



Meander Valley Council
Working Together

ORDINARY AGENDA

COUNCIL MEETING

Tuesday 13 April 2021

MEETING CONDUCT

- The conduct of Council Meetings is currently being undertaken in accordance with the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*. This has necessarily meant that public attendance at meetings has been restricted. Under these arrangements Council meetings have been undertaken remotely via online avenues.
- Given the current COVID-19 circumstance in Tasmania, Council has now resumed face to face meetings at the Council Chambers in Westbury.
- While COVID-19 restrictions remain in place, Council is mindful of the need to ensure community safety and compliance with regard to the number of people who may gather. This obligation is balanced with the need to minimise disruption to the business of Council. Considering this, Council has determined that limited public access to Council meetings will be permitted from 11 August 2020.
- During this first phase priority will be given to those individuals making representations to planning applications which are subject to statutory timeframes. Any member of the public attending will be required to pre-register and attend the meeting for their relevant agenda item or question time. To ensure compliance with Council's COVID-19 Safety Plan, those intending to attend must register their interest with Council's Customer Service Centre by phoning 6393 5300. On arrival, attendees will be required to provide their name, address and contact number to support COVID-19 tracing in the event it is necessary.
- Overall numbers will be limited to **seven members** of the public in the Council Chambers at once. At the discretion of the Mayor, people may be asked to leave the meeting at the conclusion of an agenda item. Priority access will be afforded to those making representations to planning applications. The general public will be afforded priority over media representatives. If more than seven representors have an interest in an agenda item, people may be asked to leave the meeting room after their representation to allow others to make their representation to Council.
- Council will continue to ensure minutes and audio recordings of Council meetings are available on Council's website and will review access for other people and media in due course.

These arrangements are subject to review based on any changing circumstance relating to the COVID-19 Disease Emergency.

SECURITY PROCEDURES

At the commencement of the meeting the Mayor will advise that:

- Evacuation details and information are located on the wall to his right.
- In the unlikelyhood of an emergency evacuation an alarm will sound and evacuation wardens will assist with the evacuation.
- When directed, everyone will be required to exit in an orderly fashion through the front doors and go directly to the evacuation point which is in the car park at the side of the Town Hall.



PO Box 102, Westbury,
Tasmania, 7303

Notice is hereby given that an Ordinary Meeting of the Meander Valley Council will be held at the Westbury Council Chambers, 26 Lyall Street, Westbury, on **Tuesday 13 April 2021, commencing at 3.00pm.**

In accordance with Section 65 of the *Local Government Act 1993*, I certify that with respect to all advice, information or recommendations provided to Council with this agenda:

1. the advice, information or recommendation is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and
2. where any advice is given directly to Council by a person who does not have the required qualifications or experience, that person has obtained and taken into account in that person's general advice, the advice from an appropriately qualified or experienced person.

A handwritten signature in blue ink, appearing to read 'John Jordan', with a long horizontal stroke extending to the right.

John Jordan
GENERAL MANAGER

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Agenda for an Ordinary Meeting of the Meander Valley Council to be held at the Council Chambers Meeting Room, 26 Lyall Street, Westbury, on Tuesday 13 April 2021 at 3.00pm.

Business is to be conducted at this meeting in the order in which it is set out in this agenda, unless the Council by Absolute Majority determines otherwise.

PRESENT

APOLOGIES

IN ATTENDANCE

CONFIRMATION OF MINUTES

Reference No. 54/2021

Councillor xx moved and Councillor xx seconded, ***“that the minutes of the Ordinary Meeting of Council held on Tuesday 9 March 2021, be received and confirmed.”***

COUNCIL WORKSHOPS HELD SINCE THE LAST MEETING

Reference No. 55/2021

Date	Items discussed:
23 March 2021	<ul style="list-style-type: none">• Communications Calendar• IT Strategy Update• Presentation – University of Tasmania update – Inveresk Campus development• Presentation – Farmer’s view on the impact of proposed electricity transmission lines• Presentation – Cat Management Strategy• Representations to Draft Amendment 4/2020 – Country Club Residential Estate – Representations

	<ul style="list-style-type: none"> • Hadspen Hills • Items for Noting <ul style="list-style-type: none"> (a) Policy Review No. 22 – Building Plans and Approval Lists
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ANNOUNCEMENTS BY THE MAYOR

Reference No. 56/2021

10 March 2021

NTDC Board Meeting

11 March 2021

Mayors Professional Development Day

12 March 2021

LGAT General Meeting

21 March 2021

Official Opening – Tasmanian Garlic & Tomato Festival

23 March 2021

Council Workshop

26 March 2021

NTFA Season Launch

29 March 2021

Official Opening – Prospect Vale Park upgrades

30 March 2021

Official Opening – Western Tiers Distillery

1 April 2021

Meeting with TasWater

ANNOUNCEMENTS BY COUNCILLORS

Reference No. 57/2021

Nil

DECLARATIONS OF INTEREST

Reference No. 58/2021

TABLING AND ACTION ON PETITIONS

Reference No. 59/2021

PUBLIC QUESTION TIME

General Rules for Question Time:

Public question time will continue for no more than thirty minutes for 'questions on notice' and 'questions without notice'.

At the beginning of public question time, the Chairperson will firstly refer to the questions on notice. The Chairperson will ask each person who has a question on notice if they would like to ask their question. If they accept they will come forward and state their name and where they are from (suburb or town) before asking their question(s).

The Chairperson will then ask anyone else with a question without notice to come forward and give their name and where they are from (suburb or town) before asking their question.

If called upon by the Chairperson, a person asking a question without notice may need to submit a written copy of their question to the Chairperson in order to clarify the content of the question.

A member of the public may ask a Council officer to read their question for them.

If accepted by the Chairperson, the question will be responded to, or, it may be taken on notice as a 'question on notice' for the next Council meeting. Questions will usually be taken on notice in cases where the questions raised at the meeting require further research or clarification. These questions will need to be submitted as a written copy to the Chairperson prior to the end of public question time.

The Chairperson may request a Councillor or Council officer to provide a response. A Councillor or Council officer who is asked a question without notice at a meeting may decline to answer the question.

All questions and answers must be kept as brief as possible. There will be no debate on any questions or answers.

In the event that the same or similar question is raised by more than one person, an answer may be given as a combined response.

If the Chairperson refuses to accept a question from a member of the public, they will provide reasons for doing so.

Questions on notice and their responses will be minuted. Questions without notice raised during public question time and the responses to them will be minuted, with exception to those questions taken on notice for the next Council meeting.

Once the allocated time period of thirty minutes has ended, the Chairperson will declare public question time ended. At this time, any person who has not had the opportunity to put forward a question will be invited to submit their question in writing for the next meeting.

Notes

- Council officers may be called upon to provide assistance to those wishing to register a question, particularly those with a disability or from non-English speaking cultures, by typing their questions.
- The Chairperson may allocate a maximum time for each question, or maximum number of questions per visitor, depending on the complexity of the issue, and on how many questions are anticipated to be asked at the meeting. The Chairperson may also indicate when sufficient response to a question has been provided.
- Limited Privilege: Members of the public should be reminded that the protection of parliamentary privilege does not apply to Local Government, and any statements or discussion in the Council Chamber or any documents produced are subject to the laws of defamation.

PUBLIC QUESTION TIME

Reference No. 60/2021

1. PUBLIC QUESTIONS TAKEN ON NOTICE – MARCH 2021

Nil

2. PUBLIC QUESTIONS WITH NOTICE – APRIL 2021

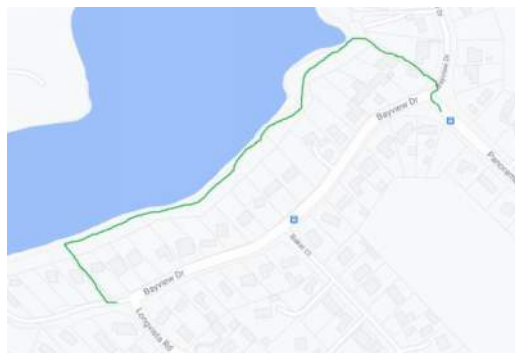
2.1 Dr John Ralph, Blackstone Heights

I am writing to request, in the first instance, comment from MVC on relative accessibility for the existing trail alongside Lake Trevallyn in Blackstone Heights.

The lakeside trail can be accessed from between 7-9 Bayview Drive and between 43-45 Bayview Drive (see map below). However, at present these access points, and the lakeside trail, are negotiated reasonably only by people of average physical capability or better. The paths are not accessible to people with mobility issues including those in wheelchairs.

Apart from being denied the spectacular views that the lakeside trail provides, I invite Councillors to consider the matters of access and equity that might be considered in this situation. Currently, the only option for people with mobility constraints in the area is to navigate Bayview Drive parallel and higher up to the lakeside trail. While not unpleasant, it is a distinctly different user experience compared to the lakeside path (see pictures below).

Can you provide guidance on a process that could be commenced to retrofit the existing access ways and lakeside path to enable opportunities for lakeside access to people living with disability? My understanding is that there may be matters of jurisdiction/oversight of the path (between Council and Crown Land Services) and I would appreciate clarity in relation to that also. I am available to discuss the matter further in person as are members of our community more directly affected by the subject matter of my Question on Notice.





The difference in accessibility results in the difference in user experience as shown below:



Response by Dino De Paoli, Director Infrastructure Services:

The existing access pathways that lead to the Lake Trevallyn foreshore reserve and trail between 7 and 9 Bayview Drive, and between 43 and 45 Bayview Drive, both fall under the ownership of the Crown and are managed by the Department of Primary Industries, Parks, Water and Environment. Council has not previously been involved in the maintenance of these areas or setting programs for future improvement works, however, Council will forward your correspondence to the Department for their information and consideration. It is noted that the gradient of the two pathways referenced above are approximately 17% (1 in 6) and 9% (1 in 11) respectively, and treatments required along these accesses to provide greater accessibility may be difficult to achieve and not necessarily provide access to all people in accordance with required standards.

2.2 Emma Hamilton, Westbury

- a) In last month's meeting a question was asked by an Alex Gorman about potential political candidates voting on the Government's prison proposal and bias. The reply from the General Manager was that the question would not be answered because it was hypothetical. Since this is no longer a hypothetical question, will Council now tell us if Councillor Susie Bower and Councillor Stephanie Cameron will be allowed to vote on the Liberal Party's prison proposal rezone and/or Development Application should they not be elected and remain on Council since they are running for the proponent's political party being the Liberal Party?

Response by John Jordan General Manager:

Councillors will be required to manage any conflict of interest or bias in accordance with relevant legislation and their role when acting as a Planning Authority.

- b) Councillor Susie Bower has publicly stated on her Facebook campaign profile page that she supports a prison being built on Birralea Road (photographic evidence can be supplied). Will this be considered bias and rule her out of voting on the prison proposal should she not be elected and remain on Council?

Response by John Jordan, General Manager:

Councillor Bower will need to act in accordance with relevant legislation to ensure the integrity of any planning approval process.

1.3 Anne-Marie Loader, Westbury

- a) Will Council explain what the process will be with regards to recounts and by-elections should either or both Councillors Bower or Cameron find themselves elected members of state parliament?

Response by John Jordan, General Manager:

Any position of Councillor which becomes vacant will be managed in consultation with the Tasmanian Electoral Commission in accordance with the Local Government Act 1993 and the provisions set out for casual vacancies in Part 15, Division 9 of the Act.

3. PUBLIC QUESTIONS WITHOUT NOTICE – APRIL 2021

COUNCILLOR QUESTION TIME

Reference No. 61/2021

1. COUNCILLOR QUESTIONS TAKEN ON NOTICE – MARCH 2021

1.1 Cr John Temple

- a) With regard to the proposed prison, is my recollection correct that the State Government, a year or so ago, said that it would be up to Council to consider potential rezoning, that Council would not be rushed in considering this matter and that projects of state significance legislation would not be used?

Response by General Manager, John Jordan

Council is not a keeper of the record with regard to any public statements or commitments made by state government agencies.

However, Council is aware of an FAQ section on the Department of Justice Northern Regional Prison Project website

(<https://www.justice.tas.gov.au/strategic-infrastructure-projects/new-northern-prison/faq>). It contains the following question and answer: "Will the Government's Major Projects Legislation be used to fast track the prison? [Answer:] No. The Government will not be calling in this project as a major project."

Council is also aware that, in a press conference on 18 June 2020, Premier Peter Gutwein stated “we’ll need to look at rezoning. Those processes will run the normal course with Council.”

I am unable to confirm whether the State Government made other comments with respect to “rushing” Council’s consideration of any potential rezoning.

- b) As there is rumour in the community, is Council able to confirm that the assertions mentioned in my previous question still apply to the currently proposed location?

Response by General Manager, John Jordan

Council has not been advised of the intent of the State Government in relation to the new proposed site of the Northern Prison along Birralea Road. It is not Council’s role to confirm or comment on the intent of the State Government in response to rumours.

1.2 Deputy-Mayor Michael Kelly

- a) Is there appropriate IT security in place for Council emails and if so is there any evidence to suggest that people outside of Council could have viewed confidential employee related information and provided that to the Meander Valley Gazette?

Response by John Jordan, General Manager

There is appropriate security in place for the Council email system including firewall to filter internet traffic, email filtering for spam emails, blocking of known relay agents and regular patching of the email server. There is no evidence that people outside of the Council have penetrated our security defences. Analysis of the email logs by the IT Officer shows no indication of compromise or suspicious activity. This does not discount the possibility of inappropriate sharing of information by verbal or other non-electronic forms of communication.

Recent compromises in the Federal Parliament and media organisations highlight the need for a continual review of security practices and measures and information security in general. Such reviews are periodically undertaken by Council IT staff and contractors.

2. COUNCILLOR QUESTIONS WITH NOTICE – APRIL 2021

Nil

3. COUNCILLOR QUESTIONS WITHOUT NOTICE – APRIL 2021

DEPUTATIONS BY MEMBERS OF THE PUBLIC

Reference No. 62/2021

PLANNING AUTHORITY ITEMS

For the purposes of considering the following Planning Authority items, Council is acting as a Planning Authority under the provisions of the Land Use Planning and Approvals Act 1993.

The following are applicable to all Planning Authority reports:

Strategic/Annual Plan Conformance

Council has a target under the Annual Plan to assess applications within statutory timeframes.

Policy Implications

Not applicable.

Legislation

Council must process and determine the application in accordance with the *Land Use Planning and Approvals Act 1993* (LUPAA) and its Planning Scheme. The application is made in accordance with Section 57 of LUPAA.

Risk Management

Risk is managed by the inclusion of appropriate conditions on the planning permit.

Financial Consideration

If the application is subject to an appeal to the Resource Management Planning and Appeal Tribunal, Council may be subject to the cost associated with defending its decision.

Alternative Recommendations

Council can either approve the application with amended conditions or refuse the application.

Voting Requirements

Simple Majority

PLANNING AUTHORITY 1

Reference No. 63/2021

11 STURGIS PLACE PROSPECT VALE

Planning Application: PA\21\0213

Proposal: Multiple dwellings (2 units)

Author: Laura Small
Town Planner

1) Proposal

Application

Council has received an application for the construction of two (2) dwellings at 11 Sturgis Place, Prospect Vale.

Applicant	BVZ Designs
Owner	M Rezaie, R Rezaie, R Rezaie
Property	11 Sturgis Place PROSPECT VALE (CT:175463/16)
Zoning	General Residential Zone
Discretions	10.4.4 Sunlight and overshadowing for all dwellings E6.7.2 Design and Layout of Car Parking
Existing Land Use	Vacant Land
Number of Representations	Six (6)
Decision Due	14 April 2021
Planning Scheme:	<p>Meander Valley Interim Planning Scheme 2013 (the Planning Scheme).</p> <p>Note:</p> <p>Interim Planning Directive No. 4 became operational on 22 February 2021. Applications lodged on or after this date are subject to assessment against the provisions in the directive. The application was lodged and became valid on 29 January 2021, therefore the provisions in the Interim Planning Directive No. 4 are not applicable to the proposal.</p> <p>Meander Valley Council has received the Notice of Decision from the Tasmanian Planning Commission for the Draft Meander Valley Local Provisions</p>

	<p>Schedule. The notice requires modifications to be made before Council returns the finalised Local Provisions Schedule to the Commission for approval, which will then activate the Tasmanian Planning Scheme in Meander Valley.</p> <p>Pursuant to Section 35K.(2)(d) of the <i>Land Use Planning & Approvals Act (LUPAA) 1993</i>, once the notice is issued by the Commission, Council cannot issue a permit, or make a decision on an application for a planning permit, that is in contravention of the Commission decision and the future provisions of the Local Provisions Schedule, irrespective of compliance with the Meander Valley Interim Planning Scheme 2013.</p> <p>The proposal is considered not in contravention with the Tasmanian Planning Scheme and the Local Provision Schedule. It is noted that the Tasmanian Planning Scheme removes the standard for north facing windows and allows for parking and turning provisions in the front setback.</p>
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If approved, the application will result in the construction of two (2) dwellings.

An indicative site plan is included on the following page. Please refer to the attachment for the full application details and plans.

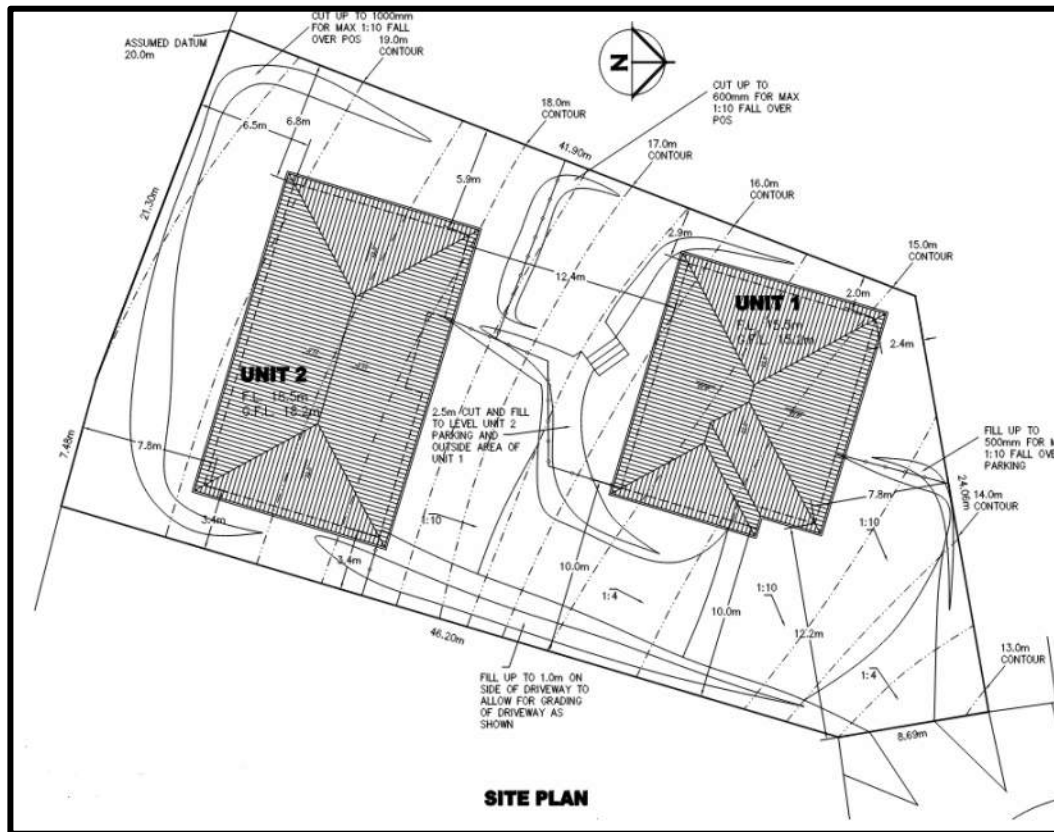




Photo 2: View of site from Sturgis Place.

Standards Requiring Discretion

The application relies on the following Performance Criteria:

10.4.4	Sunlight and Overshadowing for all Dwellings	P1
E6.7.2	Design and Layout of Car Parking	P1

2) Summary of Assessment

The application is for the construction of multiple dwellings (2 units) at 11 Sturgis Place, Prospect Vale. The site is located in the General Residential Zone and is accessed directly from Sturgis Place. Unit 1 will be located fronting onto Sturgis Place and will have a building footprint of 143m². Unit 2 will be located behind Unit 1 and will have a slightly larger building footprint of 182m².

The standards of the planning scheme which require assessment of the Performance Criteria and the application of Council's discretion to approve or refuse the application are outlined above and detailed in the Scheme Assessment in Section 6.

Overview:

- A Residential Use, for multiple dwellings, is a permitted use in the General Residential Zone.
- The lot was created by the subdivision approved by PA\15\0123, the land is currently vacant.
- The proposal triggers Performance Criteria in relation to parking areas in the front setback and the window orientation for Unit 1.
- With conditions, the proposal complies with the Performance Criteria.
- Six (6) representations were received. The representations primarily relate to the density of dwellings in the street, traffic and safety, car parking and property market value.

With conditions the proposed development is considered to comply with the applicable standards of the *Meander Valley Interim Planning Scheme 2013*, and is recommended for approval.

3) Recommendation

It is recommended that the application for Use and Development for Multiple dwelling (2 units) on land located at 11 Sturgis Place PROSPECT VALE (CT:175463/16) by BVZ Designs, be APPROVED, generally in accordance with the endorsed plans:

- a) BVZ Designs – Drawing Number: REZ0121 - Pages 1-10/10 – Revision 4 – Dated 26/01/2021**

and subject to the following conditions:

- 1. Prior to the commencement of works amended plans must be submitted for approval to the satisfaction of Council's Town Planner. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must show:**
 - a) Details of the retaining wall required to retain the external car parking areas including details of safety bollards or similar to ensure the safe and efficient use of the parking spaces;**
 - b) The northern boundary of the internal driveway and parking area must be bounded by a 150mm high kerb or similar to prevent nuisance flow from the parking areas discharging onto the adjoining property;**
 - c) All parking spaces clearly dedicated, through line marking or**

incidental signage, to a particular dwelling, with 1 space dedicate to visitor parking; and

d) The boundary fence adjoining the external parking areas to be a minimum of 2100mm in height.

- 2. Prior to the commencement of use on-site stormwater detention is to be provided for the proposed unit development (See Note 2).**
- 3. The stormwater overland flow path is to be directed to the road reserve.**
- 4. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2021/00446-MVC).**

Notes:

- 1. No work is to be undertaken in the Road Reservation without written consent from the Road Authority. An Application for Works in Road Reservation form must be completed and submitted to Council for approval prior to the commencement of works where any construction will be undertaken in the Road Reservation. All enquiries should be directed to Council's Infrastructure Department on (03) 6393 5309.**
- 2. Stormwater detention is required for this development. Details of design and construction must be provided to Council prior to issue of the Plumbing and Building permit for the project. The detention must be designed by a suitably qualified Engineer or Hydraulics Designer. Please see attached letter regarding the provision of detention and the requirements of Council acting as the Stormwater Authority in accordance with the *Urban Drainage Act 2013*.**
- 3. The proposed development does not contain enough frontage to provide a kerb-side waste collection service. The development may be able to have bins collected from the side of the crossover but would require the body corporate to sign an agreement to indemnify Council and its waste collection service provider of any damage that may occur to the crossover from Service Vehicle movements. Alternatively waste collection may be organised by the body corporate via a private internal collection. To discuss further, please contact Council's Infrastructure Department on 6393 5309.**

4. Any other proposed development and/or use, including amendments to this proposal, may require a separate planning application and assessment against the Planning Scheme by Council. All enquiries can be directed to Council's Development and Regulatory Services on 6393 5320 or via email: mail@mvc.tas.gov.au

5. This permit does not imply that any other approval required under any other by-law or legislation has been granted. The following additional approvals may be required before construction commences:

- a) Building approval**
- b) Plumbing approval**

All enquiries should be directed to Council's Permit Authority on (03) 6393 5320 or Council's Plumbing Surveyor on 0419 510 770.

6. This permit takes effect after:

- a) The 14 day appeal period expires; or**
- b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.**
- c) Any other required approvals under this or any other Act are granted.**

7. A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Resource Management and Planning Appeal Tribunal. A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant. For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au

8. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted if a request is received.

9. In accordance with the legislation, all permits issued by the permit authority are public documents. Members of the public will be able to view this permit (which includes the endorsed documents) on request, at the Council Office.

10. If any Aboriginal relics are uncovered during works:

- a) All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
- b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania) Fax: (03) 6233 5555 Email: aboriginal@heritage.tas.gov.au; and
- c) The relevant approval processes will apply with state and federal government agencies.

4) Representations

The application was advertised for the statutory 14-day period from 6 February to 22 February 2021.

During the advertising period six (6) representations were received (attached documents). A summary of the concerns raised in the representations is provided below. While the summary attempts to capture the essence of the concerns, it should be read in conjunction with the full representations included in the attachments.

Concern - If the application is approved, in one cul-de-sac there will be a total of 12 units over 15 blocks. Some of the units constructed have steep driveways which do not accommodate vehicles and the cars are required to park in the street. Sturgis Place is a cul-de-sac and so all parking is pushed down the street creating a bottle neck.

Comment: The General Residential Zone provides an Acceptable Solution for residential density for multiple dwellings. The proposal complies with the Acceptable Solution. The proposed development requires the provision of five (5) car parking spaces, two (2) per dwelling and one (1) visitor accommodation space. In response to the slope of the site, two (2) car parking spaces are provided in the front setback. All required car parking spaces are provided within the site. It is not expected that users of the site will need to rely on street parking.

Concern – Traffic: If the units submitted for planning are a 2 and a 3 bedroom unit and if each occupant has 1 or 2 cars, this creates traffic that becomes dangerous and too much for a cul-de-sac. There would be 12 to 24 cars from the occupants of the units alone in the street and then additional traffic from the other 8+ houses in the cul-de-sac. The corner of Harley Parade and Buell Drive is a dangerous corner now with the ever increasing amount of traffic.

Comment: A single dwelling is expected to generate 10 traffic movements per day. Based on this calculation, traffic movements to the site for the multiple dwellings are not expected to exceed 20 vehicle movements per day. The safety of the road network was considered by the Tasmanian Planning Commission when determining

PA\15\0123. The commission was satisfied that the road layout adequately dealt with traffic issues generated by the development.

Concern – Parking: Currently there is no additional parking in the street to accommodate more than one (1) car per unit (insufficient visitor parking) and currently cars are parking on the footpath to allow enough room for cars to pass on the road. Parking on footpaths has removed an element of safety for all users in the street.

Comment: Table E6.1 of the Car Parking and Sustainable Transport Code requires Unit 1 and Unit 2 to be provided with two (2) car parking spaces each. Table E6.1 requires one (1) visitor space to be provided for the multiple dwelling development. The proposed development provides a double garage attached to Unit 2 and a single garage and external parking space for Unit 1. The required visitor parking space is provided within the common area at the front of the site. The proposed development provides the car parking numbers required by the Scheme. In regards to vehicles parking on the footpath, this is against the Tasmanian Road Rules, and as such is a Police matter.

Concern – Parking: A lot of the issues in the street are a planning and infrastructure issue that I don't feel was addressed during the original planning for this subdivision. I hope these issues are being remediated in the current subdivision developments towards Westbury Road. Harley Parade already suffers from people parking in the street. With the traffic increase of 100-200% in the last 18 months, wildlife is being wiped out, and there is very serious potential for accidents which is only being increased by the amount of multi dwelling block sites being approved.

Comment: The subdivision of the land which created the subject site was considered and approved in PA\15\0123. Multiple dwellings are a permitted use in the General Residential Zone. The proposal complies with the density requirements prescribed in Clause 10.4.1 of the *Meander Valley Interim Planning Scheme 2013*.

Concern – Long term concerns for the upkeep of the infrastructure in the street due to increased traffic and predict the road would deteriorate quickly.

Comment: Sturgis Place was constructed to an appropriate standard and maintenance will be undertaken when required, to meet appropriate levels of service.

Concern – Impacts on the market value of our property: cul-de-sacs are known for their quiet environment and often create a safe place for children. It is not a very attractive incentive for buyers to purchase in a cul-de-sac that has 12 units.

Comment: Property Value is not a matter the *Meander Valley Interim Planning Scheme 2013* can consider.

Concern – Currently in this street there are 7 children. With increased traffic and cars parking on the footpath there is limited options for children to ride their bikes and play safely. We have serious concerns for the safety of children. Traditionally, cul-de-sacs are a safe place for children; the lack of

foresight by Council and developers in the significant number of multi dwelling sites has taken this away.

Comment: The General Residential Zone only provides a site area per dwelling density test for multiple dwellings and does not consider density of the street. The number of car parking spaces required by the car parking and sustainable transport code are provided for on-site and the development is not expected to require on street parking. The safety of children using streets for recreational purposes is not a consideration of the *Meander Valley Interim Planning Scheme 2013*.

Concern – Stormwater pits show on drawing REZ0121-4/10 do not seem to correlate with surface levels and falls shown on drawing REZ0121-2/10. Based on the levels as discussed above and drawing REZ0121-2/10, the parking spaces and driveways must be shaped north, north-east toward our shared boundary. There is no method of collecting (stormwater pits) or directing (eg. Kerb and channel) the stormwater being directed and concentrated toward the shared boundary.

Comment: Further details of the sites drainage plan are required as part of the Plumbing Permit, at which point Council's Permit Authority can request particular design details to ensure stormwater from the site is dealt with in an appropriate way. The *Urban Drainage Act 2013* states that *A property owner must ensure that stormwater is not discharged from a private stormwater system so that it causes or is likely to cause a nuisance to a neighbouring property or its residents*. In an instance that stormwater from the development is not contained within the site, Council has delegation to act under the *Urban Drainage Act 2013*. It is noted that on-site stormwater detention is a requirement for the Plumbing Permit and is not a matter the *Meander Valley Interim Planning Scheme 2013* considers. To ensure the parking areas are drained efficiently, an amended plan is requested to show the northern boundary of the internal driveway and parking area bounded by a 150mm high kerb or similar to prevent nuisance flow from the parking areas discharging onto the adjoining property.

Concern – Stormwater: Concern for the boundary stormwater connection to handle the volume of stormwater collected on the large building and impervious areas as it was only designed for a single residence. Overland flow should be designed to ensure we as neighbours do not suffer hazard, loss or damage as a result of stormwater from this site.

Comment: Connection to services is not a standard the *Meander Valley Interim Planning Scheme 2013* takes into consideration for multiple dwellings in the General Residential Zone. The sites ability to manage stormwater was assessed by Councils Infrastructure department. Stormwater detention is required for this development. A condition in regards to stormwater detention has been included in the recommendation. Condition 2 states that:

Prior to the commencement of use on-site stormwater detention is to be provided for the proposed unit development. The stormwater overland flow path is to be directed to the road reserve (see note 2).

A letter will be provided to the applicant regarding the provisions of detention and the requirements of Council acting as the Stormwater Authority in accordance with the *Urban Drainage Act 2013*.

Concern – Landscaping: While the buildings are set from the boundary, where the driveway crossover is (dimensioned 8.69m on drawing REZ0121-2/10) the view from the street will be almost entirely of concrete driveway. All other properties, including those with multiple dwellings, in this street and the greater area have nature strips to soften the visual impact as viewed from the street. Acknowledgment is given of the attempts made by the inclusion of narrow landscaping strips each side of the driveway, but the primary view will be one of 160m² of concrete which is not in keeping with the area.

Comment: Sturgis Place rises in topography to the west; as so, the slope of the access to the subject site when viewed from the road is exaggerated. In addition to this, the site is located at the head of the cul-de-sac, primarily made up of crossovers and access to seven lots. The ability to implement landscaping within the areas visible from the road is limited by the layout of the site. It is noted that an area of landscaping of 21m² is provided on the northern side of the driveway and an area of 65m² is provided on the southern side of the driveway which extends along the eastern side boundary of the site. The design, including landscaping of car parking areas is assessed in Clause E.7.2 and is considered to comply with the performance criteria.

Concern – Waste Collection: The street is only at 50% occupancy rate and already the street is very busy with nowhere for visitors to park. We have many co-joining entry point driveways within the place and already finding simple things like placing our bins out for collection in conjunction with cars parked on the place is considerably tricky.

Comment: The proposed development does not contain enough frontage to provide a kerb-side waste collection service. The development may be able to have bins collected from the side of the crossover but would require the body corporate to sign an agreement to indemnify Council and its waste collection service provider of any damage that may occur to the crossover from Service Vehicle movements. Alternatively waste collection may be organised by the body corporate via a private internal collection. A note has been included on the permit to direct the applicant to contact Council's Infrastructure department to discuss the options for waste collection.

Concern - The visitor parking space, as noted on drawing REZ0121-5/10 is shown on drawing REZ0121-2/10 with the pavement extending almost to the north boundary (dimensioned 24.06m). This corner of pavement overlaps a shape identified as 500mm maximum fill 1:10 fall across the parking space. The adjacent garage floor is noted as 15.2m and the parking space pavement is 7.4m wide. Interpolating the contour lines shown on the drawing, this pavement will be between 300mm and 1m above natural surface level. The exact levels are difficult to determine as the advertised plans do not provide

pavement spot levels for the proposed development. As noted above, the parking will be between 300mm and 1m above natural surface level. The plans do not indicate the installation of vehicles stops or other controls to prevent vehicles from driving off the edge of the parking space. Vehicles parking in the space will be driving right up to our shared boundary fence. This places the fence at high risk of damage from vehicles. If the parking must be here, we would request the fence be protected by a W-beam barrier or similar. This again risks damage to the shared boundary fence. How is the change of level managed? A batter would not be possible as the corner is too close to the boundary.

Comment: Plans submitted show fill up to 500mm to facilitate the 1:10 fall across the parking spaces. Amended plans are required to show details of the retaining wall to retain the external car parking areas including details of safety bollards or similar to ensure safe and efficient use of the parking areas.

Concern - Assuming a standard 1.8m high boundary fence installed at natural surface level, there will direct line of sight from both the visitor and Unit 1 parking spaces into our lot. As a young family this concerns us, with unknown visitors from a neighbouring lot being able to easily see into the yard where our children play.

Comment: Privacy for all dwellings is assessed at Clause 10.4.6 of the *Meander Valley Interim Planning Scheme 2013*. The external car parking spaces are shown to have a finished surface level of approximately 500mm above the natural ground level. As so, the Acceptable Solution does not require a permanently fixed screen to be installed. With this in mind, after discussing with the applicant, the owner agreed for a condition to be placed on the permit requiring the boundary fence adjoining the parking areas to be constructed to a height of no less than 2100mm.

Concern - As a strata plan has been included with the application we must assume the developer plans to sell the units upon completion. This parking space and the boundary fence would then fall under the control of the body corporate. Any future claims for damage to the fence would be difficult and time consuming for us to recover; as such we seek to have protection for the asset in place at the construction stage.

Comment: *The Strata Titles Act 1998* sets out the requirements for the establishment of body corporate. *The Boundary Fences Act 1908* consolidates the law in relation to boundary fences in Tasmania, in particular the repair and erection of boundary fences. Claims for damage to the fence is not a matter the *Meander Valley Interim Planning Scheme 2013* can consider.

5) Consultation with State Government and other Authorities

The application was referred to TasWater. A Submission to Planning Authority Notice (TWDA 2021/00446-MVC) was received on 26 March 2021 (attached document).

6) Scheme Assessment

Use Class: Residential

Performance Criteria

Those aspects of the development which require Council to exercise discretion are outlined and addressed in the following tables. The Performance Criteria outlines the specific matters that Council must consider in determining whether to approve or refuse the application.

10.0 General Residential Zone

10.4.4 Sunlight and overshadowing for all dwellings

Objective

To provide:

- (a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and*
- (b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.*

Performance Criteria

P1 A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Response

Unit 1 is located fronting onto Sturgis Place and is orientated in response to the topography of the site to allow for access to the internal garage. Unit 1 includes two windows in the living and dining area which are orientated to face east. The proposed unit will have the opportunity to access a reasonable amount of sunlight to enter the living and dining area during the morning.

The siting and orientation of Unit 2 allows for north facing windows in the living room, complying with the Acceptable Solution.

The proposed development allows for the reasonable opportunity for sunlight to enter habitable rooms and is considered consistent with the Objective and Performance Criteria.

E6.0 Car Parking and Sustainable Transport Code

E6.7.2 Design and Layout of Car Parking

Objective

To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Performance Criteria

P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:

- a) the layout of the site and the location of existing buildings; and*
- b) views into the site from the road and adjoining public spaces; and*
- c) the ability to access the site and the rear of buildings; and*
- d) the layout of car parking in the vicinity; and*
- e) the level of landscaping proposed for the car parking.*

Response

The Acceptable Solution requires car parking areas to be located behind the building line. The required visitor parking space and the external parking space for Unit 1 are provided within the frontage of the site, not behind the building line.

Sturgis Place is a small cul-de-sac and provides access to seven (7) lots at the head of the cul-de-sac. The layout of the lots at the head of Sturgis Place results in several concrete driveways, which dominate the streetscape. The site has as an average gradient of 7.4% and impacts the design and location of proposed parking areas.

Table E6.1 requires both Unit 1 and Unit 2 to provide two (2) car parking spaces each. In addition to the car parking spaces required for the dwellings, one (1) visitor car parking space is required for the multiple dwelling development. Unit 2 provides an attached double garage and Unit 1 provides a single attached garage and an external parking space for the exclusive use of Unit 1. A visitor parking space is provided at the front of the site, within the common area.

The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:

- a) The layout of the site and the location of existing buildings;*

The site has a frontage of 8.69m onto Sturgis Place and is located at the head of the cul-de-sac. The site is currently vacant and there are no existing buildings on site.

- b) Views into the site from the road and adjoining public spaces.*

The site is located at the head of a cul-de-sac which provides access to a total of seven (7) lots. Sturgis Place rises to the west and the views of the site when viewed

from the road are exaggerated by the natural topography and layout of the street. Figure 2 below shows the eastern elevation of Unit 1, the dominant view into the site when viewed from Sturgis Place.

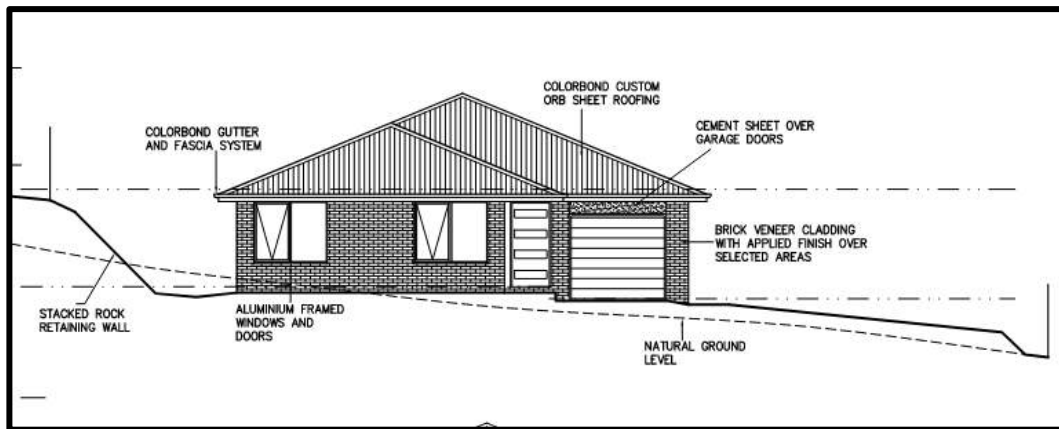


Figure 2: East Elevation of Unit 1.

Due to the location of the access to the site from Sturgis Place, as shown in photo 3 below, car parking will be visible from the road. Landscaping is proposed to provide screening of the parking areas and the dwelling is expected to remain the dominant built form.



Photo 3: View of access from head of Sturgis Place cul-de-sac.

c) The ability to access the site and the rear of buildings;

The site is accessed via an existing 3.73m access from Sturgis Place. The proposal includes the construction of driveway to provide access to parking areas for users of Unit 1 and Unit 2. The driveway within the site will provide access to the required visitor car parking space at the front of the site. Due to the slope of the

site, there are limited solutions to be able to access the site and required parking spaces.

d) The layout of car parking in the vicinity;

Sturgis Place consists of single and multiple dwelling developments, only numbers 9, 11 and 13 Sturgis Place are currently vacant. Car Parking is primarily provided within internal garages of dwellings. The multiple dwelling developments at no. 1, no. 8 and no. 6 Sturgis Place provide additional parking within the front setback. The single dwelling at no. 5 Sturgis Place also provides additional car parking in front of the building line. The proposed development provides car parking via internal garages and provides additional car parking in the front setback.

The streetscape and amenity of the locality has been impacted over time by the approval of parking and manoeuvring spaces in front of building lines. The topography of the subject site impacts the ability to provide car parking spaces behind the dwellings. Due to the density of Sturgis Place, there is a need for parking to be contained on the site as the cul-de-sac cannot support on street parking. The layout of car parking in the vicinity of the subject site is consistent with that proposed by the application.

e) The level of landscaping proposed for the car parking.

The landscaping plan, Figure 3 below, shows a 21m² area to the north of the external parking areas to be landscaped with several *Buxus Sempervirens* Suffrutescens (Dutch Box) which have a mature height of approximately 1.0m. In addition to the landscaping on the northern side of the access, an area of 65m² is provided on the southern side of the driveway which extends along the eastern side boundary of the site. The vegetation along the southern side of the driveway will consist of *Euryops Pectinatus* (Golden Daisy Bush) capable of growing to a height of approximately 1.5m.

The site is accessed via an existing 3.73m access from Sturgis Place on a frontage of 8.69m. The small frontage along with the location of the access limits the opportunity for landscaping between the access and the sites' boundaries.

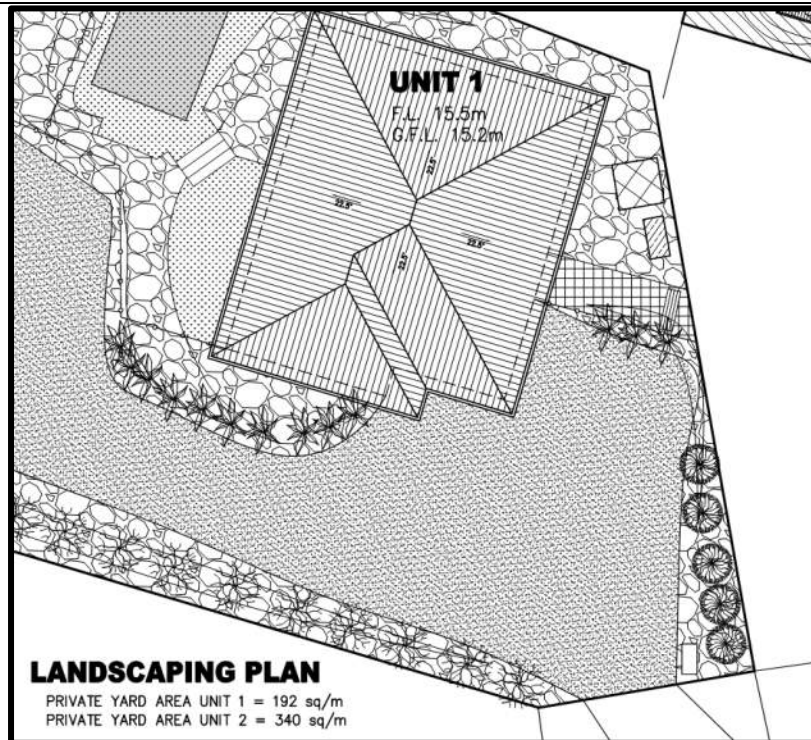


Figure 3: Landscaping Plan of car parking areas.

The proposed development allows for car parking and manoeuvring spaces to be laid out and designed to an appropriate standard and is considered consistent with the Objective of the clause. The location of the proposed car parking spaces will not be detrimental to the streetscape and will not impact on the amenity of the surrounding areas by being consistent with the location of car parking in Sturgis Place. The proposal is considered to comply with the performance criteria.

Acceptable Solutions

The following tables include an assessment of compliance against all of the applicable Acceptable Solutions of the Planning Scheme.

Zone Standards

10.0 General Residential Zone		
Standard	Comment	Assessment
10.3.1 Amenity		
A1	The proposed use is identified as 'permitted' within Table 10.2.	Complies with Acceptable Solution.
A2	The proposed use does not involve the operation of commercial vehicles.	Not applicable.
10.3.2 Residential Character – Discretionary Uses		
A1	The proposed use is identified as	Not applicable.

	'permitted' within Table 10.2.																			
A2	The proposed use is identified as 'permitted' within Table 10.2.	Not applicable.																		
10.4.1 Residential Density for multiple dwellings																				
A1	The site area per dwelling will be 650m ² .	Complies with Acceptable Solution.																		
10.4.2 Setbacks and building envelope for all dwellings																				
A1	Proposed Unit 1 will be setback 12.2m from the frontage and proposed Unit 2 will be setback 28.4m from the frontage. The site only has one frontage.	Complies with Acceptable Solution.																		
A2	The attached single car garage for proposed Unit 1 will be setback 12.2m from the frontage and the attached double car garage for proposed Unit 2 will be setback 28.4m from the frontage.	Complies with Acceptable Solution.																		
A3	<p>The applicable building envelope is described by Diagram 10.4.2A on the basis that the site is a corner lot. The proposed units will have the following minimum boundary setbacks and maximum building heights at the closest point to respective boundaries and overall building heights:</p> <p><u>Proposed Unit 1</u> Overall Building Height 5.2m.</p> <table border="1"> <thead> <tr> <th>Boundary</th><th>Setback</th><th>Height</th></tr> </thead> <tbody> <tr> <td>Southern (primary frontage)</td><td>12.2m</td><td>2.4m</td></tr> <tr> <td>Northern (side)</td><td>2.4m</td><td>2.4m</td></tr> <tr> <td>Eastern (side)</td><td>10m</td><td>2.4m</td></tr> <tr> <td>Western (Side)</td><td>2m</td><td>2.4m</td></tr> <tr> <td>Southern (rear)</td><td>29.1m</td><td>2.4m</td></tr> </tbody> </table>	Boundary	Setback	Height	Southern (primary frontage)	12.2m	2.4m	Northern (side)	2.4m	2.4m	Eastern (side)	10m	2.4m	Western (Side)	2m	2.4m	Southern (rear)	29.1m	2.4m	Complies with Acceptable Solution.
Boundary	Setback	Height																		
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Northern (side)	2.4m	2.4m																		
Eastern (side)	10m	2.4m																		
Western (Side)	2m	2.4m																		
Southern (rear)	29.1m	2.4m																		

	<p>Proposed Unit 2 Overall Building Height 5.2m.</p> <table border="1"> <thead> <tr> <th>Boundary</th><th>Setback</th><th>Height</th></tr> </thead> <tbody> <tr> <td>Southern (primary frontage)</td><td>28.4m</td><td>2.4m</td></tr> <tr> <td>Northern (side)</td><td>27.2m</td><td>2.4m</td></tr> <tr> <td>Eastern (side)</td><td>3.4m</td><td>2.4m</td></tr> <tr> <td>Western (Side)</td><td>5.9m</td><td>2.4m</td></tr> <tr> <td>Southern (rear)</td><td>6.5m</td><td>2.4m</td></tr> </tbody> </table>	Boundary	Setback	Height	Southern (primary frontage)	28.4m	2.4m	Northern (side)	27.2m	2.4m	Eastern (side)	3.4m	2.4m	Western (Side)	5.9m	2.4m	Southern (rear)	6.5m	2.4m	
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Western (Side)	5.9m	2.4m																		
Southern (rear)	6.5m	2.4m																		
10.4.3 Site coverage and private open space for all dwellings																				
A1	<p>The proposed dwellings will have a total roofed area of 366.8m² and the site has an area of 1,300m². The site coverage is therefore 25.2% complying with subclause (a).</p> <p>With respect to subclause (b), proposed Unit 1 will have an area of private open space of approximately 192m² and proposed Unit 2 will have an area of private open space of approximately 340m².</p> <p>The proposal will result in total impervious surfaces of approximately 649.24m² which includes all roofed areas and the driveway hardstand.</p> <p>This results in approximately 50.05% of the site being free from impervious surfaces complying with subclause (c).</p>	Complies with Acceptable Solution.																		
A2	<p>Each proposed unit will be provided with a primary area of private open space that will have the following features:</p> <p>a) it will be in one location and have</p>	Complies with Acceptable Solution.																		

	<p>a minimum area of 24m².</p> <p>b) it will have minimum horizontal dimensions of 6m by 4m.</p> <p>c) it will be accessible from the living room of each proposed unit via a sliding door.</p> <p>d) it will be located to the south-east of each proposed unit. Due to the difference in elevation and separation of each unit from their private open space area, the private designated area of private open space will receive sunlight to more than 50% of the area throughout the day.</p> <p>e) it is not located between respective units and their frontage.</p> <p>f) it will have a gradient of no greater than 1:10.</p> <p>g) it will not be used for vehicle access or parking.</p>	
10.4.4 Sunlight and overshadowing for all dwellings		
A1	Windows to the living and dining room of proposed Unit 1 will be orientated 90° east of north and windows to the living and dining room of proposed unit 2 will face north.	Relies on Performance Criteria with respect to proposed Unit 1.
A2	Proposed Unit 1 will be to the north of proposed Unit 2. There will be 12.4m of separation between each unit and proposed Unit 1 will have a finished floor level approximately 3.1m lower than proposed Unit 2. This will ensure that proposed Unit 1 will be contained within the envelope described by Diagram 10.4.4B.	Not applicable.

A3	Proposed Unit 1 will not be located directly north of the dedicated area of private open space for proposed Unit 2.	Not applicable.
10.4.5 Width of openings for garages and carports for all dwellings		
A1	The garage that will be attached to proposed Unit 1 will have an opening width of 3m	Complies with Acceptable Solution.
10.4.6 Privacy for all dwellings		
A1	The driveway and garage associated with each proposed unit will have a surface or finished floor level of less than 1m above natural ground level.	Not applicable.
A2	Each proposed unit will have a finished floor level of less than 1m above natural ground level.	Not applicable.
A3	The trafficable area of the shared driveway will be setback 3.5m from the habitable room windows to the living room of proposed Unit 1.	Not applicable.
10.4.7 Frontage fences for all dwellings		
A1	The proposal does not involve a frontage fence.	Not applicable.
10.4.8 Waste storage for multiple dwellings		
A1	<p>The waste and recycling storage area will have the following areas and locations for respective units:</p> <p><u>Unit 1</u></p> <ul style="list-style-type: none"> • Area: 1.5m • Location: northern boundary. <p><u>Unit 2</u></p> <ul style="list-style-type: none"> • Area: 1.5m • Location: eastern boundary. <p>Each location is an area for the exclusive use of each dwelling. The areas are not located in front of respective units.</p>	Complies with Acceptable Solution.
10.4.9 Storage for multiple dwellings		
A1	Each proposed unit will be provided with a garden shed that will have the following dimensions: 1.8l, 1.8w, 2h. These dimensions equate to 6.48m ³ .	Complies with Acceptable Solution.

10.4.10 Common property for multiple dwellings		
A1	The submitted Landscaping Plan (Drawing No. REZ0121 – 3/10) delineates all private areas including driveways, private open space, letter boxes and shared service connections.	Complies with Acceptable Solution.
10.4.11 Outbuildings for multiple dwellings		
A1	The combined gross floor area for the proposed outbuildings will be 6.48m ² .	Complies with Acceptable Solution.
10.4.12 Site services for multiple dwellings		
A1	Each proposed unit will be provided with a mailbox located at the entry to the driveway.	Complies with Acceptable Solution.

Codes

E1 Bushfire-Prone Areas Code		
Scheme Standard	Comment	Assessment
E1.2 Application of this Code		
	The proposal does not involve subdivision of land or a use that is identified as a vulnerable or hazardous use.	Code not applicable.

E2 Potentially Contaminated Land Code		
Scheme Standard	Comment	Assessment
E2.2 Application of this Code		
	The site is not identified as being potentially contaminated land.	Code not applicable.

E3 Landslip Code		
Scheme Standard	Comment	Assessment
E3.2 Application of this Code		
	The site is not mapped as being subject to a landslip hazard band.	Code not applicable.

E4 Road and Railway Assets Code		
Scheme Standard	Comment	Assessment

E4.2 Application of this Code		
	The site is not located within 50m of a railway or a Category 1 or 2 road. The site has an existing access to Sturgis Place which will be retained and unaltered. However, the proposal will increase the use of the access beyond which it was constructed for (a lot for a single dwelling).	Code is applicable.
E4.6.1 Use and road or rail infrastructure		
A1	The site is not located within 50m of a railway or a Category 1 or 2 Road.	Not applicable.
A2	Sturgis Place is a local road with a speed limit of 50km/hr. According to the RTA Guide to Traffic Generating Developments, small units can expect to generate up to 10 vehicle movements per day per unit. In this instance 2 units are proposed and expected vehicle movements will therefore be less than 40 per day.	Complies with Acceptable Solution.
A3	Sturgis Place is a local road with a speed limit of 50km/hr.	Not applicable.
E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways		
A1	The site is not located within 50m from a railway, a future road or railway or a Category 1 or 2 Road in an area subject to a speed limit of more than 60km/hr.	Not applicable.
E4.7.2 Management of Road and Accesses and Junctions		
A1	The site only has one access which will provide entry and exit.	Complies with Acceptable Solution.
A2	Sturgis Place is a local roads with a speed limit of 50km/hr.	Not applicable.
E4.7.3 Management of Rail Level Crossings		
A1	The proposal does not include a level crossing and will not result in a material change onto an existing level crossing.	Not applicable.
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings		
A1	The proposal does not involve a new access.	Not applicable.

E5 Flood Prone Areas Code		
Scheme Standard	Comment	Assessment
E5.2 Application of this Code		
	The site is not mapped as being subject to a flood risk.	Code not applicable.

E6 Car Parking and Sustainable Transport Code		
Scheme Standard	Comment	Assessment
E6.2 Application of this Code		
E6.2.1	Code applies to all use and development.	Code is applicable.
E6.6.1 Car Parking Numbers		
A1	<p>Table E6.1 requires two (2) car parking spaces to be provided for a two (2) or more bedroom dwelling in the General Residential zone. Unit 1 comprises of two (2) bedrooms and Unit 2, three (3) bedrooms. Accordingly, two (2) car parking spaces are required per dwelling which will be provided within the attached double car garage for proposed Unit 2 and within the single car garage and the hardstand space to the north of the garage for proposed Unit 1.</p> <p>In addition to the above Table E6.1 requires one (1) dedicated visitor parking space per three (3) dwellings (rounded up to the nearest whole number).</p> <p>In this instance, a visitor parking space will be provided to the north of proposed Unit 1.</p>	Complies with Acceptable Solution.
E6.6.3 Taxi Drop-off and Pickup		
A1	The provision does not apply to dwellings in the General Residential zone.	Not applicable.
E6.6.4 Motorbike Parking Provisions		
A1	A motorbike is capable of being parked within the internal garage of the	Complies with Acceptable Solution.

	dwelling.	
E6.7.1 Construction of Car Parking Spaces and Access Strips		
A1	All car parking spaces associated with each proposed unit will be formed with a level impervious all weather seal. The roof above the garage will ensure all water is drained to a legal discharge point. Similarly, the driveway between the crossover and garage will be formed and drained to a legal discharge point. Car parking spaces will be clearly delineated by the concrete driveway.	Complies with Acceptable Solution.
E6.7.2 Design and Layout of Car Parking		
A1	The proposal will provide a total of five (5) car parking spaces. The visitor and external residential parking spaces to the north of proposed Unit 1 will partially encroach in front of the building line of the unit relative to the frontage setback. In addition, provision for turning will be located within the front setback of proposed Unit 1.	Relies on Performance Criteria.
A2	<p>With respect to the car parking spaces contained within the attached garages and the driveway, the following applies:</p> <ul style="list-style-type: none"> a) the driveway and external parking and manoeuvring areas will have a maximum grade of 1:10 (10%). b) provision has been made for vehicles to enter and exit the site in a forward direction for each proposed unit. c) no additional accesses are proposed. d) none of the sub-clauses to A2.1(d) apply. e) the car parking spaces are capable of complying with 	Complies with Acceptable Solution.

	Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.	
E6.7.3 Car Parking Access, Safety and Security		
A1	The use requires less than 20 car parking spaces.	Not applicable.
E6.7.4 Parking for Persons with a Disability		
A1	The proposed car parking spaces are not intended for use by persons with a disability.	Not applicable.
A2	The proposed car parking spaces are not intended for use by persons with a disability.	Not applicable.
E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup		
A1	No loading bay is proposed.	Not applicable.
E6.8.1 Pedestrian Walkways		
A1	No separate access facilities for pedestrians are required where uses require less than 10 car parking spaces in accordance with Table E6.5.	Not applicable.

E7 Scenic Management Code		
Scheme Standard	Comment	Assessment
E7.2 Application of this Code		
E7.2.1	The site is not located within a scenic management area or tourist road corridor.	Code not applicable.

E8 Biodiversity Code		
Scheme Standard	Comment	Assessment
E8.2 Application of this Code		
	The site is not subject to a priority habitat overlay and the proposal does not involve the removal of native vegetation. In any event, removal of native vegetation within the General Residential zone is exempt development in accordance with Clause E8.4.1 (a).	Code not applicable.

E9 Water Quality Code		
Scheme Standard	Comment	Assessment
E9.2 Application of this Code		
	The site is not located within 50m of a wetland or watercourse and is not within a TasWater water catchment area.	Code not applicable.

E10 Recreation and Open Space Code		
Scheme Standard	Comment	Assessment
E10.2 Application of this Code		
E10.2.1	Not a subdivision	Code not applicable.

E11 Environmental Impacts and Attenuation Code		
Scheme Standard	Comment	Assessment
E11.2 Application of this Code		
	The proposal involves the establishment of a new sensitive use in the form of two dwelling units. The site is not located within the attenuation distances of existing uses listed in Tables E11.1 and E11.2.	Code not applicable.

E12 Airports Impact Management Code		
Scheme Standard	Comment	Assessment
E12.2 Application of this Code		
	The site is not located within and ANEF or within prescribed airspace.	Code not applicable.

E13 Local Historic Heritage Code		
Scheme Standard	Comment	Assessment
E13.2 Application of this Code		
E13.2.1	There are no local heritage precincts, places or archaeological significant sites within the planning scheme	Code not applicable.

E14 Signage Code		
Scheme Standard	Comment	Assessment
E14.2 Application of this Code		
	The proposal does not involve signage.	Code not applicable.

E15 Karst Management Code		
Scheme Standard	Comment	Assessment
E15.2 Application of this Code		
	The site is not located on land mapped within a Karst Management Area.	Code not applicable.

E16 Urban Salinity Code		
Scheme Standard	Comment	Assessment
E16.2 Application of this Code		
E16.2.1	Land is located within the Greater Launceston Urban Salinity Management Area shown on the planning scheme maps.	Code not applicable.
E16.4	The proposal involves use and development of 2 individual dwellings on a single lot where stormwater collection will be connected to the reticulated stormwater system.	Exempt in accordance with clause E16.4(a).

Internal Referrals

The application was referred to Council's Infrastructure department and the following comments were provided:

- *Risk to Council Infrastructure is low and stormwater detention is required.*
- *Note 1) No work is to be undertake in the Road Reservation without written consent from the Road Authority. An Application for Works in Road Reservation form must be completed and submitted to Council for approval prior to the commencement of works where any construction will be undertaken in the Road Reservation. All enquiries should be directed to Council's Infrastructure Department on 6393 5309.*
- *Note 2) Stormwater detention is required for this development. Please see attached letter regarding the provisions of detention and the*

requirements of Council acting as the Stormwater Authority in accordance with the Urban Drainage Act 2013.

No Environmental Health referral was required for the proposal.

Conclusion

It is considered that the application for Use and Development for Multiple dwellings (2 units) is acceptable in the General Residential Zone and is recommended for approval.

DECISION:

LEGEND
PAGE 1# COVER PAGE
PAGE 2# SITE PLAN
PAGE 3# LANDSCAPING PLAN
PAGE 4# SITE PLUMBING PLAN
PAGE 5# CAR PARKING PLAN
PAGE 6# FLOOR PLAN UNIT 1
PAGE 7# FLOOR PLAN UNIT 2
PAGE 8# ELEVATIONS
PAGE 9# ELEVATIONS
PAGE 10# ROOF PLAN

COUNCIL – MEANDER VALLEY COUNCIL
ZONE – GENERAL RESIDENTIAL
CODE – SALINITY RISK
LANDSLIDE BAND – NIL

TITLE REF. = 175463/16

CLIMATE ZONE FOR THERMAL DESIGN = 7
REFER TO ENERGY REPORT BY 2DR

ALPINE AREA – N/A LESS THAN 900m AHD

CORROSION ENVIRONMENT – MODERATE

OTHER HAZARDS – N/A

ALL DIMENSIONS SHOWN ARE TO OUTSIDE OF BRICKWORK
CLADDING OR TIMBER FRAMING ON CLAD HOUSES UNLESS
NOTED OTHERWISE

CONFIRM ALL DIMENSIONS AND SERVICES ON SITE PRIOR TO
COMMENCEMENT OF WORKS

IF IN ANY DOUBT ABOUT BEARING AND BOUNDARIES SHOWN
THEN THESE MUST BE CONFIRMED ONSITE BY A SURVEYOR
PRIOR TO SETOUT

ENSURE DRAWINGS USED ONSITE ARE STAMPED 'APPROVED'
PLANS BY BUILDING SURVEYOR AND PERMIT AUTHORITY

AS PER NCC 3.8.7 CONDENSATION MANAGEMENT.
REFER TO THE GUIDANCE IN THE "GUIDE FOR CONTROL OF CONDENSATION
AND MOULD IN TASMANIAN HOMES" AND THAT SHOULD BE ADHERED TO
WHERE POSSIBLE. AND "CONDENSATION IN BUILDINGS TASMANIAN
DESIGNERS' GUIDE – VERSION 2"

**PROPOSED UNIT DEVELOPMENT
FOR R AND R AND M REZAIE
AT 11 STURGIS PLACE
PROSPECT VALE 7250**

REVISION NUMBER	DATE
REVISION 1	19 / 01 / 2021
REVISION 2	24 / 01 / 2021
REVISION 3	25 / 01 / 2021
REVISION 4	26 / 01 / 2021

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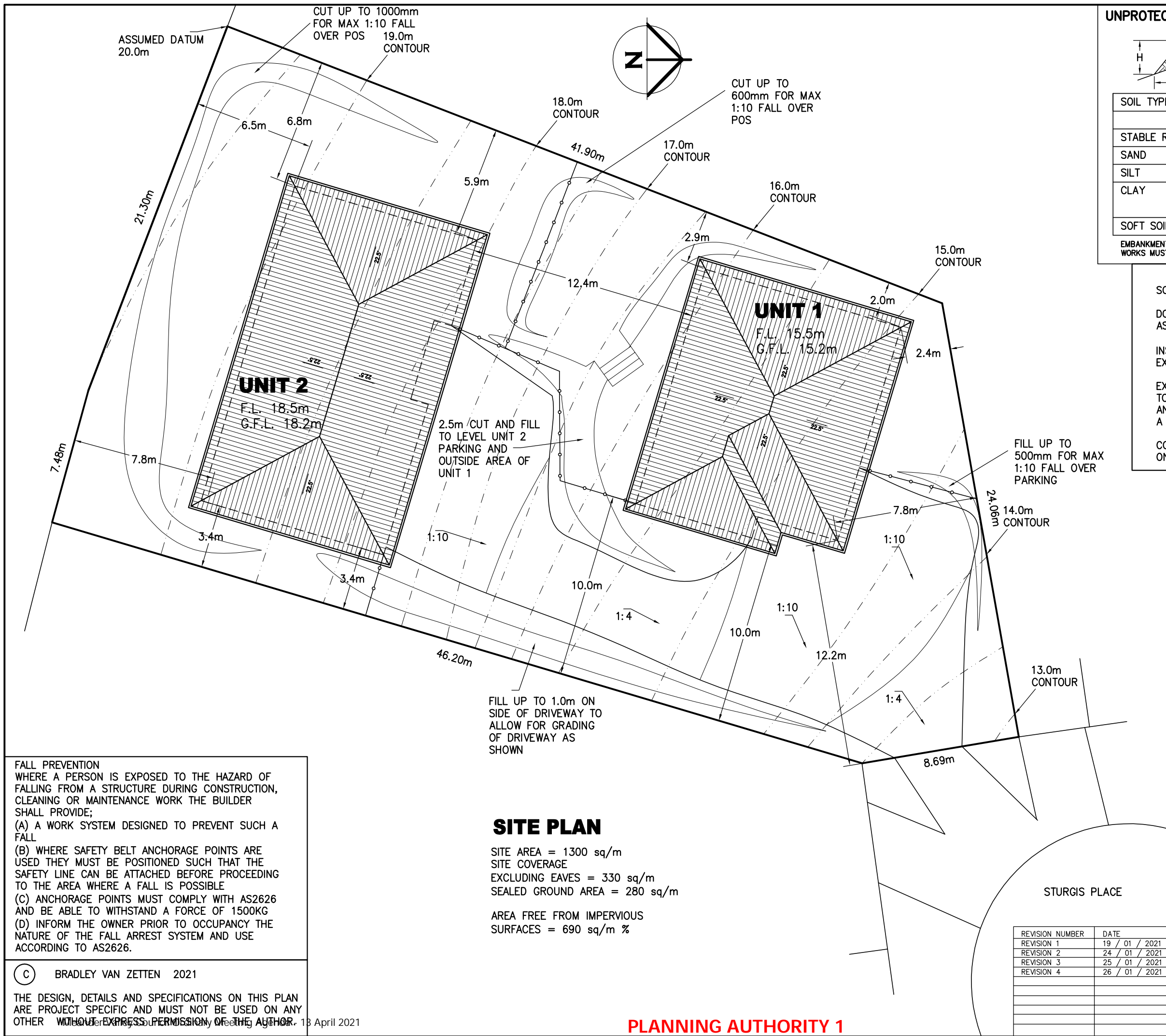
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PLANNING AUTHORITY 1



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LICENCE NUMBER 957699796



UNPROTECTED EMBANKMENTS 3.1.1.1

SOIL TYPE		EMBANKMENT SLOPES H:L	
		COMPACTED FILL	CUT
STABLE ROCK		2:3	8:1
SAND		1:2	1:2
SILT		1:4	1:4
CLAY	FIRM CLAY	1:2	1:1
	SOFT CLAY	NOT SUITABLE	2:3
SOFT SOILS		NOT SUITABLE	NOT SUITABLE

EMBANKMENTS THAT ARE TO BE LEFT EXPOSED AT THE END OF THE CONSTRUCTION WORKS MUST BE STABILISED BY VEGETATION OR SIMILAR TO PREVENT SOIL EROSION

SOIL AND WATER MANAGEMENT:

DOWNPipes TO BE CONNECTED INTO STORMWATER SYSTEM AS SOON AS THE ROOF IS INSTALLED

INSTALL AG DRAIN (IF SHOWN) PRIOR TO FOOTING EXCAVATION

EXCAVATED MATERIAL PLACED UP SLOPE OF CUT OFF DRAIN. TO BE REMOVED WHEN BUILDING WORKS ARE COMPLETE AND USED AS FILL ON SITE FOR ANY LOW POINTS. INSTALL A SEDIMENT FENCE ON THE DOWNSLOPE SIDE OF MATERIAL

CONSTRUCTION VEHICLES TO BE PARKED ON THE STREET ONLY, TO PREVENT TRANSFERRING DEBRIS ONTO STREET

FALL PREVENTION
WHERE A PERSON IS EXPOSED TO THE HAZARD OF FALLING FROM A STRUCTURE DURING CONSTRUCTION, CLEANING OR MAINTENANCE WORK THE BUILDER SHALL PROVIDE;

(A) A WORK SYSTEM DESIGNED TO PREVENT SUCH A FALL

(B) WHERE SAFETY BELT ANCHORAGE POINTS ARE USED THEY MUST BE POSITIONED SUCH THAT THE SAFETY LINE CAN BE ATTACHED BEFORE PROCEEDING TO THE AREA WHERE A FALL IS POSSIBLE

(C) ANCHORAGE POINTS MUST COMPLY WITH AS2626 AND BE ABLE TO WITHSTAND A FORCE OF 1500KG

(D) INFORM THE OWNER PRIOR TO OCCUPANCY THE NATURE OF THE FALL ARREST SYSTEM AND USE ACCORDING TO AS2626.

