The roundabout sign will be installed.

ACTION: Continue to Monitor.

7.2 Proposed relocation of the stone Longford entrance wall to the Woolmers end of Longford.

Ref. Addendum to Minutes.

29/5/26 Officer Comment: The Works Permit approval for the installation of a kerb barrier was received in May 2026.

ACTION: Continue to monitor.

7.3 New Promotional Signage either side of Longford Roundabout on Illawarra Road.

Ref. Addendum to Minutes.

ACTION: Continue to monitor.

7.4 Directory of Clubs & other organizations & their branches in Longford – including sign.

Ref. Addendum to Minutes. Continue to Monitor

Budget Request items 2026/27.

3/6/26 Maree Bricknell & Leigh McCullagh undertook to follow up with Fiona Dewar.

5/8/26 Annette Aldersea met with Fiona Dewar. There will be a new sign board to upgrade/replace the existing Rotary sign on the Village Green, listing social and sporting clubs and Longford based committees.

ACTION: Annette Aldersea & Ken Richards to monitor/progress, contact Rotary.

7.5 Blue Tree

7/1/26 Cr. Matthew Brooks asked LDC if there were any suggestions or nominations for a replacement Blue Tree.

4/2/26 Christine Darke suggested a permanent rust metal Blue Tree, possibly cut and erected by the local ironmonger in Longford, as an option – to be quite high, although not as high as previous tree, bolted to a concrete slab and with a cut-out going down the trunk of the tree to spell “BLUE” (which would help alleviate wind pressure). For reference, there are examples online – some with letters “RUOK” on a branch, some painted blue. It would be another landmark for Longford, Solar powered lighting could be added to extend its visibility.

29/5/26 NMC Officer Comment: This is the project of Rural Alive and Well. (RAW) Tasmania. Former councilor Andrew Calvert was the key advocate for introducing the Blue Tree to the region to promote mental health awareness and reduce stigma.

3/6/26 Frances Stewart contacted RAW who responded with a redirection to www.bluetreeproject.com.au for information regarding the steps to create and register a blue tree. Some discussion regarding appreciation of Alex Francis’ Blue Tree on the side of the underpass near the previous Blue Tree and whether this could be made permanent. LDC and NMC will collaborate and contact Andrew Calvert for advice, along with investigating whether suitable material may be sourced for a metal tree.

5/8/26 Frances Stewart reported approaching Ian at Esk Ridge and Patrick at Optimo regarding donation of a metal Blue Tree for Longford. Both were overwhelmingly positive regarding the project, offering to cover all aspects of the project if a site could be found. Frances Stewart then spoke at Northern Midlands Council meeting 29th June, requesting Council locate an appropriate site. An update was provided from Vivien Tan with the Agenda regarding suggested locations. Committee discussion preferred consideration of a site at Mill Dam, visible from the Illawarra Road, near the bench seat and path. This location would have better visibility and access.

2/9/26 NMC suggested Carins Park, Stokes Park or the hillock on Union St overlooking the South Esk River.

2/9/26 Frances Stewart requested community feedback regarding location suggestions via LDC facebook, also copied to Longford Community page, which received strongly positive community responses. Responses included the roundabout (not safe or accessible), the old location (not accessible and metal tree would hardly be visible) and on top of the levee (would compromise the levee wall). More possible suggestions were near the bench at Mill Dam (could be damaged by flood debris) or below the roundabout and flood levee on the left hand side of Illawarra/Tannery road as you enter town, within the circle of trees, where it would have good visibility and public access.

Budget Request Items 2026/27.

MOTION: Following strong community feedback, Longford District Committee request Northern Midlands Council investigate whether it is possible to position the metal Blue Tree within the circle of trees below the roundabout between Illawarra/Tannery road and the flood levee, and whether public access is possible.

7.7 Public Noticeboard for Longford Community Events

1/4/26 Annette Aldersea raised the need for a public noticeboard for community events, such as ANZAC Day. Councillors noted that Perth have one near Feast and Campbell Town has one on a corner of Main Street, that these are set up by Council and that while it used to be the local District Committees who managed them, they are now controlled by a Council employee. 29/5/26 NMC Officer Comment: In relation to the Campbell Town Community Notice Board, a member of the District Committee has always held a key.

3/6/26 Maree Bricknell will investigate further.

5/8/26 Annette Aldersea reported meeting with Fiona Dewar regarding the project and location, with the suggestion being on the West wall of the BBQ shelter on the Village Green, facing Wellington Street. Construction to be metal frame and Perspex, with space for 9 A4 flyers. A suggestion was a vented bottom frame would prevent condensation. Purpose is strictly to promote community events, not business advertising.

ACTION: Annette Aldersea and Ken Richards to progress.

8.0 SAFETY & AESTHETIC ISSUES:

8.1 Wellington & Marlborough Streets – Sticky Beaks Intersection – STOP sign

Ref. Addendum to Minutes.

ACTION: Monitor only

8.2 Environmental & Noxious weeds.

Ref. Addendum to Minutes

A Public Forum was held 29th May 2024, regarding the Northern Midlands Weed Management Strategy.

29/5/26 NMC Officer Comment: Weed Management is under the Compliance Officers. Refer to Council Weed Management Plan

3/6/26 Maree Bricknell agreed to look into publicizing NMC's selected "10 Top Weeds to look out for" on NMC Facebook and The Northern Midlands Courier as letter drop too expensive.

5/8/26 Vivien Tan provided copy of the flyer with the Agenda, which Annette Aldersea pointed out was more rural farm focused than garden based.

2/9/26 Frances Stewart circulated the flyer as a post on the Longford District Committee Facebook page and copied to the Longford Community page.

Budget Request Item 2026/27. Continue to Monitor, check for posting on Facebook & Courier.

8.3 Wellington Street and Marlborough Street Speed Limit Reduction.

Ref. Addendum to Minutes

NMC Executive assistant sent letter to the Minister 12th March 2024, and are awaiting a response.

3/12/25 NMC 17/11/25 Exec Assistant – Awaiting Traffic Engineer’s Report.

Inspector Fox follow up - Speed Camera and crash data: “As far as the Speed camera goes – it has been placed on Marlborough Street in the past few weeks but I’m not sure if it has been “active” in the early hours, but I can check. I have asked our traffic police and local police to give the area attention but the early morning time slot creates some issues with rostering and our award compliance with shift start times.”

12/11/25 NMC Exec Assistant – Awaiting Traffic Engineer’s Report for supporting justification or otherwise.

29/5/26 NMC Officer Comment: Lowering the speed limit through Longford to 40 kilometres per hour was not supported by the Department State Growth as 40 kilometres per hour is typically only appropriate where there are high volumes of pedestrians throughout the day which is not the case for this area.

3/6/26 Maree Bricknell undertook to have NMC send another letter to DSG regarding lowering the speed limit to 50kmh and will refer to the Traffic Engineer’s report and for advice. Leigh McCullagh said the speed reduction would only be to Hobhouse St along Marlborough St and to the RSL/High St on Wellington St. Brickendon corner was a separate issue.

2/9/26 Neil Tubb reported that Min. Kerry Vincent stated he understood Building Tasmania hadn’t received a request to review. LDC noted that NMC has received correspondence regarding Hill St and Marlborough St regarding traffic reports. 2/9/26 Peter Munro requested LDC support speed limit reduction to be moved down from Hobhouse Street to further south along Wellington & Marlborough Streets.

ACTION: Frances Stewart to contact Maree Bricknell for release of BT correspondence. Follow up with Police regarding traffic incident reports. Continue to Monitor.

8.4 Pedestrian Safety Concerns – Wellington and Marlborough Streets.

Ref. Addendum to Minutes

LDC MOTION tabled at Council meeting 22.04.2024 – Minute NO: 24/0128

DECISION: “That Council note the concerns raised by the Local District Committee and consider the relocation/installation of a refuge in the vicinity of the library in future budget deliberations”.

6/5/26 ACTION: Attend Council Meeting to again request release of written correspondence from Dept, State Growth. Continue to Monitor.

29/5/26 NMC Officer Comment: The proposed crossings were originally included as part of the Longford Main Street Upgrade project; however, they were not approved by Council following public consultation. Department of State Growth (DSG) has advised that the proposal to install crossings is not supported, as current traffic data indicates volumes do not meet the threshold required to warrant such infrastructure.

3/6/26 Maree Bricknell & Leigh McCullagh confirmed there was funding allocated to upgrade the existing pedestrian refuges, including Marlborough Street but new ones would be deferred, including the recognised need for one on Wellington Street near Archer St where children cross from behind the schoolbus.

2/9/26 LDC noted NMC has written to Building Tasmania regarding traffic, speed, pedestrian issues through Longford on 21/11/25, 26/3/26, 24/6/26.

ACTION: Follow up with Police regarding traffic incident reports. Continue to Monitor.

8.5 Tactile Assistance for Vision Impaired at Road Crossings

4/2/26 LDC noted a community member requesting more Tactile Assistance measures for road crossings on Longford roads.

ACTION: LDC (Peter Munro) to put on Facebook page for community comment and feedback on locations. Peter Munro noted that LDC still do not have working email for community feedback.

8.6 Longford Community Meeting 31/8/2024 regarding proposed Fuel Stop, Tannery Rd.

Ref. Addendum to Minutes.

1/10/25 Annette Aldersea reported that she has met with Tabatha Badger MP for Lyons, who has undertaken to follow up with whether mandatory checks and reports have been provided regarding this project, and various further action that may be taken to continue protesting the suitability of this project.

3/12/25 Inspector Fox raised a Traffic Accident Impact Assessment re. the Fuel Stop.

4/2/26 Annette Aldersea spoke with Jen Butler re. raising again in Parliament.

6/5/26 Annette Aldersea reported that Lowes are applying to NMC for a building permit. Jen Butler has raised 3 Questions to Minister Vincent regarding the lack of suitable access to this site for trucks and safety issues for the community.

5/8/26 Committee noted a water meter has been installed. Building Tasmania state there is no danger with access to/from Tannery Road. A building permit has been lodged with Council.

ACTION: Frances Stewart to circulate summary from Austroads Road Safety Guidelines Part 6 (design) as reference for checking whether due diligence has been followed by developer in assessing traffic movements, plus follow up with Inspector Fox re. Traffic Accident Impact Assessment. Continue to Monitor

8.7 A-Double & B-Double 24 hour access on Longford Main Roads.

Concerns were raised about the effect of the recent A-Doubles and increase in B-Doubles traversing through Longford and the impact upon heritage buildings and noise levels especially during the night.

8/1/25 MOTION: The Longford District Committee requests Northern Midlands Council write to the Minister for Infrastructure, Kerry Vincent, to ask for clarification on when approval for 24 hour access was given to A-Doubles and B-Doubles to access Illawarra Road and Longford main streets, due to noise and vibration issues causing damage to heritage buildings.

Moved: Frances Stewart. Seconded: Neil Tubb. Carried unanimously.

LDC Motion tabled at NMC meeting 20th January 2025.

COUNCIL DECISION – MINUTE NO. 25/007. That Council Officer investigates and seeks clarification from the Department of State Growth.

Ref. Addendum to Minutes.

- 9/12/25 NMC Exec Assistant – Works Manager to meet with DSG representatives.
- Peter Munro has forwarded footage of trucks to NHVR and Police.
- 6/5/26 Considerable discussion about the negative impact on residents from the noise and speed from noticeably increased numbers of heavy trucks transiting Longford through the night. LDC to monitor for results of traffic report requested from DSG by NMC. A permanent speed camera may be a warranted solution, considering the unviability of a town bypass in the foreseeable future.
- 3/6/26 Maree Bricknell & Leigh McCullagh to follow up traffic counters for speeding truck data, which can then be followed up with Police and NHVR. LDC members indicated that if

a 10pm-6am curfew is not possible, a permanent speed camera would help reduce the noise impact of trucks speeding through at night.

ACTION: Follow up with Police. Continue to Monitor.

8.8 Marlborough Street beautification of Footpath, Nature Strip & Verge Gardens.

Ref. Addendum to Minutes.

1/4/26 Peter Munro and Neil Tubb briefed Council members during their annual bus tour, focusing on the pedestrian access to the Yellow Shop, with regard to lowering the speed limit, installing a Pedestrian Island and requesting a traffic and speed count.

3/6/26 Leigh McCullagh reported that the request was under NMC investigation for the future, but will not be approved in the Budget this year.

2/9/26 LDC to contact Stewart Malone, Arborist (Arbscape) regarding suitable trees that are non-deciduous and do not grow to a height that impacts power lines.

ACTION: Budget Request Item 2026/27 – defer to 2027/28.

8.9 Hill Street Entry/Exit

Ref. Addendum to Minutes.

4/6/25 Christine Darke raised the idea of having a separate exit onto Wellington Street at Hill Street, adjacent to the BWS, to reduce the increasing congestion of vehicles turning out of the United Service Station which clashes with the vehicles turning in and out of Hill Street Car Park, resulting in a high number of accidents. Discussion was had regarding the necessity of an alternative to the current arrangement, along with the idea of a roundabout at the intersection of Wellington and Union Streets with exiting traffic re-routed behind Hill Street and businesses in Union Street.

Ref. Addendum to Minutes.

1/4/26 MOTION: Given the lack of progress with Dept. State Growth, the Longford District Committee request that Northern Midlands Council arrange for a new Traffic Report to be completed on Wellington and Marlborough Streets, Longford, with particular attention to Hill Street, due to the high number of dangerous incidents.

MOVED: Frances Stewart

SECONDED: Bron Baker

CARRIED

NMC Council decision to request traffic study by DSG.

29/5/26 NMC Officer Comment: The matter will be investigated further.

Acting General Manager has sent a request for a new traffic report

ACTION: Frances Stewart to contact Maree Bricknell for release of BT correspondence. Follow up with Police regarding traffic incident reports. Continue to Monitor.

8.10 Recycle Rewards.

Ref. Addendum to Minutes.

29/5/26 NMC Officer Comment: The initial rollout of Reverse Vending Machine (RVM) sites was determined by the State Government. Longford was not selected due to its proximity to existing sites in Prospect and Kings Meadows. No further rollout of new sites is anticipated in the foreseeable future. Council officer has requested that bins be placed at rekindle, tip shop at the Longford Waste Transfer Station as a “philanthropic” destination for others to donate. Scouts also run their own collections. Recycle bags will be distributed to the Longford Football Club for their collecting.

3/6/26 Leigh McCullagh advised that NMC would like this located at the Waste Transfer Station.

ACTION: Review in 12 months (Budget 27/28).

8.11 Longford Pong

3/9/25 Discussion regarding Longford Pong and its worsening effect on Longford living standards. Cr. Matthew Brooks noted that a delegation from NMC was due to tour Swifts abattoir.

Annette Aldersea to draft a motion to request NMC follow up with identifying cause and responsibility of the issue.

MOTION: "The Longford District Committee requests that Northern Midland Council write to the EPA, copying all Lyons MPs, The Minister and Shadow Minister for Environment and Member for McIntyre, asking that the EPA launch a formal investigation into the source of the ongoing unacceptable intermittent odour in Longford known as the "Longford Pong" which, despite mitigation works carried out in recent years at the sewerage treatment plant and JBS abattoir, now affects a broader area of Longford and has not improved".

MOVED: Annette Aldersea SECONDED: Frances Stewart Carried Unanimously.

1/10/25 LDC discussed raising a petition – Annette Aldersea to contact Tabatha Badger, MP for Lyons regarding an EPetition.

5/11/25 NMC Minute No 25/308: DECISION: That Council acknowledges the community's ongoing concerns regarding the intermittent odour in Longford and supports an engagement with the EPA, JBS, TasWater and other stakeholders.

17/11/25 NMC held discussions with Taswater, awaiting further data.

3/12/25 17/11/24 NMC Exec Assistant reported discussions held with Taswater, awaiting further data. NMC has circulated a "Pong Diary" with Vivien Tan providing copies for LDC members to come on board, to monitor incidents. (NOTE: Featured on ABC News 6/11/2025)

7/1/26 EPA have been out with monitoring equipment.

8/1/26 NMC Officers documenting all complaints for forwarding to EPA.

13/4/26 Taswater monitoring Stage 2.

29/5/26 NMC Officer Comment: Council is collecting ongoing feedback and complaints to forward to EPA. More evidence is needed. Longford residents can keep a log.

3/6/26 Maree Bricknell and Leigh McCullagh advised that there is some progress with Taswater – 2 NMC members along with 6 EPA staff including an environmental scientist would be conducting a tour of the town ponds and abattoir.

2/9/26 NMC indicated it was being narrowed down to JBS rendering days.

ACTION: [Continue to monitor.](#)

8.12 Neighbourhood Watch

Following discussions in meeting with Inspector Fox regarding Neighbourhood Watch, active in Perth and Evandale, LDC raised gauging interest in reinstating this in Longford.

4/3/25 Peter Munro has spoken to State Director, Neighbourhood Watch and Inspector Fox regarding setting this up.

1/4/26 Peter Munro has posted on LDC Facebook, shared to Longford Tasmanian Community page. (NOTED: Vivien Tan has spoken to NMC IT to fix non-delivery of emails to District Committees).

29/5/26 NMC Officer Comment: Email services are operational; however, issues have been identified with Chairpersons not receiving forwarded emails, which may be redirected to spam folders. Council IT has established a dedicated email account for District Committees, to be implemented in the 2026–2028 term.

5/8/26 Committee noted there has been a noticeable increase in undesirable activity in Longford recently, with one resident reporting gunshots at night, mischief in the Church

grounds and random home intrusion. The Committee decided to make this a higher priority this year.

2/9/26 Frances Stewart posted on LDC Facebook requesting Longford community feedback on Neighbourhood Watch. The response has been strong, noting that Perth have recently instigated a Neighbourhood Watch group. Information has been received from the North-West area group.

ACTION: A date to be arranged for a community meeting (nominally a Saturday 2pm & 5:30pm) to meet with NW and Police representatives. Rotary and RSL to be contacted to request loan of a venue to host the meetings, suggesting quarterly after the initial meeting to appoint a co-ordinator and committee.

8.13 Longford Future Bypass Plan

Ref. Addendum to Minutes

3/6/26 Peter Munro noted that the DSG reported traffic statistics are the same as for Huonville, which had a bypass approved on the basis that it was a tourist town.

ACTION: Review in 12 months. Budget Request Items 26/27

8.14 Truck Load Limit around Village Green.

7/1/26 Annette Aldersea reported that trucks are using Longford Village Green as a turning circle, which is damaging the road surface and is a safety issue.

Annette Aldersea & Ken Richards left meeting 6:50pm

LDC discussed requesting NMC impose a load limit on the surrounding streets. LDC to confer with Leigh McCullagh regarding buses, caravans etc having exemptions, whether an option for portable or permanent toilet facilities at the truck stop would be a cheaper option for NMC than ongoing road repairs around the Village Green.

Annette Aldersea & Ken Richards returned to meeting 6:57pm

4/2/26 LDC discussed that the Village Green and surrounding streets are within the Heritage Precinct and that trucks are damaging the road pavement and are a safety hazard with the volume of children enjoying the Village Green. Peter Munro provided an example of "No Truck" regulatory signs that George Town Council have used to deter trucks from unnecessarily using certain roads, unless permit or destination exempted (see attached).

26/2/26 Frances Stewart submitted a works request to NMC to place such signage on the entry to Lyttleton and Archer Streets, from Wellington Street, to prevent trucks using the Village Green as a turning circle. Email acknowledgment received from NMC.

1/4/26 Annette Aldersea reported NMC have placed traffic counters around the Village Green.

3/6/26 Leigh McCullagh reported that the traffic counter showed mainly Taswater trucks using Lyttleton St access. Annette Aldersea requested further review as tapes were out over Easter long weekend. Ken Richards advised that the larger trucks using the village green to turn around are not able to maneuver around Archer Street corner cleanly when re-entering Wellington Street.

2/9/26 NMC have again placed tapes around the Village Green.

ACTION: LDC request feedback on the results of the last traffic count. Continue to Monitor.

8.15 Toilets, Shade, Seating & Bins at Illawarra Road Truck Stop

4/2/26 The lack of facilities for truck drivers at the truck stop was raised by Joanne Clarke.

6/5/26 LDC members all have noted the poor standard and conditions of the truck stop, which gives a very poor first impression to people visiting Longford who elect to stop there, along with being an unsatisfactory facility for the truck drivers it is intended to assist.

MOTION: The Longford District Committee requests the Northern Midlands Council to consult with State Growth regarding the unsanitary conditions that now exist on the 'edges' of the Heavy Vehicle Driver Rest Area (HVDRA) on Illawarra Road, Longford. This HVDRA has been constructed without toilet facilities and the road verges are obviously being regularly used for this purpose. This situation is a Health and Safety issue for the public and also for contractors involved in verge clearing. The Longford District Committee requests Council work with State Government to have this oversight rectified and have toilet facilities established at the site. Note that other HVDRA sites in Tasmania have been correctly designed with toilet facilities, shade, tables and bins included on site, for example the site being currently developed at Westbury HVDRA.

MOVED: Peter Munro **SECONDED:** Frances Stewart Carried Unanimously
3/6/26 Maree Bricknell & Leigh McCullagh advised that NMC have inspected the area and, while there is a high volume of rubbish, there was no evidence of faeces at the truck stop. DSG advised that the area is designated as a "truck parking area" not a "Heavy Vehicle Driver Rest Area" so no toilet facilities are required.

5/8/26 The Examiner ran an article on this issue and interviewed Cr. Matthew Brooks.

ACTION: LDC to request update from NMC. Continue to monitor.

8.17 Black Spot concerns near Longford Primary School with speeding residents.

The issue of speeding on William Street near the school was raised, with mention of public concerns regarding there being a black spot near the school. LDC discussed how this speeding has been noted on Burley, Catherine and William Streets around the school which poses a risk to children and parents at both ends of the school day. In the absence of a School Crossing Guard, LDC would like NMC to investigate a wombat crossing at a suitable location on each of the three streets around the school as a minimally intrusive traffic dampening measure, and whether a Grant may be available for increasing school children's safety.

3/6/26 Leigh McCullagh advised that NMC have applied to have a Wombat crossing installed and will re-apply for more – also that the Principal has noted that parents are often to blame.

ACTION: LDC request NMC progress report on the Wombat crossing. Continue to Monitor.

9.0 TOWN IMPROVEMENT ISSUES

9.1 Longford Lawn Cemetery - Landscaping Improvements.

Ref. Addendum to Minutes.

29/5/26 NMC Officer Comment: This item is proposed for inclusion in the 2026–2027 Budget as a maintenance item, with plans to plant a few trees after Winter.

ACTION: Budget Request Item 2026/27.

9.2 Future plans for abandoned house block on Lyttleton Street.

Ref. Addendum to Minutes.

4/2/26 LDC discussed this site as preferred option for NMC Priority Projects future plan for Library & Exhibition Building (including Motor Sports Museum). Currently no budget allocation.

ACTION: Budget Request Item 2026/27.

10.0 RECREATIONAL ISSUES:

10.1 Deterioration of Facilities at Mill Dam.

LDC included ongoing maintenance and upgrades in its budget requests to Council.

Council is waiting on a further concept plan to be prepared and presented.

- NMC Minutes 22 July 2024 – Action items – 30/04/2024 Matter to be further presented to Councillors at a workshop after July 2024
- Cr. Brooks reported Council had a meeting regarding this. Land ownership is to be investigated as the property has multiple owners including Swifts, Hydro etc.
- NMC Budget indicated a Mill Dam Recreation Area Masterplan, recognizing the popularity of the area, has now been developed for improvements and budget allocation as a Priority Project. Improvements include shared pathways, flood debris deflectors, landscaping and furniture.
- Annette Aldersea advised that work is in progress with many trees having been planted, weeds have been sprayed and logs placed for direction of 4WD vehicles.
- NMC Executive Assistant has prepared follow up correspondence
- 5/2/25 NMC Executive Assistant meeting scheduled with Landowner JBS early March.
- 5/3/25 LDC noted more planting has occurred.
- 2/4/25 LDC noted weed spraying has been done and discussions are ongoing.
- 14/4/25 NMC Action Items: Council Exec. Assistant had onsite meeting with JBS Plant Manager. Council Officers awaiting a response.
- 2/07/25 – Annette Aldersea to ask Vivien Tan for an update.
- NMC Special Meeting: Wall/Stormwater work deferred. Budget set at \$150,000.
- 6/1/26 NMC Note JBS Plant Manager acknowledged correspondence, is awaiting advice.
- 29/4/26 NMC Officer Comment: Council met with JBS and is currently in the process of obtaining a land valuation.

ACTION: Monitor with Council NMC Masterplan.

10.2 The Missing Link – Lack of bikeways between Longford roundabout & Pateena Road.

Ref. Addendum to Minutes

The council considered LLDC Motion at 19.02.2024 meeting.

- 03/2024 Engineering Officer Council Officer has contacted Vanessa King, manager project delivery at the Department of State Growth and requested an update on this project. Awaiting response.
- 6/5/26 Bron Baker discussed the issue with Premier Jeremy Rockliff at the Longford Mens Shed, highlighting the danger to pedestrians (such as Mums pushing prams with children on tricycles) using the existing road bridge, especially with the increase in heavy freight vehicles and other traffic. Premier Rockliff suggested writing him email regarding the issue including clarification of whether NMC is supportive of the project. Premier Rockliff conceded the issue with both the financial cost and engineering.
- 29/5/26 NMC Officer Comment: Letter from Hon Tania Rattray MLC – Senator who spoke to Minister Vincent. “Pleased to advise Tania has met with Minister Vincent and his senior advisor in regard to matters raised at the meeting with Mayor Knowles and GM Des Jennings. In regard to the shared pathway that cross over the rivers to connect Perth to Longford there is more positive feedback with the Minister advising at the meeting this project is being progressed through discussions with adjoining landowners.”
- 3/6/26 Bron Baker circulated copies of her letter to Premier Rockliff, noting the lack of response from Minister Vincent, and the Premier’s subsequent response acknowledging the issue and advising he will forward to Minister Vincent.
- 5/8/26 Frances Stewart highlighted that the Standing Committee 2022 were advised that the pedestrian/cycle pathway connecting Perth and Longford would form part of the

Illawarra Main Road Project, which has now been rescinded.

ACTION: Request update from NMC regarding meeting with DSG. Monitor for future Grant Project.

10.3 Community House @ old Police Station, including Youth Drop-in Centre (Prev 10.6).

Ref. Addendum to Minutes

Peter Munro raised a question regarding the NMC acquisition of the old Police station for repurposing as a community/neighbourhood house for Longford residents.

- 3/12/25 Merged Item 10.6 – Youth Drop-in Centre with Community House project. Refer Addendum for history. LDC note that Libby McGrath is now NMC Youth Officer and that she has been very pro-active in both continuing and implementing youth programs, including Longford.
- 1/4/26 LDC noted that this was a stop on the NMC Council Bus Tour.
- 6/5/26 Councillors advised that the building is now under NMC Council control, to either lease out for housing or community use.
- 29/5/26 NMC Officer Comment: The former police station is currently being renovated for use as meeting rooms. Council is also exploring grant funding opportunities for the Neighbourhood House.
- 3/6/26 Maree Bricknell & Leigh McCullagh advised that the current renovation includes removing the asbestos flooring and conversion into meeting rooms and offices, with plans for NMC Youth Officer to be located there due to lack of office space at Council Chambers. The House is being renovated with plans to lease it in the short term, with intention to apply for \$4-5M Grant funding once State Budget cuts are no longer a thing.

ACTION: Continue to Monitor progress and discuss means of improving communication on resources available to the community during emergency events. Monitor for any plans by State Government to sell the asset. Monitor plans for future of old ambulance station. Currently there is no State Funding allocated or available. Monitor NMC Minutes for vandalism costs. Frances Stewart to contact Libby McGrath with invitation to attend LDC meeting to discuss how LDC may support her work with local Youth.

10.4 NMC request for feedback regarding bicycle parking location priorities

LDC nominates the following two locations as a priority for bicycle parking facilities:

1. Village Green precinct, as close as practical to JJ's.
2. Browns/Hill St Supermarket.

NMC are commencing installation from southern end of Council area (ie. Ross) with the intention to progress northward and have these installed before Winter.

- 4/6/25 Frances Stewart contacted Vivien Tan for an update. Response was that NMC Projects and Buildings Compliance Manager, Trent Nathan, is progressing with this item but it has been delayed due to priorities elsewhere, such as Campbell Town streetscaping issues.
- 3/9/25 Bron Baker's images of mainland designs submitted through Vivien Tan to relevant NMC Officer for consideration.
- 1/10/25 Vivien Tan response that there is no news at present.
- 6/5/26 LDC noted that there has been some movement in this area in Evandale.
- 29/5/26 NMC Officer Comment: seeking advice of locations and installation times
- 3/6/26 Leigh McCullagh advised that there was not sufficient room to put one on Council land at JJ's or Hill St. LDC suggested Village Green.

- Frances Stewart approached Ian at Esk Ridge to quote on Bron Baker's photographed bike stands, which he provided at \$600ea. Frances then spoke with and emailed Josh at Hill St and emailed Ebony at JJ's Bakery with the details, requesting that they consider providing these for their customers as Council cannot put them at these locations, being private property.

ACTION: Continue to monitor.

10.5 Additional bench seats & picnic tables for Longford Village Green near Latour and Lyttleton Streets.

Ref. Addendum to Minutes.

4/2/26 Peter Munro & Neil Tubb contacted Tim Flanagan re. possible Rotary Sponsorship, submission for \$10,000 for 2 tables with seating, 1 bench seat.

4/3/26 Rotary response received indicating potential support for a bench seat.

3/6/26 Leigh McCullagh advised that NMC would install 3 Bench seats on the Lyttleton St side of the Village Green.

2/9/26 NMC replacing 3 bench seats at the football ground.

ACTION: LDC request update from NMC whether the Village Green seatings is going ahead.

ACTION: Budget Request Item 2026/27.

11.0 HERITAGE ISSUES:

11.1 Significant Trees Register.

Ref. Addendum to Minutes.

- 2/07/2025 Nominations closed 30th June. Annette Aldersea advised the Longford – Norfolk Plains History Society had lodged approximately 16 nominations covering around 300 trees on public land, and aware of several nominations for trees on private property and Longford Primary School. Encouraged ongoing nomination of trees for consideration at a later date by NMC.
- 3/9/25 Some preliminary sorting being done by Erin Miles, Strategic Project Officer at NMC.
- 1/4/26 Noted the update in NMC March Minutes, including draft Heritage Precinct status for the southern entrance to Longford.
- 29/5/26 NMC Officer Comment: An amendment report will be presented to Council at the July meeting for final endorsement.
- 5/8/26 Noted that Arbscope have been employed by Council to review a number of nominated trees and report to Council.

ACTION: Annette Aldersea to follow up NMC Council minutes and attachments for update on progress. Continue to Monitor

11.2 Planned removal of Poplar Trees along Illawarra Road near Mountford water tower.

Longford District Committee is aware of considerable community distress relating the planned removal of established poplar trees along the Illawarra Road approach to Longford to make room for the extension of the pedestrian/cyclist pathway to the South Esk River. Committee to request Council approach Building Tasmania to investigate if the trees can remain and the pathway be moved. Longford residents regard these trees as a sign of "home". Since Illawarra Road development has already caused significant degradation of the Western approach to Longford, feeling is that at least the attraction of the Eastern side should be preserved.

2/9/26 Poplar trees have been added to the NMC Significant Heritage Tree Register.

11.3 Preservation of Fred Davies Grandstand

Ref. Addendum to Minutes.

- Vivien Tan notified that NMC Tourism Officer has added a tab to www.northernmidlands.tas.gov.au/longford which can be populated with history of Fred Davies Grandstand.
- 7/1/26 Fiona Dewar & Vivien Tan looking at Web Designer budget increase to help populate this page.
- 4/2/26 Neil Tubb has provided information for Vivien Tan to arrange uploading.
- 4/3/26 NMC Website Tab has been created to populate with history.

29/5/26 NMC Officer Comment: The Fred Davies Grandstand has been endorsed for inclusion in the Local Heritage Code:

026-05-18 - Open Council - Ordinary Meeting

11.1 Draft Amendment 22-2026 to insert the Fred 'Mulga' Davies Memorial Grandstand into the Local Historic Heritage Code

RESOLUTION

MINUTE NO. 26/0136

DECISION Carried

That Council:

1. under section 40D(b) of the *Land Use Planning and Approvals Act 1993*, agree to prepare draft amendment 22-2026 to the Northern Midlands Local Provisions Schedule, as set out below; and
2. under section 40F(1) of the *Land Use Planning and Approvals Act 1993*, consider and endorse the Assessment Against LPS Criteria attached to this report; and
3. under section 40F(2)(a) of the *Land Use Planning and Approvals Act 1993*, certify draft amendment 22-2026 to the Northern Midlands Local Provisions Schedule as meeting the LPS criteria.

AND

C. Amend clause NOR-Table C6.1 by inserting Local Heritage Places Datasheet - NOR-C.1.469 attached to this report, replacing figure NOR-C6.1.469.3 with a photograph of the grandstand in full light.

ACTION: Continue to monitor. Investigate QR Code to be installed on grandstand with link.

11.4 Longford Historic Motorsport Collection - Museum Preservation

18/8/25 Council deferred a decision on formally backing the Rob Knott Motorsport Memorabilia Collection. A three month community consultation will now explore public interest in retaining the collection locally as a self sustaining attraction.

3/9/25 LDC note a public meeting will be held on this issue 4th October.

LDC fully support a community project to retain the collection.

3/12/25 Final offer has been put to Rob Knott by Working Group on behalf of community, awaiting response. An open meeting will be called when a response is received, for interested parties from the previous public meeting.

4/2/26 Annette Aldersea reported that Rob Knott is considering the offer to purchase.

4/3/26 Annette Aldersea reported that Rob Knott has provisionally agreed to a price and that a public meeting will be held at the Town Hall on 14th March, 2026 to gauge support for a committee and fundraising.

1/4/26 Meeting on 14/3/26 voted unanimously to continue with intention to acquire the

collection. A further meeting to be held on 11/4/26 to elect a committee.
 6/5/26 A committee was elected on 11/4/26, nominally the Longford Heritage Motor Racing Museum Committee. A subcommittee was elected to work through the legalities of incorporating the Committee whilst another sub committee was formed to focus on fund raising, once the Committee is incorporated.
 5/8/26 Frances Stewart reported that a Contract has been offered to Rob Knott who is reviewing it. The Committee has received its Incorporated Certification.
ACTION: Monitor activity of Committee regarding fundraising.

12.0 GOVERNANCE ISSUES:

12.1 LDC Budget Allocation Submission - Results. New Budget 2026-2027.

LDC Projects for which funding will be requested. (Submission was emailed to Council and LDC members in March):

- Marlborough Street footpaths – Beautification Upgrades. **No funding allocated.**
- Legends Walk - Continuation of placement of historic stands & plaques **\$5,000 ongoing**
- Directory of Clubs – Framework for club signs – Visitor Information Centre Village Green and Wellington Street Woolmers Lane end - \$6,000 (Noted that NMC are talking with IT about adding these on the NMC website also). **Village Green site under way.**
- Longford Cemetery – For planting of mature trees to provide shade over the existing seating. **Trees planned for Summer planting from Maintenance Budget.**
- Macquarie River signage at Woolmers Bridge. **Completed.**
- Pedestrian Refuges – upgrade existing and new refuge Marlborough Street near “Yellow Shop”. **NMC Budget \$100,000 confirmed.**
- ½ Netball/Basketball Court – near skate park at Velodrome. **No funding allocated.**
- Blue Tree replacement. **Work with NMC to implement through Blue Tree Project.**
- Environmental & Noxious Weeds Flyer. **NMC to promote “Top 10 noxious weeds through Social Media and local Newspaper.**
- Abandoned House Block on Lyttleton St. **No funding allocated.**
- Bench seats & picnic tables on Village Green, Latour & Lyttleton St side. **Funding for 3 bench seats.**
- 1/4/26 Frances Stewart submitted to NMC with previous LDC Minutes. NMC Bus Tour reviewed Marlborough Street, old Police Station, Bicentenary fence.

ACTION: Continue to monitor previous. Outcome of NMC Council Special Budget Meeting at end June 2026 circulated with Agenda.

12.2 Draft Longford Expansion Strategy

Ref. Addendum to Minutes. Continue to Monitor

12.3 Cat Control Measures

1/10/25 LDC raised concerns regarding risks from feral cats with Toxoplasmosis and Sarcocystis in sheep. Councillors reported this is being looked at next NMC Workshop.

5/11/2025: Cr. Paul Terrett advised that the Cat Management Act is being updated and is currently a live issue, still in NMC Workshop. The outcome will go for community consultation.

3/12/25 Christine Darke reported that some farms in southern council area have had lamb losses of 30% due to Toxoplasmosis.

7/1/26 LDC to review outcome from NMC workshop

4/2/26 LDC discussed recent revelation on ABC Radio Northern Tas that Toxoplasmosis can

transmit fatally across species to endangered Eastern Barred Bandicoots and has been evidenced in the Midlands.

1/4/26 No NMC Councilors to report update. Potentially a State Government issue.

29/5/26 NMC Officer Comment: Council has made a formal submission to the Invasive Species Branch, Biosecurity Tasmania (Department of Natural Resources and Environment Tasmania) in response to its discussion paper. This paper will inform the development of the State Government's new Cat Management Plan."

3/6/26 LDC asked NMC to follow up with Just Cats regarding subsidized desexing program.

ACTION: Frances Stewart to discuss action with Tasfarmers. Continue to Monitor

12.4 Nominations for use of LDC Secretarial Allowance \$2,500 for past 12 months.

MOTION: Longford District Committee request Northern Midland Council approve the allocation of LDC's Secretarial allowance for the past 12 months to be pledged toward the fundraising to acquire the Rob Knott Motor Racing Collection, with funds released to the formal fund raising campaign once it is established.

MOVED: Frances Stewart SECONDED: Annette Aldersea Carried Unanimously

5/11/2025 Vivien Tan advised by email 6/10/2025 that "this can be recorded in LDC minutes as a committee resolution. A council decision is not necessary in this case".

LDC MINUTE: LDC resolved unanimously that the LDC Secretarial Allowance \$2,500 for the past 12 months be pledged towards the fundraising to acquire the Rob Knott Motor Racing Collection, with funds released to the formal fund raising campaign once it is established.

1/4/26 LDC discussed requesting this year's secretarial allowance (2026) also to be allocated to acquisition of the Rob Knott motoring collection.

6/5/26 LDC MINUTE: LDC resolved unanimously that the LDC Secretarial Allowance \$2,500 for the past 12 months also be pledged towards the fundraising to acquire the Rob Knott Motor Racing Collection, with funds released to the formal fund raising campaign once it is established.

ACTION: LDC request that this NMC funding for last two years be transferred to Longford Heritage Motor Racing Museum account (Contact Neil Tubb, Treasurer for bank details) since confirmation of incorporation has been received.

2/9/26 NMC has transferred the funding as requested.

ACTION: Review in April 2027 for new allocation of Secretarial Allowance.

12.5 Cost to Ratepayers of Northern Midlands Council Code of Conduct and Conflict of Interest Matters

Frances Stewart raised community interest regarding the cost to ratepayers associated with Councillor Code of Conduct complaints and allegations concerning conflicts of interest, including pecuniary interests. It was noted that Councillors must be held accountable where breaches occur. However, community members have expressed interest in understanding the costs incurred by Council in investigating and responding to complaints, particularly where complaints are not ultimately upheld.

2/9/26 LDC discussed the increased volume of complaints and escalating costs.

ACTION: Continue to Monitor.

13. REPORTS FROM SUB-COMMITTEES:

13.1 Longford Legends – No report.

13.2 Town Hall Committee – No report. Needs members.

13.3 Arts & Cultural Committee – See attached report from Dee Alty. Needs members.

14. NEW BUSINESS:

14.1 NMC Longford Planning Items emails not coming through to LDC.

2/9/26 Frances Stewart to follow up with Vivien Tan.

14.2 Mason Street.

NMC Meeting dates for 2025/2026, Meeting starts 5:00pm:

21st September

16th November

14th December * 2nd

19th October

Monday

15. CLOSURE: Chair closed the meeting at 7:10pm.

The next meeting will be at 5:30pm on Wednesday 7th October 2026 at the Longford War Memorial Hall, Meeting Room 1.

Minutes of Devon Hills Neighbourhood Watch and Residents Committee AGM

9th August 2026

Present: Phill Canning, Cheryl Martin, Deputy Mayor Janet Lambert, Lance Turner, Cr Paul Terret, Jason Horton, Margaret Webster, Alira Davis.

Apologies: Nil

Meeting Opened: 3.30pm

Previous Minutes: That the minutes of AGM for the Devon Hills Neighbourhood Watch and Residents Committee held 10th August 2025 be confirmed as a true and correct record of proceedings.

Moved as correct: J Horton

Seconded: L Turner

In Favour: Unanimously Carried

Declaration of any Pecuniary Interest by a Member of a special committee of council.

In accordance with the Local Government Act 1993, Part 5, S48A-S56, a member of a Special Committee must not participate in any discussion or vote on any matters in respect to which the member:

- 1) Has an interest; or
- 2) Is aware or ought to be aware that a close associate has an interest

A member has an interest in a matter if the matter was decided in a particular manner; receive a pecuniary benefit or pecuniary detriment. It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.

Nil Declared

Extraordinary Business Item

Business Arising

1. Thankyou to Mayor Mary Knowles, Acting General Manager Marie Bricknell and Northern Midlands Council for all their assistance & improvements in our community over the past 12months.
2. Thankyou to Local Council Members Deputy Mayor Janet Lambert and Councillor Paul Terret for their ongoing support to the Devon Hills Community.

3. Thankyou to Kerry Thomas for delivering flyers etc to the Devon Hills area. C Canning to arrange thankyou card.
4. Thankyou to Ian Gominon for printing and advertising services for community events.
5. Thankyou to Longford Men's Shed for the making and donation of our Community Library.
6. Thankyou to Councillor Paul Terret for initiating project of Community Library.

Treasurer's Report – Full Report attached.

Tabled by Cheryl Martin with August 2026 closing balance of:
Devon Hills Neighbourhood Watch \$2,477.16

Moved: C Martin Seconded: L Turner

All in Favour: Carried Unanimously

Election of Office Bearers

The following positions were filled by:

CHAIRMAN/PRESIDENT: P Canning

Nominated By: J Horton Seconded: A Davis

VICE CHAIRMAN/PRESIDENT: L Turner

Nominated By: P Canning Seconded: J Horton

TREASURER: C Martin

Nominated By: A Davis Seconded: L Turner

SECRETARY: A Davis

Nominated By: J Horton Seconded: P Canning

Next AGM: Sunday 15th August 2027 3.30pm
Meeting Closed: 3.40pm

DEVON HILLS N.H.W. AND RESIDENTS COMMITTEE

A.G.M. 9TH AUGUST 2026

TREASURERS REPORT 1ST JULY 2025 TO 30TH JUNE 2026

ACCOUNT BALANCE AT AT A.G.M. 9TH AUGUST 2025
\$2,563.64

EXPENDITURE FOR PERIOD 1ST JULY 2025 TO 30 JUNE 2026

Northern Midlands Council Invoice No. 105679

Paid 8/8/25 2025 G.S.T \$ 47.98

Neighbourhood Watch Tasmania Annual Fee and Insurance 2026

Paid 7/10/25 \$ 30.00

Donation to Perth Fire Brigade (Christmas Lolly Run)

Paid 15/11/25 \$ 80.00

Expenses for B.B.Q. Garage Sale 15/11/25

(onions, bread, sauce, toilet rolls, \$ 49.20

Expenses for Christmas B.B.Q 20/12/25

(onions, bread,) \$ 20.40

(Swift Meats sausages)	\$ 93.10
Total Expenses	\$320.68
<u>INCOME 1st JULY 2025 TO 30th JUNE 2026</u>	
Garage Sale 15/11/25	\$ 144.20
Christmas B.B.Q.	\$ 90.00
Total Incoming	\$ 234.20
Closing Balance 7/8/26	\$ 2477.16

Minutes of Devon Hills Neighbourhood Watch and Residents Committee

9th August 2026

Present: Phill Canning, Cheryl Martin, Deputy Mayor Janet Lambert, Lance Turner, Cr Paul Terret, Jason Horton, Margaret Webster, Alira Davis.

Apologies: Nil

Meeting Opened: 3.40pm

Previous Minutes: That the minutes of the meeting for the Devon Hills Neighbourhood Watch and Residents Committee be confirmed as a true and correct record of proceedings.

Moved: L Turner

Seconded: C Martin

All in Favour: Unanimously Carried

Business Arising From Previous Meeting

1) Stop Sign Motion – Response from Acting General Manager Maree Bricknell dated 1st July 2026 (copy attached).

- a. Quoted from response “While the bike and walking track across the intersection wasn’t part of the motion put to council, I wanted to let you know about some related work that is planned.”

Motion that was put to council in April 2026 minutes clearly includes bike/walk track painting.

Motion – Give way sign at the exit of Devon Hills Road/ Haggerston Road intersection be changed to a stop sign.

Green paint - bike/walkway be repainted as an urgent safety measure.
Response from NMC requested.

Motioned: P Canning

Seconded: J Horton

Carried Unanimously

- b. Minutes of meeting are still not on NMC website.

c. Chevron bollards are to be placed at either side of Devon Hills entrance on the bike/walkway. Exact positions still being determined by NMC.
Aim to slow bikes etc before crossing entrance/exit.

d. Scrub on left hand side of road at exit of Devon Hills (Where large tree was removed), is growing out onto pathway and making it hard for vehicles to see when exiting. With vehicles needing to move further out onto Haggerston Rd or onto bike/walkway crossing.

Motion: Removal of growth (grass, trees, scrub) around tree stump, on left hand side when exiting Devon Hills. To increase visual safety for bike/walkway users and vehicles exiting Devon Hills, reduce fire hazard and increase visual appeal at entrance to Devon Hills.

Motioned: P Canning

Seconded: J Horton

Carried Unanimously

e. Included with response letter was form was included for submissions of motions to NMC. "Motion on Notice Template for Submission".

2) Fire Plan - Daniel Hoar at Tas Fire has now advised there is no funding to do any planning for Devon Hills for at least 12months.

Also advised there has been no correspondence with NMC for past three years. Could not advise if longer.

J Horton to continue with this matter.

3) Pathway – Repair work/upgrades to bike/walkway have been undertaken.

Treasurers Report Tabled by Cheryl Martin

Opening Balance: \$2,477.16

IN

Nil

OUT

C Canning – Light Globes Community Shed \$17.90

Closing Balance \$2,459.26

Moved: C Martin

Seconded: P Canning

All in Favour: Carried Unanimously

General Business

- 1) Crime Report by Phill Canning
4th June 2026 – 6th August 2026

Nil reports of public interest.

- 2) Community Library – The Community Library is now open. Positioned beside the Community Notice Board.
Thankyou to Longford Men's Shed for the making and donation of our Community Library.
Thankyou to Councillor Paul Terret for initiating project of Community Library.

A Davis to look for a Community Library notice and sharing instruction to place on library.
A Davis to post on community facebook page.

- 3) Cr Paul Terret advised that the budget had been completed and there will be no more play equipment for Devon Hills in this budget.
There had also been some "push back" at the request for a basketball court. Both items will remain on agenda.

- 4) Planting around community green – request more plants to be planted around fence line at community green. Plants will need to protection from rabbits etc.

Motion: Planting at community green around fence line, filling in gaps between established plants. Protection from animals, rabbits etc will need to be provided.

Motioned: P Canning

Seconded: C Martin

Carried Unanimously

- 5) Litter – increased amount of litter in/around the community. Reminder to community to take pride in our area and keep in clean.
Rubbish bin at Community shed for people to access when out walking, bike riding etc.
A Davis to post on face book page.

- 6) Light Blown in community shed – P Canning has advised NMC Works

01 July 2026



Devon Hills Neighbourhood Watch and Residents Committee

By Email: phill_canning@bigpond.com

Dear Committee

Re: Notice on Motion – Stop Sign

Thank you for sending through the minutes of the last meeting and taking the time to move a motion in April regarding the intersection and your suggestion to replace the existing Give Way sign with a Stop sign.

The motion was tabled at the Council meeting on 29 June 2026. After considering advice from the Department of State Growth, Council endorsed the recommendation to take no further action at this time. Council consulted with the Department of State Growth, which is the responsible authority for road signage and traffic safety. The Department advised that there are no sight distance issues at this intersection that would justify installing a Stop sign under the relevant national standard (Australian Standard AS 1742.2). It was also noted that there have been no reported crashes at the intersection since the Midland Highway duplication works were completed in early 2018.

Based on this advice and the available data, no changes to the existing signage are supported at this stage.

While the bike and walking track across the intersection wasn't part of the motion put to Council, I wanted to let you know about some related work that is planned. Council has included the repainting of the green road markings across the intersection in its works program. We had hoped to have this done before winter, but it will now need to wait until the weather warms up, as the paint doesn't stick properly to cold or wet asphalt. Council will also be installing chevron safety barriers on each side of the road to help improve visibility for drivers.

I've also attached a template for drafting motions. If you'd like to put forward any further matters for Council's consideration in the future, this template helps provide the background and information our officers need to prepare the matter for Council.

If you'd like to discuss any of this further, please feel free to get in touch.

Yours sincerely,

Maree Bricknell

Acting General Manager | Northern Midlands Council

E: maree.bricknell@nmmc.tas.gov.au | W: www.northernmidlands.tas.gov.auP.O. Box 156
Longford Tas 7301Telephone (03) 6397 7303
Facsimile (03) 6397 7331www.northernmidlands.tas.gov.au

Tasmania's Historic Heart

MOTION ON NOTICE TEMPLATE FOR SUBMISSION NORTHERN MIDLANDS COUNCIL MOTION ON NOTICE FOR COMMITTEE OF COUNCIL MEETING	
TO BE HELD ON:	Day / Date
MOTION SUBMITTED BY:	
SUBJECT OF MOTION:	
1. MOTION	I move that ...
2. BACKGROUND	
3. ATTACHMENT/S (list)	

**TREASURERS REPORT DEVON HILLS NEIGHBOURHOOD WATCH
AND RESIDENTS COMMITTEE**

TREASURERS REPORT 9th AUGUST 2026

Account Balance \$ 2477.16

Incoming Nil

Expenditure

Light Globes Community Shed \$ 17.90

Account Balance \$ 2459.26



Devon Hills NHW Crime trend report



Reporting period: 4/06/2026 – 6/08/2026

There were no matters of public interest during the reporting period.

Please continue to report suspicious activity in your area to police on 131 444
Crime Stoppers – report anonymously to solve crime: 1800 333 000.
You can also report online at crimestopperstas.com.au/report-a-crime/



Devon Hills Community Library

The Best Books are Shared

Need a book, Take a book
Have a book, Leave a book



MINUTES FOR EVANDALE COMMUNITY AND INFORMATION CENTRE ORDINARY MEETING AND AGM

ORDINARY MEETING

Date: Tuesday 11 August 2026

Time: 1pm at Evandale Community Centre –

Attendance and Apologies:

Apologies: Brett Goldsworthy, Judy Heazlewood

Attendees: Heidi Kent, Jackie Divall, Gillian Atherton, Gemma Somerfield, Barry Lawson, Kath Wenn, Mariella Vallesi, Maria Lawson and Paul Terret

Acknowledgement of Country: Given by Barry Lawson

Declarations of Interest: None given

In accordance with

- Part 5 of the Local Government Act 1993, In particular, section 48A of the Local Government Act 1993;
- Regulation 8(2) of the Local Government (Meeting Procedures) Regulations 2015; The Chair requests Committee Members and staff to indicate whether they have, or are likely to have, an interest in any item on the agenda.

Ordinary Meeting Suspended by Chair Barry Lawson at 1.10pm

AGM Meeting Opened at 1.10pm and chaired by Heidi Kent

Attendance and Apologies: as above

Acknowledgement of Country: taken as given above

Declarations of Interest: None given as above

In accordance with

- Part 5 of the Local Government Act 1993, In particular, section 48A of the Local Government Act 1993;
- Regulation 8(2) of the Local Government (Meeting Procedures) Regulations 2015; The Chair requests Committee Members and staff to indicate whether they have, or are likely to have, an interest in any item on the agenda.

- Nominations for Committee. Nominations were received in writing from:

- Brett Goldsworthy – who also indicated in writing that he is happy to stand as Chair for his 2nd year.
- Judy Heazlewood
- Barry Lawson – who also indicated he is happy to stand as Deputy Chair again
- Maria Lawson
- Jackie Divall
- Kath Wenn
- Mariella Vallesi
- Gemma Somerfield – new member.
 - Gillian Atherton declined to continue as a committee member. It was requested that she resign in writing. The Committee acknowledged and thanked her for her many years of service.
 - Heidi Kent to forward nomination forms to NMC
 - Motion to accept all the nominations for Committee Members, Chair and Deputy Chair: Barry Lawson/Jackie Divall: Carried.
- Management Agreement: Motion to accept and authorise Chair to sign on behalf of Committee: Maria Lawson/Barry Lawson: Carried
- Motion: Barry Lawson/Maria Lawson: Carried - to approve and appoint
 - Heidi Kent as primary point of contact for operational issues
 - Chair: Brett Goldsworthy for everything else

AGM Meeting Closed: 1.25pm Next AGM to be scheduled for July 2027

ORDINARY Meeting reconvened at 1.25 by Deputy Chair Barry Lawson – attendance as before

Confirmation of Previous Minutes: Motion to accept: Kath Wenn/ Mariella Vallesi: carried.

Business Arising from Previous Minutes:

- Volunteer registration for WWVP for all our volunteers: ongoing. Heidi to follow up
- Scone time for History Society: nothing yet Barry Lawson will advise. NFA
- Maintenance: Heidi Kent to follow up incomplete requests and add mouldy wall in cleaning cupboard to requests.
- Heaters – old ones.: Have been disposed of. NFA
- Curtains: will be hung on 12.7.26 NFA
- Library flooring quotes: Heidi to follow up
- Choose The Scenic Route Photo Display: Winner has been drawn. Winner was Maria Lawson. Viewers choice photo was Morning Rays – Christchurch Longford by Craig Wenn with 11/102 votes.
- Library culling – ongoing. Noted that Campbell Town bookshop “Cellar” may be interested in buying military books. Heidi Kent to follow up.
- School Holiday Programme by Libby: Did not happen. NFA

- Tasmanian Tourism Conference. Heidi Kent attended and has presented a report at the meeting of learnings. Key points:
 - Investigate possibility of EV station in Centre Carpark
 - Investigate possibility of Recycle Rewards station in Centre Carpark.
 - Motion: Jackie Divall/Maria Lawson: Carries – for Heidi Kent to do research and liaise with Council about both options.
- Aboriginal History Display relocation to Museum rooms: Barry Lawson dealing. Ongoing

Reports:

Centre Report: Given by Heidi Kent.

Correspondence Report: Given by Heidi Kent.

Financial Report : Given by Heidi Kent. Requested authorization to pay outstanding.

Council Report: Given by Heidi Kent.

- Presented NMC July 2026 Council Meeting Snapshot
- Identified a “Public Halls” section within Council Budget document detailing Council fees for Hall and room hire at Evandale Community Centre and at Evandale Memorial Hall.
- Identified budget allocation from same document of \$15,000 for library flooring and shelving.

Hall Report: None given.

Historical Society Report: Given by Barry Lawson –

- They are investigating First Nation history.
- They are willing to provide speakers for our Sconetimes.
- They are pursuing their own meetings with speaker’s format.

Motion: Maria Lawson/ Jackie Divall to accept all reports and approve payment of outstanding accounts

General Business:

- Kitchen only hires of Memorial Hall. Discussed. Carried forward to next meeting

Upcoming Events and Opportunities including proposed events.

- Tiny Tunes session for pre-schoolers 10.30-11.30 am Wednesdays during term times only. Starting term 4 2026. First session will be Wed 21 October 2026 (9-week term).
- Storytime session for pre-schoolers 10.30-11.30am Friday mornings 3 or 4 weeks per month during term time only. First Session will be Fri 12 February 2027.
- School holiday programme sessions on alternating Wednesday and Friday mornings for primary school age children during school holidays. Beginning with 1 session on Wed 7 October and repeated on Fri 16 October 2026

- School holiday programme sessions on Monday or Tuesday afternoons for high school age children during school holidays beginning 12 April 2027
- Scone time Friday mornings once a month 10.30am – 11.30 am starting on Fri 2 October 2026
 - Heid Kent to follow up with volunteers for expressions of interest in helping to run the above programs
 - Motion to approve pursuit of all activities listed above: Mariella Vallesi/Jackie Divall: Carried

Other Business:

- Sale or donation of Treasurer's office desk and table and the large divider in the bonnet room
 - Barry Lawson will follow up with Historical Society about the large divider in the bonnet room.
 - Motion : Jackie Divall/ Maria Lawson: Carried: Heidi Kent to donate desk and table from Treasurer's office.
- DECYP Safeguarding training – Heidi to follow up with volunteers undertaking activities with vulnerable people.

Date of Next Meeting: Tues 8 September 2026 at 1pm at Evandale Community Centre.

Meeting Closed: 2.41pm



LIFFEY HALL SPECIAL COMMITTEE

MINUTES

GENERAL MEETING TUESDAY 11TH AUGUST AT 5.30 PM

Present

Gabrielle Stannus, Sally Staubmann, Denis Lisson, Jilli Spencer, Rodney O'Keefe, Richard Chin, Ludovic Vilbert, Herbert Staubmann (observer).

Apologies

Susan Hanslow and David Hanslow

Acknowledgement of country

This was recited by the Chair. Richard then pointed out that there was a small omission to the text that should be included to improve the intent of the Acknowledgement.

Action: Richard to consult with the Chair on modifying the Acknowledgement.

Minutes of last meeting

The Secretary moved that the minutes of the last meeting on 9 June 2026 be confirmed as true and accurate record of what took place: Seconded, Sally.

Correspondence

The Secretary summarized each item of correspondence, and then moved that they be accepted. Seconded Richard.

Treasurer's report

The Treasurer presented the financial statement with explanation, and then moved that the report be accepted. Seconded Rodney.

A copy of the report to be appended to the minutes.

BUSINESS ARISING

The 16/7 correspondence from Kristy Nutting is relevant to many of the following agenda items.

Council matters

1. Review and agree on proposed changes to Management Agreement.
Action: Gabby to follow up with Kristy Nutting.
2. Current Committee Membership status to be acknowledged by NMC.
Action: Gabby to request action from NMC.
3. Current status of volunteers to be updated, together with a strategy for recruiting new volunteers:
Action: Gabby and Denis to meet and discuss appropriate actions.
4. Provide update on hall committee name changes.
This item is now completed.

Hall hire

5. Relevant issues arising from hall hire, specifically risk assessment.
 - (i) A recent incident was outlined where hirers left the building briefly, leaving the electric heater on.
In response to this, Herbert recommended that safe practice in using the electric heater be added to the current information issued to hall hirers.
Action 1: Gabby and Rodney to carry out a risk assessment for market days.
Action2: Herbert and Sally to overview safety issues related to all hall hiring, and to integrate these into a general risk assessment document.
 - (ii) Upon attempting to re-enter the building the hirers realised that the key was locked inside. In spite of the fitted security cover over the lock, they attempted, successfully, to re-enter the building using a foreign device: Video attached.



Video of break in !
.mp4

Action: Gabby to request NMC to review the issue of current building security.

Facilities management

6. Discuss storage shed proposal design from Tassie Trail.
Action: Gabby to have discussion with Dakota Wolf.
7. Provide update on mower servicing:
Action: Jilli to proceed with the servicing as per the current quotation.

8. Provide update on potable water.

Before this item was discussed, the Secretary advised the members that there was currently no water to toilets and kitchen as a result of Lindsay Jordan's pump failure.

David and Susan had previously obtained quotations for possible actions to upgrade the water supply as outlined in the attachment to the agenda. In light of the need to restore water supply, and, in addition, to enable the provision of potable water for the September market, members agreed that urgent action was required by NMC.

Action: Sally to follow up with an updated quote for flushing, cleaning, refilling and fitting a filter to the tank, and to present details to the Council.

9. Proposed kitchen upgrade.

The four possible options for proceeding with the kitchen upgrade had been outlined by David and Susan in their report. In response to this, the Secretary moved that the following motion be accepted:

That a working group, including David and Susan, prepare a plan for the kitchen, obtain an estimate of cost, and recommend the preferred option for construction. These proposals, when completed to be reviewed and agreed upon by members of the Special Committee.

This motion was seconded by Ludovic Vilbert and was passed unanimously.

10. Vote of thanks to David and Susan.

The Secretary proposed the following motion: *I would like the members to support a vote of thanks to David and Susan for all the work that they have done in connection with water and kitchen upgrades.*

The motion was carried unanimously.

11. Rodents in the kitchen.

Action: Chair to follow up with NMC.

12. Screen door and lighting.

Action: Chair to follow up with NMC.

13. No-spray zone.

Herbert suggested that the Committee need to clarify and define exactly what 'no spray zone' means.

Action: Chair to liaise with NMC on this matter.

14. Fund raising.

Discussion of this issue was deferred.

Administration

15. Ask for feedback on use of Google Drive.
Action: Chair, Secretary and Treasurer to meet and implement the transfer of admin documents to Google Drive.
16. Update hall signage communicating current office bearers: This item is now completed.

Market days

17. Plan September market.
Action: Rodney to coordinate and implement necessary arrangements.
18. Recycle trailer.
Action: Chair to follow up with NMC.

Community events and activities

19. Discuss future events: This item was deferred.
20. On-going viability of kitchen: See item 9 above. In addition, it was noted that David, Susan, and Jill, together with Kristy Nutting had inspected the Bishopsbourne kitchen with respect to its possible suitability for use in food preparation.

Heritage

21. Historic photos: The Secretary reported that Dennis Chilcott was making good progress, having already made the frame and ordered the glass.
Action: Secretary to continue to liaise with Dennis and other interested committee members in moving forward.

Other items

22. Key Register: Exchange of keys were made, and current holders are now Chair (Gabrielle), Vice chair, (David), Treasurer (Sally) and the security box on site.
Action: Secretary to update key register and forward a copy to NMC.
23. Twelve-month plan to be prepared to prioritize the current list of improvements to the Liffey facility.
Action: Chair and committee members to consult on this matter and report back at the October meeting.

The meeting closed at 7.15pm.

Next meeting October 13th at 5.30pm.

Morven Park Management & Development Association Inc.

Minutes of General Meeting of the Morven Park Management Committee held at the Morven Park Clubrooms on Wednesday 12th August 2026.

Meeting opened at: 7.46pm

Present:	Chairman	David Houghton
	Vice Chairman	Ian Pease
	Treasurer	John Hughes
	Secretary	Rhonda Whitmore
	Evandale Skate Park	Ian Pease
	Evandale Village Fair	
	Evandale Football Club	
	Evandale Cricket Club	Carmel Oates
	Evandale Light Rail	David Swann
	Evandale Tennis Club	
	Evandale Primary School	Marie Duggan, Amanda Smith, Brooke Sims
	Morven Park Grounds	Brendon Crosswell
	Northern Midlands Council	Councillor Paul Terrett

Apologies: Scott Hill

Minutes of previous General Meeting held on 8th July 2026 to be read and confirmed.

Moved: Ian Pease Seconded: Brendon Crosswell CARRIED

Business Arising from 8th July 2026 meeting:

1. Management Agreement - still unresolved.
2. Power to ticket booth - budget allocation of \$5000 – Quotes to be reviewed.
3. Scoreboard panels - awaiting outcome.
4. Home changeroom - painting underway.
5. Painting of changerooms - underway.
6. Leaking taps men's public toilets/water leakage - being monitored.
7. Grant submissions re sprinklers, Events grant for next movie night - update in September.
8. Public toilet fans – Chairman to contact Leigh McCullagh.
9. Mouse/rat traps - Brendon Crosswell to organise. Being purchased
10. Cricket pitch cover installation/removal invoice - request to NMC for work details to be provided with future invoices.
11. Cricket pitch cover - safety issues concerning Councils. Kristy Nutting's query re formal written agreements. – under investigation, and templates have been requested from Council, yet to be received.

Sign off on installation to be requested from Council in future.

Testing has been completed by Council contractor who spoke firmly to and instructed Committee member to leave the area immediately. No notification by Council about this testing.

Motion: "That results of testing be provided to Committee and that a complaint regarding the "consultants" manner and attitude was not acceptable be lodged."

Moved: Ian Pease Seconded: Brendon Crosswell CARRIED

Education department yet to provide school with advice.

Maree Bricknell to be invited to next meeting to provide further explanation of Council's position on cricket pitches and formal agreements.

Correspondence:**In:**

Emails from Paul Terrett re cricket pitch cover.

Emails from Leigh McCullough re cricket pitch cover and asphalt sealing of burst water pipe area plus possible work by MPMC to complete wiring to ticket box.

Email from Kristy Nutting re allocation of funds and NMC's insurer request re formal written agreements with EFC for its use of Morven Park grounds.

Emails from Evandale Primary School re cricket pitch cover concerns and intent of School Business Manager, Brooke Sims, and School Principal, Maree Duggan, to attend next meeting of MPMC.

Out:

Email to Committee forwarding Cr Terrett's email about cricket pitch cover.

Email to Committee forwarding Kristy Nutting's email re allocation of funds and query re formal agreements with EFC use of Morven Park grounds.

Email to Leigh McCullagh re report on work done on cricket pitch cover.

Emails to Brooke Sims re the next MPMC meeting place and time.

Email to Cr Terrett requesting update on NMC's cricket pitch concerns.

Minutes of General Meeting 8th July 2026.

Agenda General Meeting 12th August 2026.

Financial Report: \$ 14,113.11

Moved: John Hughes

Seconded: Ian Pease

CARRIED

NMC account of \$3000 for pitch resizing and new pitch cover is in discussion with Scott Hill - need a breakdown of costing (including labour) from Council. Chairman to request.

User Groups:

Cricket - All good

Football - NR

Tennis - NR

Skate Park - All good, some minor graffiti

Primary School - Graffiti on front sign inside school yard and school bus

Light Rail - Sept 20 – Jaguar Car display in school car park

Village Fair - NR

Morven Park Grounds - All good

Northern Midlands Council - Budget passed, Council election in October

General Business:

Motion: "That Council be requested to provide an update on the re-surfacing / topdressing of Morven Park, which appears to have been deleted from scheduled works."

Moved: Brendon Crosswell

Seconded: Ian Pease

CARRIED

Meeting Closed: 8.27pm

Next Meeting: General Meeting - Wednesday 9th September 2026 at 7.30pm.

ABOUT CAMPBELL TOWN INC
14th July 2026 11.00qm
CT Info Centre

1. **Attendance:** Danny Saunders, Jill Davis, Sally Hills, Alan Bulmer
2. **Apologies:** Wayne Dearing, Paul Terrett
3. **Minutes of the meeting held on May 5**, previously circulated were confirmed, moved Sally, seconded Jill and carried.
4. **Business arising**, Nil
5. **Meeting called to respond to Letter from Acting General Manager re Gallery 81.**
6. **A draft response** was circulated and amendments made.
7. **Agreed new draught, once circulated to those present, and amended where necessary would be sent to the Acting General Manager and all Councilors.**
8. **Meeting closed at 12noon**



ABN 41838756408

Avoca Memorial Hall
3 Falmouth Street
Avoca, Tasmania 7213
03 63842129

Minutes for AGM 22nd July 2026 1pm Avoca Road House

Attendance

Shirley Freeman, Angela Gee, Helen Reynolds, Val Bravo, Nikk Hill, Vicky Burn, Leesa Rundell Mary Knowles and Lance Petrie

Apologies

Justin Fahey, Leeann Phillips, Carol Waring

Minutes of previous meeting

The minutes of the previous meeting were read..
Approved Ange Gee, 2nd Leesa Rundell

Business arising

No business arising.

Correspondence

Incoming:	Letter from NMC
	The letter was read out and matters noted.
	Management Agreement
	Tabled and discussed
	Policy Manual
	Tabled
	Guidelines for Special Committees of Council
	Tabled
Outgoing:	None

Chairperson's Report None

Treasurer's Report

Balance in account	\$16934.13
Hydro	1420.34
Cleaning	569.59
Xmas bks	709.12
GST	269.87
Grant from NMC	1411.11
Donations	1154.10

Appointment of auditor
Marie Bricknell - NMC

Appointment of Office Bearers

	Nominated	Nominator	Seconded
Chairperson	Shirley Freeman	Angela Gee	Helen Reynolds
Treasurer	Shirley Freeman	Helen Reynolds	Nikk Hill
Secretary	Nikk Hill	Angela Gee	Val Bravo
Council Rep	Mary Knowles	Angela Gee	S Freeman
Council Contact	Nikk Hill	Val Bravo	L Rundell

Committee members
Shirley Freeman, Helen Reynolds, Val Bravo, Nikk Hill, Vicky Burn, Leesa Rundell, Angela Gee Leeann Phillips, Carol Waring and Lance Petrie

General Business

It was duly noted that;
in the Management Agreement, section 3 dot point 2 that we are supposed to provide materials for minor maintenance. We understood that the Council did the repairs and provided the materials.
Section 6.1 duly noted re meetings, however we are often unable to have a quorum and therefore unable to have a meeting
Section 6.6 – we would like Council to consider all volunteers are registered and inducted once every 2 years.

Date of next AGM – to be advised

Close of meeting. 1.30pm

**General Meeting for the Avoca Memorial Hall and ASH Centre
Held 22nd July at 1pm at the Avoca Roadhouse**

Present

Shirley Freeman, Angela Gee, Helen Reynolds, Leesa Rundell, Vicky Burn, Nikk Hill, Lance Petrie and Mary Knowles

Apologies

Justin Fahey, Leeann Phillips, Carol Waring

Minutes

Minutes from the previous meeting had been read.
Moved Shirley Freeman, seconded Helen Reynolds.

Business arising

None

Treasurer's Report

Balance in account	16934.13
Balance in account	16934.13
Hydro	1420.34
Cleaning	569.59
Xmas bks	709.12
GST	269.87
Grant from NMC	1411.11
Donations	1154.10

General Business

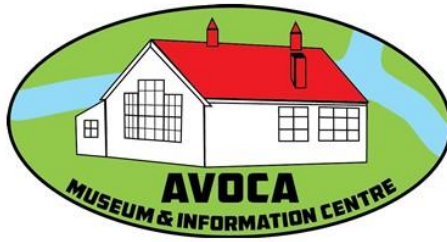
- 1) Shirley and Val suggested a Fundraiser – Market/Spring Flower Show
Date set for 10th Oct.
10am Working bee and pre-market meeting on Sat 26th September
- 2) Research into having a cupboard made for around the hot water cylinder in the supper room.
- 3) Shirley Freeman put forward a motion that Council consider a dotted line down the centre of the road between Avoca and Royal George to assist with safety for all vehicles including trucks, tractors and school buses. This is essential during early morning fogs. S. Freeman, 2nd A Gee

- 4) Angela Gee put forward a motion that 'Council consider using the Snap, Send, Solve app so that residents and visitors are able to report incidents, damage and safety concerns for the NMC area' 2nd S Freeman
- 5) The ASH Centre is not being used and could house a family, would the council consider selling or leasing out the premises.
- 6) Shirley Freeman is concerned that the old football ground and along the railway line is a fire hazard. It was suggested that Shirley fill in a customer request form on the NMC website.

Next meeting

19th August for discussion re market/spring flower show

Meeting closed at 2.15pm



Avoca Museum and Information Centre

Old School Building, AVOCA, TASMANIA, 7213

ABN 60 512 538 470

Minutes of meeting held on Wednesday 5th August 2026

Present

Justin Fahey, Angela Gee, Jane Mitchell and Helen Richardson

Apologies

Prue O'Connor, Frank O'Connor, Hwee Carter and Mary Knowles

Approval of the Committee meeting held on 8th April 2026

Motion accepting the minutes of the above meeting as a true record

Moved Ange Gee

Seconded Jane Mitchell

Business Arising

The Action List was discussed and a simple report of the visit from Simon was made by Ange Gee. We shall wait for further information from Simon regarding the renaming of the Hall and a memorial for Elliott Bailey.

Financial Report

Hwee Carter had submitted the Financial Report.

A discussion on current finances was had and it was decided that we should wait for the next meeting to move that we discuss withdrawing money from the fixed term account to cover the purchase of the computer.

Moved Ange Gee

Seconded Helen Richardson

Correspondence

Inward

Mobile phone plan

Further investigation into possible Vodaphone plan

Vivien Tan – *Collections: Caring for Collections Across Australia*

Heartlands Way

Australia Post Grant

All correspondence was tabled

Outward

None

General Business

Bi-Centennial – discuss at next meeting

It was agreed that Simon's book should be sold for \$15.00 each

Sell magnets for \$1.50

Research an Avoca Magnet to have for sale

Spring Flower Festival and Market on 10th October run by the Hall Committee

AMIC members are invited to attend a Working Bee at the Hall with the Hall Committee to clean and tidy up the front room on Sat Sept 26th at 10am

A motion was made that 'The Council consider upgrading the toilets in Boucher Park. When the bus stops at the park for passengers to use the toilets there is a long wait, consequently the bus is often up to half an hour late on arrival at either Launceston or St Helens'

Would the Council please check on the cleaning routine of the toilets as there have been regular complaints. It appears that they are not currently being cleaned efficiently on a regular basis.

Moved Ange Gee

Seconded Jane Mitchell

Next Meeting

2nd Dec at 10am

Exhibited

This planning application is open for
public comment until
31 August 2026

Reference no	PLN-26-0120
Site	WESTERN JUNCTION SEWAGE TREATMENT PLANT, RICHARD STREET (FR 107909/1) AND ACCESS OVER 81 EVANDALE ROAD WESTERN JUNCTION
Proposed Development	Temporary process change and desludging of Western Junction Sewage Treatment Plant
Zone	26.0 Utilities
Use class	Utilities

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

Received
15/07/2026**Exhibited**

Office Use Only:

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

The Proposal**Description of proposal:**

As part of TasWaters statewide lagoon desludging program, Western Junction STP lagoon 1 has been identified as having sludge levels which are higher than what would be considered ideal for optimal treatment performance. This lagoon is therefore considered high priority for desludging and TasWater have scheduled in works to remove the sludge in Oct/Nov 2026. Due to site and process constraints, the preferred desludging methodology is to temporarily take lagoon 1 offline by bypassing flows to lagoon 2 and dewatering the surface water into lagoon 2 to expose the sludge layer. Sludge will then be removed using excavation machinery and sludge pumps into tanker trucks which will transport it to suitable farmland for beneficial reuse.

Driveway construction material:**The Land****Site address:**

Richard St, Western Junction TAS 7212

and ROW - 81 Evandale Rd, Western Junction TAS 7212

Title reference:

C/T: 107909 ROW C/T: 180211

Existing buildings on site:

None

Existing use of site:

Wastewater Treatment

**Applicant justification of any variation/discretion to the
Tasmanian Planning Scheme – Northern Midlands**

Desludging of wastewater lagoons is considered an ongoing maintenance task. Whilst there may be some notable short term impacts to effluent quality during the works, the desludging will result in long term improvement to treatment performance. The attached desludging plan outlines the anticipated impacts and mitigation measures to minimise environmental harm.

The land application of the removed sludge will be carried out according to the requirements of the EPA Tasmania Biosolids Reuse Guidelines and a separate Biosolids Management Plan will be prepared by our consultant and provided to Council and EPA to demonstrate how the activity will comply with the guidelines.



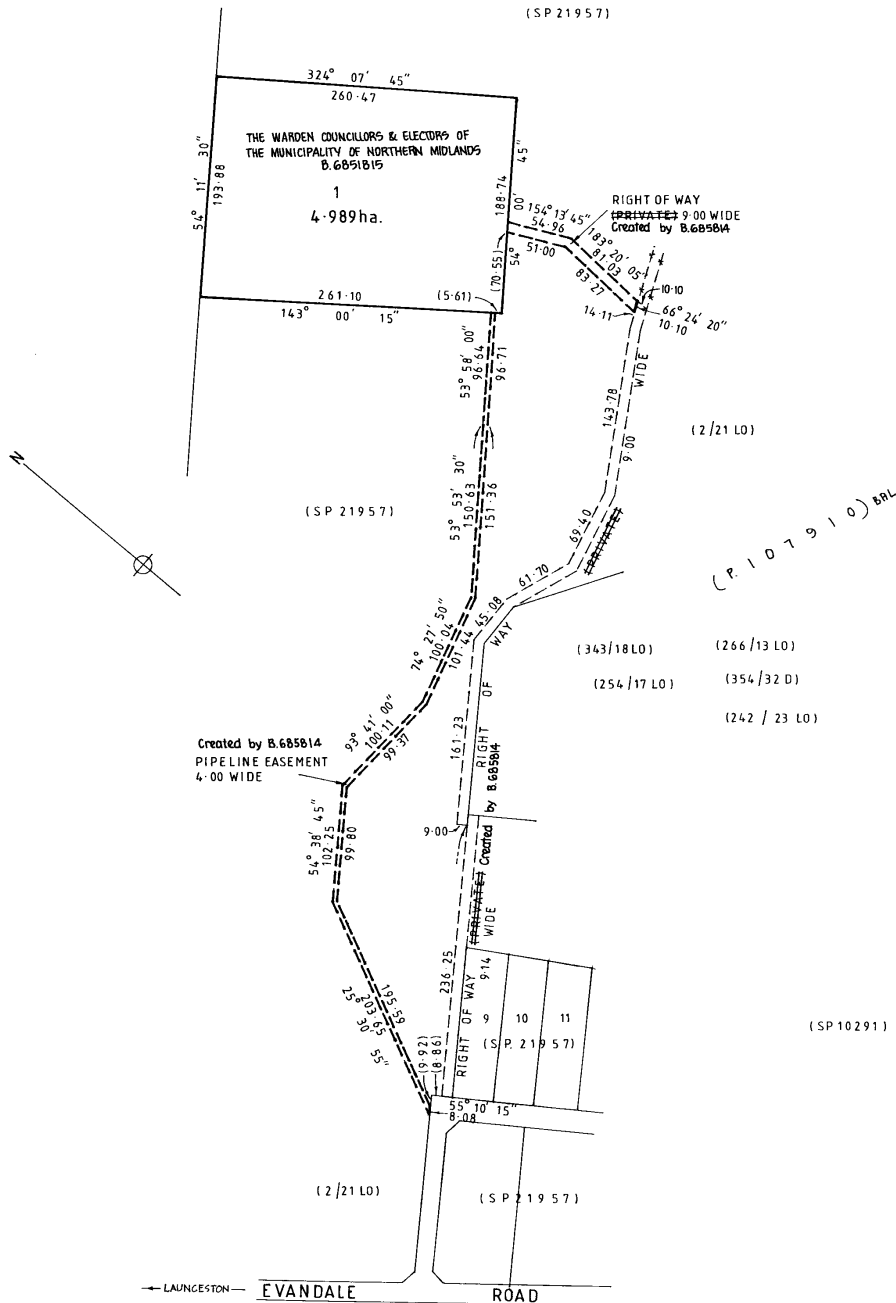
FOLIO PLAN
RECORDER OF TITLES

Exhibited



Issued Pursuant to the Land Titles Act 1980

Owner: RICHARD AFFLECK HUGHES, DAVID NICHOLAS HUGHES, PETER RICHARD HUGHES AND TASMANIAN PERMANENT EXECUTORS AND EQUITY TRUSTEES LIMITED	PLAN OF SURVEY by Surveyor PAUL ANTHONY PHELPS of land situated in the CHRONICLE SOUTH PHELPS FIDLEY PTY. LTD. of 60 ELPHINSTON RD. LAUNCESTON, of land situated in the LAND DISTRICT OF CORNWALL PARISH OF BREADALBANE	REGISTERED NUMBER P 107909 Approved Effective from: 6 DEC. 1993 Recorder of Titles
Title Reference: CT 4059-98 21957/5	SCALE 1: 3000 MEASUREMENTS IN METRES	
Grantee: PART OF 324 ACRES GRANTED TO THOMAS GEE		

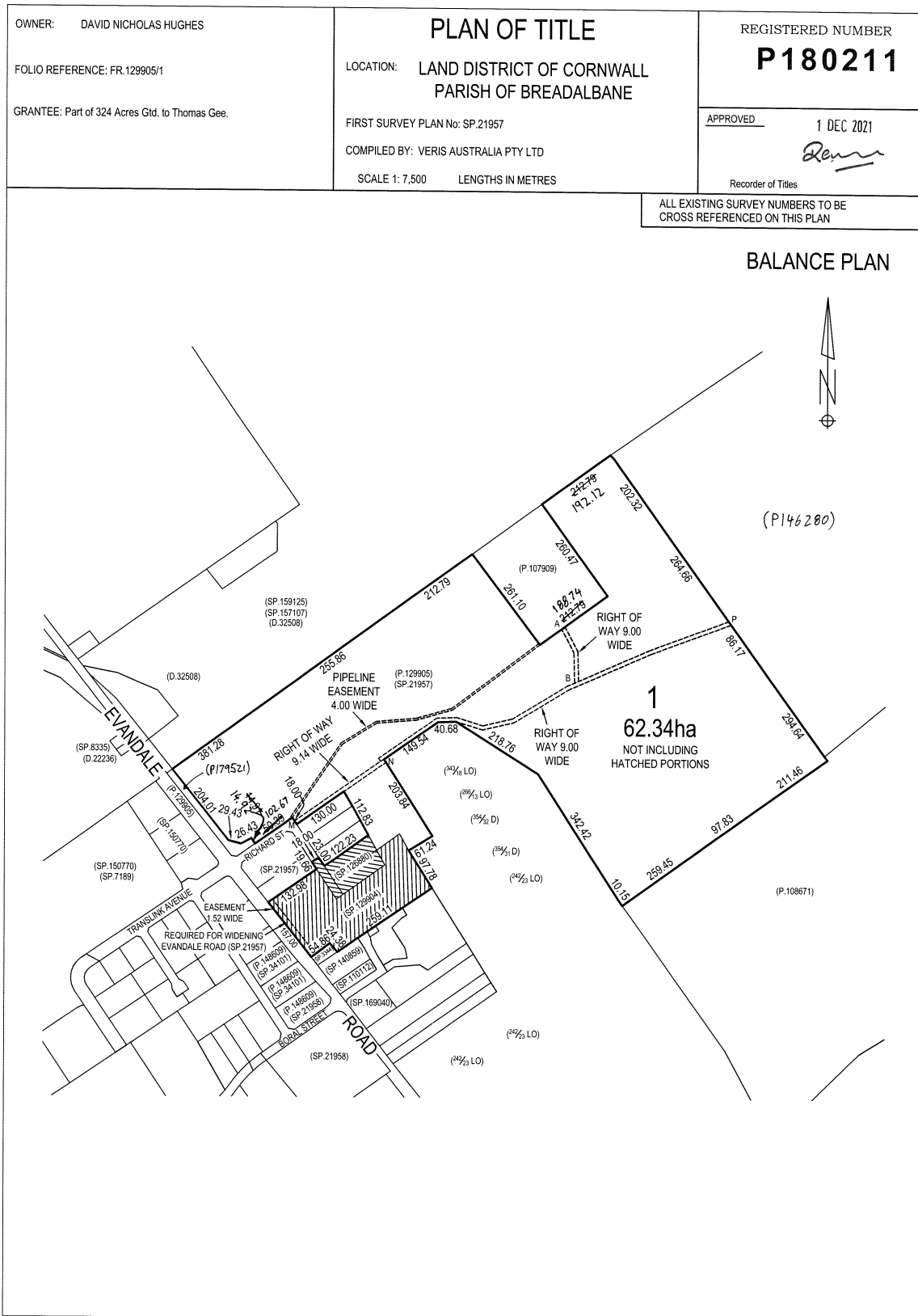


THIS PLAN NO. 47	LAST TMSWP NO. 0494	LAST COUNCIL PLAN NO. S.P. 21957
ALL 2026 TMSWP REVISIONS TO BE CROSS REFERENCED IN THIS PLAN		

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Exhibited

Exhibited



Western Junction Sewage Treatment Plant Dewatering/Desludging Plan

CM: 26/32329

Exhibited

Document approval and issue notice

This is a managed document. Changes will only be issued as a complete replacement document. Recipients should remove superseded versions from circulation. This document is authorised for release once all signatures have been obtained.

Prepared: Sonal Jutla, Environmental Scientist Date: 23/04/2026
(for release)
Endorsed: George Fitzgibbon, Senior Environmental Scientist Date: 07/05/2026
(for acceptance)
Approved: Jeremy Verdouw, Senior Environmental Scientist Date: 14/05/2026
(for acceptance)

Build status:

Date	Author	Reason	Sections
23/04/2026	S.Jutla	Draft for review	All
14/05/2026	J.Verdouw	Review and finalise for submission	All

Amendments in this release:

Section title	Section number	Amendment summary

Distribution:

Copy number	Issue date	Issued to

Exhibited

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Exhibited

1. Purpose

This document outlines TasWaters plan to dewater and desludge Western Junction Sewage Treatment Plant (STP) Lagoon 1 as part of our statewide lagoon desludging program. It provides an overview of the methodology as well potential environmental impacts of the works and how these will be mitigated.

2. Project Overview

Western Junction STP is a Level 1 sewage treatment plant consisting of two separate treatment lagoons in series, a primary lagoon (Lagoon 1) and a secondary lagoon (Lagoon 2) (Figure 1). Treated effluent can only be discharged to environment at the designated outfall to Briarly Creek.



Figure 1. An aerial view of Western Junction STP showing the two treatment lagoons.

Exhibited

A sludge survey of Lagoon 1 completed in May 2025 (Appendix A) revealed that the lagoon contained an estimated sludge content of 53% of lagoon capacity, or approximately 2331m³ sludge. This level of sludge is considered higher than optimal, placing the STP at risk of reduced treatment and potential negative impacts to effluent quality. Western Junction STP Lagoon 1 is therefore rated as a high priority for desludging.

Desludging has been scheduled for the period between October to November 2026 and a preferred methodology has been determined. The works have been assigned to Giraffe Civil, one of TasWaters contracted lagoon desludging providers. TasWater requires Northern Midlands Council approval of the temporary process reconfiguration prior to conducting the works.

Proposed reconfiguration (see Section 3.1):

- by-pass Lagoon 1 with flows from the inlet works directed to Lagoon 2
- dewatering Lagoon 1 into Lagoon 2 down to the sludge level
- discharge of partially treated effluent from Lagoon 2 to Briarly Creek

Sludge from Western Junction STP Lagoon 1 has been tested and classified as a Class 2 Biosolids product which is suitable for direct application to land (Appendix B). TasWater expects to remove approximately 2331 wet tonnes (at 6.5% Total Solids) of sludge from Lagoon 1.

Land application rates will be in accordance with the Tasmanian Biosolids Reuse Guidelines (TBRG 2020) and the Approved Management Method for the Reuse of Biosolids (AMM 2020). Should it be deemed appropriate to utilise application rates exceeding 50 wet tonnes/ha, TasWater will seek an EPA Reg21 approval for high application rate (220 wet t/ha).

3. Project Plan

3.1 Dewatering Methodology (Contractor/TasWater)

TasWater will work with the desludging contractor to complete the dewatering of Lagoon 1. The dewatering plan is to divert flows from Lagoon 1 to Lagoon 2, via an existing bypass pipeline and then lowering the level of water in Lagoon 1 down to the sludge level by pumping the contents to Lagoon 2 (Figure 2). Dewatering is expected to take approximately 2 weeks at a rate of 150kL/day.

Dewatering will be controlled to limit the impact on effluent quality and the potential for hydraulic overload in Lagoon 2. Average daily flows from this STP are estimated to be 330kL/day (2024_25 AER), this with the dewatering rate of 150kL/day should bring the total flow to approximately 480kL/day. Impacts to receiving environment will be minimised by ensuring the lagoon remains offline for the shortest time possible. Details of the predicted impacts of dewatering on effluent quality and risk mitigation measures are outlined in Section 4.1.

Exhibited

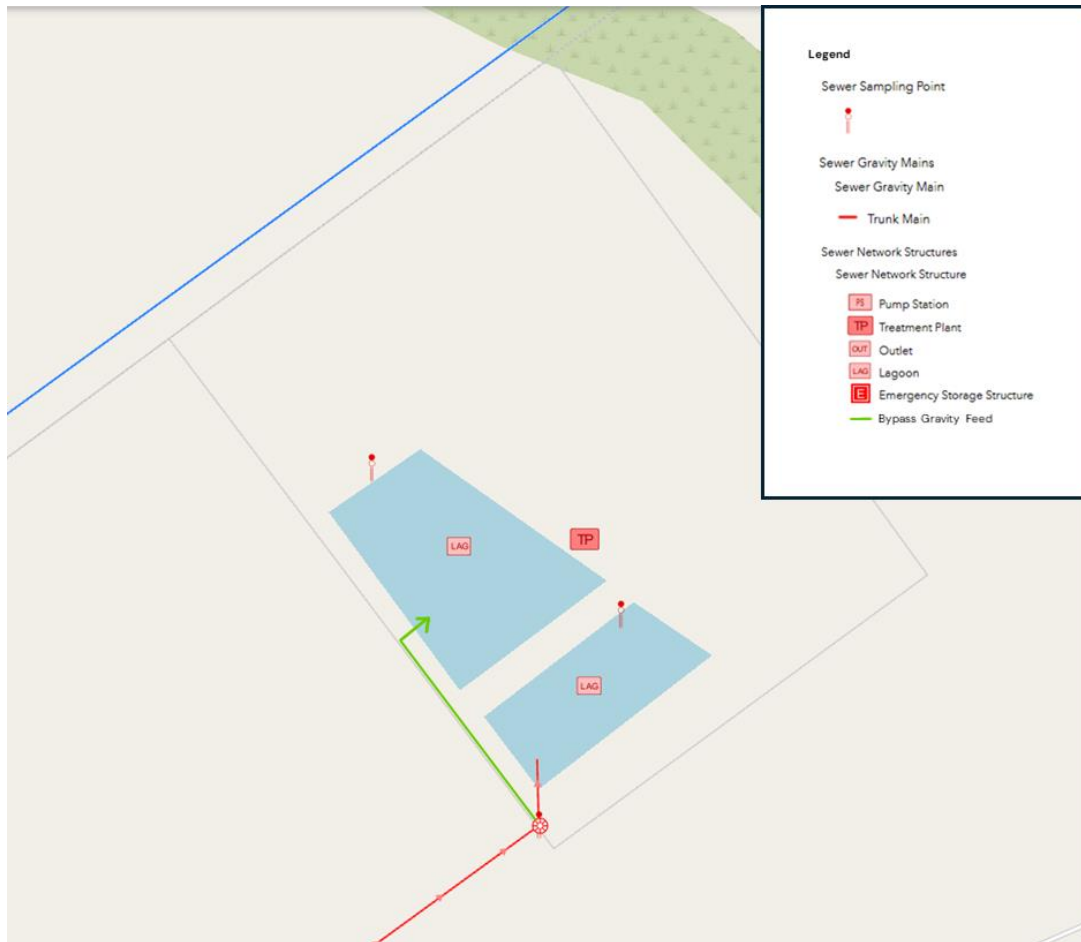


Figure 2. Western Junction STP bypass configuration

3.2 Desludging Methodology (Contractor)

3.1.1. Desludging

The contractor will remove sludge from Lagoon 1 by dewatering into Lagoon 2 until the sludge layer is exposed. The sludge will then be homogenised using excavation equipment and pushed towards a load out point where it will be pumped into trucks for transport to suitable farmland for spreading. The contractor anticipates that the desludging will take 5 days to complete (once lagoon is dewatered). Testing results indicate that the dewatered sludge will have a total solids content of around 6.5%. TasWater is aiming to commence works between October and November 2026 in order to make the most of the drier conditions typically experienced at this time of year for this region whilst still having sufficient flows in the receiving environment to provide sufficient effluent dilution.

