Meander Valley Council

AGENDA

Ordinary Council Meeting

Open Session

Tuesday, 14 April 2026

Time 5.00pm

Location Council Chambers
26 Lyall Street
Westbury, Tasmania

(03) 6393 5300 | mail@mvc.tas.gov.au | meander.tas.gov.au
26 Lyall Street, Westbury TAS 7303 | PO Box 102, Westbury TAS 7303 | A.B.N. 65 904 844 993

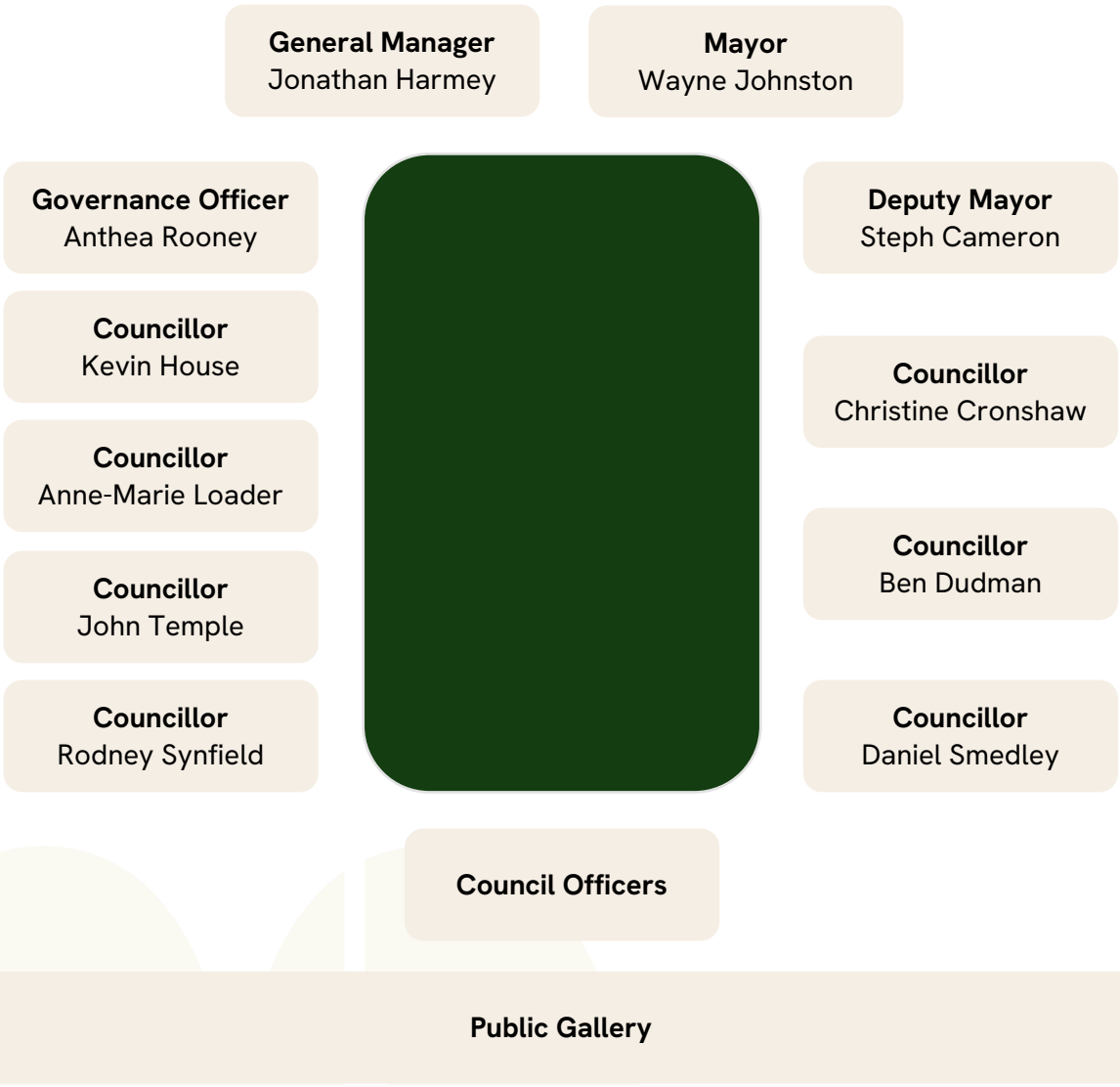
THE WAY WE WORK TOGETHER

Our Agreed Behaviours

1. We work as a team, value each other's contribution and are accountable for our work.
2. We support each other's roles to deliver the best outcomes for our customers and community.
3. We are supported, trusted and empowered to do our work.
4. We value open and transparent communication to keep each other well informed.
5. We operate in an environment where people feel connected.

COUNCIL CHAMBERS

Seating Plan



GOING TO A COUNCIL MEETING

Members of the community are encouraged to engage with Council's monthly meetings. You can submit questions online or attend in person.

The Council's website offers handy fact sheets with information about what to expect at a Council Meeting, including how to participate in Public Question Time.

In accordance with Policy No. 98: *Council Meeting Administration*, this Meeting will be recorded and live streamed to the public. By attending the Meeting in person, you are consenting to personal information being recorded and published.

No unauthorised filming or recording of the Meeting is allowed.

Copies of Agendas and Minutes are also available to view at the Council's office.

Click here to find fact sheets about attending a Council Meeting, or to submit a question online for a future Meeting.
Click here to view Agendas and Minutes online or listen to audio of Meetings.

Following the Meeting, Minutes, Audio and Live Stream Recordings will be available online. Audio recordings will remain available to the public for a minimum of 12 months.

You can also contact the Office of the General Manager by telephone on 6393 5317, or email ***ogm@mvc.tas.gov.au*** to ask any questions, to submit a question or learn more about opportunities to speak at a Council Meeting.

PUBLIC ACCESS TO CHAMBERS

Where there is a need to manage demand, seating will be prioritised as follows:

For Planning Decisions

Applicants and representors have priority. A representor is a community member who writes to the Council to object to or support a planning application (statutory timeframes apply for becoming a representor during the planning process).

For All Decisions

Members of the media are welcome to take up any seats not in use by the public or email ***ogm@mvc.tas.gov.au*** to request specific information about a Council decision.

Attendees are requested to consider the health and wellbeing of others in attendance.

If you are symptomatic or in an infectious state, then you are requested to stay away from the Meeting or follow good practices to minimise risk to others. This includes measures such as social distancing, wearing of face masks and the use of hand sanitisers.

CONDUCT AT COUNCIL MEETINGS

Visitors are reminded that Council Meetings are a place of work for staff and Councillors.

The Council is committed to meeting its responsibilities as an employer and as host of this important public forum, by ensuring that all present meet expectations of mutually respectful and orderly conduct.

It is a condition of entry to the Council Chambers that you cooperate with any directions or requests from the Chairperson or the Council's Officers.

The Chairperson is responsible for maintaining order at Council Meetings. The General Manager is responsible for health, wellbeing and safety of all present. The Chairperson or General Manager may require a person to leave the Council's premises following any behaviour that falls short of these expectations. It is an offence to hinder or disrupt a Council Meeting.

ACCESS AND INCLUSION

The Council supports and accommodates inclusion for all who seek participation in Council Meetings, as far as is practicable.

Any person with a disability or other specific needs is encouraged to contact the Council prior to the Meeting on 6393 5317 or via email to ***ogm@mvc.tas.gov.au*** to discuss how the Council can best assist you with access.

COUNCIL MEETING PROCESSES

During Council Meetings, the following, processes occur:

- All motions are passed by simple majority unless otherwise stated in the Agenda Item.
- Councillors abstaining from voting at a Council Meeting are recorded as a negative vote *(Local Government (Meeting Procedures) Regulations 2025)*.
- Councillors are able to move amended, alternate or procedural motions during debate.
- Councillors are able to ask a maximum of three questions during Councillors' Questions Without Notice. Councillors are requested to provide Questions Without Notice in writing at the conclusion of the Meeting.
- Members of the Public are able to ask a maximum of two questions during Questions Without Notice. Members of the Public are requested to provide Questions Without Notice in writing at the conclusion of the Meeting.

CERTIFICATE OF QUALIFIED ADVICE

The General Manager must ensure any advice, information or recommendation is given to Council by a person with the necessary qualifications or experience: section 65, *Local Government Act 1993*.

Council must not decide on any matter without receiving qualified advice or a certification from the General Manager.

Accordingly, I certify that, where required:

(i) the advice of a qualified person was obtained in preparation of this Agenda; and

(ii) this advice was taken into account in providing general advice to the Meander Valley Council; and

(iii) A copy of any such advice (or a written transcript or summary of oral advice) is included with the Agenda item.



Jonathan Harmey
General Manager

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1. OPENING OF MEETING AND APOLOGIES

2. ACKNOWLEDGMENT OF COUNTRY

3. STATEMENT OF ATTENDANCE

Local Government (Meeting Procedures) Regulations 2025: Regulation 8

It is advised that persons attending this Meeting should note that:

(a) an audio and visual recording is being made of the Meeting;

(b) all persons attending the Meeting are to be respectful of, and considerate towards, other persons attending the Meeting; and

(c) language and conduct at the Meeting that could be perceived as offensive, defamatory or threatening to a person attending the Meeting, or listening to the recording, is not acceptable.

4. CONFIRMATION OF MINUTES

Local Government (Meeting Procedures) Regulations 2025: Regulation 41(1)(b)

RECOMMENDED MOTION

That Council receives and confirms the minutes of the last Ordinary Council Meeting held on 10 March 2026.

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5. DECLARATIONS OF INTEREST

Local Government Act 1993: section 48

A Councillor must declare any interest they have in a matter. The Councillor must declare the interest before any discussion on that matter commences.

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6. COUNCIL WORKSHOP REPORT

Local Government (Meeting Procedures) Regulations 2025: Regulation 10(3)(c)

COUNCIL WORKSHOP – 24 MARCH 2026

Workshop Attendance

Present
Mayor Wayne Johnston, Deputy Mayor Stephanie Cameron, Councillor Ben Dudman, Councillor Anne-Marie Loader, Councillor Kevin House, Councillor Rodney Synfield, Councillor John Temple and Councillor Daniel Smedley

Apologies
Councillor Christine Cronshaw

Topics Discussed

Planning Applications for April 2026 Council Meetings
Councillors received a review of Planning Applications to be presented to the April 2026 Council Meeting.

Bracknell Recreation Ground – Away Changerooms Project
Councillors discussed proposed changes to the Bracknell Recreation Ground Away Changerooms.

Review of Policy No. 95: *Indigenous Recognition*
Councillors provided feedback on the Policy review prior to finalisation of the Policy and presentation to a future Council Meeting.

Westbury Town Hall Refurbishment
Councillors received an update and discussed concepts regarding the changes to the Westbury Town Hall.

***Hands Off Quamby Bluff* Meeting**
Councillors discussed the next steps following a meeting with the Hands Off Quamby Bluff group.

Lyons Electorate Proposed Changes
Councillors contributed to a discussion on whether to provide a submission on proposed changes to the Federal electorate of Lyons.

Federal Grant Program
Councillors received an update on a Federal program.

Local Government Association Tasmania Meeting Motions
Councillors provided feedback to the Mayor on upcoming Local Government Association Tasmania motions.

Discussion from Tourism Association Meeting
Councillors discussed issues arising from the latest Tourism Association Meeting.

Items for Noting

Community Representation Information

7. MAYOR AND COUNCILLORS' REPORTS

Councillors' Official Activities and Engagements Since Last Meeting

Mayor Wayne Johnston

Attended or participated in the following events:

- 16 March 2026 – Meander Valley Citizenship Ceremony, Westbury
- 24 March 2026 – Community Forum, Meander
- 25 March 2026 – TasWater Council Connect luncheon
- 28 March 2026 – Tasmania Devils match, Launceston
- 1 April 2026 – Northern Tasmania Development Corporation MRG Meeting
- 9 April 2026 – Local Government Association Tasmania Mayor's Forum
- 10 April 2026 – Local Government Association Tasmania General Meeting

Deputy Mayor Stephanie Cameron

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury
- 24 March 2026 – Community Forum, Meander

Councillor Ben Dudman

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury
- 24 March 2026 – Meander Valley Council Audit Panel Meeting
- 24 March 2026 – Community Forum, Meander

Councillor Kevin House

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury

Councillor Anne-Marie Loader

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury
- 11 March 2026 – Meander Valley Business and Tourism Association Meeting, Deloraine
- 14 March 2026 – *Hop to Harvest*, Deloraine
- 15 March 2026 – *Heirloom Festival*, Hagley
- 16 March 2026 – Meander Valley Citizenship Ceremony, Westbury
- 21 March 2026 – Westbury St Patrick's Festival, Westbury
- 22 March 2026 – Great Western Tiers Cycle Challenge, *Move Your Way*, Prospect Vale
- 24 March 2026 – Community Forum, Meander
- 29 March 2026 – Easter Sausage Sizzle, Blackstone Heights

Councillor Rodney Synfield

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury
- 24 March 2026 – Community Forum, Meander

Councillor John Temple

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury
- 24 March 2026 – Community Forum, Meander

Councillor Daniel Smedley

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury

Councillor Christine Cronshaw

Attended or participated in the following events:

- 10 March 2026 – *Hands off Quamby Bluff* Meeting, Westbury

Councillors' Announcements and Acknowledgements

8. PETITIONS

For further information about Petitions, refer to the Local Government Act 1993: sections 57-60A

No new Petitions or Actions on Previous Petitions have been received as part of this Agenda

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9. COMMUNITY REPRESENTATIONS

Community Representations are an opportunity for community members or groups to request up to three minutes to address Council on a topic of particular interest.

Requests received at least 14 days prior to a Council Meeting will be considered by the Chairperson. For further information, contact the Office of the General Manager on 6393 5317 or **ogm@mvc.tas.gov.au**.

No Community Representations have been received as part of this Agenda

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10. PUBLIC QUESTION TIME

Members of the public may ask questions in person or using the form available on the Council's website.

During the Meeting, a minimum of 15 minutes is available and is set aside for members of the public to ask Questions With or Without Notice. Council will accept up to two Questions With Notice and two Questions Without Notice per person, per Meeting.

Questions Without Notice are required in writing at the conclusion of the Meeting.

***Click here** to submit an online question for a future Meeting.*

Refer to pages 3 and 4 of this Agenda for more information about attending a Council Meeting.

10.1. Public Questions With Notice

Local Government (Meeting Procedures) Regulations 2025: Regulation 38(1)

(Questions With Notice must be in writing and should be received by the General Manager at least seven days before the relevant Council Meeting).

Question

Peter McKenzie, Westbury (asked at the Council Meeting of 10 March 2026)

1. *If the Walters Quarry expansion is approved today, once the additional truck movements are underway, what future risk monitoring assessment and possible mitigation will be undertaken by the Meander Valley Council and if not by the Meander Valley Council, who will conduct the monitoring?*

   David Murray (Director Infrastructure Services) advises that, as part of the application and assessment phases for the Planning Application PA\25\0005 (referred to above), expert advice was obtained from traffic engineering consultants in the form of a Traffic Impact Assessment provided by the applicant and a third party review commissioned by the Council. Risk assessment and appropriate mitigations, including the road standard required, were considered as part of the advice obtained from the third party review. Conditions in relation to the appropriate standard of the road were recommended for approval as part of the report to the Council.

   The Council will continue to monitor safety and efficiency of this section of Porters Bridge Road, as it does with the entire road network within the Meander Valley municipality. A number of assessment methods are available to the Council including; road asset inspections, traffic count data, work requests and reported crash statistics.

10.2. Public Questions Without Notice

Local Government (Meeting Procedures) Regulations 2025: Regulation 37

(Members of the public who ask Questions Without Notice at a Meeting will have both the question and any answer provided recorded in the Minutes.

Public Questions Without Notice should be provided in writing at the conclusion of the Meeting.

If the Council's Officers are unable to answer the question asked at the Meeting, the question and a response will be provided in the next Council Meeting Agenda).

11. COUNCILLOR QUESTION TIME

11.1. Councillors' Questions With Notice

Local Government (Meeting Procedures) Regulations 2025: Regulation 35

Questions With Notice must be in writing and should be received by the General Manager at least seven days before the relevant Council Meeting.

Question

Councillor Anne-Marie Loader (received via email on 31 March 2026)

1. *The work Council does to manage our local road corridors is appreciated, however, residents in the Golden Valley and Liffey areas are increasingly concerned by the rapid spread of foxglove. It appears to be spreading from both commercial plantations and government land, impacting bushland and private properties. Given its recent status as a declared weed, could the Council please advise if the Council's staff have been liaising with NRE, particularly regarding the education project that is part of the Weeds Action Fund?*

   Matthew Millwood (Director Works) advises that the Meander Valley Council's Officers have not been liaising with NRE officers or other landowners/managers regarding the spread of foxglove in the Golden Valley and Liffey area nor have they had any involvement in any project associated with the Weeds Action Fund. The Council's Officers are aware of an information session held in late August 2025 at the Old Liffey School which focused on foxglove and other weeds in the local area. Attendees included local landowners, NRE, Parks and Wildlife Services, Sustainable Timbers Tasmania, Bush Heritage Australia and the Tasmanian Land Conservancy.

2. *With the 10-year anniversary of the June 2016 floods approaching, residents near the Westbury Town Common remain concerned about future inundation. I am aware the Council has liaised with TasWater and other agencies to advocate for the appropriate maintenance of our waterways since that event. Can the Council's staff provide an update on whether these efforts are ongoing and what specific assurances can be given to Westbury residents that these waterways are currently being managed to prevent a repeat of the 2016 disaster?*

   Matthew Millwood (Director Works) advises that the Council's Officers have continued to liaise with land managers regarding the vegetation within and adjacent to the Quamby Brook, particularly downstream of the Meander Valley Road, since the 2016 flood event. This advocating resulted in some vegetation clearing works being undertaken in 2018, however, no further work has occurred since and unfortunately regrowth has occurred. The Council has continued to request action by the relevant land managers over the past three – four years. Although there have been indications that further work would occur, nothing has occurred to date. On 10 November 2025, the Council's General Manager wrote to TasWater and the Minister, Primary Industries and Water, regarding this ongoing issue, however, no responses have been received. The Council's Officers will continue to undertake further follow up of this matter.

11.2. Councillors' Questions Without Notice

Local Government (Meeting Procedures) Regulations 202: Regulation 34

Councillors who ask Questions Without Notice at a Meeting will have both the question and any answer provided recorded in the Minutes.

Councillors' Questions Without Notice should be provided in writing at the conclusion of the Meeting.

If the Council's Officers are unable to answer the question asked at the Meeting, the question and a response will be provided in the next Council Meeting Agenda.

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12. COUNCILLOR NOTICES OF MOTION

Local Government (Meeting Procedures) Regulations 2025: Regulations 19 and 20

No Councillor Notices of Motion have been received as part of this Agenda

Council as a Planning Authority

In planning matters, Council acts as a Planning Authority under the *Land Use Planning and Approvals Act 1993*. In the Agenda Items in this section, Council (when acting as the Planning Authority) will be referred to as a Planning Authority. The following applies to all Planning Authority reports:

Strategy	The Council has an Annual Plan target to process Planning Applications in accordance with delegated authority and statutory timeframes.
Policy	Not Applicable.
Legislation	The Planning Authority must process and determine applications under the *Land Use Planning and Approvals Act 1993* (LUPA) and its Planning Scheme. Each application is made in accordance with LUPA, section 57.
Consultation	The Agency Consultation section of each Planning Authority report outlines the external authorities consulted during the application process. Community consultation in planning matters is a legislated process. The Public Response – Summary of Representations section of each Planning Authority report outlines all complying submissions received from the community in response to the application.
Budget and Finance	Where a Planning Authority decision is subject to later appeal to the Tasmanian Civil and Administrative Tribunal (Resource and Planning Stream), the Council may be liable for costs associated with defending its decision.
Risk Management	Risk is managed by all decision-makers carefully considering qualified advice and inclusion of appropriate conditions on planning permits as required.
Alternative Motions	The Planning Authority may approve an application with amended conditions or may refuse an application. Regardless of whether the Planning Authority seeks to approve or refuse an application, a motion must be carried stating its decision and outlining reasons. A lost motion is not adequate for determination of a planning matter.

13. PLANNING AUTHORITY REPORTS

13.1. PA\25\0122 - 611 Porters Bridge Road, Reedy Marsh

Proposal	Level 2 Activity – Extractive Industry
Report Author	Leanne Rabjohns Town Planner
Authorised By	Krista Palfreyman Director Development and Regulatory Services
Decision Due	14 April 2026
Decision Sought	It is recommended that the Planning Authority approves this application. *See section titled Planner's Recommendation for further details.*

APPLICANT'S PROPOSAL

Applicant	Cresswells Transport Pty Ltd
Property	611 Porters Bridge Road, Reedy Marsh (CT 185619/2)
Description	The applicant seeks planning permission to: a. increase the annual extraction of rock from 13,235m^3 (22,500 tonnes) to 50,000m^3 (80,000 tonnes); b. increase the annual processing capacity to produce aggregates and gravels from 13,235m^3 to 50,000m^3; c. expand the area of disturbance from 2ha to 4.5ha; d. undertake drilling, blasting, crushing and screening onsite; and e. install a relocatable toilet. Further details on the application are in the attachment *Planner's Advice – Applicable Standards.* *Documents submitted by the Applicant are attached, titled Application Documents.*
Level 2 Activity	In accordance with the *Environmental Management and Pollution Control Act 1994* (EMPCA) Schedule 2, a Level 2 Activity includes: (5) Extractive Activities – the extraction of more than 5,000m^3 of rock or gravel per year from a quarry; and (6) Material Handling – the processing of rock, ore or minerals at a rate in excess of 1,000m^3 per year.

Based on the above, in addition to the requirements of the *Land Use Planning and Approvals Act 1993* (LUPAA), this application is being processed in accordance with section 25 of the *Environmental Management and Pollution Control Act 1994* (EMPCA).

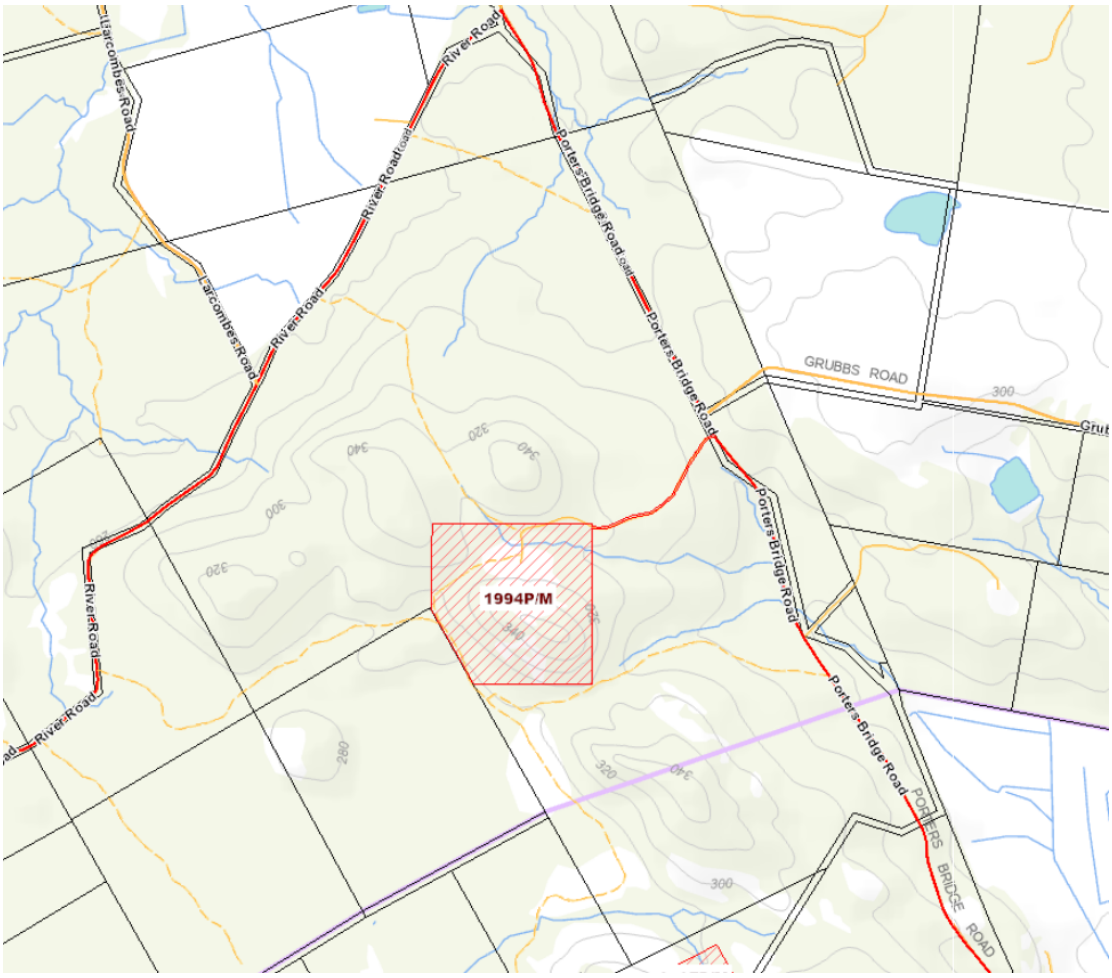


Figure 1: General Locality Plan highlighting mining lease 1994P/M (Source: thelist.tas.gov.au)



Figure 2: Aerial view of quarry site (Source: thelist.tas.gov.au)

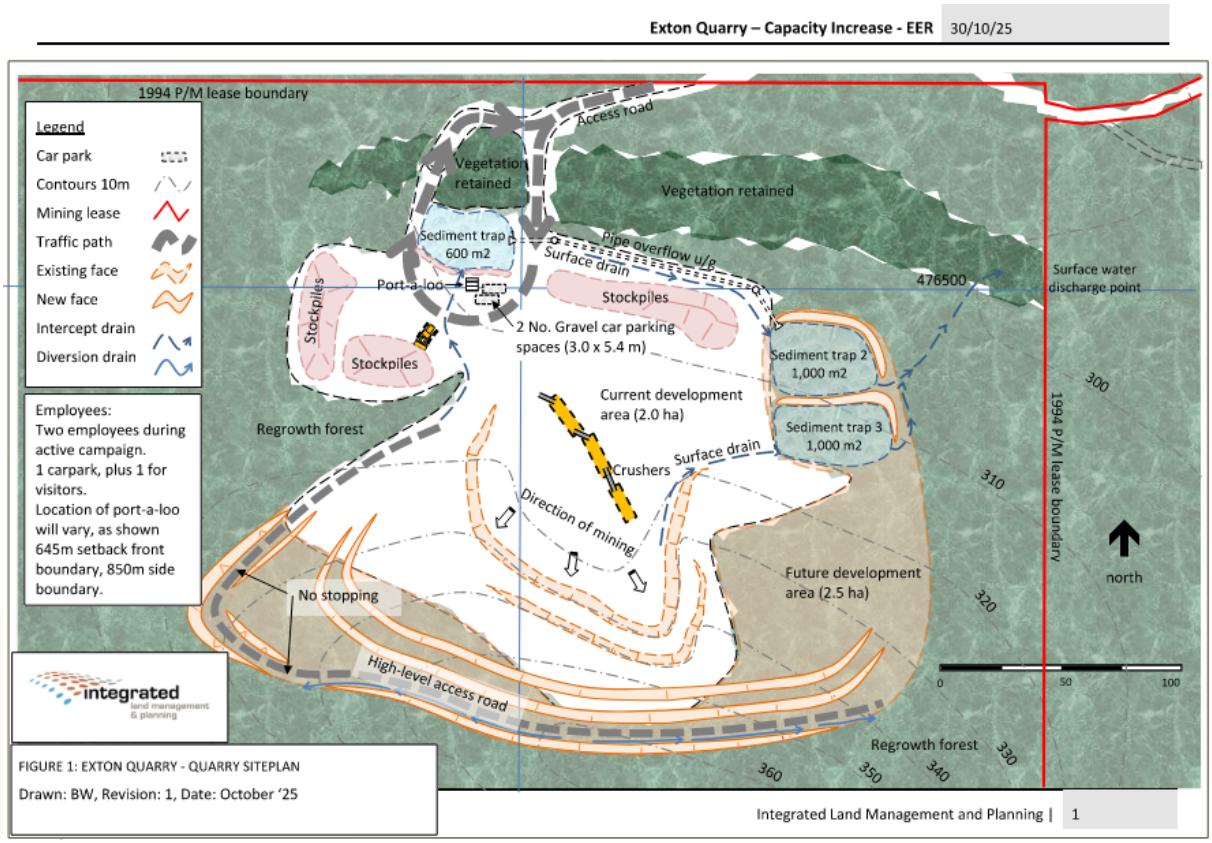


Figure 3: Quarry Site Plan (Source: Application Documents)

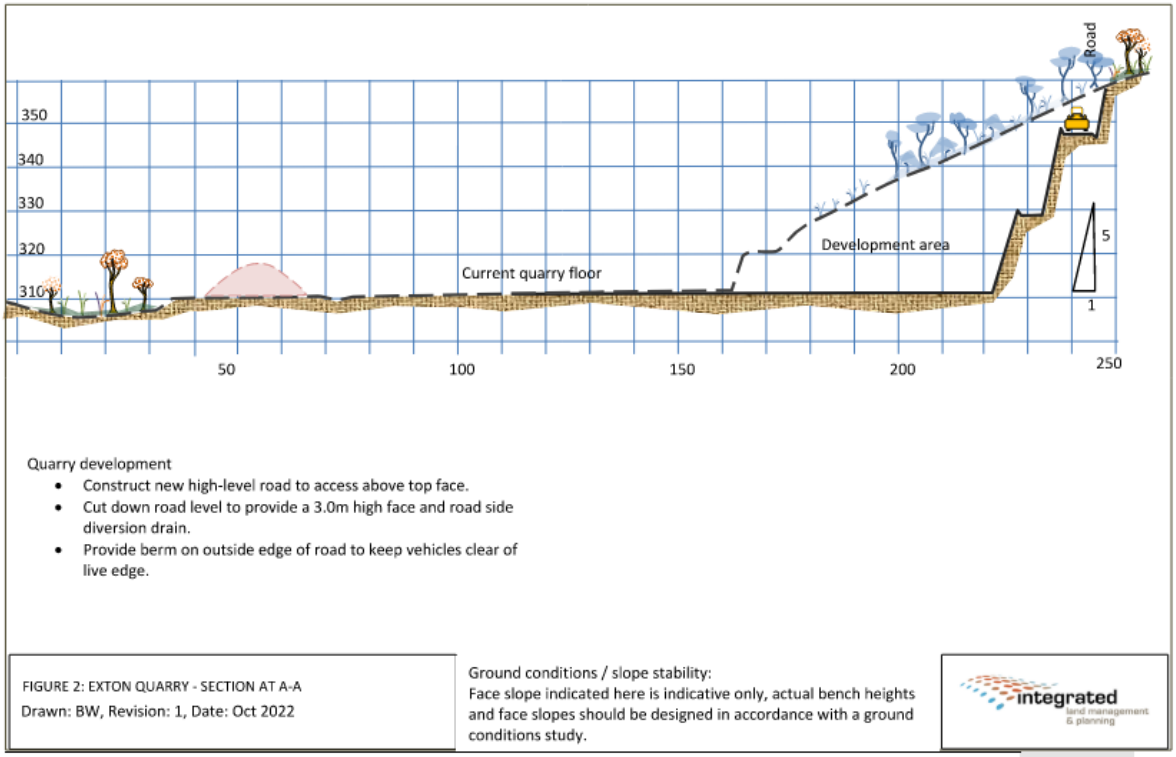


Figure 4: Section Drawing (Source: Application Documents)



Figure 5: Photograph of vehicle crossover at Porters Bridge Road (Source: Assessing Planner)



Figure 6: Porters Bridge Road from the Bass Highway Overpass looking north (Source: Assessing Planner)



Figure 7: Truck warning signs on the northern approach to the quarry access (Source: Assessing Planner)



Figure 8: Truck warning signs on the southern approach to the quarry access (Source: Assessing Planner)



Figure 9: Porters Bridge Road, approximately 5km from Meander Valley Road, looking south (Source: Assessing Planner)

PLANNER'S REPORT

Planning Scheme	Tasmanian Planning Scheme – Meander Valley (the Planning Scheme)
Zoning	Rural
Applicable Overlay	Landslip (medium and low hazard bands), watercourse/protection area, priority vegetation, bushfire prone area.
Existing Land Use	Level 2 Extractive Industry (quarry) associated with Mining Lease (1994P/M) and Private Timber Reserve

Summary of Planner's Assessment

Generally, Extractive Industry is classified as Permitted in this zone (Rural).

Discretions

For this application, two discretions are triggered. This means the Planning Authority has discretion to approve or refuse the application based on its assessment of:

Clause	Performance Criteria	Standard
C2.6.2	P1	Design and layout of parking areas
C3.5.1	P1	Traffic generation at a vehicle crossing, level crossing and new junction

Before exercising a discretion, the Planning Authority must consider the relevant Performance Criteria, as set out in the Planning Scheme.
See Attachment titled Planner's Advice – Performance Criteria for further discussion.

Performance Criteria and Applicable Standards

This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Scheme.
See Attachments titled Planner's Advice – Performance Criteria and Planner's Advice – Applicable Standards for further discussion.

Public Response

Nine responses (representations) were received from the public. Of these, eight are objections, and one did not object.
See Attachment titled Public Response – Summary of Representations for further information, including the Planner's Advice given in response.

Agency Consultation

Environmental Protection Authority

The application was referred to the Environment Protection Authority (EPA) on the 6 March 2026. The EPA provided their decision and Permit Part B on the 6 March 2026. The EPA stated:

> *…In accordance with section 25(5)(a) EMPCA, I am notifying Meander Valley Council that the conditions and restrictions in the enclosed 'Permit Part B', including the definitions in Schedule 1 and the associated attachments, must be contained in any permit granted by Council for the application under the Land Use Planning and Approvals Act 1993 (LUPAA). Permit Part B is attached as a PDF file to this letter.* In addition, … *Council must: not include any other condition or restriction which is inconsistent with, or which extends the operation of, any conditions or restrictions which the Board requires to be contained in the permit*.

See Attachment titled Agency Consultation – Environment Protection Authority

State Growth

State Growth provided commented on the Traffic Impact Assessment Report (V2) on the 2 May 2025, stating that the Traffic Impact Assessment Report had addressed the traffic movements at the Meander Valley Road junction, as requested.

State Growth was notified of the advertising period on the 7 November 2025. A reply was received on the 11 November 2025 (during the advertising period) stating that the Department of State Growth had no objections to the proposed quarry.

See Attachment titled Agency Consultation – State Growth and Representation 1

Internal Referrals

Infrastructure

> *Porters Bridge Road is a sealed rural road. The first 1.5km from Meander Valley Road to the bridge over the Meander River is straight and generally constructed to a width of around 5.5m in accordance with the S3 rural road standard with some variation in width in areas where there are bridges or other constraints. Additionally, the road pavement and subgrade depths are unknown and there is a considerable risk of substantial pavement failures due to increased heavy vehicle use.*
>
> *After 1.5km from Meander Valley Road, Porters Bridge Road enters a hilly forested area and for approximately 200m the road width reduces to around 4.8m. The road then becomes straighter and some sections in the remaining distance to the subject quarry entrance are closer to the S3 standard, but additional works will still be required to bring it to the standard. A Traffic Impact Assessment Report was provided by RJK Consulting Engineers and Council Officers requested a peer review from Richard Burk of Traffic & Civil Services (TCS).*
>
> *The TCS peer review estimates that truck movement will increase by 14 vehicles per day. This is a higher number than the submitted Traffic Impact Assessment Report, which estimates an increase of 7-10 vehicles per day. The reason for this discrepancy is that the submitted Traffic Impact Assessment Report calculates the rates based on incorrect tonnage, whilst the TCS peer review is based on the correct increase of 57,500 tonnes.*

The assessment uses the Safe System Assessment method and finds that the road should be upgraded to a 6m wide pavement which is equivalent to an S4 standard from Meander Valley Road to the bridge over the Meander River. Beyond this point the road must be constructed to an S3 standard which is considered acceptable under the safe systems assessment, widening is required, particularly in the first 200m beyond the bridge over the Meander River.

The TCS peer review also notes that it will not be possible to widen the Bass Highway overpass to S4 standard, but this is a straight section of road and is considered to have satisfactory sight distances. The bridge over the Meander River close to the quarry entrance [190 Porters Bridge Road] will not require widening as appropriate one-way bridge signage is in place. A second slab linked culvert bridge 200m south of the Meander River provides an additional flood opening. This bridge is 7m wide, which is a suitable width for two vehicles to pass.

The existing driveway access to the quarry is already constructed for heavy vehicles and is considered satisfactory for the proposed increase in production. Sight distance to both the north and south is limited due to the undulating nature of the road and truck warning signs are already in place.

Additionally, due to the large number of truck movements on the road, W5-22B truck signage should be installed at the start of Porters Bridge Road, where it intersects with Meander Valley Road.

It is noted that signage and line marking, as recommended by TCS peer review, was completed by the Council in December 2025.

The proportioning of costs to the operator is reflective of the lifespan of road assets. Parts of the relevant section of Porters Bridge Road are approaching the end of its asset life. At the end of the asset life the Council would evaluate to what standard the road should be for the next period of asset life. If not for this proposal, Council as the Road Authority would likely consider upgrading the road to generally an S3 Rural Road Sealed Standard for the full length of the road as per the LGAT TSD (Tasmanian Standard Drawings); additionally the proposed increase in production, and subsequent heavy vehicle movements, will shorten the life of the road and bring forward the need to upgrade the road.

Therefore, it is likely the proportion of costs borne by the operator will reflect the additional costs of achieving generally an S4 Rural Road Sealed Standard from Meander Valley Road to the bridge over the Meander River and the cost of bringing forward the upgrade to an S3 standard from the Meander River to the quarry entrance at 611 Porters Bridge Road, as per the LGAT TSDs. The proportion in costs will also reflect the earlier replacement of the road prior to the asset's end of life.

PLANNER'S RECOMMENDATION TO COUNCIL

The Planning Authority must note the qualified advice received before making any decision, then ensure that reasons for its decision are based on the Planning Scheme.
For further information, see Local Government Act 1993: section 65*, Local Government (Meeting Procedures) Regulations 2025:* Regulation 29(2) *and Land Use Planning and Approvals Act 1993:* section 57*.*

Planning Authority Recommendation

This application by Cresswells Transport Pty Ltd, for a Level 2 Activity – Extractive Industry (quarry), on land located at 611 Porters Bridge Road, Reedy Marsh (CT 185619/2) is recommended for approval generally in accordance with the Endorsed Plans and recommended Permit Conditions and Permit Notes.

Endorsed Plan

- Site Plan *(to be submitted in accordance with Condition 4).*

Permit Conditions

Part A

Part 5 Agreement – Infrastructure Contributions

1. Prior to the permit taking effect, an agreement pursuant to section 71 of the *Land Use Planning and Approvals Act 1993* must be entered into between the Meander Valley Council, the land owner/s of CT 185619/2 (the **Owner**) and the operator of the extractive industry (the **Operator**), to provide for the following matters:

    a. Infrastructure Contribution: payment to the Council by the Owner and/or Operator (ie. they are jointly and severally liable) of a reasonable, equitable and proportional financial contribution that is equal to, and will be applied by the Council exclusively towards, the Council's reasonable costs of designing and implementing upgrades to the section of Porters Bridge Road between Meander Valley Road and the site access (the **Road**) that are necessary to ensure that the Road can safely accommodate the additional heavy vehicle movements generated by the approved use and development. Payment of the financial contribution must be made prior to the design and construction works being undertaken by the Council; and

    b. Maintenance Contribution: payment to the Council by the Operator of an annual, ongoing maintenance contribution for the Road, payable for the life of the permit, with the contribution figure to:

        i. reflect a reasonable, equitable and proportional contribution towards the Council's increased costs of maintaining the Road in light of the additional heavy vehicle movements generated by the approved use and development; and

        ii. be calculated having regard to the amount of material transported from the site in each financial year.

    Once executed, the agreement must be lodged with the Recorder and registered on the title to the Lots in accordance with section 78 of the *Land Use Planning and Approvals Act 1993*.

The applicant must bear all costs associated with the preparation, execution and registration of the agreement.

2. The agreement, pursuant to section 71 of the *Land Use Planning and Approvals Act 1993*, required by Condition 1 of this permit must, without limitation, provide for the following matters:

   a. Use of the Road to transport the increased volume of materials quarried from the site cannot commence until the Council has completed the necessary upgrades to the Road.

   b. Subject to the payment of the infrastructure contribution in full, the Council will design and implement construct the necessary upgrades to the road within a two-year period from the date this permit takes effect in accordance with section 53 of the *Land Use Planning and Approvals Act 1993*.

   Financial Contributions for Design and Construction Works

   c. The Owner and/or Operator (ie. they are jointly and severally liable) must pay to the Council a reasonable, equitable and proportional, financial contribution in an amount equal to the reasonable costs of the Council designing and implementing upgrades to the Road to ensure that it generally accords with an S3 (from the vehicle access at 190 Porters Bridge Road to the vehicle access at 611 Porters Bridge Road) and S4 (from Meander Valley Road to the vehicle access at 190 Porters Bridge Road) Rural Road Sealed Standard of the Local Government Association Tasmania (LGAT) Standard Drawings.

      The S3 standard includes (but is not limited to) works to implement the following:

      i. uniform 5.5m seal width; and

      ii. road shoulders.

      The S4 standard includes (but is not limited to) works to implement the following:

      iii. uniform 6m seal width;

      iv. road shoulders;

      v. pavement strengthening;

      vi. sub-surface and road side drainage;

      vii. line marking; and

      viii. road signage.

   d. The agreement must include a clause to the effect that the financial contribution will be calculated having regard to any of the following that may have occurred before the time/date when the financial contribution becomes payable:

      i. The design and/or implementation of the necessary upgrades to the Road (or any part thereof) has already occurred; or

      ii. The Council has received and holds payments from any third party (including without limitation any other quarry operator utilising the Road) in circumstances where the payment must be applied by Council towards the costs of designing and/or implementing upgrades to the Road (or any part thereof) to ensure that it

generally accords with an S3 and S4 Rural Road Sealed Standard of the Local Government Association Tasmania (LGAT) Standard Drawings.

Maintenance Levy

e. The Operator must pay to the Council an annual road maintenance contribution for the costs of maintenance of the Road. The maintenance contribution is to be calculated and levied as per the following:

   i. Within 30 days of the end of each financial year (ie. 30 June) the operator must deliver to the Council's General Manager a report setting out the total volume (expressed in both cubic metres and tonnes) of materials transported from the site in the immediately preceding financial year;

   ii. Following receipt of the report referred to in clause e. i., the Council will calculate the maintenance contribution payable by the Operator to the Council for the relevant financial year;

   iii. Within 30 days of receipt of the information in accordance with clause e. i., the Council will issue the Operator with an invoice for the maintenance contribution calculated in accordance with clause d. ii. for the relevant financial year.

   iv. The Operator must pay all invoices issued in accordance with clause e. iii. within 30 days of receipt of the invoice.

   v. The amount of the maintenance contribution will be calculated using the following formula:

      C = V x R

      Where

      'V' is the total volume of materials (expressed in tonnes) transported from the site in the immediately preceding financial year;

      'R' is the rate (which to reiterate, will reflect a reasonable, equitable and proportional contribution towards the Council's increased costs of maintaining the Road in light of the additional heavy vehicle movements generated by the approved use and development); and

      'C' is the amount of the maintenance contribution payable for the immediately preceding financial year.

   vi. The 'R' value referred to in the formula will be reviewed and adjusted on 1 June each year to reflect increases to the appropriate Consumer Price Index.

Vehicle Parking Areas

3. The area/s set aside for parking light vehicles and access ways must be designed and constructed to the satisfaction of the Council's Town Planner and must:

   a. Provide a minimum of one car parking space;
   b. Be designed and constructed to comply with Australian Standard AS2890, Off-street car parking and AS 2890 Off-street Commercial Vehicle Facilities (where applicable);
   c. Be delineated to indicate each car space; and
   d. Install signage to direct light vehicles to car parking area.

Plans to be Submitted

4. A Site Plan must be submitted to the Council for approval to the satisfaction of the Council's Town Planner. When approved, the plan will be endorsed and form part of the permit. The Site Plan must be drawn to scale with dimensions, showing the following:

    a. Car parking areas, method of delineation and location of directional signage in accordance with Condition 3.

Prior to the Commencement of the Use

5. Prior to the commencement of the use of the extractive industry, the following must be completed to the satisfaction of the Council:

    a. The Part 5 Agreement executed, in accordance with Condition 1;
    b. Road upgrades completed and truck warning signs installed, in accordance with Condition 2;
    c. Carparking area constructed and directional signage installed, in accordance with Condition 3; and
    d. Site plan submitted, in accordance with Condition 4.

Compliance with section 71 Agreement

6. The Operator must comply with its obligations under the Agreement pursuant to section 71 of the *Land Use Planning and Approvals Act 1993* required to be entered into by this permit.

Limitations on Heavy Vehicle Movements

7. During the hours of operation, heavy vehicles associated with the operation must:

    a. Exit the site turning right on to Porters Bridge Road and travel south along Porters Bridge Road; and
    b. Enter the site with a left turn off Porters Bridge Road having travelled north from Meander Valley Road along Porters Bridge Road to the site entrance.
    c. Notwithstanding a. and b. above, the northern extent of Porters Bridge Road and River Road must only to be used for incidental local deliveries.

Hazardous Chemicals or Explosives

8. The on-site storage of hazardous chemicals and explosives are prohibited where it would cause the use to be a hazardous use pursuant to the Bushfire-Prone Areas Code of the Tasmanian Planning Scheme (State Planning Provisions) where:

    a. Hazardous chemicals of a manifest quantity are stored on a site (Refer to Note 1); or
    b. Explosives are stored on a site and where classified as an explosive location or large explosive location as specified in the *Explosive Act 2012*.

Environment Protection Authority

9. The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit Part B, which the Board of the Environment Protection Authority (EPA) requires the planning authority to include in the permit, pursuant to section 25(5) of the *Environmental Management and Pollution Control Act 1994*.

Permit Notes

1. Manifest quantities is defined by the *Work Health and Safety Regulations 2022*.

2. This permit requires an agreement to be entered into pursuant to section 71 of the *Land Use Planning and Approvals Act 1993*, and therefore, will not take effect until the day that the agreement is executed by all parties (see the *Land Use Planning and Approvals Act 1993*, section 53(6)).

3. Any proposed use of heavy vehicles, that exceed the restrictions for General Access Vehicles outside of the prescribed Heavy Vehicle Access Routes, will be subject to a separate national Heavy Vehicle Regulator (NHVR) permit approval. Details relating to Heavy Vehicle Access maps for Tasmanian roads can be located on the Tasmanian Department of State Growth website. It is noted that Porters Bridge Road does not form part of the Heavy Vehicle Access route.

4. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact the Council.

5. This permit takes effect after:
   a. The 14-day appeal period expires; or
   b. Any appeal to the Tasmanian Civil and Administrative Tribunal (TASCAT) is determined or abandoned; or
   c. Any other required approvals under this or any other Act are granted.

6. Planning appeals can be lodged with TASCAT Registrar within 14 days of the Council serving notice of its decision on the applicant. For further information, visit the TASCAT website.

7. This permit is valid for two years only from the date of approval. It will lapse if the development is not substantially commenced. The Council has discretion to grant an extension by request.

8. All permits issued by the Planning Authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Offices on request.

9. If any Aboriginal relics are uncovered during works:

    a. all works to cease within delineated area, sufficient to protect unearthed or possible relics from destruction;
    b. presence of a relic must be reported to Aboriginal Heritage Tasmania; and
    c. relevant approval processes for State and Federal Government agencies will apply.

Attachments

1. Public Response Summary of Representations [**13.1.1** - 5 pages]
2. Representation 1 – State Growth [**13.1.2** - 1 page]
3. Representation 2 – K Dunleavy [**13.1.3** - 2 pages]
4. Representation 3 – S Huth [**13.1.4** - 2 pages]
5. Representation 4 – J Hawkes [**13.1.5** - 3 pages]
6. Representation 5 – P Elkin [**13.1.6** - 3 pages]
7. Representation 6 – N Van Amstel [**13.1.7** - 3 pages]
8. Representation 7 – Leigh Wasserfall [**13.1.8** - 1 page]
9. Representation 8 – Linda Wasserfall [**13.1.9** - 1 page]
10. Representation 9 – Mine Water Meander Valley – Leigh Wasserfall [**13.1.10** - 1 page]
11. Planner's Advice – Applicable Standards [**13.1.11** - 14 pages]
12. Planner's Advice – Performance Criteria [**13.1.12** - 10 pages]
13. Application Documents [**13.1.13** - 151 pages]
14. Agency Consultation – State Growth – 2 May 2025 [**13.1.14** - 2 pages]
15. Agency Consultation – Environment Protection Authority – 6 February 2025 [**13.1.15** - 5 pages]
16. Agency Consultation – Environment Protection Authority – 6 March 2026 [**13.1.16** - 2 pages]
17. Environment Protection Authority – Permit Part B [**13.1.17** - 18 pages]
18. Environment Protection Authority – Environmental Assessment Report [**13.1.18** - 50 pages]
19. Traffic & Civil Services – Peer Review of Traffic Impact Assessment [**13.1.19** - 59 pages]

PUBLIC RESPONSE

Summary of Representations

The Environment Protection Authority (EPA) advised Council in accordance with Section 27G(2) of the *Environmental Management and Pollution Control Act 1994* (EMPCA), that a 28-day period must be made available for public submissions. Council have advertised the application as directed by the EPA for the statutory 28-day period, from 8 November 2025 to 8 December 2025. A Notice was advertised in The Examiner Newspaper and displayed on the property. The Notice and application were on display at Council's office, on Council's website and on the EPA website.

Nine responses ("representations") were received during the advertised period, covering a range of issues. The main issues raised were noise, natural values, air quality, and traffic/roading. The EPA assessed noise, natural values, and air quality issues. In accordance with s.25(8) of EMPCA, Council must not assess any matter addressed in the Board of the Environment Protection Authority (Board) assessment; or include any condition that is inconsistent with, or which extends the operation of, the Board's conditions. Being a Level 2 Activity, the C7.0 Natural Assets Code and the C9.0 Attenuation Code are exempt from Council's assessment. As such, the summary below is restricted to matters that can be considered by the Planning Authority. The summary below is an overview only and should be read in conjunction with the full responses and with EPA's Permit Part B.

See attachments titled "Representations 1-9" and "Environment Protection Authority".

Council offers any person who has submitted a formal representation with the opportunity to speak about it before a decision is made at the Council Meeting.

In some instances, personal information may be redacted from individual responses.

Concern		Representor
Traffic/roading	A strain on local roads and infrastructure due to the rise in heavy vehicle traffic. Major concern of road users' safety whilst travelling on the roads surrounding this site.	*K Dunleavy* *Representation 2*
	Increased heavy vehicle traffic associated with the expansion poses a significant risk to road safety and infrastructure. The narrow roads of Reedy Marsh are not designed to handle the increased volume and weight of heavy vehicles, which will lead to accelerated wear and tear, increased maintenance costs and a heightened risk of accidents.	*S Huth* *Representation 3*
	Safety of our roads, already under strain, has now also become a significant and immediate issue. Truck traffic steadily increased. According to the proponent figures, total traffic generation will rise to approximately 5,280 vehicle movements per year (two way), compared with the current 3,360. This	*J Hawkes* *Representation 4*

	equates to an average of 2,640 two-way movements per year over a 240-day operating schedule, a substantial increase. Porters Bridge Road is neither wide enough nor sufficiently maintained to safely accommodate the truck traffic it already carries. Additional vehicles will increase the risk for walkers, cyclists, and local residents who rely on this road daily.	
	Increase of traffic on narrow roads. Road safety on River Road. Porters Bridge Road is recognised as deficient re safety, and it is not acceptable to suggest traffic be able to slowly move off the road to enable trucks to pass by. Recognition of road safety issues impels the proponent to look at alternatives, including siting elsewhere or using existing internal roads. An increase in truck and trailer traffic and service vehicles on Porters Bridge Road and River Road will make it more unsafe.	*P Elkin* *Representation 5*
	Additional heavy-duty truck and trailer traffic and transport routes. The Part B Proposal Description and Traffic Impact Assessment (TIA) are not aligned. The TIA notes upgrades are required to Porters Bridge Road to address pavement and geometry deficiencies. River Road is also not designed for the truck and trailer traffic proposed by the Quarry Proponent. It is strongly recommended that if the planning application is approved by Meander Valley Council then it should include a condition that quarry traffic may not use River Road as the road geometry (sight distances and width) and pavement are not designed for this traffic and has not been assessed in the TIA.	*N Van Amstel* *Representation 6*
	The proponent refers to the Meander Valley Council as the one responsible for Porters Bridge Road upgrades. Why should the community have to bear the cost of upgrading roads for the benefit of third-party commercial interests.	*Leigh Wasserfall* *Representation 7*
	Residences impacted by traffic hazards. Clarity as to who is responsible for road upgrades needs to be made available for public scrutiny before approval is given.	*Mine Watch Meander Valley Inc* *Leigh Wasserfall* *Representation 9*

Concern		Representor
Property details	Confusion over the different names mentioned in the application.	*K Dunleavy* *Representation 2*

Planners Response:

Traffic/roading

The application included a Traffic Impact Assessment (TIA) report prepared by RJK Consulting Engineers dated 23 September 2025 (V4). The vehicle access to the site is located off Porters Bridge Road. Refer to Figure 1 which shows the location of the mining lease 1994P/M which this application relates and its access to Porters Bridge Road. This access is located approximately 6km north of the junction with Meander Valley Road. The vehicle crossover is concrete and is approximately 22m wide where it abuts Porters Bridge Road, narrowing to approximately 8.5m as it enters the property. The concrete apron is approximately 7.5m in length, from the road edge.

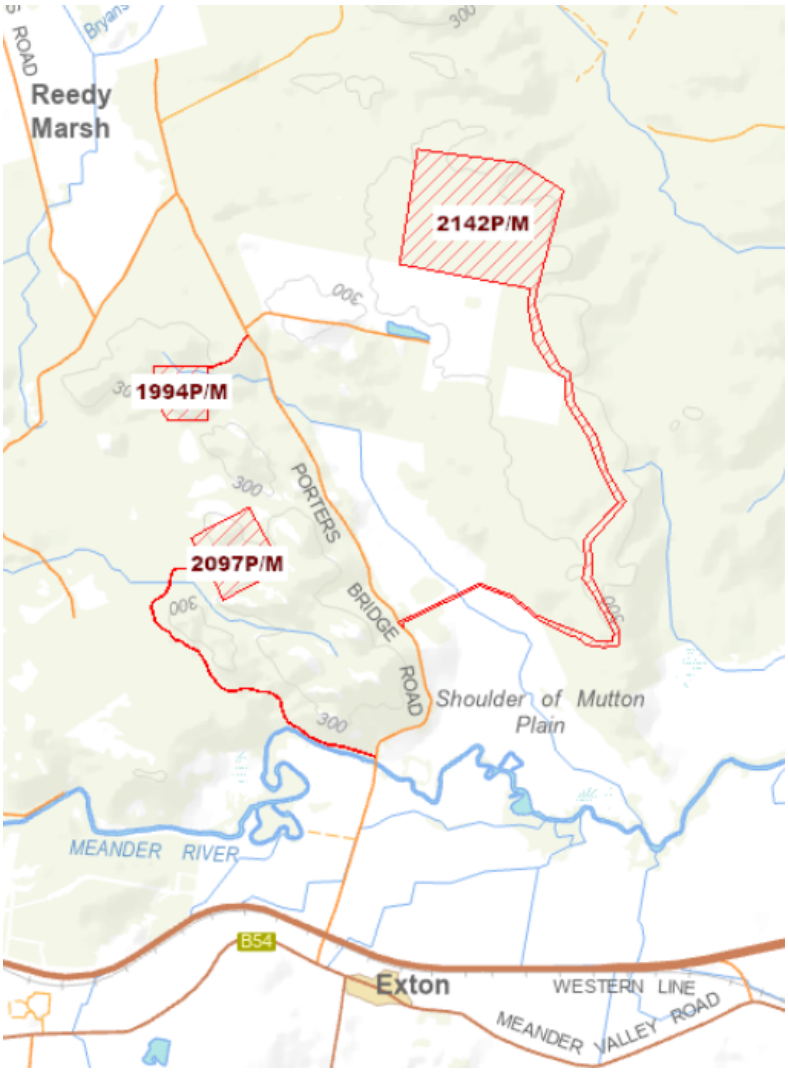


Figure 1: Locality map showing subject quarry (Mining Lease 1994P/M) (Source: thelist.tas.gov.au).

There is some inconsistency with traffic numbers in the submitted TIA. Council has obtained a peer review of the submitted TIA and this was completed by Traffic and Civil Services. Council's Infrastructure Team Leader has advised *'the TCS peer review estimates that truck movement will increase by 14 vehicles per day. This is a higher number than the submitted Traffic Impact Assessment report. The reason for this discrepancy is that the Traffic Impact Assessment Report calculates the rates based on incorrect tonnage, whilst the TCS peer review submitted to council is based on the correct increase of 57,500 tonnes'.*

Council's Infrastructure Team Leader has provided the following:

Porters Bridge Road is a sealed rural road. The first 1.5km from Meander Valley Road to the bridge over the Meander River is straight and generally constructed to a width of around 5.5m in accordance with the S3 rural road standard with some variation in width in areas where there are bridges or other constraints. Additionally, the road pavement and subgrade depths are unknown and there is a considerable risk of substantial pavement failures due to increased heavy vehicle use.

After 1.5km from Meander Valley Road, Porters Bridge Road enters a hilly forested area and for approximately 200m the road width reduces to around 4.8m. The road then becomes straighter and some sections in the remaining distance to the subject quarry entrance are closer to the S3 standard, but additional works will still be required to bring it to the standard. A Traffic Impact Assessment Report was provided by RJK Consulting Engineers and Council Officers requested a peer review from Richard Burk of Traffic & Civil Services (TCS).

The assessment uses the Safe System Assessment method and finds that the road should be upgraded to a 6m wide pavement which is equivalent to an S4 standard from Meander Valley Road to the bridge over the Meander River. Beyond this point the road must be constructed to an S3 standard which is considered acceptable under the safe systems assessment, widening is required, particularly in the first 200m beyond the bridge over the Meander River.

The TCS report also notes that it will not be possible to widen the Bass Highway overpass to S4 standard, but this is a straight section of road and is considered to have satisfactory sight distances. The bridge over the Meander River close to the quarry entrance [190 Porters Bridge Road] will not require widening as appropriate one-way bridge signage is in place. A second slab linked culvert bridge 200m south of the Meander River provides an additional flood opening. This bridge is 7m wide, which is a suitable width for two vehicles to pass.

The existing driveway access to the quarry is already constructed for heavy vehicles and is considered satisfactory for the proposed increase in production. Sight distance to both the north and south is limited due to the undulating nature of the road and truck warning signs are already in place.

Furthermore, Council considers that a W5-22B truck sign should be installed at the start of Porters Bridge Road, where it intersects with Meander Valley Road. This would provide additional warning prior to vehicles travelling on the Bass Highway overpass.

With the review highlighting the need for road upgrades between the quarry entrance and Meander Valley Road, it is recommended that the heavy vehicle traffic from the site is directed to use this upgraded roading. It is acknowledged that at times local deliveries will need to be made along Porters Bridge Road north of the quarry entrance and along River Road.

It is noted that specific signage and line marking, as recommended by TCS, was completed by the Council in December 2025.

Based on the above, if the application is to be approved, the following condition are recommended:

1. That Council enters into a Part V Agreement with the applicant:
    a. For an infrastructure contribution for:
        i. The construction to S4 standard road along Porters Bridge Road from Meander Valley Road to 190 Porters Bridge Road (quarry entrance) and S3 standard onwards to 611 Porters Bridge Road (crossover); and
        ii. the future road maintenance;
    b. All works to be completed prior to the increase in production commencing.
2. To address road safety, during the hours of operation, heavy vehicles associated with the operation must:
    a. Exit the site turning right on to Porters Bridge Road and travel south along Porters Bridge Road.
    b. Enter the site with a left turn off Porters Bridge Road having travelled north from Meander Valley Road along Porters Bridge Road to the site entrance.
    c. Notwithstanding 1 and 2 above, the northern extent of Porters Bridge Road and River Road must only to be used for incidental local deliveries.

Property Details

The property owner is Crezzco Pty Ltd. The lessee/holder of Mining Lease 1994P/M is Creswell's Transport and Quarrying Pty Ltd. The Environmental Effects Report (EER) states that the operator is Cresswell's Transport P/L.

In conclusion, with recommended designated road works completed (including signage) and with limitations on heavy vehicle movements, Porters Bridge Road will be suitable for the increase in heavy vehicle traffic.

Note: The planning application was advertised in the Examiner Newspaper and displayed on Council's website for a statutory period of 28 days from 8 November 2025 to 8 December 2025. A planning notice was also placed on the property.

From: [redacted]
Sent: Tue, 11 Nov 2025 13:01:17 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: PA\25\0122 - 611 Porters Bridge Road, Reedy Marsh - Extractive Industry (Quarry) Intensification, including processing

Our Reference: D25/318160

Dear Sammie,
Thank you for your letter of 7 November 2025 regarding the above matter.

Following a review of the related documents, the Department has no objections to the proposed quarry.

If you have any further queries regarding this matter, please let me know.

Regards,
[redacted]

[redacted]

Courage to make a difference through
TEAMWORK | INTEGRITY | RESPECT | EXCELLENCE

My current work pattern:

Monday	Tuesday	Wednesday	Thursday	Friday
Office	Office	Office	WFH	WFH

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Document Set ID: 2247820
Version: 1, Version Date: 11/11/2025

From: [redacted]
Sent: Sun, 7 Dec 2025 14:08:19 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Cresswells Transport Pty Ltd - PA\25\0122
Attachments: Letter of objection Cresswells.pdf

Good morning,
Please find attached letter of objection to Cresswell's Transport Pty Ltd.'s abovementioned planning application for consideration.
Yours sincerely,
[redacted]

Document Set ID: 2263703
Version: 1, Version Date: 08/12/2025

[redacted]

07 December 2025

The General Manager
Meander Valley Council
PO Box 102
Westbury TAS 7304
planning@mvc.tas.gov.au

Dear Sir/Madam,

I am writing to express my strong concern and objection as a resident, property owner and voter, to Cresswell's Transport Pty Ltd.'s planning application (PA\25\0122) for the intensification of their quarry operations at Reedy Marsh.

Intensifying this quarry would lead to increased noise from blasting and crushing, toxic dust pollution, as well as being a strain on local roads and infrastructure due to the rise in heavy vehicle traffic. There is also the major concern of road users safety whilst travelling on the roads surrounding this site. Furthermore, local wildlife habitats and ecosystems would be severely impacted if this expansion is approved. The Meander Valley is a unique and precious asset with its pristine rivers, forests, and wildlife habitats, and expanding the quarry would cause irreparable harm to this environment and disrupt the tranquil atmosphere and reputation of the area.

Reedy Marsh is not an industrial zone, it is a residential area, and it should be protected from activities that prioritize profit over environmental and community well-being.

I urge the council to reject this application and instead work towards preserving the Meander Valley's natural values for future generations.

Yours sincerely

[redacted]

From: [redacted]
Sent: Sun, 7 Dec 2025 14:39:19 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Objection Letter Cresswell's Transport PA\25\0122
Attachments: Objection Letter Cresswell's Transport Ltd Steve Huth.pdf

Good morning,

Please find attached letter of objection for your attention.

[redacted]

Document Set ID: 2263708
Version: 1, Version Date: 08/12/2025

[redacted]

07 December 2025

The General Manager
Meander Valley Council
PO Box 102
Westbury TAS 7304
planning@mvc.tas.gov.au

Dear Sir/Madam,

I am writing to express my strong concern and objection to Cresswell's Transport Pty Ltd.'s planning application (PA\25\0122) for the intensification of their quarry operations at Reedy Marsh. The proposed expansion will significantly increase dust and noise pollution, severely impacting the local environment and community.

If this quarry is approved, Reedy Marsh's pristine environment and tranquil atmosphere will be under threat from the increased dust emissions, and noise pollution which will affect the quality of life of residents, wildlife and vegetation.