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SITE PLAN

SITE AREA = 1300 sq/m
SITE COVERAGE
EXCLUDING EAVES = 330 sq/m
SEALED GROUND AREA = 280 sq/m

AREA FREE FROM IMPERVIOUS SURFACES = 690 sq/m %

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LICENCE NUMBER 957699796

PROJECT: PROPOSED UNIT DEVELOPMENT FOR R AND R AND M REZAIE AT 11 STURGIS PLACE PROSPECT VALE 7250

DRAWING: SITE PLAN

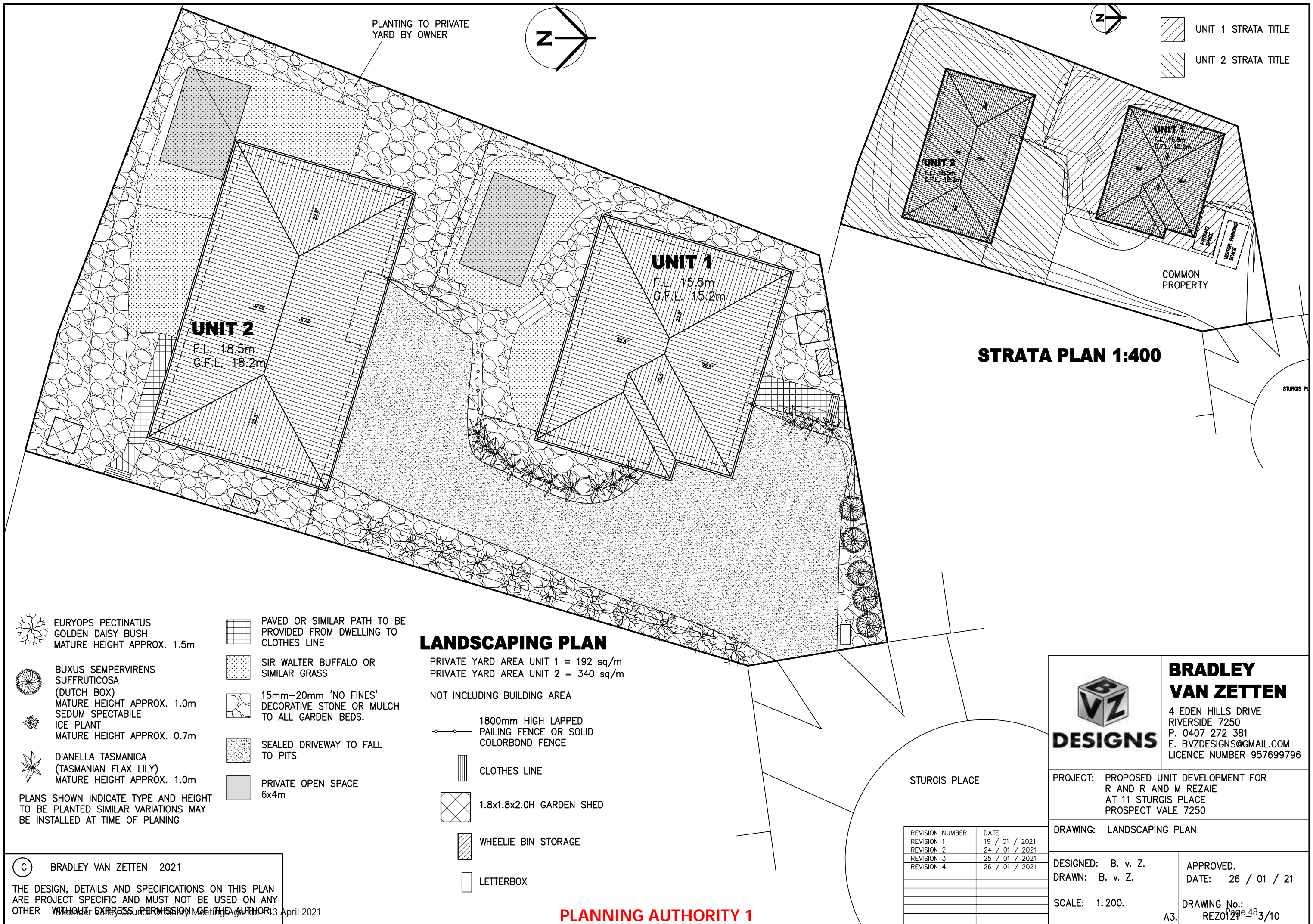
DESIGNED: B. v. Z.
DRAWN: B. v. Z.

APPROVED.
DATE: 26 / 01 / 21

SCALE: 1:200.

DRAWING No.: REZ0129e 47/2/10

REVISION NUMBER	DATE
REVISION 1	19 / 01 / 2021
REVISION 2	24 / 01 / 2021
REVISION 3	25 / 01 / 2021
REVISION 4	26 / 01 / 2021



- EURYOPS PECTINATUS
GOLDEN DAISY BUSH
MATURE HEIGHT APPROX. 1.5m
- BUXUS SEMPERVIRENS
SUFFRUTICOSA
(DUTCH BOX)
MATURE HEIGHT APPROX. 1.0m
- SEDUM SPECTABILE
ICE PLANT
MATURE HEIGHT APPROX. 0.7m
- DIANELLA TASMANICA
(TASMANIAN FLAX LILY)
MATURE HEIGHT APPROX. 1.0m
- PLANS SHOWN INDICATE TYPE AND HEIGHT
TO BE PLANTED SIMILAR VARIATIONS MAY
BE INSTALLED AT TIME OF PLANING
- PAVED OR SIMILAR PATH TO BE
PROVIDED FROM DWELLING TO
CLOTHES LINE
- SIR WALTER BUFFALO OR
SIMILAR GRASS
- 15mm-20mm 'NO FINES'
DECORATIVE STONE OR MULCH
TO ALL GARDEN BEDS.
- SEALED DRIVEWAY TO FALL
TO PITS
- PRIVATE OPEN SPACE
6x4m

LANDSCAPING PLAN

PRIVATE YARD AREA UNIT 1 = 192 sq/m
PRIVATE YARD AREA UNIT 2 = 340 sq/m

NOT INCLUDING BUILDING AREA

- 1800mm HIGH LAPPED
PAILING FENCE OR SOLID
COLORBOND FENCE
- CLOTHES LINE
- 1.8x1.8x2.0H GARDEN SHED
- WHEELIE BIN STORAGE
- LETTERBOX



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PROJECT: PROPOSED UNIT DEVELOPMENT FOR
R AND R AND M REZAIE
AT 11 STURGIS PLACE
PROSPECT VALE 7250

DRAWING: LANDSCAPING PLAN

DESIGNED: B. v. Z.
DRAWN: B. v. Z.

APPROVED.
DATE: 26 / 01 / 21

SCALE: 1:200.

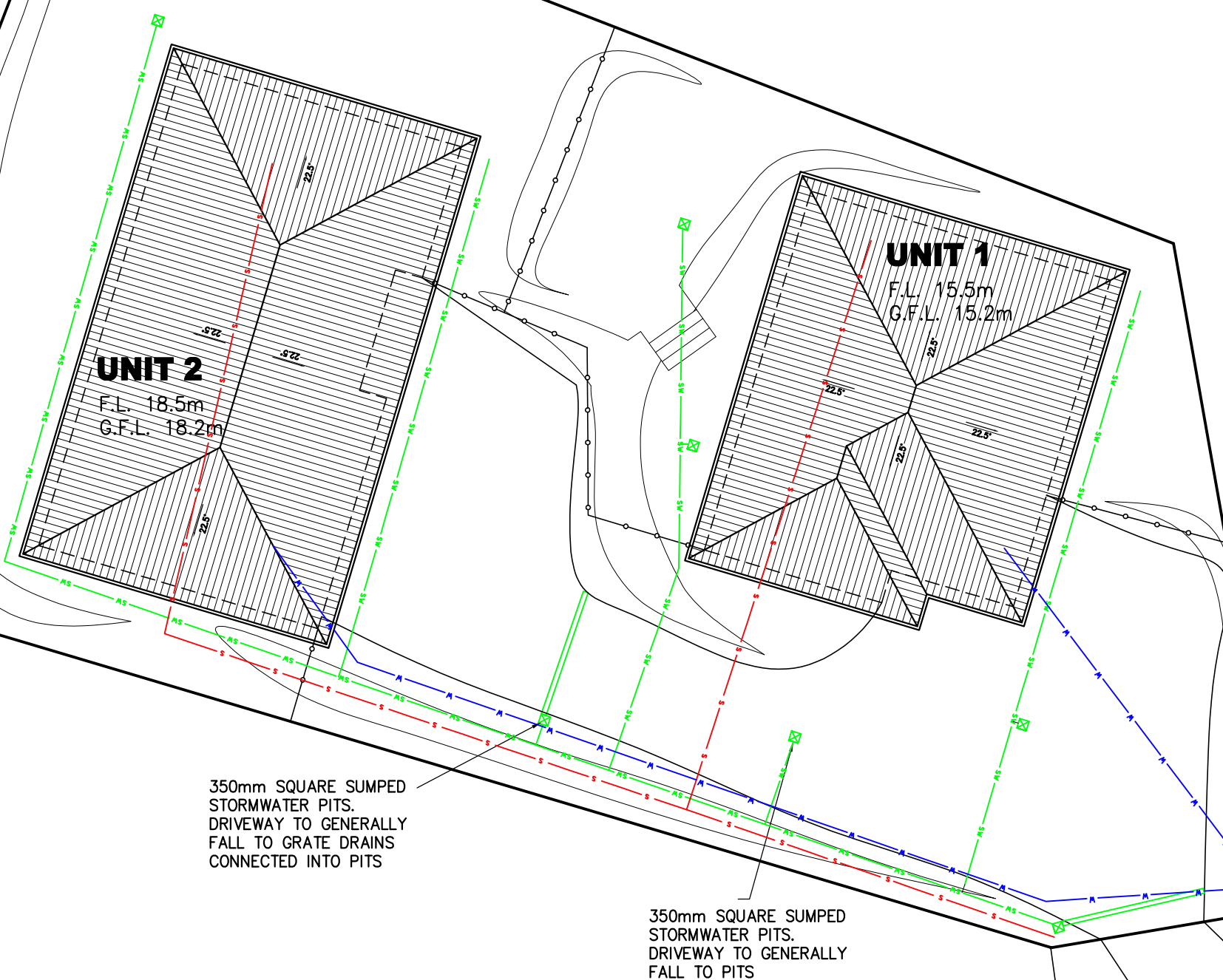
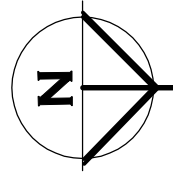
DRAWING No.:
REZ0129e 48
A3. 3/10

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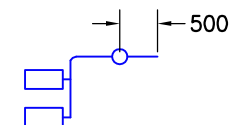
PLANNING AUTHORITY 1



UPGRADE EXISTING DN25 (ID20mm) WATER
PROPERTY CONNECTION TO NEW DN32 (ID25)
HDPE (PE100B) PN16 CONNECTION AND INSTALL
NEW 2/ID20 WATER METERS ON A MANIFOLD.
ALL BY TAS WATER AT DEVELOPERS COST.

INSTALLED AS PER TWS-W-0002 SHEET 9

METERS AND GATE VALVE TO BE LOCATED WITHIN
COMMON SPACE



350mm SQUARE SUMPED
STORMWATER PITS.
DRIVEWAY TO GENERALLY
FALL TO GRATE DRAINS
CONNECTED INTO PITS

350mm SQUARE SUMPED
STORMWATER PITS.
DRIVEWAY TO GENERALLY
FALL TO PITS

SITE PLUMBING PLAN

STURGIS PLACE

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PROJECT: PROPOSED UNIT DEVELOPMENT FOR
R AND R AND M REZAIE
AT 11 STURGIS PLACE
PROSPECT VALE 7250

DRAWING: SITE PLUMBING PLAN

DESIGNED: B. v. Z.
DRAWN: B. v. Z.

APPROVED.
DATE: 26 / 01 / 21

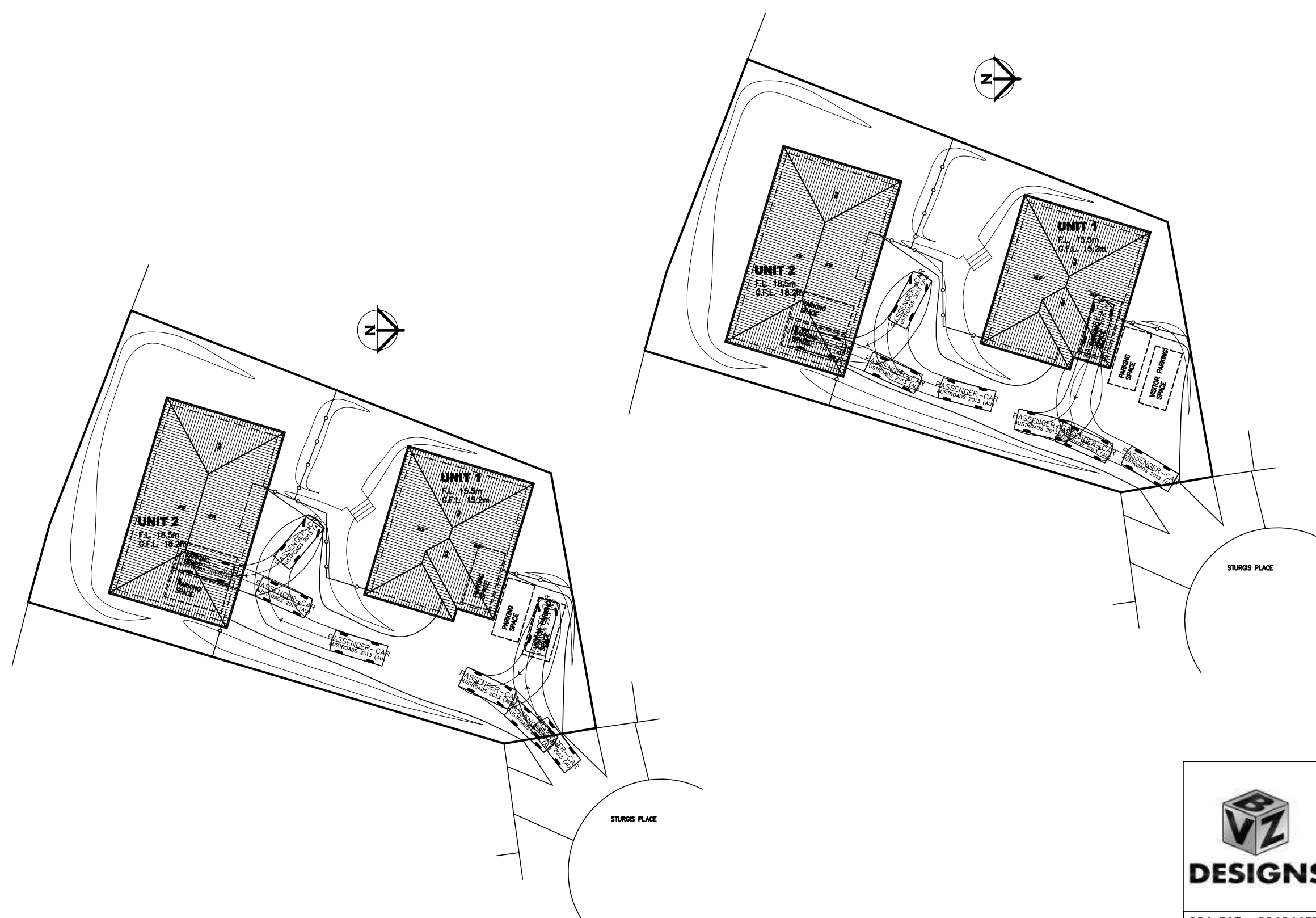
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DRAWING No.:
REZ0121-49
A3. 4/10

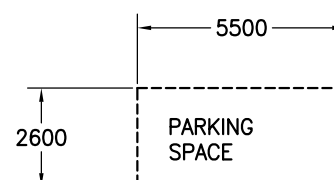
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13 April 2021


PLANNING AUTHORITY 1



CARPARKING PLAN



PLANNING AUTHORITY 1



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PROJECT: PROPOSED UNIT DEVELOPMENT FOR
R AND R AND M REZAIE
AT 11 STURGIS PLACE
PROSPECT VALE 7250

DRAWING: CAR PARKING PLAN

DESIGNED: B. v. Z.
DRAWN: B. v. Z.

APPROVED.
DATE: 26 / 01 / 21

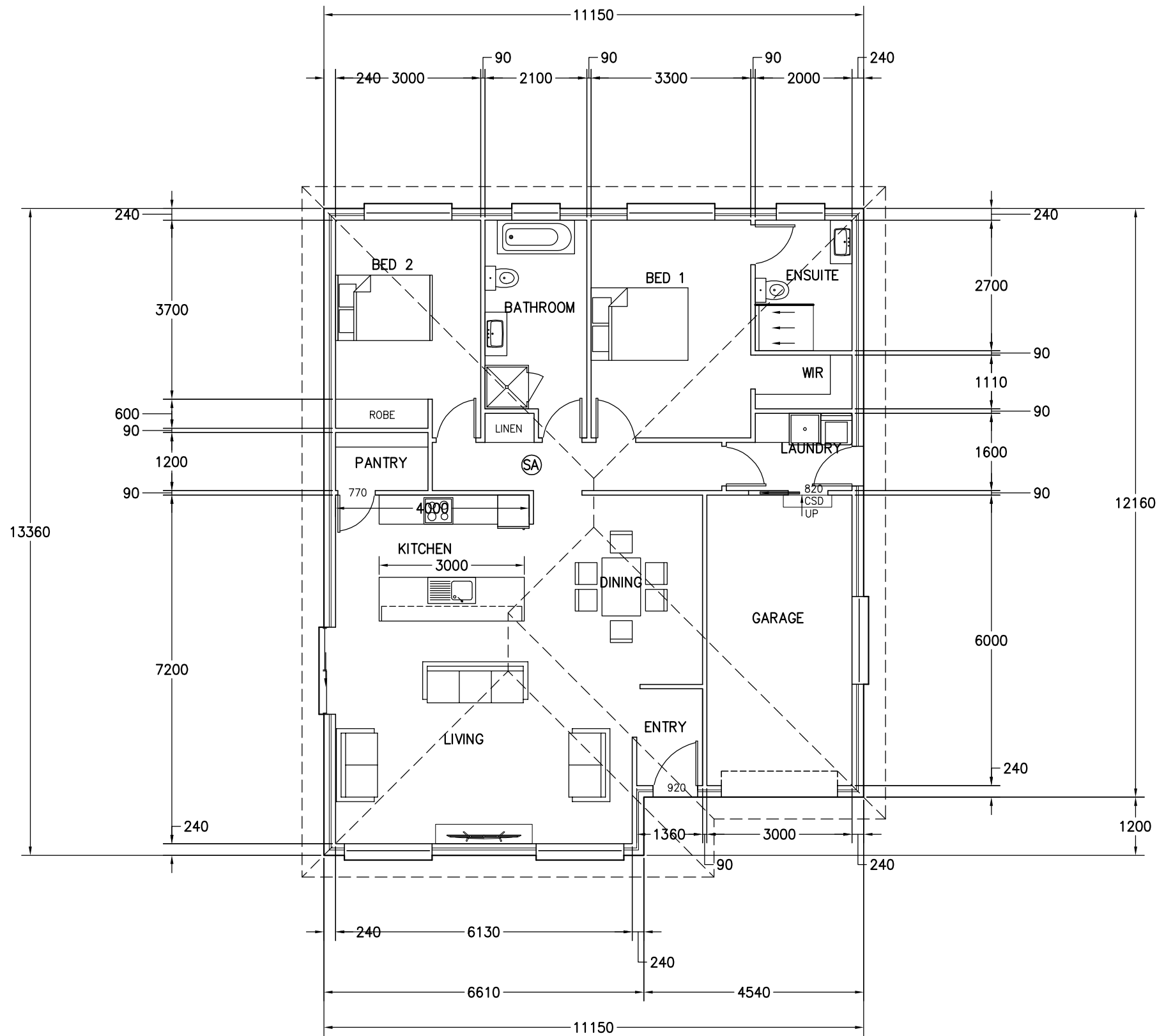
SCALE: 1: 400.

DRAWING No.:
REZ0121 - 5/10

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Meeting Agenda 13 April 2021

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REVISION 1	19 / 01 / 2021
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- BRICK VENEER WALL
- 90mm STUD WALL WITH 10mm PLASTER BOARD LINING THROUGHOUT. (WET AREA PLASTERBOARD TO WET AREA WALLS)



SA – 240V HARD WIRED SMOKE ALARMS INSTALLED IN ACCORDANCE WITH BCA 3.7.5. TO COMPLY WITH AS3786, BE CONNECTED TO MAINS POWER AND INTERCONNECTED WHERE THERE IS MORE THAN ONE ALARM

BRADLEY VAN ZETTEN 2021

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13 April 2021

FLOOR PLAN UNIT 1

FLOOR AREA = 143.5 sq/m

PLANNING AUTHORITY 1

REVISION NUMBER	DATE
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PROJECT: PROPOSED UNIT DEVELOPMENT FOR R AND R AND M REZAIE AT 11 STURGIS PLACE PROSPECT VALE 7250

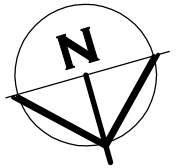
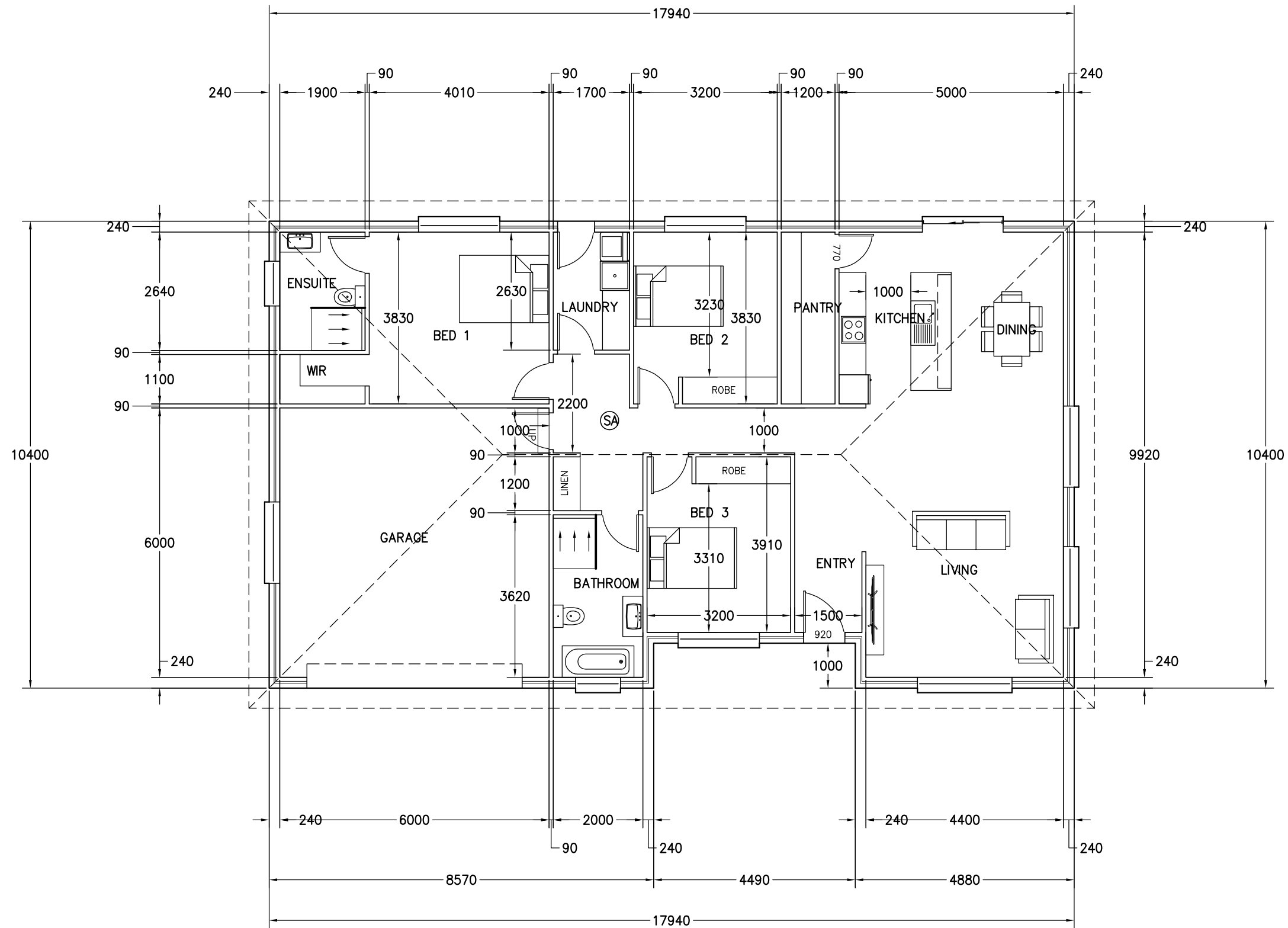
DRAWING: FLOOR PLAN UNIT 1

DESIGNED: B. v. Z.
DRAWN: B. v. Z.

APPROVED.
DATE: 26 / 01 / 21

SCALE: 1:100.

DRAWING No.: 20151
A3. REVISION 1 – 6/10



FLOOR PLAN UNIT 2

FLOOR AREA = 182.0 sq/m



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PROJECT: PROPOSED UNIT DEVELOPMENT FOR
R AND R AND M REZAIE
AT 11 STURGIS PLACE
PROSPECT VALE 7250

DRAWING: FLOOR PLAN UNIT 2

DESIGNED: B. v. Z.
DRAWN: B. v. Z.

APPROVED.
DATE: 26 / 01 / 21

SCALE: 1:100.

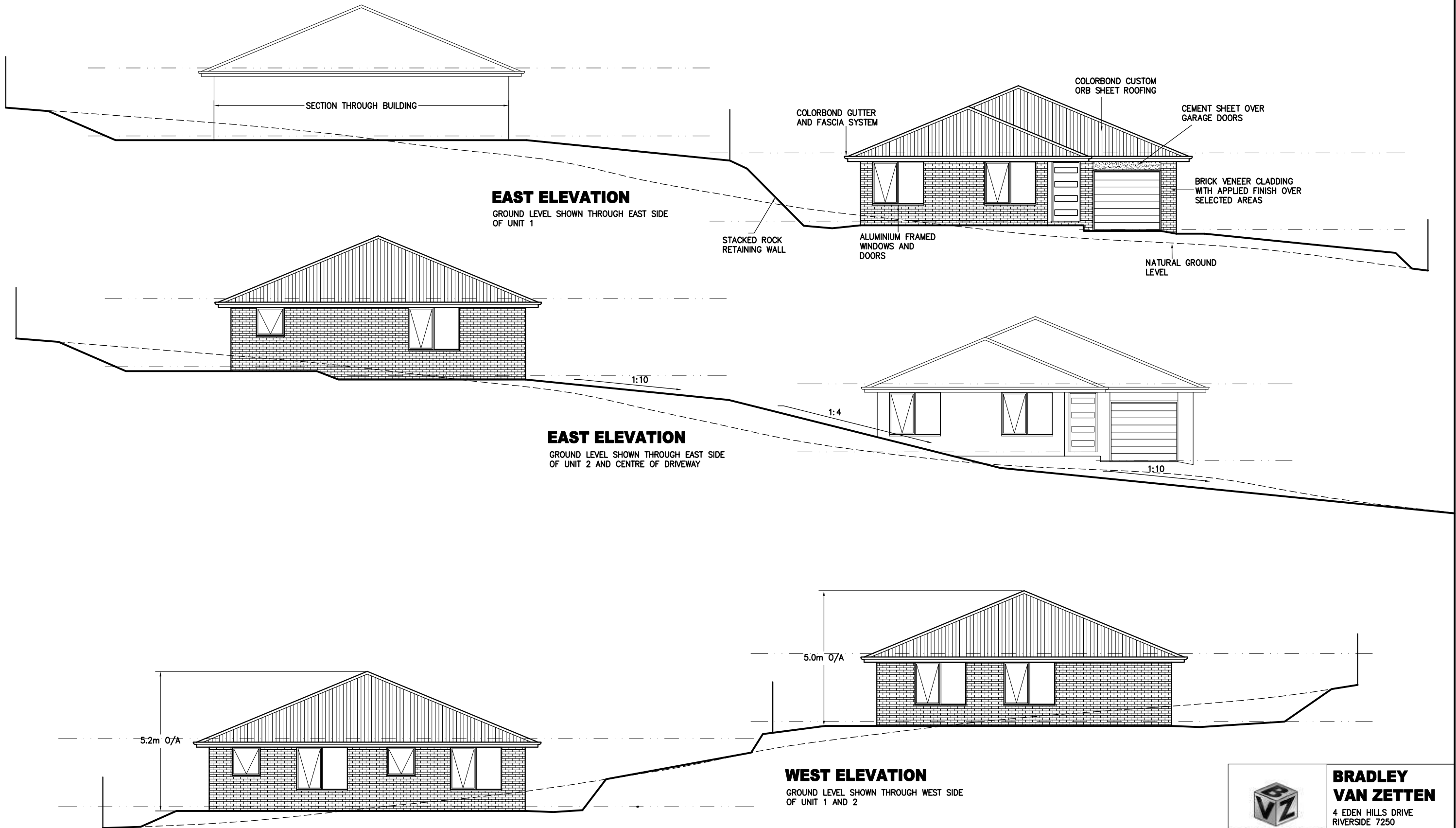
DRAWING No.:
REZ0121 - 52/10

REVISION NUMBER	DATE
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Planning Agenda - 13 April 2021

PLANNING AUTHORITY 1

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PROJECT: PROPOSED UNIT DEVELOPMENT FOR R AND R AND M REZAIE AT 11 STURGIS PLACE PROSPECT VALE 7250

DRAWING: ELEVATIONS

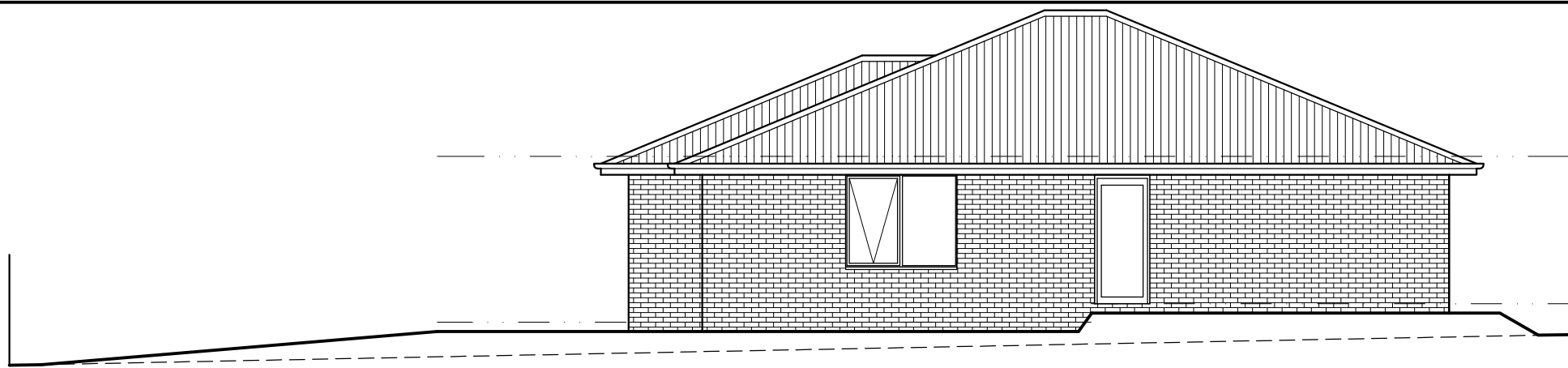
DESIGNED: B. v. Z.
DRAWN: B. v. Z.

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SCALE: 1:125.

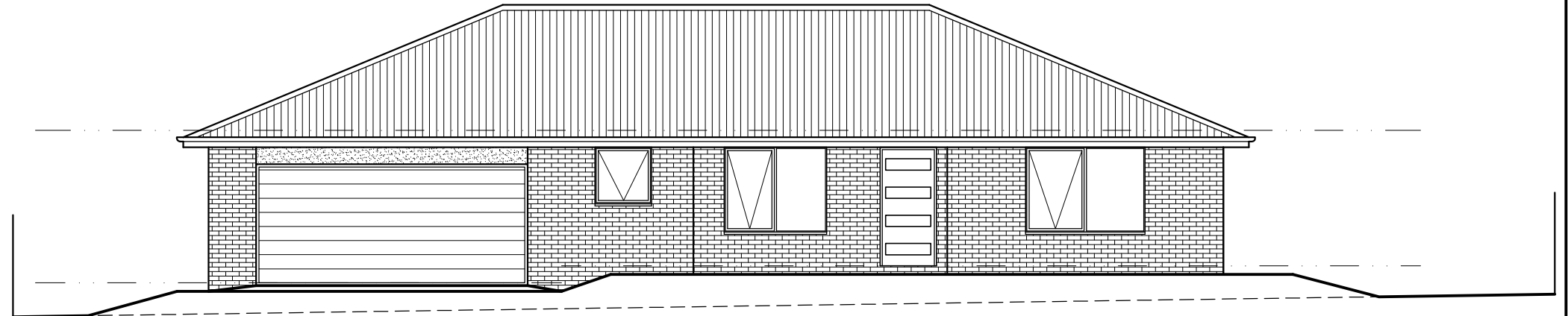
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A3.



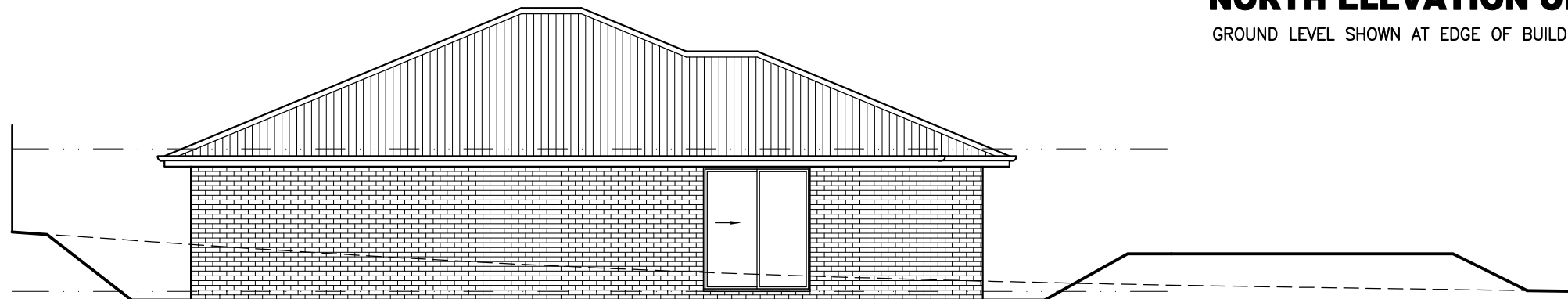
NORTH ELEVATION UNIT 1

GROUND LEVEL SHOWN AT EDGE OF BUILDING



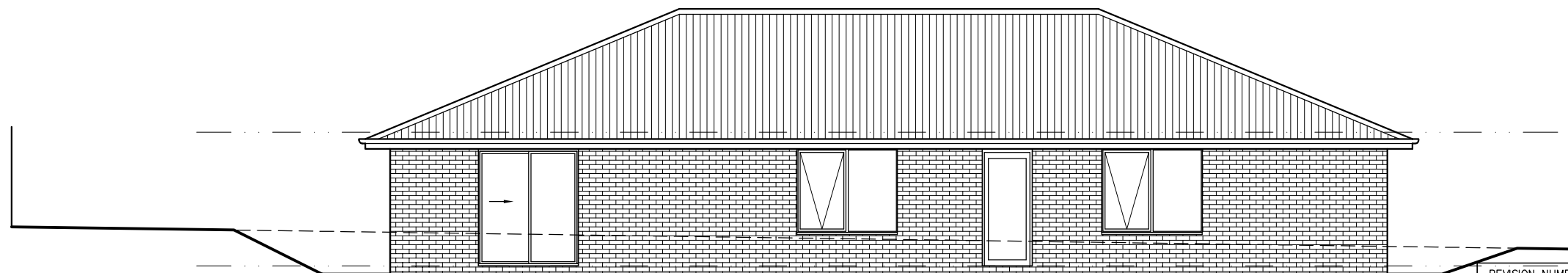
NORTH ELEVATION UNIT 2

GROUND LEVEL SHOWN AT EDGE OF BUILDING



SOUTH ELEVATION UNIT 1


GROUND LEVEL SHOWN AT EDGE OF BUILDING

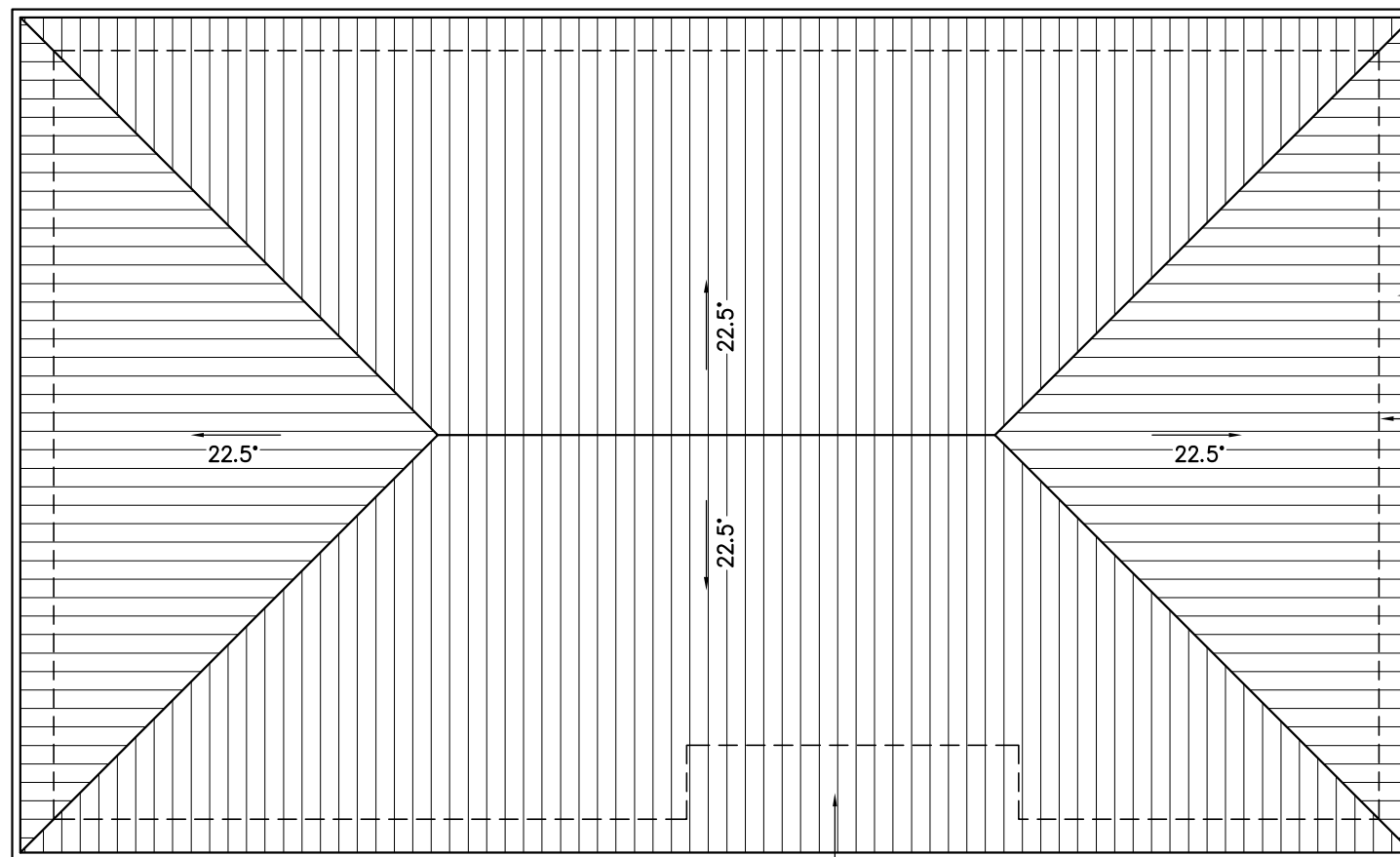
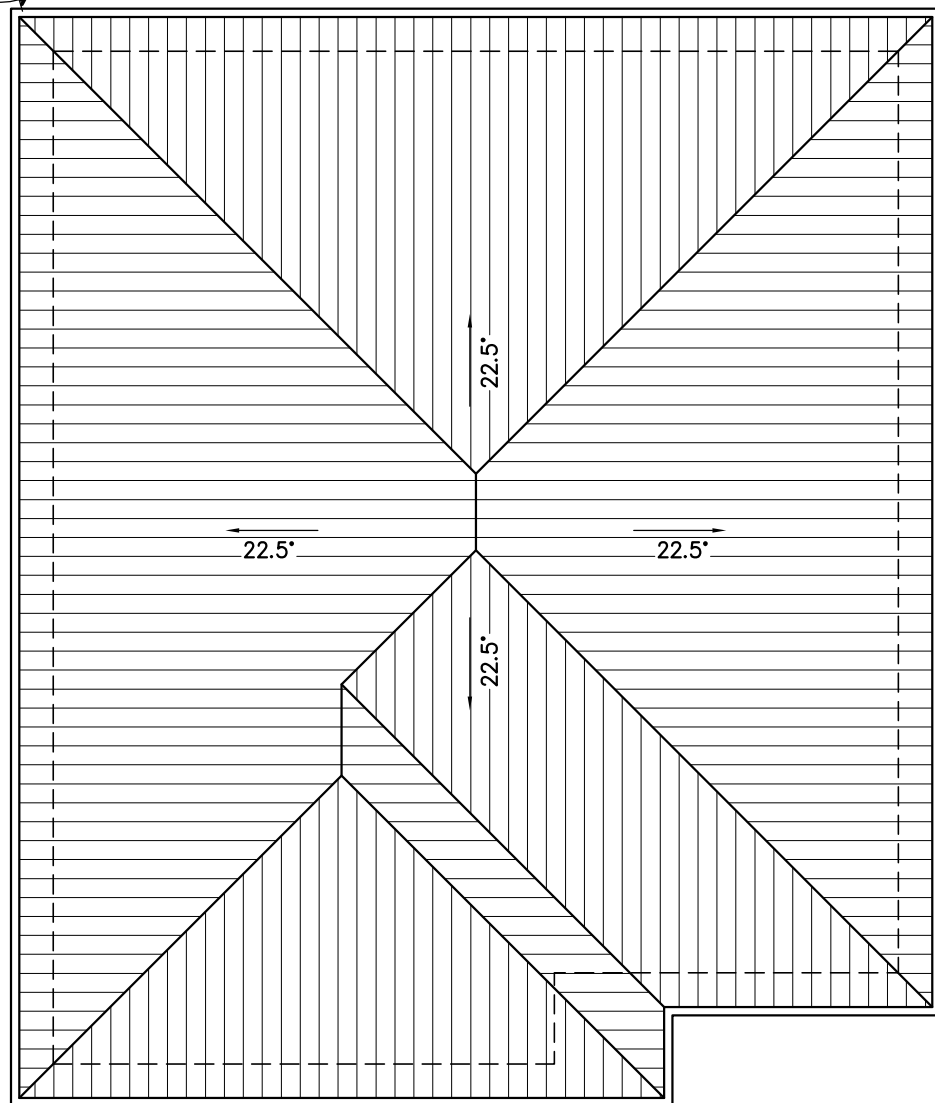
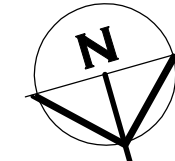
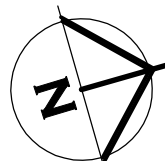


SOUTH ELEVATION UNIT 2

GROUND LEVEL SHOWN AT EDGE OF BUILDING

REVISION NUMBER	DATE
REVISION 1	19 / 01 / 2021
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 BRADLEY VAN ZETTEN 4 EDEN HILLS DRIVE RIVERSIDE 7250 P. 0407 272 381 E. BVZDESIGNS@GMAIL.COM LICENCE NUMBER 957699796	
PROJECT: PROPOSED UNIT DEVELOPMENT FOR R AND R AND M REZAIE AT 11 STURGIS PLACE PROSPECT VALE 7250	
DRAWING: ELEVATIONS	
DESIGNED: B. v. Z. DRAWN: B. v. Z.	APPROVED. DATE: 26 / 01 / 21
SCALE: 1:100.	DRAWING No.: REZ0121e 54 A3. 9/10



450mm EAVE (TYPICAL)
COLORBOND GUTTER AND FASCIA SYSTEM
EXTERNAL WALLS DASHED

ROOF CLADDING TO COMPLY WITH B.C.A. PART 3.5.1
GUTTERS AND DOWNPIPES INSTALLED AS PER B.C.A. PART 3.5.2.

- GUTTER MUST BE INSTALLED WITH A FALL NOT LESS THAN
- 1:500 FOR EAVES GUTTERS, UNLESS FIXED TO METAL FASCIAS
 - 1:100 FOR BOX GUTTERS
- WHERE HIGH FRONTED GUTTERS ARE INSTALLED, PROVISION MUST BE MADE TO AVOID ANY OVERFLOW BACK INTO THE ROOF OR BUILDING STRUCTURE BY INCORPORATING OVERFLOW MEASURERS OR THE LIKE

DOWNPIPES AS PER B.C.A. PART 3.5.3

- NOT SERVE MORE THAN 12m OF GUTTER LENGTH FOR EACH DOWNPIPE
- BE LOCATED AS CLOSE AS POSSIBLE TO VALLEY GUTTERS AND IF THE DOWNPIPE IS MORE THAN 1.2m FROM A VALLEY, PROVISION FOR OVERFLOW MUST BE MADE TO THE GUTTER
- BE SELECTED IN ACCORDANCE WITH THE APPROPRIATE EAVES GUTTER SECTION AS SHOWN IN TABLE 3.5.2.2

FOR ROOF CATCHMENTS UP TO 40sq/m PER DOWNPIPE
MEDIUM RECTANGULAR GUTTERS OR 115mm 'D' GUTTERS
MAY BE USED WITH 90mm DOWNPIPES

ROOF PLAN

SHEET ROOF
75x38mm HARD WOOD OR 70x35mm MGP12
BATTENS AT 900mm MAX 900mm CRS AND SPAN.

RANGEHOOD AND BATHROOM EXTRACTION FANS
DUCTED TO EAVE VENT

COLORBOND CUSTOM ORB ROOF SHEETING
AT 22.5° ONE AND A HALF CORRUGATION
SIDE LAP (TYPICAL). FIXED AT SIDE LAPS.
3 FIXINGS FOR INTERNAL SPANS AND
5 FOR END SPANS. FIXED WITH ROOFZIPS
M6-11x50mm FOR SOFTWOOD AND STEEL
0.55-1.0mm BMT BATTENS
12-14x35 METAL TEK 1.0-3.0mm BMT
STEEL BATTENS
12-11x50mm FOR HARDWOOD

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PROJECT: PROPOSED UNIT DEVELOPMENT FOR
R AND R AND M REZAIE
AT 11 STURGIS PLACE
PROSPECT VALE 7250

DRAWING: ROOF PLAN

DESIGNED: B. v. Z.
DRAWN: B. v. Z.

APPROVED.
DATE: 26 / 01 / 21

SCALE: 1:100.

DRAWING No.:
REZ0129e 5510/10
A3.

PLANNING AUTHORITY 2

Reference No. 64/2021

LOT 801 BARTLEY STREET (OFF SCOTT STREET), HADSPEN

Planning Application: PA\21\0146

Proposal: Subdivision (190 Lots)

Author: Jo Oliver
Senior Strategic Planner

1) Proposal

Application

Council has received an application for the subdivision of land at Lot 801 Bartley Street (off Scott Street), Hadspen.

Applicant:	PDA Surveyors
Owner:	Hadspen Developments Pty Ltd
Property:	Lot 801 Bartley Street (off Scott Street), Hadspen (CT: 180128/801)
Zoning:	F2 - Hadspen Specific Area Plan (SAP) - General Residential Zone, Low Density Residential Zone, Urban Mixed Use Zone and Open Space Zone.
Existing Land Use:	Vacant
Representations:	2
Decision Due:	9 March 2021
Planning Scheme:	<p>Meander Valley Interim Planning Scheme 2013 (the Planning Scheme)</p> <p>Note: Meander Valley Council has received the Notice of Decision from the Tasmanian Planning Commission for the Draft Meander Valley Local Provisions Schedule. The notice requires modifications to be made before Council returns the finalised Local Provisions Schedule to the Commission for approval, which will then activate the Tasmanian Planning Scheme in Meander Valley.</p>

	<p>Pursuant to Section 35K.(2)(d) of the <i>Land Use Planning & Approvals Act (LUPAA) 1993</i>, once the notice is issued by the Commission, Council cannot issue a permit, or make a decision on an application for a planning permit, that is in contravention of the Commission decision and the future provisions of the Local Provisions Schedule, irrespective of compliance with the Meander Valley Interim Planning Scheme 2013. This is discussed below in the Officer's comments.</p>
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If approved, the application will result in 190 lots, roads and public open space being created.

The subdivision plan over the land zoning is shown below. Please refer to the attachment for the full application details.



Figure 1: Proposed plan of subdivision. (Source: Application documents)

Standards Requiring Discretion

The application relies on the following Performance Criteria:

- 10.4.15.4 Solar Orientation of Lots
- 10.4.15.5 Interaction, Safety and Security
- F2.8.4.1 General Suitability - P1
- F2.8.4.3 Lot Area - P1
- F2.8.4.5 Provision of Stormwater Services
- F2.8.4.6 Road Network
- F2.8.4.7 Public Open Space
- E4.6.1 Use and Road or Rail Infrastructure - P3
- E8.6.1 Habitat and Vegetation Management – P1

2) Summary of Assessment

The application proposes a residential subdivision of 190 lots over 14 stages and includes new roads and public open space.

The standards of the planning scheme which require assessment under the Performance Criteria and the application of Council's discretion to approve or refuse the application are outlined above and detailed in the Planning Scheme Assessment in Section 6.

Overview:

- The subdivision proposes to create 190 additional residential lots on the balance land of the 'Hadspen Developments' title, which commenced the development of the Hadspen Urban Growth (HUG) Area in 2020 with the approval of 39 lots over three stages.
- The subdivision takes up the majority of the remaining land and is situated across the General Residential Zone, the Low Density Residential Zone to the upper slopes and a small portion of the Urban Mixed Use Zone, within the Hadspen Specific Area Plan (SAP).
- The subdivision includes an area of bushland at the top of the hill in the central part of the HUG Area that is zoned Open Space. The application segregates the Open Space Zone into 3 lots:
 - Lot 908 at 2.55 hectares is dedicated as Public Open Space and constitutes the extent of the full 5% developer contribution obligation. This lot would be transferred to Council as part of Stage 6;

- Lot 906 at 4.57 hectares is zoned for public open space, however as it is additional to the 5% developer obligation, Council may purchase the land at market value. This lot is indicated as part of Stage 17; and
- Lot 907 at 1.64 hectares is an area of land taking in the two telecommunications towers currently under leasehold. This lot is accessed via a right of way over the existing access track, along the edge of the public open space.
- The Hadspen SAP includes general discretions relating to:
 - the general suitability of subdivisions against the Local Area Objectives and the Desired Future Character Statements for the HUG Area;
 - the management of stormwater through the principles of Water Sensitive Urban Design (WSUD);
 - the design of the future road network; and
 - the design of public open space, including pedestrian recreational pathways.
- The Hadspen SAP includes a mandatory requirement for a Part 5 Agreement to be entered into for developer contribution for shared infrastructure. The degree to which a subdivision within the HUG Area relies on shared infrastructure is variable, dependent upon the capacity and location of services and road junctions.

In this instance, the recommended upgrade of the Bartley Street and Meander Valley Road junction to a roundabout constitutes shared infrastructure as the undeveloped land to the south will also rely on this junction in the future.

- Two (2) representations were received during the advertising period.

The representations raised concerns regarding:

- the quality of the overall layout and urban design outcomes;
- the area allocated as public open space;
- capacity of infrastructure;
- Traffic impacts on Scott Street and the safety of the intersection of
Bartley Street and Meander Valley Road.

Summary Conclusion:

The proposed subdivision is generally consistent with the requirements of the planning scheme. However it is considered that the layout requires several modifications to better meet the Local Area Objectives, Desired Future Character Statements and the standards of the Hadspen SAP, as intended by the original Hadspen Outline Development Plan and the subsequent planning scheme amendment that rezoned the land and introduced the SAP.

In particular, high-quality pedestrian recreation pathways and connectivity throughout the development are objectives that are prioritised in the SAP. In order to meet these expectations the following modifications are warranted:

- The recreation pathway and the WSUD stormwater treatment corridor through stages 15 and 16 should be realigned to provide better pedestrian mobility and a more logical connection where the alignment crosses the road and turns to the northwest;
- The future entrance to the open space in Stage 17 and the adjacent lots should be realigned to provide greater clarity and pedestrian mobility in a more direct route across the collector road, together with urban design features, to make connection with the northern recreation pathway and WSUD corridor;
- The pedestrian corridors through stages 4,11 and 12 should be realigned and widened from 6 metres to 12 metres to better account for the length of the corridor. In this way, the space becomes a safer, internal feature element of public open space connectivity with sufficient room for landscaping and maintenance, that aligns with the central road and as such, has better functionality in connecting to the future business activity centre and potential school.

These changes are indicated in Figure 2.

In addition to improvements in pedestrian pathway alignment, the small cul-de-sac in Stage 10 should be re-configured and re-aligned as it has too high a concentration of lots in the turning head and can provide for a more direct connection to the pedestrian corridor. This is discussed below and indicated in Figure 2.

With the recommended modifications described above, together with the associated conditions to design and construct high-quality pedestrian road crossing treatments that visually emphasise pedestrian priority, the proposed subdivision is considered to uphold the objectives of the SAP to provide for a high degree of amenity in a residential setting.

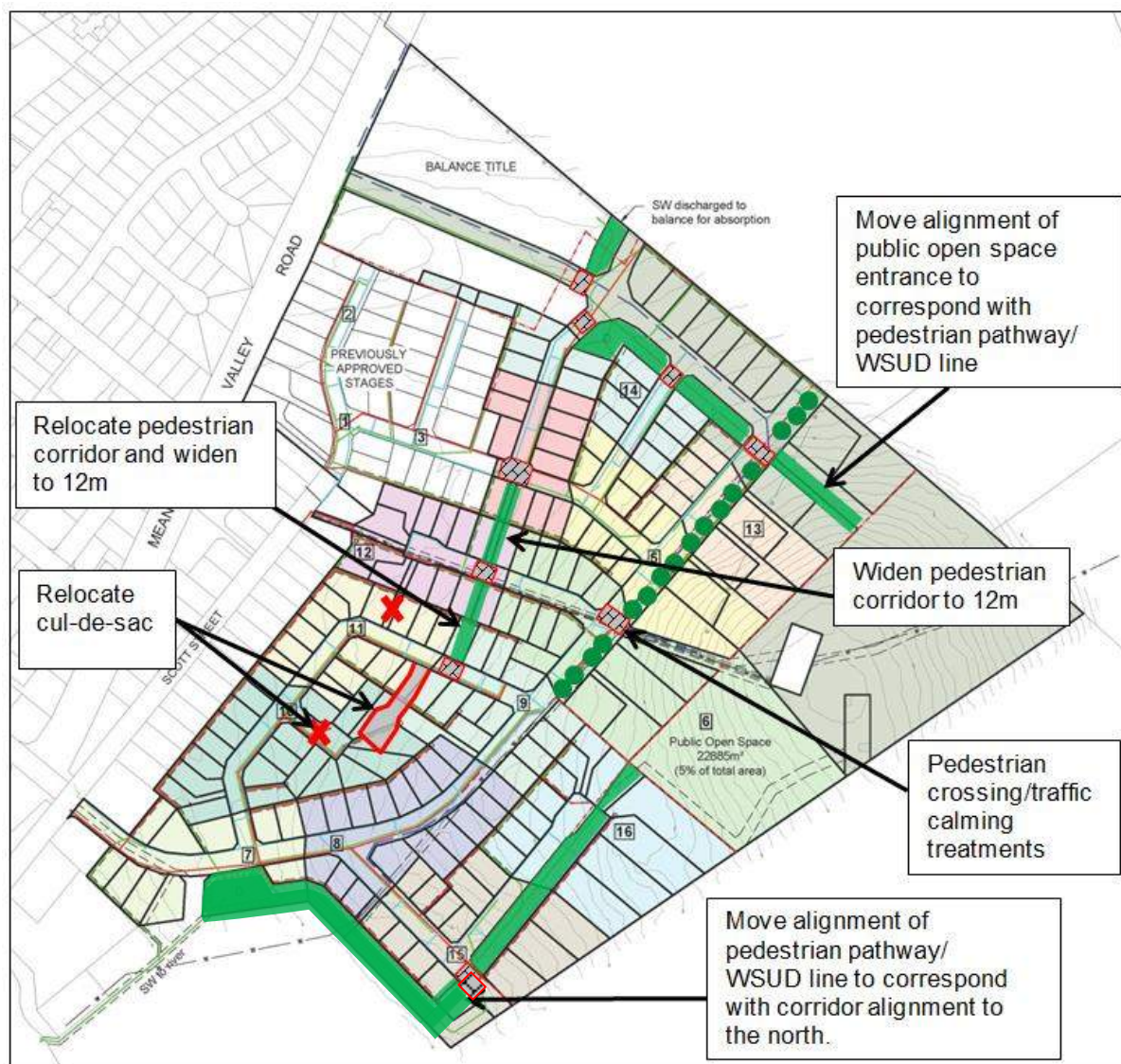


Figure 2: Diagram of recommended modifications over submitted subdivision plan.

3) Recommendation

It is recommended that the application for Use and Development for Subdivision (190 lots) on land located at Lot 801 Bartley Street (off Scott Street) HADSPEN (CT:180128/801) by PDA Surveyors, be APPROVED, generally in accordance with the endorsed plans and reports:

- a) PDA Surveyors – Plan of Subdivision – Reference: 44704-P12 (23 December 2020);**
- b) Traffic and Civil Services – Hadspen Urban Growth Area – Transport System Development – 29.9.2020 and Hadspen Urban Growth Area – Meander Valley Road Pedestrian Facility near Bartley Street 10.11.2020;**
- c) Livingstone Natural Resource Services – Bushfire Hazard Management Report: Subdivision, 2.11.2020**

and subject to the following conditions:

- 1. Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision, permitted by this permit unless:**
 - a) Such covenants or controls are expressly authorised by the terms of this permit or by the consent in writing of Council; and**
 - b) Such covenants or similar controls are submitted for and receive written approval by Council prior to submission of a Plan of Survey and associated title documentation is submitted to Council for sealing.**
- 2. The plan of subdivision is to be modified in accordance with the following:**
 - a) Realign the pedestrian walkway through Stages 11 and 12 further east to correspond with the alignment of the walkway through Stages 4 and 12. Increase the width of the two walkways to 12 metres.**
 - b) The cul-de-sac in Stage 10 is to be relocated to change its alignment to a north-east/south-west direction (taking access through Stages 9 or 11), with no more than four lots taking access from the turning head and adjust the lot layout accordingly.**
 - c) Remove Lot 915 as public open space.**
 - d) Realign the Lot 915 drainage corridor in Stage 15 directly across the road to align with Lot 914 and adjust the lot layout accordingly.**
 - e) Remove the notation of 'Drainage Reserve' from lots 913 and 914 and include the area as part of the road reserve.**
 - f) Realign the access strip to Lot 906, six metres to the southwest and adjust the lot layout accordingly.**
 - g) The access strips to Lots 80, 82, 84 and 86 are to be relocated to the western side of those lots.**
 - h) Driveway crossovers for Lots 79-86, 90-91 and 116 - 122 are to be co-located with one crossover per two lots, with a width at kerb of no greater than 5.5 metres.**
- 3. A sealed "Y" turning head is to be provided on the balance land at the terminus of each new road section sufficient to provide a temporary turning area for service vehicles. A right of carriageway in favour of Council is to be placed on the title over each turning head.**
- 4. Prior to the commencement of works, detailed engineering design documentation is to be submitted for all roads, driveway crossovers and**

stormwater infrastructure to the satisfaction of Council's Director Infrastructure Services in accordance with the following:

- a) The designs are to be in accordance with the Tasmanian Standard Drawings, the Tasmanian Subdivision Guidelines and the TCS Report. Any departures are to be highlighted by the designer at the time of submission to Council;**
 - b) The road is to include semi-mountable kerb;**
 - c) Traffic calming and pedestrian crossing treatments must be constructed to provide continuity for defined walkways. Treatments must include raised pavement with surface material of contrasting texture and colour to adjoining road pavement, kerb outstands, landscaping with low planting, bollards, pedestrian crossing signage and consider sight distance requirements;**
 - d) Gross pollutant traps are to be included upstream of South Esk River outfall, prior to discharge;**
 - e) Provision for stormwater overland flow paths to cater for a 1 in 100 year (1% AEP) stormwater event;**
 - f) Adequate provision within cul-de-sacs for placement of kerbside bins and turning paths for service vehicles.**
- 5. If the staging of development after Stage 6 deviates from the proposed order, the collector road to the Bartley Street/Meander Valley Road intersection is to be constructed prior to the sealing of any further stages.**
- 6. The WSUD stormwater overland flow path through lots 911 and 912 is to be constructed as part of Stages 13 or 14.**
- 7. Lot 1700 (Road) and new junction to Meander Valley Road is to be constructed prior to the sealing of Stages 13 or 14.**
- 8. Prior to the commencement of works, a Traffic Management Plan that ensures safe and efficient interactions with heavy construction traffic is to:**
- a) be submitted to the satisfaction of Council's Director Infrastructure Services for intersections of Meander Valley Road, Bartley Street and Scott Street;**
 - b) be submitted to the satisfaction of the Department of State Growth for intersections of Meander Valley Road and Bartley Street;**
 - c) make provision for safe vehicle movements at bus stops during school bus pick up and drop off times;**

- d) avoid the use of the full length of Scott Street; and**
- e) be implemented in line with the approvals of State and Local road authorities.**

- 9. A Section 71 Agreement must be executed, that provides for the payment of a developer contribution relative to the developer's proportion toward the design and construction of shared infrastructure works for a roundabout, to be constructed at the intersection of Bartley Street and Meander Valley Road.**

The costs of registering the agreement are to be borne by the developer.

- 10. Prior to the Sealing of the Final Plan of Survey:**

- a) For the first stage submitted for sealing, the Section 71 Agreement is to be prepared and submitted in accordance with Condition 9.**
- b) For each stage, the road network and stormwater system are to be completed in accordance the approved engineering documents; and**
- c) As-constructed documentation of infrastructure to be taken over by Council is to be provided, to the satisfaction of Council's Director Infrastructure Services.**
- d) The owner must pay to Council the amount equal to the percentage of the contribution corresponding to that stage (or stages) in accordance with the terms of the Section 71 Agreement.**

- 11. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2020/01974-MVC) attached.**

Note:

- 1. Any other proposed development and/or use, including amendments to this proposal, may require a separate planning application and assessment against the Planning Scheme by Council. All enquiries can be directed to Council's Community and Development Services on 6393 5320 or via email: mail@mvc.tas.gov.au.
- 2. A separate approval is required from the Department of State Growth to concentrate and discharge stormwater or drainage onto the State road

network. Details of the permit process and application forms can be found at:

https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/stormwater_discharge_only. The applicant will be required to provide a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve as part of an application for approval.

3. This permit takes effect after:
 - a) The 14 day appeal period expires; or
 - b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined;
 - c) Any other required approvals under this or any other Act are granted.
4. A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Resource Management and Planning Appeal Tribunal. A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant. For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au.
5. If an applicant is the only person with a right of appeal pursuant to section 61 of the Land Use Planning and Approvals Act 1993 and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing. A copy of Council's Notice to Waive Right of Appeal is attached.
6. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted if a request is received.
7. In accordance with the legislation, all permits issued by the permit authority are public documents. Members of the public will be able to view this permit (which includes the endorsed documents) on request, at the Council Office.
8. If any Aboriginal relics are uncovered during works;
 - a) All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
 - b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania Fax: (03) 6233 5555 Email: aboriginal@heritage.tas.gov.au); and
 - c) The relevant approval processes will apply with state and federal government agencies.

4) Representations

The application was advertised for the statutory 14-day period.

Two (2) representations were received (attached documents). A summary of the concerns raised in the representations is provided below. While the summary attempts to capture the essence of the concerns, it should be read in conjunction with full representations included in the attachments.

