



Meander Valley Council
Working Together

ORDINARY AGENDA

COUNCIL MEETING

Tuesday 9 February 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 the 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 9 February 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 black 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 9 February 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. 24/2021

Councillor xx moved and Councillor xx seconded, ***“that the minutes of the Ordinary Meeting of Council held on Tuesday 19 January 2021, be received and confirmed.”***

COUNCIL WORKSHOPS HELD SINCE THE LAST MEETING

Reference No. 25/2021

Date	Items discussed:
2 February 2021	<ul style="list-style-type: none">• General Managers Performance Review• Communications Calendar• Items for Noting:<ul style="list-style-type: none">(a) Review of 2020-21 Capital Works Program Project Budgets

ANNOUNCEMENTS BY THE MAYOR

Reference No. 26/2021

12 January 2021

Bracknell Hall Community drop-in session

21 January 2021

NTDC strategy meeting - Launceston

25 January 2021

Australia Day function – Prospect Vale

26 January 2021

Australia Day Breakfasts - Westbury and Chudleigh
Citizenship Ceremony - Chudleigh

30 January 2021

Something in the Valley - Meander

2 February

Council Workshop – Westbury

3 February 2021

TasWater quarterly briefing - Launceston

9 February 2021

NTDC Board meeting - Launceston

ANNOUNCEMENTS BY COUNCILLORS

Reference No. 27/2021

Bracknell Hall Community drop in session - 12 January 2021

Councillors, Bower, Cameron, King, Nott and Synfield

Australia Day Function – 25 January 2021

Councillors Bower, Cameron, King, Nott and Temple

DECLARATIONS OF INTEREST

Reference No. 28/2021

TABLING AND ACTION ON PETITIONS

Reference No. 29/2021

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 30/2021

1. PUBLIC QUESTIONS TAKEN ON NOTICE – JANUARY 2021

Nil

2. PUBLIC QUESTIONS WITH NOTICE – FEBRUARY 2021

2.1 Mrs Doreen Wileman, Westbury

I see in the recently released Annual Report that the attendance rate of councillors to council meetings was extremely high. Will Council also provide the attendance record of councillors to the various workshops, with the title of the workshop topics, that are offered to Councillors to gain a deeper understanding of the various issues?

Response by John Jordan, General Manager:

Items discussed at workshops are included in the Ordinary Council Meeting Agenda and Minutes.

There is no statutory requirement to report on attendance of Councillors at workshops, however, the majority of workshops are attended by all Councillors.

3. PUBLIC QUESTIONS WITHOUT NOTICE – FEBRUARY 2021

COUNCILLOR QUESTION TIME

Reference No. 31/2021

1. COUNCILLOR QUESTIONS TAKEN ON NOTICE – JANUARY 2021

Nil

2. COUNCILLOR QUESTIONS WITH NOTICE – FEBRUARY 2021

Nil

3. COUNCILLOR QUESTIONS WITHOUT NOTICE – FEBRUARY 2021

DEPUTATIONS BY MEMBERS OF THE PUBLIC

Reference No. 32/2021

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.

PLANNING AUTHORITY 1

Reference No. 33/2021

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

AUTHOR: Jo Oliver
Senior Strategic Planner

1) Recommendation

It is recommended that Council:

1. Pursuant to Sections 33.(3) and 34.(1)(a) of the former provisions of the Land Use Planning and Approvals Act 1993, initiate Draft Amendment 4/2020 to the Meander Valley Interim Planning Scheme 2013 to:

- a) rezone part of 100 Country Club Avenue, Prospect Vale (CT's 119422/1& 33678/1) from Major Tourism Zone to General Residential Zone; and***
- b) insert a Specific Area Plan as F9 Country Club Specific Area Plan,***

in accordance with the certification document at Attachment 1.

2. Pursuant to Section 35.(1)(b), modify the draft amendment by:

- a) amending the title of the Specific Area Plan to 'F9 Country Club Specific Area Plan' together with consequential clause numbering changes;***
- b) amending section CCE-SF6.8.1 Lot Design – to include a standard to activate the subdivision components (as modified by 2c) and 2d) below) in Figure SF6.1 – SAPF6;***
- c) amending Figure SF6.1 – SAPF6 to include an area of public open space in the Specific Area Plan, over the top of central ridgeline; and***
- d) amending Figure SF6.1 – SAPF6 to show the northern internal road extending to the north west boundary corner on the Pitcher Parade frontage,***

in accordance with the certification document at Attachment 1.

3. Pursuant to Section 35.(1)(b), certify the modified draft amendment as being in accordance with Sections 30O. and 32. of the Act.

2) Officers Report

This item was discussed at Council workshop on 19 January 2021.

An application has been made under Section 33 of the *Land Use Planning and Approvals Act* (LUPAA) 1993 by Niche Planning Studio, on behalf of Kin Capital and Federal Group, for an 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 over the land to provide for the key features of a residential estate.

Summary Conclusions

The draft amendment is generally in accordance with the requirements of the Land Use Planning and Approvals Act 1993 and is recommended for initiation, subject to modifications.

The recommended modifications provide for refinement of the proposal in response to local planning strategy to create a high quality residential environment.

The proposal is integral to the long-term, strategic planning framework for residential growth at Prospect Vale, articulated in the Community Priorities and Planning Strategies of the *Prospect Vale – Blackstone Heights Structure Plan* (Structure Plan) 2015 to:

- provide for high quality, cohesive and well-connected residential areas into the future through an improved road network and pedestrian access, in close proximity to key services and public transport;
- provide good quality public and private recreation opportunities in a well-connected network;
- respect the landscape characteristics that are valued by the local community; and
- provide for housing choice that meets the needs of various market segments.

To ensure the best development outcomes into the future in accordance with the Structure Plan, it is recommended that the draft amendment be modified to:

1. Designate a useable area of public open space to provide for accessible and safe, passive recreation opportunities that have a high degree of amenity, that is available to all members of the community.

It is considered that the best area to achieve this is the flatter land along the top of the central ridgeline. In taking this land as public open space, it serves a dual purpose in enhancing the visual landscape outcomes through native vegetation retention along the top of the central ridgeline toward the centre of the development area (refer Figure 5 and Photos 1 to 7); and

2. Include the extension of the northern internal road through to Pitcher Parade to ensure that future development can make efficient connection to future improvements to the road network (refer pages 37 and 38).
3. Make technical adjustments to the Specific Area plan text to give statutory effect to the components of the Specific Areas plan map, including the modifications outlined above.

Overall, the proposed rezoning for residential development is a logical expansion of the existing urban environment at Prospect Vale and is located within the Urban Growth Corridor delineated in the Northern Tasmania Regional Land Use Strategy (NTRLUS) 2018. The draft amendment supports the key objectives of the NTRLUS for Urban Growth Areas to achieve a balanced settlement pattern, maximise the use of infrastructure and have ready access to services and employment. Notably, there is demand from key market segments, such as second and third home buyers, which has not been met and is currently experiencing shortages in the Greater Launceston context.

As demonstrated in the application, the development facilitated by the draft amendment will provide much needed housing in an area with strong demand, but declining availability of active subdivisions.

Assessment

The application is supported by a report prepared by the applicant that provides the detail of the proposal and addresses the requirements of the LUPAA. The report is included at Attachment 3 and forms the basis of Council's consideration

of the draft amendment. The concept subdivision layout and landscape masterplan is shown below in Figure 1.

The application report includes a number of appendices with those of technical relevance being:

- Appendix D: Residential Land Supply Assessment – Urban Enterprise

This assessment concludes that the draft amendment would provide much needed housing in an area with strong demand, but a declining availability of development sites and active subdivisions.

- Appendix E: Site History Statement – Entura

This assessment has analysed the site history and concludes that the site is not at risk of historic contamination.

- Appendix F: Bushfire Hazard Management Plan Advice – North Barker

This assessment has analysed the proposed type of development, potential mitigation measures and maintenance and makes recommendations regarding the future maintenance of the hazard management areas and the inclusion of fire trails.

- Appendix G: Natural Values Assessment – Entura

This assessment has analysed whether there are any ecological values on the site which may require conservation or mitigation and makes recommendations regarding potential retention of native vegetation and the management of subdivision construction.

- Appendix H: Landscape Visual Impact Analysis - Entura

This assessment was undertaken to analyse the impact of future subdivision on the viewed landscape and consider mitigation options. The assessment concludes that some visibility of future development is unavoidable and that the proposed landscape masterplan provides mitigation options.

Landscape and visual impact is discussed below in the officer's comments.

- Appendix I: Traffic Impact Assessment – Midson Traffic

This assessment investigated the traffic impacts associated with the anticipated future subdivision lot yield and concludes that the road network can accommodate the increase in traffic, however will require upgrades to some intersections within the broader network.

- Appendix J: Services Report and Civil Plan Set - ADG

This assessment investigated services and utilities and whether the proposed development could connect and the scope of potential upgrades. The assessment concludes that the site is adequately serviced by water, sewer, electricity, telecommunications and gas.

- Appendix K: Stormwater Management Plan and RFI Response - ADG

This assessment analysed the stormwater runoff anticipated to be generated by future development, the capacity of the local system to accommodate flows and potential methods of treatment. The assessment concludes that stormwater management can achieve all requirements of the Planning Scheme, the Tasmanian Subdivision Guidelines, and the State Stormwater Strategy.

- Appendix L: Geotechnical Investigation – Scherzic Ground Investigations

This assessment analysed the soil and geological profile as well as slope stability to determine if the land is suitable for future residential development. The assessment concludes that there is no risk to life and property and makes recommendations in regard to construction of the subdivision.

- Appendix M1: Concept Landscape Design – Place Design Group

The concept design proposes landscape treatment for public open space and the treatment of roads, footpaths and landscaped buffers to demonstrate the intended quality and amenity of future development.

Upon initiation and certification of the draft amendment, Council is required to forward the amendment to the Tasmanian Planning Commission (TPC) who, after a period of public notification, will assess the proposal and determine whether to approve or reject the draft amendment. The TPC may also request additional information.



Figure1: Concept plan of subdivision and landscape design (*Application - Appendix M2*).



Figure 2: Aerial photo of the subject titles.

The key features of the project are:

- Rezoning land area of 44 hectares;
- Provision for approximately 380 residential lots;
- Provision for a multi-level 'retirement village'; and
- Open space, including bushland area and walking trails to the perimeter of the site.

The submissions in the applicant's report are generally supported and are not duplicated in Council's consideration of the proposal, however some additional analysis is provided below which highlights that there are a small number of matters that require additional consideration and modification of the draft amendment.

Zoning and Development Standards

It is noted that the decision on this draft amendment will not likely be made by the TPC before the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule is operational. Schedule 6 of the LUPAA includes savings and transitional provisions for draft amendments that have been initiated and certified by the planning authority before the Tasmanian Planning Scheme is operational. The transitional provisions provide for a draft amendment to continue in the assessment process, as if it were an amendment to the Local Provisions Schedule. In anticipation of this outcome, the allowable uses and development standards of the Tasmanian Planning Scheme under the future General Residential Zone are considered in the application report in the comparative analysis at Appendix C (p.64).

The application proposes to set aside the provisions of the General Residential Zone - *10.4.2 Setbacks and building envelope for all dwellings, 10.4.3 Site coverage and private open space for all dwellings and 10.4.15.2 Lot Area, Building Envelopes and Frontage* for the 'Retirement Village' and incorporate alternate standards in the Specific Area Plan.

Due to the order of other current draft amendments that have been initiated by Council, it is recommended that the Specific Area Plan be renamed 'F9 Country Club Specific Area Plan'.

A recommendation is included to correct an omission in the application documents to activate the identified development components in the Specific Area Plan, through the addition of a standard for subdivision that makes reference to Figure SF6.1-SAPF6 (renumbered to F9.1).

Strategic Outcomes

The draft amendment proposes a substantive area of urban growth and must be considered in a context of statutory and strategic policy instruments at the State, Regional and local level.

In particular, the Northern Tasmania Regional Land Use Strategy (NTRLUS) specifies the regional settlement objectives and urban growth policies and actions to guide where urban growth is most appropriately located. Pursuant to Section 30O.(1) of the LUPAA, a draft amendment must demonstrate that it "*is, as far as is ... practicable, consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the scheme applies*".

The NTRLUS states ... *"Urban Growth Areas will identify sufficient land to sustainably meet the region's urban development needs to 2032, considering population, housing, employment projections and reasonable assumptions about future growth".*¹

In the Greater Launceston context, this requires consideration of urban land availability across the four municipal areas of City of Launceston, Meander Valley Council, West Tamar Council and Northern Midlands Council that take in the Greater Launceston Area.

The Regional Settlement Network Policy in the NTRLUS refers to a projected need for an additional 10,000 dwellings across the region by the year 2032. However, it is important to note that these figures were derived in 2014 and it is now apparent that land and housing demand in Greater Launceston has exceeded the expected growth trends, resulting in significant escalations in land prices and very short timelines for lot take-up, due to only a limited number of greenfield subdivisions being available to the market. In order to address the lack of currency in the goals of the NTRLUS, in January 2021 the eight Councils of the Northern Region submitted a package of proposed NTRLUS amendments to the Minister for Planning to provide for the consideration of variable market fluctuations, particularly for the Greater Launceston Area, so that land supply can react to these fluctuations and stay ahead of the market to ensure appropriate competition and avoid artificial land price inflation.

A key objective of the NTRLUS and local strategy is to promote sustainable and affordable housing. In order to do this, it is important to analyse and understand the contemporary market for urban land across Greater Launceston and how quickly the demand across the Greater Launceston Area is changing. Currently, there are only five active, greenfield development fronts across the contiguous Greater Launceston Urban Area at St Leonards, Punchbowl, Youngtown, West Launceston and Prospect Vale. Additional urban development fronts of variable availability are active in settlements that are within commuting range to Launceston City at Hadsen, Legana, Perth and Longford.

Several of the subdivisions have commenced releasing lots to the market as recently as 2019 to 2020, with most of the staged releases being taken up within weeks. The particularly notable aspect of the release of lots in these development fronts is that the price of a standard residential lot has increased by a minimum of 30% when compared to land prices in 2015 and that these price rises occurred before the Government stimulus in response to Covid-19 was made available.

¹ *Northern Tasmania Regional Land Use Strategy, 2018 – p14.*

This type of market behaviour suggests that there is an insufficient lot supply to promote competition and that there is a lack of diversity in location.

Ideally, a sustainable and competitive housing market for a city provides for multiple development fronts dispersed across the extent of the city, providing for a range of products and associated pricing. A well-planned city provides for this dispersal through linkages to an arterial road network and good levels of neighbourhood services for retail, education, health and recreation opportunities.

This is reflected in the key principles for Urban Growth Areas in the NTRLUS in that they should be located to:

- *"Achieve a balanced settlement pattern across the region and sub-regions;*
- *Maintain a well-planned region of distinct cities, towns and villages;*
- *Maintain the integrity of 'intra-regional' open space green breaks;*
- *Minimise impacts on natural resources;*
- *Maximise the use of major transport and water and sewerage infrastructure (committed and/or planned);*
- *Enable efficient physical and social infrastructure, including public transport;*
- *Have ready access to services and employment; and*
- *Ensure significant non-residential activities will meet specific location, infrastructure and site requirements".²*

The NTRLUS identifies 'growth corridors' to the eastern, north-western and south western edges of the Greater Launceston Area that support the dispersed model of growth, together with opportunities to consolidate the existing urban environment to maximise use of public transport and provide for higher density housing choices. These growth corridors are prioritised as part of the Urban Growth Area and represent locations that respond to the key principles as a contiguous urban form for the city, subject to finer grained analysis to determine development configuration.

The subject site of this development is located in the South West Growth Corridor (refer Figure 3 below).

² *Northern Tasmania Regional Land Use Strategy, 2018 – p19.*

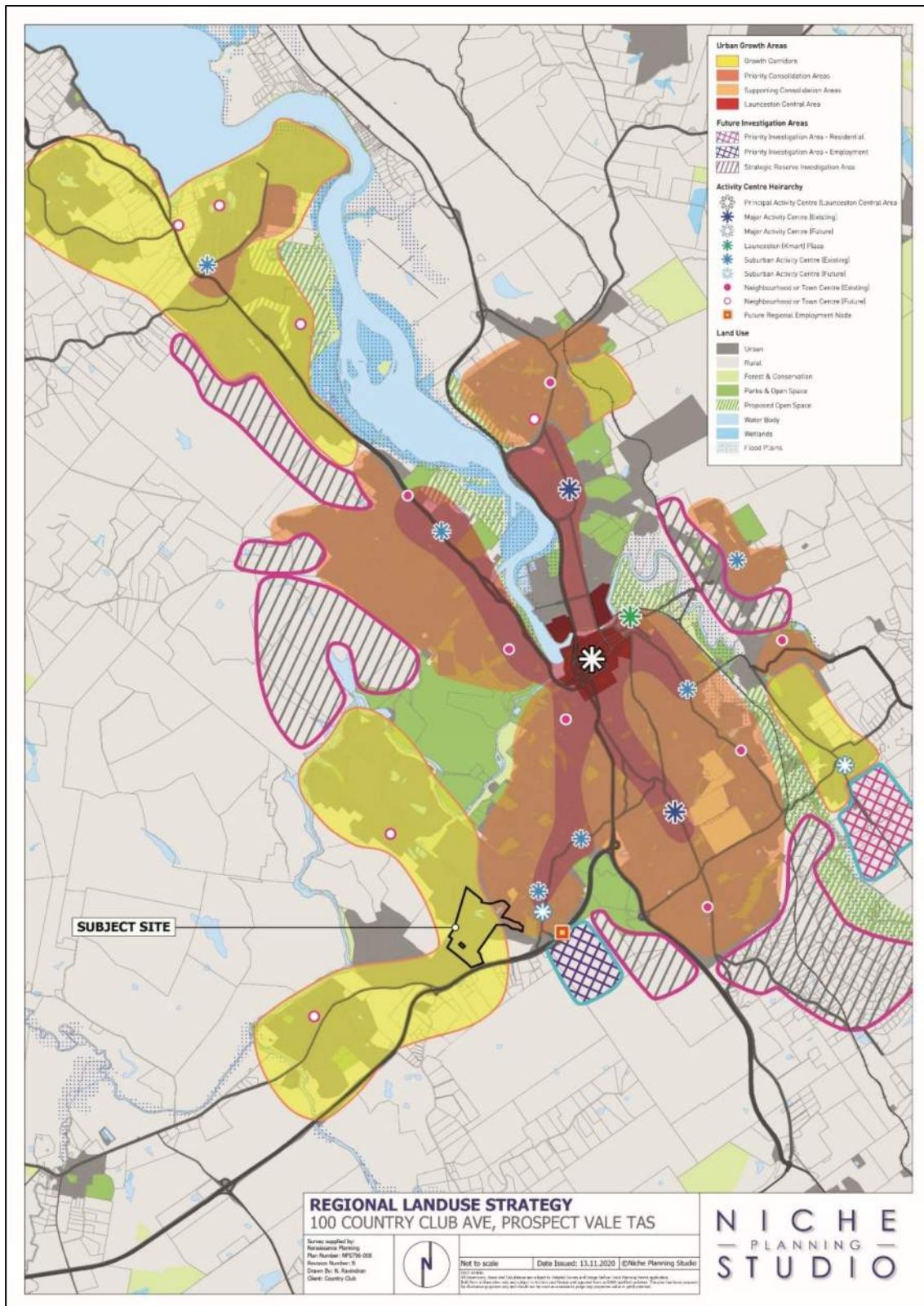


Figure 3: Subject site as located within the NTRLUS 'South-West Growth Corridor' (Source: Application Report - Niche Planning Studio, p22)

The application includes a *Residential Land Demand and Supply (RLDS) Assessment* at Appendix D prepared by Urban Enterprise, which has analysed the broader Greater Launceston context of housing demand and supply over time.