Furthermore, the increased heavy vehicle traffic associated with the expansion poses a significant risk to road safety and infrastructure. The narrow rural roads of Reedy Marsh are not designed to handle the increased volume and weight of heavy vehicles, which will lead to accelerated wear and tear, increased maintenance costs, and a heightened risk of accidents.

These concerns are significant, and I urge the council to consider the long-term effects of allowing the quarry's intensification. I strongly believe the application should be rejected to protect the Meander Valley's natural beauty, residents' well-being, and road safety.

Thank you for considering my objection.

Yours sincerely,

[redacted]

From: [redacted]
Sent: Sun, 7 Dec 2025 15:03:31 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Cc: "jhawkes500@outlook.com" <jhawkes500@outlook.com>
Subject: Objection to Cresswells Transport Pty Ltd - PA\25\0122
Attachments: Cresswell's Transport.pdf

To the General Manager,

Please find attached my objection to Cresswells Transport Pty Ltd - PA\25\0122.

Yours sincerely,

[redacted]

Document Set ID: 2263713
Version: 1, Version Date: 08/12/2025

7th December 2025

The General Manager

Meander Valley Council

PO BOX 102

Westbury 7303

Tasmania

RE: Cresswells Transport Pty Ltd - PA\25\0122

611 Porters Bridge Road REEDY MARSH

(CT: 185619/2)

Level 2 Activity - Extractive Industry (Quarry)

Intensification, including processing - traffic.

To the Meander Valley Council,

I wish to formally express my objection to the proposed expansion of the Exton Quarry by Cresswell's Transport Pty Ltd.

My principal concern relates to the environmental and natural values that make Reedy Marsh such a unique and peaceful place to live. However, the safety of our local roads—already under strain—has now also become a significant and immediate issue.

I moved to Reedy Marsh in 1992 to enjoy its quiet surroundings, wildlife, and natural beauty. Since that time, much has changed. Extensive logging has destroyed large areas of native habitat, truck traffic has steadily increased, and in many places the scenic roadside amenity has been severely diminished. I strongly believe that the proposed quarry expansion will further erode the qualities that residents value and seek to protect.

The development poses a clear risk to important wildlife habitat, with potential impacts on the following species:

- Tasmanian devil, spotted-tailed quoll, and eastern quoll
- Eastern-barred bandicoot
- Swift parrot
- Grey goshawk

- Masked owl
- White-bellied sea-eagle
- Wedge-tailed eagle

These species rely on intact habitat, and further industrial disturbance will threaten their survival in the region.

I am also deeply concerned about road safety due to increased heavy-vehicle traffic. According to the proponent's figures, total traffic generation will rise to approximately 5,280 vehicle movements per year (two-way), compared with the current 3,360. This equates to an average of 2,640 two-way movements per year over a 240-day operating schedule, a substantial increase.

Porters Bridge Road is neither wide enough nor sufficiently maintained to safely accommodate the truck traffic it already carries. Additional vehicles will increase risks for walkers, cyclists, and local residents who rely on this road daily. Who will take responsibility for ensuring our safety?

There are also real and immediate consequences for local property values and tourism. My home, designed as a bespoke Bed & Breakfast, is currently on the market. A recent potential purchaser withdrew from negotiations after learning of the proposed Bauxite Mine in Reedy Marsh, citing concerns that industrial developments would undermine property prices and reduce the appeal of the area. Any further industrial expansion—especially activities that increase noise, dust, and traffic—will make it even more difficult to attract buyers to tourism-based properties such as mine.

Reedy Marsh is increasingly being treated as an industrial zone rather than a rural residential and ecotourism area. This shift poses long-term risks to the wellbeing, safety, and economic stability of the community.

For these reasons, I implore the Meander Valley Council to prioritise the safety, environmental integrity, and quality of life of Reedy Marsh residents and to refuse this application.

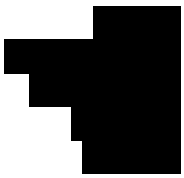
[redacted]

[redacted]

From: [redacted]
Sent: Mon, 8 Dec 2025 16:25:02 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: PA 25.0122
Attachments: mvc cresswells quarry 06.12.25.pdf

to general manager
meander valley council,
please accept my submission pdf attached
regards [redacted]

Document Set ID: 2264424
Version: 1, Version Date: 09/12/2025



To: General Manager
Meander Valley Council
planning@mvc.tas.gov.au

re.. Intensification of Cresswells Quarry PA/25/0122

As a resident of Reedy Marsh I object to this proposal.

Firstly some queries:
The property in question is incorrectly identified (p7) as 611 Porters Bridge Rd Exton 7303, but should be addressed as Reedy Marsh 7304
yet property is also identified (p13) as 661 Porters Bridge Rd, and owned by T & C Cresswell Family Trust
yet is not the property owned by Mr Porter?
yet land is stated as leased by Cresswells Transport and Quarrying P/L, and operated by Cresswells Transport p/l (p14)
yet permit is applied for by Cresswells Transport P/L (p5)
yet Crezzco P/L is also mentioned as having an interest (p3)
yet the quarry has been acquired, controlled and operated by Crezzco, a different company, which is owned by another private company.
so what is going on here?

This proposal involves a near 4fold increase in production, with more than double land area directly impacted, including expansion to the skyline, with scant regard to siting near a rural residential zone and impacts on the neighbourhood, with operating hours from 7 to 7 (without regard to daylight hrs) and with increased traffic on narrow roads. The rational for dramatic expansion is described as providing the ability to tender for all available contracts or else closing down. This neglects many and various and obvious alternatives.

Cresswells have been operating at this site for some time on a relatively small scale and yet it has been very annoying, disturbing and intrusive especially regarding the safety of the road including the regular use of River Rd, but as a small scale local enterprise serving the local municipality it has been grudgingly accepted. If increased scale of activity were to be agreed then this would be so much worse and unacceptable, and in the wrong place.

Porters Bridge Rd is recognised as deficient re safety and it is not acceptable to suggest traffic be able to slowly move off the road to enable trucks to pass by. Recognition of road safety issues impels the proponent to look at alternatives, incl. siting elsewhere or use of existing internal roads. This issue applies to current operations not just the proposed expansion. Any increase in truck and trailer traffic and service vehicles on Porters Bridge Rd and River Rd will make it more unsafe.

The proposed high level access road is inappropriate to scenic, environmental and other amenity values. That it is proposed that a 40 km/hr speed limit will be imposed on the quarry access road to mitigate the risk of increased road kill on this road, but only during blasting, seems odd.

How can Pitt and Sherry’s noise impact assessment be taken seriously when it declares that “The Quarry is located within a Eucalyptus plantation surrounded by bush and farmland.”? There was

inadequate on-ground monitoring of current operations and there is no suggestion of ongoing noise monitoring. They obviously have little idea of the effect of noise and noise levels and penetration and effects on the ground on residents and wildlife, basing so much on desktop modelling, and not consulting with residents, and not conducting adequate monitoring. As no requirement was made on current operations no environmental monitoring has been done with no results being available (p14), so no guidance is possible for this proposal.

Some Councillors have been mislead to believe that Council is unable to report on environmental matters for situations like this where the Natural Assets Code does not apply. Council is not prevented from assessing natural values, and indeed is obliged to do so. The only real restriction on Council is, **IF** they were to permit the project, that they are not to propose any conditions which conflict with or extend those conditions which may be proposed by the EPA.

Masked Owls are known to breed in the area. Yet only a single passive nighttime observation was conducted over 2 years ago in a small area with a single listening post at the perimeter of the site. Yet the conclusion was drawn that they were unlikely to be breeding there. While this is unsatisfactory as a survey it was conceded that “no doubt that masked owls visit the lease”. The point that wasn’t made was that of course it is unlikely that owls would choose to breed on a quarry site, that a quarry is a deterrent in the generally favourable and known breeding area.

Stakeholder consultation does not go beyond government bodies and Aboriginal Heritage Tas., except for the claim that they will consult with neighbours that share a boundary with the development site, a hollow claim as the site is an internal site. Residents of Reedy Marsh have been kept in the dark about this until this late stage of a many years-long process.

As with most people in Reedy Marsh, I value the relative safety and quiet of the area where the sounds of birds and rustling leaves are mostly all that surrounds us, and with the extensive native forested areas providing home and refuge to our diverse wildlife, which is noted for its richness and complexity. Porters Bridge Rd is appreciated and valued, and not just by local residents, for its relatively quiet winding tree-lined ambience.

There is no good reason why a large operation should be sited so near a rural residential area when there are many alternative sites with good suitable rocky outcrops (e.g. amid plantations managed by Forico to the east) with easy access to trucking roads and well away from houses. The proponent in seeking to become a large statewide supplier has not even considered looking beyond the Porters Bridge Rd area for alternative sites.

Uses in this area should minimise adverse impacts on surrounding uses, and ensure that any use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements.

Surely the safety, amenity, health and well-being of Reedy Marsh residents is an overwhelming reason to reject this proposal.

[redacted]

From: [redacted]
Sent: Mon, 8 Dec 2025 16:49:05 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Planning Application - PA\25\0122 - Representation
Attachments: PA_25_0122 - Representation - N van Amstel.pdf

Dear Mr. Harmey,
Attached please find my representation relating to PA\25\0122 for consideration by Meander Valley Council and EPA.
Kind regards
[redacted]

Document Set ID: 2264439
Version: 1, Version Date: 09/12/2025

To: General Manager [redacted]

Meander Valley Council [redacted]

Attention: Mr. J Harmey [redacted]

Planning Application PA\25\0122

Dear Mr. Harmey,

I have reviewed Cresswell Transport Pty Ltd's Planning Application PA\25\0122 for the intensification of its quarrying operation at 611 Porters Bridge Road, Reedy Marsh and have significant concerns regarding:

- the noise generated by the quarry rock processing operations, and
- the additional heavy-duty truck and trailer traffic and transport routes.

Noise generation and mitigation measures:

Despite the Pitt and Sherry Noise Impact Assessment determining that noise levels generated by the quarry operations will be within the Quarry Code of Practice 45 dB(A) limit and "operation of the quarries will not adversely impact the amenity of nearby residents" I remain extremely concerned that there could be a significant loss of amenity for residences and businesses within 3 km of the quarry. This concern is based on my experience of noise generated by the Walters Quarry which was also assessed to be compliant with the Quarry Code of Practice 45 dB(A) limit.

Since the start of the Walters quarry operation a few years ago I have come to dread the 7:00 AM start of crusher and the very loud rumble that it generates. This rumble shatters the tranquillity of a large area of Reedy Marsh which is zoned as Rural Living and is so overwhelming that it penetrates the walls of my stonewalled house which is nearly 3 km away from the quarry and has caused my B&B guests to complain.

The equipment used for processing the rock is extremely noisy with the sound power levels up to 120 dB(A) which is louder than a rock concert and the proposed intensification of the Cresswell Transport quarrying operation would be accompanied by a 4-fold increase in the duration of crusher operations and it is expected that this would result in the crusher running incessantly throughout the day, 6 days per week from 7:00 AM to 7:00 PM (12 hours) Monday to Friday and from 8:00 AM to 4:00 PM (8 hours) on Saturdays.

It is unreasonable and unacceptable that the amenity of Reedy Marsh should be so compromised by the proposed intensification of the Cresswell Transport quarry operation if accompanied by noise levels similar to those generated by Walters Quarry.

The Environmental Impact Statement has failed to recognise the largest negative impact of the quarry on the surrounding community, namely the excessive, low frequency noise generated by the crusher operation. Given its failure it is not surprising that despite effective measures being readily available to mitigate the noise generated by rock crushing none are recommended in the EIS. This is a major omission in the EIS that should be corrected before further consideration of the Planning Application.

In the absence of any effective mitigation of the noise generated by the quarry's crusher operation I propose that Meander Valley Council (MVC) and the Environmental Protection Authority (EPA) reject

this Planning Application to intensify the existing quarrying operation and take steps to require the Proponent, Cresswell Transport to mitigate the negative impacts of its crusher operation on the quality of life and amenity of the Reedy Marsh community.

Quarry Traffic and Transport Route:

The Proposal Description as set out in Part B of the EER describes truck and trailers leaving the quarry and travelling either north or south along Porters Bridge Road. If these trucks travel north, it would be expected that they will also travel along River Road to reach their destination. The Traffic Impact Assessment Report (TIA) only considers truck and trailer traffic using Porters Bridge Road to reach Meander Valley Road and makes no mention of quarry traffic using River Road. i.e. The Part B Proposal Description and TIA are not aligned.
The TIA notes upgrades are required to Porters Bridge Road to address pavement and geometry deficiencies. River Road is also not designed for the truck and trailer traffic proposed by the Quarry Proponent and It is strongly recommended that if the Planning Application is approved by Meander Valley Council then it should include a condition that Quarry traffic may not use River Road as the road geometry (sight distances and width) and pavement are not designed for this traffic and has not been assessed in the TIA.

I look forward to your favourable consideration of my submission to either reject the planning application, or impose conditions that effectively mitigate the noise impacts outlined above when reviewing PA\25\0005.

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Mon, 8 Dec 2025 16:56:24 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Representation Cresswells Transport pty Ltd - PA\25\0122

General Manager
Meander Valley Council
I make the following representation with regard to the above planning application:
The proponent refers to the Meander Valley Council as the one responsible for Porters Bridge road upgrades. Why should the community have to bear the cost of upgrading roads for the benefit of third party commercial interests?
Noise from local quarries continues to be concerning, strong and adequate reporting measures need to be in place.
Regards
[redacted]

Document Set ID: 2264441
Version: 1, Version Date: 09/12/2025

From: [redacted]
Sent: Mon, 8 Dec 2025 17:16:32 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Representation - PA\25\0122 - Cresswells Transport Pty Ltd

Dear General Manager
I'm writing you regarding the Creswells Expansion at their quarry on Porters Bridge road.
Expanding a quarry 4 fold seems quite excessive. The impacts on us as residents, and especially as a tourism operator will be quite acute. We run 2 accommodation businesses that rely on the quiet nature of this area as our main selling point. I appreciate that everyone is entitled to run a business and make a living, but in a rural residential area, we need to be very aware of our neighbours and not have our business ventures negatively affect them.
The ABx trucks and machines are proposing to use noise diffusing reverse alarms. Would it be possible for the Cresswells trucks/machines to have something similar, please?
Also, sound travels quite far in the quiet bush, and we do hear the quarry activities. Could we please be informed before any blasting happens?
Our amenity is very important to us. It's the reason we chose to live out in the bush in Reedy Marsh. And we appreciate our neighbours respecting our amenity and way of life. This is our home.
Thank you for your attention to this matter.
[redacted]

Document Set ID: 2264442
Version: 1, Version Date: 09/12/2025

From: [redacted]
Sent: Mon, 8 Dec 2025 16:43:39 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: [Potential Spam] Representation - Cresswells Transport Pty Ltd PA\25\0122

Dear General Manager
With regard to the application for intensification we make the following representation:
The existing activity does not require environmental monitoring. We propose this needs to change as a condition of approval. To include interalia noise, dust, water, fauna and their nests, flora monitoring, weed management.
The proponent should be required to maintain communication with residents, including our organisaion. Residents are impacted by noise, dust and the traffic hazards.
Clarity as to who is responsible for road upgrades needs to be made available for public scrutiny before approval is given.
Kind Regards
[redacted]

Document Set ID: 2263938
Version: 1, Version Date: 09/12/2025

Planner's Advice: Applicable Standards

BACKGROUND

Land subject to application

An application has been received for the use and development of land located at 611 Porters Bridge Road in Reedy Marsh ('the site' - refer to Figure 1). The site contains an existing Level 2 quarry operation.



Figure 1: Aerial image highlighting the property and mining lease 1994P/M (Source: Spectrum Spatial).

The site comprises one title - CT 185619/2. The land area is 280.6ha, of which the mining lease (1994P/M) is 22ha in area (including the vehicle access strip to Porters Bridge Road). Excluding the quarry operation, the land is managed as a private timber reserve.

The site is accessed off Porters Bridge Road. The access track is formed and is used as part of current quarry operations. The mining lease covers the majority of the access track.

The site has varied terrain. The lowest point on the mining lease is at the vehicle access to Porters Bridge Road, at 272mAHD. While the highest point on the site is 362mAHD.

The site is zoned Rural (refer to Figure 2). To the west and east, the adjacent land is zoned Rural and Agriculture. Further to the west, the land is zoned Rural Living. To the south, the adjacent land is zoned Rural. Porters Bridge Road from Meander Valley Road to the site crosses Rural and Agriculture zones.

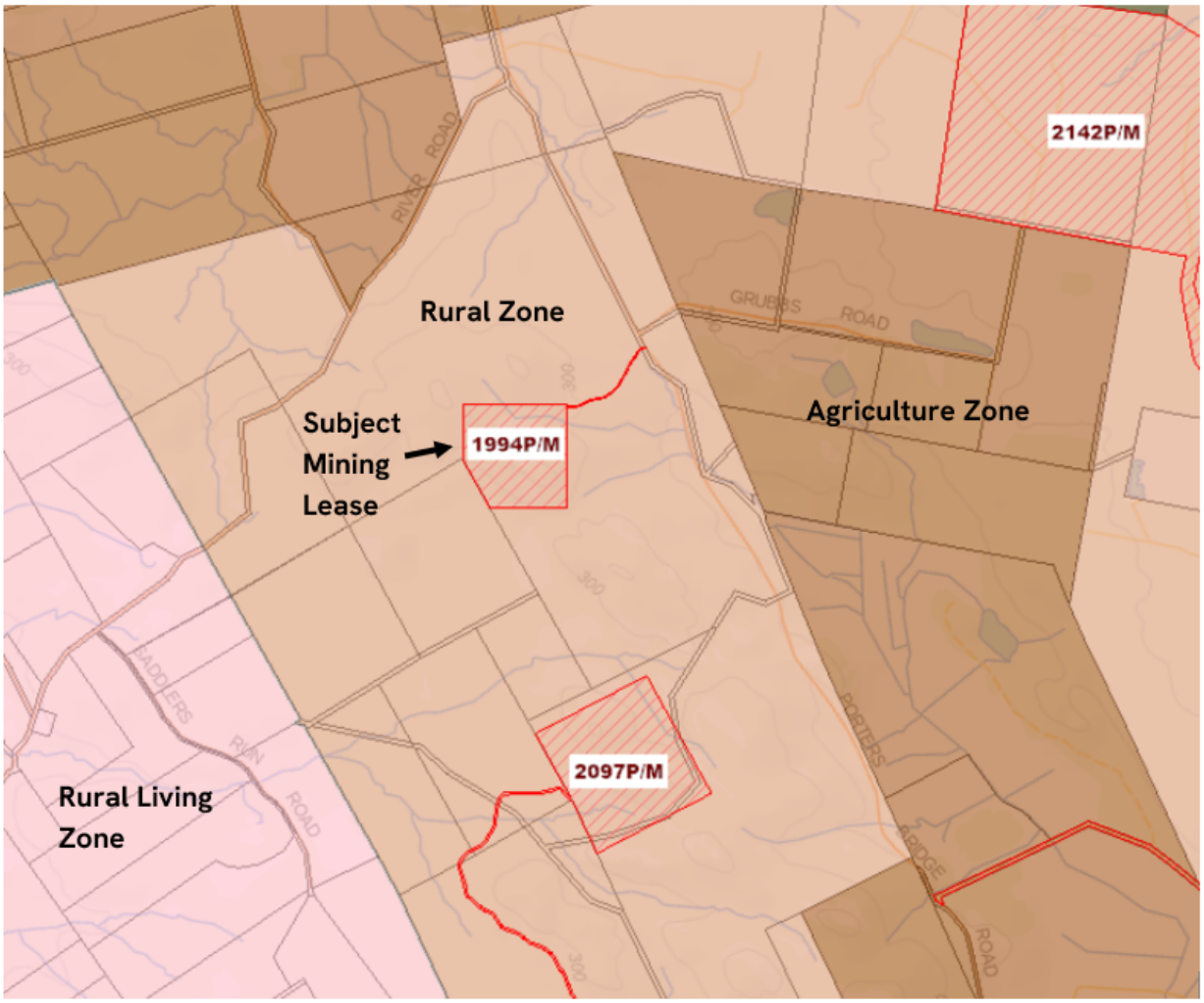


Figure 2: Zone map illustrating the zoning of the site, adjoining lots and adjacent lots (Source: thelist.tas.gov.au).

Existing development on the land zoned Rural Living consists mostly of single dwellings on large lots within a bushland setting. On the adjoining land zoned Rural, the land is mostly managed as a Private Timber Reserve, with another Level 2 quarry to the south. Land to the east, zoned Agriculture, is mainly developed for primary production and forestry.

PROPOSED USE AND DEVELOPMENT

Description of operation

The application involves the:

(a) Increase of annual extraction of rock from 13,235 m^3 to 50,000m^3;
(b) Increase of annual processing capacity to produce aggregates and gravels from 13,235m^3 to 50,000m^3;

(c) Expanding of area of disturbance from 2ha to 4.5ha;
(d) Undertaking of drilling, blasting, crushing and screening onsite; and
(e) Installation of a relocatable toilet.

The mining lease (1994P/M) was granted in 2015. Planning Permit 56/95/5 for a quarry was issued on the 8 August 1995. The associated Environment Protection Notice (No. 9502/1) was issued by the Environment Protection Authority (EPA) on 22 September 1995. This notice limits the processing of rock up to 13,235m^3 per year.

Proposed on-site staff numbers are two.

Blasting will increase from 2 to 3 blasts to 5 to 10 blasts per year. Blasting will be distributed throughout the year.

The internal access to Porters Bridge Road exists, and no changes are proposed. Vehicles can travel to the Bass Highway and Birralee Road via Meander Valley Road.

The internal driveway loops at the stockpile area. Adjacent to the stockpile area is the only structure proposed, a port-a-loo (approximately 1m x 1m x 2.5m high). Two car parking spaces are proposed, near the port-a-loo. The Planning Scheme only requires 1 car parking space.

Hours of operation including the loading and transportation of product have been determined by the EPA in Permit Part B as demonstrated in Figure 3 below.

OP1 Operating hours

1 Unless otherwise approved by the Director, activities associated with the extraction of rock, gravel, sand, clay or minerals, and loading and transport of product, and screening/crushing must not be undertaken outside the hours of 0700 hours to 1900 hours on weekdays and 0800 hours to 1600 hours on Saturdays.

2 Notwithstanding clause 1, loading and transport of processed rocks, ores or minerals may also be undertaken between the hours of 0600 hours to 0700 hours weekdays.

3 Activities must not be carried out on Sundays, and public holidays that are observed Statewide (Easter Tuesday excepted).

Figure 3: Extract from Permit Part B – Permit Conditions - Environmental No. 12151 (Source: EPA).

Figures 4 to 7 below show the mining lease area and extracts of the proposed application.

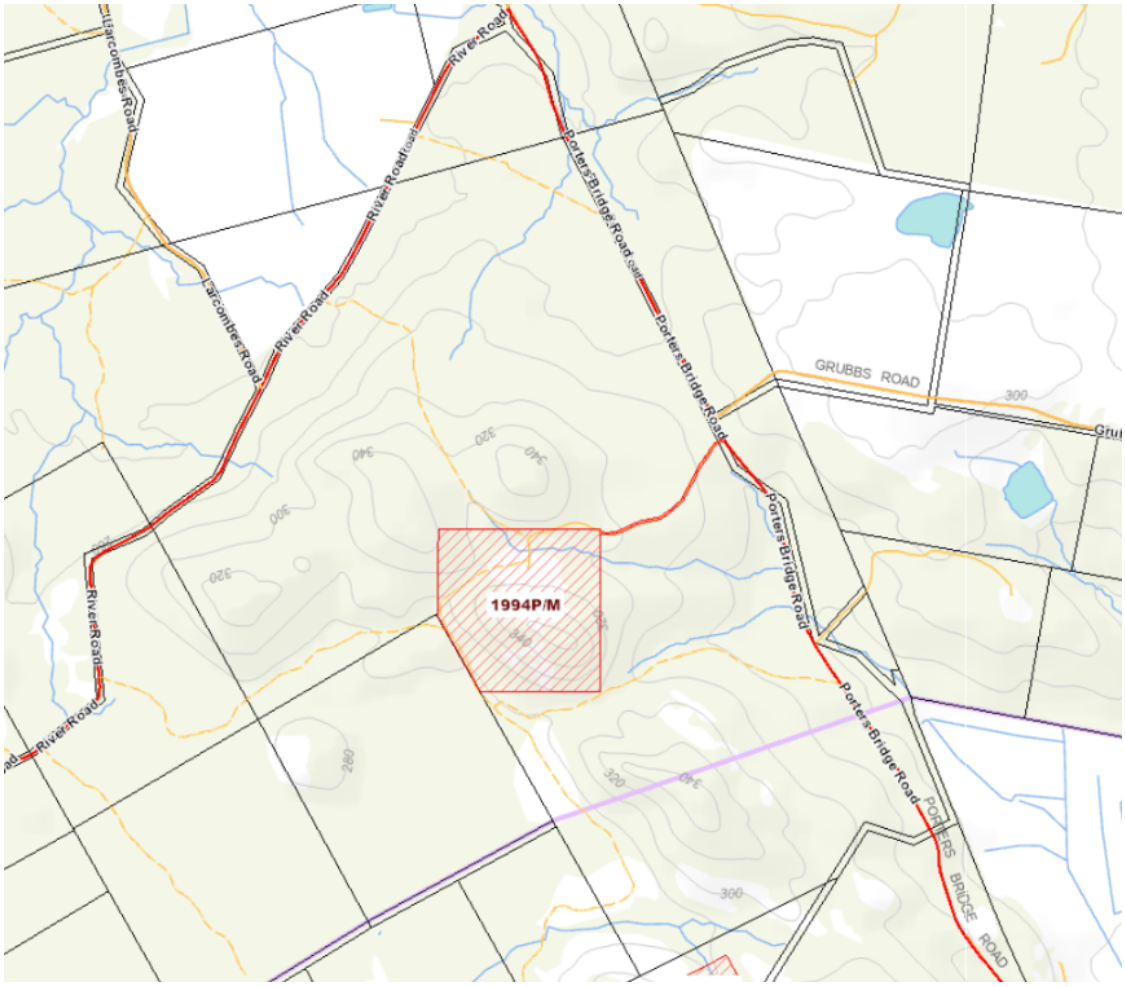


Figure 4: General Locality Plan highlighting mining lease 1994P/M (Source: thelist.tas.gov.au).

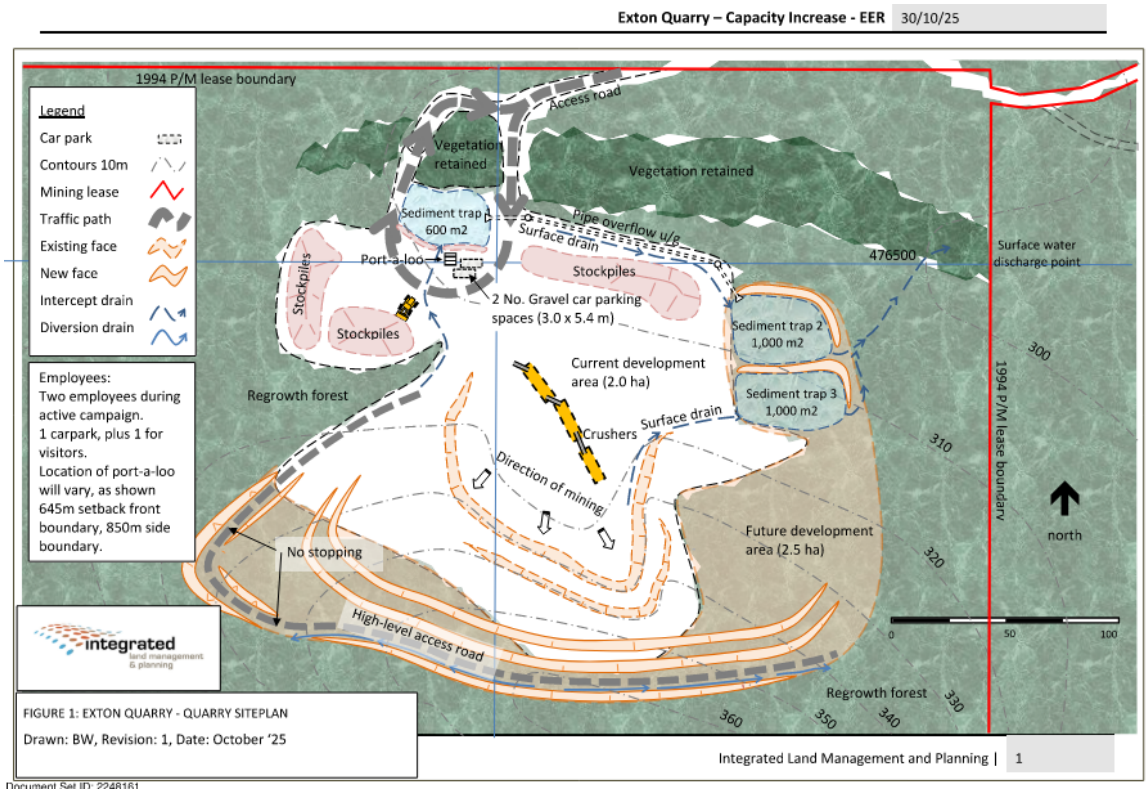


Figure 5: Location and layout of proposed expanded stockpile area (Source: Application documents).

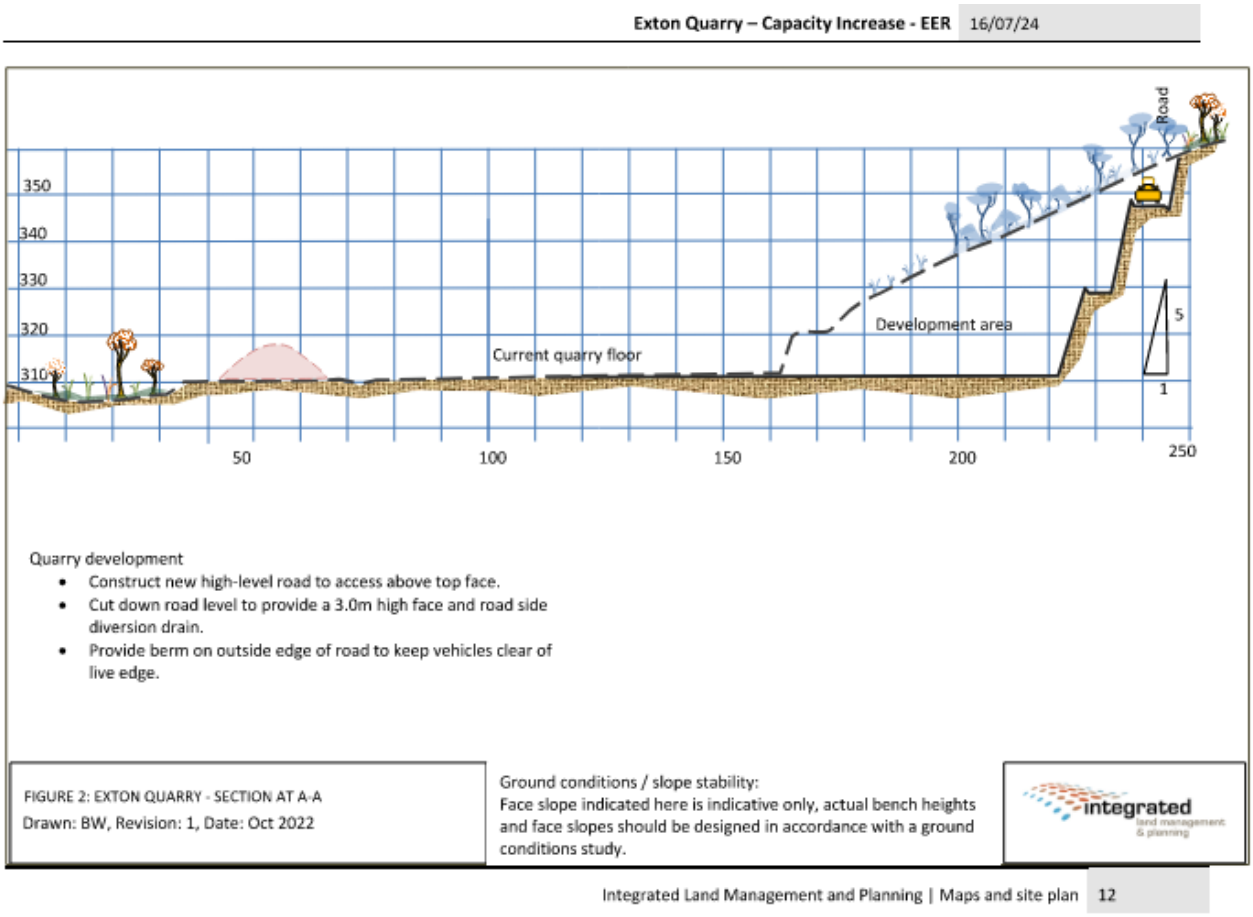


Figure 6: Section drawing of quarry showing proposed development area (Source: Application documents).



Figure 7: Example of proposed Port-a-loo (Source: Application documents).

Summary of Planner's Advice

This application was assessed against the requirements of the *Land Use Planning and Approvals Act 1993* (LUPAA) and the Planning Scheme. This included an assessment against the Exemptions, General Provisions Standards, as well as the Applicable Standards for this Zone and any relevant Codes.

All Standards applied in this assessment are taken from the Planning Scheme.

This application is assessed as compliant with the relevant Acceptable Solutions, except where "*Relies on Performance Criteria*" is indicated (see tables below).

Council has discretion to approve or refuse the application based on its assessment of the Performance Criteria, where they apply. Before exercising discretion, Council must consider the relevant Performance Criteria, as set out in the Planning Scheme.

For the purposes of clause 6.2.1 of the Planning Scheme, the proposed use and development is categorised into the Extractive Industry Use Class. Use of land for Extractive Industry is listed as a 'Permitted' use within Table 20.2 of the Planning Scheme. In accordance with *Environmental Management and Pollution Control Act 1994* (EMPCA) s.25(1), the application was processed as a s.57 application (Discretionary).

For a more detailed discussion of any aspects of this application reliant on Performance Criteria, see the attachment titled "Planner's Advice - Performance Criteria".

Porters Bridge Road

A significant focus of the assessment of this proposal considered the impact the proposal would have on the safety and efficiency of Porters Bridge Road. Council is the Road Authority for Porters Bridge Road. Council's Infrastructure team have provided the following comments:

Porters Bridge Road is a sealed rural road. The first 1.5km from Meander Valley Road to the bridge over the Meander River is straight and generally constructed to a width of around 5.5m in accordance with the S3 rural road standard with some variation in width in areas where there are bridges or other constraints. Additionally, the road pavement and subgrade depths are unknown and there is a considerable risk of substantial pavement failures due to increased heavy vehicle use.

After 1.5km from Meander Valley Road, Porters Bridge Road enters a hilly forested area and for approximately 200m the road width reduces to around 4.8m. The road then becomes straighter and some sections in the remaining distance to the subject quarry entrance are closer to the S3 standard, but additional works will still be required to bring it to the standard. A Traffic Impact Assessment Report was provided by RJK Consulting Engineers and Council Officers requested a peer review from Richard Burk of Traffic & Civil Services (TCS).

The TCS peer review estimates that truck movements will increase by 14 vehicles per day. This is a higher number than the submitted Traffic Impact Assessment Report, which estimates an increase of 7-10 vehicles per day. The reason for this discrepancy is that the submitted Traffic Impact Assessment Report calculates the rates based on incorrect tonnage, whilst the TCS peer review is based on the correct increase of 57,500 tonnes.

The assessment uses the Safe System Assessment method and finds that the road should be upgraded to a 6m wide pavement which is equivalent to an S4 standard from Meander Valley Road to the bridge over the Meander River. Beyond this point the road must be constructed to

an S3 standard which is considered acceptable under the safe systems assessment, widening is required, particularly in the first 200m beyond the bridge over the Meander River.

The TCS peer review also notes that it will not be possible to widen the Bass Highway overpass to S4 standard, but this is a straight section of road and is considered to have satisfactory sight distances. The bridge over the Meander River close to the quarry entrance [190 Porters Bridge Road] will not require widening as appropriate one-way bridge signage is in place. A second slab linked culvert bridge 200m south of the Meander River provides an additional flood opening. This bridge is 7m wide, which is a suitable width for two vehicles to pass.

The existing driveway access to the quarry is already constructed for heavy vehicles and is considered satisfactory for the proposed increase in production. Sight distance to both the north and south is limited due to the undulating nature of the road and truck warning signs are already in place.

Additionally, due to the large number of truck movements on the road, W5-22B truck signage should be installed at the start of Porters Bridge Road, where it intersects with Meander Valley Road.

It is noted that signage and line marking, as recommended within the TCS peer review, was completed by the Council in December 2025.

Further details on the assessment can be found in the attachment Planner's Advice – Performance Criteria, in the response to Performance Criteria C3.5.1.

Responsibility for road upgrades

As the proposal intensifies the volume of heavy vehicles on Porters Bridge Road, Porters Bridge Road will be required to be upgraded should the application be approved. The responsibility of who completes the work is discussed below.

Clause 4.2.4 of the Planning Scheme provides an exemption from requiring a planning permit for road works, for anyone that can meet the requirements of the exemption.

4.0 Exemptions

Scheme Standard	**Planner's Assessment**
4.2	*Exempt infrastructure use or development*
4.2.4	*Road works* *Maintenance and repair of roads and upgrading by or on behalf of the road authority which may extend up to 3m outside the road reserve including:* *(a) Widening or narrowing of existing carriageways;* *(b) Making, placing or upgrading kerbs, gutters, footpaths, shoulders, roadsides, traffic control devices, line marking, street lighting, safety barriers, signs, fencing and landscaping, unless the Local Historic Heritage Code applies and requires a permit for the use or development; or* *(c) Repair of bridges, or replacement of bridges of similar size in the same or adjacent location.*

4.0 Exemptions

Scheme Standard

Planner's Assessment

The assessing officer in consultation with the Road Authority, has a concern that should the proponent do the required road work, it would not comply with the exemption. This view is formed as the upgrade of the road is only a requirement because of the proposal and otherwise would not be required. Therefore, the scenario of the operator upgrading the road, is work that is not on behalf of the Road Authority. As such, Council will be required to complete the road upgrade works. It is considered reasonable that the proponent contributes via an infrastructure contribution for the required upgrades as per Part 5 of the LUPAA and that Council should not undertake the road upgrades until such time as the proponent has paid the required funds to Council.

If the application is approved, it is recommended to include conditions to require a proportion of the costs of road upgrades to be paid by the operator. The proportion of costs to be paid by the operator will be outlined in the Part 5 Agreement, once the costs of the upgrade are determined.

Council's Infrastructure Department provided the following comments:

The proportioning of costs to the operator is reflective of the lifespan of road assets. Parts of the relevant section of Porters Bridge Road are approaching the end of its asset life. At the end of the asset life Council would evaluate to what standard the road should be for the next period of asset life. If not for this proposal, Council's Road Authority would likely consider upgrading the road to generally an S3 Rural Road Sealed Standard for the full length of the road as per the LGAT TSDs. Additionally, the proposed increase in production and subsequent heavy vehicle movements, will shorten the life of the road and bring forward the need to upgrade the road. Therefore, it is likely the proportion of costs borne by the operator will reflect the additional costs of achieving generally an S4 Rural Road Sealed Standard from Meander Valley Road to the bridge over the Meander River and the cost of bringing forward the upgrade to an S3 standard from the Meander River to the quarry entrance at 611 Porters Road, as per the LGAT TSDs. The proportion in costs will also reflect the earlier replacement of the road prior to the asset's end of life.

Further details on the assessment can be found in the attachment Planner's Advice – Performance Criteria, in the response to Performance Criteria C3.5.1.

20.0 Rural Zone

Scheme Standard	Planner's Assessment	Assessed Outcome
20.3.1	*Discretionary uses*	
A1-A4	The site is located within the Rural Zone. Extractive Industry is a Permitted use in the Rural Zone. These clauses apply only to discretionary uses.	Not Applicable
20.4.1	*Building Height*	
A1	The proposal includes a port-a-loo. The overall height is approximately 2.5m high. The Acceptable Solution is not more than 12m.	Complies with Acceptable Solution
20.4.2	*Setbacks*	
A1-A2	The port-a-loo is to be located more than 5m from a boundary. The port-a-loo is associated with an Extractive Industry use only.	Complies with Acceptable Solution
20.4.3	*Access for new dwellings*	
A1	The proposal is not for a new dwelling.	Not Applicable
21.5.1	*Lot design*	
A1	The proposal is not for a subdivision.	Not Applicable

C2.0 Parking and Sustainable Transport Code

Scheme Standard	Planner's Assessment	Assessed Outcome
C2.5.1	*Car parking numbers*	
A1	The Acceptable Solution is 1 space for 2 employees. The application proposes 2 employees and; therefore, the requirement is for 1 car parking space. The Quarry Site Plan shows 2 car parking spaces located near the port-a-loo.	Complies with Acceptable Solution

C2.0 Parking and Sustainable Transport Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C2.5.2	*Bicycle parking numbers*	
A1	Table C2.1 does not require bicycle parking for an Extractive Industry use.	Not Applicable
C2.5.3	*Motorcycle parking numbers*	
A1	C2.2.2 excludes Extractive Industry from this assessment.	Not Applicable
C2.5.4	*Loading bays*	
A1	C2.2.3 excludes Extractive Industry from this assessment.	Not Applicable
C2.5.5	*Number of car parking spaces within the General Residential Zone and Inner Residential Zone*	
A1	The land is zoned Rural.	Not Applicable
C2.6.1	*Construction of parking areas*	
A1	The car parking spaces and maneuvering areas are to be an all-weather gravel surface. The site drains to a sediment basin. The requirement to have a sealed surface or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement is not applicable in the Rural Zone.	Complies with Acceptable Solution
C2.6.2	*Design and layout of parking areas*	
A1.1	The Quarry Site Plan shows 2 car parking spaces. The dimensions are 3m x 5.4m. Vehicles can enter and exit the site in a forward direction. The area is not open to the public. Access to these spaces is informal. The car parking spaces are not delineated.	**Relies on Performance Criteria**
A1.2	No parking spaces have been identified as accessible.	

C2.0 Parking and Sustainable Transport Code

Scheme Standard	Planner's Assessment	Assessed Outcome
C2.6.3	*Number of accesses for vehicles*	
A1	The proposal will be using the existing access off Porters Bridge Road.	Complies with Acceptable Solution
A2	The land is zoned Rural. This clause applies to the Central Business Zone or a pedestrian priority street.	Not Applicable
C2.6.4	*Lighting of parking areas within the General Business Zone and Central Business Zone*	
A1	The land is zoned Rural. This clause applies to the General Business Zone and Central Business Zone.	Not Applicable
C2.6.5	*Pedestrian access*	
A1.1	The proposal requires 1 car parking spaces. This clause applies to 10 or more car parking spaces.	Complies with Acceptable Solution
A1.2	No parking spaces have been identified as accessible.	
C2.6.6	*Loading bays*	
A1-A2	There is no requirement for Extractive Industry for a loading bay. The plans do not nominate a loading bay.	Not Applicable
C2.6.7	*Bicycle parking and storage facilities within the General Business Zone and Central Business Zone*	
A1-A2	The land is zoned Rural. This clause applies to the General Business Zone and Central Business Zone.	Not Applicable
C2.6.8	*Siting of parking and turning areas*	
A1-A2	The land is zoned Rural. This clause is not applicable.	Not Applicable
C2.7.1	*Parking precinct plan*	
A1	The site is not within a parking precinct plan	Not Applicable

C2.0 Parking and Sustainable Transport Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**

C3.0 Road and Railway Assets Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C3.5.1	*Traffic generation at a vehicle crossing, level crossing or new junction*	
A1.1	Not Applicable – Porters Bridge Road is not a Category 1 or limited access road.	**Relies on Performance Criteria**
A1.2	Not Applicable – The proposal will be using the existing access. The proposal does not include a new junction, vehicle crossing or level crossing.	
A1.3	Not Applicable – The rail network does not cross the site.	
A1.4	**Does not comply –** based on maximum tonnage expected, the proposal will generate 14 additional fully loaded vehicle movements per day. In accordance with Table C3.1, the standard is no more than 5 movements per day. The increase is greater than 20%.	
A1.5	Not Applicable – The Local Provisions Schedule does not nominate Porters Bridge Road as a major road.	
C3.6.1	*Habitable buildings for sensitive uses within a road or railway attenuation area*	
A1	The proposal does not include a sensitive use.	Not Applicable
C3.7.1	*Subdivision for sensitive uses within a road or railway attenuation area*	
A1	The proposal does not include subdivision.	Not Applicable

C7.0 Natural Assets Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C7.4	*Use or Development exempt from this Code* The following use or development is exempt from this code: *(b) development assessed as a Level 2 Activity.*	Code not applicable

C9.0 Attenuation Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C9.4	*Use or Development exempt from this Code* The following use or development is exempt from this code: *(a) use or development assessed as a Level 2 Activity.*	Code not applicable

C14.0 Potentially Contaminated Land Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C14.4	*Use or Development exempt from this Code* The following use or development is exempt from this code: *(e) any use or development that operates in accordance with an approval granted as a result of an assessment of that use or development by the Board of the Environment Protection Authority.*	Code not applicable

C15.0 Landslip Hazard Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C15.4	*Use or development exempt from this Code* The following use or development is exempt from this code: *(b) use or development of land for Extractive Industry if on a mining lease that is in force under the Mineral Resource Development Act 1995, excluding a hazards use.*	Code not applicable

C2 PARKING AND SUSTAINABLE TRANSPORT CODE

Planning Scheme Provision	*C2.6.2 Design and layout of parking areas*
	Objective
	That parking areas are designed and laid out to provide convenient, safe and efficient parking.
	Performance Criteria P1
	All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: *(a) the characteristics of the site;* *(b) the proposed slope, dimensions and layout;* *(c) useability in all weather conditions;* *(d) vehicle and pedestrian safety;* *(e) the nature and use of the development;* *(f) the expected number and type of vehicles;* *(g) the likely use of the parking areas by persons with a disability;* *(h) the nature of traffic in the surrounding area;* *(i) the proposed means of parking delineation; and* *(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1:Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.*

SUMMARY OF PLANNER'S ADVICE

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	PLANNER'S ASSESSMENT
C2.6.2 Performance Criteria P1	The Quarry Site Plan shows 2 car parking spaces. The dimensions are 3m x 5.4m. The spaces are not delineated. The spaces are adjacent to the looped driveway at the stockpile area. Vehicles can enter and exit the site in a forward direction. The area is not open to the public. Access to the spaces is informal. Therefore, the proposal could not be deemed to comply with the Acceptable Solution.
C2.6.2 Performance Criteria	Staff members will be aware of the location of the car parking spaces. However, visitors to the site may not be aware of the location of the car parking areas. With other heavy vehicles using the site, it is recommended that if the permit is approved, that a condition be placed on the permit requiring

Scheme Provision	PLANNER'S ASSESSMENT
P1(a)	directional signs. Directional signage will aid in locating and identifying these areas.
C2.6.2 Performance Criteria P1(b)	The location of the 2 car parking spaces is adjacent to the stockpile area. The site will be level.
C2.6.2 Performance Criteria P1(c)	As stated above, the location of the 2 car parking spaces is adjacent to the stockpile area. The site will be constructed to be usable in all weather conditions.
C2.6.2 Performance Criteria P1(d)	The site is not open to the public. To assist visitors to the car parking spaces, it is recommended that directional signage be installed to ensure traffic safety.
C2.6.2 Performance Criteria P1(e)	The car parking area is adjacent to the stockpile area. This area will include the use of heavy machinery. Delineating the car parking areas with signage will readily identify the area as car parking and aid in traffic safety.
C2.6.2 Performance Criteria P1(f)	The number of staff proposed is 2. The car parking areas are designed for light vehicles. With no public transport available and being located a distance from a town, it is anticipated that any new staff members would drive to the site. Thereby increasing the demand for car parking on site.
C2.6.2 Performance Criteria P1(g)	The site plans do not show any disability parking onsite. There is sufficient area available to provide disability parking areas in accordance with accessible parking requirements, if required.
C2.6.2 Performance Criteria P1(h)	Onsite, the traffic would consist of a mixture of light and heavy vehicles. To ensure that light vehicles are parked safely and efficiently, it is recommended that directional signage be installed and that the parking spaces be delineated.
C2.6.2 Performance Criteria P1(i)	The car parking spaces are not delineated. It is recommended that all car parking spaces be delineated and easily identified.
C2.6.2 Performance Criteria	It is considered that the parking areas and access ways can achieve the applicable requirements of the Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.

Scheme Provision	PLANNER'S ASSESSMENT
P1(j)	
C2.6.2 Performance Criteria P1 Conclusion	It is recommended that if the permit is approved, that a condition be placed on the permit for the applicant to submit a site plan that clearly shows the location of the car parking spaces. There should be a minimum of 1 space. The spaces should be delineated, and signage should be installed to direct drivers. It is considered that with appropriate signage, all parking areas will be readily identifiable. With the recommended conditions, the quarry site will provide convenient, safe and efficient parking.

C3 ROAD AND RAILWAY ASSETS CODE

	C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction
Planning Scheme Provision	*Objective* *To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.*
	Performance Criteria P1 *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:* *(a) any increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use;* *(c) the nature of the road;* *(d) the speed limit and traffic flow of the road;* *(e) any alternative access to a road;* *(f) the need for the use;* *(g) any traffic impact assessment; and* *(h) any advice received from the rail or road authority.*

SUMMARY OF PLANNER'S ADVICE

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	PLANNER'S ASSESSMENT
C3.5.1 Performance Criteria P1	The Performance Criteria requires a determination that vehicular traffic to and from the site must minimise any adverse effects on the safety of the vehicle crossing, or safety or efficiency of the road network. **Jurisdiction** Porters Bridge Road is a local highway maintainable by Council pursuant to section 21 of the *Local Government (Highways) Act 1982* (LG Highways Act), and is recorded as such on the municipal map maintained by Council's General Manager in accordance with Section 208 of the *Local Government Act 1993* (LG Act).

Scheme Provision	PLANNER'S ASSESSMENT
	Meander Valley Council is the relevant Road Authority for Porters Bridge Road. Porters Bridge Road is not designated as a major road in the Planning Scheme. At the intersection at the southern end of Porters Bridge Road, the road network enters Meander Valley Road. Meander Valley Road is a State Road under the jurisdiction of the Department of State Growth (DSG). Beyond Meander Valley Road, vehicles will likely travel on the Bass Highway and/or Birralee Road, all of which are DSG roads. **Heavy Vehicle Access Routes** The Department of State Growth, in conjunction with the National Heavy Vehicle Regulator, publishes the Heavy Vehicle Access Routes for the various types and sizes of heavy vehicles which do not comply with the restrictions for General Access. Heavy vehicles which can comply with the General Access limitations, including total length and weight, are unrestricted. It is noted that the current Heavy Vehicle Access Routes do not include Porters Bridge Road. The operator will be required to comply with the General Access requirements for their heavy vehicle movements, unless otherwise approved. Council does not have the jurisdiction to apply additional restrictions to traffic movements on Meander Valley Road. DSG in conjunction with the National Heavy Vehicle Regulator are also responsible for compliance and permitting associated with Heavy Vehicle Access Routes. **Traffic Impact Assessments** Council engaged Traffic and Civil Services (TCS) to carry out a peer review of the Traffic Impact Assessment Report provided with the application. Refer to the attachment *Traffic & Civil Services – Peer Review of Traffic Impact Assessment* (dated March 2026 REV 6). Regarding the proposed increase in truck movements per day over 5.5m in length: • The TCS peer review estimates that truck movement will increase by 14 vehicles per day. While the submitted Traffic Impact Assessment Report stated that the increase will be an additional 7 vehicles longer per day. As such, both documents state that the amount of truck movements (over 5.5m in length) will be greater than the standard in Table C3.1, being 5 vehicle movements per day. Therefore, the proposal could not be deemed to comply with the Acceptable Solution.
C3.5.1 Performance Criteria	*The TCS report estimates that truck movement will increase by 14 vehicles per day. This is a higher number than the Traffic Impact Assessment Report, which estimates an increase of 7-10 vehicles per day. The reason for this*

Scheme Provision	PLANNER'S ASSESSMENT
P1(a)	*discrepancy is that the Traffic Impact Assessment Report, calculates the rates based on incorrect tonnage, whilst the TCS peer review submitted to Council is based on the correct increase of 57,500 tonnes.* The TCS peer review (p.28) recommends upgrading the road standard: *The increase in traffic due to the proposal is some 14 heavy vpd. The proposed improvement for Porters Bridge Road is upgrading the road standard as follows:* ***South of the 2097 P/M quarry access:*** ▪ *Mitigation of Porters Bridge with Australian Standard Signage.* ▪ *Widening the narrow 5.5m wide section to 6.0m due to increase in heavy vehicle traffic.* ***North of the 2097 P/M quarry access:*** ▪ *Local widening… to at least 5.5m with 0.5m gravel shoulders… see Figure 20. This lifts the road standard to S3.* Based on the increase in traffic numbers and to limit the impact on Council's road network, it is recommended that a condition be placed on the permit to restrict how vehicles enter and leave the site, during hours of operation. This will result in all heavy vehicle traffic using Porters Bridge Road south of the crossover only. This will ensure that the required area of roadwork corresponds to vehicle usage. It is noted that on occasion there may be local deliveries which may require heavy vehicles traveling to the north along Porters Bridge Road.
C3.5.1 Performance Criteria P1(b)	The vehicles using Porters Bridge Road are a mixture of laden/unladen truck and trailers, service vehicles and employee vehicles. The use of a truck and trailer combination to cart product is approximately 25m in length. The TCS peer review document estimates an increase in 14 heavy vehicle movements per day. Hours of operation including the loading and transportation of product have been determined by the EPA in Permit Part B. **OP1 Operating hours** **1** Unless otherwise approved by the Director, activities associated with the extraction of rock, gravel, sand, clay or minerals, and loading and transport of product, and screening/crushing must not be undertaken outside the hours of 0700 hours to 1900 hours on weekdays and 0800 hours to 1600 hours on Saturdays. **2** Notwithstanding clause 1, loading and transport of processed rocks, ores or minerals may also be undertaken between the hours of 0600 hours to 0700 hours weekdays. **3** Activities must not be carried out on Sundays, and public holidays that are observed Statewide (Easter Tuesday excepted).

Scheme Provision	PLANNER'S ASSESSMENT
C3.5.1 Performance Criteria P1(c)	Meander Valley Council is the Road Authority for Porters Bridge Road. Council's Road Authority provided the following comments: *Porters Bridge Road is a sealed rural road. The first 1.5km from Meander Valley Road to the bridge over the Meander River is straight and generally constructed to a width of around 5.5m in accordance with the S3 rural road standard with some variation in width in areas where there are bridges or other constraints. Additionally, the road pavement and subgrade depths are unknown and there is a considerable risk of substantial pavement failures due to increased heavy vehicle use.* *After 1.5km from Meander Valley Road, Porters Bridge Road enters a hilly forested area and for approximately 200m the road width reduces to around 4.8m. The road then becomes straighter and some sections in the remaining distance to the subject quarry entrance are closer to the S3 standard, but additional works will still be required to bring it to the standard. A Traffic Impact Assessment Report was provided by RJK Consulting Engineers and Council Officers requested a peer review from Richard Burk of Traffic & Civil Services (TCS).* *The assessment uses the Safe System Assessment method and finds that the road should be upgraded to a 6m wide pavement which is equivalent to an S4 standard from Meander Valley Road to the bridge over the Meander River. Beyond this point the road must be constructed to an S3 standard which is considered acceptable under the safe systems assessment, widening is required, particularly in the first 200m beyond the bridge over the Meander River.* *The TCS peer review also notes that it will not be possible to widen the Bass Highway overpass to S4 standard, but this is a straight section of road and is considered to have satisfactory sight distances. The bridge over the Meander River close to the quarry entrance [190 Porters Bridge Road] will not require widening as appropriate one-way bridge signage is in place. A second slab linked culvert bridge 200m south of the Meander River provides an additional flood opening. This bridge is 7m wide, which is a suitable width for two vehicles to pass.* *The existing driveway access to the quarry is already constructed for heavy vehicles and is considered satisfactory for the proposed increase in production. Sight distance to both the north and south is limited due to the undulating nature of the road and truck warning signs are already in place.* *Additionally, due to the large number of truck movements on the road, W5-22B truck signage should be installed at the start of Porters Bridge Road, where it intersects with Meander Valley Road.* *The existing access from the quarry to Porters Bridge Road has been inspected by the Council's Officers and is considered appropriate for the proposed development.*

Scheme Provision	PLANNER'S ASSESSMENT
	The proportioning of costs to the operator is reflective of the lifespan of road assets. Parts of the relevant section of Porters Bridge Road are approaching the end of its asset life. At the end of the asset life Council would evaluate to what standard the road should be for the next period of asset life. If not for this proposal, Council's Road Authority would likely consider upgrading the road to generally an S3 Rural Road Sealed Standard for the full length of the road as per the LGAT TSDs. Additionally, the proposed increase in production, and subsequent heavy vehicle movements, will shorten the life of the road and bring forward the need to upgrade the road. Therefore, it is likely the proportion of costs borne by the operator will reflect the additional costs of achieving generally an S4 Rural Road Sealed Standard from Meander Valley Road to the bridge over the Meander River and the cost of bringing forward the upgrade to an S3 standard from the Meander River to the quarry entrance at 611 Porters Road, as per the LGAT TSDs. The proportion in costs will also reflect the earlier replacement of the road prior to the asset's end of life. *It is considered fair that the proponent contribute to the recommended roadworks on Porters Bridge Road.* The crossover is existing and approved under a previous Planning Permit 56/95/5. Based on the advice from TCS peer review, it is recommended that a Part 5 Agreement be entered into with the applicant for Infrastructure and Maintenance contributions for the required upgrade to Porters Bridge Road. All road works must be completed prior to the use commencing.
C3.5.1 Performance Criteria P1(d)	Where Porters Bridge Road meets the Meander Valley Road the speed limit is signposted as 60km/h. Otherwise, the speed limit for the Porters Bridge Road between the quarry crossover and Meander Valley Road is not signposted. The default speed limit for a rural sealed road (outside a built-up area) is 100km/h. The TCS peer review states that the speed environment is estimated at 70km/h.
C3.5.1 Performance Criteria P1(e)	The quarry is currently operating under Planning Permit 56/95/5 with an approved and established crossover onto Porters Bridge Road. The mining lease 1994P/M includes access across the established internal driveway.
C3.5.1 Performance Criteria P1(f)	The proposed increase in production is due to increased product demand. The product is of high quality. The site has existing access to Porters Bridge Road. Extractive Industry use is a Permitted use in the Rural Zone.

Scheme Provision	PLANNER'S ASSESSMENT
C3.5.1 Performance Criteria P1(g)	Council engaged Traffic and Civil Services (TCS) to carry out a peer review of the submitted Traffic Impact Assessment Report. The TCS peer review stated that with appropriate road works, the subject portion of Porters Bridge Road would be fit for purpose.
C3.5.1 Performance Criteria P1(h)	The TCS peer review (p.34) made the following recommendations: ***8.6 Porters Bridge Road Recommendations:*** *Undertake geotechnical investigations to establish insitu CBR, pavement depth and what pavement strengthening may be required for Porters Bridge Road.* *The following contributions are recommended for improving Porters Bridge Road:* ***Upgrading South of the 2097 P/M quarry access:*** ▪ *Mitigation of Porters Bridge with Australian Standard Signage.* ▪ *Widening the narrow 5.5m wide section to 6.0m due to increase in heavy vehicle traffic.* ***Upgrading North of the 2097 P/M quarry access:*** ▪ *Local widening … to at least 5.5m with 0.5m gravel shoulders… see Figure 20.* ▪ *Install Dusk to Dawn Wildlife Warning Signs on Porters Bridge Road, see Appendix D.* Council's Infrastructure Team Leader has clarified the standard requirements: *The assessment uses Safe System Assessment method and finds that the road should be upgraded to a 6m wide pavement which is equivalent to an S4 standard from Meander Valley Road to the bridge over the Meander River.* It is recommended that if approved, Council will enter into a Part V Agreement with the applicant which will require the road to be constructed to a S3 and S4 standard as per the TCS peer review. All works must be completed prior to the increase in production commencing.
C3.5.1 Performance Criteria P1 Conclusion	It is recommended that conditions be placed on the permit to restrict the movement of heavy vehicles and to enter into a Part 5 Agreement with Council. As stated above, it is recommended that during the hours of operation, all heavy vehicles must only use that portion of Porters Bridge Road from the intersection with Meander Valley Road in Exton to the crossover servicing the site. This will limit the impact on Council's road network and align vehicle usage to the required section of road upgrades. It is noted that on occasions, heavy vehicles may need to travel north along Porters Bridge Road for local deliveries. In addition, it is recommended that the above section of road be upgraded. This is to be achieved by the applicant entering into a Part 5 Agreement with Council

Scheme Provision	PLANNER'S ASSESSMENT
	for Infrastructure and Maintenance Contributions towards these road works and on-going maintenance. Furthermore, all road works must be completed prior to the use commencing. Based on the above, once the road works have been completed, Porters Bridge Road will be suitable for the increase in heavy vehicle traffic.