Representation 1:

- Disappointment with the planning application from an urban planning perspective.
- Does not achieve the urban design outcomes indicated by original developers and Council at the time the proposal for development were made public. The landscape elements/spaces, tree streetscapes and overall public amenity as spoken about at early public meetings do not appear to be a consideration;
- There should be integration of Public Open Space (POS) throughout the subdivision. The 5% public open space adjacent to the telecommunication structures appears opportunistic.
- No lots should be under the 700m² minimum. There should not be a necessity to rely on performance criteria in a green field subdivision;
- Some lots will not have minimum requirement regarding water pressure. Will the development be appropriately serviced with hydrants?;
- Will the sewerage infrastructure (sewerage treatment plant) be capable of servicing the additional loading?;
- There are a number of lots that do not appear to have legal access to road frontage due to provision of drainage easements;
- Traffic calming devices on the major collection road will result in additional vehicle movements in Scott Street due to drivers trying to avoid these devices. The result being greater VPD volumes ongoing than are being predicted;
- The application gives no indication of how the Scott Street/Bartley Street intersection will be treated – currently Scott Street traffic has right of way. How will this intersection fit/align with the proposed roundabout and who will fund the development?

Comment:

Urban Design and Public Open Space: The assessment below concurs to some degree with the representor submissions in regard to the achievement of the urban design and public amenity outcomes that were originally envisaged for the HUG Area. However, it is considered that with several modifications to the layout, reasonable improvements can be made to achieve compliance with the objectives for the area. Specifically, recommended modifications focus on the priority and amenity of the pedestrian network. It is important to note that this can be achieved in an urban environment through quality road crossings, landscaping and functional pedestrian routes that suit the public convenience.

The hill top bushland has always been identified as the principal public open space within the HUG Area, reflected in the Open Space zoning of the land. The total area of Open Space Zone exceeds the developer's contribution obligation. The Hadspen SAP identifies corridors for recreational pathways and WSUD stormwater treatment that form the connected pedestrian network through the HUG Area, to the hill top open space. These corridors are included in the subdivision layout, however are conditioned for realignment and treatment to ensure a better quality pedestrian amenity.

Sub-minimal Lots: There are only 6 lots out of 165 lots in the General Residential Zone that are below 700m² in area. This makes up a very small proportion of the overall development, which is complicated by the need to contain the bulk water main within public land. The lots are greater than 600m² and this is considered a reasonable outcome to maximise lot yield.

Sewer and Water Services: TasWater confirms that the development can be fully serviced for sewer and water hydrants. Individual lots that are upper most in elevation in the low Density Residential Zone that may not achieve mains pressure at the dwelling, can be pressure boosted by domestic pumps.

Legal Road Frontage: The drainage reserve through stages 15 and 16, indicated as lots 913 and 914, do prevent road frontage to lots 116-122. However, the recreation trail and WSUD drainage line do not need to be accommodated in a drainage reserve and the area will need to be incorporated into the road reserve.

Traffic Calming: The comments in the TCS Report are considered reasonable and appropriate for this development. There are two roundabouts shown on the major collector road and potentially other traffic calming treatments associated with pedestrian linkages. Council does not believe that these calming treatment devices would result in a significant number of motorists choosing alternative routes.

Scott Street/Bartley Street Intersection and Roundabout:

Design work is currently being undertaken by Council for the configuration of the junctions of Scott Street, Bartley Street and Meander Valley Road, with a view to the long held intention of constructing a roundabout Meander Valley Road/Bartley Street junction to act as a town entrance that slows the speed environment and provides for the safe distribution of vehicle traffic and pedestrian/cycle movements. The traffic threshold for the installation of the roundabout has been nominated as Stage 9 for completion.

The Hadsphen SAP includes a mandatory requirement for a developer contribution on a pro-rata basis for shared infrastructure. This may be supplemented by Local, State or Federal Government funding.

Representation 2:

- Concerns regarding the safety of the junction at Bartley Street and Meander Valley Road;
- Queries reduction of speed limit and supports construction of the roundabout as a measure that would ensure safety.

Comment:

Recent roadworks were undertaken at the junction of Bartley Street and Meander Valley to service Stages 1-3 of the Hadsphen Hills Development.

The assessment against the applicable performance criteria below, reflects some of the concerns raised in the representations.

5) Consultation with State Government and other Authorities

The application was referred to the Department of State Growth (DSG) due to the increased traffic impact on the junction of Bartley Street with Meander Valley Road. Further discussion has been held with the DSG following receipt of the representation that raises concerns in regard to the safety of that junction.

The DSG responded as follows:

I advise that the Department do not object to the proposal. However it is noted that drainage discharge or concentration to the State road reserve are proposed.

In this regard it will be appreciated if you can arrange to include the below as a condition (and subsequent note) on any permit issued by Council;

The applicant must provide a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve as part of an application for approval to concentrate drainage of the land onto the State road network, see Note 2.

NOTE: Approval is required from the Department of State Growth to concentrate and discharge stormwater or drainage onto the State road network. Details of the permit process and application forms can be found at: https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/stormwater_discharge_only.

The Traffic Impact Assessments included in the documentation are noted in that no immediate works at the Meander Valley Road / Bartley Street intersection are required. The Department is working closely with MVC on the future provision of a roundabout.

It is noted that it is not legally permissible to include a condition to provide for another statutory approval process on a permit issued under the LUPAA. However a note is included alerting the developer to the requirement to obtain the separate approval from DSG.

The application was referred to TasWater. A Submission to Planning Authority Notice (TWDA 2020/01974-MVC) was received on 10 February 2021 (attached document).

6) Scheme Assessment

Use Class: Residential and Passive Recreation (Public Open Space)

Zoning:

The site is located within the Hadspen SAP which incorporates General Residential, Low Density Residential, Urban Mixed Use, Open Space and Utilities zoning.

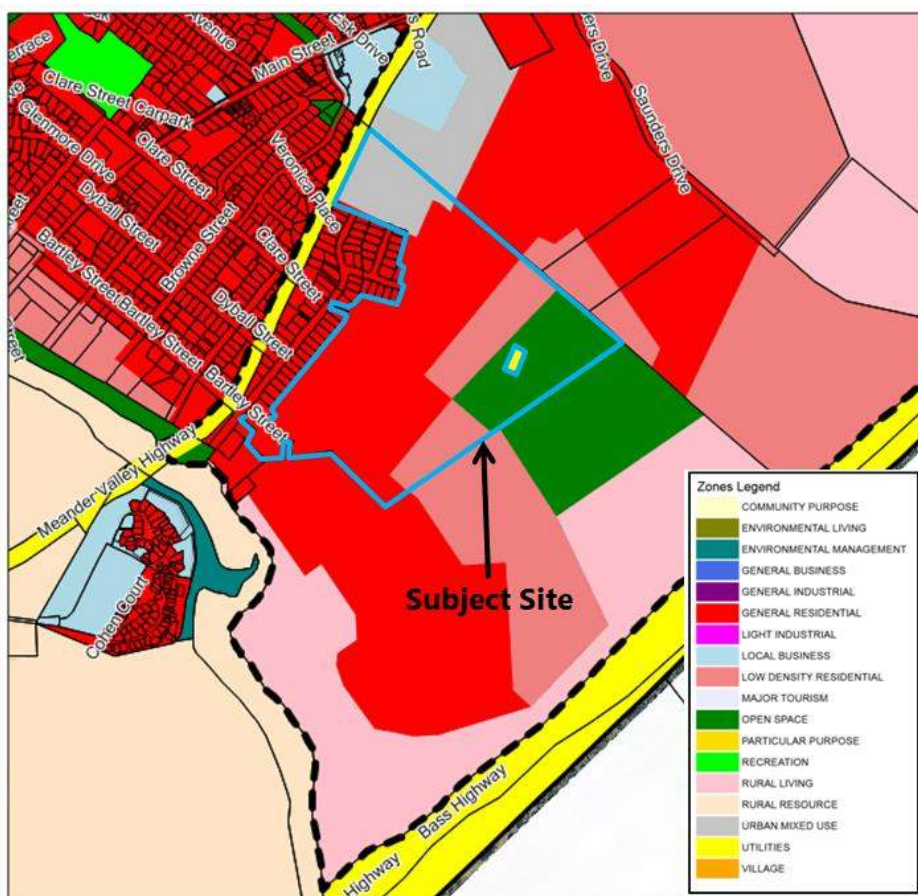


Figure 3: Zoning of subject land and surrounding land within the Hadspen Specific Area Plan.

The provisions of the Hadspen SAP prevail over the normal use and development standards of the zones to the extent of any inconsistency.

Performance Criteria

Those aspects of the development which require Council to exercise discretion are outlined and addressed in the following tables. The Performance Criteria outlines the specific things that Council must consider in determining whether to approve or refuse the application.

10 General Residential Zone
10.4.15.4 Solar Orientation of Lots
<p>Objective</p> <p><i>To provide for solar orientation of lots and solar access for future dwellings.</i></p>
<p>Performance Criteria P1</p> <p><i>Dimensions of lots must provide adequate solar access, having regard to the likely dwelling size and the relationship of each lot to the road.</i></p>

<p>Comment</p> <p>The proposed lots are all of sufficient size to allow for future dwellings to be designed and orientated such that they receive adequate solar access. The majority of lots generally range in size between 700m² and 820m² with six lots being between 610m² and 672m². Excluding access handles, the minimum dimension of the proposed lots is generally greater than 18.5m. The size and dimensions of the lots ensures that there is sufficient space for a future dwelling to be designed and orientated to take advantage of the sun and there is a lower likelihood of solar access being impeded by dwellings on adjoining properties.</p> <p>The proposed development is consistent with the Objective.</p>
<p>10.4.15.5 Interaction, Safety and Security</p>
<p>Objective</p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>
<p>Performance Criteria P1</p> <p>Subdivisions that create internal lots must provide for adequate levels of visibility and surveillance.</p>
<p>Comment</p> <p>Of the 165 lots within the General Residential Zone, four could be regarded as internal, where the majority of lot is located behind another lot and is accessed via a driveway strip. A small number of internal lots is considered acceptable and can often serve to provide for a better road layout whilst also maximising lot yield. The proposed internal lots provide for adequate levels of visibility and surveillance and have ready access to the pedestrian/cycle network for social interactivity.</p>

<p>E4 Road and Railway Assets Code</p>
<p>E4.6.1 Use and road or rail infrastructure</p>
<p>Objective</p> <p><i>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>
<p>Performance Criteria P2</p> <p><i>For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i></p>
<p>Performance Criteria P3</p> <p><i>For limited access roads and roads with a speed limit of more than 60km/h:</i></p> <p>a) <i>access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social</i></p>

- and economic benefit to the State or region; and*
- b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and*
 - c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.*

Comment

The subdivision necessarily involves a junction with and increased use of a 50kph road in connecting to the existing road network and also an increased use of the existing junction of Bartley Street with Meander Valley Road. As part of Stage 17, a new junction with Meander Valley Road is proposed.

The application includes a report and recommendations for the proposal prepared by Traffic & Civil Services. The report considers the internal design and layout of the subdivision and the manner of connection to the existing road network.

The report outlines a preferred hierarchical treatment of collector roads and residential streets to meet Austroads standard targets for junctions and intersections, residential amenity, speed management and road infrastructure.

The TCS report supports the proposed arrangement of roads to establish an appropriate hierarchy for a new residential environment.

The report concludes that the existing junction at Bartley Street and Meander Valley Road, having been recently upgraded with right hand turn slots for the first 3 stages of this estate, has capacity to accommodate the additional traffic volumes. However, the performance criteria for roads with a speed limit of more than 60kph, requires the maintenance of "*an adequate level of safety and efficiency for all road users*". This includes the consideration of the junction also being a key crossing point for pedestrians and cyclists to access the shopping centre and public open space on the river to the west. At present, the speed limit on Meander Valley Road is 100kph.

A new roundabout treatment at the junction of Bartley Street and Meander Valley Road has been the preferred treatment since the endorsement of the Outline Development Plan. This would reduce the speed environment of Meander Valley Road, providing for a proper 'town entrance' and support a safer environment for the movement of pedestrians and cyclists. The preference for a roundabout at this location is in the context of the fully developed HUG Area, which involves land in the ownership of other parties.

Despite the TCS report indicating that traffic volume alone for this subdivision does not require the installation of a roundabout and that interim measures can be put in place for pedestrian and cyclist crossing such as refuges, when the undeveloped land to the south of the subject site is also taken into consideration, the load on the junction is significantly increased and therefore the two developing parties will rely on the roundabout at the Bartley Street/Meander Valley Road junction. This qualifies as 'shared infrastructure' and is subject to the mandatory requirement for the Part 5 Agreement for developer contribution. This will be on a pro-rata basis.

Council's Infrastructure Department have been in discussions with DSG regarding a speed limit reduction along the Bartley Street section of Meander Valley Road. DSG have responded that the speed reduction will only be contemplated by DSG when associated with the construction of a roundabout. Council has commenced the concept design for a roundabout at the Meander Valley Road and Bartley Street intersection, working with DSG to develop the safest arrangement for a concept at the Scott Street and Bartley Street interface. The designs will be finalised in the near future for consultation with affected parties.

Both Council's Infrastructure Department and the Department of State Growth have generally accepted the findings of the TCS report and responses to Council's requests for further information. However, Council's preference for the ultimate installation of a roundabout at the Bartley Street/Meander Valley Road junction to provide for long term development must be taken into account as 'shared infrastructure' and the developer is required contribute an appropriate pro-rata share of the costs at a future stage. The costs will be scheduled in the Part 5 Agreement on completion of the design and costing of the works.

Recommended Conditions:

- A Traffic Management Plan that ensures safe and efficient interactions with heavy construction traffic is to:
 - be submitted to the satisfaction of Council's Director Infrastructure Services for intersections of Meander Valley Road, Bartley Street and Scott Street;
 - be submitted to the satisfaction of the Department of State Growth for intersections of Meander Valley Road and Bartley Street;
 - make provision for safe vehicle movements at bus stops during school bus pick up and drop off times;
 - avoid the use of the full length of Scott Street; and
 - be implemented in line with the approvals of State and Local road authorities.
- Confirmation of the Traffic Management Plan approval by the Department

of State Growth is to be provided to Council.

E8 Biodiversity Code

E8.6.1 Habitat and Vegetation Management

Objective

To ensure that:

- a) vegetation identified as having conservation value as habitat has priority for protection and is appropriately managed to protect those values; and*
- b) the representation and connectivity of vegetation communities is given appropriate protection when considering the impacts of use and development.*

Performance Criteria P1

Clearance or disturbance of native vegetation within priority habitat may be allowed where a flora and fauna report prepared by a suitably qualified person demonstrates that development does not unduly compromise the representation of species or vegetation communities in the bioregion having regard to the:

- a) quality and extent of the vegetation or habitat affected by the proposal, including the maintenance of species diversity and its value as a wildlife corridor; and*
- b) means of removal; and*
- c) value of riparian vegetation in protecting habitat values; and*
- d) impacts of siting of development (including effluent disposal) and vegetation clearance or excavations, , in proximity to habitat or vegetation; and*
- e) need for and adequacy of proposed vegetation or habitat management; and*
- f) conservation outcomes and long-term security of any offset in accordance with the*
- g) General Offset Principles for the RMPS, Department of Primary Industries, Parks, Water and Environment.*

Comment

Qualified reporting on natural values was undertaken for the amendment to rezone the land that assessed the subject land and surrounding land. That assessment concluded that the development areas within the General Residential and Low Density Residential Zones contained Wattle regrowth after having been cleared for sand mining in the past and did not contain any natural values of significance. Native vegetation of value is retained within the adjoining Open Space Zone which is the hill top bushland area.

Future development adjoining the Open Space Zone will be able to provide for bushfire hazard management areas within the boundaries of those lots.

The proposed development is consistent with the Objective.

F2	Hadspen Specific Area Plan
F2.8.4.1	General Suitability
<p>Objective</p> <p><i>The division and consolidation of estates and interests in land is to create lots that are consistent with the Purpose, Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.</i></p>	
<p>Performance Criteria P1</p> <p><i>Each new lot must be suitable for use and development in an arrangement that is consistent with the Specific Area Plan, having regard to the combination of:</i></p> <ul style="list-style-type: none"> <i>a) slope, shape, orientation and topography of land;</i> <i>b) any established pattern of use and development;</i> <i>c) connection to the road network;</i> <i>d) availability of or likely requirements for utilities;</i> <i>e) requirements for public open space and vegetated amenity corridors;</i> <i>f) hydrology requirements for drainage; and</i> <i>g) any requirement to protect ecological, scientific, historic, cultural or aesthetic values; and</i> <i>h) potential exposure to natural hazards.</i> 	
<p>Comment</p> <p>The proposal is generally consistent with the anticipated arrangement of development for a large component of the overall HUG Area. The proposed subdivision provides for a co-ordinated network of roads and pedestrian and bicycle pathways that connect the residential areas to the activity centre and public open space and provides for the road side, vegetated corridors at the edge of the Low Density Residential Zone and along key recreational trails.</p> <p>However it is considered that modifications should be made to better support the Local Area Objectives (LAO's) and Desired Future Character Statements (DFCS's). Particularly, the LAO's and DFCS's require the pedestrian/cycling recreation trails to provide opportunities for recreational pursuit through a looping network, with a natural appearance and clear legibility through layout and design. The two proposed off-set pedestrian walkways that traverse Stages 4, 11 and 12 are long, each at approximately 70 metres length and are 6 metres wide. The northern most walkway has reasonable visibility due to the corresponding alignment of the Stage 4 road, however the southern walkway is located to the end of a cul-de-sac. This off-set alignment does not provide good, functional legibility for a pedestrian network.</p> <p>The proposed 6 metre width does not provide sufficient room for amenity treatments such as landscaping with trees of a reasonable height, foot/cycle paths and street furniture. When coupled with the likely installation of two metre privacy fences along the residential lot boundaries, the long length and narrow width</p>	

creates spaces that will lack the public amenity that is a priority objective of the HUG Area. Realignment and widening of the walkways to 12 metres, to become a feature of the development with good landscaped amenity, visibility and a better degree of functionality in the direction of pedestrian/cycle movement is readily achievable and is recommended as an important modification to achieve compliance with the SAP Purpose, LAO's and DFCS's.

For pedestrian and cycle routes to provide amenity and legibility, the forward pathways need to be clear to the user and reasonably direct in alignment, without illogical deviations that prioritise elements such as roads and drains. This may, at times, require a higher degree of constructed intervention, however the priority for walking and cycling through the HUG Area is clear. This is a greenfield development and does not have the same impediments as retro-fitting an established area.

The key recreation trail/WSUD stormwater line that traverses stages 15 and 16, is proposed to deviate along three, 90 degree turns, across the road and around a dwelling lot, before the alignment crosses the contour toward the detention basin (Refer Figure 3 below). This alignment does not meet objectives for pedestrian legibility and complicates the management of stormwater overland flow. It is recommended that the subdivision is modified to re-align the recreation trail/drainage line directly across the road, corresponding with the alignment to the north, with one 90 degree turn in the alignment. The recommended realignment in context is shown in Figure 2 above and below in Figure 3.



Figure 4: Recommended realignment of pedestrian trail and WSUD line indicated by red arrow.

A small strip of public open space has incorporated as Lot 915 (refer Figure 3

above) to accommodate TasWater requirements to contain water supply mains within public land. Neither Council nor TasWater intend to take ownership of this land and it serves no valuable purpose in regard pedestrian linkage. TasWater have advised that it is willing to accept the small section of the main within a private easement over Lot 128, given that Council will not accept ownership of the land. As such, a recommendation is included to remove Lot 915 as public open space.

Lot 906, which is part of Stage 17, will eventually become public open space upon being purchased by Council. The principal entrance to the future bushland recreation area will be adjacent to the northern recreation trail/WSUD stormwater line, however the alignment of the 20 metre wide access strip is offset to any future road crossing treatment. This is not ideal in regard to pedestrian legibility and functionality and a slight adjustment of 6 metres to the south west will enable a continuous pedestrian pathway alignment across the road. Lots 79 – 87 can be slightly adjusted in size to account for modification and it is considered that the internal driveway arrangement for Lots 80, 82, 84 and 86 should be flipped to the southern side of those lots, to avoid the need to locate a driveway crossover immediately adjacent to the pedestrian crossing across the road.

The southwestern collector road toward the top of the hill incorporates a roadside vegetated amenity corridor which is to assist with the visual integration of development into the upper landscape. This corridor is also part of the enhanced amenity of the pedestrian/cycle network and as such, multiple single driveway crossovers would not be an ideal outcome on the ground. It is recommended that the engineering design for subdivision co-locate driveways for each two lots for lots 79-86 and 90-91.

Similarly the amenity of the key recreation/WSUD corridor that links to the hilltop bushland public open space, alongside the south eastern cul-de-sac, would be comprised by multiple single driveways. It is recommended that the engineering design for subdivision co-locate driveways for each two lots for lots 116 to 122.

Figures 5 to 8 below show snapshots from preliminary 3D modelling of the south eastern key recreation/WSUD corridor to show the effect of the spatial arrangement with mature trees relative to the roads, hill top bushland public open space and topography. As it is often difficult to appreciate the spatial outcomes from the two dimensional plans, the modelling is designed to show the effect, at a basic level, of the recommended conditions to ensure that the corridor prevails as distinctive element through the development, providing a good degree of pedestrian amenity and safety. When considered together with conditions to minimise driveways and to provide enhanced road crossing treatments that act as traffic calming, the proposed development can create a unique suburban environment that upholds the objectives and vision for the area.



Figure 5: 3D model aerial view of realigned south eastern recreation/WSUD corridor that will link the hilltop bushland public open space through to Bartley Street and the South Esk River.



Figure 6: 3D model ground level view through south eastern recreation/WSUD corridor, toward the hill top bushland public open space to the north.



Figure 7: 3D model view through south eastern recreation/WSUD corridor from the entrance to the hill top bushland public open space at the top of the cul-de-sac.



Figure 8: 3D model view south west, where the recreation/WSUD corridor crosses the road, linking to Bartley Street and the South Esk River.

The quality of the pedestrian/cycling environment, and by effect, the residential environment in total, should be further enhanced with corresponding road crossing treatments that are a combination of urban design elements that provide the visual cues for pedestrian route priority, such as outstands, landscaping, bollards and the like, together with road treatments such as changes in paving surface and raised platforms that act to calm traffic speed. It is recommended that these treatments be required to be submitted in the engineering design, and together with the modifications outlined above, bring the proposal into compliance with the Specific Area Plan.



Photo 1: An example of an enhanced pedestrian crossing at a road junction that differentiates and prioritises pedestrian activity.

The application includes provisions for the extension of utilities, such that all lots will be serviced. It is noted that potentially some of the higher elevation lots closest to the reservoir may not be able to achieve pressure without booster pumps, subject to detailed engineering design. It is recommended that the lots that cannot achieve pressure water supply should include a notation to that effect on the final plan of survey. The subdivision is fully serviced with the required fire hydrants.

The subject land has not been Identified as having any particular ecological, scientific, historic, cultural or aesthetic values of significance.

Bushfire risk has been considered in the assessment above and the development complies with the Acceptable Solutions. The land has not been identified as being subject to any other particular natural hazard, with a full geotechnical assessment having been undertaken for the rezoning of the land.

The proposed subdivision is consistent with the Objective and subject to the recommended modifications, creates residential lots consistent with the Zone

Purpose, LAO's and DFCS's.
F2.8.4.3 Lot Area
<p>Objective</p> <p><i>To provide for lot sizes that are consistent with the Purpose, Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.</i></p>
<p>Performance Criteria P1</p> <p><i>Each lot must provide sufficient useable area and dimensions, consistent with the Specific Area Plan, to allow for:</i></p> <ul style="list-style-type: none"> <i>a) buildings to be erected in a hazard free location;</i> <i>b) on-site parking and manoeuvrability;</i> <i>c) adequate private open space; and</i> <i>d) reasonable vehicular access from the carriageway of the road to a building area on the lot.</i>
<p>Comment</p> <p>The minimum lot area specified in the acceptable solution for the General Residential Zone is 700m². All but six lots of the 165 within the General Residential Zone comply with the minimum lot area. Of the six lots, the sizes range from 600m² to 672m².</p> <p>Despite being slightly smaller in size, the lots provide sufficient width to accommodate residential buildings, on-site parking and access and adequate private open space. It is noted that the condition to widen the walkway through stages 4 and 12 will likely result in the reduction of some lot areas to just below the 700m², however this does not unduly compromise the ability to develop the lots for a single dwelling or two multiple dwellings.</p>
F2.8.4.5 Provision of Stormwater Services
<p>Objective</p> <ul style="list-style-type: none"> <i>a) Subdivision is to provide for stormwater treatment through the principles of Water Sensitive Urban Design (WSUD) and principally directing stormwater to the identified Key WSUD Stormwater Lines and Wetland Dispersal Area.</i> <i>b) The stormwater system is to be designed to accommodate peak storm events and avoid flooding of development areas.</i> <i>c) The design of the WSUD stormwater system is to appropriately integrate into public open space and the road network by enhancing the 'natural environment' visual amenity of the public areas and taking public safety into account.</i> <i>d) The WSUD stormwater system is to be designed to minimise the long term maintenance obligations for Public Open Space.</i>

Performance Criteria P1

The stormwater system is to be designed to accommodate the peak stormwater loads from lots and roads through a combination of the following elements as appropriate:

- a) an open swale network that can appropriately accommodate stormwater volumes and velocity;*
- b) vegetation planting to slow and filter stormwater;*
- c) constructed baffles to slow stormwater and prevent erosion;*
- d) detention basins to slow and gradually release stormwater resulting from higher impact storm events; and*
- e) underground pipes.*

Comment

The application includes the key WSUD stormwater overland flow paths outlined in the SAP and will act as a combination of a low flow pipe network with surface overland flow paths for peak events.

The WSUD drainage lines are part of an integrated system of open space connectivity and recreation use and as such, are required to present as more than a utilitarian drainage line. The system is required to provide both function and a natural aesthetic as part of the recreational amenity associated with the pedestrian and cycle trails.

As discussed above the road crossing of the WSUD line between Stages 15 and 16 requires modification to appropriately meet the priority objectives of the combined system. Stormwater velocities in the 1% peak event are moderately at this location at a depth of approximately 500mm, which is further complicated by the proposal to radically deviate the alignment around Lot 123. Higher velocities can be more readily accommodated under the road through a straight alignment and appropriately sized culverts and the stormwater can be slowed somewhat through a more meandering alignment of a swale, before crossing the road and making the 90 degree turn on the southern side. As recommended above, in consideration of the combined function of the network for drainage and recreation purposes, it is recommended that the WSUD stormwater drainage be realigned to provide for a direct road crossing, as shown above in Figure 2.

Figure 4 below, extracted from the application document, indicates that stormwater from stages 13 and 14 discharge through the key WSUD stormwater provided later in the development through Stage 17. A substantive amount of stormwater catchment from roads and lot drainage will need to be discharged before it is proposed to construct this part of the system. Temporary drainage through an important part of the system is not considered an appropriate response and it is recommended that condition be included to ensure that the WSUD system within

Lots 911 and 912 is established when stages 13 and 14 are constructed, including the detention basin.

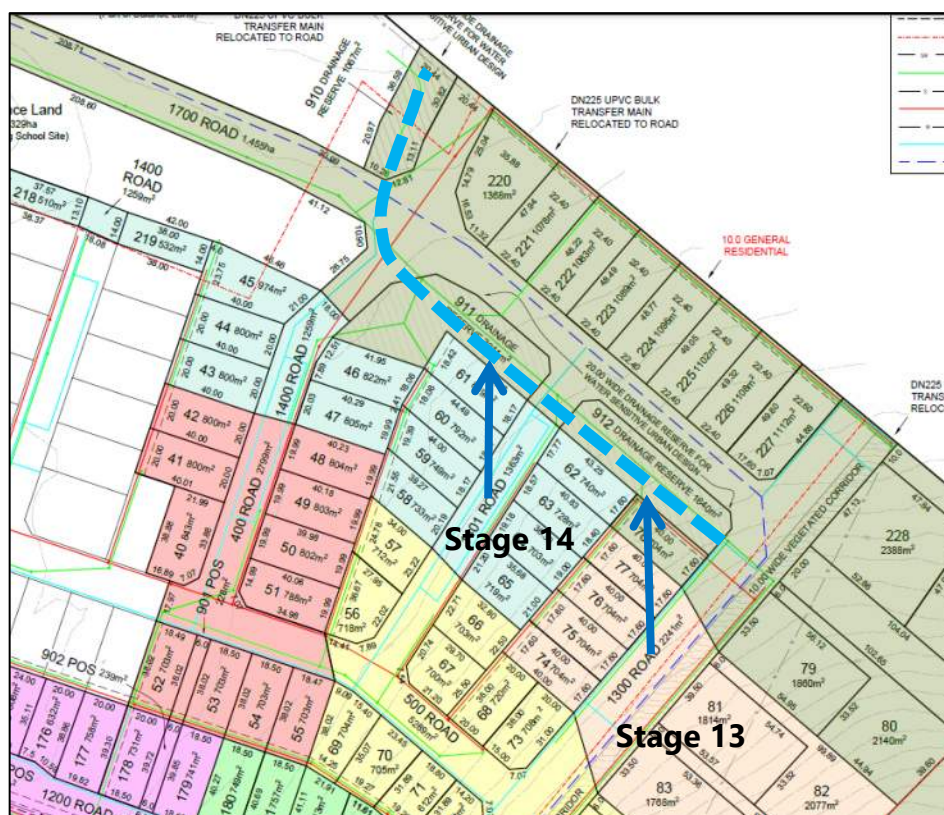


Figure 4: Key WSUD Stormwater line showing inputs from stages 13 and 14.

Detailed design of the stormwater network, including piped drainage and open drainage, is required prior to the commencement of any works on the site and accordingly a condition to this effect is included in the recommendation.

Subject to the modification described above, the development is consistent with the standard.

Recommended Conditions:

Prior to the commencement of works engineering plans detailing the proposed road network, including footpaths to one side, and stormwater system are to be submitted to the satisfaction of Council's Director Infrastructure Services.

Prior to the sealing of the Final Plan of Survey, the road network and stormwater system are to be completed in accordance with Condition 1 and the approved engineering plans.

F2.8.4.6 Road Network
<p>Objective</p> <ul style="list-style-type: none"> <i>a) Subdivision is to provide for key junctions with Meander Valley Road consistent with the Specific Area Plan.</i> <i>b) The Main Town Centre Junction is the principal junction that is the focal point of the town centre and forms the principal link to the existing township.</i> <i>c) Secondary Junctions are a limited number of collector road junctions from the development areas that distribute traffic to Meander Valley Road.</i> <i>d) The principal alignment of the road network is north-east to south-west and north-west to south-east to align with the contours of the land.</i> <i>e) The road network is to provide for a hierarchy of local roads and collector roads in a connected, looping layout that maximises permeability and access to the town centre and Meander Valley Road.</i> <i>f) The road network is to provide for shared use together with bicycle and pedestrian mobility.</i> <i>g) Where public open space and recreation trails cross roads, clear visual elements and traffic calming measures are to be incorporated into the design to indicate a slower traffic speed environment and pedestrian crossings.</i> <i>h) The road network is to provide for public transport at an appropriate standard to accommodate accessible buses and bus stops.</i>
<p>Performance Criteria P2</p> <p><i>The road network is to be designed to provide an accessible and safe neighbourhood road system having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the topography of the land;</i> <i>b) a hierarchy of anticipated traffic volumes on local, collector and arterial roads;</i> <i>c) integration with pedestrian, bicycle and recreation routes;</i> <i>d) an appropriate speed environment and any traffic calming that may be</i> <i>e) warranted; and</i> <i>f) standards for accessible public transport and emergency service vehicles.</i>
<p>Comment</p> <p>The proposed road network is generally consistent with the Specific Area Plan. The layout generally follows a north-east to south-west orientation responding to the natural topography of the site.</p> <p>A particular complication that has arisen with this development title is the TasWater requirement to locate the existing bulk water main that traverses the site from the reservoir through to Scott Street, within public land or a road easement. This</p>

effectively means that the site is required to be bisected by a road which inevitably drives a particular configuration of lots. In this circumstance, the use of cul-de-sac (Lot 1200) that terminates in a walkway strip through to Scott Street is considered reasonable. Although long at approximately 90 metres (40 metres is between existing dwellings on Scott Street) with a 6 metre width, it has clear visibility due to the alignment of the cul-de-sac.

The layout contributes to a looping network in a hierarchy of residential and collector roads which lead to the key junctions on Meander Valley Road. The supporting report from Traffic & Civil Services outlines the junctions of collector roads that will require the installation of roundabouts.

There are only 3 cul-de-sacs which service approximately a quarter of the proposed lots. These are considered to be a reasonable response to the topography, eliminating roads from the upper slopes, and in response to the constraint posed by the water main alignment. There are however difficulties associated with the cul-de-sac in Stage 10, being short in length and servicing seven lots from the turning head. This makes services such as garbage collection and car parking very difficult, often resulting in conflicts between neighbours when too many driveways converge. It is considered that the cul-de-sac should be reconfigured to change its alignment to a north-east/south-west direction, with the junction close to the pedestrian walkway entrance providing a more direct line of connection for residents living in the cul-de-sac (refer Figure 2). In addition, due to the constrained nature of this part of the land, the number of dwellings taking access from the turning head should be limited to no more than four lots. The remaining area can contain a small number of internal lots that readily achieve access through driveways off the minor looping road or the collector road.

As discussed above, to reinforce the priority and quality of the pedestrian and cycling network it is recommended that conditions be included to require the detailed engineering design to include well designed pedestrian crossing treatments.

The proposed road network provides adequate opportunities for connections with future stages and the development of adjoining properties. The new road network will be serviced by footpaths, providing an opportunity to connect with the existing pedestrian network to the north of Meander Valley Road in the future.

The eastern collector road provides for a future bus route and connects through the key junction at Bartley Street and Meander Valley Road. There are numerous opportunities to install accessible bus stops, particularly within the roadside vegetated amenity corridor.

As discussed above in response to the representor, it is considered prudent to ensure that the staging plan provides for traffic utilising Scott Street to be an interim measure, with recommended conditions requiring the collector road to be constructed through to Bartley Street if the order of stages change after Stage 6, due to the likely volumes of traffic that would use Scott Street to access the Bartley Street/Meander Valley Road junction prior to the collector road being connected though at Stage 9.

In addition, it is considered appropriate to construct the new junction to Meander Valley Road, proposed as part of Stage 17, for the release of Stages 13 and 14, to alleviate pressure on Scott Street and the Bartley Street/Meander Valley Road intersection.

Subject to the recommended conditions, the proposed road network is consistent with the Objective.

Recommended Conditions:

- A sealed "Y" turning head is to be provided on the balance land at the terminus of each new road section sufficient to provide a temporary turning area for service vehicles. A right of carriageway in favour of Council is to be placed on the title over each turning head.
- Adequate provision within cul-de-sacs for placement of kerbside bins and turning paths for service vehicles.
- Full engineering design drawings are to be submitted to the satisfaction of Council's Director Infrastructure Services detailing the proposed road network including foot and cycle paths. The designs are to be in accordance with the Tasmanian Standard Drawings and the Tasmanian Subdivision Guidelines, where any departures are to be highlighted by the designer at the time of submission to Council. The road is to include semi-mountable kerb, footpaths, traffic calming and temporary turning heads.
- The designs are to be in accordance with the Tasmanian Standard Drawings and the Tasmanian Subdivision Guidelines, where any departures are to be highlighted by the designer at the time of submission to Council.
- The road is to include semi-mountable kerb, include footpaths and temporary turning heads.
- The cul-de-sac in Stage 10 is to be reconfigured to change its alignment to a north-east/south-west direction, with no more than four lots taking access from the turning head.
- If the staging of development after Stage 6 deviates from the proposed order, the collector road to the Bartley Street/Meander Valley Road intersection is to be constructed prior to the sealing of any further

stages.

- Lot 1700 (Road) and new junction to Meander Valley Road is to be constructed prior to the sealing of Stages 13 or 14.

F2.8.4.7 Public Open Space

Objective

- a) Subdivision is to provide for a network of public open space that is consistent with the Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.*

Performance Criteria P1

The public open space network is to be designed to provide a high level of amenity and connectivity having regard to:

- a) the topography of the land;*
- b) requirements for vegetated amenity corridors;*
- c) integration of shared use for pedestrians and bicycles;*
- d) integration of WSUD stormwater requirements;*
- e) public safety; and*
- f) provision of clear legibility at road crossings.*

Comment

The subdivision includes several areas that are dedicated for public open space purposes and is reasonably consistent with the LAO's and DFCS's, which reflect the original intent of the Hadsden Outline Development Plan. However, as described above, it is considered that modifications should be made to ensure the public open space network complies with the SAP, in the way it integrates with the WSUD stormwater system and the road network and to reflect the high priority given to open space recreational trails, connectivity and urban amenity.

The *Local Government (Building and Miscellaneous Provisions) Act 1993* provides for Council to take public open space or a financial contribution in lieu of public open space, equal to a value of 5% of the area of the lot being developed. Lot 908 in the subdivision, provides for the bushland area that is zoned Open Space as the 5% public open space contribution. The Open Space Zone within the SAP reflects the long term intention to convert the hill top bushland into public open space. The balance area within the Open Space Zone is Lot 906 and represents the land Council may purchase in the future for the bushland public open space.



Photo 2: View west from the western edge of the public open space.

Within the bushland area, Lot 907 reflects the area of land that is currently leased for two telecommunications towers. This is intended to be retained by the current landowners and is accessed via a right of way across the public open space from the south western boundary, closely aligned to existing access track to the towers and the TasWater reservoirs. This is considered manageable into the future as pedestrian areas and vehicular service access can be clearly delineated.

The conditions recommended above requiring:

- relocation and widening of the central pedestrian walkway;
- realignment of the access strip to Lot 906, the principal access to the future public open space;
- realignment of the recreation trail/WSUD stormwater corridor within Stage 15;
- co-location of driveways within the roadside landscape amenity corridor along the upper slopes and within the recreation trail/WSUD stormwater corridor within Stages 15 and 16; and
- pedestrian road crossings as feature elements that demonstrate the priority for pedestrian connectivity.

All serve to support the anticipated high levels of amenity and connectivity that are expected to be delivered by development within the HUG Area.

Acceptable Solutions

The following tables include an assessment of compliance against all of the applicable Acceptable Solutions of the Planning Scheme.

F2.8.4.2 Infrastructure Contribution
<p><i>Objective</i></p> <p>a) <i>To provide for a Part 5 agreement, prior to the subdivision of land, to ensure that developer contributions are made towards the establishment costs of shared infrastructure.</i></p>
<p><i>Acceptable Solution 1</i></p> <p><i>An agreement pursuant to Part 5 – section 71 of the Act is entered into and registered on the title, providing for the schedule of costs and developer contribution toward shared infrastructure.</i></p>
<p>The requirement for a Part 5 Agreement providing for developer contribution to shared infrastructure is mandatory, where any subdivision relies on trunk infrastructure that serves more than one party within the Hadspen SAP area.</p> <p>The number of lots within this subdivision triggers the consideration of the future roundabout to be installed at the Bartley Street/Meander Valley Road intersection. This is discussed above in regard to the road network. However, the future roundabout will also serve the substantive area of land to the south of the subject site that is undeveloped. The current developer is expected to make a pro-rata contribution toward the roundabout on the basis of the relative loading associated with lots created by subdivision.</p> <p>The Part 5 Agreement will nominate the appropriate staging threshold at which this will occur and may be based on potential funding contributions from State or Federal Government.</p> <p>This decision stipulates the following terms to be included in the Part 5 Agreement:</p> <ol style="list-style-type: none">1. Council agrees to design and perform the <i>Shared Infrastructure Works</i> for a roundabout to be constructed at the intersection of Bartley Street and Meander Valley Road and the Owner agrees to contribute to the cost of the <i>Shared Infrastructure Works</i>.2. The contribution is fifty-two percent (52%) of the completion cost that the owner must pay to Council, as the pro-rata apportionment based on lot area and yield;3. The owner will repay the contribution in stages;4. Each staged payment will correspond with the sealing by Council of each stage (or stages) of the subdivision.

5. Prior to the sealing by Council of a stage (or stages) in the subdivision, the owner must pay to Council the amount equal to the percentage of the contribution corresponding to that stage (or stages).

10 General Residential Zone	
Scheme Standard	Assessment
10.3.1 Amenity	
Acceptable Solution A1	Complies
10.4.15.2 Lot Area, Building Envelopes and Frontage	
Acceptable Solution A2	Frontage - Complies
10.4.15.4 Solar Orientation of Lots	
Acceptable Solution A1	Relies on Performance Criteria P1
10.4.15.5 Interaction, Safety and Security	
Acceptable Solution A1	Relies on Performance Criteria P1
E1 Bushfire Prone Areas Code	
E1.6.1 Subdivision: Provision of Hazard Management Areas	
Acceptable Solution A2	Complies
E1.6.2 Subdivision: Public and firefighting access	
Acceptable Solution A1	Complies
E1.6.3 Subdivision: Provision of water supply for firefighting purposes	
Acceptable Solution A1	Complies
E4 Road and Railway Assets Code	
E4.6.1 Use and road or rail infrastructure	
Acceptable Solution A2	Relies on Performance Criteria
E4.7.2 Management of Road and Accesses and Junctions	
Acceptable Solution A1	Complies
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings	
Acceptable Solution A1	Complies
E6 Car Parking and Sustainable Transport Code	
E6.6.1 Car Parking Numbers	
Acceptable Solution A1	Complies
F2 Hadspen Specific Area Plan	
F2.8.4.1 General Suitability	
No Acceptable Solutions	Relies on Performance Criteria
F2.8.4.3 Lot Area	
Acceptable Solution A1 Low Density Residential Zone (Area A)	The minimum lot area specified in the acceptable solution for the Low Density Residential Zone (Area A) is 1600m ² with an average of 1 lot per 3000m ² . Complies
F2.8.4.4 Provision of Water and Sewerage Services	
Acceptable Solution A1	Complies

F2.8.4.5 Provision of Stormwater Services	
No Acceptable Solutions	Relies on Performance Criteria
F2.8.4.6 Road Network	
No Acceptable Solutions	Relies on Performance Criteria
F2.8.4.7 Public Open Space	
No Acceptable Solutions	Relies on Performance Criteria

Draft Meander Valley Local Provisions Schedule – Notice of Decision

Pursuant to Section 35K.(2)(d) of the LUPAA 1993, once the notice of decision on the Draft Meander Valley Local Provisions Schedule is issued by the Commission, Council cannot issue a permit or make a decision on an application for a planning permit, that is in contravention of the Commission decision and the future provisions of the Local Provisions Schedule, irrespective of compliance with the Meander Valley Interim Planning Scheme 2013.

The Hadspen SAP, in its current form in the Meander Valley Interim Planning Scheme, is included in the Draft Meander Valley Local Provisions Schedule as a transitional provision, which means it is carried forward into the future planning scheme without change. In the future Tasmanian Planning Scheme, the standards in a SAP prevail to the standards in a zone or code, to the extent of any inconsistency, as is the case under the current Interim Planning Scheme.

In regard to the proposed subdivision, there are no standards in the Local Provisions Schedule or components of the TPC decision that result in a contravention in regard to the assessment described above.

Conclusion

It is considered that the application for Use and Development for a Subdivision (190 lots, roads and open space) on land located at Bartley Street (off Scott Street) can meet the requirements of the Hadspen SAP subject to the conditions outlined in this report and is recommended for approval.

DECISION:

LAUNCESTON

J.W. Dent, OAM, B. SURV. (Tas.), M.SSSI. (Director)
M.B. Reid, B. GEOM.(HONS) (Tas.), M.SSSI (Director)

HOBART

C.M. Terry, B. SURV. (Tas.), M.SSSI. (Director)
H. Clement, B. SURV. (Tas.), M.SSSI (Director)
M.S.G. Denholm, B. GEOM. (Tas.), M.SSSI (Director)
T.W. Walter, Dip. Surv & Map; (Director)
D. Panton, B.E. F.I.E. AUST., C.P.ENG. (Consultant)
A. Collins, Ad. Dip. Surv & Map, (Senior Associate)
L.H. Kiely, Ad. Dip. Civil Eng. Cert IV I.T., (Associate)

KINGSTON

A.P. (Lex) McIndoe, B. SURV. (Tas.), M.SSSI. (Director)

BURNIE/DEVONPORT

A.W. Eberhardt, B. GEOM. (Tas.), M.SSSI (Director)
A.J. Hudson, B. SURV. (Tas.), M.SSSI. (Consultant)



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Our Ref: 44704

19 November, 2020

Meander Valley Council
PO Box 102
WESTBURY TAS 7303

Attention: Mr C Plaisted

Dear Craig

RE: HADSPEN DEVELOPMENTS – SUBDIVISION BARTLEY STREET, HADSPEN

We submit herewith an application on behalf of Hadspen Developments P/L to subdivide their land at Bartley Street, Hadspen into a total of 190 lots in 14 Stages.

We will now address the provisions of the Hadspen-specific Area Plan, as it relates to this application.

F2.8.4.1 General Suitability

All of the lots are generally suitable for their intended purpose as residential lots. They are all connected to the road network and services and utilities. We have also provided for a vegetation corridor and public open space and there are no other issues that prevent this land from being used for residential purposes.

F2.8.4.2 Infrastructure Contribution

An agreement has already been entered into in the first three stages, in relation to this title. We are prepared to consider a permit condition that relates to the provision of infrastructure contributions, although it should be pointed out that we will be constructing the road access onto the Meander Valley Highway from stage 17, and will be constructing the two detention basins shown on the plan. As long as the agreement takes this into consideration we will be prepared to deal with this clause as a permit condition.

F 2.8.4.3 Lot Areas

In the general residential zone there are 167 lots and 5 of those lots are just below the 700m² minimum lot size. These 5 lots meet the performance criteria in that they are large enough to provide on-site parking and manoeuvrability and adequate private open space, as well as having enough room for a building to be erected in a hazard free location.

.../2

OFFICES ALSO AT:

- 16 Emu Bay Road, Deloraine, 7304
- 6 Queen Street, Burnie, 7320

(03) 6362 2993
(03) 6415 1111
(03) 6423 6875

- 127 Bathurst Street, Hobart, 7000
- 406 Brisbane Street, Kingston, 7050
- 8/16 Main Road, Huonville, 7109

(03) 6234 3217
(03) 6229 2131
(03) 6264 1277

There are 22 lots in the low density residential zone (Area A) and these lots are all over 1600m² and the average density is over 1 per 3000m².

There are three lots in the open space zone. With Lot 109 being public open space and the other lots not for residential building purposes.

F2.8.4.4 Provision of Water and Sewerage Services

Each lot will be connected to a water and sewerage service, as outlined in the enclosed Servicing Report.

F2.8.4.5 Provision of Stormwater Services

The accompanying Services Report provides the detail of the stormwater drainage and detention basin system. It is a combination of open swales, detention basins and underground pipes, as outlined in Performance Criteria P1. More detail will be provided at the engineering design stage, however a concept servicing plan is also enclosed with the servicing report to show how it is intended to service the blocks.

F2.8.4.6 Road Network

The road network differs in some respects to the HUGA outline plan. The reason for this is that the outline in the SAP is not considered to be a safe road network. We have obtained a report from TCS in relation to the traffic system and the road layout that we are proposing is considered to be a better and safer and more appropriate road network than that shown in the indicative HUGA outline plan. Appropriate traffic calming has been provided in accordance with the report.

F2.8.4.7 Public Open Space

Lot 109 is provided as the public open space contribution for the entire subdivision. It has an area of 2.0356 Ha, which is 5% of the total title area.

We also enclose a Bushfire Hazard Management report which deals with the bushfire code.

We also enclose the following documents:

- Subdivision proposal plan
- Completed development application form
- Traffic report
- Bushfire report
- Traffic report dated 10th November 2020 in relation to pedestrian access to the Hadspen town.

Could you please send us an invoice payable to Hadspen Developments P/L, care of john.dent@pda.com.au so that we can arrange for payment of your Council's approval fees direct to you.

Please get in touch if you have any questions, or if you need any further information to enable this application to be assessed for approval.

Yours faithfully
PDA Surveyors

Per: 
JOHN DENT

LAUNCESTON

J.W. Dent, OAM, B. SURV. (Tas.), M.SSSI. (Director)
M.B. Reid, B. GEOM.(HONS) (Tas.), M.SSSI M.AIPM (Director)

HOBART

C.M. Terry, B. SURV. (Tas.), M.SSSI. (Director)
H. Clement, B. SURV. (Tas.), M.SSSI (Director)
M.S.G. Denholm, B. GEOM. (Tas.), M.SSSI (Director)
T.W. Walter, Dip. Surv & Map; (Director)
A.M. Peacock, B. APP. SC. (SURV), M.SSSI. (Consultant)
D. Panton, B.E. M.I.E. AUST., C.P.ENG. (Consultant)
A. Collins, Ad. Dip. Surv & Map, (Senior Associate)
L.H. Kiely, Ad. Dip. Civil Eng, Cert IV I.T., (Associate)

KINGSTON

A.P. (Lex) McIndoe, B. SURV. (Tas.), M.SSSI. (Director)

BURNIE/DEVONPORT

A.J. Hudson, B. SURV. (Tas.), M.SSSI. (Consultant)
A.W. Eberhardt, B. GEOM. (Tas.), M.SSSI (Director)



PDA Surveyors

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**WALTER
SURVEYS**

Surveying, Engineering & Planning

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PO Box 284 (3/23 Brisbane Street)
Launceston, Tasmania, 7250
Phone (03) 6331 4099

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Email: pda.ltn@pda.com.au
www.pda.com.au

Our Ref: 44704

18 November 2020

SERVICING REPORT

Bartley Street Subdivision

190 lots stages 4-17

1. Stormwater Drainage:

Hydraulic modelling for engineering design undertaken for stages 1, 2 & 3 shows that the stormwater network in Scott Street is at capacity and few additional lots beyond those already can be taken through this branch of the network. Stages 4 and 5 will instead need to be directed to the south towards the Bartley Street access and detention basin located in Stage 7, and are such considered part of Catchment 2. Catchment flows and preliminary design has been assumed to be AEP20%, the minor storm intensity. Consideration is given to AEP1% overland flows and the flowpaths generated in the road. Stormwater catchments have been assumed to be 60% impervious, within the band of recommended values for urban residential catchments that include roads in Austroads Guide to Road Design Part 5: Drainage (p142). Catchments will be further broken up into road and urban residential catchments when detailed stormwater network modelling is undertaken.

Network design is shown on the proposal plans. The part of the network discharging onto Bresnehan land will consist of underground piped infrastructure, part due to the steep terrain (1 in 5 slope) next to the South Esk River, and part due to the existing water main, where TasWater prohibit changing of surface levels. Construction of part of downstream portion of this detention basin as open swale is not recommended for this reason. This means that with the exception of the spillway required for the detention basin, outlet discharge from the basin will be piped. Discharge directly into the South Esk River will be made via an energy dissipation structure at the end of the piped network. In addition, flow direction will be changed prior to discharge toward downstream.

The stage 7 detention basin receives minor flows from Catchment 2 and will need to allow for flow from Stages 4 to 6, 8 to 11, 15 & 16, and part of the flow from stages 7 and 12. Discharge from these flows will be directed into the South Esk River after detention. Some lots on stage 7 in Catchment 3 are downstream of the detention basin and will not be detained, increased post-development flow from these lots will be allowed for in the detention basin design. Some lots in stage 12 will not be detained, however these lots have been allowed for in the Scott Street network branch in Stage 3 modelling, as part of Catchment 1. Pre-development of Stage 12, flow into Scott St from Stages 1, 2 and 3 is 259 L/s. Post development of stage 12, flow in Scott St is 269 L/s. Catchment 3 does not discharge into Scott St or Bartley St, it discharges downstream of the Stage 7 detention basin.

Stages 13, 14 & 17 are part of Catchment 4, and will discharge towards the Stage 17 detention basin. This detention basin will discharge through the balance lot to Meander Valley Road. The balance lot

OFFICES ALSO AT:

- 16 Emu Bay Road, Deloraine, 7204
- 6 Queen Street, Burnie, 7320
- 63 Devon Road, Devonport, 7310

- (03) 6362 2993
- (03) 6411 1133
- (03) 6423 6875

- 127 Bathurst Street, Hobart, 7000
- 6 Freeman Street, Kingston, 7050
- 8/10 Main Road, Huonville, 7109

- (03) 6234 3217
- (03) 6229 2131
- (03) 6264 1277

Meander Valley Council Ordinary Meeting Agenda 13 April 2021

PLANNING AUTHORITY 2

Page 95

is below this detention basin and discharges into Meander Valley Road. The stage 17 detention basin will be sized to additionally cater for potential post-development runoff from the balance lot so that predevelopment flows do not exceed post development.

Runoff flowrate for each of these catchments is shown in the table below. This table does not include Catchment 1, these stages have been previously approved and contributing lots in Stage 12 discharging into Scott Street has already been discussed.

Catchment	Catchment Area (Ha)	Predev. Flow (L/s)	Postdev. Flow without detention (L/s)	Increase in flow (L/s)	Target detention flowrate
Catchment 2 Stage 7 – Upstream of detention basin	21.3	1180	2170	990	Less than 1134 L/s
Catchment 3 Stage 7 – Downstream of detention basin	0.75	37	83	46	N/A
Catchment 4 Stage 17 – Upstream of detention basin	10.5	665	733	68	Less than 653 L/s
Catchment 5 Balance lot – Downstream of detention basin	2.19	12	24	12	N/A

Actual flowrates generated by the stormwater catchment will differ from results shown here, as catchment estimates shown do not consider the time effects and losses in the stormwater network. However, the estimate shown is conservative in nature and convey the order of magnitude that will likely be experienced in each stormwater catchment. Provision in the network has been made to include water sensitive urban design elements such as vegetated swales, while detention basins may incorporate bio retention elements if practical and required. Preliminary sizing for the detention basin indicates that the stage 7 detention basin will be around 1500m³ while the stage 17 detention basin will be around 600m³. Sizing for both is subject to network design and may fluctuate based on ultimate network needs and capacity of downstream infrastructure.

2. Water Supply:

The subdivision's water supply will be supplied by the Hadspen reservoir (1.15ML storage capacity) located within the subdivision site, in stage 13's public open space. This reservoir is located at approximately RL 214. Allowing for a minimum head pressure of 250kPa (or nominally head pressure of 25m) on steep blocks and not including losses in the water network, some lots may not achieve TasWater's minimum supply pressure. Lots which may not achieve minimum supply pressure without on-site pressure boosting, subject to verification of the reservoir's lowest one third height, are as follows:

- Lot 80
- Lot 81
- Lot 82
- Lot 84
- Lot 85
- Lot 86
- Lot 107
- Lot 108

All other lots should be able to be served without on-site boosting. Lots will be supplied from connections made in previous stages in Stage 1, 2 and 3, connections at the Bartley Street/Scott Street intersection at Stage 7 and where intersecting the existing AC reticulation main. The nominal size of reticulation mains will be DN150, DN100 and DN63, as required to supply lots on the site. As the existing bulk transfer main from the reservoir runs through the site, additional connections from the bulk transfer main to the new water mains providing reticulation to the subdivision are avoided

unless directed by TasWater for design in the engineering design stage. The AC main running from the reservoir to Scott Street will be incorporated into the subdivision water network directly with cross linkages, however, part of the existing AC reticulation main may be replaced to facilitate construction of the subdivision subject to confirmation of pipe levels in relation to future road levels. Fire Hydrants are installed where required to service all lots or at stage boundaries as part of temporary connections.

3. Sewage Disposal:

Sewage disposal for all stages of the subdivision, and Hadspen in general, takes place at the sewage treatment ponds located at Carrick. All sewage is pumped via the sewer pump station located in Cook Street in Hadspen. The existing 3 stages, stages 4, 5, 13, 14 and 17 all connect to Scott Street while stages 6 to 12, 15 & 16 will connect downstream via a new connection to be made in the Bartley Street/Scott Street intersection.

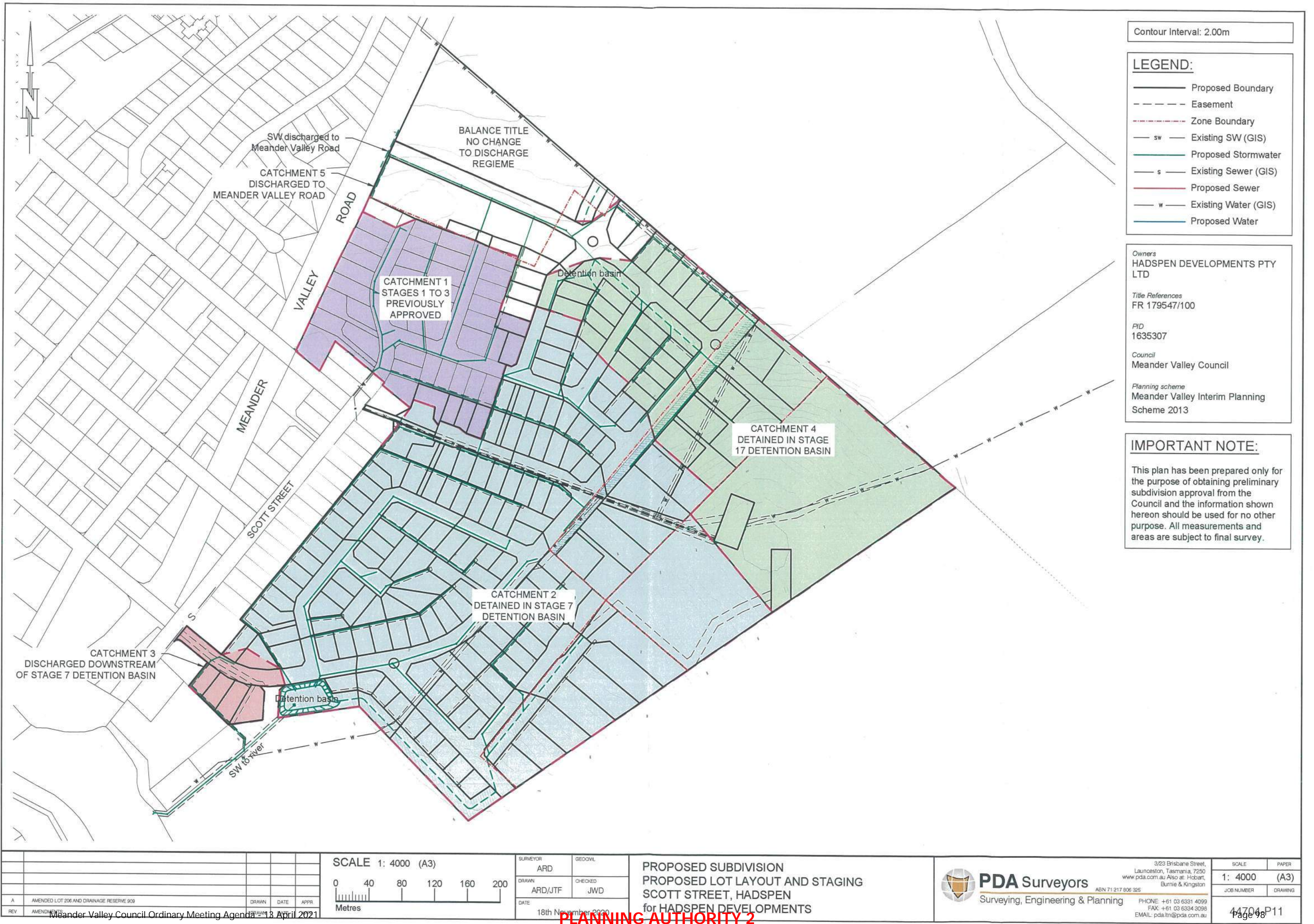
Yours faithfully

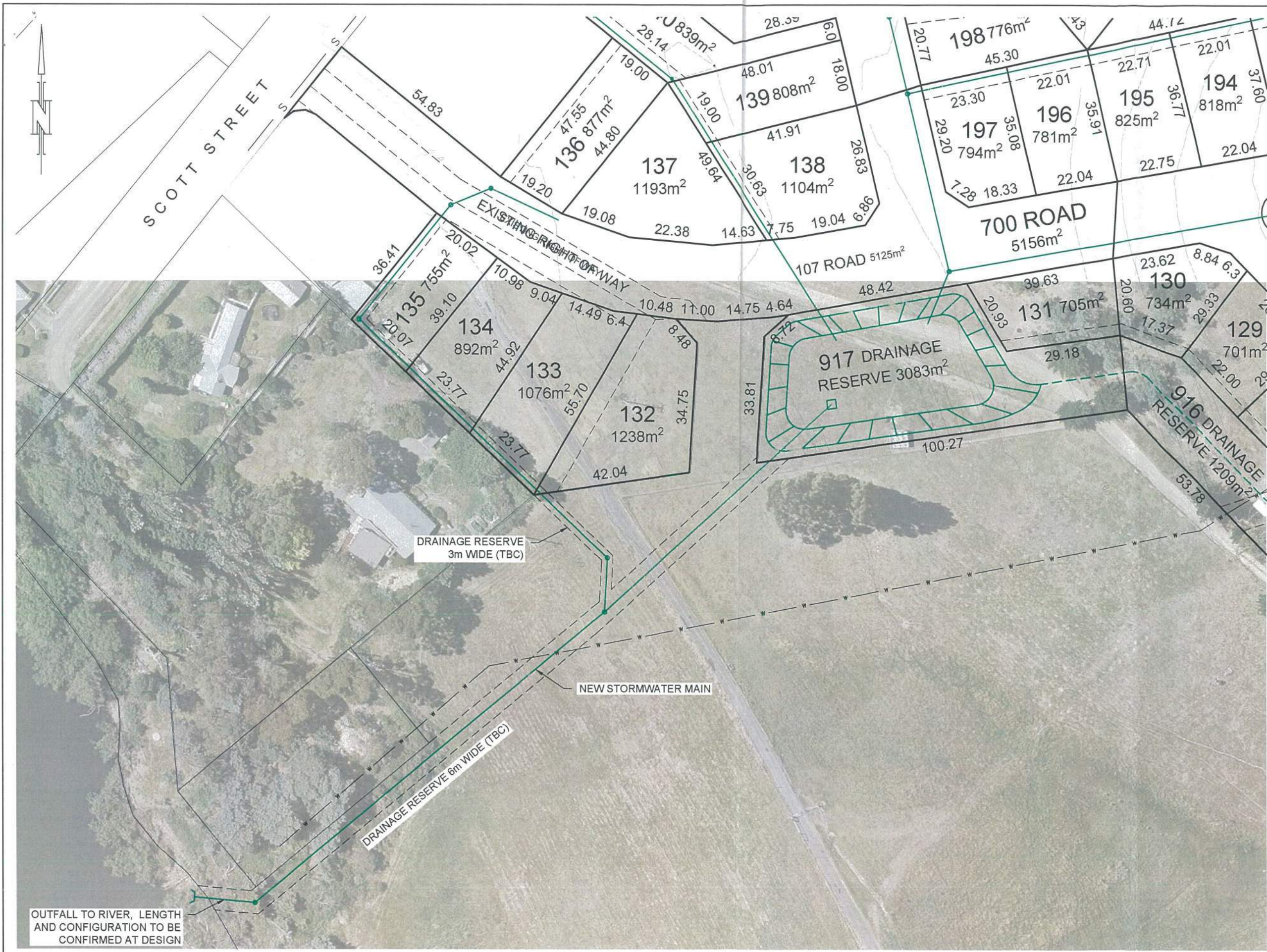
PDA Surveyors

Per: 

Jarryd Field Beng GCertPM MIEAust

Civil Engineer





Contour Interval: 2.00m

- LEGEND:**
- Proposed Boundary
 - Easement
 - Zone Boundary
 - Existing SW (GIS)
 - Proposed Stormwater
 - Existing Sewer (GIS)
 - Proposed Sewer
 - Existing Water (GIS)
 - Proposed Water

Owners
HADSPEN DEVELOPMENTS PTY LTD

Title References
FR 179547/100

PID
1635307

Council
Meander Valley Council

Planning scheme
Meander Valley Interim Planning Scheme 2013

IMPORTANT NOTE:

This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

PLANNING AUTHORITY 2

SEARCH OF TORRENS TITLE

VOLUME 179547	FOLIO 800
EDITION 1	DATE OF ISSUE 29-Sep-2020

SEARCH DATE : 18-Nov-2020

SEARCH TIME : 02.02 PM

DESCRIPTION OF LAND

Parish of LAUNCESTON Land District of CORNWALL
Town of HADSPEN
Lot 800 on Sealed Plan 179547
Derivation : Part of 1000 Acres Gtd. to Alexander Clerk
Prior CT 117185/1

SCHEDULE 1

M785691 TRANSFER to HADSPEN DEVELOPMENTS PTY LTD Registered
11-Nov-2019 at 12.01 PM

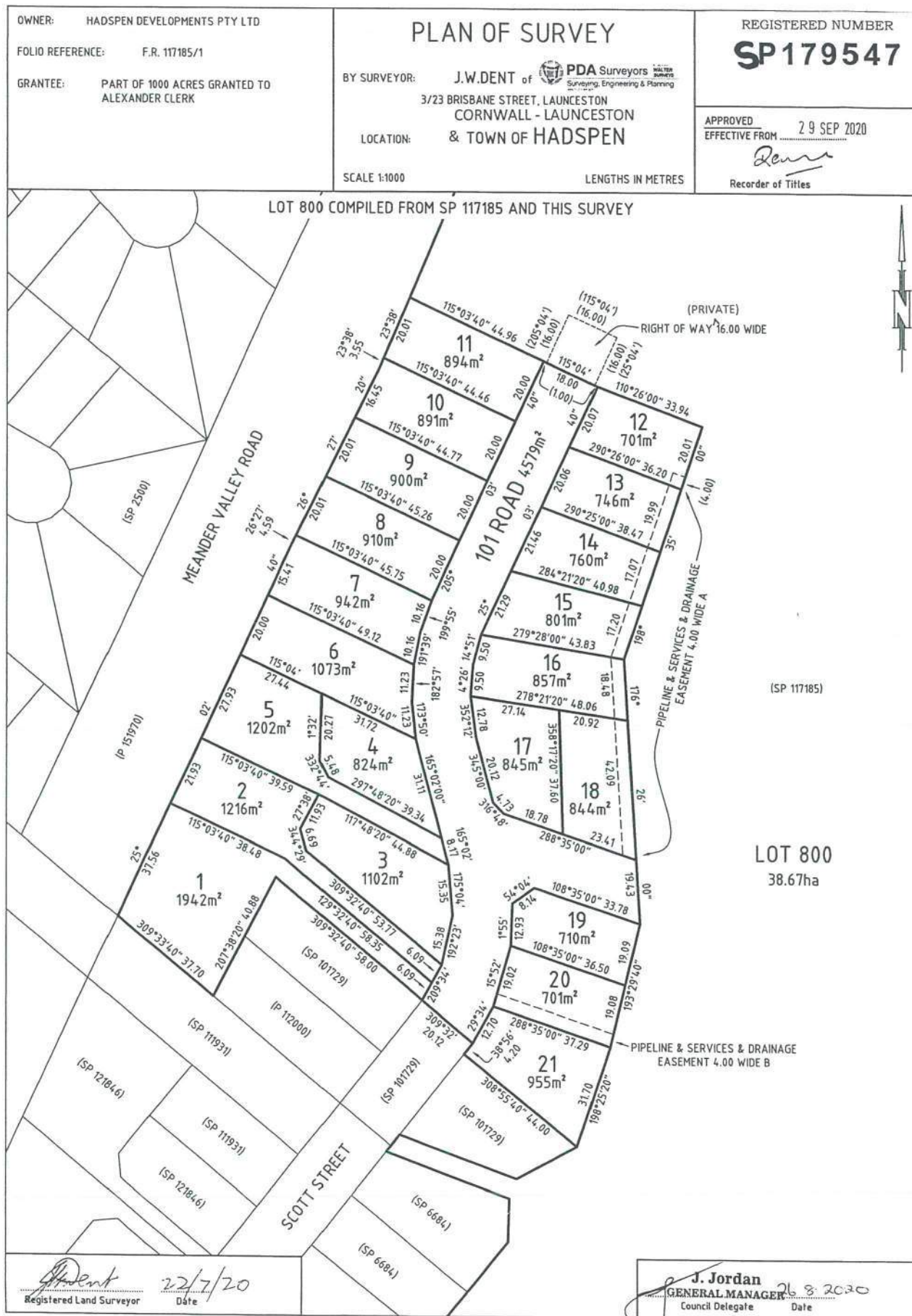
SCHEDULE 2

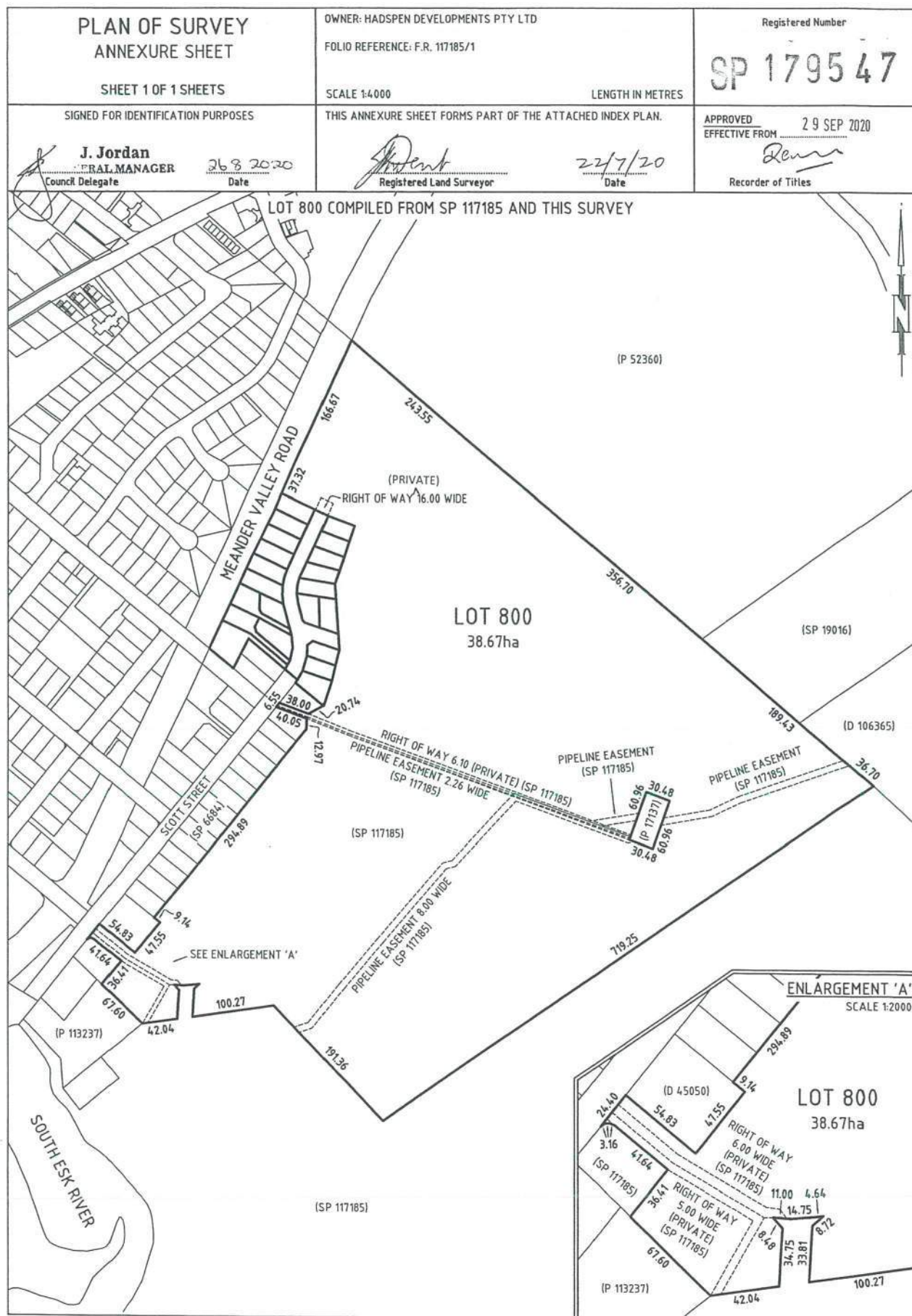
Reservations and conditions in the Crown Grant if any
SP179547 EASEMENTS in Schedule of Easements
SP179547 COVENANTS in Schedule of Easements
SP179547 FENCING COVENANT in Schedule of Easements
SP117185 COVENANTS in Schedule of Easements
SP117185 FENCING COVENANT in Schedule of Easements
SP117185 WATER SUPPLY RESTRICTION
SP117185 SEWERAGE AND/OR DRAINAGE RESTRICTION
B461495 PROCLAMATION under Section 9A and 52A of the Roads
and Jetties Act 1935 Registered 19-Sep-1991 at noon
B675375 PROCLAMATION under Section 9A and 52A of the Roads
and Jetties Act 1935 Registered 22-Mar-1994 at noon
E99940 LEASE to OPTUS MOBILE PTY LIMITED of a leasehold
estate for the term of 10 years from 01-Dec-2016 (of
that part of the said land within described as Lot 1
and shown hatched on Annexure B on the plan attached
to the said lease) Registered 08-Aug-2017 at noon
E99941 LEASE to OPTUS MOBILE PTY LIMITED of a leasehold
estate for the term of 10 years from 01-Dec-2026 (of
that part of the said land within described as Lot 1
and shown hatched on Annexure B on the plan attached
to the said lease) Registered 08-Aug-2017 at 12.01 PM
E223206 MORTGAGE to Commonwealth Bank of Australia
Registered 29-Jun-2020 at noon
E167898 AGREEMENT pursuant to Section 78 of the Land Use

Planning and Approvals Act 1993 Registered
29-Sep-2020 at noon

UNREGISTERED DEALINGS AND NOTATIONS

180128 EARLY ISSUE SEALED PLAN or STRATUM PLAN Lodged by
PEACOCK DARCEY - L on 23-Oct-2020 BP: 180128







1 Cooper Crescent
Riverside TAS 7250
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P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

10th November 2020

Mr John Dent

Director and Registered Land Surveyor

PDA

PO Box 284

Launceston TAS 7250

HADSPEN URBAN GROWTH AREA – MEANDER VALLEY ROAD PEDESTRIAN FACILITY NEAR BARTLEY STREET

This letter is to provide advice on suitable interim treatment catering for pedestrians crossing Meander Valley Main Road between Hadspen Township and the Hadspen Urban Growth Area (HUGA) near Bartley Street taking into consideration that eventually a roundabout will be provided at the Meander Valley Main Road / Bartley Street intersection.