This assessment concludes that:

- *Greater Launceston's housing market has been performing well in the past three years, with an upward trend in demand throughout 2020 that is largely being driven by local buyers;*
- *the south west growth corridor is sought after and attractive to buyers due to its location, proximity and access to the CBD, good quality housing and access to amenity such as retail, hospitality, schools, leisure and recreation. Strong demand for housing in the south west growth corridor is evidenced by its overall share of dwelling growth across all corridors, as well as consistent house price growth, steady house sales activity and high price growth for vacant lots; and*
- *opportunities for new dwellings in Prospect Vale are limited and according to agents, demand for housing in this area remains strong. In these circumstances, it is likely that demand from key market segments, such as second and third home buyers has not been met,³*

and that the proposal:

- *would provide much needed housing in an area with strong demand, but a declining availability of development sites and active subdivisions;*
- *would address demand from second and third home buyers and older residents, a market which currently has very few options in the area;*
- *would address latent demand for housing in Prospect Vale and address the overall lack of active supply in the south-west corridor, helping to mitigate strong price growth and provide greater choice and competition in the housing market,⁴*

and that:

- *the range of lot sizes will provide housing options for markets that are currently not well-served by alternative land supply that may be developed in the corridor, including in Hadspen and Blackstone Heights;*
- *development of the subject site would extend an existing urban area in a desirable location that will appeal to a mix of market segments;*

³ *Application Document - Appendix D - Country Club Estate, Residential Demand & Supply Assessment, Urban Enterprise 2021, p27*

⁴ *Ibid, p2*

- *the proposal aligns with the strategic direction and priorities of the Northern Tasmanian Regional Land Use Strategy by:*
 - *Providing an adequate supply of well-located and serviced residential land to meet projected demand;*
 - *Providing diverse housing choices that are affordable, accessible and reflect changes in demographics; and*
 - *Encouraging urban residential expansion in-and-around the region's activity centre network; and*
- *developing surplus land for residential uses will allow Country Club to re-invest into maintaining and upgrading existing facilities. This would improve the current product offering on the site and strengthen the tourism role of Country Club Estate, resulting in further economic benefits to the region and State.*⁵

The RLDS Assessment documents the differing demographic characteristics of the housing market across Greater Launceston and the South West Growth Corridor...

*"In the south west growth corridor, the overwhelming majority of residential land supply is located in Hadspen, an area which primarily serves first home buyers. This is in contrast with the buyer profiles in Prospect Vale and Blackstone Heights, which primarily includes a mix of families and homebuilders (second, third home buyers), as well as retirees, semi-retirees and seniors"*⁶.

The proposal includes an allocated area for 'retirement living'. Anecdotal research undertaken by Urban Enterprise with local agents indicates that *"older buyers such as retirees and seniors are attracted to the area due to the proximity and access to retail and hospitality amenity, as well as the golf course and associated facilities at Country Club Estate"*.⁷

Key findings of the RLDS Assessment are that:

- *"There are varying quantitative indicators of demand for housing in Launceston and the south-west corridor. In most cases, the demand indicators are likely to have been restricted at least to some extent by a lack of consistent delivery of new residential lots to the market, especially in the south-west corridor, and also do not capture the more recent increase in demand for new lots and housing post-2019"; and*

⁵ Application Document - Appendix D - Country Club Estate, Residential Demand & Supply Assessment, Urban Enterprise 2021, p2

⁶ Ibid, p30

⁷ Ibid, p28.

- *"More critical than the overall dwelling capacity of an area is the suitability of the supply to meet the needs of various market segments. This assessment has found that the most attractive housing product in the south-west corridor is new housing in proximity to Prospect and Prospect Vale for both first home buyers and upgraders. First home buyers are well serviced by land supply in Hadspen, however land suitable for upgraders in the Prospect Vale is limited and most is not currently under development."*⁸

The consideration of the release of additional land, in the broader context of the current land zoning in Greater Launceston, Prospect Vale and Blackstone Heights, should ideally answer the question ... Does the provision of additional residential land provide a strategic benefit to the housing options available in the locality?

The answer to this question in the Greater Launceston context is not a simple linear equation, as the housing market is variable responding to factors of age profile and family make up, income and affordability, proximity to services, the number of land subdivision options actually available for purchase and the perceived amenity values of those options. The market in Greater Launceston has clear preferences, with some zoned areas not experiencing any demand due to the combination of the above factors. The South West corridor is supported in historical data and current anecdotal research as a distinct market preference for residential settlement. The analysis provided in the RLDS Assessment clearly indicates that the strategic outcomes preferred by the NTRLUS to provide diverse housing choices that are affordable, accessible and reflect changes in population, are served by the draft amendment.

In considering how residential development should proceed, the NTRLUS stipulates that *"land considered for rezoning within or contiguous to an Urban Growth Area should:*

- *Be physically suitable;*
- *Exclude areas with unacceptable risk of natural hazards, including predicted impact of climate change;*
- *Exclude areas with significant biodiversity values;*
- *Be appropriately separated from incompatible land uses; and*
- *Be a logical expansion of an existing urban area, or be of sufficient size to support efficient social and economic infrastructure.*⁹

⁸ Application Document - Appendix D - *Country Club Estate, Residential Demand & Supply Assessment*, Urban Enterprise 2021, p27.

⁹ *Northern Tasmania Regional Land Use Strategy, 2018 – p19*

The application includes several supporting technical reports that assess the physical suitability of the subject land for residential development, which demonstrate that the subject land is appropriate for development.

The land is a logical expansion of an existing urban area with General Residential zoning to the east (currently under development) and west, with the established Country Club complex and golf course to the north. The proposed change in zoning effectively fills a gap, connecting the residential zoning across the lower slopes of the Blackstone Hills and providing for opportunities to build in connectivity for residents to the regional recreational facility at Prospect Vale Park and nearby hospitality services to the east, and to future recreational assets with the development of the land to the west. In turn, the proposed development provides access for adjoining land to passive recreation opportunities at the bushland interface through the 'activated open space buffer' and purpose designed connection through to the facilities at the Country Club complex.

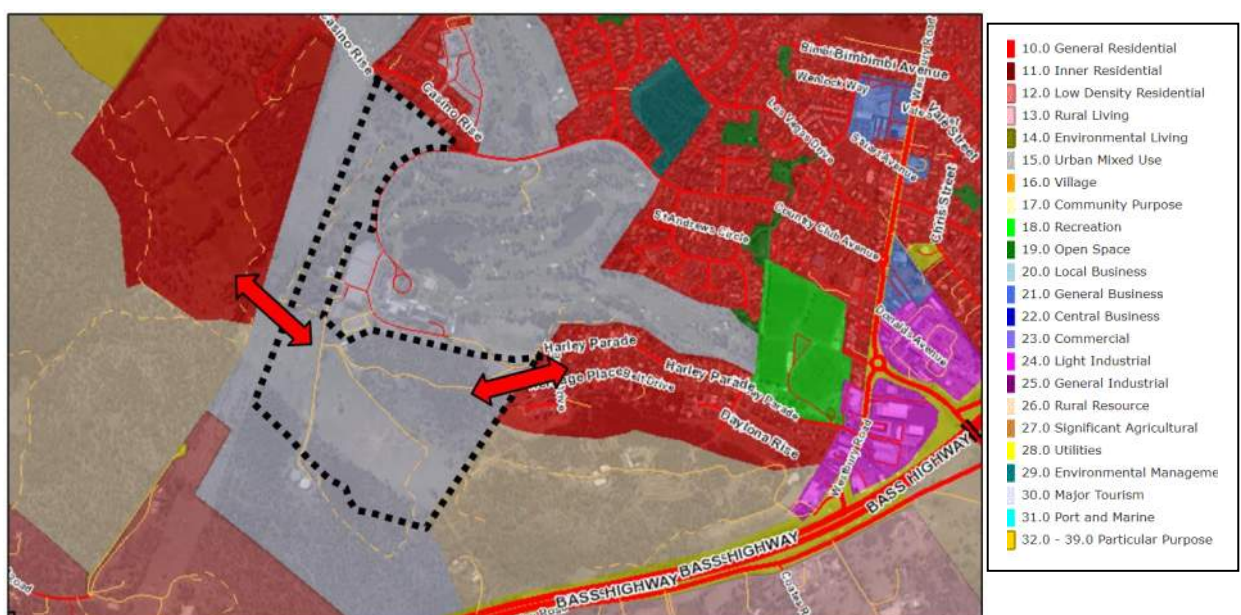


Figure 4: Area proposed for rezoning to General Residential in dashed outline over current zoning.

Prospect Vale - Blackstone Heights Structure Plan 2015

In considering the rezoning of land and the particular configuration of the proposed development through the Specific Area Plan and the submitted concept Landscape Masterplan, the Prospect Vale - Blackstone Heights Structure Plan 2015 (Structure Plan) is the primary basis to understand and guide how future growth and development should establish on the ground.

The Structure Plan includes an Urban Growth Framework Plan which indicates the preferred future development arrangements and associated interconnections through roads and pathways. An assessment against the Structure Plan is included in the application report at Section 3.1.2 (p23).

As discussed in the application report, the Structure Plan is agnostic in regard to preferences for future development on the full extent of the subject site, other than statements in support of enhancement of tourism facilities within the precinct nominally drawn around the existing Country Club complex and golf course. This reflects the uncertain position of the Country Club at the time the Structure Plan was drafted in regard to future investment intentions and was to enable flexibility in considering proposals on a case by case basis.

In assessing the appropriateness of this proposal, the Structure Plan provides a framework for consideration through planning strategies that reflect community priorities and respect the vision that was collectively formulated in 2015 that ...

"In 2035, Prospect Vale and Blackstone Heights will be a growing community known for the quality of the natural environment, a distinctive lifestyle and easy access to services".¹⁰

One of the Community Priorities relevant to this proposal is the 'value of the natural environment' which is described as *"a strong value of the local natural amenity and environment, including open space, Lake Trevallyn, views and hills in the area".¹¹*

Landscape Impact

The application includes a Landscape Impact Assessment which undertook digital modelling of the terrain across the site and the degree of visibility from the surrounding area. On the basis of the modelling, the application submits that the development will be largely screened from the surrounding locality through topography and the retention of vegetation in a 'bushland reserve' to be retained between the Country Club complex and future residential development.

However, photographs 1 to 5 below, taken from several points in the surrounding locality, demonstrate that the site is more visible from established residential areas and public open space than predicted by the digital model. The site contains a central, vegetated ridgeline which crosses the boundary and traverses the property to the east, which is visible in the landscape from multiple

¹⁰ Meander Valley Council - *Prospect Vale - Blackstone Heights Structure Plan* 2015, p11

¹¹ Ibid, p6.

vantage points. The adjoining property was the subject of a rezoning in 2017 and is currently under development for residential lots.

Key to the approval of the 2016 rezoning was the consideration of the ridgeline, which was contained within a scenic protection area overlay, including the retention of vegetation along the ridgeline to address scenic amenity and the planning strategies of the Structure Plan. Photo 1 below shows the development in progress, immediately adjacent to the boundary of the subject site above Harley Parade, demonstrating the visibility of the central ridgeline and the visual effect of retaining vegetation along the ridgeline.



Photo 1: View south from Las Vegas Drive to the central ridgeline where it crosses the boundary between the subject site and Lot 1 Harley Parade.

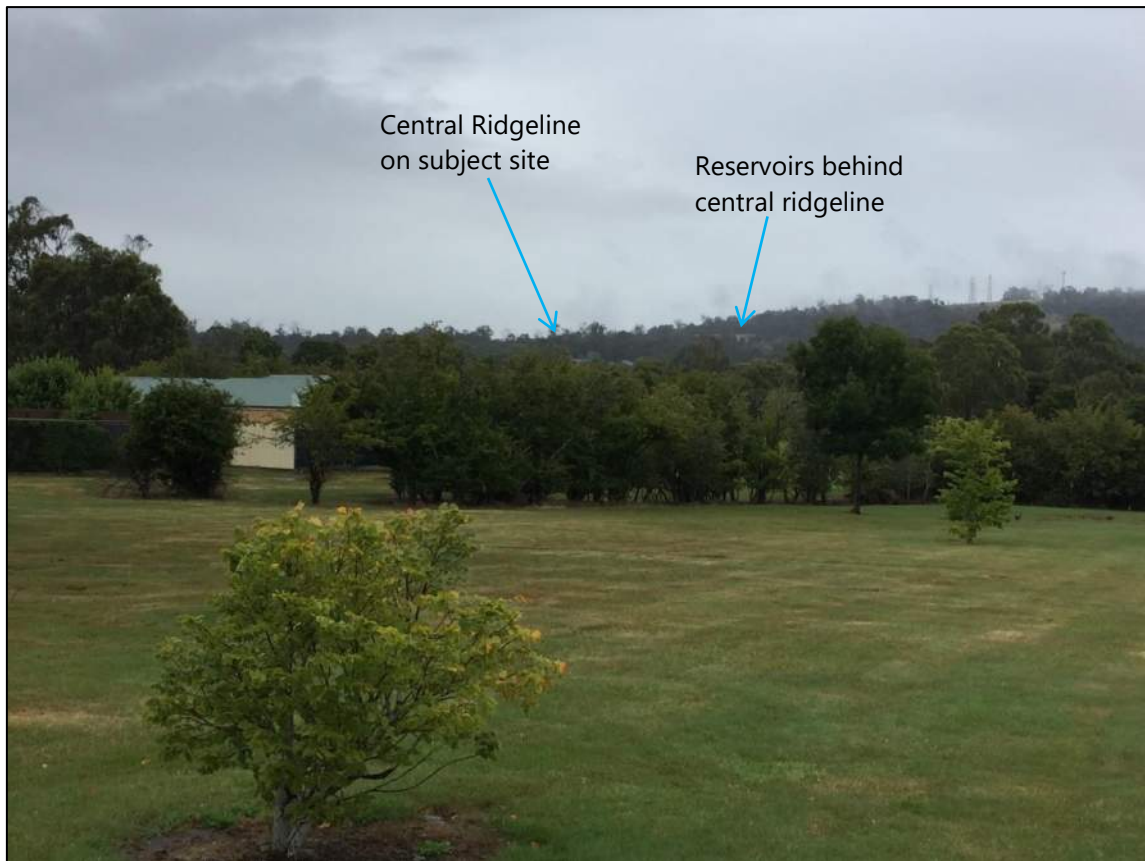


Photo 2: View south from Molecombe Drive Reserve to central ridgeline.



Photo 3: View south from Las Vegas Drive Reserve to central ridgeline.

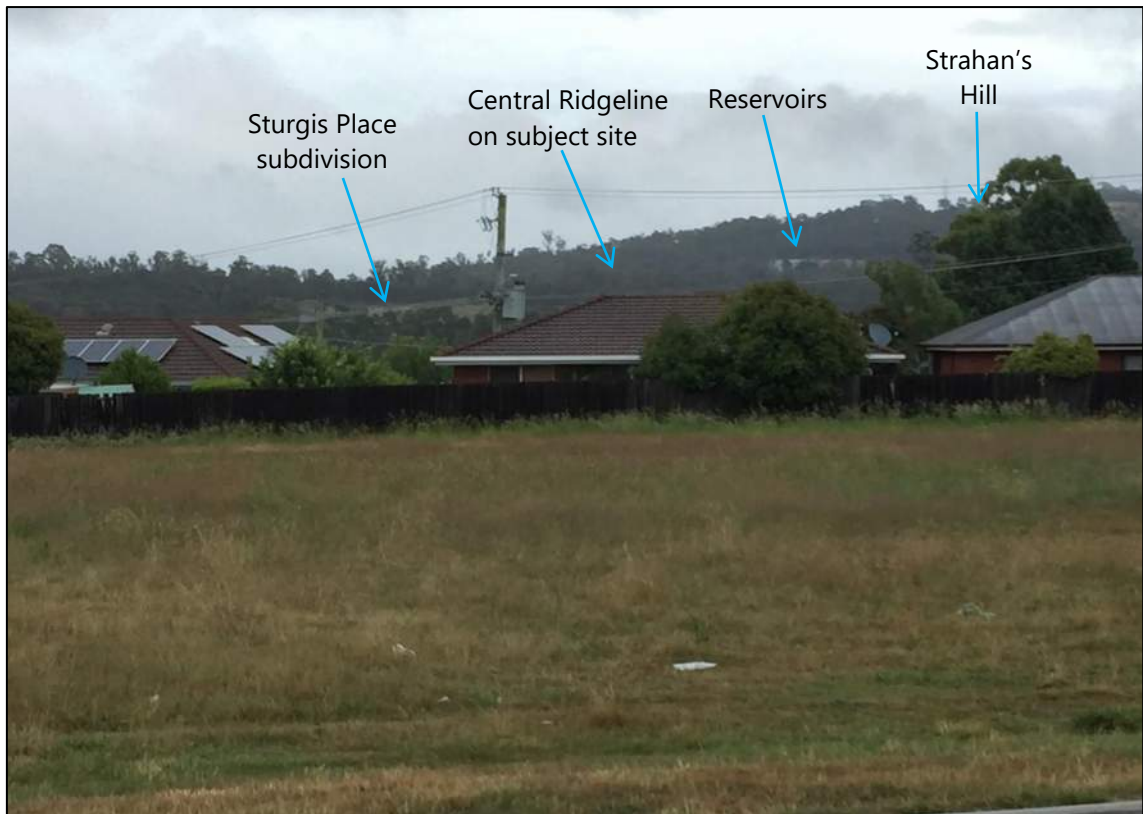


Photo 4: View south to central ridgeline, with reservoirs and Strahan's Hill behind, from Prospect Vale Market Place car park (off Jardine Crescent).



Photo 5: View south to central ridgeline, with reservoirs and Strahan's Hill behind, from Country Club Avenue.



Photo 6: Drone capture above Country Club Avenue showing central ridgeline in dashed outline.

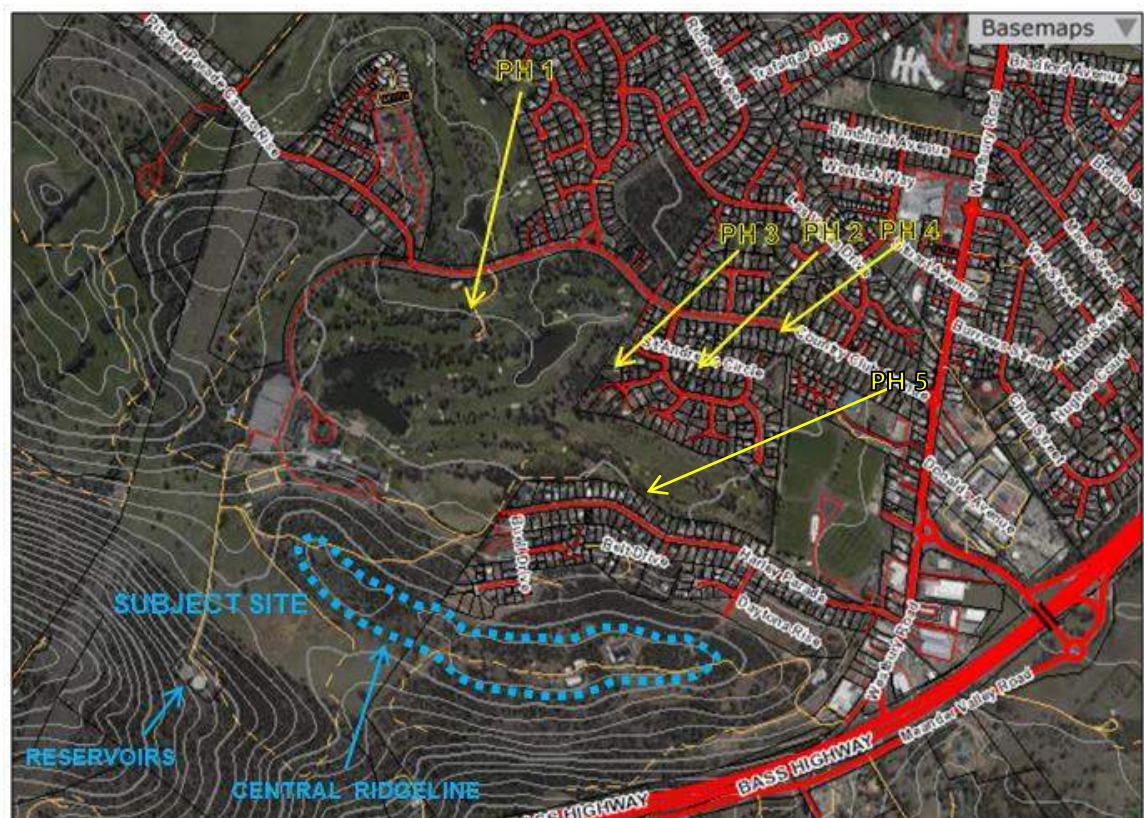


Figure 5: Five metre contours over aerial photograph and photo points. (Source: www.thelist.tas.gov.au)

The planning strategy in the Structure Plan to '*Protect and leverage the area's environmental qualities*' states:

"New residents to Prospect Vale and Blackstone Heights are attracted by environmental values in the area – including gorges, hills, open space, and water access. Protecting, enhancing and creating better linkages to environmental assets will benefit the community and differentiate housing development in the context of Greater Launceston.