3.1.2. Land spreading

Once the lagoon has been dewatered, liquid sludge will be transported to approved farmland and spread in accordance with the Biosolids Management Plan (BMP) adopted

Exhibited

for the site. TasWater will submit a copy of the BMP to Northern Midlands Council and EPA once it has been finalised and approved.

The application to the land will be in accordance with the provisions of the Tasmanian Biosolids Reuse Guidelines (TBRG 2020).

4. Potential Environmental Impact and Mitigation

4.1 Effluent Quality

4.1.1. Estimated impact on effluent quality

The major factors that are anticipated to impact effluent quality will be in response to the reduced treatment capacity and retention times during the dewatering and desludging of Lagoon 1.

TasWater anticipates that the main impacts on effluent quality will be increases in pathogens and BOD resulting from reduced hydraulic retention time (HRT). Hydraulic retention time has been calculated for the period of dewatering for the differing lagoons (Table 1).

Table 1. Hydraulic retention time modelling during dewatering / desludging

Lagoon	Normal Operation (d)	L2 Bypassed (d)	L1 dewatering (d)
Lagoon 1	13	–	–
Lagoon 2	23	23	16
All Lagoons	36	23	16

BOD and *E.coli* levels are expected to increase during the course of the works; however, with the installation of a temporary chlorine dosing system (Section 4.1.2.), TasWater is confident that sufficient pathogen reduction will be achieved to manage public health and environmental risks, with performance verified through the monitoring program outlined in Section 6.

TasWater will increase sampling frequency for effluent quality and ambient sampling to fortnightly throughout the duration of the project to monitor the impact of the desludging and reduced HRT on effluent quality and verify water quality impacts. The increased sample frequency will continue throughout the desludging and for two weeks post completion.

4.1.2. Mitigation measure on effluent quality and potential impacts

TasWater's primary mitigation measure to limit the impact of these works on effluent quality, odour and noise emissions is to reduce the amount of time the lagoon is offline. To achieve this, TasWater has developed strict timeframes for dewatering, starting as close as possible to the desludging date. In addition, TasWater will be sending all the sludge to the nearest suitable farmland which will reduce transport time. Reducing transport times results in a greater amount of sludge being removed each day and ultimately reducing the amount of time Lagoon 1 will need to be offline.

Exhibited

To minimise potential impacts to Briarly Creek, TasWater is progressing fencing of the STP land to prevent direct livestock access to the effluent drain; this will be in place prior to desludging works. Desludging activities will also be scheduled for springtime to align with higher flows in Briarly Creek and support dilution and mixing.

To manage *E. coli* loadings, a temporary chlorine disinfection system using chlorine tablets will be implemented. Chlorine tablets will be dosed using a similar arrangement as other lagoon STPs with the tablets placed in a dosing basket in the outfall pit. A chlorination dosing trigger framework has been developed for this project that will inform TasWater of the requirement to maintain, increase or decrease the chlorine dosage in order to maintain optimal dosing (Figure 3). The results from the Lagoon 2 Effluent will be received fortnightly, however TasWater acknowledges that changes to chlorine dosing will be dependent on *E.coli* testing turnaround times from the laboratory (anticipated 48 hours).

Chlorine levels will be monitored, and dosing will be managed to minimise residual chlorine in the discharge, with a target to maintain concentrations in the receiving environment as <1 mg/L (where practicable).

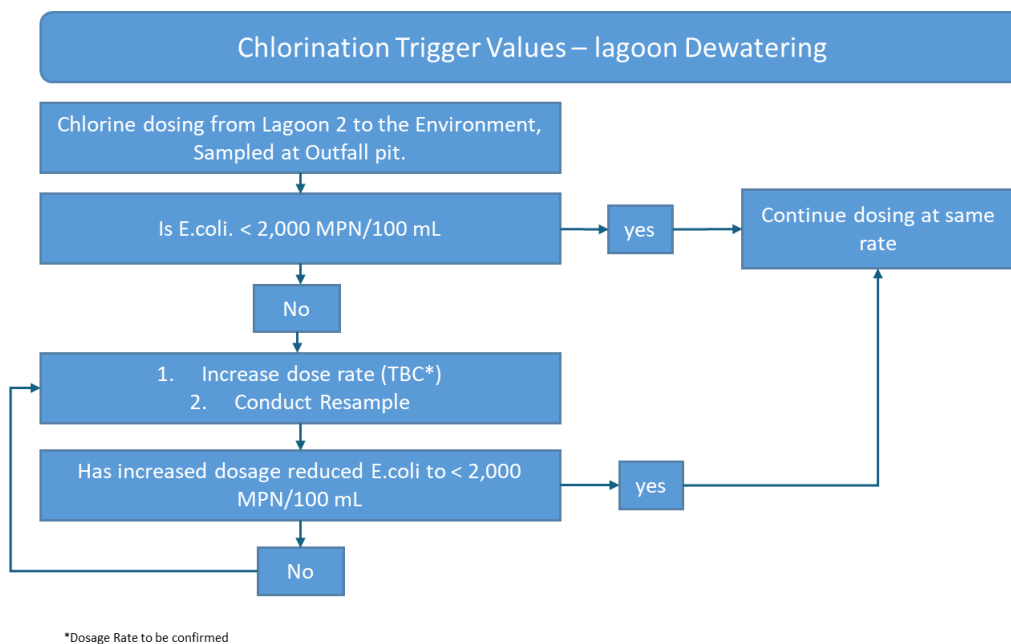


Figure 3. Project chlorination framework

TasWater proposes to increase the frequency of its effluent and ambient monitoring from monthly to fortnightly for the duration of these works to monitor potential impacts on the environment. Additional details for increased monitoring are outlined in Section 6.

4.2 Receiving Environment

The Western Junction STP discharges via an open effluent drain into the small ephemeral Briarly Creek. Briarly Creek receives stormwater runoff from surrounding agricultural land, the Translink Industrial Park (via unnamed creek) and the Midlands

Exhibited

Highway at Breadalbane (Figure 4) and flows through private land into a small storage Quarry Dam within the Western Junction Quarry and then into Kellys Creek and Rose Rivulet and associated wetlands before eventually entering the North Esk River at Patersons Island and Corra Linn approximately 6kms further downstream. There are several licensed water offtakes including the Quarry Dam and three further downstream at Patersons Island.

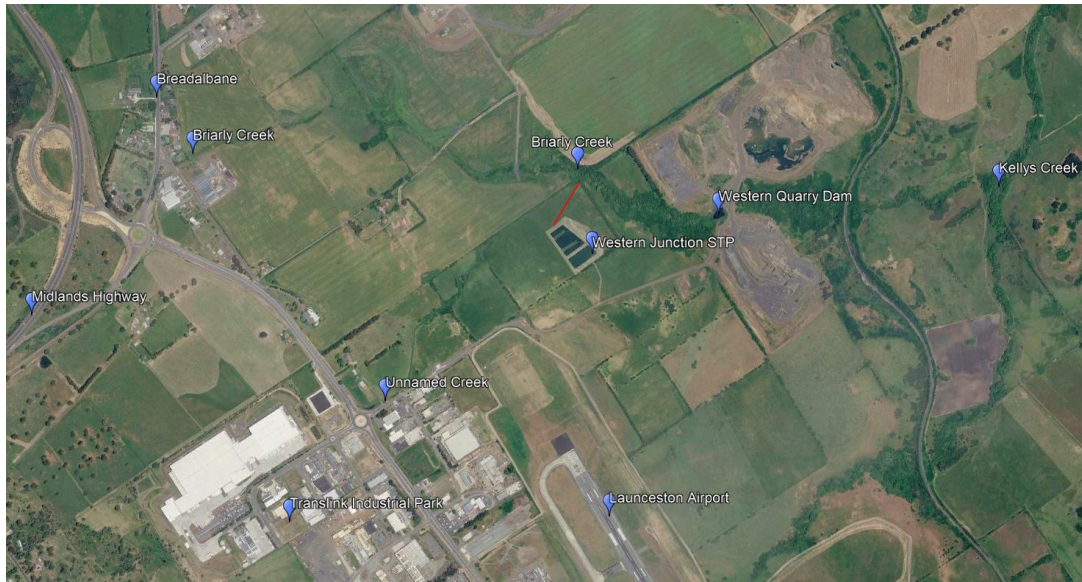


Figure 4: Briarly Creek and surrounding catchment

Protected Environmental Values (PEVs) likely to apply for Briarly Creek are limited and include:

- A: Protection of Aquatic Ecosystems
 - (ii) Protection of modified (not pristine) ecosystems
- B: Recreational Water Quality & Aesthetics
 - (ii) Secondary contact water quality
 - (iii) Aesthetic water quality
- D: Agricultural Water Uses
 - (i) Irrigation
 - (ii) Stock watering
- E: Industrial Water Supply

Land use around Briarly Creek is primarily privately owned agriculture (livestock grazing) and non-operational quarry operations. Water extraction from Briarly Creek and the Quarry Dam is currently prohibited under EPN 11584/1 (August 2023) to prevent the spread of PFAS identified at elevated concentrations within these two water bodies. The EPN effectively prevents any agricultural and/or industrial uses of water immediately downstream of the STP discharge. Public access and natural barriers restrict access and reduces the likelihood of secondary contact human exposure. The intermittent flows

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also likely restrict the presence of sensitive aquatic ecosystems although this cannot be discounted.

Briarly Creek has a high Integrated Conservation Value (ICV) but is heavily modified/degraded and heavily vegetated with introduced weed species including blackberry, gorse, thistle, willow and hawthorn, as well as endemic cumbungi, tea tree and eucalypts (Figure 5). Livestock (sheep) introduced (wild pig and deer) and native animals have access to the existing effluent drain and Briarly Creek although this is relatively limited due to the significant vegetation present that impairs easy access. Direct livestock access to the effluent drain will be addressed via stock fencing around the STP land prior to desludging works. No livestock drinking water troughs draw from the creek.



Figure 5: Briarly Creek receiving environment. Clockwise from upper left: Briarly Creek upstream; downstream Quarry Dam; STP effluent drain and Briarly Creek immediately downstream of effluent discharge point.

Summer flows in Briarly Creek are minimal, with small flows or standing water observed in summer 2026. Winter flows are significantly higher with water levels within the creek increasing significantly (~ 1–2m, personal communication). Desludging activities will be timed to during periods when reasonable flows are occurring to provide dilution and mixing (springtime).

Ambient monitoring is not currently undertaken within Briarly Creek; however, TasWater has developed new monitoring sites (asset codes assigned) and has reached agreements with nearby landowners to access locations both upstream and downstream of the STP effluent discharge (Figure 6). Implementation of the ambient

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monitoring sites will occur as part of the increased monitoring program described in Section 6.



Figure 6: Western Junction STP and Briarly Creek water quality monitoring locations.

In summary, the Briarly Creek receiving environment is a heavily degraded, ephemeral water course with limited PEVs. Additional effluent discharges into Briarly Creek during desludging activities may present limited short-term impacts to the receiving environment that would be expected to recover during high flow river flushing events during periods of extended rainfall. Potential risks to livestock and downstream users will be managed through controls implemented through this project and existing EPA regulatory controls.

4.3 Odour

4.3.1 Estimated Odour Impact

Exposing sludge to air has the potential to increase odour emissions from the STP. The dewatering and desludging works may result in temporary increase in odour levels above current conditions which may be detectable beyond the site boundary. The nearest sensitive receptor is located approximately 500m to the west (Figure 7). Surrounding land uses include a small number of rural properties, Launceston Airport to the south, and a quarry to the east.

Exhibited



Figure 7. Western Junction STP in relation to neighbouring properties

Historical wind data for Western Junction indicates that during springtime (around October), when the works are proposed, prevailing winds are predominantly from the northwest in both the morning and afternoon (Figure 8). As the nearest sensitive receptors are not located downwind under these prevailing conditions, the likelihood of odour impacts to nearby residents is considered low.

Rose of Wind direction versus Wind speed in km/h (01 Apr 1939 to 17 Jun 2009)
Custom times selected, refer to attached note for details
LAUNCESTON AIRPORT COMPARISON
Site No: 091104 - Opened Jan 1931 - Closed Jun 2009 - Latitude: -41.5307° - Longitude: 147.2033° - Elevation 166m
An asterisk (*) indicates that calm is less than 0.5%.
Other important info about this analysis is available in the accompanying notes.

Rose of Wind direction versus Wind speed in km/h (01 Apr 1939 to 17 Jun 2009)
Custom times selected, refer to attached note for details
LAUNCESTON AIRPORT COMPARISON
Site No: 091104 - Opened Jan 1931 - Closed Jun 2009 - Latitude: -41.5307° - Longitude: 147.2033° - Elevation 166m
An asterisk (*) indicates that calm is less than 0.5%.
Other important info about this analysis is available in the accompanying notes.

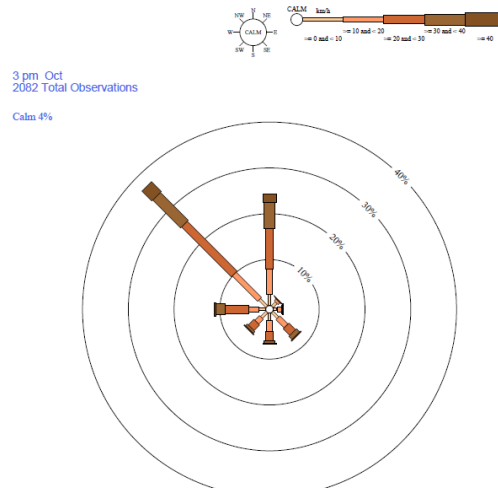
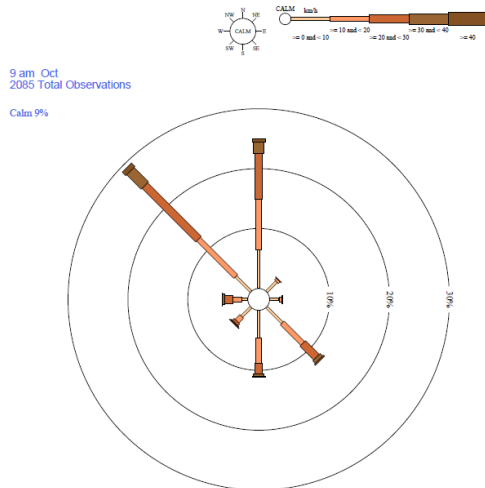


Figure 8. Stemar "am" and "pm" wind rose and speed, Launceston Airport (1.4km away from Western Junction STP) Site Number: 091311

Exhibited

4.3.2 Odour Mitigation

TasWater has not received any odour complaints relating to Western Junction STP in the past year. Although desludging may temporarily increase odour emissions due to the dewatering process exposing sludge, TasWater anticipates that the desludging will have long term benefits for reducing the potential for odour generation for customers.

There are limited direct actions that TasWater can take to reduce odours throughout the desludging process, however TasWater commits to:

- Providing information to proximal customers with relation to the proposed plan and potential odour generation (SMS message to neighbouring properties)
- Notifying the Northern Midlands Council Environmental Health Officer (EHO) of the proposed works, and provide updates of any delays or upon the completion of the works
- Monitoring (frequent checks by Contractors and TasWater operators) odour levels and deploy masking agent when prevailing winds may be unfavourable, or odours are detected outside the STP boundary.

4.4 Noise

4.4.1 Potential Noise Impact

The contractor will be required to use civil equipment to complete the desludging works, which will all be used within the treatment plant boundary. Noise generation from desludging at the STP is not expected to go above or beyond the ambient noise generation from typical STP related activities. Works will be undertaken between 7am and 6pm weekdays and it is unlikely that 50db will be exceeded.

4.4.2 Noise Mitigation

Neighbouring properties will be informed about the potential noise impacts as part of the community engagement notifications.

5. Timeframe

TasWater is looking to commence these works in late spring 2026 (between October and November), to maintain reasonable flows in the creek, which is often low or dry over summer.

It is expected that the initial dewatering of Lagoon 1 will take 2 weeks. Once dewatering is completed, the contractors have estimated approximately 5 days to remove the sludge from the lagoon. In total the project is expected to take approximately three weeks to complete. TasWater will notify Northern Midlands Council once works have been completed.

TasWater will be in communications with the farmers/landholders of which the liquid sludge will be applied and will work with them to ensure their land is suitable for spreading before commencing.

Exhibited

6. Monitoring and Reporting

A summary of the additional monitoring locations, parameters and frequencies to be completed during and after desludging is shown in Table 2.

Table 2. Additional monitoring requirements

Location	Sample Code	Parameters	Frequency
Western Junction STP Effluent	WJD01SO3	Field: pH, temperature, DO, Total Residual Chlorine, Free Chlorine Lab: Conductivity, Total Suspended Solids (TSS), BOD Pathogens: <i>E. coli</i> , enterococci Nutrients: Total Nitrogen (TN), Ammonia, Nitrate, Nitrite, Total Kjeldahl Nitrogen (TKN), Total Phosphorus (TP), O-Phosphate. Algae: total algae, Blue-Green Algae (BGA) & speciation, chlorophyll Other: PFAS (low level)	Fortnightly during desludging and for 2 weeks post-completion
Briarly Creek (Upstream)	WJSP4	Field: pH, temperature, DO Lab: Conductivity, TSS	Fortnightly during desludging and for 2 weeks post-completion
Briarly Creek (Downstream)	WJSP5	Pathogens: <i>E. coli</i> , enterococci Nutrients (low level): TN, Ammonia, Nitrate, Nitrite, TKN, TP, Dissolved Reactive Phosphorus (DRP) Algae: total algae, BGA & speciation, chlorophyll Other: PFAS (low level)	

7. Contact

Jeremy Verdouw

Senior Environmental Scientist



GPO Box 1393, Hobart TAS 7001

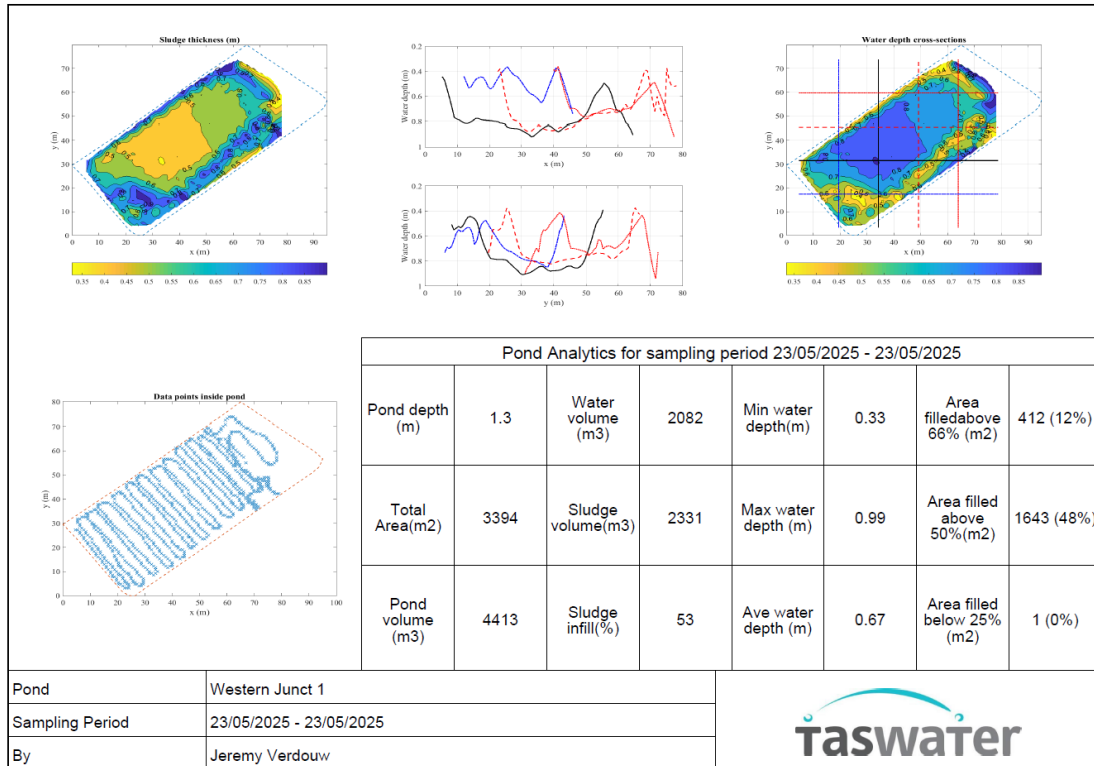


Birdwood Ave Moonah

Exhibited

Appendices:

Appendix A – Profile report for Western junction Lagoon 1 – May 2025



Exhibited

Appendix B – Sludge testing and classification for Western junction Lagoon 1 – Dec 2025

Western Junction STP		Overall Contaminant Classification			B	
Lagoon 1						
Parameter	Number of Samples	Maximum (mg/kg)	Mean (mg/kg)	Minimum (mg/kg)	BACC (mg/kg)	Contaminant Classification
Arsenic	3.0	7.0	6.0	5.0	7.0	A
Cadmium	3.0	9.5	5.8	3.7	9.0	B
Chromium	3.0	82.0	73.7	66.0	81.7	B
Copper	3.0	1400.0	1143.3	930.0	1381.3	B
Lead	3.0	63.0	52.3	44.0	62.0	A
Mercury	3.0	0.9	0.6	0.5	0.8	A
Nickel	3.0	80.0	72.7	66.0	79.7	B
Zinc	3.0	2300.0	1866.7	1500.0	2270.8	B
Hydrocarbon	Mean (mg/kg)	IB105 Level 2 limit (mg/kg)	IB105 Level 3 limit (mg/kg)	IB105 classification		
C10-36 total	13666.7	5000	10000	Level 3		
PFAS	Mean (ug/kg)	PFAS NEMP 3.0 unrestricted use limit (ug/kg)	PFAS NEMP 3.0 restricted use limit (ug/kg)	PFAS NEMP 3.0 classification		
PFOS + PFHxS	12	1.1	31	Restricted use		
PFOA	LOR	5	81	Unrestricted use		
		Overall Stabilisation Classification			B	
Stabilisation method	Anaerobic digestion	15°C for >180 days	Hasn't been desludged for >10 years			
Volatile Solids Reduction	Result (%)	Grade B Requirement (%)	Classification			
Average VS%	40.86	<60%	B			
E.coli	Result (MPN/g)	Grade B Requirement (MPN/g)	Classification			
E.coli	2550.5	<2000000	B			



Exhibited PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

The Proposal

Description of proposal: Proposed Shed

Driveway construction material:

The Land

Site address: 59 Devon Hills Road

Title reference: C/T: 13142/65

Existing buildings on site: Dwelling

Existing use of site: Residential

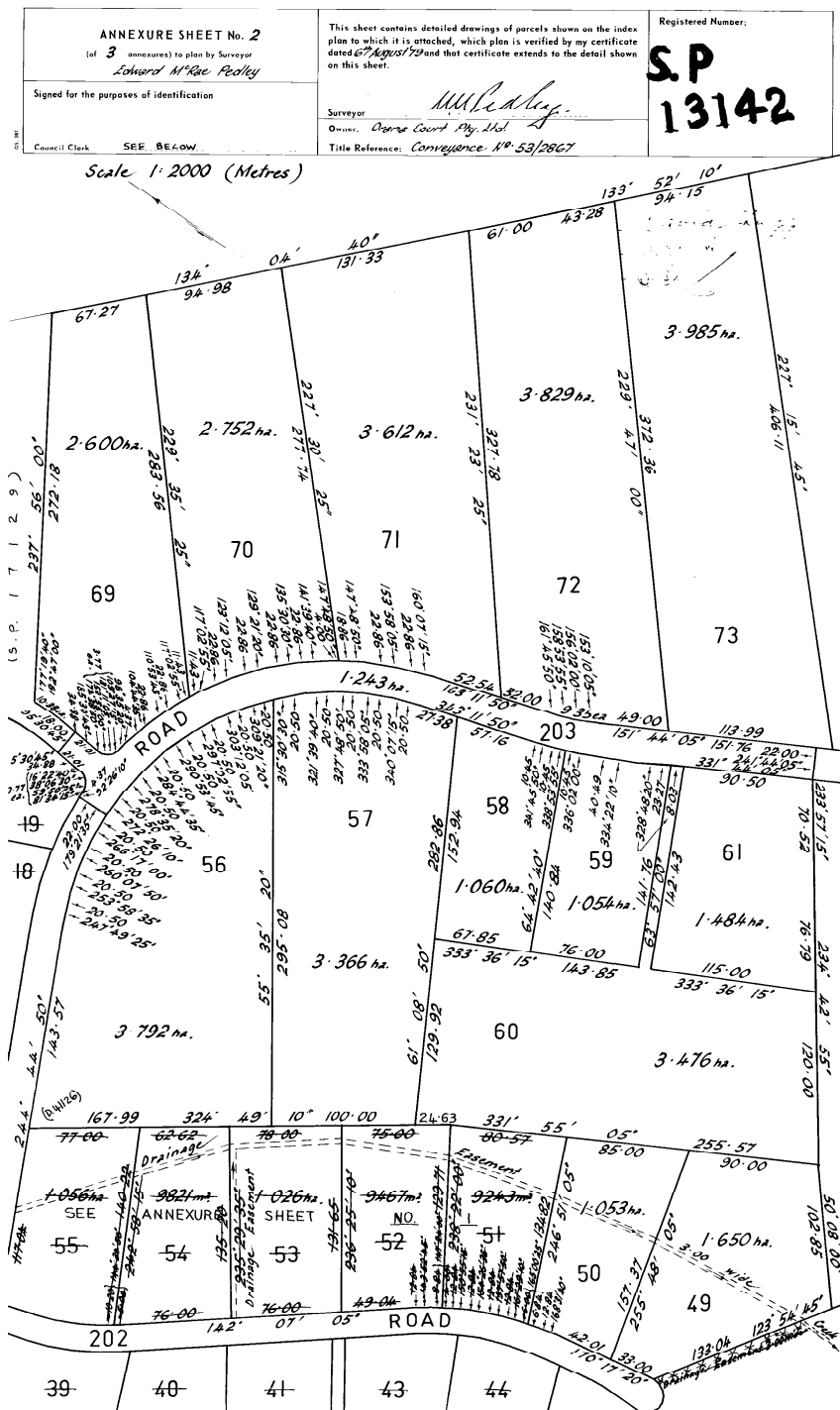
Applicant justification of any variation/discretion to the
Tasmanian Planning Scheme – Northern Midlands



FOLIO PLAN RECORDER OF TITLES

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Department of Natural Resources and Environment Tasmania

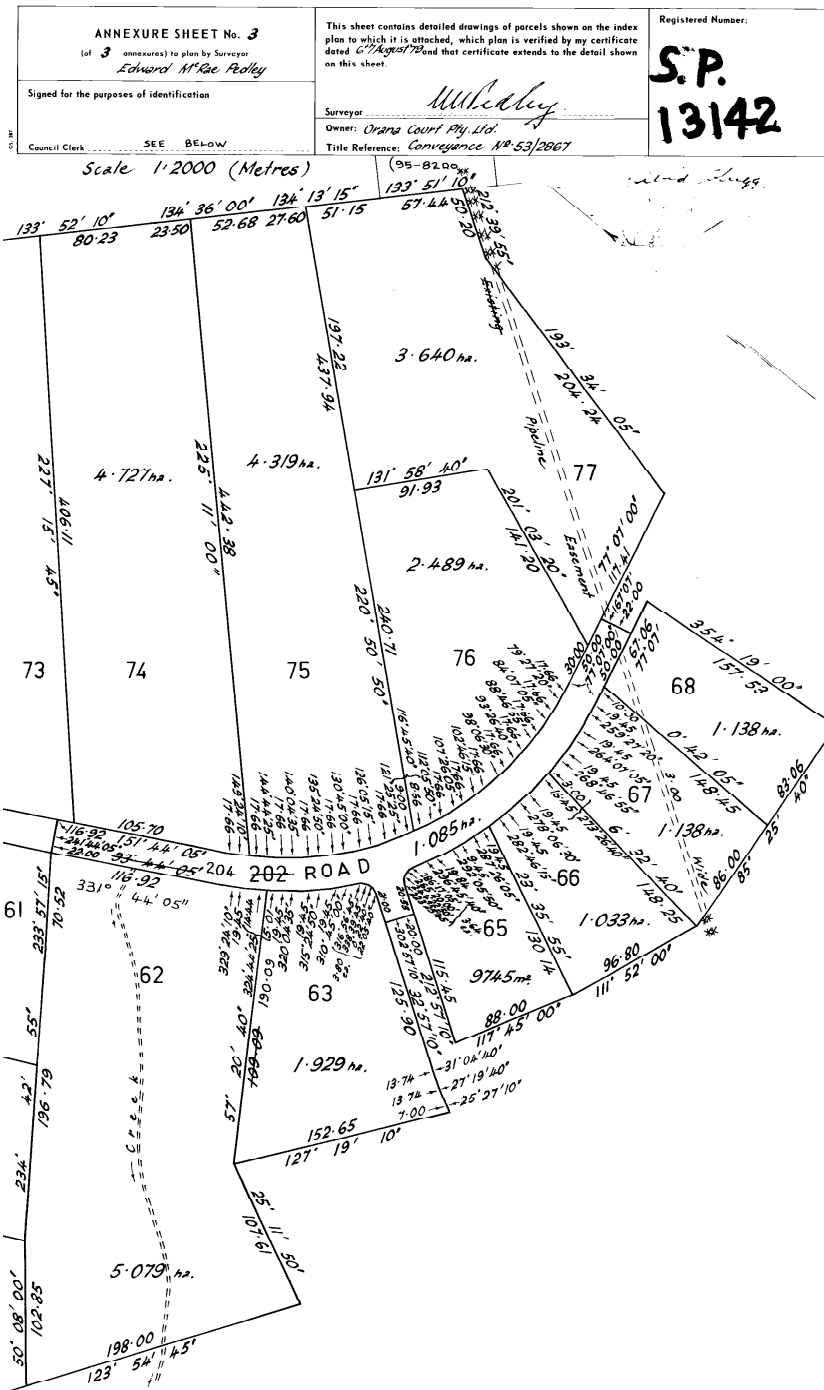
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Page 4 of 4

Department of Natural Resources and Environment Tasmania

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CHECK CAREFULLY ALL ASPECTS OF THESE DOCUMENTS BEFORE COMMENCING WORK.

ANY ERRORS OR ANOMALIES TO BE REPORTED TO THE DRAWER BEFORE WORK IS CONTINUED

CONFIRM ALL SIZES AND HEIGHTS ON SITE

DO NOT SCALE OFF PLAN

ALL CONSTRUCTION IS TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND ALL RELEVANT AUSTRALIAN STANDARDS

CONSTRUCTION STANDARDS:
ALL WORKS SHOULD BE GENERALLY INLINE WITH THE PRACTICES SET OUT IN THE 'GUIDE TO STANDARDS AND TOLERANCES 2007'

WIND LOADS DETERMINED IN ACCORDANCE WITH AS 4055 - WIND LOADS FOR HOUSING

THESE DOCUMENTS TO BE USED WITH ALL DOCUMENTATION PREPARED BY AN ENGINEER

THESE DOCUMENTS ARE INTENDED FOR COUNCIL APPLICATIONS AND NORMAL CONSTRUCTION, THEY ARE NOT TO BE USED FOR TENDERING PURPOSES OR INSPECTIONS.

THIS DESIGN IS COVERED UNDER COPYRIGHT AND ANY CHANGES MUST BE CONFIRMED BY "WILKIN DESIGN & DRAFTING"
THE DRAWER RETAINS ALL "INTELLECTUAL PROPERTY"

REQUIREMENTS OF SCHEDULE 1

DESIGNER : T. WILKIN - CC678X
PROJECT ADDRESS : 59 DEVON HILLS RD DEVON HILLS TAS 7300
CLIENT NAME : P. STERPIN
TITLE REF : 13142/65
FLOOR AREA : 162.00m²
DESIGN WIND SPEED : N2
SOIL CLASSIFICATION : M
CLIMATE ZONE : 7
BAL LEVEL : N/A
ALPINE AREA : N/A
CORROSION ENVIRONMENT : N/A
KNOWN SITE HAZARDS : NONE

INDEX OF APPLICATION SET:
ARCHITECTURAL DRAWINGS - PAGE 00 - 03
ENGINEERING DRAWINGS - NO
SPECIFICATIONS - NO
ADDITIONAL PAGES - FORM 35

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20.5.2026
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LEGEND:
COVER PAGE
PAGE 1# LOCALITY PLAN
PAGE 2# SITE PLAN
PAGE 3# FLOOR PLAN/ELEVATIONS

PROPOSED REMOVAL OF
EXISTING SHED AND
REPLACING WITH NEW
FOR P. STERPIN
AT 59 DEVON HILLS RD
DEVON HILLS TAS 7300



wilkin
design

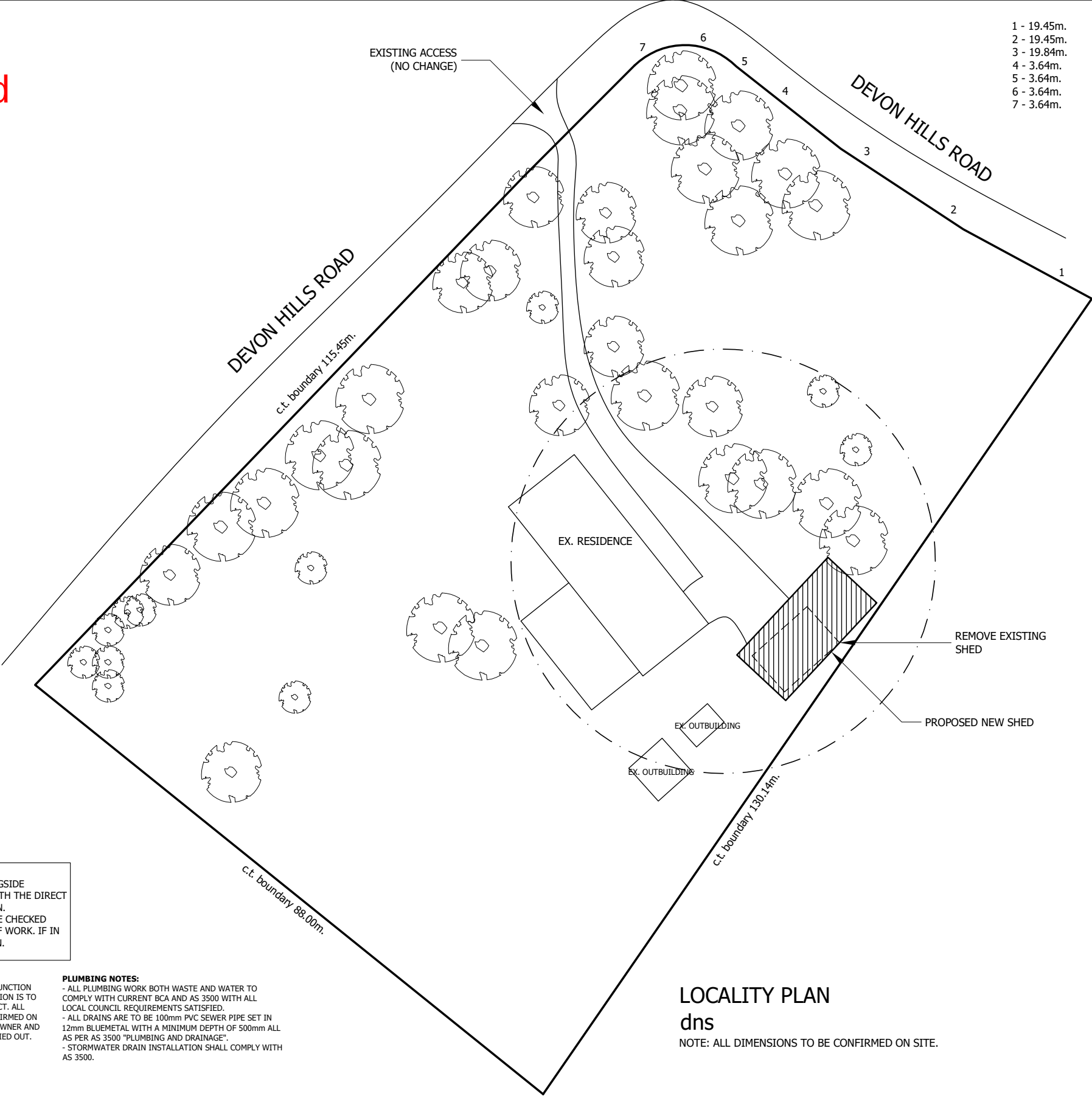
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TASMANIA 7250

ACCREDITATION NO:
CC678 X

DATE:
10/04/2026

JOB NUMBER:
DA/BA-26STERP

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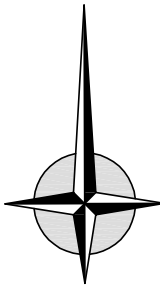
NOTE:
THESE PLANS HAVE BEEN PREPARED ALONGSIDE
INFORMATION AND DIMENSIONS FROM BOTH THE DIRECT
CLIENT, TheList AND ONLINE INFORMATION.
ALL ASPECTS OF THE DRAWING SHOULD BE CHECKED
THOROUGHLY BEFORE COMMENCEMENT OF WORK. IF IN
DOUBT SEEK ADVICE FROM WILKIN DESIGN.

SET OUT NOTES:
- THE BUILDER IS TO SET OUT THE WORKS IN CONJUNCTION
WITH THE ACCOMPANYING PLANS. THE FINAL POSITION IS TO
BE CONFIRMED BY THE CLIENT AS TO BEING CORRECT. ALL
DIMENSIONS HEIGHTS AND LEVELS ARE TO BE CONFIRMED ON
SITE BY ALL PARTIES INCLUDING LOCAL COUNCIL, OWNER AND
ENGINEER BEFORE ANY EXCAVATION IS TO BE CARRIED OUT.

PLUMBING NOTES:
- ALL PLUMBING WORK BOTH WASTE AND WATER TO
COMPLY WITH CURRENT BCA AND AS 3500 WITH ALL
LOCAL COUNCIL REQUIREMENTS SATISFIED.
- ALL DRAINS ARE TO BE 100mm PVC SEWER PIPE SET IN
12mm BLUEMETAL WITH A MINIMUM DEPTH OF 500mm ALL
AS PER AS 3500 "PLUMBING AND DRAINAGE".
- STORMWATER DRAIN INSTALLATION SHALL COMPLY WITH
AS 3500.

LOCALITY PLAN
dns

NOTE: ALL DIMENSIONS TO BE CONFIRMED ON SITE.



59 DEVON HILLS RD
DEVON HILLS TAS 7300

TITLE REF: 13142/65
PROPERTY ID: 6391241
TITLE AREA = 9745.00m²



wilkin
design

P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO:
CC678 X

NOTES:

PROJECT TITLE:
STERPIN SHED

59 DEVON HILLS RD
PERTH

REVISION:
20/05/2026

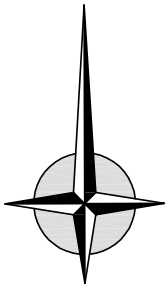
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01 of 03

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59 DEVON HILLS RD
DEVON HILLS TAS 7300

TITLE REF: 13142/65
PROPERTY ID: 6391241
TITLE AREA = 9745.00m²



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TASMANIA 7250

ACCREDITATION NO:
CC678 X

NOTES:

PROJECT TITLE:
STERPIN SHED

59 DEVON HILLS RD
PERTH

REVISION:
20/05/2026

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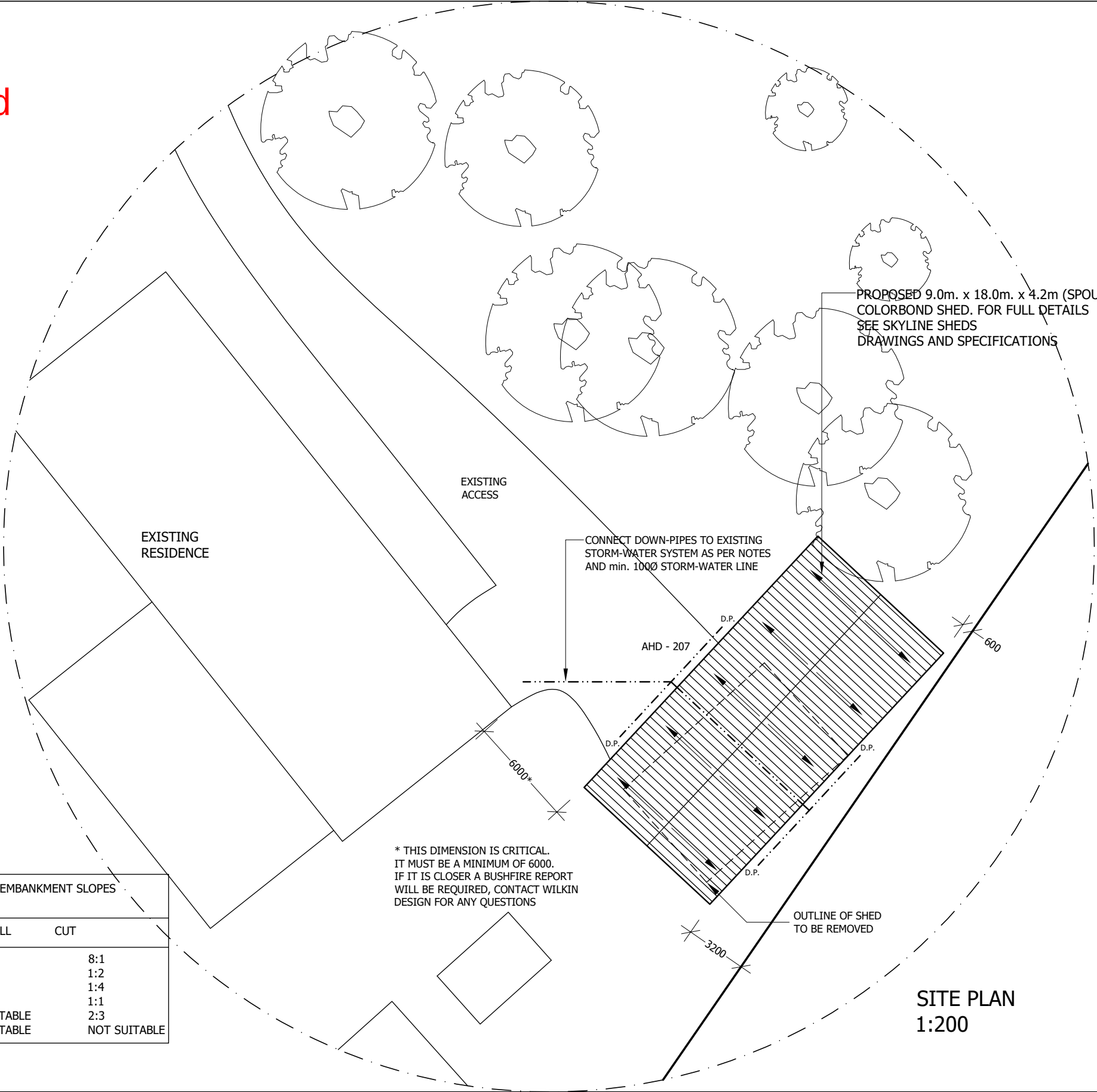
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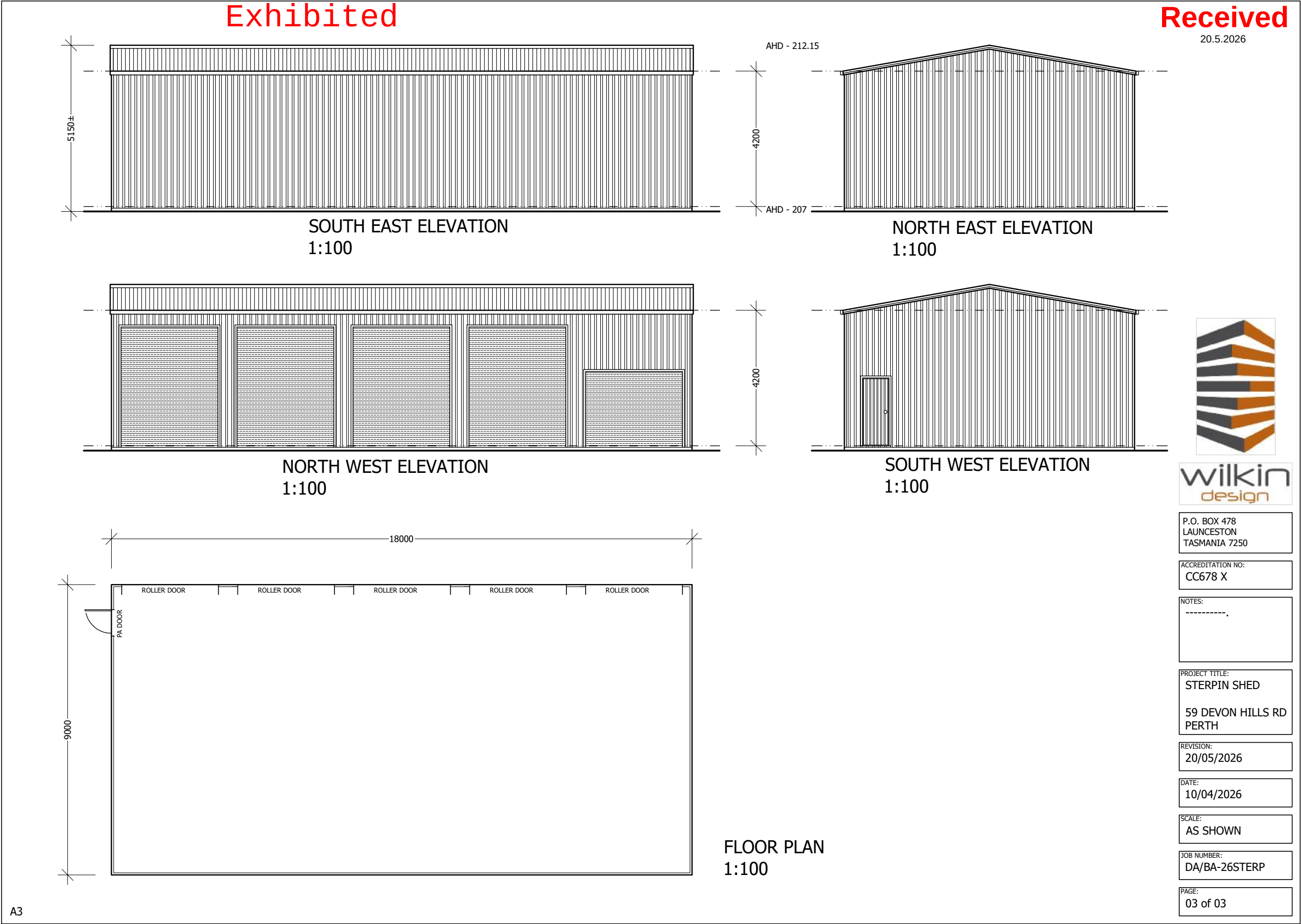
PAGE:
02 of 03

NOTE: TABLE FOR UNPROTECTED EMBANKMENT SLOPES SLOPE = H:L		
SOIL TYPE	COMPACTED FILL	CUT
STABLE ROCK	2:3	8:1
SAND	1:2	1:2
SILT	1:4	1:4
CLAY	(FIRM) 1:2	1:1
	(SOFT)	2:3
SOFT SOILS	NOT SUITABLE	NOT SUITABLE

* THIS DIMENSION IS CRITICAL.
IT MUST BE A MINIMUM OF 6000.
IF IT IS CLOSER A BUSHFIRE REPORT
WILL BE REQUIRED, CONTACT WILKIN
DESIGN FOR ANY QUESTIONS

SITE PLAN
1:200





A3



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

Department reference number: LSTDevonHills59DevonHillsRd – B

Decision under the Airports (Protection of Airspace) Regulations 2026

I refer to the application from Paul Sterpin (the Applicant) received by Australia Pacific Airports (Launceston) Pty Ltd (To70 Aviation, acting on behalf of APAL) on 23 June 2026 under section 12 of the Airports (Protection of Airspace) Regulations 2026 (the Regulations) seeking approval to carry out a controlled activity in relation to prescribed airspace connected with Launceston Airport.

Under section 8(1), 'prescribed airspace' for a Leased Federal Airport includes 'the airspace above any part of either an Obstacle Limitation Surface (OLS), Terminal Instrument Flight Procedure Obstacle Protection Surface (TIFPOP), or the airspace connected with an airport specified in a declaration made under section 9(1), for that airport'.

Part 12 of the *Airports Act 1996* (the Act) specifies that a person must not carry out a controlled activity in relation to prescribed airspace, or cause a controlled activity to be carried out, unless carrying out the controlled activity is in accordance with an approval granted under the Regulations. A person commits an offence if the person engages in conduct that contravenes the requirement—strict liability applies. For *strict liability*, see section 6.1 of the *Criminal Code Act 1995* (Cth).

Table 1: Summary of the proposed controlled activity application

Application Summary			
Date a determination on the application is required under the Regulations ¹ : 18 August 2027			
Applicant:		Paul Sterpin	
Controlled activity:		Constructing a building	
Location (site address):		59 Devon Hills Rd, Devon Hills, TAS	
Location (coordinates):		41°33'23"S, 147°11'27"E	
Prescribed Airspace Details			
Prescribed Airspace Surface	Height of Surface (in metres above the Australian Height Datum (AHD))	Maximum height of controlled activity (in metres AHD)	Penetration into prescribed airspace (in metres)
Inner Horizontal Surface	211 metres AHD	212.15 metres AHD	1.15 metres
Project Details			
The Applicant advised that they propose to remove an existing shed and replace it with a new, larger shed. The shed will sit adjacent to the existing residence and access road.			

¹ **Date decision due:** subject to s18(2) and s18(5), the Secretary must make a decision under s17(1) in relation to an application within the period of 40 working days² beginning on the first working day after the day the application is made under s12 of the Regulations.

² **Working day means** a day that is not any of the following: a Saturday; a Sunday; a public holiday in the place concerned; a public holiday in the Australian Capital Territory; and 27, 28, 29, 30 or 31 December.

Decision

Under the Regulations, the Secretary of the Department is empowered to make decisions in relation to the approval of controlled activities and impose conditions on the approval. I am the Secretary's Delegate for the purposes of the Regulations.

In making my decision, I have taken into consideration the opinions of the Applicant, the Civil Aviation Safety Authority (F17 6549-46) Airservices Australia (YMLT-CA-027) and To70 Aviation, acting on behalf of APAL, and APAL.

Separate approval must be sought under the Regulations for any equipment (e.g. cranes, concrete pumps) required for the construction of the building that is proposed to intrude into prescribed airspace. To avoid doubt, the fact that approval has been granted for the construction of the building, does not pre-empt or affect the ultimate determination by the Secretary (or delegate) of any related applications for equipment required for the construction of the building. Therefore, it is advisable that approval to operate the indicated required construction equipment, including a cement truck and scissor lift be obtained prior to any commitment to construct.

In accordance with section 17 of the Regulations, I **approve** the controlled activity application as set out in table 1. In accordance with section 20 of the Regulations, I impose the conditions specified below.

Conditions of approval

Section 183 of the Act specifies that controlled activities cannot be carried out without approval. It is an offence against section 185 of the Act if a person contravenes a condition of the approval.

1. The Applicant **must ensure** that all persons involved in carrying out the controlled activity comply with the conditions of this approval.
2. The building **must not exceed** a maximum height of 212.15 metres AHD, including all fixtures and other things attached to the building such as lift over-runs, vents, chimneys, aerials, antennas, lightning rods, any roof top garden plantings, exhaust flues etc.
3. The Applicant **must notify** To70 Aviation, acting on behalf of APAL, in writing, within five business days of substantial building, engineering or construction work relating to the building having been physically commenced at the site. This controlled activity approval, for the construction of a building, will lapse on **18 August 2028** unless substantial building, engineering or construction work relating to the building has been physically commenced at the site. For the purposes of this condition, substantial work is not taken to have been physically commenced merely by the doing of one or more of the following—
 - a. creating a bore hole for soil testing,
 - b. removing water or soil for testing,
 - c. carrying out survey work, including the placing of pegs or other survey equipment,
 - d. acoustic testing,
 - e. removing vegetation as an ancillary activity,
 - f. marking the ground to indicate how land will be developed.

Note: If this approval lapses, the Applicant must reapply under the Regulations prior to carrying out the controlled activity.

4. Within five working days² after the completion of construction of the building, the Applicant must provide To70 Aviation, acting on behalf of APAL with written confirmation of the finished height of the building.

Breaches of approval conditions are subject to significant penalties under sections 185 and 187 of the Act.



Peter Inall
A/g Director
Airspace Protection & Airport Safeguarding
Domestic Aviation and Reform

24 July 2026

Notice of this decision is provide to:

- Applicant: paulsterpin65@gmail.com
- Airport Operator Company: ilya.brucksch@lst.com.au; Athira.Kubaran@to70.com.au
- Civil Aviation Safety Authority: airspace.protection@casa.gov.au
- Airservices Australia: airport.developments@airservicesaustralia.com
- Building Authority: council@nmc.tas.gov.au

Received

31.7.2026

**PLANNING APPLICATION**

FOR BUILDINGS, WORKS AND CHANGE OF USE
(E.g. Residential houses, sheds, carports, retaining
walls, visitor accommodation, commercial
development, signage etc.)

Office Use Only:

The Proposal**Description of proposal:**

Use and development for Storage (Contractors Yard)
Use and development of an access driveway from Evandale Road and use of a new crossing
to Evandale Road
Extension of operation hours to an existing use (concrete batch plant).

Driveway construction material: Refer to plans

The Land

Site address: 59 RAEBURN RD BREADALBANE TAS 7258

Title reference: C/T: 180210/2 & 157107/1 (ROWS 144549/1; 186290/2; 186290/1; 166270/1)

Existing buildings on site: Concrete batch plant

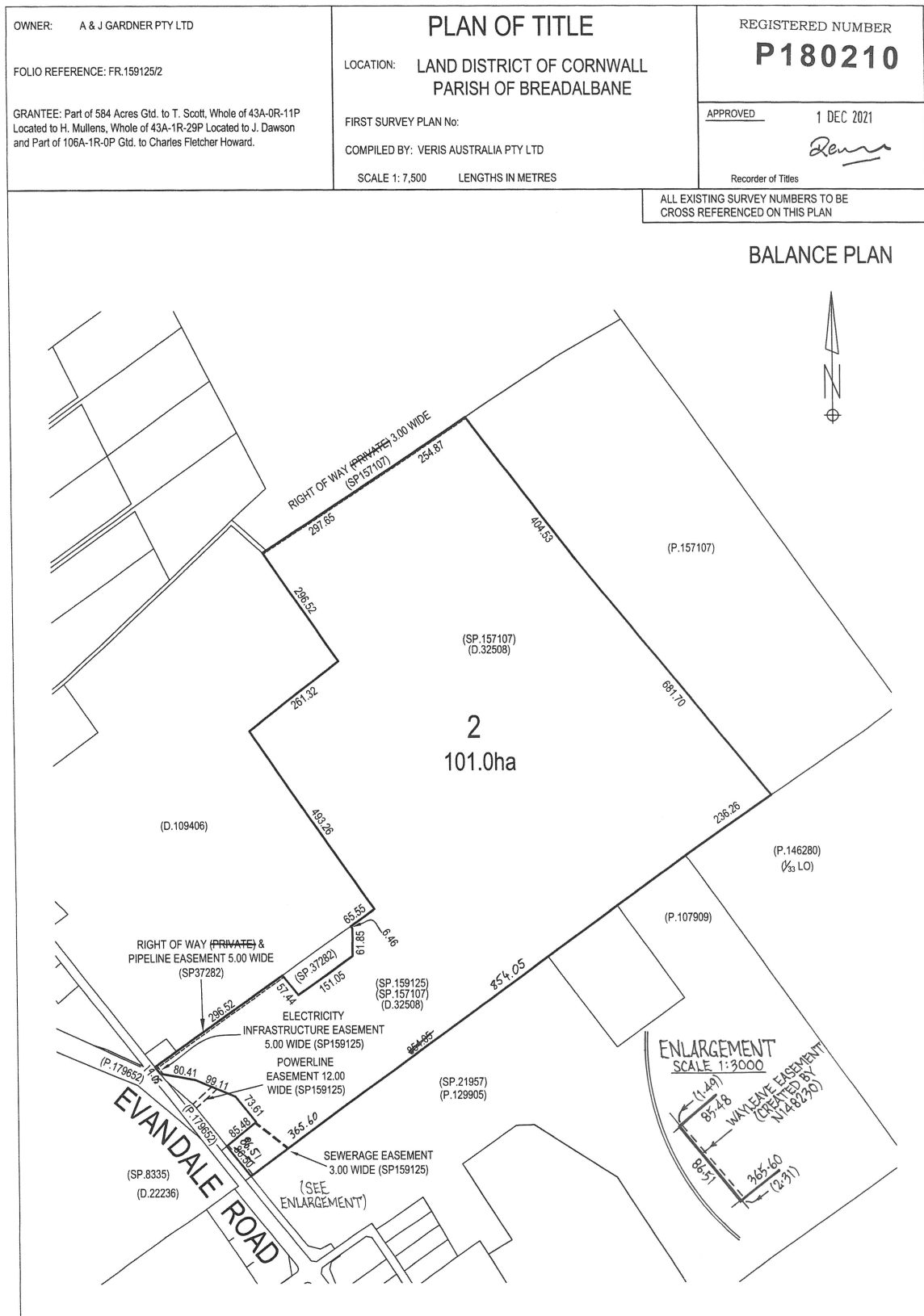
Existing use of site: Extractive industry

**Applicant justification of any variation/discretion to the
Tasmanian Planning Scheme – Northern Midlands**

FOLIO PLAN

RECORDER OF TITLES

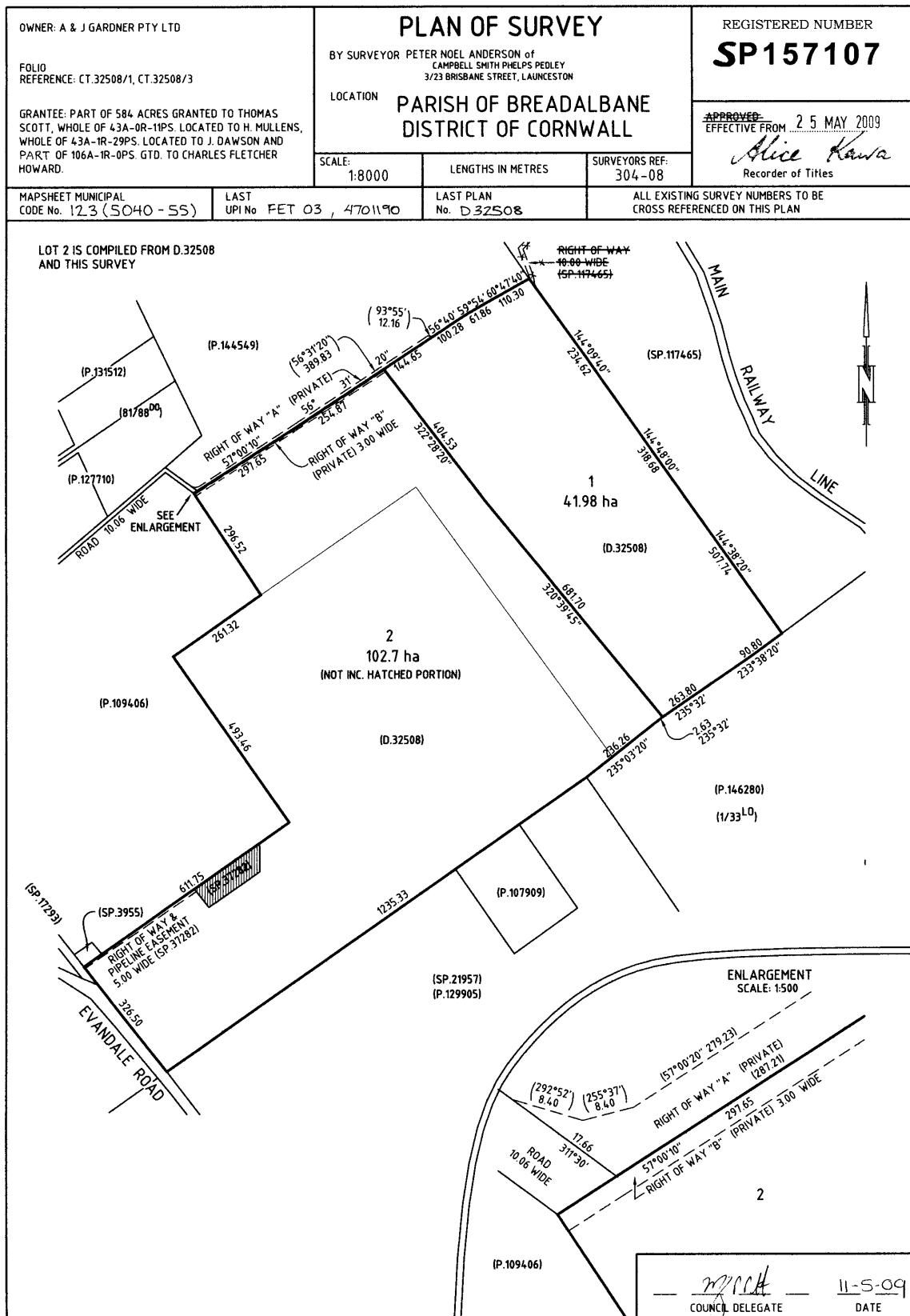
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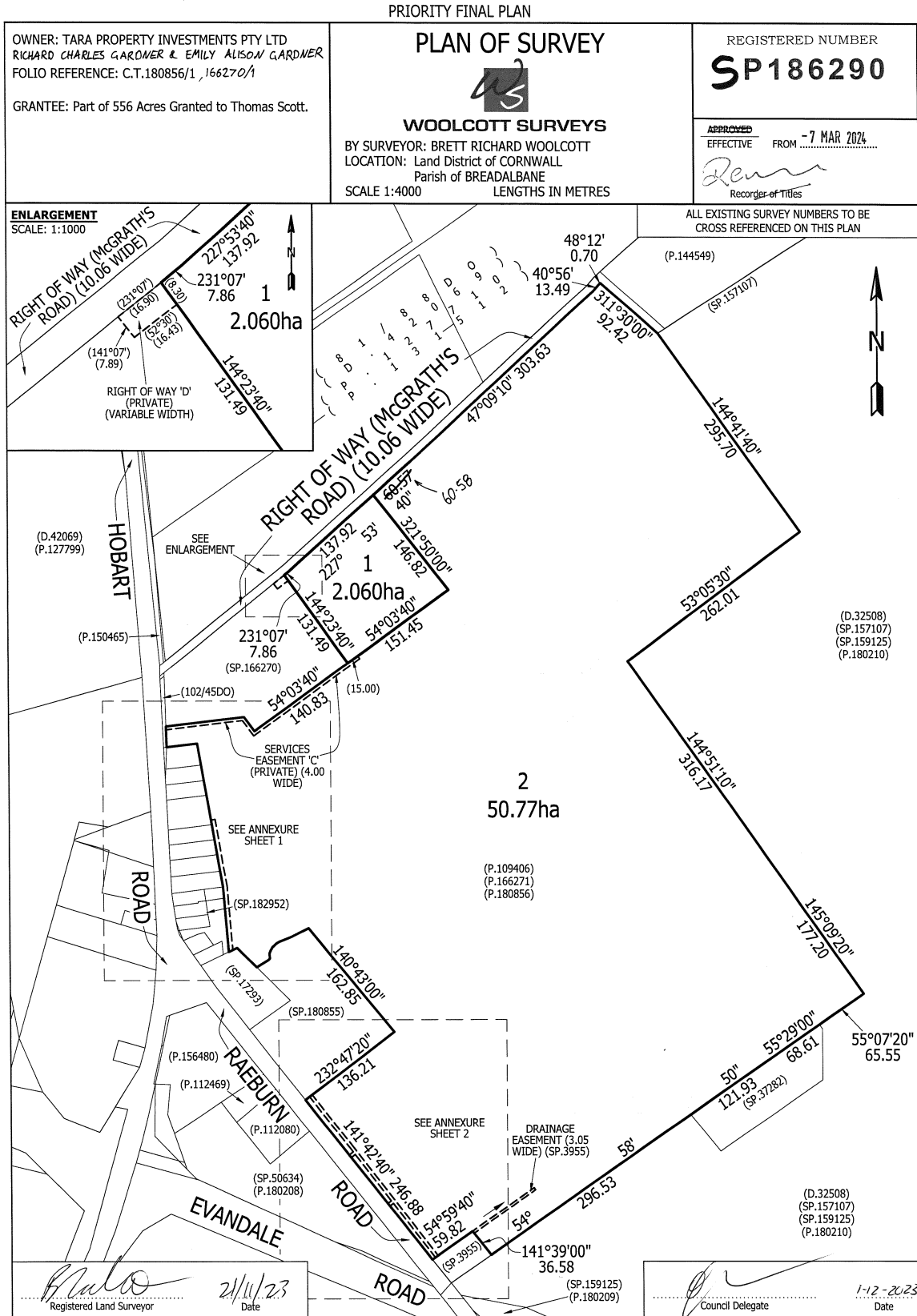


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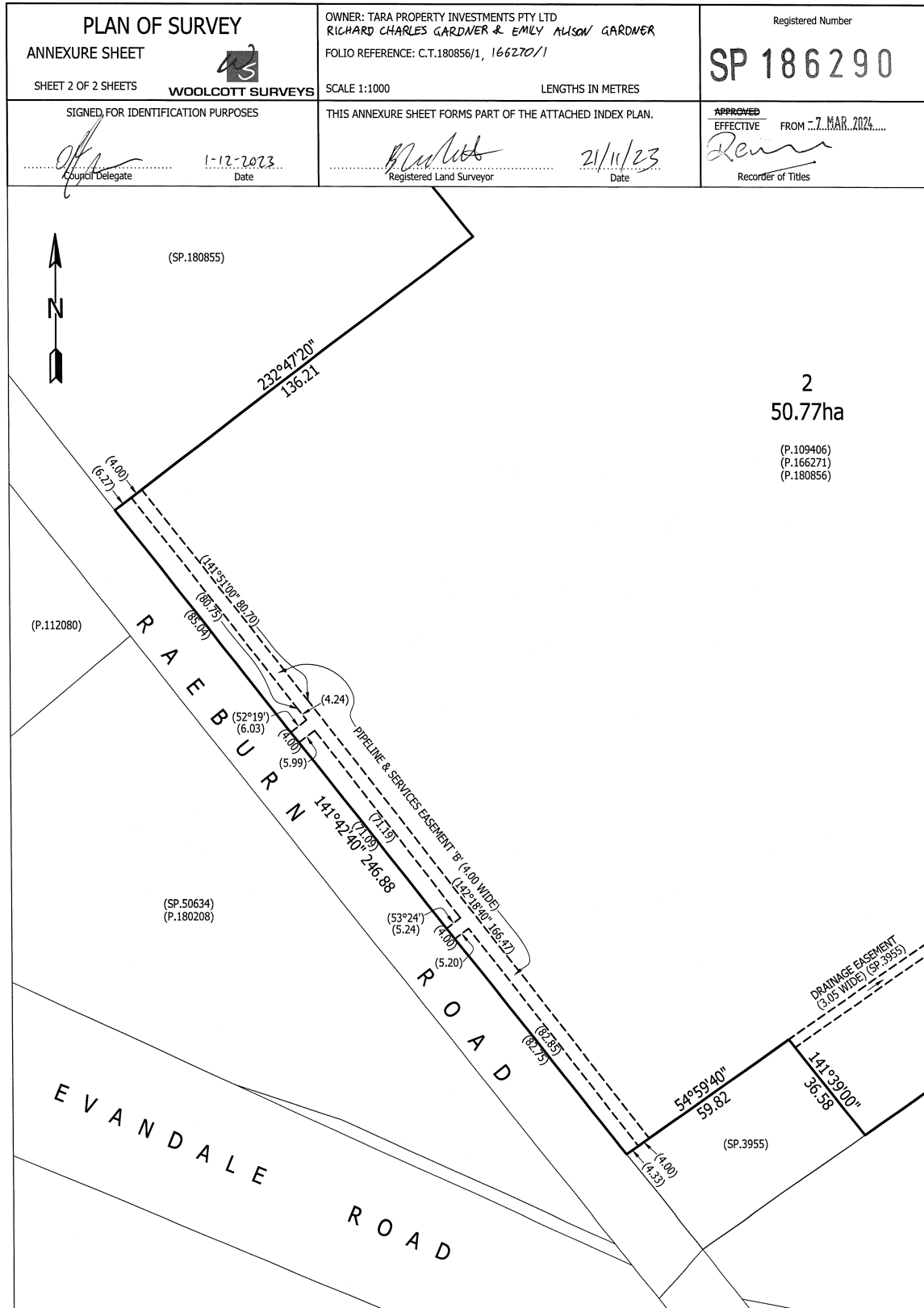
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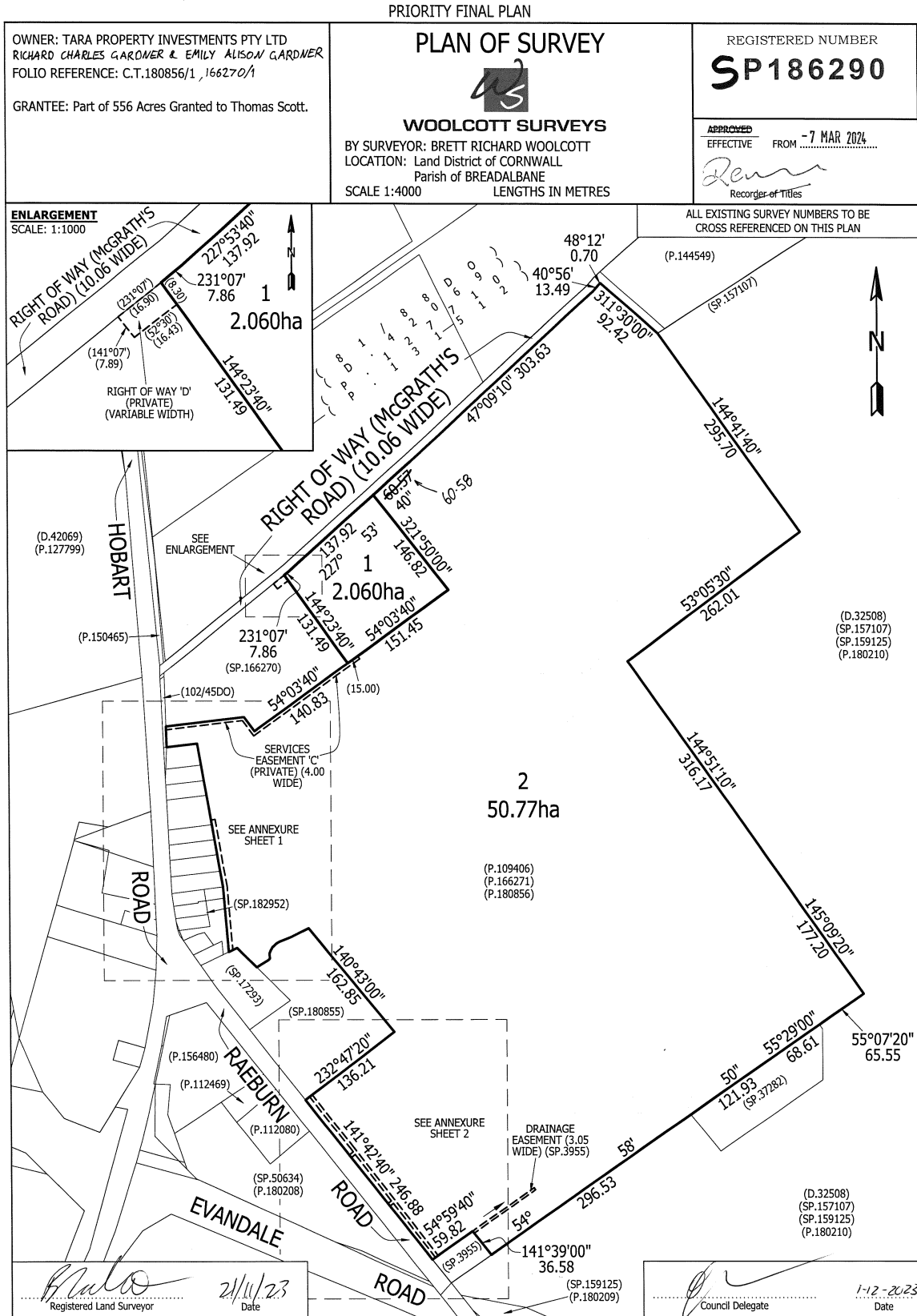
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PRIORITY FINAL PLAN

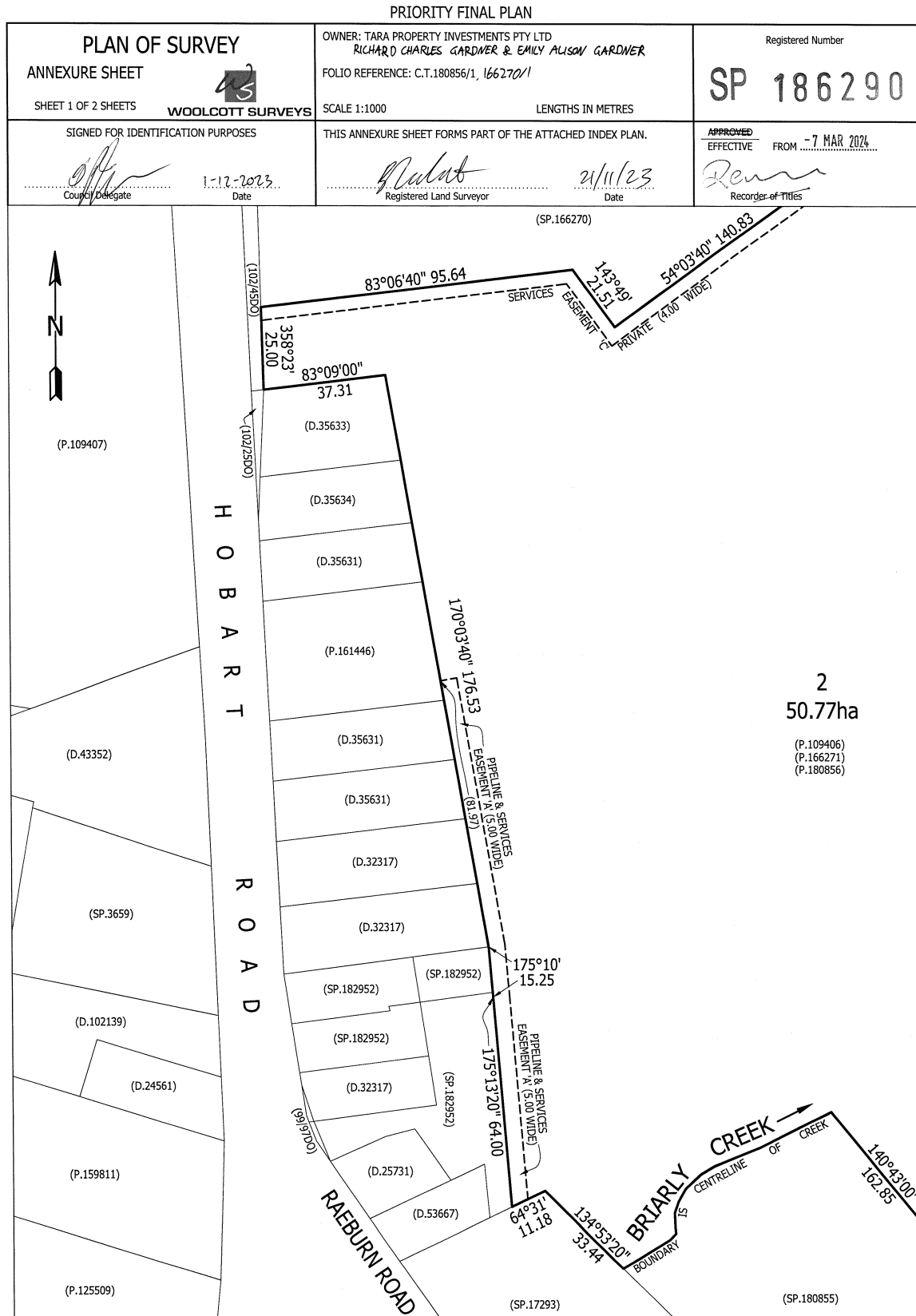




FOLIO PLAN

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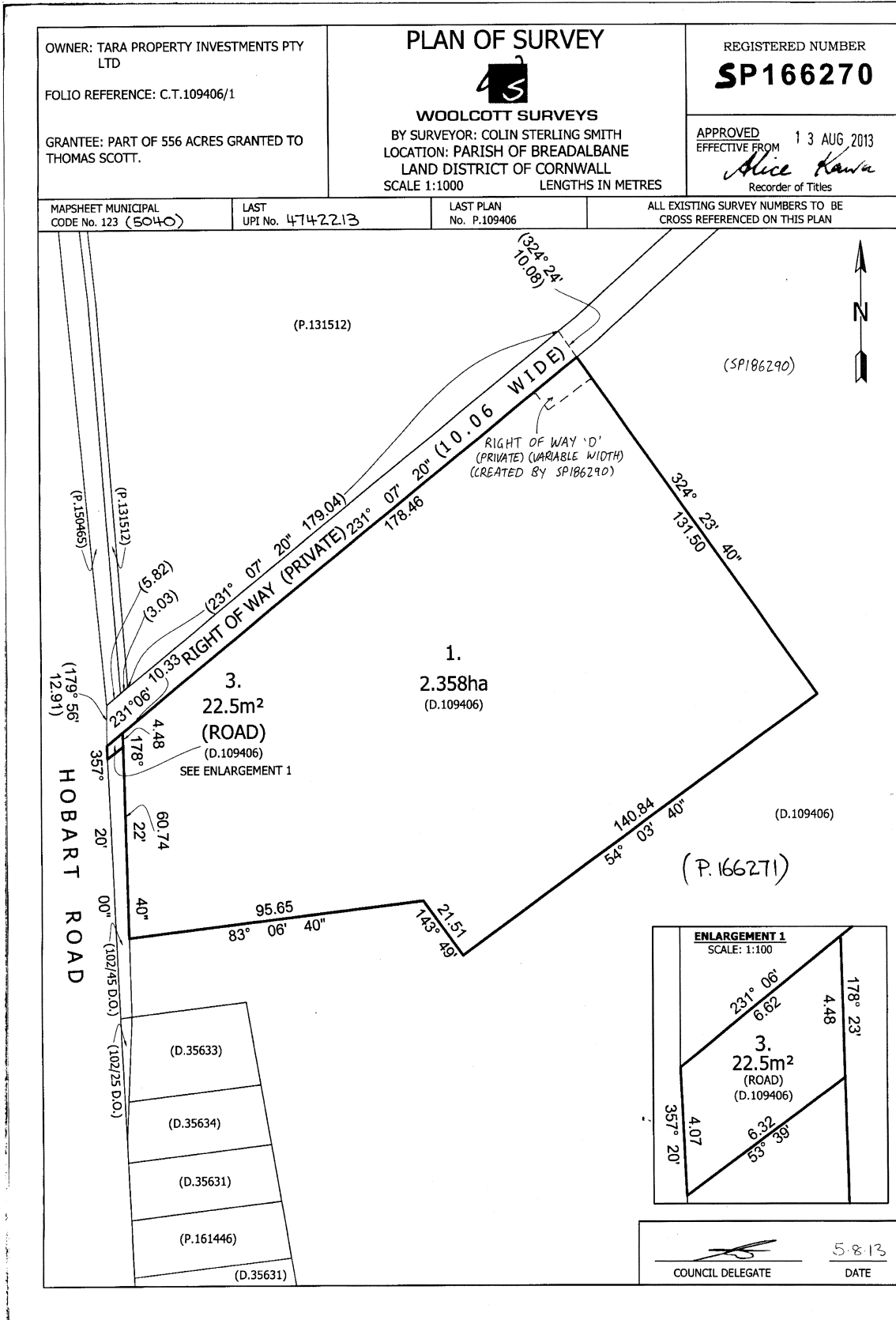
Search Date: 19 Mar 2025 Search Time: 11:46 AM Volume Number: 186290 Revision Number: 01 Page 3 of 3

Department of Natural Resources and Environment Tasmania www.thelist.tas.gov.au

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Building Tasmania



SALAMANCA BUILDING PARLIAMENT SQUARE
4 SALAMANCA PLACE, HOBART TAS

GPO Box 536, Hobart TAS 7001 Australia
Email permits@building.tas.gov.au Web www.transport.tas.gov.au



Michelle Schleiger
Woolcott Land Services Pty Ltd
By email: planning@woolcott.au

Dear Michelle

Crown Landowner Consent Granted SRA-26-428

I refer to your recent request for Crown landowner consent relating to the development application at 59 Raeburn Road, Breadalbane for proposed access to Evandale Road to support proposed contractors yard and increase of operation hours to the existing batch plant.

I, Fiona McLeod, Director Asset Management, Building Tasmania, having been duly delegated by the Minister under section 52(1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52(1B)(b) of the Act, 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 Building Tasmania.

The consent given by this letter is for the making of the application only insofar as that it impacts Building Tasmania administered Crown land and is with reference to your application dated 29 June 2026, and the approved documents, as accessible via the link below:

<https://files.building.tas.gov.au/index.php/s/ZQvqEvm9P6gbnVI>

A copy of the Instrument of Delegation from the Minister authorising the delegate to sign under section 52 of the Act can also be accessed via the above link.

Please access and download these documents for your records as soon as possible as this link will expire six (6) months from the date of this letter.

In giving consent to lodge the subject development application, Building Tasmania notes the following applicable advice:

1. Access – construction or alteration (Access works permit required)

In giving consent to lodge the subject development application, Building Tasmania 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

https://www.transport.tas.gov.au/road_permits/permits_and_bookings/new_or_altered_access_onto_a_road_driveways or contact permits@building.tas.gov.au.

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

Received - 2 -
31.7.2026

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.

2. Other types of works (pipeline, etc.) OR Construction of infrastructure in the State Road reserve/on Crown land (Works permit required)

In giving consent to lodge the subject development application, Building Tasmania notes that the works in the State road network will require the following additional consent:

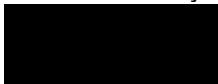
The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit

https://www.transport.tas.gov.au/road_permits/permits_and_bookings or contact permits@building.tas.gov.au.

Building Tasmania 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.

Yours sincerely



Fiona McLeod
DIRECTOR ASSET MANAGEMENT

Delegate for the Minister administering the *Roads and Jetties Act 1935*

30 July 2026

Cc: General Manager, Northern Midlands



Crown Landowner Consent Application

Department of State Growth

Received
31.7.2026

Application Submitted: Monday, 29 June, 2026 12:14 PM

Applicant Details



Applicant First Name: Michelle

Applicant Last Name: Schleiger

Company Name: Woolcott Land Services Pty Ltd

Postal Address: PO Box 593 Mowbray 7248

Contact Phone Number: 63323760

Contact Email: planning@woolcott.au

Application Details

Type of Application to Council: Planning permit application

Development Involve Any Of The
Following:

Details of Proposal

Street Address: 59 RAEBURN RD BREADALBANE TAS 7258

Description of Site: PID 9791273

CT. 180210/2 & 157107/1

Impact on Crown Land or State Road: Access to State road - Evandale Road.

Description of Proposal: Proposed access to Evandale Road to support proposed contractors yard and increase of operation hours to the existing batch plant.

Local Council Area: Northern Midlands

Previous Contact With Anyone At The Department Of State Growth: Previous applications have been made for the access point. Consnt under C3.5 Use Standards has been

Supporting Documents

Development Involve Any Of The
Following:

Drainage: No

Sewer: No

Altered Access To State Road Network: Yes A2 26E99-111-DWG-C - Development Approval 26-06-04.pdf

Planning Permit Application: Application-Form-PLN-development.pdf

Files to be send separately due to size limit: No

All Plans, Reports And Supporting Documentation: DSG supporting reports.zip

Current Certificate of Title details: DSG All folios.zip

From: NMC Planning
Sent: Monday, 3 August 2026 11:19 AM
To: Paul Godier
Subject: FW: PLN26-0134 59 Raeburn Road Breadalbane Tas - application for use and development
Attachments: 20260722 - Hazell Bros DA - stakeholder consultation report FINAL.pdf

From: Michelle Schleiger <michelle@woolcott.au>
Sent: Friday, 31 July 2026 1:33 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Cc: Woolcott Land Services - Planning <planning@woolcott.au>; Brett Woolcott <brett@woolcott.au>; 'Sam Plaschke' <sam@eskaprojects.com.au>
Subject: RE: PLN26-0134 59 Raeburn Road Breadalbane Tas - application for use and development

Dear Planning

Further to my email this morning, we would like to include the attached report that discusses engagement that has taken place prior to making the application, specifically in relation to the DA.

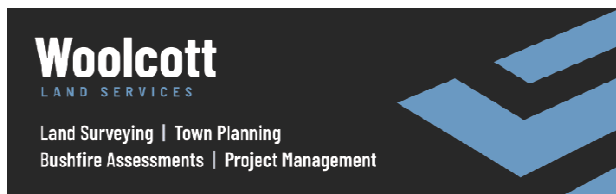
This is not a requirement of the Scheme, and we are sending primarily for Council's information.

With Regards

Michelle Schleiger
Town planner

M
P [03 6332 3760](tel:0363323760)
E michelle@woolcott.au
A 10 Goodman Court (PO Box 593), Invermay TAS 7248
A 52 Cecilia Street (PO Box 430), St Helens, TAS 7216

W woolcott.au



From: Michelle Schleiger
Sent: Friday, 31 July 2026 7:38 AM
To: NMC Planning <planning@nmc.tas.gov.au>
Cc: Woolcott Land Services - Planning <planning@woolcott.au>; Brett Woolcott <brett@woolcott.au>; Sam Plaschke

<sam@eskaprojects.com.au>

Subject: PLN26-0134 59 Raeburn Road Breadalbane Tas - application for use and development

Dear Planning

Please find the attached in relation to this application:

- Latest plans (also sent Wednesday 29 July 2026)
- Land owner consent to make the application
- Updated TIA reflecting the land owner consent.

I understand the application fee is paid and that the application will now be valid. Can Council confirm receipt of the valid application?

With Regards

Michelle Schleiger
Town planner

M

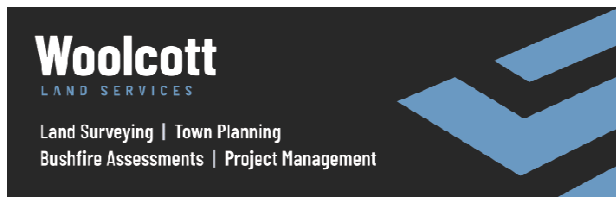
P [03 6332 3760](tel:0363323760)

E michelle@woolcott.au

A 10 Goodman Court (PO Box 593), Invermay TAS 7248

A 52 Cecilia Street (PO Box 430), St Helens, TAS 7216

W woolcott.au



From: Michelle Schleiger

Sent: Wednesday, 29 July 2026 8:38 AM

To: 'NMC Planning' <planning@nmc.tas.gov.au>

Cc: Woolcott Land Services - Planning <planning@woolcott.au>; Brett Woolcott <brett@woolcott.au>; 'Sam Plaschke' <sam@eskaprojects.com.au>

Subject: RE: Planning application for use and development - 59 Raeburn Road

Dear Planning

The plan set yesterday only included the updated pages, not the full set. The attached includes all pages, noting that LOC is still pending.

With Regards

Michelle Schleiger
Town planner

M

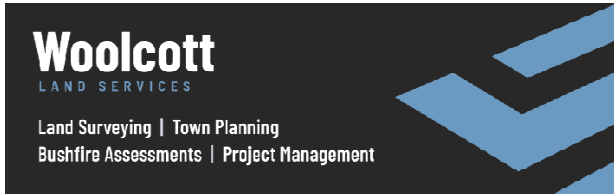
P [03 6332 3760](tel:0363323760)

E michelle@woolcott.au

A 10 Goodman Court (PO Box 593), Invermay TAS 7248

A 52 Cecilia Street (PO Box 430), St Helens, TAS 7216

W woolcott.au



From: Michelle Schleiger

Sent: Tuesday, 28 July 2026 12:44 PM

To: 'NMC Planning' <planning@nmc.tas.gov.au>

Cc: Woolcott Land Services - Planning <planning@woolcott.au>; Brett Woolcott <brett@woolcott.au>; 'Sam Plaschke' <sam@eskaprojects.com.au>

Subject: RE: Planning application for use and development - 59 Raeburn Road

Dear Planning

Please find the attached plan version relating to this application. Some changes have been made at Building Tas request.

Consent from the land owner is still pending but can you supersede the original plan sent for the one attached?

With Regards

Michelle Schleiger

Town planner

M

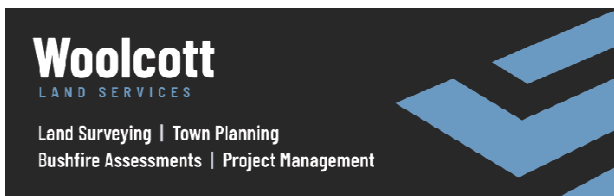
P 03 6332 3760

E michelle@woolcott.au

A 10 Goodman Court (PO Box 593), Invermay TAS 7248

A 52 Cecilia Street (PO Box 430), St Helens, TAS 7216

W woolcott.au



From: Michelle Schleiger

Sent: Monday, 29 June 2026 12:35 PM

To: 'NMC Planning' <planning@nmc.tas.gov.au>

Cc: Woolcott Land Services - Planning <planning@woolcott.au>; Brett Woolcott <brett@woolcott.au>; 'Sam

Plaschke' <sam@eskaprojects.com.au>

Subject: Planning application for use and development - 59 Raeburn Road

Dear Planning

Please find the attached application for use and development at 59 Raeburn Road. This application has been sent to Dept. State Growth for consent to lodge. This will be forwarded once received.

Can you please issue the invoice and forward to planning@woolcott.au along with all other correspondence.

(I realise your invoice system has constraints but we do need the invoice made out to Hazell Bros Group Pty Ltd for payment).

With Regards

Michelle Schleiger

Town planner

M

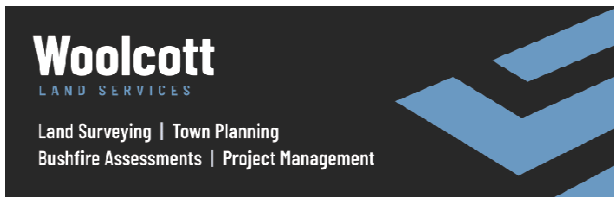
P 03 6332 3760

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Woolcott
LAND SERVICES



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St Helens

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E admin@ecosurv.com.au
A 52 Cecilia Street, St Helens TAS 7216
W woolcottland.au

Our Ref: L230820

17 August 2026

Planning Department
Northern Midlands Council
13 Smith Street Longford
Tasmania 7301
By Email: planning@nmc.tas.gov.au

Dear Planning

Notification of Planning Application – 59 Raeburn Road, Breadalbane

I refer to the application lodged by Woolcott Land Services Pty Ltd on 29 June 2026 relating to 59 Raeburn Road, Breadalbane.

The application includes a declaration to the effect that I had notified the owners of the land to which the application relates.