To place the situation in context Austroads Guidelines for pedestrian facilities have been reviewed:

- Austroads Guide to Traffic Management Part6: Intersections, Interchanges and Crossing Management (2020)
- Austroads Pedestrian Facility Selection Tool (2020)

Transport Tasmania guidelines for the installation of pedestrian facilities have also been considered.

The key factors influencing the type of treatment required are:

- Road width and time required to cross the road
- Traffic activity levels
- Pedestrian activity levels
- Speed environment
- Sight distance available
- Crash History

In addition, various examples of current practice have also reviewed:

- East Derwent Highway (Bridgewater)
- Huon Highway (Sandfly)
- Midlands Highway (Bagdad)

From review of Austroads and the Austroads pedestrian facility selection tool, pedestrian refuge islands are identified as a suitable treatment.

From further consideration of Transport Tasmania guidelines pedestrian warning signage is also an option where there are low pedestrian activity levels:

- 7000 vpd and 10 to 20pph - warning signs can be justified
- 7000 vpd and 20 to 50 pph – warning signs or refuge islands can be justified
- 7000 vpd and > 50 pph – refuge islands can be justified

Figure 1 summarises the situation for Meander Valley Road, Haspen and other state road sites

Figure 1 – Summary of similar state road situations

Year	Road	Owner	Category	Traffic Activity AADT (vpd)	5 Year Reported Crash History	Bus Route	Schools Nearby	Estimated Pedestrian Activity (pph)	Speed Limit (km/h)	Traffic Lanes	Existing Pedestrian Facility	Guideline Pedestrian Facility
2020	Meander Valley MR (Haspen)	DSG	5 - Other	6,784 (1987) 6,765 (2018)	1 - crash 1- casualty 0- pedestrians	Yes	None	< 5	100	2	No treatment	No treatment
2020 to 2025	Meander Valley MR (Haspen)	DSG	5 - Other	7,000 (2022)	?	Yes	None	10 to 20	100	2	No treatment	Warning Signs
> 2025	Meander Valley MR (Haspen)	DSG	5 - Other	8,000+ (2025)	?	Yes	None	30 +	100	2	R/abts at Bartley St & Main Rd	Refuge Island as rabt island provided
2020	East Derwent Hwy (Bridgewater)	DSG	3- Regional Access	7,344 (1987) 13,749 (2018)		Yes	3	200	80	2	School Crossing, Guard and E40SZ	Ped Signals
2020	Huon Highway (Sandfly)	DSG	2- Regional Freight	7,615 (2007) 10,287 (2019)	17- crashes 7 - casualties 0 - pedestrians	Yes	None	30 +	100	3	Refuge Island	Refuge Island
2020	Midlands Hwy (Bagdad)	DSG	1- Trunk	4,302 (1987) 7,785 (2019)		Yes	None	10	80	2	Refuge Island	Refuge Island

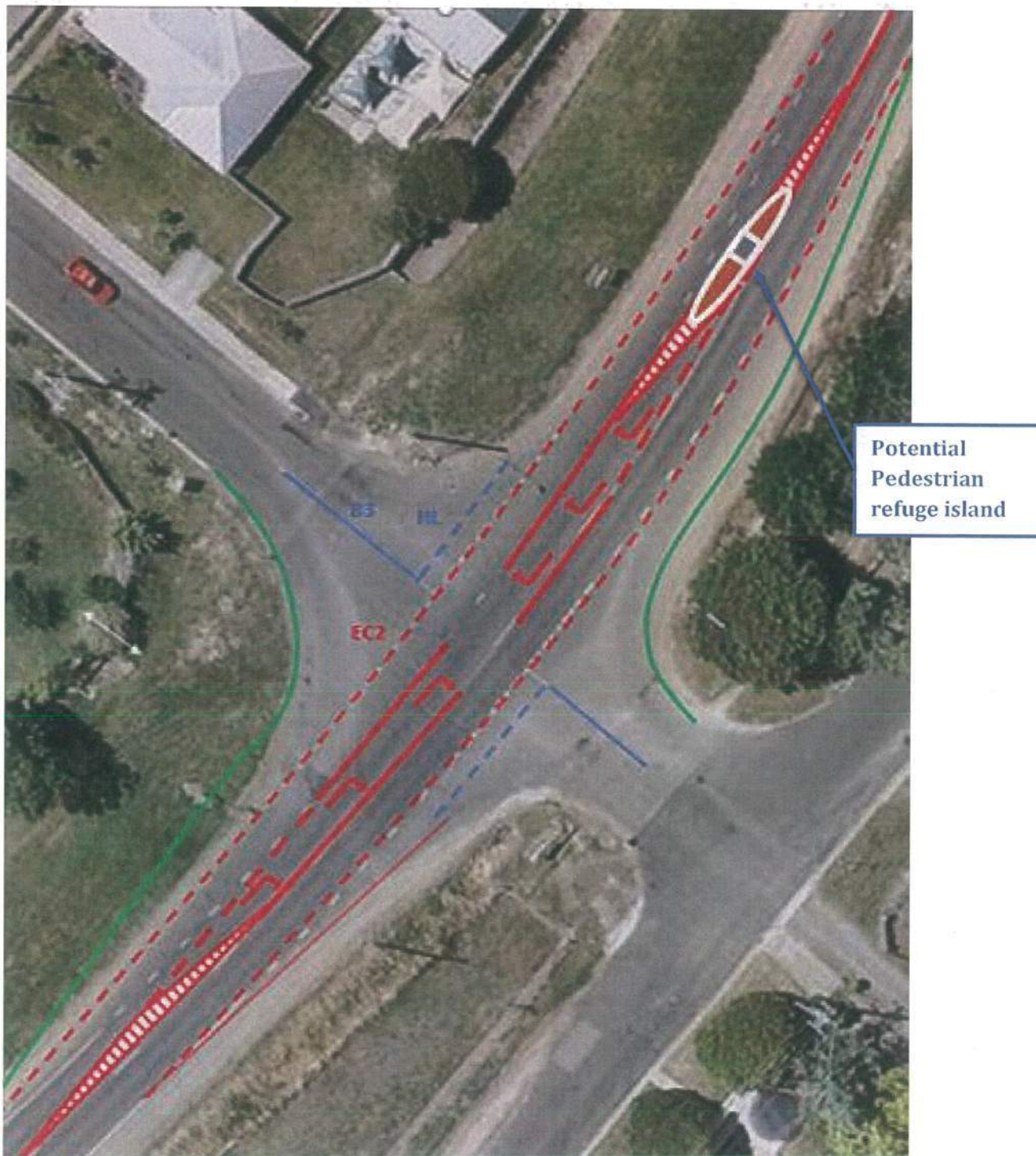
It is considered that the situation is similar to the Huon Highway at Sandfly in terms of vehicle and pedestrian activity levels and speed environment. In both cases the speed limit is 100km/h with adequate sight distance, an intersection adjacent and bus stops.

Currently Meander Valley Road has no pedestrian facilities, and this is considered reasonable given the very low pedestrian activity levels.

Figures 2-6 show the situation at the various sites described in figure 1.

Situation at the Bartley / Meander Valley Road intersection.

Figure 2 – Current Bartley / Meander Valley Secondary Road intersection



Situation at the Sandfly Road / Huon Highway intersection.

Figure 3 – Current Sandfly Road / Huon Highway intersection



Pedestrian
facility within
median island

Situation Bridgewater / East Derwent Highway intersection.

Figure 4 – Current East Derwent Highway, Bridgewater



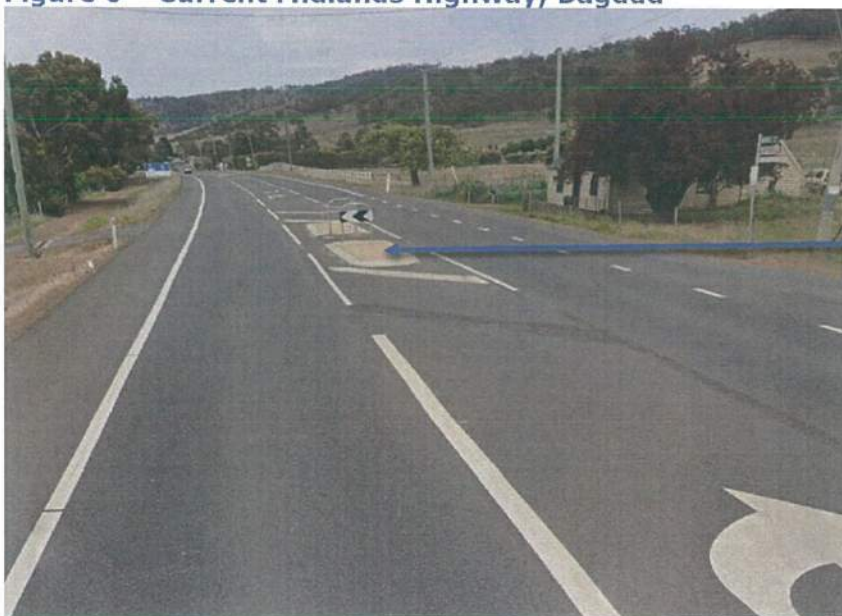
Pedestrian
refuge island

Figure 5 – Current East Derwent Highway, Bridgewater



Situation Midlands Highway, Bagdad.

Figure 6 – Current Midlands Highway, Bagdad



Pedestrian
refuge island

Summary

All of the sites referenced have a form of pedestrian refuge island.

Austroroads guidelines generally indicate that a pedestrian refuge island is an appropriate treatment.

Footpaths would be required to guide and direct pedestrians to the crossing point.

The ultimate facility at the roundabout would be in a similar position as the proposed interim facility.

Transport Tasmania guidelines for low pedestrian activity situations support mitigation with pedestrian warning signage.

At the Meander Valley / Bartley Street intersection pedestrian activity is estimated at:

- 2020 pedestrian activity on Meander Valley Rd is very low (< 5pph)
- 2020-2025 pedestrian activity on Meander Valley Rd is estimated to remain low (10-20 pph)
- Beyond 2025 pedestrian activity on Meander Valley Rd is estimated to be some 30 pph by which time a roundabout is likely to have been installed which would include a pedestrian refuge in the roundabout splitter islands.

Decision making could also be influenced by factors such as:

- Timing of retrofit of pedestrian facilities to the South Esk River Bridge
- Timing of roundabout installation at the Meander Valley Road / Bartley Street intersection.
- How much council wants to promote pedestrian connectivity?

Recommendations

- Undertake pedestrian activity surveys at the morning and mid-afternoon school bus pick up and drop off times near Bartley Street to better understand pedestrian activity levels and inform decision making.
- If pedestrian activity is less than 20 pph crossing Meander Valley Road near Bartley Street use pedestrian warning signage as an interim pedestrian safety mitigation until the roundabout is installed.
- If pedestrian activity is greater than 20 pph crossing Meander Valley Road near Bartley Street, retrofitting an interim pedestrian refuge island as indicated in figure 2 with footpaths to guide and manage pedestrians to the facility.

Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 33 years of experience in the industry with State and Council roads in Tasmania. Visit www.trafficandcivil.com.au.

Yours faithfully



Richard Burk

Director

Traffic and Civil Services

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Appendices:

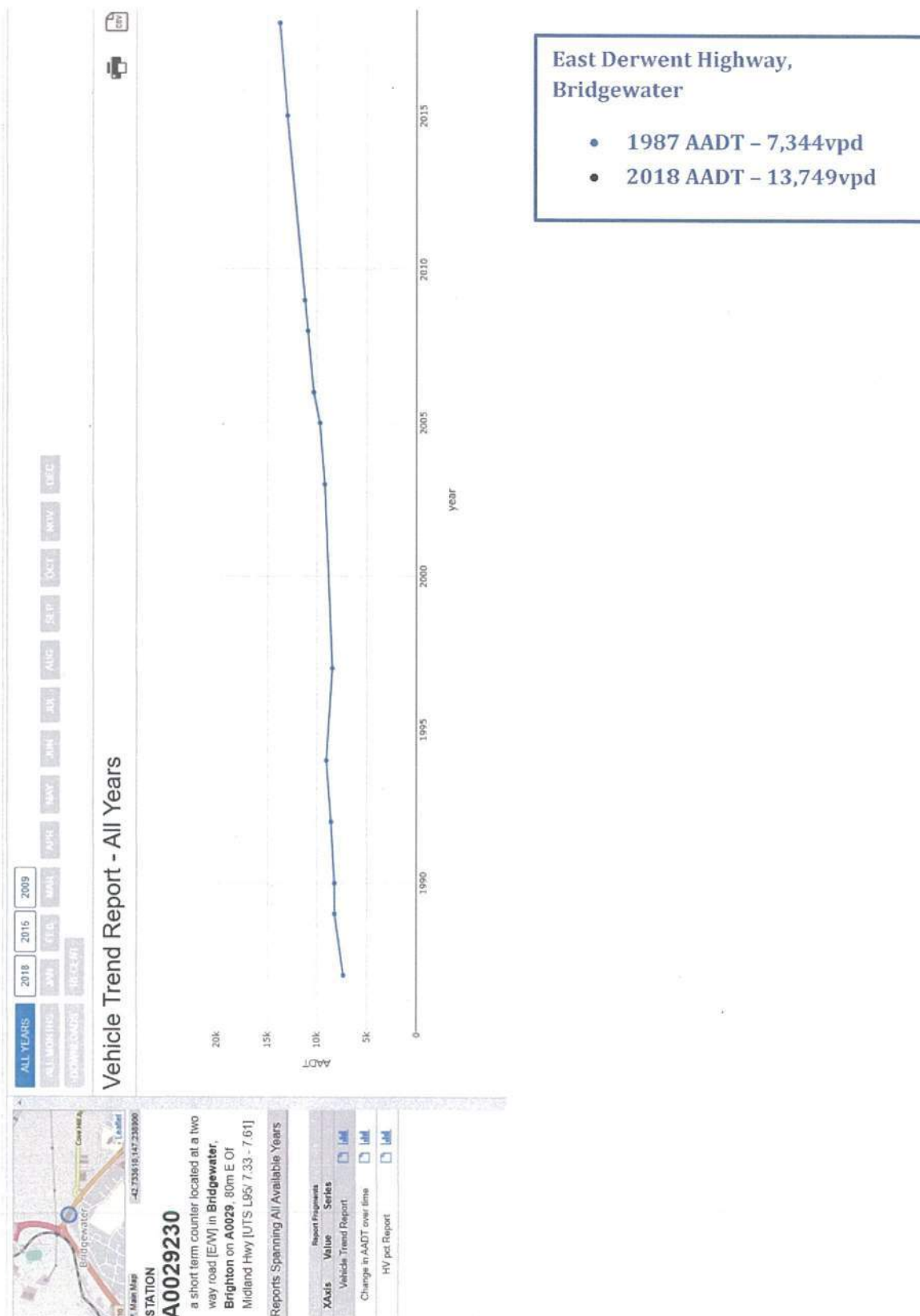
Appendix A – East Derwent Hwy Traffic Count Data

Appendix B – Huon Highway Traffic Count Data

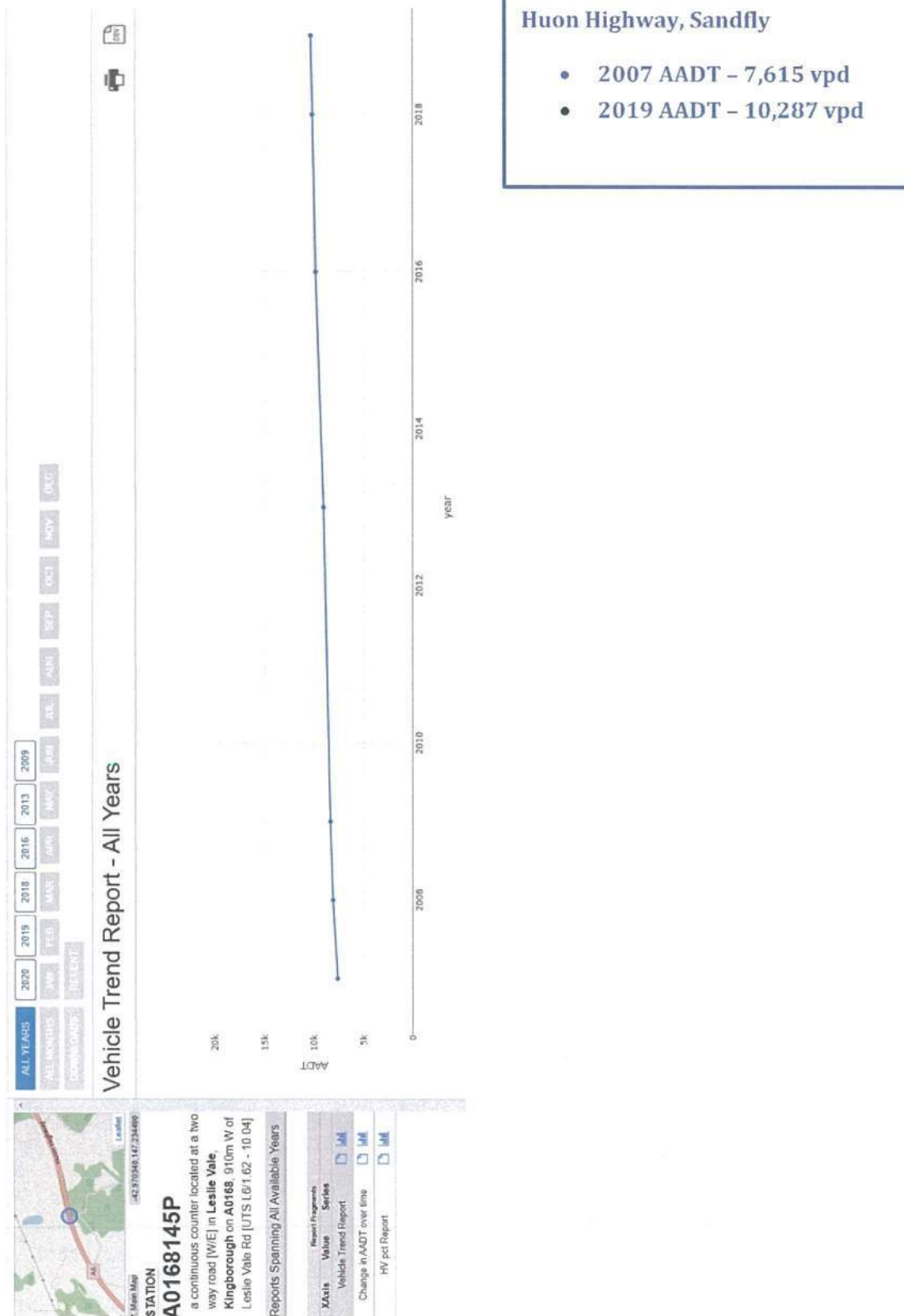
Appendix C – Meander Valley Road Traffic Count Data

Appendix D – Midland Highway Traffic Count Data

Appendix A – East Derwent Hwy Traffic Count Data



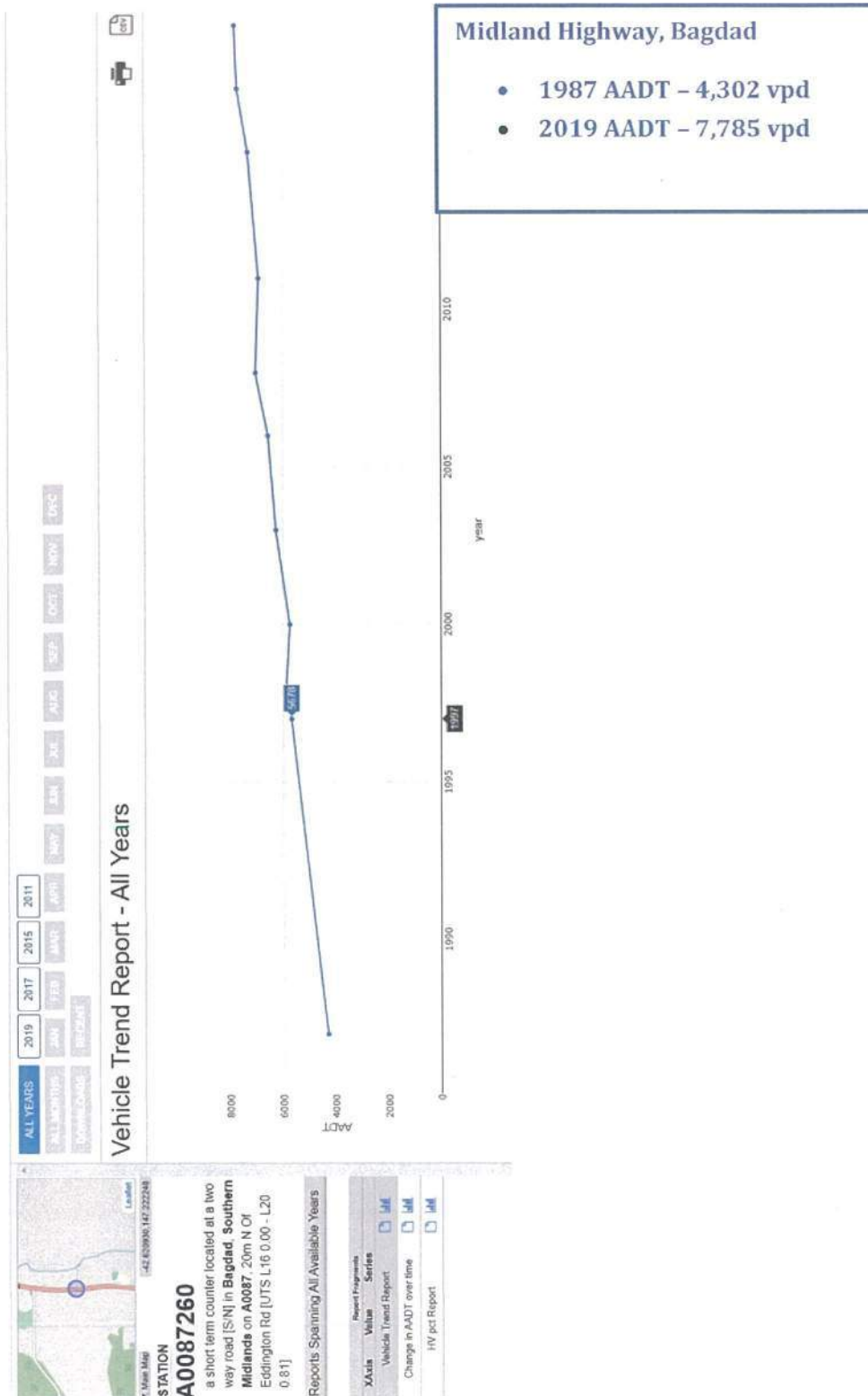
Appendix B – Huon Highway Traffic Count Data



Appendix C – Meander Valley Road Traffic Count Data



Appendix D – Midland Highway Traffic Count Data





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29th September 2020

Mr John Dent

Director and Registered Land Surveyor

PDA

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Launceston TAS 7250

HADSPEN URBAN GROWTH AREA – TRANSPORT SYSTEM DEVELOPMENT

The intent of this letter is to answer the Council queries regarding the Hadspen Urban Growth Area (HUGA) raised in Council's email of the 15th September 2020 titled Hadspen Overall Plan.

To this end guidance and recommendations on transport system development targets and key factors are provided.

Scope:

The scope of the transport system development guidelines considered in this report includes:

- The proposed development schedule
- Junction and intersection targets
- Residential amenity targets
- Speed management targets and
- Road infrastructure targets.

References:

- A. Council Road Traffic Man. Guidelines for Subdivision Development (TCS - April 2019)
- B. Proposed Meander Valley Road / Main Road Intersection Upgrade (TCS – June 2020)
- C. Scott Street Stages 1,2& 3, Hadspen (TCS – Oct 2019)
- D. HUGA Subdivision Layout (TCS – July 2020)
- E. HUGA Meander Valley Secondary Road Access Options (TCS - August 2020)

Figure 2 shows recommended changes to cater for safe and efficient connection with Meander Valley Road and traffic flow between east and west Hadspen. Figure 2 is based on previous investigation of intersection requirements requested by Council ie references A, B and C.

Figure 2 – Recommended HUGA Master Plan update

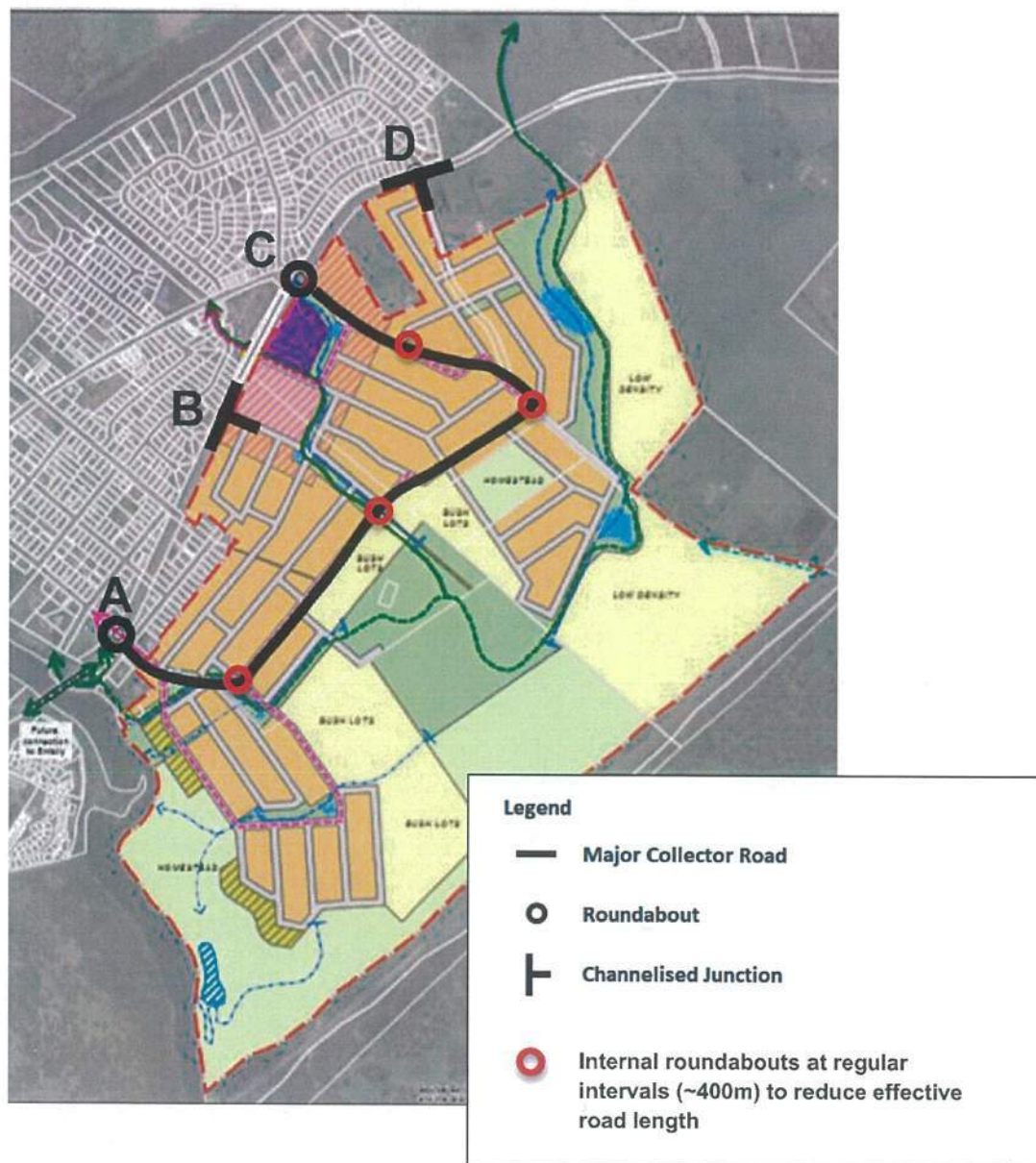
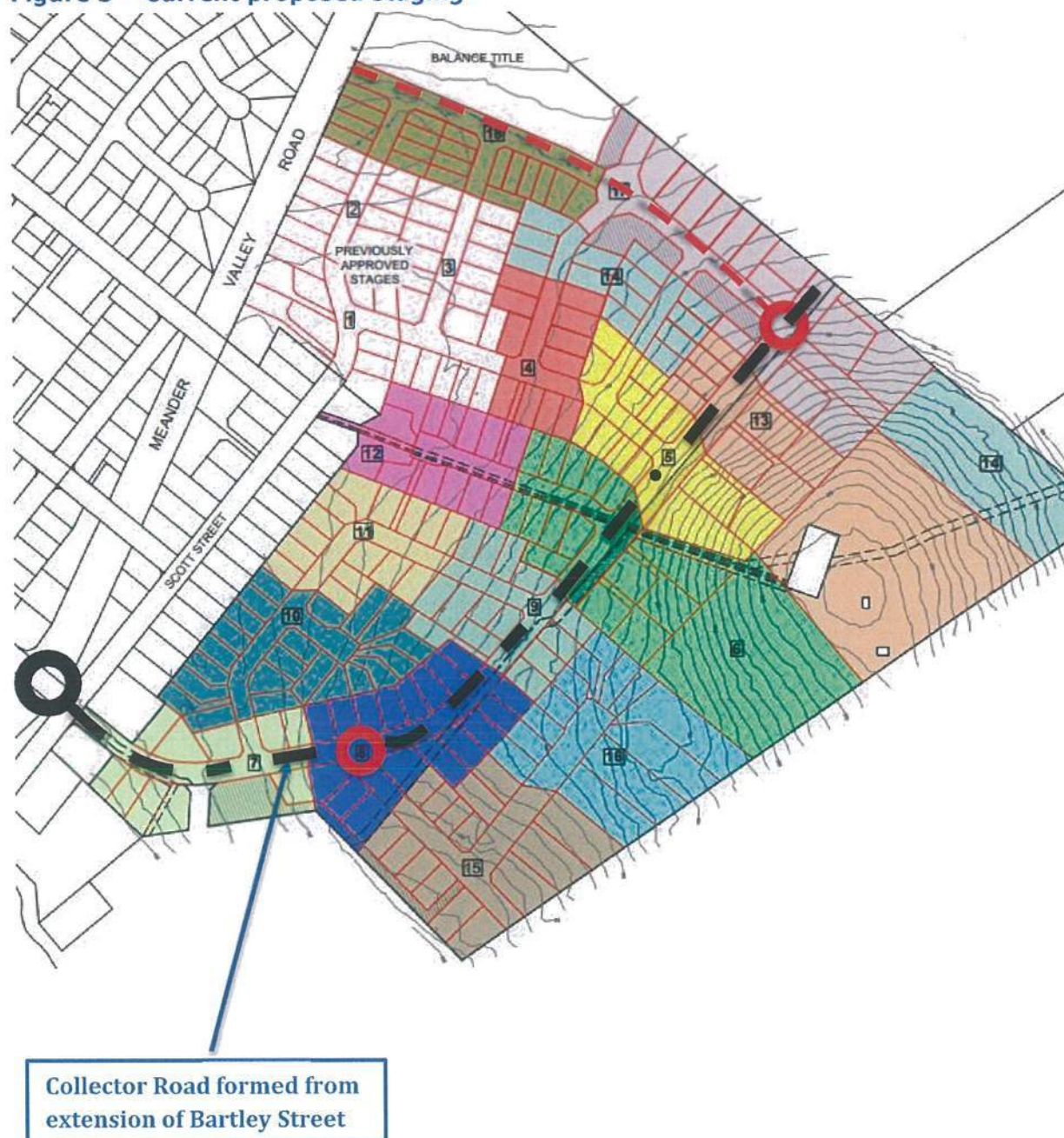


Figure 3 shows the current subdivision staging and transport system development. See Appendix C for the full plan.

Figure 3 – Current proposed staging



Site A - Bartley / Meander Valley Road intersection.

The major collector road connects Bartley Street with Main Road Hadspen.

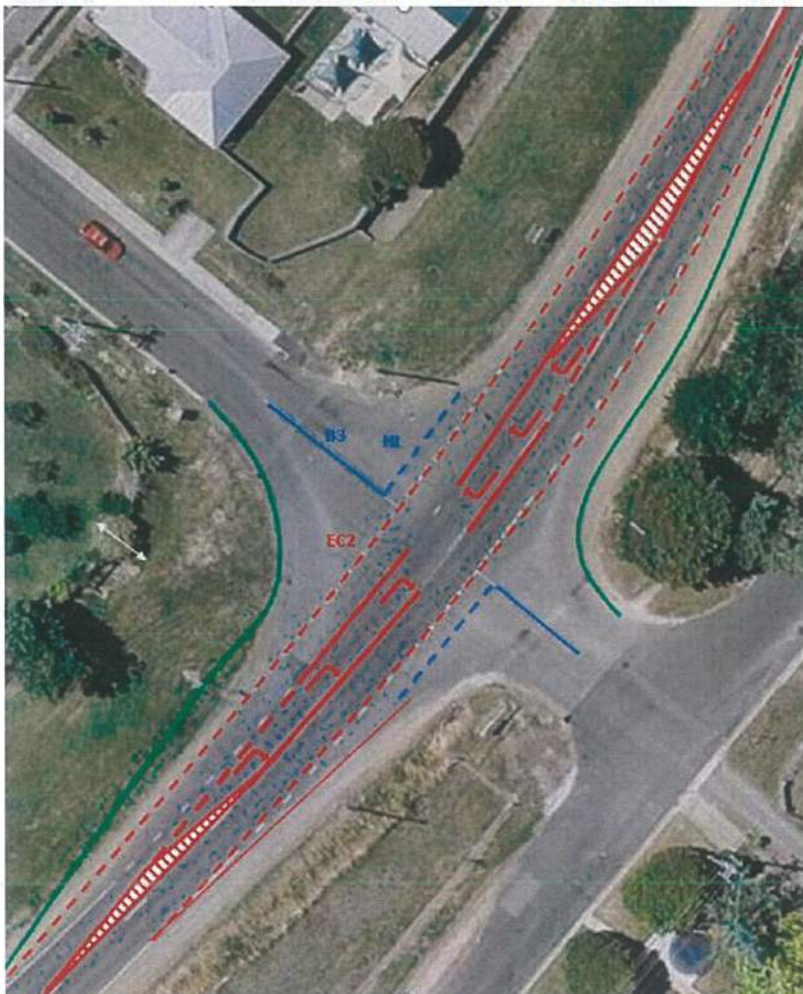
The Bartley / Meander Valley Road roundabout indicated is recommended as the ultimate treatment for traffic safety reasons:

- Roundabouts minimise crash risk
- Roundabouts suit introduction of an 80km/h speed limit on Meander Valley Road between Bartley Street and Main Road./between

The safety benefits are what justify a roundabout at the Bartley / Meander Valley Road intersection.

Until a roundabout can be retrofitted an Austroads Channelised Short treatment, see figure 4, recently constructed will have ample traffic capacity to operate beyond 2030 with full development of the HUGA. Also see response to Council question 4.3.

Figure 4 – Current Bartley / Meander Valley Secondary Road intersection



Site B - Meander Valley Road midblock junction.

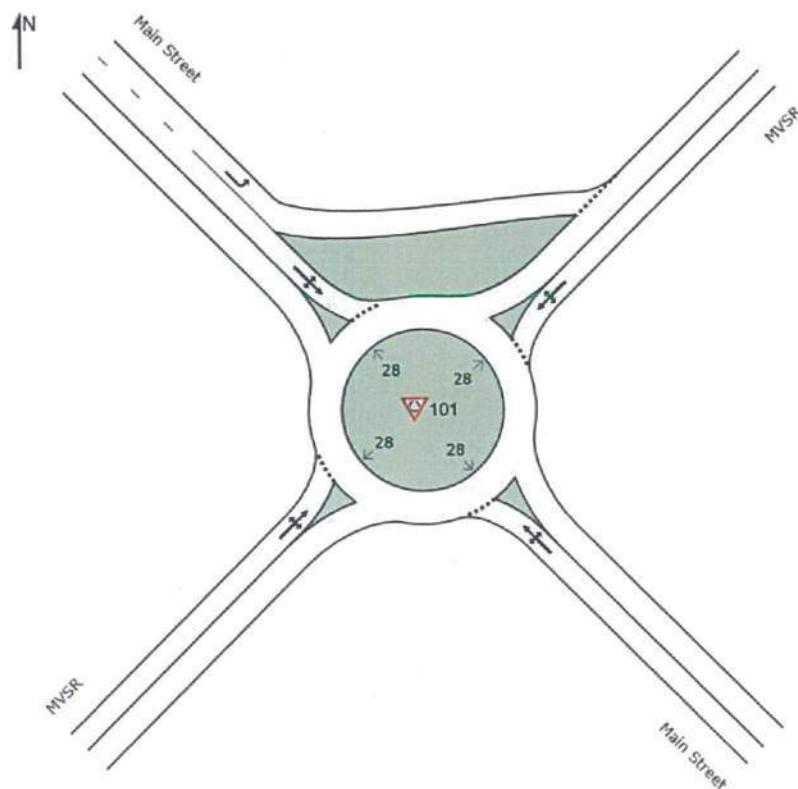
Intersection analysis and sight distance appraisal has established that a channelised right turn junction is adequate at site B with the junction designed with an 80km/h design speed in recognition that the current 100km/h speed limit will be reduced to 80km/h once a roundabout is installed at the Bartley Street intersection. Reference E was prepared for Council regarding this junction.

The proposed 80km/h design speed midblock junction can operate satisfactorily within a 100km/h speed limit with warning signage to mitigate the marginally deficient sight distance for a 100km/hr design speed. This is consistent with DSG practise and advice received with respect to this site.

Site C - Meander Valley Road / Main Road roundabout.

Intersection analysis and sight distance appraisal has established that a roundabout with a slip lane, see figure 5, has adequate capacity. Reference B was prepared for Council regarding this intersection.

Figure 5 – Current Bartley / Meander Valley Secondary Road intersection



Site D - Meander Valley Road / Saunders Road junction.

It is anticipated that intersection analysis and sight distance appraisal would establish that a channelised right turn junction would be adequate for site D with the junction designed with an 80km/h design speed in recognition that the current 100km/h speed limit will be reduced to 80km/h once a roundabout is installed at the Main Street intersection.

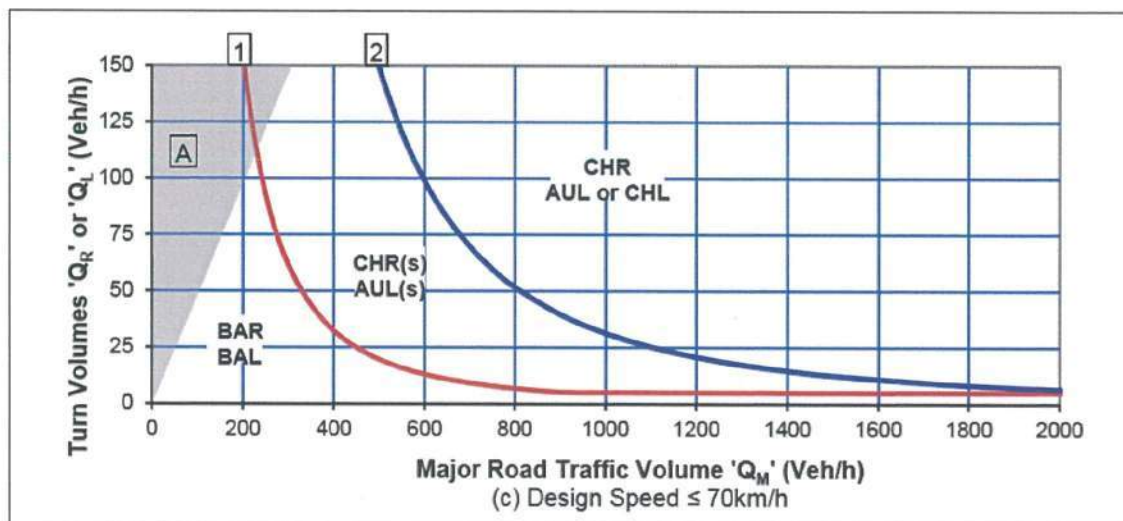
The proposed 80km/h design speed midblock junction can operate satisfactorily within a 100km/h speed limit with warning signage to mitigate the marginally deficient sight distance for a 100km/hr design speed. This is consistent with DSG practise and advice received with respect to this site.

2. Junction and intersection targets

Junctions have been assessed in accordance with Austroads Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings (2019) warrants, see figure 6.

From estimation of projected traffic activity CHR(s) junctions with Meander Valley Road are warranted.

Figure 6 – Austroads junction warrant



Four leg intersections with Meander Valley Road, which is a sub arterial road with AADT of 6,765vpd (2018) and collector roads such as the proposed Bartley Street extension should be considered for roundabouts, see figure 7.

Signalisation is a possible alternative however the Austroads warrant for traffic signals is not satisfied at the potential sites due to the low traffic volumes.

Give Way intersections are adequate in terms of capacity.

Figure 7 – Austroads intersection appropriateness

	Arterial Road	Sub-Arterial Road	Collector Road	Local Street
(i) Traffic Signals				
Arterial Road	A	A	O	X
Sub-Arterial Road		A	O	X
Collector Road			X	X
Local Street				X
(ii) Roundabouts				
Arterial Road	O	O	X	X
Sub-Arterial Road		O	O	X
Collector Road			A	O
Local Street				A
(iii) STOP or GIVE WAY signs				
Arterial Road	X	X	O	A
Sub-Arterial Road		X	O	A
Collector Road			A	A
Local Street				A
Nomenclature: A. Most likely to be an appropriate treatment. O. May be an appropriate treatment. X. Inappropriate treatment.				

3. Residential Amenity targets

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.

By 2030 the proposal is broadly compliant with these targets.

In addition, residential roads with a collector function road such as the proposed Bartley Street extension operate acceptably with traffic activity in the order of 2,500 vpd.

4. Speed Management targets

Management of speed limits involves consideration of the following criteria:

- Density of roadside development
- Road standard including shoulder width
- Crash history and crash risk
- Context and need to cater for pedestrians and cyclists e.g. school zone, shared zone and setting (urban/rural)

Austrorads Guidelines and Australian Standard protocols should also be complied with for enforceability. Changes to speed limits must comply with guidelines and be authorised by the Transport Commissioner (Department of State Growth).

Meander Valley Road is within a rural setting with low roadside access density, good road standard, low crash history and low crash risk which supports the current 100km/h speed limit. Introduction of roundabouts either side of Hadspen supports the case for an 80km/h speed limit on the approaches to Hadspen and would help reduce crash risk involving pedestrians and cyclists.

The proposed collector road would be in an urban setting with high roadside access density where a 50 or 60 km/h speed limit could be supported.

5. Road infrastructure targets

LGAT Urban Roads Typical Section and Pavement Widths (standard drawing TSD-R06-v1) apply.

- For Urban collector roads the recommended road width is 11m with footpaths both sides
- For Urban residential streets the recommended road width is 8.9m with footpath one side only
- For Urban residential streets less than 150m long the recommended road width is 6.9m with footpath one side only

6. Answers to questions

From the above guidelines 1 – 5 the following answers to queries are provided.

1. *When does the Bartley St roundabout need to be constructed?*

The roundabout is required to support the proposed speed limit reduction to 80km/h, provide for pedestrians and cyclists crossing Meander Valley Road and reduce crash risk for pedestrians and cyclists. *At what stage or number of lots ?* The new CHR(s) junction will cope with the 251 proposed lots. The trigger for provision of roundabouts is traffic safety not traffic capacity.

2. *When does the intersection shown on stage 18 need to be constructed?*

Site B - Meander Valley Road midblock junction can be constructed last provided traffic from earlier stages 1-6 can access the Bartley Street extension after stage 9. This link can be managed to reduce traffic on Scott Street until such time as stage 18 is completed.

3. *Can stages 4 and/or 5 and/or stage 6 be constructed without a further intersection onto MV Road?*

Yes, provided stages 7,8 and 9 progress in that order after stage 6, to establish access to the Bartley Street collector road.

4. *Questions raised by Council*

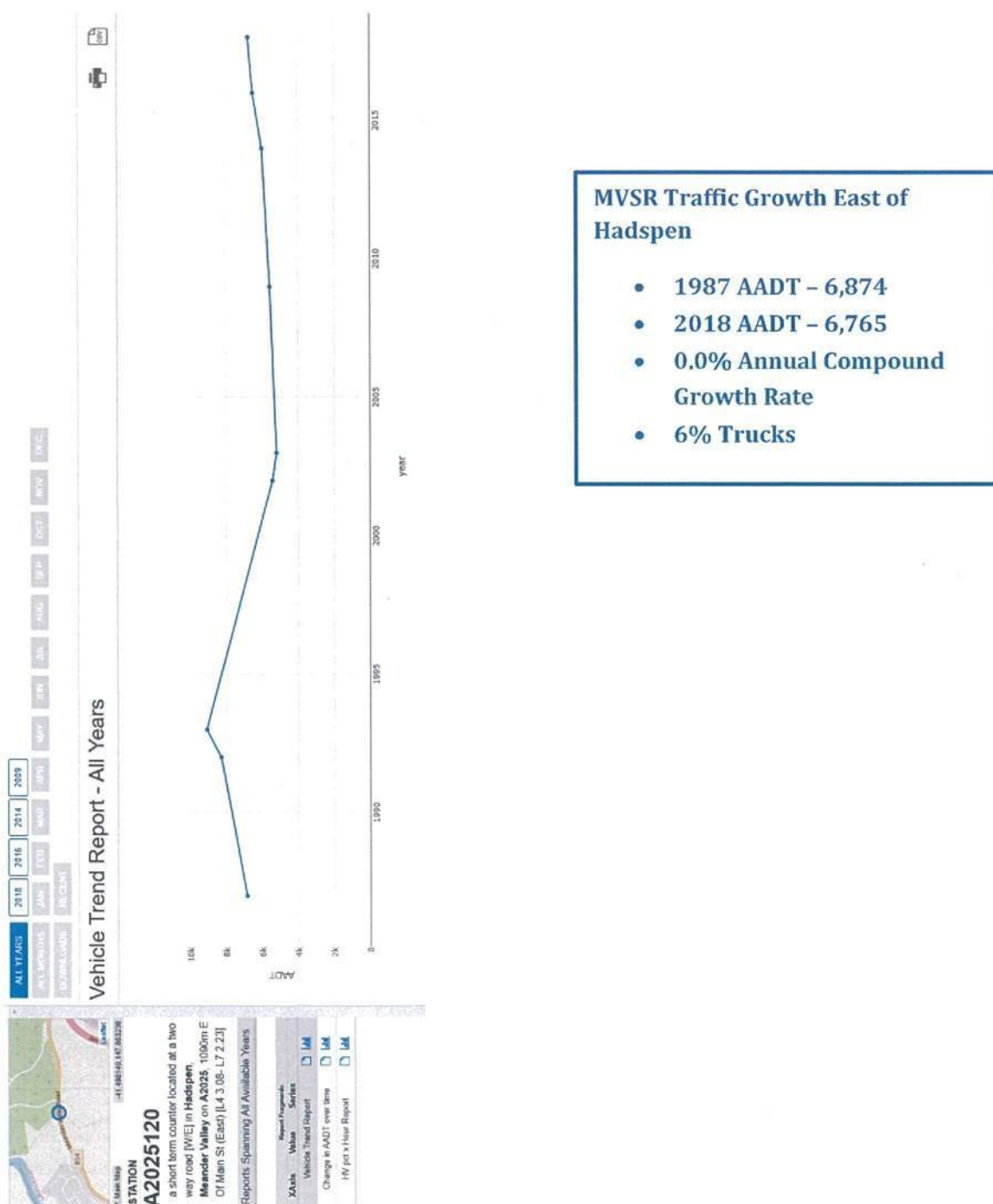
Question 4.1: Can you please clarify what you mean by “the new traffic report restrictions”?
We note, the new connection to Meander Valley Road that Developers committed to constructing at stage 6 and that PDA previously proposed for stage 7...is now stage 18. This timing implies that 100% of increased traffic resulting from the habitation of dwellings in stages 1 to 17 will use the Bartley St junction. Previous traffic advice has indicated that prolonging increased traffic volumes through Scott St is not tolerable to those residents in the long term. The TCS Meander Valley Secondary Road Access Options letter of 4 August 2020 (received 3 September) does not address the impact on those residents.

Construction of the Bartley Street Collector Road is required for all the proposed 251 lots to be developed with acceptable residential amenity for the collector road residents see TCS report 4th August 2020. The traffic from all 251 lots should not need to use Scott Street after stage 9 has been completed.

Question 4.2: Where is justification for background traffic growth on Meander Valley Road of 0.0%.

Appendix D of the HUGA Main Street Roundabout Intersection Analysis Report which shows from DSG records 0.0% annual compound traffic growth over the period from 1987 to 2018, see figure 8.

Figure 8 – Meander Valley Road Traffic growth



Question 4.3: Can trip generation calculations based on 100% of traffic (rather than 50:50 split) for stages 1 to 17 using Bartley St junction be prepared?

Yes, Figures 9 and 10 have now been prepared and summarise results of intersection analysis with 100% of the HUGA traffic directed to the Bartley Street junction. These are no traffic capacity issues with this proposal.

Figure 9 – 100% of 251 Lot traffic directed to Bartley St.

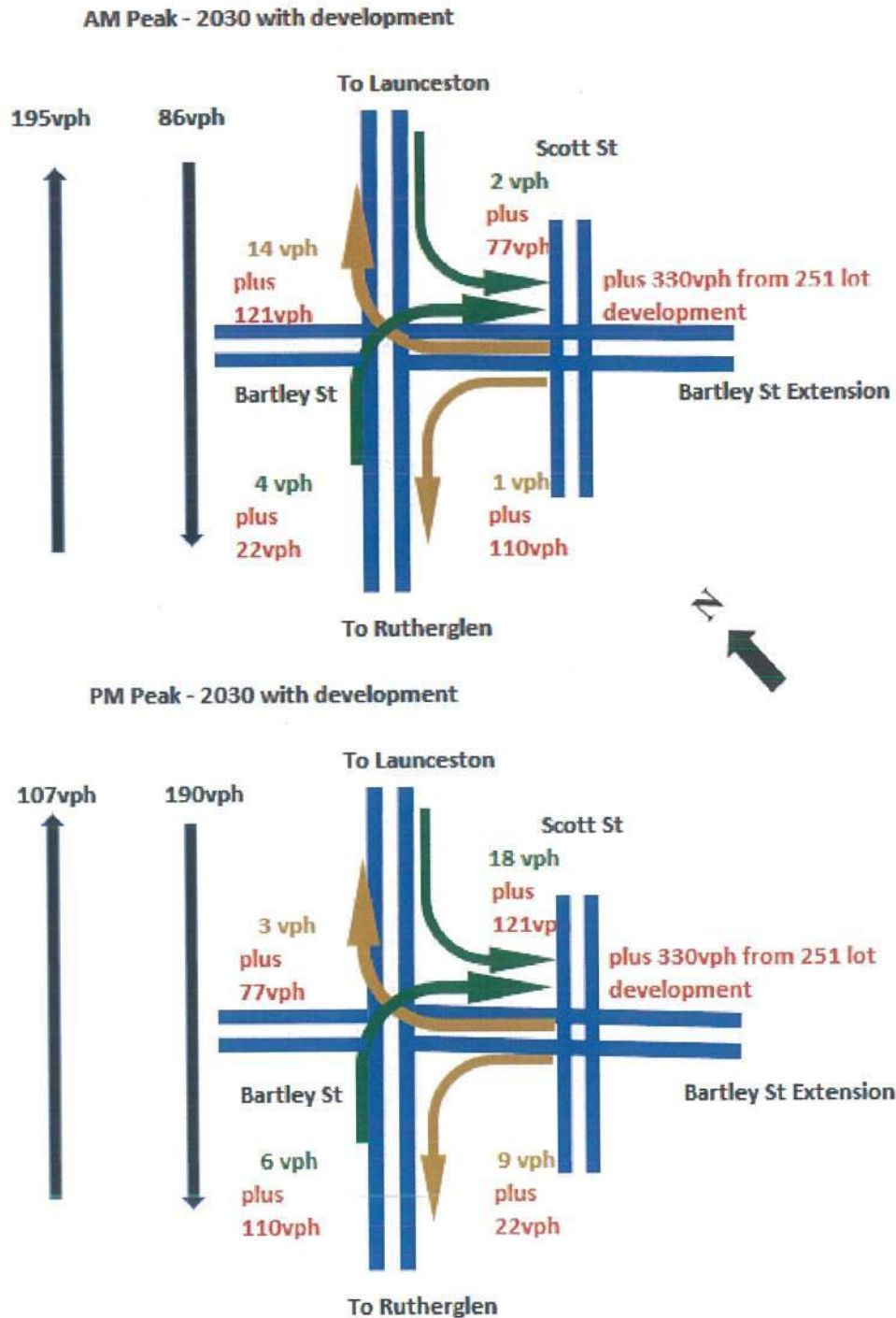


Figure 10 – 100% of 251 Lot traffic directed to Bartley St.

Meander Valley Road - Bartley Street Intersection Projections									
Approach	2018 without proposal			2023 with 33 lot proposal			2030 with 251 lot proposal		
	Average Delay (secs)	95th % Back of Queue (Veh.)	Level of Service	Average Delay (secs)	95th % Back of Queue (Veh.)	Level of Service	Average Delay (secs)	95th % Back of Queue (Veh.)	Level of Service
AM Peak									
Meander Valley Road (East)									
Right	6.2	0.0	A	6.2	0.0	A	6.2	0.0	A
Left	5.5	0.0	A	5.5	0.0	A	5.5	0.0	A
Meander Valley Road (West)									
Right	5.8	0.0	A	5.8	0.0	A	6.0	0.0	A
Left	5.6	0.0	A	5.6	0.0	A	5.6	0.0	A
Bartley Street (North)									
Right	8.4	0.3	A	8.6	0.3	A	10.2	0.3	B
Left	6.3	0.3	A	6.3	0.3	A	6.3	0.3	A
Bartley Street (South)									
Right	8.4	0.1	A	8.6	0.2	A	10.7	1.7	B
Left	5.8	0.1	A	5.9	0.2	A	6.1	1.7	A
PM Peak									
Meander Valley Road (East)									
Right	5.9	0.1	A	5.9	0.1	A	5.9	0.1	A
Left	5.6	0.0	A	5.6	0.0	A	5.6	0.0	A
Meander Valley Road (West)									
Right	6.1	0.0	A	6.2	0.0	A	6.8	0.0	A
Left	5.5	0.0	A	5.5	0.0	A	5.5	0.0	A
Bartley Street (North)									
Right	9.1	0.2	A	9.2	0.3	A	11.0	0.3	B
Left	5.9	0.2	A	5.9	0.3	A	5.9	0.3	A
Bartley Street (South)									
Right	8.8	0.1	A	9.1	0.1	A	12.4	0.9	B
Left	6.2	0.1	A	6.3	0.1	A	6.4	0.9	A

To summarise there are no capacity issues with the new CHR(s) intersection due to the low traffic activity levels even with 100% of 251 lots of traffic directed to the Bartley Street intersection.

This is because traffic volumes on Meander Valley Road are low:

- 2018 without the proposal the Degree of Saturation was 0.11 i.e 11 %
- 2023 with 30 lot proposal the Degree of Saturation would be 0.14 i.e 14 %
- 2030 with 251 lot proposal the Degree of Saturation would be 0.289 i.e 28.9 %

Degrees of Saturation over 70% are required for traffic capacity issues to begin to emerge with delays and queuing. See Appendix B for movement summaries and 8intersection model used for the intersection analysis required to demonstrate impact of 100% of 251 lot proposal.

Question 4.4: What traffic calming locations on the major collector road are proposed to reduce effective length of the road?

Internal roundabouts at ~ 400m intervals, see figures 2 and 3.

Question 4.5: What construction vehicle access is proposed for various development fronts?

Construction vehicle access will be provided via the new collector road and new subdivision roads as far as possible. Use of Scott Street would be avoided as far as practical.

Question 4.6: What would be the Level of Service on Scott St ?

Between 300 and 600 vpd on a residential street is the ideal traffic activity level for acceptable residential amenity in the long term on a purely residential street.

In the short-term variation of up to 1000 vpd is considered acceptable where a footpath is available.

Short term traffic activity over 1,500 vpd on a purely residential street, which is being used as a development access road, is not considered acceptable without mitigations e.g. temporary traffic calming treatment such as warning signage, road humps, reduced speed limit etc.

Stages 1 to 6 involve 78 lots which would feed a maximum of 702 vpd on Scott Street until stage 9 is completed. This is an acceptable short-term increase. Once the Bartley Street collector extension in stage 9 is completed, residents of Stages 1 to 6 would gain access to the Bartley Street extension and a temporary barrier could be placed at the eastern end of Scott Street to enforce use of the new link. This barrier would return traffic activity on Scott Street to the pre-development level until such time as stage 18 is completed and the recommended T junction with the Meander Valley Road is installed. Upon completion of the new junction in stage 18, stage 1 to 6 traffic will switch from Bartley Street to using the new junction and the temporary barrier at the end of Scott Street could be removed.

Question 4.7: What pedestrian/cyclist connectivity is proposed between the development area and existing town centre?

In the long term the proposed Bartley Street and Main Road roundabouts should include pedestrian facilities within the roundabout splitter islands for safe crossing of Meander Valley Road between the HUGA and town centre. With the roundabouts in place the speed limit on Meander Valley Road would also be 80km/h, supporting the proposed pedestrian facilities. Figures 11 and 12 show appropriate type of treatment for Meander Valley Road AADT 7,000 vpd and 80km/hr speed limit.

Figure 11 – Long term facilities for pedestrian connectivity in 80km/h zone



East Derwent Hwy
Bridgewater
AADT 14,000vpd
80km/hr speed
limit

Figure 12 – Long term facilities for pedestrian connectivity in 80km/h zone



**East Derwent Hwy
Bridgewater**

In the short term (i.e until the roundabouts are built) the prevailing 100km/h speed limit on Meander Valley Road applies which is not a safe environment for pedestrian activity without provision of suitably designed pedestrian facilities. Traffic signals cannot be provided in a 100km/h speed zone.

Wide pedestrian refuge islands centrally positioned within Meander Valley Road and supplemented with pedestrian warning signage would be required while the speed limit is 100km/h.

Figures 13 and 14 show appropriate type of treatment for Meander Valley Road AADT 7,000 vpd and 100km/hr speed limit.

Figure 13 – Short term facilities for pedestrian connectivity in 100km/h zone

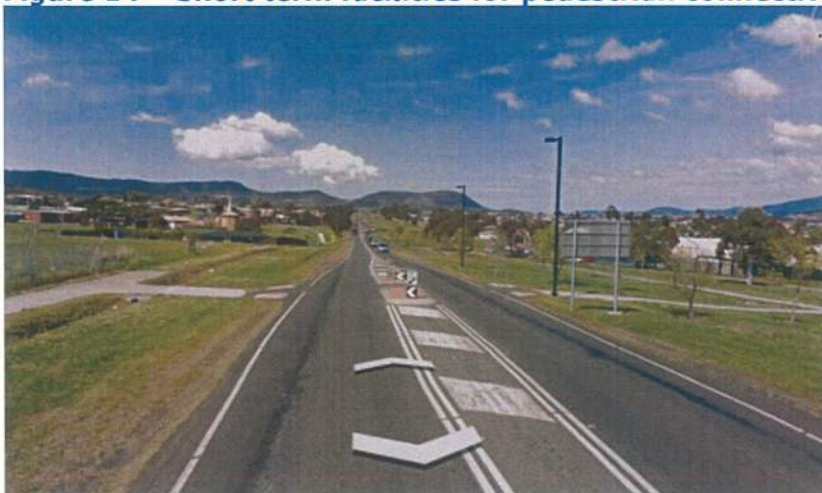


**East Derwent Hwy
Bridgewater**

AADT 14,000vpd

80km/hr speed
limit

Figure 14 – Short term facilities for pedestrian connectivity in 100km/h zone



East Derwent Hwy
Bridgewater

Question 4.8: What traffic thresholds would trigger the construction of the roundabout at Bartley St junction, noting TCS expects a roundabout will be retrofitted in 3-5 years?