Strategies:

- *Maximise connections between urban areas and environmental assets such as Lake Trevallyn, the South Esk River and Cataract Gorge.*
- *Maximise vistas to natural assets such as waterways and hills.*
- *Consider the prominence, profile, and vegetation values when exploring potential development on hills in the area.*
- *Maintain predominately low-density housing in Blackstone Heights.*
- *Promote environmentally sustainable design (ESD) in new housing".¹²*

The Prospect Vale community values the outlook of the area to the surrounding natural environment of the vegetated hills. The landscape of the Blackstone Hills acts as the 'green edge' to the Greater Launceston urban area. In considering the prominence, profile, and vegetation values for development over the central ridgeline, it is apparent the development will be highly visible when accounting for the allowable height of 8.5 metres above ground level for future development. Due to the full coverage of development over the central ridgeline and the alignment of roads and lots perpendicular to the contours of the land, this cannot be mitigated through street tree plantings.

The application submits that the retention of the bushland reserve will provide visual mitigation through screening, however it is noted that the reserve area is approximately 200 metres in length, within a site extent of 700 metres, of which the central ridgeline is approximately 430 metres. The ground level at the lower edge of the reserve is approximately 180m AHD, rising diagonally to 200m AHD at the upper south western corner. The ridgeline at 206m AHD plus the allowable development height of 8.5 metres would require screening that could achieve a height of 214.5m AHD to be effective. Only a small section of the bushland would provide screening, becoming ineffective as the land falls away to the north. At the 180m AHD level, the approximate level of the northern road and edge plantings, the effective vegetation height would need to achieve 35 metres. (Refer Figure 6 below) This is the height of very mature, established vegetation and it is not considered a feasible response to mitigate the visual impacts of development over the central ridgeline. As Photo 1 above illustrates, the contrast

¹² Meander Valley Council - *Prospect Vale - Blackstone Heights Structure Plan* 2015, p12

in the treatment of the ridgeline at the boundary above Sturgis Place, where the retained vegetation would abruptly change to urban development, would be highly evident and is inconsistent with the approach taken for the adjoining development.

In response to the planning strategy of the Structure Plan, it is considered appropriate that the development outcomes be reconfigured to provide for vegetation retention to the ridgeline, consistent with the approach taken for the adjoining development at Lot 1 Harley Parade and that this is incorporated into the Specific Area Plan. This will also serve a dual purpose for public open space, which is discussed further below.



Figure 6: Relative ground levels of bushland reserve, vegetation plantings and ridgeline (*Base drawing extracted from Application Document – Appendix M2 Landscape Master Plan*)

Public Open Space

The Structure Plan includes a planning strategy to 'Create a network of linear open space, pedestrian and cycling pathways':

"A network of open space and off-road pathways will connect residents to services, parkland, and environmental assets. Connected open space and pathways will encourage recreation, walking, cycling and a healthy community. There is an opportunity to use natural assets and encumbered land to form this network in Prospect Vale and Blackstone Heights.

Strategies:

- *Maximise connections between individual pieces of open space to create a network.*
- *Extend open space to major community and commercial activities and services.*
- *Plan for open space and pathways that follow natural linear networks such as creeks, low points and ridge lines".¹³*

The application and Landscape Master Plan describe how future residents may utilise the bushfire hazard buffer area as 'activated open space' and the 'bushland reserve' as publicly accessible parkland. These areas have not been nominated for public ownership for passive recreation, however still provide valuable amenity to future residents in that they create a pleasant environment for walking for exercise and connecting to the Country Club complex.

However, for any subdivision that proposes a substantial lot yield, it is normal practice to provide an area of public open space that is transferred to Council as a public asset. These public open space areas will typically provide for facilities such as play or exercise equipment, seating, potentially barbeque shelters or picnic tables in an environment that has aesthetic value, as well as being located within a broader network to enable pedestrian connectivity. Typically the network will be a combination of off-road spaces and roadside footpaths.

These public spaces may be destinations in themselves, or provide a link in a network that fosters broader walkability for exercise or access to services such as bus stops or commercial areas. It is important however, that publicly owned assets are useable and have value for their intended purpose, which is to provide accessible and safe, passive recreation opportunities to all members of the community.

As highlighted in the planning strategy above, ridgelines are a topographic feature that can provide effective open space. When considered in combination with the vegetation retention treatment of the ridgeline for landscape impact discussed above, it is considered that the draft amendment should provide for an area of public open space over the flatter land across the central ridgeline and that the subdivision should be reconfigured around this. This would enable the ridgeline to retain vegetation as visual mitigation of landscape impact and would also provide a high degree of amenity as a public park, with the terrain being suitable for the establishment of play/exercise equipment, seating areas and accessible grade pathways that can connect to the footpath network, extending

¹³ Meander Valley Council - *Prospect Vale - Blackstone Heights Structure Plan* 2015, p12

to adjoining land to the east and west. This ridgeline area of public open space would be reasonably central to the majority of the development (refer Photo 7).

In consideration of the planning strategies in the Structure Plan to protect the environmental qualities valued by the broader community and to provide quality, connected open space, it is recommended that the draft amendment be modified to include an area of public open space in the Specific Area Plan, over the top of central ridgeline. The area required to be effective will need to be in the order of one to two hectares.



Photo 7: Drone capture of the central ridgeline looking east.

Road Network and Traffic

The Structure plan includes a planning strategy to '*Distribute road traffic to enhance safety and minimise congestion*':

"Country Club Avenue provides a single route in and out of Country Club Tasmania, Blackstone Heights, and parts of Prospect Vale. This creates a safety risk during emergencies, and capacity issues during major events. New road investments provide alternative access points, and distribute traffic across the wider network."

Strategies:

- *Provide alternative to Country Club Avenue for those accessing Blackstone Heights, Prospect Vale and Country Club Tasmania.*
- *Create a more permeable network of roads in the growth areas of Prospect Vale and Blackstone Heights*
- *Encourage new development in Prospect Vale to connect to both Mount Leslie Road and Country Club Avenue wherever possible".¹⁴*

The application includes a Traffic Impact Assessment which concludes that the primary collector roads of Country Club Avenue and Westbury Road can accommodate the additional anticipated traffic. The principal access to the development is via a new road junction, to the south of the junction of Casino Rise and Country Club Avenue.

However, the planning strategy above, further promotes the dispersal of traffic associated with new development to Mt Leslie Road, to create a more permeable networks of roads over time. Figure 7 below, extracted from the Structure Plan (p20.), shows proposed new roads associated with future anticipated development. The subject site adjoins the potential future link through to Mt Leslie Road at Pitcher Parade.

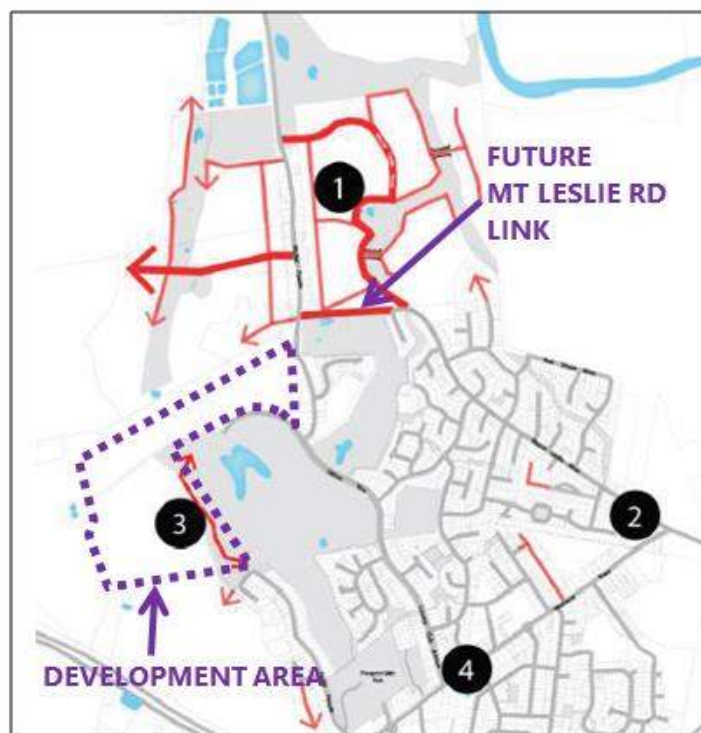


Figure 7: Diagram of proposed new roads in relation to subject development area.

¹⁴ Meander Valley Council - *Prospect Vale - Blackstone Heights Structure Plan* 2015, p12

In order to further the Structure Plan Strategies for the road network and traffic, it is recommended that the draft amendment is modified to include an extension of the internal road network, through to Pitcher Parade at the north west boundary corner as shown in Figure 8 below, to connect with the future junction of Mt Leslie Road with Pitcher Parade. Figure 9 shows the corresponding modification to the submitted Specific Area Plan map.



Figure 8: Recommended modification of the draft amendment to include an extension of the internal road network to connect with the future junction of Mt Leslie Road and Pitcher Parade.

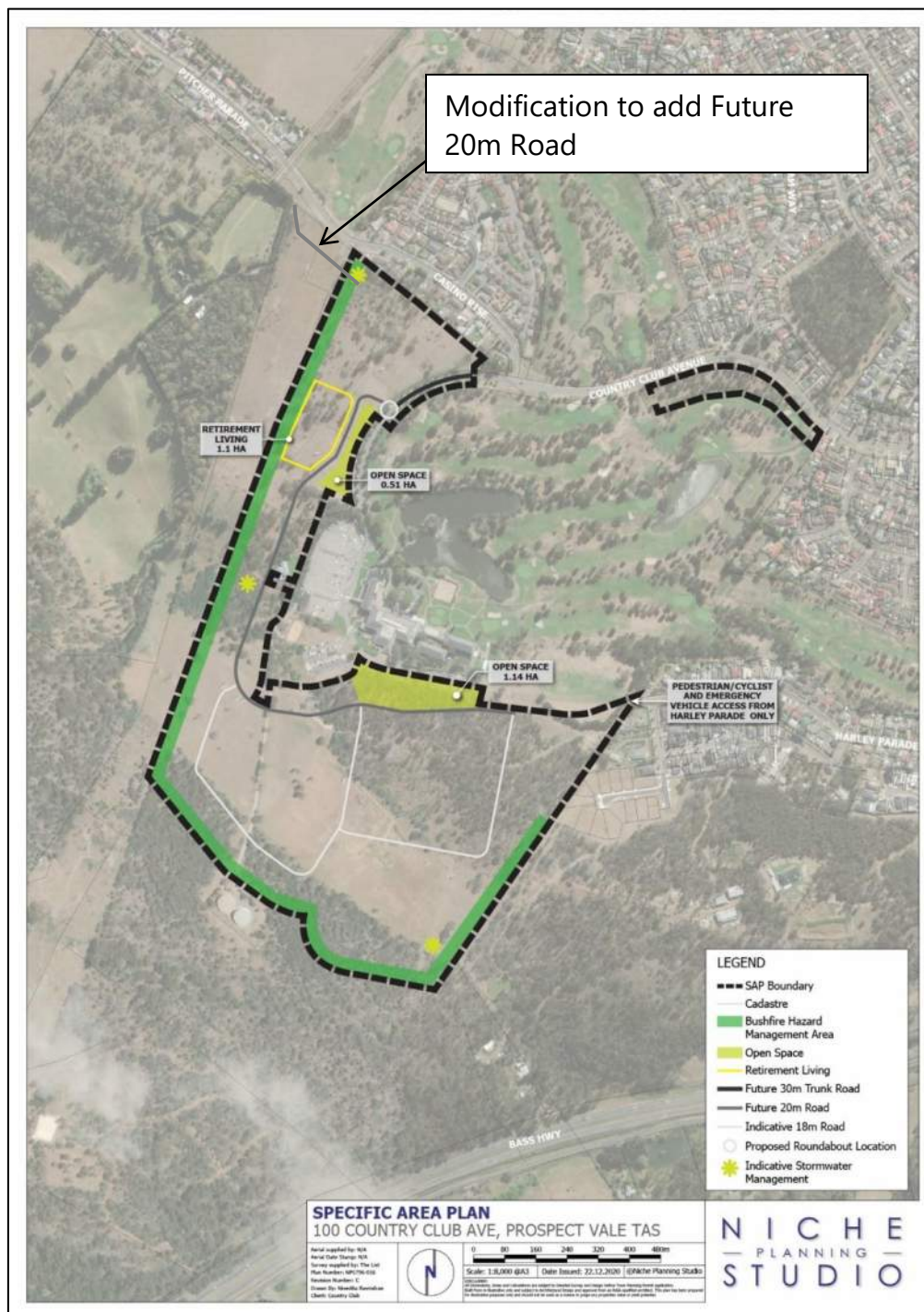


Figure 9: Recommended modification to Specific Area Plan - Figure SF6.1 – SAPF6.

Meander Valley Community and Strategic Plan 2014-2024

The draft amendment supports the following relevant Future Directions and Strategic Outcomes of the Meander Valley Community and Strategic Plan 2014-2024:

Future direction (1) - A sustainable natural and built environment

Managing the balance between growth and the conservation of our natural and built environment is a key issue. Decisions will respect the diversity of community values, will be fair, balanced and long term in approach. Specific areas are forestry, protection of our natural, cultural and built heritage, scenic landscape protection, karst management, salinity, water quality, infrastructure and building design.

Strategic Outcomes:

- 1.1 Contemporary planning supports and guides growth and development across Meander Valley.*
- 1.2 Liveable townships, urban and rural areas across the local government area with individual character.*
- 1.4 Meander Valley is environmentally sustainable.*

Comment:

Subject to the recommended modifications, the draft amendment is consistent with the Strategic Outcomes of Future Direction 1. The proposed rezoning to facilitate future urban residential development, is a logical expansion of the existing urban environment at Prospect Vale that effectively connects an existing development area above Harley Parade with the future development area to the west of the site and in doing so, ties together connections to facilities at the Country Club complex and Prospect Vale Park.

The recommendations for modification of the draft amendment provide for refinement of the proposal to address scenic landscape protection and the provision of public open space, to create a high quality residential environment that not only provides for liveability within the development, but extends more broadly to incorporate surrounding established areas through public accessibility to passive recreation opportunities and planned connections through to future residential development areas to the west.

The draft amendment is integral to planning for long term strategic outcomes for growth at Prospect Vale that sets the framework for high quality, cohesive and well connected residential areas into the future, in close proximity to key services, public transport and quality public and private recreation assets.

The proposal is sustainable and supported by an environmental assessment that concludes that there is no impact on species of conservation significance.

Future direction (2) - A thriving local economy

Meander Valley needs to respond to changes and opportunities to strengthen and broaden its economic base. We need to attract investors, build our brand, grow population, encourage business cooperation, support development and promote the liveability of Meander Valley.

Strategic Outcomes:

- 2.1 The strengths of Meander Valley attract investment and provide opportunities for employment.*
- 2.2 Economic development in Meander Valley is planned, maximising existing assets and investment in infrastructure.*
- 2.4 A high level of recognition and demand for Great Western Tiers products and experiences.*

Comment:

The investigative analysis into demographics and land development in the Greater Launceston Area undertaken by Urban Enterprise, demonstrates that the Prospect Vale locality is in high demand for the residential market, however is undersupplied to provide for particular market segments in terms of active development fronts. The physical and economic attributes of the locality are clearly desirable within the 'whole of city' context and opportunity should be made available to maximise investment, in a manner that is sustainable.

In this instance, the draft amendment is a logical extension of the existing urban environment and maximises the use of existing infrastructure and services. In addition, the draft amendment also provides for better outcomes on the ground by enhancing current and future connections between established and future residential areas, established and future public recreation assets and private facilities at the Country Club complex and in the commercial area along Westbury Road.

Future direction (3) Vibrant and engaged communities

Building capacity will enable our communities to change and grow through resilience and capability. It will also build character and a sense of community across our townships and urban areas. We will support a culture of life long learning and creativity through community partnerships.

Strategic Outcomes:

- 3.1 Creativity and learning are part of daily life across the communities of Meander Valley.*
- 3.2 Successful local events enhance community life.*
- 3.3 Education and training opportunities are available to everyone across the local government area.*

- 3.4 *Meander Valley communities have the resilience and capacity to address and overcome life's challenges and emergencies.*
- 3.5 *Young people have the opportunity to be engaged in community life.*

Comment:

Population diversity is a critical factor in maintaining vibrant communities, and housing choice that is affordable is a significant attractor. Population growth, supported by a diverse choice of housing products in a locality, correlates with growth in capacity and the subsequent benefits to neighbourhoods through support for community organisations such as sporting clubs as well as the retention and investment in local commercial services such as retail and hospitality, childcare and personal services such as health and exercise.

Future direction (4) A healthy and safe community

To make the most of our lifestyle and cope with change we need to be fit and healthy. Participation in structured and informal recreation activities will support this goal. Meander Valley's environment provides the opportunity to develop nature based recreational activities. We need to work together to develop and maintain the infrastructure and activities that support health and safety through all stages of life.

- 4.1 *The health and wellbeing needs of all sectors in the community are planned, met and managed.*
- 4.2 *Infrastructure, facilities and programs encourage increased participation in all forms of active and passive recreation.*
- 4.3 *Public health and safety standards are regulated, managed and maintained.*
- 4.4 *Prepare and maintain emergency management plans and documents and work with our communities to educate and plan for emergencies.*

Comment:

As above, healthy and safe communities are enhanced by increased population due to the ability retain and attract services. Diverse housing choice in close proximity to services enables planning for ageing in place and enhances social and community outcomes.

Subject to the recommended modifications, the draft amendment particularly provides for enhanced opportunities for participation in passive recreation through public open space and publicly accessible open space in private ownership, connecting established and future residential areas with the sporting facilities at Prospect Vale Park and an extensive future network of pedestrian trails and pathways described in the Structure Plan.

The draft amendment includes emergency vehicular access for future residents of the development eastwards to Harley Parade, to mitigate any potential for congestion at Country Club Avenue in the event of a bushfire emergency to the west at Blackstone Heights.

Future direction (6) - Planned infrastructure services

Infrastructure for transport, water, waste management and community facilities form the foundations our communities are built on. Existing infrastructure, plant and equipment needs to be maintained while long term innovative solutions are developed to respond to rural and urban needs. It is important to understand what assets we have now, the services they deliver, their condition and ongoing costs so responsible future plans can be made.