APPLICATION FORM

PLANNING PERMIT

Land Use Planning and Approvals Act 1993

Meander Valley Council
Working Together

- Application form & details MUST be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

OFFICE USE ONLY

Property No: 21703 **Assessment No:** ____ - ____ - ____

DA\ 25\0226 PA\ 25\0122 PC\ ____

- Is your application the result of an illegal building work? ☐ Yes ☑ No
- Have you already received a Planning Review for this proposal? ☐ Yes ☑ No
- Is a new vehicle access or crossover required? ☐ Yes ☑ No

Indicate by ✓ box

PROPERTY DETAILS:

Address: 611 Porters Bridge Road Certificate of Title: 185619

Suburb: Exton 7303 Lot No: 2

Land area: 22 m^2 / (ha)

Present use of land/building: Extractive Industry *(vacant, residential, rural, industrial, commercial or forestry)*

- Does the application involve Crown Land or Private access via a Crown Access Licence: ☐ Yes ☑ No
- Heritage Listed Property: ☐ Yes ☑ No

DETAILS OF USE OR DEVELOPMENT:

Indicate by ✓ box ☐ Building work ☐ Change of use ☐ Subdivision ☐ Demolition ☐ Forestry ☑ Other Hard rock Quarry

Total cost of development *(inclusive of GST):* $ 50,000 *Includes total cost of building work, landscaping, road works and infrastructure*

Description of work: Expand existing hard rock quarry into new area with a higher rate of annual production

Use of building: No buildings (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area: N/A m^2 New building height: N/A m

Materials: External walls: N/A Colour: N/A

Roof cladding: N/A Colour: N/A

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
185619	2
EDITION	DATE OF ISSUE
2	20-Dec-2023

SEARCH DATE : 05-Nov-2025
SEARCH TIME : 09.49 AM

DESCRIPTION OF LAND

Parish of WYCOMBE Land District of DEVON
Lot 2 on Plan 185619
Derivation : Part of Lots 3659 & 3661 Gtd. to John Symmons
Prior CT 157328/6

SCHEDULE 1

N168392 TRANSFER to CREZZCO PTY LTD Registered 20-Dec-2023 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP25718 BENEFITING EASEMENT: a right of carriageway over the Right of Way 7.00 wide marked BF & DE on Plan 185619
C797552 PRIVATE TIMBER RESERVE pursuant to Section 15(1) of the Forest Practices Act 1985 against part of the land as described therein Registered 02-Nov-2007 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

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

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER : IAN CARL PORTER

FOLIO REFERENCE : F.R. 157328/6

GRANTEE : PART OF LOT 3659 & 3661 Gtd TO JOHN SYMMONS

NEW PLAN OF TITLE

COMPILED BY: PDA Surveyors Surveying, Engineering & Planning

LOCATION: LAND DISTRICT OF DEVON PARISH OF WYCOMBE

FIRST SURVEY PLAN No:

SCALE 1:12500 LENGTHS IN METRES

Registered Number P 185619

APPROVED EFFECTIVE FROM 19 SEP 2023

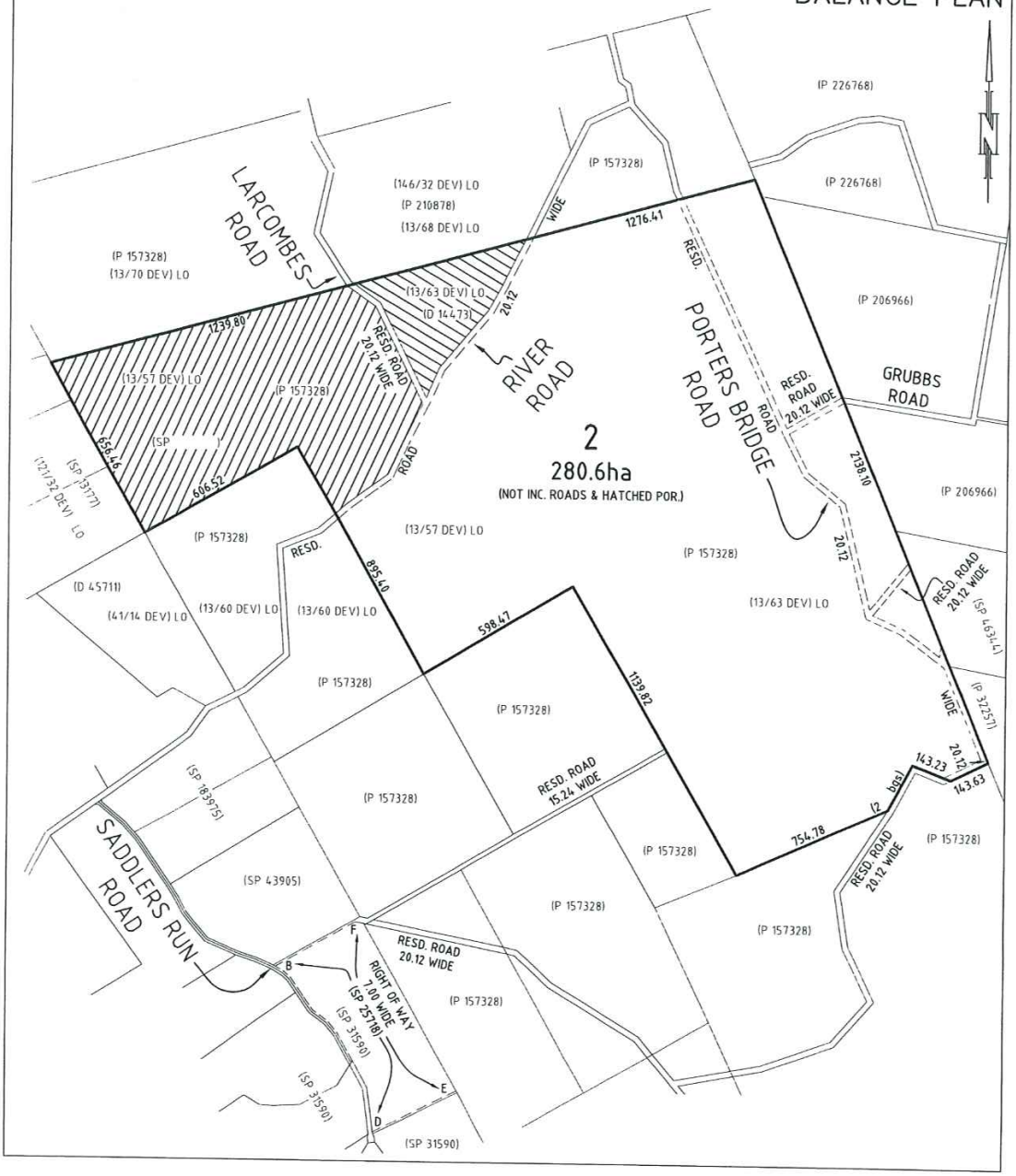
Recorder of Titles

SKETCH BY WAY OF ILLUSTRATION

"EXCEPTED LANDS"
LOT 1 (D 14473) 12.93ha
LOT 1 (SP 185616) 65.37ha

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



Megan Hancock

From: Barry Williams <barry.williams@ilmp.com.au>
Sent: Wednesday, 15 January 2025 1:46 PM
To: Planning - Meander Valley Council
Cc: Leanne Rabjohns; tony.cresswell@bigpond.com
Subject: Exton Quarry - increase in production - case for assessment
Attachments: Exton Quarry - capacity increase EER rev 4.pdf; Appendix 1 Exton Quarry - Planning Authority.pdf; Appendix 5 Application for an Aboriginal Heritage AH Desktop Review.pdf; Appendix 2 T-P.22.1829-ENV-REP-0001-Exton Quarry NIA-Rev00.pdf; Appendix 4 Passive search for masked owls at Exton Quarry_Final.pdf

Categories: Registered

Hi Leanne,

See case of assessment for Exton Quarry attached.
This will encompass a number of emails.
Please call if you have any questions.

Regards,

Barry

mobile: 0437 394 492

email: barry.williams@ilmp.com.au

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

integrated land management & planning



Exton Quarry – Increase in capacity
Environmental Effects Report

Prepared By: Barry Williams

Date: 16 July 2024

Issue	Date	Recipient	Organisation
Revision 0	14 July 2022	Mr Tony Cresswell	Cresswell's Transport Pty Ltd
Revision 1	15 December 2022	Mr Tony Cresswell	Cresswell's Transport Pty Ltd
Revision 1	17 January 2023		Environment Protection Authority
Revision 2	6 December 2023	Mr Tony Cresswell	Cresswell's Transport Pty Ltd
Revision 2	7 December 2023		Environment Protection Authority
Revision 3	5 June 2024		Environment Protection Authority
Revision 4	8 July 2024		Environment Protection Authority

PO Box 1441 Lindisfarne Tasmania 7015 M 0437 394 492 E barry.williams@ilmp.com.au

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APPENDICES

Appendix 1: communication Meander Valley Council, 1 February 2022

Appendix 2: Exton Quarry Noise Impact Assessment, Pitt & Sherry, 8 December 2022

Appendix 3: Natural Values Assessment of Mining lease 1994P/M, ECOtas, 24 October 2022

Appendix 4: Passive 'Observation' for masked owls at Exton Quarry, 21 November 2023

Appendix 5: Advice from Aboriginal Heritage Tasmania, 17 February 2022

PART A – PROPONENT INFORMATION

TABLE 1: PROPONENT DETAILS

Business	Cresswell's Transport Pty Ltd
ACN	009 537 320
Address	PO Box 310 DELORAINE Tasmania 7304
Contact	Mr Tony Cresswell
Email	Tony@cresswellstransport.com.au
Phone	0418 131 342

TABLE 2: CONSULTANT DETAILS

Name	Mr Barry Williams
Business	Integrated Land Management & Planning
ABN	67 057 193 880
Address	331 South Arm Road LAUDERDALE Tasmania 7021
Contact	Barry.williams@ilmp.com.au
Phone	0437 394 492

PART B – PROPOSAL DESCRIPTION

TABLE 3: PROPOSED ACTIVITY

Activity	Exton Quarry is a hard rock quarry which uses drill and blast techniques to extract dolerite rock. The shot rock is processed using mobile crushers and screens to produce aggregates and gravels for sale.

	The activity will be classified under Schedule 2 of EMPC Act 1994 as a materials processing facility by virtue of the use of mechanical crushers.			
New or existing	The Exton Quarry is an existing operational quarry.			
	Mining Lease	1994P/M	Granted	13 Mar 2015
	Council permit	56/95/5	Date issued	8 Aug 1995
	Environment Protection Notice	9502 / 1	Date issued	24 Oct 2016
Product	The site is geologically mapped as Jurassic dolerite, The source rock is reasonably fine-grained dolerite which when crushed produces hard, durable, angular aggregate.			
Current annual extraction capacity	13,235 cubic metres, which on permit 9502/1 is deemed equivalent to 22.500 tonnes.			
Current annual processing capacity	13,235 cubic metres, which on permit 9502/1 is deemed equivalent to 22.500 tonnes.			
Loose bulk density	1.7 tonnes per cubic metre			
Proposed annual extraction capacity	50,000 cubic metres which is deemed equivalent to 80,000 tonnes			
Proposed annual processing capacity	50,000 cubic metres which is deemed equivalent to 80,000 tonnes			
Loose bulk density	1.6 tonnes per cubic metre			
Deemed bulk density	Variations in bulk density occur as different products are derived from the same virgin rock. Rock with the same specific gravity can produce gravels with even particle size distribution or aggregates which are gap graded. An increase in air voids in aggregates results in a lower bulk density.			
Methods	Source rock will be extracted using drill and blast techniques. Shot rock will be processed using mobile crushers and mechanical screens.			
Transport route	Trucks will leave the quarry via the existing access road to the junction with Porters Bridge Road, then travel either north or south depending on the destination for the products.			
Stockpiles	The dolerite is out cropping within the proposed extraction areas. Small quantities of top soil and overburden will be stockpiled adjacent to the footprint of the quarry. Stockpiles of various products will be constructed onsite during an operational campaign and depleted over time.			
Area of disturbance	Current area of disturbance – 2.0 hectares			

	Future area of disturbance – 4.5 hectares				
Major equipment	During an operational campaign the following types of equipment will be utilised:				
	Operation	Equipment	Power (kW)		
	Drilling	Mobile drill rig	120		
	Ripping / excavating	Excavator	120		
	Loading / stockpiling	Wheel loader CAT 950K	157		
	Crushing	Primary crusher: J-1175 Cone crusher: C-1540 VSI: Twister-Trac VS350	257 261 403		
	Screening	Screener: Terex-Finlay 883	72		
	Actual equipment utilised will vary according to what the Operator has available at the time or if contract equipment is hired.				
Infrastructure	Current infrastructure: Relocatable site shed, submersible water pump, portable water pump, access road, top bench access track. New infrastructure: new access road, new top bench access track.				
Proposal timeline	December ‘22	January ‘23	February ‘23	April. ‘23	May ‘22
	Documents	Advertising	EPA assess	MVC assess	Permit
Operating hours	Weekdays	7.00 am to 7.00 pm			
	Saturdays	8.00 am to 4.00 pm			
	Sundays and public holidays	No work.			

TABLE 4: LOCATION AND PLANNING CONTEXT

Location	611 Porters Bridge Road, EXTON, Tas 7303
Property ID	9766314
Certificate of Title	185619/2
Property ID	9766313
Certificate of Title	157328/7
Land tenure	Private freehold
Planning Scheme	Tasmanian Planning Scheme – Meander Valley

Land zoning	Meander Valley Local Provisions Schedule – 20. Rural		
Planning permit	Meander Valley Council advised that a land use planning permit is required, See Appendix 1.		
Use Class	Extractive Industry: use of land for extracting or removing material from the ground, other than Resource Development, and includes the treatment or processing of those materials by crushing, grinding, milling, or screening on, or adjoining the land from which it is extracted. Examples include mining, quarrying, and sand mining.		
Permissibility	Extractive Industry is a 'permitted' use without qualification in the Rural Zone.		
Mining lease	1994P/M	Status	Granted
Mining lease area	22 hectares		

TABLE 5: DESCRIPTION OF SITE AND SURROUNDS

Land use	Exton Quarry is situated in privately owned native forest which has been previously harvested. Further afield land has been cleared for agriculture with occasional residences associated with the agricultural use. Figure 3: General Location Map (Extract from TasMap Topographic) shows the location of Exton Quarry in relation to existing residences.					
Topography	Exton Quarry is situated on the northern face of a sparely forested hillock. This hill is one of a series of low hills rising above mutton plain. The quarry has a northerly aspect and is located on the lower to mid slope hill. The new quarry plan extends the top face to the crest of the hill but not beyond.					
Climate	Deloraine (Athol): 091000 (B.O.M. (a), 2022)					
Mean Maximum Temperature (^{0}C)	February		22.5	July	10.4	
Mean Minimum Temperature (^{0}C)	February		8.7	July	0.9	
Mean monthly rainfall (mm)	Minimum February	45.8	Maximum July	120.2	Annual	945.7
Wind Data	No wind data is available for weather stations within 30 kilometres.					
Geology	Exton Quarry is located within a large area that has been mapped with underlying Jurassic dolerite (Tasmanian dolerite). The site is not close to margins between the intruded dolerite and older sedimentary rock hence the source rock should have consistent properties.					

	It is uncommon for dolerite rock to contain minerals likely to be potentially acid forming.			
Soils	Soils in this area are described as 'Kranozems of dolerite'. Slopes are generally moderate to steep and soil is red brown, similar in appearance to kranozems on basalt but are more stony and shallower (Spanswick, 1999). Land capability is classified as 6, Land marginally suited to grazing due to severe limitations (D.N.R.E., 2022).			
Hydrology	The closest defined watercourse is off-lease on the eastern side. This watercourse is defined as a minor stream and flows into a series of natural and artificial drains that eventually discharge into the Meander River. The watercourse proximate to the site has an immediate Conservation Management Priority of Moderate and a RS Integrated Conservation Value of High as recorded on the CFEV[1]. Discharge from quarry site enters an ill-defined drainage path with intersects the defined watercourse after travelling through 600 metres of native vegetation.			
Natural values				
Threatened flora (5000 metres)				
	species	Common name	State Listing	National Listing
	Epilobium pallidiflorum	showy willowherb	r-	-
	Glycine microphylla	small-leaf glycine	v	-
	Haloragis heterophylla	variable raspwort	r	-
	Pimelea curviflora	curved riceflower	p	-
	Pimelea curviflora var. gracilis	slender curved riceflower	r	-
	Senecio squarrosus	leafy fireweed	r	
Threatened fauna (5000 metres)				
	species	Common name	State Listing	National Listing
	Accipiter novaehollandiae	grey goshawk	e	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	E
	Dasyurus maculatus subsp. maculatus	spotted-tail quoll	r	V
	Haliaeetus leucogaster	white-bellied sea-eagle	v	

[1] Conservation of Freshwater Ecosystem Values project is a comprehensive audit of freshwater ecosystems.

	Perameles gunnii	eastern barred bandicoot		V
	Sarcophilus harrisii	tasmanian devil	e	E
	Tyto novaehollandiae subsp. castanops	masked owl (Tasmanian)	e	V
Raptor nests (5000 metres)				
	species	Common name	Nest ID	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	125	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	1515	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	1516	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	193	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	402	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	847	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	960	
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	986	
	Haliaeetus leucogaster	white-bellied sea-eagle	2682	
Declared weeds within 5000 metres				
	species	Common name	WONS	
	Bassia scoparia	copper saltbush		
	Erica lusitanica	spanish heath		
	Ilex aquifolium	holly		
	Onopordum acanthium	scotch thistle		
	Rubus fruticosus	blackberry	yes	
	Senecio jacobaea	ragwort		
	Ulex europaeus	gorse	yes	

1 MAPS AND SITE PLAN

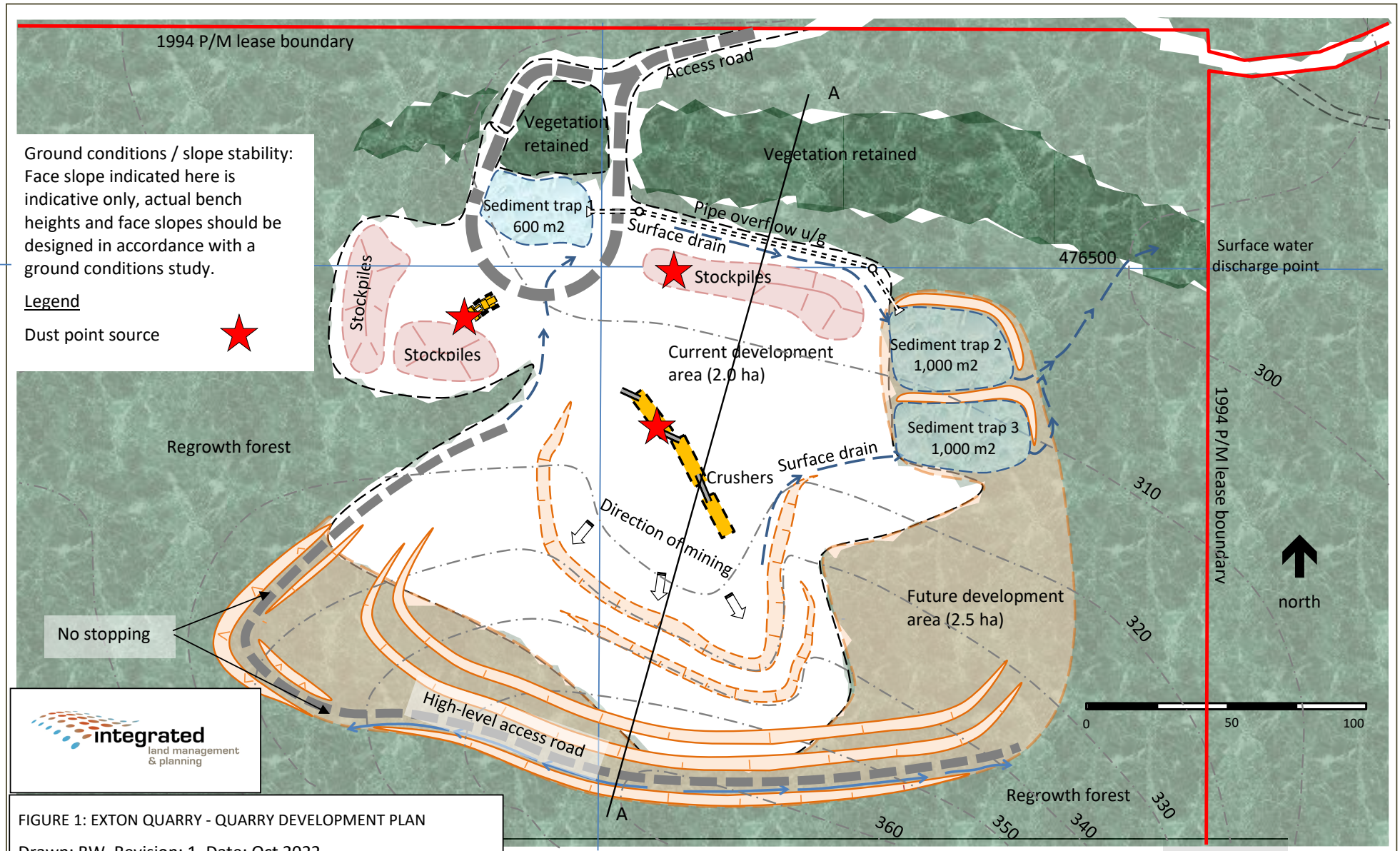
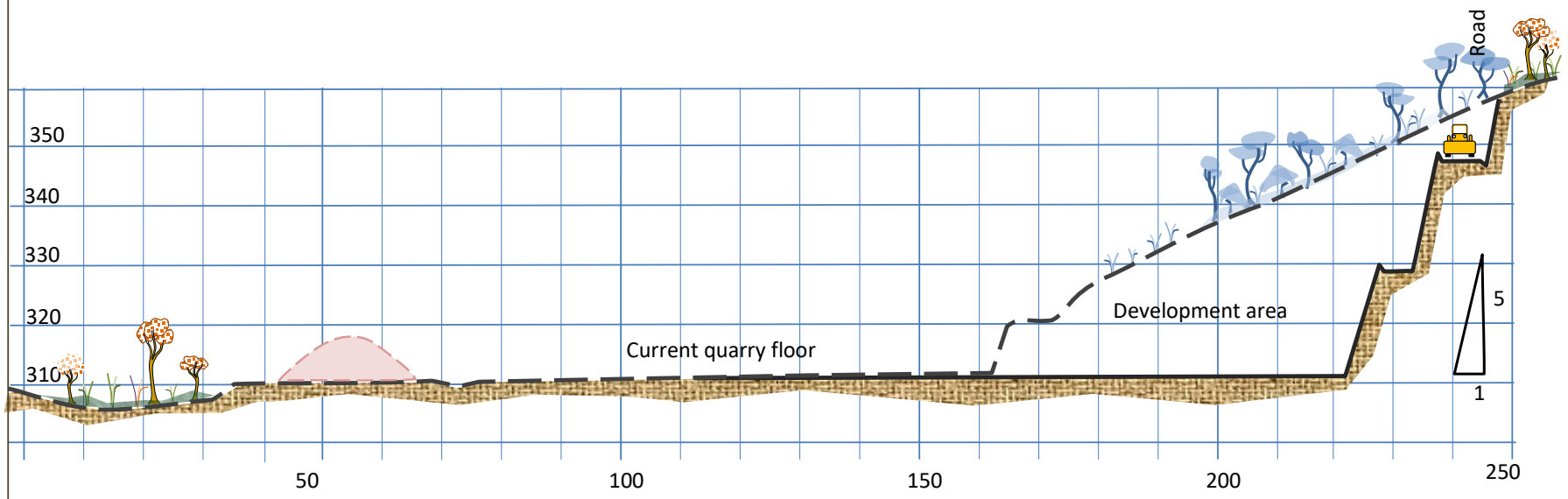


FIGURE 1: EXTON QUARRY - QUARRY DEVELOPMENT PLAN

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Quarry development

- Construct new high-level road to access above top face.
- Cut down road level to provide a 3.0m high face and road side diversion drain.
- Provide berm on outside edge of road to keep vehicles clear of live edge.

FIGURE 2: EXTON QUARRY - SECTION AT A-A

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Ground conditions / slope stability:
Face slope indicated here is indicative only, actual bench heights and face slopes should be designed in accordance with a ground conditions study.

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2 PROPERTY DETAILS



FIGURE 3: GENERAL LOCATION MAP (EXTRACT FROM TASMAP TOPOGRAPHIC)

TABLE 6: PROPERTY DETAILS

Address	661 Porters Bridge Road, EXTON
Property Owner	T & C Cresswell Family Trust
Property ID	9766314
Certificate of Title	185619/2

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Property ID	9766313
Certificate of Title	157328 / 7
Mining Lease	1994 P/M
'The Land'	For the purposes of regulation mining lease 1994 P/M is The Land.
Lessee	Cresswell's Transport and Quarrying Pty. Ltd.
Operator	Cresswell's Transport Pty Ltd
Tenure	Private Land
Tasmanian Planning Scheme	20. Rural
Land Capability	6 | Land marginally suited to grazing due to severe limitations
Mining Lease Area	22 hectares

3 PROJECT RATIONALE AND ALTERNATIVES

3.1 PROJECT RATIONALE

Exton Quarry has operated successfully for 18 years with a modest annual production capacity. In recent years the demand for construction materials has increased. Quarry operators are asked to tender to supply larger quantities in contracts, if the quarry is unable to supply the entirety of the contract the tender is unlikely to be successful.

Exton quarry targets a substantial dolerite resource which is large enough to support a more intensive operation. The campaign style operation can be more efficient when a production run produces greater volumes. Development and establishment costs can be spread over the greater volume of production making overheads comparatively cheaper.

3.2 ALTERNATIVES

Two alternatives to seeking to increase the capacity of Exton Quarry have been considered:

1. Continue to operate with the current restrictive capacity limit. In this scenario the quarry will not benefit from economies of scale and will be unable to confidently tender for available contracts without risking exceeding the capacity limit.
2. Decommission the quarry. The Exton Quarry provides access to a high grade dolerite source rock which is developed in a tight box type high wall quarry footprint providing maximum product for minimum ground disturbance. If the quarry was decommissioned the region would lose access to a sensitively situated, efficient source of quality products.

4 EXISTING ACTIVITY

- The Operator is not required to undertake environmental monitoring; therefore, no environmental monitoring results are available.
- There have been no public complaints of an environmental nature relating to the operation of the Exton Quarry.
- There has been no breach of the conditions imposed through the current regulatory permits.
- There has been no breach of environmental law in relation to the Exton Quarry operation.

PART C – ENVIRONMENTAL IMPACTS AND MANAGEMENT

1 AIR QUALITY

Quarries generate dust through emissions from mechanical crushers and screens, dropping products from buckets into chutes and trays, dropping product from conveyors to chutes and to ground and through vehicle movements over unmade surfaces. The location of these point source emissions is highlighted on Figure 1: Exton Quarry - quarry development plan but will change according to the varying location of key pieces of equipment.

Dust at any quarry is managed to protect the workforce from any discomfort associated with encountering fine particles. In addition to improving the workplace for employees, quarry operators consider any impact of dust on neighbours either directly from the quarry operation or more remotely from vehicular traffic.

1.1 AIR QUALITY STANDARDS

Environment Protection Policy (Air Quality) 2004

Part 3 - ENVIRONMENTAL VALUES AND STANDARDS

Environmental values

6. (1) Environmental values are the values or uses of the environment that are to be protected.

(2) The environmental values to be protected under this Policy are –

(a) the life, health and well-being of humans at present and in the future;

(b) the life, health and well-being of other forms of life, including the present and future health, wellbeing and integrity of ecosystems and ecological processes;

(c) visual amenity; and

(d) the useful life and aesthetic appearance of buildings, structures, property, and materials.

1.2 DUST EMISSION SOURCES

Exton Quarry will generate dust emissions from;

- traffic traversing gravel hard stand and roads surfaces,
- operating the primary and secondary crushers including screens and conveyors,
- drilling and blasting for short periods, and
- gravel surfaces and stockpiles during high wind conditions.

Vehicular traffic generated by the Exton Quarry will travel on the private access road, which has an unsealed gravel surface and in dry conditions is likely to generate dust emissions.

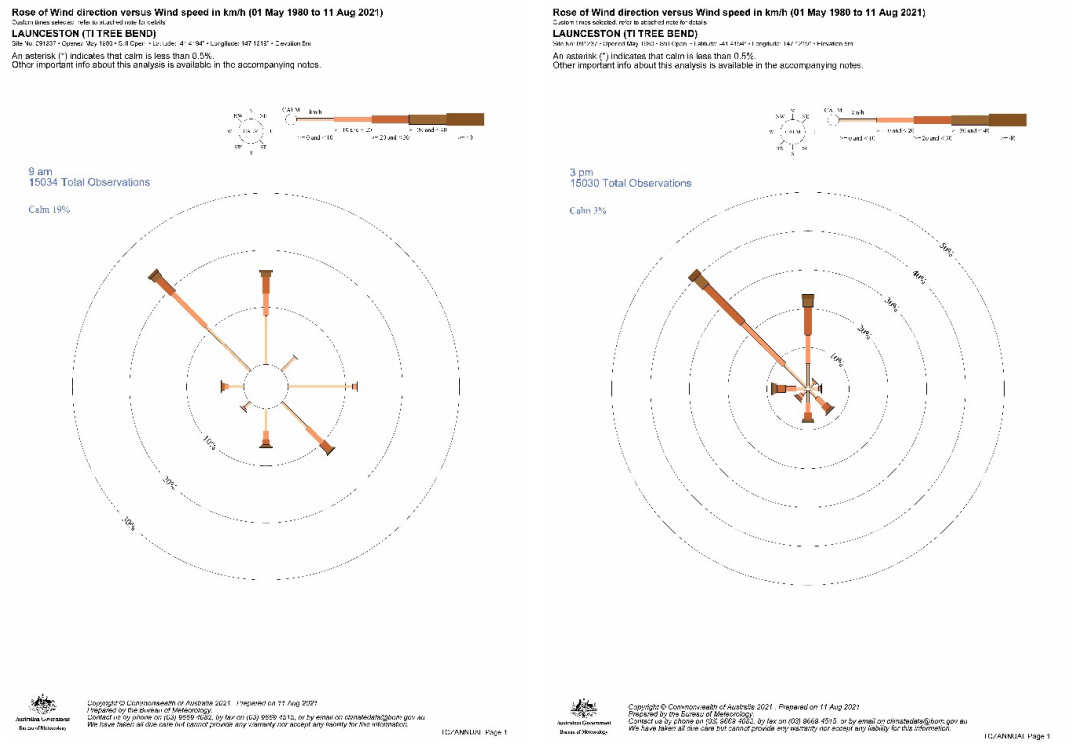
1.3 POTENTIAL FOR ENVIRONMENTAL NUISANCE

The closest residential properties to Exton Quarry are over 1 kilometre distant and the intervening land is forested. The proximity of residences is detailed in Part B, Figure 3: General Location Map (Extract from TasMap Topographic).

1.4 MITIGATING FACTORS

The Bureau of Meteorology data from the closest weather station that gathers wind data (Launceston Ti Tree Bend) shows the predominant wind direction and strongest wind is from the northwest see Table 7: Wind roses (Ti Tree Bend)**.** Dust emissions in these conditions will be carried in a south east direction. Exton Quarry is surrounded by forested land which will reduce wind speed at ground level.

Table 7: Wind roses (Ti Tree Bend)



(B.O.M. (b), 2022)

1.5 MITIGATION MEASURES

The following measures will be employed to help further mitigate the risk of adverse fugitive dust emissions:

- Trafficked surfaces on the quarry floor, benches and haul roads will be maintained in good condition and clean.
- Drop distances between buckets and hoppers and trays and off conveyor chutes will be kept to a minimum.
- Trays carrying product off site will be loaded so the maximum height of the load does not exceed the height of the sides of the tray or alternatively will have covers fitted.

- The operator will deploy a water cart on days where weather conditions are especially dry and windy.

The *Quarry Code of Practice* (EPA Tasmania, May 2017) states that the Operator must take reasonable actions to prevent a visible plume of dust crossing the mining lease boundary.

1.6 Resultant Impacts

Weather and topography reduce the likelihood that dust will cause a nuisance to neighbours and the Exton Quarry operator will actively manage surfaces and operations to minimise the impact of dust. The Operator has access to water from the water storage impoundment, pumps and hoses for use in dust suppression.

A permanent weather station is not appropriate as the site is operated on a campaign style basis, the site therefore is not manned every day.

The *Tasmanian Environment Protection Policy (Air Quality) 2004* (EPP) seeks to further the objectives of the *Environmental Management and Pollution Control Act 1994* set out in Schedule 1 of that Act. In relation to air quality the Act promotes the sustainable development of natural resources in a manner which avoids, remedying or mitigating any adverse effects on the environment.

The Part 5 of the EPP requires the regulatory authority to manage diffuse sources of air pollution that have the potential to cause material or serious environmental harm or an environmental nuisance. To achieve suitable control the EPP states in Part 5;

> *16. (3) Diffuse sources of air pollution should be managed in accordance with any relevant guidelines published, adopted or endorsed by the Board for the purposes of this clause.*

The *Quarry Code of Practice* can be considered a suitable guideline for managing atmospheric dust emissions from a quarry.

MANAGEMENT MEASURE 1: DUST MANAGEMENT

Item	Proposed measure	Timeframe
1.	The quarry operator will introduce active mitigation measures to prevent a visible dust plume crossing the mining lease boundary.	As required

2 Surface Water and Groundwater Quality

2.1 Water Quality Standards

State Policy on Water Management 1997

> *PART 2 - OBJECTIVES*
>
> *5. Purpose of the Policy*
>
> *5.1 To achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable*

development in accordance with the objectives of Tasmania's Resource Management and Planning System. (Schedule 1 of the State Policies and Projects Act 1993).

2.2 WATER AND OVERLAND FLOW

Exton Quarry is located on the northern face of the foot slopes of a prominent hill. Above the top face the land generally falls either side of the quarry disturbance. The catchment reporting to the quarry disturbance is small (1.7 hectares) and is partly forested but with areas of rock outcropping.

2.2.1 SEDIMENT CONTROL INFRASTRUCTURE

The site currently serviced by a substantial sediment trap / water supply dam (600 square metres in area). The extraction and working areas drain to this impoundment which serves to provide water for dust suppression and mist sprays for crushers, conveyors and hoppers.

A high-level road has been constructed across the top of the face which will intercept and direct overland flow into the surrounding vegetation. The road will be relocated to maintain access to the top of the top face as the benches are advanced.

2.2.2 POTENTIAL FOR ENVIRONMENTAL NUISANCE

An uncontrolled discharge of stormwater runoff from gravel surfaces can cause excess sediment to be deposited onto native vegetation where it can smother native plants, onto agricultural land where pasture and crops can be affected or into a natural watercourse. The excess sediment can smother the bed of the stream killing aquatic flora and fauna and reducing the health of the stream. A substantial 'beach' of sediment can remain in the bed of the stream and be carried downstream with each successive rain event further damaging aquatic habitat.

Exton Quarry targets a fresh dolerite source rock. Weathered dolerite is associated with red / brown clay soil profiles which are not normally dispersive but are prone to water erosion on steep slopes. Fine clay particles liberated from the profile tend to remain in suspension in water bodies for extended periods increasing turbidity.

2.2.3 LIKELIHOOD FOR ENVIRONMENTAL NUISANCE

Best practice sediment control infrastructure has limited effectiveness in preventing pollution of surface water and ground water (NSW Department of Environment and Climate Change, 2008). To minimise the risk of the Exton Quarry operation polluting surface and groundwater, an erosion and sediment control strategy has been applied:

- The initial site planning considered achieving the maximum exposure of source rock with the minimum area of disturbed ground. The site is located on the foot slopes to a steep hill which provides for high wall extraction thereby limiting the plan area of the quarry.
- The flat area in the quarry floor provided for the construction of a substantial sediment retention basin, which in this case doubles as a water supply for processing and dust suppression.
- Topsoil from future land clearing will be stockpiled and stabilised ready to be used in future rehabilitation works.
- A high-level access road intercepts overland flow and diverts it away from the quarry faces and footprint area.
- Future quarry expansion will seek to develop the upper most bench first and work progressively downslope.

2.2.4 MITIGATING FACTORS

The main mitigating factor is the application of the erosion and sediment control strategy and minimising the area of unrehabilitated land. The following sediment control calculations are based on the ultimate footprint of the Exton Quarry.

2.2.5 SEDIMENT CONTROL CALCULATIONS

TABLE 8: TIME OF CONCENTRATION

Formula $Tc = 91L/(A^{0.1} * Se^{0.2})$	**Flow line L (km)**	**Catchment area A (ha)**	**Equal area Slope Se (m/km)**	**Concentration Tc (min)**
Sediment trap 1	0.100	1.65	500	2.5
Sediment trap 2	0.100	0.66	100	3.8
Sediment trap 3	0.100	1.10	500	2.6

TABLE 9: FLOW RATE

Formula $Q = \frac{C \cdot i \cdot A}{360}$	**Coefficient of runoff C (no units)**	**Intensity of rain event i (mm/hr)**	**Catchment area A (ha)**	**Flow rate Q (m^3/s)**
Sediment trap 1	0.35	151	1.65	0.24
Sediment trap 2	0.35	138	0.66	0.09
Sediment trap 3	0.35	151	1.10	0.16

(B.O.M. (c), 2022)

2.2.5.1 Size of sediment traps

The water storage pond / sediment trap is 600 square metres in area. The storage capacity of the impoundment is estimated to be 325 cubic metres.

The impoundment has spilt inlets and an elongated shape enhancing the settling characteristics. Assign ʎ value 0.7 therefore n value 3.3.

TABLE 10: SEDIMENT TRAP CAPACITIES

	Surface area (m^2)	Volume (m^3)	Storage capacity (m^3)	Hydraulic efficiency (n)
Sediment trap 1	600	225	112	3.3
Sediment trap 2	1,000	375	187	1.69

Sediment trap 3	1,000	375	187	1.69

Sediment trap 1:

Depth of pond (d_p) = 1.5 m, extended depth (d_e) = 0.1 m and retention depth (d*) = 1.0 m.

Sediment trap 2:

Depth of pond (d_p) = 1.5 m, extended depth (d_e) = 0.1 m and retention depth (d*) = 1.0 m.

Sediment trap 3:

Depth of pond (d_p) = 1.5 m, extended depth (d_e) = 0.1 m and retention depth (d*) = 1.0 m.

TABLE 11: CAPTURE EFFICIENCY

Formula $R = 1 - (1 + \frac{1}{n} \times \frac{v_s}{Q/a} \times (d_e + d_p))^{-n}$	**Settling velocity (fine silt) v_s (m/s)**	**Surface area a (m2)**	**Flow rate Q (m^3/s)**
Sediment trap 1	0.0018	600	0.24
Sediment trap 2	0.0018	1000	0.09
Sediment trap 2	0.0018	1000	0.16

Sediment trap1 capture efficiency $R = 1 - (1.303 \times 4.5 \times 1.454)^{-3.3} = 0.99$

Sediment trap 2 capture efficiency $R = 1 - (1.5917 \times 20 \times 1.454)^{-1.69} = 0.99$

Sediment trap 3 capture efficiency $R = 1 - (1.5917 \times 20 \times 1.454)^{-1.69} = 0.99$

	Flow rate Q (m3/s)	**Retention basin area from WSUD Figure 4.2 for 90% capture (m^2)** (EPA division, 2012)	**Actual basin surface area (m^2)**
Sediment trap 1	0.24	100	600
Sediment trap 2	0.09	40	1,000
Sediment trap 3	0.16	75	1,000

Assume sediment storage of 50% total capacity (m^3) see Table 10: Sediment trap capacities

TABLE 12: CLEAN OUT FREQUENCY

Formula $F_r = S_t / (A \times R \times L_o)$	**Capture efficiency (R)**	**Contributing catchment, A (ha)**	**Storage volume S_t (m^3)**	**Sediment loading rate L_o (m^3/ha/yr)**	**Desired Cleanout frequency F_r (yrs)**
Sediment trap 1	0.99	1.65	112	10	6.8
Sediment trap 2	0.99	0.66	375	10	57
Sediment trap 2	0.99	1.1	375	10	34

The calculated clean out frequency is 6.8 years for the current sediment trap.

2.1 NET ENVIRONMENTAL IMPACT

The above calculations show the existing water impoundment has sufficient capacity to retain the projected sediment derived from the ultimate area of unrehabilitated land.

However, as stated previously weathered dolerite is associated with fine clays, hence runoff from areas of exposed subsoil will be turbid which will increase turbidity in the sediment traps.

The proposed development of Exton Quarry will split the un-vegetated catchment into three and dramatically increase the sediment storage capacity.

2.3 GROUNDWATER

Groundwater levels and flows commonly appear as a subdued representation of the surface topography. No constructed water bores have been installed close to the Exton Quarry site.

The closest is (Feature ID 42092) at a lower elevation (230 metres AHD) and was sunk to depth of 54 metres but in an entirely different geological formation. This bore encountered groundwater at 45 metres depth. Water bore (Feature ID 42344) was sunk in similar geology to the Exton Quarry and is situated at a high elevation (270 metres AHD). The bore encountered groundwater at 32 metres depth.

The Exton Quarry has not encountered groundwater in the excavation to date and by retaining the floor level and advancing the existing faces back it is unlikely that groundwater will be encountered.

3 NOISE EMISSIONS AND BLASTING

3.1 NOISE FROM OPERATIONS

The proponent engaged a noise consultant to investigate noise emissions from Exton Quarry using the equipment currently used on site and including periodic drilling and blasting as an extractive method. The study culminated in a report *Exton Quarry - Noise Assessment* (Pitt & Sherry, Dec 2022). The entire report is included in this document as Appendix 2.

3.1.1 NOISE PRODUCING EQUIPMENT

The investigation included measurements of the noise produced by the existing equipment on site for normal operations.

TABLE 13: MOBILE EQUIPMENT ON SITE

Equipment	Make	Model	Sound Power Level dB(A)
Wheel loader	CAT	950K	106.1
Excavator	CAT	342DL	107.4
Mobile jaw crusher	Terex Finlay	J1175	115.2
Mobile screen	Terex Finlay	883+	118.6
Rock breaker			120.2
Crusher screen & excavator operating			106.1
Road truck	various		104.0

3.1.2 NEAREST SENSITIVE USES

Existing land uses on surrounding land is represented in Figure 3: General Location Map (Extract from TasMap Topographic) The closest sensitive premises to the Exton quarry is identified as 620 Porters Bridge Road.

Different operations and combinations were modelled resulting in a table (Table 2 – SoundPLAN results for existing and expanded operations on page 6 of (Pitt & Sherry, Dec 2022). The worst effects were modelled as occurring at 620 Porters Bridge Road at a sound power level of 38.4 dB(A).

Limits on noise from quarry operations are set in the *Quarry Code of Practice* which states:

- *45 dB(A) from 0700 to 1900 hours (daytime)*
- *40 dB(A) from 1900 to 2200 hours (evening), and*
- *35 dB(A) from 2200 to 0700 hours the following day (night time)*

When measured as a 10 minute L_{eq}

Exton Quarry is restricted to the *Quarry Code of Practice* preferred operating hours which are from 7:00 am to 7:00 pm. Operations will occur fully in the daytime and a limit of 45 dB(A) applies.

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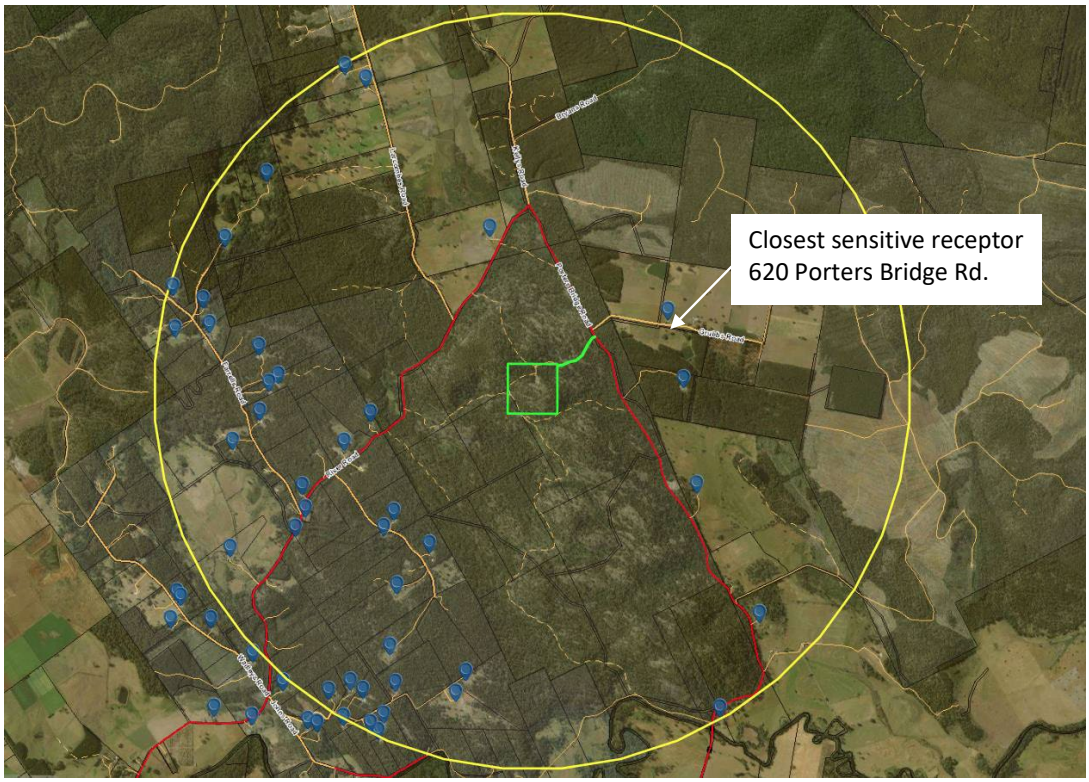


FIGURE 4: SENSITIVE RECEPTORS WITHIN 3 KILOMETRES (EXTRACT FROM P&S REPORT)

3.1.3 Noise mitigation measures

The noise report did not recommend any management measures to mitigate noise emissions:

3.2 Drilling and blasting operations

3.2.1 Blasting emission limits

Limits for blasting on quarry operations are stipulated in the *Quarry Code of Practice:*

Acceptable standard

a) for 95% of blasts, air blast overpressure must not exceed 115 dB (Lin Peak);

b) air blast overpressure must not exceed 120 dB (Lin Peak) at all;

c) for 95% of blasts, ground vibration must not exceed 5 mm/s peak particle velocity; and

d) ground vibration must not exceed 10 mm/s peak particle velocity at all.

Blasting currently occurs at Exton Quarry. Space limitations will restrict the amount of shot rock and processed product that can be stockpiled at any time. The maximum quantity of shot rock that can be accommodated will be around 10,000 cubic metres. The frequency of blasting will increase to between 5 and 10 per year and will be distributed evenly throughout the year. The P&S report uses typical blast plan data to calculate the resultant emissions:

- Ground vibration was modelled at less than 0.1 mm/s and
- Air-blast overpressure was modelled at 106dB

The calculated results show that blasting will result in emissions within the Quarry Code of Practice limits.

MANAGEMENT MEASURE 2: BLAST MANAGEMENT

Item	Proposed measure	Timeframe
2.	A fully certified professional drilling and blasting contractors will be utilised for all blasting. All blasts will be monitored and any exceedance will be reported to the EPA.	During blasting

4 NATURAL VALUES

4.1 NATURAL VALUES ASSESSMENT

The natural values assessment commissioned for this application included a field survey of the mining lease area. The final report, *Natural Values Assessment of Mining Lease 1994P/M, 190 Porters Bridge Road, Exton, Tasmania* (ECOtas, Oct 2022) was finalised on 24 October 2022 and is included in this document as Appendix 3.

4.2 FIELD ASSESSMENT

The field assessment was conducted on 12 October 2022, and covered the entire mining lease area.

4.3 KEY FINDINGS

A summary of the key findings is as follows:

4.3.1 THREATENED FLORA

No individuals or populations of species or communities listed under state or federal legislation were detected.

4.3.2 THREATENED FAUNA

No fauna species listed as threatened under state or federal legislation were detected.

Potential habitat for some listed species was observed, as follows;

- marsupial carnivores (Tasmanian devil, spotted tailed quoll eastern quoll)
- eastern-barred bandicoot
- swift parrot
- grey goshawk
- masked owl
- white-bellied sea-eagle
- wedge-tailed eagle.

4.3.3 VEGETATION TYPES

The site area supports the following vegetation types;

- *Eucalyptus amygdalina* forest and woodland on dolerite (DAD)
- *Eucalyptus obliqua* forest and woodland (DOB)
- *Eucalyptus ovata* forest and woodland (DOV)
- *Eucalyptus amygdalina* - *Eucalyptus obliqua* forest damp sclerophyll forest (DSC)
- *Eucalyptus obliqua* dry forest with broad-leafed shrubs (WOB)
- rockplate grassland (GRP)
- extra-urban miscellaneous (FUM)
- water, sea (OAQ).

Eucalyptus ovata forest and woodland equates to a native vegetation community listed on Schedule 3A of the Tasmanian *Nature Conservation Act 2002.*

Occurrences of *Eucalyptus ovata* forest and woodland can equate to Tasmanian Forests and Woodlands dominated by Black Gum or Brookers Gum which is identified as a threatened ecological community listed on schedules of the E*nvironment Protection and Biodiversity Conservation Act 1999* (Com).

4.4 PROPOSED CLEARING

Over the life of Exton Quarry, it is proposed that an additional area of 2.52 hectares will be cleared to facilitate development of top benches and intercept drains and two large sediment traps that will double as water storages. The locations of these areas are detailed on Figure 1: Exton Quarry - quarry development plan.

The areas of disturbance have been altered from that originally proposed because of the findings of the Ecological Study. The proposal to develop a large hardstand area between the existing quarry floor and the access road has been abandoned. Instead, the quarry benches and footprint extend further east.

The areas of proposed clearing in different vegetation types (taken from the ecological study) are detailed below:

TABLE 14: AREAS OF CLEARING BY VEG TYPE

Vegetation community	Area cleared for ultimate development
DAD *Eucalyptus amygdalina* forest and woodland on dolerite	1.45 hectares
DOB *Eucalyptus obliqua* forest and woodland	0.11 hectares
DSC *Eucalyptus amygdalina* - *Eucalyptus obliqua* forest damp sclerophyll forest	0.04 hectares
FUM extra-urban miscellaneous	0.89 hectares

4.5 RECOMMENDATIONS

Below is a summary of the report recommendations:

- Vegetation types – Areas mapped as Eucalyptus ovata forest and woodland must be excluded from future expansion and managed to minimise the risk of degradation.
- Threatened flora – no special management recommended.
- Threatened fauna – refer to management of areas mapped as DOV as also preserving habitat for swift parrot.
- Weed and disease management – The site is largely weed free; it is recommended that the few plants of gorse be appropriately managed with application of herbicide. Any disturbance to the areas where gorse is currently present shall be avoided to prevent spreading the weed seed present under these plants further.
- Protocols to manage hygiene on vehicles and machinery shall be employed to minimise the risk of importing weeds and disease to the site.
- Specific weed management actions should be incorporated into future management of the mining lease area.

4.6 POTENTIAL IMPACTS

4.6.1 FLORA AND FAUNA

The ecological report suggests that impacts on threatened flora and fauna is unlikely.

4.6.2 VEGETATION COMMUNITIES

The ecological report suggests that the only potential impact of the proposal came because of the development of the hard stand area which would have caused loss of an important vegetation community. The alternative proposal restricts loss of this community to an absolute minimum, see Table 14: areas of clearing by Veg type.

4.6.3 ROADKILL (MARSUPIAL CARNIVORES)

The ecological study found that an increase in road kill because of this proposal is unlikely. The Operator will apply a maximum speed limit of 40 km/hr on the access road from the quarry to Porters Bridge Road.

MANAGEMENT MEASURE 3: ROAD KILL MANAGEMENT

Item	Proposed measure	Timeframe
3.	A 40 km/hr speed limit will be imposed on the quarry access road to mitigate the risk of increased road kill on this road.	On issue of a permit
4.	The high-level access road will be constructed outside the wedge-tailed eagle breeding season (July to February).	On issue of a permit
5.	Vehicles, equipment and pedestrians will not stop on the section of high-level access road near to the tight bend at any time.	On issue of a permit

4.6.4 RAPTORS

The ecological study found that nest 125 has the highest potential for disturbance because of expanded quarrying activities. This nest site is located 450 metres away from the quarry. Figure 1: Exton Quarry - quarry development plan shows the quarry development will stop at a point below the crest of an existing ridgeline on the southwestern side. This is the alignment of the high-level access road. By maintaining the ridgeline quarry operations will remain screened by topography as well as vegetation from all vantage point south west of the site. The high-level access road will be constructed to allow access for equipment for drilling and to load holes with explosives. The construction of this road will occur outside the normal wedge-tailed eagle breeding season (July to February). The exposed portion of the access road is proximate to the tight bend and no vehicles, equipment or pedestrians will stop on this section of road.

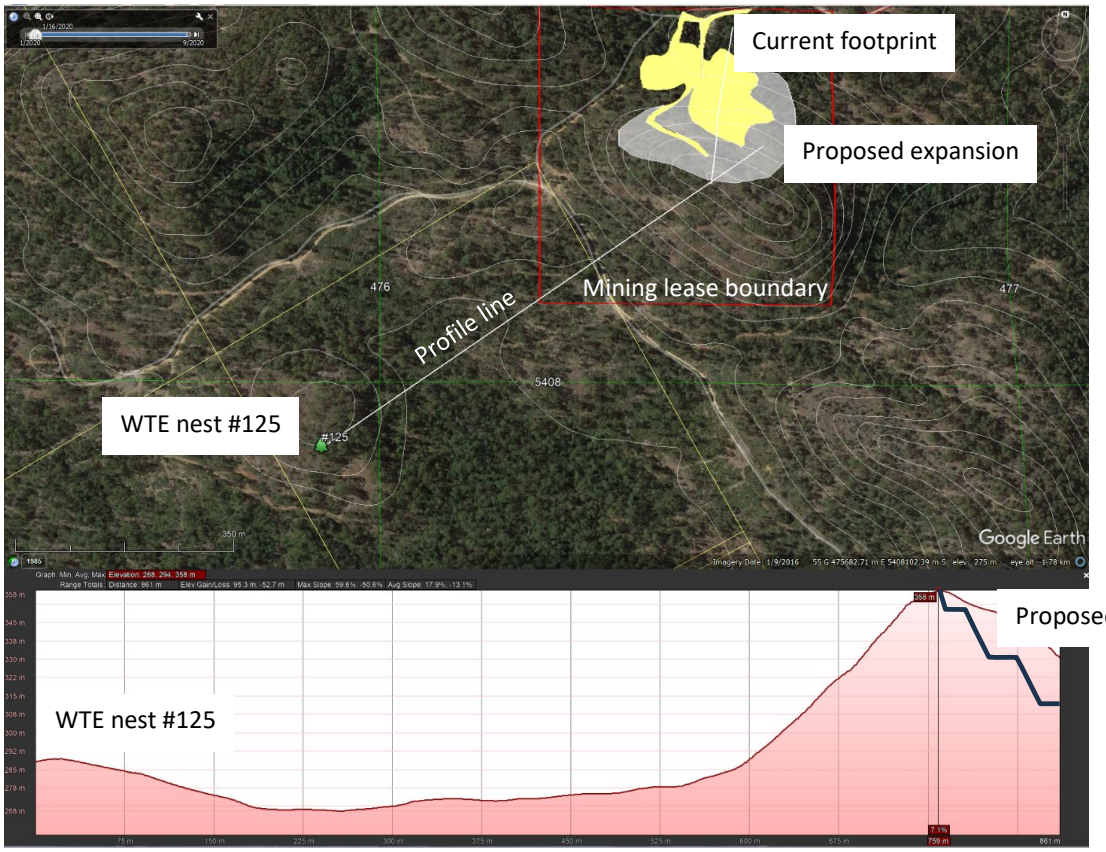


FIGURE 5: ELEVATION PROFILE #125 TO QUARRY (EXTRACT - GOOGLE EARTH)

The elevation profile Figure 5 shows the terrain surface profile on a direct line between the quarry and the site of wedge-tailed eagle nest #125. Superimposed on the profile is the planned extent of the extraction under this proposed expansion. As stated above the design retains the crest of the ridge providing a 'topographic' screen between the quarry and the nest without relying on vegetation.

Figure 6 shows the view for a point 18 metres above the location point recorded for wedge-tailed eagle nest #125 looking towards Exton Quarry. The topographic information is derived from Google

Earth (terrain), the nest location is derived from the latest observation dated 23 November 2023 which is still recorded as having a horizontal accuracy of 1,000 metres.

Using this information the limit of the extent of clearing for the proposed expansion is just visible (yellow) on the ridgeline but this analysis does not include any vegetation whereas it is known that undisturbed side of the ridge has tall forest ground cover, as can be seen in the photograph on the front page of this document.

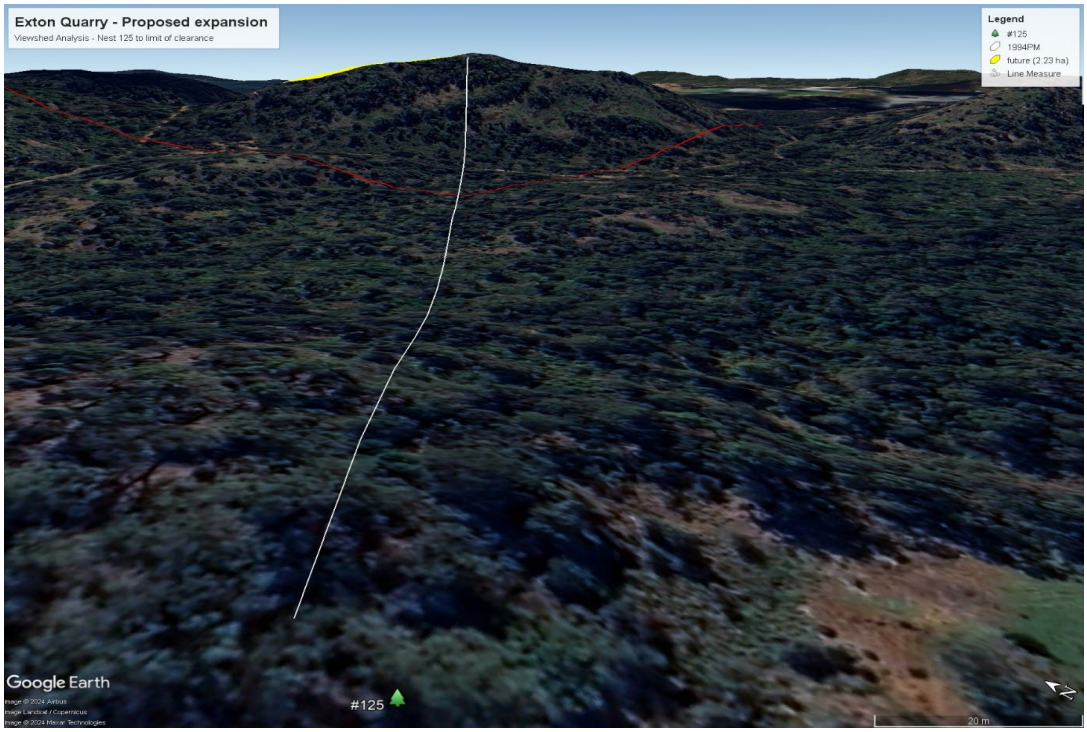


FIGURE 6: NEST 125 TO EXTON QUARRY (GOOGLE EARTH)

Observations during the ground survey for threatened species and vegetation mapping indicates that the nest is not active. The report suggests that if the proposed development does not occur within 2 years of the current study a new search will be required.

The ecological report stated that there is potential habitat for masked owl within *Eucalyptus obliqua* forest near the quarry. The Operator engaged a zoological consultant to conduct a passive observation survey around the perimeter of the quarry to identify any actual evidence of masked owl activity. The findings and conclusions of the report of the masked owl survey are summarised below, the report is included as Appendix 4.

- The survey was conducted on a night when conditions for observation of masked owl were ideal.
- The area of observation was small in a much larger area which is superficially suitable for masked owl breeding.
- Based on the results of the survey it is unlikely that masked owls are breeding in the area surveyed.

(Mooney, Nov 2023)

4.6.5 Other values

There are no geo-conservation sites listed in proximity to the Exton Quarry. Mapping indicates the substrata is generally Jurassic dolerite and hence is unlikely to contain karst. The closest listed watercourse is off site and a considerable distance (over 600 metres through dense vegetation) from the discharge point of the quarry's proposed surface water management system.

2.2 Legislative and policy

A referral to the commonwealth government in relation to the *Environment Protection and Biodiversity Conservation Act 1999* is not required if the DOV community can be excluded from disturbance and appropriately managed.

No permit is required under the *Threatened Species Protection Act 1995*.

5 Weeds, pests and pathogens

The following weeds have been observed within 5 kilometres of the site:

TABLE 15: WEED SPECIES WITHIN 5 KILOMETRES (NVA)

Species	Common name	WMA 1999	WONS
Bassia scoparia	copper saltbush	Yes (zone A)	no
Erica lusitanica	spanish heath	yes	no
Ilex aquifolium	holly	yes	no
Onopordum acanthium	scotch thistle	Yes (zone A)	no
Prunus laurocerasus	cherry laurel	no	no
Rubus echinatus	blackberry	Yes (zone B)	yes
Rubus fruticosus	blackberry	yes (zone B)	yes
Senecio jacobaea	ragwort	Yes (zone B)	no
Ulex europaeus	gorse	Yes (zone B)	yes

The Ecologist incorporated observations for weed species on the site as part of the ecological study. The results of that investigation follow:

5.1.1 Weeds

One weed species classified as declared weeds under the Weed Management Act 1999 was detected within the study area;

- *Ulex europaeus* (gorse)

The few gorse plants detected in the survey have been removed. Any further germination of gorse plants particularly in the location they were detected but more generally around the site will be treated by either foliar spray or cut and paint methods as appropriate.

5.1.2 Plant disease

The site presented no evidence of the following plant diseases;

- *Phytophthora cinnamomi* (root rot),
- myrtle wilt, or
- myrtle rust.

5.1.3 Animal disease

The study area is not known to support frog chytrid disease but does contain localised habitat suitable for amphibian species.

6 Waste

6.1 Waste from extraction

The new area for development for the Exton Quarry has a sparce vegetation with large areas of exposed rock outcrops. Extractive operations will generate a small amount of stripping, topsoil and overburden which will be used to provide an even gradient on the top bench access track.

The source rock is igneous and unlikely to contain pyrite or any other potentially acid forming mineral.

6.2 Spares and litter

Machinery will be taken off site to the Operator's workshops for servicing and maintenance. Spares or waste generated through breakdowns or routine lubrication will be retained in workers utilities and taken off-site at the end of each working day.

Litter emanating from lunches and other amenities will be retained in enclosed containers and periodically disposed of to an approved disposal site.

7 Environmentally hazardous substances

7.1 Hydrocarbons

Mobile equipment will be refuelled using a utility mounted refuelling facility. Lubricants, engine oil and hydraulic fluid for daily maintenance will be stored on a bunded pallet within a storage shed

7.2 Leak and spills

The Operator will retain a hydrocarbon spill kit onsite ready for immediate deployment if a hydrocarbon leak or spill occurs. A hydrocarbon boom will be retained onsite for deployment across the surface of the sediment trap should a hydrocarbon spill or leak enter the sediment control infrastructure.

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7.3 Other hazardous substances

Explosives will not be stored onsite. The Blasting Contractor will retain responsibility for explosives and will bring to site only those required for the planned shot. The Blasting Contractor will be fully accredited and insured for the transport and handling of explosives.

MANAGEMENT MEASURE 4: HYDROCARBON MANAGEMENT

Item	Proposed measure	Timeframe
6.	A hydrocarbon spill kit and a hydrocarbon boom will be retained on-site ready for immediate deployment in the event of a leak or spill.	At all times

8 Site contamination

Exton Quarry has been operated by the current operator continuously on this site for 18 years. Prior to development as a quarry the site was native forest which was subjected to periodic selective logging. The Operator is not aware of any event that may have led to site contamination.

9 Other off-site impacts

The increase in annual capacity of the Exton Quarry will increase the volume of traffic including heavy vehicle traffic on Porters Bridge Road. The impact of the additional traffic on Porters Bridge Road will be considered as part of a Development Application which will be lodged during this approval process.

10 Monitoring

No routine monitoring will be undertaken during operations. Extraordinary monitoring will be undertaken to observe the condition of stormwater runoff control infrastructure, prevailing air quality conditions and the presence of weeds.

10.1 Sediment trap / water storage impoundment

The Operator will observe the level of accumulated sediment in the water impoundment ponds and drainage channels. Once the level of accumulated sediment in the traps or drains has risen to half the full water level, the sediment trap or drain will be cleaned out.

10.2 Dust impacts

The quarry operator will observe dust conditions in dry and windy conditions. If dust is observed within the quarry operations area, a series of dust suppression activities will be implemented including:

- Sprinklers on the product stockpiles will be deployed.

10.1 weeds

During normal operations the operator, employees and contractors will observe the quarry stockpiles and surrounding areas for emergent weeds and if present initiate controls as required.

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11 Decommissioning and rehabilitation

11.1 Progressive rehabilitation

Exton Quarry will continue to be developed as an intermittent operation. The increased production will be realised by more intensive and longer duration productive campaigns. The product produced in these campaigns will be stored on-site in stockpiles. The need for hard stand areas for stockpiles will constrain the area available for progressive rehabilitation.

The base area of a 1,000 cubic metres of product in stockpile is approximately 625 square metres. A substantial hard stand area is required to stockpile aggregates with traffic manoeuvring areas from a single production campaign.

11.2 Decommissioning

When quarry closure is pending the Operator will introduce an intermediate bench into any operating quarry face higher than 5 metres or overburden will be placed against the toe of the face to reduce the height to 5 metres and provide a growing medium.

Once all remaining marketable materials have been recovered;

- all machinery, sheds and equipment will be removed from the site.
- remaining overburden and topsoil stockpiles will be spread across the floor of the quarry,
- the impoundment pond will be cleaned out and the spoil used in rehabilitation works,
- quarry access road and any side tracks and hard stands will be ripped to facilitate infiltration,
- any seed slash resulting from clearing for the final shot will be spread over the floor surface, and
- the access will be secured against unauthorised entry.

12 Monitoring

Inspection	Action
Emerging weeds	Weed control using herbicide spray or cut and paint
Water impoundment will be inspected for capacity	Clean out if accumulated sediment has reduced trap effectiveness.
Planting and natural recruitment revegetation	Broadcast native seed mix if revegetation is not successful. In fill planting if losses exceed 50 %.

13 Greenhouse gas emissions and climate change

Greenhouse gas emissions associated with the quarrying are attributable to diesel fuel used to energise mobile equipment and machinery and transport of materials to project sites. Normally transport emissions are registered against the construction project rather than the quarry.

Fixed plant crusher / screener plants are commonly energised with electrical power, which in Tasmania is predominantly generated using renewable energy. The fixed plant quarries have an advantage in terms of greenhouse gas emissions over mobile crushers and screens.

The greenhouse gas deficit as a result of using fossil fuel to energise the plant is offset by overall efficiency of supplying regional project locally significantly reducing greenhouse gas emissions associated with transport.