The traffic generated by the proposed 251 lot subdivision is some 2,500vpd. Until the Main Street roundabout, midblock junction and Saunders Road junction are constructed the new CHR (Short) Meander Valley Road / Bartley Street intersection can cope with all vehicular traffic and would operate at LOS A in 2030, See response to question 4.3.

The trigger for provision of roundabouts is traffic safety. Pedestrian and cyclist activity between the HUGA and existing Town centre is a trigger. Pedestrian and Cyclist activity within a 100km/h zone has a high crash risk. Roundabouts allow introduction of an 80km/h speed limit and provide opportunity to fit safe pedestrian and cyclist facilities.

Summary

- In terms of traffic capacity, the new CHR (Short) intersection treatment at Bartley Street can easily cope with all the 251-lot subdivision traffic.
- In terms of traffic safety, the proposed roundabouts are required to support introduction of the 80km/h speed limit, reduce crash risk and provide for safe pedestrian connectivity between east and west Hadsphen.
- The proposed subdivision staging allows appropriate extension of the Barley Street extension to relieve the increase in traffic activity on Scott Street. See discussion under section 4.6.

Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 33 years of experience in the industry with State and Council roads in Tasmania. Visit www.trafficandcivil.com.au.

Yours faithfully



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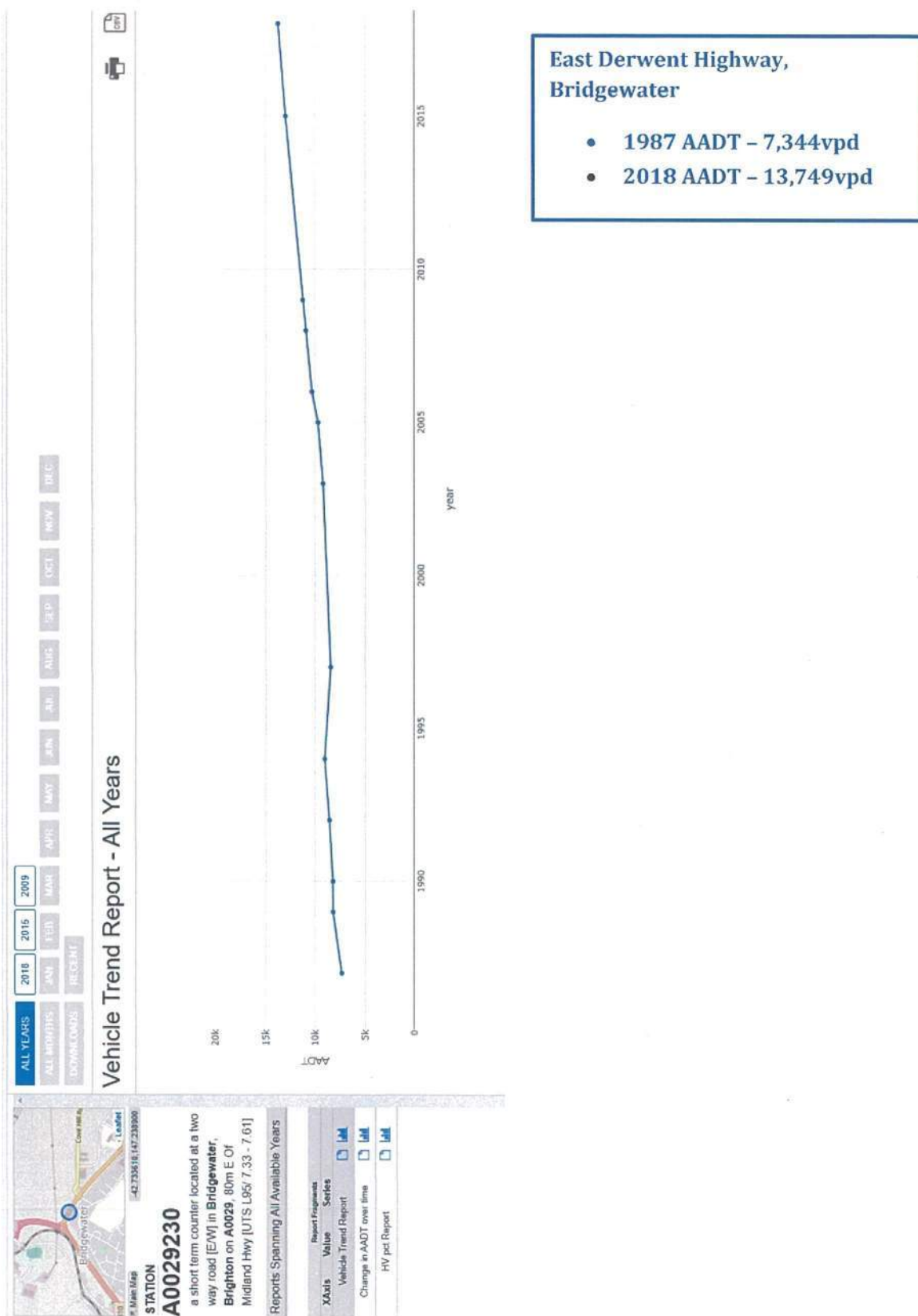
Appendices:

Appendix A – East Derwent Hwy Traffic Count Data

Appendix B – SIDRA Intersection Summaries 2030 with 251 lots

Appendix C – Current proposed subdivision layout plan

Appendix A – East Derwent Hwy Traffic Count Data



Appendix B – SIDRA Intersection Summaries 2030 with 251 lots

AM Peak Bartley Street CHR(s)

MOVEMENT SUMMARY

Site: 101 [Bartley 2030 am (251 lots)]

MVMR - Bartley Street

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles									
Mov ID	Turn	Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance m	
South: Bartley Street									
1	L2	117	0.0	0.349	6.1	LOS A	1.7	12.0	
2	T1	1	0.0	0.349	9.0	LOS A	1.7	12.0	
3	R2	142	0.0	0.349	10.7	LOS B	1.7	12.0	
Approach		260	0.0	0.349	8.7	LOS A	1.7	12.0	
East: Meander Valley MR									
4	L2	83	0.0	0.089	5.5	LOS A	0.0	0.0	
5	T1	86	0.0	0.089	0.0	LOS A	0.0	0.0	
6	R2	4	0.0	0.003	6.2	LOS A	0.0	0.1	
Approach		174	0.0	0.089	2.8	NA	0.0	0.1	
North: Bartley Street									
7	L2	25	0.0	0.086	6.3	LOS A	0.3	2.2	
8	T1	1	0.0	0.086	8.2	LOS A	0.3	2.2	
9	R2	32	0.0	0.086	10.2	LOS B	0.3	2.2	
Approach		58	0.0	0.086	8.5	LOS A	0.3	2.2	
West: Meander Valley MR									
10	L2	23	0.0	0.113	5.6	LOS A	0.0	0.0	
11	T1	196	0.0	0.113	0.0	LOS A	0.0	0.0	
12	R2	27	0.0	0.018	6.0	LOS A	0.1	0.5	
Approach		246	0.0	0.113	1.2	NA	0.1	0.5	
All Vehicles		738	0.0	0.349	4.8	NA	1.7	12.0	

PM Peak Bartley Street CHR(s)

MOVEMENT SUMMARY

Site: 101 [Bartley 2030 pm (251 lots)]

MVMR - Bartley Street
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles									
Mov ID	Turn	Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	
South: Bartley Street									
1	L2	33	0.0	0.228	6.4	LOS A	0.9	6.3	
2	T1	3	0.0	0.228	10.6	LOS B	0.9	6.3	
3	R2	84	0.0	0.228	12.4	LOS B	0.9	6.3	
Approach		120	0.0	0.228	10.7	LOS B	0.9	6.3	
East: Meander Valley MR									
4	L2	147	0.0	0.177	5.6	LOS A	0.0	0.0	
5	T1	189	0.0	0.177	0.0	LOS A	0.0	0.0	
6	R2	32	0.0	0.020	5.9	LOS A	0.1	0.6	
Approach		368	0.0	0.177	2.7	NA	0.1	0.6	
North: Bartley Street									
7	L2	13	0.0	0.080	5.9	LOS A	0.3	2.1	
8	T1	1	0.0	0.080	11.0	LOS B	0.3	2.1	
9	R2	32	0.0	0.080	11.0	LOS B	0.3	2.1	
Approach		45	0.0	0.080	9.6	LOS A	0.3	2.1	
West: Meander Valley MR									
10	L2	35	0.0	0.074	5.5	LOS A	0.0	0.0	
11	T1	107	0.0	0.074	0.0	LOS A	0.0	0.0	
12	R2	122	0.0	0.093	6.8	LOS A	0.4	2.9	
Approach		264	0.0	0.093	3.9	NA	0.4	2.9	
All Vehicles		798	0.0	0.228	4.7	NA	0.9	6.3	

Meander Valley Road / Bartley Street Model - CHR (short)

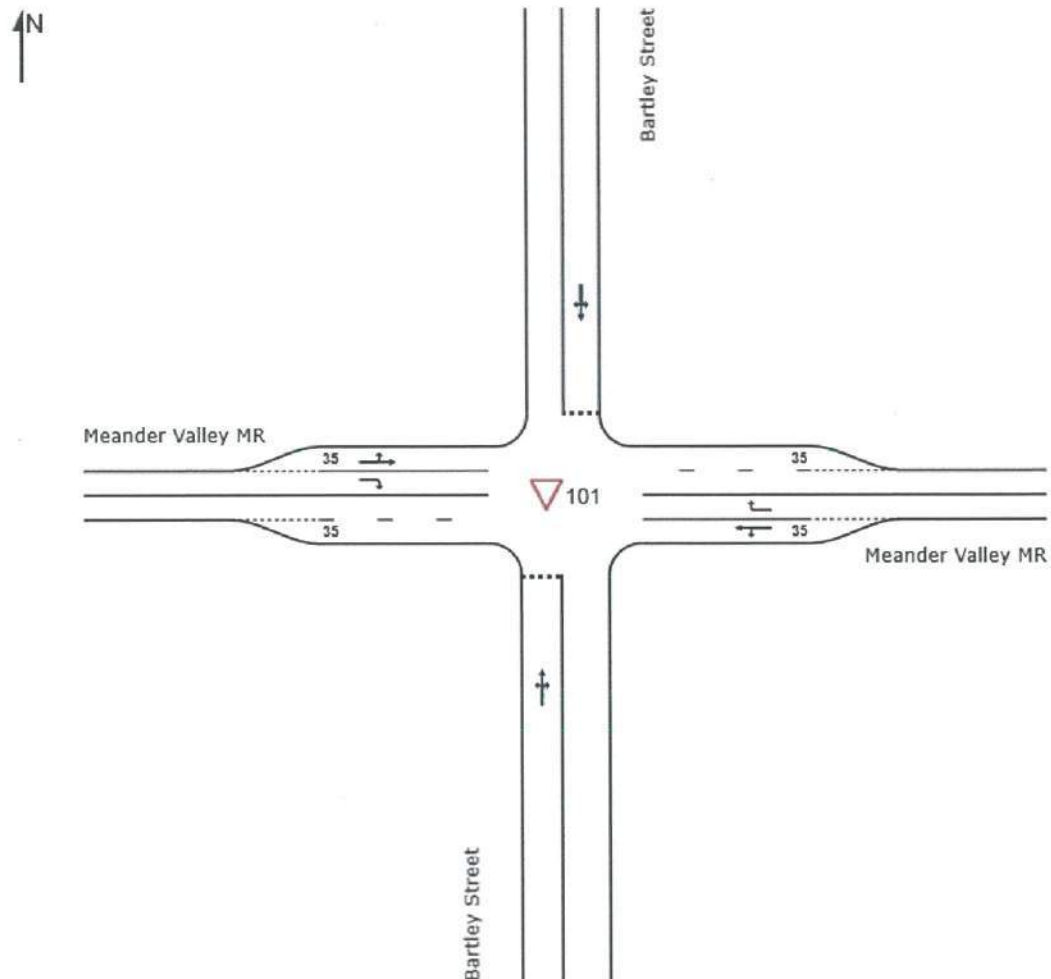
SITE LAYOUT

▽ Site: 101 [Bartley 2030 pm (251 lots)]

MVMR - Bartley Street

Site Category: (None)

Giveaway / Yield (Two-Way)



Bushfire Hazard Management Report: Subdivision

Report for: PDA Surveyors

Property Location: CT 179547/800, Bartley Street, Hadspen

Prepared by: Scott Livingston
Livingston Natural Resource Services
12 Powers Road
Underwood, 7268

Date: 2nd November 2020



Summary

Client: PDA Surveyors obo Hadspen Developments Pty Ltd

Current zoning: General Residential, Low Density Residential and Urban Mixed Use, Meander Valley Interim Planning Scheme 2013

Property

identification: CT 179547/800, PID 1635307
Bartley Street, Hadspen

Proposal: A 209 lot + balance lot, POS and roads subdivision in 15 stages is proposed from an existing title CT 179547/800 at Bartley Street, Hadspen.

**Assessment
by:**



Scott Livingston,
Master Environmental Management,
Natural Resource Management Consultant.
Accredited Person under part 4A of the Fire Service Act 1979:
Accreditation # BFP-105.

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DESCRIPTION

A 209 lot + balance lot, POS and roads subdivision in 15 stages (4-18) is proposed from an existing title CT 179547/800 at Bartley Street, Hadsphen. Stages 1 and 2 of the subdivision are developed and titles issued, Stage 3 has been approved and is currently being developed.

The property is around 37ha excluding stages 1-3 and proposed for subdivision residential lots with low density lots on the eastern boundary up to 4000m². The north eastern portion of the lot will become a large (6+ha) public open space. And is likely to receive limited management in the future.

The property is predominately grassland with some small patches of weed infestation and a some scrub/ woodland on the upper slopes. The subdivision fronts Meander Valley, Road, Scott and Bartley Streets and associated residential development, land to the north and south is undeveloped residential zoned land that is currently grassland, land to the east is currently forested, the southern portion zoned low density residential, the northern portion adjacent to the eastern POS is zoned Open Space. The area is /will be serviced by a water reticulated supply.

See Appendix 1 for maps and site plan, and appendix 2 for photographs.

BAL AND RISK ASSESSMENT

The land is mapped as Bushfire Prone. POS area including detention basins within the residential areas are assumed to managed as low threat vegetation. The large POS area to the east of residential areas is may be unmanaged except to the extent that any revegetation within 20m of a residential lot should have sufficient management to be rated at no higher than woodland, other areas may have no management and have fuel loads up to forest.

Stage 3 of the development may subject to issue of titles form a balance lot to the subdivision, that stage is covered by a previous Bushfire Hazard Management Plan, and if a balance lot it is considered that not increase in risk shall occur and that part of the balance lot is considered exempt for the purpose of this bushfire management plan.

VEGETATION AND SLOPE

Stage	Lot		North East	South East	South West	North West
4	40~42, 51~55	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-100m low threat (stage 3/HMA)
		Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low	BAL Low
5	56, 57, 66~77	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-100m low threat (stage 3/HMA)
		Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low	BAL Low
	85	BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-32m low threat (HMA Lot 86) 32+m - 50m woodland (POS) 50+m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-100m low threat (HMA)
		Slope (degrees, over 100m)	upslope/flat	Downslope 0-5°	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL 12.5	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5	BAL Low	BAL Low

		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-20m woodland (POS) 20+m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-100m low threat (stage 3/HMA)
	86, 87	Slope (degrees, over 100m)	upslope/flat	Downslope 0-5°	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/ BAL 19	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-20+m POS woodland 20+-100mforest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/ BAL 19	BAL Low	BAL Low
6	105, 106, 107	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-38m low threat (lot 107) 38-50+m POS woodland 50m+-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/ BAL 19	BAL Low	BAL Low
6	108	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-38m low threat (lot 107) 38-50+m POS woodland 50m+-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL 12.5/ BAL 19	BAL 12.5	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
6	128~132	Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	Downslope 0-5°	Downslope 0-5°

		BAL Rating at boundary	BAL Low	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-100m low threat (HMA)
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-60m low threat, 60m - 100m forest	0-100m low threat
		Slope (degrees, over 100m)	upslope/flat	Downslope 0-5°	Downslope 0-5°	upslope/flat
		BAL Rating at boundary	BAL Low	BAL Low	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL 12.5	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-25+m low threat (HMA) 25+m - 100m grassland	0-60m low threat, 60m - 100m forest	0-100m low threat (HMA)
		Slope (degrees, over 100m)	upslope/flat	Downslope 0-5°	Downslope 0-5°	upslope/flat
		BAL Rating at boundary	BAL Low	BAL 12.5	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5	BAL 12.5	BAL Low

7	195	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0+m- 100m grassland	0-60m low threat, 60m - 100m forest	0-100m low threat (HMA)
		Slope (degrees, over 100m)	upslope/flat	Downslope 0-5°	Downslope 0-5°	upslope/flat
		BAL Rating at boundary	BAL Low	BAL FZ	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/19	BAL 12.5	BAL Low
7	196	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0- 100m grassland	0-60m low threat, 60m - 100m forest	0-100m low threat (HMA)
		Slope (degrees, over 100m)	upslope/flat	Downslope 0-5°	Downslope 0-5°	upslope/flat
		BAL Rating at boundary	BAL Low	BAL FZ	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL 12.5	BAL 12.5	BAL 12.5	BAL Low
7	197	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-20m low threat (HMA POS) 20m - 100m grassland	0-100m low threat (HMA)	0-100m low threat (HMA)
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL 12.5	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5	BAL Low	BAL Low
8	184~191, 198~200, 228~233	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-100m low threat (HMA)
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°

10	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	East: 0-50+m low threat (HMA) 50+m - 100m forest (POS)	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low
11	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	East: 0-50+m low threat (HMA) 50+m - 100m forest (POS)	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low
12	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	East: 0-50+m low threat (HMA) 50+m - 100m forest (POS)	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low
13	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-44m low threat (HMA) 44-64m woodland POS 64+m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low

	BAL Rating at boundary	BAL Low	BAL12.5	BAL Low	BAL Low
	BAL Rating with HMA and setbacks	BAL Low	BAL12.5	BAL Low	BAL Low
13	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-20m woodland POS 20+m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
	Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
	BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
	BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/BAL 19	BAL Low	BAL Low
14	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	East: 0-50+m low threat (HMA) 50+m - 100m forest (POS)	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
	Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
	BAL Rating at boundary	BAL Low	BAL Low	BAL Low	BAL Low
	BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low	BAL Low
15	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m forest	0-20m low threat (HMA POS) 20m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
	Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
	BAL Rating at boundary	BAL Low	BAL 12.5	BAL 12.5	BAL Low
	BAL Rating with HMA and setbacks	BAL Low	BAL 12.5	BAL 12.5	BAL Low

15	206	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-18m low threat (HMA) 18+m - 100m forest	0-20m low threat (HMA POS) 20m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/ BAL 19	BAL 12.5	BAL Low
15	207~209	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0 - 100m forest	0-18m low threat (HMA POS) 20m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/ BAL 19	BAL 12.5	BAL Low
15	222	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0 - 95+m low threat (HMA) 95+m - 100m forest	0-18m low threat (HMA POS) 20m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL 12.5	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5	BAL 12.5	BAL Low
15	223	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0 - 90+m low threat (HMA) 90+m - 100m forest	0-18m low threat (HMA POS) 20m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°

		BAL Rating at boundary	BAL Low	BAL 12.5	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0 - 80+m low threat (HMA) 80+m - 100m forest	0-18m low threat (HMA POS) 20m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/BAL 19	BAL 12.5	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-18m low threat (HMA POS) 20m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL 12.5	BAL FZ	BAL 12.5	BAL Low
		BAL Rating with HMA and setbacks	BAL 12.5	BAL 12.5/BAL 19	BAL 12.5	BAL Low
		Vegetation within 100m of lot boundaries	0-80+m low threat (HMA) 80+m - 100m forest	0 - 100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/BAL 19	BAL Low	BAL Low
15	224					
15	225~227					
16	210~212					

16	213	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0 - 100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/BAL 19	BAL Low	BAL Low
16	214	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	East 0 - 100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/BAL 19	BAL Low	BAL Low
16	215	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	East: 0-19m low, 19-39m woodland (POS), 39m 100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/BAL 19	BAL Low	BAL Low
16	216~218	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	East: 0-40+m low, 40+~60+m woodland (POS), 60+m-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°

17	79	Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50m low threat (HMA), 50m - 70+m woodland (POS) 70m-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL 12.5	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0m - 20+m woodland (POS) 20m-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	upslope/flat	upslope/flat	upslope/flat	Downslope 0-5°
		BAL Rating at boundary	BAL Low	BAL FZ	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL 12.5/BAL 19	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0- 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
		Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	upslope/flat	upslope/flat
		BAL Rating at boundary	BAL FZ	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL 12.5/BAL 19	BAL Low	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0- 10m low threat, 10-100m grassland	0-50+m low threat (HMA) 50+m - 70m woodland (POS) 70-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
17	248	Vegetation within 100m of lot boundaries	0- 10m low threat, 10-100m grassland	0-50+m low threat (HMA) 50+m - 70m woodland (POS) 70-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland

		Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	upslope/flat	upslope/flat
		BAL Rating at boundary	BAL FZ	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL 12.5/BAL 19	BAL Low	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0- 10m low threat, 10- 100m grassland	0- 20m woodland (POS) 20-100m forest	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
17	249	Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	upslope/flat	upslope/flat
		BAL Rating at boundary	BAL FZ	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL 12.5/BAL 19	BAL Low	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
18	88~106	Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	upslope/flat	upslope/flat
		BAL Rating at boundary	BAL Low	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low	BAL Low	BAL Low	BAL Low
		Vegetation within 100m of lot boundaries	0-- 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland	0-50+m low threat (HMA) 50+m - 100m grassland
	Balance Lot @ Stage 18	Slope (degrees, over 100m)	Downslope 0-5°	upslope/flat	upslope/flat	upslope/flat
		BAL Rating at boundary	BAL FZ	BAL Low	BAL Low	BAL Low
		BAL Rating with HMA and setbacks	BAL Low/ BAL 12.5/ BAL 19	BAL Low	BAL Low	BAL Low

BUILDING AREA BAL RATING

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients.

Where no setback is required for fire protection other Planning Scheme setbacks may need to be applied, a 30m no build zone has been applied to the western boundary as per plan of subdivision other building constraints such as topography have not been considered.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2009, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

Bushfire Attack Level (BAL)	Predicted Bushfire Attack & Exposure Level
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m ²
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m ²
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m ²
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m ²
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

BUILDING SETBACKS

BAL	Slope	Grassland	Woodland	Forest
BAL Low	all	50m	100m	
BAL 12.5	Flat/ Upslope	14m	22m	32m
	Down slope 0-5°	16m	26m	38m
BAL 19	Flat/ Upslope	10m	15m	23m
	Down slope 0-5°	11m	18m	27m

PROPOSED LOT BAL RATING

Stage	Lot	BAL Rating	Set back
4	40~42, 51~55	BAL Low	none required
5	56, 57, 66~77	BAL Low	none required
	85	BAL 12.5	none required
	86, 87	BAL 12.5/ BAL 19	BAL 12.5: 22m from SE boundary
			BAL 19: 15m from SE boundary
6	105, 106, 107	BAL 12.5/ BAL 19	BAL 12.5: 22m from SE boundary
			BAL 19: 15m from SE boundary
	108	BAL 12.5	none required
	128~132	BAL Low	none required
7	155,156, 158, 159,192	BAL Low	none required
	193~195	BAL 12.5	none required
	196	BAL 12.5/ BAL 19	BAL 12.5: 16m from SE corner
			BAL 19: 11m from SE corner
	197	BAL 12.5	BAL 12.5: 16m from SE boundary BAL 19: 11m from SE boundary
8	184~191, 198~200, 228~233	BAL Low	none required
9	133~136, 169, 179~183	BAL Low	none required
	234, 235	BAL Low/ BAL 12.5	BAL Low: west of a line from the NW corner of Lot 235 to the SE corner of Lot 234
			BAL 12.5: none required
	236,237	BAL 12.5	none required
10	147~154, 157, 160~169, 171~173	BAL Low	none required
11	137~146, 174~178	BAL Low	none required
12	115~127	BAL Low	none required
13	81, 83	BAL Low	none required
	82, 84	BAL 12.5/ BAL 19	BAL 12.5: 22m from SE boundary BAL 19: 15m from SE boundary
14	43~47, 58~65	BAL Low	none required
15	201~205	BAL 12.5	none required
	206	BAL 12.5/ BAL 19	BAL 12.5: 14m from SE boundary
			BAL 19: 5m from SE boundary
	207~209	BAL 12.5/ BAL 19	BAL 12.5: 32m from SE boundary
			BAL 19: 23m from SE boundary
	222	BAL Low / BAL 12.5	BAL Low: north west of a line from the eastern corner of the Lot to a point 5m NW along the SW boundary BAL 12.5: none required

	223	BAL Low / BAL 12.5	BAL Low: north west of a line from a point 5m NW from the eastern corner of the Lot to a point 10m NW along the SW boundary BAL 12.5: none required
	224	BAL 12.5	BAL 12.5: none required
	225~227	BAL 12.5	BAL 12.5: none required
16	210~212	BAL 12.5/ BAL 19	BAL 12.5: 32m from SE boundary BAL 19: 23m from SE boundary
	213	BAL 12.5/ BAL 19	BAL 12.5: 32m from eastern corner BAL 19: 23m from eastern corner
	214	BAL 12.5/ BAL 19	BAL 12.5: 22m from eastern corner BAL 19: 15m from eastern corner
	215	BAL 12.5/ BAL 19	BAL 12.5: 22m from eastern corner of Lot 214 BAL 19: 15m from eastern corner of Lot 214
	216~218	BAL 12.5	none required
	219	BAL Low / BAL 12.5	BAL Low: north west of a line from the 10m SE of the eastern corner of the Lot to the northern corner of the lot BAL 12.5: none required
	220, 221	BAL Low	none required
	78	BAL Low	none required
17	79	BAL 12.5	none required
	80	BAL 12.5/ BAL 19	BAL 12.5: 22m from SE boundary BAL 19: 15m from SE boundary
	240~247	BAL 12.5/ BAL 19	BAL 12.5: 14m from NE boundary BAL 19: 10m from NE boundary
	248	BAL 12.5/ BAL 19	BAL 12.5: 4m from NE boundary BAL 19: none required
	249	BAL 12.5/ BAL 19	BAL 12.5: 14m from NE boundary and 22m from SE boundary BAL 19: 10m from NE boundary and 15m from SE boundary
	88~106	BAL Low	none required
18	Balance Lot @ Stage 18	BAL Low/ BAL 12.5/ BAL 19	BAL Low: 50m from NE Boundary BAL 12.5: 14m from NE boundary BAL 19: 10m from NE boundary



Figure 1: Proposed Lots and building areas

HAZARD MANAGEMENT AREA

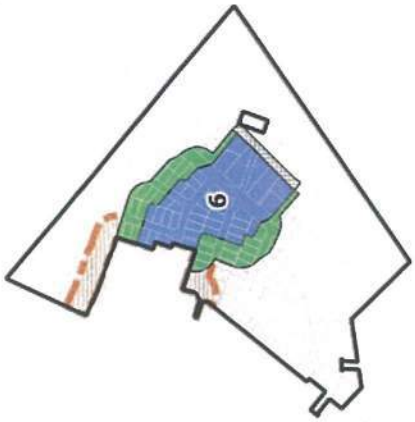
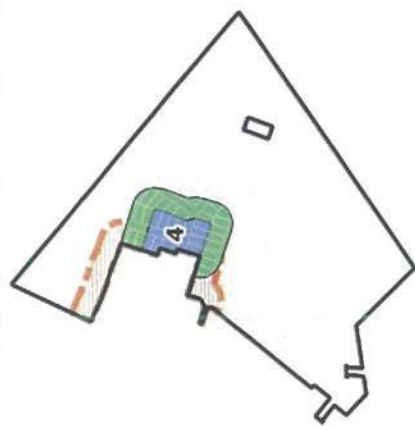
During staging all land within the subdivision and within 50m of a BAL Low rated lot and 14m of a BAL12.5 rated lot, including balance lots and POS except where adjacent to the eastern POS, must be managed as low threat vegetation. The eastern POS must have a fuel loading of no higher than woodland within 20m of a developed lot.

Changes to staging of lots will not affect the BAL rating provided the land within the distances above are managed as low threat.



Figure 2: Hazard Management Area- stage 18 and perpetual

Staged Hazard Management Areas Stages 4-9



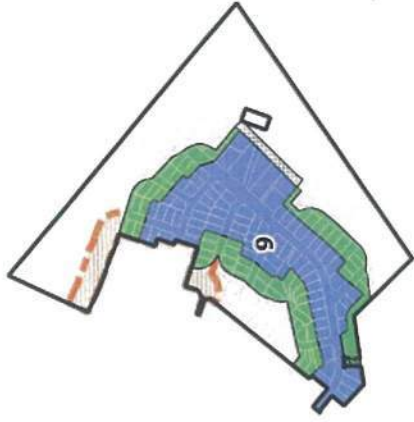
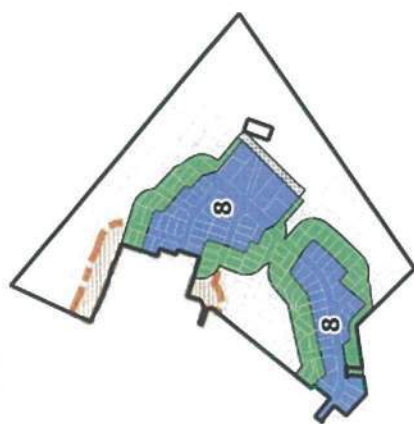
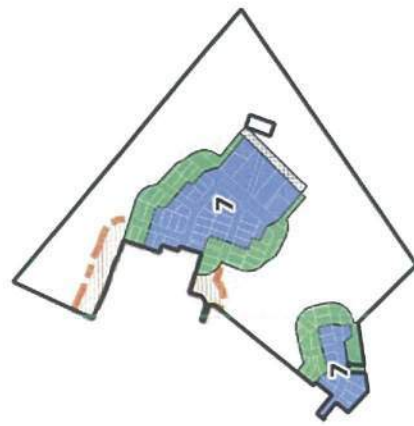
Legend

- HMA for previous stages 1-3
- Staged Development
 - developed lots and roads
 - Hazard Management Area - low threat vegetation
 - POS woodland

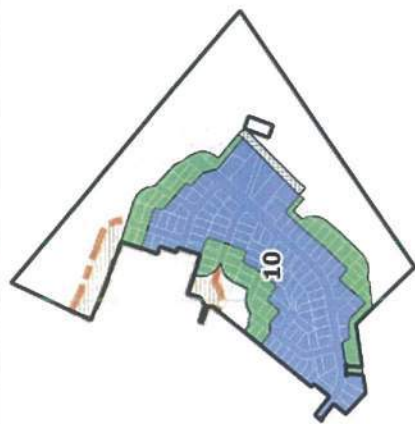
0 200 400 600 m



minimum HMA
all developed lots
50m from any developed BAL Low rated lot
14m from any developed BAL 12.5/19 rated lot except
where adjacent to the eastern POS.



Staged Hazard Management Areas Stages 10-15



Legend

HMA for previous stages 1-3 Staged Development

-  developed lots and roads
-  Hazard Management Area - low threat vegetation
-  POS woodland



minimum HMA

all developed lots
50m from any developed BAL Low rated lot
14m from any developed BAL 12.5/19 rated lot except
where adjacent to the eastern POS.



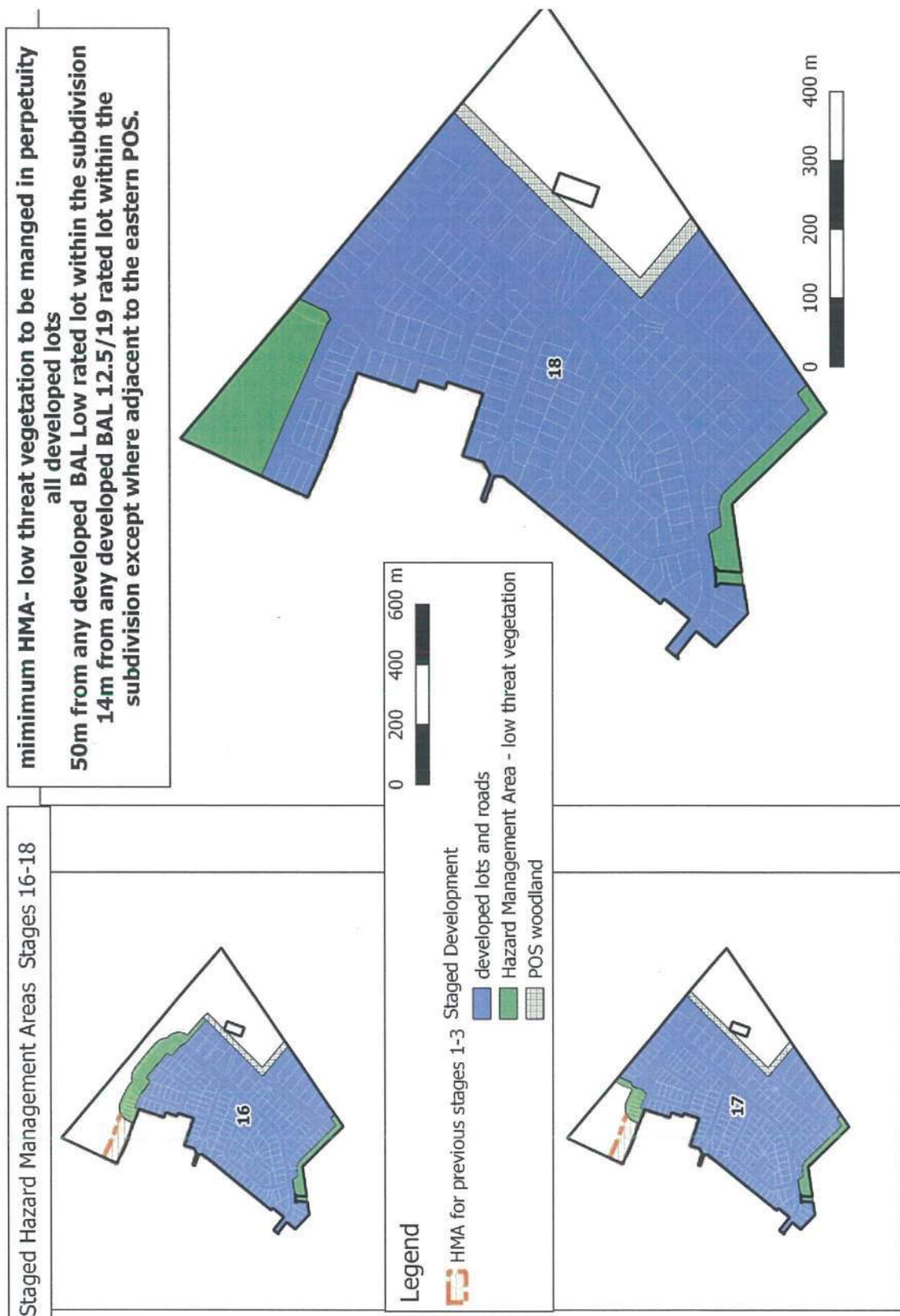


Figure 3: Staged Hazard Management Areas

ROADS

Subdivision roads within bushfire prone areas must comply with the relevant elements of Table E1 Roads from *Planning Directive No. 5.1 Bushfire-Prone Areas Code*.

The terminus of any dead-end road, including during staging, must meet turning circle provisions including a 12m outer radius. For staged roads this may be gravelled and temporary until further stages are added. Cul de sac heads must have no parking signs, and if the turning provision /carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface.

The terminus of the subdivision roads that provide for potential future access to adjacent lot CT 117185/4 and CT 52360/1 that are adjacent to Lot 206, Stage 15, and Lot 240, Stage 14, are less than 24m in width however these roads are not required for access to those lots and the requirement for turning provision unnecessary. The subdivision road terminating adjacent to Lots 247 and 249, is more than 30m and required to give access to Lot 249 this road must have turning provision.

Roads compliant with table E1 of Planning Directive No. 5.1 Bushfire-Prone Areas Code must be in place prior to sealing of titles of each stage.

Stage		
4	roads and temporary turning circle in adjoining stage x 2	
5	road and temporary turning circle in adjoining stage	
6	roads and temporary turning circle in adjoining stage x 2	
7	roads and temporary turning circle in adjoining stage x 2	
8	road and temporary turning circle in adjoining stage	alternatively, construction of link to Stage 6 road
9	road and temporary turning circle in adjoining stage	
10	road and permanent turning circle	
11	Road creating through road	
12	road and permanent turning circle	
13	road and temporary turning circle in adjoining stage,	
14	roads and temporary turning circle in adjoining stage x 2	Possible extension (may be gravelled) in Stage 17 to create a through link between the two roads
15	road and permanent turning circle	Possible extension (may be gravelled) to Stage 16 terminus and turning
16	road and permanent turning circle	

17	Road creating through road, temporary turning circle required at Lot 249 entrance
18	Road creating through road

Table E1: Standards for roads

Element	Requirement
A.	<p>Roads</p> <p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> (a) two-wheel road, all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications.</i>

PROPERTY ACCESS

Access to a dwelling must comply with the relevant elements of Table E2 Access of Planning Directive No. 5.1 Bushfire-Prone Areas Code

Access to the majority of lots will be less than 30m and or no access to water supply points (hydrants) required. If access is greater than 30m they must meet Element B, access is also required to water supply points. Depending on the location of habitable building on pan handle & larger lots in stages 5, 13, 16 & 17 are likely to have access in excess of 30m be required to meet standards of table E2.

Access to habitable buildings must be compliant prior to commencement of construction.

Table E2: Standards for Property Access

Column 1 Element		Column Requirement
A.	Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point.	There are no specified design and construction requirements.
B.	Property access length is 30 metres or greater; or access for a fire appliance to a water connection point.	<p>The following design and construction requirements apply to property access:</p> <ol style="list-style-type: none"> (1) All-weather construction; (2) Load capacity of at least 20 tonnes, including for bridges and culverts; (3) Minimum carriageway width of 4 metres; (4) Minimum vertical clearance of 4 metres; (5) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway; (6) Cross falls of less than 3 degrees (1:20 or 5%); (7) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (8) Curves with a minimum inner radius of 10 metres; (9) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (10) Terminate with a turning area for fire appliances provided by one of the following: <ol style="list-style-type: none"> (a) A turning circle with a minimum inner radius of 10 metres; or (b) A property access encircling the building; or (c) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.
C.	Property access length is 200 metres or greater.	<p>The following design and construction requirements apply to property access:</p> <ol style="list-style-type: none"> (1) The Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200
D.	Property access length is greater than 30 metres, and access is provided to 3 or more properties.	<p>The following design and construction requirements apply to property access:</p> <ol style="list-style-type: none"> (1) Complies with Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.

FIRE FIGHTING WATER SUPPLY

The subdivision will be serviced by a reticulated supply. All Lots are expected to have hydrants located within 120m of the furthest extents of building areas, including larger pan handled lots. Hydrants compliant with table E4 of Planning Directive No. 5.1 Bushfire-Prone Areas Code must be in place prior to sealing of titles for any stage.

Table E4 Reticulated water supply for fire fighting

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

CONCLUSIONS

A 209 lot plus roads and POS subdivision is proposed from an existing title CT 179547/800 at Bartley Street, Hadspen. The area is mapped as bushfire prone. Stage 3 of the development, if forming a balance lot to this subdivision is considered exempt from provisions of the code.

There is sufficient area on all lots to provide for a BAL 19 or lower building area for any future habitable dwellings and associated infrastructure. The majority of Lots are rated BAL Low. Hazard management areas must be provided during development such that lots retain their eventual BAL rating. During staged development within the subdivision and adjacent to developed lots must be managed as low threat vegetation. Including areas on larger low density lots in excess of 1500m². The owner of a lot is responsible for hazard management within their lot. POS area including detention basins within the residential areas are to be managed as low threat vegetation. The large POS area to the east of residential areas may be unmanaged except to the extent that any area within 20m of a residential lot should have sufficient management to be rated at no higher than woodland, other areas may have no management and have fuel loads up to forest.

For any stage compliant water supply (hydrants) water supply must be in place prior to sealing of titles Roads must comply Table E1 Access of Planning Directive No. 5.1 Bushfire-Prone Areas Code, including temporary turning provisions during staging. Access to lots must comply with the element B of Table E2 Access of Planning Directive No. 5.1 Bushfire-Prone Areas prior to commencement of construction of a habitable building on a lot.

REFERENCES

Planning Commission (2017), Planning Directive No. 5.1 Bushfire-Prone Areas Code.

Standards Australia. (2009). *AS 3959-2009 Construction of Buildings in Bushfire Prone Areas*

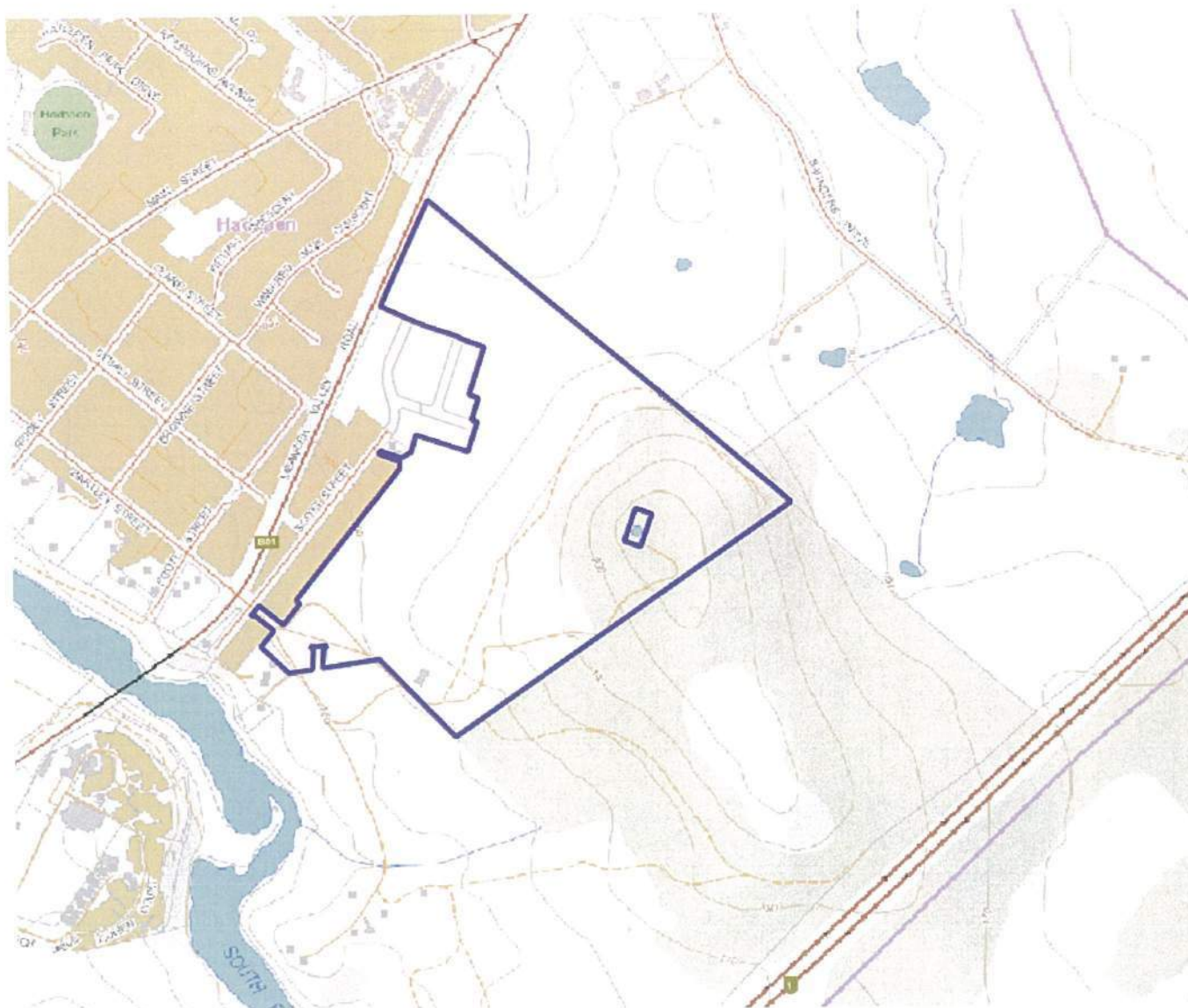


Figure 4: Location existing title in blue



Figure 5: Aerial Image

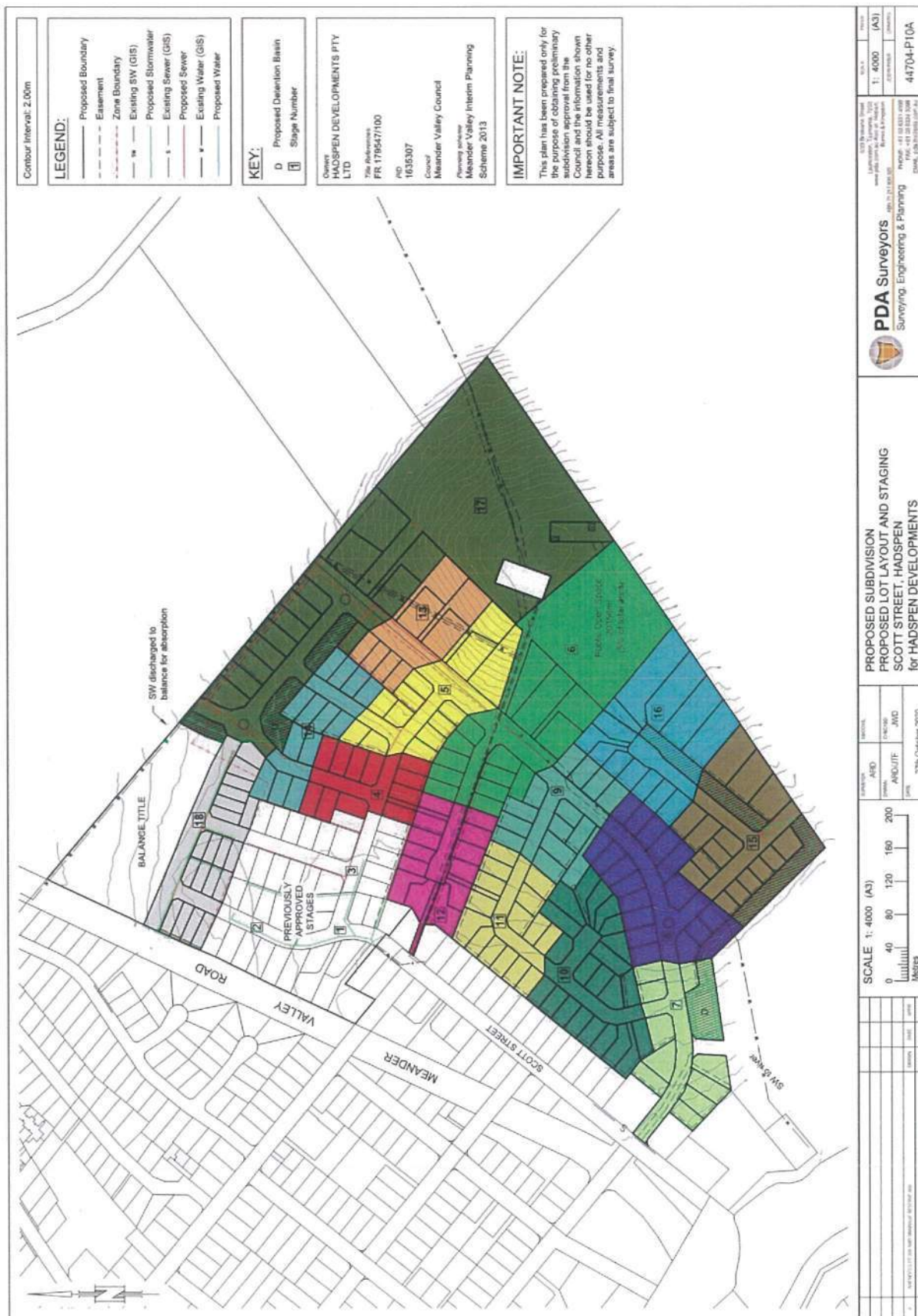


Figure 6: Proposed Subdivision Plan, Staging

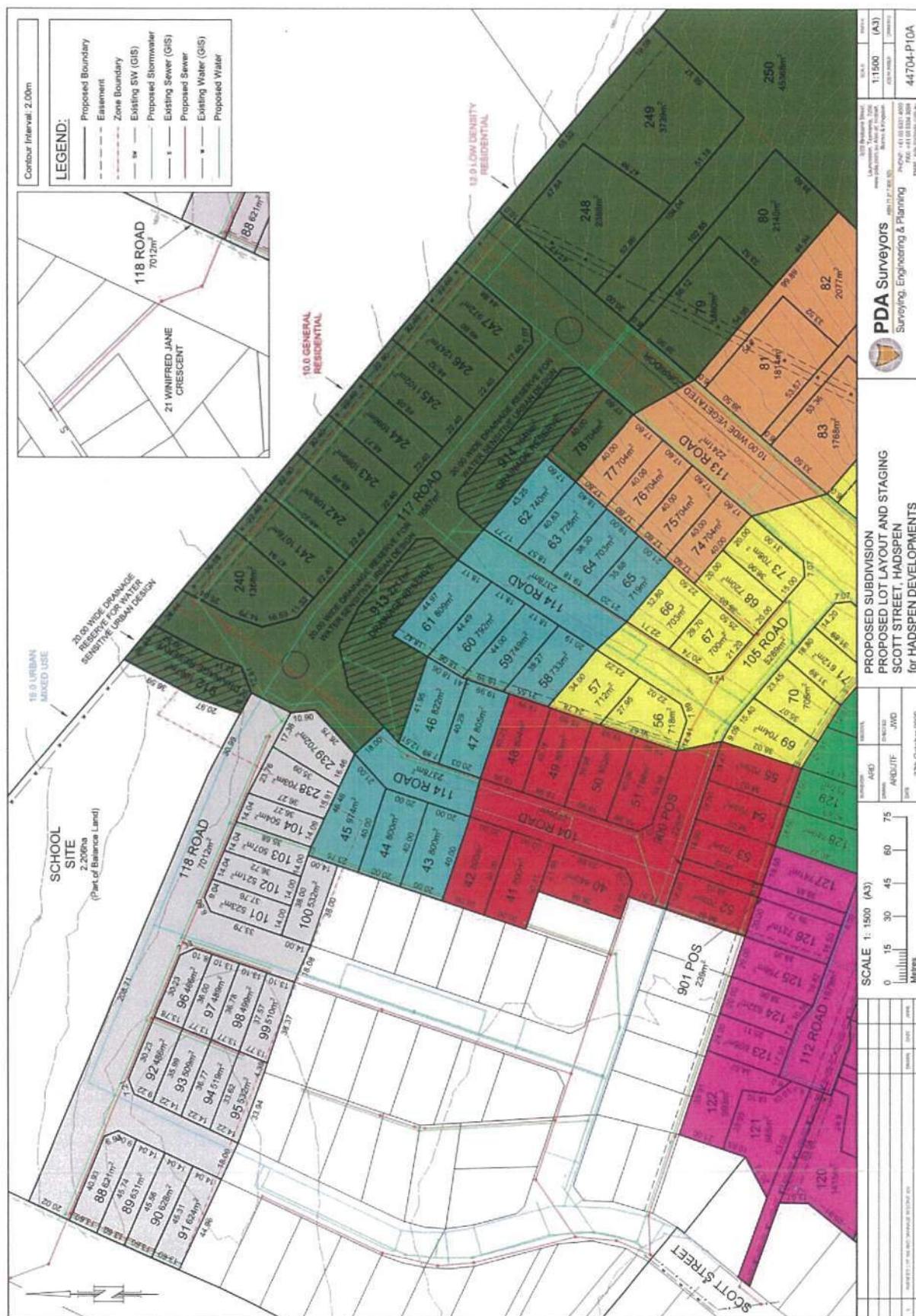


Figure 7: Plan of subdivision Lots 1

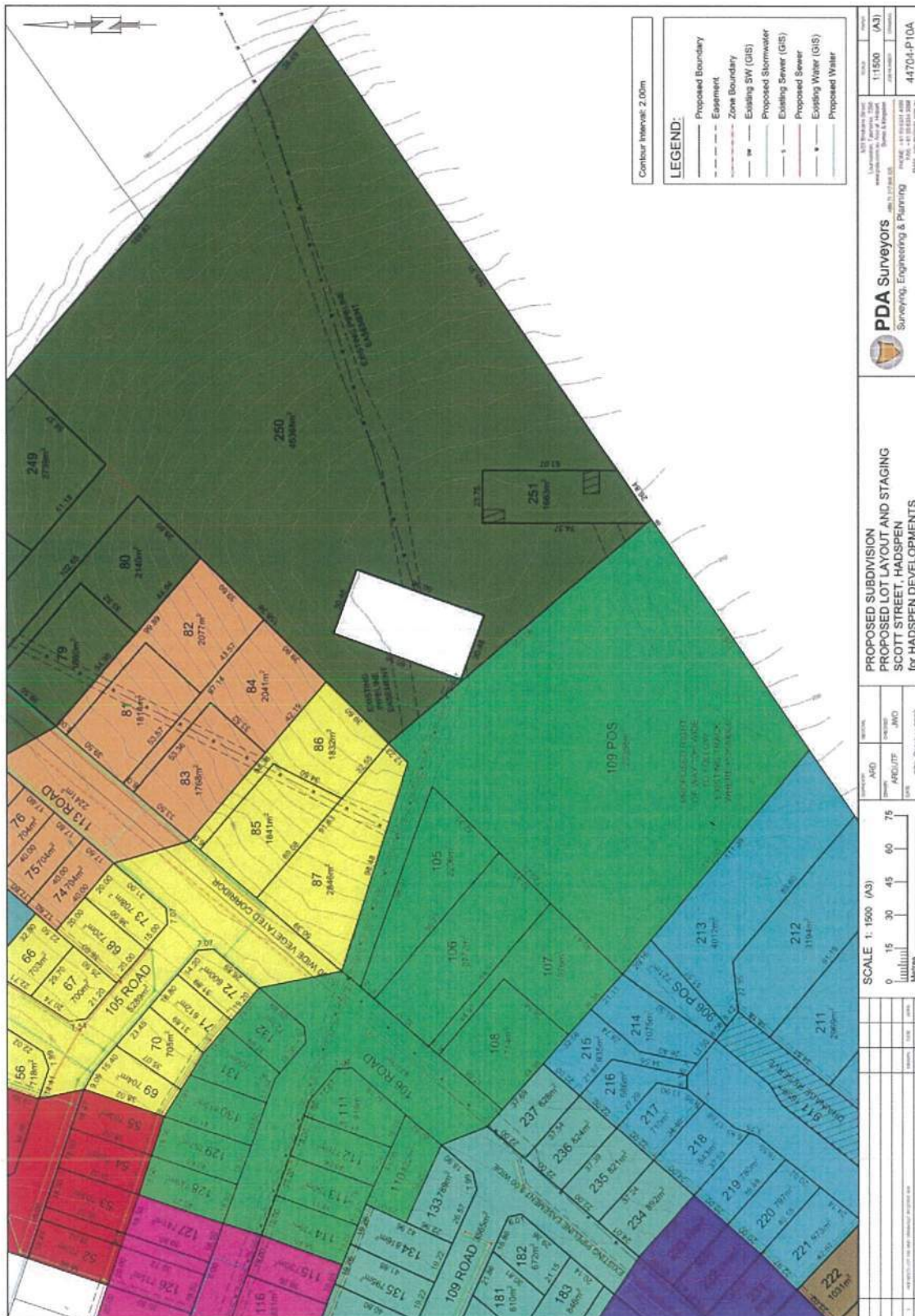


Figure 8: Plan of subdivision lots 2

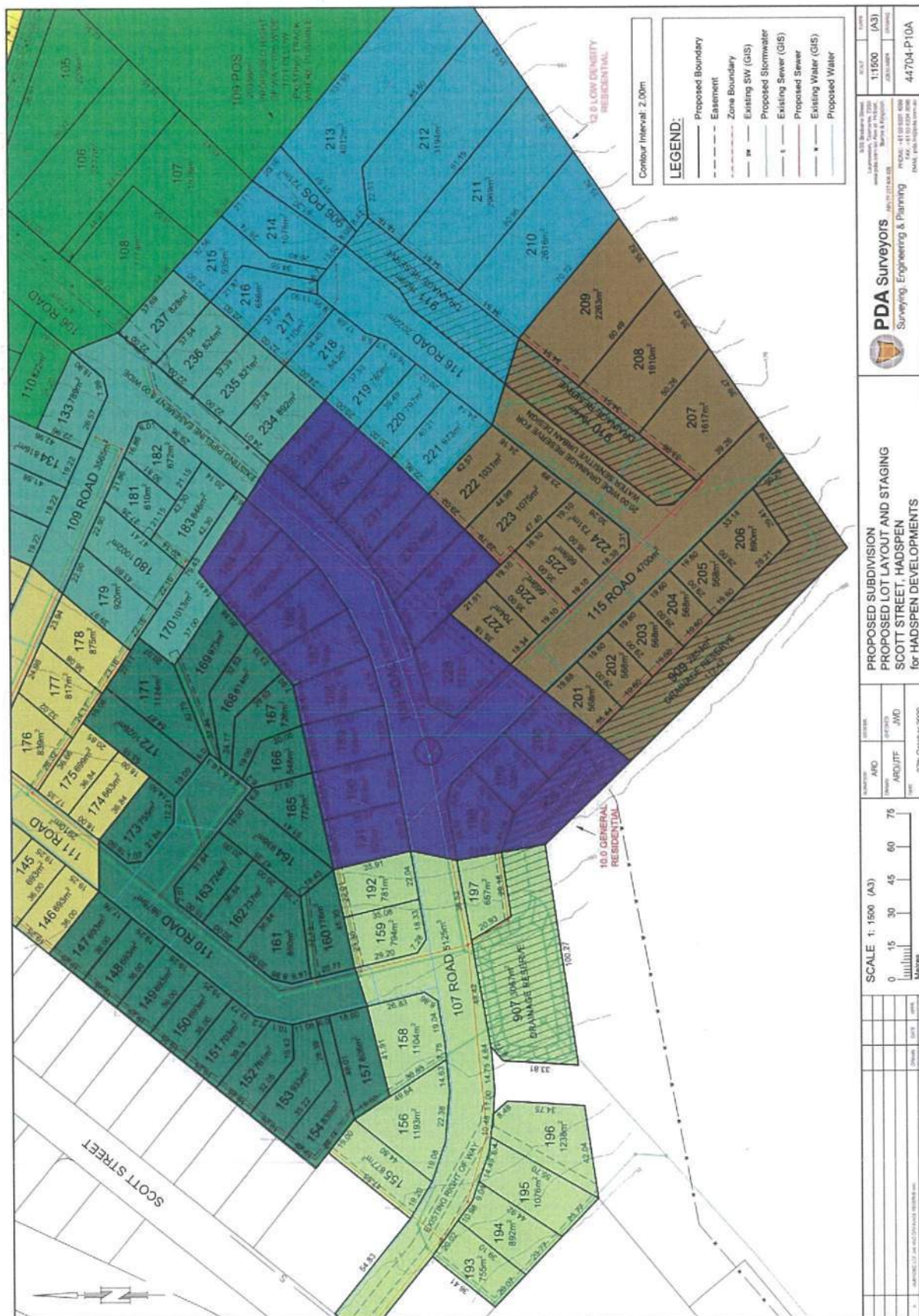


Figure 9: Plan of subdivision lots 3

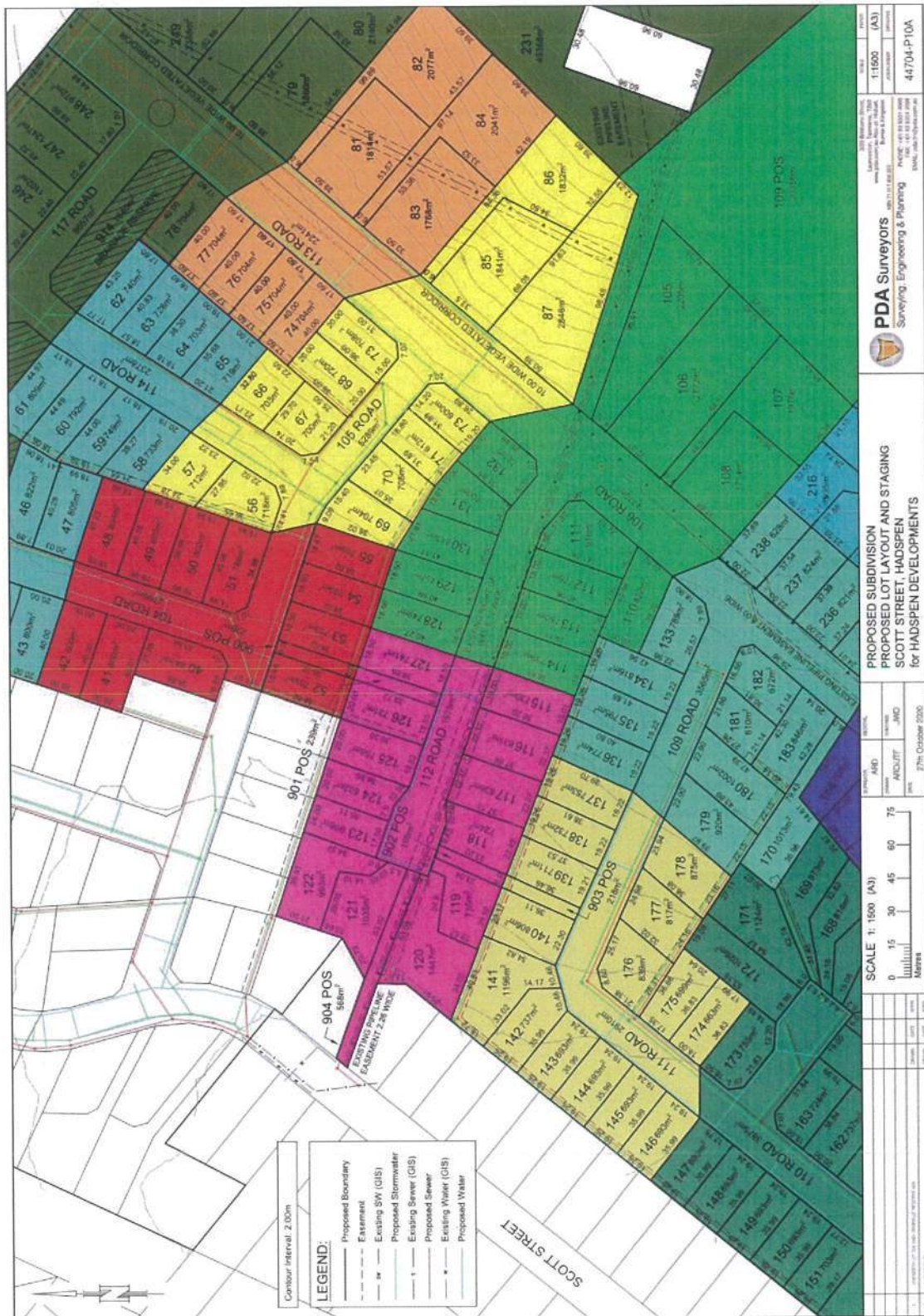


Figure 10: Plan of subdivision lots 4



Figure 11: north across lots



Figure 12: south across lots to POS



Figure 13: west across lots



Figure 14 : north across lots

Bushfire Hazard Management Plan:

Proposed Development	A 209 lot + POS and roads subdivision from 1 title
Plan of Subdivision	PDA Surveyors, Proposed Subdivision P10A 27/10/20.
Property Owner	Hadspen Developments Pty Ltd
Address	Bartley Street, Hadspen
CT	179547/800
PID	1635307

Construction: BAL 19 / Bal 12.5, BAL Low as shown

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.

Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2, 3, 8 or 9) and class 10a buildings within 6m of a habitable building

for future habitable buildings the following must be installed/ compliant prior to commencement of construction and be maintained in perpetuity:

- Subdivision Roads
- Hazard Management Areas
- water supply
- Access

The owner of a lot is responsible for management of vegetation and maintenance of infrastructure within a lot, including staged HMA's on the balance lot.

This BHMP has been prepared to satisfy the requirements of the Meander Valley Planning Scheme, 2013 and Planning Directive No. 5.1 Bushfire-Prone Areas Code..

This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report Scott Street Perth, Stages 4-18. Livingston Natural Resource Services



Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 2/11/2020
SRL20/585

Scott Livingston

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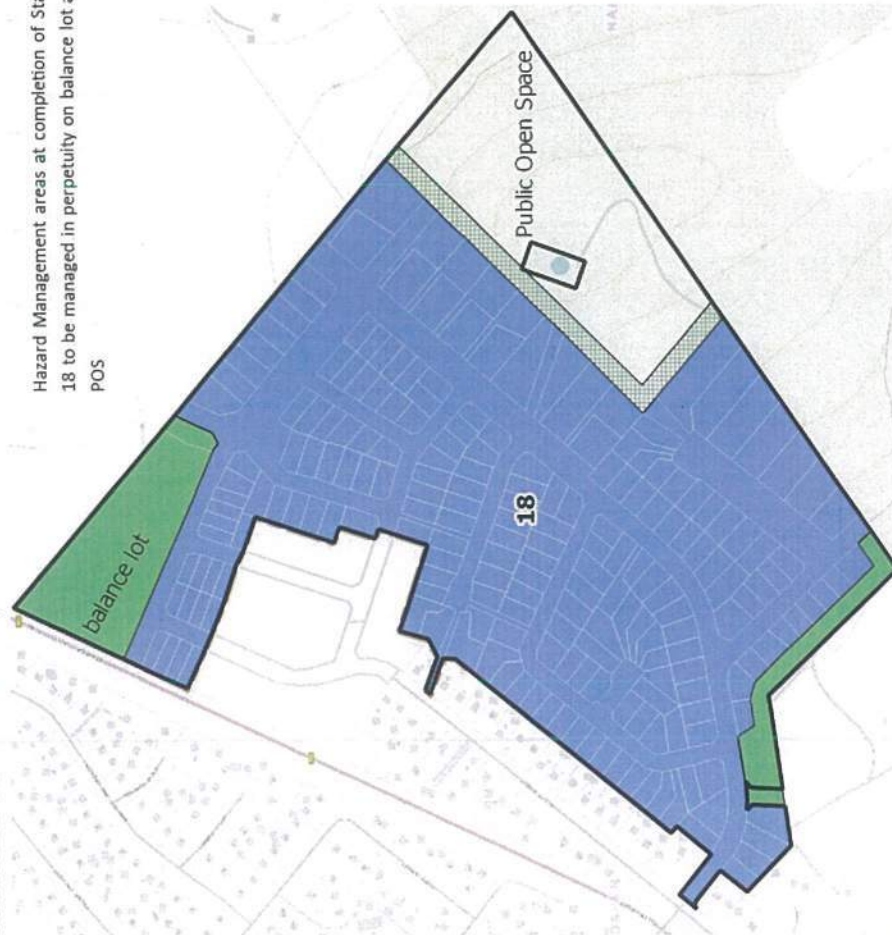
Hazard Management Areas (HMA)

Hazard management areas include the area to protect the buildings as well as the access and water supplies.