- 6.1 The future of Meander Valley infrastructure assets is assured through affordable planned maintenance and renewal strategies.*
- 6.2 Regional infrastructure and transport is collaboratively planned and managed by all levels of government.*
- 6.3 The Meander Valley transport network meets the present and future needs of the community and business.*
- 6.4 Open space, parklands, recreation facilities, cemeteries and public buildings are well utilised and maintained.*
- 6.5 Stormwater and flooding cause no adverse impacts.*
- 6.6 Infrastructure services are affordable and meet the community's needs into the future.*

Comment:

The land being considered for urban expansion makes the efficient use of existing road, sewer and water infrastructure. Population growth that utilises existing infrastructure supports local and regional strategies to utilise resources for the greatest gains. This appropriately manages public expenditure and the ongoing costs of maintenance.

As outlined in the Structure Plan, the consideration of future traffic management in the broader Prospect Vale - Blackstone Heights locality is important in order to manage anticipated increased traffic volumes and implement a more dispersed, tributary network to the main collector roads of Country Club Avenue, Mt Leslie Road and Westbury Road. In consideration of anticipated future new road links and traffic management interventions such as junction upgrades and roundabouts, modification of the draft amendment is recommended to require a

road extension to an alternate junction to provide for a future option for dispersal of traffic to a future junction of Mt Leslie Road with Pitcher Parade.

The subject site includes the Country Club golf course which forms part of the public stormwater drainage network, with overland flow paths through the golf course lakes, before discharge to the northern watercourse that eventually flows to the South Esk River. The engineering assessment included in the application demonstrates that there is effective ability to manage increases in stormwater run-off through utilisation of the golf course lakes as detention, such that there will be no flood risk to the downstream urban environment in peak events. The southern stormwater catchment can be managed by directing flows to the vegetated land on the subject site, which provide ample area to naturally treat stormwater before discharge to the watercourses that drain alongside the Bass Highway.

Overriding Local and Common Provisions

The amendment must demonstrate that the local provisions being inserted into the Scheme do not conflict with the common provisions or the overriding local provisions of the Scheme.

Common Provisions:

The common provisions in the Scheme are as follows:

- Planning Directive No 1 - the Format and Structure of Planning Schemes;
- Planning Directive 4.1 - Standards for Residential Development in the General Residential Zone; and
- Planning Directive No 5.1 - Bushfire-Prone Areas Code.

The amendment proposes to provide for use and development consistent with the purpose of the Low Density Residential Zone, with some localised variation in a Specific Area Plan. The ordinance amendments are in a format and structure that is consistent with Planning Directive No 1 and with a view to transition to the Tasmanian Planning Scheme.

Overriding Provisions:

A Planning Purposes Notice was issued on the 10 October 2013 for the Meander Valley Interim Planning Scheme by the then Minister, the Hon Brian Green MP. The Planning Purposes Notice remains in effect until the Tasmanian Planning Scheme is operational and allows for various local provisions to override the common provisions of the Scheme (outlined above).

Local provisions can override a mandatory common provision in E1.0 Bushfire Prone Areas Code where there is conflict between this code and the codes listed below:

- E7.0 Scenic Management Code;
- E8.0 Biodiversity Code;
- E9.0 Water Quality Code;
- E13.0 Local Heritage Code;
- E15.0 Karst Management Code;
- E16.0 Urban Salinity Code.

The amendments proposed are local provisions to be inserted into the Scheme. The local provision to include a Specific Area Plan over the Low Density Residential Zone will not override any common provision of the planning scheme.

State Policies

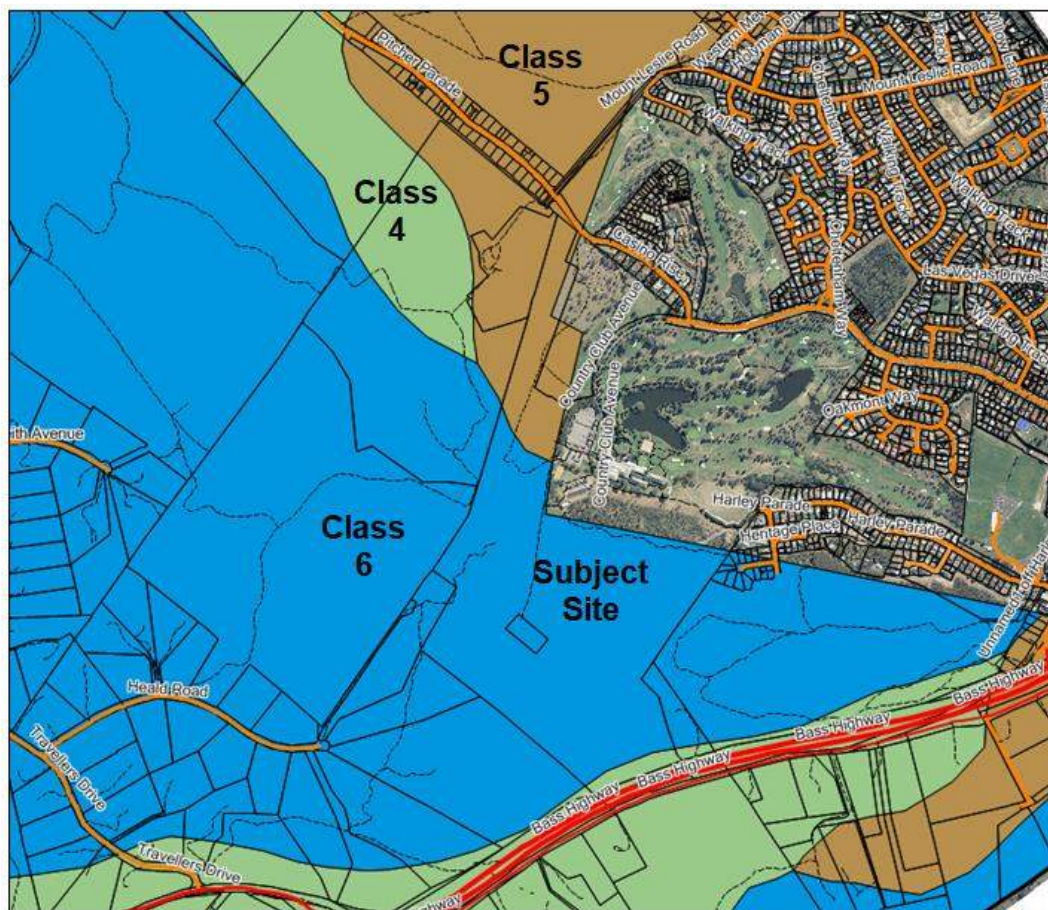
State Policies are discussed at Page 50 of the applicant's report.

- The *State Policy on Water Quality Management* (SPWQM) 1997 applies to the site. The engineering assessment included with the application makes provision for detention dams and natural water quality management measures through the large areas of golf course and the vegetated slopes to the southern side of the site. Future permits will apply normal standards for the management of stormwater to ensure appropriate water quality is discharged into the reticulated drainage system and watercourses that discharge to the South Esk River.
- The *State Policy on the Protection of Agricultural Land* (PAL) 2009 applies to properties adjoining the subject site by virtue of the Rural Resource zoning of that land.

The stated purpose of the PAL Policy is *"To conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land"*.

Principle 1 of the PAL Policy states ... *"Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development"*.

It is noted that as the adjoining pasture land is zoned General Residential Zone, it could be activated for residential development at any stage and the pasture would convert to urban land use.



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Northern Tasmania Regional Land Use Strategy (NTRLUS)

The NTRLUS is discussed at Page 15 of the applicant's report and the submissions are generally supported. The site is recognised in the NTRLUS Regional Framework Plan as being located within the South West Growth Corridor.

The unique locational attributes of the land in conjunction with current market circumstances and demand in the Greater Launceston context are discussed above in regard to the strategic outcomes of the draft amendment and how it complements the Regional Settlement Network goals.

The recommended modifications to the draft amendment provide a finer grain of response to local and regional strategies for high quality, well-serviced residential environments.

Subject to the recommended modifications, the draft amendment is consistent with the NTRLUS.

Schedule 1 Objectives of the LUPAA

Compliance with the Schedule 1 Objectives of the LUPAA is discussed in detail at Page 48 in the applicant's report. The submissions outlined in the applicant's report are generally supported, however it is recommended that the draft amendment include modifications that refine the configuration of future development on the site to better meet local and regional strategies, and as result, will also better meet the objectives of the LUPAA.

The high quality, residential environment that is the foundation of the proposal particularly supports Part 2 - Objective f) to "*promote the health and well-being of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation*". Subject to the recommended modifications, the draft amendment enables a residential environment that provides for unique opportunities for recreational amenity and ready access to services in the Greater Launceston market. It will serve as a unique attractor to potential new residents from within Tasmania and interstate.

Gas Pipelines Act 2000

The site is not located within the vicinity of the Tasmanian Gas Pipeline.

Conclusion

The application reasonably demonstrates that the proposed draft amendment to rezone 44 hectares of land at 100 Country Club Avenue to General Residential Zone and apply a Specific Area Plan is an appropriate proposal. However, it is considered that compliance with the requirements of the LUPAA and regional and local strategy is best achieved through the recommended modifications to the draft amendment to:

- amend Figure SF6.1 – SAPF6 to include an area of public open space in the Specific Area Plan over the top of central ridgeline; and
- amend Figure SF6.1 – SAPF6 to show the northern internal road extending to the north west boundary corner on the Pitcher Parade frontage, in accordance with Figure 9,

and make technical corrections to the document to:

- amend the title of the Specific Area Plan to 'F9 Country Club Specific Area Plan' together with consequential clause numbering changes; and
- amend section CCE-SF6.8.1 Lot Design to include a standard to activate the subdivision components (as modified above) in Figure SF6.1 – SAPF6,

On this basis, it is recommended that the draft amendment be initiated and certified in accordance with the LUPAA following modification.

The certification documents at Attachment 1 incorporate the modifications described above.

3) Council Strategy and Policy

Furthers the objectives of the Council's Community 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.

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 provided a Submission to Planning Authority Notice (SPAN - Attachment 2).

7) Community Consultation

Public notification is a part of the amendment process, whereby upon initiation and certification of an amendment, Council is required to advertise the amendment in two Saturday newspapers and exhibit the documents for public comment for a period of 28 days. Council must consider any public representations made during that period and will provide a report to the TPC, who will hold hearings into the representations, prior to making a decision on the amendment.

It is noted that the applicant has conducted prior stakeholder consultation and community consultation with local residents in the formulation of the proposal. This is discussed in the application document at Page 40.

8) Financial Consideration

Not applicable.

9) Alternative Recommendations

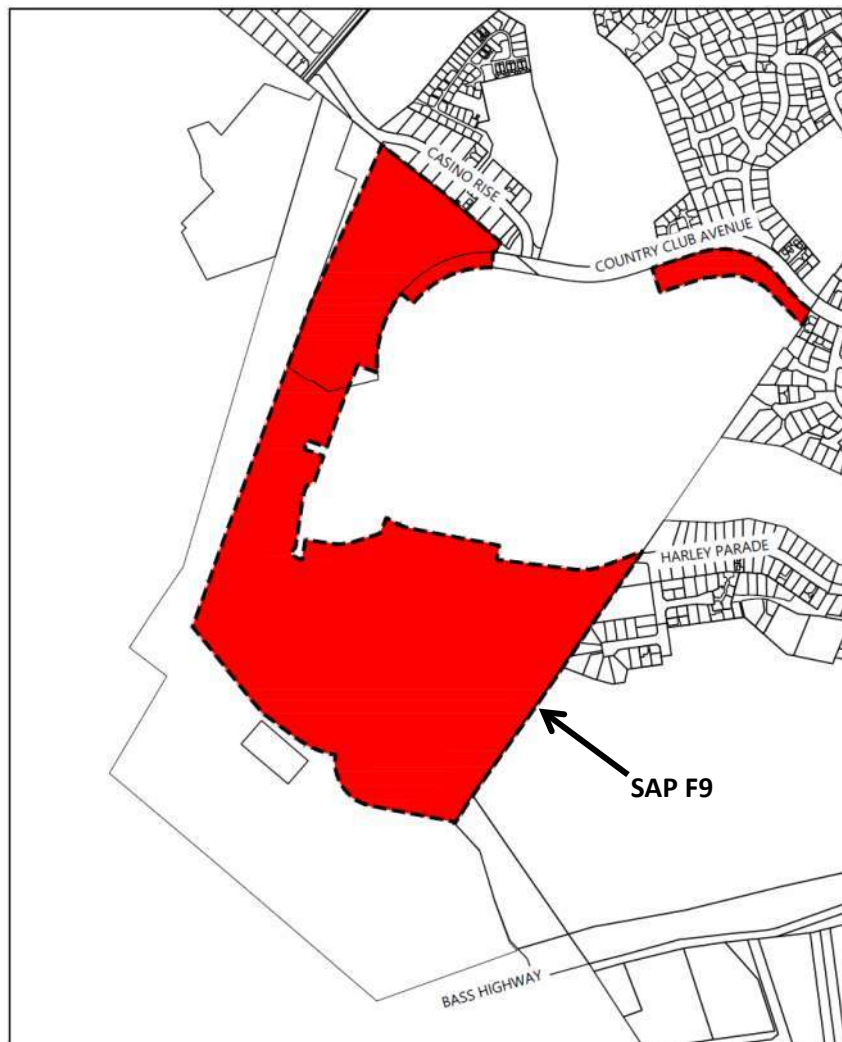
Council may modify the amendment prior to initiation and certification or not initiate the amendment.

10) Voting Requirements

Simple Majority

DECISION:

Certification Map



Map Amendments

- 1/ Rezone the following Certificates of Title from Major Tourism Zone to General Residential Zone:

Part 100 Country Club Avenue, Prospect Vale	CT 33678/1
Part 100 Country Club Avenue, Prospect Vale	CT 119422/1

- 2/ Amend the planning scheme map to add the outline and notation of the area contained in SAP F9, applying to the following Certificates of Title:

Part 100 Country Club Avenue, Prospect Vale	CT 33678/1
Part 100 Country Club Avenue, Prospect Vale	CT 119422/1

Ordinance Amendments

- 1/ Insert **F9 – Country Club Specific Area Plan** into Part F of the Planning Scheme.

F9 Country Club Specific Area Plan

F9.1 Plan Purpose

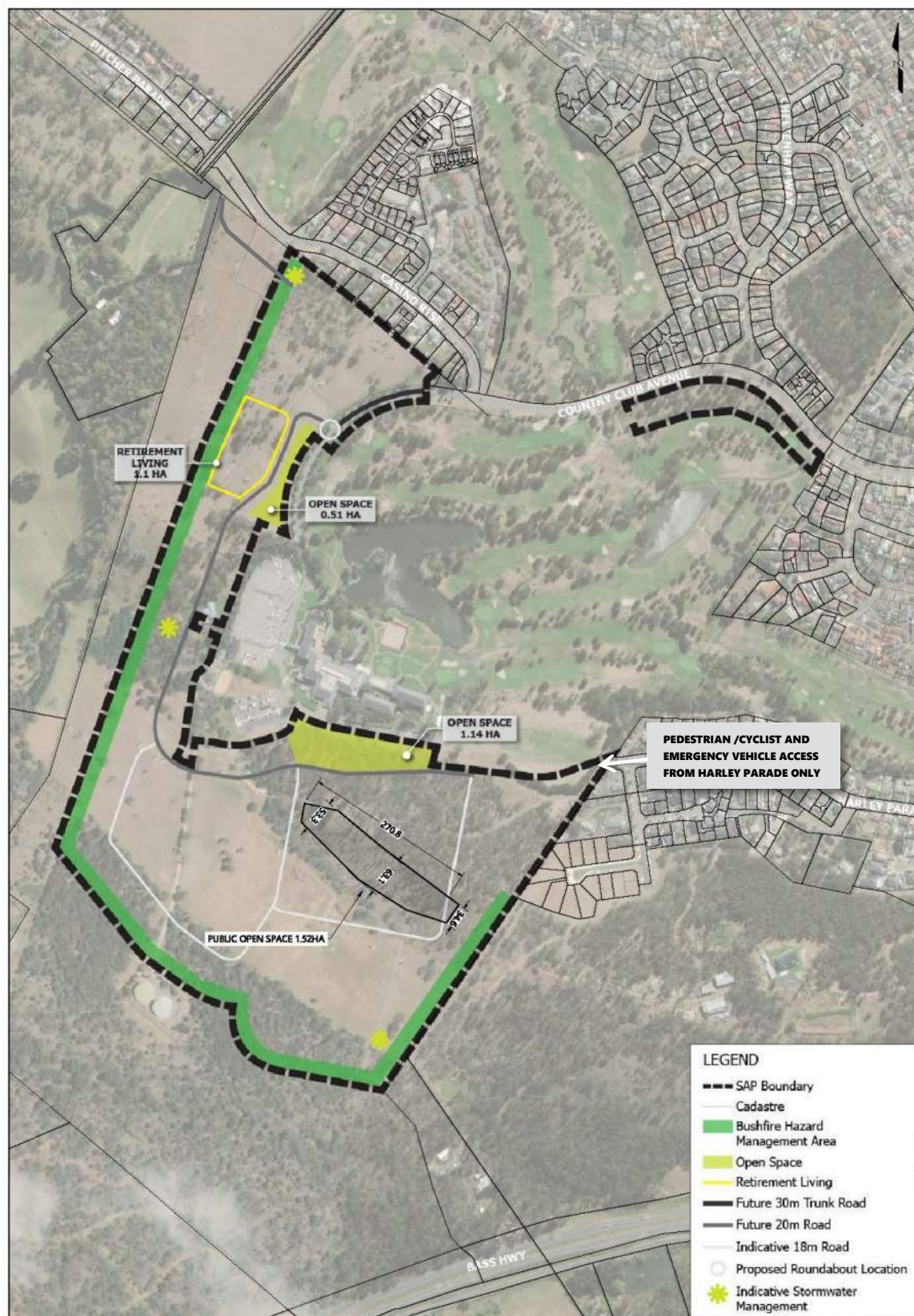
The purpose of the Country Club Specific Area Plan is:

- F9.1.1 To provide for diverse housing outcomes that promote Liveable Housing.
- F9.1.2 To provide for the development of the area consistent with the local area objectives and desired future character statements
- F9.1.3 To provide for retirement uses and development that is compatible with higher density residential development.
- F9.1.4 To provide for a revitalised tourism precinct in accordance with the layout shown in Figure F9.1.
- F9.1.5 To provide for open space and recreation opportunities for residents within the estate and visitors.

F9.2 Application of this Plan

- F9.2.1 The specific area plan applies to the area of land designated as F9 Country Club Specific Area Plan on the overlay maps and in Figure F9.1.

Figure F9.1



F9.3 Local Area Objectives

General Residential Zone

- (a) To provide for the standard range of uses in the zone.

Connectivity

- (b) Development is to provide for a co-ordinated network of roads, pedestrian and bicycle paths that connect the activity centre, mixed use and residential areas and public open space.

F9.4 Definition of Terms

This sub-clause is not used in this specific area plan.

F9.5 Use Table

This sub-clause is not used in this specific area plan.

F9.6 Use Standards

This sub-clause is not used in this specific area plan.

F9.7 Development Standards for Buildings and Works

F9.7.1 Building Design and Siting

This clause is in addition to General Residential Zone – clause 10.4 Development Standards.