At the time of making the declaration notice of the application had been sent to each affected landowner. In light of the decision of the Supreme Court in *Strand Group Pty Ltd v Waratah Wynyard Council* [2026] TASSC 55, and the fact that it may be necessary to rely upon deemed notice, this letter provides a further declaration to confirm the necessary statutory notice.

As the applicant, I, the undersigned, declare that I have notified the owners of the land of this application.

Yours faithfully



Michelle Schleiger
Town Planner

Woolcott Land Services



June 2025

PLANNING REPORT

**USE AND DEVELOPMENT OF A CONTRACTORS YARD
& ACCESS WITH EXTENSION OF HOURS TO AN
EXISTING USE ON THE SITE**

59 Raeburn Road BREADALBANE



Prepared by
Woolcott Land Services Pty Ltd
ABN 63 677 435 924

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E admin@ecosurv.com.au
A 52 Cecilia Street St Helens
7216

www.woolcott.au

Job Number: L230820
Prepared by: Michelle Schleiger (michelle@woolcott.au)
BUrbRegEnvPlan
Town Planner
Reviewed by Sam Plaschke (sam@eskaprojects.com.au)
Project manager
Eska Projects

Rev.no	Description	Date
1	Review	23 February 2026
2	Draft	22 May 2026
3	Draft	5 June 2026
4	Draft	23 June 2026
5	Final	26 June 2026

Annexures

- Annexure 1 Folio text and plan
- Annexure 2 Site and construction plans
- Annexure 3 Environmental noise assessment
- Annexure 4 Traffic Impact Assessment
- Annexure 5 Assessment of the Natural Assets Code
- Annexure 6 Agricultural Assessment & TPS compliance

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1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approvals Act 1993*.

Proposed use and development
Use and development for Storage (Contractors Yard)
Use and development of an access driveway from Evandale Road and use of a new crossing to Evandale Road
Extension of operation hours to an existing use (concrete batch plant).

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Site plan and road sections	Verto
Traffic Impact Assessment	Midson Traffic Pty Ltd
Assessment of the Natural Assets Code	RMCG and Verto
Culvert sizing hydraulic report	Flussig
Agricultural assessment and compliance report	Pinion Advisory
Environmental Noise Assessment	Tarkarri Engineering Pty Ltd

2. Subject site and proposal

2.1 Site details

Address	59 Raeburn Road, Breadalbane TAS 7258
Property ID	9791273
Title (subject site)	180210/2 (Site includes 157107/1)
Title (Right of way shared use)	166270/1; 186290/1; 186290/2; 144549/1
Land area	101.0ha
Planning Authority	Northern Midlands Council (NMC)
Planning Scheme	Tasmanian Planning Scheme – Northern Midlands Local Provisions Schedule (Scheme)
Easements	Rights of way

	Pipeline easement Electricity infrastructure easement Sewerage easement
Application status	Discretionary application
Existing Access	Existing access to 59 Raeburn Road (via private road named McGraths Road) from Hobart Road (Shared).
Zone	Agriculture
General Overlay	None
Overlays	Attenuation area Airport noise exposure area Airport obstacle limitation area Bushfire-prone areas Low landslip hazard band Waterway and coastal protection area
Existing use and development	Approved use 'Extractive industries' (PLN-19-0034) Concrete batch plant. Mining Lease (ML1874 P17) Single dwelling and outbuildings Quarry - 1874P/M
Planning History	PLN-19-0034 - Concrete batch plant PLN-24-0041 - private access road (track) PLN-25-0046 - Subdivision (2 lots to 2 lots)

2.2 Subject site and existing uses

The site is identified as CT. 180210/2 at 59 Raeburn Road, Breadalbane and is 101.0ha in area. The site has frontage to Evandale Road measuring 86.51m and to Raeburn Road measuring 19.05m. The frontage is interrupted by CT. 180209/1 which is occupied by a place of worship.

The site is located north of the Launceston Airport and east of Midland Highway and Evandale Road. The subject site and surrounds are zoned Agriculture. The Agriculture Zone is applied to the north, east, west and south of the site. The General Industrial Zone is applied to the south (Translink Industrial Precinct) and the Launceston Airport is not zoned under the TPS or LPS (see Figure 2).

The site is associated with primary production (Extractive Industry), specifically a quarry (Mining Lease 1874P/M) which extends over CT. 157107/1 and CT. 180210/2 (subject site). This quarry was granted a

licence in 2010. The quarry is one of 3 in the area under separate ownership, with one adjoining on the north west boundary and another adjoining the south east boundary.

The site is developed to a concrete batch plant. The batch plant is located toward the north west of the parcel (CT. 180210/2), with established access to the private road known as McGraths Road. Approval for the batch plant was granted in 2019 under PLN-19-0034. The batch plant has a development footprint of approximately 2.3ha with associated internal roadways providing vehicle access over the site and between the quarry and the batch plant, as there is an association of use between the two. The quarry, so sited, prompted the development of the concrete batch plant to be co-located on the site. Although some quarry material is transported away from the site, Hazel Bros utilises quarried material onsite in the making of concrete, allowing efficiencies in land use and in transport. The approval for the development of the batch plant (PLN-19-0034) was based on this relationship between the two. The batch plant is permitted to operate between the hours of 0600-1800 on weekdays, and 0800-1600 on Saturdays. There is no operation permitted on Sundays or Public Holidays. The permit includes 12 exceptions per annum to operate outside of these hours.

The site contains a single dwelling with outbuildings (farm sheds), located approximately 440m north east of Evandale Road.

Extensive landscaping has been undertaken on the site including the development of compacted soil berms that have been planted out to provide screening and amenity protection to the residential use in the nearby vicinity.

The land to the east is associated with an extensive vineyard. Other uses in vicinity of the site are, a landscaping and supply business (contractors' yard); seed/animal feed storage facility; animal boarding facility; crematorium (animal); service industries (mechanical repairs); various horticultural enterprises; and at least one place of worship. Interspersed with the various existing uses in the area are residential lots of varied size including a small cluster on Raeburn Road. The surrounding area is generally not provided with pedestrian infrastructure or other residential amenity aside from a shared pathway for walking and cycling on the west side of Evandale Road, developed as a part of the Evandale Road duplication to primarily serve *long distance recreational cyclists* (Department of State Growth 2020).

McGraths Road currently provides the only vehicle access to the subject site. It is a private road (not a public asset) and is shared by two quarries, the concrete batch plant and other users that have a right of carriageway over the road. McGraths Road intersects with Hobart Road approximately 580m north of the Breadalbane Roundabout, in proximity to the small existing residential cluster and other non-

residential use and development in the area. Hobart Road is a sub-arterial road, and Council is the authority for this section of Hobart Road.

Evandale Road is a Department of State Growth road that services traffic to the Launceston Airport and the industrial area known as Translink Industrial Precinct. Evandale Road has been duplicated to provide '1.8km of new dual carriageway from the Launceston Airport to the Breadalbane Roundabout' (Australian Government 2025) and connects directly to/from the Midland Highway allowing travel on the major road network to the north and to the south. From the Midland Highway, connection to the Bass Highway is provided allowing seamless transition to the major road network to the west of Northern Tasmania.

The rationale presented for the Evandale Road duplication upgrades include improved travel time and reliability for the growing number of passenger and freight vehicles (Department of State Growth 2020). Notably, while Evandale Road provides vehicle transport to the Launceston Airport, it is also a part of the freight network associated with the Translink industrial Precinct. As such, Evandale Road is a strategically important road to the economy of Tasmania in terms of transport and movement for visitors, freight and industry.

2.3 Proposal

The proposal consists of use and development of a contractor's yard on the site. The contractor's yard will be clustered to the existing development footprint with proximity to the concrete batch plant and within the existing landscaped buffer area.

The proposal includes the development of a vehicular crossing and access to provide access to the contractor's yard from Evandale Road. The access is proposed to be 6m wide and will be a sealed surface (asphalt) for approximately 800m before crossing Briarly Creek as a formed gravel road.

This application also proposes an increase to the hours of use. The increase is proposed against the use and development allowed under PLN-19-0034 for the Concrete batch plant.

Contractors Yard

The proposed contractor's yard will be within the landscaped area, as approved by NMC, (as part of Planning permit P10-147). Berm 1B and 1C are constructed and planted out and will be retained on site with landscaping to be maintained. The contractor's yard will consist of a container dome for storage and for washdown and servicing activities associated with the use (contractors' vehicles) and a hardstand/laydown area for the storing of vehicles and machinery associated with civil services contracting. The use will include storage of bitumen, but does not include the production of bitumen, as such, there is no trigger under C9 of the Scheme. The contractors' yard will primarily be used to store

machinery and vehicles for dispatch from the site. Hazel Bros operates under three distinct business groups, each of which relies on the supply of vehicles and equipment for use on other sites, and to transport machinery and materials. The proposed contractor's yard will support activities under their Operations arm. This encompasses transport, plant hire, workshops, and civil infrastructure services. The fleet currently includes:

- 10 x Tipper Combinations
- 3 x Heavy Haulage Combinations
- 2 x Cement Tankers
- 4 x Car Carriers

Vehicles stored on the site are not intended to be limited to the current fleet, instead the developed storage area creates the practical capacity for storage of vehicles, machinery and equipment.

It is expected that, at times, the stored vehicles will be laden with goods or materials associated with Hazell Bros operations.

Access

The vehicular access over the site is to be made from a proposed vehicle crossing from Evandale Road. Evandale Road is a State Growth road and services the airport and the General Industrial zoned Translink precinct. The vehicle crossing will be based on a left in/left out scenario and it will be developed in accordance with the requirements and written consent of the road authority (Department of State Growth and the Traffic Impact Assessment). The access will be advantaged by its proximity to Translink Industrial Precinct which shares the road network built to a standard to allow industrial vehicles and traffic volume. The vehicle access is considered to be an improved outcome from the current access as it will take heavy vehicle use on the site away from the Hobart Road and McGraths Road intersection, thus removing this activity from the residential cluster located there. By relocating it to a more appropriate road for heavy vehicle use the site becomes better aligned with the context of Western Junction and synergistic use and development at Translink Industrial Precinct.

The vehicle access must cross a waterway known as Briarly Creek. This will be achieved with a culvert system built to allow normal flows and for the road to be built over the creek.

A new point of discharge for the stormwater generated by the proposed development (primarily the access) will be included to discharge to Briarly Creek with a gross pollutant trap (or similar) as a part of the system.

Extension of hours

The extension of hours (of the concrete batch plant) included to this application utilises the vehicular access and crossover proposed. The extension to the use is proposed as a time extension, (restricted under the current permit conditions), to be for 3 additional hours (3am to 6am) Monday to Friday and

5am-8am on Saturdays. The traffic from the concrete batch plant during this extended operation would be only on the vehicular access proposed in this application. Further, all traffic from the batch plant will be directed to the new vehicle access instead of McGraths Road to improve vehicle movements on the site and reduce vehicle movements and associated amenity impacts at McGraths and Hobart Roads. It should be noted that the extension of hours proposed does not translate to a greater overall product output. The earlier hours of operation are required to satisfy established industry demand (time of supply) and to provide for projects that require a continuous and uninterrupted production period.

Sound and visual barriers in the form of compacted soil berms will be built for the access to the contractor's yard and will provide advantage to sound protection for the extension of hours proposal. A 3.2m high fence to the frontage is also proposed, this is included on the supplied plans. The Environmental Noise Assessment provided shows that impacts from sound will be below the acceptable level of $L_{Aeq, 10min}$ 35 dBA with all elements considered. The berms will also serve to shield surrounding uses from light spill and generally protect and maintain amenity. Within the Scheme, a contractor's yard is not subject to any attenuation measures under C9.0 Attenuation Code, however, the environmental noise protection measures are proposed to ensure that no noise nuisance results in any event.



Figure 1 Aerial view of the subject site (Land Tasmania 2021)

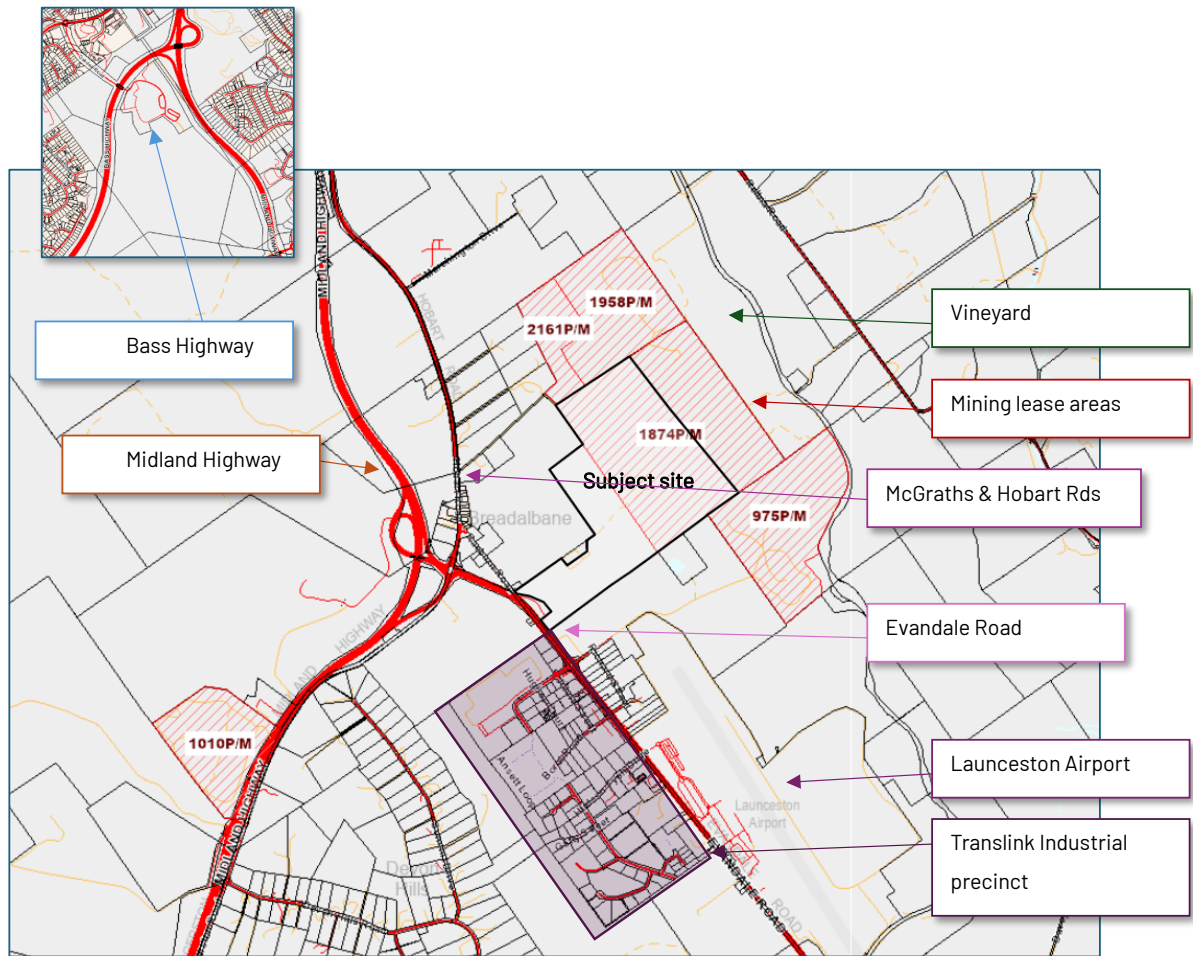


Figure 2 Showing the site and surrounding area context (Land Tasmania 2021)

3. Zoning and overlays

3.1 Zoning

The site is zoned Agriculture under the Scheme.

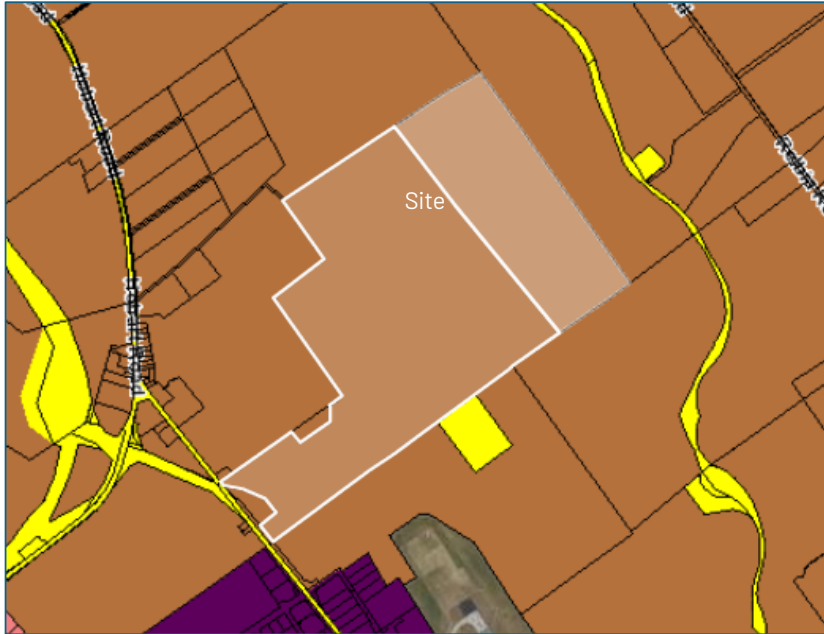


Figure 3 Zoning for the subject site (Land Tasmania 2021)

3.2 Overlays

The following images provide an indication of overlays as applied to the land.

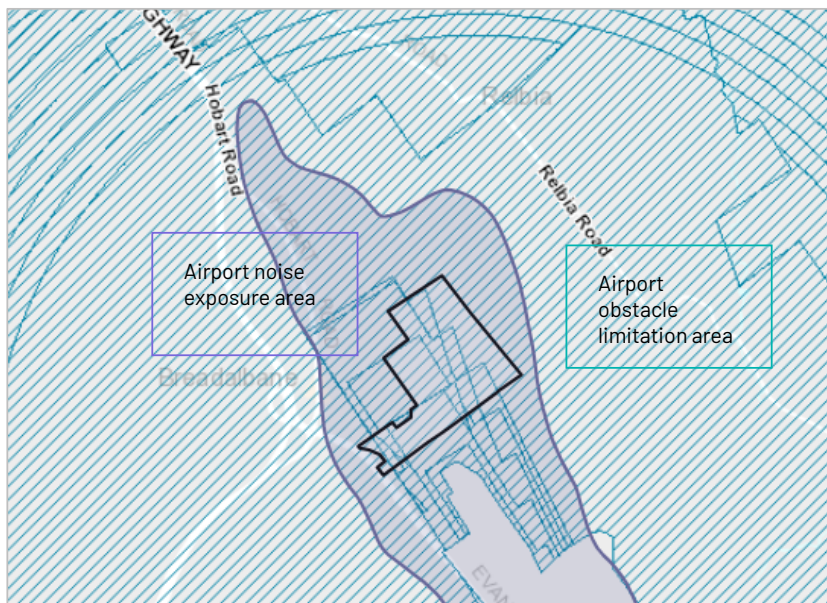


Figure 4 Overlays as they are applied to the subject site (Land Tasmania 2021)

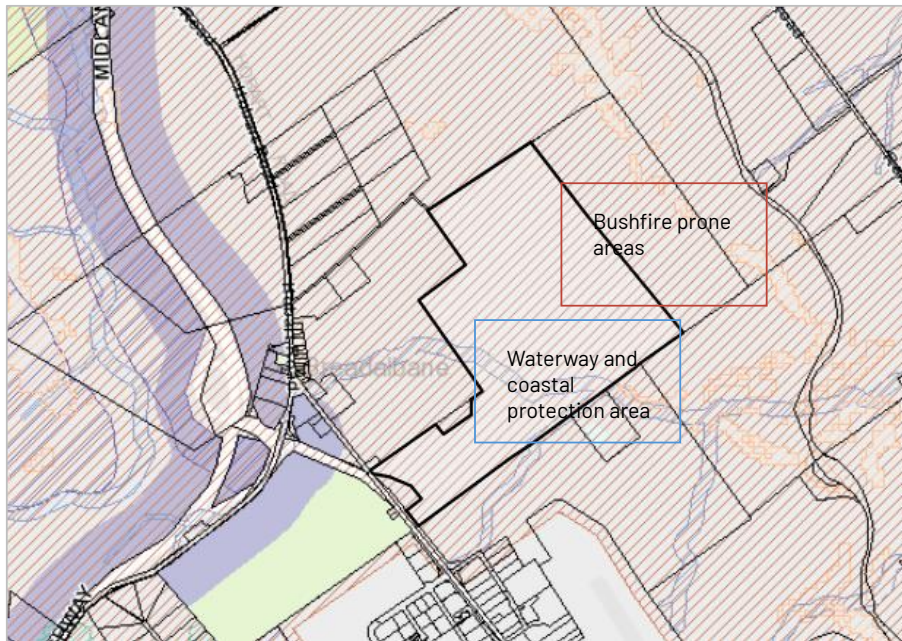


Figure 5 Overlays as they are applied to the subject site (Land Tasmania 2021)



Figure 6 Overlays as they are applied to the subject site (Land Tasmania 2021)

4. Planning Scheme Assessment

4.1 Zone assessment

21.0 Agriculture Zone

21.1 Zone Purpose

21.1.1	To provide for the use or development of land for agricultural use.
21.1.2	To protect land for the use or development of agricultural use by minimising: a) conflict with or interference from non-agricultural uses; b) non-agricultural use or development that precludes the return of the land to agricultural use; and c) use of land for non-agricultural use in irrigation districts. To provide for the efficient utilisation of available social, transport and other service infrastructure.
21.1.3	To provide for use or development that supports the use of the land for agricultural use.

21.2 Use Table

Discretionary	Qualification
Extractive Industry	
Storage	If for: (a) a contractor's yard;

Response

Contractors Yard

The proposed Contractor's yard is a discretionary use in the zone (under the use class of Storage). The use is not agricultural, but the site is developed as existing (concrete batch plant), stemming from the primary resource located there (quarry). This use and development proposal for Storage, (contractors' yard and vehicle access), is not reliant on the quarry but the activity has a synergistic relationship with the existing use and development.

The agricultural report prepared for the site describes the location of the proposed (in part) as E1, already developed land and taken out of production. A small section of the land is farmed, and this is not affected by the proposed contractor's yard.

Extension of hours

Clause 7.2.1¹ applies to the existing Extractive industry use (batch plant) and associated development. There is no new use established and the existing use is not intensified, in any event, the batch plant has been assessed under the use standards.

A concrete batch plant would ordinarily be classified within the Manufacturing and Processing Use Class, adopting a best fit approach. However, clause 6.2.2² requires that where a use is a directly associated and subservient part of another use on the same Site, it must be categorised into the same use class as that other use.

Relevantly, the Site currently supports a quarry and the existing concrete batch plant has been approved as a directly associated and subservient part of that use.

The proposed extension in operating hours and new access arrangements are acknowledged to increase the theoretical production capacity of the plant. However, no increase of the actual output is proposed. Instead, the productive operation is proposed to be dispersed across a greater number of hours. It is acknowledged that operations are likely to be greater in the morning than in the afternoon. The application for the extension of hours is advanced under the Extractive Industry use classification consistent with pre-lodgement discussions with Council officers.

The increase in operating hours has been assessed as a new use for the purpose of this application.

Access

The access as proposed is considered a dual use (Storage and Extractive Industries) as it will support the two uses proposed in this application.

21.3 Use Standards

21.3.1 Discretionary uses

Objective
That uses listed as Discretionary:
a) support agricultural use; and b) protect land for agricultural use by minimising the conversion of land to non-agricultural use.

¹ Notwithstanding clause 6.8.1 of this planning scheme, proposals for development (excluding subdivision), associated with a Use Class specified in an applicable Use Table, as a Discretionary use, must be considered as if that Use Class had Permitted status in that Use Table, where the proposal for development does not establish a new use, or substantially intensify the existing use.

² A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same Use Class as that other use.

Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to: a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site; b) access to infrastructure only available on the site or on land in the vicinity of the site; c) access to a product or material related to an agricultural use; d) service or support for an agricultural use on the site or on land in the vicinity of the site; e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and f) provision of essential Emergency Services or Utilities

Response

P1 The performance criteria are addressed for the proposed uses of Storage - Contractors Yard and Extractive Industries.

The proposed contractor's yard is required to locate on the site for the need to contain and minimise impacts arising from the operation (traffic movements and noise) but also requires access to transport networks. Consolidating operations to this site is operationally efficient and utilises land already taken out of agricultural production. This is demonstrated in part by the Agricultural report provided, and also by the extent of the mining lease. The land to be developed for a contractor's yard is already included to the extensive landscaped (buffering berms and planted vegetation) area and the developed footprint associated with the batch plant.

The batch plant has been located on the site for the operational reasons, based on the relationship between the quarry and the batch plant together with the advantages afforded by the rural location. The proposed extension of operation hours to the batch plant necessarily takes advantage of this location for operational reasons and continues to cater to the needs of the batch plant to contain and minimise impacts arising from the operation such as noise, dust, hours of operation and traffic movements.

- a. The proposed contractor's yard (Storage) is not reliant on a naturally occurring resource, however, the presence of the quarry operation (extraction industry) creates a synergy of sectoral uses on the site. The contractor's yard has operational needs similar to the batch

plant and quarry and efficiencies between the two can be achieved in terms of consolidated use and transport options. The vehicles and machinery to be stored have an association with the quarry and the batch plant, as trucks may be hitched to trailers associated with either operation, thereby, providing an association with the naturally occurring resource and allowing efficiencies across the business groups.

The concrete batch plant, as approved, has a relationship to the naturally occurring resource on the site, that is the product mined from the quarry. As such, the extension to the hours of the batch plant operation is reliant on access to this resource.

- b. The site has immediate access to the main road transport connections via Evandale Road granting access to the major road network as suited for all transportation requirements. The location of this site and the development of the new access to Evandale Road is strategically vital to an efficient operation of industry product and service. The direct access to the major road network means that transport through built up and urban areas can be significantly reduced.

The co-location of the contractors' yard with the batch plant consolidates use on the land, and consolidates transport access to be more appropriately routed away from Hobart and Raeburn Roads. The use of appropriate vehicles and machinery shared between the uses also consolidates use of the land and available infrastructure.

The extension of hours to the batch plant is directly reliant on the access to the infrastructure available on the site, that is, the concrete batch plant, and will also be advantaged by the proposed access arrangement to Evandale Road.

- c. Access to an agricultural product is not applicable³.
- d. This application does not include an agricultural use.
- e. This application does not include an agricultural use.
- f. Not applicable.

A2	No Acceptable Solution.	P2	A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to: a) the area of land being converted to non-agricultural use; b) whether the use precludes the land from being returned to an agricultural use; c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.
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Response

³ Notwithstanding other agricultural potential over the subject site not included as a part of this application.

- P2 The performance criteria must be addressed. The agricultural assessment provided addresses the use of the land and area of land used, in terms of the batch plant being an existing use and that land already taken out of (agricultural) productive use.
- As the extension of operational hours to the batch plant is only a time extension, there is no impact to land.
- The development of the vehicle access is also shown to be minimal in impact toward land taken out of use. The agricultural assessment provides further information at Annexure 6.
- The contractor's yard:
- Utilises land already associated with the batch plant. The land is within the landscaped buffering created by the berms and already used for occasional storage by the batch plant (vehicles, machinery, etc.). No additional land is taken out of productive potential.
 - The land has limited agricultural potential is not affected by the proposed. The access may also be used to support agricultural purposes if so needed.
 - The proposed has no effect on adjoining agricultural uses. The land adjoining the southern boundary is combined residential, limited grazing and a quarry (and a TasWater asset). Distance to other surrounding uses that are agricultural or have this potential is sufficient to not cause any confinement (using 200m as a guide taken from that used at 21.4.2 A2). The agricultural report provided includes discussion on fettering adjoining agricultural use.

A3	No acceptable Solution	P3	A use listed as Discretionary, excluding Residential, located on prime agricultural land must: - be for Extractive Industry, Resource Development or Utilities, provided that: - the area of land converted to the use is minimised; - adverse impacts on the surrounding agricultural use are minimised; and - the site is reasonably required for operational efficiency; or - be for a use that demonstrates a significant benefit to the region, having regard to the social, environmental and economic costs and benefits of the proposed use.
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Response

- P3 Not applicable. The land is not considered prime agricultural land, being identified as Class 4 on LIST and by agricultural assessment.

A4	No Acceptable Solution	P4	A Residential use listed as Discretionary must: - be required as part of an agricultural use, having regard to: - the scale of the agricultural use; - the complexity of the agricultural use;
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	iii. the operational requirements of the agricultural use; iv. the requirement for the occupier of the dwelling to attend to the agricultural use; and v. proximity of the dwelling to the agricultural use; or b) be located on a site that: i. is not capable of supporting an agricultural use; ii. is not capable of being included with other agricultural land (regardless of ownership) for agricultural use; and iii. does not confine or restrain agricultural use on adjoining properties.
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Response

P4 Not applicable. The proposed Use is not residential.

21.4 Development Standards for Buildings and Works

21.4.1 Building height

Objective	
To provide for a building height that: a) is necessary for the operation of the use; and b) minimises adverse impacts on adjoining properties.	
Acceptable Solutions	Performance Criteria
A1 Building height must be not more than 12m.	P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: a) the proposed height of the building; b) the topography of the site; c) the bulk and form of the building; d) separation from existing use on adjoining properties; e) the nature of the existing uses on adjoining properties; and f) any buffers created by natural or other features.

Response

A1 The acceptable solution is achieved. Acoustic berms, similar to those already employed on the site are proposed, (as according to the Environmental Noise Assessment). They will not be more than 12m in height.

The container shelter proposed for the contractors' yard will be 7.1m in height.

21.4.2 Setbacks

Objective	
That the siting of buildings minimises potential conflict with use on adjoining properties.	
Acceptable Solutions	Performance Criteria
A1 Buildings must have a setback from all boundaries of: a) not less than 5m; or b) if the setback of an existing building is within 5m, not less than the existing building.	P1 Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: a) the bulk and form of the building; b) the nature of existing use on the adjoining properties; c) separation from existing use on the adjoining properties; and d) any buffers created by natural or other features.
A2 Buildings for a sensitive use must have a setback from all boundaries of: a) not less than 200m; or b) if the setback of an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.	P2 Buildings for a sensitive use must be sited so as not to conflict or interfere with an agricultural use, having regard to: a) the size, shape and topography of the site; b) the prevailing setbacks of any existing buildings for sensitive uses on adjoining properties; c) the location of existing buildings on the site; d) the existing and potential use of adjoining properties; e) any proposed attenuation measures; and f) any buffers created by natural or other features.

Response

P1 The performance criteria are addressed. The proposal includes a 3.2m high acoustic fence that will have no setback to the frontage at Evandale Road, and no setback to the south east (side) boundary.

- a. The building will be a fence, it will be solid in form and 3.2m in height. The setback increases from the road, as the fence is angled to the driveway, to allow for sufficient sight to the road for vehicle access safety.
- b. The proposed fence will be similar in nature to others in the area, including the neighbouring property.
- c. The fence will have no separation to the adjoining property at the south east, being up to the boundary. This is necessary to the function of the fence for acoustic purposes.
- d. Existing vegetation at the south east boundary provides a visual buffering to the built form of the fence.

A2 Not applicable, no buildings for sensitive use are proposed.

21.4.3 Access for new dwellings

Objective	
That new dwellings have appropriate vehicular access to a road maintained by a road authority.	
Acceptable Solutions	Performance Criteria
A1 New dwellings must be located on lots that have frontage with access to a road maintained by a road authority.	P1 New dwellings must have legal access, by right of carriageway, to a road maintained by a road authority, that is appropriate having regard to: a) the number of users of the access; b) the length of the access; c) the suitability of the access for use by the occupants of the dwelling; d) the suitability of the access for emergency services vehicles; e) the topography of the site; f) the construction and maintenance of the access; g) the construction, maintenance and usage of the road; and h) any advice from the road authority.

Response

Not applicable – no dwellings are proposed.

4.2 Code Assessment

C2.0 Parking and Sustainable Transport Code

Response

Please refer to the Traffic Impact Assessment (TIA) supplied with this application at Annexure 4. The report assesses the traffic and parking impacts of the proposed. The assessment finds that proposed access and parking measures are suitable and sufficient to the need.

C3.0 Road and Railway Assets Code

Response

Please refer to the Traffic Impact Assessment (TIA) supplied with this application at Annexure 4. The report assesses the traffic and parking impacts of the proposed. The assessment finds that the new access point will reduce reliance on the McGraths Road / Hobart Road access route and redistribute a substantial proportion of batch plant traffic away from this intersection and result in a net road safety benefit by this transference to the regional freight network.

C7.0 Natural Assets code

C7.6 Development Standards for Buildings and Works

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

Response

A vegetation assessment has been undertaken by RMCG for a part response to this code. The assessment finds that the site (specifically the location of the water crossing) does not include any native riparian vegetation. Please refer to Annexure 5.1 for a response to A1 of the Code.

Please also refer to Annexure 5.2 for a response to the A3 of the Code, addressing the proposed new stormwater point discharge into a watercourse.

No other standards of the Code apply to the application.

C9.0 Attenuation Code

Response

The purpose of the Attenuation Code (C9.1) is to minimise adverse impacts on the health, safety and amenity of sensitive uses, from activities which have the potential to cause emissions. It is to also

minimise the likelihood for sensitive use to conflict with, interfere with, or constrain activities which have the potential to cause emissions.

The use and development of a contractor's yard is not subject to assessment under the Attenuation Code, however, given the 24/7 nature of the proposed use and expected noise levels associated with heavy vehicles, Hazell Bros recognises that they have a general environment duty in respect of this aspect of the use. An environmental noise assessment has been undertaken for the site and includes consideration of the Contractors Yard. Barriers for noise and light have been designed and included to this proposal. The inclusion of these protections, (compacted soil berms and acoustic fence) means that the site and access are well provisioned and can also allow traffic from the batch plant and the increase of operation hours proposed. The assessment undertaken shows that there is no unreasonable detriment created by the proposal. The following response to the Code standard is taken from the assessment, provided at Annexure 3.

C9.5 Use Standards

C9.5.1 Activities with potential to cause emissions

Response

- P1 The performance criteria are addressed. The contractor's yard is not subject to the Code, nor the access, as proposed. The proposed extension of the hours to the batch plant, as explained, for the purpose of this application, have been assessed as a new use. As such, the cumulative impacts of the proposed uses are addressed in the performance criteria.
- a. No unreasonable loss of amenity, or unreasonable impacts to the health and safety of an existing sensitive use is anticipated, based on the findings of the noise assessment. The assessment considers results from ambient noise monitoring and subsequent modelling. The results find that the extended hours of the operations proposed for the concrete batching plant wouldn't result in an unreasonable loss of amenity. The provided report contains full detail of the findings.
 - b. There is no residential zoned land within the attenuation area.

C13.0 Bushfire-Prone Areas Code

C13.2.1 This code applies to:

- a. subdivision of land that is located within, or partially within, a bushfire-prone area; and
- b. a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.

Response

The code does not apply to this application.

C15.0 Landslip Hazard Code

C15.2.1 This code applies to:

- a. use or development of land within a landslip hazard area;

Response

The development is not within the affected area. The code does not apply.

C16.0 Safeguarding of Airports Code

C16.4 Use or Development Exempt from this Code

C16.4.1 The following use or development is exempt from this code:

- (a) development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.

Response

The application is exempt as the development does not breach the AHD height of 189.76m AHD (minimum).

3. Conclusion

This planning application is for Use and Development in the Agriculture Zone. The development of a (Storage) contractor's yard is a discretionary use in the zone. The development will include a vehicle access to Evandale Road. This will allow traffic associated with the contractor's yard and, by default, the extension of hours of the batch plant to be directed away from the lower order road and intersection at Hobart Road, and instead utilise the industrial purpose road built for higher traffic flows and heavy vehicles.

The supplied Traffic Impact Assessment shows that there is no unreasonable impact or detriment to the surrounding road network.

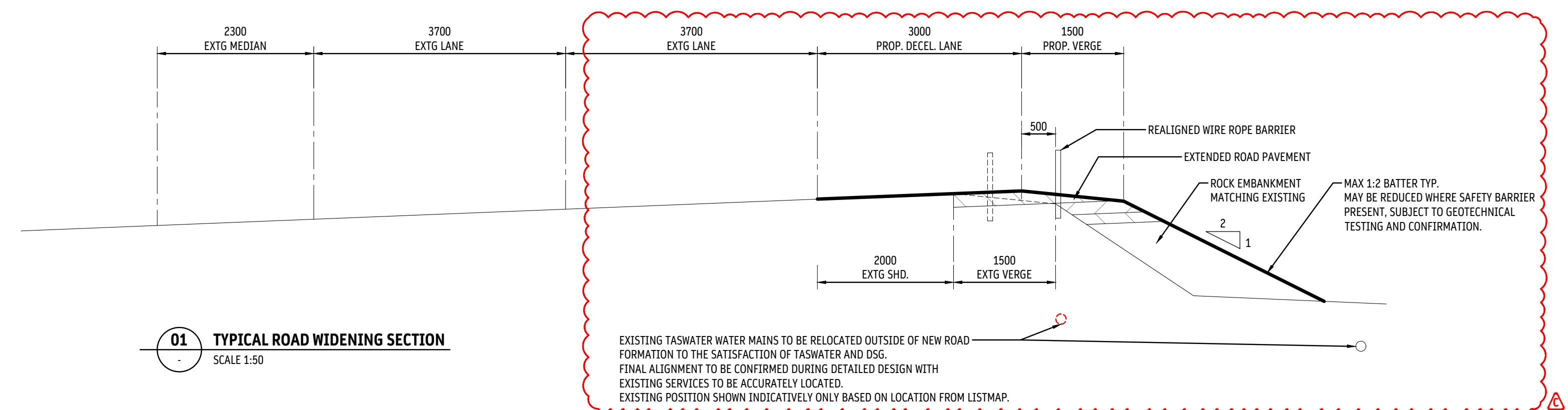
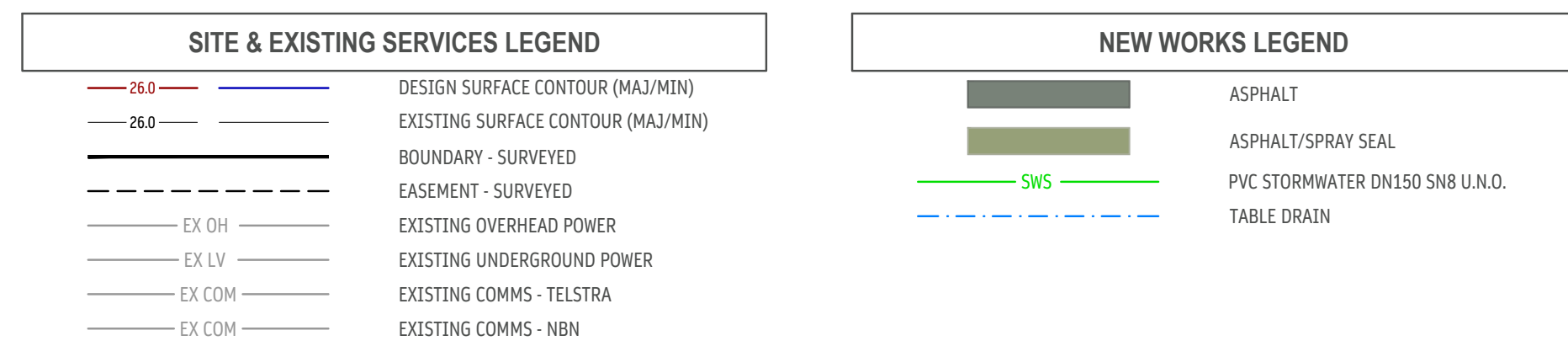
The Environmental noise report assesses the use and development against the protective measures proposed and finds no undue detriment.

Similarly, the Natural Values assessment finds no detriment will be caused by the development.

The application meets the requirements of the Tasmanian Planning Scheme – Northern Midlands and approval is sought accordingly.

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SCALE:	PROJECT No.	SHEET No.	REV.
SCALE 1:2500	26E99-111	C400a	A



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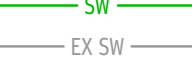


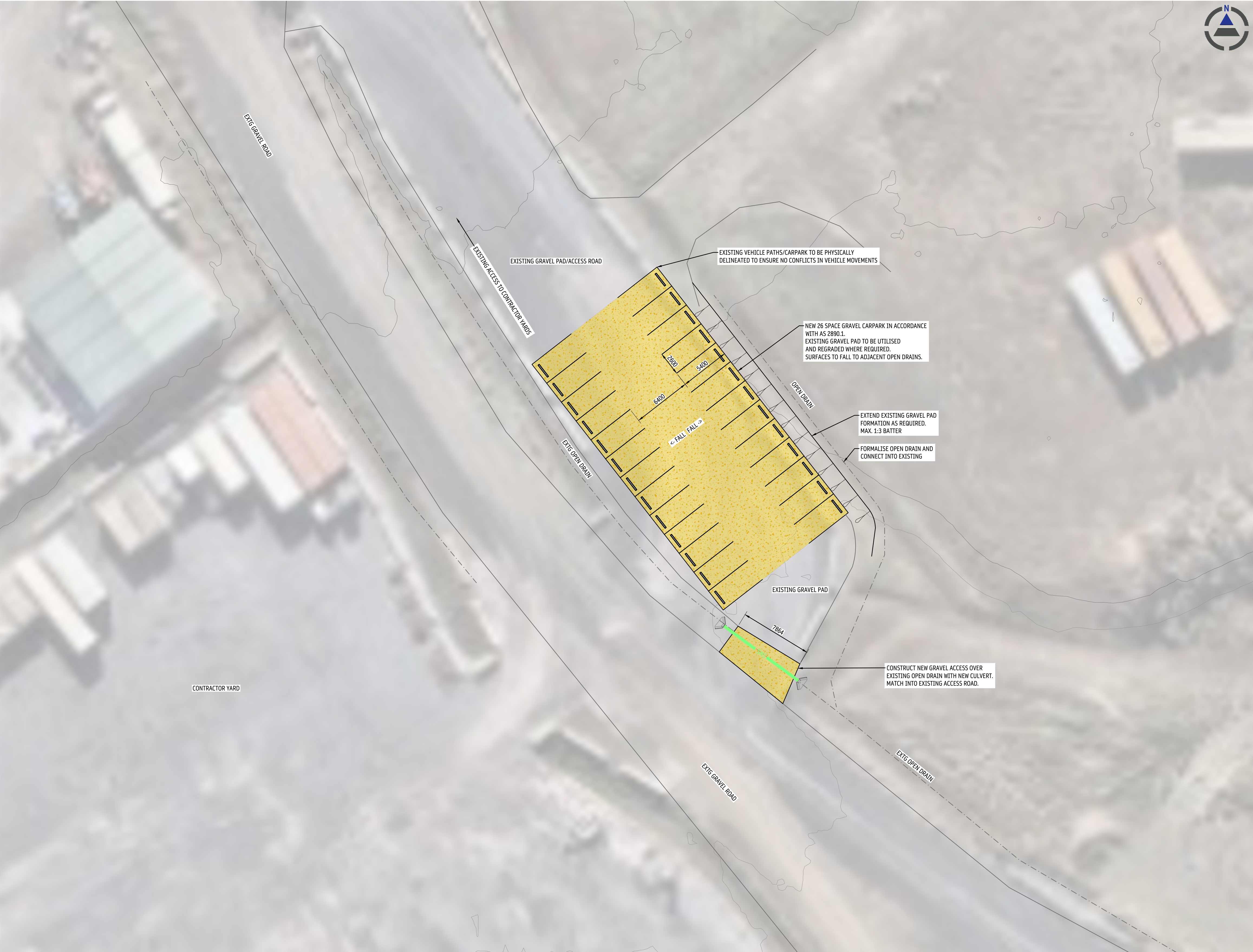
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DRAWN: LC		
CHECKED: RJ		
DESIGN: JS	C	DSG REVIEW REVISIONS
CHECKED: JS	B	DEVELOPMENT APPROVAL
VERIFIED: RJ	A	DSG APPROVAL

Received
31.7.2026

SHEET:
CONCEPT ACCESS ROAD PLAN - 1



SITE & EXISTING SERVICES LEGEND	
	DESIGN SURFACE CONTOUR (MAJ/MIN)
	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY - SURVEYED
	EASEMENT - SURVEYED
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND POWER
	EXISTING COMMS - TELSTRA
	EXISTING COMMS - NBN
	EXISTING GAS
PAVEMENT LEGEND	
	ASPHALT
	ASPHALT/SPRAY SEAL
	CONCRETE FOOTPATH
	CONCRETE
	GRAVEL
	150H BARRIER KERB AS PER TSD-R14-V3
	150W FLUSH KERB AS PER TSD-R14-V3
	600W KERB & CHANNEL AS PER TSD-R14-V3
STORMWATER LEGEND	
	PVC STORMWATER DN150 SN8 U.N.O.
	SLOTTED PVC AG DRAIN
	TABLE DRAIN
	NEW STORMWATER MAIN
	EXISTING STORMWATER MAIN
	EXISTING STORMWATER - PRIVATE
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-V3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-V3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-V3
	INSPECTION OPENING
	GP1 - 450 SO PIT ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP2 - 600 SO PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP3 - 750 SO PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP4 - 900 SO PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GRATED TRENCH WITH PIT, ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
SEWER LEGEND	
	uPVC SEWER DN100 SN6 U.N.O.
	NEW SEWER MAIN
	EXISTING SEWER - PRIVATE
	EXISTING SEWER MAIN
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-5-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
	INSPECTION OPENING
	INSPECTION OPENING TO SURFACE
	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER
	
WATER SERVICES LEGEND	
	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
	NEW WATER MAIN
	EXISTING WATER MAIN
	EXISTING WATER SERVICE - PRIVATE
	250D POLY (200D) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TW5-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
	WATER VALVE
	HYDRANT



SITE & EXISTING SERVICES LEGEND	
	DESIGN SURFACE CONTOUR (MAJ/MIN)
	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY - SURVEYED
	EASEMENT - SURVEYED
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND POWER
	EXISTING COMMS - TELSTRA
	EXISTING COMMS - NBN
	EXISTING GAS

PAVEMENT LEGEND	
	ASPHALT
	ASPHALT/SPRAY SEAL
	CONCRETE FOOTPATH
	CONCRETE
	GRAVEL
	150H BARRIER KERB AS PER TSD-R14-V3
	150W FLUSH KERB AS PER TSD-R14-V3
	600W KERB & CHANNEL AS PER TSD-R14-V3

STORMWATER LEGEND	
	PVC STORMWATER DN150 S/N8 U.N.O.
	SLOTTED PVC AG DRAIN
	TABLE DRAIN
	NEW STORMWATER MAIN
	EXISTING STORMWATER MAIN
	EXISTING STORMWATER - PRIVATE
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-V3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-V3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-V3
	INSPECTION OPENING
	GP1 - 450 SQ PIT ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP2 - 600 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP3 - 750 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP4 - 900 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GRADED TRENCH WITH PIT, ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE

SEWER LEGEND	
	UPVC SEWER DN100 S/N6 U.N.O.
	NEW SEWER MAIN
	EXISTING SEWER - PRIVATE
	EXISTING SEWER MAIN
	SEWER MAINTENANCE HOLE 1050B AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
	INSPECTION OPENING
	INSPECTION OPENING TO SURFACE
	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND	
	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
	NEW WATER MAIN
	EXISTING WATER MAIN
	EXISTING WATER SERVICE - PRIVATE
	250D POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
	WATER VALVE
	HYDRANT

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DEVONPORT
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APPROVAL	REV	DESCRIPTION
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DATE
04-06-26

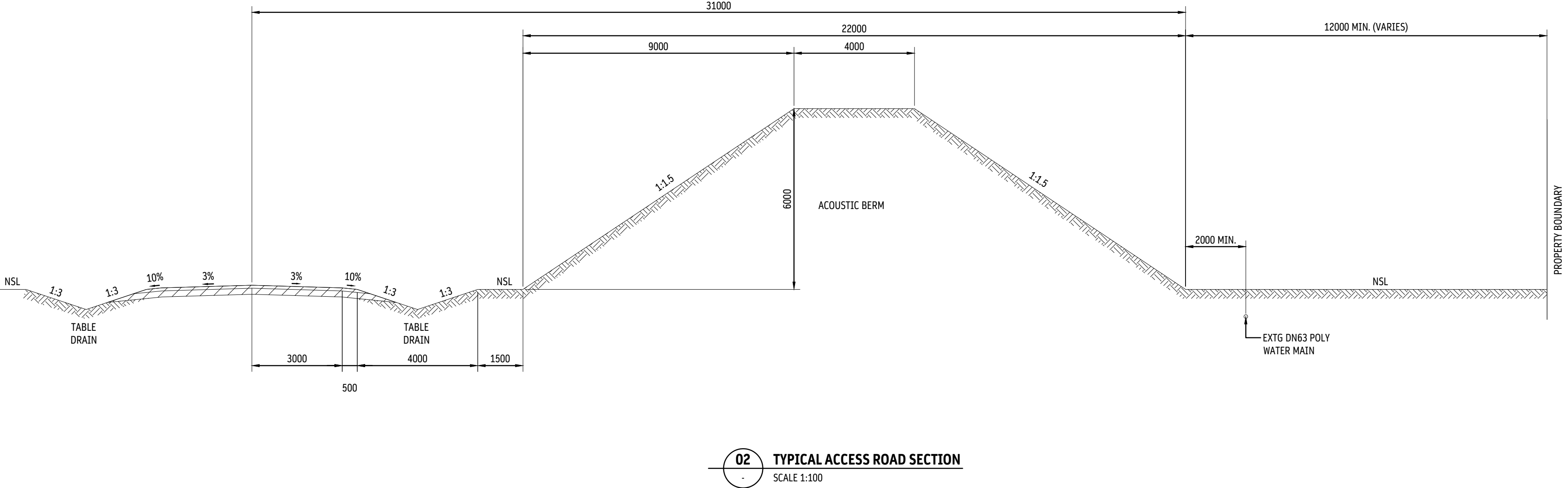
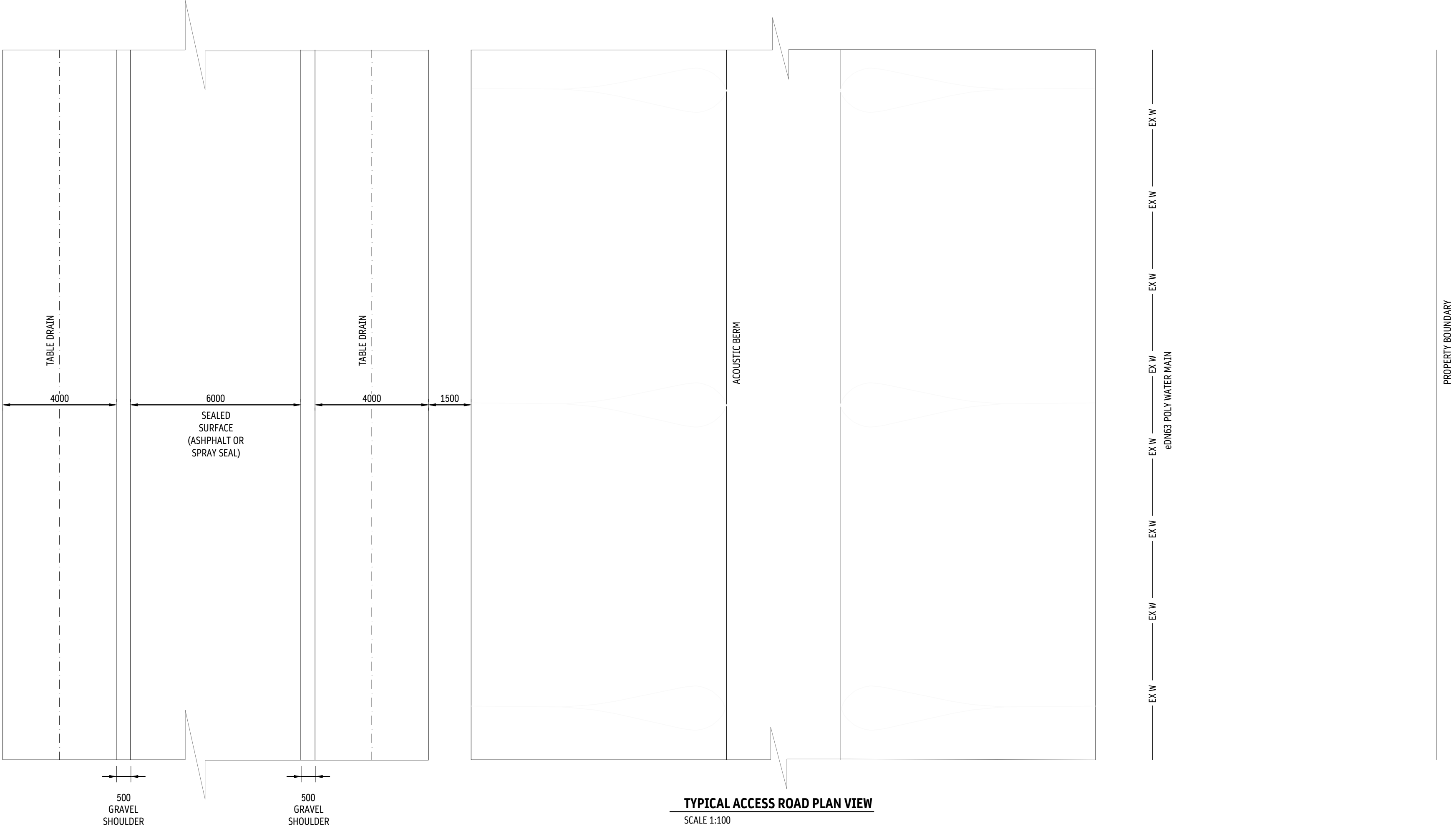
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PROJECT: CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET: CONCEPT CARPARK PLAN

SCALE: SCALE 1:200
PROJECT No. 26E99-111C403
SHEET No. 403
REV. A





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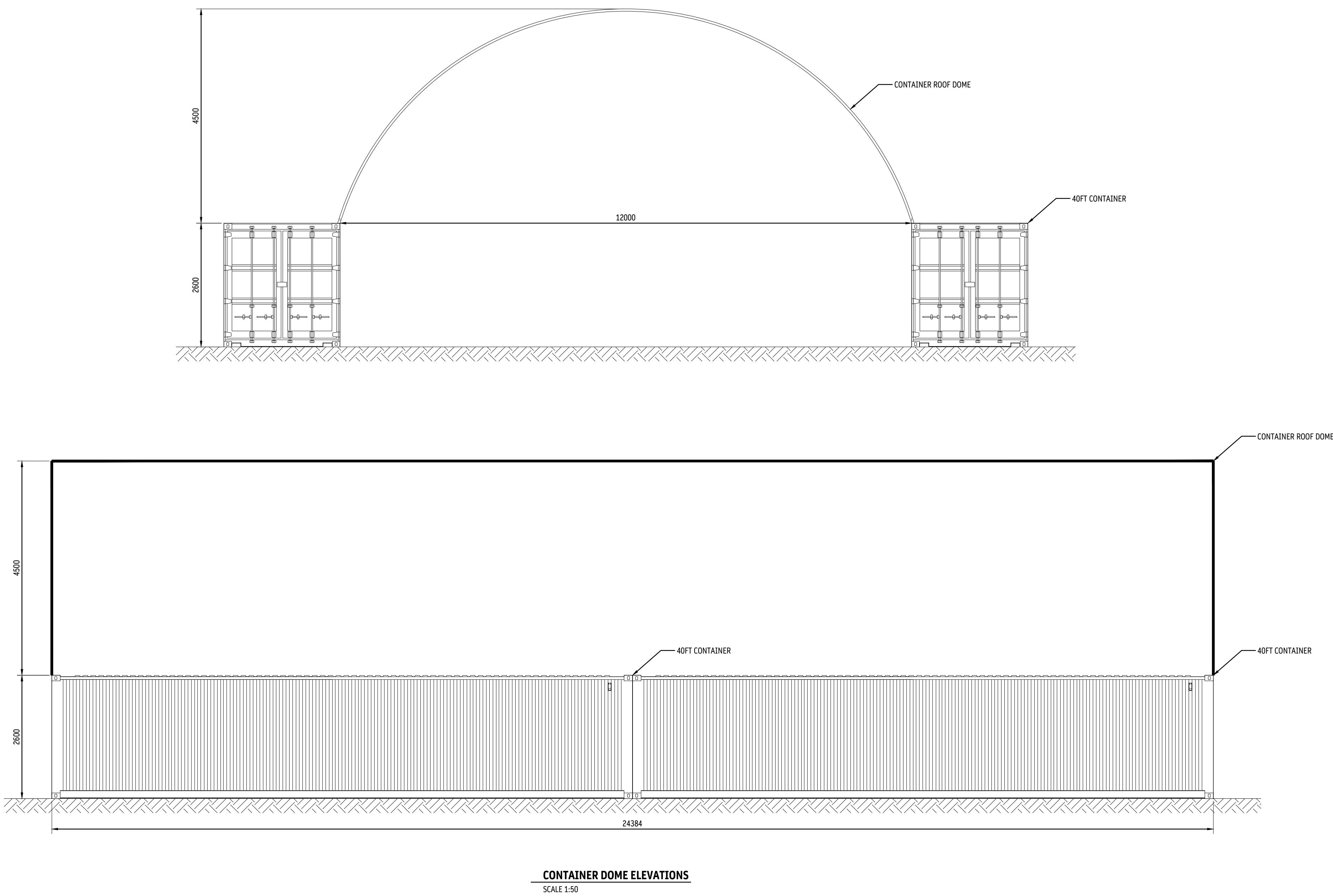
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PROJECT: CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET: TYPICAL ROAD SECTION

SCALE: SCALE 1:100
PROJECT No. 26E99-111C404
SHEET No. A
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PROJECT:
CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET:
CONTAINER DOME ELEVATIONS

SCALE:
SCALE 1:50

PROJECT No.
26E99-111C405

SHEET No.
A

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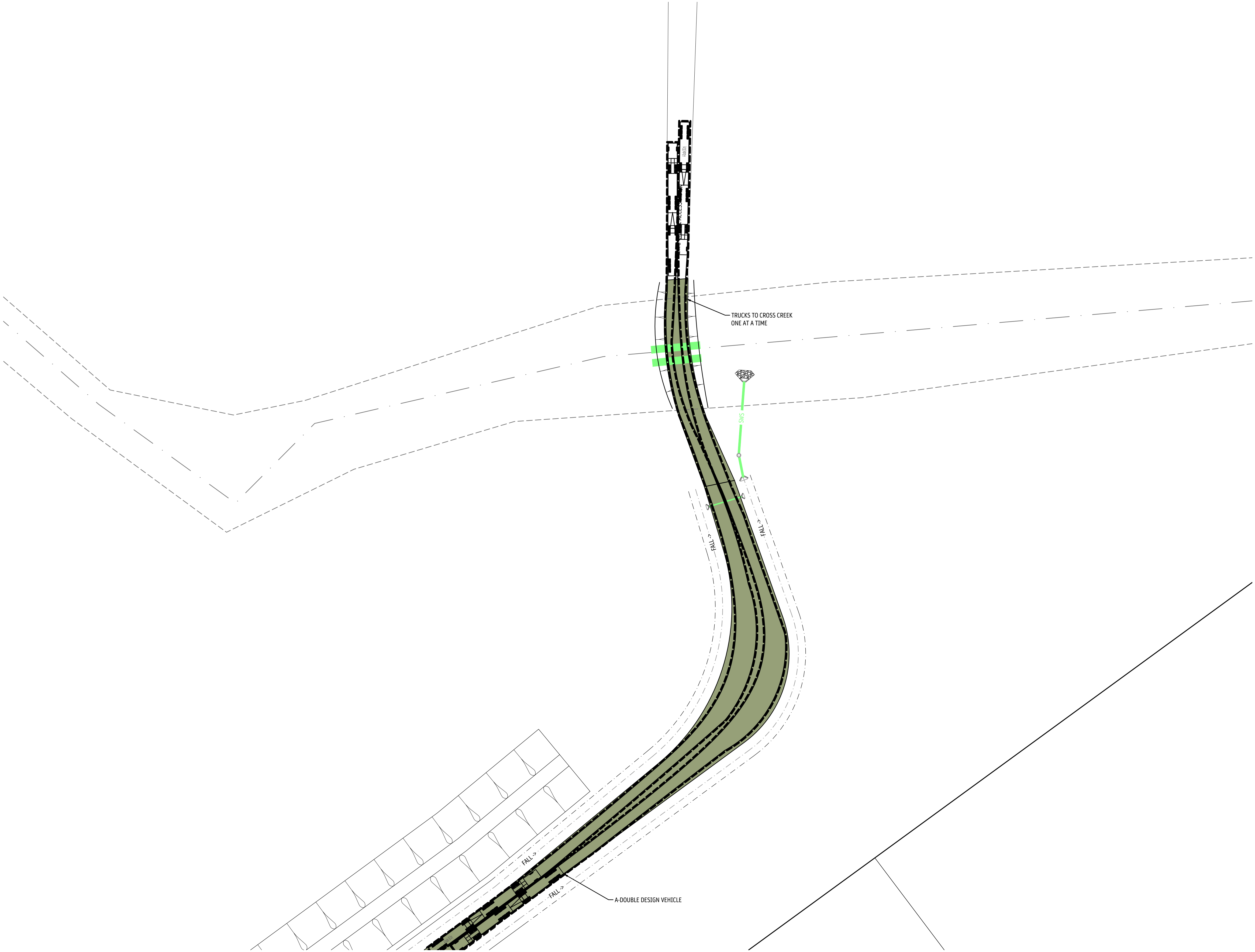
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CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET:
TURN PATH PLAN - 1

DEVELOPMENT APPROVAL



SCALE: 1:500
PROJECT No. 26E99-111C411
SHEET No. C
REV. C



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APPROVAL	REV	DESCRIPTION
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PROJECT: CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET: TURN PATH PLAN - 2

DEVELOPMENT APPROVAL



SCALE:	PROJECT No.	SHEET No.	REV.
SCALE 1:500	26E99-111C411	A	



Transforming Possibilities.
ABN: 79 097 438 714

Hobart
Lower Ground, 199 Macquarie Street
Hobart, Tasmania 7000
PO Box 1248, Hobart, TAS 7001

Launceston
22-24 Paterson Street
Launceston, Tasmania 7250
PO Box 1898, Launceston TAS 7250

Devonport
33-35 Steele Street
Devonport, Tasmania 7310
PO Box 1898, Launceston TAS 7250

05/06/2026

Sam Plaschke
Eska Projects
TAS

Dear Sam,

Re: Planning Scheme Response – Contractor Yard & Access Road – 59 Raeburn Road, Breadalbane

The following planning scheme response is provided to supplement drawings 26E99-111-DWG-C provided for Development Approval.

Tasmanian Planning Scheme
C7.0 Natural Assets Code
C76.1

A3 Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.	P3 Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to: (a) the need to minimise impacts on water quality; and (b) the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.
--	---

Response to P3:

The proposed new stormwater discharge is expected to have minimal impact on natural assets, being the existing Briarly Creek. The proposed discharge will be concentrating flows collected from the new access road via new grassed roadside open drains and subsequent pipe private stormwater system.

The extensive length of proposed grassed open drains will inherently provide stormwater quality improvement and capture/slowing of siltation runoff from the new road. A gross pollutant trap screen or similar is proposed to be fitted to the outlet to ensure capture of larger gross pollutants and debris. Due to the nature of the road being for access only with no additional development or use branching off or directing stormwater flows into the open drains, there is expected to be very minimal pollutant loading, with

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the GPT screen or similar provided as a safeguard for litter/debris resulting from passing vehicle movements.

The proposed discharge into the existing creek will be via a new headwall structure. Rock scour protection is to be provided around the outlet to ensure concentrated flows do not cause undue erosion to the creek bed or embankment.

A soil and water management plan is to be provided prior to construction or at a stage required by council in accordance with industry best practice for implementation during works to ensure construction activities do not discharge excess sedimentation into the existing waterway.

Yours sincerely,



Jack Saunders
Civil Engineer

Hazell Bros

Breadalbane concrete batching plant and contractor yard alternate access environmental noise assessment



Report No. 7175_AC_R_R1

TARKARRI ENGINEERING PTY LTD

PO Box 506
Kings Meadows TAS 7249

June 2026

**Tarkarri
Engineering**

Air Quality • Acoustics • Environment • Vibration





Hazell Bros – Breadalbane concrete batching plant and contractor yard alternate access environmental noise assessment.

DOCUMENT CONTROL

HAZELL BROS BREADALBANE CONCRETE BATCHING PLANT AND CONTRACTOR YARD ALTERNATE ACCESS ENVIRONMENTAL NOISE ASSESSMENT

Report No. 7175_AC_R	Library Code AC
Prepared for Hazell Bros 73-79 Lilydale Road Rocherlea Tasmania, 7248	Prepared by Tarkarri Engineering Pty Ltd PO Box 506 Kings Meadows Tasmania 7249
Contact Mr Sam Plaschke (Eska Projects) ☎ +61 3 Mobile +61(0)417 505 197 Email sam@eskaprojects.com.au	Contact Dr Alex M ^c Leod ☎ +61 3 6343 2077 Mobile +61(0)439 357 297 Email alex.mcleod@tarkarri.com

Author	Alex M ^c Leod Director / Principal Consultant	Date: 25 June 2026
Revision History		
Revision No.	Date Issued	Reason/Comments
0	24/06/2026	Initial release
1	25/06/2026	Edits
Distribution		
Copy No. _____	Revision No.	Location
1	1	Project/Client File
2	1	Client
3	1	Tarkarri Engineering Library
Keywords	dba – Decibels A-weighted. A-weighting – Weighting of the audible frequencies reflective of the response of the human ear to noise. L_{Aeq,T} – Equivalent continuous A-weighted sound pressure level over a given time (T). L_{A90,T} – A-weighted sound pressure level exceeded for 90 % of a given time period (T), typically known as the background. L_{A10,T} – A-weighted sound pressure level exceeded for 10 % of a given time period (T).	



Hazell Bros – Breadalbane concrete batching plant and contractor yard alternate access environmental noise assessment.

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References

- [1] SoundPLAN Acoustic modelling software - Braunstein & Berndt GmbH.
- [2] ISO 9613-2:2024 Acoustics -- Attenuation of sound during propagation outdoors -- Part 2: Engineering method for the prediction of sound pressure levels outdoors.
- [3] CONCAWE The oil companies' international study group for conservation of clean air and water – Europe (est. 1963) report 4/81.



Hazell Bros – Breadalbane concrete batching plant and contractor yard alternate access environmental noise assessment.

1 Introduction

Tarkarri Engineering was commissioned by Hazell Bros to conduct an environmental noise assessment of their concrete batching plant located at 59 Raeburn Rd Breadalbane as part of a proposal to extend hours of operations. This assessment considers an alternative access route into the plant from Evandale Rd near the General Industrial zone located to the south. The route will also be utilised for access to and from a new contractor yard to be located to the south-east of the batching plant

The concrete batching plants current permitted hours are outlined below:

- 3.1 *Except for administration, the use must not be undertaken outside the hours of 0600 hours to 1800 hours on weekdays and 0800 hours to 1600 hours on Saturdays.*
- 3.2 *Notwithstanding the above paragraph, activities must not be carried out on Sundays and public holidays that are observed Statewide (Easter Tuesday excepted).*
- 3.3 *The use may operate outside these hours on no more than 12 occasions each calendar year.*
- 3.4 *The permit operator must notify Council on each occasion that the use operates outside the hours allowed in conditions 3.1 and 3.2.*

This assessment considers the following extended hours periods:

- 0300 hrs to 0600 hrs on weekdays,
- 0500 hrs to 0800 hrs on Saturdays.

The assessment of the concrete batching plant addresses Performance Criterion P1 of Condition C9.5.1 of the *Tasmanian Planning Scheme (TPS)*. The relevant sections of the TPS are provided below for reference:

C9.5.1 Activities with potential to cause emissions

Objective:	That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.
Acceptable Solutions	Performance Criteria
A1 The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include: (a) a site used for a sensitive use which is existing; (b) a site that has a planning permit for a sensitive use; or (c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone.	P1 An activity listed in Tables C9.1 or C9.2 must not cause: (a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or (b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; (iii) degree of hazard or pollution that may be emitted from the activity; (iv) hours of operation of the activity; (v) nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; (vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and (vii) measures to eliminate, mitigate or manage emissions from the activity.

Table C9.1 Attenuation Distances

Activity	Attenuation Distance	
	Level 1 Activity	Level 2 Activity
Concrete batching plants The conduct of works for the production of concrete by the mixing of cement, sand, rock, aggregate or other similar materials, excluding the manufacture of concrete products – emissions such as noise and dust.	200m	–

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Hazell Bros – Breadalbane concrete batching plant and contractor yard alternate access environmental noise assessment.

The contractor yard would operate on a 24 hrs, 7 days a week basis. While the *Tasmanian Planning Scheme* provides no mechanism that regulates noise emissions associated with the contractor yard, it is recognised that a general environment duty to not cause environmental nuisance is present. Given this, noise emissions from the contractor yard (and cumulative noise from the yard and batching plant) is assessed here during the night period (2200 to 0300 hrs), excluding the period when operation of the concrete batching plant could occur currently with the yard. This is the period when ambient noise levels are lowest, the potential for noise nuisance is highest and subsequently assessment criteria are most conservative (i.e. compliance with night criteria results in compliance with evening and day criteria which are less conservative).

2 Site description

The Hazell Bros Breadalbane concrete batching plant is located on McGraths Rd to the west of the Raeburn Quarry and east of Hobart Rd. Noise sensitive residential premises are located to the north-west on the western slopes of Cocked Hat Hill and to the south-west and south on Hobart Rd, Raeburn Rd and Evandale.

Figure 2-1 shows an aerial view with the location of the batching plant and contractor yard marked. Figure 2-2 presents a general arrangement with the proposed alternate access route and contractor yard detailed (the earth berms and fencing indicated on the general arrangement are designed for noise mitigation with further details provided in latter sections of this report).

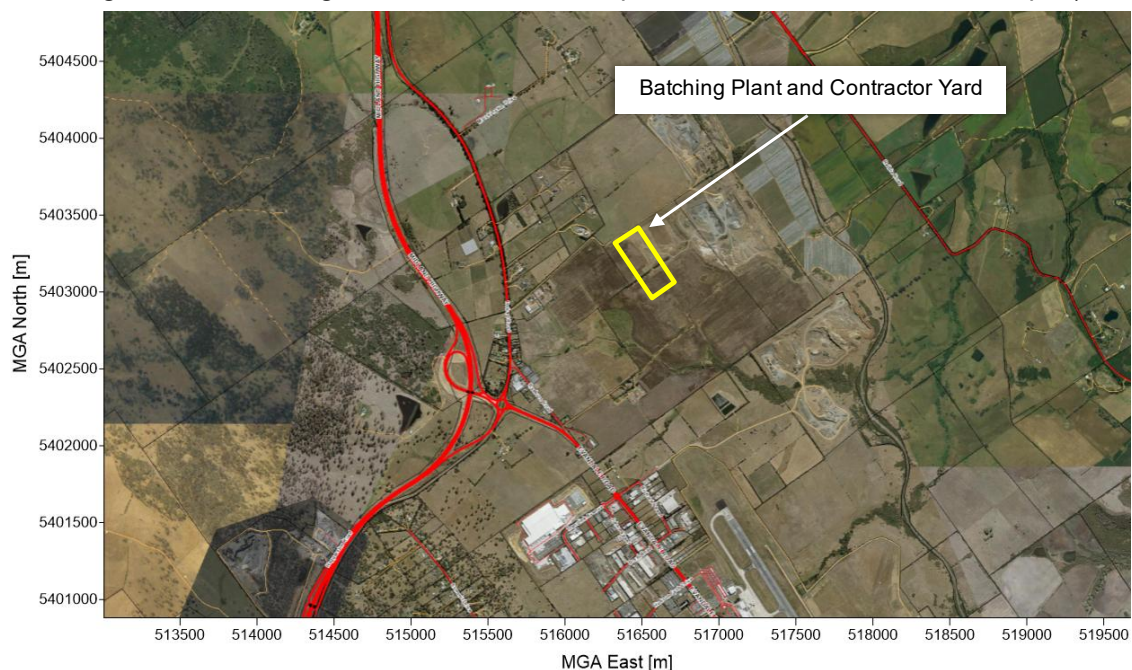


Figure 2-1: Aerial view of the Breadalbane concrete batching plant and contractor yard land and surrounds.



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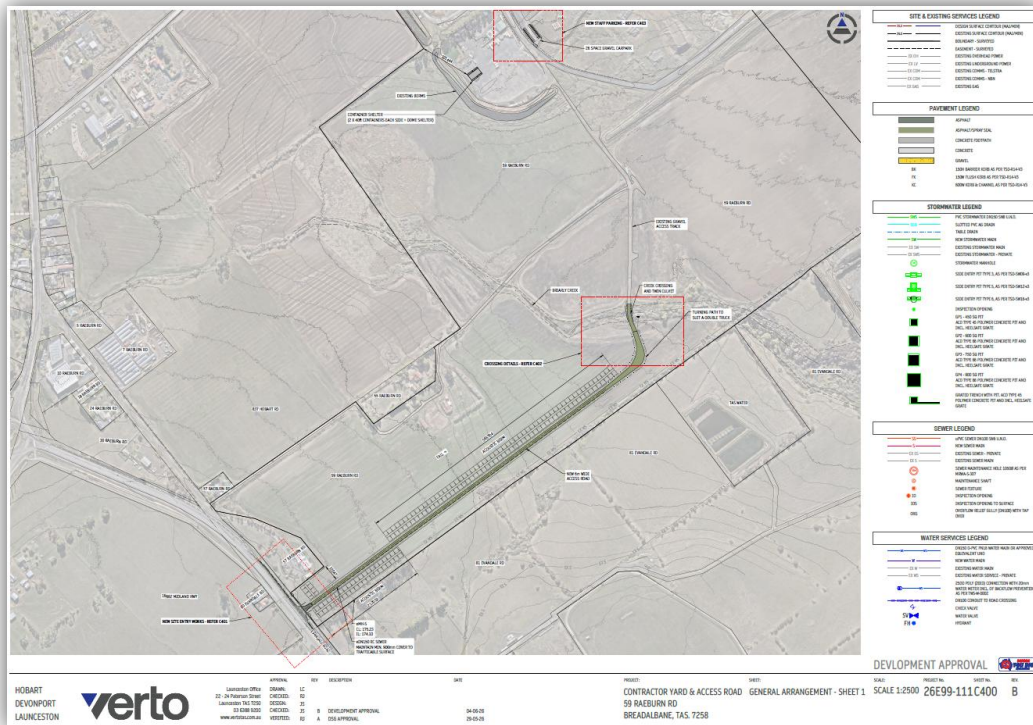


Figure 2-2: Contractor yard and access road general arrangement (provided by Eska Projects).

3 Ambient noise environment

3.1 Ambient noise monitoring procedure

Unattended logging sound level meters (SLMs) were located at locations to the south of the concrete batching plant and contractor yard land (55 Raeburn Rd, Breadalbane, MGA coords 516437, 5402437 and 59 Raeburn Rd, Breadalbane, MGA coords 516437, 5402437) measuring relevant 10-minute noise statistics for a period of approx. 6 days between 19 and 25 April 2022 at 55 Raeburn Rd and at 59 Raeburn Rd for approx. 11 days between 6 and 17 April 2026.

All measurements were carried out in general accordance with the *Tasmanian Noise Measurements Procedures Manual*.

The data collected is utilised to assess the existing noise environment and for the development of assessment criteria designed to minimise the potential for noise emissions from operations to cause environmental nuisance.

Under the *Environmental Management and Pollution Control Act 1994* (EMPCA) '**environmental nuisance**' means:

- (a) the emission, discharge, depositing or disturbance of a pollutant that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment; and
- (b) any emission, discharge, depositing or disturbance specified in an environment protection policy to be an environmental nuisance.'



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Figure 3-1 shows an aerial view showing the location of the monitoring and the batching plant and yard. Figure 3-2 shows a photograph of the SLMs at the monitoring locations.

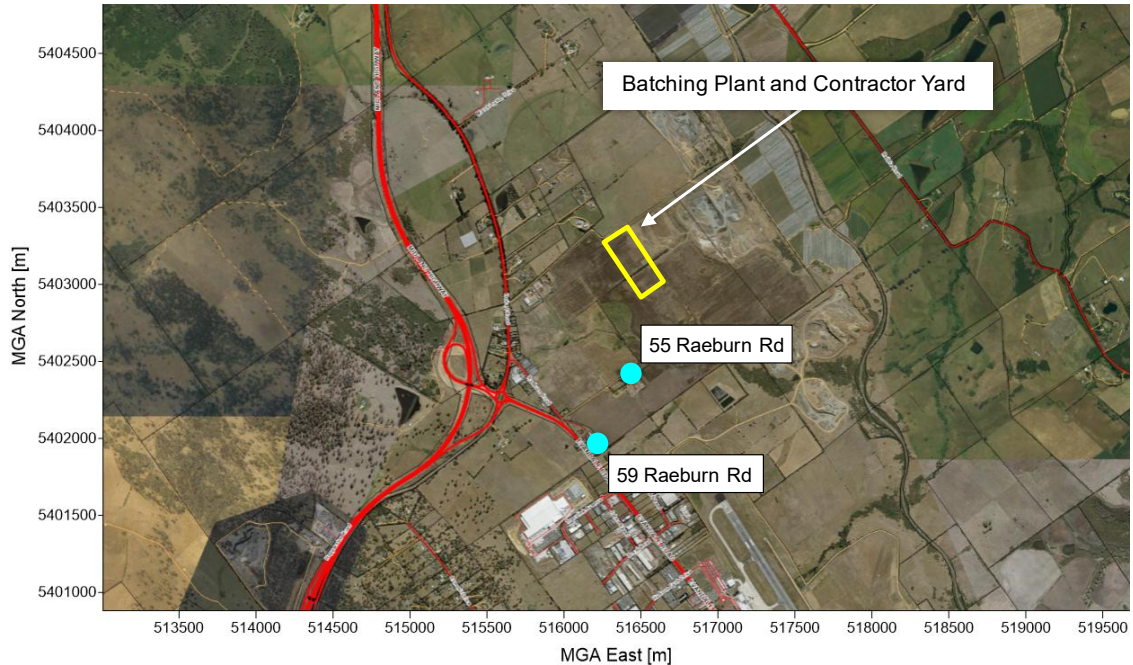


Figure 3-1: Aerial view with monitoring locations marked.



Figure 3-2: Photograph showing SLM locations (taken by Tarkarri Engineering).

3.2 Ambient noise monitoring results

Figures 3-3 and 3-4 provide time series graphs of the logged levels for the following noise statistics through the monitoring periods:

- $L_{Aeq,10min}$: A-weighted energy equivalent sound pressure level over a 10-minute period.
- $L_{A90,10min}$: A-weighted sound pressure level exceeded for 90 % of a 10-minute period, commonly termed the background noise level and control by constant noise sources.



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- $L_{A10,10min}$: A-weighted sound pressure level exceeded for 10 % of a 10-minute period, representative of transient noise sources in the environment.

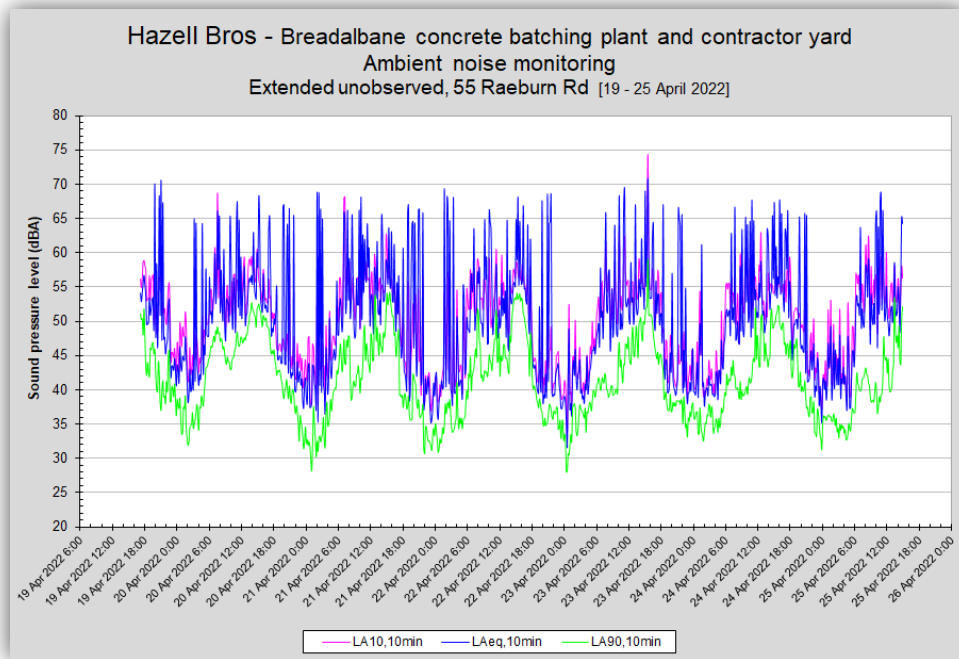


Figure 3-3: Measured 10-minute noise statistics, 55 Raeburn Rd.

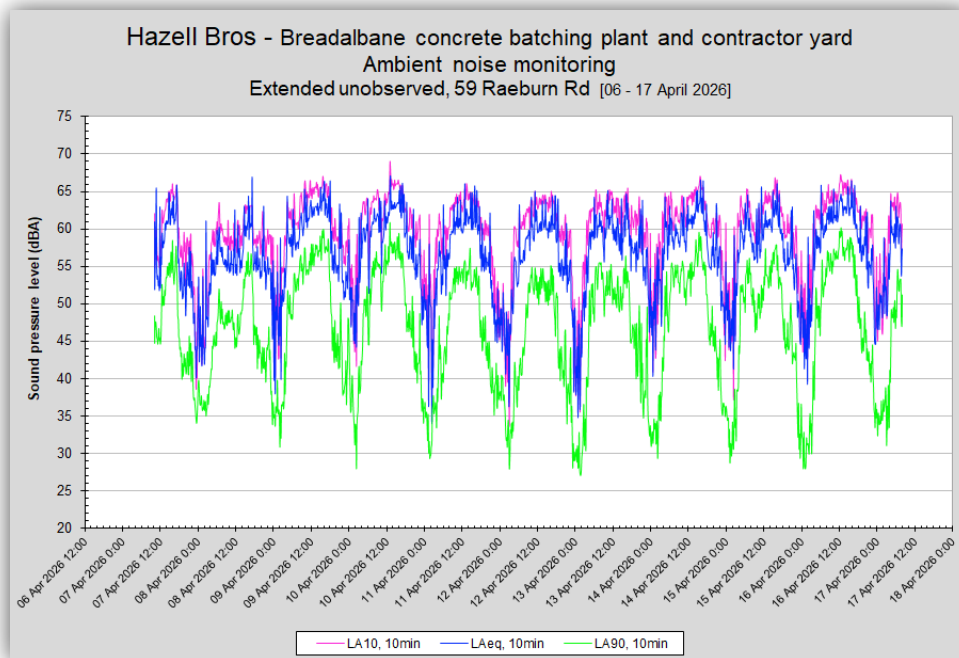


Figure 3-4: Measured 10-minute noise statistics, 59 Raeburn Rd.



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From the above the following is noted:

55 Raeburn Rd

L_{Aeq,10min}

- Levels generally fluctuated between 35 to 40 dBA during the night and up to 50 to 55 dBA during the day.
- Numerous high amplitude peaks are present as result of aircraft movements to and from the airport, at these times L_{Aeq} levels exceed L_{A10} levels indicating the short duration of the events.

L_{A90,10min}

- Levels were as low as 30 dBA during the night and up to 50 to 55 dBA during the day.

NB: The high amplitude flight events seen in the L_{Aeq} results are not present. This is due to the short duration of an overflight event not influencing the L_{A90,10min} statistic.

59 Raeburn Rd

L_{Aeq,10min}

- Levels generally fluctuated between 35 to 40 dBA during the night and up to 55 to 65 dBA during the day.
- The high amplitude peaks evident at 55 Raeburn Rd are not present with traffic on Evandale Rd appearing to mask overflight events.

L_{A90,10min}

- Levels were as low as 28 dBA during the night and up to 60 to 65 dBA during the day.

3.2.1 Early morning period

Figures 3-5 and 3-6 provide timeseries graphs of the logged levels for the early morning extended hours period, 0300 - 0600 hrs weekdays and 0500 - 0800 hrs Saturdays, when the batching plant would operate (and potentially concurrently with the contractor yard).



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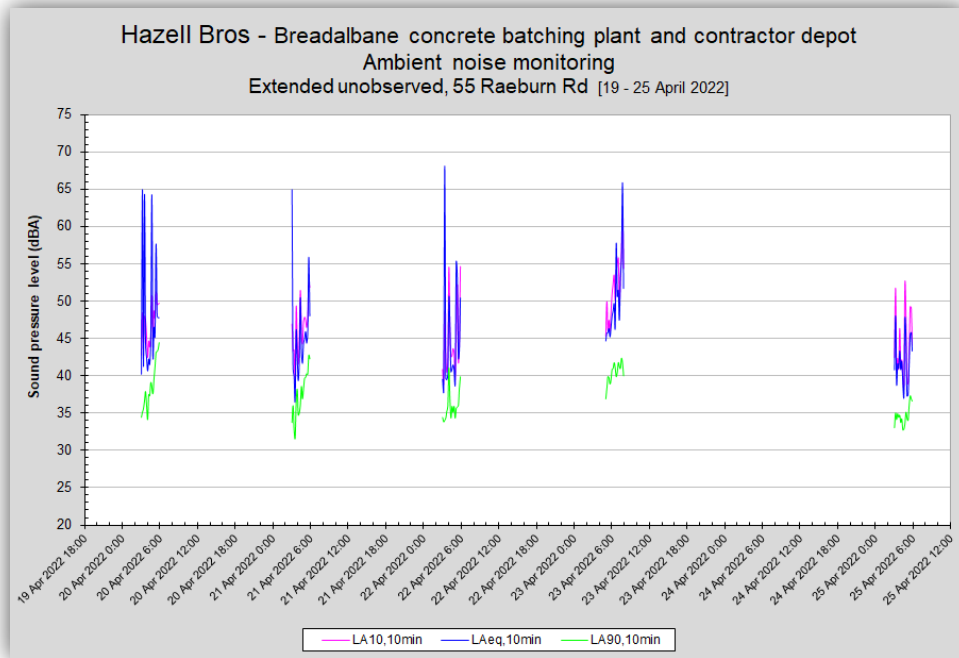


Figure 3-5: Measured 10-minute noise statistics, early morning, 55 Raeburn Rd.

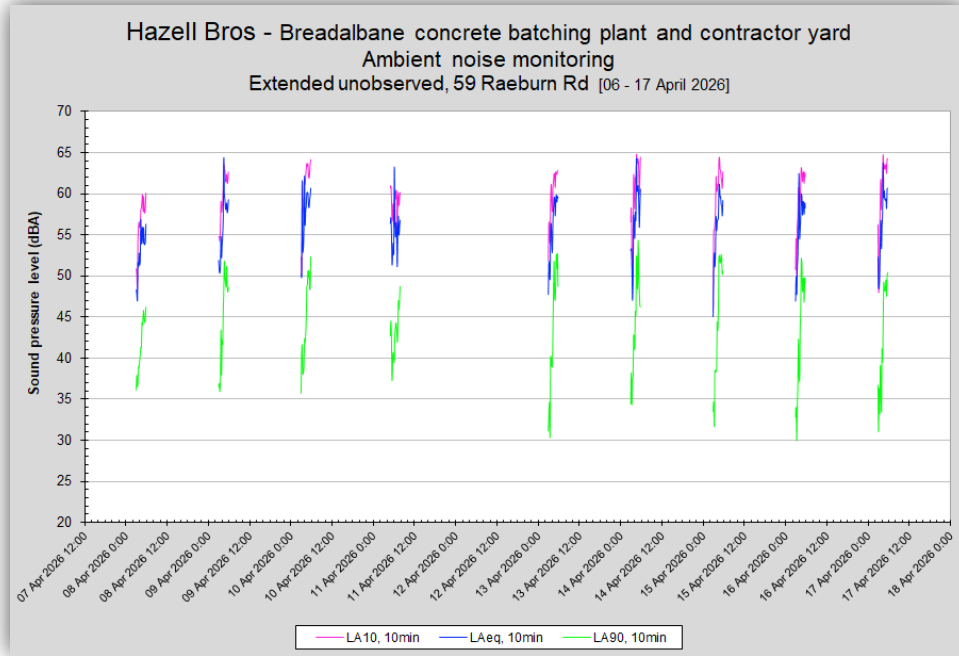


Figure 3-6: Measured 10-minute noise statistics, early morning, 59 Raeburn Rd.



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From the above the following is noted:

55 Raeburn Rd

L_{Aeq,10min}

- Levels generally fluctuated between 40 to 55 dBA with occasional spikes up to 65 dBA during overflights associated with the airport.

L_{A90,10min}

- Levels are generally between 33 and 42 dBA

59 Raeburn Rd

L_{Aeq,10min}

- Levels generally fluctuated between 50 to 60 dBA.

L_{A90,10min}

- Levels are between 30 and 52 dBA.

3.3 Rated background and assessment criteria

Table Below are rated background levels (RBLs) calculated from the monitor data, in accordance with section 14.5 of the *Tasmanian Noise Measurement Procedures Manual*, for the night and early morning periods.

RBLs (dBA)		
Monitoring location	0300 - 0600 hrs (weekdays) 0500 - 0800 hrs (Saturdays)	2200 - 0300 hrs
55 Raeburn Rd	34	32
59 Raeburn Rd	37	32

Table 3-1: Rated background levels.

Based on the monitor data and RBLs presented above the following conservative assessment criteria have been selected for this assessment to minimise the potential for noise emissions from operations to cause environmental nuisance:

- Early morning (0300 - 0600 hrs weekdays, 0500 - 0800 hrs Saturdays): **L_{Aeq,10min} 35 dBA.**
- Night period (2200 - 0300 hrs): **L_{Aeq,10min} 32 dBA**

NB: The above criteria levels are considered far more conservative than a traditional background + 5 dB criterion with the above within existing rated background noise levels and below existing L_{Aeq,10min} levels by upwards of 3 dB.

Activities undertaken during operations have the potential to generate short duration high amplitude noise (i.e. engine revs). The potential impact from such activities is not adequately captured through L_{Aeq,10min} levels. Therefore, assessment will be made against the following indicator level in the Tasmanian *Environment Protection Policy (Noise) 2009* (Noise EPP) highlighted in red. This level is considered to be the L_{Amax} noise criterion for this assessment with a view to minimising the potential for sleep disturbance occurring at residential locations during the night and early morning periods.



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Table 1 – Acoustic environment indicator levels

Specific environment	Critical health effect(s)	L _{Aeq} [dB(A)]	Time base [hours]	L _{Amax,fast} [dB]
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

Under the Noise EPP it is stated that ‘...It can be assumed that the environmental values ... will be protected for the majority of the human population where the acoustic environment indicator levels are not exceeded... The indicator levels provide a reference for considering the condition of the acoustic environment and the effectiveness of noise control measures and strategies.’

4 Environmental noise modelling

SoundPLAN⁽¹⁾ software was used for carrying out detailed noise emission spectra and contour modelling. This program allows the use of the calculation algorithms for modelling attenuation/amplification of noise in the environment. Parameters influencing sound propagation and attenuation include:

- Source type (point, line, plane).
- Relative source and receiver height.
- Topography and barriers.
- Industrial buildings as sources and/or barriers.
- Ground and air absorption.
- Distance attenuation.
- Atmospheric conditions (Pasquill stability, temperature, humidity and vector wind speed).
- Reflecting surfaces.
- Source directivity.