Low threat vegetation, includes maintained lawns (<100mm in height) gardens and orchards.

During staging all land within the subdivision and within 50m of a BAL Low rated lot and 14m of a BAL12.5 rated lot, except where adjacent to the eastern POS, must be managed as low threat vegetation. The eastern POS must have a fuel loading of no higher than woodland within 20m of a developed lot.

Hazard Management areas at completion of Stage 18 to be managed in perpetuity on balance lot and POS



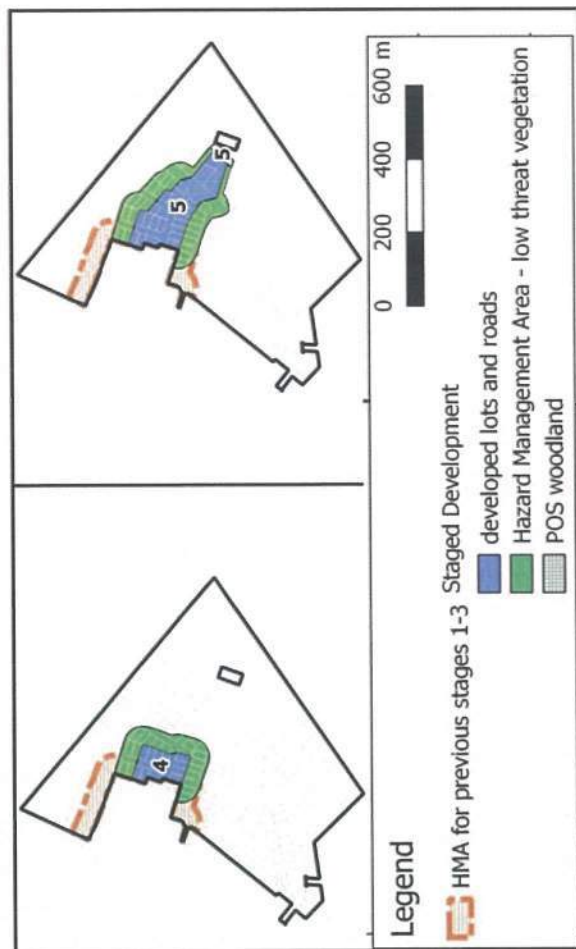
Maintenance Schedule: managed land

- Cut lawns to less than 100mm
- Remove pine bark and other flammable garden mulch
- Prune larger trees to establish and maintain horizontal and vertical canopy separation.
- Minimise storage of petroleum fuels
- Maintain road access to the dwelling and water connection point.
- Remove fallen limbs, leaf & bark from roofs, gutters and around buildings.

Hazard Management areas must be in place at sealing of titles of any lot.

All Hazard management areas must be maintained in perpetuity, with the owner of a lot responsible for management

Example Hazard management areas during staging. See report for additional stages



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Accreditation: BFP - 105: 1, 2, 3A, 3B, 3C
Date 2/11/2020

Scott Livingston

ROADS

All future roads within the subdivision must comply with the following:

- two-wheel drive, all-weather construction;
- load capacity of at least 20t, including for bridges and culverts;
- minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
- minimum vertical clearance of 4m;
- minimum horizontal clearance of 2m from the edge of the carriageway;
- cross falls of less than 3 degrees (1:20 or 5%);
- maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
- curves have a minimum inner radius of 10m;
- dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width;
- carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard AS1743-2001 Road Signs-Specifications*.

Cul de sac heads must have no parking signs, and if the turning provision /carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface.

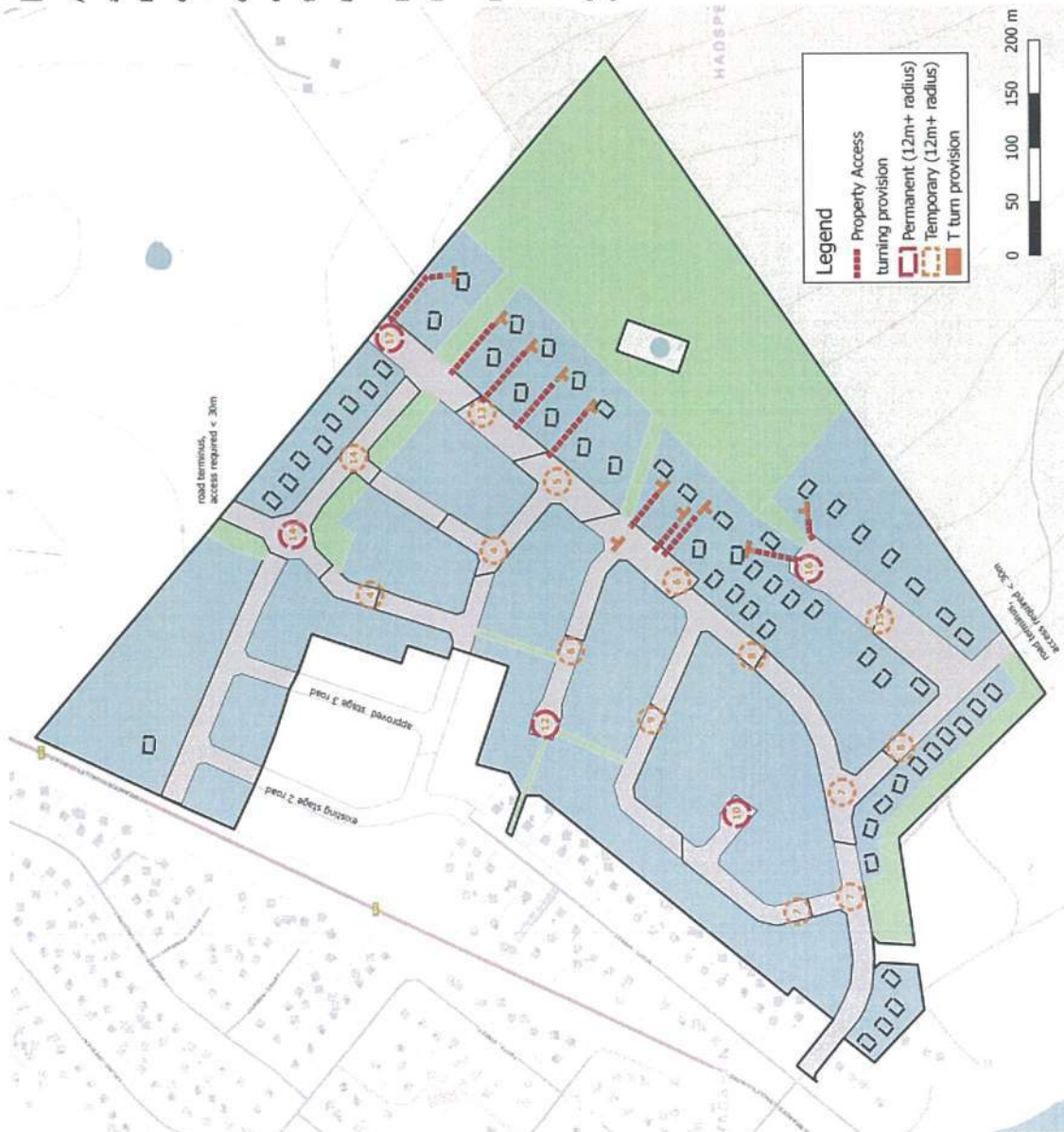
Access

If property access exceeds 30m to a habitable buildings and or water supply point it must be constructed to

- All-weather construction;
- Load capacity of at least 20 tonnes, including for bridges and culverts;
- Minimum carriageway width of 4m;
- Minimum vertical clearance of 4m;
- Minimum horizontal clearance of 0.5m from the edge of the carriageway;
- Cross falls of less than 3° (1:20 or 5%)
- Dips less than 7° (1:8 or 12.5%)
- Curves with a minimum inner radius of 10m;
- Maximum gradient of 15° (1:3.5 or 28%) for sealed roads, and 10° (1:5.5 or 18%) for unsealed road; and

Terminate with a turning area for fire appliances provided by one of the following:

- A turning circle with a minimum inner radius of 10m;
- A property access encircling the building; or
- A hammerhead "T" or "Y" turning head 4m wide and 8m long



Scott Livingston
Accreditation: BFP-105: 1, 2, 3A, 3B, 3C
Date 2/11/2020
SRL20/585

Scott Livingston

Water Supply

The subdivision will be serviced by a reticulated supply, additional hydrant must be installed prior to sealing of titles in any stage. The building area to be protected must be located within 120 metres of a fire hydrant; and the distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.

Additional Hydrants must comply with

- a. Fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011.3.1 MRWA Edition 2.0; and
- b. Fire hydrants are not installed in parking areas

A hardstand area for fire appliances must be provided:

- a. no more than 3m from the hydrant, measured as a hose lay;
- b. No closer than six metres from the building area to be protected;
- c. With a minimum width of three metres constructed to the same standard as the carriageway; and
- d. Connected to the property access by a carriageway equivalent to the standard of the property access

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 2/11/2020
SRL20/58S



BUSHFIRE-PRONE AREAS CODE

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

1. Land to which certificate applies

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

Street address:

Bartley Street, Hadspen

Certificate of Title / PID:

CT 179547/800, PID 1635307

2. Proposed Use or Development

Description of proposed Use and Development:

209 lot + balance lot + POS and roads subdivision from 1 existing title

Applicable Planning Scheme:

Meander Valley Interim Planning Scheme 2013

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report, Scott Street, Hadspen, Stages 4-18.	Scott Livingston	2/11/2020	1
Bushfire Hazard Management Plan, Scott Street, Hadspen, Stages 4-18.	Scott Livingston	2/11/2020	1
Plan of Subdivision	PDA Surveyors	27/10/2020	P10a

4. Nature of Certificate

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

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

<input checked="" type="checkbox"/>	E1.4 / C13.4 – Use or development exempt from this Code	
	Compliance test	Compliance Requirement
<input checked="" type="checkbox"/>	E1.4(a) / C13.4.1(a)	Insufficient increase in risk, Balance Lot for stage 3 if titles not issued.

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

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

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

<input checked="" type="checkbox"/>	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement

<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Roads and Property Access complies with relevant Tables,

<input checked="" type="checkbox"/>	E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name: Scott Livingston

Phone No: 0438 951 021

Postal Address: 299 Relbia Road, Relbia

Email Address: scottlivingston.lnrs@gmail.com

Accreditation No: BFP – 105

Scope: 1, 2, 3A, 3B, 3C

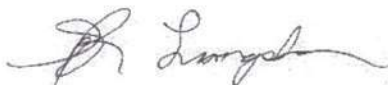
6. Certification

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

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

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

Signed:
certifier



Name: Scott Livingston

Date: 2/11/2020

Certificate
Number: SRL 20/58S

(for Practitioner Use only)

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

To: Owner /Agent
 Address
 Suburb/postcode

Form **55**

Qualified person details:

Qualified person:
Address: Phone No:
 Fax No:
Licence No: Email address:

Qualifications and Insurance details: (description from Column 3 of the Director of Building Control's Determination)

Speciality area of expertise: (description from Column 4 of the Director of Building Control's Determination)

Details of work:

Address: Lot No:
 Certificate of title No

The assessable item related to this certificate: (description of the assessable item being certified)
Assessable item includes –

- a material;
- a design
- a form of construction
- a document
- testing of a component, building system or plumbing system
- an inspection, or assessment, performed

Certificate details:

Certificate type: (description from Column 1 of Schedule 1 of the Director of Building Control's Determination)

This certificate is in relation to the above assessable item, at any stage, as part of - (tick one)

building work, plumbing work or plumbing installation or demolition work:



or

a building, temporary structure or plumbing installation:

☐

In issuing this certificate the following matters are relevant –

Documents:

- Bushfire Attack Level Assessment & Report

Relevant
calculations:

References:

- Australian Standard 3959
- Planning Directive No.5.1
- Building Amendment Regulations 2016
- Director of Building Control, Determinations
- Guidelines for development in bushfire prone areas of Tasmania

Substance of Certificate: (what it is that is being certified)

1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959

Assessed as - BAL Low, BAL 12.5, BAL19

2. Bushfire Hazard Management Plan

Proposal is compliant with DTS requirements, clauses 4.1, 4.2, 4.3 & 4.4 Directors Determination Requirements for Building in Bushfire Prone Areas (v2.1)

Scope and/or Limitations

Scope:


This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Interim Planning Directive No 1.1, Bushfire-Prone Areas Code issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, AS 3959-2009, Construction of buildings in bushfire-prone areas.

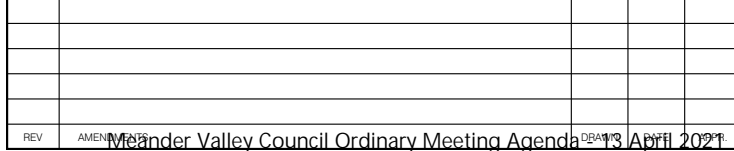
Limitations:

The inspection has been undertaken and report provided on the understanding that; -

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.

I certify the matters described in this certificate.

	<i>Signed:</i>	<i>Certificate No:</i>	<i>Date:</i>
Qualified person:	<div style="border: 1px solid black; padding: 5px; text-align: center;"></div>	<div style="border: 1px solid black; padding: 5px; text-align: center;">SRL20/58S</div>	<div style="border: 1px solid black; padding: 5px; text-align: center;">2/11/2020</div>



This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

SCALE 1: 4000 (A3)

0 40 80 120 160 200

Metres

SURVEYOR ARD	GEOCIVIL
DRAWN ARD/JTF	CHECKED JWD
DATE 23rd December 2020	

PROPOSED SUBDIVISION
PLANNING SCHEME ZONE BOUNDARIES
SCOTT STREET, HADSPEN
for HADSPEN DEVELOPMENTS



PDA Surveyors ABN 71 217 700 000
Surveying, Engineering & Planning

3/23 Brisbane Street,
Launceston, Tasmania, 7250
www.pda.com.au Also at: Hobart,
Burnie & Kingston
806 325

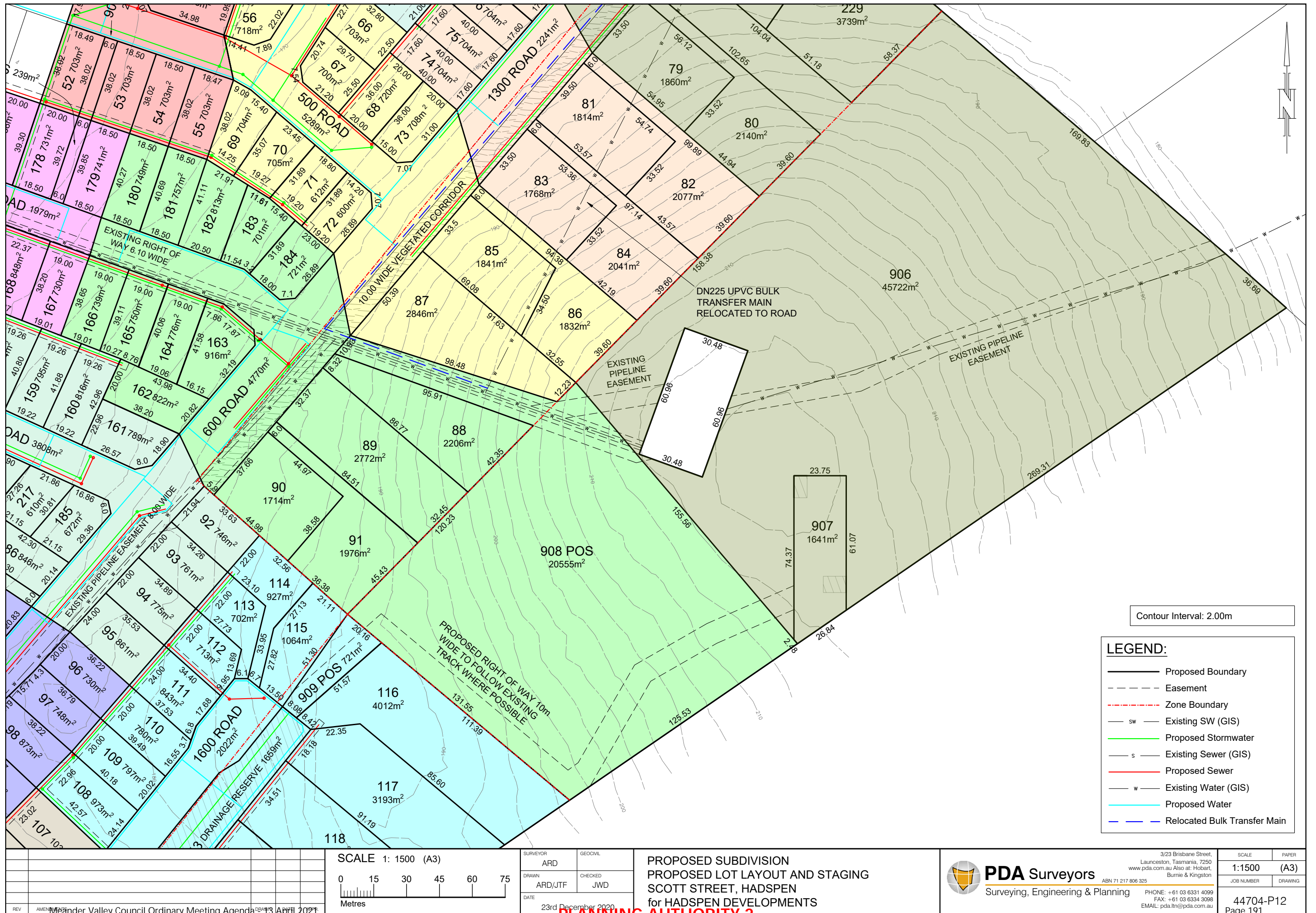
PHONE: +61 03 6331 4099
FAX: +61 03 6334 3098
EMAIL: pda.ltn@pda.com.au

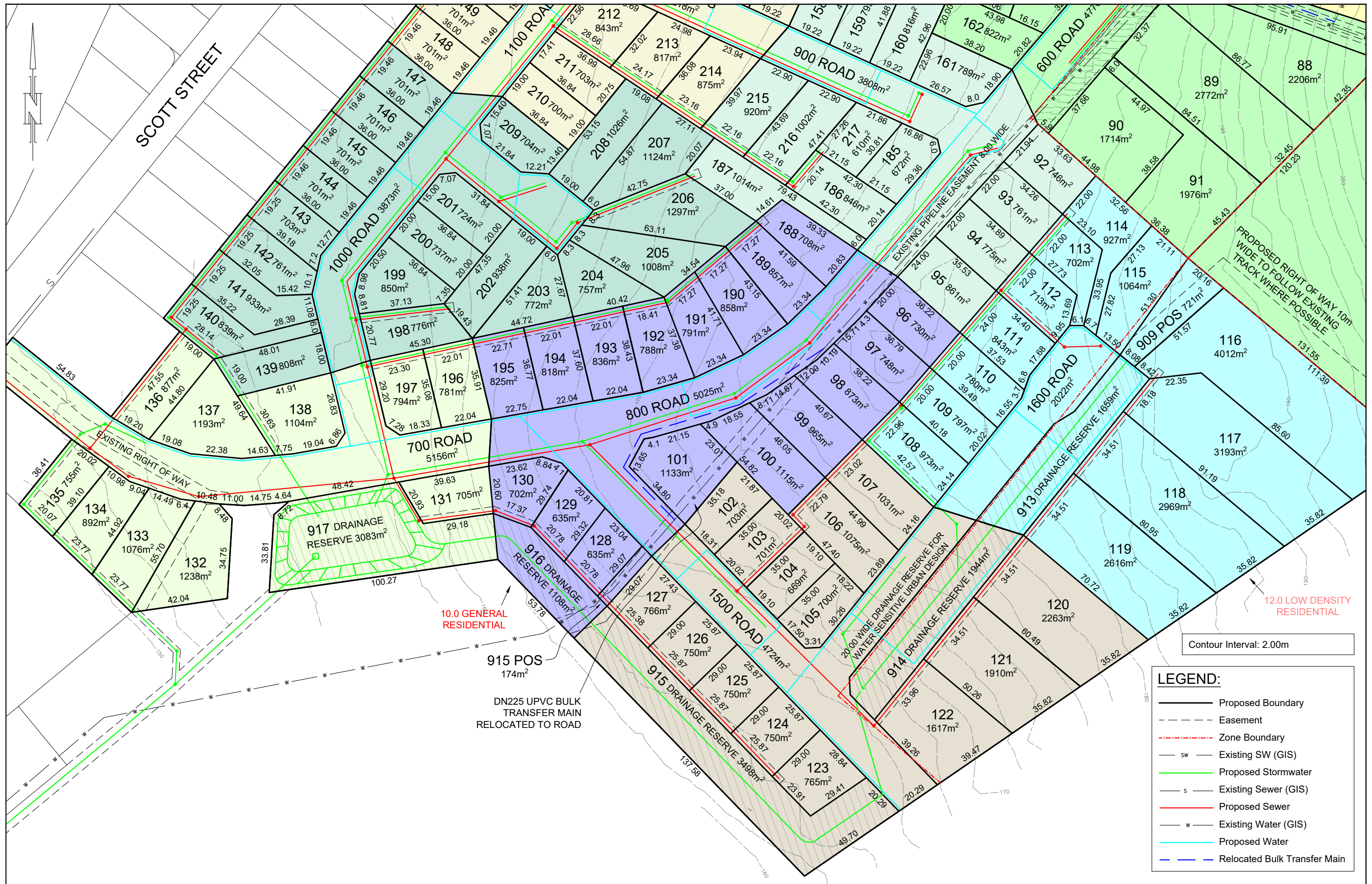
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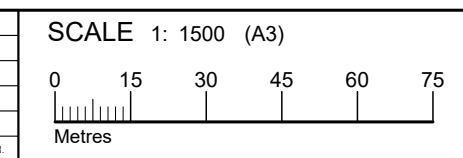
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44704-P12
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REV	AMENDMENTS	DATE
1	1	13 April 2021



SURVEYOR	GEOCIVIL
ARD	
DRAWN	CHECKED
ARD/JTF	JWD
DATE	
23rd December 2020	

PROPOSED SUBDIVISION
 PROPOSED LOT LAYOUT AND STAGING
 SCOTT STREET, HADSPEN
 for HADSPEN DEVELOPMENTS

PDA Surveyors
 Surveying, Engineering & Planning

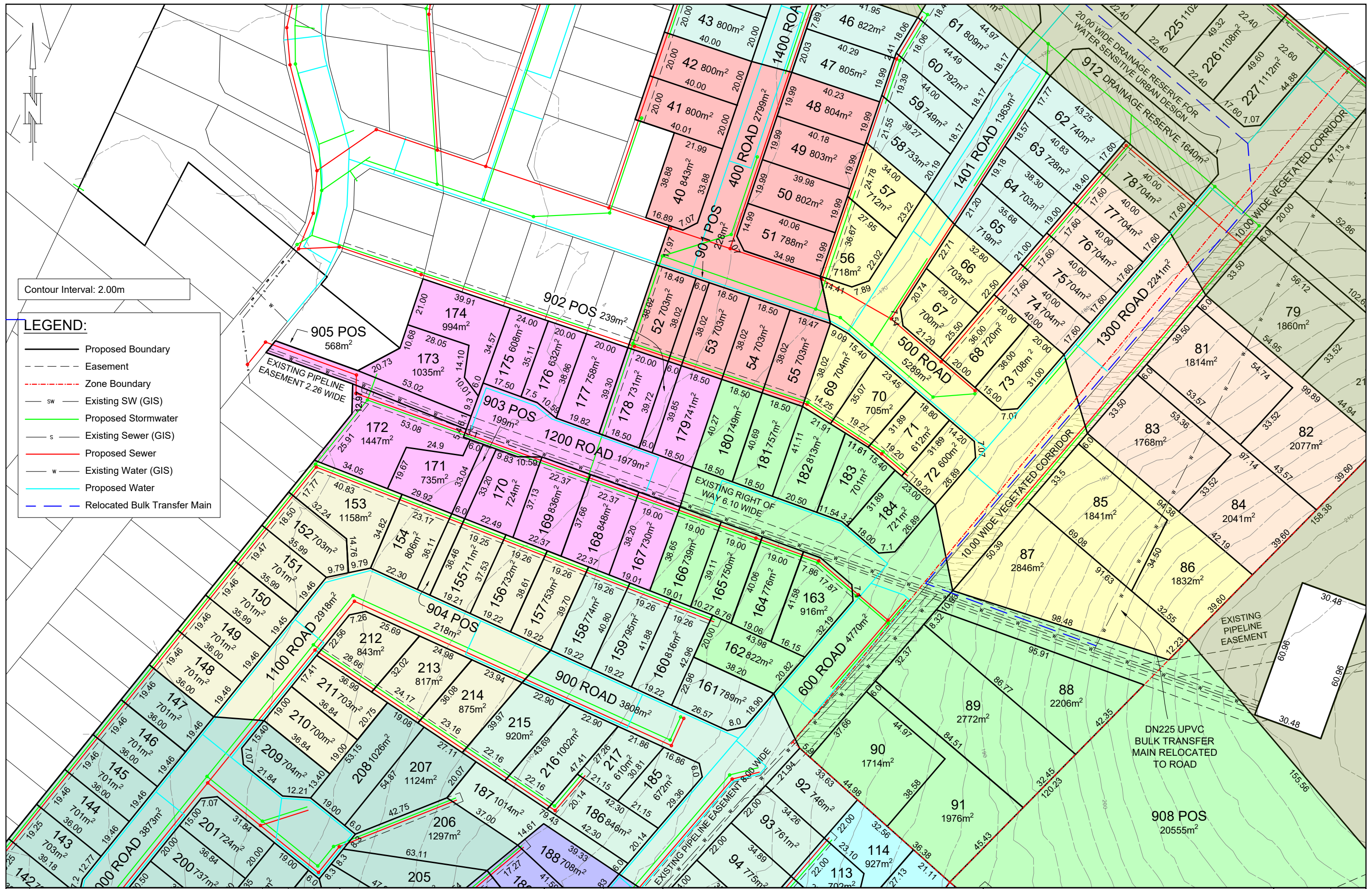
3/23 Brisbane Street,
 Launceston, Tasmania, 7250
 www.pda.com.au Also at: Hobart,
 Burnie & Kingston

ABN 71 217 806 325

PHONE: +61 03 6331 4099
 FAX: +61 03 6334 3098
 EMAIL: pda.ltn@pda.com.au

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44704-P12	
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PLANNING AUTHORITY 2

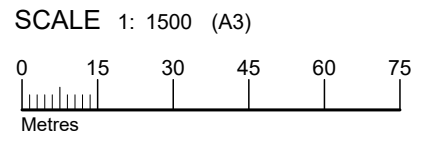


Contour Interval: 2.00m

LEGEND:

- Proposed Boundary
- Easement
- Zone Boundary
- Existing SW (GIS)
- Proposed Stormwater
- Existing Sewer (GIS)
- Proposed Sewer
- Existing Water (GIS)
- Proposed Water
- Relocated Bulk Transfer Main

REV	AMENDMENT	DATE



SURVEYOR	ARD	GEOCIVIL
DRAWN	ARD/JTF	CHECKED
DATE	23rd December 2020	JWD

PROPOSED SUBDIVISION
PROPOSED LOT LAYOUT AND STAGING
SCOTT STREET, HADSPEN
for HADSPEN DEVELOPMENTS

PDA Surveyors
Surveying, Engineering & Planning
3/23 Brisbane Street,
Launceston, Tasmania, 7250
www.pda.com.au Also at: Hobart,
Burnie & Kingston
ABN 71 217 806 325
PHONE: +61 03 6331 4099
FAX: +61 03 6334 3098
EMAIL: pda.ltn@pda.com.au

SCALE	PAPER
1:1500	(A3)
JOB NUMBER	DRAWING
44704-P12	Page 193

PLANNING AUTHORITY 2

Rod & Bev Sweetnam
15 Scott Street
HADSPEN TAS 7290

22 February 2021

General Manager
Meander Valley Council
26 Lyall Street
WESTBURY TAS

Dear Sir,

**Representation PA/21/0146 Lot 1 Bartley Street and
9A Scott Street, Hadspen**

We are disappointed with the planning application from an urban planning perspective. The proposal does not achieve the urban design outcomes indicated by original developers and Council at the time the proposal for development were made public. It is obvious the developers' objective appears only to maximise the number of residential lots.

There is no indication of landscape elements/spaces as spoken about at early public meetings. Tree streetscapes and overall public amenity do not appear to be a consideration in the proposed planning application.

Council should require the developers to re-submit the plans with the integration of Public Open Space (POS) throughout the subdivision, i.e. within the body of the subdivision, allowing road frontage to parkland for amenity and recreational purposes. The provision of the 5% POS adjacent to the telecommunication structures (and as a consequence of this lower valued land) would appear to be opportunistic from an urban planning perspective.

- As this is a green field site development, no lots should be under the 700 sq.m minimum lot size. With this development there should not be a necessity to rely on performance criteria to meet the requirements of the interim planning scheme. Council should not accept this departure from the interim planning scheme in this case.
- It is stated in the P.A. some lots will not have minimum requirement regarding water pressure. Will the development be serviced with hydrants able to provide minimum water flows as per the relevant standard? If not, these lots should not be approved until such time as the infrastructure is adequate to achieve the mandated flowrates.
- Will the Sewerage Infrastructure (sewerage treatment plant) be capable of servicing the additional loading resulting from the subdivision? If not, any stages that would take loadings over existing capacities should not be approved until sewage treatment infrastructure is expanded to cope with these additional loads.
- There are a number of lots that do not appear to have legal access to road frontage, due to provision of drainage easements in front of the lots.

- Despite comments to the contrary in TCS's report, we are concerned traffic calming devices on the major collection road will result in additional vehicle movements in Scott Street due to drivers trying to avoid these devices. The result being greater VPD volumes, ongoing, than are being predicted in the responses to Council's question as part of the PA documentation.
- The PA gives no indication of how the Scott Street/Bartley Street intersection will be treated – currently Scott Street traffic has right of way. How will this intersection fit/align with the proposed roundabout and who will fund the development?

Yours faithfully

Rod and Bev Sweetnam

From:
To: [Planning @ Meander Valley Council](#)
Subject: PA\21\0146
Date: Monday, 8 February 2021 12:06:11 PM

To whom it may concern

My comments to follow are not necessarily directly related to the proposed subdivision, they do however relate to the intersection of Bartley Street and Meander Valley Highway which is part of the content of the application.

We are residents of Bartley Street and utilise the intersection frequently. The newly constructed channlised right hand turn into Bartley Street when coming from Launceston is proving to be a bit dangerous. The problem is that traffic crosses the bridge, heading towards Launceston, at 100km/h and then have a slight bend to the left as they continue on to Launceston. It was only last week a vehicle towing a horse float crossed the bridge while I was waiting in the right turn lane (to turn into Bartley Street), because of their speed and negotiating the bend in the road they drifted across the road, I had to take evasive action and quickly move to the left to avoid being hit, thankfully there was no one to my left continuing on the Meander Valley Highway.

Whilst this was the most recent event, and the closest possible accident, there have been a number of occasions that I have sat there with heart in mouth wondering if the traffic will negotiate the bend safely.

I did notice in the report that example intersections are included but those examples are not really situated on a bend like the one in question. Whilst I am not a great fan of reducing speed limits, it might be a good idea to consider implementing the 80kmh limit earlier than coinciding with the construction of a roundabout, probably before vehicles commence crossing the bridge adjacent to Rutherglen would be a good place to commence an 80kmh zone. I understand I am not an engineer like the one employed but I do drive the road every day and I am sure I am not alone with my concerns. The construction of a roundabout would of course be the ultimate safety measure.

As stated at the beginning I understand if this is not felt to be directly related to the development application, I had been considering communicating my concerns anyway and the news article in The Examiner today prompted me to write.

Regards
Simon Bennet

From: TasWater Development Mailbox
Sent: 9 Feb 2021 21:00:36 +0000
To: Planning @ Meander Valley Council
Cc: Jo Oliver
Subject: SPAN | DA2020-01974-MVC | BARTLEY ST, HADSPEN (PA\21\0146)
Attachments: SPAN - DA2020-01974-MVC.pdf

Please find attached TasWater's Submission to Planning Authority Notice which declares that TasWater:

- does not object to the granting of the permit subject to the inclusion of TasWater conditions

Please arrange for the TasWater Submission to Planning Authority Notice to be referenced within the permit and appended to it.

If you have any queries, please contact me.

Anthony Cengia

Senior Assessment Officer



M 0474 933 293
F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
169 Main Road, Moonah, TAS 7009
E anthony.cengia@taswater.com.au
W <http://www.taswater.com.au/>

Please note that I am working from both home and the office on a 9 day fortnight, every second Monday is my non-work day.

Day	Monday	Tuesday	Wednesday	Thursday	Friday
Location W1	N/A	Home	Office	Home	Home
Location W2	Office	Home	Home	Home	Home
Usual Hours	8am-5pm	8am-5pm	8am-5pm	8am-5pm	8am-4:30/5pm

Disclaimer

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with, disclose, copy or retain this email. TasWater will not accept liability for any errors, omissions, viruses, loss and/or damage arising from using, opening or transmitting this email

Submission to Planning Authority Notice

Council Planning Permit No.	PA\21\0146	Council notice date	24/11/2020
TasWater details			
TasWater Reference No.	TWDA 2020/01974-MVC	Date of response	10/02/2021
TasWater Contact	Anthony Cengia	Phone No.	0474 933 293
Response issued to			
Council name	MEANDER VALLEY COUNCIL		
Contact details	planning@mvc.tas.gov.au		
Development details			
Address	BARTLEY ST, HADSPEN	Property ID (PID)	1635307
Description of development	Subdivision - 190 Lots		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
PDA	44704 Sheets P12 (Comprising of 6 sheets)		23/12/2021
Conditions			
<p>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</p> <p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. 5. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction. <ol style="list-style-type: none"> a. Included in the application for Engineering Design Approval must be a water model compliant with TasWater supplement to the Water Supply Code of Australia – Melbourne Retail Water Agencies Integrated Code. 			

The water model must ensure that each stage of the development is compliant.

6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
8. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
9. The developer must make a financial contribution to TasWater, to be paid on a pro-rata basis as a proportion of each stage of the development, prior to TasWater issuing a Consent to Register a Legal Document for each stage, upon demand from TasWater to fund future upgrades to TasWater infrastructure necessary to ensure adequate supply of water capacity is maintained for the additional load the development will place upon the infrastructure. The total amount payable by the developer for such works will be capped at \$800,000, indexed quarterly at the Consumer Price Index, All Groups Hobart rate from the date of this permit until the date it is paid.
10. In the event that council impose a condition that requires the developer to alter the layout of the lots adjacent to lot 914 to allow for a better overland flow path then TasWater must be consulted in the approval for the re-arrangement of the lots to ensure adequate re-connection of the re-aligned water infrastructure.

Advice: We understand that lots 127/128 may also change as a result and this means that connection of the re-aligned water main would be impacted. If that occurred, then TasWater could consider the water main being connected back into the network over a freehold lot with a suitable easement. One thing to note is the developer is showing one main where we have two mains listed (a 250mm bulk transfer main and a 200mm reticulation main) and the easement land would need to be wide enough to accommodate two individual pipes, which could be up to 12.00 metres wide.

The alternative could be to extend the main(s) further down the road adjacent to lots 130/131 and then tie back into the main inside of 9A SCOTT ST, HADSPEN (Volume/Folio: 117185/4).

11. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
12. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
13. After the Certificate of Practical Completion has been issued, a 12 month defects liability period

applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.

14. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
15. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
16. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

17. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
18. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.
19. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
 - a. the exact location of the existing infrastructure,
 - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

DEVELOPMENT ASSESSMENT FEES

20. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,139.79 and a Consent to Register a Legal Document fee of \$149.20 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.
The payment is required within 30 days of the issue of an invoice by TasWater.
21. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice

General

For information on TasWater development standards, please visit
<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.
Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- (c) TasWater will locate residential water stop taps free of charge
- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by



Jason Taylor
Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

PLANNING AUTHORITY 3

Reference No. 65/2021

DRAFT AMENDMENT 4/2020 – REPORT ON REPRESENTATIONS RECEIVED –
COUNTRY CLUB ESTATE - 100 COUNTRY CLUB AVENUE, PROSPECT VALE

AUTHOR: Jo Oliver
Senior Strategic Planner

1) Recommendation

It is recommended that Council:

- 1. Endorse Attachment 1: Consideration of Representations to Draft Amendment 4/2020 as its report in response to the representations in accordance with Section 39(2) of the former provisions of the Land Use Planning and Approvals Act 1993; and.***
- 2. Recommend to the Tasmanian Planning Commission that no modifications are required to the notified draft amendment.***

2) Officers Report

At its Ordinary Meeting of the 9 February 2021, Council initiated and certified a draft amendment to the Meander Valley Interim Planning Scheme 2013 to:

- Rezone 44 hectares of land at 100 Country Club Avenue, Prospect Vale from Major Tourism Zone to General Residential Zone; and
- Insert a Specific Area Plan (SAP) over the land to provide for the key features of a residential estate.

Figure 1 shows the proposed area for rezoning and the associated Specific Area Plan.

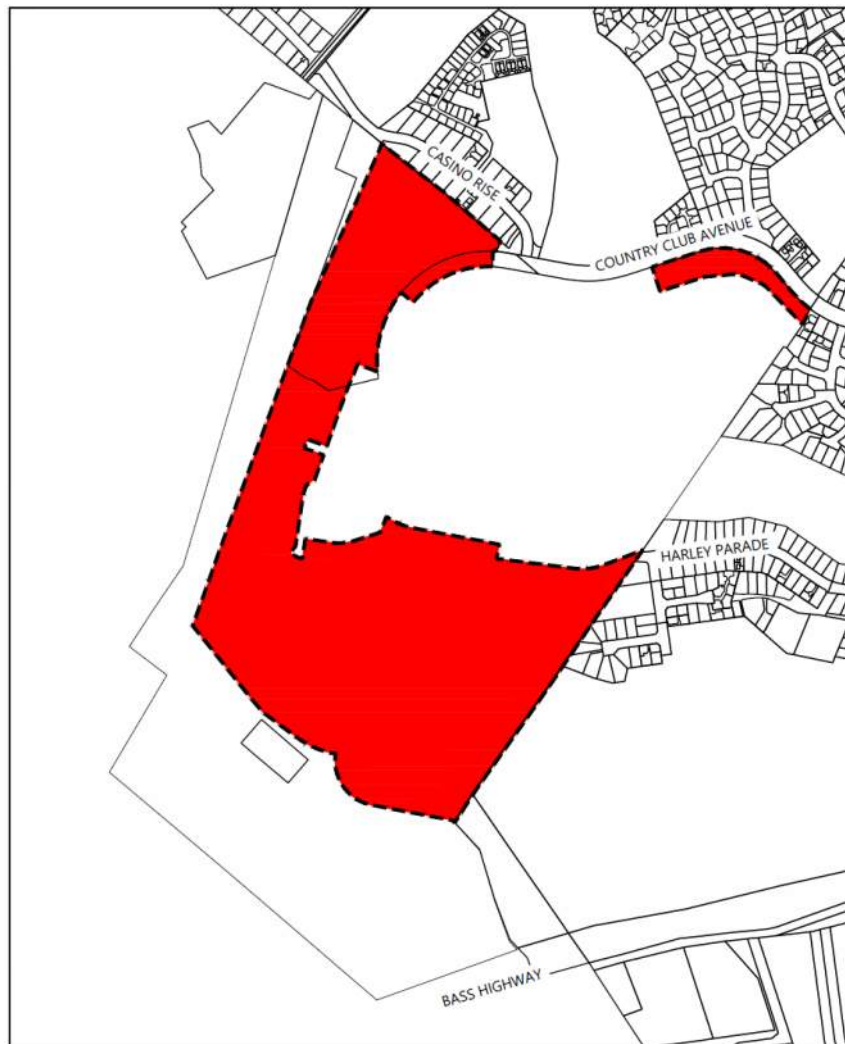


Figure 1: Proposed extent of General Residential Zone and associated Specific Area Plan.

When initiating the draft amendment, Council modified the Specific Area Plan to:

- amend the title of the SAP;
- include a 1.52 hectare area of public open space over the central ridgeline;
- extend the northern internal road to Pitcher Parade; and
- include a standard to activate the required components of future subdivision.

Figure 2 shows the SAP as modified by the Planning Authority decision.

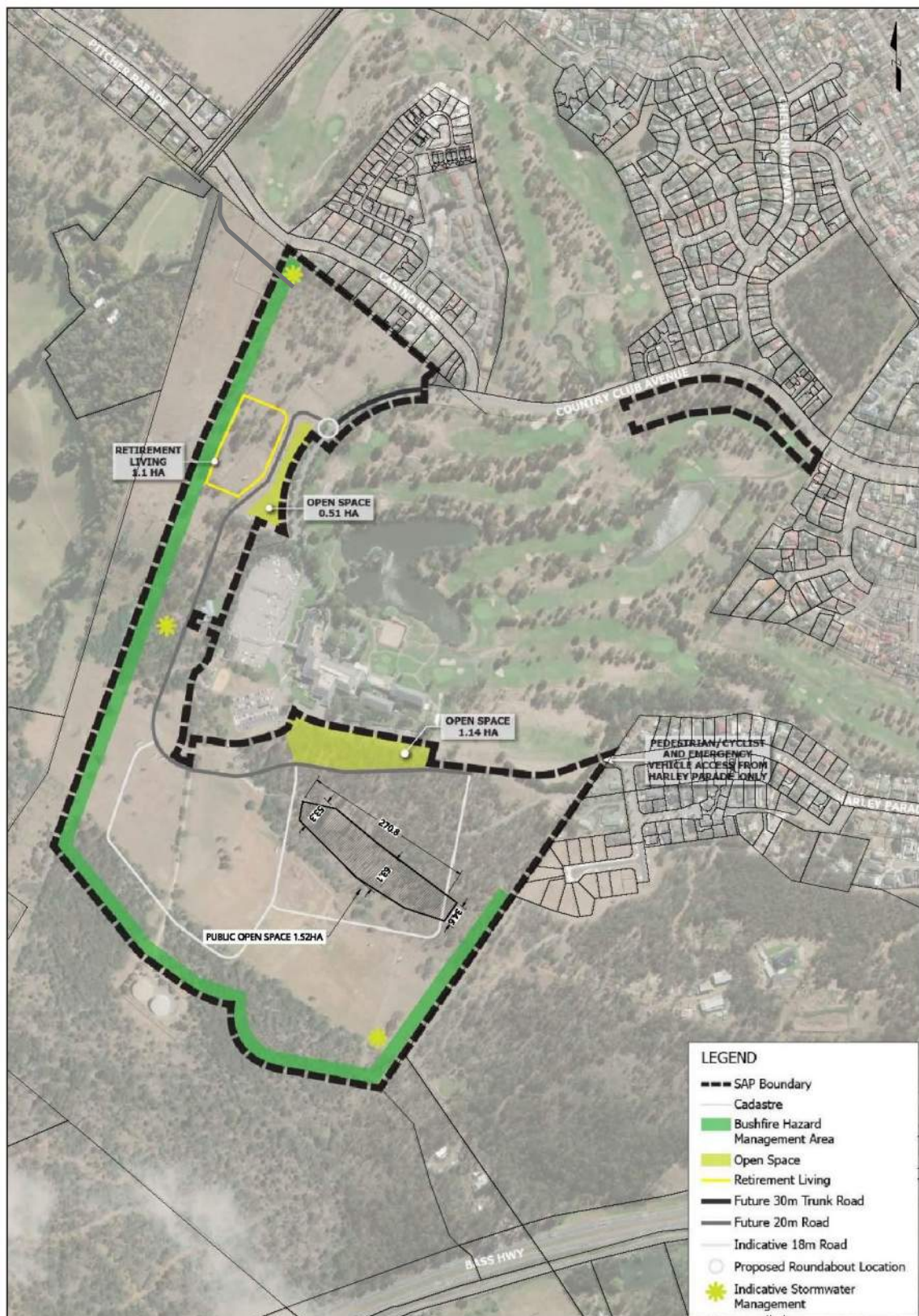


Figure 2: Initiated Specific Area Plan.

Pursuant to Section 38 of the former provisions of the *Land Use Planning & Approvals Act* (LUPAA) 1993, Council placed the draft amendment on public notice for a period of 31 days. The formal exhibition period commenced on Saturday 13 February 2021 and concluded on Monday 15 March 2021.

At the end of this period Council had received six (6) representations, including one from the applicant. In accordance with the *Water & Sewerage Industry Act 2008*, the TasWater Submission to Planning Authority Notice (SPAN) is to be taken as a representation.

In accordance with Section 39(2) of the former provisions of the LUPAA, Council acting as the Planning Authority is required to formally consider the representations and to prepare a report to be submitted to the Tasmanian Planning Commission (TPC).

Section 39(2) of the LUPAA stipulates that the planning authority's report must include:

- a) *a copy of each representation received by the authority in relation to the draft amendment or, where it has received no such representation, a statement to that effect; and*
- b) *a statement of its [the planning authority's] opinion as to the merit of each such representation, including, in particular, its views as to;*
 - i. *the need for modification of the draft amendment in the light of that representation; and*
 - ii. *the impact of that representation on the draft amendment as a whole; and*
- c) *such recommendations in relation to the draft amendment as the authority considers necessary.*

Attachment 1 considers the representations in accordance with the requirements of the LUPAA.

3) Council Strategy and Policy

Further the objectives of the Council's Community and Strategic Plan 2014 to 2024:

- Future Direction (1): A sustainable natural and built environment
- Future Direction (2): A thriving local economy
- Future direction (3): Vibrant and engaged communities
- Future direction (4): A healthy and safe community
- Future direction (6): Planned infrastructure services

4) Legislation

Amendments to the LUPAA to establish the Tasmanian Planning Scheme, were gazetted on 17 December 2015, however the provisions of the Tasmanian Planning Scheme do not come into operational effect until such time as Council completes its Local Provisions Schedule process with the TPC and the Minister agrees to the approval. In the interim, the process for the consideration of planning scheme amendments continues in accordance with the LUPAA as it was written prior to 17 December 2015. These provisions are defined as the 'former provisions' in Schedule 6 - Savings and Transitional Provisions in the amended LUPAA.

Council's report, pursuant to Section 39(2) of the former provisions LUPAA, is provided in Attachment 1 - Consideration of Representations to Draft Amendment 4.2020.

5) Risk Management

Not applicable

6) Government and Agency Consultation

The draft amendment was referred to TasWater. TasWater has responded that it does not object to the draft amendment and has no formal comments for the Tasmanian Planning Commission.

TasWater have provided technical advice in the SPAN.

The draft amendment was referred to the Department of State Growth. No response was received.

7) Community Consultation

This report responds to the representations received during the public notification period, which commenced on 13 February and concluded on 15 March 2021. The TPC will hold hearings into the representations, prior to making a decision on the amendment.

8) Financial Consideration

Not applicable

9) Alternative Recommendations

Council may modify the report under Section 39(2) of the LUPAA prior to submission to the TPC.

10) Voting Requirements

Simple Majority

DECISION:

Attachment 1

Consideration of Representations to Draft Amendment 4/2020

100 Country Club Avenue, Prospect Vale

Planning Authority Report under Section 39 of the Land Use Planning & Approvals Act 1993

Representor	Representation Issue	Statement of Merit
E Wohlgemuth P & K Seaman L & J van Gelderen	<p>Traffic Concerns:</p> <ul style="list-style-type: none">• Safety of roads with additional traffic, particularly speed and accessing existing driveways;• Single point of entry/exit; consider an additional point of access – Harley Parade or elsewhere;• Concerns regarding management of hooning, roundabouts may cause associated noise impacts;• Amenity impacts of increased traffic and future interventions/upgrades that will diminish the visual amenity of Cheltenham Way;• Concerns that Cheltenham Green will be turned into a roundabout;• If roundabouts considered, can they be beautified rather than the usual barren structures?;• Should include a dedicated golfers	<p>The representations raise relevant issues pertaining to traffic impacts.</p> <p>In response:</p> <ul style="list-style-type: none">• Council will continue to work with Richard Burk on a 'Traffic and Development Plan' for Prospect Vale/Blackstone Heights to determine thresholds for road and junction improvements, as well as key measures such as a new link through to Mt Leslie Road.• Council commits to pursuing road network interventions that eliminate the need to convert the 'Cheltenham Green' island into a roundabout, due to the amenity values expressed by existing residents. It is noted that the comments in the traffic impact assessment submitted in the application, relating to the installation of a roundabout at this location, do not take into account any extension of Mt Leslie Road to Pitcher Parade and Council's required modification to extend the internal road of this development to a future intersection on Pitcher Parade. This will distribute traffic away from the junction of Cheltenham Way with Country Club Avenue.• Council commits to future attention to the visual appearance of roundabouts and other crossing infrastructure. This will enhance the visual amenity of the area. <p>It is considered that increased traffic is inevitable with growth, along with associated noise effects. However it is noted that Country Club Avenue is already a busy collector road and was designed for that purpose. The design of future</p>

	<p>crossing which could also act as traffic calming; and</p> <ul style="list-style-type: none"> Increased traffic noise. 	<p>traffic management measures can take into account the resultant effects of vehicle behaviour adjacent to dwellings.</p> <p>The impacts of noise at peak times will not likely be noticeable due to the high level of use of the road.</p> <p>The crossing for the golf course and pedestrians will require detailed attention in the future work for subdivision, due to the increases in traffic on Country Club Avenue. As mentioned by a representor, this could also act as an effective traffic calming measure.</p>
Need for Modification		
It is considered that there is no need for modification of the draft amendment in response to the representations.		
Impact of Representation on Draft Amendment as a Whole		
As the concerns in the representations will be addressed through Council commitments and the future Traffic and Development Plan, the representation does not affect the draft amendment as a whole.		
Recommendation		
The draft amendment is progressed as proposed.		
Representor	Representation Issue	Statement of Merit
L & J van Gelderen	<p>Pedestrian Access:</p> <ul style="list-style-type: none"> Pedestrian access to the Country Club facilities from the broader area would be beneficial. 	<p>Agreed.</p> <p>With substantive development of this nature, it is incumbent upon Council to factor in connections to the broader pedestrian network. This may require budget allocations into the future as Council can only require the developer to install immediately relevant footpath connections.</p>

Need for Modification		
It is considered that there is no need for modification of the draft amendment in response to the representations.		
Impact of Representation on Draft Amendment as a Whole		
As the concerns in the representations will be addressed through the future Traffic and Development Plan and any future permit/s issued for subdivision, the representation does not affect the draft amendment as a whole.		
Recommendation		
The draft amendment is progressed as proposed.		
Representor	Representation Issue	Statement of Merit
E Wohlgemuth P & K Seaman L & J van Gelderen	Character of the area: <ul style="list-style-type: none"> • Object to the narrow strip of lots along Country Club Avenue • Removal of significant amount of trees will destroy visual amenity along this section of road; • Will the treed nature strip be continued?; and • Suggest covenants to ensure development on new lots reflects existing properties. 	<p>Prospect Vale is a modern suburb with variable, contemporary housing styles. The strip of lots along Country Club Avenue will effectively continue the existing character of the frontages of properties along that road and there will not be a distinct difference in character of residential development.</p> <p>Council can require future subdivision to be designed around Council's street trees so that they are not to be removed to facilitate driveways.</p> <p>Council considers that the removal of vegetation on the golf course is the prerogative of the Federal Group.</p> <p>Council's obligation is to consider the overall objectives for the area and whether local strategy supports specific controls for neighbourhood visual amenity. In this instance, there are no strategic objectives relating to the golf course land where it fronts Country Club Avenue. It is noted that the appearance of Country Club Avenue as a high quality corridor lined with street trees will continue, despite</p>

		some additional residential development along its frontage.
Need for Modification		
It is considered that there is no need for modification of the draft amendment in response to the representations.		
Impact of Representation on Draft Amendment as a Whole		
As some of the concerns in the representations will be addressed through future requirements for subdivision and the retention of street trees, the representations do not affect the draft amendment as a whole. Council does not support significant changes to implement design controls for future development.		
Recommendation		
The draft amendment is progressed as proposed.		
Representor	Representation Issue	Statement of Merit
E Wohlgemuth P & K Seaman L & J van Gelderen D Binns	<p>Impacts on adjoining and surrounding properties:</p> <ul style="list-style-type: none"> Request for larger lots to adjoin existing properties along Casino Rise, reflecting existing character; Impacts on amenity of views to the golf course from Cheltenham way area, monotonous; and Reduce property values. 	<p>The land along Casino Rise has long been zoned Residential Zone which has provided for lots with sizes in the order of that indicated in the overall layout plan, and in fact much smaller. The relatively small area of existing lots along Casino Rise would not provide enough justification for differentiation in lot size under the criteria of the Act, within the context of a long established suburb and zoning that has provided an entitlement for smaller lot sizes than that which exists in this location.</p> <p>Refer comments above regarding amenity and outlook onto the golf course land. As above, Council can ensure the existing street trees on Country Club Avenue and Cheltenham Green are retained, which will mitigate views to new development.</p> <p>There is no evidence that new residential development adjoining existing residential development reduces property values.</p>

		By comparison, it is noted that the current Major Tourism Zone enables substantive accommodation development at a setback of 10 metres to side and rear boundaries as a permitted use.
Need for Modification		
It is considered that there is no need for modification of the draft amendment in response to the representations.		
Impact of Representation on Draft Amendment as a Whole		
As some of the concerns in the representations will be addressed through future requirements for subdivision and the retention of street trees, the representations do not affect the draft amendment as a whole. Council does not support significant changes to implement design controls for future development.		
Recommendation		
The draft amendment is progressed as proposed.		
Representor	Representation Issue	Statement of Merit
E Wohlgemuth	Basis for the amendment: <ul style="list-style-type: none"> Unjust that the Country Club has changed its mind in regard to development of surplus land holding, affecting the long standing amenity of existing residents. 	Whilst the amenity of nearby residents in regard to outlook over the golf course is acknowledged, it is centred on private land that has a right to contemplate changes in land use. Council's obligation is to consider the overall objectives for the area and whether local strategy supports specific controls for neighbourhood visual amenity. In this instance, there are no strategic objectives relating to the golf course land.
Need for Modification		

It is considered that there is no need for modification of the draft amendment in response to the representations.		
Impact of Representation on Draft Amendment as a Whole		
As the representations are not supported, the representations do not affect the draft amendment as a whole.		
Recommendation		
The draft amendment is progressed as proposed.		
Representor	Representation Issue	Statement of Merit
L & J van Gelderen	Potential future shopping precinct: <ul style="list-style-type: none"> • Not included in proposal; • Could be included within existing Country Club premises. 	A potential future neighbourhood retail precinct is not included in the proposal. This would be the subject of a future application.
Need for Modification		
It is considered that there is no need for modification of the draft amendment in response to the representations.		
Impact of Representation on Draft Amendment as a Whole		
As the representation raises an issue that is not part of this proposal, the representation does not affect the draft amendment as a whole.		
Recommendation		
The draft amendment is progressed as proposed.		
Representor	Representation Issue	Statement of Merit

TasNetworks	<ul style="list-style-type: none"> Seek access to the upper part of the powerline easement through the end of Road 7 at the southern extent of the development. 	Future access for Tasnetworks can be secured through a future permit for subdivision. The concept layout provides for a future road connection that will enable access to the powerline easement.
Need for Modification		
It is considered that there is no need for modification of the draft amendment in response to the representations.		
Impact of Representation on Draft Amendment as a Whole		
As the representation raises an issue that is not part of this proposal, the representation does not affect the draft amendment as a whole.		
Recommendation		
The draft amendment is progressed as proposed.		
Representor	Representation Issue	Statement of Merit
Applicant: Niche Planning Studio obo Kin Capital and Federal Group	<ul style="list-style-type: none"> A revised layout has been submitted demonstrating: <ul style="list-style-type: none"> how the public open space required by the Council decision is to be incorporated; and the extension of the internal road toward a future Mt Leslie Road link, to the edge of the development area. 	<p>The revised concept layout is noted.</p> <p>The area shown as public open space over the central ridgeline, having an area of 1.25 hectares, reasonably meets Council's objectives and it is considered that it is appropriate to modify the Specific Area Plan to reflect the public open space in the amended concept plan.</p>
Need for Modification		

It is considered that the Specific Area Plan should be modified to reflect the area shown in the amended concept plan included in the representation.

Impact of Representation on Draft Amendment as a Whole

As the representation raises an issue that is specific to one area of public open space, the representation does not affect the draft amendment as a whole.

Recommendation

The draft amendment is progressed, subject to the recommended modification for the public open space.

From: Deborah Binns
To: [Planning @ Meander Valley Council](#)
Subject: Rezoning of land at 100 Country Club Avenue, Prospect Vale
Date: Tuesday, 16 March 2021 12:04:21 AM

Attention: Jo Oliver

I have recently learnt, from discussion with a real estate agent, that the future development of land adjoining the back of my property at 15 Casino Rise, would most likely result in the devaluation of that property, the impact of which would be dependent on the type of development. In keeping with the open 'feel' of the larger blocks in Casino Rise, please give consideration to offering larger lots of land if this land is rezoned as residential.

From: Martin Wohlgemuth
Sent: 15 Mar 2021 14:05:27 +1100
To: Meander Valley Council Email
Subject: Re Draft Amendment 4/2020 – 100 Country Club Avenue, Prospect Vale
Attachments: Eva's representation to 4 2014 Prospect Vale.docx

To whom it may concern,
please find attached a representation in relation to the above.
I am sending the representation to you on behalf of my elderly mother, Eva Wohlgemuth.
who has requested me to do so.
Please advise receipt of the attachment and confirm that my mother has legal standing in
the planning process, before the close of submissions, today..

Kind regards,
Martin Wohlgemuth
8 Station Road
Dover 7117



Virus-free. www.avast.com

Eva Wohlgemuth
50 Cheltenham Way
Prospect Vale TAS 7250

14/03/2021

Re Draft Amendment 4/2020 – 100 Country Club Avenue, Prospect Vale

To Whom it may concern,

My representation to the Meander Valley Council is in relation to two areas of concern. Firstly, I would like to object to the row of planned narrow residential lots along Country Club Avenue opposite the intersection of Cheltenham Way and Country Club Avenue, as part of this rezoning proposal. These lots will with some certainty be built on with little unbuilt space between them. I imagine they will look like a prison wall of 18 or so new modern houses squeezed together with no tree or greenery between them or to be seen in the further distance. That scar would indeed take the tranquillity of my beloved view over the Golf-Course away and greatly diminish my visual amenity that I currently enjoy. How can you break the monotonousness? That string of building lots should be broken up.

Secondly, I object to the traffic implications the development will have on,

1. The safe vehicle access to and from my home
2. The effect any traffic management options to upgrade the intersection of Cheltenham Way and Country Club Avenue will have on my residential amenity, including further erosion of my current visual amenity.

Both of these areas of concern regarding the rezoning application will have significant negative effects on the visual, landscape and access amenities that relate to my home. This in turn may have significant negative effects on the value of my property into the future.

In the Planning Scheme Amendment Report, it is noted that in the implementation of the 20 year PVBHSP back in 2014 “.. there was no appetite from the owners of the Country Club to facilitate residential development within their surplus landholding”. It would seem unjust that now when the Country Club has decided to change it’s tune, that people like myself who built in this area might have to live in an area with reduced residential amenity and property values.

There you have my opposition!!!

Regards,
Eva Wohlgemuth

10510 PA/21/0142

Index No.			
Doc No.			
RCVD	11 MAR 2021	MVC	
Action Officer	JO	Dept.	DES
EO		OD	✓

Peter & Karlene Seaman
 49 Sheltenham Way
 Prospect Vale 7250
 4.3.2021

General Manager John Jordan
 Meander Valley Council

Dear Sir Re-draft amendment 4/2020
 100 Bountry Club Avenue
 My wife and I are strongly against
 Council decision to allow residential
 on the golf course in country club club,
 as referred to above.
 We are deeply concerned with the following
 blocks out the view from present
 residence in the area and destroy the
 natural beauty.
 Traffic noise will be greatly increased
 we consider this bend in the road
 an accident waiting to happen
 We bought our house on the understanding
 that we would inherit these green
 views, including the unique area known
 as Sheltenham Green.
 We invite council to review the original
 images on the Bill Board, atop the
 present structure which included a
 bench seat.
 We trust that council will see fit,
 not to invade this spot and destroy
 its beauty.

P.T.O.

Under no circumstances do we want
or indeed deserve to be looking at a
vaundabaut. If this did occur it would
cause us a lot of distress, and would
certainly devalue our house.

Yours Faithfully
Peter & Harlene Seaman

From: Lou and Janna van Gelderen
Sent: 2 Mar 2021 23:34:58 +0000
To: Planning @ Meander Valley Council
Subject: Country Club Estate Draft Amendment 4/2020

Att.: Jo Oliver - senior strategic planner

Thank you for letter dated 11 Feb 2021 and subsequent meeting at your office on 18 Feb 2021.

Naturally we are interested in this project as we live in a location likely to be heavily impacted by the proposal.

It is early days and we recognize the potentially positive aspects but the current proposal creates a number of concerns:

1. Appearance

The 18 or so building allotments along Country Club Ave will necessitate a massive removal of trees and greenery.

Apart from the environmental impact, this will destroy one of the most pleasant aspects along this section of road.

CCE assures us greenery will be replaced but that, of course, will not be possible.

Can we be assured that the council nature-strip will be extended, retained and (re)established including tree-planting?

This, along with appropriate covenants for these properties with regard to style, lot-size, fencing etc. will - at least to some extent - help preserve the appearance of CC Ave.

2. Traffic

The number of proposed allotments, (along with those at Blackstone Heights) will have a substantial impact on already steadily increasing traffic volume, speeding and noise levels.

It would appear that a single-entry/exit point at one end only for an estate of some 300+ allotments will be both congestive and potentially dangerous.

Realization of the Mt Leslie Road connection may relieve some of these issues but we respectfully suggest that an additional entry/exit point be seriously considered (from Harley Pde or elsewhere?)

Hooning will be difficult to stop.

The suggested introduction of roundabouts may address speeding (but will increase noise levels with incessant de- and acceleration and even encourage inappropriate behaviour)

If roundabouts are to be considered, could they be beautified with greenery, rather than the usual barren structures, in order to preserve the streetscape?

Alternatively, a dedicated crossing for golfers may be an appropriate measure, both for safety of players and a means of slowing down traffic.

3. Shopping Precinct

There is no further mention in the current proposal, despite still ranking highly in the concept on CCE 's website.

Rather than a separate greenfield development, it may be worth considering to incorporate any such facilities within existing premises.

We believe this would improve and enhance the experience of the hotel/club environment, thus attracting more people from the surrounding areas.

4 General Access

When proposed walkways/bikepaths are considered, it would be beneficial to incorporate pedestrian access to the CCC facilities from further afield.

Thank you for this opportunity to provide input.

With kind regards

Lou and Janna van Gelderen
Unit 3, 90 Country Club Ave.

From: Anita Bourn
Sent: 15 Mar 2021 02:59:00 +0000
To: Planning @ Meander Valley Council
Cc: Jo Oliver
Subject: RE: Draft Amendment 4/2020 to the Meander Valley Interim Planning Scheme 2013 – Rezoning of land and Specific Area Plan at 100 Country Club Avenue, Prospect Vale.
Attachments: Proposed Access Route_100 Country Club Ave.pdf

Attention – Jo Oliver

Thank you for your email (23rd February) advising of the proposed development at 100 Country Club Avenue, Prospect Vale.

Based on the information provided, the use/development is not likely to adversely affect TasNetworks' operations, however, TasNetworks advises that the easement and access to the corridor is maintained and development is in accordance to TasNetworks' Transmission and Distribution Easement Guidelines.

Regarding access to the easement, specifically the overhead powerline towers (PM-GT TL509 T101 – 103, PM-TR TL413 T159 – 162, HA-TR TL471 T6 – 8) as indicated in the attached maps, there needs to be another access point for technicians and emergency services to access the towers, when issues arise. Currently, TasNetworks is utilising the access through the Casino horse stables, however, from the proposal, it is possible this access may not be available and will subsequently hinder future access to the site once development starts. There is however, a possible access route off Road 7 that runs along the bottom boundary of Lot 108 (See Map 2), that could be considered as part of the development proposal (see attached Maps 1 & 2), which will allow for easy access to the towers. We consider this as a matter of priority, particularly in the case of an emergency, if and when this may arise in the near future.

Subject to this access right being incorporated into the development, TasNetworks has no other concerns with what has been proposed.