PART D SUMMARY OF PROPOSED MANAGEMENT MEASURES

Item	Proposed measure	Timeframe
1.	The quarry operator will introduce active mitigation measures to prevent a visible dust plume crossing the mining lease boundary.	
2.	A fully certified professional drilling and blasting contractors will be utilised for all blasting. All blasts will be monitored and any exceedance will be reported to the EPA.	
3.	A 40 km/hr speed limit will be imposed on the quarry access road to mitigate the risk of increased road kill on this road.	During blasting
4.	The high-level access road will be constructed outside the wedge-tailed eagle breeding season (July to February).	On issue of a permit
5.	Vehicles, equipment and pedestrians will not stop on the section of high-level access road near to the tight bend at any time.	On issue of a permit
6.	A hydrocarbon spill kit and a hydrocarbon boom will be retained on-site ready for immediate deployment in the event of a leak or spill.	At all times

PART E PUBLIC AND STAKEHOLDER CONSULTATION

The Meander Valley local government area uses the Tasmanian Planning Scheme (TPS) with the Meander Valley Local Provisions. In Table 6.2 Use Classes of the TPS, quarries are included in the Extractive Industries category. The land on which the proposal is based is mapped as being within the 20. Rural Zone by the TPS. Use Table 20.2 includes Extractive Industry in the Permitted class, therefore a permit from the Meander Valley Council is required.

The Exton Quarry has a permit issued by the Meander Valley Council, Planning Application number 56/95/5. Condition 2. of that permit states that the "*development shall be in accordance with the application and generally consistent with the conditions imposed by the Department of Environment and Land Management, Division of Environmental Management."*

The conditions referred to above were varied by the Environment Protection Notice No. 9502/1. Condition Q1 Regulatory Limits requires that an annual limit on processing rocks and minerals is restricted to 13,235 cubic metres. This application seeks to vary that limit to 50,000 cubic metres of rock processed per year. A quarry processing rock at a rate greater than 1,000 cubic metres per year is classified under Schedule 2 of the *Environmental Management and Pollution Control Act 1995* (EMPC Act) as Level 2. Under EMPC Act Section 25. an application for a permissible Level 2 Activity must be delt with under Section 57 of the *Land Use Planning and Approvals Act 1993* (LUPA Act).

This section requires that the application is treated as discretionary and hence the planning authority must advertise the application and call for representations. The application is also directed to the Board of the Environment Protection Authority for consideration.

Stakeholders that have been consulted through this process include the following:

- Meander Valley Council has been consulted regarding the status of the existing quarry permit and consideration of the Development Application.
- The Board of the Environment Protection Authority (EPA) through this Environment Effects Report.
- Mineral Resources Tasmania has been consulted through the assigned Leasing Officer.
- Aboriginal Heritage Tasmania was asked to consider the heritage significance of the site, and replied with advice that disturbance was unlikely see Appendix 5.

During the subsequent application assessment process these additional stakeholders will be consulted:

- Meander Valley Council regarding traffic implications on Porters Bridge Road.
- Policy and Conservation Advice Branch of DPIPWE about potential impacts on native vegetation.
- Any property owners that share a boundary with the development site through a direct notice from the Planning Authority.

14 REFERENCES

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From: Planning @ Meander Valley Council
To: Tony@cresswellstransport.com.au
Cc: Brenton Josey; Barry Williams; Natasha Whiteley
Subject: Exton Quarry - Planning Authority
Date: 1 February 2022 8:45:07 AM

Hi Tony,

Barry Williams has been in contact with me regarding the proposed intensification of mining lease 1994P/M.

Based on the following details provided by Barry, a Planning Permit is most likely required for the proposed intensification.

Mining lease area 22ha
Existing operation:

- *13,235m^3 volume per annum*
- *2ha disturbance*

Proposed operation:

- *50,000m^3 volume per annum*
- *4ha disturbance*

Please be in touch if any further information is required.

Kind regards,
Brenton

Meander Valley Council
Working Together

Brenton Josey, Town Planner
P: 03 6393 5346 E: Brenton.Josey@mvc.tas.gov.au
26 Lyall Street Westbury, TAS 7303 | PO Box 102, Westbury Tasmania 7303
www.meander.tas.gov.au

Meander Valley Council
Working Together

Planning @ Meander Valley Council
P: 6393 5300 E: planning@mvc.tas.gov.au
26 Lyall Street Westbury, TAS 7303 | PO Box 102, Westbury Tasmania 7303
www.meander.tas.gov.au

From: aboriginal@heritage.tas.gov.au
To: Barry Williams
Subject: Application for an Aboriginal Heritage AH Desktop Review
Date: 17 February 2022 3:18:00 PM
Attachments: Unanticipated Discovery Plan.pdf

RE: ABORIGINAL HERITAGE DESKTOP REVIEW

Capacity increase, Exton Quarry - AHDR5200

Dear Barry,

Aboriginal Heritage Tasmania (AHT) has completed a search of the Aboriginal Heritage Register regarding the proposed capacity increase at Exton Quarry (ML1994 P/M). AHT can advise that there is no known Aboriginal heritage recorded within or close to the works area. Due to a review of previous reports and the area being highly disturbed, it is believed that the area has a low likelihood of Aboriginal heritage being present.

Accordingly, AHT advise that the works should be guided by the attached Unanticipated Discovery Plan.

Please be aware that all Aboriginal heritage is protected under the *Aboriginal Heritage Act 1975*. If at any time during works Aboriginal heritage is suspected, the process outlined in the Unanticipated Discovery Plan should be immediately implemented. We recommend that a copy of the Unanticipated Discovery Plan is kept on hand during any ground disturbing works.

If you have any queries, please do not hesitate to contact AHT.

Kind regards,

Paul Parker

r

Aboriginal Heritage Tasmania
Heritage and Land Tasmania
Natural Resources and Environment
Level 6, 134 Macquarie Street, Hobart
GPO Box 44, Hobart, TAS, 7001

p 1300 487 045
e aboriginal@heritage.tas.gov.au
www.aboriginalheritage.tas.gov.au

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pitt&sherry

Exton Quarry

Noise Impact Assessment

Prepared for
Cresswell's Transport Pty Ltd

Client representative
Tony Cresswell

Date
8 December 2022

Rev00



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Appendices

Appendix A — One Third Octave Spectra – Noise Sources

Prepared by — Alexander Seen/ Douglas Ford		**Date — 8/12/2022**
Reviewed by — Douglas Ford		**Date — 8/12/2022**
Authorised by — Andy Turner		**Date — 8/12/2022**

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date

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Executive Summary

This noise assessment has been prepared to support an Environmental Effects Report (EER), for the Exton Quarry (mining Lease 1994P/M), operated by Cresswell's Transport Pty. Ltd., located north of Exton. The quarry operates using drill and blast techniques to extract material from a quarrying face on the southern side of the site, with processing and stockpiling of material for dispatch to customers also carried out on site.

The EER is required to justify a proposed increase in the current annual production limit from 13,325m^3 to 50,000m^3 of processed product. No changes are proposed to the current operating methods or allowed operating hours. The increased output will be achieved by working more days per week.

Noise measurements were undertaken onsite to assess the level of noise emissions from the equipment in use. Noise levels at nearby residences, were modelled using SoundPLAN 8.2 environmental noise modelling software. The level of predicted noise emissions from the quarries meets the Quarry Code noise limits.

The likely level of ground vibration and air-blast overpressure from blasting at the quarry was estimated using the methodology in AS2187.2 (2006) using typical geology and blast set up parameters. The predicted levels meet the Quarry Code limits. This confirms that if appropriate detailed blasting design and implementation is carried out, then acceptable levels will be achieved.

On this basis it is concluded that noise, ground vibration and air blast over-pressure will meet the Quarry Code limits and that operation of the quarries will not adversely impact the amenity of nearby residents.

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1. Introduction

This noise assessment has been prepared to support an Environmental Effects Report for the Exton Quarry operated by Cresswell's Transport Pty. Ltd. located on Porters Bridge Road, Exton as shown in Figure 1.

Exton Quarry (Mining Lease 1994P/M) is currently restricted to an annual production limit of 13,235m^3 of processed product. An increased annual limit of 50,000m^3 is proposed in order to meet local market requirements for the quarried products.

The site is located on Porters Bridge Road, approximately 5 to 6 kilometres North of the Bass Highway and the township of Exton. The Quarry is located within a Eucalyptus plantation surrounded by bush and farmland. The nearest sensitive receiver is a rural residence located approximately 1.1km to the NE of the site. Other residences are located further away to the North, East and Southwest of the quarry. The surrounding area, including all residences within a nominal 3km radius is shown in Figure 1 below.

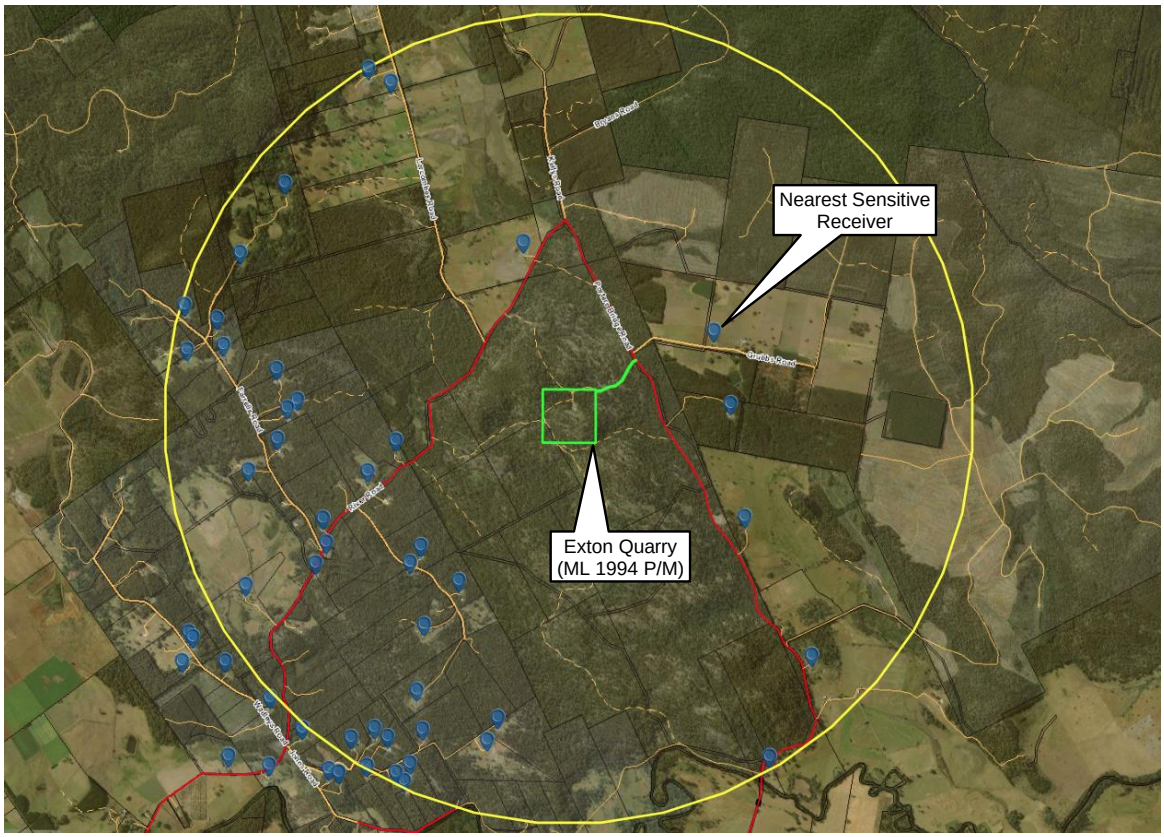


Figure 1 - Exton Quarry site (Green) and surrounding area, including nearby sensitive receivers (blue pins) and 3km radius (yellow). Basemap source: theList.

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2. Description of Operations

The Exton Quarry is a hard rock quarry. Dolerite from the face on the southern side of the quarry is extracted using drill and blast techniques, with an excavator mounted rock breaker used to break up the blasted material. Material is crushed and screened near to the extracted location using mobile equipment and deposited into stockpiles by a wheel loader. Truck access to the site is via Porters Bridge Road.

The site is currently permitted to operate between 7AM and 7PM on weekdays and 8AM and 4PM on Saturdays with no operation occurring on Sundays. Currently quarrying works are only carried out as required to meet demand and do not utilise the full extent of these hours. Blasting is usually carried out approximately every 4 to 6 months, resulting in approximately 2 to 3 blasts per year.

To meet the ongoing incremental increase in demand, quarrying works would operate more frequently within the currently permitted operating hours. No changes are proposed to the existing methods used for extracting or processing of material. It is expected that 8 to 12 blasts per year would be required to meet the proposed new annual production limit.

The topography of the area and the dense vegetation provide extensive noise attenuation between the quarry and nearby residences. There is an elevation difference of approximately 50 metres between the quarry floor and the top of the hill immediately south of the quarrying face. The quarrying face itself is approximately 21 metres tall. The site layout is shown in Figure 2 below, including the proposed directions of future expansion.

The proposed increased production, would result in a proportional increase in traffic movements. At a nominal truck/trailer load of 32 tonnes there would be a maximum of about 2,500 loads of 5000 traffic movements per annum. These would all occur during daytime working hours so would have a minimal effect on the existing levels of traffic noise.



Figure 2 - Exton Quarry Site layout, showing proposed quarrying face expansion directions.

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3. Noise Assessment

3.1 Noise Criteria

The Tasmanian *Quarry Code of Practise* provides criteria for assessing noise emissions from quarrying operations at nearby sensitive receivers. Noise from quarrying and associated activities, when measured at any neighbouring sensitive receiver must not exceed the greater of:

- the $L_{A90,10min}$ plus 5 dB(A) excluding noise from the quarry, or
- 45 dB(A) during the daytime (0700 to 1900), when measured as an $L_{Aeq,10min}$.

No evening or night-time operations are proposed under the quarry expansion. These criteria are consistent with acoustic indicator levels in the Tasmanian *Environmental Protection Policy (Noise)*, 2009 for various daytime residential activities. Night-time criteria are not relevant to this assessment as night operation will not be undertaken at the quarry.

3.2 Noise Sources

The most significant noise source at the Exton Quarry is the main crushing and screening plant which consists a mobile Terex Finlay diesel-powered jaw crusher and screen. A CAT 342DL excavator is used to feed unprocessed material into the crusher. This plant is typically located close to the blasted material along the southern quarrying face. This location provides some degree of acoustic shielding, in all directions, but especially towards the south. Also operating at the quarry is a CAT 950K wheel loader and road trucks used to despatch product to customers.

A rock breaker mounted on a second, smaller, CAT excavator is used to break up larger pieces of blasted material on the quarry floor.

A contractor is engaged to drill and blast the dolerite deposit when required. The main crushing and screening plant will not be in operation when drilling or blasting is being undertaken.

Table 1 below shows details of the sound power levels used to characterise the noise sources. The sound power levels are based on noise measurements made on site on November 22nd, 2022, for all equipment except the drill rig for which values measured at another site has been used (The drill rig was measured at Leslie Vale Quarry on 16th September, 2022). In addition, a 10 minute measurement was made of combined operations involving the excavator, loader, crusher and screen.

Noise measurements were made using a Rion NL-42 sound pressure meter, mounted on a tripod. One third octave levels were recorded to enable tonality and low frequency content of the modelled results to be evaluated in accordance with the Tasmanian DEPHA *Noise Measurement Procedures Manual*, 2008.

Table 1 - Measured sound power levels of equipment at Exton Quarry.

Noise Source	***Nominal Height Above Ground – m***	***Sound Power Level – dB(A)***
CAT 950K Wheel Loader	*1.5*	*106.1*
CAT 342DL Excavator	*3.2*	*107.4*
TEREX FINLAY J1175 Mobile Jaw Crusher	*2*	*115.2*
TEREX FINALY 883+ Mobile Screen	*2*	*118.6*
Rock breaker	*1.5*	*114.3*
Sandvic Drilling Rig	*0.5*	*120.2*
Crusher, Screen & Excavator Operating	*2.5*	*106.1*
Road Truck	*1.5*	*104.0*

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3.3 Intrusive or Dominant Noise Characteristics

Various characteristics of noise can increase the level of annoyance that is caused. These include Tonality, Impulsiveness, Modulation and Low Frequency content. Tonality is where particular frequency bands or “Tones” are present within the noise, such as the “whine” of a circular saw. Impulsiveness is where noise has rapid large changes in amplitude such as gunshots or jackhammers. Modulation is where the noise level cycles up and down rapidly. Low frequency noise is considered a problem when there is significant energy in the 20Hz to 250Hz frequency range.

When quarrying operations are in progress the noise generated contributes to some portion of the ambient noise at nearby residences, with traffic and natural noise making up the remainder. Traffic noise is relatively free from these characteristics, although low levels of tonality and low frequency noise are usually present. Whilst some impulsiveness was detected from the crusher and screen when measured onsite, these affects are well attenuated over distance and are minimal at the nearest residences.

The one third octave spectrum calculated at the nearest sensitive receiver identified several tonal bands. Adopting the methodology of the Tasmanian *Noise Measurement Guidelines*, 2008, a 0.1 dB(A) penalty is applied for the combined operation of the crusher, screen and excavator and a 1.4dB(A) penalty for the drill rig. No correction for low frequency is required.

4. Noise Modelling

4.1 Methodology and Assumptions

Noise modelling was carried out in accordance with the Tasmanian DEPHA *Noise Measurement Procedures Manual*, 2008. Noise level calculations were implemented using SoundPLAN 8.2 environmental noise modelling software. Modelling assumptions and settings include:

- The ISO 9613-2 noise calculation standard was used within SoundPLAN. This standard incorporates “worst case” meteorological conditions for noise propagation.
- Terrain topography was obtained from 2 metre elevation data sourced from the ELVIS online elevation database. No modifications to the digital ground model have been made to account for additional quarrying or variation in stockpiles since the elevation survey. (This is a conservative assumption, as the deeper the quarry progresses, the more shielding is provided to noise sources on the quarry floor.)
- Ground absorption factors were set to 70% soft for areas surrounding the site, with 80% hard used for the quarry site.
- The crusher and screen and excavator have been modelled as a single point source, located 2.5 metres above ground level, based on the sound levels measured onsite during general operation.
- Loader and truck movements onsite have been represented by line source (1.5m above ground level) representing typical travel paths around the site.
- Two scenarios have been modelled:
  - One for normal operation of the site, with the screen, crusher and excavator operating and one loader and one truck moving at any given time. This is representative of normal daytime noise levels during operation.
  - A second situation was modelled with only the drill rig operating above the quarrying wall, without the crusher, screen, excavator or loader operating.

Figure 3, below shows the layout of the SoundPLAN noise model, including the location of the equipment modelled (shown as red dots / lines) and the receivers (shown as yellow dots).

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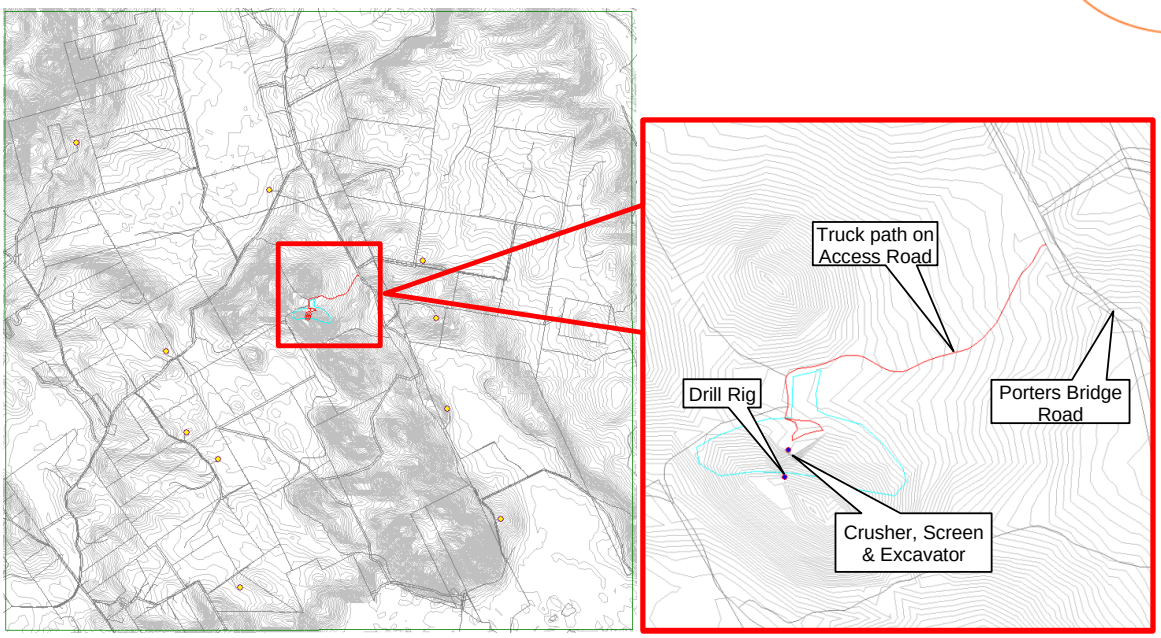


Figure 3 - SoundPLAN Noise Model with a closeup of the quarry area (right).

4.2 Noise Modelling Results

The SoundPLAN noise modelling results for the two scenarios at a number of the nearest residential premises are shown below in Table 2. All of these results are below the 45dB(A) Quarry Code guideline level for daytime operation for both normal (crushing and screening) and drilling operations. Figure 4 below shows noise grid maps for the two modelled scenarios. The results include the required penalties for tonality.

Table 2 - SoundPLAN Results for existing and expanded quarrying operations.

Location	***Distance from Site m***	***Normal Operations dB(A)***	***Drilling dB(A)***
Tonality Correction	-	*0.1*	*1.4*
216 Farrells Rd	3100	*26.9*	*16.9*
304 Porters Bridge Rd	3020	*17.4*	*16.7*
420 Porters Bridge Rd	1800	*17.3*	*12.9*
550 Porters Bridge Rd	1360	*34.2*	*34.7*
620 Porters Bridge Rd	1350	*38.4*	*34.6*
649 River Rd	1580	*26.0*	*28.0*
875 River Rd	1400	*32.1*	*30.5*
75 Saddlers Run Rd	1820	*19.1*	*23.6*
115 Saddlers Run Rd	1840	*17.6*	*24.5*
180 Silver Wattle Dr	3020	*8.4*	*8.7*

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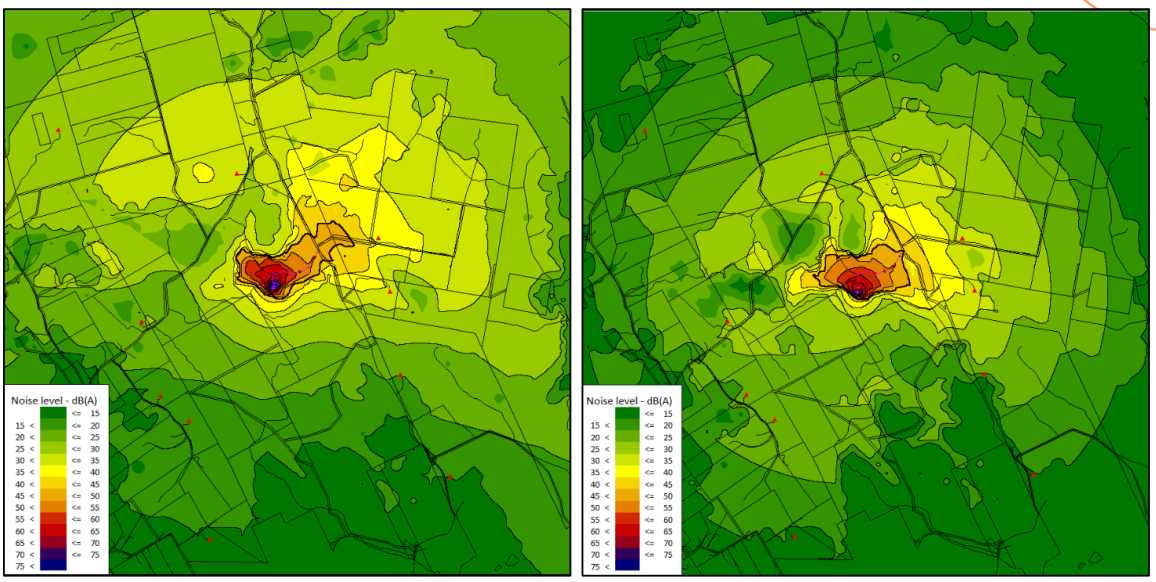


Figure 4 - SoundPLAN Noise Grid maps at height of 1.5m. Left: Normal operations (with crusher, screen and excavator), Right: Drilling operations. 45dB(A) limit, including tonality penalties, shown in bold.

5. Blasting and Drilling Operations

Forze Explosive Services are currently engaged to undertake all blasting required at the quarry. This normally occurs every 4 to 6 months, with a likely increase in frequency, to every 1 to 2 months, required to reach the proposed increased annual production limit. The blasts are designed to generate the required fragmentation, while meeting the requirements of the Tasmanian *Quarry Code of Practice* (2017) which includes the following limitations on air blast overpressure and ground vibration at nearby sensitive receivers:

- For 95% of blasts, air blast overpressure must not exceed 115 dB (L_{in} Peak);
- air blast overpressure must not exceed 120 dB (L_{in} Peak) at all;
- for 95% of blasts, ground vibration must not exceed 5 mm/s peak particle velocity; and
- ground vibration must not exceed 10 mm/s peak particle velocity at all. (A long-term regulatory ground vibration goal of 2 mm/s is additionally recommended within the code.)

To demonstrate compliance with the Quarry Code limits, air-blast over pressure and ground vibration levels have been estimated at the boundary of the nearest residence, 1350m from the quarry, using the estimation methods in Appendix J of AS2187.2 (2006) and assuming blast design and geology parameters typical of similar quarries.

Typically blasts consist of 100 to 150 holes drilled to between 9.5 and 12.5 metres deep, to create the required bench heights. This results in instantaneous charge masses of between 70 and 100kg.

5.1 Ground Vibration

Ground vibration is estimated using the equation.

$$V = K_g \left(\frac{\sqrt{Q}}{R} \right)^B$$

where: Q has been set to 100kg (the maximum instantaneous charge mass, kg)
$K_g = 115$, $B = 1.45$ (constants relating to site geology)
R = 1350m (distance of blast to the nearest receiver)
V is the estimated ground vibration peak particle velocity in mm/s.

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The estimated peak particle velocity is less than 0.1mm/s which meets the Quarry Code limits for ground vibration by a significant margin.

5.2 Air-Blast Overpressure

Air blast overpressure is estimated using the equation.

$$P = K_a \left(\frac{\sqrt[3]{Q}}{R} \right)^a$$

Where: Q has been set to 100kg (the maximum instantaneous charge mass, kg)
a = 1.45 (a constant relating to site geology)
K_a = 15 (a constant relating to the degreed of confinement of the charge in the drill hole)
R = 1350m (distance of blast to the nearest receiver)
P is the estimated air blast overpressure in Pa

Converted to dB(linear) the estimated air-blast overpressure is 106dBL which meets the Quarry Code limits.

6. Conclusions

Based on the measurements and SoundPLAN noise modelling conducted, noise emissions from the Exton Quarry will meet the Quarry Code noise limits and therefore not adversely impact the amenity of nearby residents.

Ongoing drilling and blasting operations are able to meet the Quarry Code limits for air-blast overpressure and ground vibration, if the blasting is designed and implemented appropriately.

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Appendix A – One Third Octave Spectra – Noise Sources

Table 3 - Noise Source Spectra, Sound Power Level - dB(A).

Band	CAT 950K Wheel Loader	CAT 342DL Excavator	TEREX|FINLAY J1175 Mobile Crusher	TEREX|FINALY 883+ Mobile Screen	Rock Breaker	Combined Crusher, Screen & Excavator	Sandvic Drilling Rig	Road Truck
Total	106.1	107.4	115.2	118.6	114.3	120.2	117	104.3
12.5 Hz	105.2	91.4	97.4	96.8	116.8	100.1	30.8	39.9
16 Hz	102.4	89.4	95.0	105.2	114.9	105.6	43.1	43.8
20 Hz	100.0	87.7	91.6	98.5	106.6	99.3	60	47.6
25 Hz	99.8	90.9	94.6	96.9	106.3	98.9	59.6	53.2
31.5 Hz	103.2	100.4	102.9	100.3	98.5	104.8	66.4	61.9
40 Hz	112.0	105.8	106.3	98.9	101.1	107.0	72	75.5
50 Hz	104.7	99.7	106.5	109.4	102.1	111.2	78.4	72.6
63 Hz	106.8	105.9	110.2	114.3	106.5	115.7	84.4	78.7
80 Hz	109.9	103.8	110.7	114.9	107.5	116.3	90	85.5
100 Hz	107.3	100.5	114.4	118.1	107.1	119.6	98.7	86.3
125 Hz	106.0	100.5	109.5	114.1	105.5	115.4	94.7	88.0
160 Hz	105.7	101.9	113.5	103.6	114.2	113.9	97	90.4
200 Hz	105.7	98.4	108.1	112.0	104.5	113.5	97.1	92.9
250 Hz	99.0	99.2	104.8	109.7	105.5	110.9	98.8	88.5
315 Hz	99.6	97.0	102.6	106.3	106.5	107.8	102.4	91.1
400 Hz	100.3	96.2	107.2	108.3	104.2	110.8	101.8	93.6
500 Hz	98.6	99.3	106.8	110.6	107.0	112.1	100.4	93.5
630 Hz	97.8	100.7	108.6	112.5	103.0	114.0	102.8	94.0
800 Hz	95.0	99.7	107.3	109.9	105.5	111.8	105.5	92.3
1 kHz	94.5	96.3	105.7	107.7	107.2	109.8	107.3	92.6
1.25 kHz	96.4	97.6	105.1	107.4	105.0	109.4	108.1	95.1
1.6 kHz	94.3	96.1	104.3	107.7	103.2	109.3	107.8	93.4
2 kHz	92.5	94.4	102.3	106.4	103.1	107.8	106.4	91.8
2.5 kHz	90.5	95.9	101.0	106.0	105.4	107.2	106.8	89.9
3.15 kHz	89.7	93.7	99.2	104.7	103.8	105.8	106.3	89.0
4 kHz	87.0	90.1	96.5	103.0	103.9	103.9	104.4	86.1
5 kHz	84.1	85.6	93.8	100.5	103.5	101.3	103	82.7
6.3 kHz	81.5	81.2	90.1	97.6	100.5	98.3	99.6	79.5
8 kHz	80.0	77.9	88.0	94.5	100.0	95.4	94.5	77.0
10 kHz	75.9	74.6	85.5	91.3	96.6	92.3	88.9	71.5
12.5 kHz	72.5	70.7	80.7	87.5	92.7	88.3	82.9	66.3
16 kHz	68.5	65.6	75.5	83.5	89.0	84.1	75	60.0
20 kHz	60.5	56.9	66.8	75.2	86.2	75.8	62.2	49.3

pitt&sherry

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Exton Quarry
Noise Impact Assessment

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

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Megan Hancock

From: Barry Williams <barry.williams@ilmp.com.au>
Sent: Wednesday, 15 January 2025 1:49 PM
To: Planning - Meander Valley Council
Cc: Leanne Rabjohns
Subject: Exton Quarry - increase in production - case for assessment
Attachments: ECOtas_Cresswell_ExtonQuarry_Appendix-NVR.pdf; ECOtas_Cresswell_ExtonQuarry_Appendix-PMST.pdf; Appendix 3 ECOtas_Cresswell_ExtonQuarry_Report.pdf; ECOtas_Cresswell_ExtonQuarry_Appendix-BVD.pdf

Part of case for assessment

mobile: 0437 394 492

email: barry.williams@ilmp.com.au

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Version: 1, Version Date: 12/11/2025

Natural Values Atlas Report

Authoritative, comprehensive information on Tasmania's natural values.

Reference:	ECOtas_Cresswell_Exton
Requested For:	Brian French
Report Type:	Summary Report
Timestamp:	02:11:41 PM Wednesday 12 October 2022
Threatened Flora:	buffers Min: 500m Max: 5000m
Threatened Fauna:	buffers Min: 500m Max: 5000m
Raptors:	buffers Min: 500m Max: 5000m
Tasmanian Weed Management Act Weeds:	buffers Min: 500m Max: 5000m
Priority Weeds:	buffers Min: 500m Max: 5000m
Geoconservation:	buffer 1000m
Acid Sulfate Soils:	buffer 1000m
TASVEG:	buffer 1000m
Threatened Communities:	buffer 1000m
Fire History:	buffer 1000m
Tasmanian Reserve Estate:	buffer 1000m
Biosecurity Risks:	buffer 1000m



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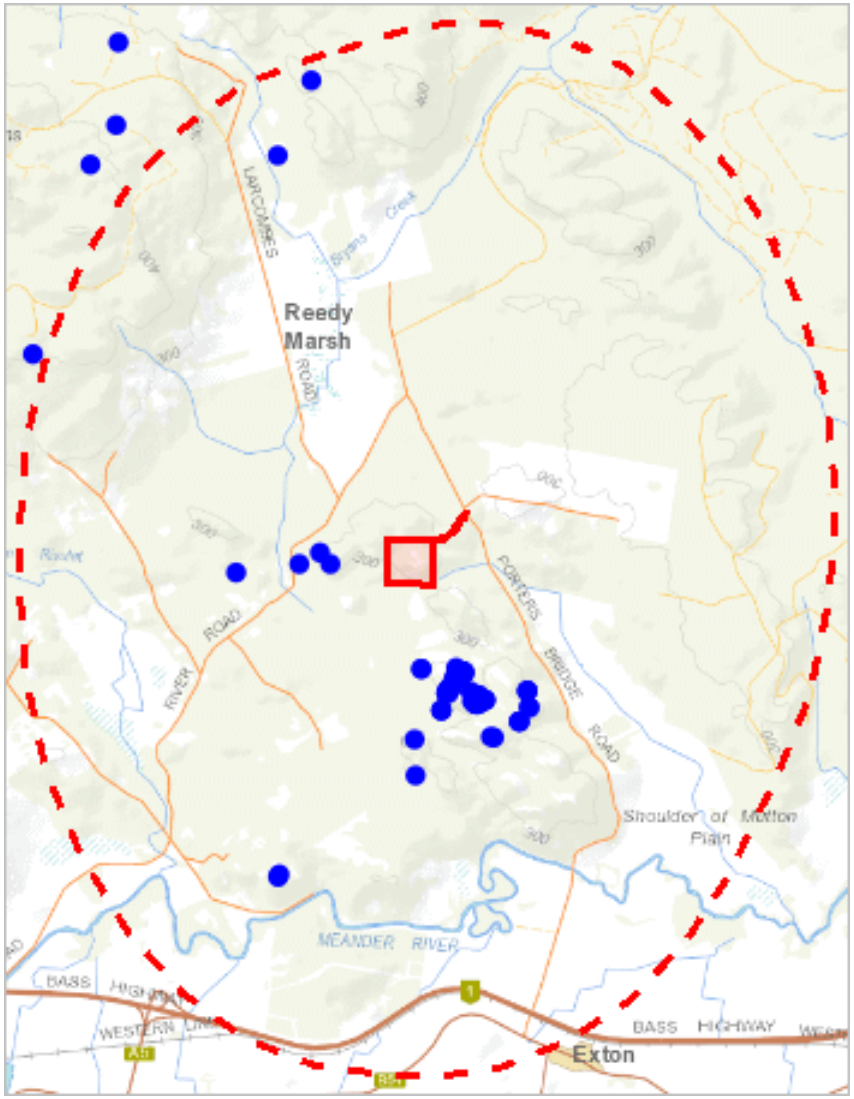
*** No threatened flora found within 500 metres ***

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Version: 1, Version Date: 12/11/2025

13.1.13 Application Documents

Threatened flora within 5000 metres

480985, 5414037



472323, 5402912

Please note that some layers may not display at all requested map scales

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Threatened flora within 5000 metres



Threatened flora within 5000 metres

Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Brunonia australis	blue pincushion	r		n	3	17-Mar-2021
Glycine microphylla	small-leaf glycine	v		n	2	30-Nov-2012
Gratiola pubescens	hairy brooklime	r		n	2	30-Nov-2012
Haloragis heterophylla	variable raspwort	r		n	1	17-Nov-2017
Pimelea curviflora	curved riceflower	p		n	3	17-Mar-2009
Pimelea curviflora var. gracilis	slender curved riceflower	r		n	66	09-Mar-2022
Senecio squarrosus	leafy fireweed	r		n	3	01-Jan-1978

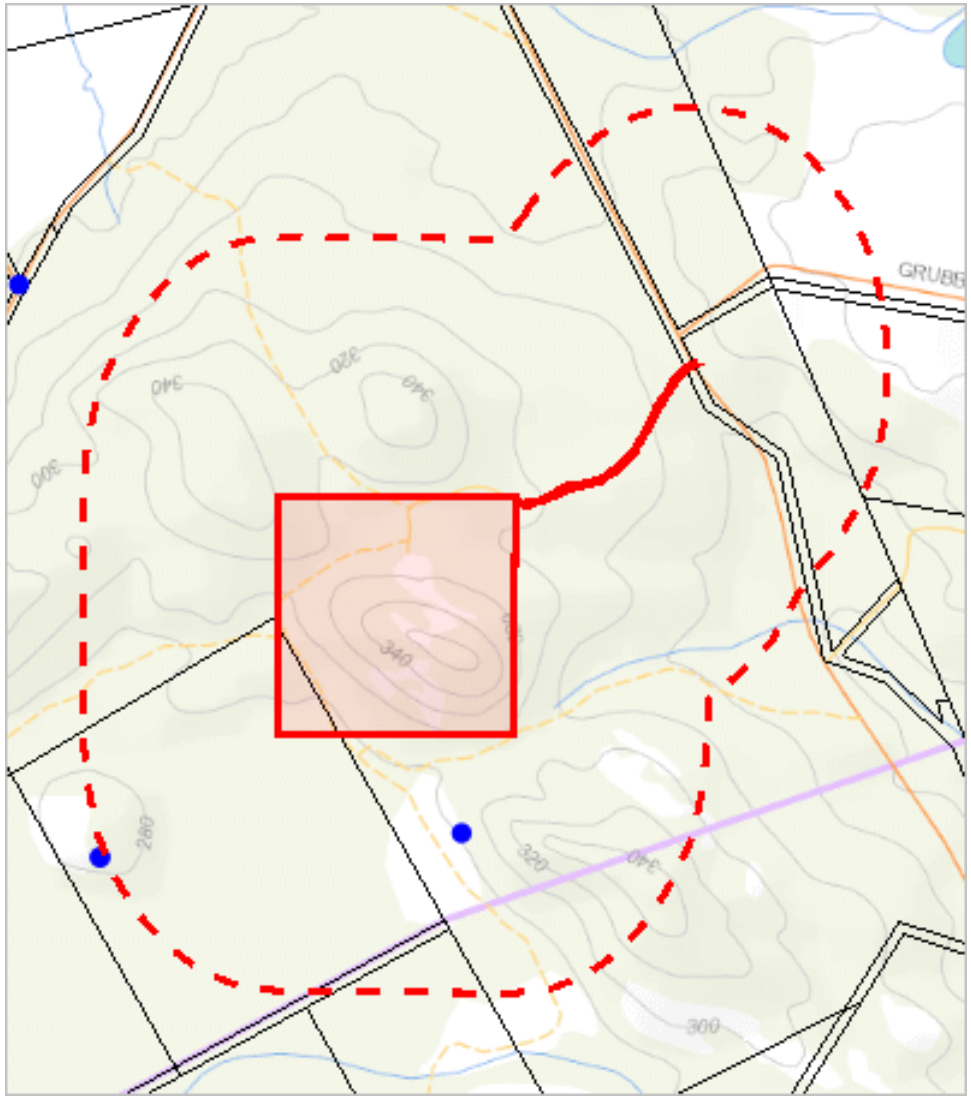
Unverified Records

No unverified records were found!

For more information about threatened species, please contact Threatened Species Enquiries.
Telephone: 1300 368 550
Email: ThreatenedSpecies.Enquiries@nre.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

Threatened fauna within 500 metres

477592, 5409539



475723, 5407422

Please note that some layers may not display at all requested map scales

Department of Natural Resources and Environment Tasmania

Threatened fauna within 500 metres



Threatened fauna within 500 metres

Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Aquila audax	wedge-tailed eagle	pe	PEN	n	1	19-Sep-2008
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	e	1	01-Jan-1985
Perameles gunnii	eastern barred bandicoot		VU	n	1	04-Dec-1985

Unverified Records

No unverified records were found!

Threatened fauna within 500 metres

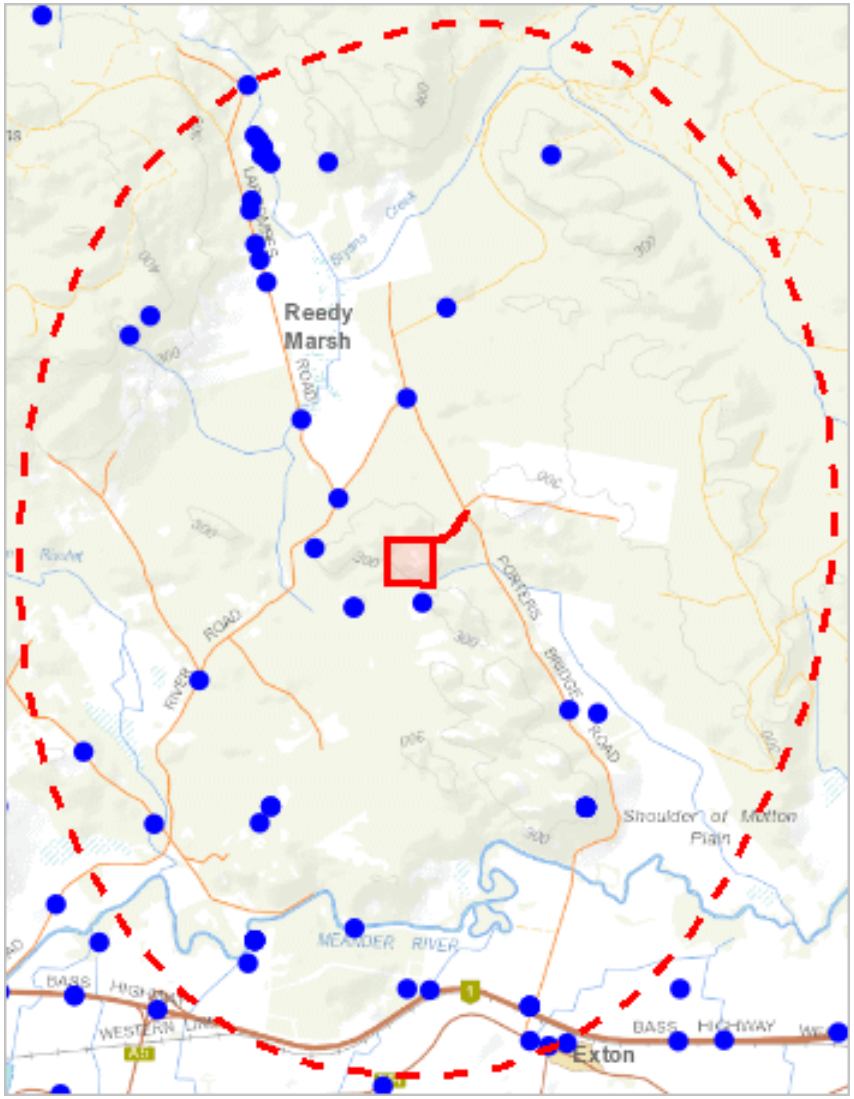
(based on Range Boundaries)

Species	Common Name	SS	NS	BO	Potential	Known	Core
Litoria raniformis	green and gold frog	v	VU	n	1	0	0
Lathamus discolor	swift parrot	e	CR	mbe	1	0	0
Dasyurus maculatus subsp. maculatus	spotted-tail quoll	r	VU	n	1	0	0
Prototroctes maraena	australian grayling	v	VU	ae	1	0	0
Pseudemoia pagenstecheri	tussock skink	v		n	1	0	0
Galaxias fontanus	swan galaxias	e	EN	e	1	0	0
Tyto novaehollandiae subsp. castanops	masked owl (Tasmanian)	e	VU	e	1	0	1
Haliaeetus leucogaster	white-bellied sea-eagle	v		n	1	0	0
Catadromus lacordairei	Green-lined ground beetle	v		n	1	0	0
Sarcophilus harrisii	tasmanian devil	e	EN	e	1	0	0
Accipiter novaehollandiae	grey goshawk	e		n	1	0	0
Perameles gunnii	eastern barred bandicoot		VU	n	1	0	1
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	e	1	0	0
Dasyurus viverrinus	eastern quoll		EN	n	0	0	1

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Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

Threatened fauna within 5000 metres

480985, 5414037



472323, 5402912

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Threatened fauna within 5000 metres

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels

Threatened fauna within 5000 metres

Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Accipiter novaehollandiae	grey goshawk	e		n	5	22-May-2022
Aquila audax	wedge-tailed eagle	pe	PEN	n	6	20-Mar-2018
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	e	48	02-Jun-2021
Dasyurus maculatus	spotted-tail quoll	r	VU	n	8	26-May-2021
Dasyurus maculatus subsp. maculatus	spotted-tail quoll	r	VU	n	6	16-Aug-1996
Dasyurus viverrinus	eastern quoll		EN	n	2	05-Apr-2018
Eagle sp.	Eagle	e	EN	n	1	27-Jun-2019
Haliaeetus leucogaster	white-bellied sea-eagle	v		n	9	04-Apr-2022
Hirundapus caudacutus	white-throated needletail		VU	n	1	01-Jan-1900
Litoria raniformis	green and gold frog	v	VU	n	1	04-Jan-2018
Perameles gunnii	eastern barred bandicoot		VU	n	10	21-Jun-2019
Sarcophilus harrisii	tasmanian devil	e	EN	e	32	26-Mar-2019
Tyto novaehollandiae	masked owl	pe	PVU	n	2	01-Feb-1980
Tyto novaehollandiae subsp. castanops	masked owl (Tasmanian)	e	VU	e	2	29-Oct-2019

Unverified Records

No unverified records were found!

Threatened fauna within 5000 metres

(based on Range Boundaries)

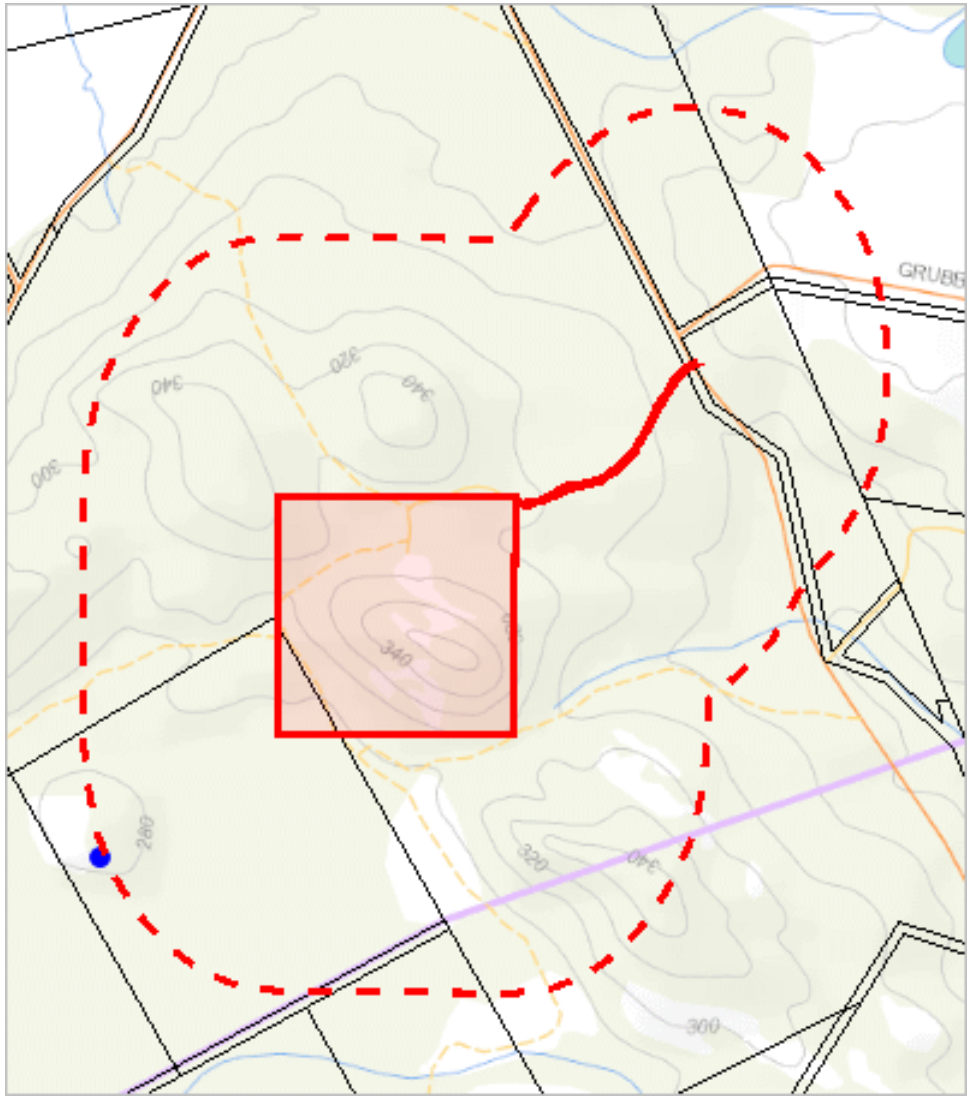
Species	Common Name	SS	NS	BO	Potential	Known	Core
Litoria raniformis	green and gold frog	v	VU	n	1	0	1
Dasyurus maculatus subsp. maculatus	spotted-tail quoll	r	VU	n	1	0	2
Lathamus discolor	swift parrot	e	CR	mbe	1	0	0
Prototroctes maraena	australian grayling	v	VU	ae	1	0	0
Pseudemoia pagenstecheri	tussock skink	v		n	1	0	0
Galaxias fontanus	swan galaxias	e	EN	e	1	0	0
Haliaeetus leucogaster	white-bellied sea-eagle	v		n	3	0	0
Tyto novaehollandiae subsp. castanops	masked owl (Tasmanian)	e	VU	e	1	0	1
Catadromus lacordairei	Green-lined ground beetle	v		n	1	0	0
Accipiter novaehollandiae	grey goshawk	e		n	1	0	1
Sarcophilus harrisii	tasmanian devil	e	EN	e	1	0	0
Perameles gunnii	eastern barred bandicoot		VU	n	1	0	1
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	e	1	0	0
Dasyurus viverrinus	eastern quoll		EN	n	0	0	1

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Email: ThreatenedSpecies.Enquiries@nre.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

13.1.13 Application Documents

Raptor nests and sightings within 500 metres

477592, 5409539



475723, 5407422

Please note that some layers may not display at all requested map scales

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Document Set ID: 2248161
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Raptor nests and sightings within 500 metres

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels

Raptor nests and sightings within 500 metres

Verified Records

Nest Id/Location Foreign Id	Species	Common Name	Obs Type	Observation Count	Last Recorded
125	Aquila audax	wedge-tailed eagle	Nest	1	19-Sep-2008
125	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	1	01-Jan-1985

Unverified Records

No unverified records were found!

Raptor nests and sightings within 500 metres

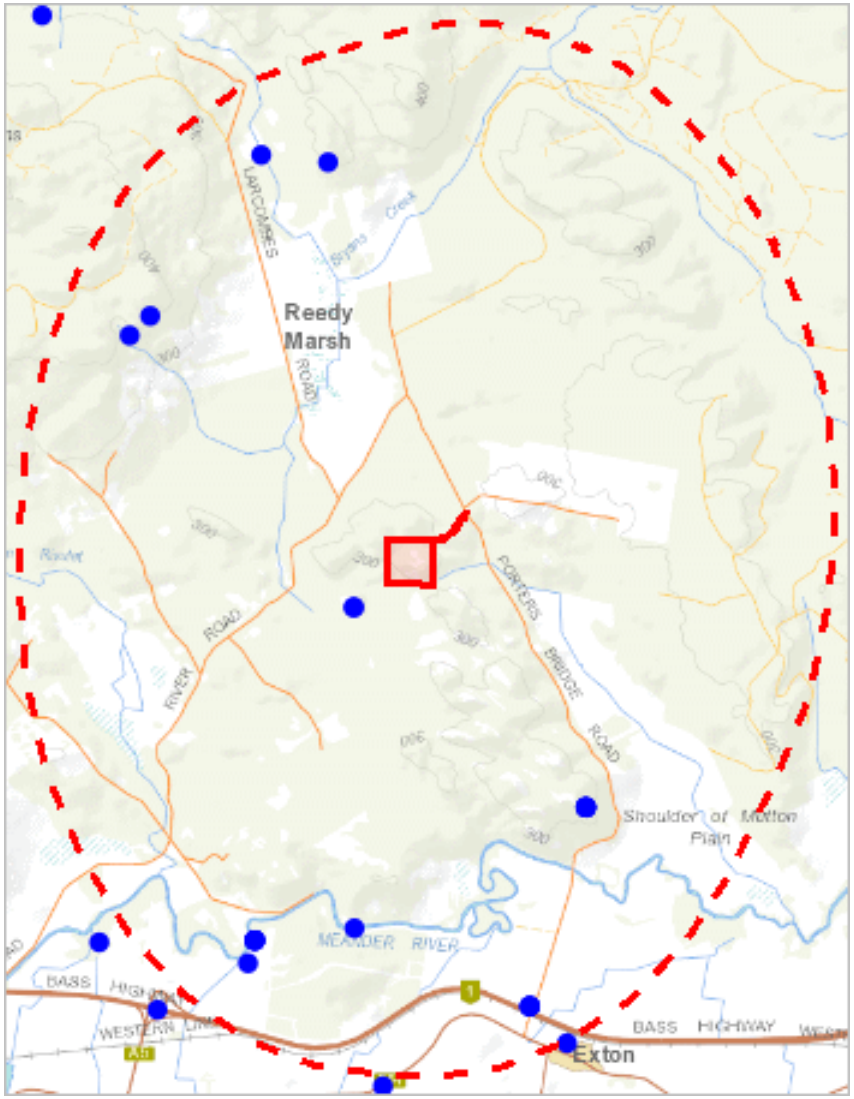
(based on Range Boundaries)

Species	Common Name	SS	NS	Potential	Known	Core
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	1	0	0
Accipiter novaehollandiae	grey goshawk	e		1	0	0
Haliaeetus leucogaster	white-bellied sea-eagle	v		1	0	0

For more information about raptor nests, please contact Threatened Species Enquiries.
Telephone: 1300 368 550
Email: ThreatenedSpecies.Enquiries@nre.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

Raptor nests and sightings within 5000 metres

480985, 5414037



472323, 5402912

Please note that some layers may not display at all requested map scales

Raptor nests and sightings within 5000 metres



Raptor nests and sightings within 5000 metres

Verified Records

Nest Id/Location Foreign Id	Species	Common Name	Obs Type	Observation Count	Last Recorded
125	Aquila audax	wedge-tailed eagle	Nest	1	19-Sep-2008
125	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	1	01-Jan-1985
139	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	7	02-Dec-2013
1515	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	1	15-Mar-2007
1516	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	1	01-Jan-2007
16	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	7	15-Jul-2013
193	Aquila audax	wedge-tailed eagle	Nest	2	22-Sep-2010
193	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	3	19-Oct-2001
2682	Eagle sp.	Eagle	Nest	1	27-Jun-2019
2682	Haliaeetus leucogaster	white-bellied sea-eagle	Nest	3	04-Apr-2022
402	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	5	12-Dec-2001
847	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	6	02-Dec-2013
960	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	8	02-Dec-2013
986	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Nest	3	19-Sep-2006
	Accipiter novaehollandiae	grey goshawk	Not Recorded	1	16-Feb-1964
	Accipiter novaehollandiae	grey goshawk	Sighting	4	22-May-2022
	Aquila audax	wedge-tailed eagle	Not Recorded	1	20-Mar-2018
	Aquila audax	wedge-tailed eagle	Sighting	2	12-Feb-1998
	Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	Sighting	6	02-Jun-2021
	Haliaeetus leucogaster	white-bellied sea-eagle	Not Recorded	4	30-Apr-2017
	Haliaeetus leucogaster	white-bellied sea-eagle	Sighting	2	02-Jun-2021
	Tyto novaehollandiae	masked owl	Not Recorded	1	01-Feb-1980
	Tyto novaehollandiae	masked owl	Sighting	1	01-Feb-1980

Unverified Records

No unverified records were found!