As all propagation and attenuation parameters are frequency dependent, all input source data has been based on 1/3-octave band sound power spectra.

Geo-referenced spatial data was obtained from LISTdata. This provided contours at 10 m intervals and cadastral parcels for the area modelled. 1 m LIDAR contour data for the existing topography in the vicinity of the batching plant was developed and provided by Esk Mapping.

Equipment list, layout data and traffic levels for operations were developed during a site visit and from information provided by Hazel Bros and Eska Projects.

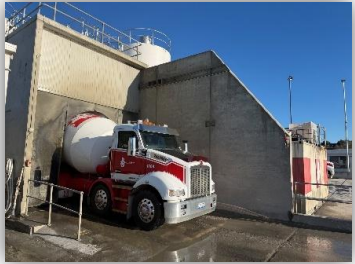
All source and geodata is referenced to the Map Grid of Australia (MGA).

4.1 Noise mitigation

The noise mitigation measures considered in this assessment are outlined in Table 4-1 below.



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Noise mitigation measures	
Mitigation	Comment
Existing controls	
Truck loading barrier wall	An existing feature of the plant, a tilt up concrete wall is in place on the northern side of the trucking loading bay (refer to picture) 
Partial enclosure of truck wash area	An existing feature of the plant, a three walled and roofed structure around truck wash area with automatic doors in the northern facade to allow access for truck traffic from loading area that closes following entry (refer to picture) 
Additional controls	
Acoustic panel wall to south side of trucking loading bay.	



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Enclosure of south side of truck wash area with automatic doors in the southern facade to allow truck traffic to depart the wash area	
Alternative access route	Access via Evandale Rd to the south of the plant. 40 km/hr speed limit.
Additional earth berm barriers and fences along the alternative access route.	See Figure 4-4 below for further details

Table 4-1: Noise mitigation measures.

4.2 Model input data

Input sound power (SWL) spectra were taken from Tarkarri Engineering measurement data obtained during a site visit by Tarkarri Engineering on 18 December 2020 and again on 4 March 2022. Table 4-2 presents overall SWLs and details of the noise sources identified during the site visit. Table 4-3 presents 1/1-octave band L_{Aeq} SWL spectra.

Overall sound power levels (dBA)			
Source	SWL		Comment
	L _{Aeq}	L _{Amax}	
Concrete batching plant			
Truck being loaded	103*	108	Material being loaded into the truck, noise generated by the hydraulic drive and engine radiator. Operating for 6-minutes in 10-minutes. Operating for 3-minutes in 10-minutes.
Loading structure openings	85	-	Openings for conveyor penetrations into the structure to the rear of the truck loading bay
Truck at wash stand	103*	108	Truck parked up at wash stand with noise generated by hydraulic drive and engine radiator. Operating for 3-minutes in 10-minutes.
Truck – Evandale Rd to wash waiting area	98*	102	X2 Trucks moving between Evandale Rd and site waiting area, noise generated by truck engines.
Truck - waiting area to loading	82*	102	Truck moving between the waiting area and loading area, noise generated by truck engine



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Truck - from loading to wash stand	80*	102	Truck moving between the loading area and wash stand, noise generated by truck engine.
Truck - wash stand to Evandale Rd	94*	102	Truck moving between the wash stand and Evandale Rd, noise generated by truck engine.
FEL	94*	107	Front end loader (FEL) moving between material storage and loadout bins, noise generated by FEL engine. Operating for 3-minutes in 10-minutes.
Compressor	90*	104	Air compressor, intermittent operation.
Contractor yard			
Light vehicles	83*	85	X6 light vehicles Evandale Rd to yard. SWL spectra from SoundPLAN 9.1 global database.
Heavy vehicle departing	98*	102	X2 Heavy vehicles moving between the yard and Evandale Rd, noise generated by vehicle engines.

* Has been scaled for time of operation in a 10-minute period (e.g. where a vehicle traverse takes less than 10-minutes then the L_{Aeq} SWL has been scaled to represent this).

Table 4-2: Overall sound power levels and data source information.

1/1-octave band L_{Aeq} sound power levels spectra (dBA)										
Source	Frequency (Hz)									Total
	31.5	63	125	250	500	1k	2k	4k	8k	
Concrete batching plant										
Truck being loaded	55	71	80	89	97	98	97	93	87	103
Loading structure openings	39	63	68	75	79	78	77	74	71	85
Truck at wash stand	55	71	80	89	97	98	97	93	87	103
Truck - Evandale Rd to wash waiting area	62	72	79	82	89	93	92	89	81	98
Truck - waiting area to loading	46	56	64	66	73	78	76	73	66	82
Truck - from loading to wash stand	44	54	61	64	71	76	74	71	63	80
Truck - wash stand to Evandale Rd	58	68	75	78	85	90	88	85	77	94
FEL	60	74	82	83	89	93	90	86	82	97
Compressor	44	59	63	70	75	78	83	86	83	90
Contractor yard										
Light vehicles	-	64	68	73	76	78	76	72	66	83
Heavy vehicle departing	62	73	80	83	90	94	93	90	82	98

Table 4-3: 1/1-octave band L_{Aeq} sound power level spectra.



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4.3 Model algorithms

The ISO 9613^[2] and CONCAWE^[3] algorithms are utilised here to model sound propagation in the environment. The following propagation conditions were modelled:

- **ISO 9613 algorithm.**
- **CONCAWE worst-case:** This condition considers all receiver points to be downwind of the plant with a Pasquill stability class F and a vector wind speed of 2 m/s, noise contours will typically represent the highest predicted sound pressure levels at any location around the plant.

NB: Difference in the way each algorithm calculates barrier attenuation can results in ISO predicted levels being higher than those predicted under CONCAWE.

4.4 Model receivers

Six model receiver locations were selected to represent noise sensitive residential premises surrounding the batching plant and yard. Table 4-4 presents location information for each receiver.

Environmental noise model receiver positions		
Number	Location	Coordinates (MGA94, Zone 55 G)
R1	805 Hobart Rd	516189 5403510
R2	803 Hobart Rd	516123 5403582
R3	843 Hobart Rd	515681 5402794
R4	55 Raeburn Rd	516407 5402400
R5	81 Evandale Rd	516300 5401888
R6	62 Evandale Rd	516107 5401943

Table 4-4: Environmental noise model receiver positions.

4.5 Model views

Figures 4-1 to 4-3 present a model plan views projected onto aerial photographic coverage with the locations of the noise sources as detailed in Table 4-2 and 4-3, model receivers as detailed in Table 4-4 and noise control berms and fences marked.

The scenario presented represents a 10-minute period of night activity with both L_{Aeq} and L_{Amax} levels predicted for the concurrent operations of the batching plant and yard. Additional scenarios with the batching plant and yard operating in isolation were also modelled.



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Figure 4-1: Model plan view.

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Figure 4-2: Model plan view.

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Figure 4-3: Model plan view.

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4.6 Modelling results and discussion

Table 4-5 presents predicted L_{Aeq} and L_{Amax} noise emission levels at the six receiver locations under the ISO and CONCAWE worst-case model algorithms. Where a predicted level exceeds a criteria level, the cell is highlighted in pink.

Predicted sound pressure levels (dBA)												
Receiver	Batch Plant				Contractor Yard				Combined			
	ISO		CONCAWE		ISO		CONCAWE		ISO		CONCAWE	
	L_{Aeq}	L_{Amax}	L_{Aeq}	L_{Amax}	L_{Aeq}	L_{Amax}	L_{Aeq}	L_{Amax}	L_{Aeq}	L_{Amax}	L_{Aeq}	L_{Amax}
R1	33	44	34	46	22	33	24	35	34	46	34	44
R2	30	42	31	43	21	30	22	33	31	43	30	42
R3	24	34	23	35	19	26	19	27	25	35	25	34
R4	29	36	29	38	27	36	28	38	32	38	31	36
R5	29	44	31	47	29	43	31	46	34	47	32	44
R6	30	53	30	55	29	53	30	55	33	55	33	53

Table 4-5: Predicted noise emission levels.

From the above:

- L_{Aeq} levels during combined operations and the batching plant alone are no greater than 34 dBA at surrounding receiver locations with maximum noise levels predicted between 34 and 55 dBA. This is within criteria levels.
- L_{Aeq} levels during contractor yard operations alone are no greater than 30 dBA at surrounding receiver locations with maximum noise levels predicted between 26 and 55 dBA. This is within criteria levels.

NB: Predicted dBC levels, not presented here, are less than 15 dB higher than predicted dBA levels (i.e. the measure of excessive low frequency noise under the *Tasmanian Noise Measurements Procedures Manual*). This indicates that excessive low frequency noise from operations isn't likely.

Figure 4-5 presents predicted L_{Aeq} 1/3-octave band spectra at the six model receiver locations. The spectra indicate that predicted noise levels don't contain significant tonality as defined under the *Tasmanian Noise Measurements Procedures Manual*. Some tonality is present, resulting from the FEL, however, these tones are not temporally stable.



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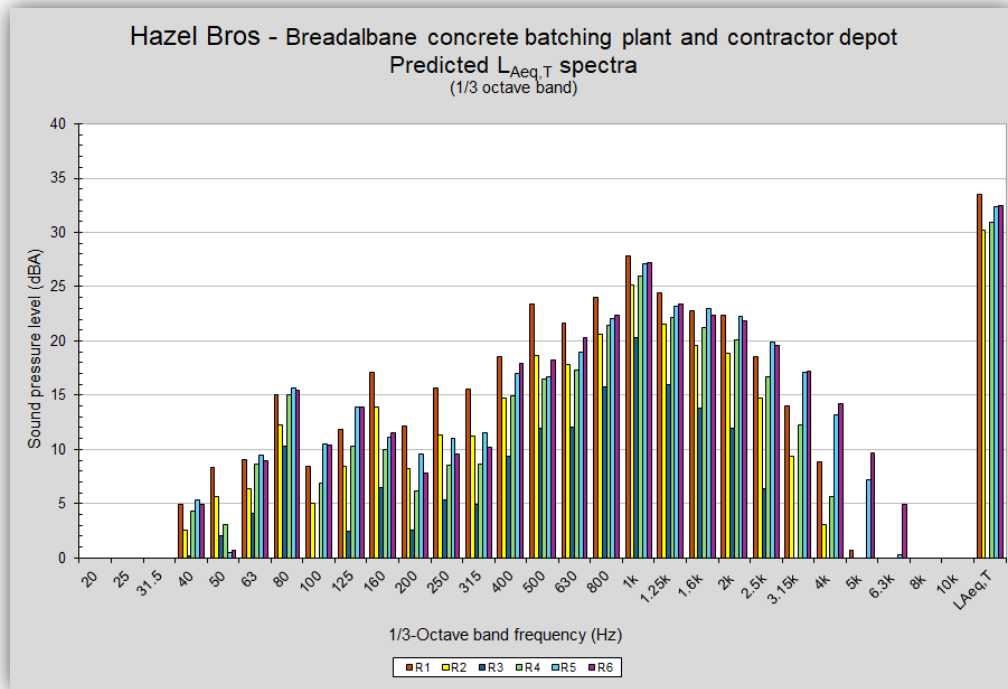


Figure 4-4: Predicted L_{Aeq} 1/3-octave band spectra, combined operations.

5 Conclusions and recommendations

- Predicted noise levels from the concrete batching plant during the extended hours early morning period are below the criterion level of $L_{Aeq,10min}$ 35 dBA with the controls outlined in section 4.1 in place. When operations are concurrent with the contractor yard predicted levels are also below criteria levels.
- The contractor yard operating through the night period results in predicted noise levels below the more conservative $L_{Aeq,10min}$ criterion level of 32 dBA.
- Intrusive noise characteristics are not expected with modelling results showing no indication of excessive low frequency or temporally stable tonal emissions.
- Maximum noise levels predicted are below the indicator level of 60 dBA for outside of a bedroom window in the *Environment Protection Policy (Noise) 2009* indicating that they are not excessive.
- Once the future controls outlined in section 4.1 have been implemented an attended noise survey of a night operation is recommended at receivers R1, R4, R5 and R6 as a minimum, to demonstrate the efficacy of the controls.

The above demonstrates that the extend hours of operations proposed for the concrete batching plant 59 Raeburn Rd, Breadalbane wouldn't result in an unreasonable loss of amenity or unreasonable impacts on health and safety of surrounding sensitive uses. The criteria levels developed for this assessment and the noise levels predicted with noise controls in place indicate that batching plant operations in the early morning period (including concurrently with the contractor yard) and operations at the contractor yard overnight would generate environmental



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noise emission levels at surrounding sensitive uses well below existing ambient $L_{Aeq,10min}$ levels and no greater than existing background noise levels. Predicted L_{Amax} noise events generated by operations are well within reasonable levels for the prevention of sleep disturbance. As such, surrounding sensitive uses are highly unlikely to suffer detriment as a result of batching plant and contractor yard operations.

Appendix A

Figures A-1 to A-6 present predicted noise emission contours of operations under both the ISO and CONCAWE worst-case model algorithms. The relevant criteria level contour is highlighted in turquoise.



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Figure A-1: Predicted L_{Aeq} contours under ISO, Batch Plant operations.

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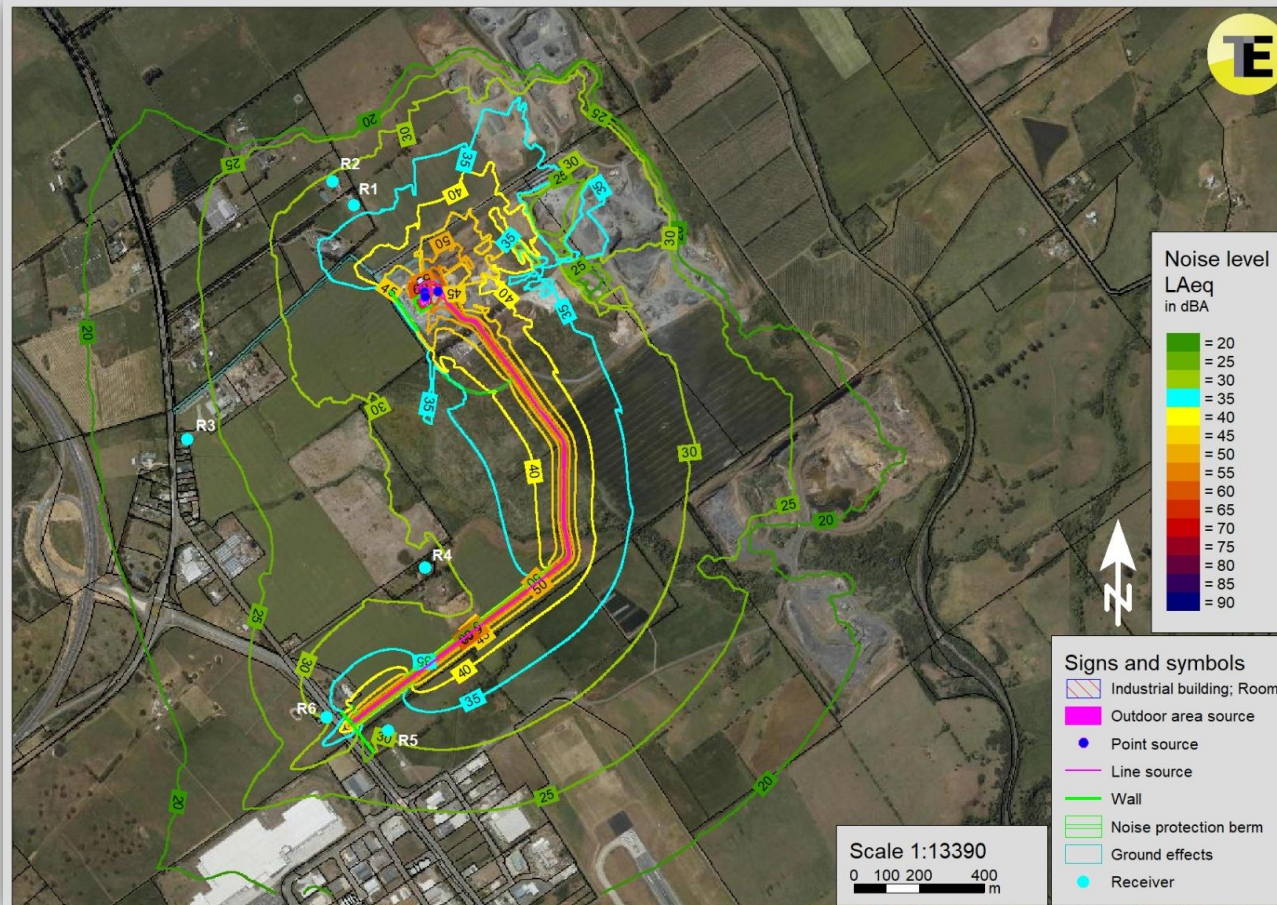


Figure A-2: Predicted L_{Aeq} contours under CONCAWE worst-case weather, Batch Plant operations.

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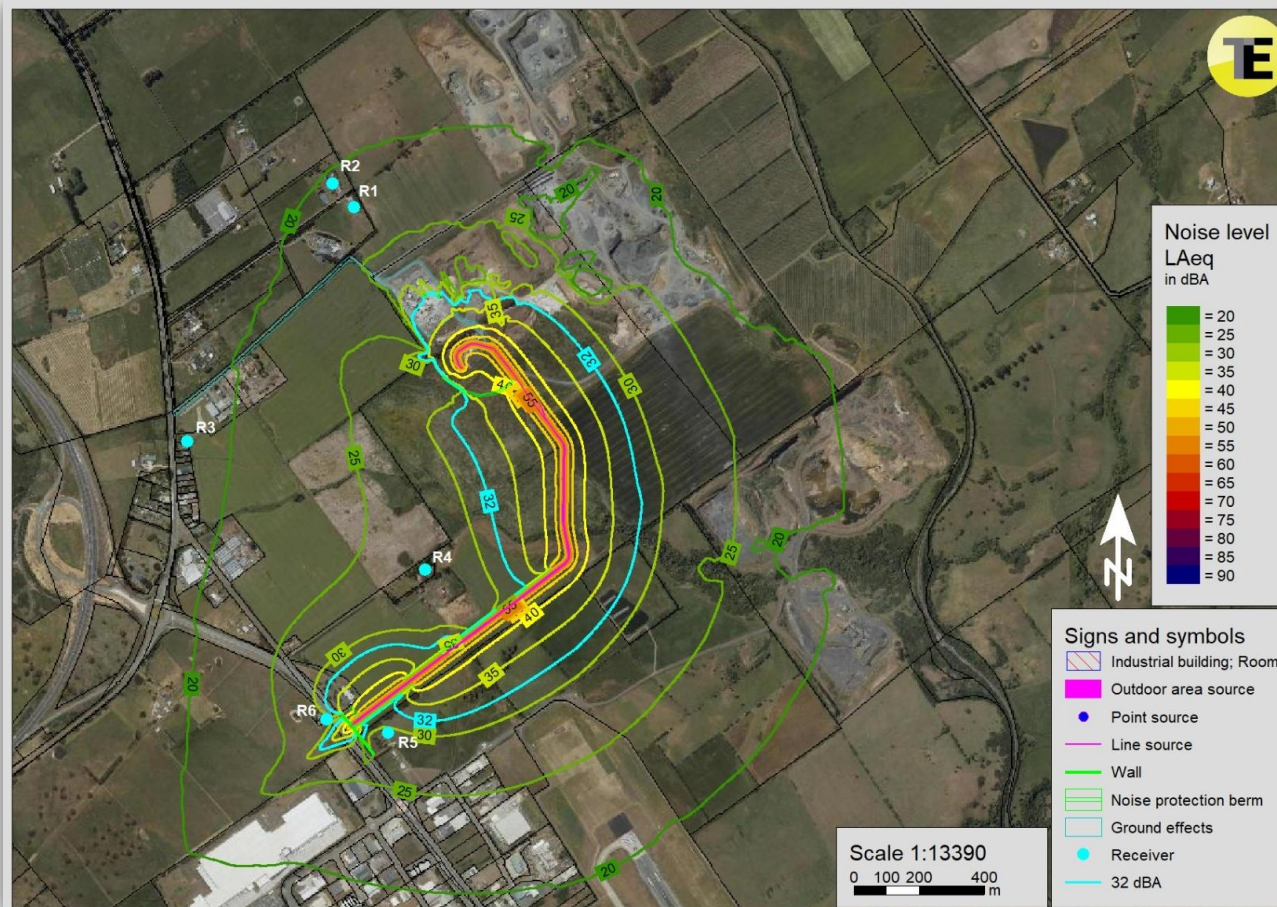


Figure A-3: Predicted LAeq contours under ISO, Contractor Yard operations.

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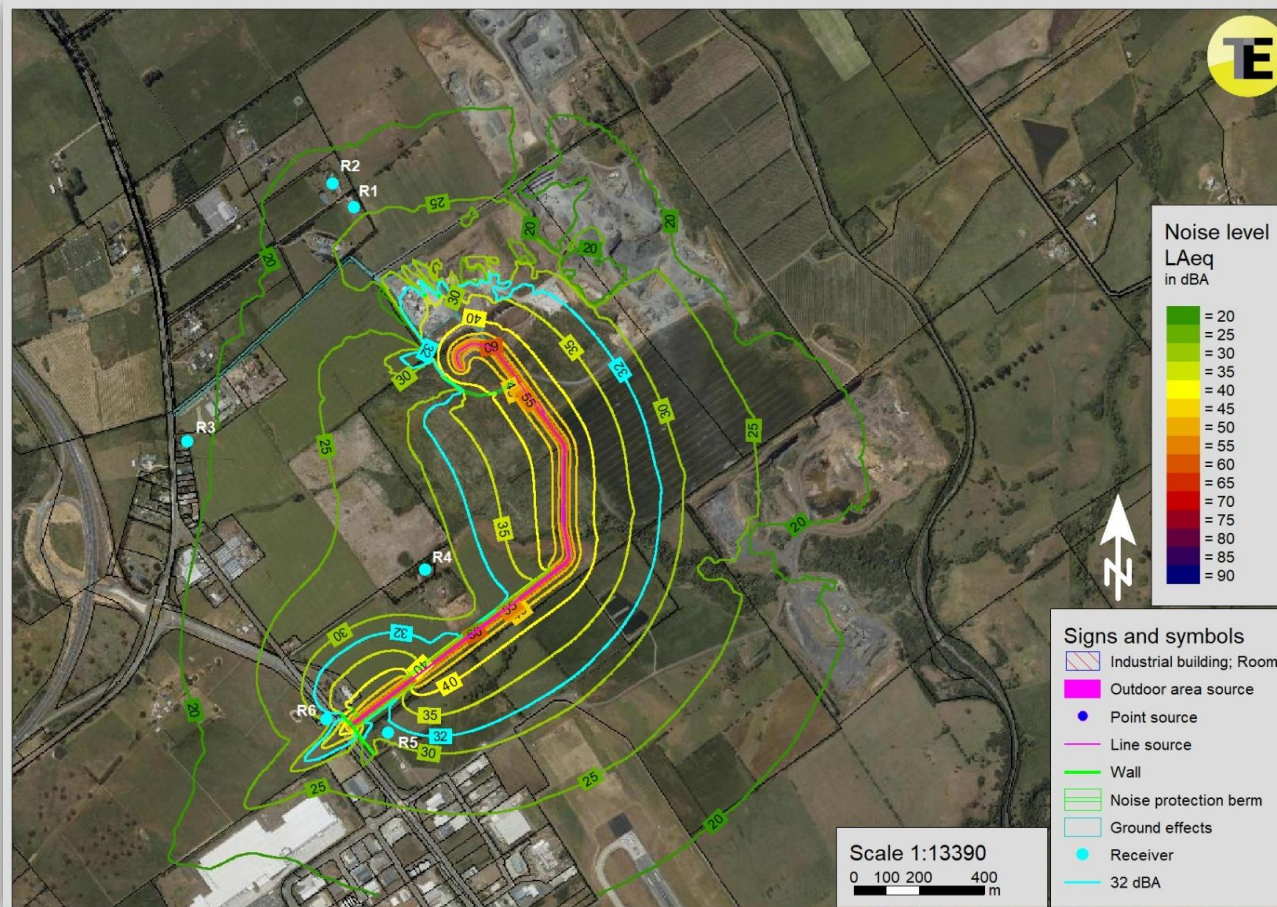


Figure A-4: Predicted L_{Aeq} contours under CONCAWE worst-case weather, Contractor Yard operations.

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Figure A-5: Predicted L_{Aeq} contours under ISO, Combined operations.

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Figure A-6: Predicted L_{Aeq} contours under CONCAWE worst-case weather, Combined operations

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Appendix B - Dust emissions

B.1 Legislative context

B.1.1 Environment Protection Policy (Air Quality) 2004

The *Environment Protection Policy (Air Quality) 2004* (Air Quality EPP), made under section 96K of the *Environmental Management and Pollution Control Act 1994*, provides a framework for the management and regulation of point and diffuse sources of emissions to air for pollutants with the potential to cause environmental harm. The policy protects environmental values, with values to be protected under this policy as follows:

- the life, health and well-being of humans at present and in the future;
- the life, health and well-being of other forms of life, including the present and future health, wellbeing and integrity of ecosystems and ecological processes;
- visual amenity; and
- the useful life and aesthetic appearance of buildings, structures, property and materials.

The Air Quality EPP outlines the following in relation to the management of diffuse air emission sources (sources of potential air emissions from the batching plant and contractor yard are diffuse in nature).

Management of diffuse sources of air pollution

16. (1) Regulatory authorities should manage and regulate diffuse sources of air pollution that have the potential to cause material or serious environmental harm or an environmental nuisance in such a manner as will protect the environmental values identified in this Policy.
- (2) Diffuse sources of air pollution should be managed using best practice environmental management so as to:
 - (a) minimise emissions; and
 - (b) manage those emissions that are unavoidable in a manner that minimises impacts on health, safety or amenity.
- (3) Diffuse sources of air pollution should be managed in accordance with any relevant guidelines published, adopted or endorsed by the Board for the purposes of this clause.
- (4) Diffuse sources of air pollution must be managed in accordance with any regulations made under the Act.

B.2 Air emission sources

Potential sources of particulate air emission to the atmosphere from the concrete batching plant and contractor yard, are detailed below along with existing and future dust controls at the site:

- Wind Erosion: Where significant areas of exposed surface are present wind action can entrain particulates, particularly under high wind speeds.
NB: The site progressively rehabilitates exposed surfaces, particularly bunding with vegetation established to provide stability and binding of particulate materials. This would be implemented for the new bunding associated with alternate access route.
- Vehicle Movements: This has the potential to entrain particulate materials from unsealed surfaces into the atmosphere as a result of tyre / surface interaction.



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NB: For the proposed alternate access, the road would be sealed from Evadale Rd to the creek crossing as marked on Figure 2-2 with the remainder of the road from the creek to the batching plant and contractor yards managed with watering via a water truck under dry and/or windy conditions.

NB: Vehicle exhaust emissions are not expected to be a significant contributor to air quality locally with relatively low volumes of vehicle movements. All vehicles that operate on-site would be maintained in good working order to minimise emissions.

- **Material Delivery and Storage:** Unloading cement and/or supplementary cementitious materials from tankers into storage silos has the potential to displace air, entraining fine powders into the atmosphere.

NB: Delivery to the plant is via closed pneumatic transfer from delivery trucks with no contact between material and atmosphere.

- **Aggregate Handling and Stockpiles:** Scooping, moving, and dropping sand and crushed rock using FELs entrains dust, particularly during dry or windy conditions.

NB: Material drop heights are minimised as far as practically possible to minimise entrainment.

- **Conveyors and Transfer Points:** Dropping of dry materials onto conveyor belts, moving materials between belts, or dropping materials into hoppers can entrain finer material in to the atmosphere, particularly during dry or windy conditions.

NB: Material drop heights at transfer points are minimised and semi enclosed. Once materials enter the truck agitator the batching process incorporates water suppressing dust emissions.

- **Site House Keeping:** Where split concrete isn't cleaned up the materials may dry, be broken up by traffic and other site activities and become available for wind entrainment to the atmosphere.

NB: The site regularly cleans up spills to minimise the potential for spilt materials to be come a source of dust emissions.

B.3 Conclusion

From the information provided above the risk of particulate air emissions from the batching plant and contractor yard prejudicing environmental values is low. Best practice environmental management is implemented at the site with regard to the control of dust emissions and managing unavoidable emissions to minimise impacts on health, safety or amenity. As such operations wouldn't result in an unreasonable loss of amenity or unreasonable impacts on health and safety of surrounding sensitive uses.

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**59 Raeburn Rd, Breadalbane
Traffic Impact Assessment**

July 2026



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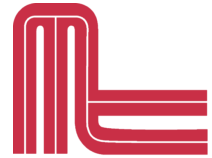


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1. Introduction

1.1 Background

Midson Traffic Pty Ltd were engaged by Hazel Bros to prepare a Traffic Impact Assessment (TIA) in support of a proposed contractor's depot and associated access arrangements at 59 Raeburn Road, Breadalbane.

The subject site currently contains an operating quarry and concrete batch plant, both of which are accessed via McGraths Road. The proposal includes the establishment of a contractor's depot associated with the broader Hazel Bros business, together with a new direct access connection to Evandale Road. The new private access driveway will provide a more direct connection to the State road network and will facilitate the redistribution of heavy vehicle traffic away from McGraths Road and the Hobart Road intersection.

The application also includes an extension to the approved operating hours of the existing concrete batch plant. Traffic associated with these extended operating hours will utilise the proposed Evandale Road access rather than the existing access via McGraths Road.

A previous Traffic Impact Assessment was prepared for the proposed access road in 2025. This report expands upon that assessment to consider the traffic and parking implications associated with the contractor's depot, the revised site access arrangements and the proposed extension of batching plant operating hours.

The proposed Evandale Road access will service the contractor's depot and concrete batch plant only. Existing quarry traffic will continue to utilise the existing access via McGraths Road and has not been included in the assessment of the proposed access.

1.2 Traffic Impact Assessment (TIA)

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

This TIA has been prepared in accordance with Building Tasmania's publication *Traffic Impact Assessment Guidelines* (2020), together with the Austroads publication *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments* (2020). Reference has also been made to the Transport for NSW publication *Guide to Traffic Impact Assessment* (2024).

The purpose of this assessment is to determine the likely traffic impacts associated with the proposed contractor's depot, the operation of the existing quarry and concrete batch plant, the proposed new access to Evandale Road, and the proposed extension of operating hours for the batching plant.

This report also addresses the relevant requirements of the Tasmanian Planning Scheme – Northern Midlands, including Clause C2.0 Parking and Sustainable Transport Code and Clause C3.0 Road and Railway Assets Code.



1.3 Statement of Qualification and Experience

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

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

- 30 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 59 Raeburn Road, Breadalbane (CT 180210/2). The site currently contains a concrete batching plant and quarry with existing access via McGraths Road.

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

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Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DNRE

1.6 Reference Resources

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

- Tasmanian Planning Scheme – Northern Midlands, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2026
- Building Tasmania, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)



2. Existing Conditions

2.1 Transport Network

The transport network relevant to this TIA consists of McGraths Road, Raeburn Road, and Evandale Road.

2.1.1 McGraths Road

McGraths Road is a private local access road that provides access to the subject site and a number of industrial properties along its length.

McGraths Road connects to Hobart Road at a T-junction with Hobart Road having priority. McGraths Road has an estimated traffic volume of 500 vehicles per day. The general urban speed limit is applicable to McGraths Road.

2.1.2 Raeburn Road

Raeburn Road is a local access road that provides access to a small number of properties along its length. It connects to CT.186290/2 (adjoining the subject site) at two frontages and connects to Hobart Road at a T-junction with Hobart Road having priority.

2.1.3 Evandale Road

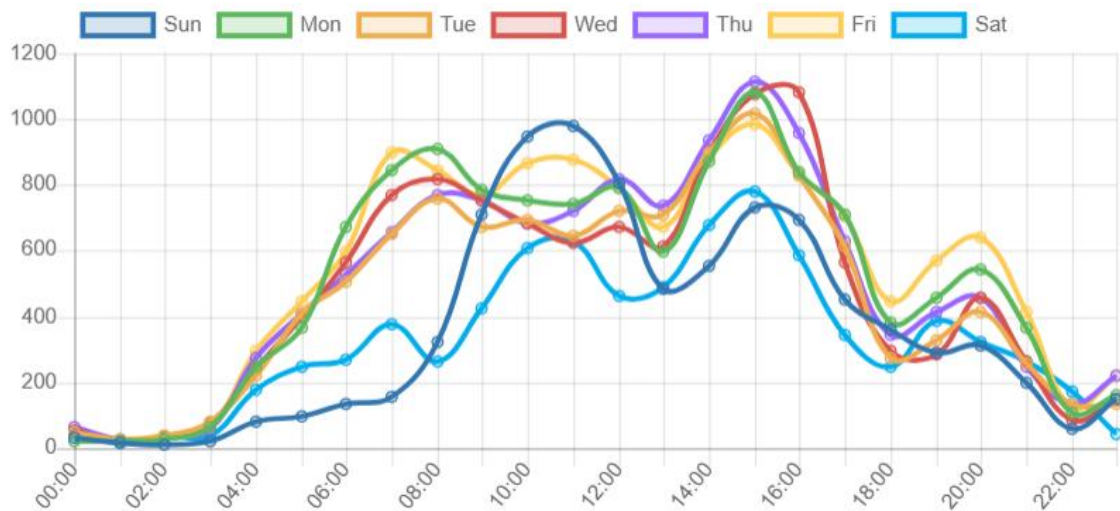
According to the Department of Building Tasmania's Road Hierarchy, Evandale Road is classified as a Category 2, *Regional Freight Route* between Midland Highway and Launceston Airport. It is then classified as a Category 4, *Feeder Road* to the east of the Airport. Regional Freight Roads link major production catchments to the Trunk Roads (in this case the Midland Highway). Evandale Road is classified as a 'Major Road' under the Planning Scheme.

Evandale Road carries approximately 10,300 vehicles per day near the subject site¹. The posted speed limit of Evandale Road is 80-km/h. Evandale Road has a heavy vehicle proportion of 24.2%. Typical weekday hourly flows are 900 and 1,100 vehicles per hour during the AM and PM peak periods respectively. The typical hourly traffic flows by day of the week are shown in Figure 2.

Evandale Road is a four-lane divided carriageway between Midland Highway and Translink Avenue. The carriageways are separated by a central median with a wire rope barrier. Lane widths are 3.5 metres, with a sealed shoulder.

Evandale Road adjacent to the proposed access location is shown in Figure 3.

¹ Building Tasmania traffic data – Evandale Road, 230 metres east of Midland Highway, 2025.

Received**Figure 2 Evandale Road Hourly Traffic Flow****Figure 3 Evandale Road****2.1.4 Evandale Rd/ Translink Ave/ Richard St Roundabout**

A turning movement survey was undertaken at the roundabout at Evandale Road/ Richard Street/ Translink Avenue on Thursday 8th February 2024, during peak periods between 8:00am to 9:00am, and 4:00pm to 5:00pm. The turning movements are summarised in Table 1 and Table 2 for the AM and PM peaks respectively.

Received**Table 1 AM Evandale Rd/ Richard St/ Translink Ave Turning Movement Summary**

Approach	Left Turn	Through	Right Turn
Evandale Rd east	21 vph	323 vph	21 vph
Richard St	3 vph	8 vph	31 vph
Evandale Rd west	47 vph	262 vph	83 vph
Translink Ave	42 vph	1 vph	18 vph

Table 2 PM Evandale Rd/ Richard St/ Translink Ave Turning Movement Summary

Approach	Left Turn	Through	Right Turn
Evandale Rd east	18 vph	356 vph	9 vph
Richard St	3 vph	6 vph	58 vph
Evandale Rd west	20 vph	246 vph	43 vph
Translink Ave	114 vph	1 vph	24 vph

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from Building Tasmania for a 5+ year period between 1st January 2021 and 30th May 2026 for Evandale Road between Richard Street and the Midland Highway.

The findings of the crash data analysis is summarised as follows:

- A total of 13 crashes were reported during this time.
- Severity. 1 crash involved a fatality; 2 crashes involved minor injury; 10 crashes involved property damage only.
- Time of day. 7 crashes were reported between 7:00am and 2:00pm. 1 crash was reported at 4:30am. 3 crashes were reported between 3:0pm and 4:10pm. 2 crashes were reported after 9:30pm.

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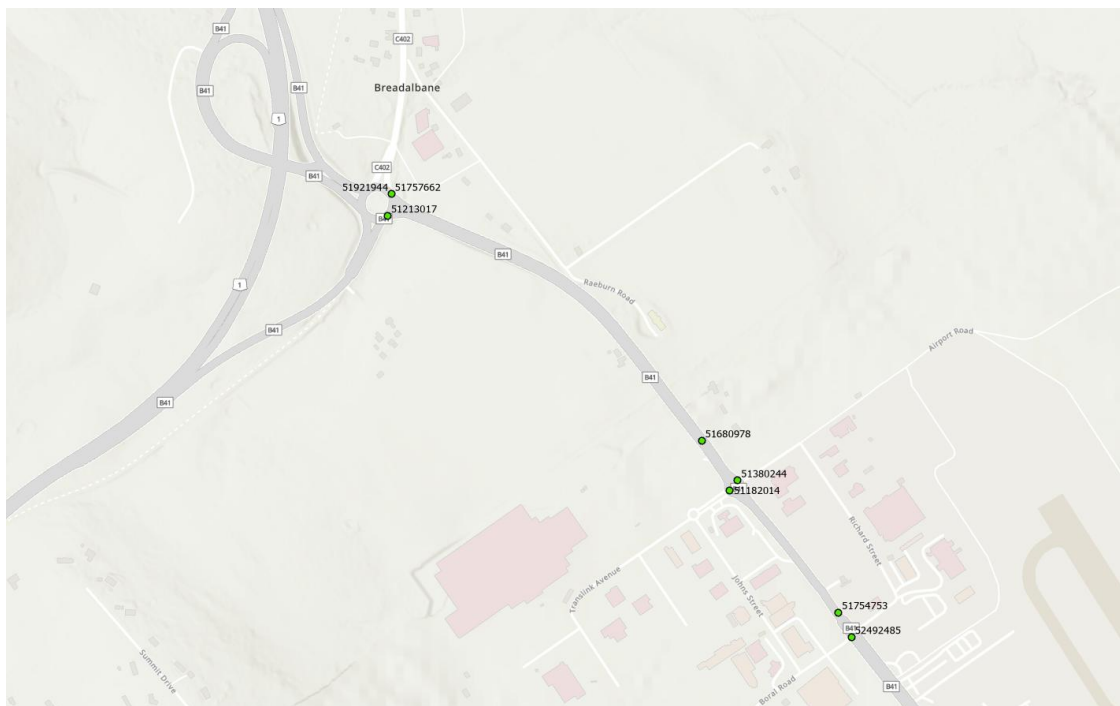
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- Day of week. No crash trends were noted by day of week. 4 crashes were reported on Fridays; 3 crashes were reported on Thursdays; 2 crashes were reported on Mondays, Tuesdays and Wednesdays; No crashes were reported on weekends.
- Crash types. No crash trends were noted by crash type. Crash types ranged from single vehicle loss of control (3 crashes with varying specific types), intersection collisions (3 crashes), head-on (1 crash), side swipe (1 crash) and other manoeuvring (1 crash).
- Crash locations. 5 crashes were reported at the Hobart Road intersection; 3 crashes were reported at the Airport Road/ Translink Avenue roundabout; 5 crashes were reported at midblock locations. The crash locations are shown in Figure 4.
- Vulnerable road users. No crashes involved vulnerable road users (pedestrians, cyclists or motorcyclists).

The crash data does not indicate that there are any road safety deficiencies in the existing network that may be exacerbated by traffic generated by the proposed development.

Figure 4 Crash Locations



Source: *Building Tasmania*



3. Proposed Development

3.1 Development Proposal

The proposed development comprises the establishment of a Contractor's yard (Storage – Contractor's yard) (referred to throughout as Contractor's depot in this report), a new access driveway and vehicle crossing connecting the site directly to Evandale Road, together with an extension to the operating hours of the existing concrete batch plant.

The contractor's depot will be located within the existing developed portion of the site adjacent to the concrete batch plant. The depot will be used for the storage, dispatch and return of vehicles, plant and equipment associated with Hazel Bros contracting operations. Activities undertaken on-site will include vehicle storage, equipment storage, dispatch of vehicles and machinery, and ancillary servicing and wash-down activities.

The proposal includes the construction of a new private access driveway extending between the contractor's depot/ concrete batch plant area and Evandale Road. The access will operate as a left-in/ left-out junction and will provide direct access to the State road network. The access is intended to replace the current reliance on McGraths Road for contractor depot and batching plant traffic and will significantly reduce heavy vehicle movements through the Hobart Road/ McGraths Road area. The road will have a posted speed limit of 40-km/h.

The proposed Evandale Road access will service the contractor's depot and concrete batch plant. Existing quarry traffic will continue to utilise the existing access via McGraths Road and is not proposed to use the new access. Accordingly, quarry traffic has not been included in the assessment of the proposed access.

The existing quarry and concrete batch plant will continue to operate from the site. No significant changes are proposed to quarry production or batching plant capacity. The proposal does, however, seek approval to extend the operating hours of the concrete batch plant to facilitate early morning concrete deliveries. During these extended operating periods, all batching plant traffic will utilise the proposed Evandale Road access.

For the purposes of this assessment, the development has been considered as three integrated components:

- Existing quarry operations;
- Existing concrete batch plant operations (including extended operating hours); and
- Proposed contractor's depot.

The combined traffic impacts of these activities have been assessed to determine the suitability of the proposed access arrangements and the capacity of the surrounding road network to accommodate the development.

The proposed development is shown in Figure 5.

Figure 5 Proposed Development Plans Overview

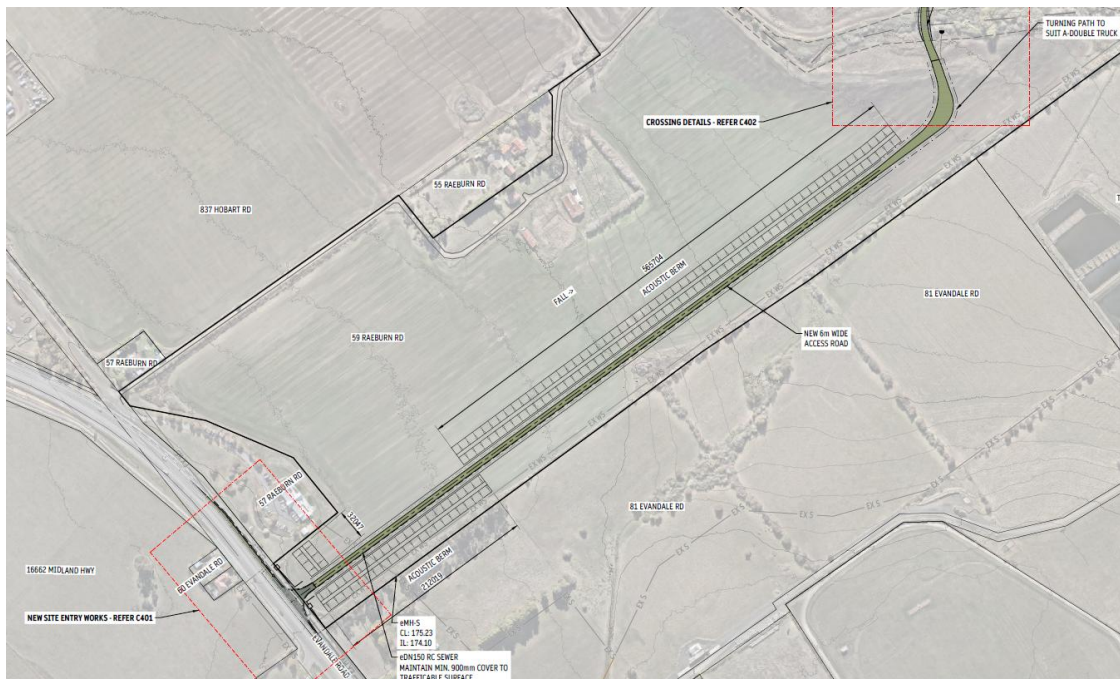
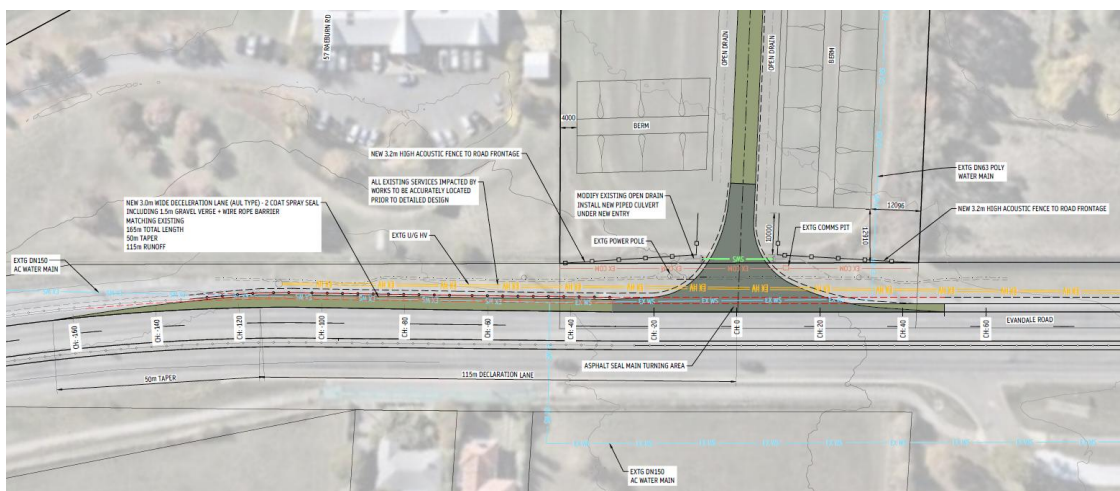


Figure 6 Proposed Junction Layout





4. Traffic Impacts

4.1 Trip Generation

For the purposes of assessing the proposed Evandale Road access, only traffic associated with the contractor's depot and concrete batch plant has been assigned to the new access. Existing quarry traffic will continue to utilise McGraths Road.

4.1.1 Quarry Operations

The existing quarry operation currently generates approximately 110 vehicle movements per day, comprising a combination of heavy vehicle movements associated with material haulage and staff vehicle movements. These traffic movements currently utilise McGraths Road and will continue to do so. Quarry traffic is not proposed to utilise the new Evandale Road access and has therefore not been included in the assessment of the proposed access.

4.1.2 Contractor's Yard

The proposed contractor's yard will accommodate vehicles, plant and equipment associated with Hazel Bros contracting operations.

The depot currently operates from Rocherlea with a fleet of approximately 19 heavy vehicles. In a typical operating day, these vehicles depart the site during the morning period and return during the afternoon and evening periods. Staff generally arrive by private vehicle before departing in company vehicles.

Based on the current fleet size, the contractor's depot is expected to generate approximately:

- 38 heavy vehicle movements per day; and
- 40 light vehicle movements per day associated with staff arrivals and departures.

This equates to a total traffic generation of approximately 78 vehicle movements per day.

Whilst the average traffic generation is relatively low when distributed across the operating day, vehicle dispatch activities tend to occur in short-duration clusters. Discussions with Hazel Bros indicate that departures of 2 to 3 heavy vehicles within a 10-minute period are a common occurrence.

For assessment purposes, a peak traffic generation of approximately 15 heavy vehicle movements per hour has therefore been adopted for the contractor's depot. This represents a conservative but realistic assessment of depot operations.

4.1.3 Concrete Batch Plant

Traffic generation associated with the concrete batch plant is dependent upon production demand and varies throughout the day according to concrete delivery schedules.



Batching records were reviewed as part of this assessment. However, batching times do not directly correlate to vehicle movements at the site access due to:

- Batching records representing load times rather than arrival and departure times;
- Concrete trucks being stored on-site and dispatched by staff arriving in private vehicles;
- Variable haul distances and return times; and
- The irregular nature of concrete delivery operations.

Accordingly, traffic generation has been assessed using the physical production capacity of the batching plant rather than solely relying upon batching records.

Advice provided by Hazel Bros indicates that the batching plant has a maximum practical production capacity of approximately 60-70 cubic metres of concrete per hour. Based on typical truck payloads of 6-7 cubic metres, this equates to approximately 10-11 truck loads per hour.

Under an extreme and highly unlikely operating scenario, involving continuous production, very short haul distances and overlapping delivery schedules, traffic generation could theoretically approach 25 heavy vehicle movements per hour. However, such circumstances would be rare, short in duration and not representative of normal operations.

For the purposes of this assessment, a practical peak traffic generation of 20 heavy vehicle movements per hour has been adopted (two-way movements). This represents a conservative estimate of batching plant activity whilst remaining consistent with operational constraints.

Daily heavy vehicle generation associated with the batch plant is typically 170 trucks per day (with a range between 150 and 180 trucks per day).

In addition to heavy vehicle movements, the concrete batch plant employs approximately 15 staff. Staff generally arrive at the site by private vehicle before commencing work in company concrete trucks, with departures occurring at the completion of the working day. Consequently, peak staff vehicle movements do not coincide with the peak concrete truck dispatch period and should not simply be added to heavy vehicle movements.

For the purposes of this assessment, it is considered that a short period of overlap will occur during the morning, when some staff are still arriving as the first concrete trucks depart. A practical peak traffic generation of approximately 30 vehicle movements per hour has therefore been adopted for the concrete batch plant, comprising a combination of heavy vehicle and light vehicle movements. This represents a realistic but conservative assessment of batching plant operations.



4.1.4 Combined Site Traffic Generation

For the purposes of assessing the proposed Evandale Road access, only the contractor's depot and concrete batch plant traffic have been included (noting that the existing quarry operations will continue to utilise McGraths Road and not the proposed private access driveway).

Based on the assumptions outlined above, the combined peak traffic generation associated with the site is estimated to be approximately:

- Contractor's depot – 20 vehicle movements per hour (15 heavy vehicle movements and 5 light vehicle movements per hour).
- Concrete batch plant – 30 vehicle movements per hour (20 heavy vehicle movements and 10 light vehicle movements per hour).

This equates to approximately 50 vehicle movements per hour during the busiest operating periods.

For the purposes of the accompanying environmental noise assessment, a conservative peak 10-minute traffic generation of 9 vehicle movements has been adopted. This represents a short-duration peak associated with overlapping depot dispatch and concrete batching activities and is not expected to be sustained over extended periods.

The total daily traffic generation consists of:

- | | |
|------------------------|-----------------------------|
| ▪ Contractor depot | 78 vehicles per day |
| ▪ Concrete batch plant | 200 vehicles per day |
| ▪ <u>TOTAL</u> | <u>278 vehicles per day</u> |

The adopted traffic generation rates are considered conservative and provide an appropriate basis for assessing the impacts of the proposed development on the surrounding road network.

4.2 Trip Assignment

The proposed Evandale Road access will service the contractor's depot and concrete batch plant. Existing quarry traffic will continue to utilise the McGraths Road access and has therefore not been included in the assessment of the proposed access.

Based on the traffic generation outlined in Section 4.1, the proposed access is expected to accommodate approximately 278 vehicle movements per day, with a peak hour demand of approximately 50 vehicle movements. The majority of traffic is anticipated to travel to and from the Midland Highway via Evandale Road.

The proposed access will operate as a left-in/ left-out junction. Vehicles approaching from the Midland Highway will travel eastbound along Evandale Road before turning left into the site. Similarly, vehicles departing the site and travelling towards the Midland Highway will initially turn left onto Evandale Road before changing direction at the existing Evandale Road/ Translink Avenue/ Richard Street roundabout.



This arrangement eliminates right-turn and crossing manoeuvres at the proposed access, reducing conflict points and improving the safety of the junction.

The additional traffic generated by the contractor's depot and concrete batch plant represents only a small proportion of the existing traffic using Evandale Road and the Translink Avenue/ Richard Street roundabout. The existing road network has ample capacity to accommodate the additional turning movements and the proposal is not expected to adversely affect queue lengths, level of service or the operational efficiency of the surrounding road network.

Vehicles departing the site towards the Midland Highway have approximately 230 metres between the proposed access and the Evandale Road/ Translink Avenue/ Richard Street roundabout to move from the left lane into the right lane prior to entering the roundabout. This is a discretionary lane-change manoeuvre and provides drivers with ample opportunity to identify an acceptable gap in the adjacent traffic stream.

The busiest eastbound traffic flow on Evandale Road is approximately 450 vehicles per hour. Assuming traffic is reasonably distributed across the two lanes, each lane accommodates approximately 225 vehicles per hour, equating to an average headway of approximately 16 seconds between vehicles. This provides regular opportunities for lane changing in accordance with normal driver gap acceptance behaviour. Furthermore, the available 230 metre distance equates to approximately 10 seconds of travel time at the posted speed limit of 80 km/h, with vehicle speeds naturally reducing as drivers approach the roundabout. During all other periods of the day, eastbound traffic volumes are lower than the peak hour, providing even greater opportunities for lane changing. Accordingly, the available distance and prevailing traffic conditions are considered more than adequate to enable both light and heavy vehicles to safely change lanes prior to reaching the roundabout, without adversely affecting the safety or operational efficiency of the surrounding road network.

4.3 New Junction Assessment

The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority*".

Building Tasmania as road authority have provided written consent for the access. This is provided in Appendix A. The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme is therefore satisfied.

4.4 Access Impacts

Austroads was referenced to determine the most appropriate junction treatment for the proposed junction on Evandale Road. The Austroads requirements for the intersection are reproduced in Figure 7.

The access will connect to the eastbound carriageway of Evandale Road, with all movements being left-in/ left-out. The relevant consideration is therefore the provision of left-turn entry lane treatments when considering traffic flow in the eastbound carriageway only.

The development is expected to generate approximately 50 vehicle movements per hour during peak operation. For assessment purposes, these movements have been assumed to comprise approximately 25 inbound and 25 outbound movements per hour, representing a conservative worst-case scenario for the

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proposed access. The corresponding traffic flow will be 449 vehicles per hour². This triggers the warrant for a Short Auxiliary Left turn lane, AUL(S) treatment at the access.

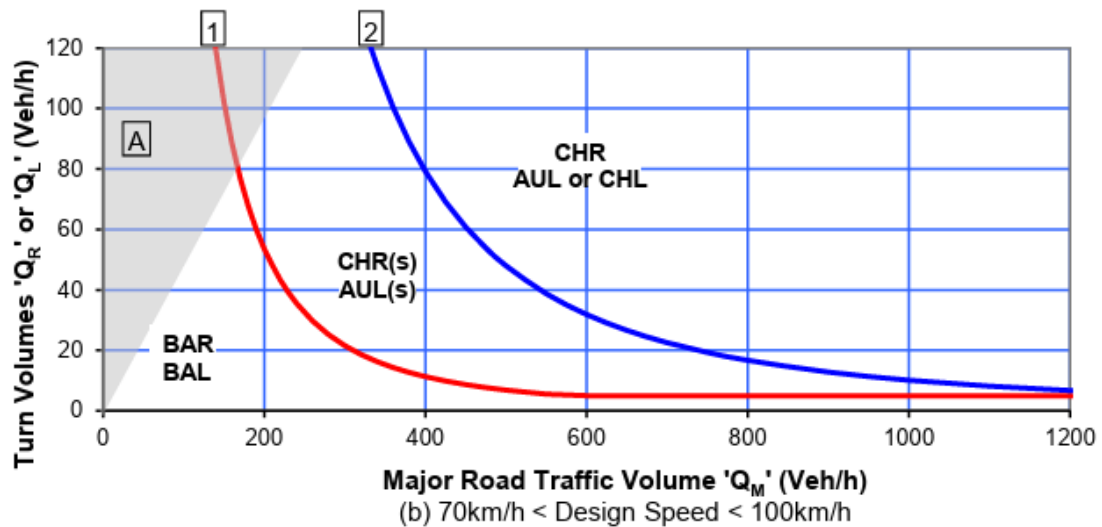
The additional traffic generated by the development represents only a small proportion of the existing traffic volumes on Evandale Road. Consequently, the proposal is not expected to materially affect travel times, queue lengths or level of service on the surrounding road network.

An AUL(S) lane has been designed in accordance with Austroads requirements, as shown in Figure 6. The AUL(S) lane has the following specifications:

- Lane width 3.0 metres
- Lane verge width 1.5 metres (gravel)
- Lane length 165 metres
- Taper length 50 metres

The typical AUL(S) lane and adjacent lane cross-section is shown in Figure 8.

Figure 7 Austroads Turn Lane Warrants

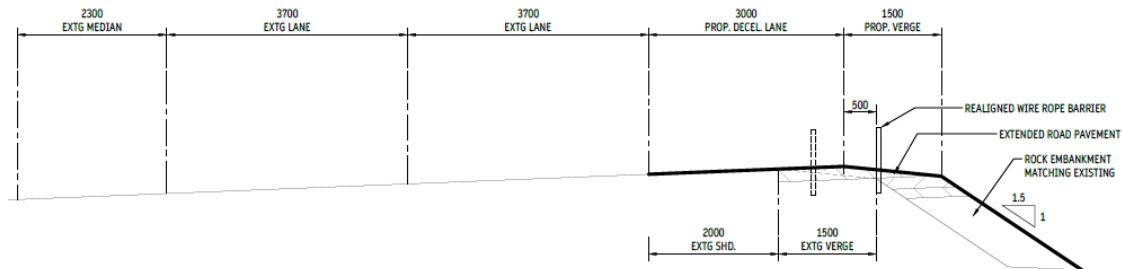


² 2025 Building Tasmania traffic data – weekday eastbound flow, 3:00pm – 4:00pm.

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Figure 8 Auxiliary Left Turn Lane Cross-Section

01 TYPICAL ROAD WIDENING SECTION
 SCALE 1:50

4.5 Sight Distance

Austrroads Part 4A provides the requirements for Safe Intersection Sight Distance (SISD) at a road junction. SISD is the minimum sight distance which should be provided on the major road at any intersection. SISD provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes), and to decelerate to a stop before reaching the collision point.

For a design speed of 80-km/h, the required SISD is 181 metres. The available sight distance at the junction location is approximately 230 metres to the northwest (sight distance is not required to the southeast because the access operates as a left-in/ left-out connection to the eastbound carriageway only). The available sight distance therefore complies with the Austrroads SISD requirements.

4.6 Access Driveway

The proposed development requires the construction of a new private access driveway between the contractor's depot/concrete batch plant and the proposed Evandale Road junction.

The driveway will be located wholly within private property and will provide access for vehicles associated with the contractor's depot and concrete batch plant. Quarry traffic will continue to utilise the existing McGraths Road access.

The driveway will comprise a two-way carriageway approximately 6.0 metres wide. A portion of the pavement will be constructed with a sprayed bituminous seal, with the remainder as an unsealed gravel pavement suitable for heavy vehicle traffic. Localised widening will be provided on horizontal curves to accommodate the swept path requirements of heavy vehicles. The driveway will have a posted speed limit of 40-km/h.



4.7 Road Safety Impacts

The potential road safety impacts associated with the proposed development have been assessed with consideration to the existing crash history, traffic generation, access arrangement and road design.

As discussed in Section 2.2, crash data for Evandale Road between Midland Highway and Richard Street identified 13 reported crashes over the 5+ year analysis period. No crash trends were identified that would indicate an existing road safety deficiency associated with the proposed access location. In particular, no crash patterns were identified that would be expected to be exacerbated by the development.

The proposed access has been designed as a left-in/ left-out junction, thereby eliminating crossing and right-turn manoeuvres which typically represent the highest-risk movements at rural and high-speed road junctions. Vehicles exiting the site will be required to turn left and utilise the existing Evandale Road/ Translink Avenue/ Richard Street roundabout where a change in direction is required.

The access design incorporates an Auxiliary Left Turn Lane (AUL(S)) in accordance with Austroads requirements. The turn lane provides separation between through traffic and vehicles slowing to enter the site, reducing the potential for rear-end conflicts and improving the overall safety and efficiency of the road network.

Safe Intersection Sight Distance (SISD) in accordance with Austroads requirements is available at the proposed access location. The available sight distance exceeds the minimum Austroads requirement for an 80 km/h road environment, providing sufficient opportunity for drivers to identify and respond to potential conflicts.

Whilst the proposal will result in additional traffic utilising the proposed private access driveway, a substantial proportion of the traffic associated with the concrete batch plant already exists and will be redistributed from McGraths Road. The proposal therefore primarily represents a redistribution of traffic from the existing access route to a purpose-designed private access driveway connecting directly to Evandale Road, a Category 2 Regional Freight Route specifically intended to accommodate heavy vehicle traffic.

On balance, the proposal is expected to result in a net road safety benefit through the transfer of contractor depot and concrete batch plant traffic to the regional freight network.



5. Parking Assessment

5.1 Parking Provision

The proposed development includes the provision of a 26-space car park located adjacent to the proposed contractor's yard.

The car park is intended to accommodate employees, supervisors, administration staff and visitors associated with the contractor's yard operations. The contractor's yard will function as a storage, dispatch and operational base for vehicles, plant and equipment associated with the broader Hazel Bros contracting business. Employees will generally arrive at the site by private vehicle before commencing work in company vehicles and equipment stored on-site.

The proposed parking area comprises standard car parking spaces accessed via an internal circulation aisle. The parking area is located within the developed portion of the site adjacent to the contractor's yard and provides convenient access to the operational facilities.

The parking provision is intended to service the contractor's yard component of the development. Heavy vehicles, machinery, plant and equipment associated with the contractor's yard, quarry and concrete batch plant are accommodated separately within designated operational and storage areas and do not rely upon the staff and visitor car park.

The car parking layout is shown in Figure 9.

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Figure 9 Car Parking Layout



5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
- (c) the site is subject to Clause C2.5.5; or*

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(d) *it relates to an intensification of an existing use or development or a change of use where:*

(i) *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*

(ii) *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

In relation to the contractor's yard, Table C2.1 requires 1 space per 200m² of site area, or 1 space per 2 employees, whichever is greater (storage land use). With a site area of 3-hectares, the parking requirement is 150 spaces, which is not considered reasonable or appropriate for the use. The proposed 26 spaces have been specifically sized to accommodate the anticipated workforce associated with the contractor's yard, whereas the site-area-based parking rate produces a theoretical parking requirement that bears little relationship to the operational characteristics of the use.

The parking provision does not satisfy the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

The Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) *the availability of off-street public car parking spaces within reasonable walking distance of the site;*

(b) *the ability of multiple users to share spaces because of:*

(i) *variations in car parking demand over time; or*

(ii) *efficiencies gained by consolidation of car parking spaces;*

(c) *the availability and frequency of public transport within reasonable walking distance of the site;*

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- (d) the availability and frequency of other transport alternatives;*
- (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
- (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
- (g) the effect on streetscape; and*
- (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development”.*

The following is relevant with respect to the proposed contractor's yard:

(a) Availability of off-street public parking.

There are no publicly available off-street parking areas within reasonable walking distance of the site. The proposed development therefore appropriately provides parking on-site to accommodate employees and visitors associated with the contractor's yard.

(b) Shared parking opportunities.

The parking demand associated with the contractor's yard is largely limited to employees arriving at the commencement of their shifts, together with occasional visitor parking. The proposed 26-space parking area provides sufficient capacity to accommodate these users. The consolidation of all contractor's yard activities within a single parking area provides an efficient use of parking spaces.

(c) Public transportation.

The site is located within an industrial and rural area on the outskirts of Launceston and is not serviced by high-frequency public transport. As a consequence, the majority of employees are expected to travel to the site by private vehicle.

(d) Alternative transport.

Due to the industrial nature of the use, the storage and dispatch of heavy vehicles and machinery, and the location of the site on the regional freight network, opportunities for alternative transport modes are limited. The majority of employees and visitors are therefore expected to arrive by private vehicle.

(e) Site constraints.

Whilst the site is large in area, the majority of the land is occupied by quarry operations, concrete batching activities, access roads, heavy vehicle manoeuvring areas, stockpile areas and operational storage areas. The site is not utilised solely for the purpose of storage and therefore the application of a parking rate based on the entire site area significantly overstates the actual parking demand associated with the contractor's yard.



(f) On-street public parking.

On-street parking opportunities within the vicinity of the site are limited and are not relied upon to service the development. The proposed parking provision ensures that all employee and visitor parking can be accommodated on-site.

(g) Streetscape impacts.

The proposed parking area is located within an established industrial and rural environment and is not expected to adversely affect the streetscape character of the area. The parking area is appropriately integrated with the broader contractor's yard operations.

(h) Actual parking demand.

The contractor's yard functions as an operational depot for Hazel Bros contracting activities, including the storage and dispatch of vehicles, plant and equipment. Employees generally arrive at the site by private vehicle before commencing work in company vehicles and machinery. The proposed 26-space parking area has been specifically designed to accommodate the anticipated workforce, supervisors, administration staff and visitors associated with the contractor's yard. Traffic generation estimates indicate approximately 20 employee vehicle arrivals and departures per day associated with the contractor's yard, which is consistent with the proposed parking supply. In contrast, the Table C2.1 requirement of 150 spaces is derived from the application of a site area-based parking rate to a large industrial site and does not reflect the actual parking demand generated by the use. The proposed provision of 26 spaces is therefore considered sufficient to meet the reasonable parking needs of the development.

Based on the above assessment, the proposed 26-space car park is considered to satisfy the reasonable parking requirements of the contractor's yard and therefore complies with Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

- (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;*
- (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;*
- (iii) have an access width not less than the requirements in Table C2.2;*
- (iv) have car parking space dimensions which satisfy the requirements in Table C2.3;*
- (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;*

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- (vi) have a vertical clearance of not less than 2.1m above the parking surface level;
and*
- (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or*
- (b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".*

The development was assessed against A1.1(b). The relevant Australian Standard is AS2890.1. The assessment is provided in the following sections.

5.3.1 Parking Space Dimensions

AS2890.1 defines the car park as User Class 1A, 'residential, domestic and employee parking'.

User Class 1A requires the following dimensions for 90-degree parking:

- Space length 5.4 metres
- Space width 2.4 metres
- Aisle width 5.8 metres

All parking spaces comply with AS2890.1 Class 1A dimensional requirements (noting that space width and aisle width exceeds minimum requirements).

5.3.2 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

All parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.3.3 AS2890.1 Assessment Summary

Based on the above assessment, the parking layout complies with the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.



6. Conclusions

This Traffic Impact Assessment (TIA) investigated the traffic and parking impacts of a proposed contractor's depot, new Evandale Road private access driveway, and extension of operating hours for the existing concrete batch plant at 59 Raeburn Road, Breadalbane.

The key findings of the TIA are summarised as follows:

- The proposed Evandale Road private access driveway will provide direct connection to a Category 2 Regional Freight Route and will reduce reliance on the existing McGraths Road/ Hobart Road access route. The proposal will redistribute a substantial proportion of existing concrete batch plant traffic away from McGraths Road and Hobart Road.
- The proposed Evandale Road access will service the contractor's depot and concrete batch plant only. Existing quarry traffic will continue to utilise the existing McGraths Road access.
- The combined site traffic generation has been assessed as approximately 278 vehicle movements per day, with a peak hour demand of approximately 50 vehicle movements per hour.
- The proposed private access driveway will operate as a left-in/ left-out junction at Evandale Road, which removes right-turn and crossing conflicts at the access. The proposed driveway access junction at Evandale Road satisfies Acceptable Solution A1.2 of Clause C3.5.1 as written consent has been obtained for the proposed access on Evandale Road.
- An Auxiliary Left Turn Lane (AUL(S)) treatment is proposed at the Evandale Road access in accordance with Austroads requirements.
- Safe Intersection Sight Distance (SISD) is available at the proposed access location and satisfies Austroads requirements for an 80 km/h road environment.
- The crash history does not identify any existing road safety deficiency at the proposed access location that would be exacerbated by the development.
- The proposal is expected to result in a net road safety benefit by transferring contractor depot and concrete batch plant traffic to the regional freight network.
- The proposed 26-space car park is sufficient to accommodate the anticipated employee and visitor parking demand associated with the contractor's yard.
- The proposed parking layout complies with AS2890.1 and therefore satisfies the relevant Planning Scheme requirements.

Based on the findings of this report, the proposed development is supported on traffic and parking grounds.

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Appendix A

Building Tasmania - Crown Landowner Consent

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Building Tasmania

SALAMANCA BUILDING PARLIAMENT SQUARE
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GPO Box 536, Hobart TAS 7001 Australia
Email permits@building.tas.gov.au Web www.transport.tas.gov.au



Michelle Schleiger
Woolcott Land Services Pty Ltd
By email: planning@woolcott.au

Dear Michelle

Crown Landowner Consent Granted SRA-26-428

I refer to your recent request for Crown landowner consent relating to the development application at 59 Raeburn Road, Breadalbane for proposed access to Evandale Road to support proposed contractors yard and increase of operation hours to the existing batch plant.

I, Fiona McLeod, Director Asset Management, Building Tasmania, having been duly delegated by the Minister under section 52(1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52(1B)(b) of the Act, 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 Building Tasmania.

The consent given by this letter is for the making of the application only insofar as that it impacts Building Tasmania administered Crown land and is with reference to your application dated 29 June 2026, and the approved documents, as accessible via the link below:

<https://files.building.tas.gov.au/index.php/s/ZQvqEvm9P6qbnVI>

A copy of the Instrument of Delegation from the Minister authorising the delegate to sign under section 52 of the Act can also be accessed via the above link.

Please access and download these documents for your records as soon as possible as this link will expire six (6) months from the date of this letter.

In giving consent to lodge the subject development application, Building Tasmania notes the following applicable advice:

1. Access – construction or alteration (Access works permit required)

In giving consent to lodge the subject development application, Building Tasmania 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

https://www.transport.tas.gov.au/road_permits/permits_and_bookings/new_or_altered_access_or_to_a_road_driveways or contact permits@building.tas.gov.au.

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

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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.

2. Other types of works (pipeline, etc.) OR Construction of infrastructure in the State Road reserve/on Crown land (Works permit required)

In giving consent to lodge the subject development application, Building Tasmania notes that the works in 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

https://www.transport.tas.gov.au/road_permits/permits_and_bookings or contact permits@building.tas.gov.au.

Building Tasmania 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.

Yours sincerely

A black rectangular box redacting the signature of Fiona McLeod.

Fiona McLeod
DIRECTOR ASSET MANAGEMENT

Delegate for the Minister administering the *Roads and Jetties Act 1935*

30 July 2026

Cc: General Manager, Northern Midlands

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	12 June 2026
1	Keith Midson	Zara Kacic-Midson	18 June 2026
2	Keith Midson	Zara Kacic-Midson	22 June 2026
3	Keith Midson	Zara Kacic-Midson	30 July 2026



#3084

27 May 2026

Michelle Schleiger
Woolcott Land Services
Via email: michelle@woolcott.au

Dear Michelle,

Proposed New Internal Roadway – Assessment of the Natural Assets Code

Please find below RMCG report on the assessment of the Natural Assets Code in relation to the proposed new internal roadway at 59 Raeburn Rd, Breadalbane.

BACKGROUND

RMCG were engaged in 2024 to undertake an assessment of the Natural Assets Code, specifically clause C7.6.1, in relation to a proposed internal roadway at 59 Raeburn Rd, Breadalbane (CT 180210/2). The proposed roadway crosses Briarly Creek in the south of CT 180210/2. Thirty metres either side of Briarly Creek are within a mapped 'waterway and coastal protection area' under the *Tasmanian Planning Scheme – Northern Midlands* (the Planning Scheme). There will be no dredging or reclamation required as part of the proposed development. See Figure 1 for an overview of the assessment area.

The relevant sections of the Natural Assets Code under the Planning Scheme in relation to the proposal are as follows;

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

Objective: That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.

Performance Criteria:

P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:

- a) Impacts caused by erosion, siltation, sedimentation and runoff;
- b) Impacts on riparian or littoral vegetation;
- c) Maintaining natural streambank and streambed condition, where it exists;

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- d) Impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;
- e) The need to avoid significantly impeding natural flow and drainage;
- f) The need to maintain fish passage, where known to exist;
- g) The need to avoid land filling of wetlands;
- h) The need to group new facilities with existing facilities, where reasonably practical;
- i) Minimising cut and fill;
- j) Building design that responds to the particular size, shape, contours or slope of the land;
- k) Minimising impacts on coastal processes, including sand movement and wave action;
- l) Minimising the need for future works for the protection of natural assets, infrastructure and property;
- m) The environmental best practice guidelines in the *Wetlands and Waterways Works Manual*; and
- n) The guidelines in the *Tasmanian Coastal Works Manual*.

As per the Natural Assets Code of the Planning Scheme, natural assets means biodiversity, environmental flows, natural streambank and streambed condition, riparian vegetation, littoral vegetation, water quality, wetlands, river condition and waterway and/or coastal values. Waterway values means the values of watercourses and wetlands derived from their aquatic habitat and riparian vegetation, physical elements, landscape function, recreational function and economic function.

ASSESSMENT

Sally Scrivens of RMCG undertook a site visit of the subject site on the 15 February 2024. The site visit found that the main channel of Briarly Creek is edged by a 'lower bank' that is below the elevation of the surrounding paddocks; the 'upper bank'. The entire area associated with the creek crossing, including the lower bank and upper bank is comprised of vegetation described as a weed infestation. This is supported by TASVEG 4.0 mapping of the site. This infestation is more extensive on the northern side where there is also some native *Phragmites australis* southern reed present among the weeds. The lower bank is dominated by *Salix spp.* willow with *Crataegus monogyna* hawthorn, *Rubus spp.* blackberry, *Dipsacus fullonum* teasel, thistles, and pasture grasses common on both the lower and upper banks.

The main channel of the creek contained willow roots and did not appear to have any overhanging sections. The creek contained water at the time of the site visit, that appeared almost still and was highly turbid (see Figure 2). A gaggle of geese was disturbed from the site on approach which may have resulted in the turbidity, however, after 30 minutes, the quality of the water had visually not significantly changed. Hence, the stream bed could not be assessed, however, the site in general is heavily modified and the waterway values of the watercourse are considered to be minimal.

Given the topography at the site, the crossing over Briarly Creek will require fill to be added to the banks. It is understood that a culvert sized appropriately for the site¹ will be installed at a time of low flows and will aim to avoid heavy rain. The main flow may be diverted when the culvert is installed and rocks will be placed both upstream and downstream from the culvert.

The proposal was assessed against the Planning Scheme as below.

¹ As determined by engineers.

P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:

- a) Impacts caused by erosion, siltation, sedimentation and runoff. *There is a risk of erosion, siltation, sedimentation and runoff during construction of the road, especially at Briarly Creek due to the nature of works required. Recommendations are provided to ensure that works have minimal impacts on the watercourse.*
- b) Impacts on riparian or littoral vegetation. *There is no native riparian vegetation at the Briarly Creek crossing; vegetation at the site is entirely comprised of introduced species. While this vegetation will be impacted as a result of the proposed crossing, it is not considered to have any adverse impacts on the natural assets of the site. There is no littoral vegetation present.*
- c) Maintaining natural streambank and streambed condition, where it exists. *The streambank and stream bed condition of Briarly Creek will be impacted at the crossing as a culvert will be installed. This will be limited to a 5m width and, given the highly modified nature of the site, it is not considered to adversely impact on the natural assets at the site.*
- d) Impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation. *It was difficult to determine the instream natural habitat of Briarly Creek due to the turbidity of the site, however, no bank overhangs were evident and any trailing vegetation is comprised of introduced species. Given the highly modified nature of the site, the installation of the culvert with rock placement at either end in Briarly Creek is not considered to adversely impact on the natural assets at the site.*
- e) The need to avoid significantly impeding natural flow and drainage. *A culvert designed to ensure natural flow of Briarly Creek will be installed. While natural flow and drainage may be impeded during installation of the culvert, this will be short-term only and will not result in an overall significant impact on natural flow or drainage.*
- f) The need to maintain fish passage, where known to exist. *There may be existing fish passage within Briarly Creek and this is expected to be maintained with the installation of the culvert.*
- g) The need to avoid land filling of wetlands. *NA; there is no wetland present on site.*
- h) The need to group new facilities with existing facilities, where reasonably practical. *NA – grouping a new road with an existing road is not practical.*
- i) Minimising cut and fill. *Cut and fill is required at the Briarly Creek crossing for the road to pass between the upper banks and over the proposed culvert. This amount of fill cannot be minimised further.*
- j) Building design that responds to the particular size, shape, contours or slope of the land. *The route of the proposed road is over gently sloped land and the road design at ground level responds to this. The crossing of Briarly Creek (with road batters and the installation of a culvert) is designed to maintain the elevation of the road while also allowing for flow to be retained through Briarly Creek.*
- k) Minimising impacts on coastal processes, including sand movement and wave action. *NA.*
- l) Minimising the need for future works for the protection of natural assets, infrastructure and property. *As the appropriate culvert size for Briarly Creek has been determined by engineers, no future works for the protection of natural assets, infrastructure, or property is expected as a result of the proposed development.*
- m) The environmental best practice guidelines in the *Wetlands and Waterways Works Manual*. *The proposed stream crossing has been appropriately designed for the site and will be constructed with low-risk practices (see recommendations), as per the environmental best practice guidelines in the Wetlands and Waterways Works Manual.*
- n) The guidelines in the *Tasmanian Coastal Works Manual*. *NA.*

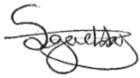
CONCLUSION

The proposal is to construct a waterway crossing, over Briarly Creek, in a waterway and coastal protection area at 59 Raeburn Rd, Breadalbane (CT 180210/2) as part of a proposed new internal road. The crossing involves installation of a culvert and fill. Provided the below recommendations are adhered to, the proposal is considered to minimise adverse impacts on natural assets and therefore is considered to adequately address the performance criteria of the C7.6.1 under the Natural Assets Code of the *Tasmanian Planning Scheme – Northern Midlands*.

Recommendations

- Sow down the Briarly Creek crossing batters with grass seed immediately following works.
- Avoid a perched culvert.
- Place rock at both the upstream and downstream side of the culvert immediately after installation.
- Silt fences/sediment barriers must be utilised between the works area and Briarly Creek. The barriers are to be erected prior to works commencing at the site and then maintained for the duration of works until the grass is established and the risk of sediment movement is reduced.
- Time construction of the crossing for a period of low flows and to avoid heavy rainfall events.
- Prevent biosecurity incursions and new weed incursions by implementing strict washdown protocols for all vehicles, machinery, and equipment used during works.

Kind regards



Samantha Gadsby

SENIOR CONSULTANT

ASSESSMENT AREA



Figure 1: Assessed section of Briarly Creek crossing.

PHOTOS

All photos taken by Sally Scrivens 15 February 2024.



Figure 2: View of the proposed crossing site at Briarly Creek.



Figure 3: View south toward Briarly Creek from the upper bank.

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1.0	Final	27/05/2026	S. Gadsby	S. Drum	L. McKenzie	S. Drum	Woolcott Land Services

ACKNOWLEDGEMENT OF COUNTRY

Tasmania is Aboriginal land. We acknowledge the palawa and pakana, the Tasmanian Aboriginal peoples, as the Traditional Owners and continuing custodians of the lands, seas, and waterways of lutruwita, Tasmania, on which this project will be conducted. We recognise their ongoing connection to the land, waters, and culture, and pay our respects to their Elders, both past and present, acknowledging emerging leaders. Additionally, we express our gratitude for the knowledge and insights that Traditional Owners and other Aboriginal and Torres Strait Islander peoples contribute to our shared work in Australia.

We pay our respects to all Aboriginal and Torres Strait Islander communities. We acknowledge that Australia was founded on the genocide and dispossession of First Nations peoples and affirm that sovereignty was never ceded in this country. We embrace the spirit of reconciliation, striving toward self-determination, equitable outcomes, and an equal voice for Australia's First Peoples.



AGRICULTURAL ASSESSMENT AND COMPLIANCE REPORT

Property title 180210/2 59 Raeburn Road,
Breadalbane

March 2026





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DISCLAIMER

This report has been prepared in accordance with the scope of services described in the contract or agreement between Pinion Advisory and the Client. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Pinion Advisory accepts no responsibility for its use by other parties.



Executive Summary

This agricultural assessment report has been prepared on behalf of the proponent, Hazel Bros, and covers various aspects of the proposed development at property title 180210/2 at 59 Raeburn Road, Breadalbane.

The agricultural land use activity on the property is based on the production of dryland cereal and oilseed crops and extensive areas of land already used as part of the quarrying operations and includes a concrete batching plant.

The subject property is extensively covered by a hard rock quarry mining lease, as per 1874P/M, which extends over 63.5 hectares of land, and also includes the entirety of the adjacent property to the east, as per property title 157107/1.

The proposed development is for a contractor's yard with an internal access road that will allow vehicle access to Evandale Road at 59 Raeburn Road.

The proposed development has been specifically located in order to minimise the potential for negative impacts on the agricultural land use activities conducted on the subject property.

Due to a combination of setback distances, existing shelter belt vegetation, nature of the agricultural land use activity conducted on the subject property and that of adjacent properties, in conjunction with the nature of the development and associated use it is reasonable to consider that there would be a negligible expectation for the potential to have a negative impact on the operation and management of agricultural land use activity on the adjacent and nearby properties.

The proposed development is considered to be compliant with the relevant clauses associated with the Tasmanian Planning Scheme, as per 21.3.1P2.

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Purpose

This report has been undertaken on behalf of Hazel Bros. (the proponent) to support a development application which includes additional elements toward an extension of operational hours of the concrete batch plant, but as there is no development footprint associated with this, it is not addressed in this report. There is no proposal associated with the existing quarry. As such, this report addresses the contractors yard and vehicle access (internal road) which provides access to Evandale Road at 59 Raeburn Road, Breadalbane.

The document provides an agricultural assessment of the property in question and reports on how the proposal complies with provisions of the Tasmanian Planning Scheme. This report reviews the current agricultural usage of the property and the surrounding area in relation to the land capability and land classification. This includes soils, aspect, topography, water resource, economic feasibility, and impact of the development in relation to agricultural activities.

1 General overview

1.1 LAND CAPABILITY

The currently recognised reference for identifying land capability is based on the class definitions and methodology described in the Land Classification Handbook, Second Edition, C.J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.

Most agricultural land in Tasmania has been classified by the Department of Primary Industries and Water at a scale of 1:100,000, according to its ability to withstand degradation. A scale of 1 to 7 has been developed with class 1 being the most productive for agriculture and resilient to degradation and class 7 the least suitable to agriculture. Class 1, 2 and 3 are collectively termed "prime agricultural land". For planning purposes, a scale of 1:100,000 is often unsuitable and a re-assessment is required at a scale of 1:25,000 or 1:10,000. Factors influencing capability include elevation, slope, climate, soil type, rooting depth, salinity, rockiness and susceptibility to wind, water erosion, and flooding.

1.2 REPORT AUTHOR

This report has been co-authored and reviewed by senior consultant, Jason Lynch. Jason Lynch possesses a Bachelor of Applied Science (horticulture) and is a certified practising agriculturalist (CPAg) with over 25 years' experience in the agricultural industry in Tasmania. He has previously been engaged by property owners, independent planners, and surveyors to undertake evaluations and studies across various municipalities to comply with the Tasmanian Planning Scheme and council based interim planning schemes. This work involves the assessment of land for development purposes and potential conflict.

1.3 TASMANIAN PLANNING SCHEME – NORTHERN MIDLANDS

The Tasmanian Planning Scheme¹ establishes the requirements for use and development of land in the Northern Midlands municipality in accordance with the *Land Use Planning and Approvals Act 1993*.

¹ Tasmanian Planning Scheme V14, effective date 11th September 2025.

2 Property details

2.1 LOCATION

The subject property is located at 59 Raeburn Road, Breadalbane which is approximately 3.6km north west of Perth. (Image 1 and Image 2).

Table 1 Property identification details.

Address	Property ID	Title reference	Hectares (approx.)
59 Raeburn Road, Breadalbane, 7258	9791273	180210/2	101.5

The property is covered by flat to very gently sloping and undulating ground, however on the north western area of the property the presence of spoil heaps is shown as small, elevated mounds which provides buffering to the residential areas on Raeburn Road. Image 3.

The vegetation present on the property is typically dominated by a mix of seasonal cash crops, such as cereals and canola, with areas of riparian vegetation interspersed with hawthorn shrubs along sections of Briarly Creek, and a number of shelter belts and hedges (consisting of native trees and shrubs and hawthorns) which act as buffers along the sections of the western and southern boundaries and limited numbers of paddock boundaries.

Land tenure of the subject property and all adjacent land is private free hold (yellow shaded) with an area of TasWater land on the central southern boundary, Commonwealth tenure land as per the Launceston airport nearby to the south Conservation Covenant land nearby to the south, and Authority Crown land nearby to the west, and Casement associated with the road and railway infrastructure in this locale.² (Image 4).

Under the Tasmanian Planning Scheme, the subject property and all adjacent land is zoned Agriculture, with an area of Utilities zoned land on the central southern boundary as well associated with the various roads and nearby railway in this locale, General Industry is nearby to the south west, with Low Density Residential zoned land further to the south west associated with the Devon Hills locale.³ (Figure 5).

Infrastructure present on the subject property includes a concrete batching plant, weigh bridge, site offices, various support infrastructure associated with the quarry's operation and boundary fencing, a residential dwelling and various farm sheds.

The subject property is extensively covered by a hard rock quarry mining lease, as per 1874P/M, which extends over 63.5 hectares of land, and also includes the property title to the east 157107/1. Other hard rock quarrying mining lease are also present to the north and south east of the subject property. (Image 6)

² The LIST map dataset.

³ The LIST map dataset.

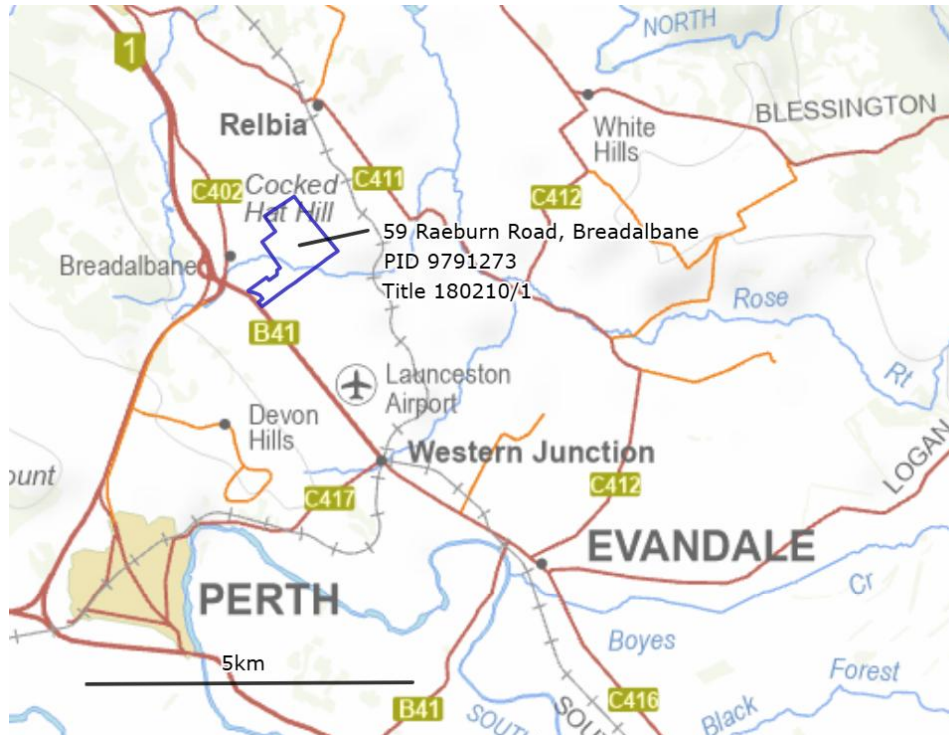


Image 1 Subject property location (blue). (Source: The LISTMap).



Image 2 Aerial overall view imagery of the subject property (blue outline). (Source: The LISTMap).

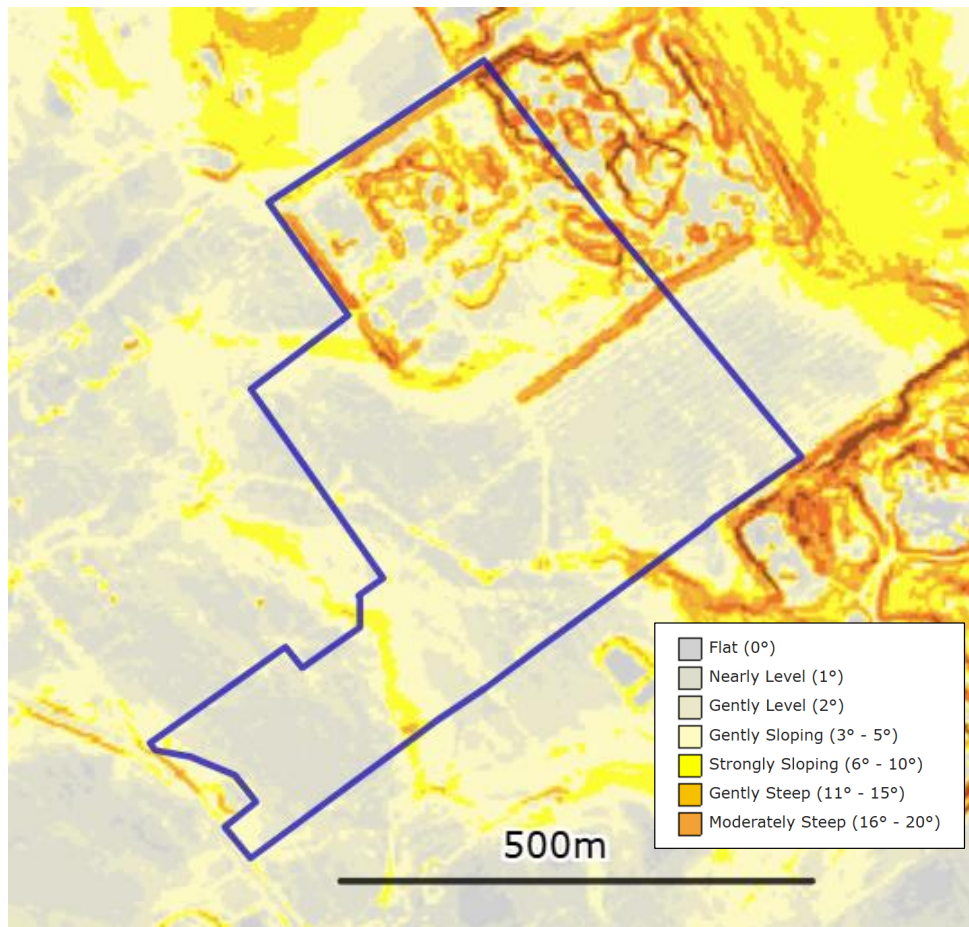


Image 3 Topographic map of the subject property (blue outline). (Source: The LISTMap).