Kind Regards,



Anita Bourn
Land Use Planner

P 03 6271 6413 | **M** 0438 649 494
1 – 7 Maria Street, Lenah Valley 7008
PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au



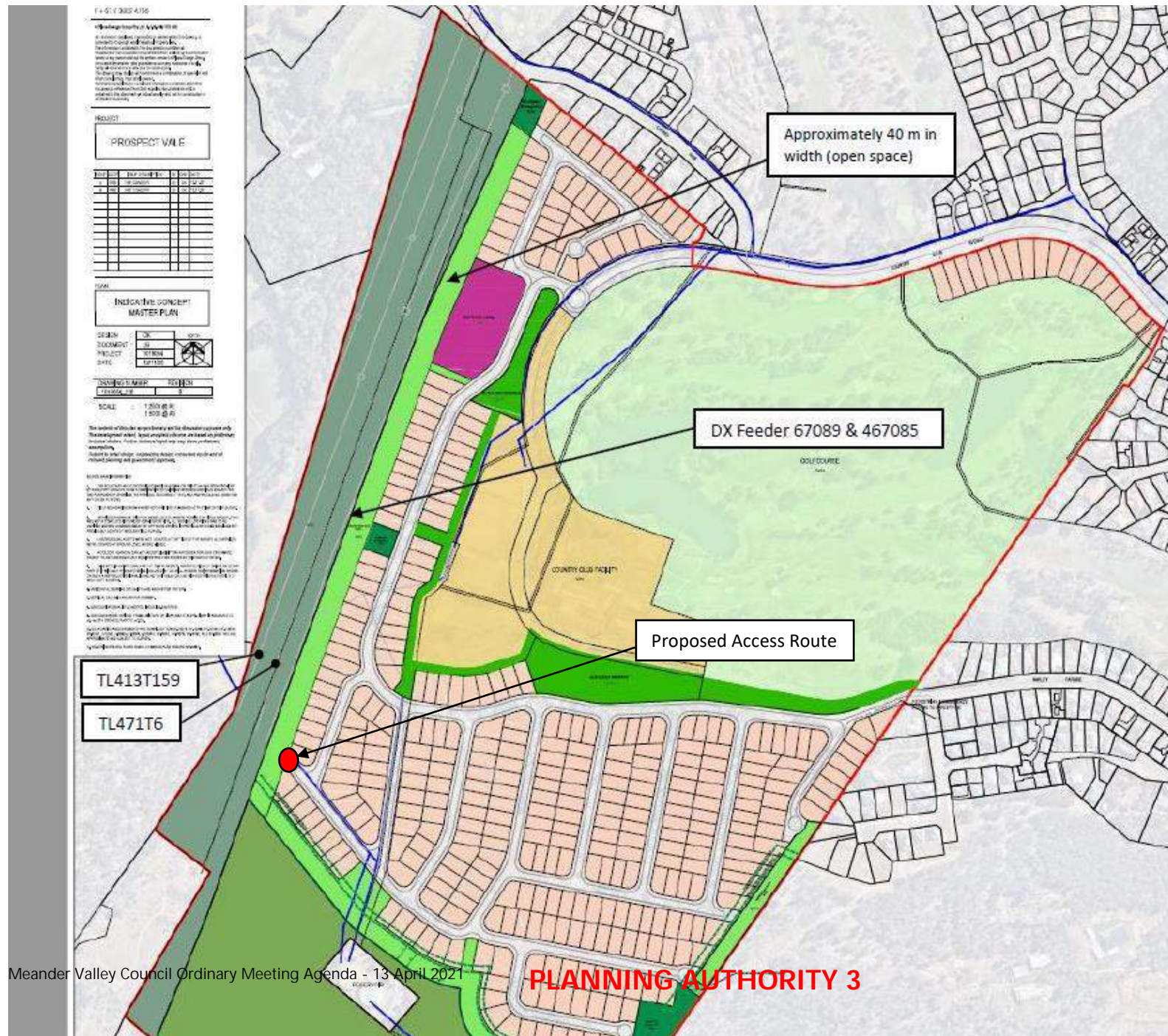
We are committed to protecting people, the community and the environment in everything we do.

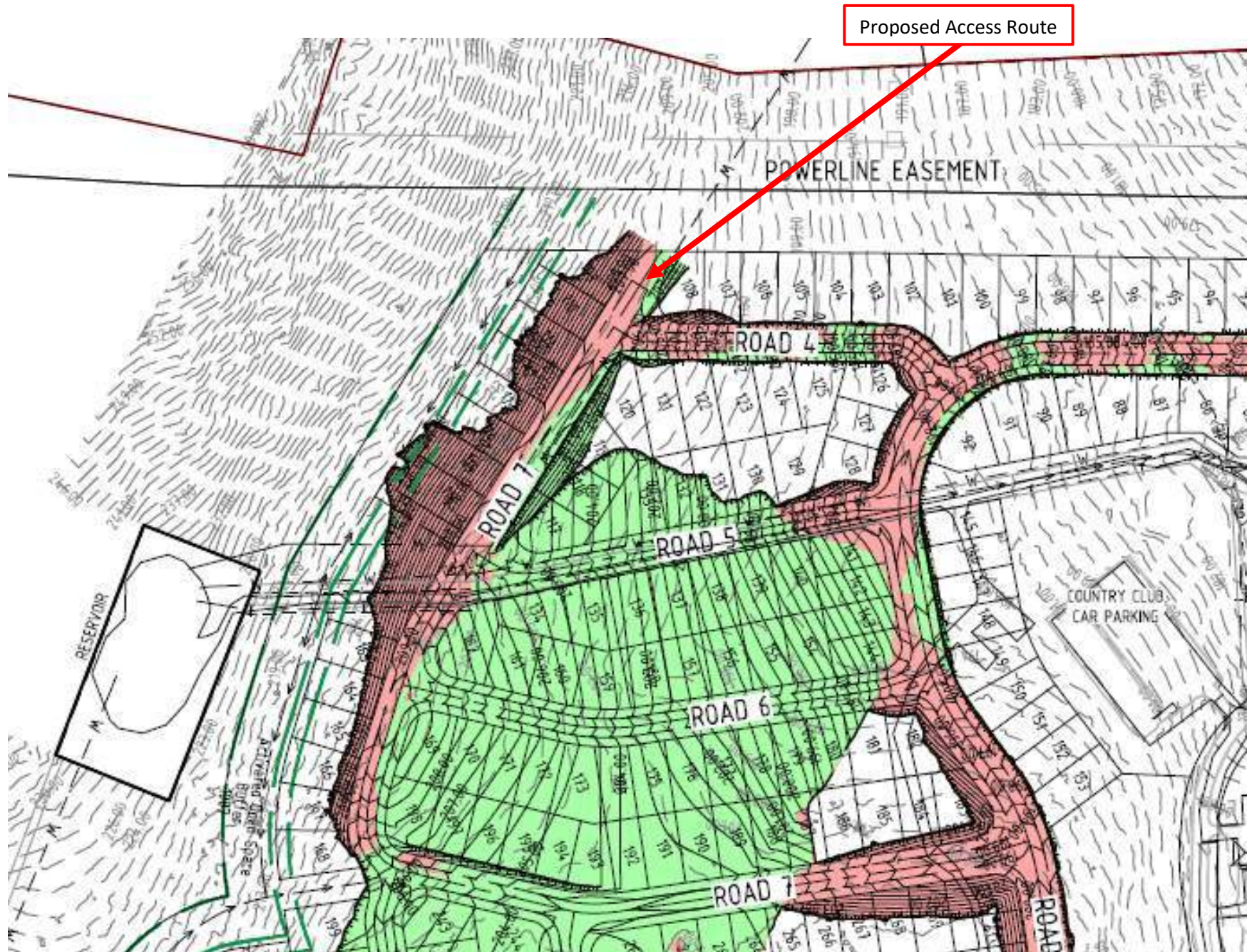


Bright Sparks.
Stay safe around electricity.

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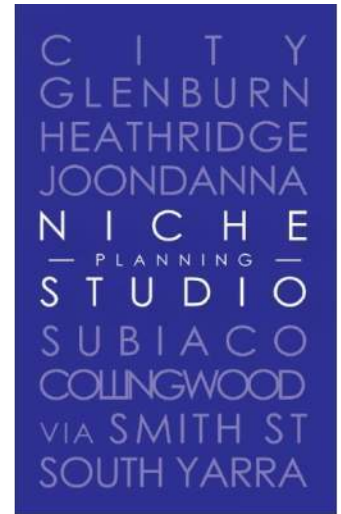
Map 1





15 March 2021

Jo Oliver
Meander Valley Council
26 Lyall Street
Westbury TAS 7303



Dear Jo,

PLANNING SCHEME AMENDMENT REPRESENTATION

33/2021 AMENDMENT 4/2020 – 100 COUNTRY CLUB AVENUE, PROSPECT VALE

Niche Planning Studio continues to act on behalf of Kin Capital (Developer) and Federal Group (Landowner) in regard to the proposed Planning Scheme Amendment at Country Club Estate located at 100 Country Club Avenue, Prospect Vale.

Kin Capital would like to thank Council for supporting the Planning Scheme Amendment 4/2020, exhibited from Saturday 13th February 2021 to Monday 15th March 2021, proposing the rezoning of a portion of the existing Country Club Tasmania landholding, from Major Tourism Zone to General Residential Zone together with the associated SAP. This amendment would support 380 new lots and approximately 100 retirement living dwellings within the surrounds of the existing Country Club.

The amendment will facilitate a range of benefits to the broader community of Meander Valley and the existing Country Club Estate. These benefits include but are not limited to:

- A new high quality residential development which fills the key market segment for the second and third home buyer gap which currently exists in Prospect Vale as identified by the Residential Land Demand & Supply Assessment (Urban Enterprise, 2020).
- Stimulus to the local and state economy through generation of more jobs, increase in land sales and additional tourism opportunities facilitated by the expansion of the estate
- Enhancement of natural values by co-locating open space on the hilltop and retaining ridgeline views highly valued by the community.
- Providing diversified housing to Prospect Vale and Blackstone Heights as an identified area for growth in Greater Launceston. The lots have diversity and bring a range of housing options to the broader community which is in limited supply. The development will add value to the quality already seen surrounding the casino and will attribute to positive outcomes for Prospect Vale and the Casino.
- New bushwalking trails currently not accessible to the community
- Multi-level retirement village for the aging population within the municipality
- New pedestrian link to Harley Parade connecting the Country Club to the existing housing estate

We understand council foreshadowed amendments to the original proposal. Specifically, in regard to the location of the open space and a new road extension link to Pitcher Parade in the west.

The following table responds to those items:

ITEMS/COUNCIL CONSIDERATIONS	RESPONSE
Open Space Provision of public open space to be located on the hilltop/ridgeline in order to maintain ridgeline views akin to surrounding developments.	<p>The suggestion for open space on the hilltop was suggested by Council as an alternative to the likely cash in lieu payable under the requirements of the Land Use Planning and Approvals Act 1993 (LUPAA).</p> <p>The open space was seen as a logical extension of the reserve proposed within the adjacent SAP to the east which enabled existing trees within the hilltop ridgeline to be retained.</p> <p>Discussion has been had with Council staff refining the design of the proposed open space area to address the specific contours of the site. Council staff have generally agreed with a reduction from the proposed 1.5ha area to an open space of 1.257ha (elliptical in shape) that better reflects the contours of the site and ensures net community benefit.</p> <p>This parkland area is of sufficient size to ensure retention of vegetation (where required) together with the inclusion of parkland pathways and possible picnic areas for the broader community.</p>
Road Connection to Pitcher Parade To include an extension to the internal road network, through Pitcher Parade at the north west boundary corner providing alternate access points throughout the estate.	<p>The extension to the internal road network towards Pitcher Parade was agreed by the developer in principle, however only to the extent of Country Club Estate's residential boundary. This has been shown on the attached plan.</p>

Thank you for your time in reviewing this representation and we look forward to working with you to deliver a great development outcome for Meander Valley Council and the local community.

Kind regards,



Nicola Smith
Director

LEGEND

- LIMIT OF WORKS
- SITE BOUNDARY
- EXISTING PROPERTY BOUNDARY
- EXISTING EASEMENT BOUNDARY
- SWD — EXISTING STORMWATER DRAINAGE
- S — EXISTING SEWER
- W — EXISTING WATER
- T — EXISTING TELECOMMUNICATION
- dE — EXISTING ELECTRICITY (RECORDS)
- SWD — PROPOSED STORMWATER DRAINAGE
- S — PROPOSED SEWER
- W — PROPOSED WATER MAIN
- PROPOSED EASEMENTS
- INDICATIVE BUSH FIRE SET BACK
- LANDSCAPE BUFFER
- PRIVATE OPEN SPACE
- INDICATIVE STORMWATER MANAGEMENT AREA
- COUNTRY CLUB FACILITY
- RETIREMENT LIVING
- PRIVATE BUFFER AREA
- TASWATER DEDICATION
- PEDESTRIAN LINK



PRELIMINARY
NOT FOR CONSTRUCTION

09	15.03.21	PRELIMINARY - ISSUED FOR INFORMATION	DE	ST
08	15.03.21	PRELIMINARY - ISSUED FOR INFORMATION	DE	ST
07	15.03.21	PRELIMINARY - ISSUED FOR INFORMATION	DE	ST
06	11.03.21	PRELIMINARY - ISSUED FOR INFORMATION	DE	ST
05	10.03.21	PRELIMINARY - ISSUED FOR INFORMATION	DE	ST
04	09.03.21	PRELIMINARY - ISSUED FOR INFORMATION	DE	ST
03	05.03.21	PRELIMINARY - ISSUED FOR INFORMATION	DE	ST
Rev	Date	Description	By	CHK



Meander Valley Council Ordinary Meeting Agenda - 13 April 2021

PLANNING AUTHORITY 3



Client
ENGINE ROOM VM (NSW) PTY LTD
Project Name
COUNTRY CLUB ESTATE
100 COUNTRY CLUB AVE
PROSPECT VALE, TASMANIA, 7250

Discipline CIVIL	Designed By MRB	Checked By ST	Approved By JG
Project No. 23337	Drawn By AGC	Scale at A1 1:2500	

Status PRELIMINARY	Title PRELIMINARY OVERALL LAYOUT
Drawing No. DA03	Revision 09

Submission to Planning Authority Notice

Council Planning Permit No.	4/2020 - PA\21\0142	Council notice date	3/12/2020
TasWater details			
TasWater Reference No.	TWDA 2020/02069-MVC		Date of response
TasWater Contact	David Boyle	Phone No.	0436 629 652
Response issued to			
Council name	MEANDER VALLEY COUNCIL		
Contact details	planning@mvc.tas.gov.au		
Development details			
Address	100 COUNTRY CLUB AV, PROSPECT VALE	Property ID (PID)	2852135
Description of development	Draft Planning Scheme Amendment Rezoning and Specific Area Plan		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Niche Planning Studio	Planning Scheme Admendment Report		13/11/2020
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56S(2) TasWater makes the following submission(s):</p> <ol style="list-style-type: none"> 1. TasWater does not object and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings. <p>Advice:</p> <p>Sewer Infrastructure</p> <p>Our modelling analysis was conducted with:</p> <ul style="list-style-type: none"> ○ 255 +84 ET draining to MH A528990 ○ 78 ET draining to main A528302 ○ 20 ET draining to MH A528314 ○ 18 ET draining to MH A528510 <p>Modelling analysis indicated that in the absence of the development, the 225mm main between MH A528902 and MH A528987 already had a number of significant capacity issues initially.</p> <p>The additional loading from the development exacerbates these pre-existing capacity issues and causes a number of pipes around this area, to go from “has capacity” to “exceeds capacity”. These assets were:</p> <ul style="list-style-type: none"> ○ A528032 ○ A528035 ○ A528039 <p>These pipes will need to be upsized to accommodate the proposed development, by the developer.</p> <p>The development also causes one MH A528822 to overflow. It is unclear the data source or accuracy of this MH’s surface and invert levels, so this overflow may well be a non-issue.</p>			



Figure 1: Pipes exceeding capacity after the introduction of the proposed development, are circled in **BLUE**. Overflowing MH after the introduction of the proposed development, is circled in **DARK BLUE**.

NOTE: Uncircled pipes in **RED** indicate capacity issues existing before the development in this area.

Sewer Pump Stations (SPS):

The development gravitates directly to the Prospect Vale Sewer Treatment Plant (STP), hence no SPS assessment on storage or pumping capacity, needed to be conducted.

Sewer Treatment Plant (STP):

The hydraulic and process capacity of the downstream STP has not been assessed. But this does not mean that the developer will not need to contribute to the upgrading STP, in some way.

Water Infrastructure

Our modelling indicates that the existing water network has the capacity to take the additional loading from the proposed development.

A fire flow of 20 L/s, (2 x 10 L/s) was used in this analysis.

Hydraulic context and overview description of current capacity issues:

The proposed development is located in the Prospect Supply Pressure Zone supplied from the Casino Reservoirs which have a TWL of 237 m AHD. This development has three connection points to the Prospect Supply network; on the 450 mm trunk main just below the reservoirs, on the 375 mm trunk main approx 300 metres west of Casino Rise and at the western end of Harley Parade. The main connection point is on the 450 mm trunk main just below the reservoirs is at an elevation of 205 m AHD, giving a maximum static pressure at this connection point of 32 m.

The 450 mm and 375 mm mains in Country Club Avenue directly link to the Casino Reservoirs. The link to Harley Parade will benefit the existing water network in this and nearby streets.

The pressure head given above is at the assumed connection point below the reservoir site and does not include losses through service connections or associated pipework within the subdivision

The highest service connection point within the proposed development is approximately R.L. 211 metres.

The hydraulic and process capacity of the water treatment plant and sources upstream have not been assessed.

Boundary Conditions

Altitude at connection point to 450 mm main; R.L. 205 m.

System Pressure Head at max flow on Peak day, (9:15 am), at connection point to 450 mm main; 233.53 metres.

Max flow on Peak day, (9:15 am), at 450 mm connection point; 16.41 L/s

Max flow on Peak day, (9:15 am), at 375 mm connection point; 6.32 L/s

Max flow on Peak day, (9:15 am), to development; 15.05 L/s

Flow into Harley Parade at max flow on Peak day, (9:15 am); 7.68 L/s

Advice

General

For information on TasWater development standards, please visit

<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by



Jason Taylor

Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

DEVELOPMENT & REGULATORY SERVICES 1

Reference No. 66/2021

POLICY REVIEW NO. 22 – BUILDING PLANS AND APPROVAL LISTS

AUTHOR: Krista Palfreyman
Director Development and Regulatory Services

1) Recommendation

It is recommended that Council discontinues Policy No. 22 – Building Plans and Approval Lists.

POLICY MANUAL

Policy Number: 22

Building Plans and Approval Lists

Purpose:

To outline the basis upon which building plans and approval lists are provided.

Department:

Development Services

Author:

Martin Gill, Director

Council Meeting Date:

15 November 2016

Minute Number:

240/2016

Next Review Date:

November 2020

POLICY

1. Definitions

Nil.

2. Objective

To ensure that there is a clear understanding of the basis upon which building plans and approval lists are provided to third parties.

3. Scope

This policy applies to all employees of Council.

4. Policy

Council will only issue copies of building plans to persons either authorised by the owner of the property, in the form of written consent, or to persons undertaking a statutory duty that have the right to access a copy of the plan.

Council will not provide building approval lists other than to meet its statutory obligations under relevant legislation.

5. Legislation

Building Act 2000

6. Responsibility

Responsibility for the operation of this policy rests with the Director Development Services.

2) Officers Report

The purpose of this report is for Council to discontinue Policy No. 22 – Building Plans and Approval Lists.

This policy commenced a number of years ago, prior to 2004, due to issues that arose with Council releasing information to building companies which lead to unsolicited marketing contact from the building companies. This policy provided that Council only released copies of building plans to authorised people and that building approval lists not be provided to businesses or trade people.

Section 27 of the *Building Act 2016* sets out the records that Council is required to keep and also the persons to which a Council may make those records available.

s27. Records of permit authority

- (1) A permit authority must keep the records set out in Schedule 1 as determined by the Director of Building Control.*
- (2) A council of a municipal area must retain the records, required to be kept, under Schedule 1, by the permit authority for the municipal area –
 - (a) for at least 10 years after the record is made or such other prescribed period;*
 - or*
 - (b) if the record is still relevant in respect of the premises to which it relates at the expiry of the period set out in paragraph (a), until the record is no longer relevant in respect of those premises.**
- (3) A council may only make information retained under subsection (2) available to the following persons:
 - (a) the Director of Building Control or other authorised person;**

- (b) an employee of the council that appointed the permit authority, if access to the information is necessary as part of his or her employment;*
- (c) the owner of premises referred to in the information;*
- (d) a building surveyor, building services provider, or other licensed practitioner, that has been engaged by an owner of the premises referred to in the information;*
- (e) any other prescribed person.*

Additionally there are multiple other laws that prohibit or regulate the general release of personal or copyrighted information adding further weight to the view that the policy is redundant. It is therefore proposed that this policy is discontinued.

This Policy was reviewed at the Council Workshop held on 23 March 2021.

3) Council Strategy and Policy

The Annual Plan requires this Policy to be reviewed in the March 2021 quarter.

4) Legislation

- *Building Act 2016*
- *Right to Information Act 2009*
- *Personal Information Protection Act 2004*

5) Risk Management

Not applicable

6) Government and Agency Consultation

Not applicable

7) Community Consultation

Not applicable

8) Financial Consideration

Not applicable

9) Alternative Recommendations

Council can elect to continue with the Policy until March 2024 with or without amendments.

10) Voting Requirements

Simple Majority

DECISION:

DEVELOPMENT & REGULATORY SERVICES 2

Reference No. 67/2021

DRAFT NORTHERN REGIONAL CAT MANAGEMENT STRATEGY

AUTHOR: Krista Palfreyman
Director Development & Regulatory Services

1) Recommendation

It is recommended that Council

- 1. endorse the Northern Tasmania Regional Cat Management Strategy (2020-2030) Draft V10.1***
- 2. notes that further assessment to determine Council's ongoing contribution to cat management is required to inform how Council will implement the Strategy.***

2) Officers Report

The Northern Tasmania Regional Cat Management Strategy provides a shared focus to coordinate priorities and actions using limited collective resources for greatest effect in the region.

- A common intent across the region for strategic priorities and joint action, with flexibility for participation;
- Productive use of the resources of Council and others and aligned with state initiatives and investment ;
- The right for Council to determine its commitment of resources to actions for priorities it shares with the region; and
- Greater capacity from collaboration to address difficult cat management issues and avoid conflicting directions.

A copy of the Northern Regional Cat Management Strategy (Draft V10.1) and the Draft Northern Regional Cat Management Strategy: Summary of Development are attached.

The Strategy identifies ten strategic issues as priorities for the region, drawing on the State Cat Management Plan 2017-2022 and anticipating amendments to the *Cat Management Act*:

1. De-sexing and microchipping;
2. Responsible cat ownership;
3. Protecting significant conservation, commercial and community assets;
4. Nuisance and stray cats;
5. Feral cats;
6. Cat breeding and hoarding;
7. Professional cat management capacity;
8. Shared regional cat management facilities and resources;
9. Voluntary compliance; and
10. Improved knowledge to better inform cat management.

The strategy includes directions, actions and indicators for achieving outcomes for the strategic issues above and arrangements for governance and implementation. There is flexibility for collaboration and implementation in the region:

The strategy recognises that each participating organisation has different resources and priorities, and that implementation roles need to be voluntary and flexible at the local level, while still achieving the regional vision and desired outcomes.

The Regional General Managers Forum retains oversight of the strategy and its implementation. The Northern Cat Management Coordinator, hosted by NRM North, will continue to support a regional Cat Management Working Group representing councils and organisations as a collaborative implementation group developing three (3) year forward and annual action plans. Council and others in the region can participate in priority actions at their discretion, according to the time and resources they have and are able to make available.

The Tasmanian Government funds three (3) regional Cat Management Coordinators to implement its State Cat Management Plan 2017-22. This state plan followed a review of the *Cat Management Act 2009*, input from a state expert reference group and community consultation and submissions.

Provisions of a subsequent *Cat Management Amendment Act 2019* have commenced early in 2021. A second round of amendments is due in early 2022.

Changes to state legislation will bring more opportunity and expectations in the community for cat management. The regional strategy brings some challenges,

such as raising expectations for Council to act, the cost of actions, and continuity with state and regional partners. However, it provides a means to cooperate regionally and use resources more efficiently and effectively. It also allows for participation according to individual capacity and priorities. Acting alone would be more costly and risky, with less benefit for people, agriculture and the environment of Meander Valley.

3) Council Strategy and Policy

Further the objectives of the Council's Community Strategic Plan 2014 to 2024:

- Future direction (4): A healthy and safe community

4) Legislation

Cat Management Act 2019.

5) Risk Management

The strategy reduces risks of being out of step with community expectations and with other councils, stakeholders and experts

6) Government and Agency Consultation

Not applicable

7) Community Consultation

Public consultation on the strategy was considered, however, due to the timeframe and available resources, the decision was to produce a strategy with input from councils, key partners and industry stakeholders including:

- NRM North
- Tasmanian Cat Management Project
- RSPCA Tasmania
- Just Cats Tasmania
- Australian Veterinary Association
- Parks & Wildlife Services
- Local Government Association of Tasmania
- Tasmania Government
- Northern General Managers Group

As the strategy is implemented, the working group will consider responses from the community that may lead to amendments and further consultation efforts.

8) Financial Consideration

Participation in actions to implement regional cat management priorities would be subject to funding decisions by Council and management of Council's operations implementing the Action Plan. Implementation arrangements in the Regional Cat Management Strategy aim to coordinate with Council annual planning. If Council at any time chooses to take certain actions based upon the Strategy, those actions would be costed and budgeted at that time.

9) Alternative Recommendation

Council may elect not to endorse the strategy as presented which would require Council to engage a consultant to develop an alternative strategy in response to legislation.

10) Voting Requirements

Simple Majority

DECISION:

Northern Tasmania

Regional Cat Management Strategy (2020—2030)

Working together for responsible cat management across Northern Tasmania

WORKING DRAFT DECEMBER 2020

– NOT FOR FURTHER DISTRIBUTION –

Prepared by NRM North in collaboration with the Northern Regional Cat Management Working Group (CMWG) and (list partner logos on front cover with agreement)

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1. Introduction

The *Northern Tasmania Regional Cat Management Strategy 2020-2030* (the strategy) has been developed to provide an aspirational and long-term framework within which partner organisations can voluntarily contribute, collaborate and align cat management efforts within their region, towards agreed and shared outcomes.

The strategy sought collaboration from a range of partner organisations who operate within the Northern Tasmania NRM region. Partner organisations which participated in the development of the strategy include the Tasmanian Government, City of Launceston, Meander Valley Council, Break O'Day Council, George Town Council, West Tamar Council, Northern Midlands Council, Tasmania Parks & Wildlife Service, NRM North, RSPCA Tasmania and Just Cats Tasmania.

There are ten primary cat management issues for northern Tasmania addressed by the strategy, and implementation frameworks have been designed to allow for varied local requirements and resources, whilst achieving the desired outcomes.

Key directions and major initiatives emerging from the strategy include exploring the feasibility of providing an annual cat de-sexing and microchipping program in the region, a voluntary record of cat owner's details to enable the return of lost and wandering cats, identification of priority areas to develop a pro-active approach to protect conservation, commercial and community assets from roaming cats, participation in the development and implementation of Welfare Standard for Cats and trapping of stray cats, the promotion of measures to ensure cat breeding is only by registered breeders, and the establishment of a network to support efficient operation of shared cat management facilities.

To ensure the success and delivery of this *Northern Regional Cat Management Strategy 2020-2030*, partner organisations are calling upon the support of all community members to ensure that the strategy has wide-reaching benefits sought through efficient implementation to minimize costs.

Each strategic direction has been assigned an indicative priority, with the first annual implementation plan initially focusing on those activities deemed to be deliverable now (1-2 years). Each subsequent annual implementation plan will identify projects and activities to be undertaken during the following 12-month period and outline any budget allocations, delivery responsibilities, key performance indicators and critical process improvements to strengthen the working partnership of stakeholders.

2. Rationale

Since their introduction in the early 1800's cats have become a part of daily life for many Tasmanians. An estimated one in five residents own a domestic cat and self-sustaining populations of stray and feral cats can now be found in many parts of the state. As for most of Australia, diverse community views make cat management in Tasmania a difficult and often emotive issue that requires strong collaboration and stakeholder engagement to consider the many competing issues and interests and deliver sustainable change.

The *Cat Management Act 2009* (the Act) and the *Tasmanian Cat Management Plan 2017-2022* provide a consistent state-wide framework to address growing community expectations that the rights and benefits of cat ownership are balanced with the need to manage risks and be responsible. Amendments to the *Cat Management Act 2009* will further contribute to addressing issues related to cat management throughout northern Tasmania. The main legislative changes and management principles for responsible cat ownership and management are summarised below (see text boxes).

Objectives of the *Tasmanian Cat Management Plan 2017-2022*

Objective 1	Tasmanian pet cat owners manage their cats responsibly
Objective 2	Increased community awareness, participation and commitment in cat management
Objective 3	Best practice techniques are used to guide the planning, management and control of stray and feral cats
Objective 4	Improved knowledge about feral, stray and domestic cats to better inform management
Objective 5	Minimise impacts of cats in areas with important conservation values and agricultural assets
Objective 6	Undertake legislative change to create an effective framework for managing cats and support other objectives
Objective 7	The roles and responsibilities related to cat management are clearly defined and understood by the Tasmanian community

Summary of amendments to the *Cat Management Act 2009*

- Compulsory de-sexing of cats from four months of age.
- Compulsory microchipping from four months of age.
- Removal of care agreements.
- Limiting to four, the maximum number of cats to be kept at a property without a permit.
- Increased measures to protect private land from straying and feral cats—including trapping or seizure of cats (but not destruction) on private property regardless of proximity to other residences as long as returned to owner or taken to a cat management facility.
- Commencing Section 24 of the Act that requires a cat to be microchipped and desexed before being reclaimed from a cat management facility.
- Replacing the State Government registration of cat breeders with a permit system to breed cats.

The strategy seeks to emphasise cat welfare outcomes and broader benefits for the Tasmanian community, environment and businesses. It recognises that a collaborative and pragmatic approach is required to reflect shared stakeholder priorities and build on existing capabilities and resources. Genuine engagement with government, industry and community partners and strong ownership among all stakeholders is critical for this initiative to deliver sustainable long-term change. The strategy addresses 10 primary cat management issues and adopts a proactive and pragmatic approach that integrates state-wide approaches with regional priorities and community expectations.

3. Scope

Geography

The northern Tasmanian region, for the purpose of this strategy, covers 25,200 square kilometres with eight municipalities including Break O'Day, Dorset, George Town, Launceston, Meander Valley, Northern Midlands, West Tamar, and Flinders (covering the eastern Bass Strait islands) (Figure 1).



Figure 1 Map of northern Tasmania municipalities.

More than 143,000 people live in the northern region in major urban areas around Launceston and the Tamar Valley and many smaller towns servicing a diversity of rural and coastal communities. The strategy addresses a collaborative approach to cat management in the northern region.

Research by Animal Medicines Australia (2016) found nearly three in ten households across Australia have cats (29%), with an average of 1.4 cats kept per household. With an estimated 60,000 households, this suggests there may be about 25,000 domestic cats living in the northern region. While no scientific studies have been undertaken, the region could also support a stray or feral cat population of about 25,000 animals assuming an average density of one animal per km².

Cat types

All cats in Tasmania are the same species (*Felis catus*) and are often conveniently categorised as either domestic, stray or feral. In this strategy:

- **Domestic cats** are identifiable as owned by a person/family/property. Most of their needs are supplied by their owners even though they may currently roam beyond their owner's property.
- **Stray cats** are found roaming mostly around cities, towns and rural properties (includes semi-owned cats). Some of their needs may be supplied by humans but they have no identifiable owner.
- **Feral cats** usually live and reproduce in the wild, largely or entirely removed from humans, and survive by hunting or scavenging. None of their needs are satisfied intentionally by humans.

While primarily concerned with the management of domestic and stray cats in and near settled areas, this strategy recognises the significant role feral cat management plays in broader cat management, including efforts by primary producers and conservation land managers. A significant proportion of the region is state conservation lands (e.g. national parks) where feral cat management is a critical priority (Figure 2). The framework provides broad guidance for collaborating organisations voluntarily engaged in feral cat management to support an integrated approach in the landscape.

Nationally there is a trend to combining cat and dog management strategies in one document. This strategy could be expanded in the future to potentially cover both cats and dogs.

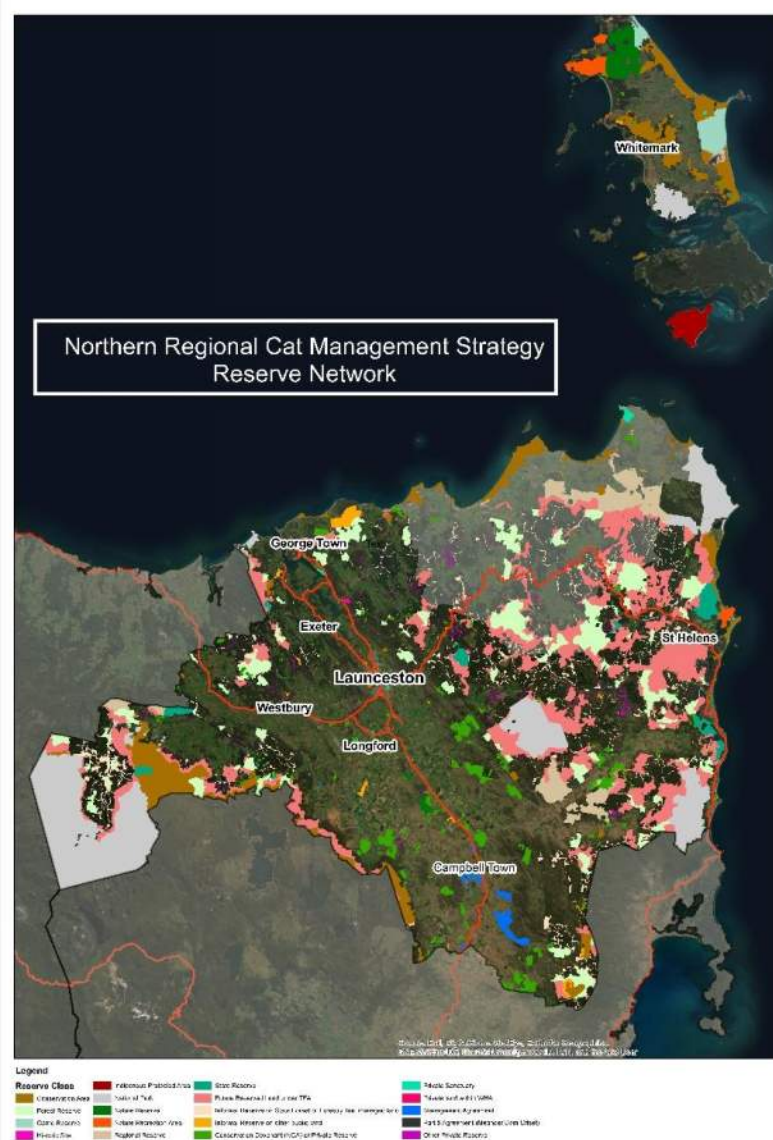


Figure 2. Map of reserve networks within northern Tasmanian municipality areas.

4. Our vision and guiding principles

Vision

To see the Tasmanian community proactively and responsibly managing cats for the benefit of cat welfare, human health and well-being, native wildlife, and agriculture.

The Tasmania Cat Management Project (TCMP) is a state-wide initiative to engage the Tasmanian community and key stakeholders in promoting responsible cat ownership and management in line with the *Tasmanian Cat Management Plan 2017-2022* (see below for further details).

The mission of the Tasmanian Cat Management Project is “*To instil a confident and collaborative approach to managing domestic and stray cats, with a focus on building effective partnerships across local and state government, industry, and the community to support the implementation of responsible cat management*”.

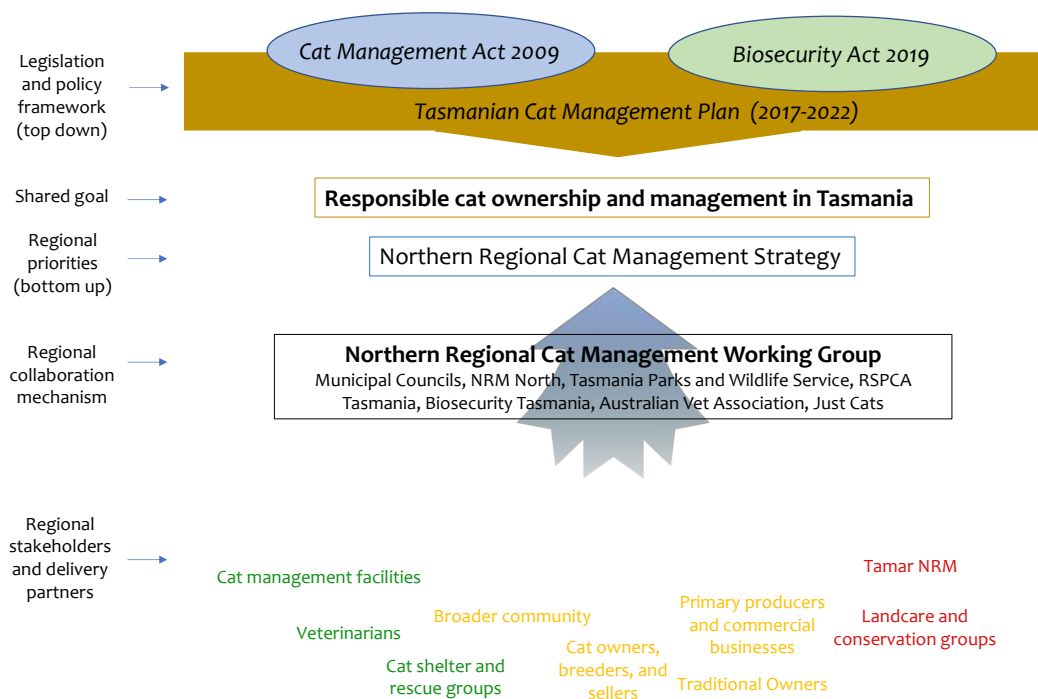
Guiding principles

- The best outcomes result from working in collaboration.
- Animal welfare is a primary management consideration.
- Domestic pet cats can contribute to the wellbeing of their owners.
- The needs of cat owners must be balanced with the needs of others.
- Responsible cat ownership is highly valued.
- Cat management and education should be proactive.
- Significant assets must be protected from potential impacts of cats.
- Everyone has a role to play in responsible cat ownership and management.

5. Collaborative approach

Managing cats is a shared responsibility across all parts of the community including individual cat owners and non-cat owners, breeders, veterinarians, state and local governments, businesses and the not-for-profit animal welfare sector and others. Everyone has a role to play and by working together in a planned way, cats can continue contributing to our quality of life with minimal impact on the environment, commercial enterprises, and others in the community.

The *Cat Management Act 2009*, *Biosecurity Act 2019* and the *Tasmanian Cat Management Plan 2017-2022* provide the legislative and policy framework to achieve the broad goal of responsible cat ownership and management in Tasmania (Figure 3). The strategy outlines priorities for the northern region that balance state-wide directions and local community expectations with the interests and capacity of regional stakeholders and potential delivery partners.



Draft 26/11/20

Figure 3 Overarching collaborative governance arrangements for cat management in the northern region

6. Governance arrangements

Governance Structure

The Tasmanian Cat Management Project is a state-wide initiative funded by the Tasmanian Government to progress the objectives of the *Tasmanian Cat Management Plan*. State government funding from 2018 to 2021 for the project includes the employment of three cat management coordinators in each of three regions in Tasmania. In the northern region, the Cat Management Coordinator position is hosted by NRM North, the regional natural resource management organisation.

A state-wide steering committee provides support and direction to the regional coordinators but does not oversee cat management activities at a regional level and has no direct role in development or implementation of the strategy (Figure 4).

As one of the objectives of the Tasmanian Cat Management Plan, a regional Cat Management Working Group (CMWG) was convened by NRM North in 2018. This group meets quarterly, providing a forum for information-sharing and strategic planning for cat management initiatives in the northern region. The Working Group is comprised of representatives from key stakeholder organisations including local government (City of Launceston, West Tamar, George Town, Northern Midlands, Meander Valley, Flinders Island, Dorset and Break O' Day), the Australian Veterinary Association, RSPCA, Just Cats, NRM North and the Tasmanian Government (represented by the Tasmanian Parks and Wildlife Service and Biosecurity Tasmania as part of the Department of Primary Industries, Parks, Water and the Environment).

General managers of local government in the northern region meet regularly to discuss a broad range of issues. It was from this forum that a request was made to NRM North in its role as a partner in the Tasmanian Cat Management Project and host of the northern region cat management coordinator, to facilitate the development of a cat management strategy for the region. It was agreed that it would be appropriate for the cat management coordinator to work with the CMWG to develop the strategy for endorsement by the participating local governments.



Figure 4 Summary of the governance structure that applies to the Northern Regional Cat Management Strategy.

Governance Responsibilities

Although implementation of the strategy will require involvement of other stakeholders, the northern region local government general manager forum, comprising general managers of participating councils, retains oversight of the strategy development and implementation process, in close consultation with NRM North. Their role includes endorsing the strategy and associated annual implementation plans, reviewing progress towards the strategy objectives, and considering policy requirements, challenges, and opportunities from a local government perspective which may influence strategy implementation. The support of the general managers' forum is also important in terms of maintaining collaborative participation of local government representatives on the CMWG.

NRM North's current role is coordination and facilitation of the strategy development and implementation process, undertaken through the employment of the regional cat management coordinator, the convening of the CMWG, and regular communication with the general managers forum.

The CMWG has existing terms of reference and meets, at a minimum, on a quarterly basis. The CMWG is responsible for planning and initiating activities identified in the strategy's implementation planning process. CMWG members or the organisations they represent may be responsible for implementing actions, as identified in the implementation planning process. The terms of reference for the CMWG are consistent with a planning and implementation role for the regional strategy, with the proposed role and function of the group being as follows:

- identifying common ground and employing a collaborative approach to promote responsible cat ownership and cat management in the northern region;
- sharing information and facilitating communication between stakeholders regarding cat management, and identifying ways to ensure input from the community is incorporated in ongoing planning;
- developing annual implementation plans in collaboration with relevant stakeholders, containing practical and agreed actions to achieve the short and long-term outcomes of the strategy;

- requests to councils for activity funding in time for consideration through the council budget cycle (approximately November of each year) (refer to figure 5); and
- monitoring and reporting on strategy implementation and evaluation of progress towards the desired outcomes, with reports to be provided to participating organisations and the General managers forum, along with recommendations for review and improvement of the strategy and its implementation.

Governance Processes and Implementation

The strategy recognises that each participating organisation has different resources and priorities, and that implementation roles need to be voluntary and flexible at the local level, while still achieving the regional vision and desired outcomes.

The key mechanism proposed to achieve the outcomes of the strategy is through the development of implementation plans (see below for further detail). To provide a longer-term approach but maintain flexibility, it is proposed to develop a three-year rolling implementation plan with an annual review. Greater detail would be included for the upcoming financial year at each annual review.

The proposed annual timeline for the implementation process is provided in figure 5. The CMWG would typically commence the implementation plan development in October each year. At this stage, input from CMWG members would include both recommending the highest priority actions from the strategy that are feasible to implement, as well as indicating the capacity of their own organisation to support and participate in each activity. In this way, participating organisations will have the opportunity at an early stage to indicate the level of resources they are able to contribute to a collaborative effort.

The implementation plan iteration would be finalised by November in order for any resource requests to be considered by individual local governments (and other stakeholders) in line with their budget cycle.

Activities would commence in July each year, with an interim report on implementation progress to be provided to the general managers' forum in November each year, to facilitate consideration of the subsequent implementation plan and resource request. An annual report on activities, outcomes and expenditure will be provided to the general managers forum and stakeholders in June each year.

Reporting on the regional strategy will also be incorporated into other existing reporting cycles, including:

- NRM North annual report and yearbook content, due 30 June annually; and
- NRM North contractual reporting to the Tasmanian Government for the TCMP, due 15 September annually until 2021.

A comprehensive evaluation and review of the regional strategy is to be undertaken after three years (by June 2023).

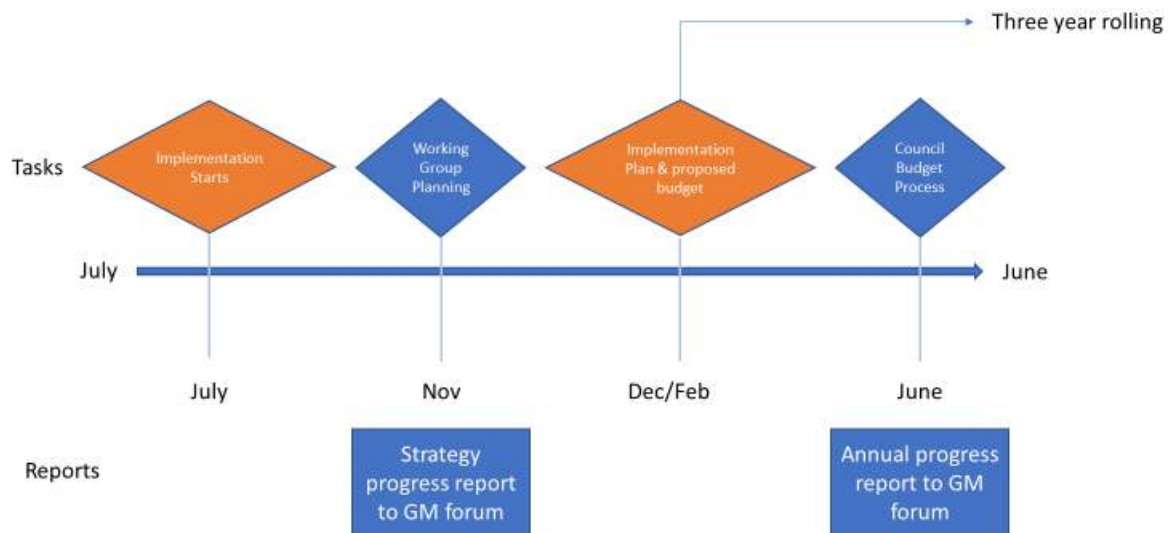


Figure 5 Annual northern regional cat management implementation planning, budgeting and reporting cycle.

Annual implementation plan

The indicative priority for each strategic direction is shown in the body of the document including now (1-2 years), next (3-5 years), and later (5-10 years). Priorities will be further refined in the annual implementation plan. For larger initiatives, a mini-project plan may be required to guide implementation efforts.

The proposed annual implementation plan will identify the:

- priority projects that will be undertaken during the next 12-month period to give effect to the broader directions outlined in the strategy;
- budget allocations and delivery responsibilities for agreed priority projects;
- key deliverable and performance indicators for implementation activities; and
- critical process improvement initiatives to further strengthen capability of the partnership.

The aim is to provide a clear whole of region perspective on all priority actions required to give effect to the broader directions outlined in the strategy. Ideally the annual implementation plan should be as big as necessary but as small as possible—it is expected to be a brief document built around a table of key tasks, lead and support responsibilities, summary budget allocation and other essential supporting information.

Implementation tools

Cat management approaches vary across communities in northern Tasmania. A consistent approach in terms of policies, agreed actions and advice is advantageous for the community and for partners contributing to this strategy.

Potential implementation tools and strategies to drive desired change in attitudes and behaviour include:

- education through information sharing and communication;
- social marketing;
- intelligent data collection and analysis;
- incentives (and disincentives);
- regulation and enforcement;
- innovation and technology; and
- partnerships and collaboration.

7. Strategic directions for cat management in northern Tasmania

The primary cat management issues for northern Tasmania to be addressed by the strategy include:

1. De-sexing and microchipping
2. Responsible cat ownership
3. Protecting significant conservation, commercial and community assets
4. Nuisance and stray cats
5. Feral cats
6. Cat breeding and hoarding (permitting and animal welfare)
7. Professional cat management capacity
8. Shared regional cat management facilities and resources
9. Voluntary compliance
10. Improved knowledge to better inform cat management

For each of the primary cat management issues the implementation framework identifies:

- essential **background** information (where are we now?)
- long-term **desired outcome** (where do we want to be?)
- **strategic directions** and potential actions to work towards achieving the desired outcome including proposed timing—including now (1-2 years), next (3-5 years) and later (5-10 years) (how are we going to get there?)
- and **success indicators** including targets and performance measures where possible (how will we know we are on track?)

7.1 De-sexing and microchipping

Background

Microchipped cats, whose owners keep their contact details current, can be easily identified and reunited with their owners. This also reduces the risk of rehoming or the possibility of euthanising an owned cat. A challenge nationally is inaccurate owner details and the lack of integration across microchip registries and data sharing. The amendments to the *Cat Management Act 2009* will require all cats to be microchipped and de-sexed; municipal councils will continue to be able to establish by-laws for an owner identification system where it is considered necessary to support local planning and improved cat management.

Unwanted litters of cats can cause overcrowding at local cat management facilities. Dumped kittens can turn into feral cats, posing a threat to local wildlife. Unless kept by a permitted breeder, all cats are required to be de-sexed from four months of age.

Desired outcome

For all domestic cats to be de-sexed and identified by microchip from four months of age, and owners to keep their contact details on microchip registries up to date.

Strategic directions

- a) Identify the potential barriers to owners voluntarily having their cats de-sexed or microchipped and explore strategies to overcome these barriers (e.g. subsidies to overcome affordability, education to address lack of awareness, and mobile programs for geographic isolation). (now)
- b) Investigate the feasibility of providing an annual subsidised cat de-sexing and microchipping program across participating municipalities in the northern region (this could include free microchip detail checks and updating of owner contact details). (now)
- c) Promote the requirement for and benefits of cat de-sexing and microchipping through a variety of media using consistent messages across all partners. (now)

- d) Investigate options for improved up to date cat ownership records in conjunction with microchip registry providers, veterinary practices, cat management facilities and potential online and third-party providers. (next)
- e) Support moves towards a nationally consistent owner identification scheme. (next)
- f) Explore options for a voluntary record of cat owners' details to assist with local planning for improved cat management and for the return of lost or wandering cats. (next)
- g) Return lost or wandering cats to identifiable owners preferably through cat management facilities working in collaboration with councils, local veterinary practices and other partners. (now)

Success indicators

- De-sexing and microchipping rates in domestic cats presenting at cat management facilities and veterinary practices.
- Improved cat owner identification system to allow return of cats presenting at cat management facilities and veterinary practices.

7.2 Responsible cat ownership

Background

Cat ownership is a right and a responsibility. A priority outcome of this strategy is to help people understand how they can be a responsible cat owner beyond simply feeding a cat. It includes:

- Making sure the cat is de-sexed and identified as a pet (by microchipping and ensuring up to date owner identification details are recorded).
- Surrendering unwanted cats and kittens to a cat management facility (not dumping them).
- Keeping cats from roaming to ensure their wellbeing and preventing them from killing native wildlife or becoming a nuisance to neighbours and other community members.
- Not feeding or making food available for stray cats.

Emergency planning for pets is also an important part of household emergency preparations to help ensure the safe care of cats in time of crisis (e.g. disaster response or family crisis situations).

Desired outcome

For all cat owners to understand and enthusiastically practice responsible cat ownership.

Strategic directions

- a) Provide advice, links and resources about responsible cat ownership on a shared website maintained over the long-term (e.g. tassiecat.com) including resources that can be easily printed if required. (now)
- b) Work with Stakeholders to develop and deliver a suite of educational materials (e.g. presentations, videos, talks, training sessions, workshops) for use in schools and the broader community to help bring about generational change in attitudes towards responsible cat ownership. (now)
- c) Identify opportunities for funding and partnerships to deliver affordable responsible pet ownership programs for the community including, where possible, support for community groups that promote responsible pet ownership. (next)
- d) Explore potential ways of recognising and celebrating responsible cat ownership, promoting proper valuing of cats as pets and the potential quality of life benefits for cat owners. (next)
- e) Educate residents about how to plan for their pets in emergencies and work with local agencies to refine a process for handling the care of pets in emergency situations. (now)
- f) Promote adoption of cat containment in the interests of cat welfare, conservation and good neighbour relations. (now)

Success indicators

- Number of reported or collected roaming and dumped cats.
- Rates of microchipping, de-sexing and up to date owner details.

- Number and frequency of unique website visits.
- Rates of voluntary containment based on community surveys and veterinarian records.

7.3 Protecting significant conservation, commercial and community assets

Background

Northern Tasmania contains many significant conservation, commercial and community assets that could be impacted by roaming cats and deserve special cat management attention. These can include:

- Areas of high environmental significance such as national parks, conservation reserves and other natural wildlife habitat in coastal areas and wetlands that are home to birds and small ground dwelling animals.
- Valuable commercial and agricultural assets such as aquaculture operations and areas with livestock that are susceptible to cat-borne disease transfer and other impacts.
- Critical community assets like built up residential areas, waste management facilities, entertainment precincts, and primary tourist attractions.

The *Cat Management Act 2009* allows for cat management actions to be undertaken in prohibited areas which include:

- any area of land that is managed by a public authority, or Agency within the meaning of the *State Service Act 2000*, and is reserved land¹; and
- private land that is reserved land.

In addition, the Act allows for local government, after consulting with its local community, to also declare an area of council-controlled land as a cat prohibited area or land within the municipal area of the council to be a cat management area. Cat management action and other measures may be undertaken by the land managers of these areas. Community-led action has a clear role in protecting significant areas.

Desired outcome

To have significant conservation, commercial and community assets identified (mapped) with appropriate strategies identified to mitigate cat related risks at priority sites.

Strategic directions

- Develop agreed criteria and a consistent regional approach to progressively assess the region and identify (map) significant conservation, commercial and community assets susceptible to impacts from roaming cats. (now)
- Identify proactive cat management and control activities for priority areas including declaring prohibited areas or cat management areas where necessary. (now)
- Subject to available resources, establish a proactive approach to manage risks in and adjacent to identified priority areas including potentially undertaking spot checks as part of broader patrol programs and upgrading signage where necessary to highlight the increased risks and rationale for increased cat management efforts at priority sites. (next)
- Use priority areas as demonstration case studies that promote best practice and encourage collaborative approaches at other sites (e.g. in conjunction with new residential development). (now and next)
- Explore the feasibility of volunteer cat management officers to help protect significant conservation, community and commercial assets. (next)
- Support landowners, managers, community and conservation organisations to actively manage cats within identified priority areas and using approved approaches. (now)

¹ Reserved land includes reserved land under the *Nature Conservation Act 2002*; land subject to a conservation covenant under part 5 of the *Nature Conservation Act 2002*; public reserves under the *Crown Lands Act 1976*; permanent timber production zone land under the *Forest Management Act 2013*; and private timber reserves under the *Forestry Practices Act 1985*.

Success indicators

- Completed maps of significant regional conservation, agricultural and community assets.
- Number of voluntary community-led cat management initiatives.
- Number of case studies published.

7.4 Nuisance and stray cats

Background

Many cats do not have an identifiable owner (but still rely on humans for most of their needs) and even those that are owned can stray onto private property and cause issues. Complaints about nuisance and stray cats can be complicated and very difficult to resolve. While potentially well intended, making food available for stray cats can increase their numbers and compound impacts on wildlife and neighbours. Stray cats will interact with and diffuse into the feral cat population. Containment to private property is expected for all other domestic pets and is considered best practice when keeping cats.

Keeping cats indoors or in an enclosed area outside is the best way to keep them safe and prevent them from wandering and causing a nuisance to neighbours. A contained cat is less likely to be hurt in fights, pick up diseases, be hit by a car or cause a nuisance or prey on native animals. A cat spraying, toileting or disrupting domestic or native animals may provoke anger from neighbours.

Desired outcome

To reduce the impact of nuisance cats by encouraging owners to contain their cats to their property, preventing the feeding of stray cats, educating the community against dumping unwanted cats, and encouraging reporting of stray cats to protect identified significant conservation, commercial and community assets.

Strategic directions

- Hold community education sessions for responsible cat management including the benefits of containment (and dispel the 'right to roam' ethos). (now)
- Promote cost effective containment options including through potential partnerships with not-for-profit community organisations (e.g. men's sheds/welfare training providers etc.). (now)
- Promote containment to ensure animal welfare, reduce nuisance complaints and minimise impacts on native wildlife and explore the potential need for compulsory containment in the long-term. (now)
- Explore options to fund and administer a region-wide cat trap loan scheme for use by property owners dealing with nuisance cats. Include advice on their safe and appropriate use to meet animal welfare and other obligations (including potentially at the point of sale, hire or loan). (now)
- Advocate for a consistent state-wide approach to reduce the population of stray cats. (now)
- Identify options for mediation and conflict resolution services where required to resolve serious neighbourhood disputes. (now)
- Develop targeted education and behaviour change programs to significantly reduce deliberate and unintended feeding of stray cats. (now)
- Explore options to establish community-based cat management areas where there are ongoing significant issues associated with stray and nuisance cats. (now and next)

Success indicators

- Number and location of complaints about nuisance and stray cats.
- Use of loan cat traps and number of cats caught.
- Reported instances of stray cat feeding.

7.5 Feral cats

Background

Feral cats can have a significant impact on native wildlife and livestock through predation, competition and disease transmission. The amendments to the *Cat Management Act 2009* will permit:

- a person to trap, seize or detain a cat on their land regardless of the proximity to other residences, provided the cat is returned to the owner if possible, or taken to a cat management facility;
- cat management action (includes trap, seize, detain, humanely destroy) that may be undertaken by primary producers.

A person will retain the right to humanely destroy a cat on their land if the cat is found more than 1km from the nearest residence. Cat prohibited areas and cat management areas will continue to allow for cat management action (trap, seize, detain, humanely destroy) to be undertaken regardless of proximity to the nearest residence.

While primarily concerned with the management of domestic and stray cats, this strategy recognises that feral cat management (e.g. on national parks) can be mutually beneficial in terms of reducing impacts on significant conservation, commercial and community assets within nearby council-controlled areas. Feral cats are found throughout the state however and continuous management effort is required to protect specific assets. Under the *Biosecurity Act 2019*, feral cats are managed as a biosecurity risk or impact and industry, landowners, community or government can develop an approved biosecurity program for their control.

This strategy recognises that a long-term, collaborative and integrated approach to cat management across the landscape is best practice and provides flexibility for individual organisations to voluntarily engage in feral cat management programs where it aligns with their organisational priorities.

Desired outcome

To ensure best practice techniques to manage feral cats are developed and implemented to support integrated cat management across all land tenures in the northern region.

Strategic directions

- a) Participate in consultation regarding state-wide (feral) cat management initiatives and, subject to available resources, participate in feral cat management where it aligns with local community priorities and integrates with complementary initiatives. (now)
- b) Consider adopting the *Model Code of Practice for the Humane Control of Feral Cats* including related standard operating procedures (Sharp and Saunders, 2012). (now and next)
- c) Participate in developing and implementing the *Welfare Standard for Cats* which includes best practice for trapping and euthanasia of stray and feral cats. (now and next)
- d) Ensure that cat control programs are coordinated strategically across different land-tenures, are integrated with local control programs of other species, complement relevant local cat management activities and are formalised under the *Biosecurity Act* where appropriate and necessary. (now and next)
- e) Support programs to educate the community about what a real feral cat is (i.e. on the far end of the wild and uncontrolled spectrum). (now)

Success indicators

- The number of feral cat management projects supported or undertaken with collaborating partners and application of best management practices.

7.6 Cat breeding and hoarding (permitting and animal welfare)

Background

The breeding of cats by unregistered breeders is an offence under the *Cat Management Act 2009*. The amendments to the Act will require a person who wishes to breed a cat to either be a member of a cat organisation or hold a permit to breed a cat. As with the *Dog Control Act 2000*, there will be a limit of four cats allowed to be kept on a property without a permit (exclusions will apply to members of a cat organisation; holders of a cat breeding permit; vet practices; cat boarding facilities; and approved cat foster carers).

Without professional management, keeping an excessive number of cats on a single property can compromise cat welfare and cause community conflict. Unless they are siblings from the same litter, keeping multiple cats can impact on their wellbeing and from a welfare perspective best practice is for households to keep only a single cat.

Cat hoarding is where individuals keep a very large number of cats as pets without the ability to properly house or care for them, while at the same time denying this inability and inadvertently compromising their welfare. Extreme situations of cat hoarding require careful management to ensure the welfare of both the cats and people involved.

This strategy recognises that achieving animal welfare objectives and responsible cat ownership is fundamental to uphold the right for cat ownership in Tasmania.

Desired outcome

For all cat breeding in the region to be only undertaken by registered or permitted breeders and animal welfare standards maintained including by discouraging the keeping of multiple cats and preventing cat hoarding.

Strategic directions

- a) Promote measures to ensure cat breeding is only by registered cat breeders and thereby stopping 'backyard breeding of cats'. (now)
- b) Develop and maintain shared publicly available listing of all registered cat breeders in the region. (now)
- c) Encourage community members to report suspected unauthorised cat breeding to ensure compliance with the *Cat Management Act 2009*. (now and next)
- d) Liaise with animal welfare organisations on suspected animal cruelty cases. (now)
- e) Provide information to the community on new legislative requirements regarding cat management including links to new legislation fact sheets and related resources. (now)
- f) Work towards developing Tasmanian cat breeding standards (Code of Practice or Welfare Standards for domestic pet ownership). (now)
- g) Explore options to develop a preventative and integrated response strategy for cat hoarding. (next and later)

Success indicators

- Number of registered and reported unregistered cat breeding cases.
- Number of reported instances of cat hoarding resolved successfully and outstanding cases.

7.7 Professional cat management capacity

Background

Responsibility for cat management in the northern region is shared across many organisations and is often undertaken as part of a broader range of responsibilities. Currently, resources for cat management in each individual organisation and local government area are very limited and a collaborative approach that makes best use of existing resources and expertise is considered essential.

Qualified and competent staff with the knowledge and tools to do a professional job will need to be developed incrementally over time to deliver the high standards of service expected by the communities of northern Tasmania.

Desired outcome

To have improved professional cat management capacity that is shared across all collaborating cat management partners in the northern region.

Strategic directions

- a) Focus on strengthening a collaborative approach across all organisations involved in cat management in the northern region to harness available resources and expertise. This could include exploring the option of introducing 'cat rangers' (or similar) that work across multiple municipalities. (next)
- b) Support development of a Welfare Standard or Code of Practice for responsible cat management to ensure consistent high professional standards are applied across the northern region. (now)
- c) Develop and deliver annual training to support implementation of the Cat Management Act 2009 including for animal management officers regarding common law nuisance and humane cat control methods. (now)

Success indicators

- Number of "Rangers" appointed.
- Number of training sessions conducted.

7.8 Shared regional cat management facilities and resources

Background

Cat management facilities can be established to receive stray, lost and surrendered cats. Cats in their care will be scanned for microchips to establish ownership. Under the *Cat Management Act 2009* the facility is required to hold microchipped cats for five days to provide cat owners with time to look for lost pets. After this time the cat management facility may rehome, sell or euthanise the animal.

Cat management facilities are expensive to operate and not every community has access to a nearby facility. Experience elsewhere has shown that a shared facility serving multiple communities and operated by a suitable not-for-profit organisation with support from a network of voluntary temporary carers can be a viable approach. This approach could include a network of participating veterinarians, community-based organisations and councils working with volunteer carers and transporters to enable rural and remote communities to access shared regional facilities and cat management facilities. Potential collaborative cost sharing arrangements across the region are expected to make such an approach sustainable.

Many veterinarian practices receive healthy stray cats from the community which they temporarily house and attempt to find the owners. The preferred practice is for these animals to be presented directly to a cat management facility as soon as practicable.

The amendments to the Act allow cat management facilities to nominate a person, business or organisation to hold and care for cats on their behalf.

Desired outcome

To progressively develop a network of partners to enable rural and remote communities' access to shared regional resources including cat management facilities to service the northern region.

Strategic directions

- a) Work with cat management facilities to identify potential partners, locations, and arrangements for local cat management services across the region (this includes undertaking a cost benefit analysis and developing a business case for alternative delivery models). (now)
- b) Consider maintaining temporary holding facilities as a short-term alternative to impoundment. (now)
- c) Progressively establish a network of temporary holding facilities, voluntary cat foster carers and transporters to support efficient operation of the shared cat management facility. (next)
- d) Promote the use of cat management facilities through existing communication channels. (now)
- e) Develop and promote consistent cat receiving guidelines for veterinarian practices. (now)
- f) Ensure that all cats are de-sexed and microchipped prior to being released from a cat management facility. (now)
- g) Contribute where required to developing and implementing a state-wide Code of Practice for cat management facilities. (now)

Success indicators

- Access to cat management facilities, cost of operation, number of cats received and outcome trends.
- Code of Practice for cat management facilities.
- Business case and feasibility study completed.

7.9 Voluntary compliance

Background

The *Cat Management Act 2009* and Cat Management Plan identify a range of obligations for responsible cat ownership and provide the option for councils to establish additional powers where necessary to support greater compliance with community expectations. Voluntary compliance, where individual cat owners do the right thing and voluntarily meet their legal and moral obligations to care for and contain their cats, is by far the most practical and preferred approach. Stronger enforcement action (e.g. fines and prosecution) is only appropriate where there have been serious breaches of the rules (for example, deliberate, repeated failure to appropriately care for animals).

A long-term education campaign will be required to change the culture and lift the understanding and knowledge of the community of the new state-wide legislative requirements applying to cats. This approach acknowledges that some confusion continues to exist in the community, including about the difference between dog and cat management requirements.

Desired outcome

For all cat owners and community members to voluntarily comply with their legal and moral rights and obligations for responsible cat ownership and management.

Strategic directions

- a) Continue to focus on education and preventative measures to help the majority of people do the right thing most of the time to reduce the likelihood of cat related conflict and issues. (now)
- b) Use clear consistent communications across multiple channels to promote cat ownership rights and responsibilities and encourage responsible cat management by all parties and high levels of voluntary compliance with community expectations. This includes using communication networks with cat interests and local and state government communication networks. (now and next)
- c) Continue to liaise with DPIPW around compliance roles and responsibilities across all organisations involved in cat management in the northern region. (now and next)
- d) Monitor rates of voluntary compliance and consider the cost benefit analysis of implementing stronger compliance mechanisms at the regional level to address identified significant issues. (now and next)

- e) Subject to available resources, undertake proactive compliance efforts where a risk assessment has highlighted priority threats to significant conservation community and commercial assets. (next)

Success indicators

- Reported rates of non-compliance and likely reasons.
- Knowledge of cat management legislation in community improved and supported.

7.10 Improved knowledge to better inform cat management

Background

Improved knowledge about the number, distribution and behaviour of cats is essential to designing effective programs to manage and minimise their impact on highly valued conservation, community and commercial assets in the region and generally achieve responsible cat ownership and management. Existing research about cats and cat ownership in Tasmania is limited and cannot be applied to all environments and different communities (including cat owner attitudes, behaviours and barriers to behaviour change). Filling these gaps in knowledge will be a continuing challenge to ensure that available resources are directed towards the highest priorities using the most cost-effective management actions. Consistent approaches to collecting basic information across all parts of the region will be an important first step to better understand the scale of existing problems and to identify practical long-term solutions.

Desired outcome

To have cat management in the region guided by best available science and regionally relevant data to support evidence-based decision making.

Strategic directions

- a) Work towards standard data collection and reporting systems so that all organisations involved in cat management in the northern region have shared access to basic information (e.g. community complaints to councils, surrendered cats, microchipping rates etc.). (now)
- b) Identify priority knowledge gaps and pragmatic options to fill these gaps with qualitative and quantitative research and monitoring (e.g. facilitating university projects). (now)
- c) Where possible use monitoring strategies before, during and after any targeted cat management activity to measure impact and effectiveness. (now and next)
- d) Participate in state-wide and national programs to keep abreast of developments and continually improve evidence-based decision making for cat management. (now and next)
- e) Participate in citizen science projects for data collection related to cat home ranges and impacts in urban environments and related projects. (next)
- f) Promote the voluntary use of reporting portals such as *FeralCatScan* for monitoring feral and stray cats by the community. (now)

Success indicators

- Number of cat management organisations using consistent data collection processes and reporting mechanisms in northern region.
- Adequacy of information for evidence-based decision making.