Raptor nests and sightings within 5000 metres

(based on Range Boundaries)

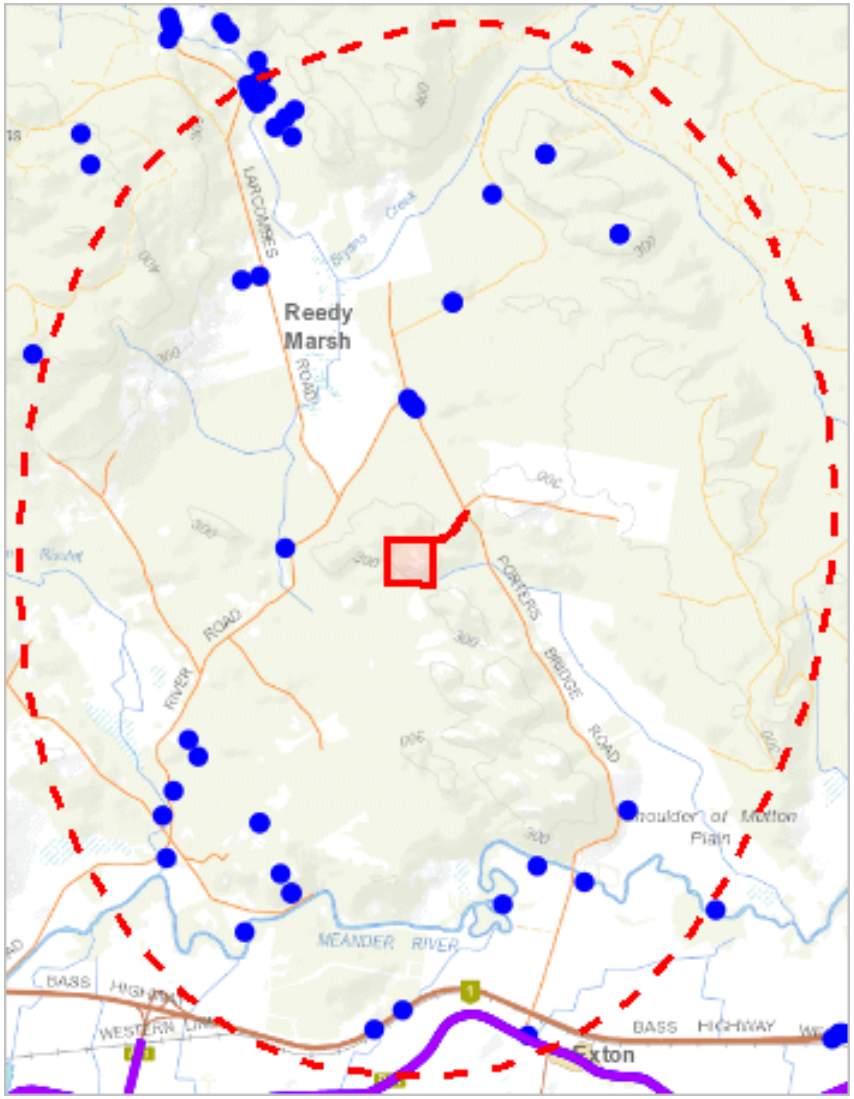
Species	Common Name	SS	NS	Potential	Known	Core
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	1	0	0
Accipiter novaehollandiae	grey goshawk	e		1	0	1
Haliaeetus leucogaster	white-bellied sea-eagle	v		3	0	0

For more information about raptor nests, please contact Threatened Species Enquiries.
Telephone: 1300 368 550
Email: ThreatenedSpecies.Enquiries@nre.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

*** No Tas Management Act Weeds found within 500 metres ***

Tas Management Act Weeds within 5000 m

480985, 5414037



472323, 5402912

Please note that some layers may not display at all requested map scales

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Tas Management Act Weeds within 5000 m



Tas Management Act Weeds within 5000 m

Verified Records

Species	Common Name	Observation Count	Last Recorded
Bassia scoparia	copper saltbush	2	22-Feb-1995
Erica lusitanica	spanish heath	16	26-May-2016
Ilex aquifolium	holly	2	16-Dec-2014
Onopordum acanthium	scotch thistle	1	01-Jan-1978
Rubus echinatus	blackberry	1	12-Feb-2004
Rubus fruticosus	blackberry	7	18-Oct-2006
Senecio jacobaea	ragwort	22	21-Feb-2011
Ulex europaeus	gorse	30	16-Dec-2014

Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

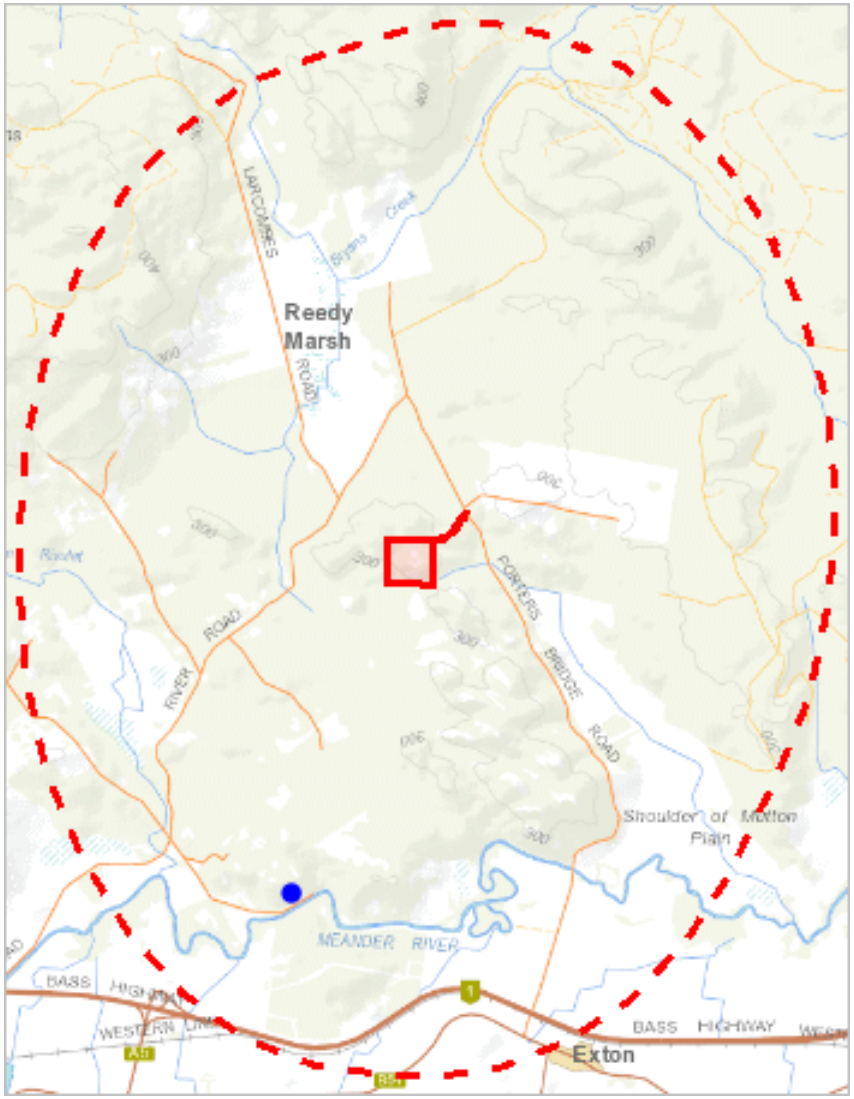
https://www.nre.tas.gov.au/invasive-species/weeds

*** No Priority Weeds found within 500 metres ***

13.1.13 Application Documents

Priority Weeds within 5000 m

480985, 5414037



472323, 5402912

Please note that some layers may not display at all requested map scales

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Priority Weeds within 5000 m

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels

Priority Weeds within 5000 m

Verified Records

Species	Common Name	Observation Count	Last Recorded
Prunus laurocerasus	cherry laurel	1	16-Dec-2014

Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

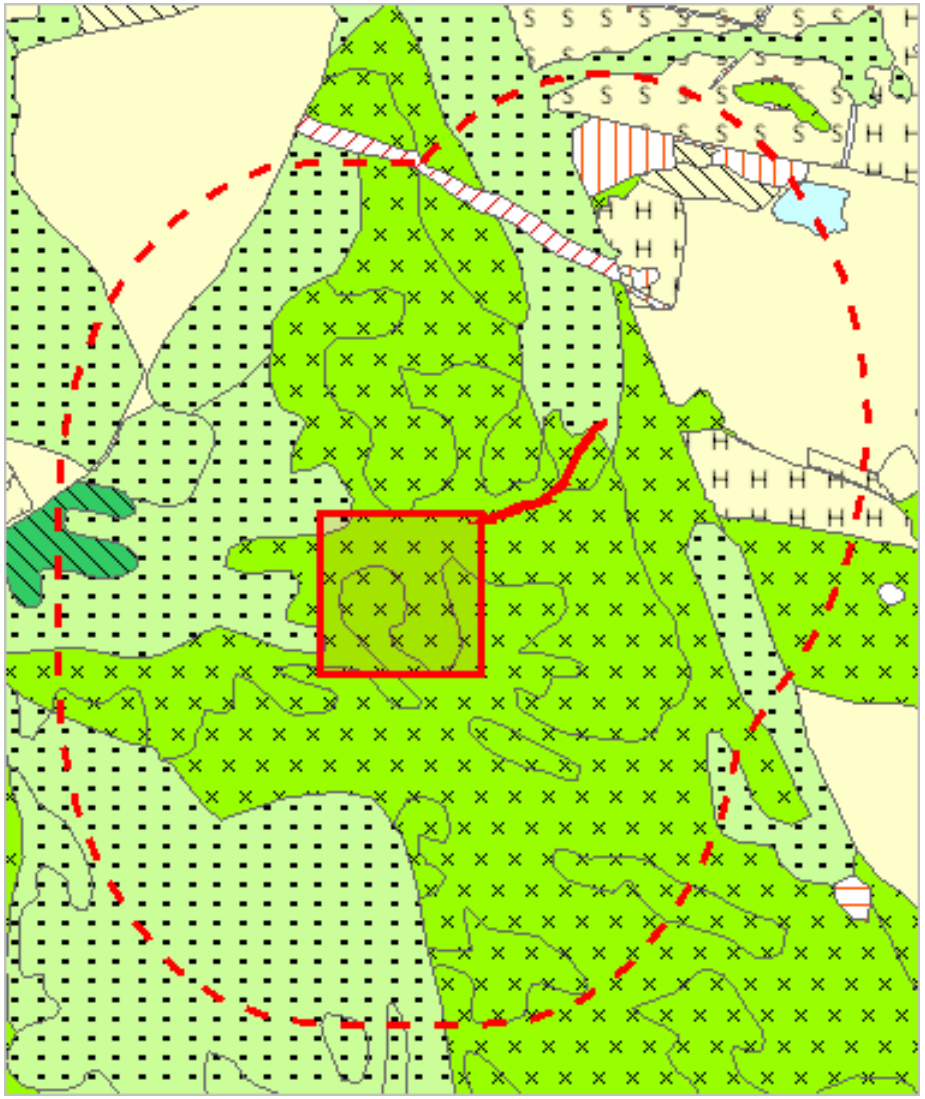
https://www.nre.tas.gov.au/invasive-species/weeds

*** No Geoconservation sites found within 1000 metres. ***

*** No Acid Sulfate Soils found within 1000 metres ***

TASVEG 4.0 Communities within 1000 metres

477969, 5410039



475346, 5406921

Please note that some layers may not display at all requested map scales

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

TASVEG 4.0 Communities within 1000 metres

Legend: TASVEG 4.0

- (AAP) Alkaline pans
- (AHF) Freshwater aquatic herbland
- (AHL) Lacustrine herbland
- (AHS) Saline aquatic herbland
- (ARS) Saline sedgeland / rushland
- (ASF) Fresh water aquatic sedgeland and rushland
- (ASP) Sphagnum peatland
- (ASS) Succulent saline herbland
- (AUS) Saltmarsh (undifferentiated)
- (AWU) Wetland (undifferentiated)
- (DAC) Eucalyptus amygdalina coastal forest and woodland
- (DAD) Eucalyptus amygdalina forest and woodland on dolerite
- (DAM) Eucalyptus amygdalina forest on mudstone
- (DAS) Eucalyptus amygdalina forest and woodland on sandstone
- (DAZ) Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits
- (DBA) Eucalyptus barberi forest and woodland
- (DCO) Eucalyptus coccifera forest and woodland
- (DCR) Eucalyptus cordata forest
- (DDE) Eucalyptus delegatensis dry forest and woodland
- (DDP) Eucalyptus dalrympleana - Eucalyptus pauciflora forest and woodland
- (DGL) Eucalyptus globulus dry forest and woodland
- (DGW) Eucalyptus gunnii woodland
- (DKW) King Island Eucalypt woodland
- (DMO) Eucalyptus morrisbyi forest and woodland
- (DMW) Midlands woodland complex
- (DNF) Eucalyptus nitida Furneaux forest
- (DNI) Eucalyptus nitida dry forest and woodland
- (DOB) Eucalyptus obliqua dry forest
- (DOV) Eucalyptus ovata forest and woodland
- (DOW) Eucalyptus ovata heathy woodland
- (DPD) Eucalyptus pauciflora forest and woodland on dolerite
- (DPE) Eucalyptus perriniana forest and woodland
- (DPO) Eucalyptus pauciflora forest and woodland not on dolerite
- (DPU) Eucalyptus pulchella forest and woodland
- (DRI) Eucalyptus risdonii forest and woodland
- (DRO) Eucalyptus rodwayi forest and woodland
- (DSC) Eucalyptus amygdalina - Eucalyptus obliqua damp sclerophyll forest
- (DSG) Eucalyptus sieberi forest and woodland on granite
- (DSO) Eucalyptus sieberi forest and woodland not on granite
- (DTD) Eucalyptus tenuiramis forest and woodland on dolerite
- (DTG) Eucalyptus tenuiramis forest and woodland on granite
- (DTO) Eucalyptus tenuiramis forest and woodland on sediments
- (DVC) Eucalyptus viminalis - Eucalyptus globulus coastal forest and woodland
- (DVF) Eucalyptus viminalis Furneaux forest and woodland
- (DVG) Eucalyptus viminalis grassy forest and woodland
- (FAC) Improved pasture with native tree canopy
- (FAG) Agricultural land
- (FMG) Marram grassland
- (FPE) Permanent easements
- (FPF) Pteridium esculentum fernland
- (FPH) Plantations for silviculture - hardwood
- (FPS) Plantations for silviculture - softwood
- (FPU) Unverified plantations for silviculture
- (FRG) Regenerating cleared land
- (FSM) Spartina marshland
- (FUM) Extra-urban miscellaneous
- (FUR) Urban areas
- (FWU) Weed infestation
- (GCL) Lowland grassland complex

TASVEG 4.0 Communities within 1000 metres

- (GHC) Coastal grass and herbfield
- (GPH) Highland Poa grassland
- (GPL) Lowland Poa labillardierei grassland
- (GRP) Rockplate grassland
- (GSL) Lowland grassy sedgeland
- (GTL) Lowland Themeda triandra grassland
- (HCH) Alpine coniferous heathland
- (HCM) Cushion moorland
- (HHE) Eastern alpine heathland
- (HHW) Western alpine heathland
- (HSE) Eastern alpine sedgeland
- (HSW) Western alpine sedgeland/herbland
- (HUE) Eastern alpine vegetation (undifferentiated)
- (MBE) Eastern buttongrass moorland
- (MBP) Pure buttongrass moorland
- (MBR) Sparse buttongrass moorland on slopes
- (MBS) Buttongrass moorland with emergent shrubs
- (MBU) Buttongrass moorland (undifferentiated)
- (MBW) Western buttongrass moorland
- (MDS) Subalpine Diplarrena latifolia rushland
- (MGH) Highland grassy sedgeland
- (MRR) Restionaceae rushland
- (MSW) Western lowland sedgeland
- (NAD) Acacia dealbata forest
- (NAF) Acacia melanoxylon swamp forest
- (NAL) Allocasuarina littoralis forest
- (NAR) Acacia melanoxylon forest on rises
- (NAV) Allocasuarina verticillata forest
- (NBA) Bursaria - Acacia woodland
- (NBS) Banksia serrata woodland
- (NCR) Callitris rhomboidea forest
- (NLA) Leptospermum scoparium - Acacia mucronata forest
- (NLE) Leptospermum forest
- (NLM) Leptospermum lanigerum - Melaleuca squarrosa swamp forest
- (NLN) Subalpine Leptospermum nitidum woodland
- (NME) Melaleuca ericifolia swamp forest
- (OAQ) Water, sea
- (ORO) Lichen lithosere
- (OSM) Sand, mud
- (RCO) Coastal rainforest
- (RFE) Rainforest fernland
- (RFS) Nothofagus gunnii rainforest scrub
- (RHP) Lagarostrobos franklinii rainforest and scrub
- (RKF) Athrotaxis selaginoides - Nothofagus gunnii short rainforest
- (RKP) Athrotaxis selaginoides rainforest
- (RKS) Athrotaxis selaginoides subalpine scrub
- (RKX) Highland rainforest scrub with dead Athrotaxis selaginoides
- (RML) Nothofagus - Leptospermum short rainforest
- (RMS) Nothofagus - Phyllocladus short rainforest
- (RMT) Nothofagus - Atherosperma rainforest
- (RMU) Nothofagus rainforest (undifferentiated)
- (RPF) Athrotaxis cupressoides - Nothofagus gunnii short rainforest
- (RPP) Athrotaxis cupressoides rainforest
- (RPW) Athrotaxis cupressoides open woodland
- (RSH) Highland low rainforest and scrub
- (SAL) Acacia longifolia coastal scrub
- (SBM) Banksia marginata wet scrub
- (SBR) Broad-leaf scrub
- (SCA) Coastal scrub on alkaline sands
- (SCH) Coastal heathland
- (SCL) Heathland on calcareous substrates

TASVEG 4.0 Communities within 1000 metres

(SED) Eastern scrub on dolerite
(SHS) Subalpine heathland
(SHW) Wet heathland
(SKA) Kunzea ambigua regrowth scrub
(SLG) Leptospermum glaucescens heathland and scrub
(SLL) Leptospermum lanigerum scrub
(SLS) Leptospermum scoparium heathland and scrub
(SMM) Melaleuca squamea heathland
(SMP) Melaleuca pustulata scrub
(SMR) Melaleuca squarrosa scrub
(SRE) Eastern riparian scrub
(SRF) Leptospermum with rainforest scrub
(SRH) Rookery halophytic herbland
(SSC) Coastal scrub
(SSK) Scrub complex on King Island
(SSW) Western subalpine scrub
(SSZ) Spray zone coastal complex
(SWR) Western regrowth complex
(SWW) Western wet scrub
(WBR) Eucalyptus brookeriana wet forest
(WDA) Eucalyptus dalrympleana forest
(WDB) Eucalyptus delegatensis forest with broad-leaf shrubs
(WDL) Eucalyptus delegatensis forest over Leptospermum
(WDR) Eucalyptus delegatensis forest over rainforest
(WDU) Eucalyptus delegatensis wet forest (undifferentiated)
(WGK) Eucalyptus globulus King Island forest
(WGL) Eucalyptus globulus wet forest
(WNL) Eucalyptus nitida forest over Leptospermum
(WNR) Eucalyptus nitida forest over rainforest
(WNU) Eucalyptus nitida wet forest (undifferentiated)
(WOB) Eucalyptus obliqua forest with broad-leaf shrubs
(WOL) Eucalyptus obliqua forest over Leptospermum
(WOR) Eucalyptus obliqua forest over rainforest
(WOU) Eucalyptus obliqua wet forest (undifferentiated)
(WRE) Eucalyptus regnans forest
(WSU) Eucalyptus subcrenulata forest and woodland
(WVI) Eucalyptus viminalis wet forest

Legend: Cadastral Parcels

TASVEG 4.0 Communities within 1000 metres

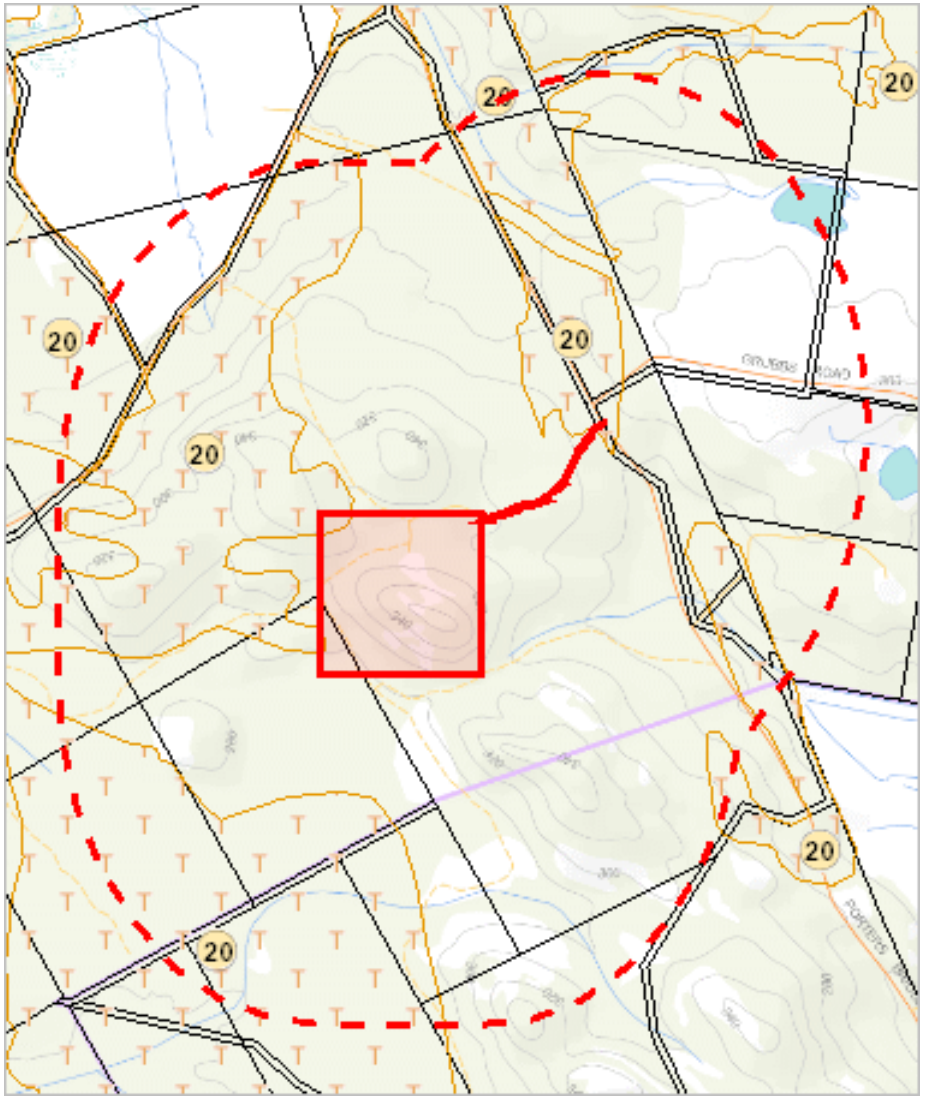
Code	Community	Canopy Tree
DOV	(DOV) Eucalyptus ovata forest and woodland	
DSC	(DSC) Eucalyptus amygdalina - Eucalyptus obliqua damp sclerophyll forest	
DVG	(DVG) Eucalyptus viminalis grassy forest and woodland	
FAG	(FAG) Agricultural land	
FPE	(FPE) Permanent easements	
FPH	(FPH) Plantations for silviculture - hardwood	
FPS	(FPS) Plantations for silviculture - softwood	
FPU	(FPU) Unverified plantations for silviculture	
FRG	(FRG) Regenerating cleared land	
OAQ	(OAQ) Water, sea	

For more information contact: Coordinator, Tasmanian Vegetation Monitoring and Mapping Program.
Telephone: (03) 6165 4320
Email: TVMMPSupport@nre.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

13.1.13 Application Documents

Threatened Communities (TASVEG 2020) within 1000 metres

477969, 5410039



475346, 5406921

Please note that some layers may not display at all requested map scales

Department of Natural Resources and Environment Tasmania

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Threatened Communities (TNVC 2020) within 1000 metres

Legend: Threatened Communities

- 1 - Alkaline pans
- 2 - Allocasuarina littoralis forest
- 3 - Athrotaxis cupressoides/Nothofagus gunnii short rainforest
- 4 - Athrotaxis cupressoides open woodland
- 5 - Athrotaxis cupressoides rainforest
- 6 - Athrotaxis selaginoides/Nothofagus gunnii short rainforest
- 7 - Athrotaxis selaginoides rainforest
- 8 - Athrotaxis selaginoides subalpine scrub
- 9 - Banksia marginata wet scrub
- 10 - Banksia serrata woodland
- 11 - Callitris rhomboidea forest
- 13 - Cushion moorland
- 14 -Eucalyptus amygdalina forest and woodland on sandstone
- 15 - Eucalyptus amygdalina inland forest and woodland on cainozoic deposits
- 16 - Eucalyptus brookeriana wet forest
- 17 - Eucalyptus globulus dry forest and woodland
- 18 - Eucalyptus globulus King Island forest
- 19 - Eucalyptus morrisbyi forest and woodland
- 20 - Eucalyptus ovata forest and woodland
- 21 - Eucalyptus risdonii forest and woodland
- 22 - Eucalyptus tenuiramis forest and woodland on sediments
- 23 - Eucalyptus viminalis - Eucalyptus globulus coastal forest and woodland
- 24 - Eucalyptus viminalis Furneaux forest and woodland
- 25 - Eucalyptus viminalis wet forest
- 26 - Heathland on calcareous substrates
- 27 - Heathland scrub complex at Wingaroo
- 28 - Highland grassy sedgeland
- 29 - Highland Poa grassland
- 30 - Melaleuca ericifolia swamp forest
- 31 - Melaleuca pustulata scrub
- 32 - Notelaea - Pomaderris - Beyeria forest
- 33 - Rainforest fernland
- 34 - Riparian scrub
- 35 - Seabird rookery complex
- 36 - Sphagnum peatland
- 36A - Spray zone coastal complex
- 37 - Subalpine Diplarrena latifolia rushland
- 38 - Subalpine Leptospermum nitidum woodland
- 39 - Wetlands

Legend: Cadastral Parcels

Threatened Communities (TNVC 2020) within 1000 metres

Scheduled Community Id	Scheduled Community Name
20	Eucalyptus ovata forest and woodland

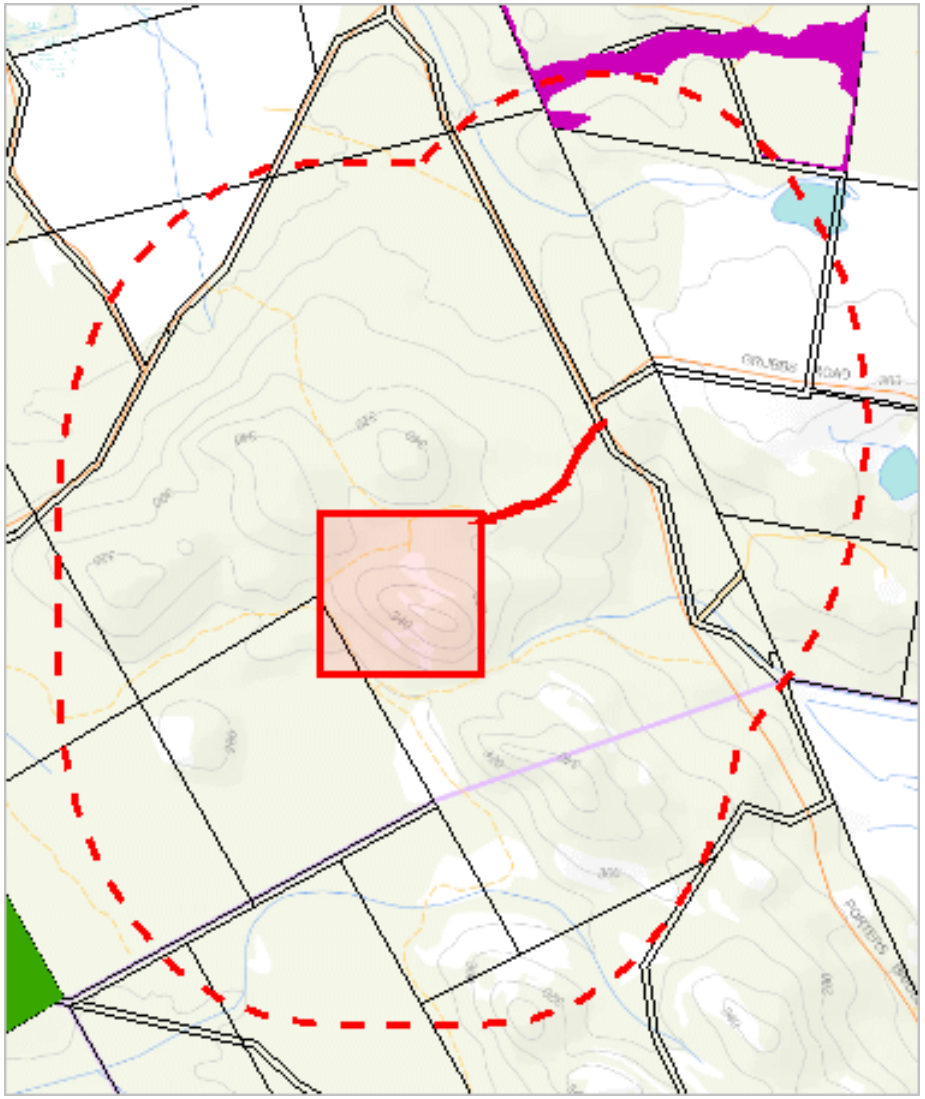
For more information contact: Coordinator, Tasmanian Vegetation Monitoring and Mapping Program.
Telephone: (03) 6165 4320
Email: TVMMPSupport@nre.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

*** No Fire History (All) found within 1000 metres ***

*** No Fire History (Last Burnt) found within 1000 metres ***

Reserves Within 1000 metres

477969, 5410039



475346, 5406921

Please note that some layers may not display at all requested map scales

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Reserves within 1000 metres

Legend: Tasmanian Reserve Estate

- Conservation Area
- Conservation Area and Conservation Covenant (NCA)
- Game Reserve
- Historic Site
- Indigenous Protected Area
- National Park
- Nature Reserve
- Nature Recreation Area
- Regional Reserve
- State Reserve
- Wellington Park
- Public authority land within WHA
- Future Potential Production Forest
- Informal Reserve on Permanent Timber Production Zone Land or STT managed land
- Informal Reserve on other public land
- Roadside Conservation Site
- Conservation Covenant (NCA)
- Private Nature Reserve and Conservation Covenant (NCA)
- Private Sanctuary and Conservation Covenant (NCA)
- Private Sanctuary
- Private land within WHA
- Management Agreement
- Stewardship Agreement
- Part 5 Agreement (Meander Dam Offset)
- Other Private Reserve

Legend: Cadastral Parcels

Reserves within 1000 metres

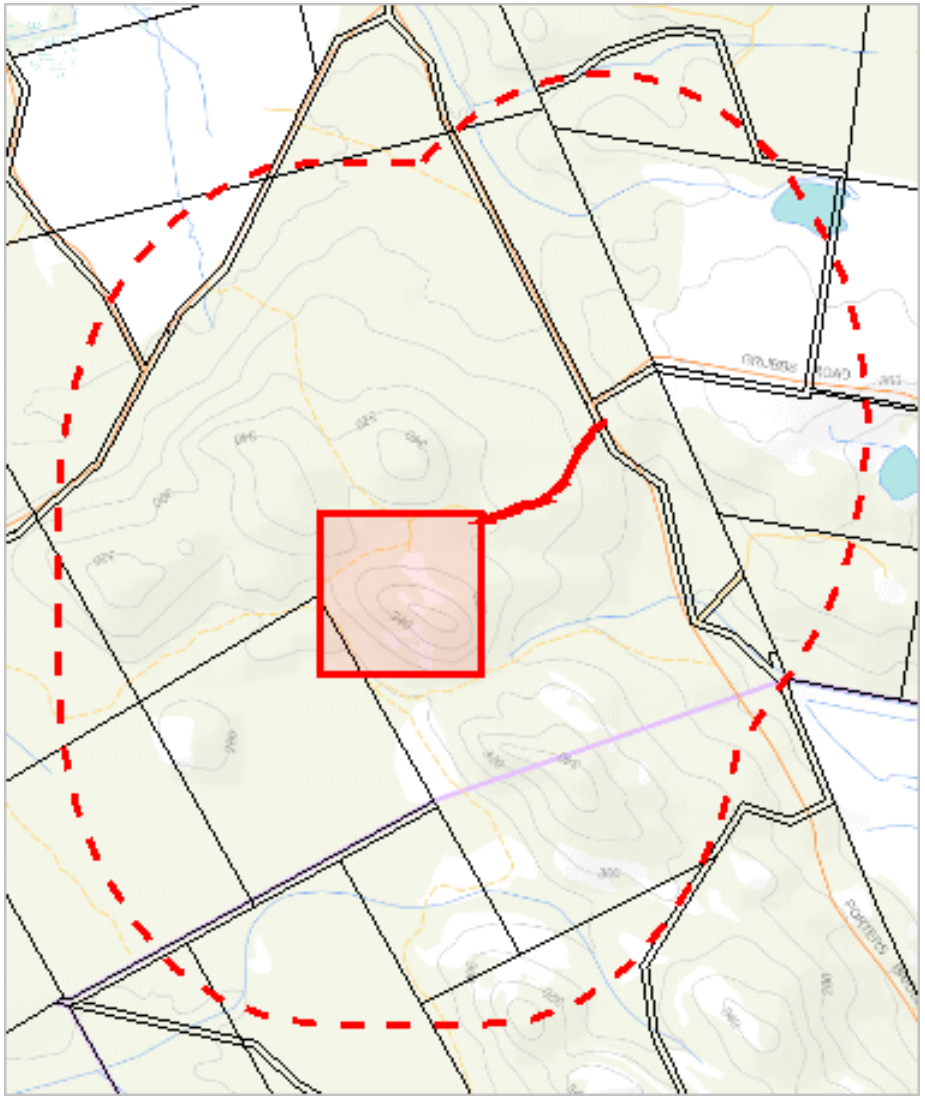
Name	Classification	Status	Area (HA)
	Other Private Reserve	Private Reserve (Variable Term)	9.27841632

For more information about the Tasmanian Reserve Estate, please contact the Natural Values Science Services Branch.
Email: LandManagement.Enquiries@nre.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

13.1.13 Application Documents

Known biosecurity risks within 1000 meters

477969, 5410039



475346, 5406921

Please note that some layers may not display at all requested map scales

Department of Natural Resources and Environment Tasmania

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Known biosecurity risks within 1000 meters

Legend: Biosecurity Risk Species

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Hygiene infrastructure

- Location Point Verified
- Location Point Unverified
- Location Line Verified
- Location Line Unverified
- Location Polygon Verified
- Location Polygon Unverified

Legend: Cadastral Parcels

Known biosecurity risks within 1000 meters

Verified Species of biosecurity risk

No verified species of biosecurity risk found within 1000 metres

Unverified Species of biosecurity risk

No unverified species of biosecurity risk found within 1000 metres

Generic Biosecurity Guidelines

The level and type of hygiene protocols required will vary depending on the tenure, activity and land use of the area. In all cases adhere to the land manager's biosecurity (hygiene) protocols. As a minimum always Check / Clean / Dry (Disinfect) clothing and equipment before trips and between sites within a trip as needed https://www.nre.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual

On Reserved land, the more remote, infrequently visited and undisturbed areas require tighter biosecurity measures.

In addition, where susceptible species and communities are known to occur, tighter biosecurity measures are required.

Apply controls relevant to the area / activity:

- Don't access sites infested with pathogen or weed species unless absolutely necessary. If it is necessary to visit, adopt high level hygiene protocols.
- Consider not accessing non-infested sites containing known susceptible species / communities. If it is necessary to visit, adopt high level hygiene protocols.
- Don't undertake activities that might spread pest / pathogen / weed species such as deliberately moving soil or water between areas.
- Modify / restrict activities to reduce the chance of spreading pest / pathogen / weed species e.g. avoid periods when weeds are seeding, avoid clothing/equipment that excessively collects soil and plant material e.g. Velcro, excessive tread on boots.
- Plan routes to visit clean (uninfested) sites prior to dirty (infested) sites. Do not travel through infested areas when moving between sites.
- Minimise the movement of soil, water, plant material and hitchhiking wildlife between areas by using the Check / Clean / Dry (Disinfect when drying is not possible) procedure for all clothing, footwear, equipment, hand tools and vehicles https://www.nre.tas.gov.au/invasive-species/weeds/weed-hygiene
- Neoprene and netting can take 48 hours to dry, use non-porous gear wherever possible.
- Use walking track boot wash stations where available.
- Keep a hygiene kit in the vehicle that includes a scrubbing brush, boot pick, and disinfectant https://www.nre.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual
- Dispose of all freshwater away from natural water bodies e.g. do not empty water into streams or ponds.
- Dispose of used disinfectant ideally in town though a treatment or septic system. Always keep disinfectant well away from natural water systems.
- Securely contain any high risk pest / pathogen / weed species that must be collected and moved e.g. biological samples.

Hygiene Infrastructure

No known hygiene infrastructure found within 1000 metres

Australian Government
Department of Agriculture, Water and the Environment

EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected. Please see the caveat for interpretation of information provided here.

Report created: 12-Oct-2022

Summary
Details
- Matters of NES
- Other Matters Protected by the EPBC Act
- Extra Information

Caveat
Acknowledgements

Summary

Matters of National Environment Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the Administrative Guidelines on Significance.

World Heritage Properties:	None
National Heritage Places:	None
Wetlands of International Importance (Ramsar	None
Great Barrier Reef Marine Park:	None
Commonwealth Marine Area:	None
Listed Threatened Ecological Communities:	2
Listed Threatened Species:	26
Listed Migratory Species:	10

Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at http://www.environment.gov.au/heritage

A permit may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

Commonwealth Lands:	1
Commonwealth Heritage Places:	None
Listed Marine Species:	14
Whales and Other Cetaceans:	None
Critical Habitats:	None
Commonwealth Reserves Terrestrial:	None
Australian Marine Parks:	None
Habitat Critical to the Survival of Marine Turtles:	None

Extra Information

This part of the report provides information that may also be relevant to the area you have

State and Territory Reserves:	11
Regional Forest Agreements:	1
Nationally Important Wetlands:	None
EPBC Act Referrals:	3
Key Ecological Features (Marine):	None
Biologically Important Areas:	None
Bioregional Assessments:	None
Geological and Bioregional Assessments:	None

Details

Matters of National Environmental Significance

Listed Threatened Ecological Communities [Resource Information]

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.
Status of Vulnerable, Disallowed and Ineligible are not MNES under the EPBC Act.

Community Name	Threatened Category	Presence Text	Buffer Status
Tasmanian Forests and Woodlands dominated by black gum or Brookers gum (Eucalyptus ovata / E. brookeriana)	Critically Endangered	Community likely to occur within area	In feature area
Tasmanian white gum (Eucalyptus viminalis) wet forest	Critically Endangered	Community likely to occur within area	In feature area

Listed Threatened Species [Resource Information]

Status of Conservation Dependent and Extinct are not MNES under the EPBC Act.
Number is the current name ID.

Scientific Name	Threatened Category	Presence Text	Buffer Status
BIRD			
Aquila audax fleayi Tasmanian Wedge-tailed Eagle, Wedge-tailed Eagle (Tasmanian) [64435]	Endangered	Breeding likely to occur within area	In feature area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area	In feature area
Ceyx azureus diemenensis Tasmanian Azure Kingfisher [25977]	Endangered	Species or species habitat may occur within area	In feature area
Hirundapus caudacutus White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area	In feature area
Lathamus discolor Swift Parrot [744]	Critically Endangered	Breeding likely to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
Numenius madagascariensis			
Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area	In feature area
Pterodroma leucoptera leucoptera			
Gould's Petrel, Australian Gould's Petrel [26033]	Endangered	Species or species habitat may occur within area	In feature area
Tyto novaehollandiae castanops (Tasmanian population)			
Masked Owl (Tasmanian) [67051]	Vulnerable	Breeding known to occur within area	In feature area
CRUSTACEAN			
Astacopsis gouldi			
Giant Freshwater Crayfish, Tasmanian Giant Freshwater Lobster [64415]	Vulnerable	Species or species habitat likely to occur within area	In buffer area only
Engaeus granulatus			
Central North Burrowing Crayfish [78959]	Endangered	Species or species habitat may occur within area	In buffer area only
FISH			
Galaxiella pusilla			
Eastern Dwarf Galaxias, Dwarf Galaxias [56790]	Vulnerable	Species or species habitat may occur within area	In feature area
Prototroctes maraena			
Australian Grayling [26179]	Vulnerable	Species or species habitat may occur within area	In feature area
FROG			
Litoria raniformis			
Growling Grass Frog, Southern Bell Frog, Green and Golden Frog, Warty Swamp Frog, Golden Bell Frog [1828]	Vulnerable	Species or species habitat known to occur within area	In feature area
MAMMAL			
Dasyurus maculatus maculatus (Tasmanian population)			
Spotted-tail Quoll, Spot-tailed Quoll, Tiger Quoll (Tasmanian population) [75183]	Vulnerable	Species or species habitat known to occur within area	In feature area
Dasyurus viverrinus			
Eastern Quoll, Luaner [333]	Endangered	Species or species habitat likely to occur within area	In buffer area only
Perameles gunnii gunnii			
Eastern Barred Bandicoot (Tasmania) [66651]	Vulnerable	Species or species habitat known to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
Sarcophilus harrisii Tasmanian Devil [299]	Endangered	Species or species habitat likely to occur within area	In feature area
PLANT			
Acacia axillaris Midlands Mimosa, Midlands Wattle [13563]	Vulnerable	Species or species habitat may occur within area	In buffer area only
Barbarea australis Native Wintercress, Riverbed Wintercress [12540]	Endangered	Species or species habitat likely to occur within area	In feature area
Colobanthus curtisiae Curtis' Colobanth [23961]	Vulnerable	Species or species habitat may occur within area	In feature area
Glycine latrobeana Clover Glycine, Purple Clover [13910]	Vulnerable	Species or species habitat likely to occur within area	In feature area
Lepidium hyssopifolium Basalt Pepper-cress, Peppercress, Rubble Pepper-cress, Pepperweed [16542]	Endangered	Species or species habitat may occur within area	In buffer area only
Leucochrysum albicans subsp. tricolor Hoary Sunray, Grassland Paper-daisy [89104]	Endangered	Species or species habitat may occur within area	In feature area
Prasophyllum stellatum Ben Lomond Leek-orchid [64955]	Critically Endangered	Species or species habitat may occur within area	In buffer area only
Senecio psilocarpus Swamp Fireweed, Smooth-fruited Groundsel [64976]	Vulnerable	Species or species habitat likely to occur within area	In feature area
Xerochrysum palustre Swamp Everlasting, Swamp Paper Daisy [76215]	Vulnerable	Species or species habitat likely to occur within area	In buffer area only

Listed Migratory Species		[Resource Information]	
Scientific Name	Threatened Category	Presence Text	Buffer Status
Migratory Marine Birds			

Scientific Name	Threatened Category	Presence Text	Buffer Status
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area	In feature area
Migratory Terrestrial Species			
Hirundapus caudacutus White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area	In feature area
Myiagra cyanoleuca Satin Flycatcher [612]		Breeding known to occur within area	In feature area
Migratory Wetlands Species			
Actitis hypoleucos Common Sandpiper [59309]		Species or species habitat may occur within area	In feature area
Calidris acuminata Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area	In feature area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area	In feature area
Calidris melanotos Pectoral Sandpiper [858]		Species or species habitat may occur within area	In feature area
Gallinago hardwickii Latham's Snipe, Japanese Snipe [863]		Species or species habitat likely to occur within area	In feature area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area	In feature area
Tringa nebularia Common Greenshank, Greenshank [832]		Species or species habitat may occur within area	In buffer area only

Other Matters Protected by the EPBC Act

Commonwealth Lands [Resource Information]

The Commonwealth area listed below may indicate the presence of Commonwealth land in this vicinity. Due to the unreliability of the data source, all proposals should be checked as to whether it impacts on a Commonwealth area, before making a definitive decision. Contact the State or Territory government land department for further information.

Commonwealth Land Name	State	Buffer Status
Unknown		
Commonwealth Land - [60203]	TAS	In buffer area only

Listed Marine Species [Resource Information]

Scientific Name	Threatened Category	Presence Text	Buffer Status
Bird			
Actitis hypoleucos Common Sandpiper [59309]		Species or species habitat may occur within area	In feature area
Apus pacificus Fork-tailed Swift [678]		Species or species habitat likely to occur within area overfly marine area	In feature area
Bubulcus ibis as Ardea ibis Cattle Egret [66521]		Species or species habitat may occur within area overfly marine area	In feature area
Calidris acuminata Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area	In feature area
Calidris ferruginea Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area overfly marine area	In feature area
Calidris melanotos Pectoral Sandpiper [858]		Species or species habitat may occur within area overfly marine area	In feature area
Gallinago hardwickii Latham's Snipe, Japanese Snipe [863]		Species or species habitat likely to occur within area overfly marine area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
Haliaeetus leucogaster White-bellied Sea-Eagle [943]		Species or species habitat likely to occur within area	In feature area
Hirundapus caudacutus White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area overfly marine area	In feature area
Lathamus discolor Swift Parrot [744]	Critically Endangered	Breeding likely to occur within area overfly marine area	In feature area
Myiagra cyanoleuca Satin Flycatcher [612]		Breeding known to occur within area overfly marine area	In feature area
Neophema chrysostoma Blue-winged Parrot [726]		Species or species habitat likely to occur within area overfly marine area	In feature area
Numenius madagascariensis Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area	In feature area
Tringa nebularia Common Greenshank, Greenshank [832]		Species or species habitat may occur within area overfly marine area	In buffer area only

Extra Information

State and Territory Reserves			[Resource Information]
Protected Area Name	Reserve Type	State	Buffer Status
Acacia Park & Wombat Park	Conservation Covenant	TAS	In buffer area only
Aeolia	Conservation Covenant	TAS	In buffer area only
Brushy Rivulet	Conservation Area	TAS	In buffer area only
Hollybank Goolagong Ruby Rise	Conservation Covenant	TAS	In buffer area only
Jandawira	Conservation Covenant	TAS	In buffer area only
Pennicottage	Conservation Covenant	TAS	In buffer area only

Protected Area Name	Reserve Type	State	Buffer Status
Reedy Marsh	Conservation Area	TAS	In buffer area only
Reedy Marsh #1	Conservation Covenant	TAS	In buffer area only
Reedy Marsh #2	Conservation Covenant	TAS	In buffer area only
Reedy Marsh - Larcombes Road	Conservation Covenant	TAS	In buffer area only
Ruby Rise Coservation Covenant	Conservation Covenant	TAS	In buffer area only

Regional Forest Agreements [Resource Information]

Note that all areas with completed RFAs have been included.

RFA Name	State	Buffer Status
Tasmania RFA	Tasmania	In feature area

EPBC Act Referrals [Resource Information]

Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
Controlled action				
Tasmania Natural Gas Project - Stage 2	2001/211	Controlled Action	Post-Approval	In feature area
Not controlled action				
2-D seismic data survey	2001/135	Not Controlled Action	Completed	In buffer area only
Improving rabbit biocontrol: releasing another strain of RHDV, sthrn two thirds of Australia	2015/7522	Not Controlled Action	Completed	In feature area

Caveat

1 PURPOSE

This report is designed to assist in identifying the location of matters of national environmental significance (MNES) and other matters protected by the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) which may be relevant in determining obligations and requirements under the EPBC Act.

The report contains the mapped locations of:

- World and National Heritage properties;
- Wetlands of International and National Importance;
- Commonwealth and State/Territory reserves;
- distribution of listed threatened, migratory and marine species;
- listed threatened ecological communities; and
- other information that may be useful as an indicator of potential habitat value.

2 DISCLAIMER

This report is not intended to be exhaustive and should only be relied upon as a general guide as mapped data is not available for all species or ecological communities listed under the EPBC Act (see below). Persons seeking to use the information contained in this report to inform the referral of a proposed action under the EPBC Act should consider the limitations noted below and whether additional information is required to determine the existence and location of MNES and other protected matters.

Where data are available to inform the mapping of protected species, the presence type (e.g. known, likely or may occur) that can be determined from the data is indicated in general terms. It is the responsibility of any person using or relying on the information in this report to ensure that it is suitable for the circumstances of any proposed use. The Commonwealth cannot accept responsibility for the consequences of any use of the report or any part thereof. To the maximum extent allowed under governing law, the Commonwealth will not be liable for any loss or damage that may be occasioned directly or indirectly through the use of, or reliance

3 DATA SOURCES

Threatened ecological communities

For threatened ecological communities where the distribution is well known, maps are generated based on information contained in recovery plans, State vegetation maps and remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species

Threatened, migratory and marine species distributions have been discerned through a variety of methods. Where distributions are well known and if time permits, distributions are inferred from either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc.) together with point locations and described habitat; or modelled (MAXENT or BIOCLIM habitat modelling) using

Where little information is available for a species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc.).

In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More detailed distribution mapping methods are used to update these distributions

4 LIMITATIONS

The following species and ecological communities have not been mapped and do not appear in this report:

- threatened species listed as extinct or considered vagrants;
- some recently listed species and ecological communities;
- some listed migratory and listed marine species, which are not listed as threatened species; and
- migratory species that are very widespread, vagrant, or only occur in Australia in small numbers.

The following groups have been mapped, but may not cover the complete distribution of the species:

- listed migratory and/or listed marine seabirds, which are not listed as threatened, have only been mapped for recorded
- seals which have only been mapped for breeding sites near the Australian continent

The breeding sites may be important for the protection of the Commonwealth Marine environment.

Refer to the metadata for the feature group (using the Resource Information link) for the currency of the information.

Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

-Office of Environment and Heritage, New South Wales
-Department of Environment and Primary Industries, Victoria
-Department of Primary Industries, Parks, Water and Environment, Tasmania
-Department of Environment, Water and Natural Resources, South Australia
-Department of Land and Resource Management, Northern Territory
-Department of Environmental and Heritage Protection, Queensland
-Department of Parks and Wildlife, Western Australia
-Environment and Planning Directorate, ACT
-Birdlife Australia
-Australian Bird and Bat Banding Scheme
-Australian National Wildlife Collection
-Natural history museums of Australia
-Museum Victoria
-Australian Museum
-South Australian Museum
-Queensland Museum
-Online Zoological Collections of Australian Museums
-Queensland Herbarium
-National Herbarium of NSW
-Royal Botanic Gardens and National Herbarium of Victoria
-Tasmanian Herbarium
-State Herbarium of South Australia
-Northern Territory Herbarium
-Western Australian Herbarium
-Australian National Herbarium, Canberra
-University of New England
-Ocean Biogeographic Information System
-Australian Government, Department of Defence
Forestry Corporation, NSW
-Geoscience Australia
-CSIRO
-Australian Tropical Herbarium, Cairns
-eBird Australia
-Australian Government – Australian Antarctic Data Centre
-Museum and Art Gallery of the Northern Territory
-Australian Government National Environmental Science Program
-Australian Institute of Marine Science
-Reef Life Survey Australia
-American Museum of Natural History
-Queen Victoria Museum and Art Gallery, Inveresk, Tasmania
-Tasmanian Museum and Art Gallery, Hobart, Tasmania
-Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the Contact Us page.

© Commonwealth of Australia
Department of Agriculture Water and the Environment
GPO Box 858
Canberra City ACT 2601 Australia
+61 2 6274 1111

Threatened Fauna Range Boundaries Boundaries

Search Point 476488E,5408358N is within the following fauna range boundaries as at Wed Oct 12 2022 14:16:03 GMT+1100 (Australian Eastern Daylight Time)

Common name	Species name	Range Class	Habitat Description
grey goshawk	Accipiter novaehollandiae	Potential Range	Potential habitat for the grey goshawk is native forest with mature elements below 600 m altitude, particularly along watercourses. FPA's Fauna Technical Note 12 can be used as a guide in the identification of grey goshawk habitat. Significant habitat for the grey goshawk may be summarised as areas of wet forest, rainforest and damp forest patches in dry forest, with a relatively closed mature canopy, low stem density, and open understorey in close proximity to foraging habitat and a freshwater body (i.e. stream, river, lake, swamp, etc.). FPA's Fauna Technical Note 12 can be used as a guide in the identification of grey goshawk habitat.
wedge-tailed eagle	Aquila audax subsp. fleayi	Potential Range	Potential habitat for the wedge-tailed eagle comprises potential nesting habitat and potential foraging habitat. Potential foraging habitat is a wide variety of forest (including areas subject to native forest silviculture) and non-forest habitats. Potential nesting habitat is tall eucalypt trees in large tracts (usually more than 10 ha) of eucalypt or mixed forest. Nest trees are usually amongst the largest in a locality. They are generally in sheltered positions on leeward slopes, between the lower and mid sections of a slope and with the top of the tree usually lower than the ground level of the top of the ridge, although in some parts of the State topographic shelter is not always a significant factor (e.g. parts of the northwest and Central Highlands). Nests are usually not constructed close to sources of disturbance and nests close to disturbance are less productive. More than one nest may occur within a territory but only one is used for breeding in any one year. Breeding failure often promotes a change of nest in the next year. [see FPA's Fauna Technical Note 1 and FPA's Fauna Technical Note 6 for more information] Significant habitat for the wedge-tailed eagle is all native forest and native non-forest vegetation within 500 m or 1 km line-of-sight of known nest sites (where the nest tree is still present).
Green Lined Ground	Catadromus lacordairei	Potential Range	Potential habitat for the Green-lined Ground Beetle is open, grassy/sedgy, low altitude grasslands and woodlands associated with wetlands and low-lying plains or flats adjacent to rivers/streams. Key habitat elements that need to be present include sheltering sites such as patches of stones, coarse woody debris and/or cracked soils. The species is a highly active and mobile flyer that often comes to ground close to water sources and is rarely found further than 250 m from such a source.
spotted-tailed quoll	Dasyurus maculatus	Core Range	Potential habitat for the spotted-tailed quoll is coastal scrub, riparian areas, rainforest, wet forest, damp forest, dry forest and blackwood swamp forest (mature and regrowth), particularly where structurally complex areas are present, and includes remnant patches in cleared agricultural land or plantation areas. Significant habitat for the spotted-tailed quoll is all potential denning habitat within the core range of the species. Potential denning habitat for the spotted-tailed quoll includes 1) any forest remnant (>0.5ha) in a cleared or plantation landscape that is structurally complex (high canopy, with dense understorey and ground vegetation cover), free from the risk of inundation, or 2) a rock outcrop, rock crevice, rock pile, burrow with a small entrance, hollow logs, large piles of coarse woody debris and caves. FPA's Fauna Technical Note 10 can be used as a guide in the identification of potential denning habitat.
eastern quoll	Dasyurus viverrinus	Core Range	Potential habitat for the Eastern quoll includes rainforest, heathland, alpine areas and scrub. However, it seems to prefer dry forest and native grassland mosaics which are bounded by agricultural land. Potential range for the Eastern Quoll is the whole of mainland Tasmania and Bruny Island. Core range for the Eastern Quoll is a specialist-defined area based primarily on modelling work published in Fancourt et al 2015 and additional expert advice.
Swan galaxias	Galaxias fontanus	Potential Range	Potential habitat for the Swan Galaxias is slow to moderately fast flowing streams containing permanent water (even when not flowing), which have good instream cover from overhanging banks and/or logs, and shade from overhanging vegetation. A population can only be maintained where barriers have prevented establishment of trout and redfin perch. The nature of these barriers is variable and can include permanent natural structures such as waterfalls and chutes and also low flow-dependent features such as marshes, ephemeral water-losing and remnant channels, braided channel floodplain features. Significant habitat for the Swan galaxias is all potential habitat and a 30m stream-side reserve within the core range. This includes the Wildlife Priority Areas (Fauna Special Management Zones) on the upper Swan River, Tater Garden Creek and upper Blue Tier Creek, and other upper catchments of tributaries of the Macquarie, Blackman and Isis Rivers.
white-bellied sea-eagle	Haliaeetus leucogaster	Potential Range	Potential habitat for the White-Bellied Sea-eagle species comprises potential nesting habitat and potential foraging habitat. Potential foraging habitat is any large waterbody (including sea coasts, estuaries, wide rivers, lakes, impoundments and even large farm dams) supporting prey items (fish). Potential nesting habitat is tall eucalypt trees in large tracts (usually more than 10 ha) of eucalypt or mixed forest within 5 km of the coast (nearest coast including shores, bays, inlets and peninsulas), large rivers (Class 1), lakes or complexes of large farm dams. Scattered trees along river banks or pasture land may also be used. Significant habitat for the white-bellied sea-eagle is all native forest and native non-forest vegetation within 500 m or 1 km line-of-sight of known nest sites (where nest tree still present).

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Common name	Species name	Range Class	Habitat Description
swift parrot	Lathamus discolor	N and W Potential range	Potential breeding habitat for the Swift Parrot comprises potential foraging habitat and potential nesting habitat, and is based on definitions of foraging and nesting trees (see Table A in swift parrot habitat assessment Technical Note). Potential foraging habitat comprises E. globulus or E. ovata trees that are old enough to flower. In the Eastern Tiers, potential foraging habitat also includes E. brookeriana where it has the potential to contribute a substantial foraging resource. The occurrence of foraging-habitat can be remotely assessed, although only to a limited extent, by using mapping layers such as GlobMap (DPIPWE 2010). Due to the scale and inadequacies in current foraging-habitat mapping, potential foraging-habitat density within operational areas be largely identified by ground-based surveys as per Table B in the swift parrot habitat assessment Technical Note. For management purposes potential nesting habitat is considered to comprise eucalypt forests that contain hollow-bearing trees. The FPA mature habitat availability map (see Technical Note 2) predicts the availability of hollow-bearing trees using the relevant definitions of habitat provided in Table C of the swift parrot habitat assessment Technical Note. The mature habitat availability map is designed to be used to make landscape-scale assessments and may not be reliable for stand-level assessments required during the development of a Forest Practices Plan. At the stand-level the availability and distribution of hollow-bearing trees across a coupe or operation area is best determined from a ground-based assessment (see Table C in the swift parrot habitat assessment Technical Note). Significant habitat is all potential breeding habitat within the SE potential breeding range and the NW breeding areas.
green and golden frog	Litoria raniformis	Potential Range	Potential habitat for the green and gold frog is permanent and temporary waterbodies, usually with vegetation in or around them. Potential habitat includes features such as natural lagoons, permanently or seasonally inundated swamps and wetlands, farm dams, irrigation channels, artificial water-holding sites such as old quarries, slow-flowing stretches of streams and rivers and drainage features. Significant habitat for the green and gold frog is still or very slow flowing water bodies, with at least some vegetation, and a lack of obvious pollutants (oils, chemicals, etc). See FPA Fauna Technical Note 18 for further guidance on assessing significant habitat for the green and gold frog.
eastern barred bandicoot	Perameles gunnii	Core Range	Potential habitat for the eastern barred bandicoot is open vegetation types including woodlands and open forests with a grassy understorey, native and exotic grasslands, particularly in landscapes with a mosaic of agricultural land and remnant bushland. Significant habitat for the Eastern Barred Bandicoot is dense tussock grass-sagg-sedge swards, piles of coarse woody debris and denser patches of low shrubs (especially those that are densely branched close to the ground providing shelter) within the core range of the species.
glossy grass skink	Pseudemoia rawlinsoni	Potential Range	Potential habitat for the Glossy Grass Skink is wetlands and swampy sites (including grassy wetlands, teatree swamps and grassy sedgelands), and margins of such habitats.
tasmanian devil	Sarcophilus harrisii	Potential Range	Potential habitat for the Tasmanian devil is all terrestrial native habitats, forestry plantations and pasture. Devils require shelter (e.g. dense vegetation, hollow logs, burrows or caves) and hunting habitat (open understorey mixed with patches of dense vegetation) within their home range (4-27 km^2). Significant habitat for the Tasmanian devil is a patch of potential denning habitat where three or more entrances (large enough for a devil to pass through) may be found within 100 m of one another, and where no other potential denning habitat with three or more entrances may be found within a 1 km radius, being the approximate area of the smallest recorded devil home range (Pemberton 1990). Potential denning habitat for the Tasmanian devil is areas of burrowable, well-drained soil, log piles or sheltered overhangs such as cliffs, rocky outcrops, knolls, caves and earth banks, free from risk of inundation and with at least one entrance through which a devil could pass. FPA's Fauna Technical Note 10 can be used as a guide in the identification of potential denning habitat
masked owl	Tyto novaehollandiae	Core Range	Potential habitat for the masked owl is all areas with trees with large hollows (≥15 cm entrance diameter). Remnants and paddock trees (in any dry or wet forest type) in agricultural areas may also constitute potential habitat. Significant habitat for the masked owl is any area of native dry forest, within the core range, with trees with large hollows (≥15 cm entrance diameter). Remnants and paddock trees (in any dry or wet forest type) in agricultural areas may also constitute significant habitat. See FPA Fauna Technical Note 17 for guidance on assessing masked owl habitat using 'on-ground' and remote methods.

Showing 1 to 13 of 13 entries

Threatened Fauna Records

Fauna Records within 5000m of 476488E,5408358N at Wed Oct 12 2022 14:16:03 GMT+1100 (Australian Eastern Daylight Time)

Records with the project code 'rnd' and same foreign ID (nest ID) have been simplified to only show the newest observation.

Species name	Common name	Reported Position accuracy (m)	X	Y	Distance (m)	Obs. type	Obs. date	Date accuracy	Obs. state	Project code + Foreign id	NVA id
Perameles gunnii	eastern barred bandicoot	5000	476612	5407933	443	Sighting	1985-12-04	Unknown	Present	spotlight spotlight:spotlight:594/2	NVA
Perameles gunnii	eastern barred bandicoot	1850	476470	5404013	4345	Sighting	1979-08-25	Unknown	Present	tpo tpo:tpo:3349/1	NVA
Perameles gunnii	eastern barred bandicoot	1850	475073	5405859	2872	Sighting	1977-12-18	Unknown	Present	tpo tpo:tpo:3405/1	NVA
Perameles gunnii	eastern barred bandicoot	1850	475073	5405859	2872	Sighting	1976-02-22	Unknown	Present	tpo tpo:tpo:3406/1	NVA
Perameles gunnii	eastern barred bandicoot	18500	472290	5405849	4891	Sighting	1979-06-22	Unknown	Present	tpo tpo:tpo:6030/1	NVA
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	10	473827	5410835	3635	Nest	2007-03-15	Day	Present	rnd 1515	NVA
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	10	473618	5410636	3664	Nest	2007-01-01	Day	Present	rnd 1516	NVA
Aquila audax	wedge-tailed eagle	50	478285	5405861	3076	Nest	2010-09-22	Day	Present	rnd 193	NVA
Aquila audax	wedge-tailed eagle	1000	475913	5407884	745	Nest	2008-09-19	Day	Present	rnd 125	NVA
Dasyurus maculatus	spotted-tail quoll	10	474855	5412013	4003	Camera Trap	2016-04-21	Day	Present	dpiw-fauna	NVA
Sarcophilus harrisii	tasmanian devil	10	475001	5412441	4345	Camera Trap	2016-04-11	Day	Present	dpiw-fauna Tasmanian Devil	NVA
Sarcophilus harrisii	tasmanian devil	10	474885	5412671	4601	Camera Trap	2016-04-10	Day	Present	dpiw-fauna	NVA
Perameles gunnii	eastern barred bandicoot	10	474930	5412623	4541	Camera Trap	2016-03-08	Day	Present	dpiw-fauna	NVA
Dasyurus maculatus	spotted-tail quoll	10	474975	5412552	4459	Camera Trap	2016-04-10	Day	Present	dpiw-fauna	NVA
Perameles gunnii	eastern barred bandicoot	10	474943	5411410	3421	Sighting	2016-12-22	Day	Present	dpiw-fauna	NVA
Dasyurus maculatus	spotted-tail quoll	10	475372	5409789	1815	Sighting	2016-02-21	Day	Present	dpiw-fauna	NVA
Dasyurus maculatus	spotted-tail quoll	10	474897	5411566	3581	Sighting	2017-07-01	Day	Present	dpiw-fauna	NVA
Sarcophilus harrisii	tasmanian devil	10	475049	5412392	4283	Camera Trap	2016-03-22	Day	Present	dpiw-fauna	NVA
Haliaeetus leucogaster	white-bellied sea-eagle	-1	477720	5403840	4683	Not Recorded	2017-03-17	Day	Present	dr2009	NVA
Haliaeetus leucogaster	white-bellied sea-eagle	-1	477720	5403840	4683	Not Recorded	2017-03-17	Day	Present	dr2009	NVA
Haliaeetus leucogaster	white-bellied sea-eagle	-1	477720	5403840	4683	Not Recorded	2017-04-30	Day	Present	dr2009	NVA

Species name	Common name	Reported Position accuracy (m)	X	Y	Distance (m)	Obs. type	Obs. date	Date accuracy	Obs. state	Project code + Foreign id	NVA id
Haliaeetus leucogaster	white-bellied sea-eagle	-1	477720	5403840	4683	Not Recorded	2017-04-30	Day	Present	dr2009	NVA
Litoria raniformis	green and gold frog	9	474961	5405692	3072	Audible	2018-01-04	Day	Present	am_fidu EventID 28056	NVA
Haliaeetus leucogaster	white-bellied sea-eagle	10	474914	5404500	4167	Nest	2022-04-04	Day	Present	rnd 2682	NVA

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Threatened Flora Records

Flora Records within 2000m of 476488E, 5408358N at Wed Oct 12 2022 14:16:03 GMT+1100 (Australian Eastern Daylight Time)

Species name	Common name	Reported Position accuracy (m)	X	Y	Distance (m)	Obs. type	Obs. date	Date accuracy	Obs. state	NVA id
Pimelea curviflora var. gracilis	slender curved riceflower	100	474712	5408233	1780	Sighting	2001-06-08	Day	Present	NVA
Glycine microphylla	small-leaf glycine	5	475673	5408323	816	Sighting	2009-03-17	Day	Present	NVA
Pimelea curviflora	curved riceflower	5	475566	5408438	925	Sighting	2009-03-17	Day	Present	NVA
Pimelea curviflora	curved riceflower	5	475356	5408322	1133	Sighting	2009-03-17	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476537	5406545	1814	Sighting	2008-03-28	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477237	5406945	1599	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477248	5406945	1604	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477248	5406947	1603	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477256	5406945	1608	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477258	5406948	1607	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476858	5407016	1392	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476864	5407026	1384	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476881	5407047	1369	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477000	5407190	1275	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477015	5407195	1277	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477015	5407196	1276	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477007	5407185	1283	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477004	5407180	1286	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476878	5407012	1401	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476896	5407048	1372	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476889	5407059	1359	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476903	5407059	1364	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476891	5407075	1345	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476932	5407157	1280	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477031	5407223	1258	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477036	5407234	1250	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477025	5407239	1241	Sighting	2022-03-09	Day	Present	NVA

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Species name	Common name	Reported Position accuracy (m)	X	Y	Distance (m)	Obs. type	Obs. date	Date accuracy	Obs. state	NVA id
Pimelea curviflora var. gracilis	slender curved riceflower	5	477019	5407239	1239	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477046	5407223	1265	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477119	5406938	1554	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477146	5406942	1561	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477145	5406910	1590	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477172	5406900	1610	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477190	5406907	1612	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476603	5407260	1104	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476603	5407261	1103	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476861	5407018	1391	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476867	5407024	1387	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476880	5407029	1386	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477159	5406905	1600	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476858	5407016	1392	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476864	5407026	1384	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476881	5407047	1369	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477000	5407190	1275	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477015	5407195	1277	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477015	5407196	1276	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477007	5407185	1283	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477004	5407180	1286	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477313	5406574	1966	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477346	5406566	1987	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477600	5406731	1971	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477602	5406729	1973	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477607	5406728	1977	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477708	5406870	1924	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477699	5406878	1912	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477685	5407040	1780	Sighting	2022-03-09	Day	Present	NVA

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Species name	Common name	Reported Position accuracy (m)	X	Y	Distance (m)	Obs. type	Obs. date	Date accuracy	Obs. state	NVA id
Pimelea curviflora var. gracilis	slender curved riceflower	5	477685	5407041	1780	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477682	5407042	1777	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476805	5406840	1551	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476808	5406844	1547	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476812	5406840	1552	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476948	5407187	1258	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	476957	5407273	1182	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477029	5407225	1256	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477104	5407034	1460	Sighting	2022-03-09	Day	Present	NVA
Pimelea curviflora var. gracilis	slender curved riceflower	5	477192	5406998	1531	Sighting	2022-03-09	Day	Present	NVA

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Threatened Flora Survey Notes

SURVEY SKILL LEVEL

Refer to Threatened Flora Species Survey Notes (FPA 2016) for more information.

Survey skill level:

1: highly distinctive species – an FPO or forest planner can undertake surveys

2: distinctive species – a flora-competent forest planner can undertake surveys

3: non-distinctive species and species occupying specialised niches – only experienced field botanists can undertake surveys

PC Susceptibility Rating

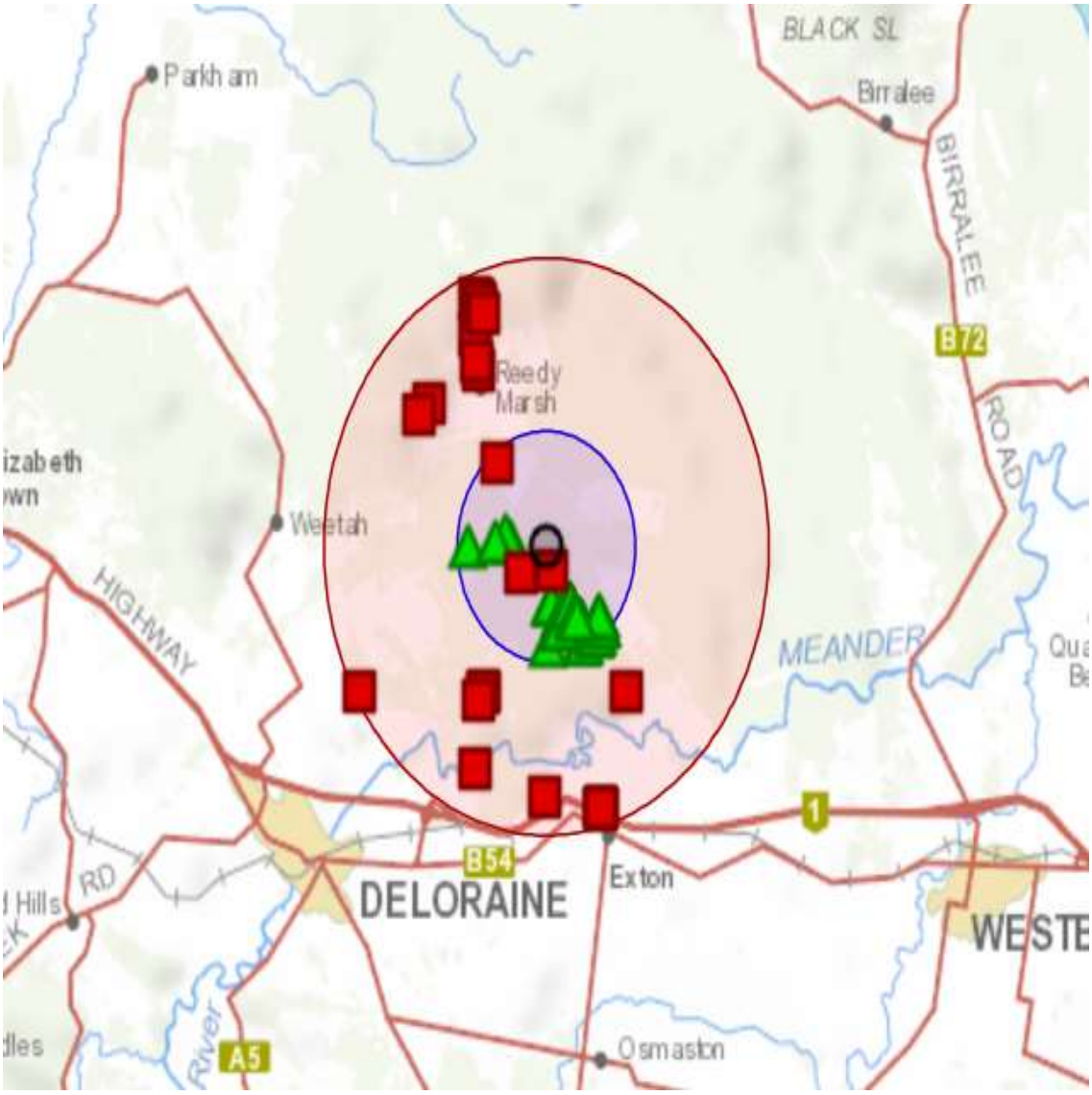
Code	Description
Hs	Highly susceptible: expect >75% mortality of infected plants to be killed
Ms	Moderately susceptible: expect 25-75% mortality of infected plants
Prb	Probably highly or moderately susceptible but no records of Phytophthora infection
Ss	Slightly susceptible: symptomless but reduced vigour
S	Susceptible but unable to make a rating
Rh	Resistant host: Phytophthora persists but host shows no symptoms.
In	Susceptible habitat which may have flow on effect for species, and therefore species indirectly susceptible
Nc	Susceptible species, but habitat not conducive to disease

HABITAT DESCRIPTION

Refer to Habitat Descriptions of Threatened Flora in Tasmania (FPA 2016) for more information.