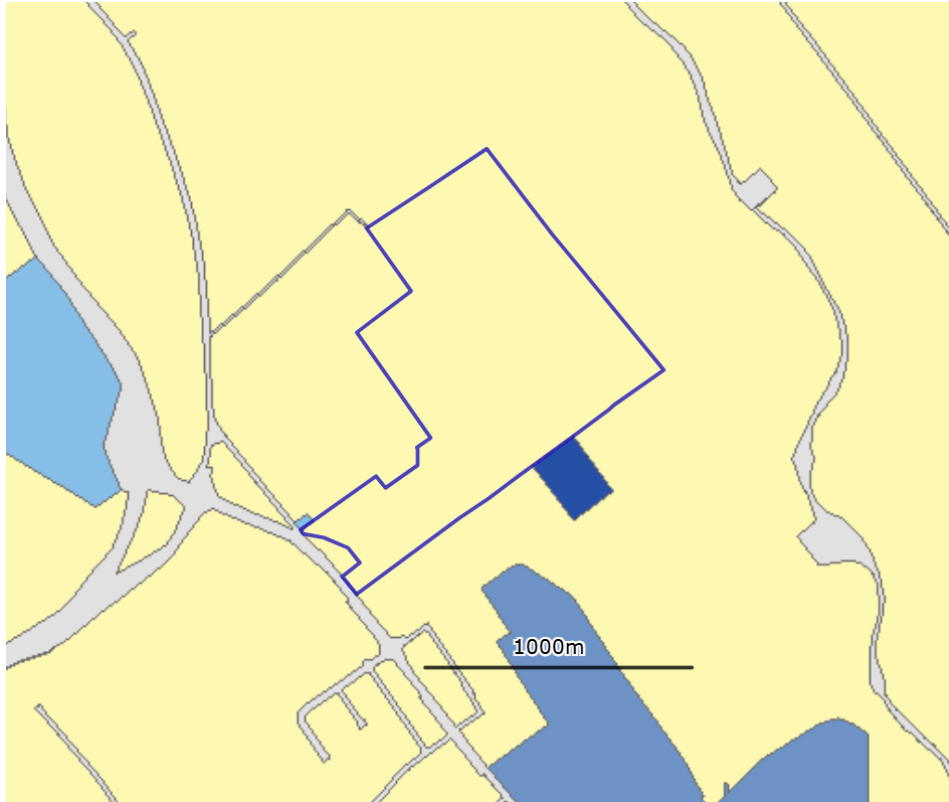


Image 4 Land tenure of the subject property (blue outline) and all adjacent land is private free hold (yellow shaded) with an area of TasWater (dark blue shaded) land on the central southern boundary, Commonwealth tenure land (light blue shaded) as per the Launceston airport nearby to the south Conservation Covenant land nearby to the south, and Authority Crown land (pale blue shaded) nearby to the west, and Casement (grey shaded) associated with the road and railway infrastructure in this locale. (Source: The LISTMap).

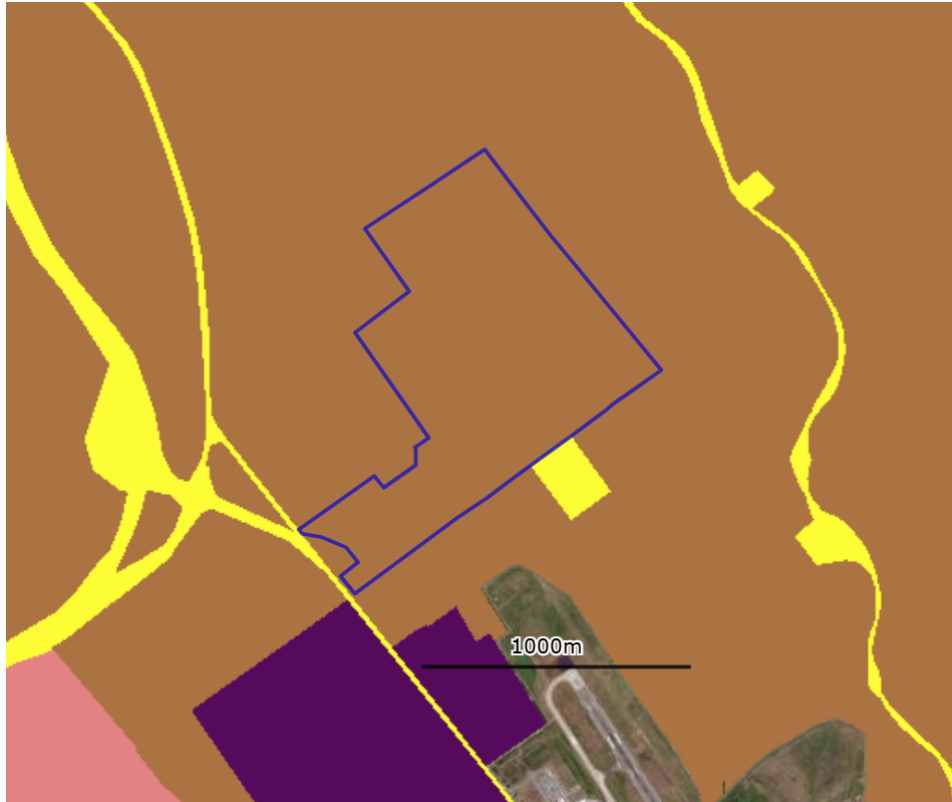


Image 5 Under the Tasmanian Planning Scheme, the subject property (blue outline) and all adjacent land is zoned Agriculture (brown shaded). with an area of Utilities (Yellow shaded) zoned land on the central southern boundary and associated with the various roads and nearby railway in this locale, General Industry (purple shaded) is nearby to the south west, with Low Density Residential (salmon shaded) zoned land further to the south west. (Source: The LISTMap).

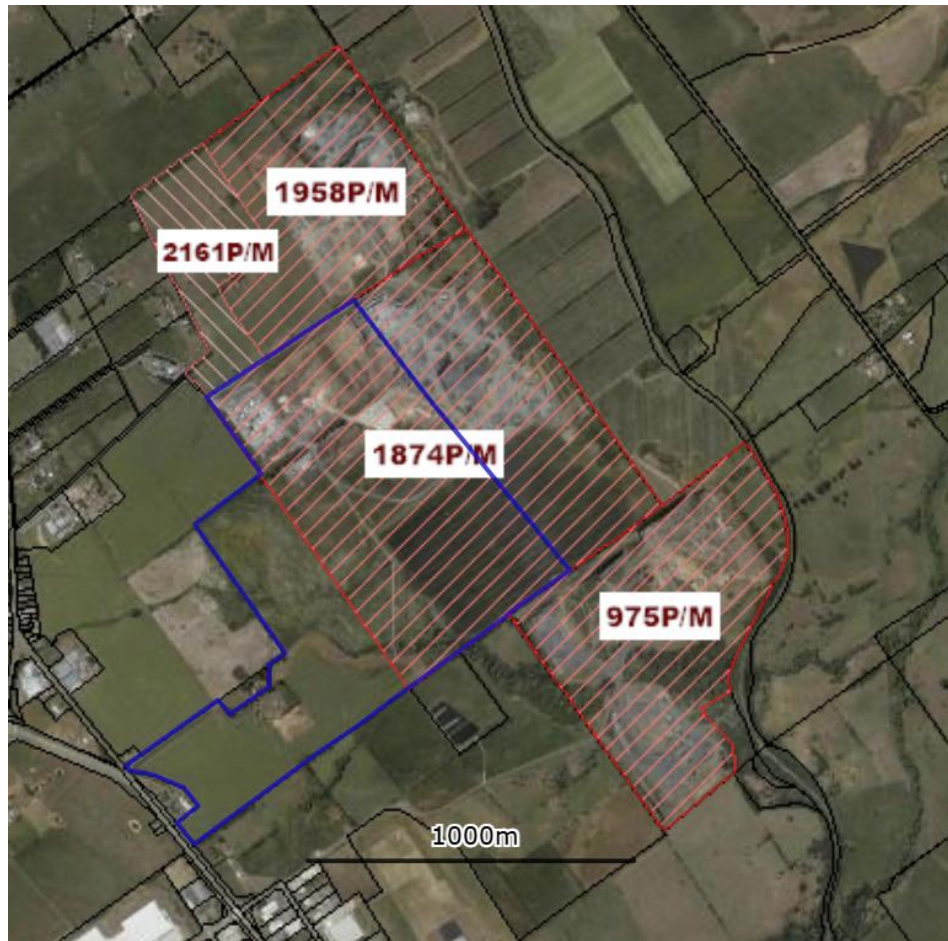


Image 6 Hard rock quarrying mining leases in and in the vicinity of the subject property (outlined in blue).

3 Land capability

Land capability of the property was assessed according to the Tasmanian land capability classification system (Grose, 1999)⁴. Land is graded according to its ability to sustain a range of agricultural activities considering the chances of degradation of the land resource. Class 1 land is prime agricultural and Class 7 land is unsuitable for agriculture due to severe limitations. A wide range of limitations are considered, and the most significant limitation determines the final classification. For example, limitations can be in relation to soils and could include stoniness, topsoil depth, drainage, and erosion hazard. Limitations to topography could include slope angle and associated erosion hazard.

3.1 SITE VISIT

Desktop research was conducted to review available data associated with geology, topography, presence of threatened native vegetation, land capability, soil information and climatic data of the property and surrounding area. Pinion Advisory consultant, Jason Lynch conducted a site visit on 30th September 2025 to ground-truth the information. The site assessment included inspection of the soil profile (to spade depth), an evaluation of the topography and vegetation as well as examination of land use on the subject property and neighbouring properties. These assessments consider the planned setbacks and potential impacts of the proposed development on agricultural activities.

3.1.1 Land capability assessment

The official land capability map for the area was produced by the DPIF at a scale of 1:100,000 and reported in their South Esk Report in 1996. The ground within the subject property was identified as class 3 and 4⁵ land capability.

A detailed inspection of the property was undertaken by the author in September 2025 and determined the majority of the property is covered by Class 4, with a small area of class 6 land present and substantial areas of land exempt from land classification. Image 7.

The land exempt from the land capability assessment includes:

- E1: covering approximately 35 hectares, located on the north east of the property, and includes land used for the concrete batching plant, site offices, weigh bridge, spoil and gravel piles and general support areas for the existing quarry operations. An earthen bund is present along the northern, east and south boundaries of the E1 area which provides a substantial buffer for the quarrying and associated resource processing activities therewith. This area is located within the current mining lease 1874P/M.
- E2: covering approximately 1.7 hectares, located on the boundary area of the south western area of the property, and includes a residential dwelling, gardens/lawns and a number of sheds.

⁴ Grose C.J. (1999) Land Capability Handbook: Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania.

⁵ Grose C. J. and Moreton R. M. (1996) Land Capability Survey of Tasmania, South Esk, 1:100 000 map. Department of Primary Industry and Fisheries, Tasmania.

Land capability class definitions can be found in Table 2. Land capability assessment details can be found in Table 3.

Various images (Images 10 to 18) of the property are shown in the Appendix 2.

The key land capability limitations associated with this property are:

- Soils (s): due to challenging growing conditions for pasture and/or crops associated with limitations such as topsoil depth and texture contrast frequency.
- Erosion (e): associated with the risk rill and sheet erosion caused by surface water movement on bare and exposed soil and potential for degraded soil structural due to pugging from livestock movement on waterlogged soils and/or inappropriate and excessive ground cultivation activities.
-

Table 2 Land capability class definitions for the property according to Grose, 1999.⁶

Class	Definition
4	Land well-suited to grazing, but which is limited to occasional cropping or to a very restricted range of crops. The length of cropping phase and/or range of crops are constrained by severe limitations of erosion, wetness, soils or climate. Major conservation treatments and/or careful management are required to minimise degradation. Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited.
6	Land marginally suitable for grazing because of severe limitations. This land has low productivity, high risk of erosion, low natural fertility or other limitations that severely restrict agricultural use.

⁶ Grose C.J. (1999) Land Capability Handbook: Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania.



Image 7 Land capability map of the subject property.

Table 3 Land capability assessment.

Land capability class	Land characteristics							
	Geology & soils	Slope (%)	Topography & elevation	Erosion type & severity	Soil qualities	Agricultural versatility	Main land management requirements	Climatic limitations
4se (62.2 ha)	Clay loam soil, as per the Breadalbane soil profile association, developed on Tertiary basalt geology. Grey/brown medium clay loam soil.	0-5	Flat to gently undulating ground. Approximately 155-175m ASL.	Low/moderate risk of rill and sheet erosion due to surface water movement on bare and exposed soils, and structure decline due to excessive and inappropriate soil cultivation. At high risk of pugging due to being subject to extended periods of soil waterlogging.	Imperfect to moderately well drained soils with slow permeability. Low/moderate risk of soil waterlogging.	Suitable for frequent cropping (up to 3-in-10-year rotation) and a range of suitable crops. Land suitable for grazing, with minor limitations, albeit to reduce grazing pressure when soils are waterlogged and/or when soil moisture is limiting and when pasture covers are reduced.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of compaction in winter from soil cultivation, machinery and stock movements increases significantly during periods of soil waterlogging.	Moderate climatic limitations. This region experiences cool/cold winters and warm summer conditions. The area receives an average of 620mm annual rainfall, can experience up to 40 frost days annually, 1,080 growing degree days (October to April) and 1,025 chill hours (May-August).

Land capability class	Land characteristics							
	Geology & soils	Slope (%)	Topography & elevation	Erosion type & severity	Soil qualities	Agricultural versatility	Main land management requirements	Climatic limitations
6we (2.6 ha)	Complex clay loam soil, as per the Breadalbane soil profile association, developed on Tertiary basalt geology, and clayey soil derived recent from Quaternary alluvium. Black/brown medium to heavy clay loam soils.	0-5	Riparian ground associated with Briarly Creek and the immediately adjacent ground. Approximately 150-153m ASL.	Moderate/high risk of rill and sheet erosion due to surface water movement on bare and exposed soils, and stream bank erosion during periods high waterway flow in Briarly Creek, and structure decline due to excessive and inappropriate soil cultivation. At high risk of pugging due to being subject to extended periods of soil waterlogging.	Poor to imperfectly drained soils with slow permeability. Moderate/high risk of soil waterlogging.	Unsuitable for cropping. Land suitable for grazing, with severe limitations. In reality much of this land is covered by a mix of riparian vegetation and hawthorn shrubs and in conjunction with the presence of the Briarly Creek waterway it is not capable of being used for agricultural land use activity.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of compaction in winter from soil cultivation, machinery and stock movements increases significantly during periods of soil waterlogging.	Moderate climatic limitations. This region experiences cool/cold winters and warm summer conditions. The area receives an average of 620mm annual rainfall, can experience up to 40 frost days annually, 1,030 growing degree days (October to April) and 1,050 chill hours (May-August).

4 Proposed development

The proposed development includes a contractor's yard and vehicle access to Evandale Road at the 59 Raeburn Road, Breadalbane, and compliance with the Tasmanian Planning Scheme Clause 21.3.1 P2 is required:

P2

A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to:

- (a) the area of land being converted to non agricultural use;
- (b) whether the use precludes the land from being returned to an agricultural use;
- (c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.

Section 6 of this report will address the proposed developments' compliance with this clause.

Please refer to Appendix 1 Image 8 for a plan of the proposed development. External to this document a detailed design of the development has been prepared by Verto (project no. 26E99-111)

The proposed new access would be approximately 1.5 km long, of which 930m would be located external to the current mining lease 1874P/M.

The proposed road (external to the current mining lease 1874P/M) would be 930m long and 6m wide, and therefore cover a total area of approximately 5,580m².

This equates to less than 0.6% of the total area (101.5 hectares), and less than 0.9% of the total area available for agriculture (65.1 hectares including the class 4 and 6 land) on the subject property.

The northern end (approximately 570m) of the proposed access would be located within the existing mining lease area and already associated with the quarrying operation.

The proposed access road would be located running in a north south direction through central area of the property and then be directed in an east west direction along the western end of the southern boundary with an earthen berm located to the side which would provide acoustic buffering.

The proposed access road would be located parallel to the southern boundary of the subject property, and this means it is favourable positioned in the same direction as the operational use of the paddock, as per the east to west alignment for sowing, spreading and harvesting runs as per the production of cereal (e.g. wheat and barley) and oil seed (e.g. canola) crops. Therefore, the proposed access road would minimise the disruption to the operation and management of the cropping program undertaken on the subject property.

A small area of the subject property, approximately 0.8 hectares of land, would be located to the east of the proposed access road and bound by Briarly Creek and the southern property boundary, and effectively isolates this parcel of ground. However, it should be noted that this land is already compromised and is not able to be fully utilised for agricultural land use activity, e.g. cropping, due to its shape (difficult to turn tractors with an attached implement, and headers), being more prone to browsing wildlife pressure and waterlogging, and is effectively an enlarged headland and not functionally used for planting out with crops.

It is important to note that the current mining lease 1874P/M covers land (Image 6) which is being presently cropped on the central and south eastern area of the subject property, and this includes the 0.8 hectares of land which would be east of the proposed access road as mentioned above.

5 Land use activity

5.1 CURRENT AGRICULTURAL ACTIVITIES CONDUCTED

The property has approximately 65.1 hectares of land which is capable of supporting agriculture for cropping and/or pasture production, and this is currently being cropped for the production of cereals and canola.

5.2 POTENTIAL AGRICULTURAL ACTIVITIES CONDUCTED

Pastoral use

The subject property is capable of being used for livestock production and, based on 65.1 hectares of land would have a total potential sustainable dryland carrying capacity of approximately 835 DSE⁷.

835 DSE would equate to running a sheep enterprise based on a self-replacing flock of 330 breeding ewes, and this could generate a potential gross margin return of approximately \$46,000.

It is important to note that the exact financial returns which can and could be generated from the property would vary depending upon the exact and nature of the livestock enterprise operated, nature of the livestock sales (e.g. store or finished animals, amount of supplementary feed provided, and general enterprise operational requirements (e.g. animal husbandry, pasture production costs) and livestock markets conditions.

5.2.1 Cropping use

The property has 62.6 hectares of class land which is and could continue to be cropped on the property.

Due to the absence of access to irrigation water on the property the cropping program is limited to the production of dryland crops such as cereals (e.g. wheat and barley) and oil seeds (e.g. canola).

5.2.2 Perennial horticulture

Due to a combination of the clayey soils present, flat topography and the associated soil drainage issues, the absence of irrigation water and high degree of frost risk, for the investment required relative to the production risk it would not be considered a viable site for wine grape production.

Due to similar site challenges, other perennial crops such as cherries, hazelnuts and olives would not be considered viable.

⁷ DSE is a standard unit used to compare the feed requirements of different classes of livestock to assess the carrying capacity of a farm or paddock. One DSE is defined as the amount of feed required by a two-year-old 50 kg 'dry' Merino sheep (wether or non-lactating, non-pregnant ewe) to maintain its weight.

5.3 ADJACENT LAND USE ACTIVITY

The land use activity on adjacent land titles includes:

- North:
 - Title reference 144549/1 (approximately 59.5 hectares), Agriculture zoned land, limited agricultural land use activity with 26.5 hectares of pasture available for grazing with livestock and the balance (approximately 33 hectares) used for a hard rock quarry operated by VDQ. The entirety of this property is covered by current mining leases, as per 2161P/M and 1958P/M.
 - Title reference 186290/2 (approximately 50.7 hectares), Agriculture zoned land, used for agricultural land use activity as per dryland cereal cropping, and no residential dwelling is present.
- East:
 - Title reference 157107/1 (approximately 41.6 hectares), Agriculture zoned land, Agriculture zoned land, limited agricultural land use activity with 11.5 hectares of land used for dryland cropping and the balance used for a hard rock quarry operated by Hazel Bros. The entirety of this property is covered by a current mining lease, as per 1874P/M.
- South:
 - Title reference 146280/1 (approximately 55.8 hectares), Agriculture zoned land, not used agriculture, used for a hard rock quarry operated by Bis. Almost the entirety of this property is covered by a current mining lease, as per 975P/M.
 - Title reference 180211/1 (approximately 63 hectares), Agriculture zoned land, used for agricultural land use activity as per pasture production and seasonal dryland cropping, and has a residential dwelling present. This property provides access the quarrying site located adjacent to the east, as per title 146280/1.
 - Title reference 1107909/1 (approximately 5 hectares), Utilities zoned land, not used agricultural land use activity, used by TasWater as a location for sewerage water treatment ponds.
- West:
 - Title reference 37282/1 (approximately 1 hectare), Agriculture zoned land, no agricultural land use activity, used for residence purposes with a residential dwelling present.
 - Title reference 180209/1 (approximately 1.4 hectares), Agriculture zoned land, no agricultural land use activity, and has a church present.
 - Title reference 65571/1 (approximately 0.2 hectare), Agriculture zoned land, no agricultural land use activity, used for residence purposes with a residential dwelling present.

5.4 IMPACT OF AGRICULTURAL ACTIVITY ON NEIGHBOURING LAND TO THE PROPOSED DEVELOPMENT

Land use activity on neighbouring properties adjacent to the subject property includes a combination of hard rock quarrying, residential, and low intensity dryland agricultural land use activity.

The agricultural land use activity conducted on the southern and northern boundaries of the subject property involves dryland cropping (e.g. cereals and oil seed canola) is of a limited scale and considered to be relatively low intensity.

The proposed development including the access road involves vehicles moving along this thoroughfare and it unlikely that they would directly interact with the agricultural land use activities which can and could be conducted on the balance of the subject property nor on adjacent properties.

An earthen berm would be constructed on the side of the proposed access road which further enhances the buffering between vehicles users and the adjacent and nearby agricultural land.

Normal operational activities associated with agricultural use on neighbouring land are not expected to have any unreasonable impact on or interference with the proposed development on the subject property. An assessment of the key risks is summarised in Table 4.

Table 4 Potential risk from agricultural land use activities on neighbouring land.

Potential risk from neighbouring agricultural land activity	Extent of risk & possible mitigation strategy
1. Spray drift and dust	Risk = low. The scale and nature of agricultural land use activity and the associated use of agricultural chemicals on land adjacent and/or nearby the subject property involves low intensity agriculture, as per grazing livestock and dryland cropping. A shelter belt is located along the majority of the southern boundary of the subject property. It would be appropriate to improve the existing shelter along this common southern boundary. The presence of several residential dwellings on the boundaries of the subject property and property title 186290/2 already requires the careful use and application of agricultural chemicals. The application of all agricultural chemicals must abide by the Tasmanian Code of practice for ground and aerial spraying 2014 and any applicable agricultural chemical label requirements. The use and application of agricultural chemicals is already a normal feature of land use in this locale, albeit on a limited scale, and operators routinely adopt practices which minimise the risk of conflict and/or negative impacts on neighbouring properties and enterprises.
2. Noise from machinery, livestock, and dogs	Risk = low. Plant, machinery, vehicles, working dogs and livestock are routinely used/involved in general farming duties on adjacent land. The property is located in a rural area, and close to Launceston airport so it is accepted that noises generated by farm machinery and associated infrastructure, livestock and aircraft will occur.
3. Irrigation water over boundary	Risk = low. Irrigated agricultural land use activity is not practiced on adjoining land. If irrigated agriculture were undertaken on the adjacent properties due to a combination

Potential risk from neighbouring agricultural land activity	Extent of risk & possible mitigation strategy
	of the existing shelter along much of the common southern boundary and setback distance from the development (e.g. the access the road) to the northern property it is unlikely any negative issues would arise. It should be noted that access to irrigation water is severely restricted in this locale.
4. Stock escaping and causing damage	Risk = low. Provided boundary fences are maintained in sound condition and livestock are checked regularly.
5. Electric fences	Risk = low. Mitigated by attaching appropriate warning signs on boundary fencing if required.

5.5 IMPACT OF PROPOSED DEVELOPMENT ON AGRICULTURAL ACTIVITY OF NEIGHBOURING LAND

The agricultural land use activity conducted on the southern and northern boundaries of the subject property involves dryland cropping is of a limited scale and considered to be relatively low intensity.

The proposed access road development would be considered subservient to the contractors yard and therefore allow the proponent to undertake the logistics activities involved in this enterprise.

Other risks to neighbouring agricultural activity are outlined in Table 5. Some of these risks rely on an element of criminal intent.

Table 5 Potential risk from proposed development to neighbouring agricultural land use and activity.

Potential risk to neighbouring agricultural land activity	Extent of risk & possible mitigation strategy
1. Trespass	Risk = low. Mitigation measures include installation and maintenance of sound boundary fencing, lockable gates and appropriate signage to warn visitors about entry onto private land, report unauthorised entry to police.
2. Theft	Risk = low. Ensure there is good quality boundary fencing on neighbouring properties and appropriate signage to deter inadvertent entry to property, control vehicle movements, report thefts to police.
3. Damage to property	Risk = low. As for theft.
4. Weed infestation	Risk = low. Risks are expected to be low with weed management undertaken, and ongoing with routine weed control activities performed.
5. Fire outbreak	Risk = low. Fire risk can be mitigated by careful operation of burn-offs, outside barbeques and disposal of rubbish. In summer, mowing/grazing of long dry grass and vegetation is important. Observe all fire restriction imposed by the Northern Midlands council and state government.

5.6 WATER STORAGE AND RESOURCES

The subject property is not serviced by TasWater for the provision of water and sewerage services.

The property is located within the North Esk Irrigation District (NEID) but is not serviced and/or connected to the North Esk Irrigation Scheme (NEIS). The NEIS is a fully allocated scheme, and no irrigation water is available.

No groundwater bores are present on the property.

No dams are present on the property.

6 Tasmanian Planning Scheme Compliance – Northern Midlands

6.1 CLAUSE 21.3.1 DISCRETIONARY USE

Objective

That uses listed as discretionary:

- (a) support agricultural use, and
- (b) protect land for agricultural use by minimising the conversion of land to non-agricultural use.

Response

The proposed access road development would be considered subservient to the proposed contractors yard and therefore allow the proponent to undertake the logistics activities involved in this enterprise, and hence the concentration on the response to Performance Criteria P2.

The proposed contractors yard would be located in land which is not used for agricultural land use activity, and is located within the current mining lease 1874P/M.

Performance criteria

P2

A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to:

- (a) the area of land being converted to non agricultural use;
- (b) whether the use precludes the land from being returned to an agricultural use;
- (c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.

Response

P2

- (a) The proposed access road has been planned and designed to minimise the conversion of agricultural land to non-agricultural use. The proposed new access would be approximately 1.5 km long, of which 930m would be located outside of the current mining lease 1874P/M. The proposed road (external to the current mining lease 1874P/M) would be 930m long and 6m wide, and therefore cover a total area of approximately 5,580m². This equates to less than 0.6% of the total area (101.5 hectares), and less than 0.9% of the total area available for agriculture (65.1 hectares including the class 4 and 6 land) on the subject property. The northern end (approximately 570m) of the proposed access would be located within the existing mining lease area and already associated with the quarrying operation.
- (b) The positioning of the access would mostly follow the southern boundary of the property, and this allows for the least impact on the operational management of the agricultural land which thereby minimises the potential interference on the operational use of the land, such as for sowing, application of agricultural chemical and harvesting, by allowing for straight driving paths to be followed.
- (c) If required the access could in the future be removed, and land rehabilitated to allow for its return to use for agricultural land use activity. During the construction phase, the topsoil should be stripped back or pushed to one side (or removed and stockpiled) and therefore if required in the future the road construction material can be removed and topsoil replaced. Thereafter soil amelioration activities undertaken (ripping, cultivation and application of lime/gypsum amendments applied) to rejuvenate the land and progressively return it to productive agricultural use.
- (d) As outlined in section 5.4 and 5.5 of the agricultural report considerations have made for the proposed developments' impact to and from agricultural land use activity. These

Objective

considerations relate to issues regarding the application of agricultural chemicals spray drift, noise emissions, irrigation spray drift, trespass, fencing, weed management and fire management, and have been considered to be of low risk. There is no irrigated land and/or irrigation infrastructure which would be impacted by the proposed development. It is important to note that operating conditions of the concrete batch plant must be adhered to, including traffic movements, according to that which is permitted. The agricultural property to the north, as per title 186290/2, would have no expectations of negative impacts due to a combination of the nature of the agricultural land use activity (dryland cropping) and setback distances to the development (at the nearest point being approximately 300m). In relation to the property to the adjacent to the south, as per title 180211/1, the benefit of a shelter belt along the common southern boundary and proposed earthen berm along the side of the access road, relative low intensity nature of the agricultural land use activity (dryland grazing by sheep and occasional dryland cropping) and presence of the existing road access to the hard rock quarry on property title 146280/1. When the hard rock quarry of property title 146280/1 is in operation vehicles would be driving through the agricultural property to the south, as per title 180211/1.

The majority of the proposed road would be located parallel to the southern boundary of the subject property, and this means it is favourable positioned in the same direction as the operational use of the paddock, as per the sowing, spreading and harvesting runs as per the production of cereal (e.g. wheat and barley) and oil seed (e.g. canola) crops. Therefore, the new access road would minimise the disruption to the operation and management of the cropping program undertaken on the subject property.

A small area of the subject property, approximately 0.8 hectares of land, would be located to the east of the access and bound by Briarly Creek and the southern property boundary, and effectively isolates this parcel of ground. However, it should be noted that this land is already compromised and is not able to be fully utilised for agricultural land use activity, e.g. cropping, due to its shape (difficult to turn tractors with an attached implement, and headers), being more prone to browsing wildlife pressure and waterlogging, and is effectively an enlarged headland and not functionally used for planting out with crops.

The balance of the paddock where the access would be located in would still be able to be utilised for the production of dryland cereals and oilseed crops.

7 Conclusion

1. The subject property, property title 180210/2 at 59 Raeburn Road, Breadalbane, covers approximately 101.5 hectares of land.
2. The agricultural land use activity on the property is based on the production of dryland cereal and oilseed crops and extensive areas of land already used as part of the quarrying operations and includes a concrete batching plant.
3. The subject property is extensively covered by a hard rock quarry mining lease, as per 1874P/M, which extends over 63.5 hectares of land, and also includes the entirety of the adjacent property to the east, as per property title 157107/1.
4. The internal access road would be used subservient to the proposed contractors yard at 59 Raeburn Road.
5. The proposed development has been specifically located in order to minimise the potential for negative impacts on the agricultural land use activities conducted on the subject property.
6. Due to a combination of setback distances, existing and proposed shelter belt vegetation, proposed earthen berm adjacent to the proposed access road, nature of the agricultural land use activity conducted on the subject property and that of adjacent properties, in conjunction with the nature of the development and associated use it is reasonable to consider that there would be a negligible expectation for the potential to have a negative impact on the operation and management of agricultural land use activity on the adjacent and nearby properties.
7. The proposed development is considered to be compliant with the relevant clause of the Tasmanian Planning Scheme, as per 21.3.1P2.

8 Declaration

I declare that I have made all the enquiries which I consider desirable or appropriate, and no matters of significance which I regard as relevant have, to my knowledge, been withheld.



Jason Lynch BAppSc (hort.) CPAg
Senior Agricultural Consultant
Pinion Advisory
May 2026

Appendix 2 Property images



Image 9 Soil profile of the Breadalbane soil profile present on the agricultural land. Taken at site assessment 30/9/2025.



Image 10 Southerly view along the northern end of the proposed access road. Taken at site assessment 30/9/2025.



Image 11 Southerly view over the cropping land present to the immediate east of concrete batching plant as would be located north of the subject property. Taken at site assessment 30/9/2025.



Image 12 westerly view along from the far western end of the southern boundary of the subject property. Taken at site assessment 30/9/2025.



Image 13 Southerly view from the end of the Briarly creek crossing looking towards the nearby southern boundary. Taken at site assessment 30/9/2025.



Image 14 Southerly view across the property adjacent to the south, as per title 180211/1. Taken at site assessment 30/9/2025.



22 July 2026

Stakeholder Consultation Report:

Raeburn Quarry Development Application – new contractor yard, increased operational hours, and new access road

1. Executive Summary

This report details the stakeholder consultation process regarding a new Development Application (DA) for increased operational hours, a new contractor yard, and construction of a new access road for batch plant trucks and contractor yard vehicles/equipment located within Raeburn Quarry, owned by Hazell Bros.

Over a ten-day period, a targeted community engagement program reached 34 residences and businesses. The majority of stakeholders engaged did not express concerns regarding the proposal.

Specifically, 14 face-to-face discussions were held, with six participants raising issues. Of the 20 properties provided with "calling cards" specifically referencing the proposal, only three stakeholders responded—one with no concerns, one seeking further information, and one expressing significant ongoing concerns taking the number of residents with concerns to a total of seven, most of whom had historical grievances with the operation of the Hazell Bros. site.

The low response rate from those who received calling cards suggests that for most neighbours, the DA was not a priority issue, reflecting the sentiment from the majority of face-to-face meetings. While a small number of residents remain opposed due to historic site management and truck driver behaviour, the proposed new access route provides a primary mitigation strategy for several existing noise and traffic issues.

2. Background

Hazell Bros is preparing a Development Application to extend the operational hours of the concrete batch plant at Raeburn Quarry, create a new contractor yard, and to construct a new batch plant truck access road. The consultation aimed to inform the community of the proposal and the associated new access route, which is intended to divert some of the heavy vehicle traffic away from busy residential stretches of Hobart Road, and to understand local sentiment which is critical to ensuring that the growth of the facility coexists sustainably with the surrounding community.

3. Stakeholder Concerns and Mitigation Measures

The following table summarises the specific concerns raised during the recent consultation activity by the seven stakeholders who expressed objections or significant feedback, paired with proposed mitigation strategies.

It should be noted that, of the seven objecting stakeholders, all were already known to Hazell Bros. through previous direct representations to company staff, council, police (accusations of

speeding and tailgating trucks) and regulatory bodies. No new complainants were revealed during the consultation process with site neighbours.

Five of the seven objecting stakeholders stated that the new access road would likely mitigate impact from existing truck movements, however, the previous behaviour of truck drivers, perceived inaction by Hazell Bros to date, and the perceived shifting of historic impacts to another location, would prevent them from supporting the DA.

Stakeholder Concern	Potential Mitigation Measures
Increased Truck Movements and Early Morning Noise: Concern that extended hours will bring more trucks closer to certain properties in the early morning.	Implementation of the new access route to bypass residential frontages; strict adherence to permitted operating hours; use of broad-band ("squawker") reverse alarms to reduce sleep disturbance. Squawkers are currently used on concrete trucks, however, not all site vehicles and contractors have squawkers fitted. This could be enforced over time.
Truck Driver Behaviour: Reports of speeding, tailgating, engine braking, and aggressive behaviour/abuse from drivers on Hobart Road.	While initial driver onboarding and training and annual refresher training is already in place, the training regime and driver policies and procedures can be reviewed to ensure appropriate driver behaviour measures are included and enforced; all fleet trucks are fitted with GPS, this will be monitored for all vehicles to ensure compliance with speed limits; introduce a monthly "Best Truck Driver Award" and/or disciplinary protocols for reported driver misconduct; improved signage at the Hazell's site egress regarding engine brake use.
Dust and Air Quality: Historic and ongoing concerns regarding dust emissions from both the quarry and the batch plant.	Review current haul routes with a view to directing more trucks via the new road, where practical. more water carts and increased frequency of water cart operations on haul roads; automated dust suppression sprays on stockpiles; wheel wash for exiting vehicles; sealing some sections of haul roads.
Light Intrusion and Visual Amenity: Concerns regarding light spill from the site during early morning/late evening operations.	Use of directional, shielded LED lighting to minimise spill; additional landscape screening with berms and plantings to provide visual buffers between the plant, the new concrete truck access road, and residences.
Truck Maintenance and Safety: Concerns regarding poorly	All fleet vehicles currently have documented maintenance regimes. Continue regular, documented mechanical

maintained, noisy trucks and stones being flipped onto footpaths.

inspections of the Hazell Bros fleet; ensure all loads are adequately covered. Monitor contractor vehicles and consider banning drivers and vehicles that fall short of regular inspections and/or driver behaviour expectations.

Trust and Compliance: Lack of trust in site owners due to alleged non-permitted activities (e.g., car carriers) and expansion without prior approval.

Establishment of a community liaison committee; regular compliance audits made available to the Council; clear communication channels for reporting suspected breaches; introduction of stakeholder feedback protocol including publicised community feedback channels.

Impact Shifting: Concern that the new access road simply shifts the impact from one group of residents to another.

A detailed acoustic assessment has modelled the proposed haul road, anticipated traffic volumes and potential impacts on nearby residences. The assessment recommends mitigation measures, including noise attenuation berms, with modelling indicating these measures would avoid unreasonable impacts on residential amenity. The first 800 metres of the haul road closest to neighbouring residences is proposed to be sealed to further reduce both noise and dust.

The proposed haul road also provides Hazell Bros with greater control over the management of haulage activities by replacing the current shared access arrangement with a dedicated road designed specifically for batch plant operations. This creates improved opportunities to monitor, maintain and continually improve environmental performance over time. While the haul road introduces batch plant traffic to a different location, it reduces heavy vehicle movements in areas where a greater number of residences are currently exposed, particularly along Hobart Road and around the Hobart Road/Raeburn Road intersection. Combined with the proposed mitigation measures, the new haul road is expected to deliver improvements in the management of noise and other environmental impacts associated with the site.

Follow-up night-time noise monitoring is recommended to verify the effectiveness of the mitigation measures and, if necessary, inform any additional management actions.

Clear community feedback channel: Neighbours and broader community desire to be “heard”

This would include direct contact and logging of all complaints received via a single phone number and/or email which is openly promoted on signs at access points.

Feedback is assigned to appropriate Hazell Bros staff and investigated in a timely manner. Focus is on swift rectification—whether that is driver re-training, adjusting noise berms, or modifying dust suppression—to ensure the resident is notified of the specific outcome. Management will review recurring issues monthly to implement systemic changes, ensuring symptoms are fixed, and future occurrences are prevented.

4. Conclusion

The stakeholder engagement undertaken for this Development Application identified a range of community views, with the majority of issues raised relating to traffic, driver behaviour, dust and the potential for noise impacts associated with the proposed haul road. While some stakeholders remain opposed to the proposal, the consultation also identified opportunities to address many of the concerns raised through haul road design, operational practices and ongoing engagement.

Implementation of the recommended mitigation measures, together with continued monitoring of noise, dust and traffic impacts, will be important in demonstrating that the predicted outcomes are being achieved. Equally important will be maintaining a transparent and accessible community feedback process that enables concerns to be raised, investigated and responded to in a timely manner.

Continued engagement with neighbouring residents and other stakeholders throughout the assessment, construction and operational phases will assist Hazell Bros to build trust, respond to emerging issues and support positive long-term relationships with the local community.

Allison Hicks



Director

Ecosmart Engage

Our ref: PLN-26-0134

18/08/2026



Woolcott Land Services
PO Box 593
MOWBRAY 7248
By email: planning@woolcott.au

Dear Sirs,

Additional Information Required for Planning Application PLN-26-0134

Contractors yard, extend concrete batch plant hours, & new access to Evandale Road. (ROW 144549/1, 186290/2, 186290/1, 166270/1, 180211/1) at 59 Raeburn Road, Breadalbane

Thank you for your application.

The application has been referred to relevant bodies. Launceston Airport has requested the following further information be provided to the planning authority:

1. Details of the types of vehicles proposed to use the access road, including maximum vehicle and load heights;
2. Cross-sections and engineering drawings demonstrating the relationship between the road levels, berms, vehicle heights and the applicable prescribed airspace surfaces;
3. Confirmation that all roadworks, berms and vehicle operations will remain below the prescribed airspace surfaces under all normal operating conditions; and
4. Details of construction-phase dust mitigation measures to ensure that dust emissions do not adversely affect airport operations or aviation safety.

Additionally, it is recommended that you contact Ilya Brucksch, Head of Planning and Infrastructure for details of the applicable prescribed airspace surfaces.

This information is required under section 54 of the *Land Use Planning and Approvals Act* 1993. In accordance with section 54 (2) of the Act, the statutory period for determining the application will not recommence until the requested information has been satisfactorily supplied.

Please send any emails to planning@nmc.tas.gov.au including the reference **PLN-26-0134**.

If you have any questions, please contact me on 6397 7303, or e-mail planning@nmc.tas.gov.au



Paul Godier
Senior Planner



**RFI response -
Launceston Airport matters**

Transforming Possibilities.

ABN: 79 097 438 714

Hobart

Lower Ground, 199 Macquarie Street
Hobart, Tasmania 7000
PO Box 1248, Hobart, TAS 7001

Launceston

22-24 Paterson Street
Launceston, Tasmania 7250
PO Box 1898, Launceston TAS 7250

Devonport

33-35 Steele Street
Devonport, Tasmania 7310
PO Box 1898, Launceston TAS 7250

18/08/2026

Sam Plaschke
Eska Projects
TAS

Dear Sam,

Re: Airport RFI Response – Contractor Yard & Access Road – 59 Raeburn Road, Breadalbane

The following is provided to address the request for information/objection notice provided by the Launceston Airport dated 6th August 2026 for the above project.

Verto project drawings have been updated to include drawing no.'s C400b and C701 to address the below.

Airport obstacle limitation areas have been sourced from Listmap.

1. *Details of the types of vehicles proposed to use the access road, including maximum vehicle and load heights.*

The following are the expected vehicle types intended to use the proposed access road:

- Concrete trucks & standard 10-yard trucks
- Tipper Combinations (mix of Super Dogs, Quads, Five Axles, Six Axles and A-Double)
- Heavy Haulage Combinations (Floats, Demo Trailers, Flat Tops, Drop Decks)
- Cement Tankers (Singles, A-Double)
- Car Carriers (if permitted mix of A-Doubles & Singles)

It is expected that car carriers will represent the tallest proposed vehicle while in travel that will use the access road with a maximum height of 4.6m and have been shown on drawing C701.

2. *Cross-sections and engineering drawings demonstrating the relationship between the road levels, berms, vehicle heights and the applicable prescribed airspace surfaces.*

Typical cross sections have been provided on drawing no. C701 showing the above requested height relationships for the worst-case clearance at each major point of interest/change in obstacle limitation height. The site generally falls to the north-east and the proposed access road is to closely follow existing surface levels. Areas along the proposed access road further north-east than those highlighted on C400b and C701 will have increased clearances due to dropping surface levels.

The berm heights will be the closest to the prescribed obstacle limitation heights, as opposed to vehicle heights.

3. *Confirmation that all roadworks, berms and vehicle operations will remain below the prescribed airspace surfaces under all normal operating conditions.*

**RFI response -
Launceston Airport matters**

Transforming Possibilities.

The section details provided on drawing no. C701 are for normal operations under worst-case clearance conditions and show that these remain below the prescribed obstacle limitation heights. This includes tipping operations within the batch plant area. Clearances will be maintained for all normal operating conditions.

4. *Details of the construction-phase dust mitigation measures to ensure that dust emissions do not adversely affect airport operations or aviation safety.*

During construction, exposed and disturbed soils are to be wetted down during extended dry periods using water carts, hoses or other measures as applicable. This is to include any loose material stockpiles on-site. Wetting of surfaces is to consist of enough water to sufficiently dampen the material only and not so much as to generate excess surface runoff.

Stockpiles are also to be covered/sealed during windy conditions (e.g. with fabric, plastic).

Yours sincerely,



Jack Saunders
Civil Engineer



SITE & EXISTING SERVICES LEGEND

26.0

26.0

BOUNDARY - SURVEYED

EASEMENT - SURVEYED

EX OH

EX LV

EX COM

EX COM

EX GAS

DESIGN SURFACE CONTOUR (MAJ/MIN)

EXISTING SURFACE CONTOUR (MAJ/MIN)

EXISTING OVERHEAD POWER

EXISTING UNDERGROUND POWER

EXISTING COMMS - TELSTRA

EXISTING COMMS - NBN

EXISTING GAS

PAVEMENT LEGEND

ASPHALT

ASPHALT/SPRAY SEAL

CONCRETE FOOTPATH

CONCRETE

GRAVEL

BK

FK

KC

150H BARRIER KERB AS PER TSD-R14-V3

150W FLUSH KERB AS PER TSD-R14-V3

600W KERB & CHANNEL AS PER TSD-R14-V3

STORMWATER LEGEND

SWS

SSD

SW

EX SW

EX SWS

PVC STORMWATER DN150 S/N8 U.N.O.

SLOTTED PVC AG DRAIN

TABLE DRAIN

NEW STORMWATER MAIN

EXISTING STORMWATER MAIN

EXISTING STORMWATER - PRIVATE

STORMWATER MANHOLE

SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-V3

SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-V3

SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-V3

INSPECTION OPENING

GP1 - 450 SQ PIT

ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELS/AE GRATE

GP2 - 600 SQ PIT

ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELS/AE GRATE

GP3 - 750 SQ PIT

ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELS/AE GRATE

GP4 - 900 SQ PIT

ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELS/AE GRATE

GRADED TRENCH WITH PIT, ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELS/AE GRATE

SEWER LEGEND

SS

S

EX SS

EX S

uPVC SEWER DN100 S/N6 U.N.O.

NEW SEWER MAIN

EXISTING SEWER - PRIVATE

EXISTING SEWER MAIN

SEWER MAINTENANCE HOLE 1050B AS PER MRWA-S-307

MAINTENANCE SHAFT

SEWER FIXTURE

INSPECTION OPENING

INSPECTION OPENING TO SURFACE

OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND

WS

W

EX W

EX WS

DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO

NEW WATER MAIN

EXISTING WATER MAIN

EXISTING WATER SERVICE - PRIVATE

2500 POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002

DN100 CONDUIT TO ROAD CROSSING

CHECK VALVE

WATER VALVE

HYDRANT

HOBART
DEVONPORT
LAUNCESTON

Launceston Office
22 - 24 Paterson Street
Launceston TAS 7250
03 6388 9200
www.veritotas.com.au

APPROVAL	REV	DESCRIPTION	DATE
DRAWN: LC			
CHECKED: RJ			
DESIGN: JS			
CHECKED: JS	B	DEVELOPMENT APPROVAL	04-06-26
VERIFIED: RJ	A	DSG APPROVAL	29-05-26

RFI response -
Launceston Airport matters

PROJECT: CONTRACTOR YARD & ACCESS ROAD
59 RAE BURN RD
BREADALBANE, TAS. 7258

SHEET: GENERAL ARRANGEMENT - SHEET 1

DEVLOPMENT APPROVAL

SCALE: 1:2500
PROJECT No. 26E99-111C400
SHEET No. B

Attachment 11.3.14 3.0 Additional Information Request and Response - Airport

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SITE & EXISTING SERVICES LEGEND		
	26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
	26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
		BOUNDARY - SURVEYED
		EASEMENT - SURVEYED
	EX OH	EXISTING OVERHEAD POWER
	EX LV	EXISTING UNDERGROUND POWER
	EX COM	EXISTING COMMS - TELSTRA
	EX COM	EXISTING COMMS - NBN
	EX GAS	EXISTING GAS

PAVEMENT LEGEND	
	ASPHALT
	ASPHALT/SPRAY SEAL
	CONCRETE FOOTPATH
	CONCRETE
	GRAVEL
	BK 150H BARRIER KERB AS PER TSD-R14-V3
	FK 150W FLUSH KERB AS PER TSD-R14-V3
	KC 600W KERB & CHANNEL AS PER TSD-R14-V3

STORMWATER LEGEND	
	SWS PVC STORMWATER DN150 SN8 U.N.O.
	SSD SLOTTED PVC AG DRAIN
	TABLE DRAIN
	SW NEW STORMWATER MAIN
	EX SW EXISTING STORMWATER MAIN
	EX SWS EXISTING STORMWATER - PRIVATE
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-V3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-V3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-V3
	INSPECTION OPENING
	GP1 - 450 SQ PIT ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP2 - 600 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP3 - 750 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP4 - 900 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GRADED TRENCH WITH PIT, ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE

SEWER LEGEND	
	SS uPVC SEWER DN100 SN6 U.N.O.
	S NEW SEWER MAIN
	EX SS EXISTING SEWER - PRIVATE
	EX S EXISTING SEWER MAIN
	SEWER MAINTENANCE HOLE 1050B AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
	INSPECTION OPENING
	IOS INSPECTION OPENING TO SURFACE
	ORG OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND	
	WS DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
	W NEW WATER MAIN
	EX W EXISTING WATER MAIN
	EX WS EXISTING WATER SERVICE - PRIVATE
	2500 POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	SV CHECK VALVE
	FH WATER VALVE
	HYDRANT

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APPROVAL	REV	DESCRIPTION	DATE
DRAWN: LC			
CHECKED: RJ			
DESIGN: JS			
CHECKED: JS			
VERIFIED: RJ	A	DEVELOPMENT APPROVAL	04-06-26

RFI response -
Launceston Airport matters

PROJECT:
CONTRACTOR YARD & ACCESS ROAD
59 RAE BURN RD
BREADALBANE, TAS. 7258

SHEET:
GENERAL ARRANGEMENT - SHEET 2

SCALE: 1:2500
PROJECT No. 26E99-111C400a
SHEET No. A
REV.





AIRPORT OBSTACLE LIMITATION AREA HEIGHTS	
	170m
	180m
	189.76m
	190m
	200m
	210m

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CHECKED: JS		
VERIFIED: RJ	A	AIRPORT RFI

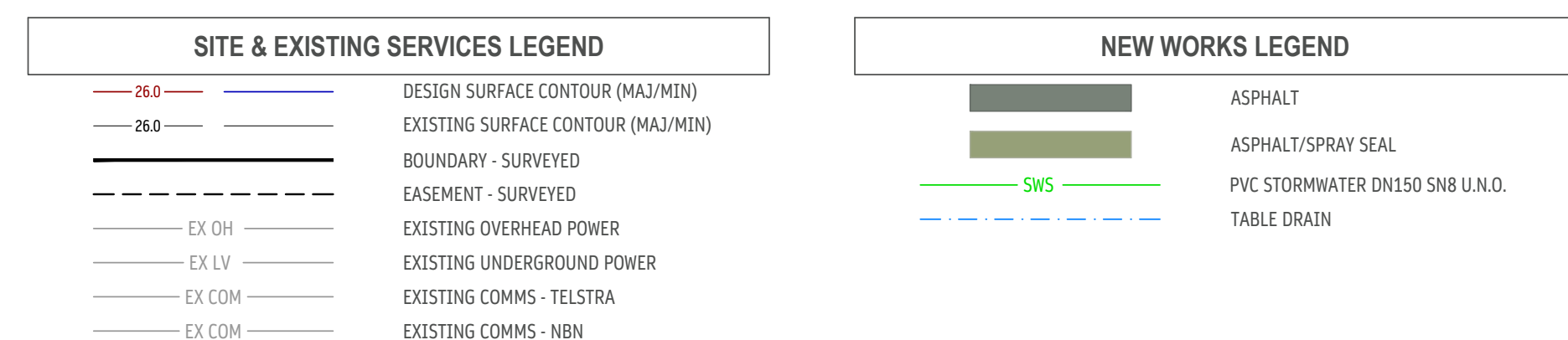
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RFI response -
Launceston Airport matters

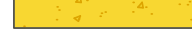
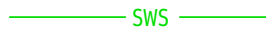
PROJECT:	SHEET:
CONTRACTOR YARD & ACCESS ROAD 59 RAEBURN RD BREADALBANE, TAS. 7258	AIRPORT HEIGHT LIMITATIONS

DEVELOPMENT APPROVAL			
SCALE:	PROJECT No.	SHEET No.	REV.
SCALE 1:4000	26E99-111C400b	A	







SITE & EXISTING SERVICES LEGEND	
	DESIGN SURFACE CONTOUR (MAJ/MIN)
	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY - SURVEYED
	EASEMENT - SURVEYED
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND POWER
	EXISTING COMMS - TELSTRA
	EXISTING COMMS - NBN
	EXISTING GAS
PAVEMENT LEGEND	
	ASPHALT
	ASPHALT/SPRAY SEAL
	CONCRETE FOOTPATH
	CONCRETE
	GRAVEL
BK	150H BARRIER KERB AS PER TSD-R14-V3
FK	150W FLUSH KERB AS PER TSD-R14-V3
KC	600W KERB & CHANNEL AS PER TSD-R14-V3
STORMWATER LEGEND	
	PVC STORMWATER DN150 SN8 U.N.O.
	SLOTTED PVC AG DRAIN
	TABLE DRAIN
	NEW STORMWATER MAIN
	EXISTING STORMWATER MAIN
	EXISTING STORMWATER - PRIVATE
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-V3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-V3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-V3
	INSPECTION OPENING
	GP1 - 450 SO PIT ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP2 - 600 SO PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP3 - 750 SO PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GP4 - 900 SO PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
	GRADED TRENCH WITH PIT. ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
SEWER LEGEND	
	uPVC SEWER DN100 SN6 U.N.O.
	NEW SEWER MAIN
	EXISTING SEWER - PRIVATE
	EXISTING SEWER MAIN
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-5-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
	INSPECTION OPENING
	INSPECTION OPENING TO SURFACE
	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER
WATER SERVICES LEGEND	
	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
	NEW WATER MAIN
	EXISTING WATER MAIN
	EXISTING WATER SERVICE - PRIVATE
	250Ø POLY (GD) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
	WATER VALVE
	HYDRANT



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DESIGN: JS		
CHECKED: JS		
VERIFIED: RJ	A	DEVELOPMENT APPROVAL

DATE

04-06-26

RFI response -
Launceston Airport matters

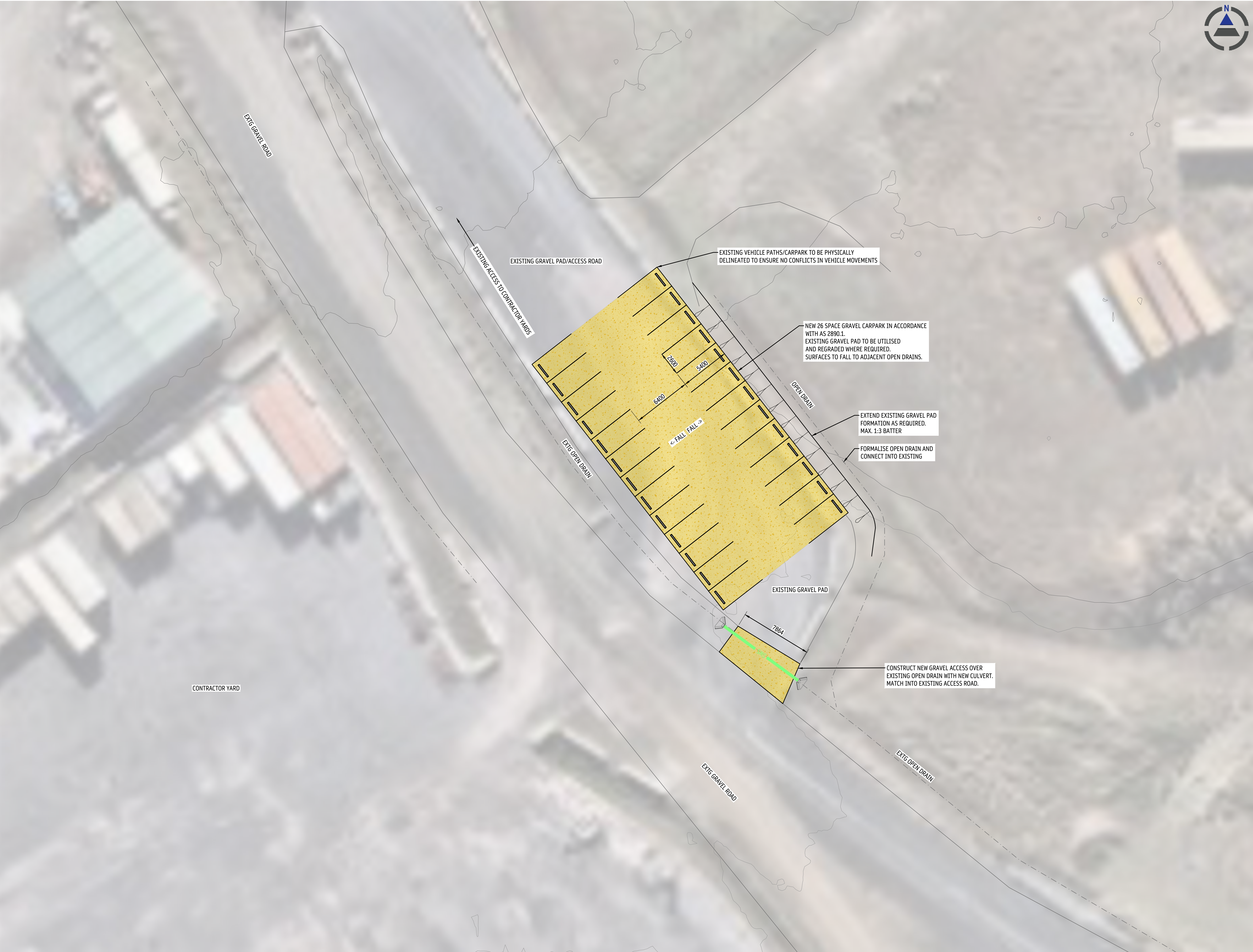
PROJECT:
CONTRACTOR YARD & ACC
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET:

00 CONCEPT ACCESS ROAD PLAN - 2

SCALE:	PROJECT No.	SHEET No.	REV.
SCALE 1:500	26E99-111C402		A





SITE & EXISTING SERVICES LEGEND		
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	26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
		BOUNDARY - SURVEYED
		EASEMENT - SURVEYED
	EX OH	EXISTING OVERHEAD POWER
	EX LV	EXISTING UNDERGROUND POWER
	EX COM	EXISTING COMMS - TELSTRA
	EX COM	EXISTING COMMS - NBN
	EX GAS	EXISTING GAS

PAVEMENT LEGEND		
		ASPHALT
		ASPHALT/SPRAY SEAL
		CONCRETE FOOTPATH
		CONCRETE
		GRAVEL
	BK	150H BARRIER KERB AS PER TSD-R14-V3
	FK	150W FLUSH KERB AS PER TSD-R14-V3
	KC	600W KERB & CHANNEL AS PER TSD-R14-V3

STORMWATER LEGEND		
	SWS	PVC STORMWATER DN150 S/NB U.N.O.
	SSD	SLOTTED PVC AG DRAIN
		TABLE DRAIN
	SW	NEW STORMWATER MAIN
	EX SW	EXISTING STORMWATER MAIN
	EX SWS	EXISTING STORMWATER - PRIVATE
		STORMWATER MANHOLE
		SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-V3
		SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-V3
		SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-V3
		INSPECTION OPENING
		GP1 - 450 SQ PIT ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
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		GP4 - 900 SQ PIT ACO TYPE 66 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE
		GRADED TRENCH WITH PIT, ACO TYPE 45 POLYMER CONCRETE PIT AND INCL. HEELSAFE GRATE

SEWER LEGEND		
	SS	UPVC SEWER DN100 S/NB U.N.O.
	S	NEW SEWER MAIN
	EX SS	EXISTING SEWER - PRIVATE
	EX S	EXISTING SEWER MAIN
		SEWER MAINTENANCE HOLE 1050B AS PER MRWA-S-307
		MAINTENANCE SHAFT
		SEWER FIXTURE
	IO	INSPECTION OPENING
	IOS	INSPECTION OPENING TO SURFACE
	ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND		
	WS	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
	W	NEW WATER MAIN
	EX W	EXISTING WATER MAIN
	EX WS	EXISTING WATER SERVICE - PRIVATE
		250D POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
		DN100 CONDUIT TO ROAD CROSSING
		CHECK VALVE
	SV	WATER VALVE
	FH	HYDRANT

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CHECKED: RJ			
DESIGN: JS			
CHECKED: JS			
VERIFIED: RJ	A	DEVELOPMENT APPROVAL	04-06-26

RFI response -
Launceston Airport matters

PROJECT: CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET: CONCEPT CARPARK PLAN

SCALE: SCALE 1:200
PROJECT No. 26E99-111C403
SHEET No. A
REV.



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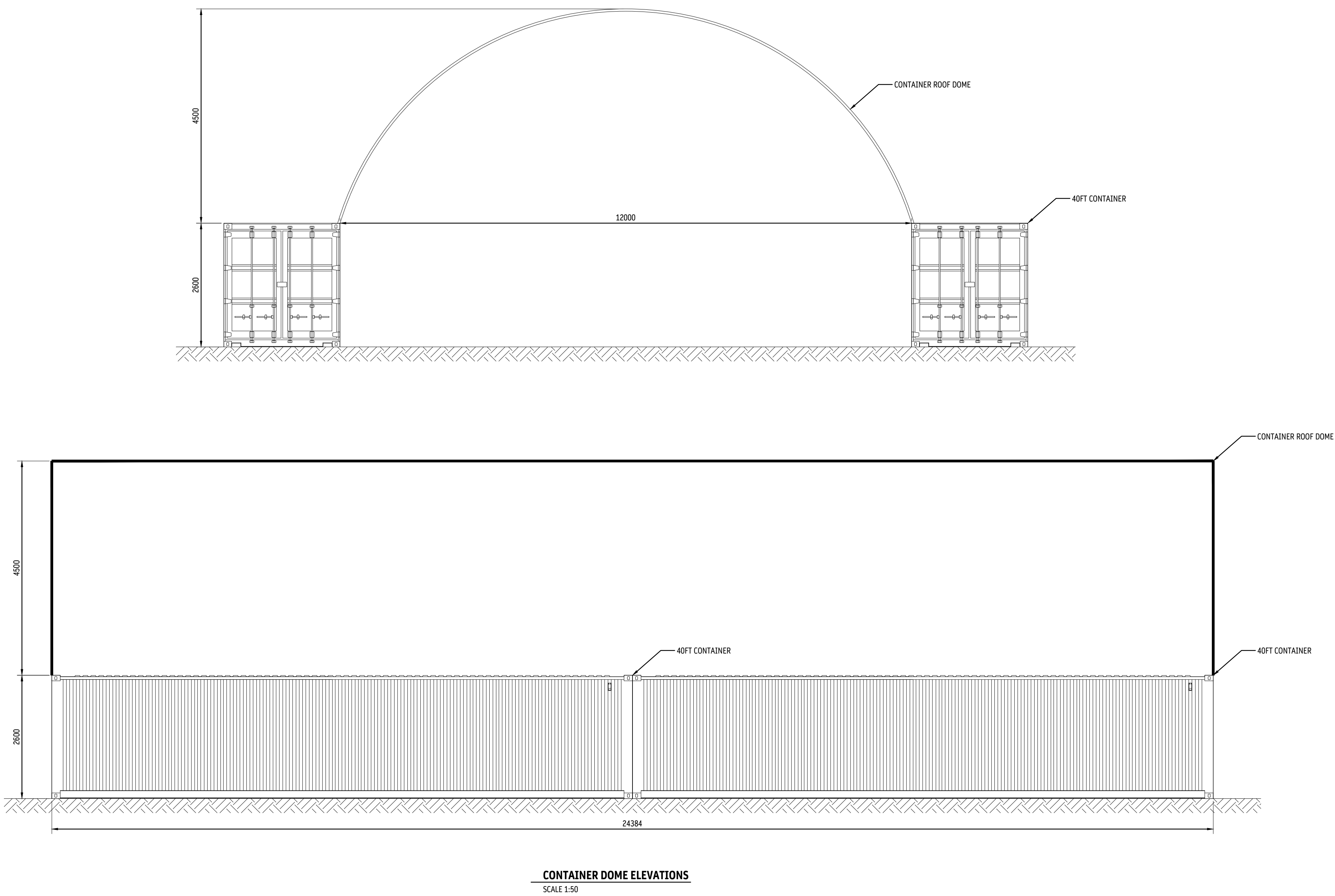
DATE

04-06-26

PROJECT: CONTRACTOR YARD & ACCESS ROAD 59 RAEBURN RD
BREADALBANE, TAS. 7258

SCALE:	PROJECT No.	SHEET No.	REV.
SCALE 1:100	26E99-111C404		A





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APPROVAL	REV	DESCRIPTION
DRAWN: LC		
CHECKED: RJ		
DESIGN: JS		
CHECKED: JS		
VERIFIED: RJ	A	DEVELOPMENT APPROVAL

DATE
04-06-26

RFI response -
Launceston Airport matters

PROJECT:
CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET:
CONTAINER DOME ELEVATIONS

SCALE:
SCALE 1:50

PROJECT No.
26E99-111C405

SHEET No.
A

REV.
A





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Launceston Airport matters

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APPROVAL	REV	DESCRIPTION
DRAWN:	LC	
CHECKED:	RJ	
DESIGN:	JS	DSG REVIEW REVISIONS
CHECKED:	JS	B DEVELOPMENT APPROVAL
VERIFIED:	RJ	A DSG APPROVAL

DATE
23-07-26
04-06-26
29-05-26

RFI response -
Launceston Airport matters

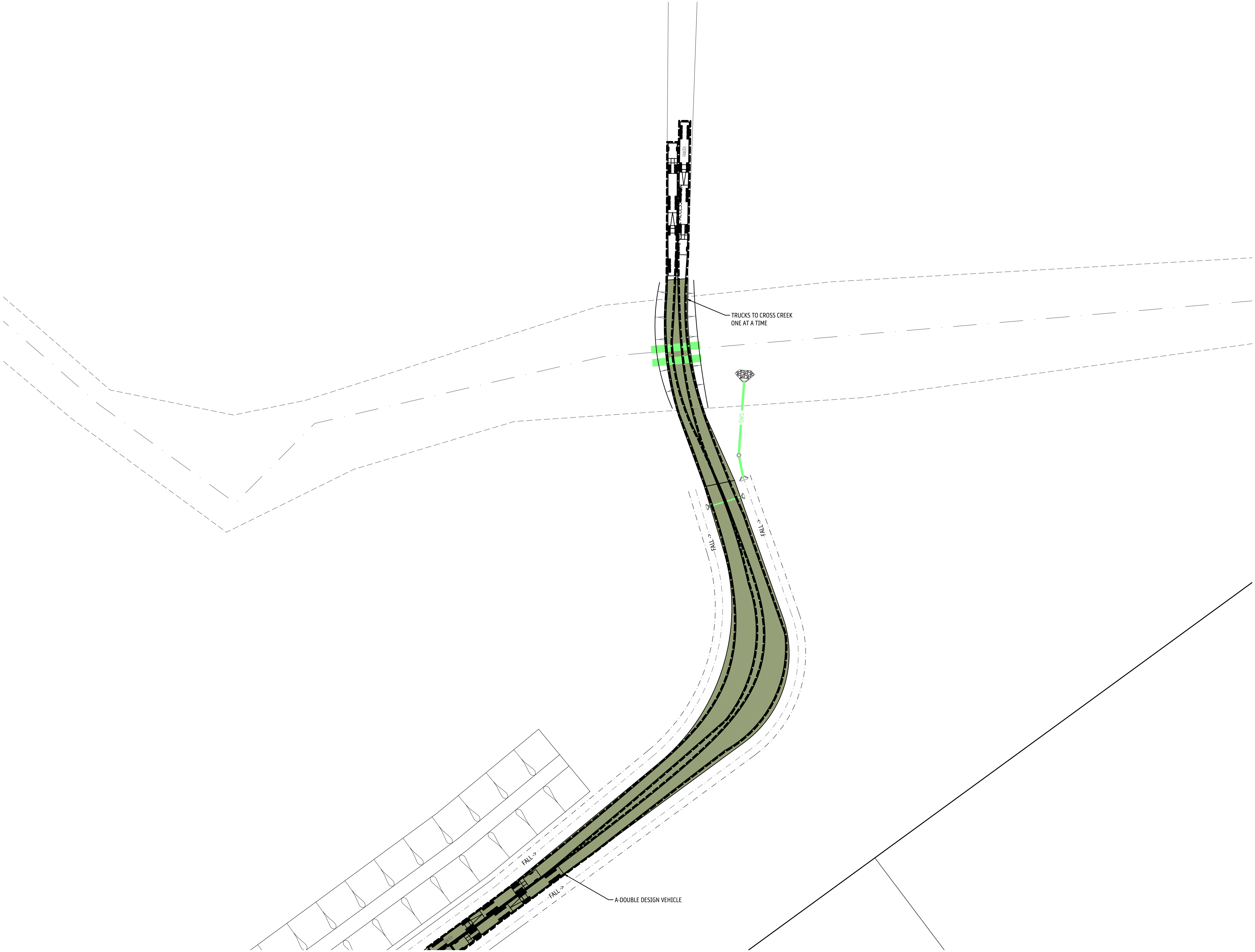
PROJECT:
CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET:
TURN PATH PLAN - 1

DEVELOPMENT APPROVAL



SCALE: 1:500
PROJECT No. 26E99-111C411
SHEET No. C
REV. C



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APPROVAL	REV	DESCRIPTION	DATE
DRAWN: LC			
CHECKED: RJ			
DESIGN: JS			
CHECKED: JS			
VERIFIED: RJ	A	DEVELOPMENT APPROVAL	04-06-26

RFI response -
Launceston Airport matters

PROJECT: CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258

SHEET: TURN PATH PLAN - 2

DEVELOPMENT APPROVAL

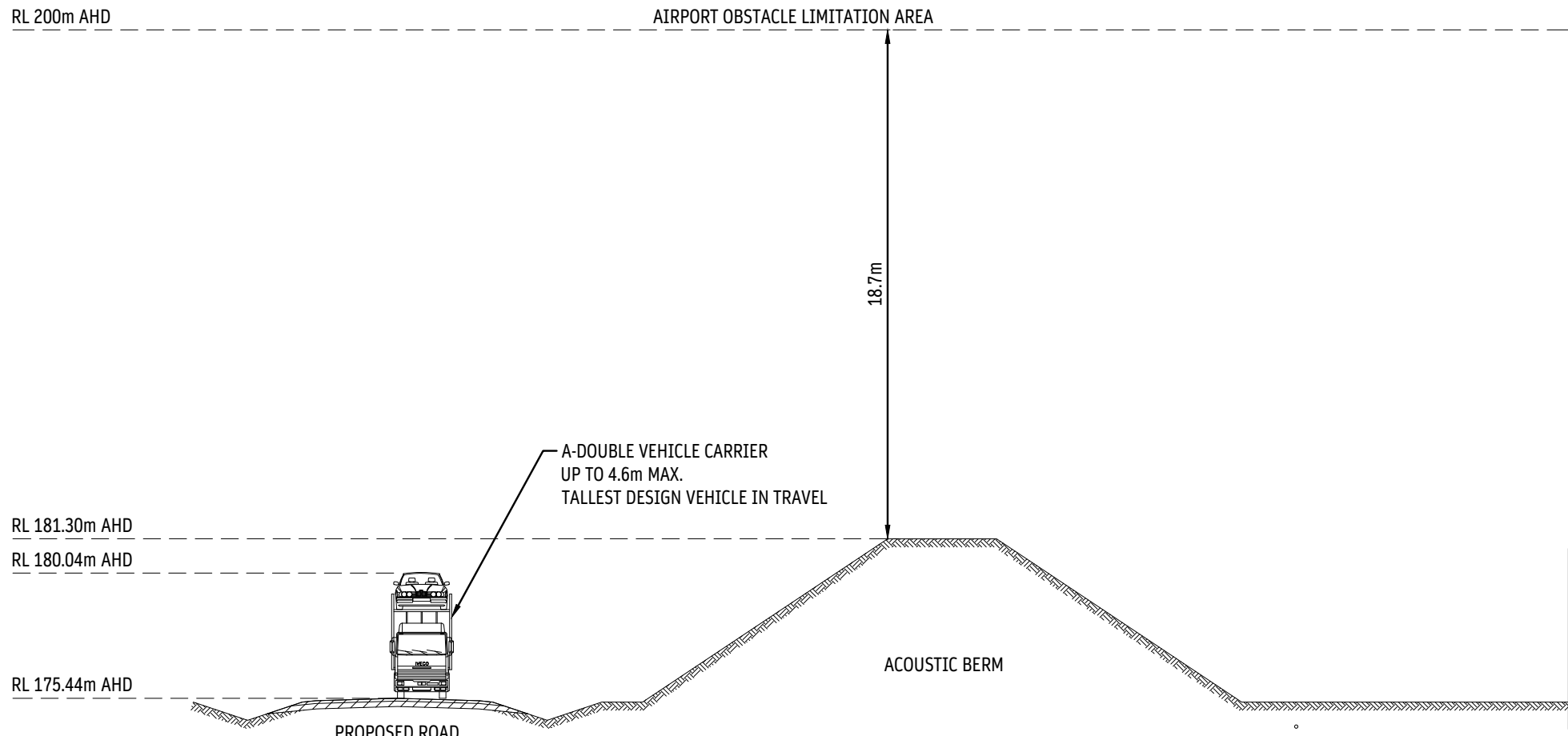
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PROJECT No. 26E99-111C412

SHEET No. A

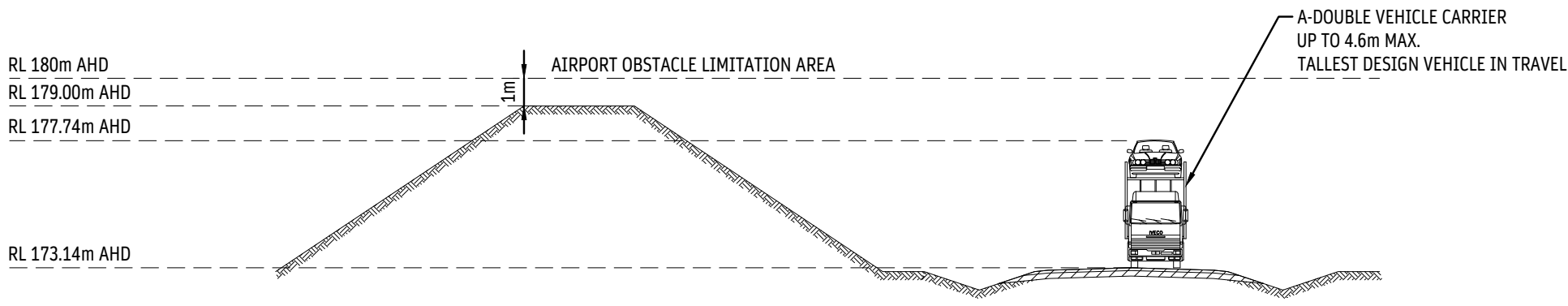
REV. A



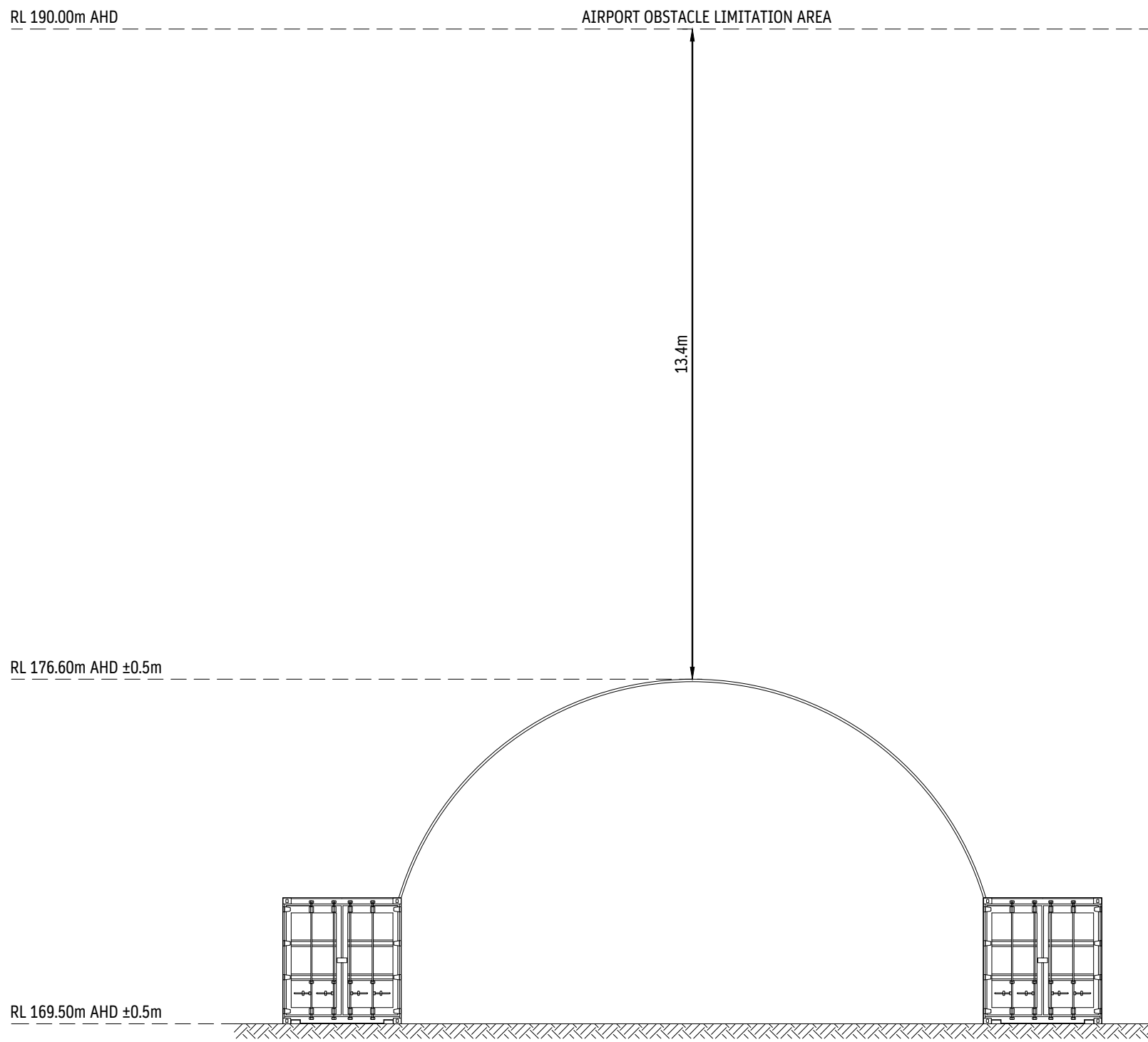


01 OBSTACLE HEIGHTS - ACCESS ROAD
SCALE 1:200

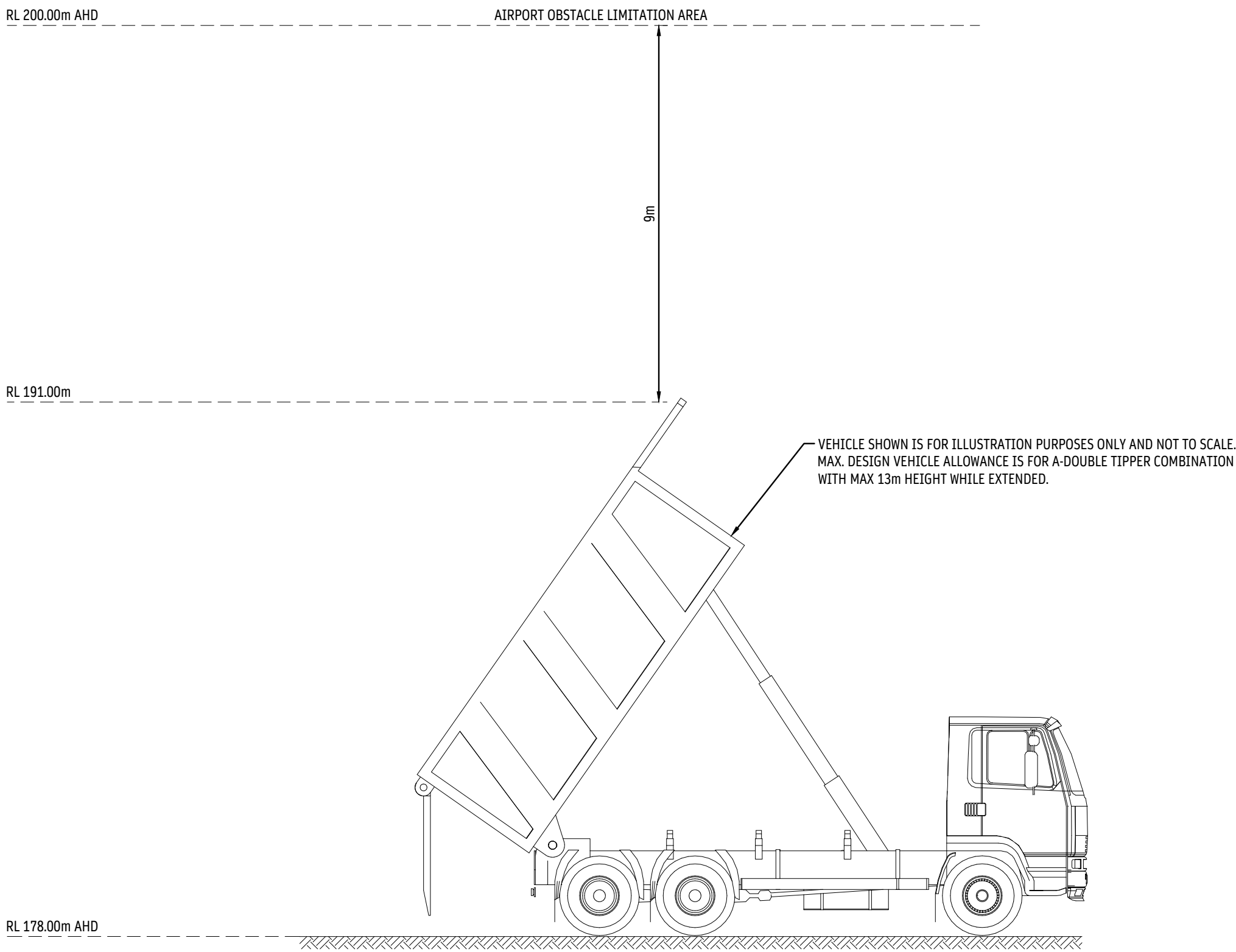
NOTE: ALL CLEARANCE EXAMPLES ARE PROVIDED AT THE WORST CASE LOCATION (i.e. HIGHEST GROUND LEVEL, MEASURED TO LOWEST OBSTACLE LIMITATION AREA)



02 OBSTACLE HEIGHTS - ACCESS ROAD
SCALE 1:200



03 OBSTACLE HEIGHTS - CONTAINER DOME
SCALE 1:100



04 OBSTACLE HEIGHTS - BATCH PLANT OPERATIONS
SCALE N.T.S.

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DESIGN: JS		
CHECKED: JS		
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DATE
18-08-26

RFI response -
Launceston Airport matters

PROJECT: CONTRACTOR YARD & ACCESS ROAD
59 RAEBURN RD
BREADALBANE, TAS. 7258
SHEET: AIRPORT HEIGHT DETAILS

SCALE: AS SHOWN

PROJECT No. 26E99-111C701
SHEET No. A



REV.

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PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE
(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

The Proposal

Description of proposal:

Change of use for a Community Meeting and Entertainment Use (Function Centre)

Maximum capacity - 120 people plus 3-6 staff

Anticipated hours of operation - Mon-Thurs: 9am-9.30pm; Fri-Sun: 9am-11pm

Proposal intends to restore and celebrate the heritage listed property

Please refer to town planning report for further details

Driveway construction material: N/A

The Land

Site address: 38 Marlborough St Longford

Title reference: C/T: Lot 1 on Plan 117432

Existing buildings on site: Former Druid's Hall

Existing use of site: Currently vacant; formerly a dance school

Applicant justification of any variation/discretion to the *Tasmanian Planning Scheme – Northern Midlands*

Proposed hours of operation exceed those stipulated in A1 of the General Business Zone Use standards. Extended hours are required to accommodate functions such as weddings that involve ceremonies and associated celebrations of gathered guests. The accompanying Noise Impact Assessment confirms a suite of building improvements are proposed to mitigate the emission of excessive noise from the building during the functions. Potential disturbance from the movement of patrons and vehicles will be limited to a short time period and appropriately managed by venue operators. The building is included in the General Business Zone (not a residential zone) and has always been used for community or commercial purposes; accordingly, surrounding residents should reasonably anticipate a lesser level of privacy and amenity close to this property. Further detailed discussion on this matter is provided in the town planning report and accompanying specialist reports.

Exhibited
the **LIST.**

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



FILE NUMBER A.15503		CONVERSION PLAN		REGISTERED NUMBER P117432
GRANTEE PART OF 0-2-5 GTD. TO ROBERT THOMPSON		LOCATION TOWN OF LONGFORD (SEC. L)	APPROVED 24 APR 1995 <i>Michael J. ...</i> Recorder of Titles	
		CONVERTED FROM 65 / 6788		
		NOT TO SCALE	LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 56	LAST UPI No. 2125	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		DRAWN MC
SKETCH BY WAY OF ILLUSTRATION ONLY <u>"EXCEPTED LANDS"</u>				

A-183

Search Date: 07 Mar 2012

Search Time: 02:37 PM

Volume Number: 117432

Revision Number: 01

Page 1 of 1

Department of Primary Industries, Parks, Water and Environment

www.thelist.tas.gov.au

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Tasmanian Heritage Council
 GPO Box 618 Hobart Tasmania 7000
 Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: N/A
 APPROVAL NO: 7454
 REGISTERED PLACE: 5126
 APPLICANT: David Denman + Associates
 DATE: 13 July 2026

MINOR WORKS APPROVAL

(*Historic Cultural Heritage Act 1995*)

The Place: Druids Hall, 38 Marlborough Street, Longford.

Thank you for your application for a Minor Works Approval for works to the above place. Your application has been approved by the Heritage Council under section 42(3)(a) of the *Historic Cultural Heritage Act 1995* for the following works:

Works:

- (i) Interior alterations to hall including partitioning and fit-out for new kitchen and amenities, enlarged opening between two rearmost sections of the hall, and alterations to front entry door of skillion.
- (ii) Replace windows in rear section of hall with new double-glazed windows.
- (iii) Replacement of roof sheeting, gutters, and down pipes.
- (iv) Repair or replacement of soffit linings.
- (v) Replace asbestos cladding on gable end wall.

Documents:

- (i) Minor works approval application form, lodged 25.06.26.
- (ii) Architectural drawings A01-A08 and EC00 to EC07, dated 23.06.26.
- (iii) *38 Marlborough Street, Longford: A short form conservation management plan* by David Denman + Associates, dated 18.06.26.

Comments: The works are consistent with that which the Tasmanian Heritage Council's *Works Guidelines for Historic Heritage Places* (Version 2, October 2025) indicates as being eligible for minor works approval, and in particular sections 1.1, 1.3, 1.4, 1.8, 1.9, 1.10, 1.11, 6.3, 9.1, 9.2, 9.3, 9.4, 10.1, 10.2, 10.3, 11.1 and 11.7..

A copy of this approval will be forwarded to the local planning authority for their information. Please note, this approval is an approval under the *Historic Cultural Heritage Act 1995* only. It is not an approval under any other Act. Further approvals such as planning, building or plumbing may be required. For information regarding these or any other approval, contact your local Council.

Minor Works Approval # 7454

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Information on the types of work that may be eligible for a minor works approval is available in the Tasmanian Heritage Council's *Works Guidelines*. The guidelines can be downloaded from www.heritage.tas.gov.au

Please contact the undersigned on 1300 850 332 if you require clarification of the matters contained in this approval.



Ian Boersma

Works Manager – Heritage Tasmania

Under delegation of the Tasmanian Heritage Council

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Town Planning Report

38 Marlborough St, Longford 7250

Change of Use in Existing Premises - Community
Meeting and Entertainment Use (Function Centre)

Your Day Group Pty Ltd



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Client: **Your Day Group Pty Ltd**
Project: **38 Marlborough St Longford 7250**
Project No: **25-8681**
Date: **July 2026**
Project Contact: **Christine Matheson / Geoff Gibbons**

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W www.urbanstrategies.com.au

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PO BOX 3368 SOUTH BRISBANE QLD 4101
07 3360 4200

GOLD COAST / LOGAN
LEVEL 14, 50 CAVILL AVE
SURFERS PARADISE QLD 4217
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07 5551 9170

SYDNEY
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1.0 Executive Summary

1.1 Project Overview

This Town Planning Report has been prepared by Urban Strategies Pty Ltd on behalf of the Your Day Group Pty Ltd for a Planning Application over land located at 38 Marlborough St, Longford for:

- **A Change of Use for a Community Meeting and Entertainment Use (Function Centre).**

The subject site, formally described as Lot 1 on P117432 is 418m² in area with a primary frontage to Marlborough St and a secondary frontage to High St. The land is included in the General Business Zone under the State Planning Provisions and the Longford Specific Area Plan under the Northern Midlands Local Provisions Schedule.

The subject site is currently improved with a single storey brick building constructed circa 1874. The premises is identified as a place of cultural significance on the Tasmanian Heritage Register (Place ID: 5126 – Druids Hall).

The proposal represents a Change of Use for the purpose of a new Community Meeting and Entertainment Use and more specifically, a Function Centre. This use is a Discretionary Use under the Longford Specific Area Plan. Accordingly, a development permit is required prior to commencement of the use.

Necessary building works to the heritage place have been separately considered against the provisions of the *Historic Cultural Heritage Act 1995* and a minor works approval received.

1.2 Proposal

The proposed development seeks approval to operate a Function Centre within the former Druids Hall. Functions will likely include, but not be limited to, weddings, birthday or anniversary celebrations, corporate gatherings or post-funeral gatherings.

The premises offers a large building area that can be divided into separate activity spaces. Maximum capacity is expected to be 120 people plus 3-6 staff. Functions will most likely occur on Friday to Sunday, predominantly for lunch/day or evening/dinner events; however, the venue will be available for events on an as-needs basis.

Food preparation is expected to be limited to the plating and servicing of food prepared by external catering companies.

Exhibited



1.3 Legislative Requirements

The Tasmanian Planning Scheme, the Categorising Instrument, determines that a development permit is required for the proposed change of use. Further, the Scheme identifies the proposal as a Permitted Use requiring assessment in accordance with Division 2 – Development Control of the *Land Use Planning and Approvals Act 1993*.

The site is contained within the **General Business Zone** under the State Planning Provisions and the **Longford Specific Area Plan** under the Northern Midlands Local Provisions Schedule. Comment with respect to the manner in which the proposal responds to this zone and area plan can be found within Section 6.2 of this report.

The premises is also included in mapping for the following overlays:

- Airport Obstacle Limitation Area Overlay, and
- Local Heritage Place and Local Heritage Precincts Overlay.

The applicable standards for this proposal have been determined to be as follows and are assessed in Appendix A of this report or in accompanying specialist consultant reporting:

- State Planning Provisions:
 - 15.0: General Business Zone – Use Standards, and
 - C2.0: Parking and Sustainable Transport Code.

In summary, the proposal is considered to be consistent with the relevant assessment provisions and furthers the purpose of the *Land Use Planning and Approvals Act 1993*.

1.4 Supporting Documentation

This application is supported by the accompanying plans and documents as described in Table 1 below.

Table 1: Application Plans and Documents

Attachment	Description	Author	Date
A	Existing Conditions Plans	David Denman + Associates	17 March 2026
B	Proposed Works Plans	David Denman + Associates	23 June 2026
C	Minor Works Approval	Tasmanian Heritage Council	13 July 2026
D	Traffic Impact Statement	TCS	19 May 2026
E	Acoustic Assessment	Tarkarri Engineering	24 July 2026

1.5 Conclusion

The proposal is considered to be in accordance with the intent and provisions of the relevant Codes and the *Land Use Planning and Approvals Act 1993*. Consequently, this development application and should be approved subject to reasonable and relevant conditions.

Exhibited



Figure 1: Site Plan (Source: Near Map ©)

Exhibited



2.0 Summary

Address of Site: 38 Marlborough St, Longford 7250
Local Council: Northern Midlands Council
Real Property Description: Lot 1 on P117432
Area of Site: 418m ²
Zone: General Business Zone
Area Plan: Longford Specific Area Plan
Name of Owner: Julie Argent
Prelodgement / Consultation: Informal phone discussions have occurred to determine the proposed application process and seek early feedback on the likelihood of Council's support for the proposal.
Brief Description / Purpose of Proposal: Change of Use for a Community Meeting and Entertainment Use - Function Centre
Staged Development: No
Referral Agencies: Not required – Minor Works Approval from Tasmanian Heritage Council gained
Category of Assessment: Permitted Use
Public Notification: Yes
Superseded Planning Scheme Application: No
Assessment Manager / Council Officer Previously Involved: Brandy Stricklan
Applicant Contact Person: Christine Matheson / Geoff Gibbons

Exhibited



3.0 Pre-application Consultation and Development History

3.1 Pre-application Consultation

3.1.1 Planning Process

Preliminary contact was made with development planners in Northern Midlands Council via two phone calls for the purpose of:

- Gaining clarity on the development assessment process, including heritage matters,
- Gaining an understanding of the likelihood of receiving Council support for the proposed change of use, and
- Confirming the key planning issues to be addressed in the planning application.