Objective	<p>a) To ensure that the siting and design of development is consistent with the local area objectives and desired future character for land within the Specific Area Plan.</p> <p>b) To protect the residential amenity of lots by ensuring that the height, setbacks, siting, and design of buildings provides adequate privacy, separation, open space and sunlight for residents.</p> <p>c) To provide for private open space that is appropriate to a higher density residential environment.</p>
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within the retirement living lot, building height must not exceed 14.5 metres.</p>	<p>P1</p> <p>The design and siting of buildings must:</p> <p>a) not cause unreasonable loss of amenity by:</p> <ul style="list-style-type: none">(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot;(ii) overshadowing the private open space of a dwelling on an adjoining lot;(iii) overshadowing of an adjoining vacant lot;(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; or(v) overlooking of habitable room windows or private open space of an adjoining dwelling; and <p>b) have regard to the intended or prevailing character of the surrounding area.</p>

F9.7.2 Site Coverage

This clause is in substitution of General Residential Zone - clause 10.4.3 Site Coverage and Private Open Space for all dwellings.

Objective	That site coverage protects residential amenity through appropriate siting and design of development to provide adequate: (a) privacy and separation between dwellings; (b) separation of dwellings from vehicular traffic and common open space; and (c) sunlight to habitable rooms.
Acceptable Solutions	Performance Criteria
A1 Dwellings must have a site coverage of: (a) not more than 65% if the development includes 50% or greater portion of liveable housing; or (b) not more than 50%.	P1 Dwellings must have a site coverage that protects residential amenity, having regard to: (a) topographical constraints; (b) infrastructure and servicing; (c) vehicular access through the site; (d) vehicle parking for residents and visiting services; (e) siting and scale of buildings; (f) any particular needs of residents; (g) the provision of private open space or common open space; (h) access to sunlight for habitable rooms.

F9.8 Development Standards for Subdivision

F9.8.1 Lot Design

Objective	<p>That each lot:</p> <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) is orientated to provide solar access for future dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) have an area of not less than 450m² and: <ul style="list-style-type: none"> i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area
<p>A2</p> <p>Subdivision must be in accordance with Figure F9.1.</p>	<p>P2</p> <p>Subdivision must be consistent with the local area objective having regard to:</p> <ul style="list-style-type: none"> (a) the topographical or natural features of the site; (b) any requirements for bushfire hazard management areas; (c) the provision of a hierarchy of local and collector roads; and (d) pedestrian connectivity, and <p>must include the public open space in accordance with Figure F9.1.</p>

The COMMON SEAL of the Meander Valley Council has been hereunto affixed on 9 February 2021 pursuant to a resolution of Council delegating authority to the General Manager to affix the corporation's seal

.....
John Jordan
General Manager

From: TasWater Development Mailbox
Sent: 15 Dec 2020 01:32:43 +0000
To: Planning @ Meander Valley Council
Subject: TasWater Submission to Planning ~ MVC for 100 COUNTRY CLUB AV, PROSPECT VALE 4/2020 - PA\21\0142
Attachments: 100 COUNTRY CLUB AV, PROSPECT VALE TasWater Submission to Planning ~ MVC.pdf

Dear Sir/Madam

Please find attached TasWater Submission to Planning Authority Notice as mentioned above. A copy of the attached document(s) should be referenced in and appended to the council permit.

If you have any queries, please contact me.

Regards

David Boyle

Senior Development Assessment Officer

Currently working Tuesday to Friday



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F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
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Disclaimer

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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

INFRASTRUCTURE 1

Reference No. 34/2021

REVIEW OF BUDGETS FOR THE 2020-21 CAPITAL WORKS PROGRAM

AUTHOR: Dino De Paoli
Director Infrastructure Services

1) Recommendation

It is recommended that Council 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>Open Drain Program, Bracknell</i>	<i>\$80,000</i>	<i>-\$80,000</i>	<i>\$0</i>
<i>Henrietta St Bracknell Stormwater Upgrade</i>	<i>\$15,000</i>	<i>\$80,000</i>	<i>\$95,000</i>
<i>Open Drain Program, Westbury</i>	<i>\$183,500</i>	<i>-\$66,000</i>	<i>\$117,500</i>
<i>Taylor St, Westbury Stormwater Upgrade</i>	<i>\$130,000</i>	<i>\$66,000</i>	<i>\$196,000</i>
<i>Mobile Organics Bins</i>	<i>\$270,000</i>	<i>-\$270,000</i>	<i>\$0</i>
<i>Westbury Landfill Site - Cell Expansion</i>	<i>\$190,800</i>	<i>\$240,000</i>	<i>\$430,800</i>
<i>Mobile Garbage Bins</i>	<i>\$26,000</i>	<i>\$30,000</i>	<i>\$56,000</i>

2) Officers Report

The purpose of this report is to seek Council approval for the reallocation of funding within the Capital Works Program.

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.

Refer to Table 1 for the funding reallocation details.

TABLE 1: 2020-21 CAPITAL WORKS BUDGET – REALLOCATION OF PROJECT FUNDING

Project No.	Project Name	Council Costs to date	Current Budget	Proposed Budget Variation	Revised Budget	Delegation	Comments
	Stormwater Improvements - Bracknell Council approved a budget allocation of \$80K this financial year to continue it's program of piping existing open drains in Bracknell. An improvement project was identified for Henrietta Street and this work is now practically complete, requiring the transfer of funding from Project 6499 to Project 6460 as detailed below. Project costs have included excavation in rock, adjustment to pits, and also work in private property along the alignment of the existing open drain.						
6499	Open Drain Program, Bracknell	\$0	\$80,000	-\$80,000	\$0	Council	Transfer funds to PN6460
6460	Henrietta St Bracknell Stormwater Upgrade	\$3,088	\$15,000	\$80,000	\$95,000	Council	Transfer funds from PN6499
	Stormwater Improvements - Westbury Council approved a budget allocation of \$190K this financial year to continue it's program of piping existing open drains in Westbury, with Taylor Street identified as one location for works. The upgrades in Taylor Street were undertaken in two stages, with the first stage of work at the large culvert crossing, and the balance of the work south of the culvert toward King Street. Work in Taylor Street is now completed, requiring the transfer of funding from Project 6498 to Project 6483 as detailed below. This adjustment in budget will also include transfer of the costs to date (\$65,375) from Project 6498 to Project 6483. All costs applied against PN6483 will assist officers with the end of year capitalisation of completed works.						
6498	Open Drain Program, Westbury	\$65,375	\$183,500	-\$66,000	\$117,500	Council	Transfer funds to PN6483
6483	Taylor St, Westbury Stormwater Upgrade	\$131,202	\$130,000	\$66,000	\$196,000	Council	Transfer funds from PN6498

Project No.	Project Name	Council Costs to date	Current Budget	Proposed Budget Variation	Revised Budget	Delegation	Comments
	<p>Cluan landfill cell expansion and purchase of new bins</p> <p>Council previously approved a transfer of funding from Project 6611 to the landfill cell expansion project (6602) in late 2020 to enable Stage 1 of works to proceed. Stage 1 included installation of stormwater drainage, bulk earthworks and removal of old inert material for the formation of the expanded cell. The second stage of work is currently with contractors for pricing, and will include installation of the cell liner, leachate drainage pipework and drainage layers.</p> <p>Council last purchased mobile garbage bins in mid-2019. In order to make the purchase and delivery of bins this financial year as effective as possible, Officers are seeking to increase the budget to be adequate for the supply of a full shipping container from the mainland. The Mobile Organics Bins project will be removed from the program with future funding allocation considered in forward works programs as part of Council's waste management strategy.</p>						
6611	Mobile Organics Bins	\$0	\$270,000	-\$270,000	\$0	Council	Transfer funds to PN6602 & PN6605
6602	Westbury Landfill Site - Cell Expansion	\$145,871	\$190,800	\$240,000	\$430,800	Council	Transfer funds from PN6611
6605	Mobile Garbage Bins	\$0	\$26,000	\$30,000	\$56,000	Council	Transfer funds from PN6611
	Totals		\$895,300	\$0	\$895,300		

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 nil increase to the value of the 2020-21 Capital Works Program.

9) Alternative Recommendations

Not applicable.

10) Voting Requirements

Absolute Majority

DECISION:

INFRASTRUCTURE 2

Reference No. 35/2021

TASRAIL JOINT ASSETS INTERFACE AGREEMENT

AUTHOR: Dino De Paoli
Director Infrastructure Services

1) Recommendation

It is recommended that Council;

- 1) approves the Rail and Local Government Joint Assets Interface Agreement dated September 2020 with TasRail in accordance with s107(2)(c) of the Rail Safety National Law (South Australia) Act 2012; and***
- 2) delegates to the General Manager under s22 of the Local Government Act 1993 the exercise and performance of the functions and powers of Council as a public road owner under both the Rail Safety National Law (Tasmania) Act 2012 and the Rail Infrastructure Act 2007 as follows;***

Table 1: Rail Safety National Law (Tasmania) Act 2012

- Rail Safety National Law set out in the Schedule to the Rail Safety National Law (South Australia) Act 2012***

<i>No</i>	<i>Statutory Ref</i>	<i>Functions or Power</i>	<i>Conditions or Restrictions</i>
<i>1</i>	<i>s. 107(2)</i>	<i>Interface coordination—rail infrastructure and public roads.</i>	
<i>2</i>	<i>s. 109</i>	<i>Identification and assessment of risks.</i>	
<i>3</i>	<i>s. 111(2)</i>	<i>Register of interface agreements.</i>	

Table 2: Rail Infrastructure Act 2007			
No	Statutory Ref	Functions or Power	Conditions or Restrictions
1	s. 36	<i>Maintenance responsibilities at railway crossings – public roads</i>	
2	s. 40	<i>Railway entity to reinstate public road after removing tracks from level crossing</i>	

2) Officers Report

Council officers recently finalised with TasRail the drafting of the proposed Rail and Local Government Joint Assets Interface Agreement (IA) document. Refer attachment to this report.

The requirement for Council and TasRail to establish an IA is set out in the Schedule to the *Rail Safety National Law (South Australia) Act 2012*. This legislation was adopted as a law in Tasmania following approval of the *Rail Safety National Law (Tasmania) Act 2012*.

The four (4) objectives of the IA are as follows;

- To improve communication between both parties;
- For each party to ensure it achieves and maintains compliance with AS1742 for its respective accountabilities related to all railway crossings in the municipality;
- For each party to work co-operatively to achieve cost effective repairs/maintenance of joint assets and/or assets that interface; and
- To raise awareness of each parties legal obligations including inspection; maintenance; clearance and prevention of vegetation or other obstructions that can affect sight lines/visibility; and avoidance of actions that are detrimental to ongoing compliance; acting reasonably and subject to program, budget and operational constraints.

AS1742 is the Australian Standard Manual of uniform traffic control devices, with Part 7 of the Manual related to railway crossings.

There are significant financial penalties for rail and road authorities that can be applied by the Rail Safety Regulator if an IA is not executed. The Regulator in Tasmania is aware of the recent work undertaken by Council officers and TasRail in preparing the current IA documentation.

The *Tasmanian Rail Infrastructure Act 2007*, together with the IA, outlines Council's responsibilities at railway crossings, including pavements, elevated structures, signage and line marking, maintenance of sight lines and the undertaking of inspections and joint risk assessments.

In preparing the final draft for the IA, Council officers carried out an inspection of all current crossings to document the status of signage, line marking and sight distances. This information is provided in Appendix A of the IA.

Delegation of Authority

The General Manager does not have any delegated authority from Council to perform Council's responsibilities under the *Rail Safety National Law (Tasmania) Act 2012* or *Rail Infrastructure Act 2007*.

The functions and powers of Council relate to the establishment of an agreement with the rail authority for the assessment of safety risks at rail crossings, and the undertaking of works in proximity to rail crossings.

It is recommended to Council that the General Manager is delegated powers under Section 22 of the *Local Government Act 1993* to exercise the functions and powers of Council as a public road owner under both the *Rail Safety National Law (Tasmania) Act 2012* and the *Rail Infrastructure Act 2007*.

The relevant sections for delegation are as indicated in Table 1 and Table 2 below;

Table 1: Rail Safety National Law (Tasmania) Act 2012

- ***Rail Safety National Law set out in the Schedule to the Rail Safety National Law (South Australia) Act 2012***

No	Statutory Ref	Functions or Power	Conditions or Restrictions
1	s. 107(2)	Interface coordination—rail infrastructure and public roads.	
2	s. 109	Identification and assessment of risks.	

No	Statutory Ref	Functions or Power	Conditions or Restrictions
3	s. 111(2)	Register of interface agreements.	

Table 2: Rail Infrastructure Act 2007

No	Statutory Ref	Functions or Power	Conditions or Restrictions
1	s. 36	Maintenance responsibilities at railway crossings – public roads	
2	s. 40	Railway entity to reinstate public road after removing tracks from level crossing	

3) Council Strategy and Policy

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

- Future direction (6) – Planned infrastructure services

4) Legislation

Rail Safety National Law (Tasmania) Act 2012

Rail Safety National Law (South Australia) Act 2012.

Rail Infrastructure Act 2007

5) Risk Management

Implementation of the IA will provide a formal and proactive framework for Council and TasRail officers to manage risks at level crossings.

6) Government and Agency Consultation

Not applicable.

7) Community Consultation

Not applicable.

8) Financial Consideration

The anticipated cost for Council to inspect level crossings, report on findings, liaise with TasRail and update the IA as part of a yearly inspection routine is

expected to be under \$3,000 and can be managed within current operational budget estimates.

9) Alternative Recommendations

Not applicable.

10) Voting Requirements

Simple Majority

DECISION:

Rail and Local Government

JOINT ASSETS INTERFACE AGREEMENT

Meander Valley Council

September 2020



Agreement for
Management of Road and Rail Assets Interface
Between:

Tasmanian Railway Pty Ltd (TasRail)
'Rail Infrastructure Manager'



And

Meander Valley Council
'Road Manager'



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UNCONTROLLED WHEN PRINTED

THIS INTERFACE AGREEMENT is made on the

BETWEEN:

Tasmanian Railway Pty Ltd (TasRail) (ABN 83 139 383 761)

Techno Park at Kings Meadows, in the State of Tasmania

(Rail Infrastructure Manager)

AND:

Meander Valley Council (ABN 65 904 844 993)

26 Lyall Street at Westbury in the State of Tasmania

(Road Manager)

RECITAL A

All rail infrastructure managers and road managers must, under the *Rail Safety National Law Part 3, Division 6 Subdivision 2*, reasonably seek to enter into an interface agreement about managing risks to safety identified and assessed in accordance with that Subdivision.

IT IS AGREED:

RECITAL B

The parties have agreed to enter into this Agreement to record their respective roles and responsibilities in accordance with the terms and conditions of the Agreement.

1.0 Definitions

“Agreement” means this Safety Interface Agreement document and includes its schedules appendices and annexures to this Agreement.

“ALCAM” means the Australian Level Crossing Assessment Model used to assess and identify potential risks at Level Crossings.

“AS1742” means the Australian Standard 1742 Manual of uniform traffic control devices Part 7: Railway Crossings being the reference document setting out the required controls for specific conditions at railway level crossings.

“Bridges” and/or “Tunnels” means an area where a road and a rail meet at different levels.

“Business Day” means any weekday on which banks are generally open for business in Hobart, Tasmania.

“Council Roads” has the same meaning as given to “Local Highways” as defined in this document.

“Cycle Pathway” or Bike Path or Rail Trail means a designated area for recreational purposes (bikes and pedestrians) that may interface with the railway

“HIRAC” means the TasRail Hazard Identification, Risk Assessment and Control tool for assessing any change or proposed change in conditions (following an incident or concern with current controls, a proposed new crossing, etc.)

“Level Crossing” means an area where a road and a railway meet at substantially the same level, whether or not there is a railway level crossing sign on the road at all or any of the entrances to that area

“Local Highways” as defined in the Local Government (Highways) Act 1982 includes all highways (roads) other than State Highways and subsidiary roads within the meaning of the *Roads and Jetties Act 1935*.

“NRSL” means *National Rail Safety Law 2012*.

“Pedestrian Crossing” is the intersection of a pedestrian walkway and a railway line. It may be designed for users on foot, for wheelchair access, and cyclists.

“Rail Infrastructure Act” means the Rail Infrastructure Act 2007 (Tas).

“Rail Infrastructure Manager (RIM)” means the Rail Infrastructure Manager being the person or entity that has effective control and management of the rail infrastructure for the purposes of Rail Safety Accreditation and compliance with National Rail Safety Law whether or not the person:

- (a) owns the rail infrastructure; or
- (b) has a statutory or contractual right to use the rail infrastructure or to control, or provide, access to it.

“Rail or road crossing” includes a railway crossing, a bridge or tunnel carrying a road over a railway and a bridge or tunnel carrying a railway over a road.

“Road Manager” means the Meander Valley Council.

2.0 Objective of This Agreement

2.1 The objectives of this agreement are:

- 2.1.1 To improve communication between both parties,
- 2.1.2 For each party to ensure it achieves and maintains compliance with AS1742 for its respective accountabilities related to all railway crossings in the municipality;
- 2.1.3 For each party to work co-operatively to achieve cost effective repairs/maintenance of joint assets and/or assets that interface;
- 2.1.4 To raise awareness of each parties legal obligations including inspection; maintenance; clearance and prevention of vegetation or other obstructions that can affect sight lines/visibility ; and avoidance of actions that are detrimental to ongoing compliance; acting reasonably and subject to program, budget and operational constraints

3.0 Terms of This Agreement

3.1 A party may terminate this Agreement by giving the other party no less than three months written notice of such termination.

3.2 If this Agreement is terminated in accordance with clause 3.1 hereof, the parties agree to negotiate in good faith and enter into a replacement Interface Agreement prior to the expiry date of this Agreement.

3.3 An amendment to the Interface Agreement is required to be entered into if:

- 3.3.1 A rail or road crossing is permanently closed
- 3.3.2 A pedestrian crossing is permanently closed
- 3.3.3 An asset described in Schedule 1 is decommissioned
- 3.3.4 There is a change in risk control measures
- 3.3.5 A change is required in Schedule 4

3.4 This Agreement shall terminate immediately should National or State Legislation require such termination.

4.0 Scope of This Agreement

4.1 The scope of works to be identified in this document will include:

- Railway level crossings on Council Roads;

- Pedestrian crossings to or from Council Roads, and across, under or over the rail corridor;
- Bridges and Tunnels (Council Roads over rail and/or rail over Council Roads);
- Railway track on which Rollingstock moves abutting a Council Road;
- Cyclepaths or bike tracks on Council land that may interface with the railway; and
- Other infrastructure identified as a road control device for level crossing risk management.

4.2 This Agreement applies to the assets described in Schedule 1. Responsibility for the asset lies with the owner as detailed in Schedule 1 of this Agreement.

4.3 Either party may amend Schedule 1 at any time by written agreement between the parties.

4.4 The parties will apply a risk management process consistent with AS NZS ISO 31000:2009 Risk Management – Principles and Guidelines and/or ALCAM to identify, assess and manage, so far as is reasonably practical, risks to safety in relation to the scope described in Schedule 2, the subjects of this Agreement.

4.5 This Agreement supersedes any and all previous Agreements between the parties in relation to railway safety risk management.

4.6 Each party is responsible to develop and maintain a register of Interface Agreements and record this Agreement and any future Agreement (Schedule 5) in such register.

5.0 Identification Assessment and Management of Risk

5.1 Using an agreed risk management process the parties agree to identify and assess risks to safety, so far as is reasonably practical, that may arise in relation to the assets described in Schedule 1, the subject of this Agreement. Where practical to do so, the preference is for these risk assessments to be undertaken jointly:

5.1.1 During the life cycle of rail or road infrastructure; and

5.1.2 Arising from change in the use or application of rail or road crossing infrastructure.

5.2 The parties will record in Schedule 3 or other documents as agreed and retained by the parties:

5.2.1 The identified risks to safety;

5.2.2 Risk assessments;

5.2.3 Measures to manage safety risks;

5.2.4 The party responsible for implementation and maintenance of the safety risk management measures; and

5.2.5 The timetable for implementation of safety risk management measures (in accordance with this Agreement).

5.3 The parties may amend Schedule 3 at any time by written agreement.

5.4 Subject to clause 4.5 hereof the party (or parties) responsible for implementation and maintenance of the safety risk management measures as determined in this Agreement will be responsible for the cost of implementation and maintenance.