Species name	Common name	Life form	Status TSPA, EPBCA	Habitat description	Survey guidelines	Survey skill level	TPA Grouping	PC Susceptibility Rating
Glycine microphylla	small-leaf glycine	herb	v, -	Glycine microphylla occurs in dry to dampish sclerophyll forest and woodland in the north and east of the State, with outlying sites at Woolnorth.	This twining herb can be identified (with experience) from its trifoliate leaves, but the presence of flowers (September to November) or seedpods is useful.	3	Group 1	
Pimelea curviflora var. gracilis	slender curved riceflower	shrub	r, -	Pimelea curviflora var. gracilis occurs in a range of vegetation types from wet and dry sclerophyll forest to hardwood plantations. Understories vary from open and grassy to densely shrubby. It can densely colonise disturbed sites such as firebreaks, log landings and tracks.	This slender much-branched shrub may be detected at any time of year, though the presence of flowers aid in the identification and detection of the species. Flowering is from September to February.	2	Island Species	

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TRAFFIC IMPACT ASSESSMENT REPORT

Report prepared for:

Crezzco Pty Ltd
Exton Quarry
Porters Bridge Road
Reedy Marsh TAS 7304

CONTACT

RJK CONSULTING ENGINEERS

Phone:
0400 642 462

Address:
Po Box 128
Prospect TAS 7250

Email:
mail@rjkconsultants.com.au

Document Contact

RJK Consulting Engineers
ABN: 71 162 701 528

Risden Knightley
BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

Telephone: 0400 642 462

Document Information

Client:	Crezzco Pty Ltd
Project Reference:	24/25 TAS 117
Date:	23rd September 2025
Version Number:	V4
Effective Date	23rd September 2025
Date Approved:	23rd September 2025

Document History

Version	Effective Date	Description of Revision	Prepared by:	Reviewed by:
V1	12/03/2025	Amendment to daily load	Risden Knightley	Cheryl Banks
V2	02/05/2025	Addition of junction assessment for Meander Valley Rd/Porters Bridge Rd	Risden Knightley	Cheryl Banks
V3	30/06/2025	Response to council RFI	Risden Knightley	Cheryl Banks
V4	23/09/2025	Response to Council further RFI – section 3.3 and performance solution	Risden Knightley	Cheryl Banks

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1. Introduction

1.1 Overview

RJK Consulting Engineers has been commissioned by Crezzco Pty Ltd to undertake a Traffic Impact Assessment (TIA) relating to a proposal to increase capacity at Exton Quarry, 611 Porters Bridge Road, Reedy Marsh. Specifically, this TIA addresses the safety and efficiency of the road network in addressing Codes C2 and C3 of the State Planning Provisions.

The proposed development is located within the Meander Valley Council Local Government Area (LGA) and is subject to their planning regulations along with Tasmanian Planning Scheme – State Planning Provisions. This TIA will form part of the Development Application and be submitted for proposal to the relevant council. It has been prepared in accordance with the Department of State Growth (DSG) guidelines.

Additionally, in an email dated 4th June 2025, Meander Valley Council have requested further clarification and comment on Porter Bridge Road following on from a peer review commissioned by council in response to the Bauxite quarry application proposed on Porters Bridge Road. Whilst the Planning scheme does not call for assessment of any roads as per the codes, Council have requested such noting they have identified existing deficiencies and liabilities carried by Council under current operations experienced by the road.

1.2 Scope of Works

This assessment will consider the impact of the proposed increase in capacity on Porters Bridge Road. It will also demonstrate:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network;
- Provision of information on the proposed development with regards to traffic movements and activity;
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity;
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.3 Report Objectives

The objective of this report is to evaluate the impact of traffic generated by the project. It will also aid in the planning and design of sustainable development proposals by taking into consideration:

- Safety and capacity;
- Equity and social justice;
- Efficiency and the environment and;

RJK's objectives for this study include:

- Review and collate background documents in relation to the development;
- Assessing access performance in accordance with section C3.5.1 of Code C3;
- Identify any mitigating measures required as a result of the proposal.

1.4 Reference Documents & Data Sources

RJK Consulting Engineers have been provided by the client relevant information on the proposal. These detail an outline of the work which generally proposes no significant change to the existing traffic arrangements.

The following documents have been referenced as part of this study:

- www.THELIST.tas.gov.au;
- DSG 'Traffic Impact Assessment (TIA) Guidelines";
- DSG Tasmanian State Road Hierarchy;
- Tasmanian Planning Scheme – State Planning Provisions;
- DSG traffic and crash data;
- Transport NSW Guide to Transport Impact Assessment 2024;
- Transport and Main Roads Road Planning and Design Manual – Edition 2; Vol 3;
- Various Austroads publications;
- State Growth – Truck and Dog Trailer Combination Network;
- Local Government Highways Act.

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2. Site Description

This chapter reviews the existing road network and transport conditions surrounding the proposed intensification site.

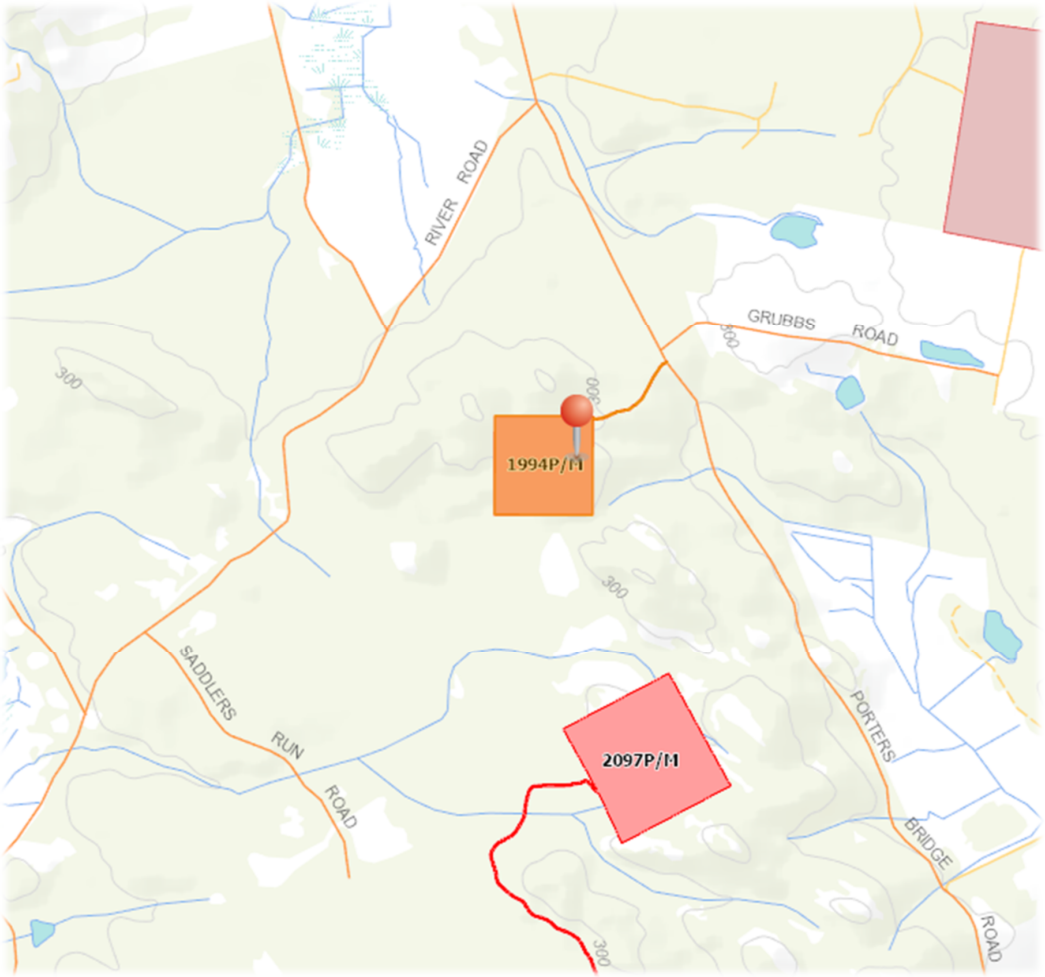
2.1 Site Location & Description

The site is located on the western side of Porters Bridge Road, Reedy Marsh close to the junction with Grubbs Road. The entry to the quarry is located approx. 6.5km to the north of the junction with Meander Valley Road. The subject site is zoned Rural under the Meander Valley Local Provisions Schedule and is surrounded by forest.

The site access road is concrete for approx. 7.5 metres then gravel for the remainder of the 771m length. It is approx. 22m wide at the mouth entrance on Porters Bridge Road narrowing to approx. 8.5m.

The quarry site is approx. 22 hectares with the current area of disturbance being 2ha. Council permit (56/95/5) was issued in August 1995 with a mining lease (no. 1994P/M) granted to Cresswells Transport and Quarrying Pty Ltd in March 2015. See ***Figure 1*** for site location.

Figure 1 - Site location – Mining Lease 1994P/M



2.2 Current operation

Exton Quarry is a Level 2 operation extracting material (dolerite), stockpiling it with the processed product then carted from the quarry using on-road truck and trailer combinations. The operation produces various products including aggregates and gravel for use in concrete and asphalt industries.

External delivery of quarry products as currently operating is as follows:

Quantity extracted and processed:	13,235 cubic metres, which on permit 9502/1 which is deemed equivalent to 22,500 tonnes per annum.
Typical delivery unit:	Truck and dog trailer combination
Payload (average):	Approx. 32 - 39 tonnes transported by 19m truck and trailer combinations
Cartage task (per day):	3 truckloads based on 19m truck and trailer combinations which are currently utilised. If we said min 32t load operating 6 days a year for 40 weeks this equals 3 one way cartage (22,500/ 240 = 83t day/32 per load = 3)
Operating hours:	7am – 7pm weekdays 8am – 4pm Saturdays
Truck movements:	Approx 5 per day (allows for a truck only in consideration)
Operating days:	6 per week
Light vehicle movements:	4 per day

The quarry infrastructure includes:

- Entrance from Porters Bridge Road;
- Top bench access road;
- Lockable gate and signage at the quarry entrance
- Relocatable site shed;
- Submersible water pump;
- Portable water pump;
- Hard stand areas for product stockpiles.

Site equipment consists of the following:

- Excavator;
- Wheel loader (CAT 950K)
- Mobile drill rig;
- Primary crusher (J-1175), Cone crusher (C-1540) and VSI: Twister-Trac (VS350)
- Screener (Terex-Finlay 883).

*Actual equipment utilised as part of the operation campaign will vary according to what the operator has available at the time or if contract equipment is hired.

3. Proposed Development & Planning Scheme

3.1 Development Details

The development as proposed provides for an increase in capacity of extraction and processing of dolerite from the current production limit of 22,500 tonnes* (13,235m³) to a production limit of 80,000 tonnes+ (50,000m³). The increase will see the future area of disturbance to 4.5ha.

* Based on 1.7 tonnes per cubic metre loose bulk density (Reference ILMP Environmental Effects Report dated 5 June 2024).

\+ Based on 1.6 tonnes per cubic metre loose bulk density (Reference ILMP Environmental Effects Report dated 5 June 2024).

New infrastructure will consist of a new access road and new top bench access road. The equipment utilised and the hours of operation will be as per current operation. Refer to Appendix for site plan and site infrastructure.

3.2 Council & Tasmanian Planning Scheme

The proposed development involves land currently zoned Rural in accordance with the Meander Valley Local Provisions Schedule. The development is also required to meet the Tasmanian Planning Scheme – State Planning Provisions with the applicable codes within the Schedule being C2.0 & C3.0. *Refer to Section 6 for response to Code*.

3.3 Traffic Generation

In order to access the requirements of loads, Cresswells Transport and Quarrying have indicated that the payload from the site will be on average 32 to 39 tonnes. This will therefore see the utilisation of the following truck combinations:

Truck name	Truck size (m)	Empty weight (T)	Cartage Weight (T)	Cartage volume (m3)
Truck and stag	25	20.3	37.2	23.25
Truck and dog (TRI)	18	16.64	31.86	19.9125
12 yrd and dog (TRI)	19	16.94	37.06	23.1625
Truck and quad	19	20.24	37.26	23.2875

3.3.1 Current situation: 22,500 TPA

Based on the current scenario of 22,500 tonnes processed annually and a conservative cartage rate of 32 tonnes, the quarry's current production accounts for 35 loads or 3 loaded movements from the quarry per day (less than 1 VPH) based on operating 6 days a week for 40 weeks per year.

3.3.2 Proposed operation: 80,000 TPA

The quarry proposes the annual production will be 80,000 tonnes (50,000m³) processed annually. Truck movements will continue to operate as per current operating times. It is envisaged the movements from the quarry will be 100% to the south.

Using a conservative payload of 32 tonnes for a truck and trailer, the quarry's increase in production will account for (80,000 / 240 = 333t day/32 per load) 10.61 all up loads additional loads which equates to 7 additional movements per day, or less than 1 vehicle increase per hour beyond current hours of operation generation.

The maximum number of the employees on site at any one time is 2 which accounts for 2 single way vehicle movements per day. Additionally, the quarry generates additional light vehicle movements based on visitors

to the site. This is estimated at 2 per day which overall will equate to approx. 4 single way vehicle movements per day. This is already established and will not vary from the existing requirements. Quarry machinery will be serviced on-site, which will be accounted for in these movements per year.

The total traffic generation for the site is approx. 5280 vehicles per year (two way) or an average daily 2640 two way movements per year based on a 240 day operating year. This is compared to current 3360 vehicles per year (two way) or an average of 1680 two way movements.

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4. Existing Conditions

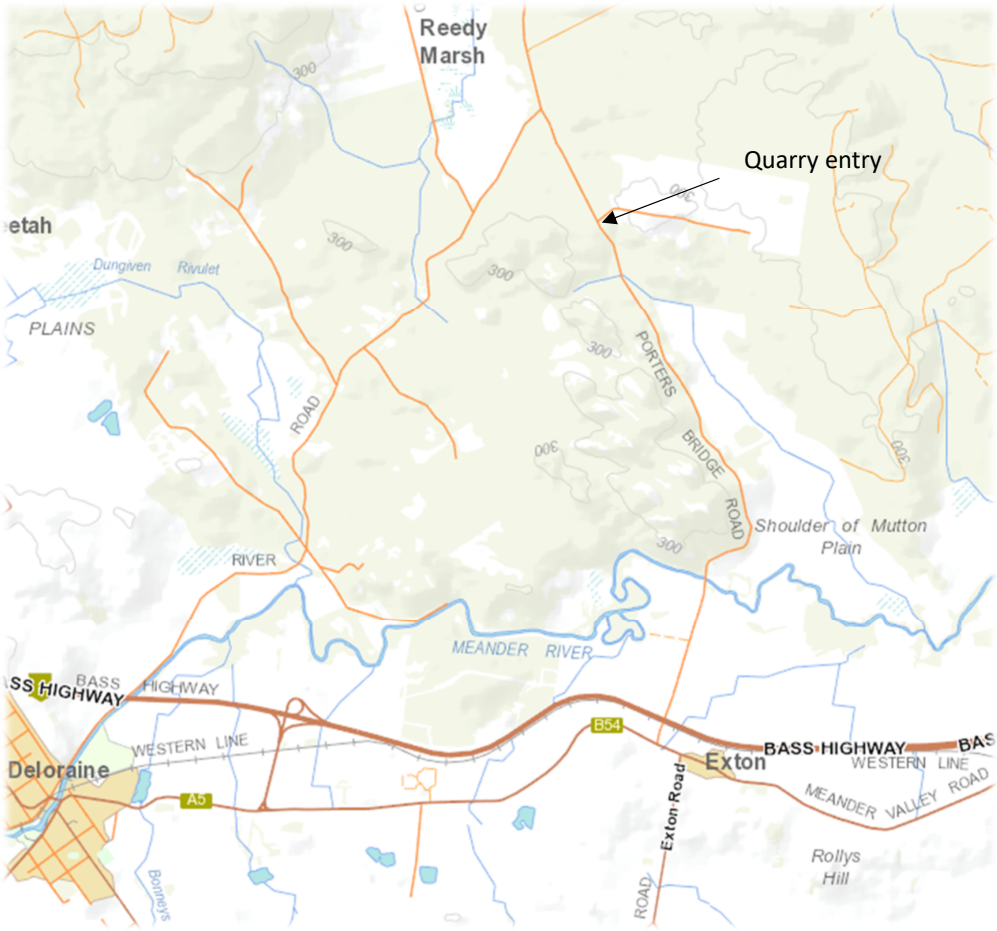
4.1 General Transport Network

The transport system consists of the following roads:

- Porters Bridge Road
- Meander Valley Road

These roads are discussed in detail in the following sections.

Figure 2 - Local road network



4.1.1 Porters Bridge Road

Porters Bridge Road is a Meander Valley Council owned road that runs in a north-south direction from the junction with Meander Valley Road in the south to the junction with River Road in the north. The road services private landowners, 2 other quarries (Walters and ABx4 Pty Ltd) along with forestry operations.

Porters Bridge Road has an AADT of approx. 110 vehicles per day with the percentage of heavy vehicles being 17%. (Information based on traffic count data from 2015 with a compounding growth rate of 1.9% discerned from historic traffic growth at Station 2025255 and estimated daily increase in traffic from the Traffic Impact Assessment for Porters Bridge Quarry – ref: T-P.22.0828-TRREP-001-Rev04/NA/aw).

In a Request for Further Information dated 26th May 2025 Meander Valley Council advised April 2025 traffic count data for Porters Bridge Road which recorded the following traffic count information:

Figure 3 – Traffic count data for Porters Bridge Rd dated April 2025

KEY: AADT - Average Annual Daily Traffic
AADTT - Average Annual Daily Truck Traffic EHV - Equivalent Heavy Vehicle
EHV - Equivalent Heavy Vehicle

Traffic Information Overview, ARX Classification Scheme

Road Name	State Road No	Start	Finish	Location of Counter	Date (mm/yy	AADT	AADTT	EHV	85%ile Spee	Direction
Porters Bridge Road		Meander Valley Road	River Road	700m north of Meander Valley Road	Apr-25	172	70	40.7%	93.4	Combined
Porters Bridge Road		Meander Valley Road	River Road	700m north of Meander Valley Road	Apr-25	82	37	45.1%	93.98	Northbound
Porters Bridge Road		Meander Valley Road	River Road	700m north of Meander Valley Road	Apr-25	90	33	36.7%	91.95	Southbound
Porters Bridge Road		Meander Valley Road	River Road	3.2km north of Meander Valley Rd intersection	Apr-25	71	10	14.1%	85.14	Combined
Porters Bridge Road		Meander Valley Road	River Road	3.2km north of Meander Valley Rd intersection	Apr-25	31	4	12.9%	81.64	Northbound
Porters Bridge Road		Meander Valley Road	River Road	3.2km north of Meander Valley Rd intersection	Apr-25	40	6	15.0%	87.83	Southbound

The road is sealed with varying widths from 7.2m at the junction with Meander Valley Road to the narrowest section being Porters Bridge over the Meander River which is approx. 4.8m wide. There are 4 bridges located on Porters Bridge Road with the northernmost bridge being Porters Bridge which is a one-way arrangement.

There are no line markings with the exception of a section from the junction of Meander Valley Road extending for approx. 545m to just north of the overpass over the Bass Highway.

The majority of the road has dense vegetation on both sides of the road which limits the existence of shoulders and verges. The verges that are present are approx. 0.5m in width and whilst not suitable for continual driving over, they are suitable to drive slowly on to allow a vehicle to pass coming in the opposite direction.

Generally, the road width does not comply with LGAT Standard Drawings (TSD-R02-v3) in terms of requirements for vehicle volumes and heavy vehicle percentage, however the road is operating efficiently and safely given the minimal crash history for the last 5 years. Refer to section 4.2 for Crash History.

Given the potential increase in traffic due to the quarry operations in the area and the fact that Council have already been advised that the road is deficient and it should be upgraded from a safety point of view, the following are recommended:

- The sections of road deficient in width be upgraded to comply with LGAT Standard Drawings (TSD-R02-v3).
- Road signage in the form of regulatory and warning signs advising road users of potential truck operations.
- Road delineation in the form of guide posts and line marking.
- Upgrade sections of the road pavement.

These upgrades are irrelevant to any future operations and highlight deficiencies that council has recognised exist on this road, and the potential openness to litigation by acknowledging a deficient road network system under a misfeasance claim, as they have acknowledged the limitation the road currently has.

Porters Road in the vicinity of the site access is relatively straight with the access located just below a crest curve. The road is approx. 4.5m wide with open swale drains on both sides of the road. There is a down grade of approx. 5% to the junction with the quarry access road from the north.

There is line marking present at the junction with Meander Valley Road along with a give-way sign. Default speed limit of 100km/hr applies to Porters Bridge Road.

Figure 4 - Looking south from the quarry access along Porters Bridge Rd.



Figure 5 – Looking north from the quarry access along Porters Bridge Rd.



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Figure 6 – Gate entry to quarry taken from Porters Bridge Rd.

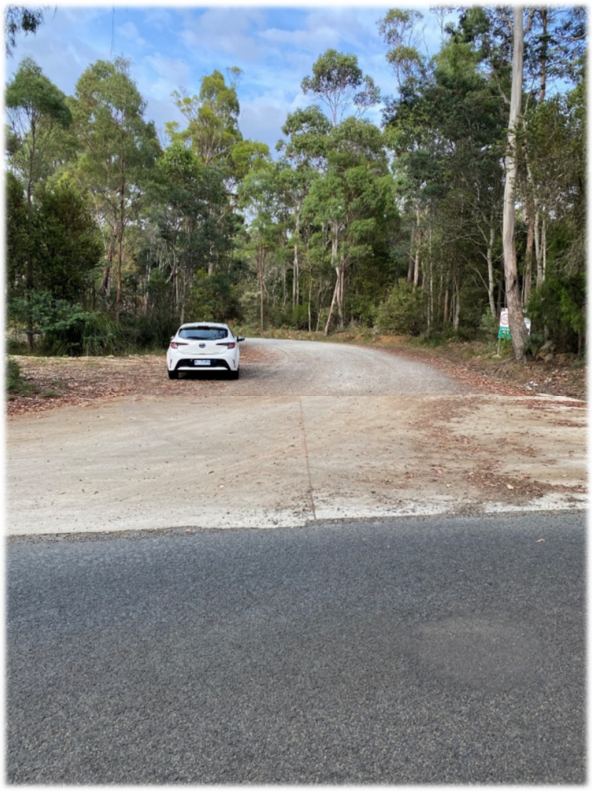


Figure 7 – Road condition on Porters Bridge Rd near quarry access.



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4.1.2 Meander Valley Road

Meander Valley Road is a State Growth owned road traversing from the junction with East Parade, Deloraine in the west to the junction with Westbury Road, Prospect Vale in the east. As it traverses it passes through the townships of Exton, Westbury.

Meander Valley Road is rural in nature, single lane each way and has an average road width of approx. 6.5 metres. Line marking is present in the form of a centre divided line and a solid white line on each side of the carriage way. The shoulders are gravel/grass with an average width of 0.5m and there are swale drains on both sides of the road.

As of 2021 it was anticipated that Meander Valley Road would carry approx. 1,897 vehicles per day with the percentage of heavy vehicles being 11.4%. (Information based on traffic count data from State Growth website – Station A2025255). This counter is a short term classified counter located at a two way road (E/W) 498m east of Lake SR roundabout.

Meander Valley Road in the vicinity of the junction with Porters Bridge Road is approved for use by Truck and Dog Trailer Combinations noting the combination is maximum length of 25m, maximum height of 4.3m and gross mass of 60.5 tonnes.

Meander Valley Road in the vicinity of the junction with Porter Bridge Road has a default speed limit of 60km/hr, changing to 100km/hr approx. 115m to the west of the junction.

Figure 8 -Meander Valley Road/Porters Bridge Road T junction noting give-way on Porters Bridge Rd (image from Google Earth)



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Figure 9 - Looking west from the intersection of Porters Bridge Road and Meander Valley Road.



Figure 10 - Looking east from the intersection of Porters Bridge Road and Meander Valley Road.



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Figure 11 - Looking onto the intersection of Porters Bridge Road and Meander Valley Road



4.2 Summary of Traffic Activity

4.2.1 Meander Valley Road

- AADT: 1897 (year 2021)
- Compound Growth: 1.9%
- Estimated AADT: 2034 (year 2035)
- Peak Hour Traffic: 2021
  - AM Peak
    - West Bound: 73 vph
    - East Bound: 80 vph
  - PM Peak
    - West Bound: 73 vph
    - East Bound: 80 vph
- Estimated Peak Hour Traffic: 2035 (due to background growth of 1.9%)
  - AM Peak
    - West Bound: 78 vph
    - East Bound: 86 vph
  - PM Peak
    - West Bound: 121 vph
    - East Bound: 94 vph

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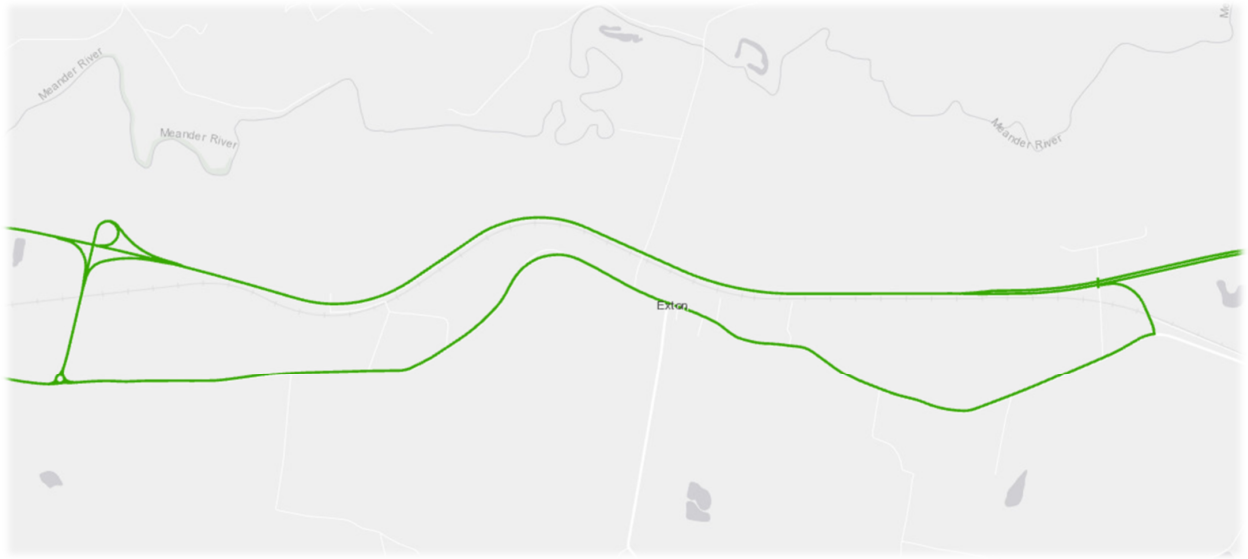
4.2.2 Porters Bridge Road

- AADT: 82 (year 2015)
- Compound Growth: 1.9%
- Estimated AADT: 120 (year 2035)

4.3 Heavy Vehicle Routes

As discussed in the previous section, Meander Valley Road is approved for a truck and dog combination along with the Bass Highway as per the Tasmanian Truck & Dog Trailer Combination Network.

Figure 12 – State Growth Truck & Dog Trailer Combination Network in vicinity of the quarry site



4.4 Traffic Volumes

4.4.1 Existing Traffic volumes

As discussed in the previous sections Porters Bridge Road has an AADT of approx. 120 vehicles per day with the percentage of heavy vehicles being 17%. Meander Valley Road as of 2021 was assessed to be carrying 1897 vehicles per day with the percentage of heavy vehicles being 11%, factor up to 2025 of 2043 vpd. On this basis and with the weekday peak hours being 8am-9am & 3pm-4pm and with a split of vehicles travelling in both directions along Meander Valley Rd to and from Porters Bridge Road, the following is expected traffic volumes:

Figure 13 – Meander Valley Road / Porters Bridge Road junction estimated traffic volumes 2025 – am

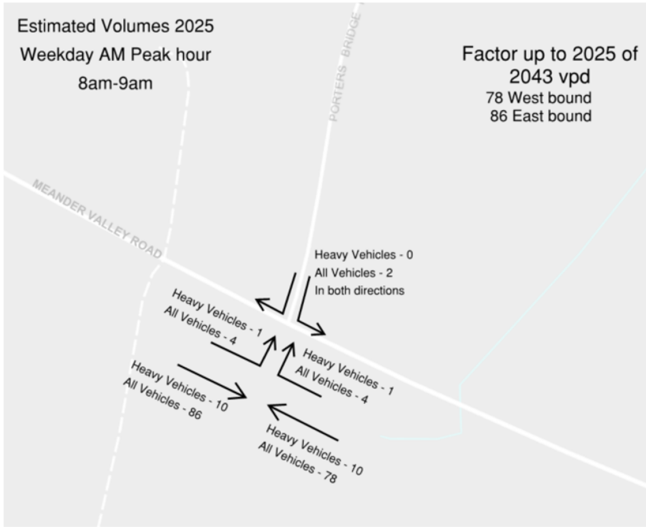
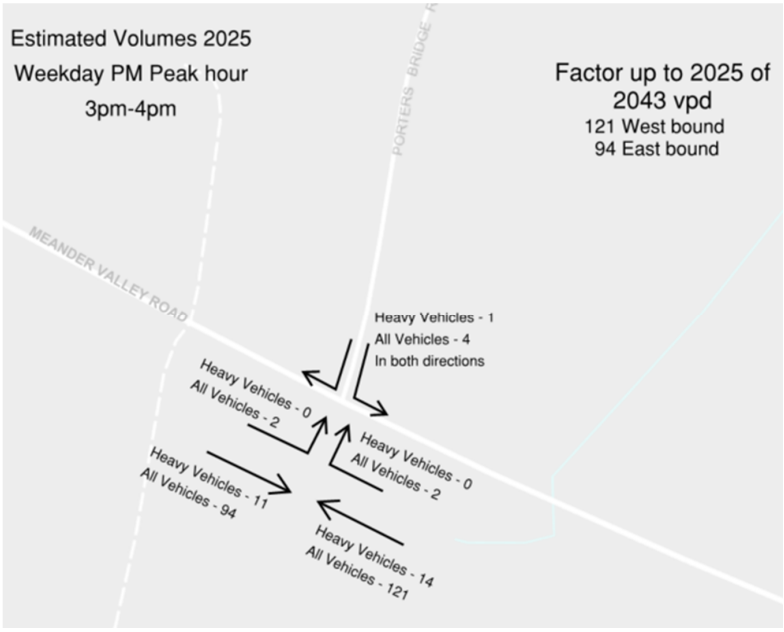


Figure 14 – Meander Valley Road / Porters Bridge Road junction estimated traffic volumes 2025 – pm



4.5 Road Safety Performance

Crash data provides valuable road safety performance information for the road network. This information can assist with identifying any possible safety deficiencies. Crash data was obtained from DSG for the last 5 years for Porters Bridge Road and showed there were no crashes in the vicinity of the access to the quarry. Refer email from DSG at appendix.

5. Traffic Impacts

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network.

5.1 Traffic generation

The generated traffic has been calculated based on the increased quarry production that will see an increase in heavy vehicle movement on a typical day of operation as per the scenarios below. As there is no increase to the staff on-site an increase in the light vehicle movements will not increase from the current volumes.

Scenario	Heavy Vehicles
Scenario 1 (Existing case): 13,235 m^2 or 22,500 TPA (current Notice of Intent)	Min 3 allow 5 HV/per day
Scenario 2: 50,000 m^2 or 22,500 TPA	Min 7 allow 10 HV/per day

The existing traffic volumes (from 2015) have been calculated using a growth rate of 1.9% to obtain 2025 peak traffic volumes. The growth has been minimal as demonstrated by the AADT chart.

There is anticipated to be additional service vehicle movements to the Quarry such as fuel tankers, and machinery/equipment repair contractors. Based on the existing operation there is likely to be an increase of 10% of the daily vehicle generation, however these are not likely to increase traffic during peak hours.

Overall traffic volumes on Porters Bridge Road and the wider road network are expected to increase by 10 vehicles per day. This increase does not include the proposed Bauxite facility operations. There is sufficient capacity for the additional traffic generated from the proposed development when operating at predicted maximum capacity on the surround road network.

5.2 Traffic distribution

As previously mentioned, it is anticipated that light vehicles will access the Quarry prior to the am peak time of 7am and leave the site after the pm peak time of 5pm. It is assumed that the heavy vehicle movements will commence at 7am and continue throughout the day until 5pm.

5.3 Post Quarry Production Increase Traffic Volumes

The anticipated traffic volume increase during the AM and PM peak house are shown in Figure 14 & 15.

Figure 15 – Meander Valley Road / Porters Bridge Road junction estimated traffic volumes 2035 – am

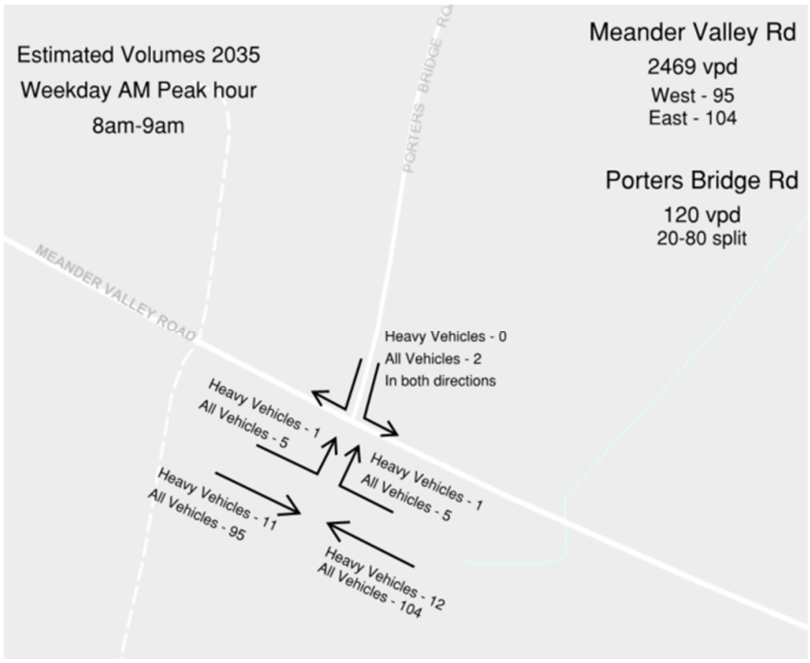
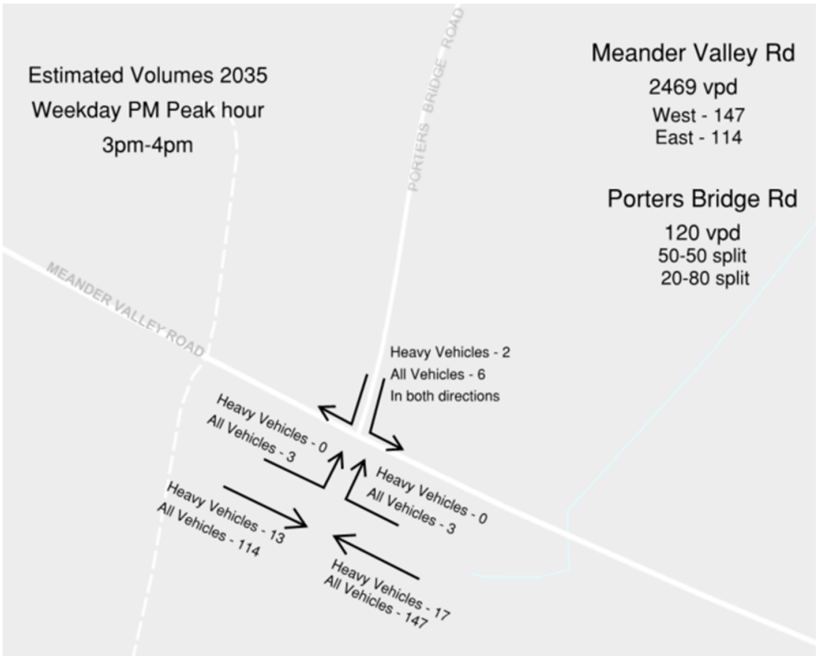


Figure 16 – Meander Valley Road / Porters Bridge Road junction estimated traffic volumes 2035 – pm



5.4 Sight Distance Assessment

Sight distance is defined as the distance, measured along the carriageway, over which visibility occurs between a driver and an object (single vehicle sight distance) or between two drivers at specific heights above the carriageway in their lane of travel.

There are four basic criteria of sight distance, appropriate to different scenarios.

- Stopping Sight Distance (SSD)

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- Approach Sight Distance (ASD)
- Safe Intersection Sight Distance (SISD)
- Minimum Gap Sight Distance (MGSD)

It is desirable that sight distances at property access onto roads should comply with the sight distance requirements for intersections. That is, that the standard design of ASD, SISD and MGSD be achieved. However, Section 3.4 of *Austroads GTRD Part 4A:2010* recognises that this is not always possible, and suggests that the "minimum" sight distances at accesses should comply with the following:

- minimum gap sight distance; and
- safe intersection sight distance using values given under the extended design domain (EDD criteria for sight distance at intersections).

That is, the minimum standards for property accesses may be lower than for road intersections.

In assessing sight distance Austroads identifies that appropriate reaction times need to be selected. Overall, it is desirable for designers to adopt a reaction time of 2.5 seconds for the geometric design of all roads. Where a lesser value is contemplated, designers need to consider the appropriateness of that value, however given the nature of heavy vehicles accessing the development, it is considered more appropriate to be conservative. Therefore, minimum reaction time of 2.5 seconds is acceptable in this case.

It is also important that the longitudinal friction between vehicle tyres and the road surface is considered. Therefore, based on Table 5.3 adopt a longitudinal coefficient of deceleration,

Cars: d = 0.36 Trucks: d = 0.29.

A sight specific assessment on the junction of the quarry entrance and Porters Bridge Road was undertaken to review sight distance with consideration in accordance with *Austroads Guide to Road Design Part 3: Geometric Design and Part 4A: Unsignalised and Signalised Intersections*.

Sight distance is measured along the carriageway from the approaching vehicle to the conflict point.

5.4.1 Assessment of Stopping Sight Distance (SSD)

SSD is the distance required for a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead.

Relevant case for this assessment will be based on trucks which have a reduced speed limit as opposed to passenger vehicles.

Austroads GTRD Part 4 A: Unsignalised and Signalised Intersections provides at observed vehicle speed:

Location	SSD arriving traffic	Comment
Porters Bridge Road	In excess of 175m (north bound) with reaction time of 2.5 seconds	Based on grade profile and speed of 100km/hr
	In excess of 300m (south bound) with a reaction time of 2.5 seconds	Based on grade profile and speed of 100km/hr
Meander Valley Road/ Porters Bridge Road	In excess of 200m (north bound) with reaction time of 2.5 seconds	Based on grade profile and speed of 60km/hr
	In excess of 200m (north bound) with reaction time of 2.5 seconds	Based on grade profile and speed of 60km/hr

Assessed: Stopping Sight Distance is achieved for the site egress onto to Porters Bridge Road.

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5.4.2 Approach Sight Distance (ASD)

ASD is the distance required by the driver on a minor road on the approach to an intersection, so that they are aware of the presence of the intersection.

Austroads GTRD Part 4A:2010 Section 3.2.1 describes that the "Approach sight distances for trucks are numerically the same as the SSD values for trucks provided in the *Guide to Road Design – Part 3: Geometric Design (Austroads 2009a)*".

Equation (1) of cl.5.3 of Austroads GTRD Part 3:2010 provides:

At observed vehicle speed: Truck ASD = 145m with corrections for slope applied.

5.4.3 Approach Safe Intersection Sight Distance (SISD)

SISD is the sight distance required by the driver on a major road to observe a driver moving from a minor road into a collision situation, and to decelerate and stop before reaching the conflict point.

Figure 17 – Austroads extract for SISD with corresponding min crest vertical curve size.

Table 3.2: Safe intersection sight distance (SISD) and corresponding minimum crest vertical curve size for sealed roads (S < L)

Design speed (km/h)	Based on safe intersection sight distance for cars[1] h_1 = 1.1; h_2 = 1.25, d = 0.36[2]; Observation time = 3 sec					
	R_T = 1.5 sec[3]		R_T = 2.0 sec		R_T = 2.5 sec	
	SISD (m)	K	SISD (m)	K	SISD (m)	K
40	67	4.9	73	6	–	–
50	90	8.6	97	10	–	–
60	114	14	123	16	–	–
70	141	22	151	25	–	–
80	170	31	181	35	–	–
90	201	43	214	49	226	55
100	234	59	248	66	262	74
110	–	–	285	87	300	97
120	–	–	324	112	341	124
130	–	–	365	143	383	157

The relevant (and conservative) case is for trucks, with standard design domain criteria of:

Driver reaction time, RT = 2.5 sec.

Coefficient of deceleration, d = 0.24

Operating speed: V = 100 km/h (side road from quarry)

SISD = 262 m

Following the equations *Austroads GTRD Part 4A:2010* the available sight distance along Porters Bridge Road from north to south was measured in at:

SISD Left	SISD Right
Limited to 175m	In excess of 300m

Assessed: Safe Intersection Sight Distance is achieved for vehicles including trucks on Porters Bridge Road travelling from the south direction. SISD is limited to the north and is deficient by 87m. It is the authors understanding that Council Engineering Officers have previously agreed to this location and as such accepted the deficiency in distance. As part of additional mitigation measures, it is noted that truck warning signs on the road approaches to the quarry are installed.

5.4.4 Minimum Gap Sight Distance (MGSD)

MGSD is the sight distance required by a driver stopped on a minor road to be able to observe and assess the available gaps within the traffic on the major road, in order to safely enter to the major road.

MGSD at junction of Quarry and Porters Bridge Road must consider the three relevant manoeuvres, these being:

- Right hand turn from Quarry on to Porters Bridge Road;
- Left hand turn from Quarry onto Porters Bridge Road; and
- Right hand turn from Porters Bridge Road into the Quarry.

Which require critical gap acceptance times:

- Right hand turn from Quarry on to Porters Bridge Road – 14 to 40 seconds not interfering with Porters Bridge Road or 5 secs with interference;
- Left hand turn from Quarry onto Porters Bridge Road – 14 – 40 seconds (requires no interference Porters Bridge Road traffic) or 5 secs with interference; and
- Right hand turn from Porters Bridge Road into the Quarry – 4 seconds;

From Table 3.5 of Austroads:

Vehicles exiting Porters Bridge Road: MGSD, either direction = 111m

Vehicles entering Porters Bridge Road: MGSD = 139m

The available sight distance along Porters Bridge Road as measured from access point is in excess of these distances both to the left and right.

5.5 Road Safety Impacts

No significant road safety impacts are foreseen for the proposed expansion scenarios at the access to the quarry from Porters Bridge Road with regards to distances.

Council has already acknowledge through its traffic study that road is currently deficient to motorists and have identified in a previous planning permit that will complete upgrades in 2 years noting the potential liability they are facing.

6. Planning Scheme Response

The Tasmanian Planning Scheme - State Planning Provisions codes C2 & C3 require addressing for the development. Based on the above the following responses are offered:

6.1 C2.0 Parking and Sustainable Transport Code

6.1.1 C2.5 Use Standards

C2.5.1 Car Parking numbers

Objective	That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solutions	**Performance Criteria**
A1 The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1	**P1.1** The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

Response:

The subject site is an extractive industry (quarry). It is limited to parking and will not see any increase in workers on site. From table C2.1 Extractive Industry requirements is 1 car parking space per 2 employees with no requirement for bicycles. As no increase is noted for employees, as such adequate parking is available and therefore meets **acceptable solution A1**.

C2.5.2 Bicycle parking numbers

Objective	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Acceptable Solutions	**Performance Criteria**
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	**P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
Response: **Not applicable** as an extractive industry (quarry) and no requirement exists.	

C2.5.3 Motorcycle parking numbers

Objective	That an appropriate level of motorcycle parking is provided to meet the needs of the use.
Acceptable Solutions	**Performance Criteria**
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	**P1** Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buldings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Response: Table C2.4 has no requirement where the number of car parking spaces required is 0 - 20. As less than 20 parking spaces are required, no motorcycle parking spaces are required. **A1 is satisfied.**	

C2.5.4 Loading Bays

Objective	That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows
Acceptable Solutions	**Performance Criteria**
A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	**P1** Adequate space for loading and unloading of vehicles must be provided, having regard to: (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and

	(i) any constraints imposed by existing development.

Response:

The quarry operates with loading areas for quarry products, and all buildings on site are simple site offices with areas less than 1000m2. **A1 is not applicable**.

6.1.2 C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective	That parking areas are constructed to an appropriate standard

Acceptable Solutions	**Performance Criteria**
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	**P1** All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Response:

As an extractive industry (quarry) an unsealed permeable crushed rock pavement, which is fit for purpose for quarry operations, is in place and is in agreement with a rural setting and drains to designated capture points. **A1 is satisfied**.

C2.6.2 Design and layout of parking areas

Objective:	That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	**Performance Criteria**
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) Comply with the following: (i) Have a gradient in accordance with *Australian Standard AS2890 – Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and	**P1** All parking, access ways, manoeuvring and circulation spaces must be designed an readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) The characteristics of the site; (b) The proposed slope, dimensions and layout; (c) Useability in all weather conditions; (d) Vehicle and pedestrian traffic safety; (e) The nature and use of the development; (f) The expected number and type of vehicles; (g) The likely use of the parking areas by person with a disability; (h) The nature of traffic in the surrounding area; (i) The proposed means of parking delineation; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) Comply with *Australian Standard AS2890 – Parking facilities Parts 1-6.*	(j) The provision of Australian Standard As2890.1:2004 – Parking facilities, Part 1: Off-street car parking and AS2890.2:2002 Parking facilities, part 2: Off-street commercial vehicle facilities.
A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) Be located as close as practicable to the main entry point to the building; (b) To incorporated into the overall car park design; and Be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS2890.6:2009 parking facilities, Off-street parking for people with disabilities*. No more than the existing number of accesses, whichever is the greater.	
Response: **A1 is satisfied**. **A1.2 Not applicable.**	

C2.6.3 Number of accesses for vehicles

Objective:	That: (a) Access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number to vehicle accesses. (b) Accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) The number of accesses minimise impacts on the streetscape.
Acceptable Solutions	**Performance Criteria**
A1 The number of accesses provided for each frontage must: (a) Be no more than 1; (b) No more than the existing number of accesses, whichever is the greater.	**P1** The number of accesses for each frontage must be minimised, having regard to: (a) Any loss of on-street parking; and (b) Pedestrian safety and amenity; (c) Traffic safety; (d) Residential amenity on adjoining land; and (e) The impact on the streetscape.
Response: Existing access is to be utilised. **A1 is satisfied**.	

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solutions	Performance Criteria
A1.1 Uses that require 10 or more car parking spaces must: (a) Have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) A horizontal distance of 2.5m between the edge of the foot-path and the access way or parking aisle; or (ii) Protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) Be signed and line marked at points where pedestrians cross access ways or parking aisles.	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) The characteristics of the site; (b) The nature of the use; (c) The number of parking spaces; (d) The frequency of vehicle movements; (e) The needs of persons with a disability; (f) The location and number of footpath crossings; (g) Vehicle and pedestrian traffic safety; (h) The location of any access ways or parking aisles; and (i) And protective devices proposed for pedestrian safety.
A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	

Response:

A1.1 Not applicable. **A1.2 Not applicable**.

C2.6.6 Loading bays

Objective:	That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

Acceptable Solutions	Performance Criteria
A1. The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS2890.2:2002, parking facilities, part 2: Off-street commercial vehicle facilities*, for the type of vehicles likely to use the site.	**P1** Loading bays must have an area and dimensions suitable for the use, having regard to: (a) The types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimension of the site; (e) the topography; (f) Vehicle and pedestrian traffic safety; (g) The location of any access ways or parking aisles; and (h) And protective devices proposed for pedestrian safety.
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS2890.2:2002, parking facilities, part 2: Off-street commercial vehicle facilities.*	**P2** Access for commercial vehicle to and from the site must be safe, having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading;

	(d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Response: Quarry product loading areas comply with AS 2890.2 – 2002. **A1 is satisfied**. Loading areas access comply with AS 2890.2 – 2002. **A2 is satisfied**.	

C3.0 Road and Railway Assets Code

C3.5 Use Standards

C3.5.1 – Traffic Generation at a vehicle crossing, level crossing or new junction

Objective	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Performance Criteria	**Performance Criteria**
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) A new junction; (b) A new vehicle crossing; or (c) A new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) The amounts in Table C3.1; or (b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.	**P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
Response: **A1.1 is satisfied**. **A1.2 Not applicable**. **A1.3 Not applicable**. Complies as increase is less than 40 movements per day for vehicles less than 5.5m and is less than an increase of 5 movements per day for vehicles longer than 5.5m. Based on Council provided traffic counts the 20% AADT is equal to 17.8. Currently the increase for the operation will see an average additional increase of 7 vehicles longer than 5.5m per day. This is less than the 17.8 AADT figure. That is the increase will see 7 movements of a vehicle that arrive, load and depart the site.	

As the quarry is restricted by license agreements no alternative access is available and the need for use is quantified by the license agreement. As noted, the increase is within the acceptable level of movements per day, and the increase of extra vehicles does not impact the traffic flow.

No noted crash history exists at the intersection and additional warning signs are in place which minimises the risk. The intersection has also been upgraded and meets the required warrant requirements.

A1.4 is satisfied.

All vehicles will be entering and existing in a forward motion. **A1.5 is satisfied**.

Table C3.1 Acceptable increase in average annual daily traffic to and from the site (total ingress and egress)

Location of vehicular traffic	**Amount of acceptable increase in annual average daily traffic to and from the site (total ingress and egress)**	
	Vehicles up to 5.5m	**Vehicle longer than 5.5m long**
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

7. Other Impacts

7.1 Environmental

No environmental impacts were identified in relation to the expansion of the quarry regarding the impacts on traffic.

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Version: 1, Version Date: 12/11/2025

8. Regulatory Feedback

8.1 Council Feedback

Meander Valley Council require a Traffic Impact Assessment by a suitably qualified person to address the requirements of C2 & C3 codes. Traffic count data was provided via email on 13 February 2025 and additional count data provided on 26 May 2025.

8.2 DSG Feedback

DSG provided crash statistics via email on 31 January 2025.

Traffic report emailed to DSG for feedback.

9. Conclusion

This Traffic Impact Assessment (TIA) has been prepared by Risden Knightley of RJK Consulting Engineers on behalf of Crezzco Pty Ltd. for Exton Quarry, Porters Bridge Road, Exton, within the Meander Valley Council, Tasmania. The intention of the Traffic Impact Assessment is to support a Development Application and provide improved facilities for users of the development.

This TIA has investigated the potential impacts for the proposed quarry expansion.

Key conclusions are:

- SISD is acceptable to the right turning both from and on to Porters Bridge Road.
- SISD is deficient to the left turning on to Porters Bridge Road.
- The intersection has been upgraded and sealed previously and accepted by Council for truck movements recognising the deficient left SISD.
- Truck turning signage is to be placed on Porters Bridge Road advising of truck intersection and access.
- Council have noted in a traffic impact study they have undertaken that the road network is deficient, and they are working towards correcting it.

It is therefore concluded that the proposed quarry expansion scenarios are supportable on traffic planning grounds and the proposal will operate satisfactorily. This report demonstrates that the increase in capacity can be satisfactorily accommodated within the existing road network and the future road hierarchy adopted for the area and that no upgrades are required.

Overall, it has been concluded that the proposed development should operate safely and efficiently at the quarry access and the junction with Porters Bridge Road.

Based on the findings of this report the proposed development is supported on traffic grounds.

I, Risden Knightley as a qualified chartered engineer and Fellow of Engineers Australia conclude based on the assessment of information available, that the traffic aspects associated with the development are adequate and meet the requirements for traffic, safety, and service. I also note that there appears to be no other potential adverse effects on existing traffic situations, subject to the recommendations and conclusions noted.



Risden Knightley

BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

Megan Hancock

From: Risden Knightley RJK <tech@rjkconsultants.com.au>
Sent: Wednesday, 8 October 2025 3:05 PM
To: Leanne Rabjohns
Cc: Cheryl - RJK Mail; Cheryl Cresswell
Subject: Creswells Quarry
Attachments: PA.25.0122 - s.54 letter.pdf

You don't often get email from tech@rjkconsultants.com.au. Learn why this is important

Good Afternoon Leanne,

In regards to the attached email we note that there is often confusion as the scheme is rather poorly written in regards to AADT of the existing road.

The increase in traffic is associated with the safety and efficiency of the road and an acceptable level of risk to motorists. Therefore the following is offered as a way of explanation.

How we have calculated this is from Councils traffic data provided that indicated the AADT was 89.

We then calculated that the total 5.5m long vehicles leaving the site would be 3 loaded movements per day based on current use (22,500 T)
We then worked out the future use would be 10.6 loaded movements (50,000T)

The increase in movements is the difference between them, that is 7 movements

As the scheme talks in movements, and a movement being the action of a truck entering and exiting the site we found that this is less than the 17.8 AADT figure. That is the increase will see 7 movements of a vehicle that arrive, load and depart the site as defined by **Table C3.1 which states Acceptable increase in average annual daily traffic to and from the site (total ingress and egress).**

In regards to the road bridge as the TIA demonstrates all acceptable solutions are addressed by the planning scheme provisions, And considering the most recent advertised application of the walters quarry which adjoins this site, we find that and agree with based on a very minimal increase in traffic that the surrounding road network includes Porters Bridge Road, which is a local access road, constructed to a rural standard, with sealed road surface suitable to accommodate two-way traffic flow. The section between the development access and Meander Valley Road is suitable to accommodate both heavy and light vehicles of the minor increase noted by the report. This traffic assessment found the standard of the surrounding roads between the development site and Bass Highway is sufficient to facilitate safe and efficient vehicle movements for both heavy and light vehicles. There is suitable sight distance at the development access for the prevailing operating speed of approaching vehicles, to allow for vehicles to enter and leave in a safe and efficient manner.

Noting the above I would welcome a telecon discussion should it be required, however we feel that as the TIA has addressed all issues and demonstrated compliance to the planning scheme it should progress.

Kind Regards

Risden Knightley
Director & Principal Engineer
BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

***M:** 0400 642 469*

CONSULTING ENGINEERS
ABN 71 162 701 528

From: Cheryl Cresswell <cheryl@cresswellstransport.com.au>
Sent: Wednesday, 8 October 2025 1:35 PM
To: Risden Knightley RJK <tech@rjkconsultants.com.au>
Subject:

Hi Risden I believe we might need a meeting with yourself, Tony and Leanne so we can resolve these ongoing issues? Kind regards Cheryl

Sent from my iPhone

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Megan Hancock

From: Tony Cresswell <crezzco@icloud.com>
Sent: Thursday, 30 October 2025 11:02 AM
To: Leanne Rabjohns; Planning - Meander Valley Council; Cheryl Cresswell
Subject: Cresswell's Quarry
Attachments: Exton Quarry - site plan rev. 1.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

[You don't often get email from crezzco@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Leanne,
Please find car park and portable toilet site plan.
Toilet will be pumped out periodically and waste disposed of off site be suitably qualified company.

Regards,

Tony Cresswell
Managing Director
CREZZCO
Cresswell's Transport Pty. Ltd.
0418 131 342

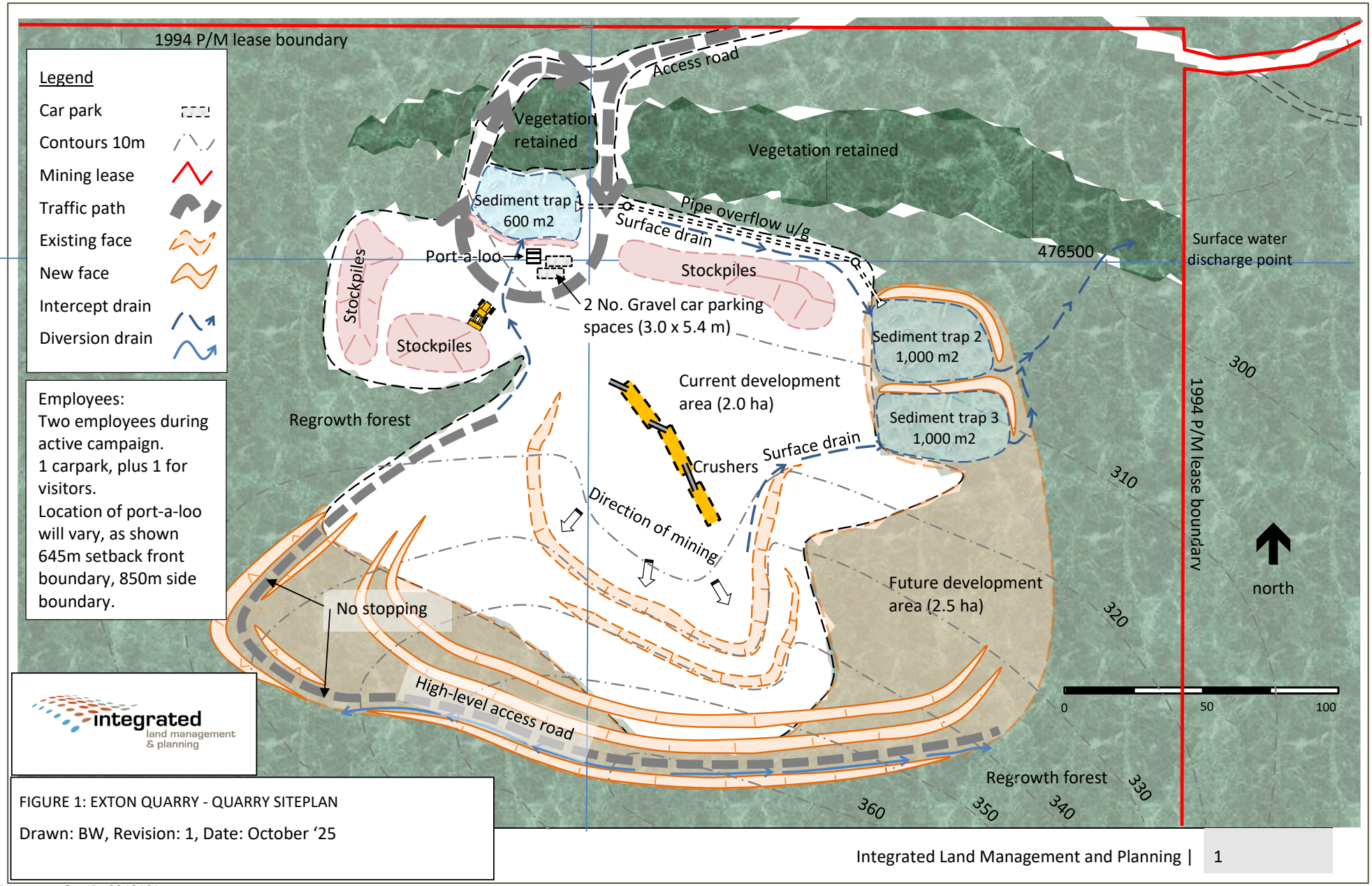


FIGURE 1: EXTON QUARRY - QUARRY SITEPLAN

Drawn: BW, Revision: 1, Date: October '25

Document Set ID: 2248161
Version: 1, Version Date: 12/11/2025

Megan Hancock

From: Cheryl Cresswell <cheryl@cresswellstransport.com.au>
Sent: Thursday, 23 October 2025 2:37 PM
To: Risden Knightley; Leanne Rabjohns

Follow Up Flag: Follow up
Flag Status: Flagged

[You don't often get email from cheryl@cresswellstransport.com.au. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good afternoon I am writing to inform you that the transportable small shed has been removed from the mining site At porters bridge quarry today , kind regards Cheryl Sent from my iPhone


CT&Q

From: Siale, Vili
Sent: Fri, 2 May 2025 03:21:42 +0000
To: RJK Mail - Cheryl; Planning - Meander Valley Council
Cc: Environment Assessments (EPA); Krista Palfreyman; Natasha Whiteley; Development; tony.cresswell@bigpond.com; Jacqui Carnevale RJK
Subject: RE: Draft V2 of Traffic Impact Assessment for Exton Quarry

Our Reference: D25/59776/2

Dear Cheryl,
Thank you for your email and V2 TIA.

Following a review of the related TIA, this V2 has addressed the traffic movements at the Meander Valley Road, as we have requested.

Thank you once again for your email and TIA.

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer
Traffic Engineering | Network Management
State Roads | Department of State Growth
11A Goodman Court, INVERMAY TAS 7248 | GPO Box 536, Hobart TAS 7001
Ph. (03) 6777 1951 | Mb. 0439 101 614
www.stategrowth.tas.gov.au

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My current work pattern:

Monday	Tuesday	Wednesday	Thursday	Friday
Office	Office	Office	WFH	WFH

From: RJK Mail - Cheryl
Sent: Friday, 2 May 2025 12:26 PM
To: planning@mvc.tas.gov.au; Siale, Vili
Cc: Environment Assessments (EPA) ; Krista.Palfreyman@mvc.tas.gov.au; natasha.whiteley@mvc.tas.gov.au; Development ; tony.cresswell@bigpond.com; Jacqui Carnevale RJK
Subject: Draft V2 of Traffic Impact Assessment for Exton Quarry

Good afternoon

Following on from feedback on V1 of the Traffic Impact Assessment for the above, please find a draft revision V2 for review.

Should you have any queries, please do not hesitate to contact us.

Warm regards

Cheryl Banks
Project Administrator/Technical Support
Bushfire Practitioner – Scope 1, 2 & 3B
RJK Consulting Engineers

M: *0400 642 462*

CONSULTING ENGINEERS
ABN 71 162 701 528

Office Locations
Level 1, 63 St John Street
Launceston TAS 7250

Suite 8, 104 Crown Street
Wollongong NSW 2500

PO Box Locations
PO Box 128
Prospect TAS 7250

PO Box 538
Dapto NSW 2530

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From: "Palmer, Zoe" <Zoe.Palmer@epa.tas.gov.au>
Sent: Thu, 6 Feb 2025 12:46:48 +1100
To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Subject: Cresswells Transport Pty Ltd - Exton Quarry Capacity Increase, Porters Bridge Road, Exton
Attachments: SIGNED Council Letter D25-10816 - Acknowledge referral and direction to advertise - Exton Quarry Capacity Increase (PA 25 0122).pdf

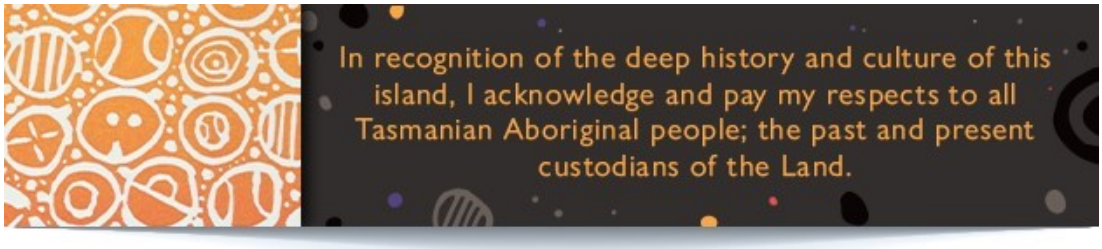
Good afternoon,

Please find attached correspondence from the EPA regarding the above assessment.