8. Additional resources

For more information on responsible cat ownership and management refer to tassiecat.com and dpirwe.tas.gov.au/invasive-species

Commonwealth of Australia (2015) *Threat abatement plan for predation by feral cats*. Department of the Environment, Canberra

DPIPWE (2017) *Tasmanian Cat Management Plan 2017-2022*. Biosecurity Tasmania. Department of Primary Industries, Parks, Water and Environment.

Sharp, T., & Saunders, G. (2012) *Model code of practice for the humane control of feral cats*. Invasive Animals Corporative Research Centre.

Draft Northern Regional Cat Management Strategy: Summary of Development

Prepared by Shane Westley, Regional Cat Management Coordinator, NRM North, Feb 2020.

Updated by Darren McPhee, Regional Cat Management Coordinator, NRM North, December 2020.

- In April 2019, there was a request to NRM North from several northern councils, via the General Managers' forum, to undertake a facilitated process with council representatives to improve domestic and stray cat management in the Northern region.
- Consequently, a subcommittee of the Northern Regional Cat Management Working Group (CMWG) was established to develop a *Northern Regional Cat Management Strategy* (the strategy).
- This activity is consistent with the *State Cat Management Plan 2017-22*, which supports regional plans and strategies to address domestic, stray and feral cat management.
- The strategy is intended as a guidance document for key partners and stakeholders, such as Cat Management Facilities, RSPCA, the Australian Veterinary Association, the Tasmanian Parks & Wildlife Service, State Government and NRM North.
- The strategy guides future cat management activities by identifying and prioritising suitable actions and providing a framework for collaboration between councils and key stakeholders.
- Public consultation on the strategy was considered, however, due to the timeframe and available resources, the decision was to produce a strategy with input from councils, key partners and industry stakeholders, and consider community consultation if appropriate for initiatives which may flow on from implementation of the strategy.
- A consultant (TerraForm Design) was engaged by NRM North to facilitate the strategy development process.
- The strategy working group is a sub-committee of the CMWG, consisting of council representatives and key stakeholder representatives who participated in three facilitated workshops and reviewed draft documents out of session.
- Throughout the process, regular updates were provided to stakeholders, and a wireframe document and draft of the strategy were circulated to the strategy working group and Council General Managers on 2 September and 17 December 2019 respectively.
- The strategy is not intended to bind stakeholders to being responsible for the activities identified, rather it is an aspirational document that provides direction for future cat management activities. It requires collaboration to implement, while retaining flexibility to enable stakeholders to engage as appropriate and where resources permit.

- The strategy document is made up of eight sections, with a focus on 10 cat management issues for northern Tasmania and the associated strategic directions which will guide implementation activities. Table 1 shows the ten issues and the desired outcomes as reflected in the draft strategy. For each of the ten issues, detailed actions are also included in the strategy.
- The strategy also refers to the development of annual implementation plans which will guide activities and assist in determining roles and resources required to implement activities over the subsequent 12 months.
- At the General Managers' meeting on 24 January 2020, it was resolved that individual participating councils would workshop the draft strategy prior to endorsement, final design and publication.
- During March and April, NRM North staff provided presentations to two councils on the draft strategy. Unfortunately, presentations to other participating councils were cancelled or postponed due to COVID-19 restrictions. Presentations have recommenced in December and are expected to be complete by March 2021.

Table 1: The ten cat management issues and corresponding desired outcomes as identified in the draft *Northern Regional Cat Management Strategy*

Cat management issue	Desired outcome of Northern Regional Cat Management Strategy implementation
1. De-sexing and microchipping	For all domestic cats to be de-sexed and identified by microchip from four months of age, and owners to keep their contact details on microchip registries up to date.
2. Responsible cat ownership	For all cat owners to understand and enthusiastically practice responsible cat ownership.
3. Protecting significant conservation, commercial and community assets	To have significant conservation, commercial and community assets identified (mapped) with appropriate strategies identified to mitigate cat related risks at priority sites
4. Nuisance and stray cats	To reduce the impact of nuisance cats by encouraging owners to contain their cats to their property, preventing the feeding of stray cats, educating the community against dumping unwanted cats, and encouraging reporting of stray cats to protect identified significant conservation, commercial and community assets.
5. Feral cats	To ensure best practice techniques to manage feral cats are developed and implemented to support integrated cat management across all land tenures in northern region.
6. Cat breeding and hoarding (permitting and animal welfare)	For all cat breeding in the region to be only undertaken by registered or permitted breeders and animal welfare standards maintained including by discouraging the keeping of multiple cats and preventing cat hoarding.

Cat management issue	Desired outcome of Northern Regional Cat Management Strategy implementation
7. Professional cat management capacity	To have improved professional cat management capacity that is shared across all collaborating cat management partners in northern region.
8. Shared regional cat management facilities and resources	To progressively develop a network of partners to enable rural and remote communities' access to shared regional resources including cat management facilities to service the northern region.
9. Voluntary compliance	For all cat owners and community members to voluntarily comply with their legal and moral rights and obligations for responsible cat ownership and management.
10. Improved knowledge to better inform cat management	To have cat management in the region guided by best available science and regionally relevant data to support evidence-based decision making.

CORPORATE SERVICES 1

Reference No. 68/2021

FINANCIAL REPORT TO 31 MARCH 2021

AUTHOR: Justin Marshall
Team Leader Finance

1) Recommendation

It is recommended that Council receive the attached financial report for the period ended 31 March 2021.

2) Officers Report

The financial performance for the first nine months of the financial year is discussed in the Exception and Trends Report, which is included in the attached Financial Report.

3) Council Strategy and Policy

The Annual Plan requires the financial report to March 2021 be presented at the April 2021 Council meeting.

Further the objectives of Council's Community Strategic Plan 2014 to 2024:

- Future direction (5) - Innovative leadership and community governance.

4) Legislation

Not applicable

5) Risk Management

Not applicable

6) Government and Agency Consultation

Not applicable

7) Community Consultation

Not applicable

8) Financial Consideration

Not applicable

9) Alternative Recommendations

Not applicable

10) Voting Requirements

Simple Majority

DECISION:



Meander Valley Council

Working Together

FINANCIAL REPORT TO 31 MARCH 2021

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1. Introduction

Council's Financial Report provides an overview of our financial performance for the current financial year. The report compares revenue and expenditure areas actual results against the set budget estimates. The report provides an overview of Council's financial position as at 31 March 2021.

Operating Revenue for the first nine months of the financial year is within management's forecasts. Grants & Subsidies revenue is below budget to March, due to the timing of the Financial Assistance Grants allocation and also some Grants anticipated in the Recreation & Culture functional area. Operating Expenditure is below budget to March, due in part to the timing of expenditure on contract services and consultants in the Infrastructure Department. There are other exceptions from Council's budget adopted in July 2020 which are discussed further in the Exception and Trends report.

The following information is contained in the Financial Report:

- Consolidated Operating Statement – This report provides a summary of operational revenue and expenditure for the period to date compared to the annual budget estimates.
- Exceptions and Trends Report – This report contains explanation for material revenue and expenditure variations to budget, as well as an analysis of revenue and expenditure by Council in a number of functional areas.
- Capital Expenditure Reports – These reports provide a list of all approved capital projects with their allocated budget, expenditure carried forward from the previous financial year and current year to date expenditure.
- Rates Revenue Report – This report provides a summary of rates raised for the financial year, interest charged on overdue rates and total rates outstanding as at 31 March 2021.
- Cash & Investment Reconciliation – This report shows Council's total cash balance as at 31 March 2021, including funds held in At Call accounts and Term Deposits. Also included is an adjusted cash balance, taking into account estimated future revenue, expenditure and liabilities.



2. Consolidated Operating Statement – 31 March 2021

	Actual 2021	Budget 2021	% of Budget
Total Council Operations			
Operating Revenue			
Rate Revenue	13,088,753	13,046,800	100.32%
Fees & User Charges	928,631	1,148,600	80.85%
Contributions & Donations	53,939	395,000	13.66%
Interest	443,888	645,800	68.73%
Grants & Subsidies	4,151,295	9,762,000	42.53%
Sale of Assets	-	-	
Other Revenue	259,168	186,800	138.74%
Total Operating Revenue	\$ 18,925,675	\$ 25,185,000	75.15%
Operating Expenditure			
Departments			
Governance	1,431,084	2,041,100	70.11%
Corporate Services	1,526,589	2,227,200	68.54%
Infrastructure Services	2,077,689	3,932,800	52.83%
Works	2,617,340	3,904,400	67.04%
Development & Regulatory Services	1,819,293	2,937,500	61.93%
Maintenance & Working Expenses	\$ 9,471,994	\$ 15,043,000	62.97%
Interest	158,490	271,600	58.35%
Depreciation	3,849,150	5,132,200	75.00%
Payments to Government Authorities	948,636	1,264,900	75.00%
Administration Allocated	-	-	
Other Payments	89,752	276,500	32.46%
Total Operating Expenditure	\$ 14,518,022	\$ 21,988,200	66.03%
Operating Surplus/(Deficit)	\$ 4,407,653	\$ 3,196,800	



3. Exception & Trends Report

This report contains explanations for any material income and expenditure variations to budget for the financial year to date, as well as an analysis of income and expenditure by Council functional area.

REVENUE

Rate Revenue – All Rate Revenue is recognised for the year with only additional rates received on supplementary valuations between now and the financial year end to be included. The rate debtor balances outstanding at 31 March 2021 appears in the Rates Revenue Reconciliation report.

Fees & User Charges – Is slightly above budget primarily due to development and building approval fees being above expectations.

Contributions & Donations – Is well below budget however when new subdivision assets taken over by Council are recognised at financial year end, is expected to be within budget.

Interest – Is slightly below budget and may continue to be at year end. Interest rates have declined during the financial year to be below the anticipated rate of return.

Grants & Subsidies – Is below budget expectations, due primarily to the timing of grant receipts and the prepayment of 50% of the 2020-21 Financial Assistance Grants allocation in 2019-20. This is expected to be within budget by year end.

Other Revenue – Is above budget expectations due to the receipt of an interim distribution from TasWater of \$139,000, which was not budgeted for. It is not certain at this point whether there will be further distributions received from TasWater in this financial year.

EXPENSES

Departments

Governance	within budget expectations
Corporate Services	slightly below budget expectations
Infrastructure Services	below budget expectations
Works	slightly below budget expectations
Development & Regulatory Services	below budget expectations

Interest – Two of the four annual Tascorp loan interest instalments have been incurred. The annual recognition for unwinding of the Westbury and Deloraine tip rehabilitation provisions will be accounted for at year end which has caused this item to be slightly under budget.

Depreciation – Is accurately calculated and accounted for at year end however a proportionate amount (75%) of the budget has been allocated for the purposes of the Operating Statement.

Payments to Government Authorities – Three of the four annual instalments for the Fire Levy have been incurred to March.

Other Payments – Is below budget. This item is largely notional accounting values of infrastructure assets written off upon reconstruction or disposal, this is accounted for as part of the year end procedures. The Tasmanian Audit Office fees and Community Grants are also recognised in Other Payments. This item is expected to be within budget at year end.

CORPORATE 1



ANALYSIS BY FUNCTION

Administration

Revenue	\$ 154,522	79.98 %
Expenses	\$ 2,773,437	64.52 %

Revenue is slightly above budget to December, primarily due to the level of property sales related activities including the 337 property certificate fees income in Fees & User Charges.

Administration expenditure is slightly below budget expectations to this point of the year. Expenses for *Development & Regulatory Services* include employee expenses required to prepare the 337 certificates. Expenses for *Governance* include annual LGAT subscription, contribution to Northern Tasmania Development Corporation and HR Consultancy services in relation to the organisational restructure. Expenses for *Corporate Services* include annual support fees for Technology One and annual insurance premiums.

Roads, Streets and Bridges

Revenue	\$ 2,587,279	56.85 %
Expenses	\$ 3,753,292	67.64 %

Grants & Subsidies is under budget primarily due to the prepayment of 50% of the 2020-21 Grants Commission allocation in 2019-20. Contributions & Donations budget includes subdivision road assets taken over from developers and is expected to be in line with expectations when accounted for at year end.

Roads & Streets maintenance expenditure is slightly below budget to March, but should be within budget by year end. Bridge maintenance expenditure is below budget expectations for the year but expected to be within budget by year end. Other Payments are budgeted amounts for road and bridge infrastructure that is written off upon reconstruction or disposal, this will be accounted for at financial year end.

Health, Community and Welfare

Revenue	\$ 3,430,487	92.07 %
Expenses	\$ 5,176,918	63.97 %

Revenue is well above budget to date, due to the full recognition of all Waste Management Service Charges and Fire Levies for the year. Contributions & Donations income will increase to be within budget once stormwater infrastructure assets from new subdivisions are recognised and contributions from community cars are accounted for at year end. Interest income includes three quarterly interest payments received from Aged Care Deloraine. A corresponding expense is shown in interest expenses for Council's funds on paid to Tascorp. Grants & Subsidies revenue is funding received for a new bus stop constructed on Meander Valley Road, Westbury.

Expenditure overall is below budget expectations to this point of the year. *Governance* is above budget due to expenditure on COVID-19 response management. *Infrastructure* is below budget, primarily due to the timing of tip management fees, street lighting charges and expenditure on the redesign of Meander Valley Road at Hadspen. *Development & Regulatory Services* expenditure is below budget, partly due to several staff departures during the financial year.

Payments to Government Authorities is the State Fire Levy, three of the four instalments have been paid up to March. Interest Expense is payments to Tascorp as described above however also includes a budget for the accounting transactions of unwinding the liability for Council to rehabilitate tip sites at Cluan and Deloraine, which will be calculated at year end.

CORPORATE 1



ANALYSIS BY FUNCTION

Land Use Planning & Building

Revenue	\$ 532,042	109.03 %
Expenses	\$ 993,119	69.14 %

Fees & User Charges are development approval and building approval fees which have significantly exceeded expectations to date. Other Revenue includes plumbing surveying services provided to Northern Midlands Council, which are within budget expectations.

Development & Regulatory Services expenditure is within budget and expected to remain within budget by year end.

Recreation and Culture

Revenue	\$ 894,827	25.32 %
Expenses	\$ 1,729,392	66.61 %

Revenue is well below budget to March, primarily due to the timing of Grants not yet received. Grants received to date include \$700,000 for the ground upgrades at Prospect Vale Park. Significant grants are yet to be received for the Deloraine Squash Courts, Hadsphen Bull Run and Bracknell Hall capital projects.

Overall expenditure is slightly below budget. *Infrastructure* and *Works* expenditure is below budget to March, primarily due to expenditure on Public Halls and Parks & Reserves being less than expected to date.

Unallocated & Unclassified

Revenue	\$ 11,326,518	89.23 %
Expenses	\$ 91,864	592.67 %

Rate Revenue is the general rates component of the rates raised for the year. Interest income is slightly below budget expectations, due to declining interest rates during the financial year. The first three quarterly instalments of Financial Assistance Grants from the State Grants Commission have been received; however this is significantly below budget due to the prepayment of 50% of the 2020-21 Grants allocation in 2019-20.

Departmental expenditure is principally accounting entries to balance depreciation across the functions of Council and gravel inventory allocations. This expenditure will trend closer to budget at year end.



4. Capital Project Report

2021 Financial Year

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Administration

100 - Administration

5043	Council Chambers - Office Expansion & Foyer Refurbishment	\$289,033	\$171,515	\$460,548	\$461,000	-\$452	99.90%
5101	Workstations and Peripherals	\$0	\$24,005	\$24,005	\$30,000	-\$5,995	80.02%
5102	Network Infrastructure	\$0	\$122,715	\$122,715	\$162,700	-\$39,985	75.42%
5109	Networked Copiers and Printers	\$0	\$0	\$0	\$17,000	-\$17,000	0.00%
5111	Software and Upgrades	\$0	\$0	\$0	\$35,000	-\$35,000	0.00%
5132	Key Infrastructure Project Design Allocation	\$0	\$0	\$0	\$200,000	-\$200,000	0.00%
100 - Administration Sub Total		\$289,033	\$318,235	\$607,268	\$905,700	-\$298,432	67.05%

100 - Administration Sub Total **\$289,033** **\$318,235** **\$607,268** **\$905,700** **-\$298,432** **67.05%**

Roads Streets and Bridges

201 - Roads and Streets

5576	Hill St, Elizabeth Town	\$0	\$11,347	\$11,347	\$25,000	-\$13,653	45.39%
5620	Whiteleys Rd - Meander 18/19	\$19,127	\$12,335	\$31,463	\$30,500	\$963	103.16%
5802	Louisa St - Bracknell	\$0	\$657	\$657	\$0	\$657	0.00%
5810	Elizabeth St - Bracknell	\$0	\$0	\$0	\$9,200	-\$9,200	0.00%
5822	East St - Carrick	\$0	\$5,348	\$5,348	\$0	\$5,348	0.00%
5827	Barrack St East - Deloraine 19/20	\$821	\$50,562	\$51,382	\$75,000	-\$23,618	68.51%
5829	Morrison St - Deloraine 17/18	\$0	\$0	\$0	\$45,600	-\$45,600	0.00%
5856	Tower Hill St - Deloraine	\$0	\$124,229	\$124,229	\$125,000	-\$771	99.38%
5863	West Goderich St - Deloraine	\$0	\$17,024	\$17,024	\$15,000	\$2,024	113.49%
5877	Rutherglen Rd - Hadspen	\$0	\$0	\$0	\$15,000	-\$15,000	0.00%



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		Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
5894	Country Club Av - Prospect Vale 18/19	\$18,157	\$173,372	\$191,528	\$195,000	-\$3,472	98.22%
5983	Old Bass Highway, Westbury	\$0	\$23,163	\$23,163	\$30,000	-\$6,837	77.21%
5984	R2R 2021 Old Bass Highway - Carrick	\$0	\$176,563	\$176,563	\$184,000	-\$7,437	95.96%
5986	Old Bass Highway - Exton	\$0	\$10,507	\$10,507	\$90,000	-\$79,493	11.67%
6102	Blackstone Rd - Blackstone Heights 16/17	\$15,962	\$698	\$16,661	\$110,000	-\$93,339	15.15%
6110	LRCI Grant Bridgenorth Rd - Bridgenorth	\$0	\$764,238	\$764,238	\$764,000	\$238	100.03%
6138	Lansdowne Pl - Deloraine	\$0	\$0	\$0	\$20,000	-\$20,000	0.00%
6176	LRCI Grant Meander Main Rd - Meander	\$0	\$8,296	\$8,296	\$60,000	-\$51,704	13.83%
6198	Osmaston Rd - Osmaston	\$0	\$347,697	\$347,697	\$345,000	\$2,697	100.78%
6213	R2R 2021 Roseburn Rd - Rosevale	\$0	\$165,747	\$165,747	\$181,000	-\$15,253	91.57%
6246	R2R 2021 Whitmore Rd Carrick To Whitmore - Whit	\$0	\$280,343	\$280,343	\$320,000	-\$39,657	87.61%
6272	East Barrack St - Deloraine	\$0	\$2,834	\$2,834	\$80,000	-\$77,166	3.54%
6276	Westbury Rd - Prospect: Transport Study Projects	\$0	\$0	\$0	\$459,500	-\$459,500	0.00%
6284	New Footpath Developments - Westbury 15/16	\$0	\$0	\$0	\$30,700	-\$30,700	0.00%
6285	New Footpath Developments - Blackstone 17/18	\$0	\$511	\$511	\$7,000	-\$6,489	7.30%
6288	Westbury Rd - PVP Entrance Roundabout 15/16	\$0	\$15,916	\$15,916	\$0	\$15,916	0.00%
6694	Footpath Renewals - Bracknell & Exton	\$0	\$0	\$0	\$120,000	-\$120,000	0.00%
201 - Roads and Streets Sub Total		\$54,067	\$2,191,387	\$2,245,453	\$3,336,500	-\$1,091,047	67.30%

210 - Bridges

5258	LRCI Grant Collier Creek Railton Road	\$2,625	\$380,465	\$383,090	\$550,000	-\$166,910	69.65%
5286	LRCI Grant Liffey River Liffey Falls Road	\$728	\$214,702	\$215,431	\$280,000	-\$64,569	76.94%
5359	R2R 2021 Black Sugarloaf Creek Allens Road	\$592	\$159,341	\$159,933	\$215,000	-\$55,067	74.39%
210 - Bridges Sub Total		\$3,945	\$754,509	\$758,454	\$1,045,000	-\$286,546	72.58%
200 - Roads Streets and Bridges Sub Total		\$58,012	\$2,945,896	\$3,003,908	\$4,381,500	-\$1,377,592	68.56%



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Health and Community Welfare

315 - Cemeteries

6305	Deloraine Lawn Cemetery Irrigation & Landscaping	\$0	\$21,257	\$21,257	\$22,600	-\$1,343	94.06%
6309	Mole Creek Lawn Cemetery Feature Wall	\$0	\$6,996	\$6,996	\$10,000	-\$3,004	69.96%
6310	Deloraine Lawn Cemetery Land Purchase	\$0	\$600	\$600	\$210,000	-\$209,400	0.29%

315 - Cemeteries Sub Total

		\$0	\$28,852	\$28,852	\$242,600	-\$213,748	11.89%
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316 - Community Amenities

6526	Hagley Rec Ground - Replace Septic Tank & Pump 19/20	\$3,904	\$34,817	\$38,721	\$45,000	-\$6,279	86.05%
6528	Meander Valley Rd, Westbury - Bus Shelter	\$0	\$36,683	\$36,683	\$36,700	-\$17	99.95%

316 - Community Amenities Sub Total

		\$3,904	\$71,501	\$75,405	\$81,700	-\$6,295	92.29%
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335 - Household Waste

6602	Westbury Land fill Site - Cell Expansion	\$91,146	\$113,118	\$204,264	\$430,800	-\$226,536	47.42%
6605	Mobile Garbage Bins	\$0	\$93	\$93	\$56,000	-\$55,907	0.17%
6616	Landfill Sites Capacity Expansion	\$0	\$0	\$0	\$40,000	-\$40,000	0.00%

335 - Household Waste Sub Total

		\$91,146	\$113,211	\$204,357	\$526,800	-\$322,443	38.79%
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351 - Storm Water Drainage

6400	Various Locations - Stormwater Improvement Program	\$0	\$6,410	\$6,410	\$68,500	-\$62,090	9.36%
6437	Meander Valley Rd Carrick Stormwater	\$0	\$41,380	\$41,380	\$41,000	\$380	100.93%
6460	Henrietta St Bracknell Stormwater	\$0	\$92,466	\$92,466	\$95,000	-\$2,534	97.33%



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		Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
6470	William St Westbury - Stormwater 19/20	\$3,908	\$2,910	\$6,818	\$120,000	-\$113,182	5.68%
6483	Taylor St, Westbury Stormwater 18/19	\$63,320	\$133,258	\$196,577	\$196,000	\$577	100.29%
6496	Open Drain Program, Blackstone Heights 15/16	\$0	\$0	\$0	\$34,000	-\$34,000	0.00%
6498	Open Drain Program, Westbury	\$0	\$0	\$0	\$117,500	-\$117,500	0.00%
6856	Mary St, Westbury - Stormwater 18/19	\$390	\$56,728	\$57,118	\$70,000	-\$12,882	81.60%
6862	Emma St, Bracknell - Stormwater 19/20	\$0	\$8,944	\$8,944	\$30,000	-\$21,056	29.81%
6864	Bishopsbourne Rd, Carrick - Stormwater	\$0	\$38,438	\$38,438	\$38,000	\$438	101.15%
6865	Webster St, Westbury - Stormwater	\$0	\$10,721	\$10,721	\$17,000	-\$6,279	63.07%
351 - Storm Water Drainage Sub Total		\$67,617	\$391,255	\$458,872	\$827,000	-\$368,128	55.49%
300 - Health and Community Welfare Sub Total		\$162,668	\$604,819	\$767,486	\$1,678,100	-\$910,614	45.74%

Recreation and Culture

505 - Public Halls

7428	Bracknell Hall - Bracing Building Structure 16/17	\$37,622	\$61,880	\$99,501	\$835,000	-\$735,499	11.92%
7446	Carrick Hall - Carpark Improvements	\$0	\$36,412	\$36,412	\$45,000	-\$8,588	80.92%
7448	Mole Creek Hall - Roof Replacement	\$0	\$978	\$978	\$50,000	-\$49,022	1.96%
7449	Birralee Hall - Floor Replacement	\$0	\$842	\$842	\$50,000	-\$49,158	1.68%
505 - Public Halls Sub Total		\$37,622	\$100,112	\$137,734	\$980,000	-\$842,266	14.05%

515 - Swimming Pools and Other

7506	Deloraine Pool - Replace Pool Cover	\$0	\$19,646	\$19,646	\$25,000	-\$5,354	78.58%
515 - Swimming Pools and Other Sub Total		\$0	\$19,646	\$19,646	\$25,000	-\$5,354	78.58%



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525 - Recreation Grounds & Sports Facilities

	Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
7616 Deloraine Rec Ground - Drainage 19/20	\$301	\$12,507	\$12,808	\$25,000	-\$12,192	51.23%
7665 Hadsden Memorial Centre Extension	\$13	\$159	\$172	\$180,000	-\$179,828	0.10%
7670 PVP - Clubroom Toilet Upgrades	\$65	\$48,882	\$48,947	\$80,000	-\$31,053	61.18%
7671 PVP Development Plan - Future Projects	\$0	\$0	\$0	\$326,500	-\$326,500	0.00%
7688 Deloraine Community Complex - Female Changeroom Refur	\$20,541	\$47,867	\$68,408	\$83,900	-\$15,492	81.53%
7692 PVP Upgrade Grounds 2, 3 & 4	\$2,548	\$748,838	\$751,387	\$500,000	\$251,387	150.28%
7694 DCC & Deloraine Football Club - Grease Trap Installation 19	\$1,351	\$10,310	\$11,661	\$35,000	-\$23,339	33.32%
7695 Deloraine Community Complex - Squash Courts	\$17,571	\$55,391	\$72,962	\$2,000,000	-\$1,927,038	3.65%
7696 Deloraine Pump Track 19/20	\$18,139	\$10,635	\$28,774	\$28,500	\$274	100.96%
525 - Recreation Grounds & Sports Facilities Sub Total	\$60,528	\$934,591	\$995,119	\$3,258,900	-\$2,263,781	30.54%

545 - Sundry Cultural Activities

7909 MVPAC Foyer Improvements 18/19	\$152,862	\$24,346	\$177,208	\$182,500	-\$5,292	97.10%
7910 MVPAC Little Theatre Heating	\$0	\$1,401	\$1,401	\$75,000	-\$73,599	1.87%

545 - Sundry Cultural Activities Sub Total

	\$152,862	\$25,747	\$178,609	\$257,500	-\$78,891	69.36%
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565 - Parks and Reserves

8018 Chudleigh Hall Reserve - BBQ Renewal	\$0	\$5,678	\$5,678	\$7,000	-\$1,322	81.12%
8044 Blackstone Park - Playground Equipment 18/19	\$0	\$8,988	\$8,988	\$8,100	\$888	110.96%
8053 Blackstone Park - Sale of Public Land 16/17	\$6,190	\$4,663	\$10,852	\$0	\$10,852	0.00%
8097 Kimberley Township Improvements 18/19	\$2,345	\$861	\$3,206	\$10,000	-\$6,795	32.06%
8099 Poets Place Reserve, Hadsden - Divest Land 18/19	\$190	\$0	\$190	\$5,000	-\$4,810	3.79%
8101 Chris St Reserve, Prospect - Divest Land 18/19	\$59	\$0	\$59	\$5,000	-\$4,941	1.18%



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		Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
8103	Hadsden Bull Run - Play Area & Public Toilets	\$197	\$154,650	\$154,847	\$300,000	-\$145,153	51.62%
8104	Various Locations Dog Area Improvements	\$0	\$31,245	\$31,245	\$100,000	-\$68,755	31.24%
8105	Pioneer Drive, Mole Creek - Playground Equipment	\$0	\$2,898	\$2,898	\$55,000	-\$52,102	5.27%
565 - Parks and Reserves Sub Total		\$8,980	\$208,982	\$217,962	\$490,100	-\$272,138	44.47%
500 - Recreation and Culture Sub Total		\$259,992	\$1,289,078	\$1,549,070	\$5,011,500	-\$3,462,430	30.91%

Unallocated and Unclassified

625 - Management and Indirect O/Heads

8803	Minor Plant Purchases	\$0	\$33,712	\$33,712	\$30,000	\$3,712	112.37%
8818	Works Depot Land Purchase 19/20	\$48,400	\$458,151	\$506,551	\$750,000	-\$243,449	67.54%
8819	New Works Depot Design & Construction	\$0	\$5,707	\$5,707	\$1,300,000	-\$1,294,293	0.44%
8820	PVP Works Depot - Storage Shed	\$0	\$76,018	\$76,018	\$120,000	-\$43,982	63.35%
8821	PVP Works Depot - Shed, Wash Down Bay & Roller Door	\$0	\$1,889	\$1,889	\$50,000	-\$48,111	3.78%
625 - Management and Indirect O/Heads Sub Total		\$48,400	\$575,478	\$623,878	\$2,250,000	-\$1,626,122	27.73%

655 - Plant Working

8711	Mower 2 Replacement (Plant 605)	\$0	\$34,455	\$34,455	\$30,000	\$4,455	114.85%
8719	Medium Truck (No. 900)	\$0	\$105,390	\$105,390	\$120,000	-\$14,610	87.82%
8728	Light Truck (No.977)	\$0	\$0	\$0	\$70,000	-\$70,000	0.00%
8762	Tip Truck (No. 910) 19/20	\$0	\$113,405	\$113,405	\$115,000	-\$1,595	98.61%
8766	Mower (No. 600)	\$0	\$22,290	\$22,290	\$30,000	-\$7,710	74.30%
655 - Plant Working Sub Total		\$0	\$275,539	\$275,539	\$365,000	-\$89,461	75.49%



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675 - Other Unallocated Transactions

8707 Fleet Vehicle Purchases

	Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
675 - Other Unallocated Transactions Sub Total	\$0	\$12,226	\$12,226	\$167,800	-\$155,574	7.29%
600 - Unallocated and Unclassified Sub Total	\$48,400	\$863,242	\$911,642	\$2,782,800	-\$1,871,158	32.76%
Total Capital Project Expenditure	\$818,105	\$6,021,269	\$6,839,374	\$14,759,600	-\$7,920,226	46.34%



5. Capital Resealing Report

2021 Financial Year

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	<i>Total Expenditure</i>	<i>Total Budget</i>	<i>Variance Amount</i>	<i>Percentage of Total Budget</i>
Roads Streets and Bridges				
201 - Roads and Streets				
5559 Christmas Hills - Elizabeth Town	\$953	\$0	\$953	0.00%
5626 Scotts - Mole Creek	\$14,878	\$0	\$14,878	0.00%
5757 Bonney St - Elizabeth Town	\$6,954	\$0	\$6,954	0.00%
5802 Louisa St - Bracknell	\$9,086	\$0	\$9,086	0.00%
5804 Florence St - Bracknell	\$1,554	\$0	\$1,554	0.00%
5807 Field St - Bracknell	\$1,151	\$0	\$1,151	0.00%
5809 Amelia St - Bracknell	\$5,046	\$0	\$5,046	0.00%
5811 Emma St - Bracknell	\$7,384	\$0	\$7,384	0.00%
5812 Henrietta St - Bracknell	\$9,384	\$0	\$9,384	0.00%
5813 Jane St - Bracknell	\$4,808	\$0	\$4,808	0.00%
5823 Glover Av - Blackstone Heights	\$451	\$0	\$451	0.00%
5884 Bowdens Rd - Hadsphen	\$55,650	\$0	\$55,650	0.00%
5894 Country Club Av - Prospect Vale 18/19	\$290	\$0	\$290	0.00%
5901 Las Vegas Dr - Prospect Vale	\$105,229	\$0	\$105,229	0.00%
5913 Atlantic Pl - Prospect Vale	\$36,929	\$0	\$36,929	0.00%
5924 Vale St - Prospect Vale	\$129	\$0	\$129	0.00%
5929 Harley Pd - Prospect Vale	\$60,699	\$0	\$60,699	0.00%
5940 Monte Carlo Ct - Prospect Vale	\$26,824	\$0	\$26,824	0.00%
5949 Burswood Tce - Prospect Vale	\$41,206	\$0	\$41,206	0.00%
5954 Sherwood Cl - Prospect Vale	\$155	\$0	\$155	0.00%
5983 Old Bass Highway, Westbury	\$8,003	\$0	\$8,003	0.00%
6110 LRCl Grant Bridgenorth Rd - Bridgenorth	\$108,172	\$0	\$108,172	0.00%
6119 Sorrell St - Chudleigh	\$6,444	\$0	\$6,444	0.00%
6122 Scotts - Chudleigh	\$59,139	\$0	\$59,139	0.00%
6131 Barra Rd - Deloraine	\$5,356	\$0	\$5,356	0.00%
6143 North St - Elizabeth Town	\$11,898	\$0	\$11,898	0.00%
6145 Samuel St - Elizabeth Town	\$23,359	\$0	\$23,359	0.00%
6213 R2R 2021 Roseburn Rd - Rosevale	\$62,119	\$0	\$62,119	0.00%
6246 R2R 2021 Whitmore Rd Carrick To Whiter	\$155,953	\$0	\$155,953	0.00%
6299 Reseals General Budget Allocation	\$0	\$1,340,300	-\$1,340,300	0.00%
6350 Bonney St - Elizabeth Town	\$6,174	\$0	\$6,174	0.00%
6351 Christmas Hills - Elizabeth Town	\$11,284	\$0	\$11,284	0.00%
6352 Long Ridge Rd - Montana	\$736	\$0	\$736	0.00%
201 - Roads and Streets Sub Total	\$847,397	\$1,340,300	-\$492,903	63.22%
Capital Resealing Projects Total	\$847,397	\$1,340,300	-\$492,903	63.22%



6. Capital Gravelling Report

2021 Financial Year

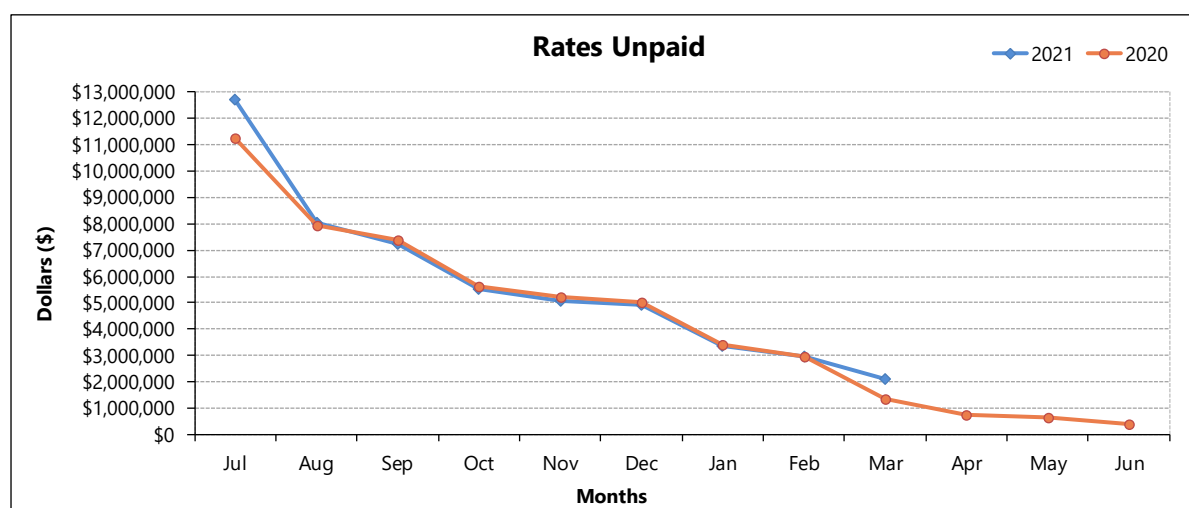
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	<i>Total Expenditure</i>	<i>Total Budget</i>	<i>Variance Amount</i>	<i>Percentage of Total Budget</i>
Roads Streets and Bridges				
201 - Roads and Streets				
5547 King St (Near Cemetery) - Deloraine	\$538	\$0	\$538	0.00%
5549 Pumicestone Rd - Deloraine	\$18,128	\$0	\$18,128	0.00%
5590 Hilders Rd - Kimberley	\$3,288	\$0	\$3,288	0.00%
5592 Fields - Kimberley	\$10,332	\$0	\$10,332	0.00%
5595 Taylors - Lemana	\$13,829	\$0	\$13,829	0.00%
5645 Stephens - Moltema	\$11,891	\$0	\$11,891	0.00%
5646 Harveys - Moltema	\$5,744	\$0	\$5,744	0.00%
5647 Gaffneys - Moltema	\$10,915	\$0	\$10,915	0.00%
5658 Wattle Drive - Reedy Marsh	\$4,793	\$0	\$4,793	0.00%
5668 Maloneys Rd - Parkham	\$26,556	\$0	\$26,556	0.00%
5683 Johns Rd - Reedy Marsh	\$21,564	\$0	\$21,564	0.00%
5691 Selby Rd - Selbourne	\$4,994	\$0	\$4,994	0.00%
5701 Grundys - Weegen	\$2,807	\$0	\$2,807	0.00%
5703 Kellys Cage Rd - Weegen	\$23,061	\$0	\$23,061	0.00%
5716 Arthur St - Westbury	\$3,534	\$0	\$3,534	0.00%
5718 Smith St - Westbury	\$4,452	\$0	\$4,452	0.00%
5722 Franklin St - Westbury	\$1,270	\$0	\$1,270	0.00%
5723 Five Acre Row - Westbury	\$426	\$0	\$426	0.00%
5725 Pensioners Row - Westbury	\$1,844	\$0	\$1,844	0.00%
5729 Colonisation Row - Westbury	\$8,032	\$0	\$8,032	0.00%
5731 Reid St - Westbury	\$4,679	\$0	\$4,679	0.00%
5734 Veterans Row - Westbury	\$2,818	\$0	\$2,818	0.00%
5737 Ita Mara - Western Creek	\$1,533	\$0	\$1,533	0.00%
5778 Badcocks Lane	\$7,989	\$0	\$7,989	0.00%
5799 Gravel Resheeting General Budget Alloc	\$0	\$324,500	-\$324,500	0.00%
5858 Gleadow St - Deloraine	\$382	\$0	\$382	0.00%
6699 Harts Lane - Weegen	\$2,758	\$0	\$2,758	0.00%
201 - Roads and Streets Sub Total	\$198,157	\$324,500	-\$126,343	61.07%
Capital Gravelling Expenditure Total	\$198,157	\$324,500	-\$126,343	61.07%



7. Rates Revenue Reconciliation – 31 March 2021

	2021	2020
Rate Balance Carried Forward from previous Year	\$ 380,117	\$ 418,300
2020/21 Rates Raised	\$ 13,092,617	\$ 12,952,597
Interest	\$ 40,612	\$ 48,145
Rate Adjustments	\$ 24,924	\$ 39,732
Payments Received	-\$ 11,448,576	-\$ 12,098,414
Rates Control Account Balance	\$ 2,089,694	\$ 1,360,360
% of Rates Unpaid	15.46%	10.14%





8. Cash & Investment Reconciliation – 31 March 2021

	2020-21	2019-20
Balance Carried Forward from previous Year	\$ 21,341,304	\$ 24,549,378
Add Deposits	\$ 19,127,001	\$ 19,418,721
Less Payments	-\$ 20,095,286	-\$ 20,820,247
Balance as per Bank Account	\$ 20,373,019	\$ 23,147,853

Made up of:	Amount	Interest Rate
Cash at Bank	301,999	0.00%
Westpac Bank Cash Management Account	2,106	0.05%
Commonwealth Bank at Call Account	2,681,241	0.20%
National Australia Bank	3,000,000	0.90-1.00%
Macquarie Bank	4,010,021	0.70-1.70%
MyState Financial	4,377,652	0.65-0.90%
Bendigo Bank	3,000,000	0.65-1.05%
Bank of Us	1,000,000	2.00%
Judo Bank	2,000,000	0.75-0.90%

\$ 20,373,019

Less expenditure commitments:

2021 Operating expenditure outstanding	-6,187,128
2021 Capital expenditure outstanding	-8,539,472

Add assets:

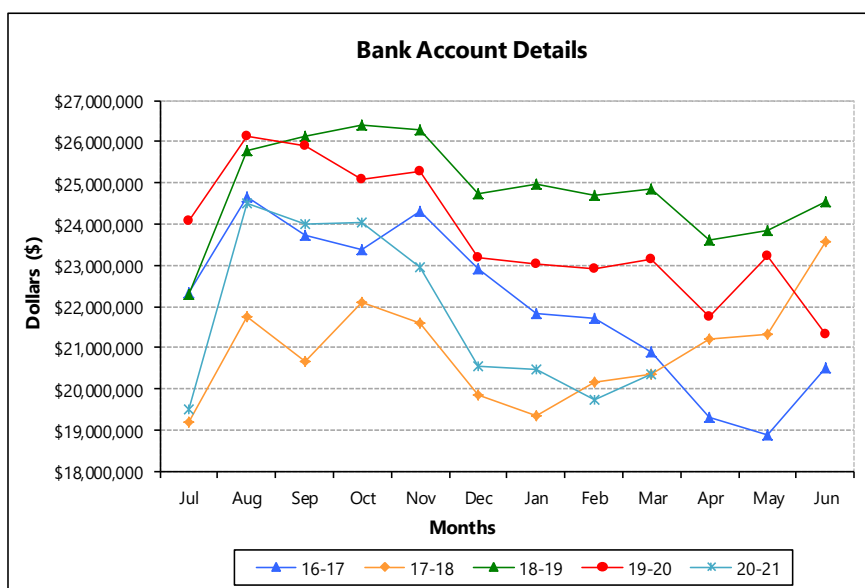
2021 Operating income outstanding	6,259,325
2021 Estimated rate debtors outstanding	2,089,694
Part 5 agreement amounts receivable	866,458
2020 Loans receivable	3,762,000

Less liabilities:

2020 Tip rehabilitation	-4,177,766
2020 Employee leave provisions	-1,762,021
2020 Loans payable	-3,600,000

Adjusted Cash Balance

\$ 9,084,109



CORPORATE 1

INFRASTRUCTURE 1

Reference No. 69/2021

REVIEW OF BUDGETS FOR THE 2020-21 CAPITAL WORKS PROGRAM

AUTHOR: Dino De Paoli
Director Infrastructure Services

1) Recommendation

It is recommended that Council;

1. Approves receipt of additional capital grant revenue as follows:

<i>Project Name</i>	<i>Current Revenue Budget</i>	<i>Additional Revenue</i>	<i>Revised Revenue Budget</i>
<i>Main Road, Meander - Safety Improvements</i>	<i>\$0</i>	<i>\$30,000</i>	<i>\$30,000</i>

2. Approves the following project budget changes to the 2020-21 Capital Works Program:

<i>Project Name</i>	<i>Current Budget</i>	<i>Proposed Budget Variation</i>	<i>Revised Budget</i>
<i>Footpath Renewals - Bracknell & Exton</i>	<i>\$120,000</i>	<i>-\$120,000</i>	<i>\$0</i>
<i>Louisa St Footpath Renewal - Bracknell</i>	<i>\$0</i>	<i>\$120,000</i>	<i>\$120,000</i>
<i>Main Road, Meander - Safety Improvements</i>	<i>\$60,000</i>	<i>\$70,000</i>	<i>\$130,000</i>
<i>Prospect Vale Park Development Plan Funding for future projects</i>	<i>\$326,500</i>	<i>-\$264,000</i>	<i>\$62,500</i>
<i>Prospect Vale Park - Upgrade Grounds 2, 3 & 4</i>	<i>\$500,000</i>	<i>\$264,000</i>	<i>\$764,000</i>
<i>Council Works Depot Land Purchase</i>	<i>\$750,000</i>	<i>-\$243,000</i>	<i>\$507,000</i>

<i>Council New Works Depot Design & Construction</i>	<i>\$1,300,000</i>	<i>\$243,000</i>	<i>\$1,543,000</i>
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2) Officers Report

The purpose of this report is to seek Council approval for the reallocation of funding within the Capital Works Program and to approve an increase in project budget revenue due to receipt of additional grant funding.

The project budget impacted by additional external funding is for the Main Road Safety Improvements work in Meander. A grant amount of \$30,000 was approved by the Federal Government in August 2020 under the Local Road and Community Infrastructure program. Further information on this project is provided in Table 1.

Project budget allocations within the Capital Works Program that are submitted to Council for approval prior to the commencement of each financial year are prepared using a range of methods. In some instances and depending on the availability of resources and time constraints, projects can be thoroughly scoped and accurate estimates prepared using available empirical or supplier information. Conversely, project cost estimates may only be general allowances prepared using the best information available at the time.

During the financial year, detailed design, adjustment to project scope and the undertaking of additional works during construction, results in project expenditure under and over approved budget amounts. New projects may also be requested for inclusion in the Program, or removal.

The overall financial objective in delivering the Capital Works Program is to have a zero net variation in the program budget. Project savings are generally used to offset project overruns and additional funding can be requested to assist with balancing the budget or to finance new projects. However, as a result of the additional external funding being available, the Program value in this instance will increase by \$30,000.

Refer to Table 1 for the additional funding reallocation of project funding details.

TABLE 1: 2020-21 CAPITAL WORKS BUDGET – ADDITIONAL FUNDING & REALLOCATION OF PROJECT FUNDING

Project No.	Project Name	Council Costs to date	Current Budget	Proposed Budget Variation	Revised Budget	Delegation	Comments
	Footpath Renewals – Bracknell & Exton Council approved a budget allocation of \$210K this financial year to undertake footpath works in Bracknell (Louisa Street) and Exton (Meander Valley Road). Project work is already being underway in Exton by Council's Works Department. Drawings and a scope of work has been prepared for the work in Louisa Street and will be issued to contractors for pricing prior to Easter.						
6694	Footpath Renewals - Bracknell & Exton	\$0	\$120,000	-\$120,000	\$0	Council	Transfer funds to PN5802
5802	Louisa St Footpath Renewal - Bracknell	\$657	\$0	\$120,000	\$120,000	Council	Transfer funds from PN6694
	Main Road, Meander - Safety Improvements Council approved a budget allocation of \$60K this financial year toward traffic safety improvements at the post office. This work was to include traffic calming, line marking and pavement work. Assessment by Council officers, in discussion with members of the local community, identified opportunities to also alter bridge signage and barriers to improve sight distance, and install roadside drainage to mitigate localised stormwater issues. These elements were not considered part of the original scope, however, the reallocation of unspent funding from other projects would enable these works to be undertaken and provide a better outcome. The detail for the drainage work is to be confirmed. The Black Sugarloaf Creek bridge project has been completed under budget. The \$70,000 variation below includes the additional \$30,000 revenue from the Local Roads and Community Infrastructure Grant program. The proposed budget variations of \$20,000 for Black Sugarloaf Creek and the Stormwater Improvement Program will be managed through the General Manager's delegated authority.						

Project No.	Project Name	Council Costs to date	Current Budget	Proposed Budget Variation	Revised Budget	Delegation	Comments
5359	Black Sugarloaf Creek Bridge Reconstruction - Allens Road	\$159,933	\$215,000	-\$20,000	\$195,000	GM	Transfer funds to PN6176
6400	Stormwater Improvement Program - Various locations	\$6,410	\$68,500	-\$20,000	\$48,500	GM	Transfer funds to PN6176
6176	Main Road, Meander - Safety Improvements	\$8,296	\$60,000	\$70,000	\$130,000	Council	Transfer funds from PN5359 & PN6400
	Prospect Vale Park Grounds Upgrade Council received \$700,000 from the Federal Government through the Community Development Grant program toward the upgrade of grounds 2, 3 & 4 at Prospect Vale Park. An additional \$100,000 in funding from Council brought the expected project value to \$800,000. A project budget of \$500,000 was approved this financial year, with a reallocation from the existing Prospect Vale Development Plan project to make up the balance budget amount. The project work has now been completed, and despite some variations during construction the final costs have come in under the anticipated \$800,000 budget.						
7671	Prospect Vale Park Development Plan Funding for future projects	\$0	\$326,500	-\$264,000	\$62,500	Council	Transfer funds to PN7692
7692	Prospect Vale Park - Upgrade Grounds 2, 3 & 4	\$751,387	\$500,000	\$264,000	\$764,000	Council	Transfer funds from PN7671
	Proposed New Council Works Depot The purchase of land at Valley Central is complete. It is proposed to reallocate remaining funding to the depot design and construction project. The concept development phase for the new depot is in progress.						

Project No.	Project Name	Council Costs to date	Current Budget	Proposed Budget Variation	Revised Budget	Delegation	Comments
8818	Council Works Depot Land Purchase	\$506,551	\$750,000	-\$243,000	\$507,000	Council	Transfer funds to PN8819
8819	Council New Works Depot Design & Construction	\$5,707	\$1,300,000	\$243,000	\$1,543,000	Council	Transfer funds from PN8818
	Totals		\$3,340,000	\$30,000	\$3,370,000		

3) Council Strategy and Policy

Council's Annual Plan requires Council officers to report on the progress of capital works projects.

4) Legislation

Section 82(5) of the *Local Government Act 1993* requires Council to approve by absolute majority any proposed alteration to Council's estimated capital works outside the limit of the General Manager's financial delegation of \$20,000.

5) Risk Management

Not applicable

6) Government and Agency Consultation

Not applicable

7) Community Consultation

Not applicable

8) Financial Consideration

The recommended variations in this report will result in a \$30,000 increase to the value of the 2020-21 Capital Works Program as a result of additional revenue received through the Local Roads and Community Infrastructure grants program.

9) Alternative Recommendations

Not applicable

10) Voting Requirements

Absolute Majority

DECISION:

GOVERNANCE 1

Reference No. 70/2021

REVIEW OF POLICY NO. 21 - VANDALISM REDUCTION POLICY

AUTHOR: Jacqui Parker
Governance Coordinator

1) Recommendation

It is recommended that Council:

- 1. Discontinues Policy No. 21 – Vandalism Reduction Policy; and***
- 2. Endorse New Policy No. 21 – Vandalism Reduction Policy.***

2) Officers Report

The attached *Vandalism Reduction Policy* encourages a more holistic approach to vandalism across Council than its predecessor, by clarifying the remedial options available to staff, and guiding the policy assessment of which actions should be prioritised.

This policy will also assist staff required to efficiently brief managers where problem or repeat vandalism is identified.

Background

In 2019 and 2020, targets of graffiti, theft, property damage and other forms of vandalism included Prospect, Westbury, Blackstone Heights, Hadspen, Bracknell and Deloraine, among others.

Initial reports require swift and decisive remedial action by staff on the ground. This helps prevent any individual site from becoming established as a recurring future target for vandals.

As part of the renewal process, key staff were engaged for input and feedback, ensuring greater awareness of the full suite of options available in future.

3) Council Strategy and Policy

Furtheres the objectives of Council's Community Strategic Plan 2014 to 2024:

- Future direction (5) - Innovative leadership and community governance.

4) Legislation

Police Offences Act 1935 (Tas), s41.

5) Risk Management

Not applicable

6) Government and Agency Consultation

Not applicable

7) Community Consultation

Not applicable

8) Financial Consideration

Not applicable

9) Alternative Recommendations

Not applicable

10) Voting Requirements

Simple Majority

DECISION:

POLICY MANUAL

Policy Number: 21

Vandalism Reduction Policy

Purpose: Reduce vandalism to Council property and mitigate costs associated with graffiti removal, repairs, maintenance and devaluation of Council assets. Improve the appearance and amenity of Council assets for the benefit of community users.

Department: Governance

Author: Jacqui Parker, Governance Coordinator

Council Meeting Date: 13 April 2021

Minute Number: **/2021

Next Review Date: **April 2024**

POLICY

1. Definitions

Council asset: Any building, structure, vehicle, plant or other asset that Council owns, possesses or is responsible for managing. Assets may include (without limitation) fittings, fixtures, consumables or other goods, ground surface, air quality, fixed or portable furniture, tools, plant and equipment, etc.

Council worker: A person currently engaged to work with Council as an employee, volunteer or contractor, who is acting in the course of their engagement or otherwise carrying out Council business in an official capacity.

Graffiti: Any marking (writing, drawing or otherwise) on a Council asset, by any medium (permanent or otherwise), that is not commissioned or permitted by Council. To avoid doubt, this includes being in possession of graffiti equipment without lawful excuse.

Offender: A person identified as having engaged in an act of vandalism, or suspected of having engaged in an act of vandalism. This may be an individual person, group of people, or a club, association or other specific user group.

Policy Name: Vandalism Reduction Policy

Version 1

Page 1

Remedial action:	Any repair, maintenance, replacement, painting, cleaning, equipment upgrades or other corrective actions required to be undertaken in order to address an act of vandalism.
Security upgrades:	Any change to the security of a Council asset which may decrease its vulnerability (or that of other Council assets) to similar acts of vandalism in future. Examples: temporary or permanent camera monitoring, reducing or eliminating public access, increased street lighting, security screens, enhanced locks or alarm systems, security service monitoring, etc.
Vandalism:	Behaviour, including graffiti, that causes a Council asset to be damaged, destroyed, defaced, soiled, removed, relocated or otherwise devalued without Council's permission, including suspected or attempted vandalism.

2. Objective

This objective of this policy is to strategically protect Council assets from unlawful vandalism behaviours. It will reduce the considerable cost of asset repairs, replacement and restoration while delivering a community benefit through the improved appearance and amenity of Council assets. This is to be achieved by:

- (a) swift, consistent and strategic remedial steps that prevent Council assets from becoming established as vandalism targets; and
- (b) an increased risk of detection and consequences to deter offenders through enhanced community participation and improved investigative techniques.

3. Scope

This policy applies to vandalism of Council assets by any person.

4. Policy

1. Council will promptly undertake remedial action for reported vandalism in its routine Works program, to prevent sites becoming established as vandalism targets.
2. The Director Works or Director Infrastructure Services has discretion to undertake preliminary investigations into reported vandalism. This may include site inspection, monitoring, camera surveillance, or informal enquiries with nearby residents, business owners or other community members.
3. After preliminary investigations, and taking into account the seriousness of the behaviour and its impact on the community, the General Manager has discretion to direct any of the following additional steps:

- Community involvement in further investigations (e.g. social media campaign, letter drops, door knocks, newspaper and other media, etc.) and seeking input from affected community members or user groups
 - Where appropriate, a reward offered to any person who volunteers information leading to the identification of a vandalism offender.
 - Reaching informal agreements for redress by identified offenders, which may include:
 - in-kind remedial action (e.g. cleaning, painting, repair work, etc.);
 - pay compensation;
 - other steps to address harm caused (e.g. apology);
 - Any other steps reasonably justified (within the limits of financial delegation) to prevent repeat patterns of vandalism behaviour, such as:
 - increased security services;
 - increased or permanent surveillance;
 - changes in access to facilities;
 - changes in conditions of use for facilities (e.g. possession of graffiti equipment banned);
 - lighting or structural upgrades;
 - changes to building and landscape design features;
 - agreements and consultation with user groups or other interested parties;
 - signage and other public notices or communications.
 - A formal report to Tasmania Police, or commencement of other legal processes;
 - A claim against any relevant property insurance policy held by Council.
4. A reward offered under this policy will:
- not exceed a maximum total value of \$1000; and
 - may be offered as cash, or as goods and services of an equivalent value (at the General Manager's discretion); and
 - be consistent with the requirements of the *Police Offences Act 1935* (s41); and
 - be advertised to the community either on a broad or targeted basis, as deemed appropriate during the investigative process; and
 - be claimable by any member of the community aged 12 years or over, except Councillors (or their immediate families) and Council workers (or their immediate families); and
 - be claimable by children under the age of 12 only with the permission of a parent or legal guardian.
5. In determining the appropriate steps to be actioned under this policy, Directors and the General Manager must consider:
- the cost of any remedial action; and

- the degree of nuisance, offence and any other community impact that may arise from the vandalism behaviour (whether financial or non-financial), including individual impacts;
- the age and other personal circumstances of any offender identified during Council or police investigations;
- any other relevant advice, information, intelligence or community views available to Council.

5. Legislation

Police Offences Act 1935 (Tas)

Criminal Code 1924 (Tas)

Civil Liability Act 2002 (Tas)

6. Responsibility

Responsibility for the operation of this policy rests with the Director Works and Director Infrastructure Services, and with the General Manager.

POLICY MANUAL

Policy Number: 21

Vandalism Reduction Incentive

Purpose:

To act as an incentive for the community to report vandalism of council property.

Department:

Governance & Community Services

Author:

David Pyke, Director

Council Meeting Date:

12 July 2016

Minute Number:

157/2016

Next Review Date:

August 2020

POLICY

1. Definitions

Nil

2. Objective

To reduce the level of vandalism to Council property.

3. Scope

This policy applies to the vandalism or destruction of any Council controlled property.

4. Policy

That a minimum offer of \$300 be made by way of a reward for information leading to the conviction of persons vandalising or destroying any Council property and this be increased to a maximum of \$1,000 at the discretion of the Mayor or General Manager depending on the severity of the vandalism.

5. Legislation

Not Applicable

6. Responsibility

Responsibility for the operation of this policy rests with the General Manager.

Policy Name: Vandalism Reduction Incentive

**Version 6
Page 1**

GOVERNANCE 2

Reference No. 71/2021

2020-21 COMMUNITY GRANTS AND SPONSORSHIP FUND APPLICATION ASSESSMENTS ROUND 4 – MARCH 2021

AUTHOR: Nate Austen
Community Programs Officer

1) Recommendation

It is recommended that Council:

- 1. Notes the recommendations of the Community Grants Committee;***
- 2. Approves Community Grants for Round 4 – March 2021, in accordance with Policy No. 82 Community Grants and Sponsorship Fund, as follows:***

Community Grants		
Organisation	Project	Grant Recommended
Birrilee Memorial Hall Committee	Equipment Upgrades	\$2,678
Deloraine Dramatic Society	Cinderella The Musical	\$3,000
Deloraine House	Sow the Seeds for a Connected Community	\$2,600
Prospect Hawks Junior Football Club	Sports Medical Safety Equipment	\$2,323
Sub-total		\$10,601

- 3. Approves a Townscape Incentive Grant for Round 4 – March 2021, in accordance with Policy No. 82 Community Grants and Sponsorship Fund, as follows:***

Townscape Incentive Grant		
Property Owner/Property	Project	Grant Recommended
Georgina Galloway, 210 Emu Plains Road, Westbury.	Front Gate Restoration	\$1,200
Sub-total		\$1,200

4. Approves Sponsorship Donations for Individuals for Round 4 - March 2021, in accordance with Policy No. 82 Community Grants and Sponsorship Fund, as follows:

Sponsorship Donation for Individuals		
Name	Event	Sponsorship
Gypsey M.	National Futsal Championships	\$150
Layla S.	Gold Coast Champions Youth Cup - Soccer	\$150
Ilana K.	Gold Coast Champions Youth Cup - Soccer	\$150
Sub-total		\$450

5. Approves Council Fee Reimbursement Grant for Round 4 - March 2021, in accordance with Policy No. 82 Community Grants and Sponsorship Fund, as follows:

Council Fee Reimbursement Grant		
Organisation	Project	Grant Recommended
Carrick Park Pacing Club	Demolition of Buildings, Relocate Buildings, New Stalls, Stables & Training Complex	\$2,030
Sub-total		\$2,030

6. Notes the following amounts approved by the General Manager for sponsorship donations for individuals and organisations on 8 February 2021, following recommendation by the Grants Committee:

Sponsorship Donation for Individuals and Organisations		
Organisation	Project	Grant Recommended
New Horizons Tasmania	Great Western Tiers Cycle Challenge	\$360
Australian Maritime Workers Union	Young Women's Forum	\$500
Sub-total		\$860

7. Notes the following Recovery Event Sponsorships approved by the General Manager during the period 19 January to 13 April 2021, following recommendations by the Committee:

Recovery Event Sponsorship		
Organisation	Event	Sponsorship Recommended
Chudleigh Agricultural and Horticultural Society	International Women's Day Afternoon Tea	\$1,500
Garlic and Tomato Festival Inc	Garlic and Tomato Festival	\$2,200
Sub-total		\$3,700

2) Officers Report

This is the last of four rounds of community grants and sponsorship assessments for the 2020-21 financial year. Council provided a total grants and sponsorship budget allocation of \$100,900 for 2020-21.

The follow Community Grants have been provided in the 2020-21 financial year:

Community Grants Round	Total Approved Grants
Round 1 14 July 2020	\$13,972
Round 2 13 October 2020	\$18,795
Round 3 19 January 2021	\$21,214
Grants approved by General Manager and noted at Council Meetings	\$1,560
Total approved grants Rounds 1 to 3	\$55,541
Remaining budget for Round 4	\$45,359

On 30 March 2021 the Community Grants Committee (the Committee) of Councillors Stephanie Cameron and Tanya King, Jonathan Harmey (Director Corporate Services) and Kris Eade (Team Leader Facilities) met to consider the grant applications received for Round 4. They were supported by Nate Austen (Community Programs Officer).

On 8 September 2020 Council approved the allocation of \$36,500 toward the Recovery Event Sponsorship program as part of the COVID-19 Care and Recovery Package. Under the Recovery Event Sponsorship Guidelines the General Manager has delegated authority to approve the recommendation of the Committee. To date the General Manager has approved 8 events at a total

allocation of \$13,410. A balance of \$23,090 therefore remains in the Recovery Event Sponsorship program to be allocated before the end of June 2021.

Grant Applications Received from Organisations

Four (4) Community Grant applications were received for Round 4 with requests for Council funding totalling \$10,994.

The Community Grants Guidelines state that grants are for projects that support the community to address needs, build local skills, attract participation and improve local lifestyle and for projects that support community events, community development, health and wellbeing activities and sport and recreation projects. They also state that applicants must demonstrate the benefits their projects will have to residents of the Meander Valley local government area.

Details of all grant applicants, the grant amounts requested and the grant amount recommended from the Committee are indicated in the following table:

Community Grants				
Organisation	Project	Project Cost	Grant Requested	Grant Recommended
Birrlee Memorial Hall Committee	Equipment Upgrade	\$3,691	\$2,891	\$2,678
Deloraine Dramatic Society	Cinderella The Musical	\$7,000	\$3,000	\$3,000
Deloraine House	Sow the Seeds for a Connected Community	\$2,980	\$2,780	\$2,600
Prospect Hawks Junior Football Club	Sports Medical Safety Equipment	\$4,323	\$2,323	\$2,323
Total		\$17,994	\$10,994	\$10,601

Two (2) Townscape Incentive Grant applications were received for Round 4 with requests totalling \$2,400.

The Townscape Incentive Guidelines state that grants are for restoration projects that improve the external appearance of their buildings and gardens in keeping with traditional characteristics and heritage principles.

Townscape Incentive Grant				
Property Owner/ Property	Project	Project Cost	Grant Requested	Grant Recommended
Georgina Galloway, 210 Emu Plains Road, Westbury.	Front Gate Restoration	\$3,500	\$1,200	\$1,200
Emily Dowling, 6 Tower Hill Street & 26 Westbury Place, Deloraine.	Dry Stone Wall Restoration	\$25,000	\$1,200	*Defer decision on application
Total		\$28,500	\$2,400	\$1,200

The following information was considered by the Committee when not supporting one (1) Townscape Incentive Grant and one (1) Sponsorship Donation request:

- *The Committee recommends deferring a decision on the Dry Stone Wall Restoration project from Emily Dowling in order to seek more information from the applicant on how they believe the dry stone wall project will improve the external appearance of the gardens as to enhance the aesthetics of the townscape, the location appears to be internal and not easily externally visible.
- A request for sponsorship was received to go toward ticket allocation for special needs and disadvantaged children to attend an online streamed version of the Razzamatazz Variety Show. This year's event will be a fundraising event for the Immune Deficiencies Foundation of Australia (IDFA) to be held in the last week of April and first week of May 2021. It was considered that this online delivery version of the Razzamatazz Variety Show does not clearly demonstrate specific benefit to residents from the Meander Valley LGA and that alternative sources of sponsorship or funding may be available for the organisation.

If all recommendations are approved by Council the total grant allocation provided in Round 4 will be \$14,281.

3) Council Strategy and Policy

Further the objectives of the Council's Community Strategic Plan 2014 to 2024:

- Future Direction (3): Vibrant and engaged communities
- Future Direction (4): A healthy and safe community

The Grants assessment process was undertaken in accordance with the Community Grants and Sponsorship Fund Policy No 82.

4) Legislation

Local Government Act 1993: Section 77 Grants and Benefits

5) Risk Management

Not applicable

6) Government and Agency Consultation

Not applicable

7) Community Consultation

Advice and assistance is provided to applicants on request. The Community Grants and Sponsorship program is communicated through community networks and the media. Guidelines and application forms are available to prospective applicants via Council's website and on request.

8) Financial Consideration

The awarding of grants is made within the limits of the annual budget allocation which is spread over four (4) rounds throughout the year.

9) Alternative Recommendations

Council can elect to approve with amendment.

10) Voting Requirements

Simple Majority

DECISION:

ITEMS FOR CLOSED SECTION OF THE MEETING:

Councillor xx moved and Councillor xx seconded ***“that pursuant to Regulation 15(2) of the Local Government (Meeting Procedures) Regulations 2015, Council close the meeting to the public to discuss the following items.”***

Voting Requirements

Absolute Majority

Council moved to Closed Session at x.xxpm

GOVERNANCE 3 CONFIRMATION OF MINUTES

(Reference Part 2 Regulation 34(2) Local Government (Meeting Procedures) Regulations 2015)

GOVERNANCE 4 LEAVE OF ABSENCE

(Reference Part 2 Regulation 15(2)(h) Local Government (Meeting Procedures) Regulations 2015)

GOVERNANCE 5 MOTION TO OVERTURN DECISION

53/2021

(Reference Part 2 Regulation 15(2)(a) Local Government (Meeting Procedures) Regulations 2015)

GOVERNANCE 6 GENERAL MANAGER'S PERFORMANCE REVIEW & PERFORMANCE PLAN

(Reference Part 2 Regulation 15(2)(a) Local Government (Meeting Procedures) Regulations 2015)

Council returned to Open Session at x.xxpm

Cr xxx moved and Cr xxx seconded "***that the following decisions were taken by Council in Closed Session and are to be released for the public's information.***"

The meeting closed at

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Wayne Johnston
Mayor