5.5 A party may agree to contribute to the funding for implementation and/or maintenance of safety risk management measures by another party.

5.6 The parties may undertake identification and assessment of safety risks individually or jointly, or may adopt a risk assessment carried out by the other party.

6.0 Monitoring and Review of Risk

6.1 Each party will monitor and review the safety risks and measures to manage the safety risks for which it is responsible, including progress against the timetable for implementation of safety risk management measures in accordance with this agreement.

6.2 The parties will consult with each other in relation to the outcome of their monitoring and review.

6.3 If following a party's monitoring and review under this clause, a safety risk is considered to be unacceptable, both parties will work collaboratively and cooperatively to agreed measures to manage the safety risk so far as is reasonably practical and will record any changes in Schedule 3.

7.0 Standards and Compliance

7.1 The parties agree that the standards applicable to safety, risk assessment, risk management and inspections are stated in Schedule 3. Each party will report or meet annually or as required with the other party, or at such times the party may agree, on their progress in implementing agreed safety risk management measures for which a party is responsible under this Agreement.

8.0 Communications and Meetings

- 8.1 The parties will notify each other promptly of any occurrence or incident in connection with safety of the assets listed in Schedule 1.
- 8.2 The parties will use reasonable endeavours to notify each other at least ten (10) working days prior to the commencement of any repairs, maintenance or upgrades (excluding emergency situations/works) to their respective infrastructure / assets. The notification period must ensure the other party has adequate time to establish safety and operational arrangements if so required.
- 8.3 The parties will assist each other achieve cost effective repairs / maintenance through agreed planning and notification with potential opportunity for resource sharing.
- 8.4 Schedule 4 contains contact details of the parties' representatives for the purposes of this Agreement, together with emergency contact details in the event of any occurrence or incident. The parties will promptly notify the other parties of any change to Schedule 4.
- 8.5 The parties will meet annually, or at such other times the parties may agree, to review the provisions of this Agreement and the adequacy of safety risk identification, assessment and management concerning the road and railway assets listed in Schedule 1. Agenda and minutes of such meetings will be kept by the party hosting the meeting. Minutes will be circulated to the other parties within ten business days of the meeting. The first meeting should occur within six (6) months of the date of this Agreement.
- 8.6 A record of the meetings held shall be maintained with each party responsible to ensure they record a register of all meetings, actions and communications between the parties and to retain such records for audit purposes if required. The costs of holding meetings under this clause will be shared equally or as agreed by the parties.

9.0 Dispute Resolution

- 9.1 The parties agree that this Agreement is not intended to create a legally binding relationship on either party.
- 9.2 Should a dispute arise between the parties in connection with this Agreement, a party may issue a written notice of dispute to the other party.
- 9.3 Within five (5) business days of receiving a dispute notice, senior officers of each party will meet to discuss the dispute and attempt to reach an agreement. A representative from the Office of the National Rail Safety Regulator may be invited to the meeting to assist arbitrate the dispute towards an agreed outcome.
- 9.4 Failure to reach an agreement under Clause 8.3 will result in the dispute being elevated to each party's Executive Officer.

UNCONTROLLED WHEN PRINTED

10.0 Distribution Agreement

10.1 The parties agree this Agreement will be distributed to the representatives of the parties as stated in Schedule 4.

EXECUTED as an Agreement

SIGNED for and on behalf of the Rail Infrastructure Manager being **TasRail** (ABN 83 139 383 761)

this day of

by delegated officer

a duly authorised officer in the presence of:

Witness signature.....

Name of Witness _____

SIGNED for and on behalf of the Road Owner being **Meander Valley Council** (ABN 65 904 844 993)

this day of

by delegated officer

a duly authorised officer in the presence of:

Witness signature.....

Name of Witness: _____

Schedule 1 – Asset Inventory

Council Road Level Crossings

The crossings subject to this Safety Interface Agreement are listed in the following tables.

Further details on each crossing can be found in the Road Owner's Asset Document titled "TasRail Crossing Locations within Meander Valley" attached as Appendix A.

Ref - KP	GIS	Location	Road Name	Road Type	Control
W46.1		Whitemore	Whitemore Road	Sealed	Active
W47.0		Hagley	Heazlewoods Lane	Sealed	Passive/STOP
W50.7		Hagley	Hagley Station Lane	Sealed	Active
W55.8		Westbury	Emu Plain Road	Sealed	Passive/STOP
W56.5		Westbury	Marriott Street	Sealed	Passive/STOP
W57.4		Westbury	William Street	Sealed	Active
W58.9		Westbury	Deviation Road (eastern)	Sealed	Passive/STOP
W61.0		Westbury	Deviation Road (western)	Unsealed	Passive/STOP
W72.6		Deloraine	East Westbury Place	Sealed	Active
W72.8		Deloraine	Emu Bay Road	Sealed	Active
W73.3		Deloraine	West Parade (Caravan Park)	Sealed	Active
W77.5		Lemana Junction	Mole Creek Road	Sealed	Active
W78.3		Middle Plains	Lemana Road (west of Mole Creek Road)	Sealed	Passive/STOP
W79.4		Middle Plains	Lemana Road (near Coss Road intersection)	Sealed	Active
W79.9		Bengeo	Bengeo Road	Sealed	Active
W83.0		Dunloran	Elmers Road	Unsealed	Passive/STOP
W84.5		Dunloran	Sharmans Road	Unsealed	Passive/GIVE WAY
W85.7		Dunloran	Dunloran Road	Sealed	Active
W86.4		Dunloran	Dunloran Road	Sealed	Active
W88.5		Moltema	Brooklyn Road	Sealed	Passive/STOP
W94.3		Moltema	Railton Road	Sealed	Active
W98.2		Kimberley	Morrison Street	Unsealed	Passive/STOP

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Council Pedestrian Crossings

Ref-KP	GIS	Licence Reference	Road Name	Pedestrian Crossing Controls
W73.3			West Parade, Deloraine	Passive – barriers & signs
W57.4			William Street, Westbury	Passive – sign only
W72.8			Emu Bay Road, Deloraine	Passive – no sign
W72.6			East Westbury Place, Deloraine	Passive – no sign

Council Bridges and Tunnels

Ref-KP	Road Name	Road Type	Road	Council Bridge No.
	Oaks Road, Oaks	Sealed		4528
	Porters Bridge Road, Exton	Sealed		DSG bridge but MVC responsible for asphalt on bridge.
	Emu Plains Road	Sealed		DSG bridge

Cycle/Recreational Pathways

(This section to be completed as identified)

Licence Ref	Start Point KP	End Point KP	Location Reference

UNCONTROLLED WHEN PRINTED

Inventory of Licences

(This section to be completed as identified)

Licence Ref	Record Reference	Purpose	Location Reference

Department of State Growth Roads/Rail Crossings in the Municipality

Ref-KP	Road Name	Road Type	Bridge or Asset Reference Number
	Meander Valley Road – Hagley overpass	Bridge	
	Bass Highway – Westbury off ramp	Bridge	
	Meander Valley Road – Exton east Bass Highway on-ramp	Bridge	
	Highland Lakes Road - Deloraine	Bridge	
	Mole Creek Road at Lemana	Road	

Schedule 2 – Respective Responsibilities

Level Crossings:

The Rail Infrastructure Manager is responsible for:

- Approval of all crossings, including supporting documentation of joint safety risk assessments as appropriate.
- Undertaking joint risk assessment or ALCAM with the Road Operator where practical.
- Installation and maintenance of the traffic control and signage within the rail corridor immediately adjacent to the crossing, including the installation, operation and maintenance of flashing lights and warning bells and signal boxes/infrastructure.
- Maintenance of the road or pavement surface between the tracks and out to a distance of 0.6 metres on either side of the outer rail (as per the Rail Infrastructure Act).
- Maintenance of sight lines within the rail corridor and potentially affected by vegetation or other encroachments.
- Routine inspection of all crossings to ensure compliance with AS1742 or other Standard/Regulation as required.
- Ensuring all persons accessing the rail corridor have the appropriate competencies and authorisation as issued by TasRail and at all times comply with TasRail Permit conditions and directions including where appropriate Track Protection Officers or other authorised TasRail officer or representative.
- Monitoring rail personnel behaviour in the rail corridor and the vicinity of level crossings to ensure compliance with Road Rules, agreed protocols, TasRail Permits or other agreements.
- Licencing of crossings as required.
- Issuing of TasRail Permits to enter/access the rail corridor as required or for the purpose of carrying out agreed works on rail land.

The Road Owner/Manager is responsible for:

- Installation and maintenance of all required roadside advance warning signs on the approaches (excludes the AAWS – automated advance electronic warning signs that are owned and operated by at specific locations).
- Maintenance of the road or pavement surface extending from 0.6 metres on either side of the outer rail (as per the Rail Infrastructure Act)
- Installation and maintenance of compliant road markings on the approaches as required and measured against AS1742 or other Standard/Regulation as required.
- Maintenance of sight lines to ensure sight lines are not affected by vegetation and other obstructions within the road corridor, verges or approaches.
- Undertaking joint assessment or ALCAM with the Rail Operator where practical.

- Routine inspection of all crossings to ensure compliance with AS1742 or other Standard/Regulation as required.
- Ensuring that planning decisions do not result in a reduction in, or obstruction to sighting distances of the railway crossing and/or visibility of rail safety signage and/or signals at crossings.
- Obtaining authorisation from property@tasrail.com.au prior to entering the rail corridor for any purpose or for carrying out works on railway land. It is acknowledged and agreed that a minimum of 10 business days notice is generally required.
- In the case of an emergency requiring access to the rail corridor, authorisation from the TasRail Train Controller is required prior to entry.

Pedestrian Crossings:

The Road Owner/Manager is responsible to ensure that all pedestrian crossings are approved by the Rail Infrastructure Manager and installed in compliance with the Rail Infrastructure Manager's Infrastructure Standards and AS1742 or other relevant Standard/Regulation.

Pedestrian crossings are to be maintained as per TasRail approval conditions including safety controls, signage and vegetation management.

In the case of a requested new pedestrian crossing or a change in conditions at an existing pedestrian crossing occurs, there is a requirement for a safety risk assessment to be undertaken to identify and manage any change in risk profile at the location and/or requirement for additional controls. Additionally, the Rail Infrastructure Manager will need to undertake a separate assessment of the rail assets and track surface between the rails and extending to a distance of 0.6 metres from each side of the outer rail in order to determine if an upgrade of the rail infrastructure is required to support the proposed new crossing or change in conditions.

Bridges and Tunnels:

The Rail Infrastructure Manager is responsible for:

- Maintenance & Inspections of Bridges and Tunnels (railway over road) including where the abutments, piers, track surface and associated infrastructure within the rail corridor.
- All bridge and tunnel furniture and signs which are on or leading up to the structure.
- Coordination with service authorities on matters relating to utilities which are on the bridge or tunnel.

The Road Owner/Manager is responsible for:

- Maintenance & Inspections of Bridges and Tunnels (road over railway) including the abutments, piers, road surface and associated infrastructure within the road corridor.
- All bridge and tunnel furniture and signs which are on or leading up to the structure.
- Coordination with service authorities on matters relating to utilities which are on the bridge or tunnel.

Cyclepaths/Bike Paths:

The Road Owner/manager is responsible to:

- Consult as early as possible with the Rail Infrastructure Manager where there is a proposal for new cycleway, bike path, shared pedestrian pathway or footpath to interface with a railway crossing or to share a boundary with State Rail Network Land.
- Conduct a joint safety risk assessment with the Rail Infrastructure Manager to identify risks and appropriate controls to manage such risks as well as to inform the design and other considerations including potential upgrade of the rail crossing (safety controls and rail infrastructure) and the installation of appropriate safety fencing or barriers to separate the activity from the State Rail Network land.
- Ensure that relevant aspects of the design are developed in consultation with the Rail Infrastructure Manager's Infrastructure Standards as well as relevant Australian Standards or other requirements.
- Formally apply to the Rail Infrastructure Manager for approval of the proposal, noting approval is not guaranteed.
- Existing cycleways, bike paths, shared pedestrian pathways or footpaths are to be managed and maintained under a Licence Agreement from the Rail Infrastructure Manager and with appropriate safety fencing commensurate with identified risk and to the approval of the Rail Infrastructure Manager.

NOTE: Permission will not be granted for a new cycleway, bike path, shared pedestrian pathway or other above ground infrastructure to be located/constructed on State Rail Network land.

Schedule 3 – Risk Management

Traffic control at level crossings in Tasmania is provided in accordance with *Australian Standard AS1742, Manual of Uniform traffic control devices, Part 7: Railway crossings (2007)*

The Rail Infrastructure Manager and the Road Owner/Manager will undertake joint assessments of the risks and controls of level crossings where practical in-line with industry standard practice.

Council Officers and TasRail Safety Officers will carry out on-site investigations into all reported crashes at level crossings. These investigations will consider whether any improvements can be made to the traffic management arrangements to reduce the risk of future crashes / incidents.

The Rail Infrastructure Manager and the Road Owner/Manager agree to use reasonable endeavours to share or exchange timely information pertaining to incidents or issues arising at all crossings and/or other shared interfaces.

Example template for recording the outcomes of these investigations is shown below:

Asset No. & Location	Identified Risk / Change	Risk Assessment/ Audit Date	Upgrades / Measures Required to Manage Risk/s or Change	Party Responsible for Managing Risk / Maintenance	Timetable for Implementing Measures to Manage Risk/s	ALCAM (Y or N)

Schedule 4 – Communications – Contact List (Clause 7)

Rail Infrastructure Manager

Party	TasRail
Address for Official Notices	Email: property@tasrail.com.au Courier: 11 Techno Park, Kings Meadows TAS 7249 Postal: P O Box 335 Kings Meadows TAS 7249
Key Contact Details for Regular Communication, Meetings and Reports	Email: property@tasrail.com.au Phone 6335 2603 or 6335 2604 Mobile 0428 139 238
Contact Details for Emergencies OR Incidents and Accident Co-ordination	Train Control Emergency Only 6335 2557 Train Control -Incident & Accident Coordination 6335 2559 Police and Emergency Management 000

Road Owner

Party	Meander Valley Council
Address for Official Notices	Email: mail@mvc.tas.gov.au Courier: 26 Lyall Street, Westbury TAS 7303 Postal: PO Box 102, Westbury TAS 7303
Contact Details for Regular Communication, Meetings and Reports	Email: Dino.DePaoli@mvc.tas.gov.au Phone: 6393 5340 Mobile: 0409 547 797
Contact Details for Emergencies, Occurrences and Incidents	Emergency 6393 5300 (diverts to After Hours on duty representative)

Schedule 4 Continued – Maintenance Requirements and Relevant Contacts

TasRail Contacts:

Issue (Council needs to contact TasRail)	Contact Representative	Contact Number & Email
<ul style="list-style-type: none"> TasRail Permit Applications to authorise access to any part of the rail corridor/State Rail Network land for any purpose. No Permit = No Access. 	Property Department	Phone: 6335 2604 Email: property@tasrail.com.au
<ul style="list-style-type: none"> Maintenance of static warning signs in the immediate vicinity of the level crossing; Maintenance of road surface in immediate vicinity of tracks; including Rail Corridor Access permits and TPO Requirements Maintenance of sight lines and possible vegetation obstruction in the immediate vicinity of the rail corridor/State Rail Network land. 	Property Department	Phone: 6335 2604 Email: property@tasrail.com.au
<ul style="list-style-type: none"> To report a problem with flashing lights and warning bells at active crossings 	TasRail Train Control	Phone: 6335 2563 (please follow the prompts)
<ul style="list-style-type: none"> Joint inspections, risk assessments or ALCAM requests. 	Property & Compliance Manager	Phone: 6335 2603 Email: property@tasrail.com.au
<ul style="list-style-type: none"> Investigations into incidents and crashes at level crossings 	Property & Compliance Manager	Phone: 6335 2603 Email: property@tasrail.com.au
<ul style="list-style-type: none"> Enquiries about new proposals for crossings, or other infrastructure adjoining the shared boundary or service installations on/within the rail corridor land. 	Property & Compliance Manager	Phone: 6335 2603 Email: property@tasrail.com.au
<ul style="list-style-type: none"> To report a serious incident at a rail crossing or on State Rail Network land. 	TasRail Train Control Tasmania Police	Emergency 6335 2557 (please follow the prompts) Emergency 000
<ul style="list-style-type: none"> To report an issue or complaint about general property matters including vegetation or weed control, rubbish removal etc. 	Property Department	Phone: 6335 2604 Email: property@tasrail.com.au

Schedule 4 Continued – Maintenance Requirements and Relevant Contacts

Meander Valley Council Contacts:

Issue (TasRail needs to contact Council)	Contact Representative	Contact Number & Email
<ul style="list-style-type: none"> Maintenance of static warning signs on road approaches 	Director Works	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Maintenance of road surface on approaches 	Director Works	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Maintenance of road markings on approaches 	Director Works	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Line of sight obstructions 	Director Works	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Traffic engineering investigations into level crossing crashes 	Director Infrastructure Services	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Queries regarding traffic management 	Director Infrastructure Services	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Joint inspections, risk assessments or ALCAM requests 	Director Infrastructure Services	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Service Infrastructure enquiries (i.e. drainage, pipelines etc) 	Asset Management Coordinator	Phone: 6393 5300 mail@mvc.tas.gov.au
<ul style="list-style-type: none"> Development/Planning matters 	Town Planner	Phone: 6393 5300 mail@mvc.tas.gov.au

Appendix A

TasRail Crossing Locations in Meander Valley



Contents

CR-01	Oaks Road, Oaks (KP W unknown)	1
CR-02	Whitemore Road, Whitemore (KP W46.1)	3
CR-03	Heazlewoods Lane, Hagley (KP W47.0)	5
CR-04	Hagley Station Lane, Hagley (KP W50.7)	7
CR-05	Emu Plains Road, Westbury (KP W55.78)	9
CR-06	Marriott Street, Westbury (KP W56.53)	11
CR-07	William Street, Westbury (KP W57.37)	13
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CR-09	Deviation Road, Westbury (West KP W60.92)	17
CR-10	Porters Bridge Road, Exton (KP W unknown)	19
CR-11	East Westbury Place, Deloraine (KP W72.55)	21
CR-12	Emu Bay Road, Deloraine (KP W72.80)	23
CR-13	West Parade (Caravan Park), Deloraine (KP W73.37)	25
CR-14	Mole Creek Road, Lemana Junction (KP W77.47)	27
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CR-23	Railton Road, Moltema (KP W94.3)	45
CR-24	Morrison Street, Kimberley (KP W98.2)	47
CR-25	West Parade, Deloraine (Pedestrian only)	49



CR-01 Oaks Road, Oaks (KP W unknown)





Meander Valley Council
Tas Rail Crossing Designation

Bridge over rail crossing
nil



Item	#	Condition	%	Comment
Signage	No			
Line marking	No			
Road	Yes	Good		Note damage in "East" & "West" images
Vegetation	Yes	Needs attention		Wattles need cutting down on LHS as per "North" image
SW drainage	N/A			
Street lights	N/A			

CR-01 Oaks Road, Oaks (KP W unknown)

North	South
	
East	West
	

CR-02 Whitmore Road, Whitmore (KP W46.1)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
268 LXW046.0 – Whitmore Road



Item	#	Condition	%	Comment
Signage	4	Good		
Line marking	Yes	Good	70	
Road	Yes	Needs attention	50	Northern side of rail crossing approach needs attention
Vegetation	Yes	Good		
SW drainage	N/A			
Street lights	N/A			