Advice gained via these discussions is reflected in this report and accompanying specialist consultant assessments.

3.1.2 Heritage Matters

Direct discussion occurred between the project's architects David Denman + Associates and Ian Boersman from Heritage Tasmania (Department of Natural Resources and Environment Tasmania) regarding the possible extent and form of building works to be undertaken on the heritage place to support the proposed adaptive re-use of the building. Following an inspection of the site in February 2026, email correspondence was issued by Mr Boersman confirming his high-level support for the proposal (see extract below), advising of the anticipated approval requirements and offering suggestions on the sensitive treatment of the building.

The building seems eminently well suited to the proposed adaptive re-use as a wedding reception venue, and there appear to be no obstacles from a heritage point of view to the realisation of the concept drawings that you showed me yesterday. Most if not all of the work required could be tailored so that it is eligible for approval under section 42 of the Historic Cultural Heritage Act 1995, that is, a minor works approval. The Heritage Council's Works Guidelines for Historic Heritage Places (Version 2, October 2025) should be referred to for details of what is eligible for this type of approval.

The 'minor works' approval mentioned in correspondence has subsequently been gained and is included as supporting information to this application (Attachment C).

3.2 Development History

Advice offered by Mr Boersman confirms the premises has been used for many purposes since the building's construction circa 1874, including a hall for various worshipping entities, a boot factory, a CWA venue, an antique shop and most recently as a dance studio.

Exhibited



Previous development approvals are not available for viewing on the Northern Midlands Council website; thus, any planning requirements applicable to these previous land uses cannot be determined.

4.0 Site Information and Analysis

4.1 Physical Description

The subject site is located at 38 Marlborough St and is formally described as Lot 1 on P117432. The site has a land area of 420m², a 10.67m frontage to Marlborough St, which is a State Road Reservation (Figure 2) and a 36.58m frontage to High St.

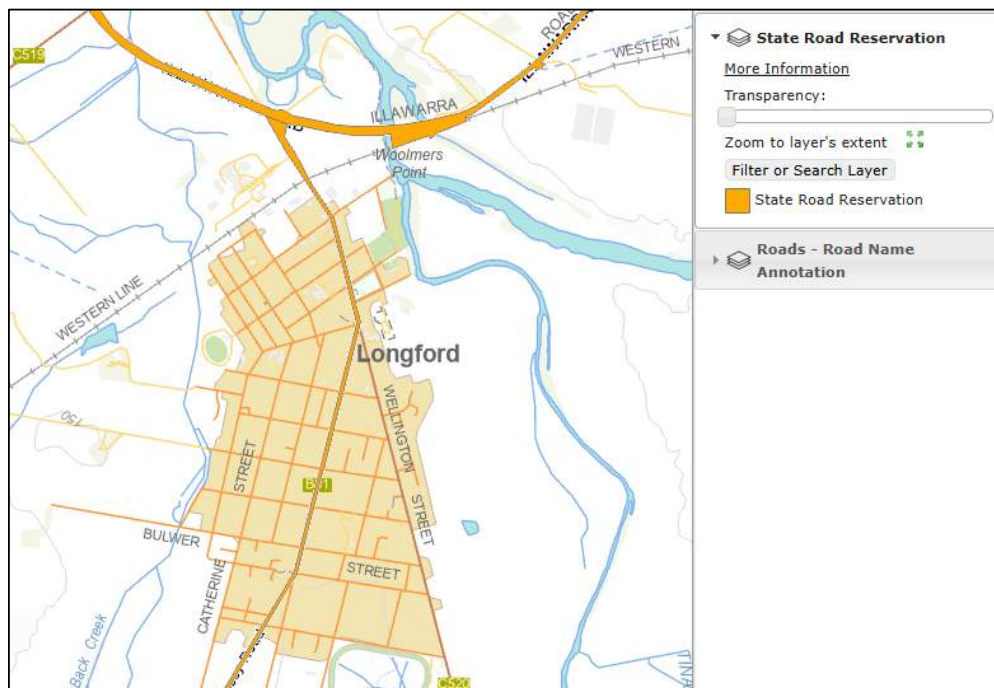


Figure 2: Site location in Longford township, fronting a State Road Reservation (Source: LISTmap)

The land parcel is connected to water and sewerage networks (Figure 3) and drains its roofwater to both street frontages. The site is also serviced by electricity, street lighting and telecommunications infrastructure, with a power pole located on the Marlborough and High St corner and a second pole with a transformer located close to the site's south-western corner.

Exhibited



Figure 3: Existing sewerage and water infrastructure (Source: The List)

A total of 3 street trees are located on the High St road reserve (noting this tree species extends along the northern length of High St) and a single street tree in front of the building's Marlborough St entry (noting this different tree species extends along the main street and is beautified with uniform streetscape treatments) (Figure 4).



Figure 4: Subject site viewed from corner of Marlborough St and High St (Source: Google Maps image February 2026)

The site is improved with a brick and iron building of approximately 385m² in floor area, the original portion of which was constructed circa 1874. The original building includes an attractive decorative parapet and entry façade addressing the Marlborough St (eastern) frontage and a built form that extends along approximately 2/3 of the High St (southern) frontage. This portion of the building is set off the site's northern boundary a sufficient distance to accommodate a single car between the building and property boundary.

Exhibited



Beyond the original chimney element is a small skillion-roofed extension constructed to the site boundary containing a kitchenette and toilets.

At an unknown time, the building was enlarged with a brick extension built to the High St (southern) and western side boundaries. This portion of the building is set away from the site's northern side boundary (Figures 5-8).



Figure 5: Marlborough St frontage showing original decorative parapet and hall entry (Source: Google Maps image February 2026)



Figure 6: High St frontage showing original hall with feature windows and parapet façade (Source: Google Maps image February 2026)

Exhibited



Figure 7: Later brick addition to original hall (Source: Google Maps image February 2026)

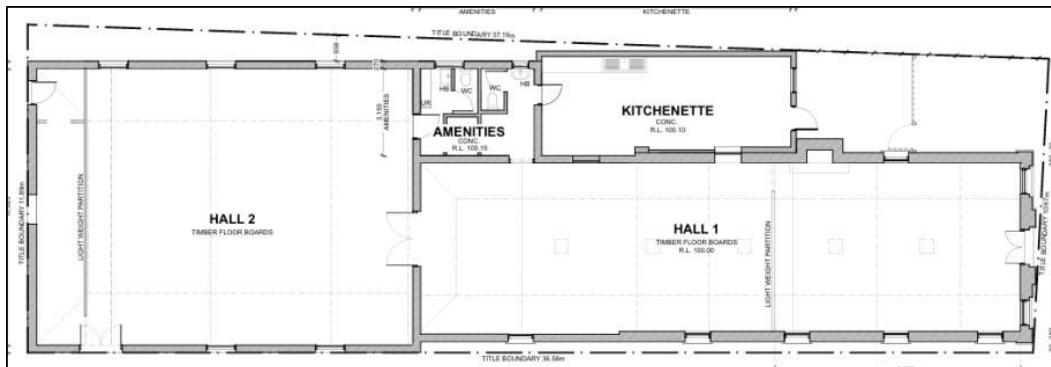


Figure 8: Existing floor plan (Source: DD+A proposal plan package)

4.2 Existing and Previous Uses

The building is currently vacant.

Advice received from Heritage Tasmania clarified the building's previous uses as follows:

- 1874 circa - The first part of the building was erected. It was built as Good Samaritan Lodge no.6 of the Good Templars and known as Temperance Hall.
- 1894 - It was bought by the Longford Star Tent of the Rechabites. They called it Rechabite Hall.
- 1920 - The Lake Esk Branch of the Druids bought it.
- 1927 - The Weekly Courier of 29 June 1927 (p30) published photographs of thirteen different Lodge buildings across Tasmania, including that at Longford.
- 1950 – The building was leased as a boot factory. The Mercury newspaper of 2 June 1951 (p12) has a story which includes a photograph of a factory producing children's footwear which in November the year before commenced operation in the old Druids Hall at Longford.
- At some stage the CWA had use of the property. In later years it was used to store the skins of skin buyer McWilliams, the father of the artist Michael McWilliams.
- The premises has in recent times been used as an antique shop, and most recently as a dance studio.



4.3 Easements and Encumbrances

The land is neither burdened nor benefitted by any easements or encumbrances.

4.4 Site Circumstances

The subject site is located at the southern-most extent of Longford’s Marlborough St main commercial district (Figures 9 - 15), as evidenced by the kerb build out and uniform streetscape upgrades visible in this road reserve.

Land uses in proximity of the site include:

- **North** – Adjoined by a dwelling house, then a commercial premises operating as a Food and Drink Outlet. Properties further to the north include dwellings and commercial premises supporting a range of shop and food and drink outlets (Figure 11).
- **East** – Directly opposite the site in Marlborough St is a dwelling house, which is adjoined on its northern boundary by a food and drink outlet, the Longford Fire Station and a service station (Figure 12),
- **South** – Landholdings situated opposite the site in High St contain dwelling houses. Properties to the south-east also comprise dwelling houses as well as a Uniting Church in High St (Figure 13 and 14).
- **West** – Adjoined by dwelling houses extending along the High St frontage (Figure 15).

Whilst residential activities represent the primary land use in the immediate vicinity of the premises, the wider locality contains a variety of commercial and community land uses which reflects the growth of the Longford main street towards High St.

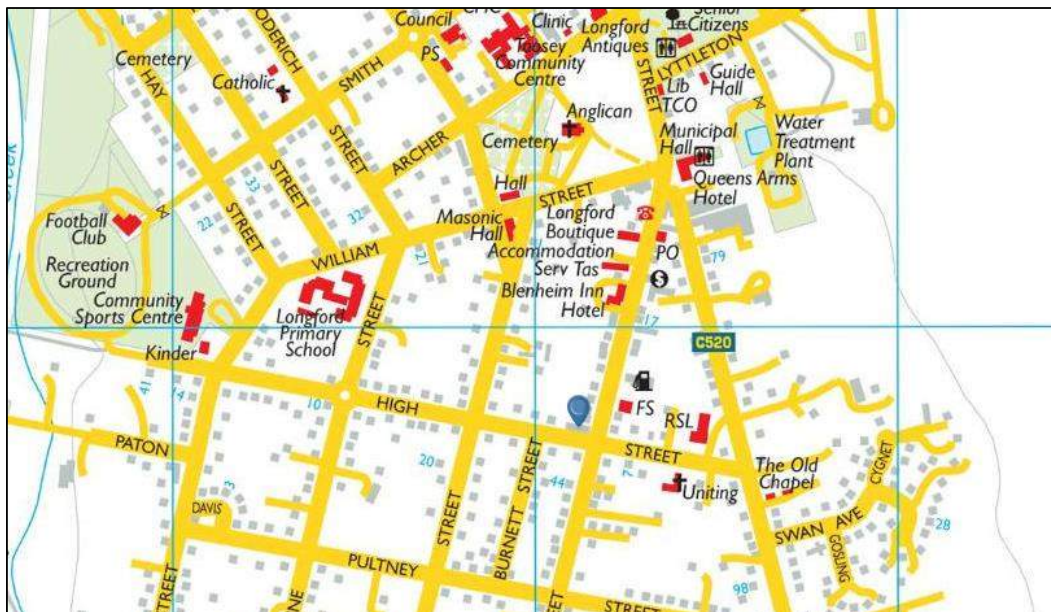


Figure 9: Development context – TASMAB base (Source: ListMap)

Exhibited



Figure 10: Context Map – Aerial photo base (Source: Near Map)



Figure 11: Properties situated to the north, including a dwelling house and food and drink outlet (Source: Google Maps image February 2026)



Figure 12: Properties situated to the east and north-east, including a dwelling house (opposite) adjoined by a food and drink outlet (Source: Google Maps image February 2026)

Exhibited



Figure 13: Properties situated to the south-east, including dwelling houses and Uniting Church in High St (Source: Google Maps image February 2026)



Figure 14: Properties situated to the south-west comprising dwelling houses fronting Marlborough St and High St (Source: Google Maps image February 2026)



Figure 15: Properties situated to the west fronting High St comprising dwelling houses – note driveway and double garage adjoining the subject site (Source: Google Maps image February 2026)

5.0 Proposal Details

5.1 General Description

The proposed development seeks approval for a change of use to an existing heritage property located on the corner of Marlborough and High Streets for the purpose of a Community Meeting and Entertainment Use (Function Centre).

Exhibited



More specifically, the development proposes to renovate and reuse the building to create an attractive space capable of accommodating a variety of gatherings/function events, with a particular emphasis on the hosting of small, bespoke weddings within beautiful heritage surroundings.

Proposed Building Alterations

To deliver a functional and aesthetic event space and improve the building's compliance with applicable building codes, upgrading of the building's spaces and facilities is required. The proposed alterations are documented in the proposed works plan package (Attachment B) and summarised below and in Figure 16:

- Create 2 distinct activity spaces separated by a central 'transition' zone, including a ceremony space (Hall 1) and a rear dining/celebration space (Hall 2),
- Redesign the kitchen and bathroom facilities, including new accessible/PWD facilities,
- Install bar facilities servicing the dining area,
- Infill window and door with brick on the western façade and install double glazed windows with trickle vents for ventilation in Hall 2,
- Upgrade the existing door on southern elevation to a compliant fire exit,
- Install high-quality audio-visual infrastructure (screens, lighting, video equipment and sound systems etc.) in both halls,
- Remove all asbestos-containing materials and replace all roof sheeting, and
- Undertake a variety of maintenance and repair works to address minor structural defects and building deterioration that are typically found in heritage properties, including age-related brickwork cracking, localised floor undulation, rising damp and non-operational sash windows.

Our client has committed to undertaking the abovementioned renovations and alterations to ensure the continued use and maintenance of this important heritage property into the foreseeable future.

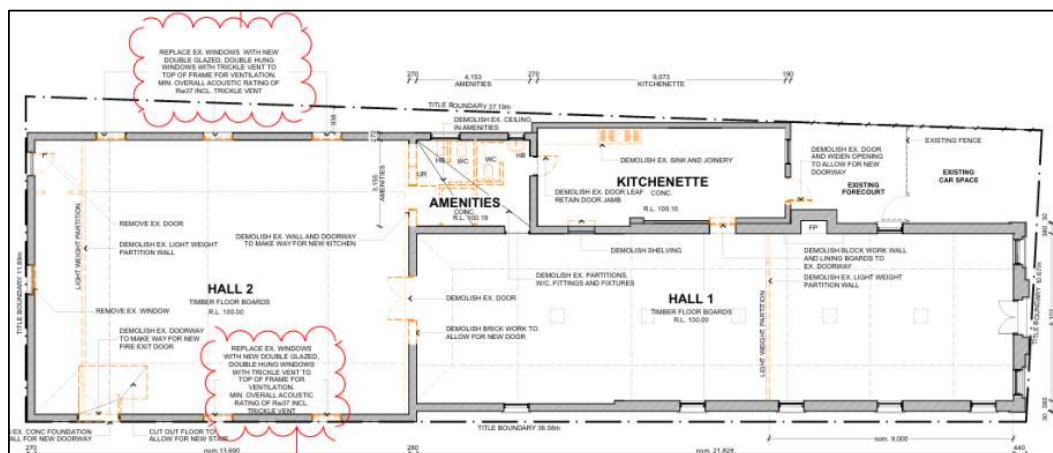


Figure 16: Proposed building alterations

Exhibited



Proposed Capacity and Hours of Operation

The building will be available for functions 7 days per week; however, peak demand is expected to be on weekends. Preferred operating hours are:

- Sundays to Thursdays, from 9am to 9.30pm, and
- Friday and Saturday, from 9am to 11pm (with amplified music to cease by 10.30pm and guests to be off-site by 11pm).

The expected maximum capacity/attendees is 120 persons. Dining options will range from standing, cocktail functions to seated dining events. Events will be serviced by approximately 3-6 staff (varies according to function size).

Food preparation will occur on-site but will primarily involve the plating and serving food prepared by off-site catering companies rather than the operation of a full-size commercial kitchen. Bar facilities will be provided to support the agreed dining arrangements.

The ceremony and dining/celebration spaces will be fitted with audio and video equipment allowing for the screening of photos/videos and the playing of music during the ceremonies and the celebrations.

5.2 Proposal Detail & Town Planning Justification for Proposal / Design

5.2.1 Heritage Assessment

The entirety of the subject site is entered as a State Heritage Place on the Tasmanian Heritage Register (ID Number 5126). The property is considered to be of significance for the following reasons:

- As an example of a single storey, stuccoed Victorian Free Classical public building, and
- Because its townscape associations are regarded as important to the community's sense of place.

The applicant has selected this property specifically because of its unique heritage character and intends to respect the building by renovating and improving the internal spaces in a manner that celebrates the property's heritage values.

Assessment of the proposed building works against the provisions of the *Historic Cultural Heritage Act 1995A* has occurred through a separate application lodged with the Tasmanian Heritage Council and a Minor Works Approval issued (Attachment C) for the works detailed in the proposed works plan package (Attachment B).

5.2.2 Proposed Uses

Under Table 6.2 of the State Planning Provisions (SPP), the subject proposal is considered to accord with the **Community Meeting and Entertainment Use Class**, which includes:

*use of land for social, religious and cultural activities, entertainment and meetings.
Examples include an art and craft centre, place of worship, cinema, civic centre,*

Exhibited



function centre, library, museum, public art gallery, public hall and theatre, community centre and neighbourhood centre.

More specifically, the proposed use of the building is considered to align with the definition included in the State Planning Provisions for a **Function Centre**:

means use of land, by arrangement, to cater for functions, and in which food and drink may be served. It may include entertainment and dancing.

Under Table 15.2 of the SPP, the Community Meeting and Entertainment Use Class is identified as a **Permitted Use** in the General Business Zone. This level of assessment is not altered under the Longford Specific Area Plan, as Table NOR-S6.5 Use Table is a substitution for the Low Density Residential Zone – 10.2 Use Table only.

It is considered the proposed use offers an appropriate response to the planning outcomes sought after for the General Business Zone, as discussed in greater detail in section 6.2.1 of this report. Specifically, the proposed use can be supported in this location on the basis that:

- The subject site's inclusion in the General Business Zone acknowledges the previous non-residential use of this building and allows for the ongoing use of the site for such purposes.
- The proposal does not alter the premises' existing use classification, which is a permitted type of development in the General Business Zone.
- This building visually bookmarks the southern end of the Longford commercial main street. Re-use of the premises for non-residential purposes will strengthen the existing commercial identity of this main street.
- The proposed Function Centre use will allow more people to appreciate the heritage significance qualities of this unique building and ensure its long-term contribution to the Longford urban character.

5.2.3 Privacy and Amenity

It is acknowledged that a use of this nature has the potential to impact nearby residential properties from noise, light and air emissions arising from activities within the building and associated vehicle and pedestrian movement of guests before and after functions. These matters will be addressed in the following manner:

Noise Emissions

An Acoustic Assessment has been prepared by Tarkarri Engineering Pty Ltd (Attachment B) to document the site's existing noise circumstances, determine potential noise emissions from the proposed use and provide recommendations to mitigate potential impacts on surrounding sensitive receivers (being residential uses within 50m of the site).

Exhibited



In response to the above assessment, the following design and operational solutions are proposed (all of which have been approved in the Minor Works Approval issued by the Tasmanian Heritage Council):

- All windows and doors in both halls will remain closed during a function,
- 1 window and 1 door on the western side of Hall 2 will be bricked in,
- Remaining windows in Hall 2 (north and south facades) to be fitted with double glazing meeting stipulated acoustic ratings and trickle vents for natural ventilation of the space,
- Creation of a 'hallway/transition space' and installation of a 2-stage door system between the ceremony space (Hall 1) and the dining/celebration space (Hall 2) to contain activities with greater potential to emit noise within Hall 2,
- Installing sound-proofing materials within Hall 2 if required to ensure stipulated noise emissions,
- Cease the playing of amplified music by 10.30pm, and
- Minimising the movement of guests outside the hall during functions and ensuring all guests have left the building by 11pm, with guests to be reminded to be respectful of the surrounding residents when returning to their parked vehicles.

The following recommendations of the Acoustic Assessment will also be applied:

- Accord with the following internal 10-minute noise emissions levels within the reverberant noise field of the venue, typically in excess of 10 m from any noise emitting source:
 - 85 dBA
 - 85 dBC

In addition to the above amplification of low frequencies via low frequency emitting amplification equipment (e.g. subwoofers) should be minimised as far as practically possible in Hall 1.

- Install noise monitoring/limiting system in the venue (monitoring within each of the Hall spaces) to ensure excessive amplified music levels are not generated, and
- As far as practically possible, keep the double door system between the ceremony and celebration spaces closed when amplified music is being generated in one of the Halls.

Further detailed discussion on the proposed management of potential noise impacts arising from the proposed extended hours of operation is included in Section 6.2.1 of this report, in response to the requirements pertaining to amenity (A1/P1) in Section 15.3 Use Standards of the General Business Zone.

Light Emissions

Potential light spillage to the adjoining northern and western residential properties will be contained with the use of curtains/blinds/screens in the original section of the heritage property and, in Hall 2, by bricking in the 2 existing west-facing windows. Light spillage to

Exhibited



the street frontages is not of concern given the existing street lighting on the Marlborough and High Streets corner and further to the west in High St. Any security lighting will be kept to a minimum and accord with applicable Australian standards for lighting.

Air Emissions

As stated above, the proposed use does not require the fitting of a large, commercial standard kitchen to produce multiple meals on-site for the functions. Food preparation will primarily take the form of reheating, plating and serving foodstuffs made by third-party off-site caterers. The provision of enhanced venting infrastructure to manage food odours is not required and, accordingly, no impact on adjoining properties is anticipated.

In light of the above, it is considered that potential emissions arising from the operation of the function facility will have limited impact on residential properties (light and air emissions) and/or will be appropriately managed to minimise the potential impacts on residents' privacy and amenity (noise emissions).

5.2.4 Building Height and Footprint

The proposed development intends to utilise the existing heritage building in its current form. It is understood that no major demolition of the structure is proposed. Accordingly, the current building height and footprint will remain unchanged.

5.2.5 Landscaping

The subject site does not currently contain any landscaped spaces. As the existing building footprint will not be altered by the proposed renovations, no additional land area will be available to accommodate any landscaping outcomes.

5.2.6 Site Access, Car and Bicycle Parking, Site Servicing and Refuse Management

Department of State Growth

Proposals involving access to State Roads require Department of State Growth (DSG) consideration as the road owner. Appendix E of the Traffic Impact Statement (TIS) references DSG's advice that the TIS has been considered and accepted. Accordingly, it is understood that no potential impact on the State Road is anticipated from the proposed use.

Access

The subject site has a single point of access in the north-eastern corner of the site from an existing crossover in Marlborough St (next to the kerb build-out). The proposal will not change this existing point of access.

Car Parking

The premises currently offers a single car parking space in the north-eastern corner of the site. It is anticipated with space will be retained for use by a bridal party or a key staff member.

Exhibited



As documented in the Traffic Impact Assessment (TIA) prepared by TCS, the proposal meets the applicable requirements of the Parking and Sustainable Transport Code C2. Specifically, it is determined that no additional parking is required given the land use classification remains unchanged from that of Community Meeting and Entertainment. This assessment also confirms that ample on-street parking exists within a reasonable walking distance (100m) of the site to cater for parking demand arising from an event with up to 120 guests and associated staffing numbers.

Site Servicing

The Traffic Impact Assessment confirms that an on-site loading bay is not required as the floor area of the building is less than 1000m² in a single occupancy.

Bicycle Parking and Pedestrian Access

The TIA notes that for the current floor area, 8 bicycle parking spaces are required. However, given the nature of the proposed use, demand for bicycle parking spaces is expected to be low. It is recommended that 3-4 spaces be provided on-site, with these spaces likely to be accommodated on the northern side of the building (next to the kitchen extension) or within the building.

Both road reserves contain footpaths of an acceptable standard. The site is therefore able to be accessed by pedestrians without the need for any upgrading of this infrastructure. Access to the premises by persons with disabilities (with ramps or assistance hardware) will be addressed as part of the proposed alterations to the building.

Refuse Collection

Sufficient space exists in the small yard space adjoining the kitchenette extension to accommodate refuse bins. This location offers easy access to the Marlborough St road reserve for collection by Council's waste services from this street frontage. The proposal will accord with any reasonable and relevant condition of approval regarding the required number of bins and associated screening.

5.3 Summary & List of Supporting Specialist Reports

This application is supported by the following specialist consultant reports:

- Attachment D – Traffic Impact Assessment prepared by TCS, and
- Attachment E – Acoustic Assessment prepared by Tarkarri Engineering Pty Ltd.

The findings of these assessments are discussed throughout this report.

5.4 Staging

No staging is proposed as part of the proposal.

5.5 Approval Requirements

In accordance with Section 53(5) of the *Land Use Planning and Approvals Act 1993*, if the use or development has not substantially commenced, an approval period of 2 years is

Exhibited



applicable from when the permit was issued unless an extension of the permit period is granted by the planning authority.

6.0 Legislative Framework

6.1 State Planning Instruments

6.1.1 Resource Management and Planning System and *Land Use Planning and Approvals Act 1993*

The Resource Management and Planning System (RMPS) is a framework of legislation, policies, plans and strategies governing land use and development in Tasmania. The aim of the RMPS is *'to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity'*.

The Tasmanian planning system is a subset of the RMPS. The operation of the planning system is guided by the *Land Use Planning and Approvals Act 1993*, which creates the main tools of planning control and defines the power of elected members, individuals and organisations in the planning system.

Under the *Land Use Planning and Approvals Act 1993*, the planning framework consists of:

- Tasmanian Planning Policies (TPPs),
- Regional Land Use Strategies (RLUSs),
- the Tasmanian Planning Scheme (TPS),
- development assessment, including standard council assessment and major projects,
- enforcement of the planning scheme, and
- appeals.

The manner in which the proposal responds to and furthers the purpose of the RMPS and the Act is discussed in the following sections of this report.

A. Tasmanian Planning Policies

Tasmanian Planning Policies reflect the Government's current policies to protect agricultural land, water quality, coastal processes and promote environmental health. They provide statutory guidance for the contents of Planning Schemes.

It is considered the proposed change of use to an existing heritage building will not contravene the high-level planning outcomes sought after by the State Planning Policies; thus, further assessment against this legislation is not considered necessary.

B. Regional Land Use Strategies

Regional Land Use Strategies (RULS) set medium to long-term planning direction for nominated regions and offer a link between the State and local strategic planning. The subject site is located within the land area included in the Northern Tasmania Regional Land Use Strategy.

Exhibited



It is considered the proposed change of use to an existing heritage building will not contravene the high-level planning outcomes sought after by the Northern Tasmania RULS; thus, further assessment against this legislation is not considered necessary.

C. Tasmanian Planning Scheme

The Tasmanian Planning Scheme (TPS) is a single statewide scheme for Tasmania that consists of the State Planning Provisions (SPPs) and Local Provisions Schedules (LPSs). The SPPs apply to all council areas as a consistent set of planning rules to guide land use, development, protection, and conservation across Tasmania, whereas an LPS applies the rules to a specific council area.

The State Planning Provisions came into effect on 2 March 2017 as part of the Tasmanian Planning Scheme, with the current version being No.16 effective 4 March 2026. The Provisions are made up of 23 generic zones, each of which indicate what land use and development is appropriate for that zone. The Provisions also include 16 codes which provide guidance on how specific planning issues are to be addressed e.g. bushfire prone land, local heritage, protection of infrastructure, parking requirements etc.

These provisions have no practical effect until a Local Provisions Schedule is in effect in a Council area.

The mapping and State Planning Provisions of the Tasmanian Planning Scheme relevant to this proposal are further discussed below.

6.1.2 State Planning Provisions

SPP Section 3: Administration – Land Use Definition

Under Section 3.1 Planning Terms and Definitions, the proposal is considered to align with the definition for a **Function Centre**:

means use of land, by arrangement, to cater for functions, and in which food and drink may be served. It may include entertainment and dancing.

SPP Section 4: Exemptions

A use or development is exempt from requiring a permit if it represents an existing lawful use under Sections 12(1)-(4) of the LUPAA or if listed in Tables 4.1-4.6 of the TPS (provided it meets the corresponding requirements).

Existing Use Rights

With respect to existing use rights, the LUPAA prevents a planning scheme from stopping a lawfully existing land use which existed prior to a planning scheme commencing operation.

It is understood that the subject building was most recently used as a dance studio but that this use ceased more than 2 years ago. In addition, the proposal offers a new land use type

Exhibited



and, accordingly, commencement of this use in the premise cannot occur on the premise of existing use rights.

Exempt Development

With respect to Tables 4.1-4.6, the proposed use does not meet the stipulated criteria for Exempt uses, Exempt infrastructure use or development, Vegetation exemptions, Renewable energy exemptions or Miscellaneous exemptions.

In addition, the building and works exemptions available under sections 4.3.2 (internal building works) and 4.3.4 (minor alterations) of Table 4.3 are not applicable as the landholding is entered on the Tasmanian Heritage Register.

However, it is noted that with respect to the Safeguarding of Airports Code, Section C16.4 makes the subject proposal exempt from assessment under this Code as a result of the following provision:

(a) development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.

Given the proposed use will be located in an existing building, the height of which is to remain unchanged, the development will have no adverse impact on the airport obstacle limitation area.

SPP Section 5: Planning Scheme Operation

Zoning

Under Section 5.2 of the SPP, the allocation of zones is the primary control for the use or development of land. Mapping in a Local Provisions Schedule shows how land is zoned.

The subject site is included in the **General Business Zone** (Figure 17).

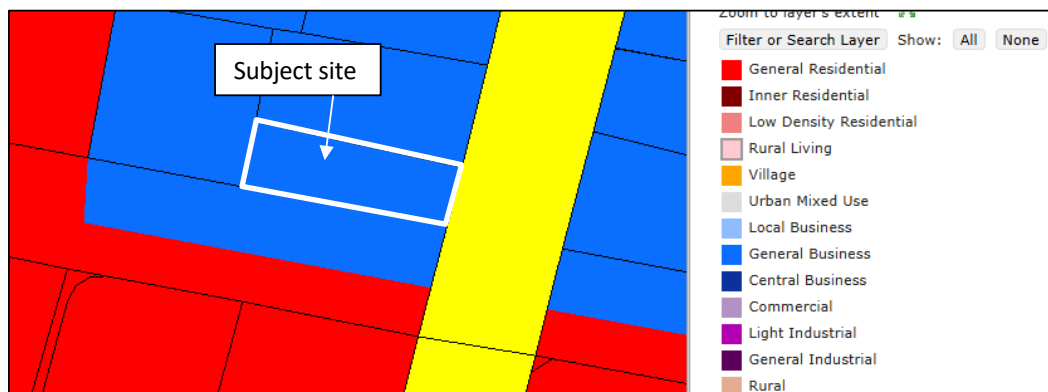


Figure 17: Zoning (Source: The List)

Exhibited



Specific Area Plans

Under Section 5.3 of the SPP, a Local Provisions Schedule is permitted to include a specific area plan that is in addition to, or modifies, or is in substitution to, a provision in the Zone Use Table or a use or development in a zone or code.

Under the Northern Midlands Local Provisions Schedule, the subject site is included in the **Longford Specific Area Plan** (Figure 18).



Figure 18: Longford Specific Area Plan

Overlays

The subject site is also included in mapping for the following overlays:

- Airport Obstacle Limitation Area Overlay (Figure 19), and
- Local Heritage Place and Local Heritage Precincts Overlay (Figure 20).

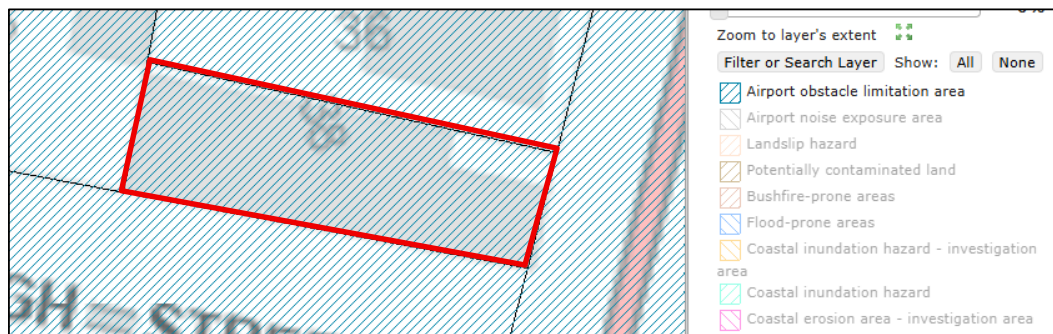


Figure 19: Airport Obstacle Limitation Area Overlay (Source: The List)

Exhibited

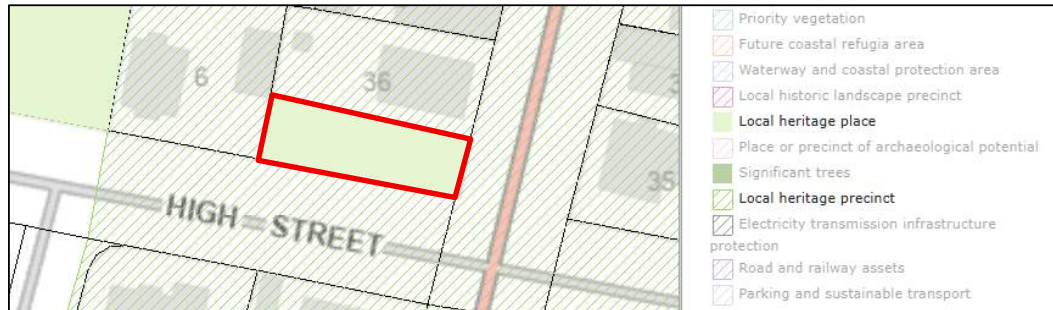


Figure 20: Heritage – Local Heritage Place and Local Heritage Precinct overlays (Source: The List)

Compliance with Applicable Standards

Under Section 5.6 of the SPP, a use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules. A standard is applicable where:

- the proposed use occurs on land included in a zone, specific area plan or a site-specific qualification applies,
- a relevant code applies to the use or development, and
- the standard deals with a matter that could affect, or be affected by, the proposed use or development.

Compliance against a standard is achieved if the proposal meets the Acceptable Solution or satisfies the corresponding Performance Criterion for that standard.

The applicable standards for this proposal have been determined to be as follows:

- **15.0: General Business Zone – Use Standards**
- **C2.0: Parking and Sustainable Transport Code**

Assessment of the proposal against the abovementioned applicable standards is provided in Section 6.2 of this report, in Appendix A and/or in accompanying technical specialist reports.

Also as discussed in section 6.2, it is noted that assessment against the Development Standards for Buildings and Works in the Longford Specific Area Plan is not required, nor assessment against the relevant Codes applicable to the Airports Obstacle Limitation Overlay or the Local Heritage Place and Local Heritage Precincts Overlay.

SPP Section 6 - Requirements for Assessment of an Application

Use Classification

Section 6.2 of the SPP stipulates each proposed use must be categorised into one of the Use Classes included in Table 6.2 of the SPP.

The subject proposal is considered to accord with the **Community Meeting and Entertainment Use Class**, which includes:

Exhibited



use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, place of worship, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre, community centre and neighbourhood centre.

This use classification is not altered by the Longford Specific Area Local Plan.

Use Tables and Permit Requirements

Section 6.4 of the SPP stipulates that use or development of the land cannot commence or be carried out without a permit granted and in effect in accordance with the Act and the provisions of this planning scheme or in a manner contrary to the conditions and restrictions of a permit. It further clarifies that a change of an individual use to another individual use, whether in the same Use Class or not, require a permit unless the planning scheme specifies otherwise.

Sections 6.5 and 6.6 clarifies the circumstance where a permit is not required for a use or development, either on the basis the provisions make it Exempt or identify it as No Permit Required. As previously discussed, the proposed development is not an Exempt use or development under Section 4 of the SPP.

Under Table 15.2 of the SPP, the Community Meeting and Entertainment Use Class is identified as a **Permitted Use** in the General Business Zone.

The Longford Specific Area Local Plan in the Northern Midlands Local Provisions Schedule does not alter this Use Class, as Table NOR-S6.5 Use Table is to be applied as a substitution for the Low Density Residential Zone – 10.2 Use Table only.

Accordingly, a permit is required to commence the proposal, with assessment to occur in accordance with the provisions of Division 2 – Development Control of the *Land Use Planning and Approvals Act 1993*.

6.1.3 Local Planning Instruments - Northern Midlands Local Provisions Schedule

The site is contained within the Northern Midlands Council Local Government Area and is assessable under the Northern Midlands Local Provisions Schedule No.16, effective 19 March 2026.

As previously noted, the Local Provisions Schedule includes the subject site in the Longford Specific Area Plan. The manner in which the proposal responds to the applicable standards for this Plan Area is included in Section 6.2.

6.1.4 Assessing Authority

The relevant assessment authority is the Northern Midland Council.

Exhibited



6.1.5 Public Notice

The proposal will be subject to public notice for a period of no less than 14 days. The notification process will be undertaken by the relevant assessment authority.

6.1.6 Referrals

Heritage Matters

The proposed development involves a building identified as a Heritage Place on the Tasmanian Heritage Register; thus, referral to the Tasmanian Heritage Council is required unless pre-application approval is gained from that assessing authority.

As previously discussed, all necessary internal and external building works have been separately considered against the provisions of the *Historic Cultural Heritage Act 1995* by the Tasmanian Heritage Council (THC) and a Minor Works Approval issued enabling such works to be undertaken. Accordingly, referral to THC is not required.

Traffic Matters

The subject premises has frontage to a State Road. As previously noted, proposals involving access to State Roads require Department of State Growth (DSG) consideration as the road owner. Appendix E of the Traffic Impact Statement (TIS) references DSG's advice that the TIS has been considered and accepted. Accordingly, referral to DSG is not required.

6.2 General Assessment Provisions

The proposal is subject to assessment against the relevant provisions of the Tasmanian Planning Scheme, comprising:

- *State Planning Provisions No.16*, effective 4 March 2026, and
- *Northern Midlands Local Provisions Schedule No.17*, effective 19 March 2026.

6.2.1 Zoning

Section 7 – General Provisions of the SPP lists the zones applied to all landholdings. Each Zone has a Purpose, Use Table and Standards for Uses, Buildings and Works and Subdivision. Under this section, the site is included in the **General Business Zone**.

The proposal is considered to further the planning intent for the General Business Zone, as discussed in Table 2.

Table 2: Assessment Against Purpose of General Business Zone

General Business Zone	
Zone Purpose	Proposal Response
15.1.1 To provide for business, retail, administrative, professional, community, and entertainment functions within Tasmania's main suburban and rural centres.	Complies The proposal introduces a new business into an existing main street in the town of Longford.

Exhibited



General Business Zone	
Zone Purpose	Proposal Response
15.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.	Complies The proposed Function Centre use introduces a new business activity not currently operating within the existing main street. It is expected the use will complement and support existing retail and hospitality businesses in the locality.
15.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.	Not applicable The existing heritage building is a former hall which does not contain active frontages or shop windows. The proposed use does not require direct engagement with the street; thus, no changes to the built form are proposed.
15.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.	Not applicable The proposed use does not provide visitor accommodation.

Performance Outcome Justification

Assessment of the proposal against Section 15.3 of the General Business Zone – Use Standards is included in Appendix A of this report. It is noted the proposal will generally be compliant with these standards; however, a performance outcome is sought under P1 of Section 15.3.1 of these standards for the proposal's intended hours of operation.

Specifically, the proposal seeks to vary the hours of operation stipulated in A1 as follows:

Zone Use Standard	Proposed Outcome
7.00am to 9.00pm Monday to Saturday; and 8.00am to 9.00pm Sunday and public holidays	9am to 9.30pm Sundays to Thursdays, and 9am to 11pm Friday and Saturday (amplified music to 10.30pm, guests off-site by 11pm)

The corresponding Performance Criteria (P1) applicable to the proposal states:

P1

Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones having regard to:

- (a) *the timing, duration or extent of vehicle movements; and*
- (b) *noise, lighting or other emissions.*

Exhibited



As discussed throughout the report and supporting assessments in the Traffic Impact Statement (Att D) and Acoustic Assessment (Att E), these extended hours of operation are not expected to result in the unreasonable loss of amenity to adjoining properties in the residential zone on the basis that:

- Extended operation to 9.30pm on Sunday to Thursday is only slightly later than the stipulated code requirement of 9pm and a reasonable compromise given the small number of functions expected to occur on those evenings.
- Extended operation to 11pm is limited to Friday and Saturday evenings only. These hours are necessary to accommodate functions involving longer ceremonies and/or celebrations involving the serving of an evening meal, speeches, dancing/entertainment and the 'management' of patrons at the end of an event. This timeframe is a reasonable expectation for most functions anticipated in the building (particularly weddings) but may not be required for all events.
- Proposed internal and external building alterations, as shown on the proposed alterations plans, will ensure the containment and mitigation of noise generated within Hall 2.
- Adequate kerbside space exists in the immediate vicinity of the site to absorb and dissipate potential impacts arising from car parking demand in the local streets. If required, guests can be directed to park along the Longford main street before looking for a space in nearby residential streets.
- Movement of vehicles will be limited to the arrival of guests before the function and their departure after the event. Such movements are expected to occur within a short timeframe rather than continuously throughout a function's duration.
- Patrons will be reminded upon departure of the need to be respectful of the venue's residential neighbours when returning to their vehicles and departing to minimise potential noise impacts.

The following matters should also warrant consideration when determining whether the proposed use will cause an unreasonable loss of amenity to residential zones:

- The premises was originally constructed specifically for use as a community hall and has been used consistently since that time for a variety of commercial and community uses.
- Marlborough St is a State Road Reservation which carries most of the traffic travelling north-south through the town. This road elevates ambient noise levels in proximity to the site.
- The landholding is included in the General Business Zone which anticipates and encourages the operation of a variety of non-residential uses to support the long-term economic viability of the locality. Both adjoining landholdings are also included in the General Business Zone and thus are afforded the same development potential for the establishment of non-residential uses as the subject site.

Exhibited



- Given the site's zoning and its location at the end of Longford's 'main street', surrounding residents should reasonably expect the building to be used for non-residential uses which may somewhat reduce privacy and amenity owing to slightly greater levels of activity and noise compared with a residential area.
- Both neighbouring dwellings are sited away from the common property boundaries of the site. Specifically, the northern adjoining dwelling is approximately 4.2m from the boundary to allow for the dwelling's driveway, while the western adjoining dwelling is approximately 16.5m from the boundary with the dwelling's driveway and yard located between the built forms.
- The proposal's hours of operation will be limited to 9.30pm during the 'quieter' days of the week (Sunday to Thursday). Whilst later operating hours are required on Fridays and Saturdays, it is expected the Longford main street will also be 'more active' on these nights, noting that several food and drink outlets are located close by to the north of the site.
- The proposed development does not require the installation of a large-scale commercial kitchen or commercial-grade venting to manage odours arising from food preparation.
- The proposal has received a Minor Works approval from the Heritage Council supporting a suite of internal and external building upgrades specifically designed to limit the emission of noise from the property. All required treatments are referenced on the proposal plans and ratified by the acoustic assessment.
- Establishment of the proposed Function Centre use will positively contribute to the economic viability of Longford's commercial centre by introducing a new 'vibrancy' to a unique heritage property and by encouraging increased visitation to the town through the hosting of functions.

6.2.2 Specific Area Plans

LP1.0 of the SPP lists Local Provisions Schedule Requirements.

The site is included in the **Longford Specific Area Plan**. The proposal is considered to accord with the purpose of the Longford Specific Area Plan, as discussed in Table 3.

Table 3: Assessment Against Purpose of the Longford Specific Area

Longford Specific Area Plan	
Area Plan Purpose	Proposal Response
NOR-S6.1.1 To protect and enhance the unique and intact history and character of the village.	Complies The proposal retains, refurbishes and reuses an existing Local Heritage Place for a new use of Function Centre. The proposal provides for the gathering of people for celebrations or events. Such activities are consistent with the original use of the building.

Exhibited



Longford Specific Area Plan	
Area Plan Purpose	Proposal Response
	Minimal external alterations to the building are proposed. Accordingly, the unique heritage character of the subject building and its contribution to the history and character of the Longford main street will be retained.
NOR-S6.1.2 To provide for development that is compatible with the existing streetscape settings, building forms and the rural village character.	Complies The proposal seeks to commence a use consistent with the original use of the building. The development does not propose significant alterations to the exterior of the building thus no impact is anticipated on the existing streetscape settings, building forms or rural village character.
NOR-S6.1.3 To provide for the subdivision of key development sites and provide for appropriately located public open space.	Not applicable The proposal does not involve a subdivision of land or provision of public open space.
NOR-S6.1.4 To encourage subdivision that provides for large lots and minimises internal lots.	Not applicable The proposal does not involve a subdivision of land.
NOR-S6.1.5 To maintain existing character and land use conflict.	Complies The proposal offers a new business use in the Longford commercial main street. The proposed business will maintain the character of the existing building and not conflict with the nearby land uses.
NOR-S6.1.6 That as part of any new subdivision, new trees are provided to increase the township's tree canopy cover.	Not applicable The proposal does not involve a subdivision of land or provision of new trees.

Notably, it is our determination that the Longford Specific Area Plan – Development Standards for Buildings and Works are not applicable to this proposal, as these Local Plan provisions are intended to substitute or add to the specific requirements of the General Residential Zone, the Low Density Residential Zone and the Open Space Zone only. As the subject site is not included in the abovementioned zones, neither the development provisions relevant to those zones nor the variation provisions in the Local Area Plan are applicable to this proposal.

6.2.3 Overlays

The subject site is included in mapping for the following overlays:

- Airport Obstacle Limitation Area Overlay, and
- Local Heritage Place and Local Heritage Precincts Overlay.

It is noted the proposal is not subject to assessment against the following overlay codes for the reasons provided below:

Exhibited



- C16.0 Safeguarding of Airports Code – Pursuant to Section C16.4.1., this Code is not applicable given the proposal involves only the establishment of a new use in an existing building; the height of which will remain.
- C6.0 Local Historic Heritage Code - This Code is not applicable given the subject site is identified on the Tasmanian Heritage Register. As previously discussed, all necessary internal and external building works have been separately considered against the provisions of the *Historic Cultural Heritage Act 1995* by the Tasmanian Heritage Council and a Minor Works Approval issued enabling such works to be undertaken.

7.0 Emerging and Non-Statutory Policy

It is noted that a review of the State Planning Provisions is currently in progress. This process will identify necessary changes to the State Planning Provisions and improved guidance for users of the planning system. The review does not include Local Provisions Schedules or where zone and codes are applied (this falls to the Councils), Regional Land Use Strategies, State Policies or the broader planning framework within the LUPAA and associated legislation.

A review of the Action Group work prepared to date confirms that none of the anticipated SPP amendments are directly related to the proposal that is the subject of this application. It is noted that the Local Historic Heritage Code is subject to review; however, no documentation is available online to review at this time. It is considered the SPP review will not materially affect the relevant assessment provisions for this proposal.

8.0 Conclusions and Recommendations

This town planning report has been prepared by Urban Strategies on behalf of Your Day Group Pty Ltd with respect to a development application seeking approval for a Change of Use for a Community Meeting and Entertainment Use (Function Centre). This proposal is considered an appropriate development on the basis that it:

- Restores, reuses and celebrates a significant heritage property identified on the Tasmanian Heritage Register,
- Appropriately manages potential impacts on adjoining properties,
- Offers an appropriate land use that is a Permitted Use in the General Business Zone,
- Complies with the relevant assessment benchmarks stipulated in the applicable assessment codes.

The proposal is consequently considered an appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant Assessment Benchmarks. It is therefore recommended to the Council to be approved subject to reasonable and relevant conditions.

Urban Strategies Pty Ltd

July 2026



APPENDIX A – State Planning Provisions

15.3 - General Business Zone – Use Standards

Performance outcomes	Acceptable outcomes	Response
15.3.1 All uses		
Objective: That uses do not cause an unreasonable loss of amenity to residential zones		
P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.	A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	Performance Outcome The building will be available for functions 7 days per week; however, peak demand is expected to be on weekends. Preferred operating hours are: ▪ Sundays to Thursdays, from 9am to 9.30pm, and ▪ Friday and Saturday, from 9am to 11pm. As discussed throughout the report and supporting assessments in the Traffic Impact Statement (Att D) and Acoustic Assessment (Att E), these extended hours of operation are not expected to result in the unreasonable loss of amenity to adjoining properties in the residential zone on the basis that: - Extended operation to 9.30pm on Sunday to Thursday is only slightly later than the stipulated code requirement of 9pm and a reasonable compromise given the small number of functions expected to occur on those evenings. - Extended operation to 11pm is limited to Friday and Saturday evenings only. These hours are necessary to accommodate functions involving longer ceremonies and/or celebrations involving the serving of an evening meal, speeches, dancing/entertainment and the 'management' of patrons at the end of an event. This



Performance outcomes	Acceptable outcomes	Response
		timeframe is a reasonable expectation for most functions anticipated in the building (particularly weddings) but may not be required for all events. - Proposed internal and external building alterations, as shown on the proposed alterations plans, will ensure the containment and mitigation of noise generated within Hall 2. - Adequate kerbside space exists in the immediate vicinity of the site to absorb and dissipate potential impacts arising from car parking demand in the local streets. If required, guests can be directed to park along the Longford main street before looking for a space in nearby residential streets. - Movement of vehicles will be limited to the arrival of guests before the function and their departure after the event. Such movements are expected to occur within a short timeframe rather than continuously throughout a function's duration. - Patrons will be reminded upon departure of the need to be respectful of the venue's residential neighbours when returning to their vehicles and departing to minimise potential noise impacts.
P2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.	A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property in those zones.	Will Comply The proposal will comply with any reasonable and relevant condition of approval limiting the installation and type of lighting on the building. It is anticipated that security lighting will be required however other forms of bright external lighting will not be required.



Performance outcomes	Acceptable outcomes	Response
P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the residential zone; and (f) potential conflicts with other traffic.	A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	Will Comply Servicing of the proposed use by commercial vehicles is expected to be limited and thus unlikely to adversely affect the privacy or amenity of nearby residential properties. The Traffic Impact Statement has determined that no dedicated loading bays are required to service the proposed use. A generous length of kerb adjoins the site in High Street; thus, it is anticipated that commercial vehicles will park and deliver goods to the premises from this street. The existing road reserve will adequately accommodate the manoeuvring of vehicles without conflicting with other traffic. The number and frequency of deliveries will vary in response to the proposed function. Delivery vehicles will most likely be limited to vans or MRVs. Noise emissions from such vehicles is expected to be limited. The movement of commercial vehicles can be limited to the stipulated hours through the imposition of a reasonable and relevant condition of approval.
15.3.2 Discretionary Uses		
Objective: That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.		
P1 A use listed as Discretionary must: (a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and (b) be of an intensity that respects the character of the area.	A1 No Acceptable Solution	Not applicable The proposed use classification is a Permitted Use in the General Business Zone.
P2 A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:	A2 No Acceptable Solution	Not applicable The proposed use classification is a Permitted Use in the General Business Zone.



Performance outcomes	Acceptable outcomes	Response
(a) the characteristics of the site; (b) the need to encourage activity at pedestrian levels; (c) the size and scale of the proposed use; (d) the functions of the activity centre and the surrounding activity centres; and (e) the extent that the proposed use impacts on other activity centres.		
15.3.3 Retail Impact		
Objective: That retail uses do not compromise or distort the activity centre hierarchy		
P1 Bulky Goods Sales and General Retail and Hire uses must not compromise or distort the activity centre hierarchy, having regard to: (a) the extent that the proposed use improves and broadens the commercial or retail choice with the area; (b) the extent that the proposed use impacts on other activity centres; and (c) any relevant local area objectives contained within the relevant Local Provisions Schedule.	A1 The gross floor area for Bulky Goods Sales and General Retail and Hire uses must be not be more than 3,500m ² per tenancy.	Not applicable The proposal does not involve a Bulky Goods Sales and General Retail and Hire use.

Exhibited

DRUID HALL - EXISTING CONDITIONS
 38 MARLBOROUGH STREET LONGFORD TAS 7301

CONTENTS	NUMBER	DRAWING NAME	CURRENT ISSUE ID	ISSUED
EXISTING CONDITIONS				
	EC00	COVER PAGE	B	☒
	EC01	SITE PLAN	B	☒
	EC02	FLOOR PLAN	B	☒
	EC03	REFLECTED CEILING PLAN	B	☒
	EC04	ELEVATIONS	B	☒
	EC05	ELEVATIONS	B	☒
	EC06	INTERNAL ELEVATIONS	B	☒
	EC07	INTERNAL ELEVATIONS	B	☒

EXISTING CONDITIONS NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - EXISTING CONDITIONS		drawing	COVER PAGE	EC00_RevB
	A			13/3/2026			scale	(A3 paper)	
	B	1	UPDATED DRAWINGS	17/3/2026	ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301		date	17/3/2026	
					CLIENT: MR. ROWAN JAMES		dwg #		

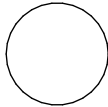
7/59 WILLIAM STREET
LAUNCESTON TAS 7250
P: 03 6334 4899
E: admin@denman.studio

DAVID DENMAN + ASSOCIATES

denman.studio / architects



Exhibited



EXISTING SITE PLAN
Scale 1:200

- NOTES:
- 1. THE POSITION OF THE EXISTING BUILDING RELATIVE TO THE TITLE BOUNDARY HAS NOT BEEN SURVEYED, THE LOCATION IS APPROXIMATE BASED ON BUILDING DIMENSIONS AND VISUAL INSPECTION OF ADJACENT BOUNDARY FENCES ETC.
 - 2. THESE EXISTING PLANS HAVE BEEN DRAWN ORTHOGONALLY BASED ON OVERALL LENGTH OF THE BUILDING FACADE ON THE SOUTHERN BOUNDARY AND OVERALL INTERNAL DIMENSIONS.
 - 3. THE PRINCIPAL FACADE MAY SKEW SLIGHTING TO ALIGN WITH THE MARLBOROUGH STREET BOUNDARY.

EXISTING CONDITIONS NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date
	A			13/3/2026
	B	1	UPDATED DRAWINGS	17/3/2026

PROJECT: DRUID HALL - EXISTING CONDITIONS
ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301
CLIENT: MR. ROWAN JAMES

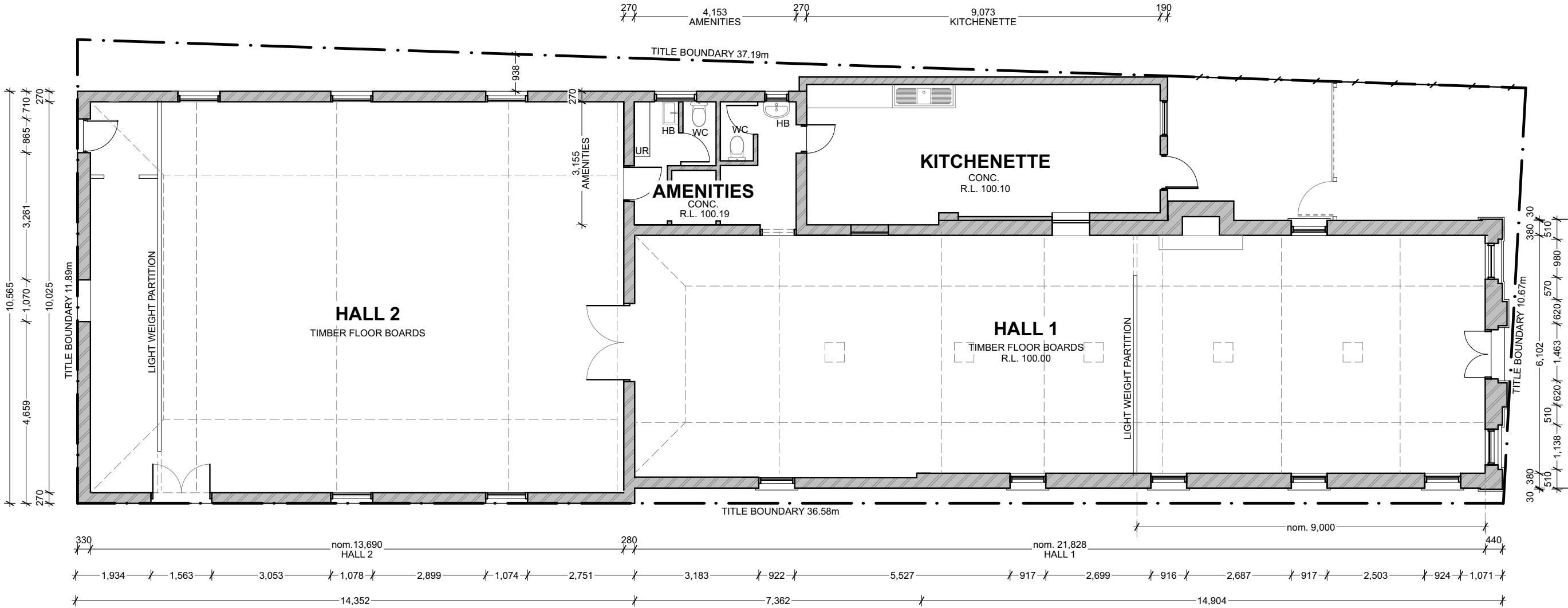
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scale 1:200 (A3 paper)
date 17/3/2026
dwg # EC01_RevB



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Exhibited



EXISTING FLOOR PLAN
Scale 1:100

- NOTES:
- 1. THE POSITION OF THE EXISTING BUILDING RELATIVE TO THE TITLE BOUNDARY HAS NOT BEEN SURVEYED, THE LOCATION IS APPROXIMATE BASED ON BUILDING DIMENSIONS AND VISUAL INSPECTION OF ADJACENT BOUNDARY FENCES ETC.
 - 2. THESE EXISTING PLANS HAVE BEEN DRAWN ORTHOGONALLY BASED ON OVERALL LENGTH OF THE BUILDING FACADE ON THE SOUTHERN BOUNDARY AND OVERALL INTERNAL DIMENSIONS.
 - 3. THE PRINCIPAL FACADE MAY SKEW SLIGHTLY TO ALIGN WITH THE MARLBOROUGH STREET BOUNDARY.

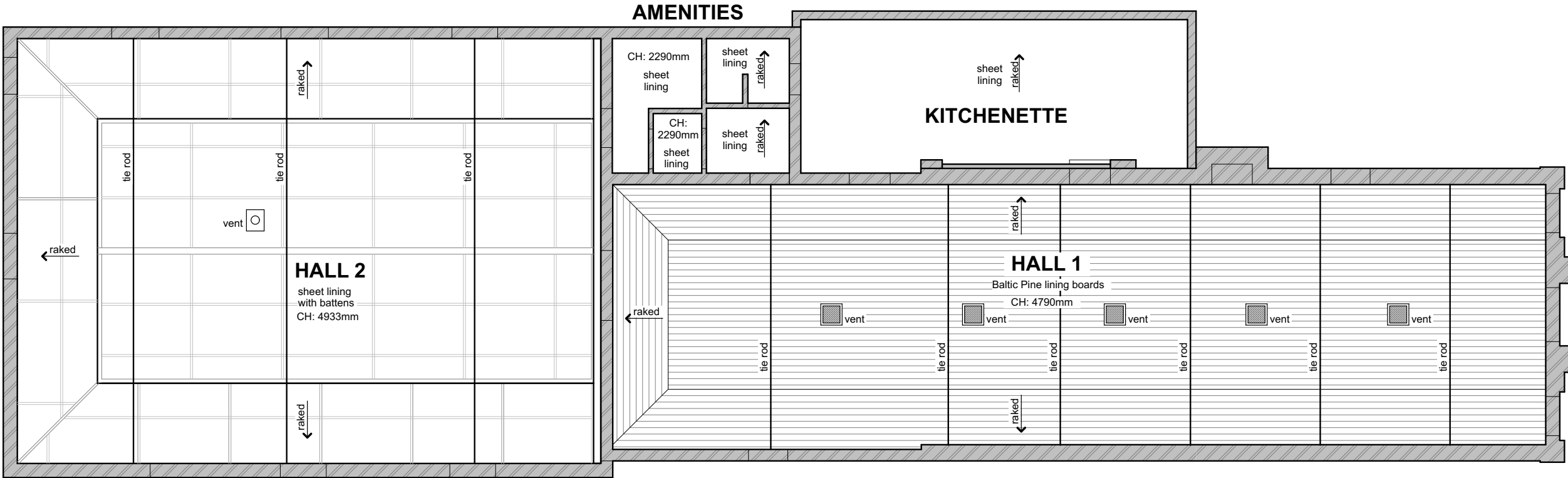
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	A			13/3/2026
	B	1	UPDATED DRAWINGS	17/3/2026

PROJECT: DRUID HALL - EXISTING CONDITIONS
ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301
CLIENT: MR. ROWAN JAMES

drawing FLOOR PLAN
scale 1:100 (A3 paper)
date 17/3/2026
dwg # EC02_RevB



Exhibited



REFLECTED CEILING PLAN
Scale 1:100

EXISTING CONDITIONS NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date
	A			13/3/2026
	B	1	UPDATED DRAWINGS	17/3/2026

PROJECT: DRUID HALL - EXISTING CONDITIONS
ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301
CLIENT: MR. ROWAN JAMES

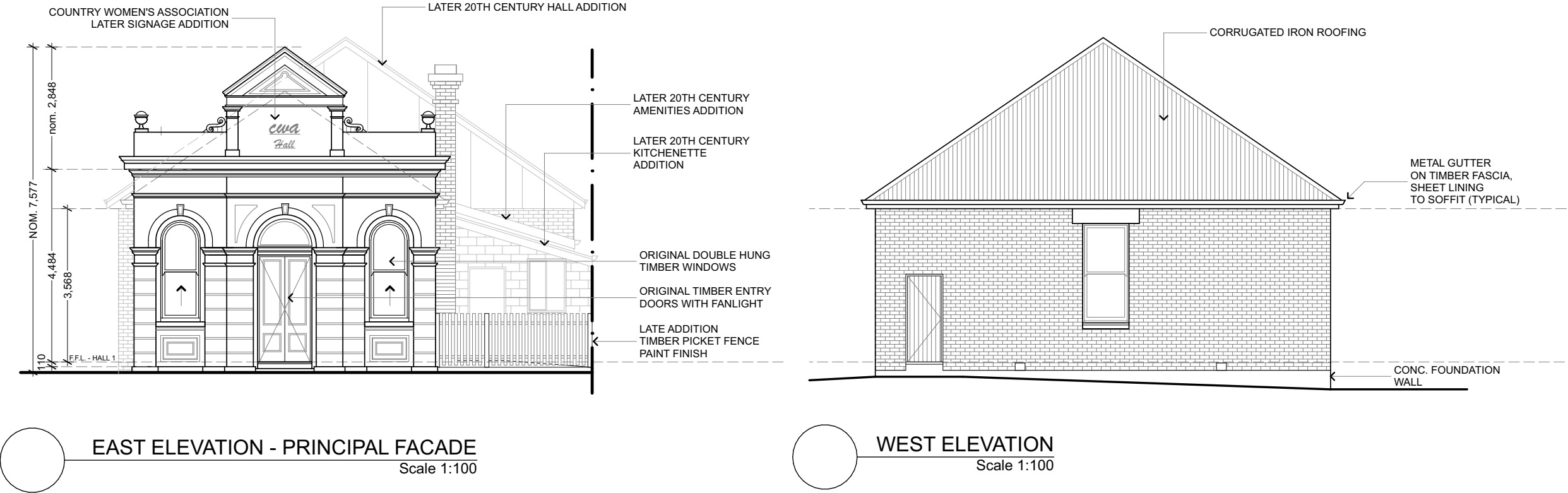
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date 17/3/2026
dwg # EC03_RevB



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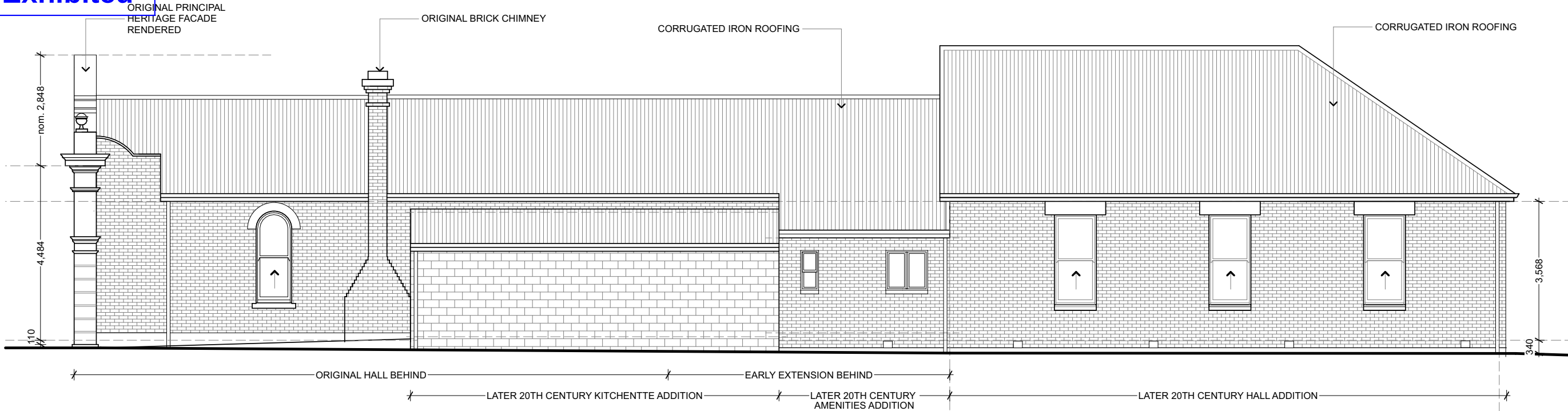
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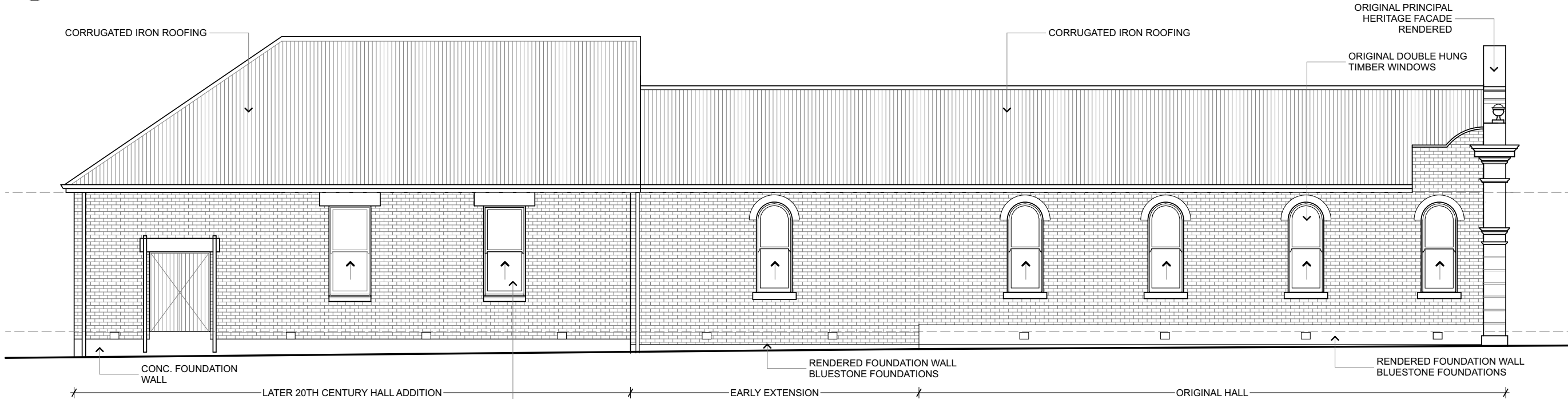


EXISTING CONDITIONS NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - EXISTING CONDITIONS ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301 CLIENT: MR. ROWAN JAMES	drawing ELEVATIONS scale 1:100 (A3 paper) date 17/3/2026 dwg #	EC04_RevB 7/59 WILLIAM STREET LAUNCESTON TAS 7250 P: 03 6334 4899 E: admin@denman.studio	 DAVID DENMAN + ASSOCIATES denman.studio / architects
	A			13/3/2026				
	B	1	UPDATED DRAWINGS	17/3/2026				

Exhibited



NORTH ELEVATION
Scale 1:100



SOUTH ELEVATION
Scale 1:100

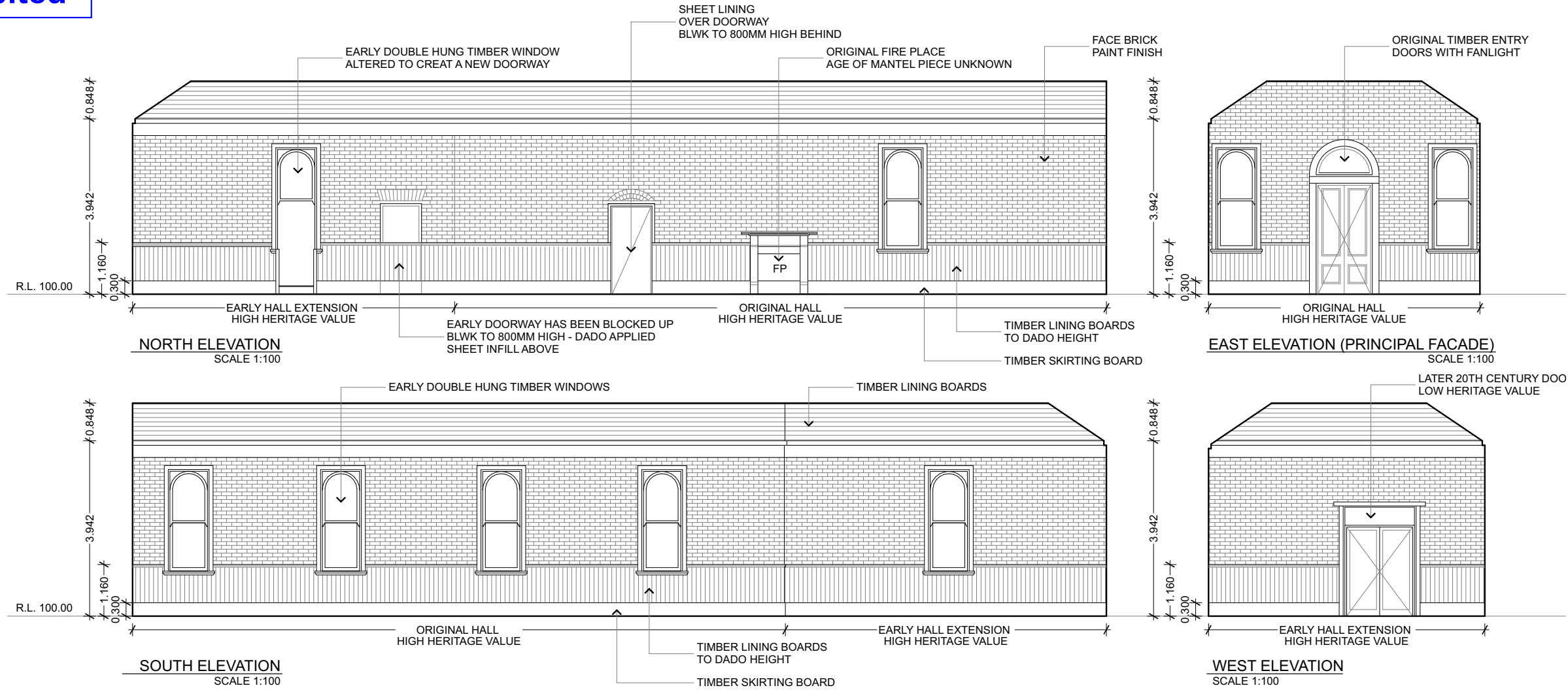
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	B	1	UPDATED DRAWINGS	17/3/2026

PROJECT: DRUID HALL - EXISTING CONDITIONS
ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301
CLIENT: MR. ROWAN JAMES

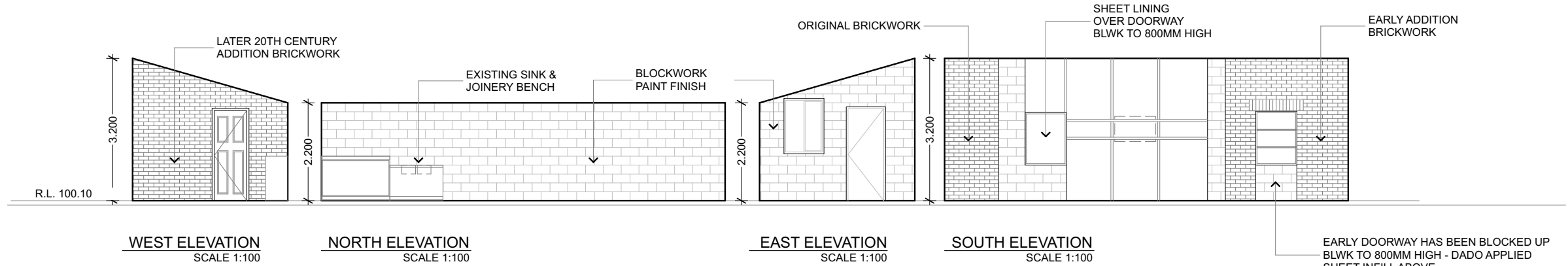
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scale 1:100 (A3 paper)
date 17/3/2026
dwg # EC05_RevB



Exhibited



HALL 1 - INTERNAL ELEVATIONS
(ORIGINAL HALL INCLUDING EARLY ADDITION - HIGH HERITAGE SIGNIFICANCE)



KITCHENETTE - INTERNAL ELEVATIONS
(LATER 20TH CENTURY EXTENSION LOW HERITAGE SIGNIFICANCE)

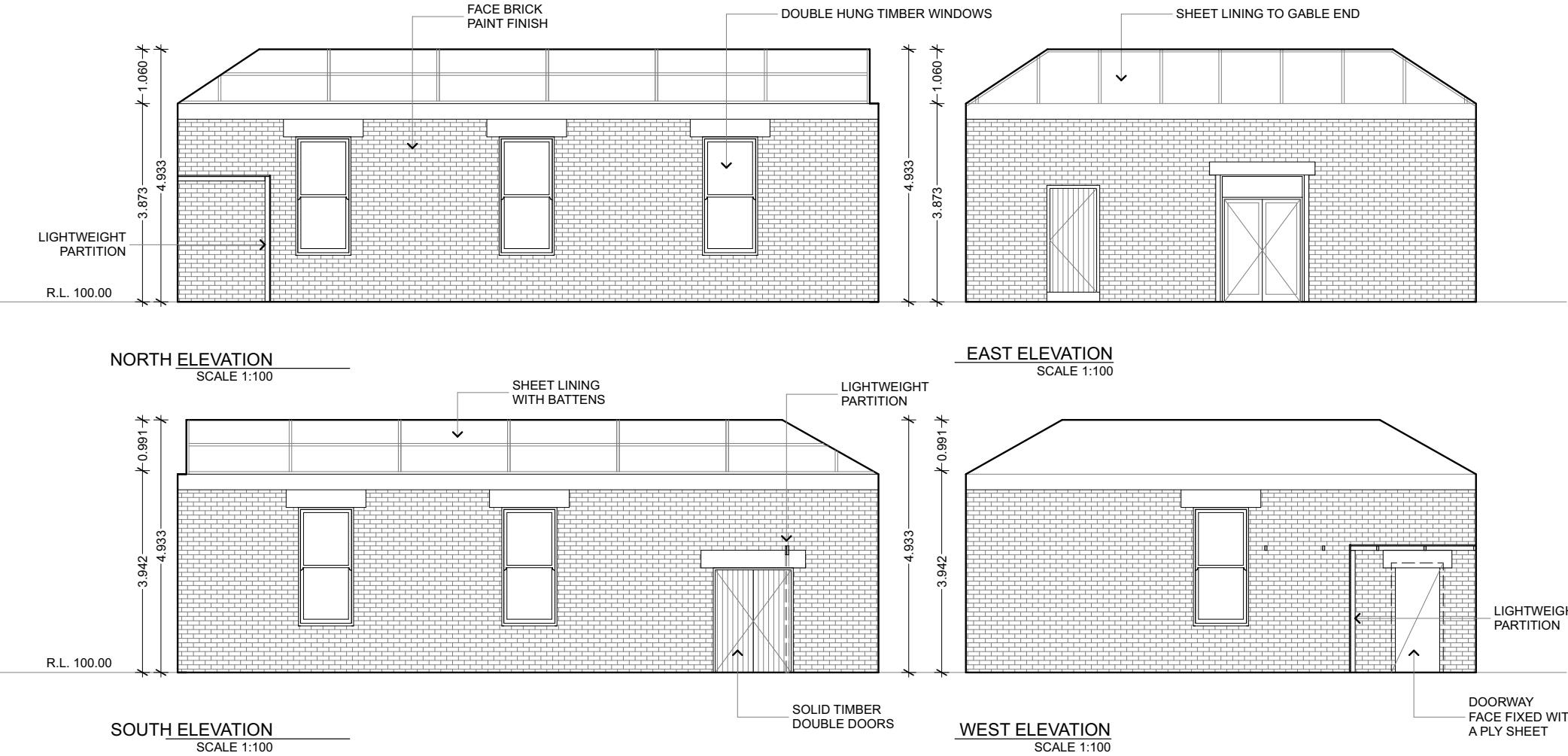
EXISTING CONDITIONS NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date
	A			13/3/2026
	B	1	UPDATED DRAWINGS	17/3/2026

PROJECT: DRUID HALL - EXISTING CONDITIONS
ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301
CLIENT: MR. ROWAN JAMES

drawing INTERNAL ELEVATIONS
scale 1:100 (A3 paper)
date 17/3/2026
dwg # EC06_RevB



Exhibited



HALL 2 - INTERNAL ELEVATIONS
(LATER 20TH CENTURY EXTENSION LOW HERITAGE SIGNIFICANCE)



AMENITIES - INTERNAL ELEVATIONS
(LATER 20TH CENTURY EXTENSION LOW HERITAGE SIGNIFICANCE)

EXISTING CONDITIONS NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date
	A			13/3/2026
	B	1	UPDATED DRAWINGS	17/3/2026

PROJECT: DRUID HALL - EXISTING CONDITIONS

ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301

CLIENT: MR. ROWAN JAMES

drawing INTERNAL ELEVATIONS

scale 1:100 (A3 paper)

date 17/3/2026

EC07_RevB

dwg #



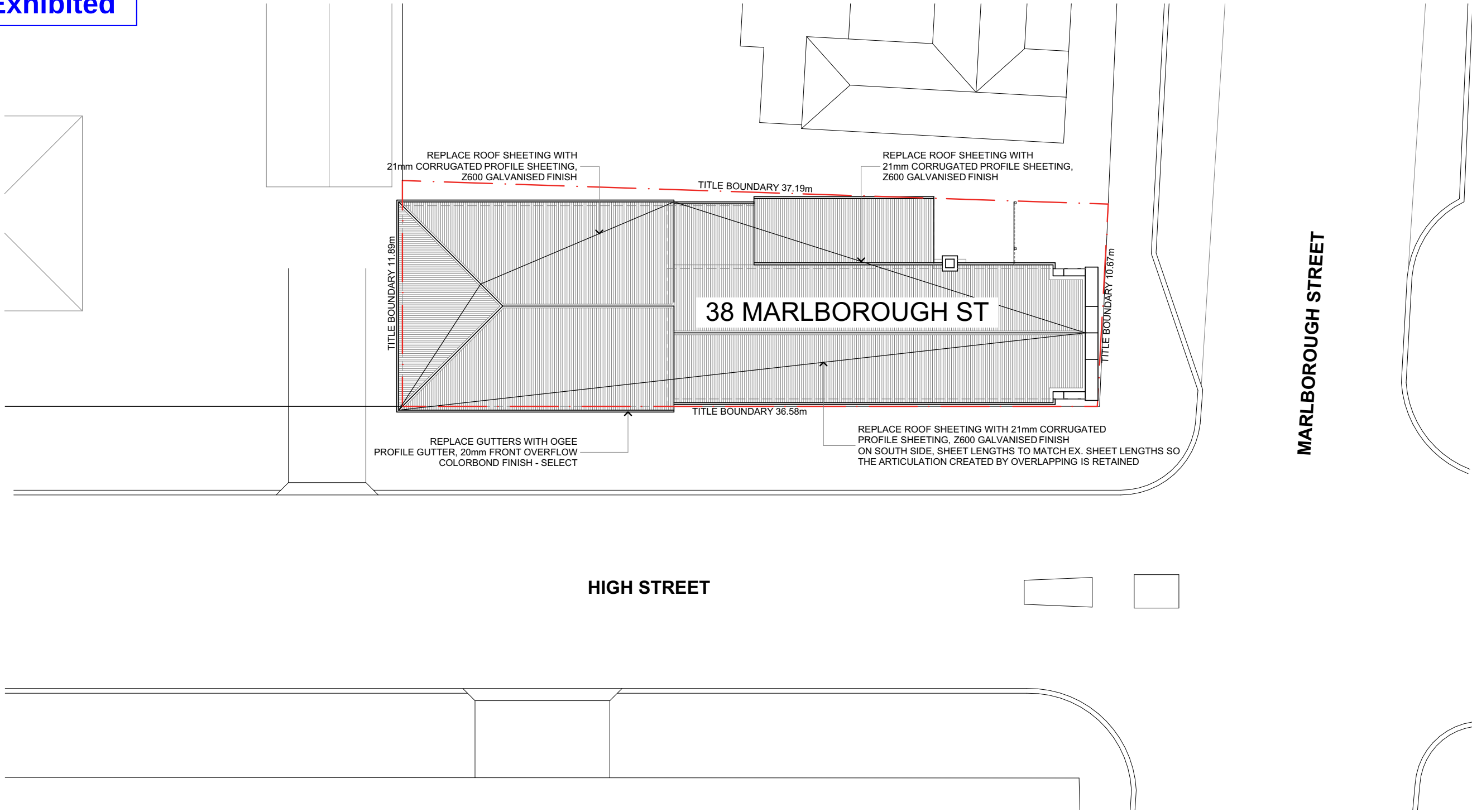
Exhibited

DRUID HALL - ALTERATIONS
 38 MARLBOROUGH STREET LONGFORD TAS 7301

CONTENTS	NUMBER	DRAWING NAME	CURRENT ISSUE ID	ISSUED
ARCHITECTURALS				
	A01	COVER PAGE	C	☒
	A02	SITE PLAN	A	☒
	A03	DEMOLITION FLOOR PLAN	B	☒
	A04	PROPOSED FLOOR PLAN	C	☒
	A05	PROPOSED ELEVATIONS	A	☒
	A06	PROPOSED ELEVATIONS	B	☒
	A07	PROPOSED INTERNAL ELEVATIONS	A	☒
	A08	PROPOSED INTERNAL ELEVATIONS	A	☒
EXISTING CONDITIONS				
	EC00	COVER PAGE	B	☒
	EC01	SITE PLAN	B	☒
	EC02	FLOOR PLAN	B	☒
	EC03	REFLECTED CEILING PLAN	B	☒
	EC04	ELEVATIONS	B	☒
	EC05	ELEVATIONS	B	☒
	EC06	INTERNAL ELEVATIONS	B	☒
	EC07	INTERNAL ELEVATIONS	B	☒

CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - ALTERATIONS ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301 CLIENT: MR. ROWAN JAMES	drawing COVER PAGE scale (A3 paper) date 21/07/2026 dwg # A01_RevC	 7/59 WILLIAM STREET LAUNCESTON TAS 7250 P: 03 6334 4899 E: admin@denman.studio DAVID DENMAN + ASSOCIATES denman.studio / architects
	01			22/05/2026			
	B	4	MINOR WORKS APPLICATION	23/06/2026			
	C			21/07/2026			

Exhibited

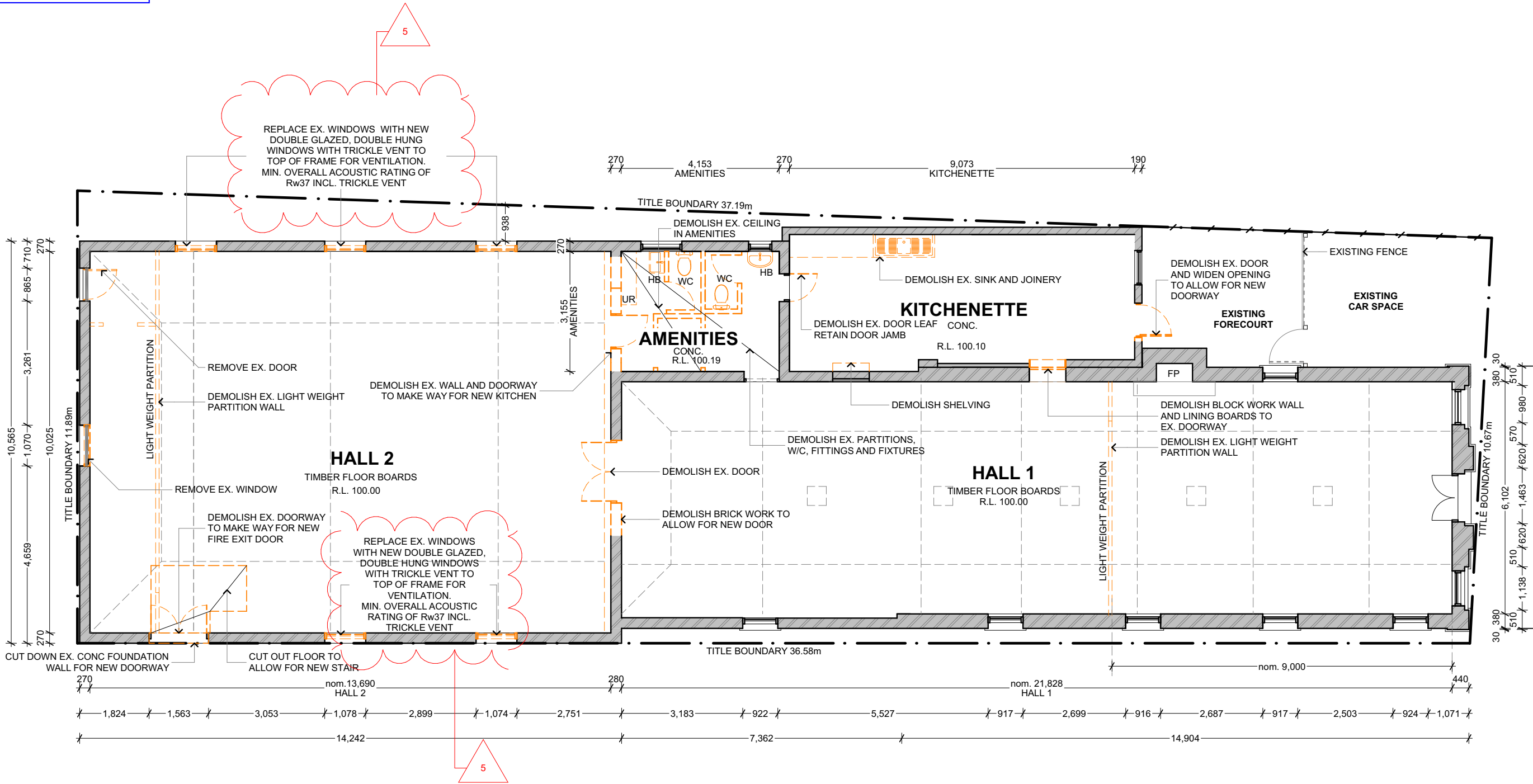


PROPOSED SITE PLAN
Scale 1:200

- NOTES:
- 1. THE POSITION OF THE EXISTING BUILDING RELATIVE TO THE TITLE BOUNDARY HAS NOT BEEN SURVEYED, THE LOCATION IS APPROXIMATE BASED ON BUILDING DIMENSIONS AND VISUAL INSPECTION OF ADJACENT BOUNDARY FENCES ETC.
 - 2. THESE EXISTING PLANS HAVE BEEN DRAWN ORTHOGONALLY BASED ON OVERALL LENGTH OF THE BUILDING FACADE ON THE SOUTHERN BOUNDARY AND OVERALL INTERNAL DIMENSIONS.
 - 3. THE PRINCIPAL FACADE MAY SKEW SLIGHTING TO ALIGN WITH THE MARLBOROUGH STREET BOUNDARY.

CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - ALTERATIONS ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301 CLIENT: MR. ROWAN JAMES	drawing SITE PLAN scale 1:200 (A3 paper) date 23/06/2026 dwg #	A02_RevA	7/59 WILLIAM STREET LAUNCESTON TAS 7250 P: 03 6334 4899 E: admin@denman.studio DAVID DENMAN + ASSOCIATES denman.studio / architects
	A	4	MINOR WORKS APPLICATION	23/06/2026				

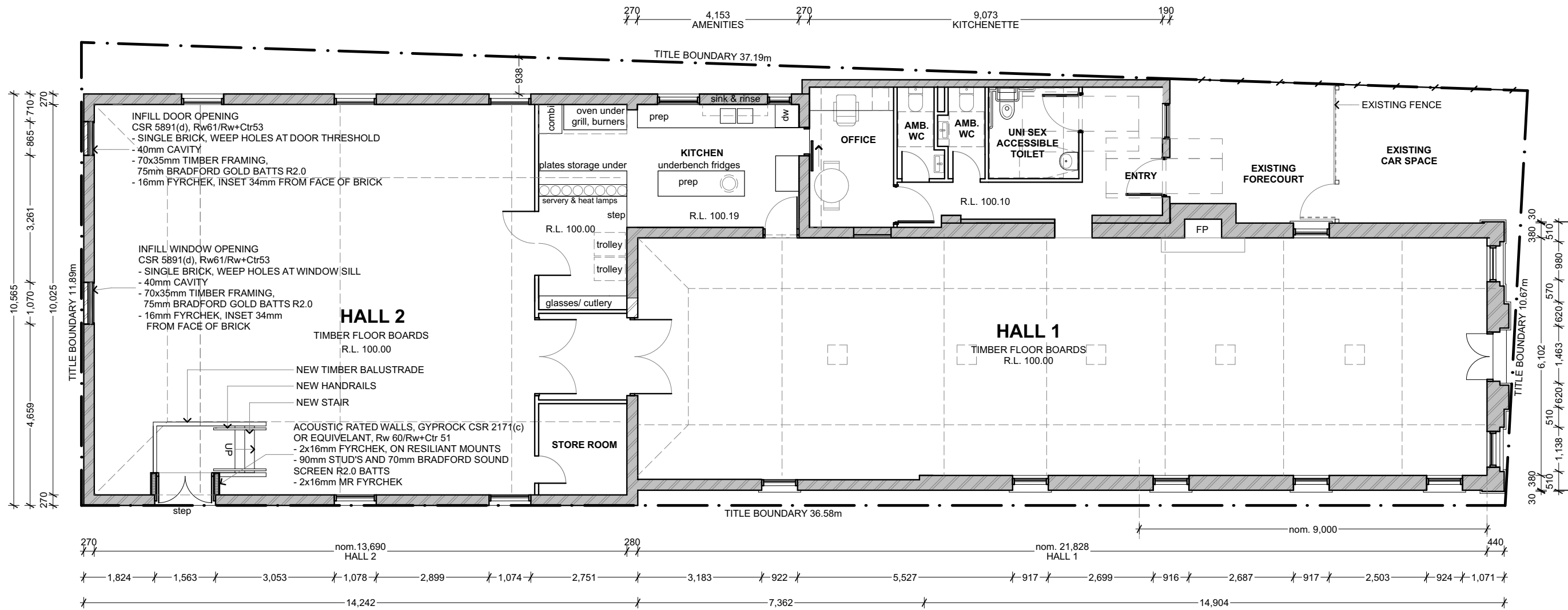
Exhibited



DEMOLITION FLOOR PLAN
Scale 1:100

CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - ALTERATIONS ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301 CLIENT: MR. ROWAN JAMES	drawing DEMOLITION FLOOR PLAN scale (A3 paper) date 21/07/2026 dwg #	A03_RevB	7/59 WILLIAM STREET LAUNCESTON TAS 7250 P: 03 6334 4899 E: admin@denman.studio	DAVID DENMAN + ASSOCIATES denman.studio / architects
	A	4	MINOR WORKS APPLICATION	23/06/2026					
	B	5	NEW WINDOW NOTE UPDATED TO INCL. TRICKLE VENT	21/07/2026					

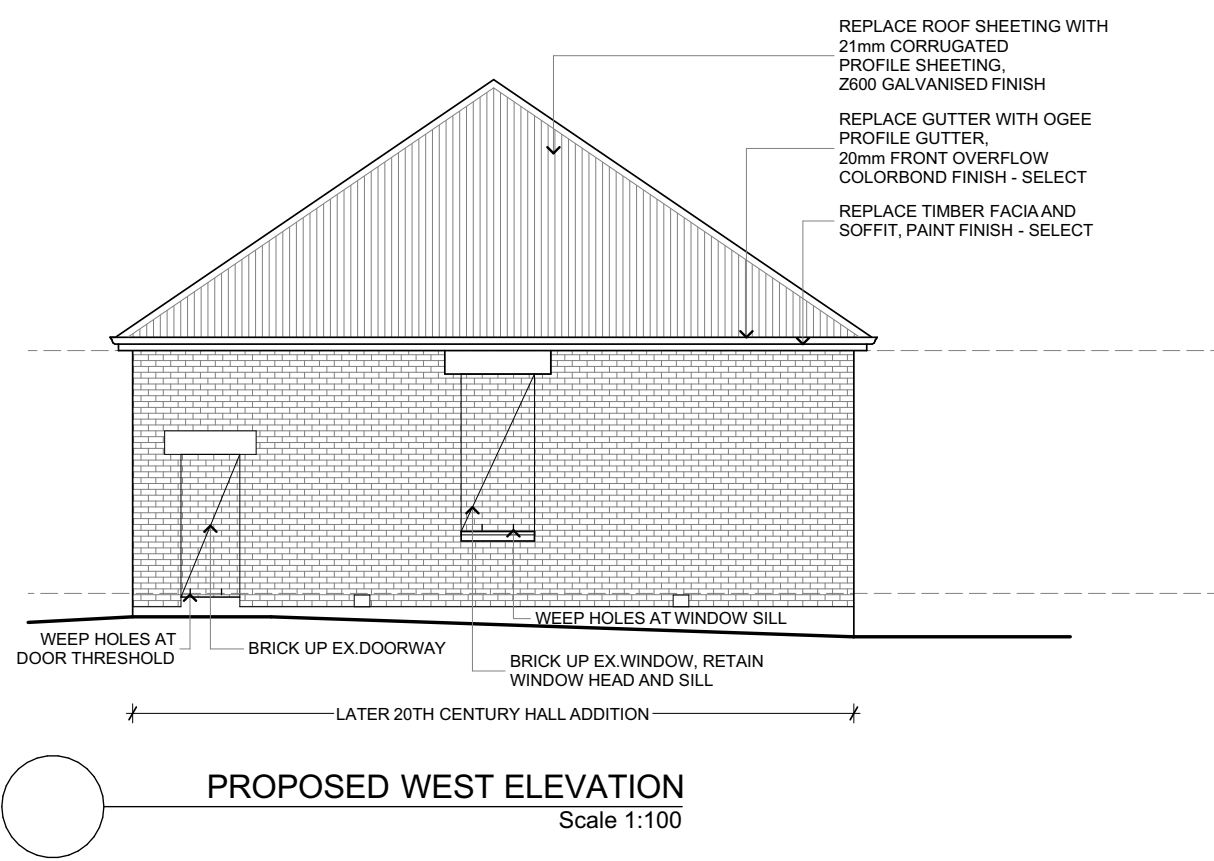
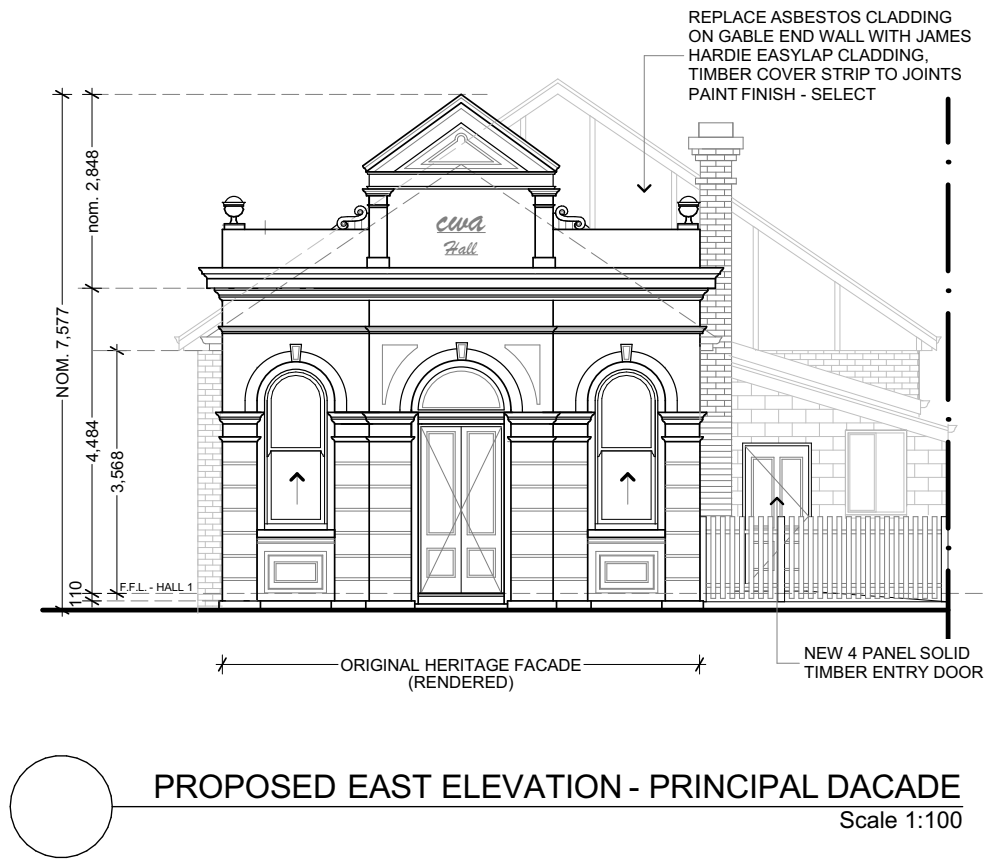
Exhibited



PROPOSED FLOOR PLAN
Scale 1:100

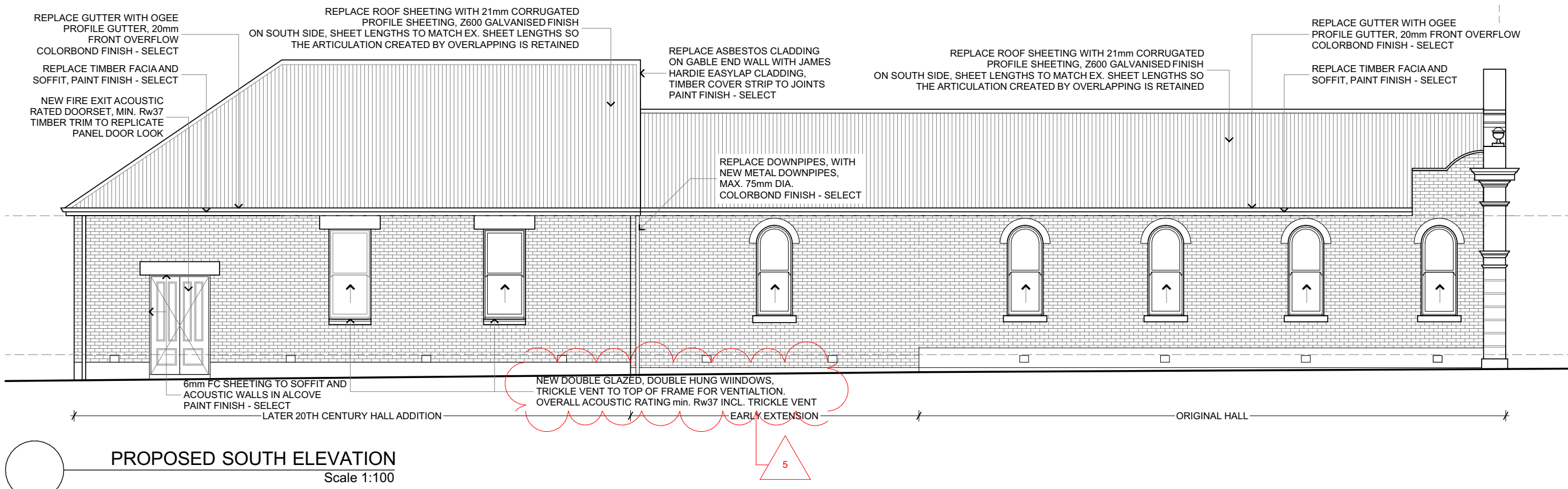
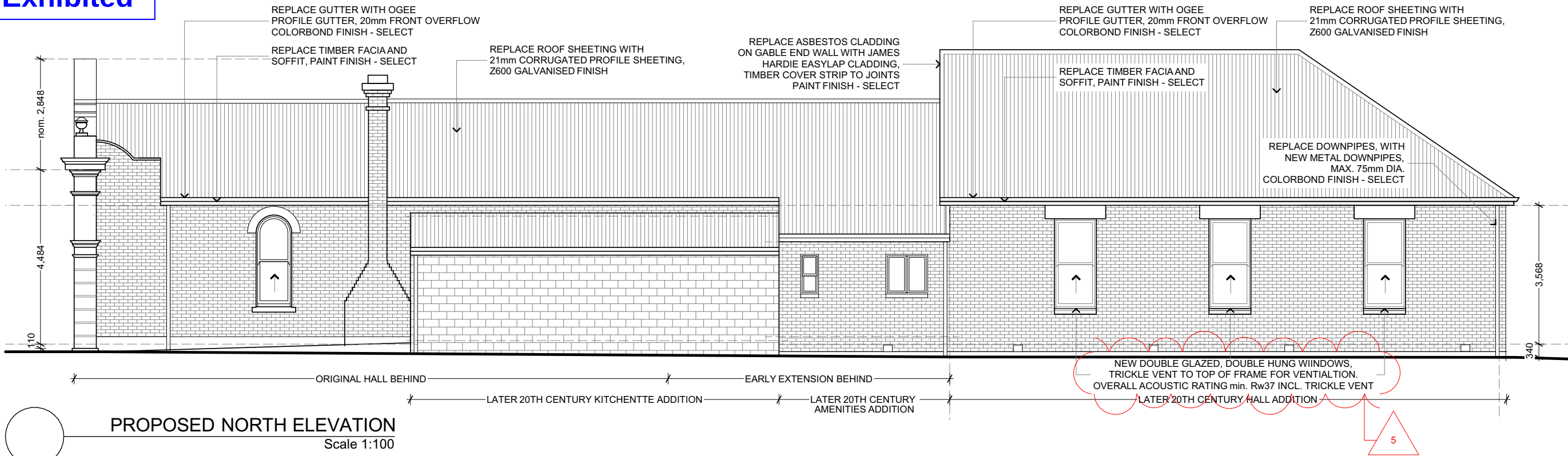
CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - ALTERATIONS ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301 CLIENT: MR. ROWAN JAMES	drawing PROPOSED FLOOR PLAN scale (A3 paper) date 23/06/2026 dwg #	A04_RevC	7/59 WILLIAM STREET LAUNCESTON TAS 7250 P: 03 6334 4899 E: admin@denman.studio	DAVID DENMAN + ASSOCIATES denman.studio / architects
	A	2	CLIENT REVIEW	21/05/2026					
	B	3	CLIENT REVIEW	22/05/2026					
	C	4	MINOR WORKS APPLICATION	23/06/2026					

Exhibited



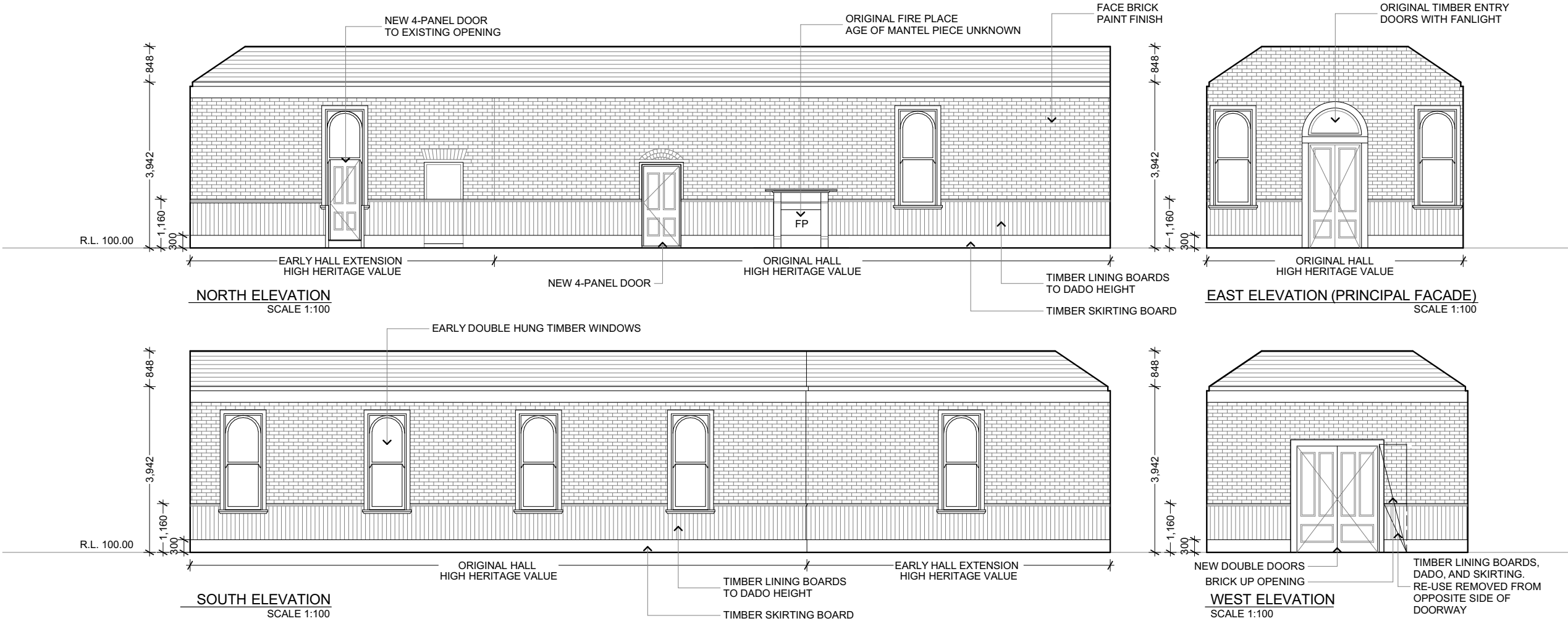
CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - ALTERATIONS ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301 CLIENT: MR. ROWAN JAMES	drawing PROPOSED ELEVATIONS scale (A3 paper) date 23/06/2026 dwg #	A05_RevA	7/59 WILLIAM STREET LAUNCESTON TAS 7250 P: 03 6334 4899 E: admin@denman.studio DAVID DENMAN + ASSOCIATES denman.studio / architects
	A	4	MINOR WORKS APPLICATION	23/06/2026				

Exhibited

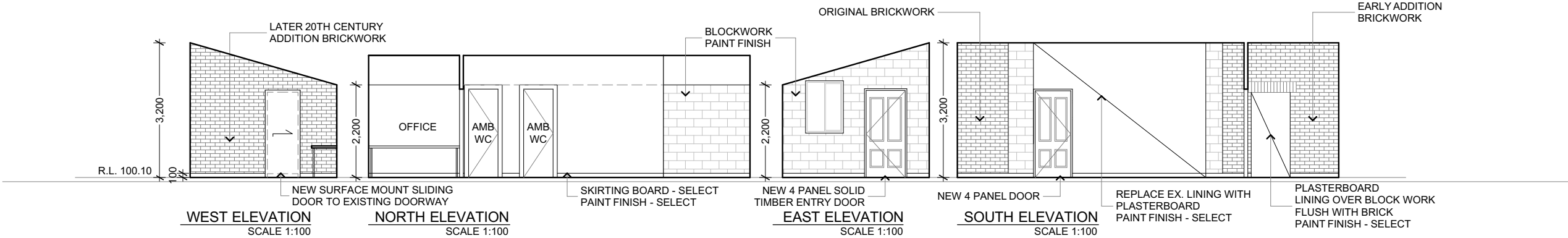


CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date	PROJECT: DRUID HALL - ALTERATIONS ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301 CLIENT: MR. ROWAN JAMES	drawing PROPOSED ELEVATIONS scale (A3 paper) date 21/07/2026 dwg #	A06_RevB	7/59 WILLIAM STREET LAUNCESTON TAS 7250 P: 03 6334 4899 E: admin@denman.studio	DAVID DENMAN + ASSOCIATES denman.studio / architects
	A	4	MINOR WORKS APPLICATION	23/06/2026					
	B	5	NEW WINDOW NOTE UPDATED TO INCL. TRICKLE VENT	21/07/2026					

Exhibited



HALL 1 - INTERNAL ELEVATIONS
(ORIGINAL HALL INCLUDING EARLY ADDITION - HIGH HERITAGE SIGNIFICANCE)



KITCHENETTE - INTERNAL ELEVATIONS
(LATER 20TH CENTURY EXTENSION LOW HERITAGE SIGNIFICANCE)

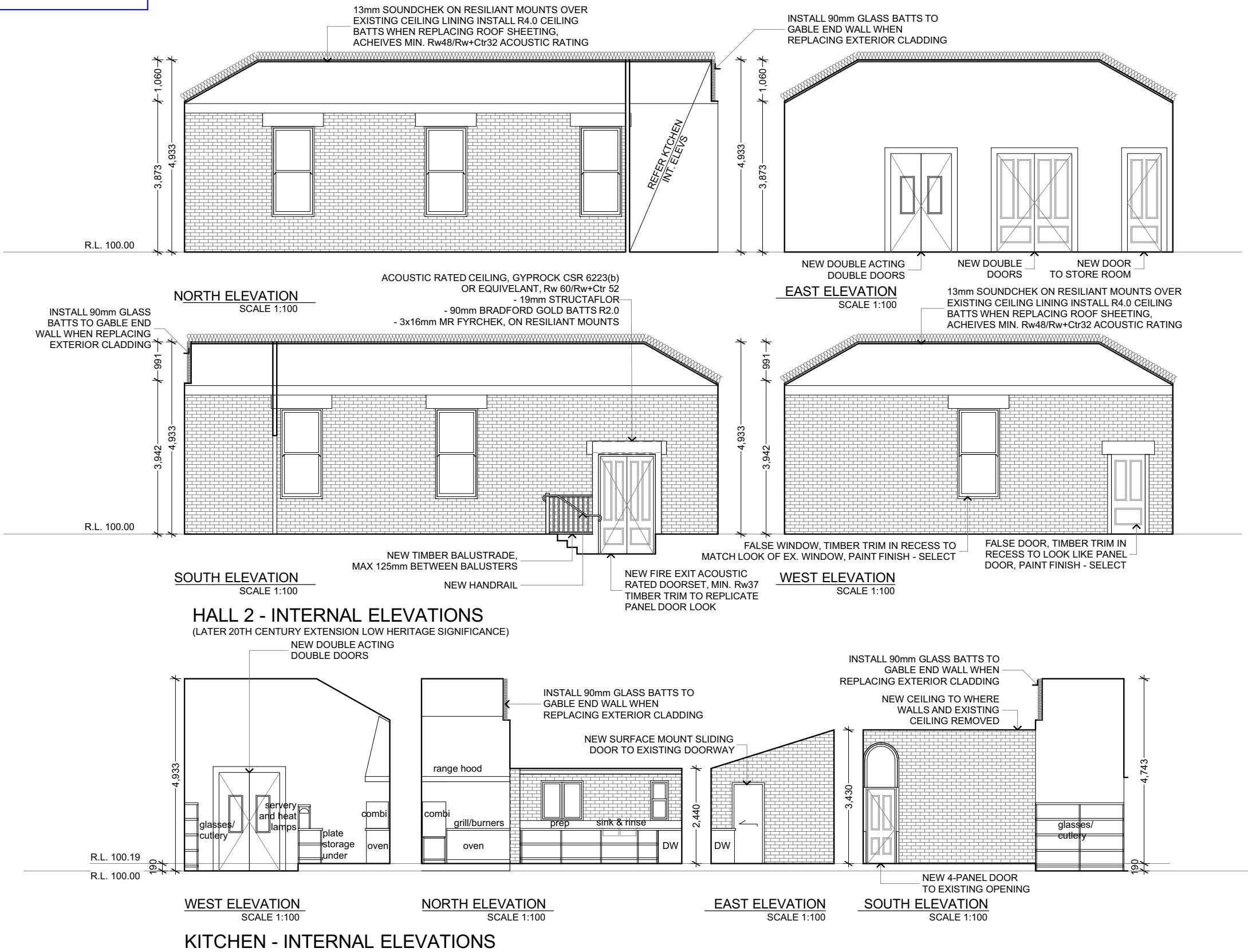
CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date
	A	4	MINOR WORKS APPLICATION	23/06/2026

PROJECT: DRUID HALL - ALTERATIONS
ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301
CLIENT: MR. ROWAN JAMES

drawing PROPOSED INTERNAL ELEVATIONS
scale (A3 paper)
date 23/06/2026
dwg # A07_RevA



Exhibited



CONCEPT PLAN NOT FOR CONSTRUCTION	Revision	Change ID	Description	Date
	A	4	MINOR WORKS APPLICATION	23/06/2026

PROJECT: DRUID HALL - ALTERATIONS
ADDRESS: 38 MARLBOROUGH STREET LONGFORD TAS 7301
CLIENT: MR. ROWAN JAMES

drawing PROPOSED INTERNAL ELEVATIONS
scale (A3 paper)
date 23/06/2026
dwg # A08_RevA



Exhibited

Traffic Impact Statement



19th May 2026

1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

Ms Christine Matheson
Principal Town Planner
Urban Strategies
c.matheson@urbanstrategies.com.au
epchobart@gmail.com

Dear Christine,

TRAFFIC IMPACT STATEMENT FOR 38 MARLBOROUGH STREET, LONGFORD

This traffic impact statement assesses the proposed access in terms of traffic engineering principles, the Tasmanian Planning Scheme – Meander Valley and Department of State Growth (DSG) requirements including:

- review of available sight distances and the speed environment,
- consideration of property access requirements,
- consideration of traffic safety for all road users.

Exhibited

Traffic Impact Statement



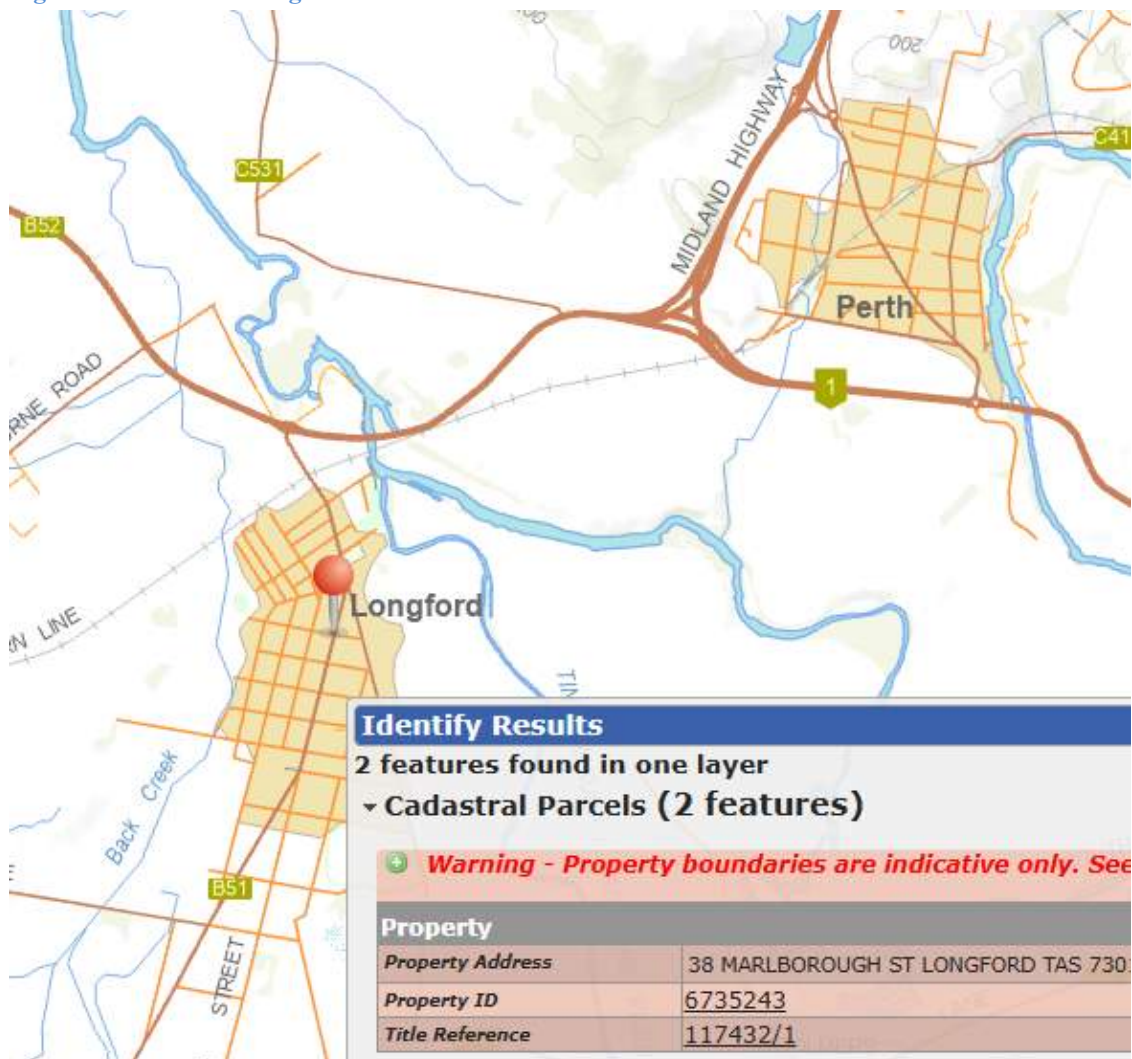
1. Background

1.1 Site Description

38 Marlborough Street, Longford is 1.6km South of Illawarra Main Road. Figure 1 shows the property location.

The property is some 418m² in area and consists of level ground with a Hall building covering some 385m² of the site. There is a driveway crossover on the Marlborough Street frontage with enough space for 1 car to park off street.

Figure 1 – 38 Marlborough Street



Source: The List, DPIPWE

Exhibited

Traffic Impact Statement



1.2 Proposed Development

The proposal is to renovate the building and facilities to operate as a function centre for weddings and celebrations. Figures 2 & 3 show the Council Road network and site. Figure 4 & 5 and Appendix A show the proposed plans.

Figure 2 – 38 Marlborough Street



Source: The List, DPIPWE

Figure 3 – Aerial view of 38 Marlborough Street



Source: The List, DPIPWE

Exhibited

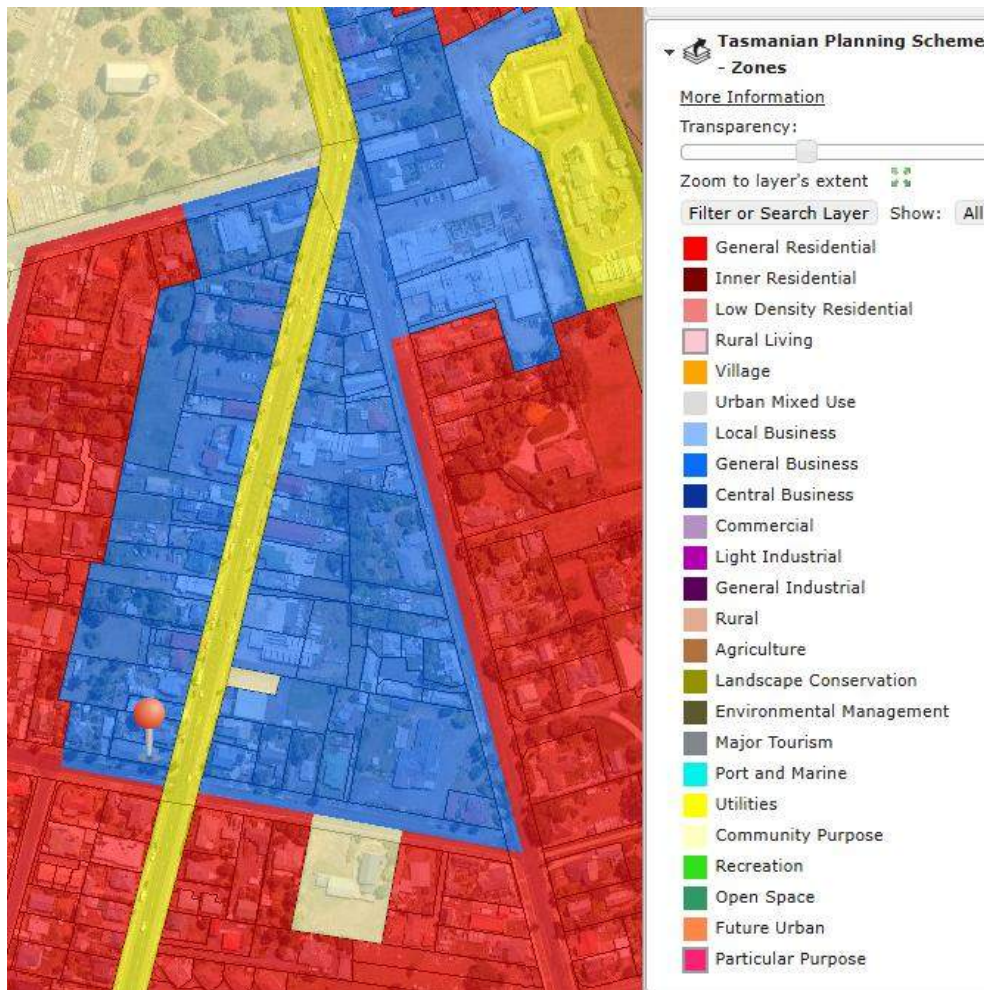
Traffic Impact Statement



1.3 Council Planning Scheme

Tasmanian Planning Scheme – Meander Valley land use zoning at 38 Marlborough Street is shown in Figure 5.

Figure 5 – The development site is zoned General Business



Source: *The List*, DPIPWE

1.4 Council Road Network Owner Objectives

Meander Valley Council (MVC) is the manager of High Street. MVC objectives are to maintain traffic safety and transport efficiency.

1.5 State Road Network Owner Objectives

Department of State Growth (DSG) is the manager of Marlborough Street. DSG objectives are to maintain traffic safety and transport efficiency.

Exhibited

Traffic Impact Statement



2. Existing Conditions

2.1 Marlborough Street

Marlborough Street (Poatina Main Road) is a Category 2 Freight Route on the State Road Hierarchy. The sign posted Speed Limit is 50 km/h and the street is part of the Tasmanian 26m B Double network, see Appendix B. The sealed road width is 15m wide from face to face of kerb with parking lanes and footpath both sides of the road. The road also has a median turn lane 2.3m wide.

2.2 High Street

High Street functions as a Residential Street in the Council Road Hierarchy. The General Urban Speed Limit of 50 km/h applies, and the street is not part of the Tasmanian 26m B Double network, see Appendix B. The sealed road width is 10.5m from face to face of kerb with footpath along the Northern side.

2.3 Marlborough Street / High Street intersection

The access approaches are shown in Figures 6 - 12.

Figure 6 – Aerial view of Marlborough Street / High Street intersection



In future the median turn lane could be extended to encapsulate the intersection, effectively providing a CHR(s) right turn facility.

Partial BAR right turn facility with total South bound lane width of 5.5m.

BAL facility.

Source: The List, DPIPWE

Exhibited

Traffic Impact Statement



Figure 7 – Marlborough Street Northern approach



Figure 8 – Marlborough Street Southern approach



Figure 9 – High Street Western approach



Exhibited

Traffic Impact Statement



Figure 10 – High Street Eastern approach



Figure 11– Looking right along Marlborough St from High St Western approach



Sight distance
right is >100m.

Figure 12– Looking left along Marlborough St from High St Western approach



Sight distance
left is > 100m.

Exhibited

Traffic Impact Statement



2.4 Access to 38 Marlborough Street

Approaches to 38 Marlborough Street are shown in Figures 13-14.

Figure 13 – Aerial view of accesses to 38 Marlborough Street



Source: *The List*, DPIPWE

Figure 14 – Elevation view of driveway access to 38 Marlborough Street



2.5 Traffic Activity

Marlborough Street (High Street intersection)

DSG has detailed survey data for sites 1.3km North and 1.5km South of High Street, see Appendix C. The estimated AADT at High Street has been estimated as the activity level midway between the Northern and Southern sites and is estimated as follows:

- 6,225 vpd (2018)
- 9,265 vpd (2036)
- estimated compound annual growth of 2.2% with 17% commercial vehicles.

High Street (Marlborough Street intersection)

TCS estimated AADT of 300vpd (2026) and with 0.5% compound annual growth would be 525 vpd (2036)

Exhibited

Traffic Impact Statement



2.6 Traffic Generation

2.6.1 Existing Use - Community Hall (385m2 GFA)

Currently the building is vacant but was formerly a dance studio.

There is capacity for:

- 120 attendees with 50 vehicle arrivals and 50 vehicle departures in the hours before and after the event i.e peak arrival and departure rates of 50 vph with 500 vpd.
- 6 staff with peak arrival and departure rates of 6 vph with 60 vpd.

i.e total peak hour traffic of 56 vph and annual average daily traffic of up to 560vpd

2.6.2 Proposed Use – Function Centre (385m2)

The proposed use is to operate the facilities as a function centre. The proposal is as follows:

- Operating hours Sunday to Thursday up to 9:30PM
- Friday & Saturday up to 11PM (guests off site).
- The expected maximum capacity/attendance is 120 persons.
- 3-6 staff (function dependent)

2.6.3 Traffic Generation Rates

NSW Guide to Transport Impact Assessment 2024

NSW guidelines for traffic generation do not nominate rates for function centres.

Accordingly, the NSW guideline methodology has been followed. Appropriate Land use trip generation estimation methods being:

- Average Method: based on NSW surveys and guideline rates.
- Benchmarking Method: based on survey data for similar situations.
- First Principles Method: based on proposed land use and situation.

Benchmarking Method

- Rocky Cape Function Centre (235m2 GFA & 200 guests)

Exhibited

Traffic Impact Statement



Activity	Frequency ¹	No. Attendees ²
Weddings	Unlimited and on a booking basis	200
General Events and Functions	Unlimited on a booking basis	200 or limited by Temporary Occupancy Permit issued under the <i>Building Act 2016</i>

Traffic generation of 80 vehicle arrivals and 80 vehicle departures in the hours before and after the event i.e peak arrival and departure rates of 80vph.

- Careys Road Function Centre, Sheffield (350m2 GFA & 150 guests)**

Facility caters for:

- Night/large events (e.g. weddings) running later than 7pm would be limited to 30 per year with a maximum of 150 people each.
- Day time events (between 9am – 7pm) would not have a limit but expected frequency of events with more than 30 people (up to 150 people) about 2 per week.

Traffic Generation for 150 attendees with 60 vehicle arrivals and 60 vehicle departures in the hours before and after the event i.e peak arrival and departure rates of 60vph.

Estimated Traffic Generation for 38 Marlborough St proposed Function Centre use (385m2 GFA & 120 guests)

There is capacity for:

- 120 attendees with 50 vehicle arrivals and 50 vehicle departures in the hours before and after the event i.e peak arrival and departure rates of 50 vph with 500 vpd.
- 6 staff with peak arrival and departure rates of 6 vph with 60 vpd.

i.e total peak hour traffic of 56 vph and annual average daily traffic of up to 560vpd.

Estimated Change in traffic due to proposal (340m2 GFA & 120 guests)

Traffic generation capacity for the building as a Community Hall and as a Function Centre are assessed to be the same as there is minimal change in traffic generation capacity.

Exhibited

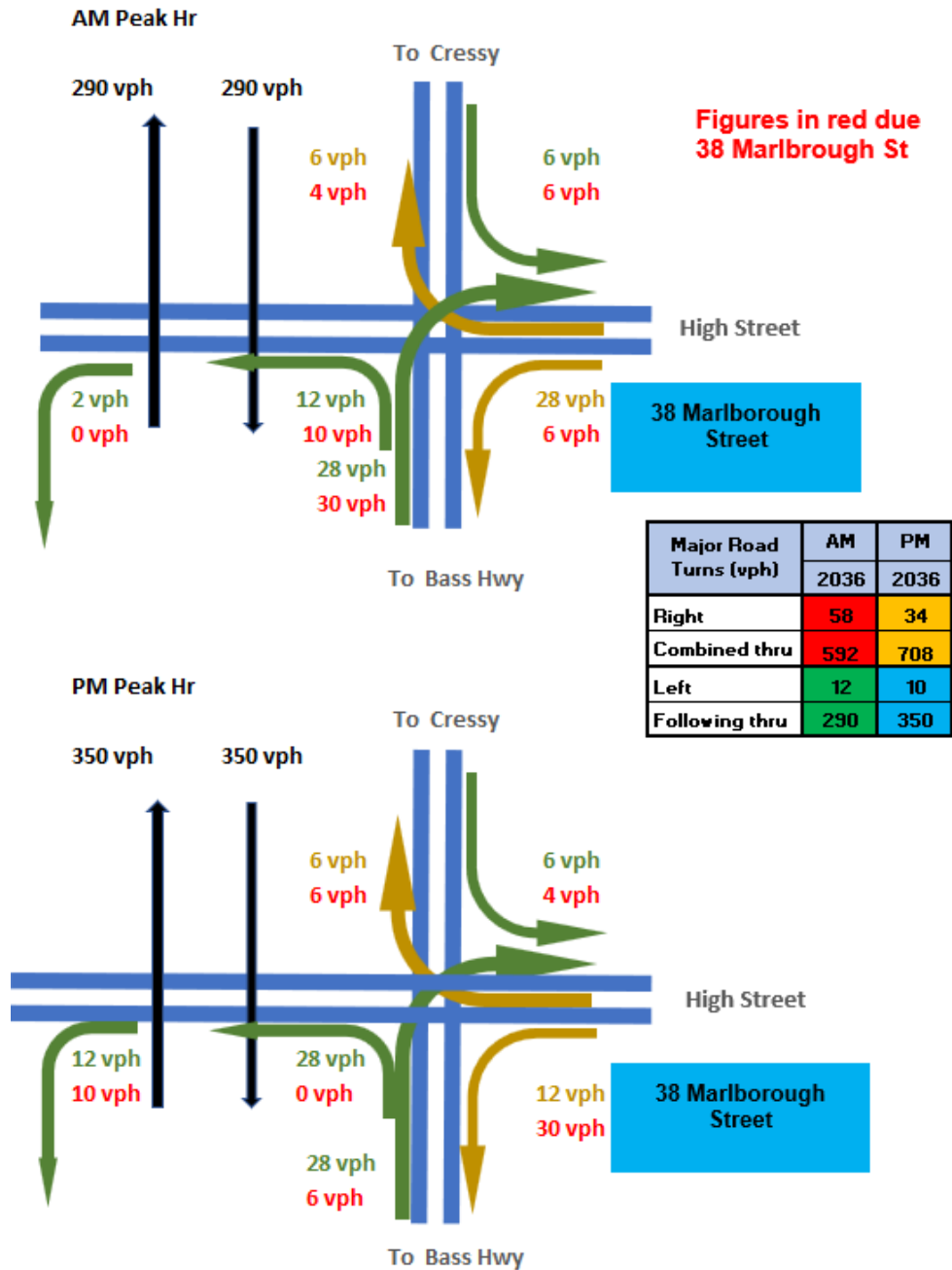
Traffic Impact Statement



2.7 Traffic Assignment

Estimated traffic assignment 2036 for full development of the site is based on maximum on street parking demand of some 50 spaces catering for guests and staff. Figure 15.

Figure 15 – 38 Marlborough Street access 2036



Exhibited

Traffic Impact Statement



2.8 Road Safety Review

From review of the site and surrounding road network no traffic safety concerns were identified. The proposed on-street access arrangements are considered suitable and safe for the proposed use and estimated traffic.

2.9 Safe System Assessment

The Marlborough and High Street approaches to the proposed access have been assessed with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Road users are considered along with the most common crash types. The crash risk score is an indication of how well the infrastructure being assessed satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

From safe system assessment, the approach roads were found to be well aligned with the safe system objective with crash risk scores of:

- Marlborough St - 42/448 (Low crash risk)
- High St – 15/448 (Very low crash risk)

See Figure 16 and Appendix D for assessment details.

Figure 16 – Austroads SSA alignment between crash score & risk



Exhibited

Traffic Impact Statement



2.10 Junction warrant

Junction layout requirements are based on Austroads Guidelines which take into account the standard of the road, speed limit, through & side road traffic i.e. Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings – 2020.

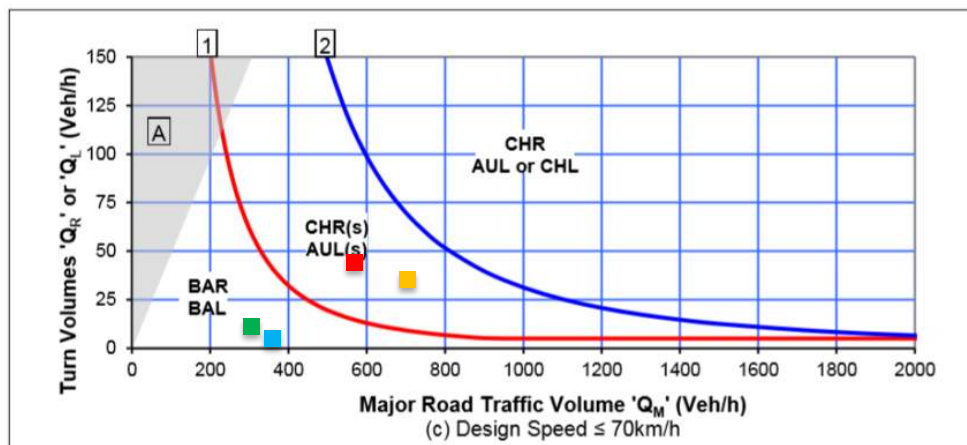
Marlborough / High Street junction

Figure 17 shows that technically in accordance with Austroads junction warrants:

- a Channelised Right Short (CHR(s)) right turn facility is warranted by 2036.
- a Basic Left (BAL) turn facilities.

As can be seen in Figure 6 the intersection has Partial BAR and a Basic Left (BAL) facilities. In future the median turn lane could be extended to encapsulate the intersection, effectively providing a CHR(s) right turn facility.

Figure 17 – Austroads Warrant for Marlborough Street / High Street Intersection 2036.



Source: Austroads GTM Part 6-2020

Major Road Turns (vph)	AM	PM
	2036	2036
Right	58	34
Combined thru	592	708
Left	12	10
Following thru	290	350

Exhibited

Traffic Impact Statement



2.11 Sight Distance Assessment

The existing accesses satisfy sight distance criteria, see Figure 18.

Figure 18 – Sight Distance summary

Access / Intersection	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance			
			Austroads SISD (m)	Available		AS/NZS 2890.1 SSD (m)
				Left(m)	Right(m)	
Marlborough /High Street (West)	50	50	97	> 100	> 100	NA

Austroads Compliant.

2.12 Impacts on the environment and road users

The proposal will have negligible impact on road users provided the recommendations are implemented.

2.12.1 Environment

- No adverse environmental impacts are anticipated in terms of:
 - Noise, vibration, visual impact and residential amenity
 - Ecological Impacts, Heritage and Conservation
- Additional street lighting is not required.

2.12.2 Road users

- Public Transport – No impact.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists - No impact.

Exhibited

Traffic Impact Statement



2.12.3 Liveability, Safety and Amenity Guidelines

Guidelines for the safety and amenity of a residential areas include:

- Residential precincts need to be bounded by traffic routes and/or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cyclist and pedestrian demands should be catered for separately using path or cycle networks.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with > 3,000 vpd passing traffic.

These guidelines are from *TE&M Chapter 2.2: Design of New Urban Networks*.

High Street has estimated AADT of 300vpd. The Community Hall or Function Centre can add up to 560vpd i.e resulting in less than 1,000vpd on High Street and impacting less than 5% of residences in the nearby residential enclave of Longford.

The proposal is very similar to the current use and satisfies the liveability, safety and amenity targets described above.

Exhibited

Traffic Impact Statement



3. Department of State Growth Requirements

Proposals involving access to State Roads require DSG consideration as the road owner. The following DSG involvements may be required:

3.1 DSG review of TIAs / TISs

These reviews are required to:

- Assess proposals & whether the TIA prepared satisfies DSG requirements.
- resolve any issues so the TIA can be finalised.
- enable the TIA endorsement provided by DSG to be communicated to Council as part of the Development application process.

These reviews are usually arranged by the TIA author. The email address for submissions is:

Development@stategrowth.tas.gov.au

3.2 Crown Landowner Consent

A DSG Crown landowner consent application is required if there is a proposed planning application to be lodged with the local Council and the subject land is accessed from a State Road. The website for Crown Landowner Consent is:

https://www.transport.tas.gov.au/road/permits/crown_landowner_consent/

3.3 Access Works Permits

Developers must obtain an access works permit from DSG for proposed work within a state road reservation. Applications need to include:

- suitably design plans detailing the proposal and any services affected.
- relevant design calculations for stormwater and pavement design
- a traffic impact assessment

The website for access works permit applications is:

<https://www.transport.tas.gov.au/road/permits/road-access>

3.4 Summary of DSG requirements

For the proposal considered in this TIS the requirements are:

- DSG acceptance of this TIS is attached in Appendix E.
- DSG will clarify if Crown Landowner Consent is required. Make application via the website https://www.transport.tas.gov.au/road/permits/crown_landowner_consent/

Exhibited

Traffic Impact Statement



4. TPS – Meander Valley

4.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1: The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- (a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,
- (b) The site is contained within a parking precinct plan and subject to Clause C2.7,
- (c) The site is subject to Clause C2.5.5; or
- (d) It relates to an intensification of an existing use or development or a change of use where:
 - i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or
 - ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

$$N=A+(C-B)$$

N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1

Table C2.1 requires parking for Community Hall and Function Centre facilities as shown in Figure 19. Essentially the Table C2.1 parking requirements are the same for the existing and proposed uses meaning no spaces need to be specifically provided with the proposal.

Figure 19 also demonstrates there is ample on street parking within reasonable walking distance (100m) to cater for on street parking demand arising from a 120 guest functions. **A1 is satisfied.**

Exhibited

Traffic Impact Statement



Figure 19 – Car Parking Summary

Site	Off Street parking spaces (Table C2.1 requirement)				
	A	B	C	$N = A + (C - B)$	Proposed
	Existing use - Community Hall	Existing Community Hall Table C2.1	Proposed Use Function Centre required Table C2.1	Required	Existing
	Spaces	1 space / 15m ² or 3 seats	1 space / 15m ² or 3 seats		
38 Marlborough Street (385m ²).	1	26	26	1	1

Street	Approach (100m)	Side	On Street parking		
			Supply	Demand	Available
Marlborough	Northern	East	7	3	4
		West	9	8	1
	Southern	East	9	0	9
		West	8	4	4
Total			33	15	18
High	Western	North	10	0	10
		South	4	0	4
	Eastern	North	7	1	6
		South	7	0	7
Total			28	1	27
Overall Total			61	16	45

On Street Parking overview (within 100m of the site)

A total of 45 spaces are free during the day

At least 50 spaces are free outside normal working hours

On Street Parking overview (within 150m of the site)

At least 70 spaces are free during the day

At least 80 spaces are free outside normal working hours

Minimum required of C2.5.1 is 26 car parking spaces and on street capacity easily satisfies the minimum requirement.

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Traffic Impact Statement



C2.5.2 Bicycle parking numbers

Acceptable Solution A1: Bicycle parking spaces must:

- (a) Be provided on the site or within 50m of the site; and
- (b) Be no less than the number specified in Table C2.1.

Table C2.1 required parking for function centres is 1 space / 50m² of floor area or 40 seats whichever is greater. Accordingly, for a 385m² floor area, 8 bicycle parking spaces are required. Proposal is to make space available for some 3 or 4 bicycle parking spaces.

A1 is not satisfied.

Performance Criteria P1: Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

- (a) The likely number of users of the site and their opportunities and likely need to travel by bicycle; and

Function centre users will typically not attend by bicycle for the likely functions e.g. weddings, parties and celebrations

- (b) The availability and accessibility of existing and any planned parking facilities in the surrounding area.

On the odd occasion that guests arrive by bicycle, there is space of 3 or 4 bicycles to park. If more space is required, informal space would be made available. **P1 is satisfied.**

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1: The number of on-site motorcycle parking spaces for all uses must:

- (a) Be no less no less than the number specified in Table C2.4. and
- (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle spaces is maintained.

There is no requirement for motorcycle parking spaces where there are less than 21 car parking spaces. **A1 is satisfied.**

C2.5.4 Loading Bays

Acceptable Solution A1: A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.

Not applicable as the proposed existing floor area is 385m². There is sufficient kerbside space in High Street to accommodate deliveries to the site,

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Traffic Impact Statement



C2.6.1 Construction of parking areas

Acceptable Solution A1: All parking, access ways, manoeuvring and circulation spaces must:

- (a) be constructed with a durable all-weather pavement,
- (b) be drained to the public stormwater system, or contain stormwater on the site; and
- (c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone, and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

No off-street parking is proposed or required. **A1 is satisfied.**

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: Parking, accessways, manoeuvring and circulation spaces must
All parking, access ways, manoeuvring and circulation spaces must either:

- (a) comply with the following:
 - i. have a gradient in accordance with Australian Standard AS 2890 Parking facilities.
 - ii. Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces
 - iii. Have an access width not less than the requirements in Table C2.2.
 - iv. Have car parking space dimensions satisfying Table C2.3.
 - v. Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.
 - vi. Have a vertical clearance of not less than 2.1 metres above the parking surface.
 - vii. Excluding a single dwelling, be delineated by line marking or other clear physical means.

(b) comply with Australian Standard AS2890 – Parking Facilities Parts 1-6. Satisfied.

No off-street parking is proposed or required. **A1.1 is satisfied.**

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Traffic Impact Statement



Acceptable Solution A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) Be located as close as practical to the main entry point to the building. Satisfied.*
- (b) be incorporated into the overall car park design. Satisfied.*
- (c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.*

No off-street parking is proposed or required. **A1.2 is satisfied.**

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1: The number of accesses provided for each frontage must:

- (a) be no more than 1; or*
- (b) no more than the existing number of accesses whichever is greater.*

The proposal involves use of the existing on street parking for access. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1: Applies to uses that require 10 or more car parking space must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways/ parking aisles, by:

- i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
- ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*

(b) be signed & line marked at points where pedestrians cross access ways or parking aisles.

No off-street parking is required and no footpaths are proposed. There are existing footpaths along both street frontages. **A1.1 is satisfied.**

C2.6.6 Loading Bays

Acceptable Solution A1: The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities, for the type of vehicles likely to use the site.

No loading bays are required. **A1 is satisfied.**

Exhibited

Traffic Impact Statement



4.2 Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.

Acceptable Solution A1.1: Not applicable as the roads are not Category 1.

Acceptable Solution A1.2 – *For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

This Traffic Impact Statement provides advice to Council and DSG to inform Road Authority decision making regarding the proposal.

Acceptable Solution A1.3: Not applicable as rail-line is affected.

Acceptable solution A1.4:

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing will not increase by more than:

- (a) *The amounts in Table C3.1*
- (b) *Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and*

Marlborough Street

Marlborough Street (Poatina MR), a State Road, has a moderate AADT estimated at 6,225vpd within a low-speed environment (50km/h) and as such is classed *major road* for purposes of Table C3.1 with acceptable increase in AADT of 10% or 10vpd whichever is the greater.

The proposed land use does not change estimated traffic generation on Marlborough Street.

High Street

High Street, a Council Road, has a low AADT estimated at 300 vpd within a low-speed environment (50km/h) and low AADT residential street and as such is classed *other road* for purposes of Table C3.1 with acceptable increase in AADT of 20% or 40vpd whichever is the greater.

The proposed land use does not change estimated traffic generation on High Street.

A1.4 is satisfied.

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Traffic Impact Statement



A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

Vehicles do not need to enter and exit the site. **A1.5 is satisfied.**

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

Not applicable as the proposal does not involve sensitive use.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve sensitive use.

Exhibited

Traffic Impact Statement



5. Recommendations and Conclusions

This traffic impact statement (TIS) has been prepared to assess the proposed Function Centre at 38 High Street, Longford.

Existing road conditions have been reviewed including the existing access, speed environment and available sight distances.

It is assessed that the proposal has capacity to generate 560vpd with 56vph during the AM and PM peaks respectively which will have a minor impact on traffic safety and capacity for all road users.

Evidence is provided that the proposal satisfies Tas. Planning Scheme – Northern Midlands - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

There is ample on street parking (45 spaces during the day) within reasonable walking distance of the property to cater for estimated demand (26 spaces), see Figure 19.

The proposal satisfies the liveability, safety and amenity targets, see Section 2.12.3 of this report.

DSG advice of acceptance of this TIS is attached in Appendix E.

Recommendations:

- ***There are no recommendations.***

Overall, it has been concluded that the proposal will not create any traffic issues and traffic will be able to continue to operate safely and efficiently along Marlborough Street and High Street. Based on the finding of this report and subject to the recommendations above, the proposal is supported on traffic grounds.

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Traffic Impact Statement



6. Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 38 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Burk', is shown within a rectangular box.

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Appendices

Appendix A – Concept Plans

Appendix B – Tas. 26m B Double Network

Appendix C – Traffic Survey Data

Appendix D – Safe System Assessment

Appendix E – DSG Advice

Exhibited

Traffic Impact Statement



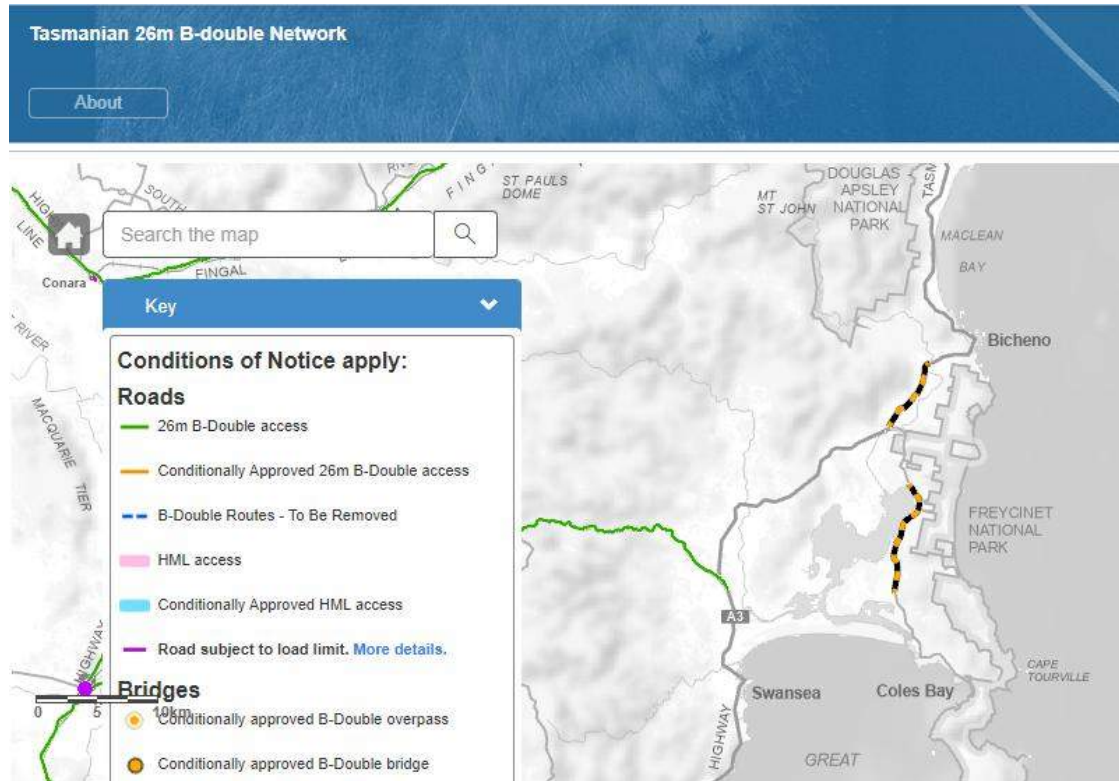
Appendix A – Concept Plans

Exhibited

Traffic Impact Statement



Appendix B – Tas. 26m B Double Network



Exhibited

Traffic Impact Statement



Appendix C – Traffic Survey Data

Poatina Main Rd (370m Sth of Illawarra Rd or 1.3km Nth of High St)

A1604100 - Poatina Main Road 370m S Of Illawarra MR

City: Longford

Route number: A1604

Site Data


50
km/h


Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	5,751	5,389	37,589
South	5,788	5,407	37,654
Total	11,539	10,795	75,243

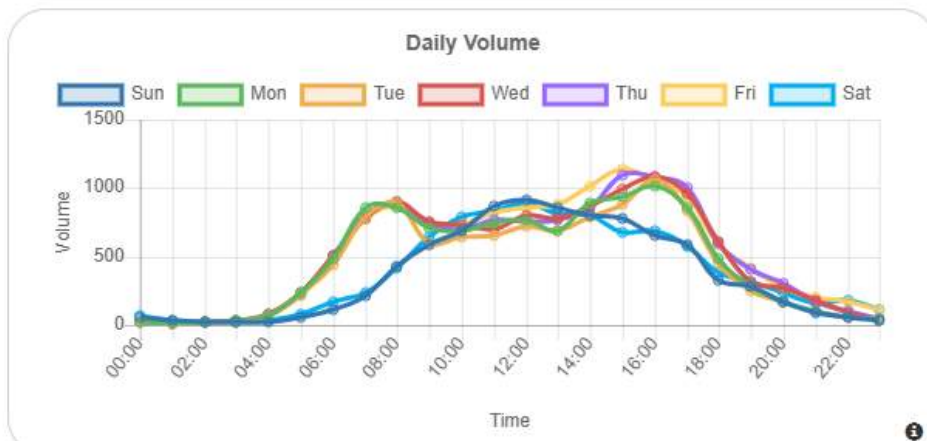
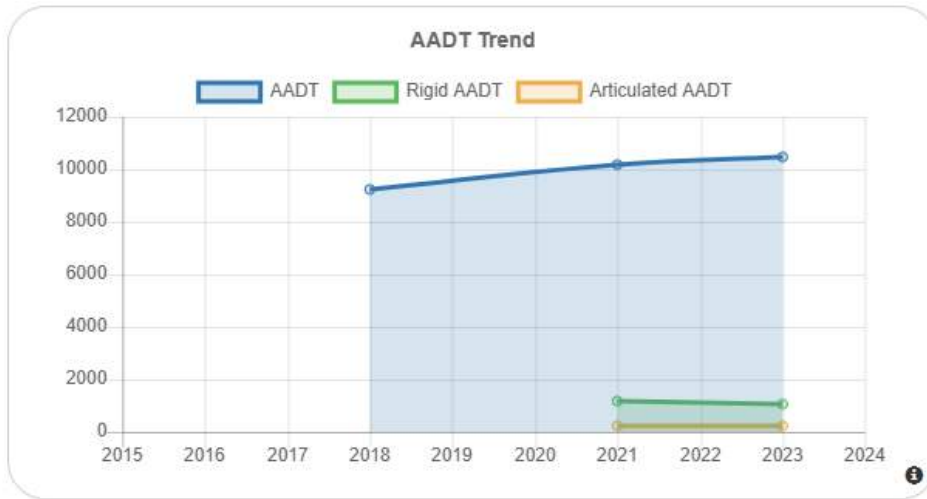
3

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	-	-	-	9,255	-	-	10,156	-	10,443	-
% HV	-	-	-	10.2%	-	-	14.3%	-	12.5%	-

Exhibited

Traffic Impact Statement



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Traffic Impact Statement



Poatina Main Rd (190m Sth of Cracroft St or 1.5km Sth of High St)

A1604120 - Poatina Main Road 190m S Of Cracroft St

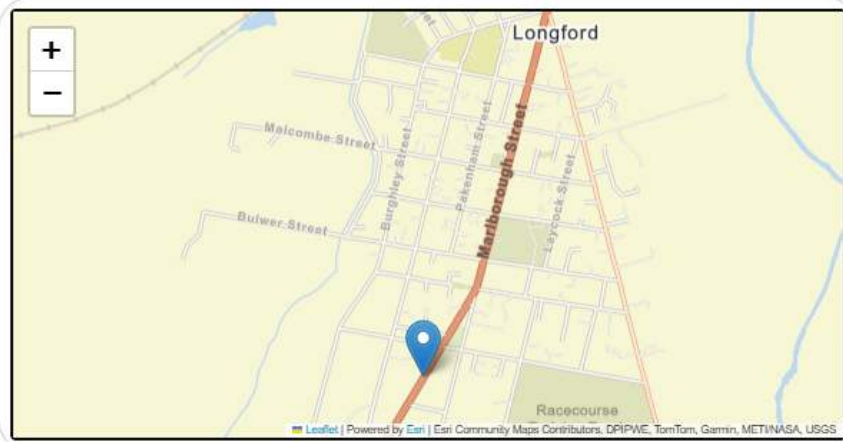
City: Longford

Route number: A1604

Site Data



80
km/h



Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	2,000	1,811	12,197
South	2,043	1,855	12,450
Total	4,043	3,666	24,647

Annual Statistics

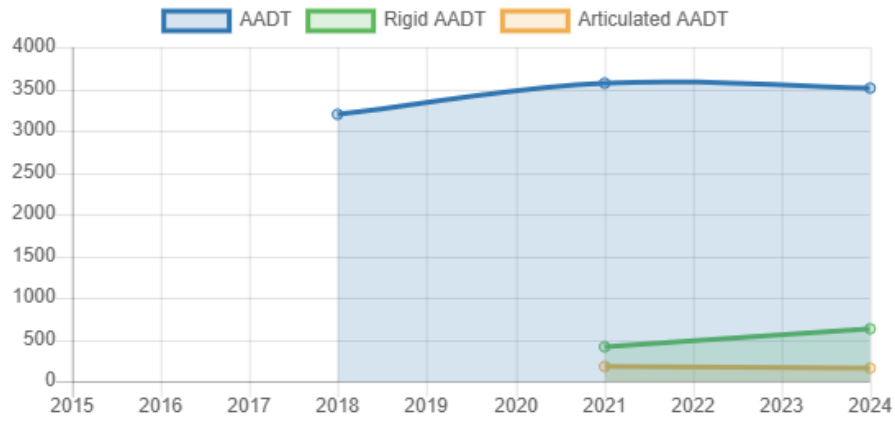
Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	-	-	-	3,196	-	-	3,572	-	-	3,517
% HV	-	-	-	14.3%	-	-	16.4%	-	-	22.6%

Exhibited

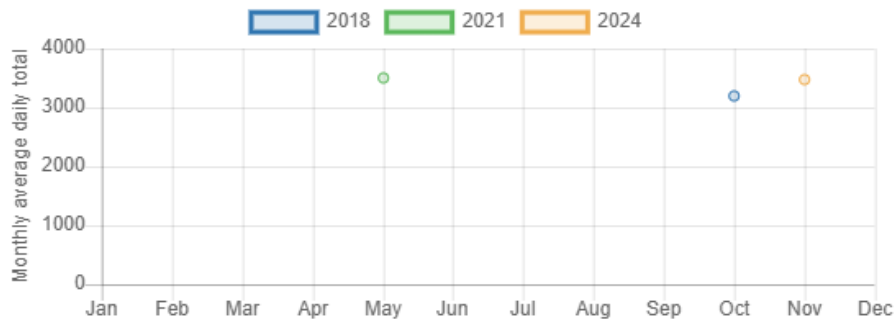
Traffic Impact Statement



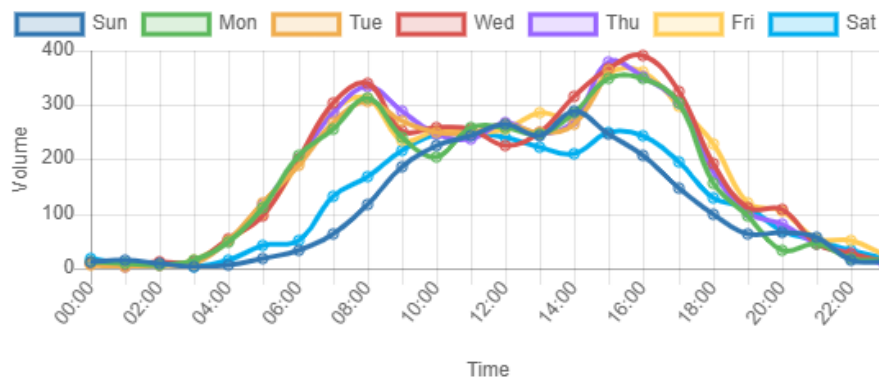
AADT Trend



Monthly average daily total



Daily Volume



Exhibited

Traffic Impact Statement



Appendix D – Safe System Assessment

Safe System Assessment		Marlborough Street (approaching #38)						
Exposure	Justification (AADT 6,225 vpd)	Run-off-road	Head-on	Intersection	Access to #38	Pedestrian	Cyclist	Motorcyclist
	Score / 4	3	3	3	3	3	3	3
Likelihood	Justification	15m wide road face to face of kerb, straight and flat alignment with street lighting	15m wide road face to face of kerb, straight and flat alignment with street lighting	Partial BAR	15m wide road face to face of kerb, straight and flat alignment with street lighting	Footpaths both sides	15m wide road face to face of kerb, straight and flat alignment with street lighting	15m wide road face to face of kerb, straight and flat alignment with street lighting
	Score / 4	1	1	2	1	1	1	1
Severity	Justification (50km/h Speed environ.)	Low Speed	Low Speed	Low Speed	Low Speed	Moderate to High speed for vulnerable road users	Moderate to low speed for vulnerable road users	Moderate to low speed for vulnerable road users
	Score / 4	1	1	1	1	3	3	3
Product	Total Score / 64	3	3	6	3	9	9	9
	Total / 448							42



Safe System Assessment			High St (approaching #38 Marlborough St)					
Exposure	Justification (AADT 300 vpd)	Run-off-road	Head-on	Intersection	Access to #38	Pedestrian	Cyclist	Motorcyclist
		Low traffic volume , no reported crashes in 5 years	Low traffic volume , no reported crashes in 5 years	Marlborough Street has AADT of 6,225vpd (2026) which is a moderate to high traffic volume with no reported crashes	Pedestrian only	Low pedestrian activity, no reported crashes in 5 years.	Low cyclist activity, no reported crashes in five years	Low motorcyclist activity, no reported crashes in 5 years.
	Score / 4	1	1	3	1	1	1	1
Likelihood	Justification	15m wide road face to face of kerb, straight and flat alignment with street lighting	15m wide road face to face of kerb, straight and flat alignment with street lighting	Partial BAR	15m wide road face to face of kerb, straight and flat alignment with street lighting	Footpaths both sides	15m wide road face to face of kerb, straight and flat alignment with street lighting	15m wide road face to face of kerb, straight and flat alignment with street lighting
	Score / 4	1	1	2	1	1	1	1
Severity	Justification (40km/h Speed environ.)	Low Speed	Low Speed	Low Speed	Low Speed	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users
	Score / 4	1	1	1	1	2	2	2
Product	Total Score /64	1	1	6	1	2	2	15

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Traffic Impact Statement



Appendix E – DSG Advice

RE: 38 Marlborough St (Poatina Main Rd) TIS



Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
To: Richard Burk



1:01 PM

Start your reply all with:

Thank you for your confirmation.

Thank you!

Great, thank you so much!

Feedback

Our Reference: D26/146853

Dear Richard,
Thank you for your email and Traffic Impact Statement (TIS).

Following a review, your TIS is accepted.

If you have any further queries regarding this matter, please let me know.

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer

Traffic Engineering | Network Management
Transport Policy & Planning Division | Department of State Growth
11A Goodman Court, INVERMAY TAS 7248 | GPO Box 536, Hobart TAS 7001
Ph. (03) 6777 1951 | Mb. 0439 101 614
www.stategrowth.tas.gov.au

Courage to make a difference through
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My current work pattern:

Monday	Tuesday	Wednesday	Thursday	Friday
Office	Office	Office	WFH	WFH

From: Richard Burk <richard.burk@trafficandcivil.com.au>

Sent: Tuesday, 19 May 2026 10:06 AM

To: Development <Development@stategrowth.tas.gov.au>

Subject: 38 Marlborough St (Poatina Main Rd) TIS

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Tarkarri Engineering

Air Quality • Acoustics • Environment • Vibration



Technical Memo

24 July 2026

Urban Strategies
Lvl 1, The Ice Cream Factory, West Village
97 Boundary St,
West End, QLD 4101

7161_AC_R_R2
AJM/HJH

Attn: Ms Christine Matheson

Dear Madam,

RE: 38 Marlborough St, Longford acoustic assessment.

Please find below our technical memo report regarding an environmental noise assessment of proposed use of 38 Marlborough St, Longford, for Community Meeting and Entertainment Use (Function Centre).

1. INTRODUCTION

Tarkarri Engineering was commissioned by Urban Strategies (US) to provide an environmental noise assessment of at 38 Marlborough St, Longford as a Community Meeting and Entertainment Use (Function Centre)

The proposed venue seeks use of the space for events outside of the acceptable solution hours of operation under the Tasmanian Planning Scheme (TPS) for the General Business zone that the building is located in. With residential zoned land in close proximity the Performance Criteria under the relevant TPS condition applies.

This assessment considers Performance Criteria P1(b) with regard to noise of condition 15.3.1 of the TPS which is provided below for reference.

Objective:	That uses do not cause an unreasonable loss of amenity to residential zones.
Acceptable Solutions	Performance Criteria
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.

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Tarkarri Engineering Pty Ltd
ABN 98 009 561 488
PO Box 506 Kings Meadows
Tasmania 7249 Australia

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Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

This assessment address noise generated by use of the venue including amplification noise inside the venue (e.g. music), patrons departing at the end of an event and traffic noise from departing vehicles at the end of an event.

1.1 Legislative context

The *Environment Protection Policy (Noise) 2009* (Noise EPP) (made under section 96K of the *Environmental Management and Pollution Control Act 1994*) is a framework for noise management in Tasmania through the setting out of objectives and principles for noise control with human health as a value to be protected.

The environmental values identified in the Noise EPP are the qualities of the acoustic environment that are conducive to:

- the wellbeing of the community or a part of the community, including its social and economic amenity; or
- the wellbeing of an individual, including the individual's –
 - health; and
 - opportunity to work and study and to have sleep, relaxation and conversation without unreasonable interference from noise.

The policy aims to protect environmental values and states that these '...will be protected for the majority of the human population where ... acoustic environment indicator levels are not exceeded.' Those indicator levels relevant to this study is presented below for reference.

Table 1 – Acoustic environment indicator levels

Specific environment	Critical health effect(s)	L _{Aeq} [dB(A)]	Time base [hours]	L _{Amax} ^{fast} [dB]
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

The above indicator level will be utilised here for assessment of impact on amenity in conjunction with existing ambient noise levels. It is noted that the time base for the L_{Aeq} indicator level is 8-hours. This assessment will consider a more conservative shorter duration time basis (i.e. 10-minutes).

2. SITE DESCRIPTION

38 Marlborough St, Longford, is located on the corner of Marlborough St and High St in Longford on land zoned General Business. Noise sensitive premises on land zoned General Residential are present within 50 m of the proposed venue on the south and west while residential properties in the General Business zone are present to the west, east and north.

Figure 2-1 presents an aerial view showing 38 Marlborough St, Longford, and the surrounding land zoning. Figure 2-2 presents the proposed building floor plan and external elevations for 38 Marlborough St, Longford.

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Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

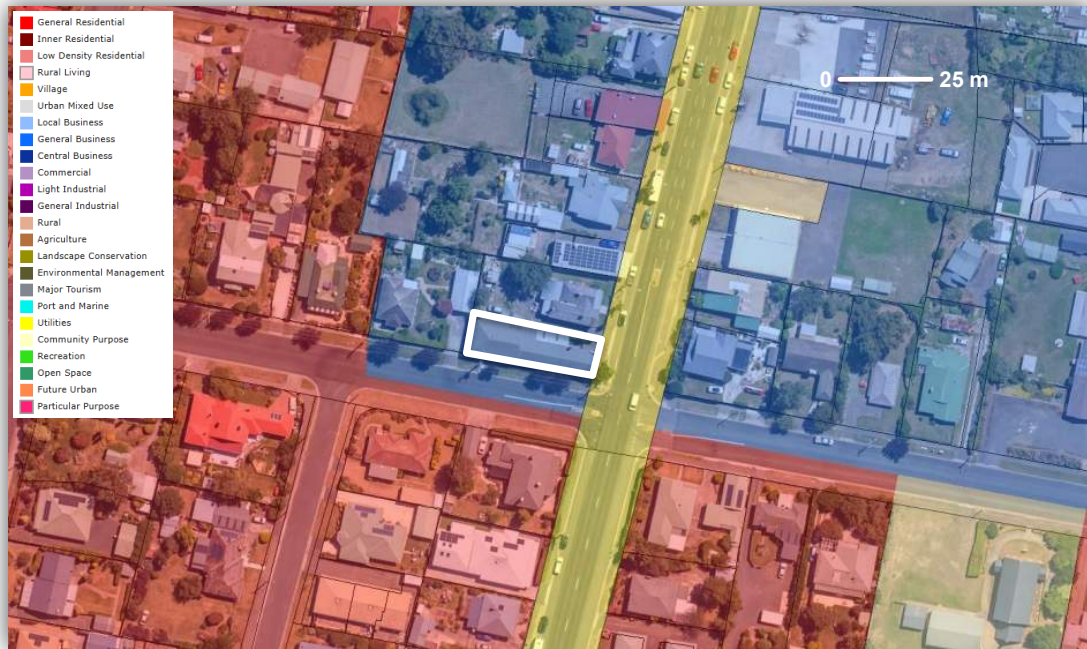


Figure 2-1: Aerial view with planning scheme overlay.

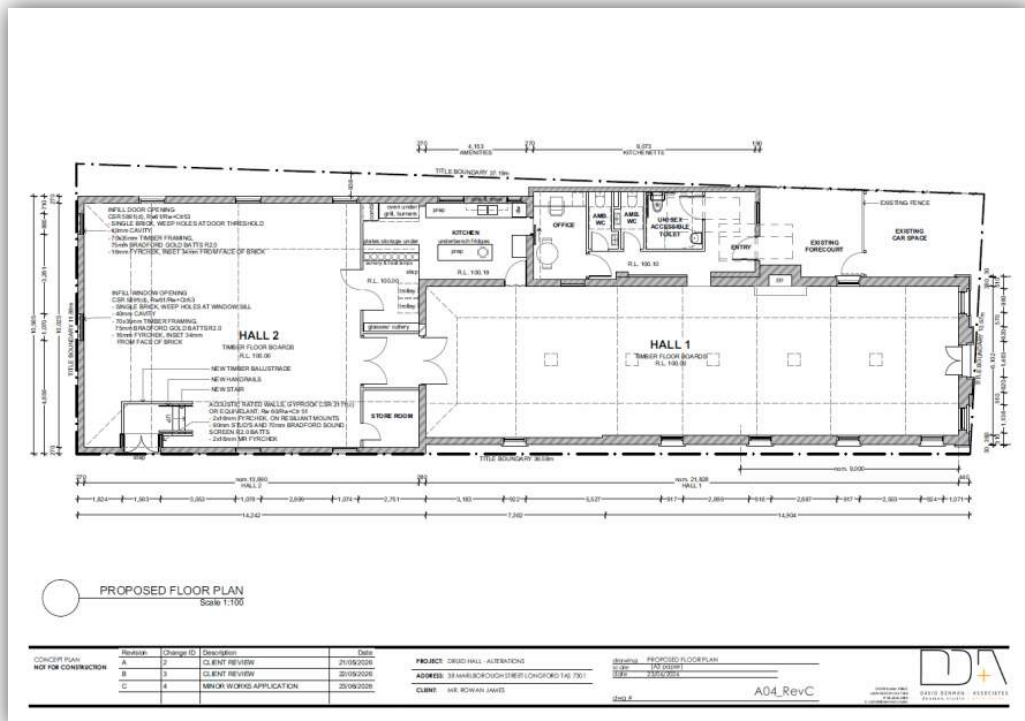


Figure 2-2: Floor plan, 38 Marlborough St.

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Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

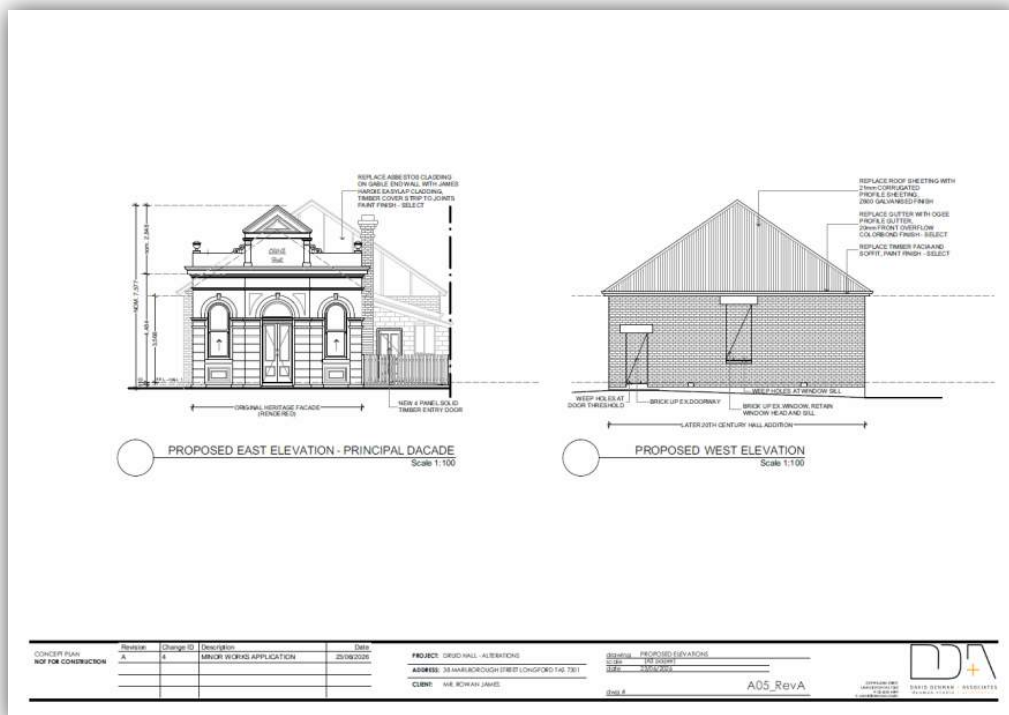
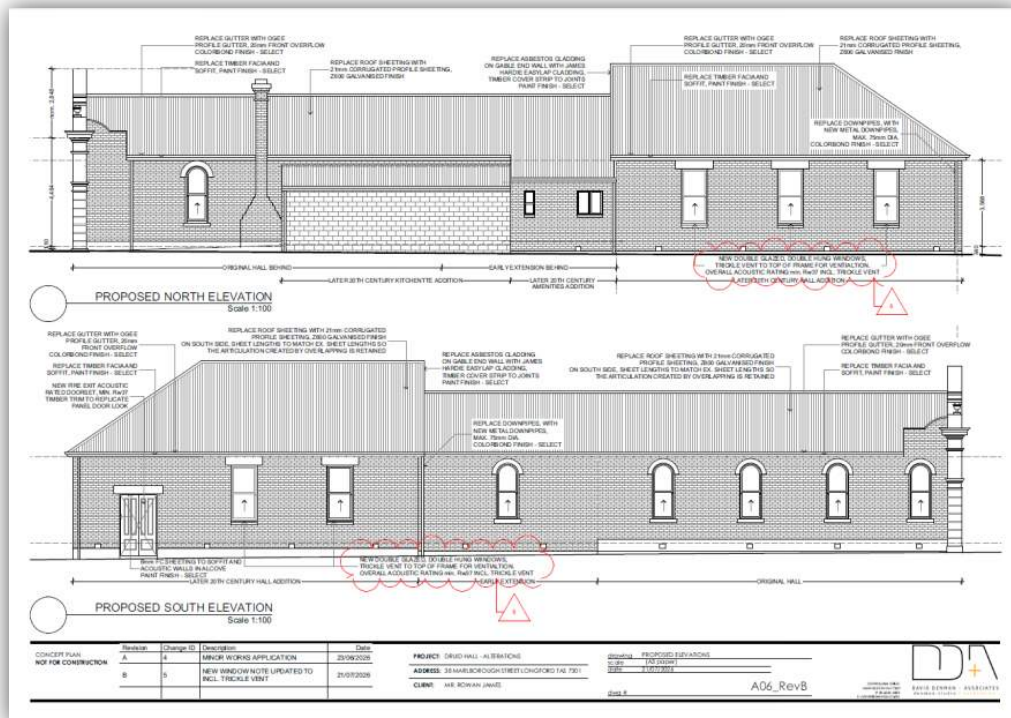


Figure 2-3: External elevations, 38 Marlborough St.

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Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

The operating hours at the venue are proposed as follows, noting the hours outside of the Acceptable Solution hours are in the evening/night period:

- Sunday to Thursday: Operation up to 9:30 pm
- Friday and Saturday: Amplified music up until 10:30 pm with guests off site by 11:00 pm

3. AMBIENT NOISE

Ambient noise levels were measured at 38 Marlborough St, Longford. A logging sound level meter (SLM) was located on the northern side of the building for approx. 1 week from 13 and 19 March 2026 logging 10-minute noise statistics.

Figure 3-1 presents a photograph of the SLM at the measurement location.



Figure 3-1: Photograph of the SLM location (taken by Tarkarri Engineering)

Figure 3-2 presents a time-trace graph of the following 10-minute noise statistics for the monitoring period:

- **L_{Aeq}**: The equivalent continuous A-weighted sound pressure level.
- **L_{A90}**: The A-weighted noise level exceeded for 90% of a measurement interval, typically referred to as the background.
- **L_{A10}**: The A-weighted noise level exceeded for 10% of a measurement interval, representative of intermittent noise sources such as traffic.

The monitoring results are indicative of a noise environment controlled by intermittent traffic pass-bys with significant separation between the L_{A90} and L_{Aeq} and L_{A10} noise statistics. During the night period traffic decreases and L_{Aeq} and L_{A10} values are closer to the background noise level.

Figure 3-3 presents a time-trace graph of the same noise statistics for the evening/night periods (i.e. after 7:00 pm) that the venue wishes to operate (see section 2 for details).

The L_{Aeq} and L_{A10} remain high into the evening/night, typically above 55 dBA, while the background drops. This indicates that traffic locally is still a significant noise source in the area during the proposed evening/night operational times while constant noise sources in the environment (e.g. distant traffic, commercial and agricultural operations, insect and bird activity...etc) decrease.

Exhibited



Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

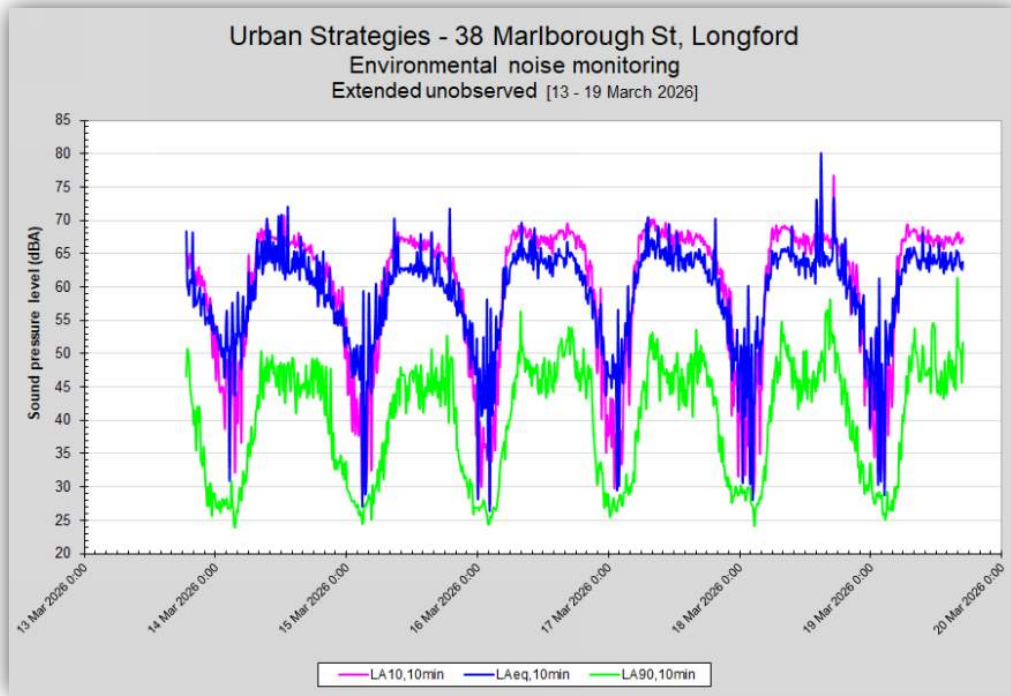


Figure 3-2: Time-trace of $L_{Aeq,10min}$, $L_{A10,10min}$ and $L_{A90,10min}$ noise statistics.

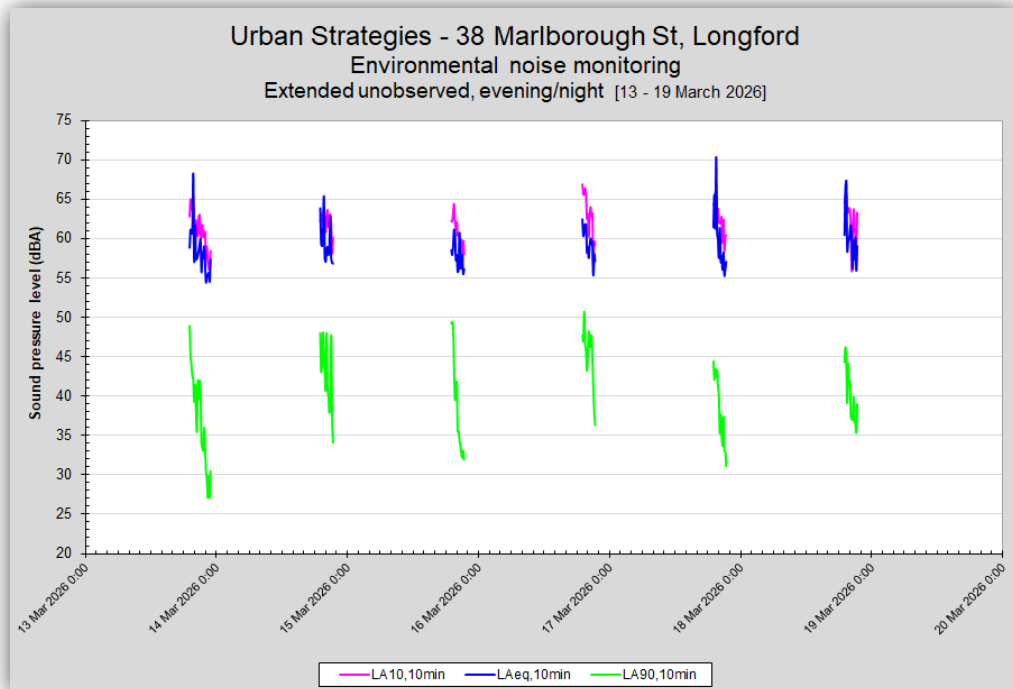


Figure 3-3: Time-trace of $L_{Aeq,10min}$, $L_{A10,10min}$ and $L_{A90,10min}$ noise statistics, evening/night.

Exhibited



Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

Based on the ambient noise monitoring data provided above and the legislative context provided in section 1.1, the following assessment criteria will be utilised here:

- Internally generated noise (i.e. amplification of music): $L_{Aeq,10min}$ 45 dBA.
- Externally generated noise (i.e. patrons departing): $L_{Aeq,10min}$ 55 dBA (below existing ambient).

4. NOISE SOURCES

4.1 Amplification noise

Amplification of music noise in the venue assumed to be approx. 90 dBA with a spectral shape taken from the SoundPLAN 9.1 global library for 'Presentation & Music'.

From the above a reverberant $L_{Aeq,10min}$ sound pressure level spectrum venue was developed with the sound pressure level spectrum provided in Table 4-1 below.

Reverberant sound pressure level 1/1-octave band spectrum (dBA)						
Frequency (Hz)						
63	125	250	500	1k	2k	4k
59	69	76	80	87	84	81

Table 4-1: Reverberant sound pressure level spectrum (dBA).

The transmission loss of the building structure was predicted utilising INSUL 10.0.7, a program for predicting the sound insulation of building structures and in combination with the reverberant noise level calculated from the above, the radiated sound power level from the building was determined.

Key facade elements for the containment of noise within the building include:

- Walls: Brick wall.
NB: The kitchenette and amenities spaces on the north side of the building results in minimal emission of amplification noise from this facade for part of the Hall 1 space.
- Windows: In Hall 2 all existing windows will be replaced with units with R_w 37 sound transmission loss performance.
NB: Existing windows in the Hall 1 space are retained for heritage purposes.
- Doors: Hall 2 door in the southern facade upgraded to high sound transmission loss system.
- Roof: Metal deck roofing with timber lined ceiling.

NB: For the purposes of modelling amplified music from the venue the Hall 1 and Hall 2 spaces are addressed separately. Hall 1 would typically be utilised for ceremony purposes/quieter gatherings with Hall 2 utilised for reception/celebration purposes.

The total A-weighted building radiated $L_{Aeq,10min}$ sound power level spectrum for each hall is provided in Table 4-2 below.

Total building radiated sound power level 1/1-octave band spectrum (dBA)							
	63	125	250	500	1k	2k	4k
Hall 1	69	76	70	72	73	64	62
Hall 2	70	76	70	72	72	63	53

Table 4-2: Total building radiated sound power level spectrum (dBA).