Kind regards

Zoe Palmer (she/her) **| Assessments Support Officer**
Assessments Branch
Environment Protection Authority
GPO BOX 1550, HOBART, TAS, 7001
T: (03) 6165 4578
E: Zoe.Palmer@epa.tas.gov.au
W: **www.epa.tas.gov.au**

Document Set ID: 2060400
Version: 1, Version Date: 06/02/2025



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Environment Protection Authority

GPO Box 1550 HOBART TAS 7001 Australia

Enquiries: Ella Jackson
Phone: 0472 560 543
Email: Ella.Jackson@epa.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: D25-10816

ENVIRONMENT PROTECTION AUTHORITY

6 February 2025

Mr Jonathan Harmey
General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

By Email Only: mail@mvc.tas.gov.au

Dear Jonathan Harmey

REFERRAL OF PERMIT APPLICATION (PA\25\0122)
CRESSWELLS TRANSPORT PTY LTD – EXTON QUARRY CAPACITY INCREASE, 611 PORTERS BRIDGE ROAD, EXTON

The Board of the Environment Protection Authority (the Board) has received Council's letter dated 17 January 2025, referring the above application to the Board as required under section 25(1) of the *Environmental Management and Pollution Control Act 1994* (EMPCA).

I refer to my earlier correspondence dated 18 February 2022, acknowledging referral of the above application to the Board of the Environment Protection Authority (the Board) for assessment under section 27B of the *Environmental Management and Pollution Control Act 1994* (EMPCA) and confirming that assessment of the proposal is required.

The Board's assessment duly proceeded, and for the purposes of section 25(2)(b) of EMPCA, I can confirm that the applicant has now been advised that the document titled *Exton Quarry – Increase in Capacity Environmental Effects Report* (EER), *Revision 4*, dated 16 July 2024 contains sufficient information to satisfy the requirements of section 74(3) of EMPCA for the purposes of public and agency consultation.

It is noted that Council's referral of PA/25/0122 contained two EER documents. Please be aware that the document titled *Exton Quarry – Increase in Capacity Environmental Effects Report* (EER), *Revision 3*, dated 5 June 2024 has been superseded. **As such it should not form part of the application and must not be exhibited to the public during the consultation period**.

In accordance with section 27G(1)(a) of EMPCA, and acting under delegation from the Director, EPA, I direct Meander Valley Council to advertise permit application number PA\25\0122 and to call for public submissions. As prescribed by section 27G(2) of EMPCA, a 28 day period is to be made available for public representations.

To ensure that Council's notice of the application under the *Land Use Planning and Approvals Act 1993* (LUPAA) will also satisfy the Board's requirements for public consultation under the EMPCA, wording to be included is attached. This wording is in addition to any information required by LUPAA. Please provide the EPA with a copy of the proposed notice and advertising dates before they are finalised to ensure all requirements for public consultation have been addressed.

Please ensure that the version of the EER made available to the public matches the version described above (i.e., *Exton Quarry – Increase in Capacity Environmental Effects Report* (EER), *Revision 4*, dated 16 July 2024), and that all relevant attachments and appendices are included.

Please note that:

- Council must, within 7 days of the end of the public consultation period, provide the Board with copies of representations received under section 57(5) of the *Land Use Planning and Approvals Act 1993* (LUPAA);
- the period referred to in section 54(1) of LUPAA (for requesting additional information from the applicant) is extended to 42 days;
- section 57(6) of LUPAA (relating to time limits) does not apply until the completion of the Board's assessment of the activity;
- the Board may require the proponent to provide additional information to address matters raised during the consultation process;
- Council, notwithstanding any enactment to the contrary, is not required to assess any matter addressed in the Board's assessment;
- if, despite the above, Council does its own assessment of a matter addressed in the Board's assessment, it is not entitled to recover the cost of its assessment from the applicant, the Crown or any other person; and
- the Council must not include in a permit any condition which is inconsistent with, or which extends the operation of, the Board's conditions.

After completing its assessment, the Board will notify Council of the result of the assessment and of any conditions or restrictions it requires to be included in any permit granted by Council, or alternatively will direct Council to refuse to grant the permit.

For more information on the assessment process please refer to the *Guidance for Land Use Planners on Environmental Impact Assessments Conducted by the EPA Board*, available at: https://epa.tas.gov.au/business-industry/assessment/guidance-documents.

If you have any queries regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely



Helen Mulligan
MANAGER, ENVIRONMENTAL ASSESSMENTS
Delegate for the Director, Environment Protection Authority

Attachment 1: *Wording for advertisement*

Document Set ID: 2060400
Version: 1, Version Date: 06/02/2025

Attachment 1 – Wording to be inserted into any notice issued by Council in relation to the above application

The above application has been referred to the Board of the Environment Protection Authority (the Board) for assessment under the *Environmental Management and Pollution Control Act 1994* (EMPCA). An Environmental Effects Report (EER) has been lodged in support of the application.

A copy of the full development application is available for public inspection during the notification period at:

- [Council to insert location(s)]

The EER can also be viewed at: https://epa.tas.gov.au/consultations

For assistance in accessing a copy of the EER, please contact Barry Williams on 0437 394 492 or barry.williams@ilmp.com.au.

A guide for preparing a public submission can be found at: https://epa.tas.gov.au/public-submission-guide

Document Set ID: 2060400
Version: 1, Version Date: 06/02/2025

Environment Protection Authority

GPO Box 1550 HOBART TAS 7001 Australia

Enquiries: Lauryn Kitchener
Phone: 0472 563 255
Email: Lauryn.Kitchener@epa.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: D26-19976

6 March 2026

Mr Jonathan Harmey
General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

By Email Only: mail@mvc.tas.gov.au

Dear Jonathan Harmey

ENVIRONMENTAL ASSESSMENT DECISION
PERMIT APPLICATION (PA/25/0122)
CRESSWELLS TRANSPORT PTY LTD – EXTON QUARRY CAPACITY INCREASE, 611 PORTERS BRIDGE ROAD, EXTON

I am writing to you about the above permit application, which was referred to the Board of the Environment Protection Authority (the Board) for assessment under the *Environmental Management and Pollution Control Act 1994* (EMPCA).

The Board's environmental impact assessment of the application is now complete. All supporting information and any relevant comments received from the public and government agencies were considered.

In accordance with section 25(5)(a) EMPCA, I am notifying Meander Valley Council that the conditions and restrictions in the enclosed 'Permit Part B', including the definitions in Schedule 1 and the associated attachments, must be contained in any permit granted by Council for the application under the *Land Use Planning and Approvals Act 1993* (LUPAA). Permit Part B is attached as a PDF file to this letter.

A copy of the Environmental Assessment Report (EAR) detailing the Board's reasons for requiring the conditions or restrictions in Permit Part B is available on the EPA website at: Cresswells Transport and Quarrying Pty Ltd, Exton Quarry Capacity Increase, Porters Bridge Road, Exton | EPA Tasmania. The EAR does not form part of the permit.

Next steps
In accordance with section 25(2)(e) of EMPCA, section 57(6) of LUPAA now applies. Council must decide to grant or refuse the permit within 42 days after receiving this notification, subject to any further period agreed under section 57(6A) or 58(2A) of LUPAA and the receipt of additional information sufficient to satisfy a requirement under section 54 of LUPAA.

To satisfy the requirements of section 25(8) of EMPCA, the Council must:

- not include any other condition or restriction which is inconsistent with, or which extends the operation of, any conditions or restrictions which the Board requires to be contained in the permit; and
- notify the Board of its decision to grant or refuse to grant a permit; and
- at the same time as it notifies the applicant of its decision on the application, provide the EAR to the applicant, via a link to the EAR in the Council's letter to the applicant and to anyone who made representations.

Suggested permit format
It is suggested that Council:

- call the Council's portion of the permit 'Part A';
- include a condition in 'Part A' along the lines of 'The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit Part B, which the Board of the Environment Protection Authority (EPA) requires the planning authority to include in the permit, pursuant to section 25(5) of the *Environmental Management and Pollution Control Act 1994'*, and
- attach the enclosed Permit Part B to the permit, including Schedules 1, 2 and 3 and any attachments.
- provide the EPA with a full copy of the final permit (including all attachments)

It is the Board's preference that the Environmental Effects Report (EER) document is not included as part of the permit, as that document may contain information which is inconsistent with the EPA Board's conditions and this may lead to confusion by the permit holder regarding their regulatory responsibilities. It can also lead to the permit document itself being a large and unwieldy document which can be difficult for regulatory and compliance staff to audit and regulate against on an ongoing basis.

However, if Council deems it necessary for an EER document to be included as part of the Council's conditions, it is recommended that text is included in the conditions to make it clear that the conditions in Part A (Council's conditions/restrictions) and Part B (EPA Board's conditions/restrictions) must be complied with where there is inconsistency with the EER. Example text could be: "*the use and/or development must be carried out as shown on the endorsed plans and described in the endorsed documents; a) EER, dated xxx; to the satisfaction of the Council, unless provided for otherwise by the conditions contained below in either Part A (Council's conditions) or Part B (EPA Board's conditions). The Part A (Council's conditions) and Part B (EPA Board's conditions) prevail to the extent of any inconsistency with the EER*".

I understand Council will advise the applicant and any representors of their appeal rights in relation to its decision.

If you have any queries regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely



Andrew Paul
CHAIRPERSON, ENVIRONMENT PROTECTION AUTHORITY

Encl: Permit Part B - Permit Conditions – Environmental No. 12151

PERMIT PART B
PERMIT CONDITIONS - ENVIRONMENTAL No. 12151

Issued under the *Environmental Management and Pollution Control Act 1994*

Activity: **The operation of a quarry and materials handling (ACTIVITY TYPE: Crushing, grinding, milling or separating into different sizes (rocks, ores or minerals))**
MINING LEASE 1564P/M, 611 PORTERS BRIDGE ROAD
EXTON TAS 7304

The above activity has been assessed as a level 2 activity under the *Environmental Management and Pollution Control Act 1994*.

Acting under Section 25(5)(a)(i) of the EMPCA, the Board of the Environment Protection Authority has required that this Permit Part B be included in any Permit granted under the *Land Use Planning and Approvals Act 1993* with respect to the above activity.

Municipality: **MEANDER VALLEY**
Permit Application Reference: **PA/25/0122**
EPA file reference: **22/1129**

Date conditions approved: 6 March 2026

Signed:

CHAIRPERSON, BOARD OF THE ENVIRONMENT PROTECTION AUTHORITY

DEFINITIONS

Unless the contrary appears, words and expressions used in this Permit Part B have the meaning given to them in **Schedule 1** of this Permit and in the EMPCA. If there is any inconsistency between a definition in the EMPCA and a definition in this Permit Part B, the EMPCA prevails to the extent of the inconsistency.

ENVIRONMENTAL CONDITIONS

The person responsible for the activity must comply with the conditions contained in **Schedule 2** of this Permit Part B.

INFORMATION

Attention is drawn to **Schedule 3**, which contains important additional information.

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Schedule 1: Definitions

In this Permit Part B:-

Aboriginal Relic has the meaning described in section 2(3) of the *Aboriginal Heritage Act 1975*.

Activity means any environmentally relevant activity (as defined in section 3 of EMPCA) to which this document relates, and includes more than one such activity.

Activity Area means the area to be used for the Activity when these conditions take effect, as depicted in Attachment 1.

Authorized Officer means an authorized officer under section 20 of EMPCA.

Best Practice Environmental Management or '**BPEM**' has the meaning described in section 4 of EMPCA.

Best Practice Erosion and Sediment Control means the document with this title by the International Erosion Control Association, dated November 2008, and any amendment to or substitution of this document.

Director means the Director, Environment Protection Authority holding office under section 18 of EMPCA and includes a delegate or person authorised in writing by the Director to exercise a power or function on the Director's behalf.

DRP means Decommissioning and Rehabilitation Plan.

Environmental Harm and **Material Environmental Harm** and **Serious Environmental Harm** each have the meanings ascribed to them in section 5 of EMPCA.

Environmental Nuisance has the meanings ascribed to it in section 3 of EMPCA.

Environmentally Hazardous Material means any substance or mixture of substances of a nature or held in quantities which present a reasonably foreseeable risk of causing serious or material environmental harm if released to the environment and includes fuels, oils, waste and chemicals but excludes sewage.

EPA Board means the Board of the Environment Protection Authority established under section 13 of EMPCA and includes a delegate or person authorised in writing by the EPA Board to exercise a power or function on the EPA Board's behalf.

Guidelines for Terrestrial Natural Values Surveys related to Development Proposals means the document with this title by the Department of Primary Industries, Parks, Water and Environment, dated May 2021, and any amendment to or substitution of this document.

Maximum Disturbed Area means the area disturbed to facilitate the activity and includes but is not limited to; vegetation disturbance, soil disturbance, access roads, hardstand, working area, vehicle parking and infrastructure (i.e. buildings, site office, sheds etc).

Noise Sensitive Premises means residences and residential zones (whether occupied or not), schools, hospitals, caravan parks and similar land uses involving the presence of individual people for extended periods, except in the course of their employment or for recreation.

normal operations is the operation of one screen, one crusher, one excavator, one loader and one truck within the Activity Area at any given time.

Person Responsible is any person who is or was responsible for the environmentally relevant activity to which this document relates and includes the officers, employees, contractors, joint venture partners and agents of that person, and includes a body corporate.

Planning Authority means the Council(s) for the municipal area(s) in which the Activity Area is situated.

Pollutant has the meaning ascribed to it in section 3 of EMPCA.

Quarry Code of Practice means the document of this title published by the Environment Protection Authority in May 2017, and includes any subsequent versions of this document.

Stormwater means water runoff as a consequence of a rainfall event, whether surface flow, piped flow, or flow within conduits, including any contaminants collected by the water during its passage.

Weed means a plant species that has, or is likely to have, an adverse impact on the environment because of the introduction, spread or increase in population size of the species in an area; and includes a declared weed as defined in the *Biosecurity Act 2019* and subordinate regulations.

Weed and Disease Guidelines means the document titled *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania*, by the Department of Primary Industries, Parks, Water and Environment, dated March 2015, and any amendment to or substitution of this document.

Schedule 2: Conditions

Maximum Quantities

Q1 Regulatory limits

1 The activity must not exceed the following limits :

1.1 50,000 cubic metres per year of rocks, ores or minerals processed.

1.2 50,000 cubic metres per year of rocks, ores or minerals extracted.

General

G1 Activity Area

The activity must be confined to the Activity Area.

G2 Access to and awareness of conditions and associated documents

A copy of these conditions and any associated documents referred to in these conditions must be held in a location that is known to and accessible to the person responsible for the activity. The person responsible for the activity must ensure that all persons who are responsible for undertaking work within the Activity Area, including contractors and sub-contractors, are familiar with these conditions to the extent relevant to their work.

G3 Incident response

If an incident causing or threatening environmental nuisance, serious environmental harm or material environmental harm from pollution occurs in the course of the activity, then the person responsible for the activity must immediately take all reasonable and practicable action to minimise any adverse environmental effects from the incident.

G4 Change of responsibility

If the person responsible for the activity intends to cease to be responsible for the activity, that person must notify the Director in writing of the full particulars of any person who will become the person responsible for the activity, before such cessation.

G5 Change of ownership

If the owner of the Activity Area changes or is to change, then, as soon as reasonably practicable but no later than 30 days after becoming aware of the change or intended change in the ownership of the Activity Area, the person responsible must notify the Director in writing of the change or intended change of ownership.

G6 Complaints register

1 A public complaints register must be maintained. The public complaints register must, as a minimum, record the following detail in relation to each complaint received in which it is alleged that environmental harm (including an environmental nuisance) has been caused by the activity:

1.1 the date and time at which the complaint was received;

1.2 contact details for the complainant (where provided);

1.3 the subject matter of the complaint;

1.4 any investigations undertaken with regard to the complaint; and

1.5 the manner in which the complaint was resolved, including any mitigation measures implemented.

2 Complaint records must be retained for a period of at least 3 years.

G7 Proposed change to activity

1 The person responsible must notify the Director in writing prior to implementing any change to the activity authorised by this document that may cause or increase the emission of a pollutant or which may result in environmental harm or environmental nuisance (even temporarily). A change includes, but is not limited to, any of the following:

1.1 an increase in the discharge of a pollutant, or the location of its discharge.

1.2 the construction, installation, alteration or removal of any structure or equipment used in the course of carrying out the activity.

1.3 any clearance of native vegetation or earthworks.

1.4 a change in the quantity or characteristics of materials used in carrying out the activity.

2 The notification must be in an approved form and include the following:

2.1 details of the proposed change;

2.2 an assessment of the environmental impacts that may result from the change;

2.3 any relevant approvals held by the person responsible; and

2.4 any advice from the relevant planning authority to the effect that approval is not required.

3 The person responsible must provide additional information as requested by an Authorized Officer.

4 The proposed change must not be implemented until the Director has confirmed in writing that they are satisfied that no other approval or variation of this document is required.

5 For the avoidance of doubt, a notification of a proposed change under this provision is not required if the proposed change is part of a referral to the EPA Board for assessment under sections 24, 25, 27 or 27AA of EMPCA.

G8 Amendment of required plans and reports

1 The plans and reports required by these conditions must be amended to address any matter required by the Director, as advised by notice in writing.

2 Amended plans and reports must be resubmitted within the timeframe that the Director specifies.

G9 Quarry Code of Practice

Unless otherwise required by these conditions or required in writing by the Director, the activity (or activities) undertaken within the Activity Area must comply with the Acceptable Standards provisions of the *Quarry Code of Practice*.

Atmospheric

A1 Covering of vehicles

Vehicles carrying loads containing material which may blow or spill must be equipped with effective control measure to prevent the escape of the materials from the vehicles when they leave the Activity Area or travel on public roads.

A2 Control of dust emissions

Dust emissions from within the Activity Area must be controlled to the extent necessary to prevent environmental nuisance beyond the boundary of the Activity Area.

A3 Control of dust emissions from crushing and screening plant

1 Dust produced by the operation of all crushing and/or screening plant must be controlled by the use of one or more of the following methods to the extent necessary to prevent environmental nuisance:

1.1 the installation of fixed water sprays at all crushers and/or screening plant and at all necessary points where processed material changes direction due to belt transfer;

1.2 the installation of dust extraction equipment at all crushers and/or screening plant and at all necessary points where processed material changes direction due to belt transfer;

1.3 the enclosure of the crushing and/or screening plant and the treatment of atmospheric emissions by dust extraction equipment; or

1.4 any other method that has been approved in writing by the Director.

Blasting

B1 Blasting - noise and vibration limits

1 Blasting within the Activity Area must be carried out in accordance with blasting best practice environmental management (BPEM) principles, and must be carried out such that, when measured at the curtilage of any residence (or other noise sensitive premises) in other occupation or ownership, airblast overpressure and ground vibration comply with the following:

1.1 for 95% of blasts in a consecutive 12-month period, airblast overpressure must not exceed 115dB (Lin Peak);

1.2 airblast overpressure must not exceed 120dB (Lin Peak);

1.3 for 95% of blasts in a consecutive 12-month period, ground vibration must not exceed 5mm/sec peak particle velocity; and

1.4 ground vibration must not exceed 10mm/sec peak particle velocity.

2 All measurements of airblast overpressure and peak particle velocity must be carried out in accordance with the methods set down in *Technical basis for guidelines to minimise annoyance due to blasting overpressure and ground vibration*, Australian and New Zealand Environment Council, September 1990.

B2 Notification of blasting

Unless otherwise specified in writing by the Director all residents within a 1.5 km radius of the activity must be notified on each occasion prior to blasting within the Activity Area occurring. This notification must be given at least 24 hours before such blasting is due to occur. In the event that the blast(s) cannot take place at the time specified, the responsible person must advise all those residents within 1.5 km of the activity of the revised time at which blasting will take place.

B3 Blast monitoring

1 Unless otherwise approved in writing by the Director, blast monitoring must be undertaken for each blast that occurs within the Activity Area.

2 Blast monitoring must be carried out at location(s) agreed in writing by the Director.

3 In the event that ground vibration and/or airblast overpressure caused by a blast exceeds a limit imposed by these conditions, the Director must be notified within seven days of the blast, or as soon as is reasonable and practicable.

4 Blast monitoring records must be maintained for a period of at least two years.

B4 Control of blast fume emissions
Blast fume emissions must be controlled to the extent necessary to prevent environmental nuisance beyond the boundary of the Activity Area.

B5 Notification blast exceedances
Unless otherwise approved in writing by the Director, in the event that ground vibration caused by a blast exceeds 5 mm/sec peak particle velocity and/or air blast over pressure exceeds 115 dB(Lin Peak), the Director must be notified within 24 hours of the blast.

Decommissioning And Rehabilitation

DC1 Stockpiling of surface soil
Prior to commencement of extractive activities on any portion of the Activity Area, surface soils must be removed in that portion of the Activity Area to be disturbed by the conduct of the activity and stockpiled for later use in rehabilitation of the Activity Area. Topsoil must be kept separate from other overburden and protected from erosion or other disturbance.

DC2 Progressive rehabilitation
Worked out or disused sections of the Activity Area must be rehabilitated concurrently with extractive activities on other sections of the Activity Area. Progressive rehabilitation must be carried out in accordance with the relevant provisions of the *Quarry Code of Practice*, unless otherwise approved in writing by the Director. The maximum disturbed area of land which may remain, at any time, without rehabilitation is 4.5 hectares.

DC3 Temporary suspension of activity

1 Within 30 days of becoming aware of any event or decision which is likely to give rise to the temporary suspension of the activity, the person responsible for the activity must notify the Director in writing of that event or decision. The notice must specify the date upon which the activity is expected to suspend or has suspended.

2 During temporary suspension of the activity the Activity Area must be managed and monitored by the person responsible for the activity to ensure that emissions from the Activity Area do not cause serious environmental harm, material environmental harm or environmental nuisance.

3 If required by the Director, a Care and Maintenance Plan for the activity must be submitted to the Director for approval, by a date specified in writing by the Director. This requirement will be deemed to be satisfied only when the Director indicates in writing that the submitted document adequately addresses the requirements of this condition.

3.1 The plan must be prepared in accordance with any guidelines provided by the Director.

3.2 Once approved the person responsible must act in accordance with the approved Care and Maintenance Plan.

3.3 The person responsible may apply to the Director to vary or substitute the Care and Maintenance Plan. Any variation or substitution of the plan approved by the Director, by notice in writing, replaces the earlier approval with effect from the date specified in the notice.

4 Unless otherwise approved in writing by the Director, if the activity on the Activity Area has substantially ceased for 2 years, decommissioning of the activity and rehabilitation of the Activity Area must be carried out in accordance with the requirements of these conditions as if the activity has permanently ceased.

DC4 Notification of cessation

Within 30 days of becoming aware of any event or decision which is likely to give rise to the permanent cessation of the activity, the person responsible for the activity must notify the Director in writing of that event or decision. The notice must specify the date upon which the activity is expected to cease or has ceased.

DC5 DRP requirements

1 Unless otherwise approved in writing by the Director, a Decommissioning and Rehabilitation Plan (DRP) for the activity must be submitted for approval to the Director within 30 days of the Director being notified of the planned cessation of the activity. The DRP must be prepared in accordance with any guidelines provided by the Director. This requirement will be deemed to be satisfied only when the Director indicates in writing that the submitted document adequately addresses the requirements of this condition.

2 The person responsible may apply to the Director to vary or substitute the DRP. Any variation or substitution of the plan approved by the Director, by notice in writing, replaces the earlier approval with effect from the date specified in the notice.

DC6 Rehabilitation on cessation

1 Unless otherwise approved in writing by the Director, rehabilitation upon permanent cessation of the activity must be undertaken in accordance with relevant provisions of the *Quarry Code of Practice* and in accordance with the following:

1.1 rehabilitation earthworks must be substantially completed within 12 months of cessation of the activity; and

1.2 rehabilitated areas must be monitored and maintained for a period of at least three years after rehabilitation works have been substantially completed, after which time the person responsible for the activity may apply in writing to the Director for a written statement that rehabilitation has been successfully completed.

DC7 Activity to cease following decommissioning and rehabilitation

1 Following written notification by the Director confirming the completion of decommissioning of the Activity and rehabilitation of the Activity Area in accordance with these conditions:

1.1 the Activity must not recommence; and

1.2 the Person Responsible is not required to undertake monitoring, reporting and/or notification condition requirements relating to the activity, unless otherwise specified in writing by the Director.

Flora And Fauna

FF1 Protection of threatened vegetation community *Eucalyptus ovata* forest and woodland (DOV)

1 The boundary between the Activity Area and the DOV community (as identified in Attachment 1)and the internal access roads and stormwater infrastructure must be delineated with a barrier or similar method approved in writing by the Director within 30 days of the date on which these permit conditions take effect.

2 The activity must be conducted in a manner that does not cause degradation or disturbance (including sedimentation) to the DOV community.

3 Unless otherwise approved in writing by the Director:

3.1 A 10 m buffer must be applied between the barrier or similar method between DOV01 to DOV02 and between DOV03, DOV04 and DOV05, excluding access road, as shown in Attachment 1; and

3.2 there must be no further disturbance of the vegetation within this buffer unless subject to clause 4 of this condition; and

3.3 any areas already disturbed within the buffer, excluding access roads, must be reinstated.

4 Where vegetation comprises DOV community on the sides of the access road associated with the Activity Area, any disturbance of these vegetation communities including any trimming, slashing, damage or removal, must be restricted to the extent deemed necessary for road maintenance or to ensure the safety of road users.

FF2 Protection of threatened species Tasmanian wedge-tailed eagle (*Aquila audax fleayi*)

1 Unless otherwise specified in writing by the Director:

1.1 Construction of the high level access road must be undertaken outside the eagle breeding season (July to January inclusive);and

1.2 use of the upper access road must be a designated 'no-stopping area' for vehicles and pedestrians.

FF3 Natural values survey

1 A natural values survey of the Activity Area must be undertaken with sufficient time to obtain relevant approvals required by this condition, but not more than 90 days prior to commencing any vegetation removal. The natural values survey must be undertaken:

1.1 by suitably qualified person(s);and

1.2 in accordance with the *Guidelines for Terrestrial Natural Values Surveys related to Development Proposals.*

2 A report outlining the findings of the survey and commitments to proposed management measures must be submitted to the Director for approval;

3 The activity must be conducted in accordance with the management measures requested by the Director as a result of the findings of the report;

4 If any species listed under the *Threatened Species Protection Act 1995* will be adversely impacted by the activity, this must be brought to the attention of the Director and the Department of Natural Resources and Environment which administers the *Threatened Species Protection Act 1995* prior to that impact occurring.

5 This requirement will be deemed to be satisfied only when the Director indicates in writing that the submitted document adequately addresses the requirements of this condition.

Hazardous Substances

H1 Spill kits

Spill kits appropriate for the types and volumes of materials handled within the Activity Area must be kept in appropriate locations and maintained in a functional condition to assist with the containment of spilt environmentally hazardous materials.

H2 Storage and handling of hazardous materials

1 Unless otherwise approved in writing by the Director, all environmentally hazardous materials, including chemicals, fuels, and oils, stored within the Activity Area in volumes exceeding 250 litres must be stored and handled in accordance with the following:

1.1 Any storage facility must be contained within a spill collection bund with a net capacity of whichever is the greater of the following:

1.1.1 at least 110% of the combined volume of any interconnected vessels within that bund; or

1.1.2 at least 110% of the volume of the largest storage vessel; or

1.1.3 at least 25% of the total volume of all vessels stored in that spill collection bund; or

1.1.4 the capacity of the largest tank plus the output of any firewater system over a twenty minute period.

1.2 All activities that involve a significant risk of spillages, including the loading and unloading of bulk materials, must take place in a bunded containment area or on a transport vehicle loading apron.

1.3 Bunded containment areas and transport vehicle loading aprons must:

1.3.1 be made of materials that are impervious to any environmentally hazardous material stored within the bund;

1.3.2 be graded or drained to a sump to allow recovery of liquids;

1.3.3 be chemically resistant to the chemicals stored or transferred;

1.3.4 be designed and managed such that any leakage or spillage is contained within the bunded area (including where such leakage emanates vertically higher than the bund wall);

1.3.5 be designed and managed such that the transfer of materials is adequately controlled by valves, pumps and meters and other equipment wherever practical. The equipment must be adequately protected (for example, with bollards) and contained in an area designed to permit recovery of any released chemicals;

1.3.6 be designed such that chemicals which may react dangerously if they come into contact have measures in place to prevent mixing; and

1.3.7 be managed such that the capacity of the bund is maintained at all times (for example, by regular inspections and removal of obstructions).

H3 Handling of hazardous materials - mobile

1 Where mobile containment of environmentally hazardous materials is utilised for the fuelling or servicing of mobile or fixed plant within the Activity Area, all reasonable measures must be implemented to prevent unauthorised discharge, emission or deposition of pollutants:

1.1 to soils within the boundary of the Activity Area in a manner that is likely to cause serious or material environmental harm;

1.2 to groundwater;

1.3 to waterways; or

1.4 beyond the boundary of the Activity Area.

2 Reasonable measures may include spill kits, spill trays/bunds or absorbent pads, and automatic cut-offs on any pumping equipment.

H4 Hazardous materials (< 250 litres)

1 Unless otherwise approved in writing by the Director, each environmentally hazardous material, including chemicals, fuels and oils, stored within the Activity Area in discrete volumes not exceeding 250 litres, but not including discrete volumes of 25 litres or less, must be stored within bunded containment areas or spill trays which are designed and maintained to contain at least 110% of the volume of the largest container.

2 Bunded containment areas and spill trays must be made of materials that are impervious to any environmentally hazardous materials stored within the bund or spill tray.

Noise Control

N1 Noise emission limits

1 Noise emissions from the activity when detected at any noise sensitive premises in other ownership and expressed as the equivalent continuous A-weighted sound pressure level must not exceed:

1.1 45 dB(A) between 0700 hours and 1900 hours (Day time); and

1.2 40 dB(A) between 1900 hours and 2200 hours (Evening time); and

1.3 35 dB(A) between 2200 hours and 0700 hours (Night time).

2 Where the combined level of noise from the Activity Area and the normal ambient noise exceeds the noise levels stated above, this condition will not be considered to be breached unless the noise emissions from the activity are audible and exceed the background noise level by at least 5 dB(A).

3 The time interval over which noise levels are averaged must be 10 minutes or an alternative time interval specified in writing by the Director.

4 Noise emissions from the site should not contain any dominant or intrusive noise characteristics when measured or observed at any noise sensitive premises as assessed in accordance with the *Noise Measurement Procedures Manual*. Where noise emissions from the site contain any dominant or intrusive noise characteristics at any noise sensitive premises, measured noise levels must be adjusted for tonality, impulsiveness, modulation and low frequency in accordance with the *Noise Measurement Procedures Manual*.

5 All methods of measurement must be in accordance with the *Noise Measurement Procedures Manual*.

N2 Noise management

Unless otherwise approved in writing by the Director drilling activities must not be undertaken simultaneously with normal operations.

N3 Noise survey requirements

1 Unless otherwise approved in writing by the Director, a noise survey must be completed:

1.1 within 6 months after any change to the activity which is likely to substantially alter the character or increase the volume of noise emitted from the Activity Area; and

1.2 where the Director is of the opinion that a noise survey must be completed within a specified timeframe.

N4 Noise survey method and reporting requirements

1 Noise surveys must be undertaken in accordance with a survey method approved in writing by the Director, as may be amended from time to time with written approval of the Director.

2 Without limitation, the survey method must address the following:

2.1 measurements must be carried out at day, evening and night times (where applicable) at each location; and

2.2 measurement locations, and the number thereof, must be specified, with one location established as a control location (noise).

3 Measurements and data recorded during the survey must include:

3.1 operational status of noise producing equipment and throughput of the activity;

3.2 subjective descriptions of the sound at each location;

3.3 details of meteorological conditions relevant to the propagation of noise;

3.4 the equivalent continuous (L_{eq}) and L_{max}, L_{1}, L_{10}, L_{50}, L_{90}, L_{99} and L_{min} A-weighted sound pressure levels measured over a period of 10 minutes or an alternative time interval approved by the Director;

3.5 a data set containing periods capturing normal and worst operating conditions;

3.6 A-weighted and C-weighted one-third octave spectra (including low frequency) over suitably representative periods of not less than 1 minute presented in tabulated and graph format; and

3.7 narrow-band spectra over suitably representative periods of not less than 1 minute.

4 A noise survey report must be forwarded to the Director within 30 days from the date on which the noise survey is completed, or otherwise at a time approved in writing by the Director.

5 The noise survey report must include the following:

5.1 the results and interpretation of the measurements required by these conditions;

5.2 a map of the area surrounding the activity with the boundary of the Activity Area, measurement locations, and noise sensitive premises clearly marked on the map;

5.3 any other information that will assist with interpreting the results and whether the activity is in compliance with these conditions and EMPCA; and

5.4 recommendations of appropriate mitigation measures to manage any noise problems identified by the noise survey.

N5 Noise complaints

In the event that a noise complaint is received in relation to the Activity the complaint must be reported to the Director within 24 hours.

Operations

OP1 Operating hours

1 Unless otherwise approved by the Director, activities associated with the extraction of rock, gravel, sand, clay or minerals, and loading and transport of product, and screening/crushing must not be undertaken outside the hours of 0700 hours to 1900 hours on weekdays and 0800 hours to 1600 hours on Saturdays.

2 Notwithstanding clause 1, loading and transport of processed rocks, ores or minerals may also be undertaken between the hours of 0600 hours to 0700 hours weekdays.

3 Activities must not be carried out on Sundays, and public holidays that are observed Statewide (Easter Tuesday excepted).

OP2 Machinery washdown

Prior to entering the Activity Area, machinery must be washed in accordance with the Weed and Disease Guidelines, or any subsequent revisions of that document.

OP3 Weed management

The Activity Area must be kept substantially free of weeds to minimise the risk of weeds being spread through the transport of products from the Activity Area.

Stormwater Management

SW1 Perimeter drains or bunds

1 Perimeter cut-off drains, or bunds, must be constructed at strategic locations within the Activity Area to prevent surface run-off from entering the area used or disturbed in carrying out the activity. All reasonable measures must be implemented to ensure that sediment transported along these drains, or bunds, remains within the Activity Area. Such measures may include provision of strategically located sediment fences, appropriately sized and maintained sediment settling ponds, vegetated swales, detention basins and other measures designed and operated in accordance with *Best Practice Erosion and Sediment Control* or similar.

2 Drains, or bunds, must have sufficient capacity to contain run-off that could reasonably be expected to arise during a 1 in 20 year rainfall event. Maintenance activities must be undertaken regularly to ensure that this capacity does not diminish.

SW2 Design and maintenance of settling ponds

1 Sediment settling ponds must be designed and maintained in accordance with the following requirements:

1.1 ponds must be designed to successfully mitigate reasonably foreseeable sediment loss which would result from a 1 in 20 year storm event;

1.2 discharge from ponds must occur via a stable spillway that is not subject to erosion;

1.3 all pond walls must be stable and treated with topsoil and vegetated or otherwise treated in such a manner as to prevent erosion; and

1.4 sediment settling ponds must be periodically cleaned out to ensure that the pond design capacity is maintained. Sediment removed during this cleaning must be securely deposited such that sediment will not be transported off the Activity Area by surface run-off.

SW3 Stormwater

1 Polluted stormwater that will be discharged from the Activity Area must be collected and treated prior to discharge to the extent necessary to prevent serious or material environmental harm, or environmental nuisance.

2 Notwithstanding the above, all stormwater that is discharged from the Activity Area must not carry pollutants such as sediment, oil and grease in quantities or concentrations that are likely to degrade the visual quality of any receiving waters outside the Activity Area.

3 All reasonable measures must be implemented to ensure that solids entrained in stormwater are retained within the Activity Area. Such measures may include appropriately sized and maintained sediment settling ponds or detention basins.

Schedule 3: Information

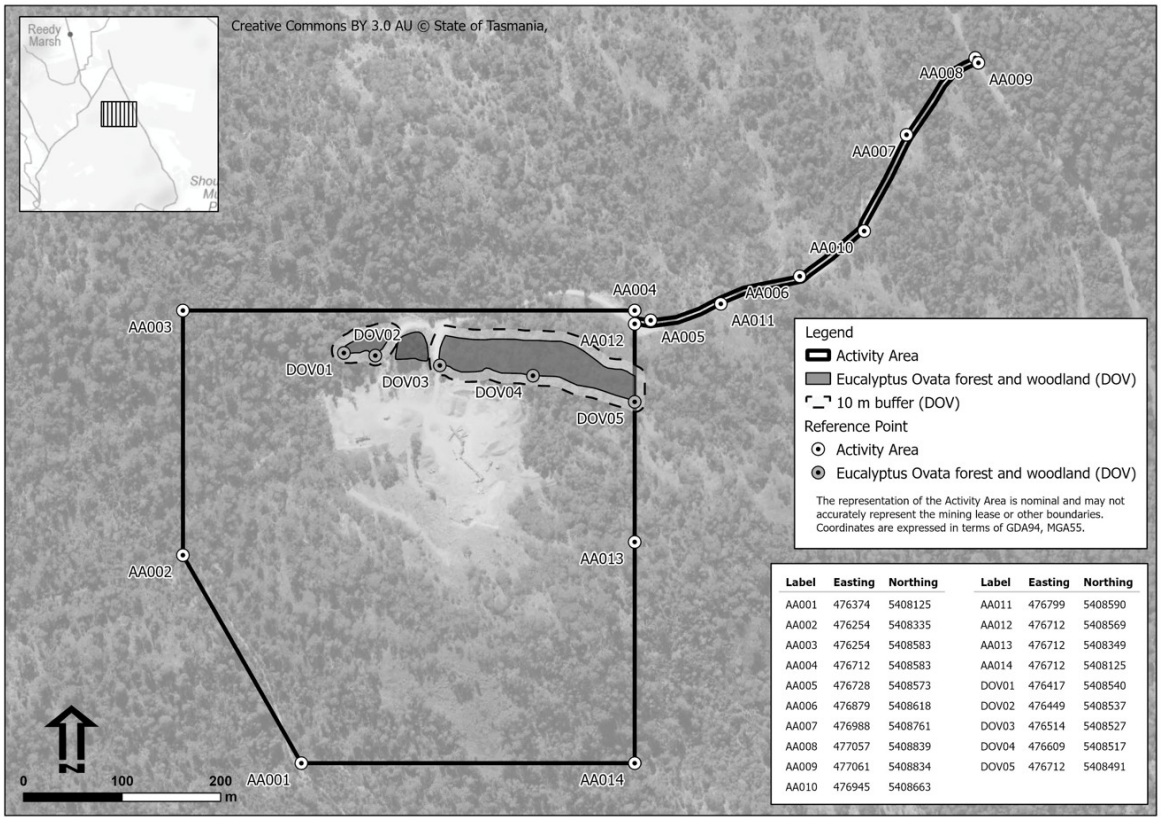
Legal Obligations

LO1 Aboriginal relics requirements

1 Aboriginal relics, objects, sites, places and human remains regardless of whether they are located on public or private land, are protected under the *Aboriginal Heritage Act 1975*.

2 Unanticipated discoveries of Aboriginal heritage must be reported to Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible.

Attachment 1: Activity Area



Label	Easting	Northing	Label	Easting	Northing
AA001	476374	5408125	AA011	476799	5408590
AA002	476254	5408335	AA012	476712	5408569
AA003	476254	5408583	AA013	476712	5408349
AA004	476712	5408583	AA014	476712	5408125
AA005	476728	5408573	DOV01	476417	5408540
AA006	476879	5408618	DOV02	476449	5408537
AA007	476988	5408761	DOV03	476514	5408527
AA008	477057	5408839	DOV04	476609	5408517
AA009	477061	5408834	DOV05	476712	5408491
AA010	476945	5408663			

Environmental Assessment Report

Cresswell's Transport Pty Ltd

Exton Quarry – Increase in Capacity

611 Porters Bridge Road, Exton

March 2026

ENVIRONMENT PROTECTION AUTHORITY

Environmental Assessment Report

Proponent	Cresswell's Transport Pty Ltd
Proposal	Exton Quarry Increase in Capacity
Location	611 Porters Bridge Road, Exton, 7303
Class of Assessment	2B
PCE no.	12151
Permit Application No.	PA/25/0122 - Meander Valley Council
myDAS Folder No.	22/1129
myDAS Document No.	D26-17419

Assessment Process Milestones

Date	Milestone
13 January 2022	Notice of Intent lodged
1 April 2022	Guidelines Issued
8 January 2025	Permit Application submitted to Council
17 January 2025	Referral received by the Board
8 November 2025	Start of public consultation period
8 December 2025	End of public consultation period
12 February 2026	Date draft conditions issued to proponent
6 March 2026	Statutory period for assessment ends

Glossary/Acronyms

Term	Detail
Board	Board of the Environment Protection Authority
EER	Environmental Effects Report
EMPCA	*Environmental Management and Pollution Control Act 1994*
EMPCS	Environmental management and pollution control system
EPBCA	*Environment Protection and Biodiversity Conservation Act 1999* (Cth)
LUPAA	*Land Use Planning and Approvals Act 1993*
NCA	*Nature Conservation Act 2002*
NIA	Noise impact assessment
NOI	Notice of Intent
NRE	Department of Natural Resources and Environment Tasmania
QCP	Quarry Code of Practice (EPA 2017)
RMPS	Resource Management and Planning System of Tasmania
SD	Sustainable development
TSPA	*Threatened Species Protection Act 1995*

Report Summary

This report provides an environmental assessment of the Exton Quarry Increase in Capacity by Cresswell's Transport Pty Ltd.

The proposal is for an increase in the maximum extraction and processing limits of dolerite from 13,235 cubic metres per annum to 50,000 cubic metres per annum at an existing Level 2 quarry site. The quarry operates on a campaign basis using drill and blast techniques to extract, and mobile crushers and screens for processing. The quarry is located at 611 Porters Bridge Road, Exton in northern Tasmania on mining lease 1994/M.

This report has been prepared based on information provided in the permit application and Environmental Effects Report (EER). Relevant government agencies and the public were consulted, and their submissions considered as part of the assessment.

Appendix 1 contains details of matters raised by the public and referral agencies during the consultation process.

Appendix 2 contains a table of the proponent's proposed management measures.

Appendix 3 contains the environmental permit conditions for the proposal.

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1. The Proposal

The main characteristics of the proposal are summarised below. A detailed description of the proposal is provided in Part A of the EER.

Summary of the proposal's main characteristics

Activity

The proposal is for the intensification in the extraction and processing of hard rock at the existing Exton Quarry from 13 235 cubic metres to 50 000 cubic metres per annum. The site currently operates under Permit (PCE 6001) as varied by EPN 9502/1 in 2016.

The Activity Area includes the existing access road to the processing and extractive area, the extraction face/pit, expanded stockpiling and processing area and bench access track. Location details are provided in **Figure 1** and **Figure 2.** The existing area of disturbance is 2.0 hectares. An increase in the area of disturbance to 4.5 hectares at any one time is proposed.

New operational hours are proposed which align with the Quarry Code of Practice (QCP). This will allow weekday operations to extend from 1800 hrs to 1900 hrs and decrease operating hours on Saturdays from 0700 hrs – 1800 hrs, to 0700 hrs – 1600 hrs. The Activity will not operate on Sundays or statewide publicly gazetted holidays (except Easter Tuesday). Blasting hours will align with the QCP.

The intensification will result in a higher frequency of blasting and drilling. Blasting is proposed to increase from 2 to 3 blasts per year to 5 to 10 blasts and will be fairly evenly distributed throughout the year. This is due to space limitations for storage of shot rock prior to processing. The EER notes that the increased traffic impacts beyond the Activity Area are assessed under the Development Application.

The potential noise nuisance and impacts to natural values from the proposal were identified as the key environmental risks. These are discussed in detail in **Section 5** of this report.

Location and planning context

Location	611 Porters Bridge Road, Exton, 7303 as seen in **Figure 1**. Note that the site was formerly 190 Porters Bridge Road.
Land zoning	Rural
Land tenure and use	Private Land. The quarry is located in in private previously harvested native forest. To the north-east and south-east land is used for agriculture with residences. See Figure 1 for location of nearest sensitive receptors.
Surrounding land zoning, tenure and uses	The site is surrounded by Rural zoning with multiple land uses nearby. Other extractive industries operate to the south and proposed to the north-east. Adjacent to the Rural zoning approximately 1.5 km to the west is a Rural Living zone. The other nearby zone is Agriculture.
Mining lease	1994 P/M – Pending renewal
Lease area	22 hectares
Bond	Security deposit of $53,000 at time of assessment, possible variation after completion of intensification process.

Environmental Characteristics

Climate	The closest weather station is at Deloraine approximately 10 km from the site. The mean maximum temperature in February (summer) is 22.5 °C and the mean minimum 8.7 °C. In July (winter) the mean maximum temperature is 10.4 °C and the mean minimum is 0.9°C.

Topography	The quarry is located on the northern face of a sparsely forested hill. The hill is in a series of small hills rising above a plain. The quarry has a northerly aspect and the expansion proposes to extend the top face to the crest of the hill but not beyond.
Geology	The quarry is located within a large area that is mapped as underlying Jurassic dolerite (Tasmanian dolerite). The site is not close to margins between intruded dolerite and older sedimentary rock meaning that the source rock should have consistent properties.
Soils	Soils in the area are described as 'Kranozems of dolerite'. Soil is red brown and similar to kranozems but stonier and shallower.
Hydrology	There is a minor stream in the north-east corner of the mining lease near the access road. This minor stream reports to a series of natural and artificial drains that eventually report to the Meander River. Overland flow from the extractive area eventually reports to this minor stream after passing through 600 m of vegetation.
Natural Values	See Section 5.3 of this EAR for detail on natural values. No individuals or populations of listed threatened species of flora or fauna were detected in the study area during the natural values assessment. The following vegetation communities are found on site: • *Eucalyptus amygdalina* forest and woodland on dolerite (DAD), • *Eucalyptus ovata* forest and woodland (DOV), • *Eucalyptus amygdalina* - *Eucalyptus obliqua* forest damp sclerophyll forest (DSC), • *Eucalyptus obliqua* dry forest with broad-leafed shrubs (WOB), • Rockplate grassland (GRP), • Extra-urban miscellaneous (FUM).

Proposed infrastructure

Major equipment	Specific equipment will vary according to availability or if contract equipment is hired. During an operational campaign the following types of equipment will be utilised: • Mobile drill rig (120 kW), • Excavator (120 kW) • Wheel loaded CAT 950K (157 kW) • Primary crusher: J-1175 (257 kW) • Cone crusher: C-1540 (261 kW) • VSI: Twister-Trac VS350 (403 kW) • Screener: Teres-Finlay 883 (72 kW)
Other infrastructure	• Relocatable site shed • Submersible water pump and portable water pump • Stormwater management (drains, culverts and sediment basins)

Inputs

Water	Water re-use from sediment basins where required.
Energy	Diesel for operation of equipment.

Wastes and emissions

Liquid	Stormwater runoff from extraction and stockpile areas.
Atmospheric	Dust from internal and external traffic, blasting, crushing and screening and blow-off from stockpiles.
Solid	General refuse including food scraps, paper and packaging.

	General inert wastes such as metal waste to be collected periodically.
Controlled wastes	Waste engine oil, contaminated soil from accidental spill.
Noise	From processing equipment, drilling equipment, blasting and operation of heavy and light vehicles on site, and transportation of product.
Greenhouse gases	Greenhouse gas emissions associated with the activity are attributed to diesel fuel used to power mobile equipment and machinery and transport of materials to project sites.

Construction and operations

Proposal timetable	**The site operates on a campaign style basis which is intended to continue.**		
Operating hours (ongoing)	**Weekdays** 07:00 AM to 07:00 PM	**Saturdays** 08:00 AM to 04:00 PM	**Sundays and statewide public holidays** No work.

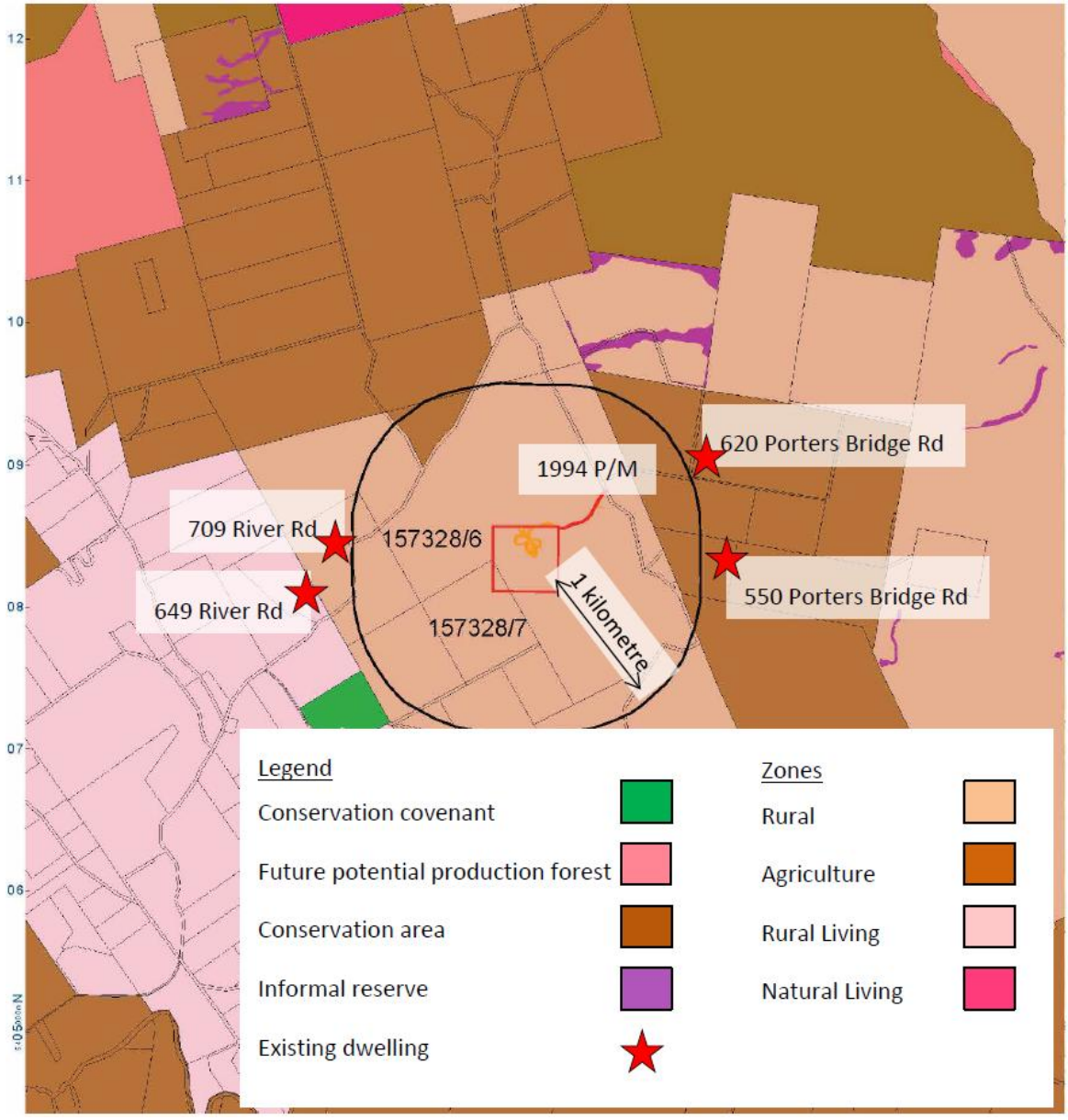


Figure 1: Location of proposal with closest sensitive receptors (Figure 3 of the EER).

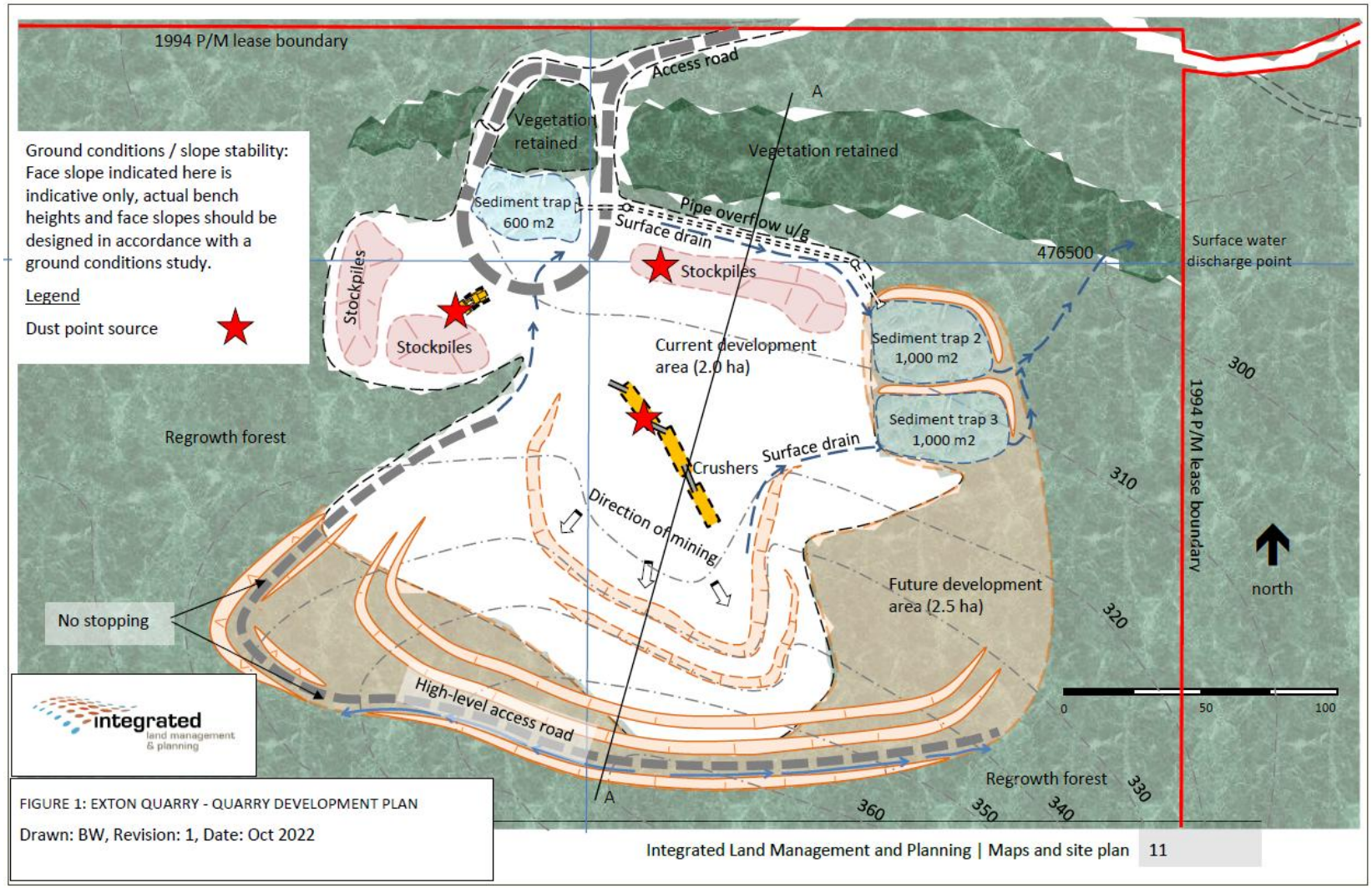


Figure 2: Site plan show extraction area and proposed footprint expansion (Figure 1 of the EER)

2. Project Rationale and Alternatives

According to the EER the site targets a substantial dolerite resource that is large enough to support more intensive operations. The campaign style can be more efficient when a production run produces greater volumes enabling the operator to meet increased market demands. The EER also states that the quarry is developed in a tight box type wall quarry footprint which sees minimum ground disturbance for greater product yields. The EER identifies two alternative scenarios that included continuing to operate at current capacity and decommissioning the quarry. Operating at the current capacity restricts the operator's capacity to tender for available contracts whilst decommissioning the quarry would result in loss of access to an efficient source of quality product with minimal footprint.

3. Public and Agency Consultation

Nine public submissions were received during the public consultation period, one of which was from a state government department and unrelated to environmental issues. Of the remaining representors, one is within 1.5km of the activity site. The main environmental issues raised were related to noise, natural values and air quality.

The highest number of representations related to concerns about noise impacts:

- The existing activity causing noise nuisance, with numerous representations identifying existing noise from this quarry and other quarry operations in the area.
- The proposal and associated increases in traffic activity would further amplify noise nuisance.
- Operational hours not reflecting seasonal daylight hours.

The EER was also referred to several government agencies with an interest in the proposal. Submissions were received from the following:

- Aboriginal Heritage Tasmania, Natural Resources and Environment Tasmania
- Conservation Assessments, Natural Resources and Environment Tasmania
- Mineral Resources Tasmania, Natural Resources and Environment Tasmania

Appendix 1 of this report contains a summary of the public and government agency submissions received.

4. General Permit Conditions

The following general conditions will be imposed on the activity:

G1 Activity Area

G2 Access to and awareness of conditions and associated documents

G3 Incident response

G4 Change of responsibility

G5 Change of ownership

G6 Complaints register

G7 Proposed change to activity

G8 Amendment of required plans and reports

G9 Quarry Code of Practice

5. Evaluation of Key Environmental Issues

Two key environmental issues were identified for detailed evaluation in this report:

- Noise emissions and vibrations; and
- Natural Values.

These issues are discussed in the following subsections.

5.1 Noise emissions and vibrations

5.1.1 Potential Impacts and the existing environment

The intensification of operations at the site has the potential to increase noise and vibration emissions that may cause nuisance to nearby receptors. Noise modelling was carried out to inform the Noise Impact Assessment (NIA) (Appendix 2 to the EER). Ten sensitive receptors were identified in the NIA with the closest premises being 1.35 km from the quarry site. The four closest receptors are shown in **Figure 1.**

The EER identifies noise sources from the activity as detailed in **Table 1** below.

Sound power levels that informed the NIA were recorded onsite for normal operations and drilling sound power levels recorded at an active quarry using similar equipment for drilling. The NIA was carried out in accordance with the Tasmanian[1] DEPHA *Noise Measurement Procedures Manual,* 2008 and utilised SoundPLAN 8.2 noise modelling software.

Table 1: Sources of equipment noise on site (Table 13 of the EER).

TABLE 13: MOBILE EQUIPMENT ON SITE

Equipment	Make	Model	Sound Power Level dB(A)
Wheel loader	CAT	950K	106.1
Excavator	CAT	342DL	107.4
Mobile jaw crusher	Terex Finlay	J1175	115.2
Mobile screen	Terex Finlay	883+	118.6
Rock breaker			120.2
Crusher screen & excavator operating			106.1
Road truck	various		104.0

Equipment noise sources are identified in **Figure 3**. The EER notes blasting is the primary source of noise from the quarry and is only undertaken in the area indicated as future development area in **Figure 2**.

Blasting is currently undertaken at the site at a frequency of 2-3 blasts per year. The NIA states that blasting is proposed to increase to 8-12 times per year.

[1] DEPHA *Noise Measurement Procedures Manual,* 2008, Revised Second Edition (July 2025)

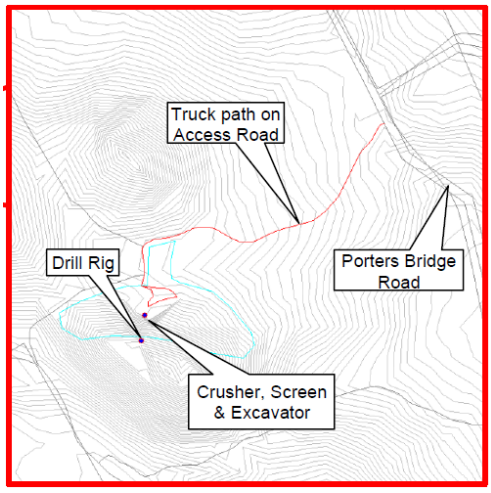


Figure 3: Location of sources of noise (adapted from Figure 3 of the Noise Impact Assessment by Pitt & Sherry)

The NIA considered worst case weather conditions for noise propagation for two scenarios, the first being normal operation/equipment use on site (screening, crushing, excavator operating, one loader and one truck operating simultaneously). The second scenario considered in the NIA is the drill rig operating above the quarry wall (no other quarry equipment operating). The results at all identified sensitive receptors for these two scenarios were below the recommended limit of 45 dB(A) specified in the QCP for daytime operations (**Table 2)**. The NIA did not provide a scenario for normal operations and drilling occurring concurrently. The proponent has confirmed that normal operations and blasting will not occur at the same time.

Table 2: Results of Noise Impact Assessment modelling for two operating scenarios (Table 2 of Appendix 2 to the EER).

Table 2 - SoundPLAN Results for existing and expanded quarrying operations.

Location	*Distance from Site m*	*Normal Operations dB(A)*	*Drilling dB(A)*
Tonality Correction	-	*0.1*	*1.4*
216 Farrells Rd	3100	*26.9*	*16.9*
304 Porters Bridge Rd	3020	*17.4*	*16.7*
420 Porters Bridge Rd	1800	*17.3*	*12.9*
550 Porters Bridge Rd	1360	*34.2*	*34.7*
620 Porters Bridge Rd	1350	*38.4*	*34.6*
649 River Rd	1580	*26.0*	*28.0*
875 River Rd	1400	*32.1*	*30.5*
75 Saddlers Run Rd	1820	*19.1*	*23.6*
115 Saddlers Run Rd	1840	*17.6*	*24.5*
180 Silver Wattle Dr	3020	*8.4*	*8.7*

The NIA found that the greatest noise emissions during normal operation were at 620 Porters Bridge Road which at 38 dBA is within the QCP daytime limits **(Table 2).** Additionally, the topography of the area, location of the quarry on the northeast side of the ridgeline and dense vegetation surrounding the site provides inherent noise attenuation to nearby sensitive receptors (**Figure 4**). Figure 4 has been annotated to depict location of nearby sensitive receptors. The majority of sensitive receptors are located outside

the two blue lines. All representations received were from residents located to the west of this area and thus located in areas where modelling indicated noise levels compliant with QCP limits.

The NIA states that blasting occurs every 4-6 months at the quarry and is proposed to increase to approximately every 1-2 months (8-12 times per year). The EER states that storage of shot rock and processed product is limited to a maximum of approximately 10 000 cubic metres, by available space on the quarry floor. This results in a need for higher frequency of blasting. The NIA provided estimated air-blast overpressure and ground vibration levels at the boundary of the nearest sensitive receptor (1.35 km away) and found that drilling and blasting operations are able to meet the QCP limits if the blasting is designed and implemented appropriately.