CR-02 Whitemore Road, Whitemore (KP W46.1)



CR-03 Heazlewoods Lane, Hagley (KP W47.0)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing

-



Item	#	Condition	%	Comment
Signage	4	Needs attention	50	
Line marking	Yes	Needs attention	40	
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	N/A			
Street lights	N/A			

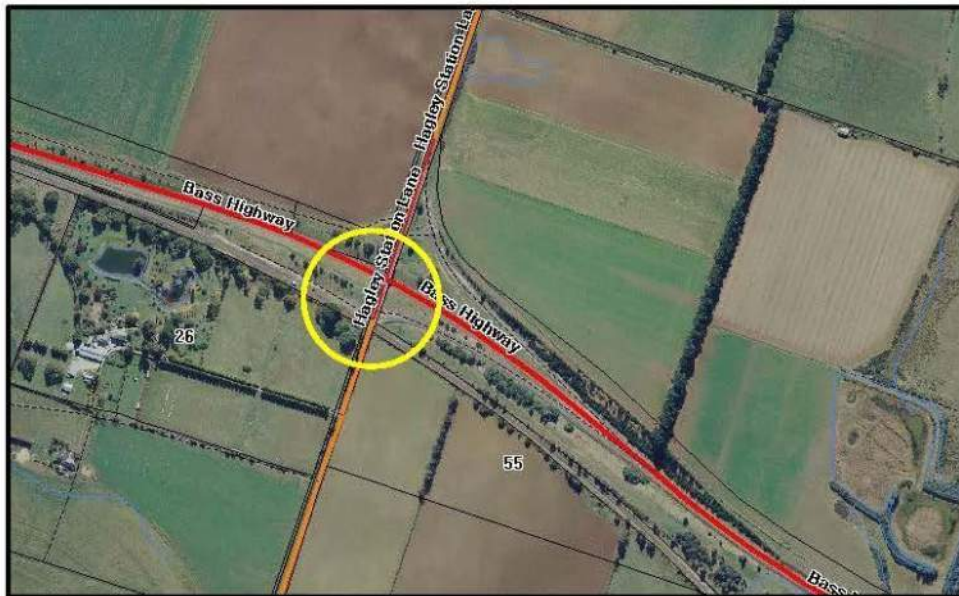
CR-03 Heazlewoods Lane, Hagley (KP W47.0)



CR-04 Hagley Station Lane, Hagley (KP W50.7)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
269 LXW050.6 – Hagley Station Lane



Item	#	Condition	%	Comment
Signage	4	Good		
Line marking	Yes	Good		
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	N/A			
Street lights	N/A			

CR-04 Hagley Station Lane, Hagley (KP W50.7)



CR-05 Emu Plains Road, Westbury (KP W55.78)

Meander Valley Council
Tas Rail Crossing Designation

Bridge over rail crossing
276 LXW055.8 – Emu Plains Road



Item	#	Condition	%	Comment
Signage	4	Acceptable	30	some signs may need replacing in future
Line marking	Yes	Acceptable	40	
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	N/A			
Street lights	N/A			

CR-05 Emu Plains Road, Westbury (KP W55.78)



CR-06 Marriott Street, Westbury (KP W56.53)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
277 LWX056.5 – Marriott Street



Item	#	Condition	%	Comment
Signage	4	Needs attention	40	Signs need attention
Line marking	Yes	Needs attention	20	Holding lines need attention
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

Note 1: sightlines within TasRail corridor obscured

Note 2: construction of new footpath on western side of Marriot St may continue over crossing; TBC in consultation with TasRail

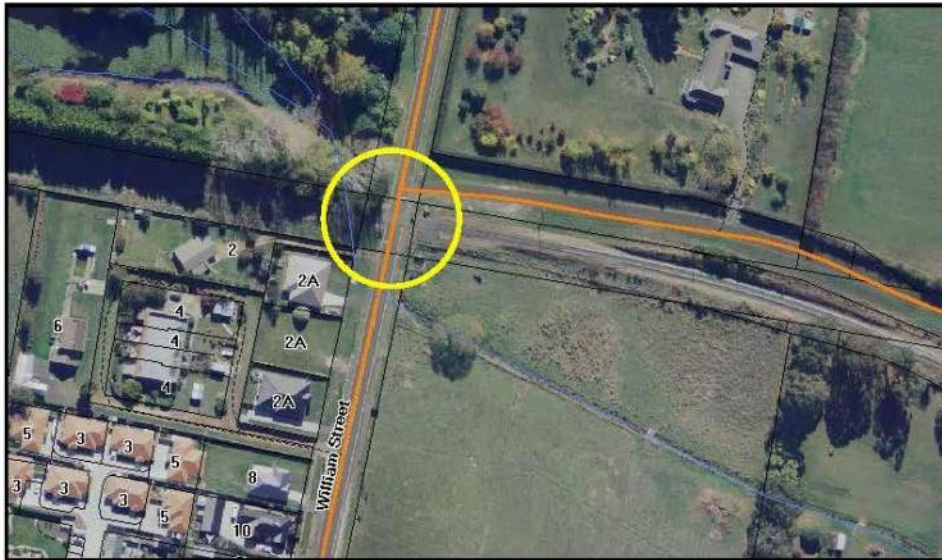
CR-06 Marriott Street, Westbury (KP W56.53)



CR-07 William Street, Westbury (KP W57.37)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
278 LXW056.3 – William Street



Item	#	Condition	%	Comment
Signage	4	Acceptable	30	> or = 2 signs may need replacing in future
Line marking	Yes	Good	60	
Road	Yes	Acceptable	40	
Vegetation	Yes	Good		
SW drainage	No			
Street lights	Yes	Good		

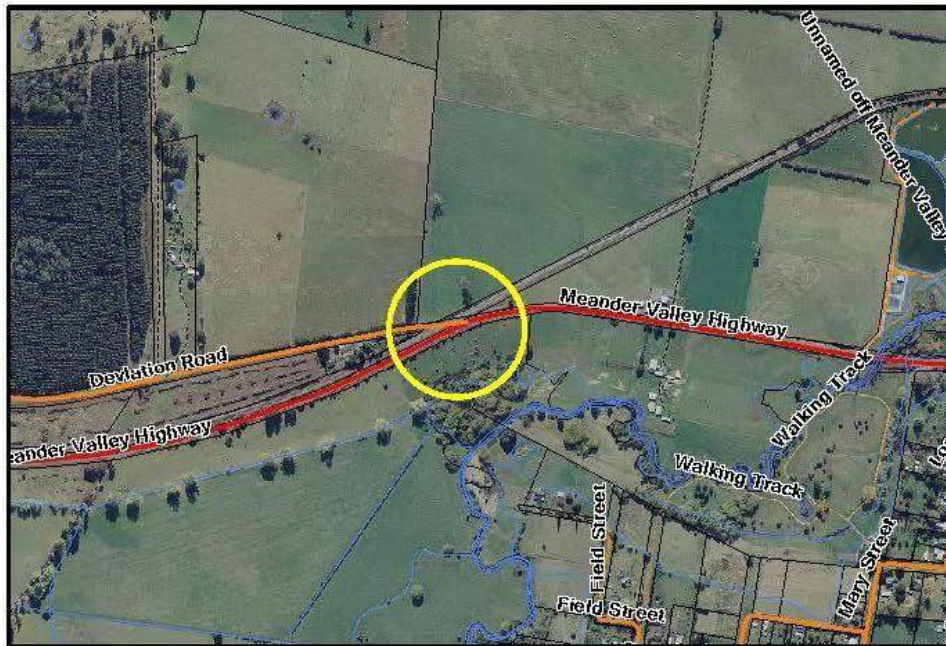
CR-07 William Street, Westbury (KP W57.37)



CR-08 Deviation Road, Westbury (East KP W58.82)

Meander Valley Council
Tas Rail Crossing Designation

Unsealed road over rail crossing
280 LXW058.8 - Deviation Road



Item	#	Condition	%	Comment
Signage	6	Acceptable	50	Signs may need replacing in future
Line marking	No			No Lines on gravel approach
Road	Yes	Acceptable		
Vegetation	Yes	Good		
SW drainage	Yes	Good		
Street lights	No			

Note: sharp angle of road at intersection of Meander Valley Road

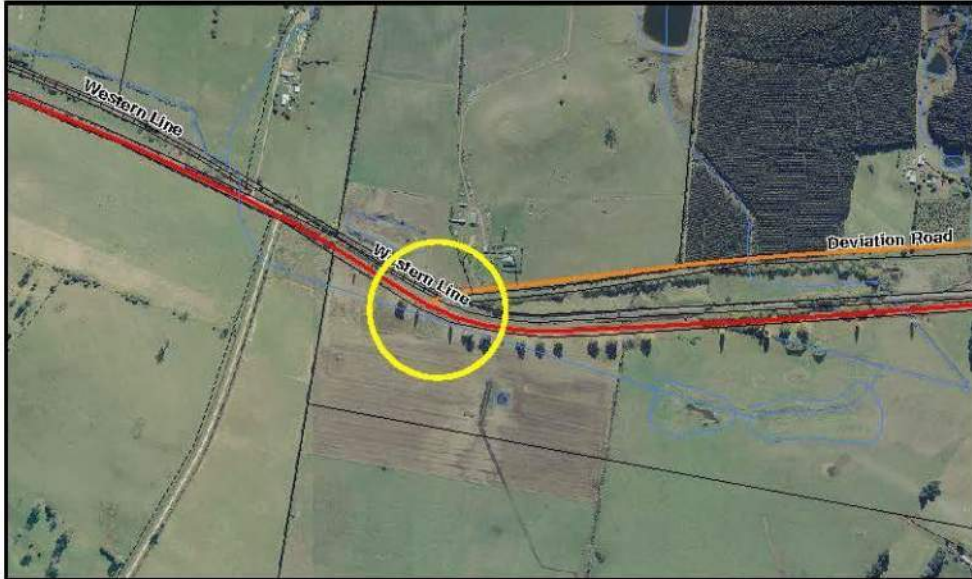
CR-08 Deviation Road, Westbury (East KP W58.82)

North	South
	
East	West
	

CR-09 Deviation Road, Westbury (West KP W60.92)

Meander Valley Council
Tas Rail Crossing Designation

Unsealed road over rail crossing
281 LXW060.9 - Deviation Road – West End



Item	#	Condition	%	Comment
Signage	6	Acceptable	70	Train sign may needs replacing in future
Line marking	N/A			Crossing is gravel
Road	Yes			Crossing is gravel
Vegetation	Yes	Good		
SW drainage	Yes	Good		
Street lights	No			

Note: sharp angle of road at intersection of Meander Valley Road

CR-09 Deviation Road, Westbury (West KP W60.92)



CR-10 Porters Bridge Road, Exton (KP W unknown)

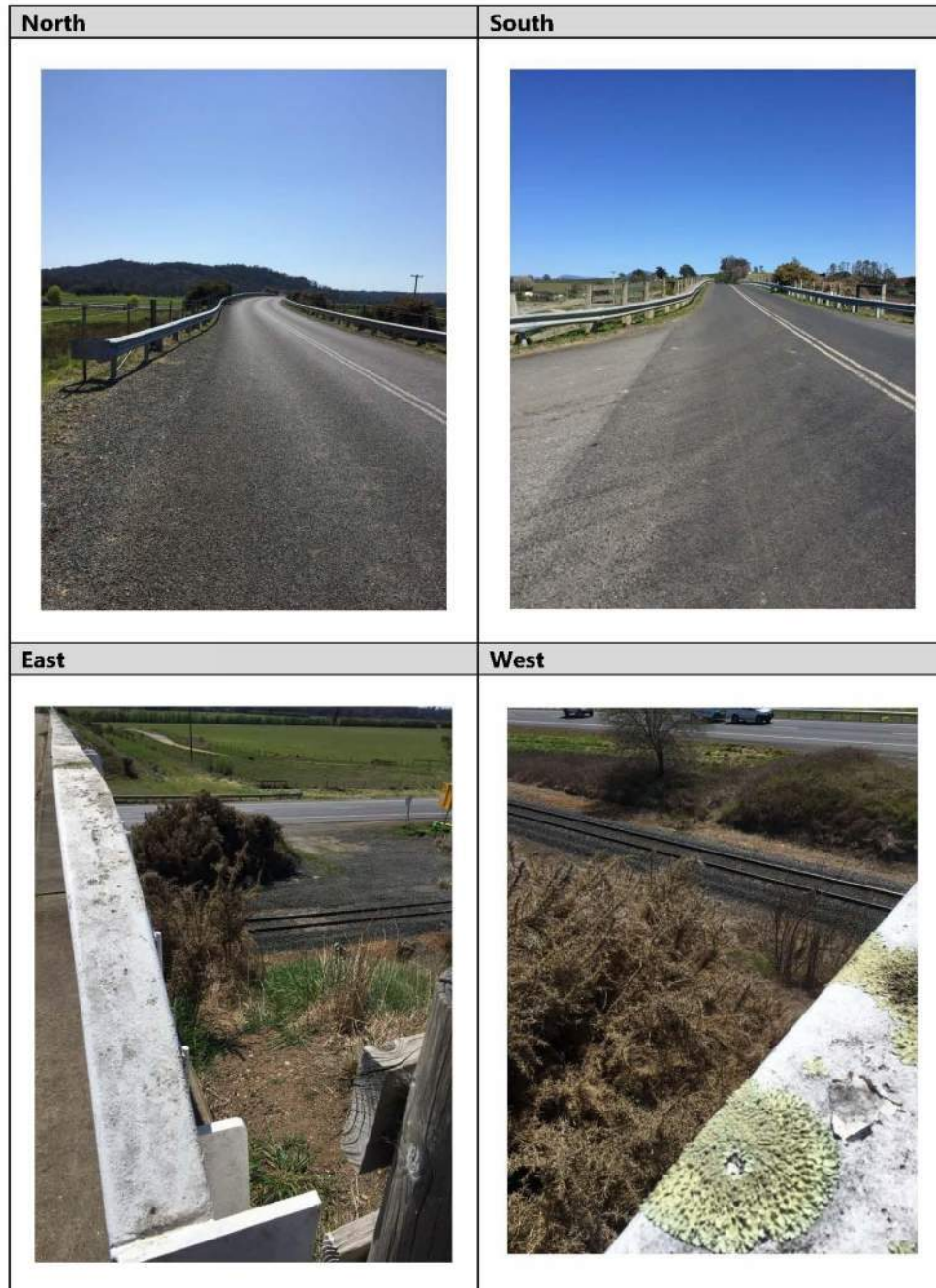
Meander Valley Council
Tas Rail Crossing Designation

Bridge over rail crossing
289 LXW068.2 – Porters Bridge Road



Item	#	Condition	%	Comment
Signage	N/A			
Line marking	N/A			
Road	N/A			
Vegetation	Yes	Acceptable		Some gorse growing just behind guard rail
SW drainage	No			
Street lights	No			

CR-10 Porters Bridge Road, Exton (KP W unknown)



Sealed road over rail crossing
295 LXW072.5 – East Westbury Place



Item	#	Condition	%	Comment
Signage	2	Good	90	
Line marking	Yes	Good	70	
Road	Yes	Good	70	
Vegetation	Yes	Good		
SW drainage	Yes	Good		
Street lights	Yes			

CR-11 East Westbury Place, Deloraine (KP W72.55)



CR-12 Emu Bay Road, Deloraine (KP W72.80)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
296 LXW072.8 – Emu Bay Road



Item	#	Condition	%	Comment
Signage	2	Good	60	
Line marking	Yes	Needs attention		Check condition of holding lines with TR
Road	Yes	Good		
Vegetation	No			
SW drainage	No			
Street lights	Yes			

CR-12 Emu Bay Road, Deloraine (KP W72.80)



CR-13 West Parade, Deloraine (Caravan Park KP W73.37)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing



Item	#	Condition	%	Comment
Signage	6	Acceptable	40	Signs may need replacing in future
Line marking	Yes	Acceptable	30	
Road	N/A	Good		
Vegetation	No			
SW drainage	No			
Street lights	Yes			

CR-13 West Parade, Deloraine (Caravan Park KP W73.37)



CR-14 Mole Creek Road, Lemana Junction (KP W77.47)

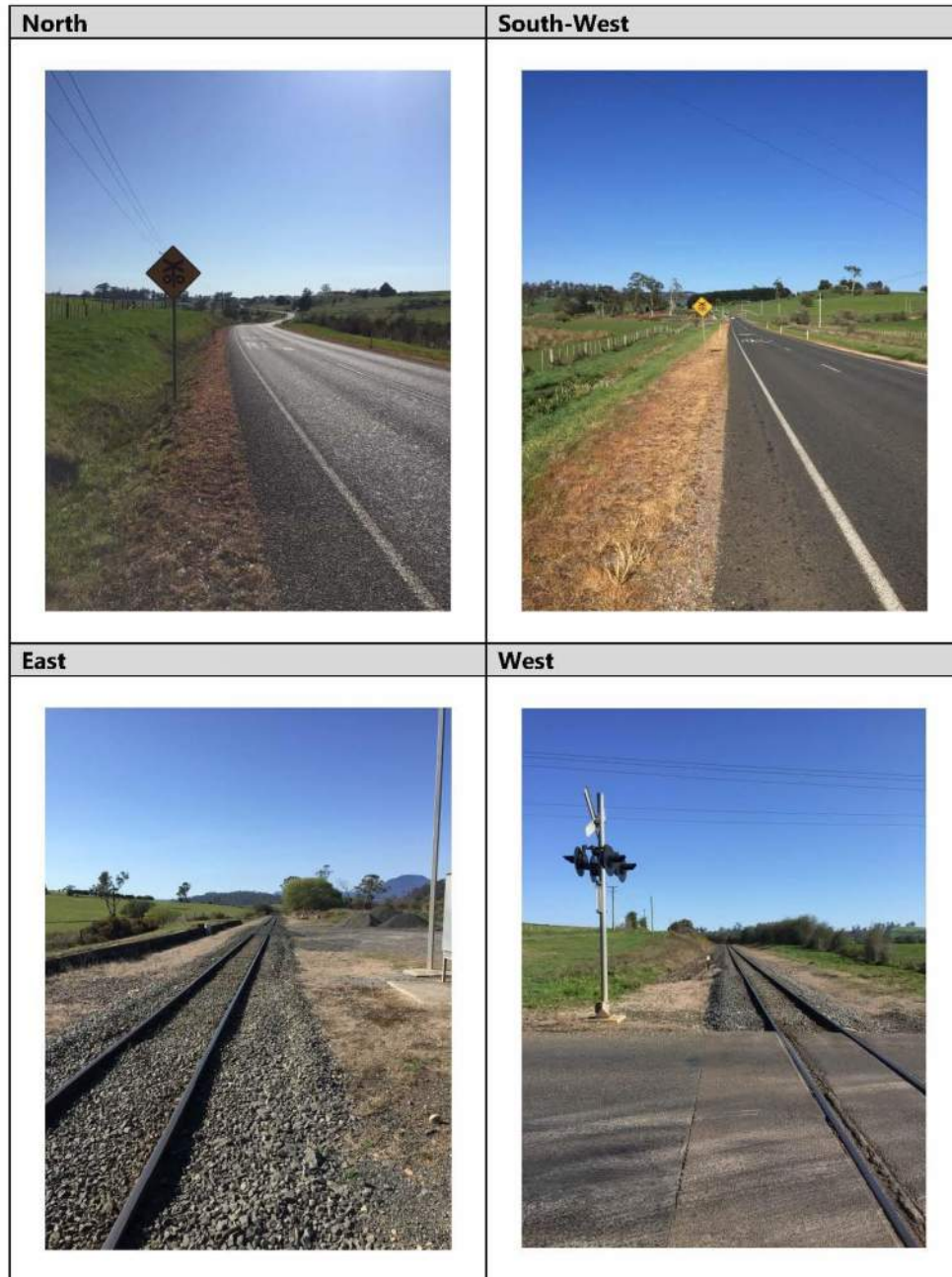
Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
301 LXW077.4 – Mole Creek Road