Exhibited



Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

4.2 Patron departure noise

Crowd activity noise as patrons depart through the venue was developed from voice spectra in Olsen, W. O (1998) *Average speech levels and spectra in various speaking/listening conditions: a summary of the Person, Bennett & Fidell (1977) report. American Journal of Audiology, Vol 7: 1059-0889.*

Patron departure noise was developed to represent the following in a 10-minute period:

- 10 male voices at a loud level
- 10 female voices at a loud level
- 5 child voices at a loud level

This acoustic energy was split into three departing groups with the total A-weighted sound power level spectrum for each group provided in Table 4-3 below.

Departing patrons sound power level 1/1-octave band spectra (dBA)							
Patron departure group	Frequency (Hz)						
	125	250	500	1k	2k	4k	8k
North	64	74	81	81	77	70	62
South	61	71	78	78	74	67	59
West	61	71	78	78	74	67	59

Table 4-3: Departing patrons sound power level spectra (dBA).

4.3 Traffic noise

Traffic generated noise for approx. 25 departure events in a 10-minute period was considered here. This acoustic energy was split into three departing groups of vehicles.

Table 3-5 presents A-weighted sound power level spectra for groupings of vehicle movements (on a per metre basis) are provided in Table 3-6 below. These were developed from the SoundPLAN 9.1 global library for a 'car, driving on asphalt downhill < 30 km/h' which provides a per meter sound power level spectrum for a car movement in 1-hour at 0.5 m above ground level (a.g.l).

Departing vehicle groups sound power level 1/1-octave band spectra (dBA) per metre								
Source	Frequency (Hz)							
	63	125	250	500	1k	2k	4k	8k
North	44	48	52	55	58	56	51	46
South	44	48	52	55	58	56	51	46
West	41	45	49	52	55	53	48	43

Table 4-4: Vehicle departure groups sound power level spectra (dBA) on a per meter basis.

5. ENVIRONMENTAL NOISE MODEL

Modelling of noise generated by the venue at 38 Marlborough St was conducted using the software package SoundPLAN 9.1 for the prediction of single point environmental noise emission levels at residential receiver locations surrounding the venue. The ISO 9613-2:2024 prediction algorithm was utilised. Ground absorption coefficient was set to 0.3 for the road surfaces surrounding the venue; humidity, air pressure and temperature settings were at default (70 %, 1013.3 mbar and 10 °C).

Table 5-1 below summarises the coordinates of selected residential receivers (at 1.5 m a.g.l unless indicated) while Figure 5-1 to 5-4 presents aerial views highlighting the location of the residential receivers and noise source locations for the noise sources considered in this assessment. Figure 5-5 presents a model wire-frame view from the south.

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Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

Environmental noise model receiver positions		
Receiver	Location	Coordinates (Datum: GDA94, Zone 55)
R1	40 Marlborough St	510060 5394834
R1a		510066 5394827
R2	36 Marlborough St	510062 5394873
R2a		510079 5394873
R3	6 High St	510025 5394868
R4	11 High St	510031 5394837
R5	35 Marlborough St	510102 5394855

Table 5-1: Model receiver locations.



Exhibited



Urban Strategies - 38 Marlborough St, Longford acoustic assessment.



Figure 5-1: Environmental noise model plan view, amplification noise.



Figure 5-2: Environmental noise model plan view, crowd departure noise.

Exhibited



Urban Strategies - 38 Marlborough St, Longford acoustic assessment.



Figure 5-3: Environmental noise model plan view, traffic departure noise.



Figure 5-4: Environmental noise model wire-frame view, from the south.

Exhibited



Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

5.1 Predicted noise levels

Table 5-2 presents predicted noise immission levels at each receiver from amplification noise, crowd departure noise and traffic departure noise generated by use of the proposed venue at 38 Marlborough St, Longford. Where amplified music noise exceeds 45 dBA or patron or traffic noise exceeds existing ambient the predicted noise level is highlighted.

Predicted sound pressure levels (dBA) $L_{Aeq,10min}$				
Receiver	Amplification noise		Patron departure noise	Traffic departure noise
	Hall 1	Hall 2		
R1	40	37	46	44
R1a	38	34	48	45
R2	38	44	43	40
R2a	41	36	52	46
R3	29	39	47	42
R4	36	38	43	42
R5	38	29	45	44

Exceeds 45 dBA. Exceeds existing ambient.

Table 5-2: Predicted noise immission levels at sensitive receivers, $L_{Aeq,10min}$.

The predicted noise from amplified music is below the indicator level of 45 dBA. At location R2 (rear of residence to the north of the venue) the predicted level is close the criterion and additional mitigation of amplified music is advised (see section 6.1 for details). Predicted patron and traffic noise is within existing ambient noise levels and additional mitigation is considered unnecessary.

For amplification noise emissions from the venue dBC levels were also predicted to assess the potential for excessive low frequency noise in the emitted noise (i.e. dBC more than 15 dB higher than dBA levels). The results indicate there is a potential for this to occur, particularly from Hall 1, and control of low frequency noise emission is also advised (see section 6.1 for details).

6. CONCLUSIONS AND RECOMMENDATIONS

Noise immission levels from operations of the proposed venue including internal amplification and patron departure is not expected to generate environmental harm.

Under the *Tasmanian Environmental Protection Policy Noise (2009)* acoustic indicator levels are provided to give a reference for considering the condition of the acoustic environment and the predicted levels from the amplification of music in the venue presented above are compliant. With the predicted level at the residence to the north of the venue close to indicator level mitigation measures are provided in the subsection below to provide additional certainty. External noise generated by patrons departing the venue (i.e. voices and traffic) are within existing $L_{Aeq,10min}$ levels in the area.

Given the above, noise generated by an event at 38 Marlborough St, Longford, is not expected to result in unreasonable loss of amenity for nearby residences during the hours of operation proposed.

6.1 Recommendations

To assist in noise emission management from the venue during amplified music generation the following internal 10-minute noise emission levels are nominated:

Within the reverberant noise field of the venue, typically in excess of 10 m from any noise emitting source:

- 85 dBA

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Urban Strategies - 38 Marlborough St, Longford acoustic assessment.

- 85 dBC

In addition to the above amplification of low frequencies via low frequency emitting amplification equipment (e.g. subwoofers) should be minimised as far as practically possible in Hall 1.

Where noise levels are maintained internally below the above on a 10-minute basis compliance with the external criterion nominated for this assessment (45 dBA $L_{Aeq,10min}$) is likely. This can be managed with a noise monitoring/limiting system in the venue (monitoring within each of the Hall spaces) to ensure excessive amplified music levels are not generated.

During receptions in Hall 2 spill over of patrons into Hall 1 for the purposes of conversation would be acceptable, providing amplified music isn't generated in both spaces concurrently. As far as practically possible the double door system between the spaces should be kept closed when amplified music is being generated in one of the Halls.

I hope this information meets your immediate requirements.

Please contact me directly if you have any questions concerning this work.

Yours faithfully,
Tarkarri Engineering Pty Ltd

Dr. Alex McLeod
Principal Consultant

m. +61(0)439 357 297

email: alex.mcleod@tarkarri.com

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14.8.2026



NORTHERN
MIDLANDS
COUNCIL

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

The Proposal

Description of proposal:

CONSTRUCTION OF BOAT SHED

Driveway construction material:

Concrete

The Land

Site address:

2 CRESSY ROAD
LONGBORO

Title reference:

C/T: 81812/1&2

Existing buildings on site:

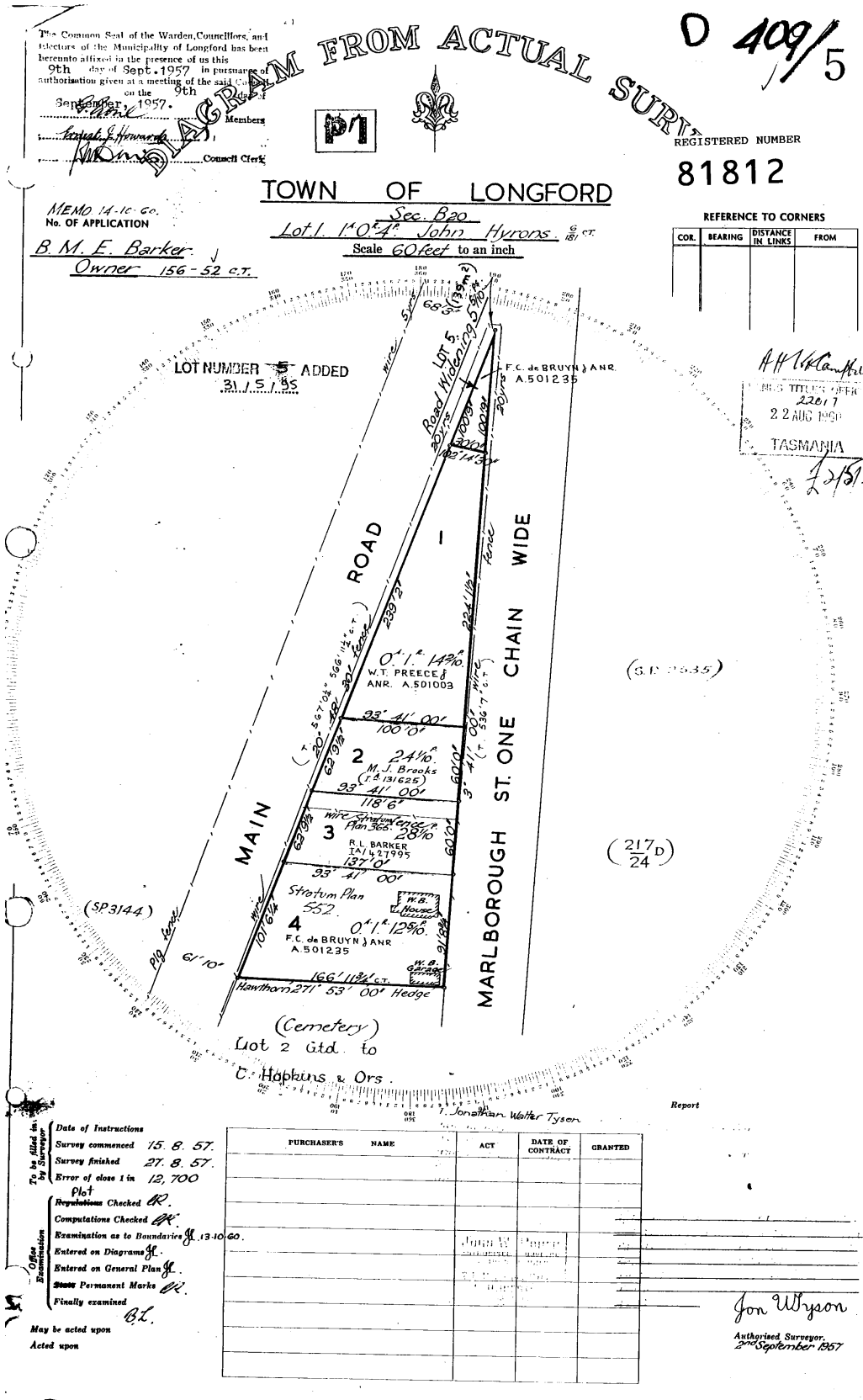
Moose, shed

Existing use of site:

?

Applicant justification of any variation/discretion to the
Tasmanian Planning Scheme – Northern Midlands

Page 397



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Received

14.8.2026

13th August 2026

Northern Midlands Council

Re: Planning application PLN-26-0125

Dear Brandie Strickland

Additional information required

New plan showing title boundaries, the proposed setbacks and existing and proposed crossovers

NOTE: Proposed new crossover to be constructed from paving as well is proposed to go from the existing asphalt edge to the new roller door

Photos show the existing crossovers to the bus yard and the house.

There is no proposal to construct additional parking areas.

Performance Criteria Response

8.4.2 P2: the current shed runs parallel to the boundary, and the set back is at 1800mm. the new proposed shed is 750mm closer to the boundary, hence a proposed setback of 1150mm. The reason for that is that there is a large established tree at the rear of the new proposal which the owner wishes to retain. Photos will confirm that there is no impact on neighboring properties as the Jack's are the only ones to utilize the immediate area along the full length of their boundary. The area now is primarily used for parking and a footpath exists on the opposite side of the street

8.4.5 P1: the proposal includes a 5000mm roller door to facilitate the garaging of a large boat and additional access for circulation. As above, the area along the full boundary length is utilized solely by the Jacks there is no or minimal impact. The photos show that the area where the proposed shed is to be built is and has been used for trailer, etc storage

C2.6.3 P1:

- (a) No loss of on-street parking
- (b) Pedestrian safety is assured on the footpath opposite side of the road. The current area will not change other than a constructed crossover
- (c) Traffic safety: minimal impact expected when a vehicle exits or enters the new roller door

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14.8.2026

- (d) Residential amenity: as the current area is used a parking bay for trailers etc, no real change is anticipated
- (e) Street impact: what is now an unsightly parking area will be replaced with a new building

I hope that the questions you have raised have been adequately answered. I am acting for the Jacks and if you require further clarification or information, please do not hesitate to contact the writer

Kind regards

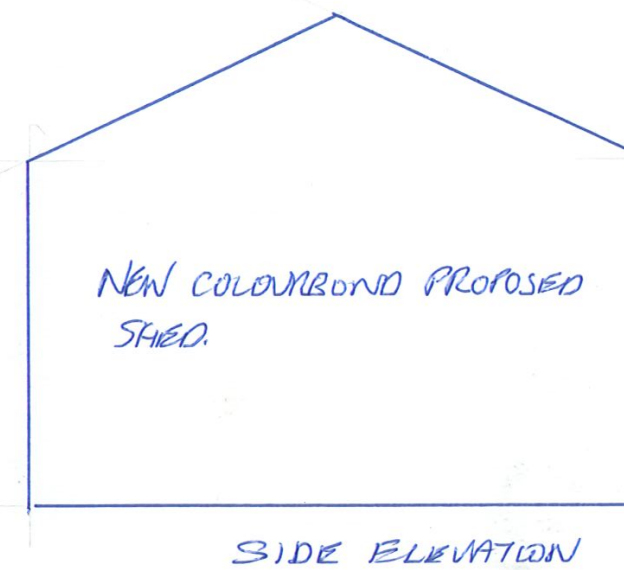
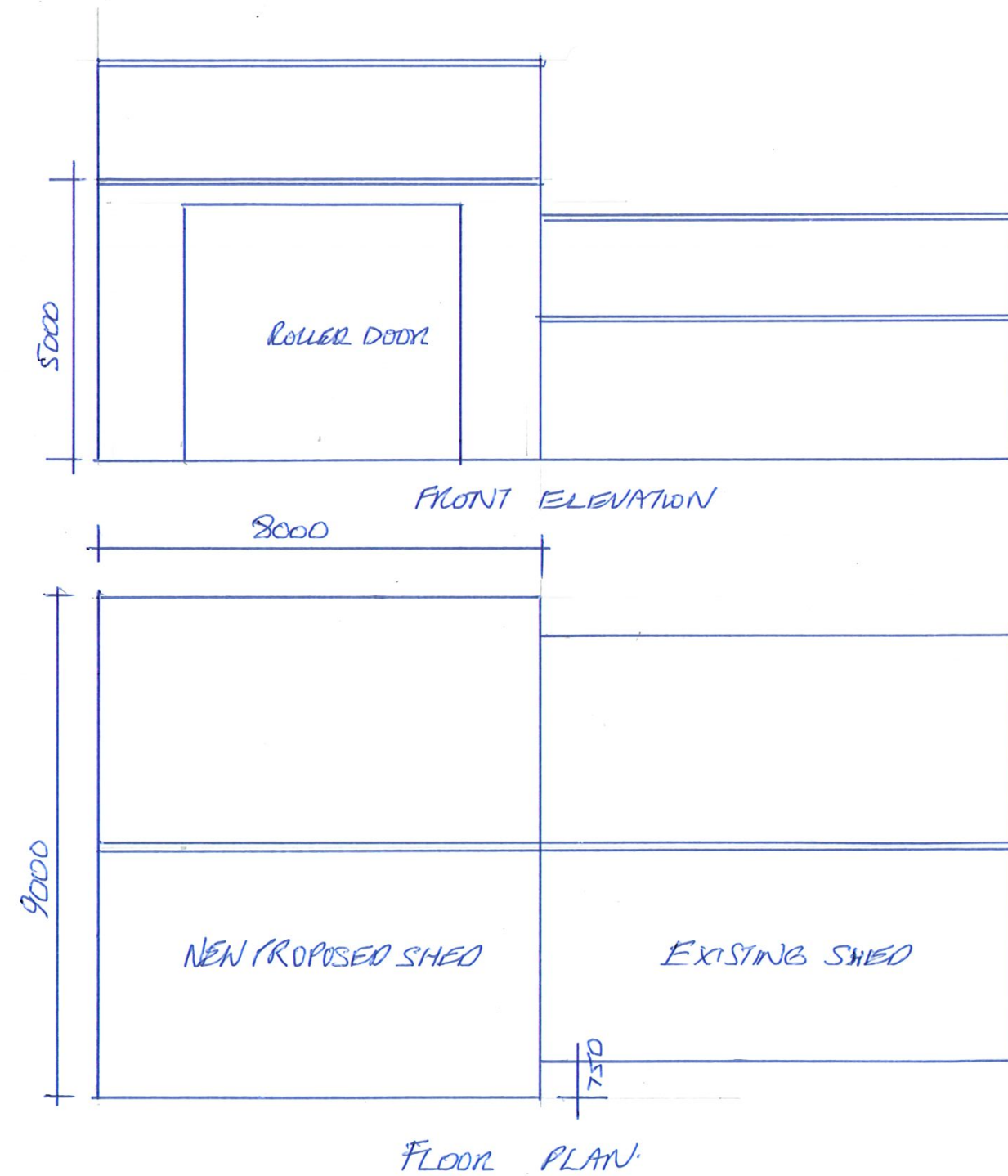
Will van Winden

0418130083

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14.8.2026

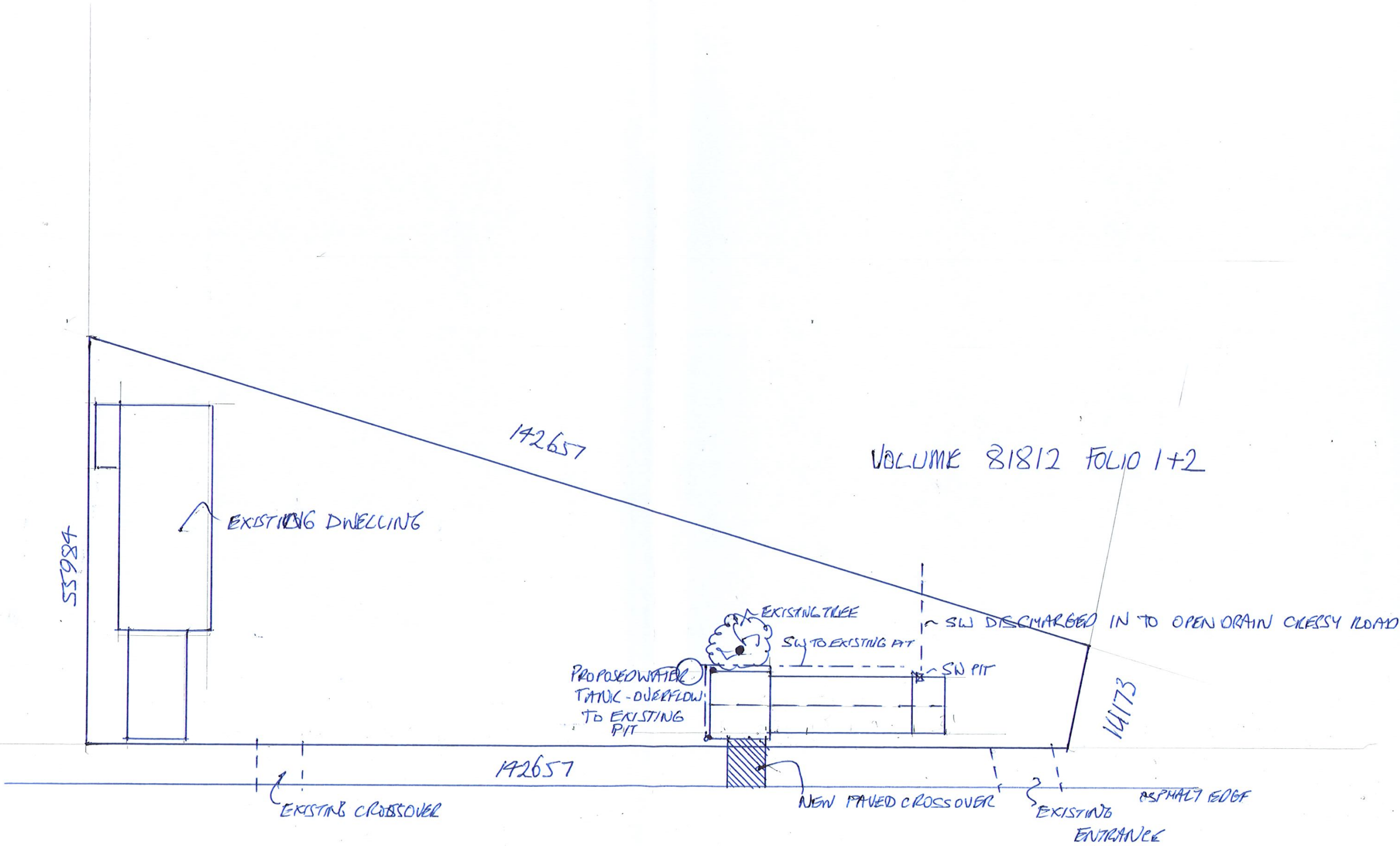
Exhibited



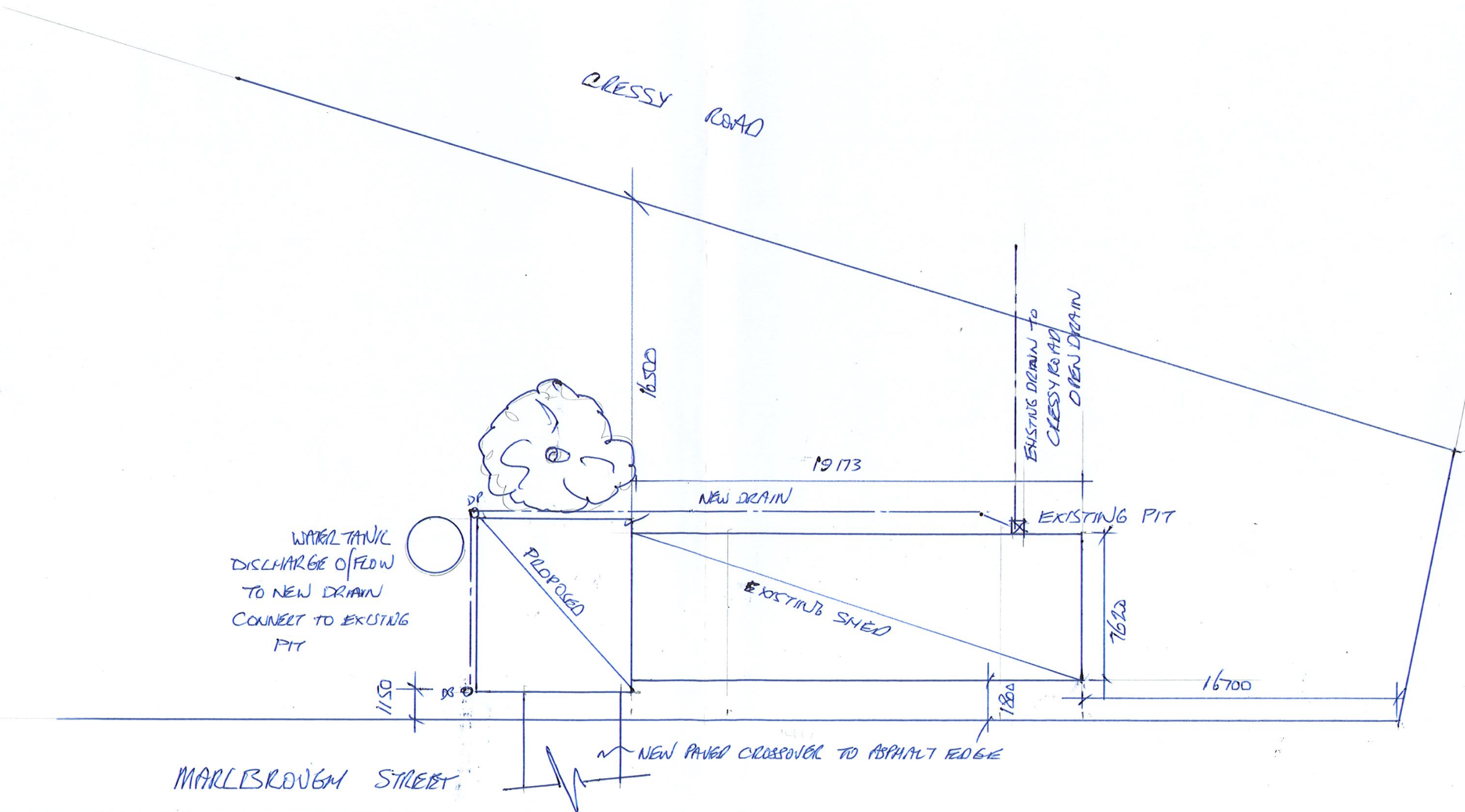
NOTES : CONCRETE FLOOR
 STEEL FRAME
 COLOURBOND CLADDING WALLS AND ROOF
 DISCHARGE S.W TO EXISTING SYSTEM

PROPOSED NEW COLOURBOND CLAD SHED
 @ 2 CRESSY ROAD, LONGFORD
 FOR D.J AND L.E. JACK.

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8/14/26, 9:48 AM

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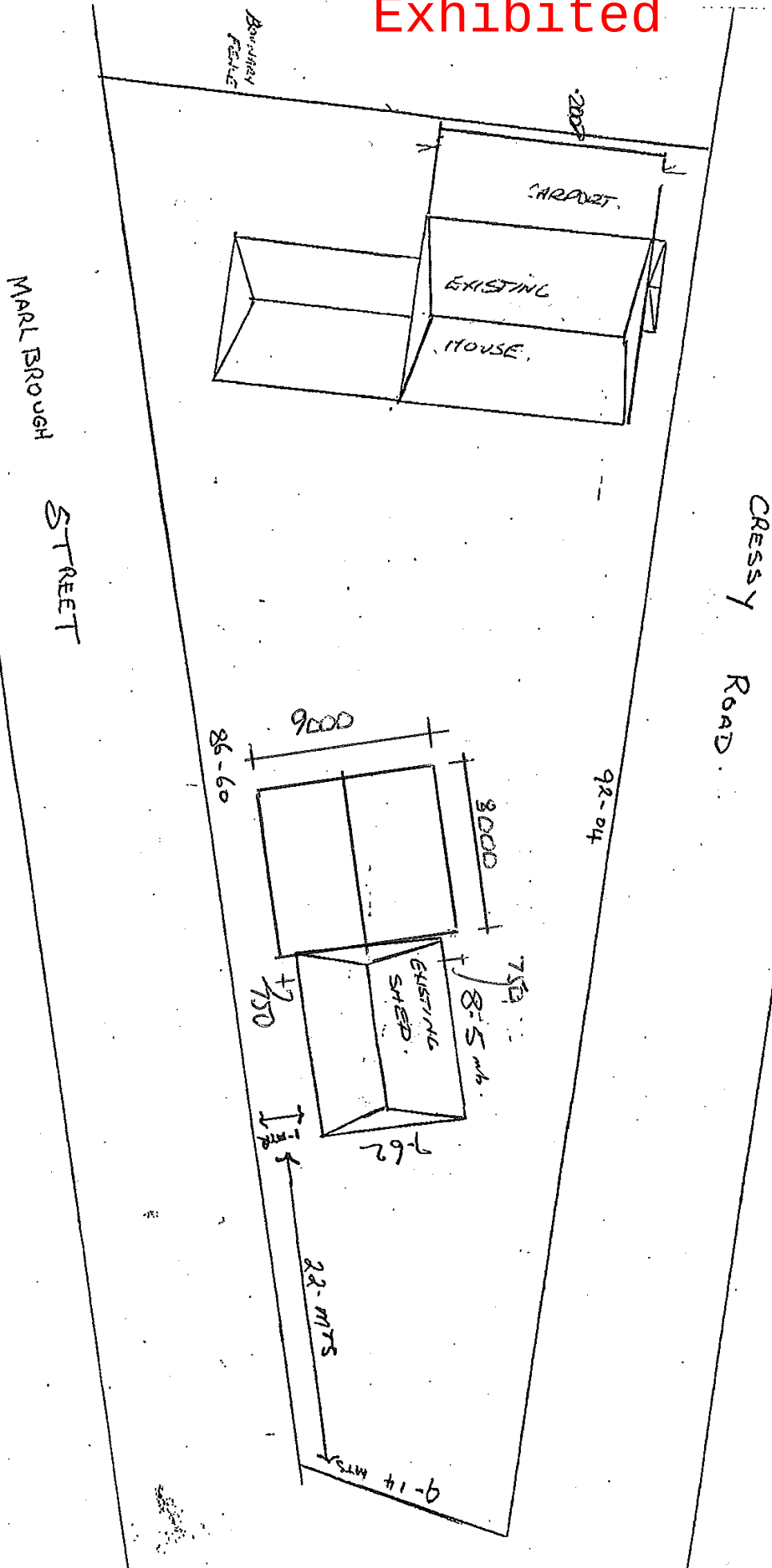
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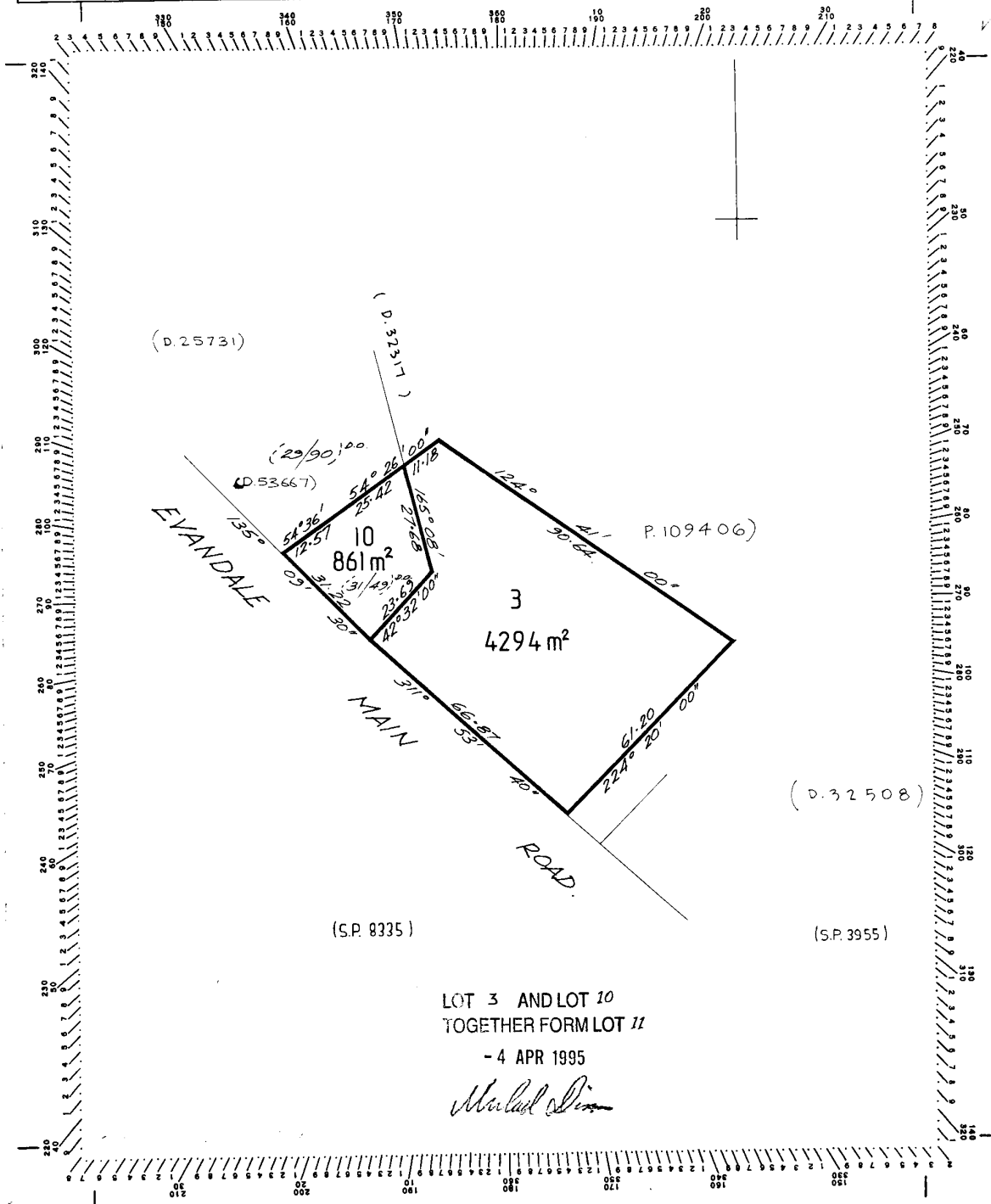


Exhibited

Document Set ID: 760706



Owner: <i>Keith James Brient and Madeline Constance Victoria Blyth</i>	PLAN OF SURVEY by Surveyor <i>A.C. Craig</i> of land situated in the	Registered Number: S.P. 17293
Title Reference: <i>Conv 50/3191 & Assent 54/2834</i>	LAND DISTRICT OF CORNWALL PARISH OF BREADALBANE & TOWN OF BREADALBANE SCALE 1: 1000 MEASUREMENTS IN METRES	Effective from: <i>21 JAN 1985</i> <i>Arndley Inc</i> <i>Deputy</i> Recorder of titles
Grantee: <i>Part of 584th granted to Thomas Scott & Part of 556 Acres, Thomas Scott.</i>		



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15/07/2026

Exhibited



Proposal for the Establishment of a Dog Training Facility

Leaps & Bounds Dog Training
Proposed Location: 5 Raeburn Road, Breadalbane

Introduction

I wish to establish and operate **Leaps & Bounds Dog Training** at **5 Raeburn Road, Breadalbane**.

Leaps & Bounds Dog Training has been successfully operating since 2017 from my property at Rosevears, where the business was registered with the local council. During the nine years of operation at that location, the business did not receive any complaints from neighbouring properties regarding noise or business activities.

The proposed Breadalbane property offers a more suitable training environment and is conveniently located closer to the Launceston CBD, making professional dog training more accessible to the wider community.

It is important to note that this proposal is for a **dog training and education facility only. It is not a boarding kennel, breeding facility or dog daycare.**

I operate as a **sole trader** under **ABN 16 552 929 117** and do not employ additional staff.

Purpose of the Business

The primary purpose of Leaps & Bounds Dog Training is to educate dog owners and improve the welfare of companion dogs through professional training and behaviour modification.

Services provided include:

- Puppy preschool and puppy training classes
- General obedience and manners training
- One-on-one behavioural consultations
- Behaviour modification for dogs with behavioural concerns
- Assistance dog training
- Therapy dog training
- Scent detection and scent work classes

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15/07/2026

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- Trick dog training
- Educational workshops and seminars for dog owners

The property will be fully fenced to ensure the safety of both dogs and their handlers.

A new training shed is proposed, allowing classes to be conducted comfortably throughout the year, regardless of Tasmania's weather conditions.

About the Proprietor

I am fully insured and hold qualifications in dog training and canine behaviour, including:

- Dog Training
- Behaviour Modification
- Puppy Training
- Scent Work
- Assistance Dog Training

I am currently undertaking a **Level 6 Diploma in Canine Behaviour** to further expand my professional knowledge and skills.

My focus is on using modern, reward-based training methods to help owners develop well-mannered, confident family pets while addressing behavioural issues in a practical and humane manner.

Hours of Operation

The proposed operating hours are:

Monday to Thursday

- Approximately 10:00 am – 4:30 pm (booking dependent)

Occasionally appointments may occur outside these hours where required.

Summer Evening Classes

- Up to two evenings per week
- Approximately 6:30 pm – 7:30 pm

Winter evening classes will not be conducted.

Weekends

Weekend appointments will be by booking only and will not occur every weekend.

Occasional specialty workshops may include:

- Trick Dog Workshops
- Scent Detection Workshops

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- Educational seminars

These workshops generally operate between **10:00 am and 4:00 pm**.

From time to time specialist trainers may be invited from interstate to conduct educational workshops. Attendance is typically limited to **10–15 participants**, ensuring these remain small-scale educational events.

Class Sizes

Leaps & Bounds Dog Training is intentionally operated as a small business.

Typical class sizes will consist of:

- 6–8 dogs per class
- One-on-one consultations throughout the day
- Small educational workshops with a maximum of approximately 10–15 participants

The business is designed to provide personalised instruction rather than large-scale commercial operations.

Parking and Traffic

A dedicated client car park will be provided adjacent to the proposed training shed.

Traffic generated by the business will be minimal due to:

- Most daytime appointments consisting of individual consultations.
- Small class sizes.
- Staggered appointment times.
- Limited workshop attendance.

Raeburn Road is a quiet dead-end road with very low traffic volumes, and the proposed use is not expected to create significant traffic impacts.

Noise Management

Dogs attending the facility will only be present during scheduled training sessions and appointments.

Dogs will not be housed or boarded at the property.

Training sessions focus on calm behaviour, engagement with handlers and positive reinforcement techniques, which naturally minimise excessive barking.

Based on my experience operating at Rosevears for nine years without receiving any neighbourhood complaints, I believe the proposed operation can continue to function respectfully within the surrounding area.

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Signage

Business signage will be modest in size and limited to:

- One sign on the entrance gate.
- One sign on the building and/or fence.

Each sign will be no larger than **600 mm x 600 mm**.

Community Benefit

Companion dogs are now an important part of many households, and access to professional education helps owners raise well-behaved, safe and socially responsible pets.

Professional training assists in reducing common behavioural problems including:

- Excessive barking
- Jumping
- Pulling on lead
- Poor recall
- Reactivity
- Anxiety-related behaviours

By helping owners better understand and manage their dogs, the business contributes to improved animal welfare, stronger human-animal relationships and more responsible dog ownership throughout the community.

During my time operating at Rosevears, officers from the West Tamar Council's animal management team frequently recommended my services to residents experiencing behavioural issues, including nuisance barking complaints.

Conclusion

Leaps & Bounds Dog Training is a small, owner-operated business dedicated to improving the welfare of companion dogs through education and positive reinforcement training.

The proposed Breadalbane facility has been designed to operate on a modest scale with limited class sizes, minimal traffic, controlled operating hours and appropriate fencing and parking.

As the business does not provide boarding, daycare or breeding services, dogs will only attend the property during scheduled appointments and classes. Leaps & Bounds Dog Training have a strong policy that all dogs must remain on lead until inside the premises and remain on lead unless instructed to remove lead.

I believe the proposed facility will provide a valuable service to the Meander Valley community by promoting responsible dog ownership and helping owners develop well-trained, confident companion dogs.

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15/07/2026

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Further information about Leaps & Bounds Dog Training can be found at
www.leapsbounds.com.au.

DRAWING SCHEDULE

A000	COVER PAGE
A101	LOCALITY PLAN
A102	SITE PLAN
A201	FLOOR PLAN
A202	PLANNING RESPONSE NOTES

REVISION SCHEDULE			
REVISION NO	DESCRIPTION	DATE	ISSUED BY
SK1	Revision 1	18.05.26	C.R
A	Revision 2	26.05.26	C.R
B	Revision 3	15.07.26	C.R

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18.8.2026



PROJECT INFORMATION

BUILDING DESIGNER:	GRANT JAMES PFEIFFER
ACCREDITATION No:	CC2211T
ZONE:	21.0 AGRICULTURE ZONE
BUILDING CLASS:	CLASS 6
LAND TITLE REFERENCE NUMBER:	17293/11
DESIGN WIND SPEED:	ASSUME "N2"
SOIL CLASSIFICATION:	ASSUME "H1"
CLIMATE ZONE:	7
BUSHFIRE-PRONE BAL RATING:	N/A
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	LOW
FLOODING:	NO
LANDSLIP:	NO
DISPERSIVE SOILS:	UNKNOWN
SALINE SOILS:	UNKNOWN
SAND DUNES:	NO
MINE SUBSIDENCE:	NO
LANDFILL:	NO
GROUND LEVELS:	REFER PLAN
ORG LEVEL:	75mm ABOVE GROUND LEVEL

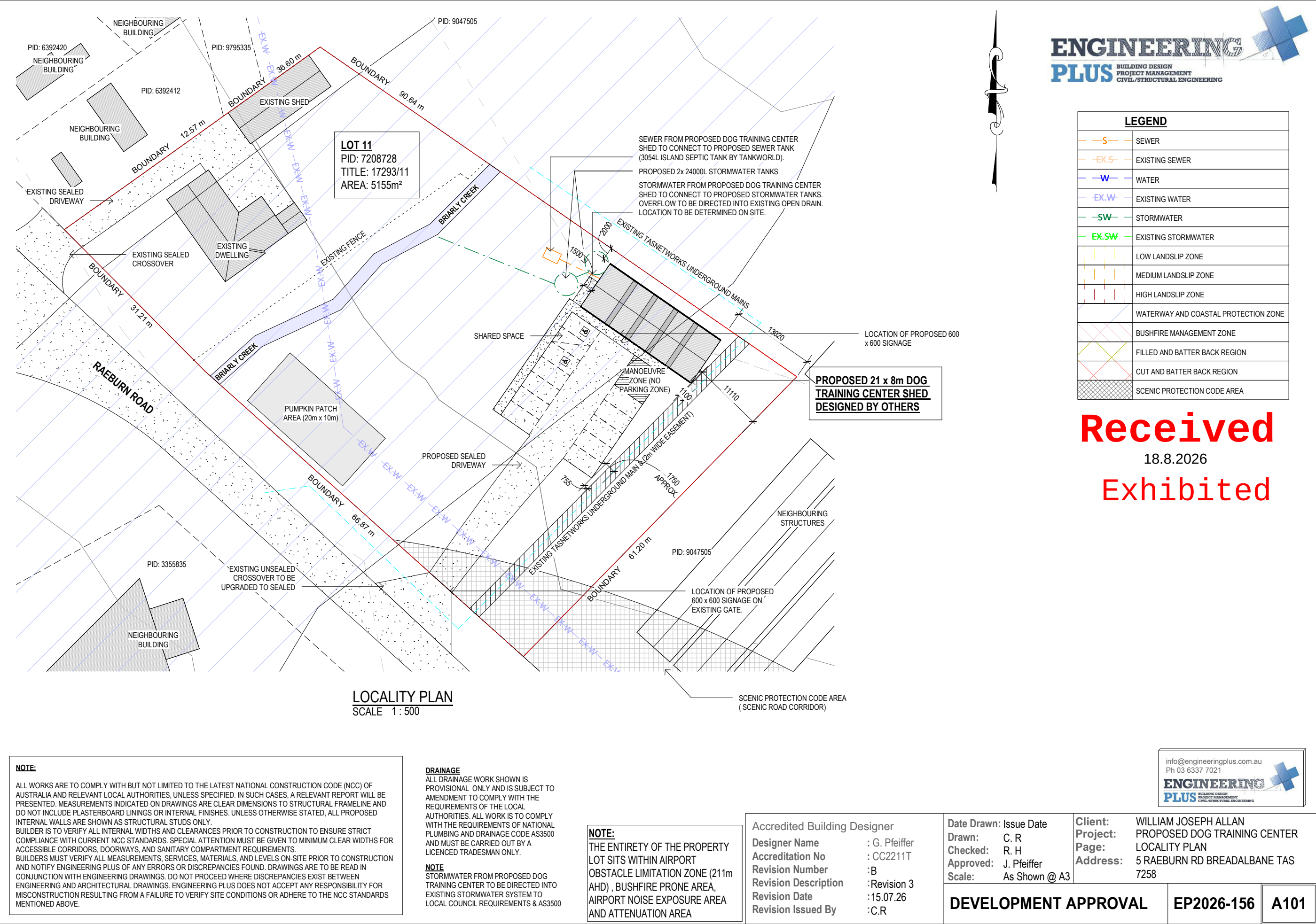
ISSUED FOR DEVELOPMENT APPROVAL
PROPOSED DOG TRAINING CENTER

PROJECT NO: EP2026-156

WILLIAM JOSEPH ALLAN
5 RAEBURN RD BREADALBANE TAS 7258

NORTHERN MIDLANDS COUNCIL

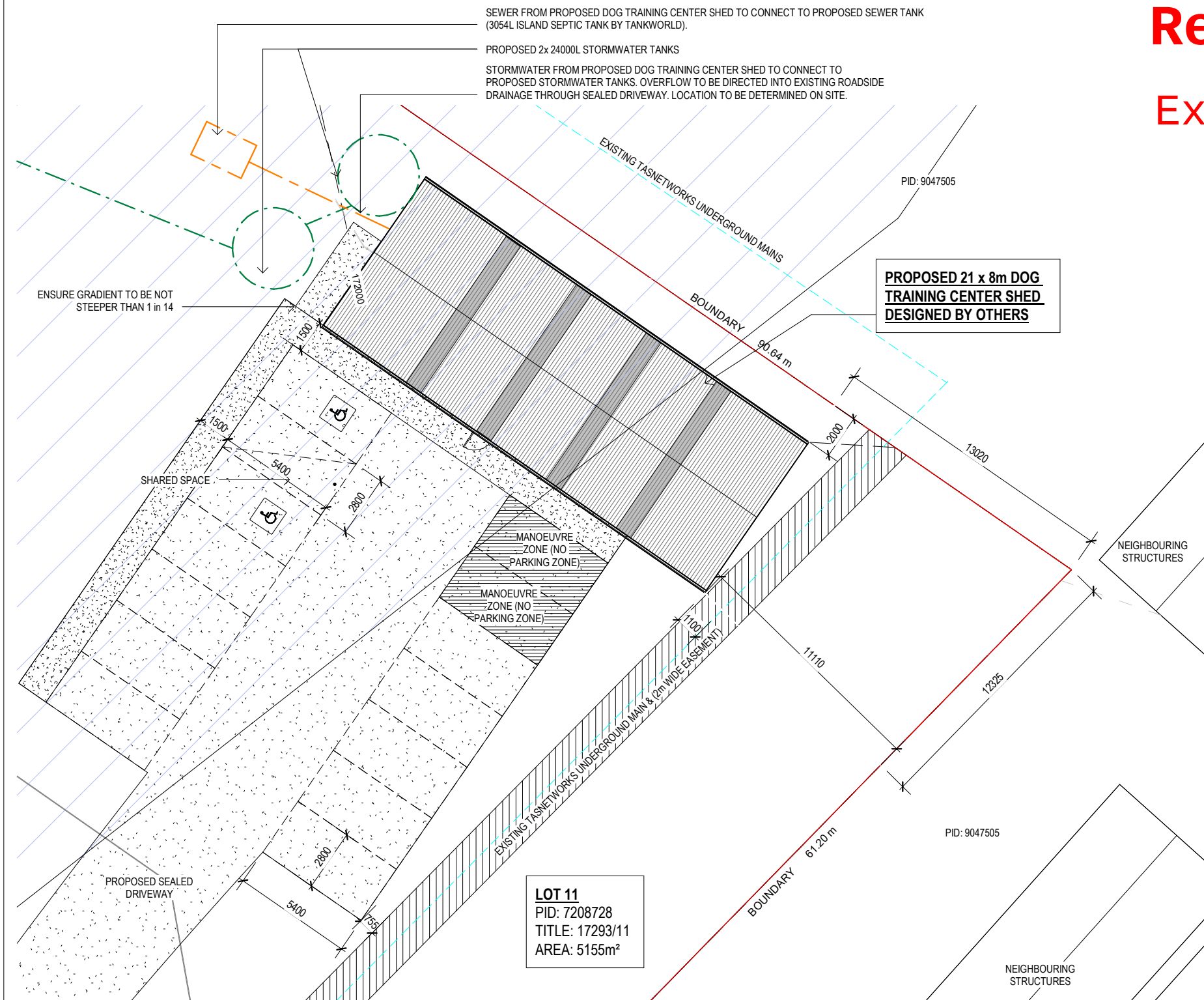
81 Elizabeth Street, Launceston, Tasmania 7250,
03 6331 7021_info@engineeringplus.com.au





ENGINEERING
PLUS BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING

<u>LEGEND</u>	
	SEWER
	EXISTING SEWER
	WATER
	EXISTING WATER
	STORMWATER
	EXISTING STORMWATER
	LOW LANDSLIP ZONE
	MEDIUM LANDSLIP ZONE
	HIGH LANDSLIP ZONE
	WATERWAY AND COASTAL PROTECTION ZONE
	BUSHFIRE MANAGEMENT ZONE
	FILLED AND BATTER BACK REGION
	CUT AND BATTER BACK REGION
	SCENIC PROTECTION CODE AREA



SITE PLAN
SCALE 1 : 200

ALL WORKS ARE TO COMPLY WITH BUT NOT LIMITED TO THE LATEST NATIONAL CONSTRUCTION CODE (NCC) OF AUSTRALIA AND RELEVANT LOCAL AUTHORITIES, UNLESS SPECIFIED. IN SUCH CASES, A RELEVANT REPORT WILL BE PRESENTED. MEASUREMENTS INDICATED ON DRAWINGS ARE CLEAR DIMENSIONS TO STRUCTURAL FRAMELINE AND DO NOT INCLUDE PLASTERBOARD LININGS OR INTERNAL FINISHES. UNLESS OTHERWISE STATED, ALL PROPOSED INTERNAL WALLS ARE SHOWN AS STRUCTURAL STUDS ONLY.

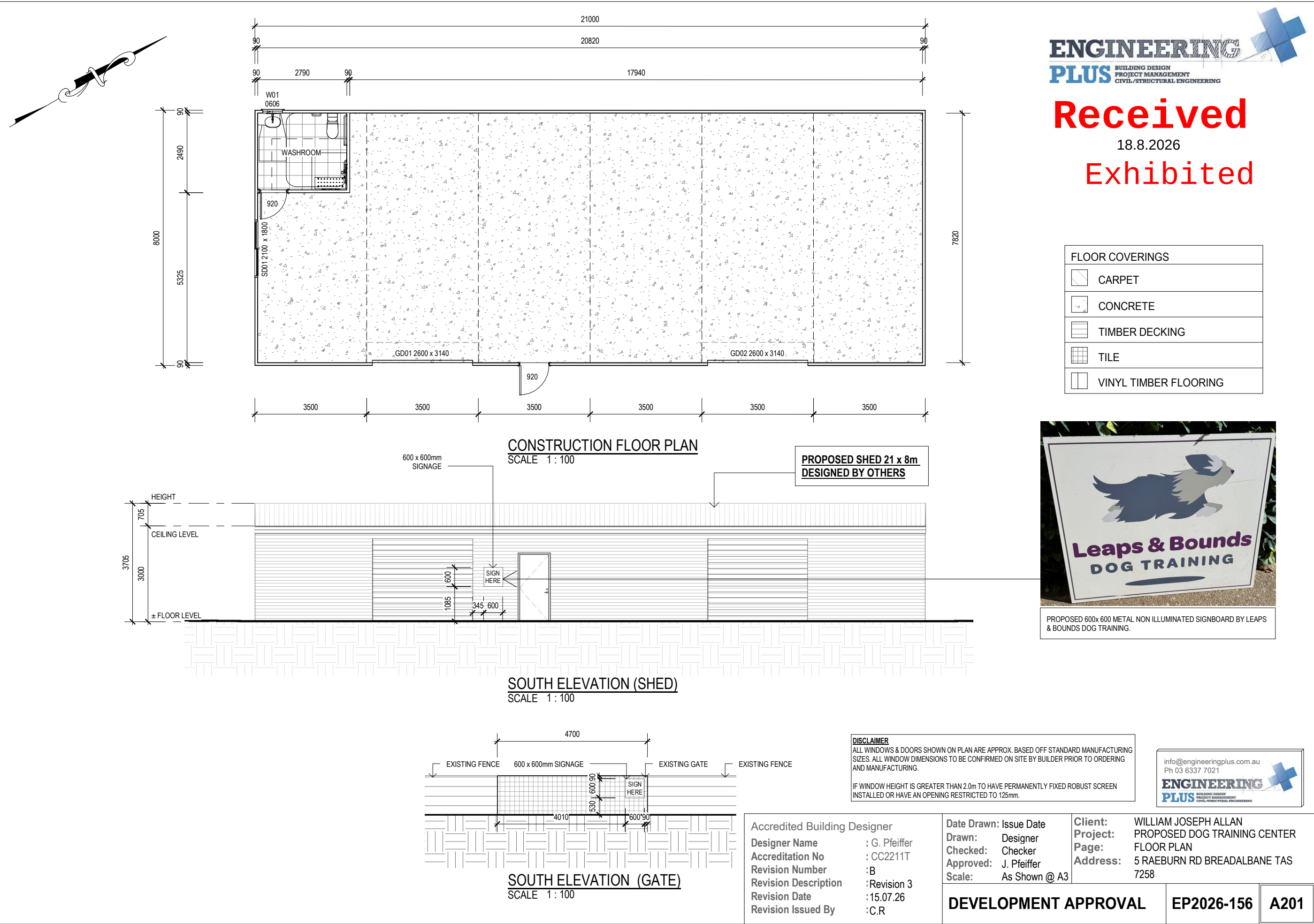
BUILDER IS TO VERIFY ALL INTERNAL WIDTHS AND CLEARANCES PRIOR TO CONSTRUCTION TO ENSURE STRICT COMPLIANCE WITH CURRENT NCC STANDARDS. SPECIAL ATTENTION MUST BE GIVEN TO MINIMUM CLEAR WIDTHS FOR ACCESSIBLE CORRIDORS, DOORWAYS, AND SANITARY COMPARTMENT REQUIREMENTS.

BUILDERS MUST VERIFY ALL MEASUREMENTS, SERVICES, MATERIALS, AND LEVELS ON-SITE PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING PLUS OF ANY ERRORS OR DISCREPANCIES FOUND. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ENGINEERING DRAWINGS. DO NOT PROCEED WHERE DISCREPANCIES EXIST BETWEEN ENGINEERING AND ARCHITECTURAL DRAWINGS. ENGINEERING PLUS DOES NOT ACCEPT ANY RESPONSIBILITY FOR MISCONSTRUCTION RESULTING FROM A FAILURE TO VERIFY SITE CONDITIONS OR ADHERE TO THE NCC STANDARDS MENTIONED ABOVE.

ENGINEERING
PLUS BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING

Client:	WILLIAM JOSEPH ALLAN
Project:	PROPOSED DOG TRAINING CENTER
Page:	SITE PLAN
Address:	5 RAE BURN RD BREADALBANE TAS 7258

A102





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PLANNING RESPONSE

1. PLEASE SEE ATTACHED DOCUMENT BY THE CLIENT REGARDING THE PROPOSED USE , NUMBER OF EMPLOYEES , HOURS OF OPERATION, NUMBER OF CLASSES TO BE HELD. ESTIMATED NUMBER OF VISITORS TO THE SITE/TRAFFIC MOVEMENTS.

2. LEAPS AND BOUNDS DOG TRAINING IS PROPOSING A DOG TRAINING FACILITY AT 5 RAEBURN ROAD, WHICH IS LOCATED WITHIN THE AGRICULTURE ZONE. THE AGRICULTURE ZONE IS INTENDED FOR THE USE AND DEVELOPMENT OF LAND FOR AGRICULTURAL PURPOSES. THE PURPOSE OF THIS ZONE IS TO PROTECT AGRICULTURAL LAND BY MINIMISING INTERFERENCE FROM NON-AGRICULTURAL USES. DOGS AND AGRICULTURE HAVE A DEEP AND LONG-STANDING RELATIONSHIP, PARTICULARLY THROUGH HUNTING, HERDING AND GUARDING LIVESTOCK. LEAPS & BOUNDS DOG TRAINING DIRECTLY SUPPORTS THIS RELATIONSHIP BY PROVIDING PROFESSIONAL TRAINING AND BEHAVIOUR MODIFICATION SERVICES THAT DEVELOP THE SKILLS, OBEDIENCE AND CONTROL REQUIRED FOR DOGS TO PARTICIPATE IN AGRICULTURAL ACTIVITIES SUCH AS THE SERVICES LISTED BELOW. THE TRAINING ALSO PROVIDES A FOUNDATION FOR DOGS AND THEIR OWNERS TO PROGRESS INTO SPECIALISED HERDING AND LIVESTOCK COURSES (LEAPS AND BOUNDS DO NOT PROVIDE HERDING AND LIVESTOCK COURSES).

- SERVICES PROVIDED INCLUDE:
- a) PUPPY PRESCHOOL AND PUPPY TRAINING CLASSES
 - b) GENERAL OBEDIENCE AND MANNERS TRAINING
 - c) ONE - ON ONE BEHAVIORAL CONSULTATIONS
 - d) BEHAVIOUR MODIFICATION FOR DOGS WITH BEHAVIOURAL CONCERNS
 - e) ASSISTANCE DOG TRAINING
 - f) THERAPY DOG TRAINING
 - g) SCENT DETECTION AND SCENT WORK CLASSES.

PUPPY PRESCHOOL AND PUPPY TRAINING CLASSES PROVIDE EARLY SOCIALISATION, BASIC OBEDIENCE TRAINING, AND FOUNDATIONAL BEHAVIOURAL DEVELOPMENT. THESE CLASSES HELP PUPPIES DEVELOP ESSENTIAL SKILLS, BUILD CONFIDENCE IN A VARIETY OF ENVIRONMENTS, AND RESPOND RELIABLY TO BASIC COMMANDS. WHILE THE PRIMARY PURPOSE OF THESE CLASSES IS TO DEVELOP WELL-BEHAVED COMPANION DOGS, THE FOUNDATIONAL TRAINING MAY ALSO BENEFIT DOGS THAT LATER PERFORM WORKING / HUNTING OR GUARDING ROLES ON RURAL AND AGRICULTURAL PROPERTIES. THESE SKILLS CAN CONTRIBUTE TO THE SAFE AND EFFECTIVE MANAGEMENT OF DOGS KEPT ON AGRICULTURAL LAND, WHERE THEY MAY ASSIST IN PROPERTY SECURITY OR OTHER RURAL ACTIVITIES.

GENERAL OBEDIENCE AND MANNERS TRAINING ASSISTS WITH PREPARING DOGS TO ASSIST WITH GUARDING ROLES ON ALL HOUSEHOLDS/DWELLINGS, INCLUDING AGRICULTURAL LAND AND RURAL PROPERTIES. THIS TRAINING DEVELOPS BASIC OBEDIENCE, CONTROL, RESPONSIVENESS TO COMMANDS AND APPROPRIATE BEHAVIOUR, WHICH ARE IMPORTANT FOR DOGS THAT MAY BE REQUIRED TO MONITOR AND RESPOND TO ACTIVITY AROUND A PROPERTY. IT ALSO HELPS ENSURE THAT DOGS CAN PERFORM THEIR ROLE RESPONSIBLY WHILE REMAINING UNDER THE CONTROL OF THEIR OWNER, INCLUDING AROUND LIVESTOCK, WORKING AREAS, FARM EQUIPMENT AND OTHER PEOPLE OR ANIMALS.

BEHAVIOUR MODIFICATIONS SERVICES HELP TO IMPROVE THE SAFETY, RELIABILITY, AND MANAGEABILITY OF DOGS IN A VARIETY OF ENVIRONMENTS, INCLUDING RURAL AND AGRICULTURAL PROPERTIES WHERE WELL-BEHAVED DOGS CAN CONTRIBUTE TO SAFE PROPERTY MANAGEMENT AND REDUCE THE RISK OF CONFLICTS WITH LIVESTOCK, OTHER ANIMALS, AND MEMBERS OF THE PUBLIC.

SCENT DETECTION AND SCENT WORK CLASSES HELP DEVELOP A DOG'S NATURAL ABILITY TO IDENTIFY, TRACK, AND LOCATE SPECIFIC SCENTS THROUGH STRUCTURED TRAINING EXERCISES. THE SKILLS DEVELOPED THROUGH THESE COURSES MAY BE APPLIED IN AGRICULTURAL, ENVIRONMENTAL, AND CONSERVATION SETTINGS. TRAINED DOGS CAN ASSIST AS SCENT DETECTION OR CONSERVATION DETECTION DOGS TO LOCATE INVASIVE WEED SPECIES, IDENTIFY PLANT DISEASES OR PESTS, TRACK LIVESTOCK, AND DETECT RARE OR THREATENED PLANT SPECIES. THESE CAPABILITIES CAN SUPPORT BIOSECURITY, LAND MANAGEMENT, AND CONSERVATION OUTCOMES ON RURAL AND AGRICULTURAL PROPERTIES. POSSIBLE SERVICES: TRUFFLE SCENT DOG TRAINING SERVICES AS THE CLIENT IS QUALIFIED IN SCENT DETECTION. TRUFFLE HUNTING IS ASSOCIATED WITH AGRICULTURE. TRAINED DOGS CAN BE USE TO LOCATE TRUFFLES GROWN ON THE AGRICULTURE PROPERTY. THEY CAN BE CONSIDERED ANCILLARY TO THE AGRICULTURE USE.

THE PROPOSED STRUCTURE WILL BE COMPATIBLE WITH THE SURROUNDING EXISTING SETTING, INCLUDING 854 HOBART ROAD, WHICH IS LOCATED ON AGRICULTURAL LAND, AND 10 RAEBURN ROAD, THE NEIGHBOURING PROPERTY. THE PROPOSED STRUCTURE HAS A MAXIMUM HEIGHT OF 3,706MM AND IS SET BACK AT LEAST 11M FROM THE NEIGHBOURING PROPERTY. THEREFORE, THE STRUCTURE IS UNLIKELY TO CAUSE OVERSHADOWING IMPACTS ON THE NEIGHBOURING AGRICULTURAL PROPERTY.

NOISE GENERATED BY THE BUSINESS IS EXPECTED TO BE MINIMAL, AS THE MAJORITY OF DOG TRAINING ACTIVITIES WILL BE CONDUCTED INDOORS. THE TRAINING CLASSES WILL ALSO BE STRUCTURED AND MANAGED TO MINIMISE EXCESSIVE NOISE FROM THE DOGS AND ENSURE THAT THE ACTIVITIES ARE CONDUCTED IN A CONTROLLED MANNER. THE NUMBER OF VEHICLES ENTERING AND EXITING THE SITE IS ALSO EXPECTED TO BE MINIMAL, AS CLASSES WILL BE CONDUCTED BY APPOINTMENT AND IN CONTROLLED GROUP SIZES. THEREFORE, THE PROPOSED USE IS NOT EXPECTED TO RESULT IN A SIGNIFICANT INCREASE IN TRAFFIC, NOISE OR OTHER AMENITY IMPACTS ON THE SURROUNDING AGRICULTURAL PROPERTIES.

THEREFORE, THE BUSINESS AND STRUCTURE ALIGNS WITH THE SITE SURROUNDING AND THE INTENT OF THE ZONE.

3. CLAUSE 21.3.1

- P1
- (a) N/A . THE PROPOSED DOG TRAINING FACILITY DOES NOT REQUIRE ACCESS TO A SPECIFIC NATURALLY OCCURRING RESOURCE.
 - (b) THE PROPOSED DOG TRAINING FACILITY REQUIRES SUFFICIENT LAND AREA TO ACCOMMODATE INDOOR AND OUTDOOR TRAINING ACTIVITIES. SAFE DOG MOVEMENT AND ASSOCIATED OPERATIONAL REQUIREMENTS. THE SUBJECT SITE PROVIDES SUITABLE SPACE AND A RURAL SETTING FOR THESE ACTIVITIES, ALLOWING THE OPERATION TO BE APPROPRIATELY SEPARATED FROM MORE DENSELY DEVELOPED AREAS AND ASSISTING IN MINIMISING POTENTIAL IMPACTS ASSOCIATED WITH THE OPERATION OF THE FACILITY. THE SITE HAS ACCESS TO THE INFRASTRUCTURE REQUIRED TO SUPPORT THE PROPOSED USE, INCLUDING EXISTING ROAD ACCESS AND SERVICES AVAILABLE ON THE SITE OR WITHIN THE VICINITY. THE PROPOSED DEVELOPMENT DOES NOT REQUIRE SIGNIFICANT NEW INFRASTRUCTURE NETWORKS TO FACILITATE THE USE, AND THE AVAILABLE INFRASTRUCTURE CAN BE UTILISED TO SUPPORT THE SCALE AND NATURE OF THE PROPOSED DOG TRAINING FACILITY.

THE PROPOSAL THEREFORE MAKES APPROPRIATE USE OF THE SITE'S EXISTING ACCESS AND AVAILABLE INFRASTRUCTURE WHILE PROVIDING A SUITABLE RURAL LOCATION FOR THE PROPOSED USE.

- (c)THE PROPOSAL DOES NOT RELY ON A PRODUCT OR MATERIAL DIRECTLY RELATED TO AN AGRICULTURAL USE. HOWEVER, THE FACILITY PROVIDES TRAINING SERVICES THAT WILL BENEFIT AGRICULTURE.
- (d)THE PROPOSED FACILITY PROVIDES A SERVICE THAT WILL SUPPORT AGRICULTURAL ACTIVITIES BY OFFERING FOUNDATIONAL TRAINING, BEHAVIOUR MODIFICATION, SCENT WORK, AND OBEDIENCE TRAINING FOR DOGS THAT MAY BE USED ON RURAL PROPERTIES. THESE SERVICES CAN ASSIST FARMERS AND RURAL LANDOWNERS IN MAINTAINING WELL-TRAINED AND MANAGEABLE DOGS FOR PROPERTY MANAGEMENT, LIVESTOCK HANDLING, SECURITY, AND OTHER RURAL PURPOSES.
- (e) N/A
- (f) N/A

4.

- P2
- (a) THE PROPOSED USE WILL INVOLVE ONLY THE AREA OF LAND REQUIRED TO ACCOMMODATE THE DOG TRAINING FACILITY AND ASSOCIATED ACCESS, PARKING AND OUTDOOR TRAINING AREAS. THE PROPOSAL SEEKS TO MINIMISE THE AREA OF LAND CONVERTED FROM AGRICULTURAL USE TO NON-AGRICULTURAL USE, WITH THE REMAINDER OF THE SITE RETAINED FOR RURAL/AGRICULTURAL PURPOSES WHERE APPLICABLE.
 - (b) THE PROPOSED USE WILL NOT PRECLUDE THE LAND FROM BEING RETURNED TO AN AGRICULTURAL USE IN THE FUTURE. THE USE DOES NOT INVOLVE PERMANENT CHANGES THAT WOULD PREVENT THE SITE FROM BEING CAPABLE OF SUPPORTING AN AGRICULTURAL USE SHOULD THE DOG TRAINING FACILITY CEASE OPERATION. IT CAN ACT AS AN AGRICULTURE STORAGE SHED IF THE PROPOSED FACILITY CEASE OPERATION.
 - (c) THE PROPOSED USE WILL NOT CONFINE OR RESTRAIN EXISTING OR POTENTIAL AGRICULTURAL USE ON THE SUBJECT SITE OR ADJOINING PROPERTIES. THE FACILITY WILL BE OPERATED IN A MANNER THAT MINIMISES POTENTIAL IMPACTS ON SURROUNDING AGRICULTURAL ACTIVITIES, INCLUDING APPROPRIATE MANAGEMENT OF DOGS, NOISE, TRAFFIC AND SITE OPERATIONS. THE PROPOSED SERVICES, INCLUDING WORKING-DOG TRAINING AND SCENT/TRUFFLE DETECTION TRAINING, MAY ALSO PROVIDE SUPPORT TO RURAL LANDOWNERS AND AGRICULTURAL ACTIVITIES.

5. PROPOSED SIGNAGE WILL BE NO LARGER THAN 600mm x 600mm. ONE SIGN WILL BE ON THE ENTRANCE GATE ONE SIGN WILL BE ON THE BUILDING AND/OR FENCE PLEASE REFER TO PLANS.

6. CLAUSE 2.6.3

P1

NO NEW CROSSOVER IS PROPOSED AS PART OF THIS DEVELOPMENT. THE EXISTING GRAVEL CROSSOVER WILL BE UPGRADED TO A SEALED CROSSOVER. AS SUCH, THE DEVELOPMENT WILL NOT RESULT IN THE LOSS OF ON-STREET PARKING OR ADVERSELY AFFECT PEDESTRIAN SAFETY. AS CLASSES WILL BE CONDUCTED IN SMALL GROUPS, TRAFFIC GENERATED BY THE PROPOSED DEVELOPMENT WILL BE MINIMAL. UPGRADING THE EXISTING CROSSOVER TO A SEALED STANDARD WILL BE CONSISTENT WITH THE SURROUNDING STREETScape, INCLUDING THE ADJOINING PROPERTY AT 10 RAEBURN ROAD, BREADALBANE, TAS.

7. CLAUSE 2.6.5

A1.2

PLEASE REFER TO PLANS

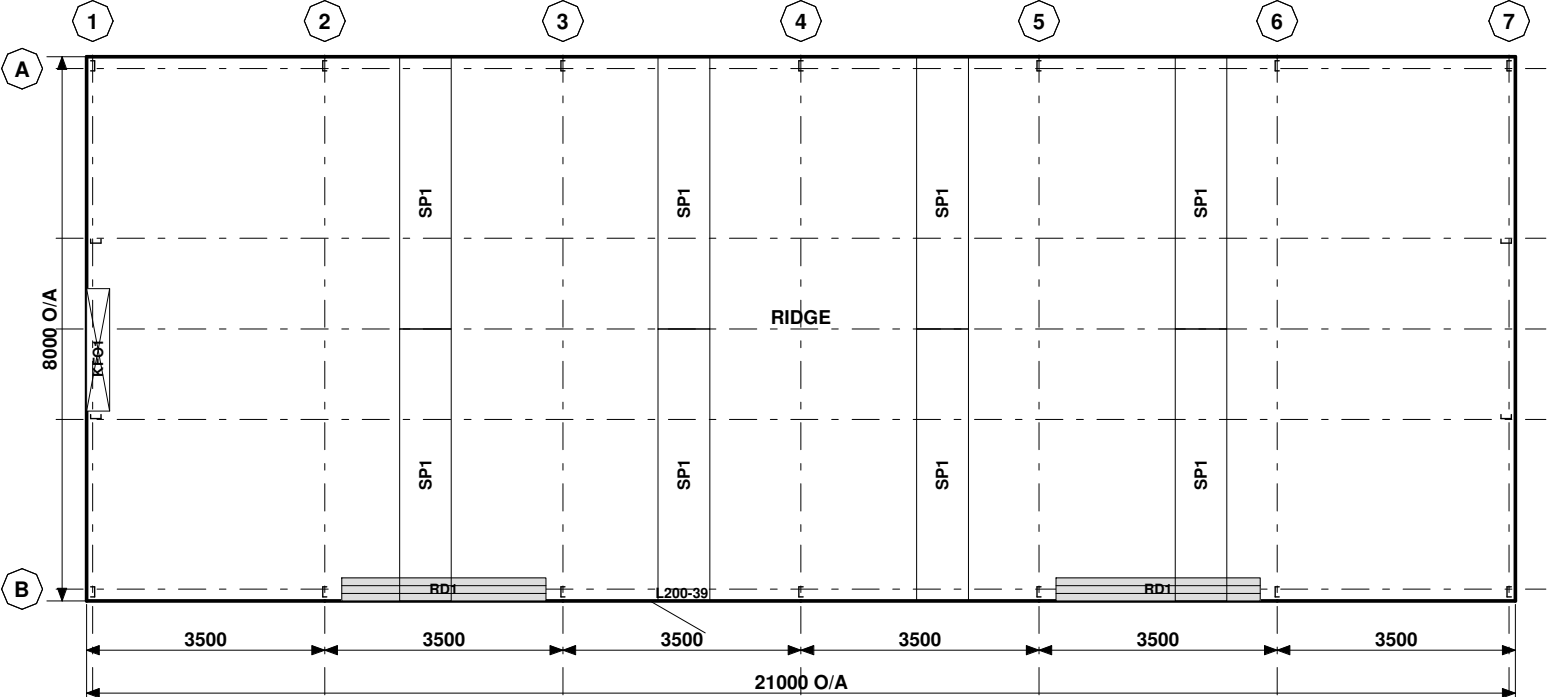
8. CLAUSE 3.5.1

- P1.
- (a) THE PROPOSED DEVELOPMENT WILL RESULT IN A MINIMAL INCREASE IN TRAFFIC. PLEASE REFER TO THE ATTACHED DOCUMENTS FOR FURTHER INFORMATION REGARDING THE NUMBER OF STAFF AND EXPECTED CLIENT ATTENDANCE.
 - (b) TRAFFIC THAT IS BEING GENERATED BY THE PROPOSED WILL ONLY BE MINIMAL AND WILL NOT BE HEAVY-DUTY VEHICLES.
 - (c) THE EXISTING NATURE OF THE MAIN ROAD IS IN GOOD CONDITION AND THE PROPOSED DRIVEWAY AND CROSSOVER WILL BE SEALED AND MATCH THE MAIN ROAD.
 - (d) NO CHANGES TO SPEED LIMIT AND TRAFFIC FLOW OF THE ROAD DUE TO THE MINIMAL INCREASE IN TRAFFIC CAUSED BY THE PROPOSAL.
 - (e) N/A
 - (f) TO ALLOW CLIENTS AND STAFFS TO ENTER AND EXIT THE PROPOSED.
 - (g) N/A
 - (h) N/A

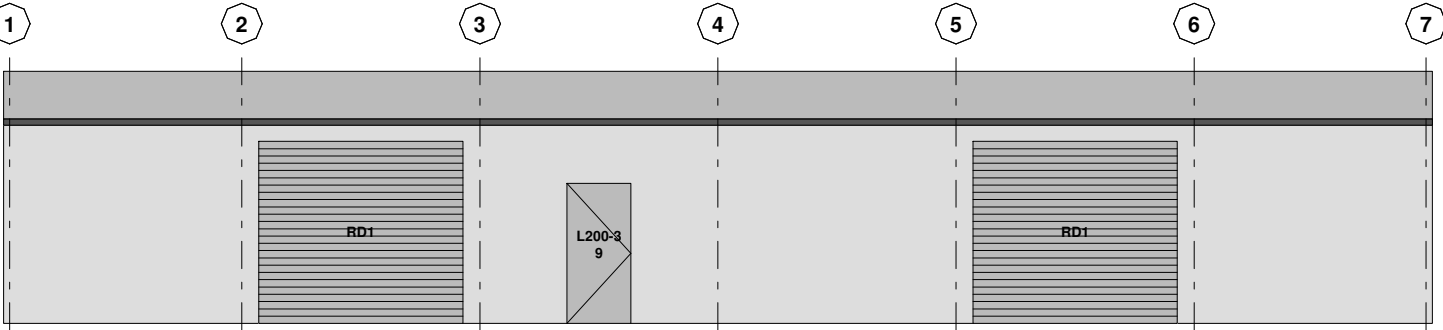
Accredited Building Designer		Date Drawn: Issue Date		Client: WILLIAM JOSEPH ALLAN	
Designer Name : G. Pfeiffer		Drawn: Designer		Project: PROPOSED DOG TRAINING CENTER	
Accreditation No : CC2211T		Checked: Checker		Page: PLANNING RESPONSE NOTES	
Revision Number :B		Approved: J. Pfeiffer		Address: 5 RAEBURN RD BREADALBANE TAS	
Revision Description :Revision 3		Scale: As Shown @ A3		7258	
Revision Date :15.07.26		DEVELOPMENT APPROVAL EP2026-156 A202			
Revision Issued By :C.R					



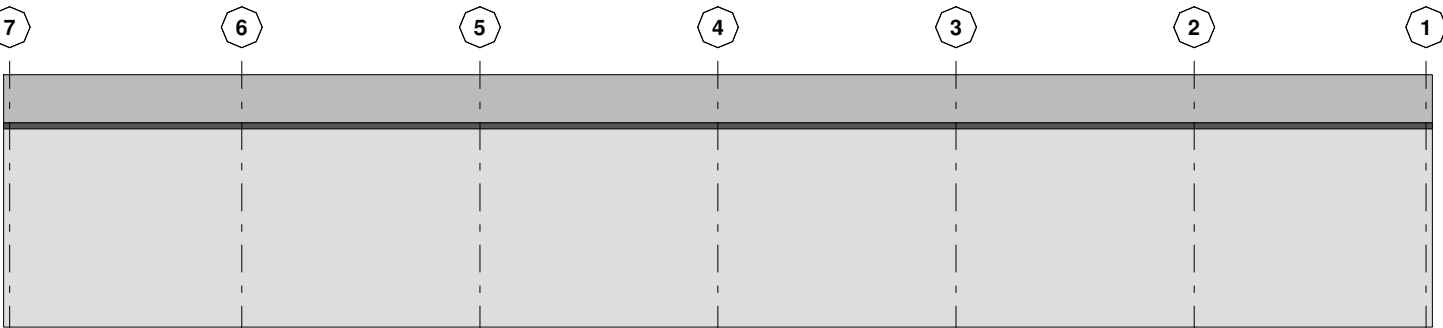
Exhibited



FRAME ROOF PLAN



ELEVATION GRID B



ELEVATION GRID A



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Lysaght Building
Solutions Pty Ltd
trading as RANBUILD

CLADDING

ITEM	PROFILE (min)	FINISH	COLOUR
ROOF	CUSTOM ORB 0.42 BMT	CB	MO
WALLS	TRIMDEK 0.42 BMT	CB	MO
CORNERS	-	CB	MO
BARGE	-	CB	MO
GUTTER	HI-QUAD	CB	MO

0.35bmt=0.40tct; 0.42bmt=0.47tct; 0.48bmt=0.53tct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
2	RD1	S/Line R.D - W/Lock C2. A 2600 high x 3000 wide Clear Opening C/B
1	L200-39	Larnec Door & Frame Kit, 200/47W, Std. 2040 x 920 C/Bond
1	KFO1	2100H x 1800W CAPRIL or AMI GLASS SLIDER
8	SP1	Sheeting, Polycarbonate, Corrugated Profile (SGFGS/AFCB)

Accredited Practitioner

Alexander Filonov
CC4719P
LEVEL 1, 12 BEAUMONT ST
HAMILTON NSW 2303
+61 2 4962 4311
28/05/2026

ARCHITECTURAL DRAWING ONLY, FOR BUILDING PERMIT STAGE

CLIENT

BILL ALLEN

SITE

5 RAEBURN ROAD
BREADALBANE TAS 7258

BUILDING

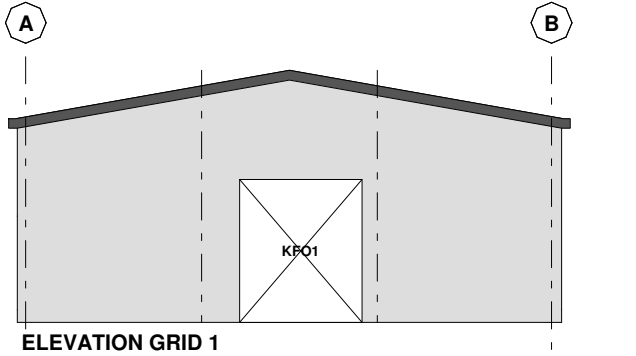
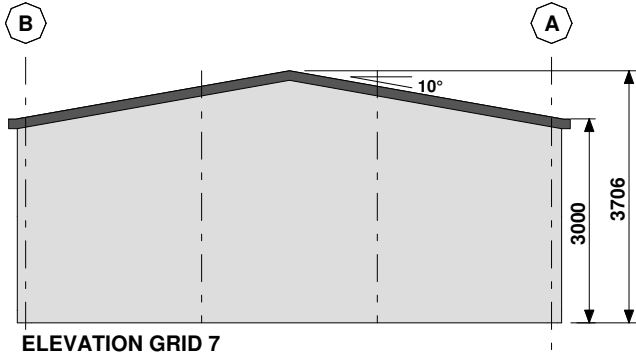
DELUXE
8000 SPAN x 3000 EAVE x 21000 LONG

TITLE

GENERAL ARRANGEMENT

SCALE A3 SHEET 1:100	DRAWING NUMBER 444086-GA1	REV B	PAGE 1/8
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Exhibited



RANBUILD

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28/05/2026

ARCHITECTURAL DRAWING ONLY, FOR BUILDING PERMIT STAGE

CLIENT
BILL ALLEN
SITE
**5 RAEBURN ROAD
BREADALBANE TAS 7258**

BUILDING
**DELUXE
8000 SPAN x 3000 EAVE x 21000 LONG**

TITLE
GENERAL ARRANGEMENT

SCALE A3 SHEET 1:100	DRAWING NUMBER 444086-GA2	REV B	PAGE 2/8
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SIGNIFICANT TREES NOMINATION LIST

ITEMISED TREES WITH PHOTOS & CERTIFICATION LIST/OVERLAYS FOR DRAFT AMENDMENT 23-2026



FINAL SEPTEMBER 2026

(based on Council's February 2026 decision - minute Reference No. 26/059)

P.O. Box 156
Longford Tas 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331

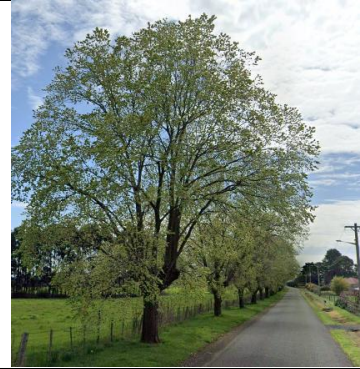
www.northernmidlands.tas.gov.au

Tasmania's Historic Heart

AVOCA

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
A1	16 Blenheim Street	Boucher Park	Betula pendula	Silver Birch	52	Refer to Background/Significance Data for NMC Nominated Significant Trees – September 2026	
A2	16 Blenheim Street	Boucher Park	Pinus halepensis	Aleppo Pine (Lone Pine)	1	Refer to Background/Significance Data for NMC Nominated Significant Trees – September 2026	

BISHOPSBOURNE

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
B1	Bishopsbourne Road	Road Reserve	Ulmus X hollandica	Dutch Elm	16	Refer to Background/Significance Data for NMC Nominated Significant Trees – September 2026.	

CAMPBELL TOWN

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
CT1	55 High Street	St Andrews Uniting Church	Ulmus procera	English Elm	32	Refer nomination form.	

CT2	151 High Street		Sequoiadendron giganteum	Giant Sequoia	1	Refer to Background/Significance Data for NMC Nominated Significant Trees – September 2026	
CT3	In front of 147 High Street	Road Reserve	Quercus robur	English Oak	3	Refer to Background/Significance Data for NMC Nominated Significant Trees – September 2026	

CT4	22 Bedford Street		Ulmus procera	English Elm	2	Refer to Background/Significance Data for NMC Nominated Significant Trees – September 2026	
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CRESSY

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
C1	54 Main Street		Quercus robur	English Oak	1	Refer nomination form.	

C2	133 Main Street		Quercus robur	English Oak	1	Refer nomination form.	
C3	103 Main Street		Ulmus procera	English Elm	3	Refer nomination form. Not prevalent to streetscape but located on boundary and may be subject to future development pressure as adjacent land is undeveloped and zoned residential.	

C5	Cressy Road (on boundary of Cressy House – 919 Cressy Road and CT50936/1)		<i>Quercus robur</i>	English Oak	39	Refer nomination form.	
C6	92a Main Street	Bartholomew Park	<i>Quercus palustris</i>	Pin Oak	1	Refer nomination form.	

C7	1 Archer Street		Sequoia sempervirens	Coastal Redwood	1	Refer nomination form.	
C8	112-118 Main Street	Cressy District High School	Quercus coccinea	Scarlet Oak	1	Refer nomination form.	

C11	11 Wilson Street		Morus Nigra	Mulberry Tree	1	Refer nomination form.	
C12	11 Wilson Street		Quercus robur	English Oak	1	Refer nomination form.	

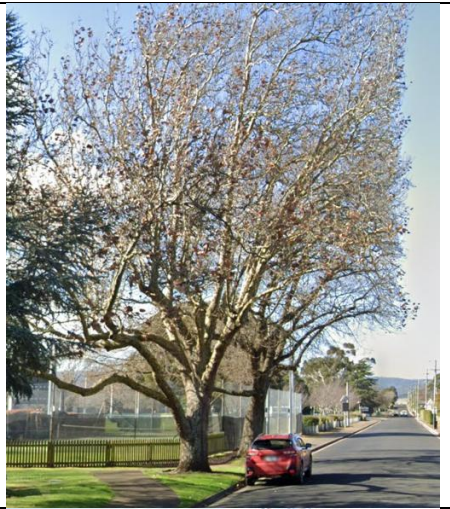
DEDDINGTON

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
D1	Uplands Road	Patterdale	Pinus radiata	Radiata Pine	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026	

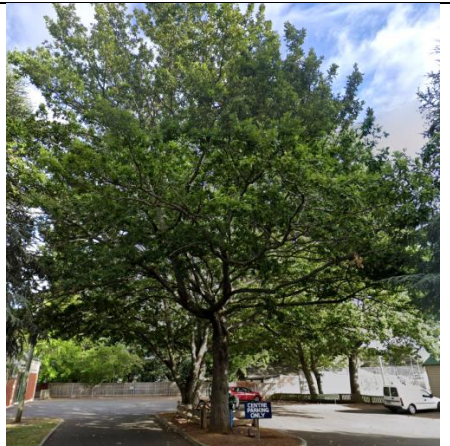
EVANDALE

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
E1	3a Macquarie Street		Quercus robur	English Oak	2	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	

E2	14a Macquarie Street		Quercus robur	English Oak	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026	
E3	11 Russell Street		Ulmus minor	Field Elm	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026	
E4	31 Cambock Lane		Quercus robur	English Oak	2	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026	

E5	18 High Street	Community Centre	Quercus robur & Platanus x acerifolia	English Oak & London Plane	2	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026	
E6	1-3 Barclay Street	Morvan Park	Quercus robur	English Oak	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	

E7	2-14 Logan Road	Falls Park	Ulmus procera, Quercus robur, Cupressus Sempervire, Sequoia sempervirens	English Elm, English Oak, Italian Cypress & Coastal Redwood	32	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026..	
E8	18 High Street	Evandale Community Centre	Cedrus atlantica f. glauca	Blue Atlas Cedar	2	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	

E9	18 High Street	Evandale Community Centre	Quercus robur	English Oak	2	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	
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LIFFEY

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
LY1	1443 Liffey Road	Liffey Hall	<i>Cryptomeria Japonica</i> , <i>Cedrus deodara</i> , <i>Pinus canariensis</i> , <i>Pinus halepensis</i> , <i>Cupressocypariss leylandii</i>	Japanese Red cedar, Deodar (Himalayan) cedar, Canary Island Pine, Aleppo pine, Leyland Cypress	19	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	

LONGFORD

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
L1	23 William Street	Longford Primary School	(Luma apiculata) Emerald Tree	Chilean Myrtle	3	Refer nomination form.	
L2	390 Illawarra Road	Mountford	Sequoiadendron giganteum	Giant Sequoia	1	Refer nomination form. Likely planted by Alexander Clerke, previous owner of Mountford around 1844, making tree 180+ years old.	

L3	Wellington Street	Road Reserve	Ulmus procera, Ulmus glabra, Ulmus minor & Platanus x acerifolia	English Elm, Wych Elm, Field Elm & one London Plane	52	Refer nomination form.	
L6	53 Wellington Street	Longford Village Green 'Victoria Square'	Eucalyptus viminalis	Manna Gum	3	Refer nomination form.	

L8	53 Wellington Street	Longford Village Green 'Victoria Square'	Ulmus parvifolia	Chinese Elm	1	Refer nomination form.	
L9	53 Wellington Street	Longford Village Green 'Victoria Square'	Pinus halepensis	Aleppo Pine	1	Refer nomination form.	

L10	53 Wellington Street	Longford Village Green 'Victoria Square'	Quercus ilex	Holm Oak	1	Refer nomination form.	
L11	53 Wellington Street	Longford Village Green 'Victoria Square'	Phoenix canariensis	Canary Island Date Palm	1	Refer nomination form. Unique tree within park setting. One remaining of two originally planted - planted by Warden (Mr. G. Carins) and Mr A. Archer in 1934, either side of the monument.	

L12	53 Wellington Street	Longford Village Green 'Victoria Square'	Sequoiadendron giganteum	Wellingtonia Or Giant Sequoia	1	Refer nomination form. Iconic tree in Longford streetscape. Has lighting to commemorate important events.	
L13	53 Wellington Street	Longford Village Green 'Victoria Square'	Quercus robur	English Oak	1	Refer nomination form. Reflects location of original plantings on the Village Green.	
L14	65 Wellington Street		Cedrus Libani	Cedar of Lebanon	1	Refer nomination form. 120 years +, slow growing, uncommon in garden setting.	

L16	873 Illawarra Road	Valleyfield	Quercus robur	English Oak	22	Refer nomination form.	
L17	Anstey Street	Road Reserve	Melaleuca linariifolia	Snow-in- Summer	15	Refer nomination form.	

L18	Adjacent to 10 Union Street	Road Reserve	Platanus x acerifolia	London Plane	2	Refer nomination form. Last two remaining of original plane trees planted along entrance to town. Other trees in avenue lost to floods/development.	
L19	Latour Street Extension (Between Smith and Union St)	Road Reserve	Quercus robur	English Oak	3	Refer nomination form. Entrance plantings established in 1915.	
L20	Latour Street Extension (Between Smith and Union St)	Road Reserve	Ulmus X hollandica	Dutch Elm	13	Refer nomination form. Entrance plantings established in 1915	

L21	Illawarra Road	Road Reserve	Populus nigra	Lombardy Poplar	20+	Refer nomination form.	
L22	Crn Cressy Road, Brickendon & Catherine Streets	Coronation Park	Acacia Melanoxylon	Tasmanian Blackwood	6	Refer nomination form. Note: one tree incorrectly identified in nomination.	
L23	Crn Cressy Road, Brickendon & Catherine Streets	Coronation Park	Eucalyptus viminalis	Manna Gum	1	Refer nomination form.	

L24	2a William Street	Christ Church	Various	Various. Already listed: Irish Strawberry, Olive, Portugese Laurel	124	Refer nomination form. Refer separate ENSPEC data (2014) for complete listing (98 trees nominated). Grounds were originally laid out by a Dr James Appleyard, who aimed to plant every tree listed in the Bible in the grounds.	
L26	39 Smith Street	Recreation Ground	Sequoia sempervirens & Quercus Robur	Coast Redwood & English Oak	2	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026..	

L27	Smith Street	Road Reserve	Ulmus minor	Field Elm	3	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	
L28	11B Smith Street	Ambulance Station	Ulmus procera	English Elm	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026..	

L29	Archer Street	Caravan Park	Sequoiadendron giganteum	Giant Sequoia	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	
L30	23 William Street	Longford Primary School	Sequoiadendron giganteum	Giant Sequoia	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.	

L31	23 William Street	Longford Primary School	Quercus Rubra	Red Oak	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026..	
L32	15 Lewis Street		Phoenix canariensis	Canary Island Date Palm	2	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026..	

PERTH

Nomination Ref #	Address	Park/place Name	Species	Common name	# of trees	Comment on significance	Photo
P1	Adjacent to 2a William Street	Road Reserve	Quercus robur	English Oak	1	Refer nomination form.	
P2	18 William Street	The Stone House	Magnolia Grandiflora	Magnolia	1	Refer nomination form.	

P3	18 William Street	The Stone House	Quercus coccinea	Scarlet Oak	1	Refer nomination form.		
P4	18 William Street	The Stone House	Fagus sylvatica 'purpurea'	Copper Beech	1	Refer nomination form.		
P5	57 Clarence Street		Araucaria bidwillii	Bunya Pine	1	Refer to Background/ Significance Data for NMC Nominated Significant Trees – September 2026.		