Item	#	Condition	%	Comment
Signage	6	Good	80	
Line marking	Yes	Acceptable		Markings may need attention in future
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

CR-14 Mole Creek Road, Lemana Junction (KP W77.47)



CR-15 Lemana Road, Red Hills (East KP W78.41)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
303 LXW078.3 – Lemana Road No 1



Item	#	Condition	%	Comment
Signage	4	Acceptable	40	
Line marking	Yes	Acceptable		Markings may need attention in future
Road	Yes	Acceptable		
Vegetation	Yes	Acceptable		
SW drainage	Yes			
Street lights	No			

CR-15 Lemana Road, Red Hills (East KP W78.41)



CR-16 Lemana Road, Red Hills (West KP W79.4)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
304 LXW079.4 – Lemana Road No 2



Item	#	Condition	%	Comment
Signage	4	Acceptable	50	Rail crossing light sign may need renewing
Line marking	Yes	Good		
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

CR-16 Lemana Road, Red Hills (West KP W79.4)



CR-17 Bengoe Road, Bengoe (KP W79.9)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
305 LXW079.8 – Bengoe Road



Item	#	Condition	%	Comment
Signage	4	Good	70	
Line marking	Yes	Acceptable		Holding line may need attention in future
Road	Yes	Good		
Vegetation	N/A	Good		
SW drainage	No			
Street lights	Yes			

CR-17 Bengoe Road, Bengoe (KP W79.9)



CR-18 Elmers Road, Dunorlan (KP W83.0)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
307 LXW083.8 – Elmers Road



Item	#	Condition	%	Comment
Signage	Yes	Needs attention	50	Signs need replacing
Line marking	No			Gravel road
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

Note: tree in rail corridor may obscure sight line to West

CR-18 Elmers Road, Dunorlan (KP W83.0)



CR-19 Sharmans Road, Dunorlan (KP W84.5)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
309 LXW084.5 – Sharmans Road



Item	#	Condition	%	Comment
Signage	4	Needs attention	40	Signs need straightening & securing
Line marking	Yes	Acceptable	30	
Road	Yes	Acceptable		
Vegetation	Yes	Needs attention		One sign is obscured by tree branches to North
SW drainage	No			
Street lights	No			

CR-19 Sharmans Road, Dunorlan (KP W84.5)



CR-20 Dunorlan Road, Dunorlan (South KP W85.7)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
310 LXW085.6 – Dunorlan Road No 1



Item	#	Condition	%	Comment
Signage	4	Good	60	
Line marking	Yes	Acceptable	50	
Road	Yes	Acceptable		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

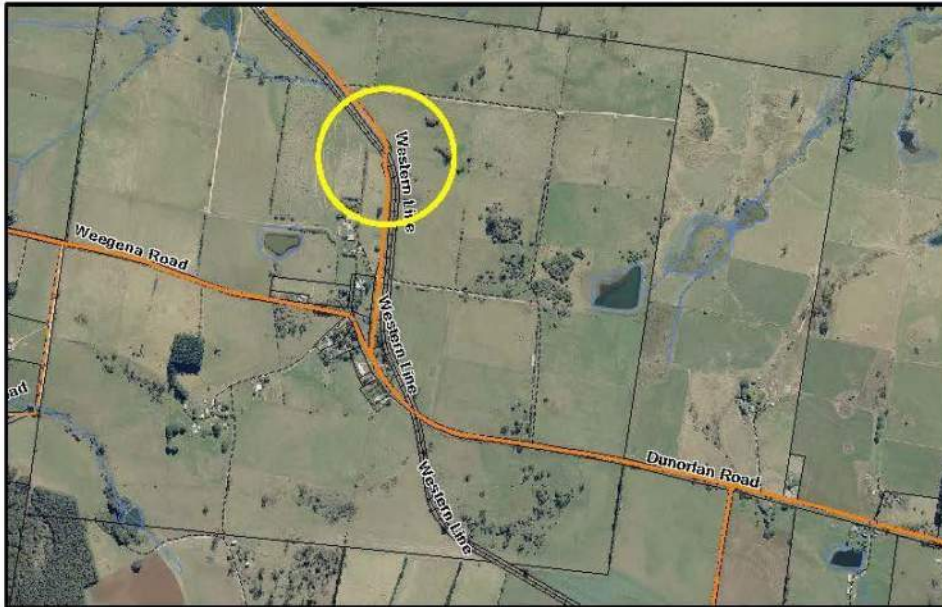
CR-20 Dunorlan Road, Dunorlan (South KP W85.7)



CR-21 Dunorlan Road, Dunorlan (North KP W86.4)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
312 LXW086.3 – Dunorlan Road No 2



Item	#	Condition	%	Comment
Signage	4	Good	70	
Line marking	Yes	Acceptable	50	
Road	Yes	Needs attention		Depression northern side of rail
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

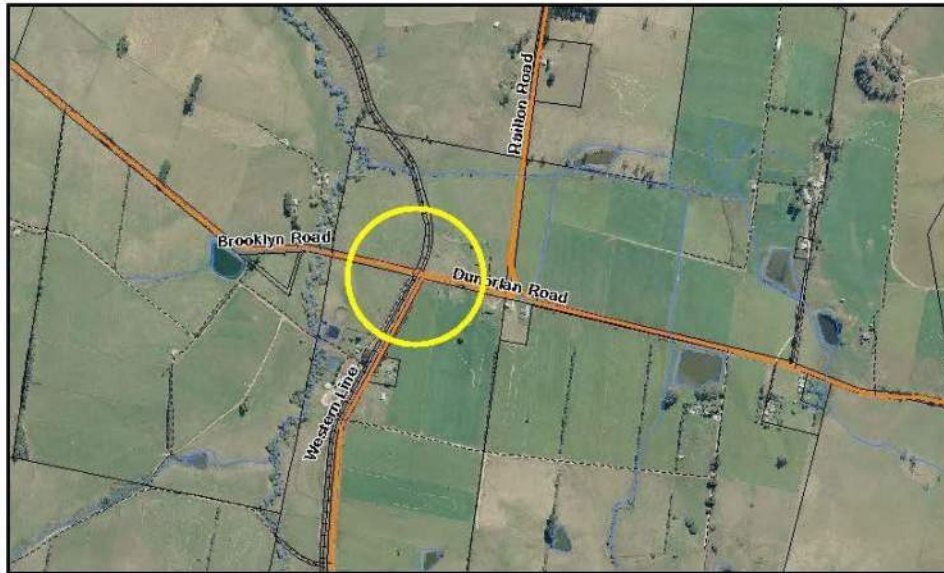
CR-21 Dunorlan Road, Dunorlan (North KP W86.4)



CR-22 Brooklyn Road, Moltema (KP W88.5)

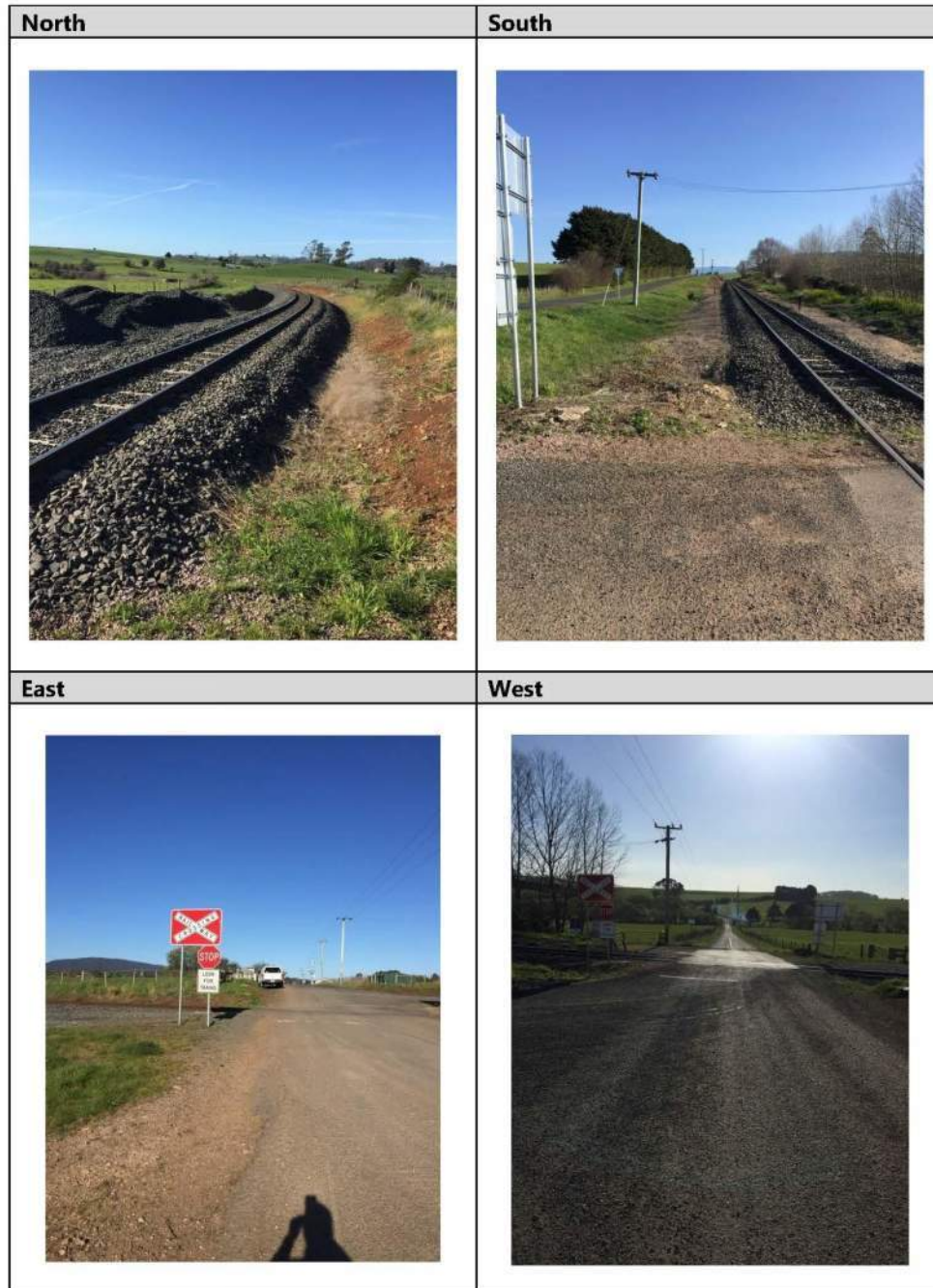
Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
318 LXW088.5 – Brooklyn Road



Item	#	Condition	%	Comment
Signage	5	Acceptable	40	Some signs may need replacing in future
Line marking	Yes	Needs attention	40	Line marking to West
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

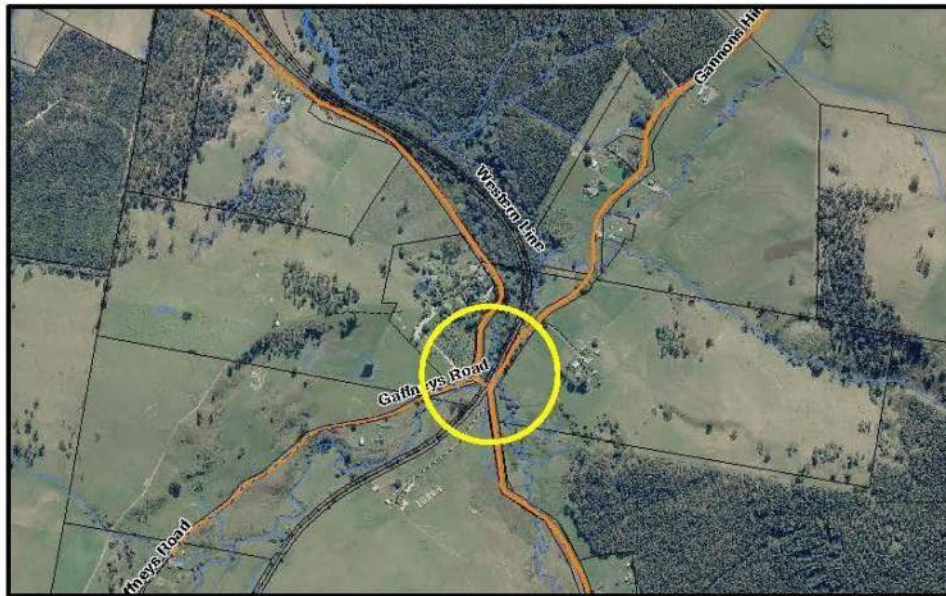
CR-22 Brooklyn Road, Moltema (KP W88.5)



CR-23 Railton Road, Moltema (KP W94.3)

Meander Valley Council
Tas Rail Crossing Designation

Sealed road over rail crossing
321 LXW094.2 – Railton Road, Coiler Creek



Item	#	Condition	%	Comment
Signage	Yes	Good	70	
Line marking	Yes	Acceptable		May need attention in future
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

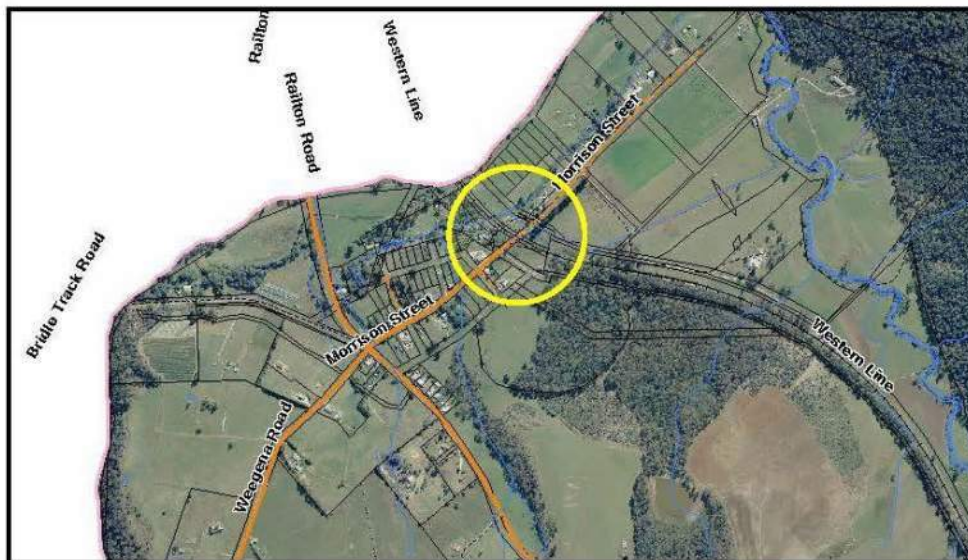
CR-23 Railton Road, Moltema (KP W94.3)



CR-24 Morrison Street, Kimberley (KP W98.2)

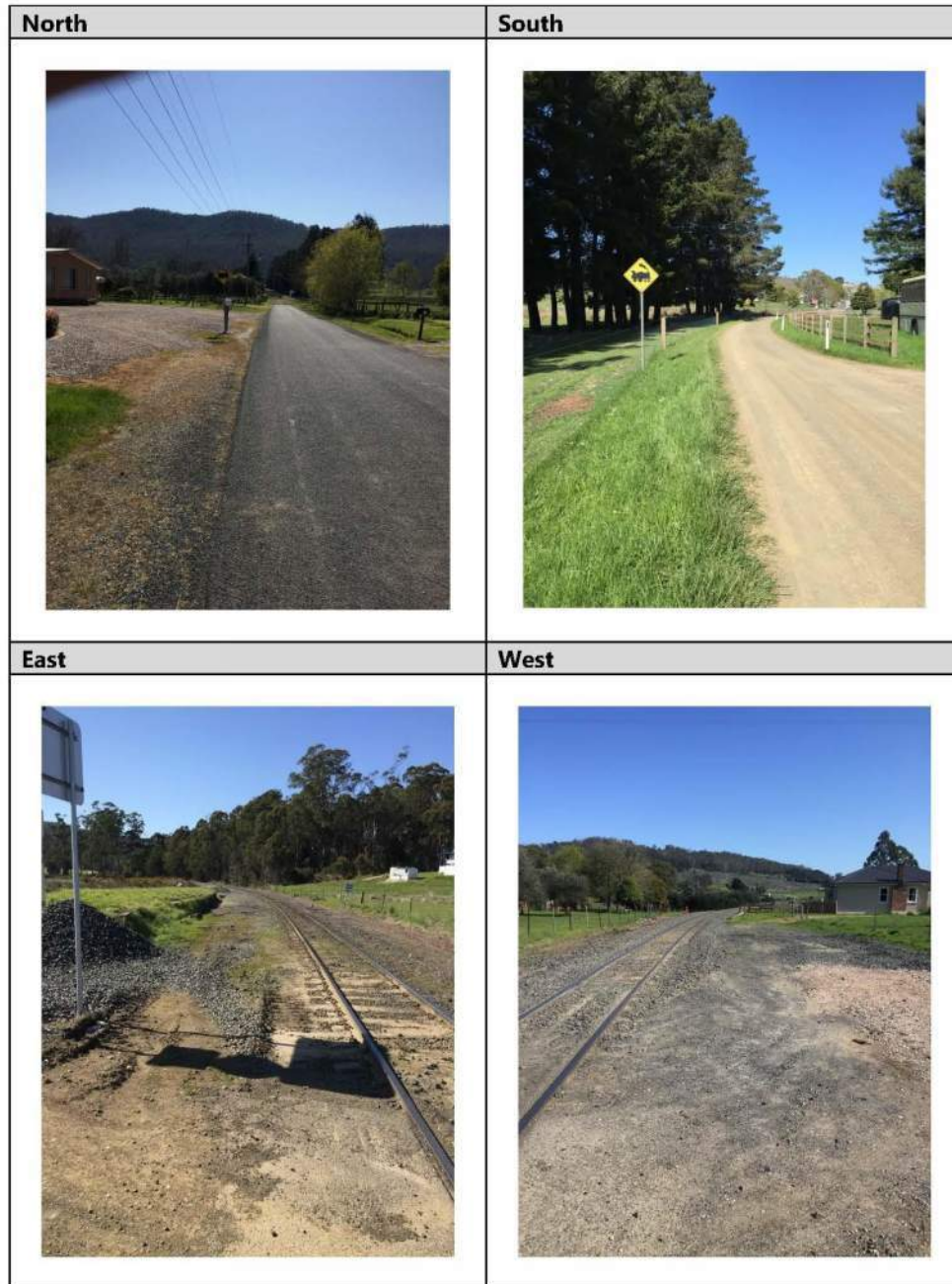
Meander Valley Council
Tas Rail Crossing Designation

Unsealed road over rail crossing
324 LXW098.2 – Station Road



Item	#	Condition	%	Comment
Signage	4	Acceptable	30	Signs may need renewing in future
Line marking	N/A	Acceptable		Gravel on northern side
Road	Yes	Good		
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

CR-24 Morrison Street, Kimberley (KP W98.2)



CR-25 West Parade, Deloraine (Pedestrian only)

Meander Valley Council

Concrete ramp crossing – pedestrian access to Deloraine Swimming Pool

Tas Rail Crossing Designation

-



Item	#	Condition	%	Comment
Signage	2	Good	70	
Line marking	Yes	Good	70	
Road	N/A			
Vegetation	Yes	Good		
SW drainage	No			
Street lights	No			

CR-25 West Parade, Deloraine (Pedestrian only)





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 1 CONFIRMATION OF MINUTES

(Reference Part 2 Regulation 34(2) Local Government (Meeting Procedures) Regulations 2015)

GOVERNANCE 2 LEAVE OF ABSENCE

(Reference Part 2 Regulation 15(2)(h) 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