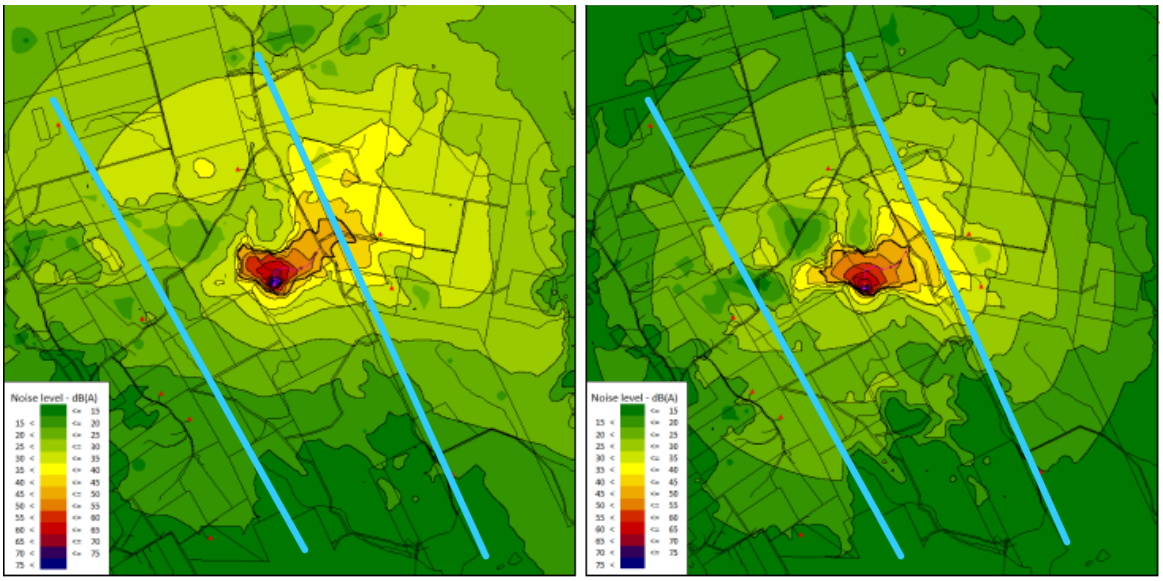


Figure 4 - SoundPLAN Noise Grid maps at height of 1.5m. Left: Normal operations (with crusher, screen and excavator), Right: Drilling operations. 45dB(A) limit, including tonality penalties, shown in bold.

Figure 4: Noise modelling results (adapted from Figure 4 of the Noise Impact Assessment by Pitt & Sherry with sensitive receptors located outside blue lines)

5.1.2 Management measures

The EER states the NIA did not propose any specific management measures to mitigate noise. The NIA does recommend compliance with management measures in accordance with the QCP. Proposed management measures related to noise and vibration include:

- Commitment to QCP noise emission limits,
- Adherence to the QCP standard operating hours including no operation on Sundays and Public Holidays,
- Limiting truck speeds to 40 km/hr on the quarry access road,
- Fully certified drilling and blasting contractors utilised for drilling and blasting operations; and
- Monitoring and reporting of all blasting.

5.1.3 Public and agency comment and responses

Representations raised numerous concerns about noise from the proposal and increasing operations contributing to existing noise nuisance in the region. Two representations noted a lack of public consultation on the proposal for nearby sensitive receptors.

One representation received from a resident located within 1.5km of the site raised concerns noise mitigation measures for the crusher are not proposed.

Two representations (more than 1.5km from the proposal site) noted noise mitigation measures (use of tonal reverse beepers and notification of blasting) that are proposed and permitted by other nearby extractive industry operators.

One representation raised concern on the adequacy of modelling in the NIA. Concern for the suitability of the location of the quarry was also raised.

5.1.4 Evaluation

The EER states that there are no known noise complaints specific to the site.

One representation raised concerns that specific noise mitigation measures are not proposed for the mobile crusher however the crusher will be located in the quarry floor and will be naturally screened by the quarry wall and surrounding topography to the west where most of the closest residences and representors are located and as shown by the modelling included in the NIA (Figure 4).

Noise limits that align with the QCP are imposed by condition **N1** in addition to **OP1** that limits operating hours to align with the QCP. These operating hours are a change from existing operating hours with an additional hour on weekdays between 1800 hrs to 1900 hrs and reduced hours on Saturdays from 0700 hrs – 1800 hrs, to 0700 hrs – 1600 hrs.

Normal operation of the site is defined as the screen, crusher and excavator operating, and one loader and one truck moving at any given time and it is noted that there is no proposed change to existing equipment used on site. The EER and NIA state that drilling and blasting will not occur simultaneously with normal operations. This commitment is reflected in condition **N2** that states drilling activities must not be undertaken simultaneously with normal operations. Should there be any change to the activity which may substantially change the characteristic or increase the volume of noise condition **N3**, supported by condition **N4**, is requires a noise survey to be completed.

Condition **N5** requires the Director to be notified within 24 hours of any noise complaints received in relation to the activity.

Condition **B1** specifies blasting noise and vibration limits. Whilst the nearest sensitive receptors at outside the standard 1 km distance usually applied to blasting notification requirements, this is only by approximately 300 m. The risk of impact from blast overpressure and ground vibration is considered low given the NIA indicates the QCP limits are able to be met. Condition **B2** requires that all residents within 1.5 km of the activity be notified 24 hours prior to each blasting. Standard condition **B3** requires blast monitoring to be undertaken. Condition **B4** requires blast fume emissions to be controlled to prevent environmental nuisance beyond the boundary of the Activity Area. Should a blast exceed ground vibration and/or air blast overpressure limits condition **B5** requires the Director to be notified within 24 hours of the blast.

5.2 Conditions

The proponent will be required to comply with the following conditions:

N1 Noise emission limits

N2 Noise management

N3 Noise survey requirements

N4 Noise survey method and reporting requirements

N5 Noise complaints

OP1 Operating hours

B1 Blasting noise and vibration limits

B2 Notification of blasting

B3 Blast monitoring

B4 Control of blast fume emissions

B5 Notification blast exceedance

5.3 Natural Values

5.3.1 Potential Impacts and Existing Environment

Existing Environment

Clearing of vegetation and activities associated with operation of a quarry have the potential to disturb, injure or kill threatened fauna or flora species and vegetation communities if not managed appropriately. Clearing of habitat for threatened species also has the potential for indirect impacts to threatened species by contributing to habitat fragmentation or reduction.

A natural values assessment was undertaken for the proposal and included a field survey of the mining lease area (the study area). The final report *Natural Values Assessment of Mining Lease 1994/M* was finalised in October 2022 and attached to the EER as Appendix 3. Additional field observations were made on site for masked owls in November 2023. The EER states that impacts to threatened flora and fauna species are unlikely.

A complete list of potential natural values impacted by the proposal is provided in Section 1 of this report, with key species and communities discussed below.

Threatened Flora and Vegetation Communities

The EER states that during the field surveys no individuals or population of species of listed threatened flora species were detected.

There is a stand of the threatened vegetation community *Eucalytptus ovata* forest and woodland (DOV), classified as a threatened native vegetation community under the NCA and critically endangered under the EPBC Act within the Activity Area (depicted as 'vegetation retained' in **Figure 2**) but outside the proposed expansion area. The natural values assessment notes that DOV is mapped (on TASVEG layers) to the west of the study area with two small extensions impinging on the northwest and southwest of the study area on either side of the quarry access road.

These areas were originally included in the proposed expansion area (**Figure 5**) however the proposed areas of disturbance have been altered from that originally proposed based on findings of the natural values survey to avoid areas of DOV. The threatened vegetation community DOV is excluded from the revised expansion area.

The EER states that over the life of the quarry it is proposed that an area of 2.52 hectares will be cleared to facilitate the development of top benches, intercept drains and two additional sediment traps. **Table 3** below details the area of vegetation types proposed to be cleared over the life of the quarry.

Table 3: Areas of clearing by vegetation types over life of the quarry (Table 14 of the EER).

TABLE 14: AREAS OF CLEARING BY VEG TYPE

Vegetation community	Area cleared for ultimate development
DAD *Eucalyptus amygdalina* forest and woodland on dolerite	1.45 hectares
DOB *Eucalyptus obliqua* forest and woodland	0.11 hectares
DSC *Eucalyptus amygdalina - Eucalyptus obliqua* forest damp sclerophyll forest	0.04 hectares
FUM extra-urban miscellaneous	0.89 hectares

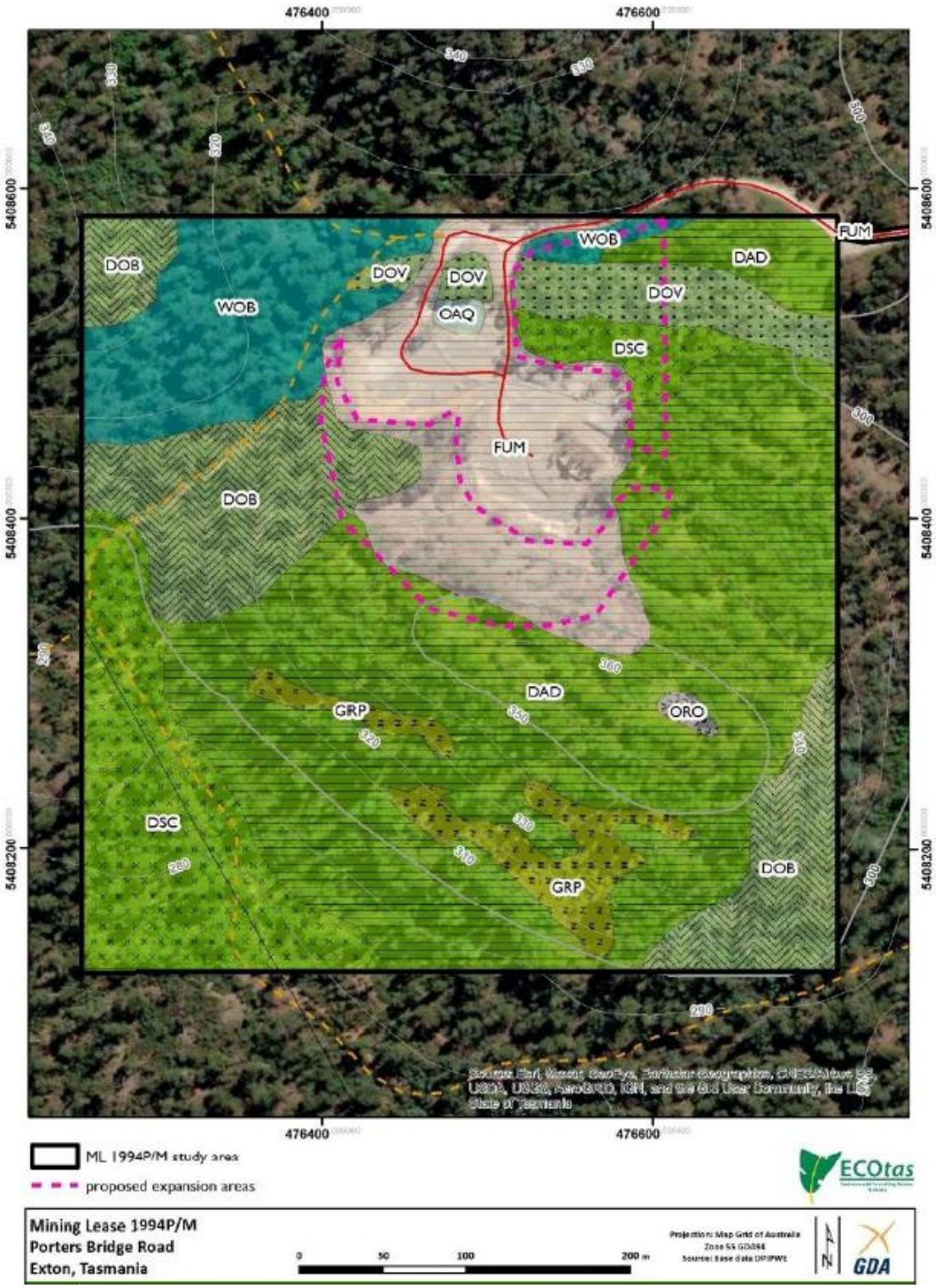


Figure 5: Vegetation mapping of the study area. Note that the DOV community has since been excluded from proposed expansions area. (Figure 8 of Appendix 3 to the EER).

Threatened fauna (marsupial and avian)
The natural values assessment stated that no listed fauna species were detected during field surveys. Potential habitat for the below threatened fauna species was observed on site:

- *Sarcophilus harrisii* (Tasmanian devil),
- *Dasyurus maculatus* subsp. *maculatus* (spotted-tailed quoll),
- *Dasyuruss viverrinus* (eastern quoll),
- *Perameles gunnii* (eastern barred bandicoot),
- *Lathamus discolor* (swift parrot),
- *Accipiter novaehollandiae* (grey goshawk),
- *Tyto novaehollandiae* subsp. *castanops* (masked owl),
- *Haliaeetus leucogaster* (white-bellied sea-eagle),
- *Aquila audax subsp. fleayi* (wedge-tailed eagle).

Raptor nest RND #125, previously confirmed as a wedge tailed eagle nest is located approximately 450 m to the southwest of the proposed expansion area **(Figure 6)**. The EER states that quarrying/extraction will stop at a point below the crest of the existing ridgeline on the southwestern side and that the nest will remain out of line of site of the activity. However, the proposal includes construction of an internal access road which will be in line of sight of the nest. **Figure 7** demonstrates the line of site from the recorded location of RND #125 towards the southwest corner of the mining lease boundary.

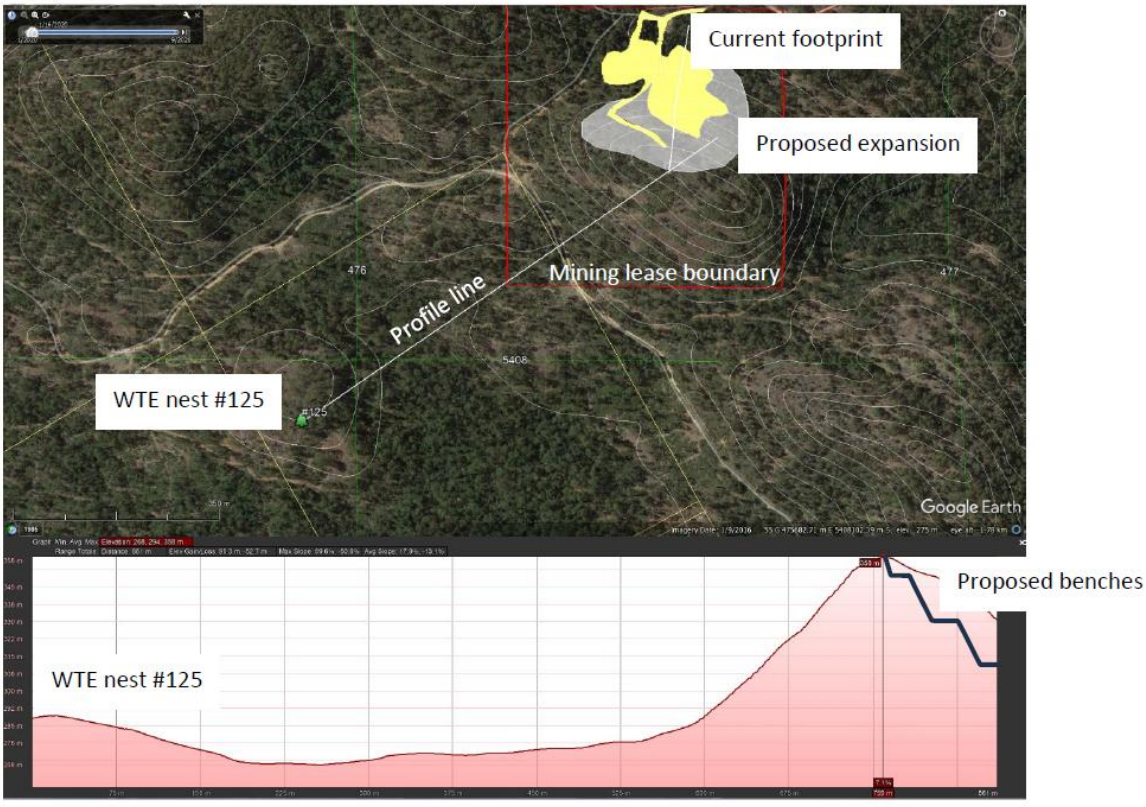


FIGURE 5: ELEVATION PROFILE #125 TO QUARRY (EXTRACT - GOOGLE EARTH)

Figure 6: Location of raptor nest RND #125. Grey shaded area indicates proposed expansion area (Figure 5 of the EER).

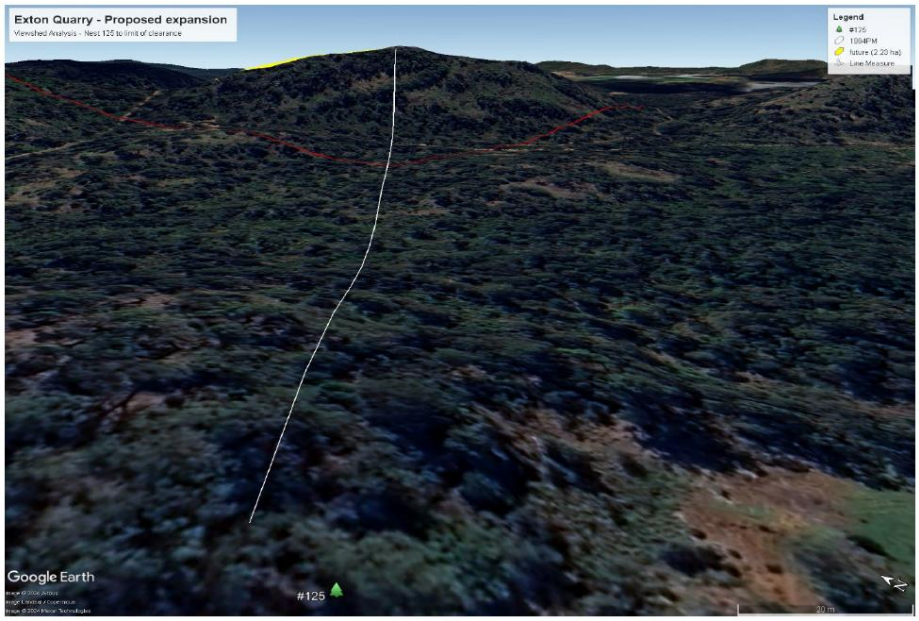


FIGURE 6: NEST 125 TO EXTON QUARRY (GOOGLE EARTH)

Figure 7: View from point 18 m above recorded location of nest #125 looking towards southwest corner of the mining lease boundary (Figure 6 of the EER).

The movement of vehicles and machinery on and off-site, particularly during nighttime, has the potential to increase risk of injury or death of threatened fauna species. The natural values assessment states that an increase in roadkill from the proposal is unlikely as the increased traffic movements will be predominantly during daytime hours. The natural values assessment states that potential risk to marsupial threatened fauna is considered low due to no suitable denning habitat in the proposed expansion area.

5.3.2 Management measures

- A 40 km/hr speed limit will be imposed on the quarry access road to mitigate the risk of increased road kill on this road.
- Construction of the high level access road will be undertaken outside the normal wedge-tailed eagle breeding season (July to February),
- Quarrying with stop at a point below the crest of the existing ridgeline on the southwestern side.

5.3.3 Public and agency comment and responses

A number of public representations raised general concerns for potential impact to natural values from intensification of the activity. These concerns are addressed in application of the below conditions.

5.3.4 Evaluation

Potential impacts to natural values can be suitably managed with implementation of the proposed management measures in the EER and additional requirements of the below conditions.

***Eucalyptus ovata* forest and woodland (DOV)**

Following consultation with Conservation Assessments Section the Proponent altered the site plan to its current iteration in order to avoid further encroaching on the DOV community. Condition **FF1.1** requires that the boundary of the DOV community be physically delineated on site, for example where the access road borders the DOV community. **FF1.3** requiring that a buffer of 10 m around the DOV community is maintained except where the DOV community is already intercepted by access roads. There is a small portion of the existing quarry footprint that encroaches into the 10 m buffer. **FF1.3.3** requires that the disturbed area inside the buffer is reinstated to allow for the full 10 m zone. **FF1.4** requires that notification is given to the Director if any disturbance for safety or maintenance of the access roads is required.

These requirements are considered appropriate to manage potential physical disturbance to the DOV community onsite. Surface water management and upgrade of stormwater infrastructure on site required by conditions SW1, SW2 and SW3 will also contribute avoiding disturbance to the DOV community through sedimentation.

Fauna Values

The natural values report identifies a number of species that likely utilise the area for opportunistic foraging. Surveys on site did not locate any potential den sites for threatened fauna (i.e. hollow logs, cliffs with small caves, burrows) within the study area.

The proponent engaged a consultant to conduct a passive observation survey for masked owls during the assessment process to confirm evidence of masked owl activity. Results of this survey stated that the quarry site is a small area within a larger area that is superficially suitable for masked owl breeding and that it is unlikely that masked owls are breeding in the area that was surveyed. The EER acknowledges the NVA recommendation that if the development does not occur within two years of the current study a new search will be required.

The management measures and commitments made in the EER are supported, in particular a 40 km/h speed limit for trucks on the access road to manage potential roadkill. The commitment to construction of the upper access road outside Tasmanian wedge tailed eagle breeding season and implementation of a no stopping zone on this road is also supported.

Condition **FF2** reflects the commitment to mitigate potential disturbance to wedge tailed eagle nest #125 by requiring construction of the upper access road to be undertaken outside eagle breeding season, and the road being a designated 'no-stopping area'.

Noting the field surveys were undertaken more than two years prior to the likely commencement of the intensification and the likelihood of threatened fauna utilising the Activity Area, **FF3** requires a natural values survey be undertaken of the Activity Area in accordance with *Guidelines for Terrestrial Natural Values Surveys related to Development Proposals* within a suitable timeframe prior to commencement of the expansion. **FF3.3** requires a report outlining the findings of the survey and commitment to proposed management measures that are subject to approval by the Director.

5.3.5 Conditions

The proponent will be required to comply with the following conditions:

FF1 Protection of threatened vegetation community *eucalyptus ovata* forest and woodland (DOV)

FF2 Protection of threatened species Tasmanian wedge-tailed eagle (*Aquila audax fleayi)*

FF3 Natural values survey

6. Other Environmental Issues

In addition to the key issues, the following environmental issues are considered relevant to the proposal:

- Air quality;
- Water quality;
- Weeds pests and pathogens;
- Waste management;
- Environmentally hazardous substances;
- Greenhouse gas emissions and climate change.

The potential impacts of these issues including relevant concerns raised in the public consultation were assessed during the impact assessment process using the information provided in the EER and Appendices. The potential environmental issues are considered to be limited in complexity and risk. Compliance with the conditions presented below will ensure that the potential environmental impacts of the activity are managed effectively to meet EMPCA objectives.

The existing standard conditions to manage air quality are considered adequate and have been retained with updates to align with current best practice. The management measures proposed in the EER relating to maintenance of trafficked surfaces, minimisation of drop distances for product, covering of product loads and deployment of a water cart on worst case weather condition days are supported. With the commitments made in the EER, the location of the site being surrounded by vegetation that will act as a screen and application of the standard conditions for dust control, potential nuisance and/or environmental harm from air emissions, including those raised in representations, can be effectively managed.

Management of the potential impact to water quality is currently addressed by the proponent through the use of a substantial sediment trap that serves as a water source for dust suppression on site. Upgrade to this infrastructure including installation of two new sediment traps is proposed to cater for the increases to the disturbed area and subsequent additional stormwater flows to be treated **(Figure 2).** No direct discharge to waterways is proposed. Overland flow will report to these sediment traps and discharge from sediment traps will filter through vegetation (primarily dense scrub regrowth). Standard conditions in the existing permit with updates are appropriate to effectively manage potential impact to water quality.

Standard conditions are appropriate to manage the potential impact of:

- hazardous materials on the environment from operations on site such as mobile refuelling of equipment or maintenance.
- general waste generated on site.
- weed, pest and pathogens brought into the activity area from truck and vehicle movements and wind.

Table 4: Conditions imposed on the activity (PCE no. 12151) for non-key issues.

Condition No. and heading	Purpose of Condition(s)	Comment
Maximum quantities		
Q1 Regulatory limits	To specify the maximum production limit.	Standard condition Reflects proposed limits
General		
G1 Activity Area	To limit the footprint of the activity.	Standard condition

Condition No. and heading	Purpose of Condition(s)	Comment
G2 Access to and awareness of conditions and associated documents	To require a copy of conditions to be kept available to those operating the activity.	Standard condition
G3 Incident response	To require the person responsible to take action to minimise environmental harm if an incident occurs.	Standard condition
G4 Change of responsibility	To ensure the EPA is aware of changes to the person responsible for environmental management of the activity.	Standard condition
G5 Change of ownership	To ensure the EPA is aware of a change of ownership to the property on which the activity occurs.	Standard condition
G6 Complaints register	To ensure complaints are recorded and available as an indicator to the EPA of potential nuisance.	Standard condition
G7 Proposed change to activity	To ensure the EPA is notified of any changes to the activity that may cause environmental harm, to assist regulation of the activity.	Standard condition
G8 Amendment of required plans and reports	To ensure the EPA has the correct version of such plans and reports, and that they comply with permit requirements.	Standard condition
G9 Quarry Code of Practice	To ensure the activity is carried out in accordance with best practice environmental management for quarry operations as outlined in the Quarry Code of Practice.	Standard condition
Air		
A1 Covering of vehicles	To prevent vehicle loads releasing dust into the air.	Standard condition
A2 Control of dust emissions	To require management of dust to prevent environmental nuisance beyond the Activity Area.	Standard condition
A3 Control of dust emissions from crushing and screening plant	To specify management measures to control dust from dust generating equipment.	Standard condition
Decommissioning and Rehabilitation		
DC1 Stockpiling of surface soil	To require retention onsite of removed surface soils to provide for rehabilitation as needed.	Standard condition
DC2 Progressive rehabilitation	To compel timely rehabilitation of disused sections of the Activity Area, minimising the extent of unrehabilitated areas.	Standard condition
DC3 Temporary suspension of activity	To ensure adequate management of the activity and site, should the activity temporarily suspend operations.	Standard condition
DC4 Notification of cessation	To ensure the EPA is notified of proposed cessation in a timely way.	Standard condition

Condition No. and heading	Purpose of Condition(s)	Comment
DC5 DRP Requirements	To require a Decommissioning and Rehabilitation Plan to be lodged with the EPA when notifying of cessation, with provision for the EPA Director to issue requirements for the Plan	Standard condition
DC6 Rehabilitation on cessation	To require decommissioning and rehabilitation in a timely, planned and approved manner.	Standard condition
DC7 Activity to cease following decommissioning and rehabilitation	To prevent resumption of an Activity where it has already been ceased and the site decommissioned/rehabilitated.	Standard condition
Hazardous substances		
H1 Spill kits	To ensure spill kits are kept onsite in appropriate locations, enabling rapid response to spills of environmentally hazardous substances.	Standard condition
H2 Storage and handling of hazardous materials	To ensure environmentally hazardous substances are stored and handled appropriately, to prevent spills.	Standard condition
H3 Handling of hazardous materials – mobile	To ensure environmentally hazardous substances held in vehicles are stored and handled appropriately, to prevent spills.	Standard condition
H4 Hazardous materials (<250 litres)	To ensure environmentally hazardous substances in quantities greater than 250 l are handled appropriately, to prevent spills.	Standard condition
Operations		
OP3 Machinery washdown	To ensure that machinery is washed down prior to entering the Activity Area to reduce the likelihood of weeds and diseases being introduced.	Standard condition
OP4 Weed Management Plan	To ensure the spread of weeds from and within the Activity Area is minimised.	Standard condition
Stormwater Management		
SW1 Perimeter drains or bunds	To ensure that infrastructure to divert clean water around the site is adequately installed and maintained to minimise sediment and other pollutants entering stormwater.	Standard condition
SW2 Design and maintenance of settling ponds	To ensure that infrastructure to manage water traversing and discharged from the Activity Area is adequately installed and maintained to minimise release of sediment entrained in stormwater.	Standard condition
SW3 Stormwater	To require collection and treatment of polluted stormwater prior to discharge and prohibit discharge of stormwater carrying visible pollutants.	Standard condition

Report Conclusions

This assessment has been based on the information provided by the proponent, Cresswell's Transport Pty Ltd, in the permit application and the case for assessment (the EER).

This report incorporates specialist advice provided by EPA scientific and regulatory staff, the Department of Natural Resources and Environment Tasmania, and other government agencies, and considers issues raised in public submissions.

The proposal has been assessed in the context of the Objectives and Environmental Impact Assessment Principles specified in EMPCA.

It is concluded that the proposal is capable of being managed in an environmentally acceptable manner such that it is unlikely that the RMPS and EMPCS objectives would be compromised, provided that the Permit Conditions - Environmental No. 12151 appended to this report are imposed and duly complied with.

The environmental conditions in Appendix 3 are a new set of operating conditions for the entire, intensified activity that will supersede the existing permit conditions.

7. Report Approval

Environmental Assessment Report and conclusions, including environmental conditions, adopted:



Andrew Paul

CHAIRPERSON, BOARD OF THE ENVIRONMENT PROTECTION AUTHORITY

Meeting date: 3 March 2026

8. References

Integrated Land Management and Planning (2022) Exton Quarry – Increase in Capacity Environmental Effects Report (dated 16 July 2022), Cresswell's Transport Pty Ltd; Lindisfarne, Tasmania.

9. Appendices

Appendix 1 Summary of public and agency submissions

Appendix 2 Table of proponent management measures

Appendix 3 Permit Conditions – Environmental No. 12151

Appendix 1: Summary of public and agency submissions

Table 1: Matters raised during public consultation period

Representation No. / Agency	Comments and Issues	Further Information Requested	EPA Comments
1.Department of State Growth	No further comment.	No	None.
2, 3, 4, 5, 6, 7, 8, 9	The proposal will increase noise nuisance to the community and residences	No	The issues raised were assessed against the information provided in the EER and Noise Impact Assessment. Additional (NIA) permit conditions have been implemented that an increased range for notification of blasting and requirement of a noise survey for changes to activity outside what was assessed in the NIA.
2, 3, 4, 5, 9	The proposal would impact natural values	No	The issues raised were assessed against the information provided in the EER and external agency commentary provided by Conservation Assessments Section (CAS). Additional permit conditions have been implemented to require updated natural values surveys prior to commencement.
2, 3, 9	The proposal will increase air emissions (dust) that would cause nuisance to residences and/fauna	No	The issues raised were assessed against the information presented in the EER. The information within the EIS was deemed satisfactory to address the representations and standard conditions have been implemented to reflect best practice.
2, 3, 4, 5, 6, 9	Safety concerns relating to increase in traffic.	No	This matter is not related to the Boards assessment.
5	Lack of community consultation	No	The Boards assessment followed statutory requirements for consultation. Additional consultation concerns are not related to the Boards assessment.

Appendix 2: Table of proponent management measures

Table 1: Proponent management measures (Part D of EER)

Number	Action	Timing
1	The quarry operator will introduce active mitigation measures to prevent visible dust plumes crossing the mining lease boundary.	During operation
2	A fully certified professional drilling and blasting contractor will be utilised for all blasting. All blasts will be monitored and any exceedance will be reported to the EPA.	During operation
3	A 40 km/hr speed limit will be imposed on the quarry access road to mitigate the risk of increased road kill on this road.	At all times
4	The high-level access road will be constructed outside the wedge-tailed eagle breeding season (July to February).	On issue of a permit
5	Vehicles, equipment and pedestrians will not stop on the section of high-level access road near to the tight bend at any time.	On issue of a permit
6	A hydrocarbon spill kit and a hydrocarbon boom will be retained on-site ready for immediate deployment in the event of a leak or spill.	At all times

Appendix 3: Permit conditions – Environmental No: 12151

PERMIT PART B
PERMIT CONDITIONS - ENVIRONMENTAL No. 12151

Issued under the *Environmental Management and Pollution Control Act 1994*

Activity: **The operation of a quarry and materials handling (ACTIVITY TYPE: Crushing, grinding, milling or separating into different sizes (rocks, ores or minerals))**
MINING LEASE 1564P/M, 611 PORTERS BRIDGE ROAD
EXTON TAS 7304

The above activity has been assessed as a level 2 activity under the *Environmental Management and Pollution Control Act 1994*.

Acting under Section 25(5)(a)(i) of the EMPCA, the Board of the Environment Protection Authority has required that this Permit Part B be included in any Permit granted under the *Land Use Planning and Approvals Act 1993* with respect to the above activity.

Municipality: **MEANDER VALLEY**
Permit Application Reference: **PA/25/0122**
EPA file reference: **22/1129**

Date conditions approved: 6 March 2026

Signed:

CHAIRPERSON, BOARD OF THE ENVIRONMENT PROTECTION AUTHORITY

DEFINITIONS

Unless the contrary appears, words and expressions used in this Permit Part B have the meaning given to them in **Schedule 1** of this Permit and in the EMPCA. If there is any inconsistency between a definition in the EMPCA and a definition in this Permit Part B, the EMPCA prevails to the extent of the inconsistency.

ENVIRONMENTAL CONDITIONS

The person responsible for the activity must comply with the conditions contained in **Schedule 2** of this Permit Part B.

INFORMATION

Attention is drawn to **Schedule 3**, which contains important additional information.

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Schedule 1: Definitions

In this Permit Part B:-

Aboriginal Relic has the meaning described in section 2(3) of the *Aboriginal Heritage Act 1975*.

Activity means any environmentally relevant activity (as defined in section 3 of EMPCA) to which this document relates, and includes more than one such activity.

Activity Area means the area to be used for the Activity when these conditions take effect, as depicted in Attachment 1.

Authorized Officer means an authorized officer under section 20 of EMPCA.

Best Practice Environmental Management or '**BPEM**' has the meaning described in section 4 of EMPCA.

Best Practice Erosion and Sediment Control means the document with this title by the International Erosion Control Association, dated November 2008, and any amendment to or substitution of this document.

Director means the Director, Environment Protection Authority holding office under section 18 of EMPCA and includes a delegate or person authorised in writing by the Director to exercise a power or function on the Director's behalf.

DRP means Decommissioning and Rehabilitation Plan.

Environmental Harm and **Material Environmental Harm** and **Serious Environmental Harm** each have the meanings ascribed to them in section 5 of EMPCA.

Environmental Nuisance has the meanings ascribed to it in section 3 of EMPCA.

Environmentally Hazardous Material means any substance or mixture of substances of a nature or held in quantities which present a reasonably foreseeable risk of causing serious or material environmental harm if released to the environment and includes fuels, oils, waste and chemicals but excludes sewage.

EPA Board means the Board of the Environment Protection Authority established under section 13 of EMPCA and includes a delegate or person authorised in writing by the EPA Board to exercise a power or function on the EPA Board's behalf.

Guidelines for Terrestrial Natural Values Surveys related to Development Proposals means the document with this title by the Department of Primary Industries, Parks, Water and Environment, dated May 2021, and any amendment to or substitution of this document.

Maximum Disturbed Area means the area disturbed to facilitate the activity and includes but is not limited to; vegetation disturbance, soil disturbance, access roads, hardstand, working area, vehicle parking and infrastructure (i.e. buildings, site office, sheds etc).

Noise Sensitive Premises means residences and residential zones (whether occupied or not), schools, hospitals, caravan parks and similar land uses involving the presence of individual people for extended periods, except in the course of their employment or for recreation.

normal operations is the operation of one screen, one crusher, one excavator, one loader and one truck within the Activity Area at any given time.

Person Responsible is any person who is or was responsible for the environmentally relevant activity to which this document relates and includes the officers, employees, contractors, joint venture partners and agents of that person, and includes a body corporate.

Planning Authority means the Council(s) for the municipal area(s) in which the Activity Area is situated.

Pollutant has the meaning ascribed to it in section 3 of EMPCA.

Quarry Code of Practice means the document of this title published by the Environment Protection Authority in May 2017, and includes any subsequent versions of this document.

Stormwater means water runoff as a consequence of a rainfall event, whether surface flow, piped flow, or flow within conduits, including any contaminants collected by the water during its passage.

Weed means a plant species that has, or is likely to have, an adverse impact on the environment because of the introduction, spread or increase in population size of the species in an area; and includes a declared weed as defined in the *Biosecurity Act 2019* and subordinate regulations.

Weed and Disease Guidelines means the document titled *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania*, by the Department of Primary Industries, Parks, Water and Environment, dated March 2015, and any amendment to or substitution of this document.

Schedule 2: Conditions

Maximum Quantities

Q1 Regulatory limits

1 The activity must not exceed the following limits :

1.1 50,000 cubic metres per year of rocks, ores or minerals processed.

1.2 50,000 cubic metres per year of rocks, ores or minerals extracted.

General

G1 Activity Area

The activity must be confined to the Activity Area.

G2 Access to and awareness of conditions and associated documents

A copy of these conditions and any associated documents referred to in these conditions must be held in a location that is known to and accessible to the person responsible for the activity. The person responsible for the activity must ensure that all persons who are responsible for undertaking work within the Activity Area, including contractors and sub-contractors, are familiar with these conditions to the extent relevant to their work.

G3 Incident response

If an incident causing or threatening environmental nuisance, serious environmental harm or material environmental harm from pollution occurs in the course of the activity, then the person responsible for the activity must immediately take all reasonable and practicable action to minimise any adverse environmental effects from the incident.

G4 Change of responsibility

If the person responsible for the activity intends to cease to be responsible for the activity, that person must notify the Director in writing of the full particulars of any person who will become the person responsible for the activity, before such cessation.

G5 Change of ownership

If the owner of the Activity Area changes or is to change, then, as soon as reasonably practicable but no later than 30 days after becoming aware of the change or intended change in the ownership of the Activity Area, the person responsible must notify the Director in writing of the change or intended change of ownership.

G6 Complaints register

1 A public complaints register must be maintained. The public complaints register must, as a minimum, record the following detail in relation to each complaint received in which it is alleged that environmental harm (including an environmental nuisance) has been caused by the activity:

1.1 the date and time at which the complaint was received;

1.2 contact details for the complainant (where provided);

1.3 the subject matter of the complaint;

1.4 any investigations undertaken with regard to the complaint; and

1.5 the manner in which the complaint was resolved, including any mitigation measures implemented.

2 Complaint records must be retained for a period of at least 3 years.

G7 Proposed change to activity

1 The person responsible must notify the Director in writing prior to implementing any change to the activity authorised by this document that may cause or increase the emission of a pollutant or which may result in environmental harm or environmental nuisance (even temporarily). A change includes, but is not limited to, any of the following:

1.1 an increase in the discharge of a pollutant, or the location of its discharge.

1.2 the construction, installation, alteration or removal of any structure or equipment used in the course of carrying out the activity.

1.3 any clearance of native vegetation or earthworks.

1.4 a change in the quantity or characteristics of materials used in carrying out the activity.

2 The notification must be in an approved form and include the following:

2.1 details of the proposed change;

2.2 an assessment of the environmental impacts that may result from the change;

2.3 any relevant approvals held by the person responsible; and

2.4 any advice from the relevant planning authority to the effect that approval is not required.

3 The person responsible must provide additional information as requested by an Authorized Officer.

4 The proposed change must not be implemented until the Director has confirmed in writing that they are satisfied that no other approval or variation of this document is required.

5 For the avoidance of doubt, a notification of a proposed change under this provision is not required if the proposed change is part of a referral to the EPA Board for assessment under sections 24, 25, 27 or 27AA of EMPCA.

G8 Amendment of required plans and reports

1 The plans and reports required by these conditions must be amended to address any matter required by the Director, as advised by notice in writing.

2 Amended plans and reports must be resubmitted within the timeframe that the Director specifies.

G9 Quarry Code of Practice

Unless otherwise required by these conditions or required in writing by the Director, the activity (or activities) undertaken within the Activity Area must comply with the Acceptable Standards provisions of the *Quarry Code of Practice*.

Atmospheric

A1 Covering of vehicles

Vehicles carrying loads containing material which may blow or spill must be equipped with effective control measure to prevent the escape of the materials from the vehicles when they leave the Activity Area or travel on public roads.

A2 Control of dust emissions

Dust emissions from within the Activity Area must be controlled to the extent necessary to prevent environmental nuisance beyond the boundary of the Activity Area.

A3 Control of dust emissions from crushing and screening plant

1 Dust produced by the operation of all crushing and/or screening plant must be controlled by the use of one or more of the following methods to the extent necessary to prevent environmental nuisance:

1.1 the installation of fixed water sprays at all crushers and/or screening plant and at all necessary points where processed material changes direction due to belt transfer;

1.2 the installation of dust extraction equipment at all crushers and/or screening plant and at all necessary points where processed material changes direction due to belt transfer;

1.3 the enclosure of the crushing and/or screening plant and the treatment of atmospheric emissions by dust extraction equipment; or

1.4 any other method that has been approved in writing by the Director.

Blasting

B1 Blasting - noise and vibration limits

1 Blasting within the Activity Area must be carried out in accordance with blasting best practice environmental management (BPEM) principles, and must be carried out such that, when measured at the curtilage of any residence (or other noise sensitive premises) in other occupation or ownership, airblast overpressure and ground vibration comply with the following:

1.1 for 95% of blasts in a consecutive 12-month period, airblast overpressure must not exceed 115dB (Lin Peak);

1.2 airblast overpressure must not exceed 120dB (Lin Peak);

1.3 for 95% of blasts in a consecutive 12-month period, ground vibration must not exceed 5mm/sec peak particle velocity; and

1.4 ground vibration must not exceed 10mm/sec peak particle velocity.

2 All measurements of airblast overpressure and peak particle velocity must be carried out in accordance with the methods set down in *Technical basis for guidelines to minimise annoyance due to blasting overpressure and ground vibration*, Australian and New Zealand Environment Council, September 1990.

B2 Notification of blasting

Unless otherwise specified in writing by the Director all residents within a 1.5 km radius of the activity must be notified on each occasion prior to blasting within the Activity Area occurring. This notification must be given at least 24 hours before such blasting is due to occur. In the event that the blast(s) cannot take place at the time specified, the responsible person must advise all those residents within 1.5 km of the activity of the revised time at which blasting will take place.

B3 Blast monitoring

1 Unless otherwise approved in writing by the Director, blast monitoring must be undertaken for each blast that occurs within the Activity Area.

2 Blast monitoring must be carried out at location(s) agreed in writing by the Director.

3 In the event that ground vibration and/or airblast overpressure caused by a blast exceeds a limit imposed by these conditions, the Director must be notified within seven days of the blast, or as soon as is reasonable and practicable.

4 Blast monitoring records must be maintained for a period of at least two years.

B4 Control of blast fume emissions
Blast fume emissions must be controlled to the extent necessary to prevent environmental nuisance beyond the boundary of the Activity Area.

B5 Notification blast exceedances
Unless otherwise approved in writing by the Director, in the event that ground vibration caused by a blast exceeds 5 mm/sec peak particle velocity and/or air blast over pressure exceeds 115 dB(Lin Peak), the Director must be notified within 24 hours of the blast.

Decommissioning And Rehabilitation

DC1 Stockpiling of surface soil
Prior to commencement of extractive activities on any portion of the Activity Area, surface soils must be removed in that portion of the Activity Area to be disturbed by the conduct of the activity and stockpiled for later use in rehabilitation of the Activity Area. Topsoil must be kept separate from other overburden and protected from erosion or other disturbance.

DC2 Progressive rehabilitation
Worked out or disused sections of the Activity Area must be rehabilitated concurrently with extractive activities on other sections of the Activity Area. Progressive rehabilitation must be carried out in accordance with the relevant provisions of the *Quarry Code of Practice*, unless otherwise approved in writing by the Director. The maximum disturbed area of land which may remain, at any time, without rehabilitation is 4.5 hectares.

DC3 Temporary suspension of activity

1 Within 30 days of becoming aware of any event or decision which is likely to give rise to the temporary suspension of the activity, the person responsible for the activity must notify the Director in writing of that event or decision. The notice must specify the date upon which the activity is expected to suspend or has suspended.

2 During temporary suspension of the activity the Activity Area must be managed and monitored by the person responsible for the activity to ensure that emissions from the Activity Area do not cause serious environmental harm, material environmental harm or environmental nuisance.

3 If required by the Director, a Care and Maintenance Plan for the activity must be submitted to the Director for approval, by a date specified in writing by the Director. This requirement will be deemed to be satisfied only when the Director indicates in writing that the submitted document adequately addresses the requirements of this condition.

3.1 The plan must be prepared in accordance with any guidelines provided by the Director.

3.2 Once approved the person responsible must act in accordance with the approved Care and Maintenance Plan.

3.3 The person responsible may apply to the Director to vary or substitute the Care and Maintenance Plan. Any variation or substitution of the plan approved by the Director, by notice in writing, replaces the earlier approval with effect from the date specified in the notice.

4 Unless otherwise approved in writing by the Director, if the activity on the Activity Area has substantially ceased for 2 years, decommissioning of the activity and rehabilitation of the Activity Area must be carried out in accordance with the requirements of these conditions as if the activity has permanently ceased.

DC4 Notification of cessation

Within 30 days of becoming aware of any event or decision which is likely to give rise to the permanent cessation of the activity, the person responsible for the activity must notify the Director in writing of that event or decision. The notice must specify the date upon which the activity is expected to cease or has ceased.

DC5 DRP requirements

1 Unless otherwise approved in writing by the Director, a Decommissioning and Rehabilitation Plan (DRP) for the activity must be submitted for approval to the Director within 30 days of the Director being notified of the planned cessation of the activity. The DRP must be prepared in accordance with any guidelines provided by the Director. This requirement will be deemed to be satisfied only when the Director indicates in writing that the submitted document adequately addresses the requirements of this condition.

2 The person responsible may apply to the Director to vary or substitute the DRP. Any variation or substitution of the plan approved by the Director, by notice in writing, replaces the earlier approval with effect from the date specified in the notice.

DC6 Rehabilitation on cessation

1 Unless otherwise approved in writing by the Director, rehabilitation upon permanent cessation of the activity must be undertaken in accordance with relevant provisions of the *Quarry Code of Practice* and in accordance with the following:

1.1 rehabilitation earthworks must be substantially completed within 12 months of cessation of the activity; and

1.2 rehabilitated areas must be monitored and maintained for a period of at least three years after rehabilitation works have been substantially completed, after which time the person responsible for the activity may apply in writing to the Director for a written statement that rehabilitation has been successfully completed.

DC7 Activity to cease following decommissioning and rehabilitation

1 Following written notification by the Director confirming the completion of decommissioning of the Activity and rehabilitation of the Activity Area in accordance with these conditions:

1.1 the Activity must not recommence; and

1.2 the Person Responsible is not required to undertake monitoring, reporting and/or notification condition requirements relating to the activity, unless otherwise specified in writing by the Director.

Flora And Fauna

FF1 Protection of threatened vegetation community *Eucalyptus ovata* forest and woodland (DOV)

1 The boundary between the Activity Area and the DOV community (as identified in Attachment 1)and the internal access roads and stormwater infrastructure must be delineated with a barrier or similar method approved in writing by the Director within 30 days of the date on which these permit conditions take effect.

2 The activity must be conducted in a manner that does not cause degradation or disturbance (including sedimentation) to the DOV community.

3 Unless otherwise approved in writing by the Director:

3.1 A 10 m buffer must be applied between the barrier or similar method between DOV01 to DOV02 and between DOV03, DOV04 and DOV05, excluding access road, as shown in Attachment 1; and

3.2 there must be no further disturbance of the vegetation within this buffer unless subject to clause 4 of this condition; and

3.3 any areas already disturbed within the buffer, excluding access roads, must be reinstated.

4 Where vegetation comprises DOV community on the sides of the access road associated with the Activity Area, any disturbance of these vegetation communities including any trimming, slashing, damage or removal, must be restricted to the extent deemed necessary for road maintenance or to ensure the safety of road users.

FF2 Protection of threatened species Tasmanian wedge-tailed eagle (*Aquila audax fleayi*)

1 Unless otherwise specified in writing by the Director:

1.1 Construction of the high level access road must be undertaken outside the eagle breeding season (July to January inclusive);and

1.2 use of the upper access road must be a designated 'no-stopping area' for vehicles and pedestrians.

FF3 Natural values survey

1 A natural values survey of the Activity Area must be undertaken with sufficient time to obtain relevant approvals required by this condition, but not more than 90 days prior to commencing any vegetation removal. The natural values survey must be undertaken:

1.1 by suitably qualified person(s);and

1.2 in accordance with the *Guidelines for Terrestrial Natural Values Surveys related to Development Proposals.*

2 A report outlining the findings of the survey and commitments to proposed management measures must be submitted to the Director for approval;

3 The activity must be conducted in accordance with the management measures requested by the Director as a result of the findings of the report;

4 If any species listed under the *Threatened Species Protection Act 1995* will be adversely impacted by the activity, this must be brought to the attention of the Director and the Department of Natural Resources and Environment which administers the *Threatened Species Protection Act 1995* prior to that impact occurring.

5 This requirement will be deemed to be satisfied only when the Director indicates in writing that the submitted document adequately addresses the requirements of this condition.

Hazardous Substances

H1 Spill kits

Spill kits appropriate for the types and volumes of materials handled within the Activity Area must be kept in appropriate locations and maintained in a functional condition to assist with the containment of spilt environmentally hazardous materials.

H2 Storage and handling of hazardous materials

1 Unless otherwise approved in writing by the Director, all environmentally hazardous materials, including chemicals, fuels, and oils, stored within the Activity Area in volumes exceeding 250 litres must be stored and handled in accordance with the following:

1.1 Any storage facility must be contained within a spill collection bund with a net capacity of whichever is the greater of the following:

1.1.1 at least 110% of the combined volume of any interconnected vessels within that bund; or

1.1.2 at least 110% of the volume of the largest storage vessel; or

1.1.3 at least 25% of the total volume of all vessels stored in that spill collection bund; or

1.1.4 the capacity of the largest tank plus the output of any firewater system over a twenty minute period.

1.2 All activities that involve a significant risk of spillages, including the loading and unloading of bulk materials, must take place in a bunded containment area or on a transport vehicle loading apron.

1.3 Bunded containment areas and transport vehicle loading aprons must:

1.3.1 be made of materials that are impervious to any environmentally hazardous material stored within the bund;

1.3.2 be graded or drained to a sump to allow recovery of liquids;

1.3.3 be chemically resistant to the chemicals stored or transferred;

1.3.4 be designed and managed such that any leakage or spillage is contained within the bunded area (including where such leakage emanates vertically higher than the bund wall);

1.3.5 be designed and managed such that the transfer of materials is adequately controlled by valves, pumps and meters and other equipment wherever practical. The equipment must be adequately protected (for example, with bollards) and contained in an area designed to permit recovery of any released chemicals;

1.3.6 be designed such that chemicals which may react dangerously if they come into contact have measures in place to prevent mixing; and

1.3.7 be managed such that the capacity of the bund is maintained at all times (for example, by regular inspections and removal of obstructions).

H3 Handling of hazardous materials - mobile

1 Where mobile containment of environmentally hazardous materials is utilised for the fuelling or servicing of mobile or fixed plant within the Activity Area, all reasonable measures must be implemented to prevent unauthorised discharge, emission or deposition of pollutants:

1.1 to soils within the boundary of the Activity Area in a manner that is likely to cause serious or material environmental harm;

1.2 to groundwater;

1.3 to waterways; or

1.4 beyond the boundary of the Activity Area.

2 Reasonable measures may include spill kits, spill trays/bunds or absorbent pads, and automatic cut-offs on any pumping equipment.

H4 Hazardous materials (< 250 litres)

1 Unless otherwise approved in writing by the Director, each environmentally hazardous material, including chemicals, fuels and oils, stored within the Activity Area in discrete volumes not exceeding 250 litres, but not including discrete volumes of 25 litres or less, must be stored within bunded containment areas or spill trays which are designed and maintained to contain at least 110% of the volume of the largest container.

2 Bunded containment areas and spill trays must be made of materials that are impervious to any environmentally hazardous materials stored within the bund or spill tray.

Noise Control

N1 Noise emission limits

1 Noise emissions from the activity when detected at any noise sensitive premises in other ownership and expressed as the equivalent continuous A-weighted sound pressure level must not exceed:

1.1 45 dB(A) between 0700 hours and 1900 hours (Day time); and

1.2 40 dB(A) between 1900 hours and 2200 hours (Evening time); and

1.3 35 dB(A) between 2200 hours and 0700 hours (Night time).

2 Where the combined level of noise from the Activity Area and the normal ambient noise exceeds the noise levels stated above, this condition will not be considered to be breached unless the noise emissions from the activity are audible and exceed the background noise level by at least 5 dB(A).

3 The time interval over which noise levels are averaged must be 10 minutes or an alternative time interval specified in writing by the Director.

4 Noise emissions from the site should not contain any dominant or intrusive noise characteristics when measured or observed at any noise sensitive premises as assessed in accordance with the *Noise Measurement Procedures Manual*. Where noise emissions from the site contain any dominant or intrusive noise characteristics at any noise sensitive premises, measured noise levels must be adjusted for tonality, impulsiveness, modulation and low frequency in accordance with the *Noise Measurement Procedures Manual*.

5 All methods of measurement must be in accordance with the *Noise Measurement Procedures Manual*.

N2 Noise management

Unless otherwise approved in writing by the Director drilling activities must not be undertaken simultaneously with normal operations.

N3 Noise survey requirements

1 Unless otherwise approved in writing by the Director, a noise survey must be completed:

1.1 within 6 months after any change to the activity which is likely to substantially alter the character or increase the volume of noise emitted from the Activity Area; and

1.2 where the Director is of the opinion that a noise survey must be completed within a specified timeframe.

N4 Noise survey method and reporting requirements

1 Noise surveys must be undertaken in accordance with a survey method approved in writing by the Director, as may be amended from time to time with written approval of the Director.

2 Without limitation, the survey method must address the following:

2.1 measurements must be carried out at day, evening and night times (where applicable) at each location; and

2.2 measurement locations, and the number thereof, must be specified, with one location established as a control location (noise).

3 Measurements and data recorded during the survey must include:

3.1 operational status of noise producing equipment and throughput of the activity;

3.2 subjective descriptions of the sound at each location;

3.3 details of meteorological conditions relevant to the propagation of noise;

3.4 the equivalent continuous (L_{eq}) and L_{max}, L_{1}, L_{10}, L_{50}, L_{90}, L_{99} and L_{min} A-weighted sound pressure levels measured over a period of 10 minutes or an alternative time interval approved by the Director;

3.5 a data set containing periods capturing normal and worst operating conditions;

3.6 A-weighted and C-weighted one-third octave spectra (including low frequency) over suitably representative periods of not less than 1 minute presented in tabulated and graph format; and

3.7 narrow-band spectra over suitably representative periods of not less than 1 minute.

4 A noise survey report must be forwarded to the Director within 30 days from the date on which the noise survey is completed, or otherwise at a time approved in writing by the Director.

5 The noise survey report must include the following:

5.1 the results and interpretation of the measurements required by these conditions;

5.2 a map of the area surrounding the activity with the boundary of the Activity Area, measurement locations, and noise sensitive premises clearly marked on the map;

5.3 any other information that will assist with interpreting the results and whether the activity is in compliance with these conditions and EMPCA; and

5.4 recommendations of appropriate mitigation measures to manage any noise problems identified by the noise survey.

N5 Noise complaints

In the event that a noise complaint is received in relation to the Activity the complaint must be reported to the Director within 24 hours.

Operations

OP1 Operating hours

1 Unless otherwise approved by the Director, activities associated with the extraction of rock, gravel, sand, clay or minerals, and loading and transport of product, and screening/crushing must not be undertaken outside the hours of 0700 hours to 1900 hours on weekdays and 0800 hours to 1600 hours on Saturdays.

2 Notwithstanding clause 1, loading and transport of processed rocks, ores or minerals may also be undertaken between the hours of 0600 hours to 0700 hours weekdays.

3 Activities must not be carried out on Sundays, and public holidays that are observed Statewide (Easter Tuesday excepted).

OP2 Machinery washdown

Prior to entering the Activity Area, machinery must be washed in accordance with the Weed and Disease Guidelines, or any subsequent revisions of that document.

OP3 Weed management

The Activity Area must be kept substantially free of weeds to minimise the risk of weeds being spread through the transport of products from the Activity Area.

Stormwater Management

SW1 Perimeter drains or bunds

1 Perimeter cut-off drains, or bunds, must be constructed at strategic locations within the Activity Area to prevent surface run-off from entering the area used or disturbed in carrying out the activity. All reasonable measures must be implemented to ensure that sediment transported along these drains, or bunds, remains within the Activity Area. Such measures may include provision of strategically located sediment fences, appropriately sized and maintained sediment settling ponds, vegetated swales, detention basins and other measures designed and operated in accordance with *Best Practice Erosion and Sediment Control* or similar.

2 Drains, or bunds, must have sufficient capacity to contain run-off that could reasonably be expected to arise during a 1 in 20 year rainfall event. Maintenance activities must be undertaken regularly to ensure that this capacity does not diminish.

SW2 Design and maintenance of settling ponds

1 Sediment settling ponds must be designed and maintained in accordance with the following requirements:

1.1 ponds must be designed to successfully mitigate reasonably foreseeable sediment loss which would result from a 1 in 20 year storm event;

1.2 discharge from ponds must occur via a stable spillway that is not subject to erosion;

1.3 all pond walls must be stable and treated with topsoil and vegetated or otherwise treated in such a manner as to prevent erosion; and

1.4 sediment settling ponds must be periodically cleaned out to ensure that the pond design capacity is maintained. Sediment removed during this cleaning must be securely deposited such that sediment will not be transported off the Activity Area by surface run-off.

SW3 Stormwater

1 Polluted stormwater that will be discharged from the Activity Area must be collected and treated prior to discharge to the extent necessary to prevent serious or material environmental harm, or environmental nuisance.

2 Notwithstanding the above, all stormwater that is discharged from the Activity Area must not carry pollutants such as sediment, oil and grease in quantities or concentrations that are likely to degrade the visual quality of any receiving waters outside the Activity Area.

3 All reasonable measures must be implemented to ensure that solids entrained in stormwater are retained within the Activity Area. Such measures may include appropriately sized and maintained sediment settling ponds or detention basins.

Schedule 3: Information

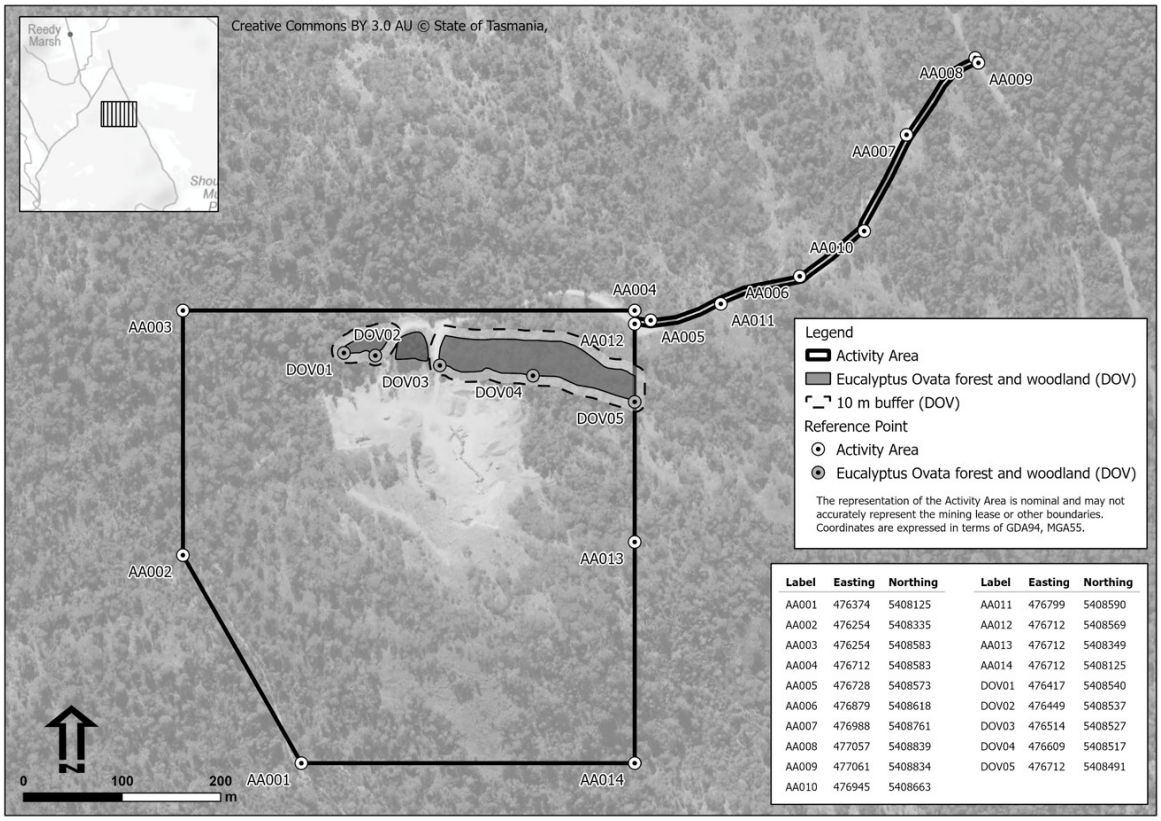
Legal Obligations

LO1 Aboriginal relics requirements

1 Aboriginal relics, objects, sites, places and human remains regardless of whether they are located on public or private land, are protected under the *Aboriginal Heritage Act 1975*.

2 Unanticipated discoveries of Aboriginal heritage must be reported to Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible.

Attachment 1: Activity Area



Label	Easting	Northing	Label	Easting	Northing
AA001	476374	5408125	AA011	476799	5408590
AA002	476254	5408335	AA012	476712	5408569
AA003	476254	5408583	AA013	476712	5408349
AA004	476712	5408583	AA014	476712	5408125
AA005	476728	5408573	DOV01	476417	5408540
AA006	476879	5408618	DOV02	476449	5408537
AA007	476988	5408761	DOV03	476514	5408527
AA008	477057	5408839	DOV04	476609	5408517
AA009	477061	5408834	DOV05	476712	5408491
AA010	476945	5408663			

ENVIRONMENT PROTECTION AUTHORITY

TRAFFIC & CIVIL SERVICES



PORTERS BRIDGE ROAD, EXTON
1994 P/M LEASE OPERATION EXPANSION
QUARRY IMPACT REVIEW

MARCH 2026

Porters Bridge Road, Exton
1994 P/M Lease Operation Expansion
Quarry Impact Review

- Final #3
- March 2026

Traffic & Civil Services
ABN 72617648601
1 Cooper Crescent
RIVERSIDE
Launceston TAS 7250 Australia
P: +61 3 634 8168
M: 0456 535 746
E: Richard.burk@trafficandcivil.com.au
W: www.trafficandcivil.com.au

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Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	21st Nov 2025	R Burk	R Burk	21st Nov 2025	Draft
2	24th Mar 2026	R Burk	R Burk	24th Mar 2026	Draft 2
3	27th Mar 2026	R Burk	R Burk	27th Mar 2026	Draft 3
4	27th Mar 2026	R Burk	R Burk	27th Mar 2026	Final
5	30th Mar 2026	R Burk	R Burk	30th Mar 2026	Final #2
6	30th Mar 2026	R Burk	R Burk	30th Mar 2026	Final #3

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Jonathan Galbraith (MVC)
Draft 2	1	1	Jonathan Galbraith (MVC)
Draft 3	1	1	Jonathan Galbraith (MVC)
Final	1	1	Jonathan Galbraith (MVC)
Final #2	1	1	Jonathan Galbraith (MVC)
Final #3	1	1	Jonathan Galbraith (MVC)

Printed:	30 March 2026
Last saved:	30 March 2026 06:05 PM
File name:	Porters Bridge Rd 1994 P/M QIR
Author:	Richard Burk
Project manager:	David Murray
Name of organisation:	MVC
Name of project:	Porters Bridge Rd 1994 P/M QIR
Name of document:	Porters Bridge Rd 1994 P/M QIR
Document version:	Final #3
Project number:	

1. Introduction

1.1 Background

MVC has requested a Quarry Impact Review to understand existing road conditions and inform decision making on what road upgrade and traffic management requirements may be necessary due to the proposed 1994 P/M Lease Operation expansion (leaseholder - Cresswell) accessed from Porters Bridge Road.

1.2 Objectives

This review is a means for assisting in the planning and design of sustainable development that considers:

- Traffic safety and capacity
- Equity and social justice
- Economic efficiency
- The environment and future development.

This review considers the impact of the proposal on projected traffic volumes by 2035.

1.3 Scope of Mining Lease Review (MLR)

This review considers in detail the impact of the proposed quarry operation expansion on Porters Bridge Road which provides access to Mining lease 1994 P/M.

1.4 References

- NSW Guide to Transport Impact Assessment 2024
- Austroads Guide Road Design Part 4A: Unsignalised & Signalised Intersections 2023
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Standard Drawings
- Ausroads Safe System Assessment Guidelines
- 1994 P/M Quarry Expansion TIA (RJK Traffic May 2025)

1.5 Statement of Qualifications and Experience

This quarry impact review has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements.
Richard Burk is an experienced and qualified traffic engineer with:

- 38 years professional experience in road and traffic engineering industry
    - Director Traffic and Civil Service Pty Ltd since May 2017.
    - Manager Traffic Engineering at the Department of State Growth until May 2017.
    - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Certified Professional Engineer with Engineers Australia
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987



Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

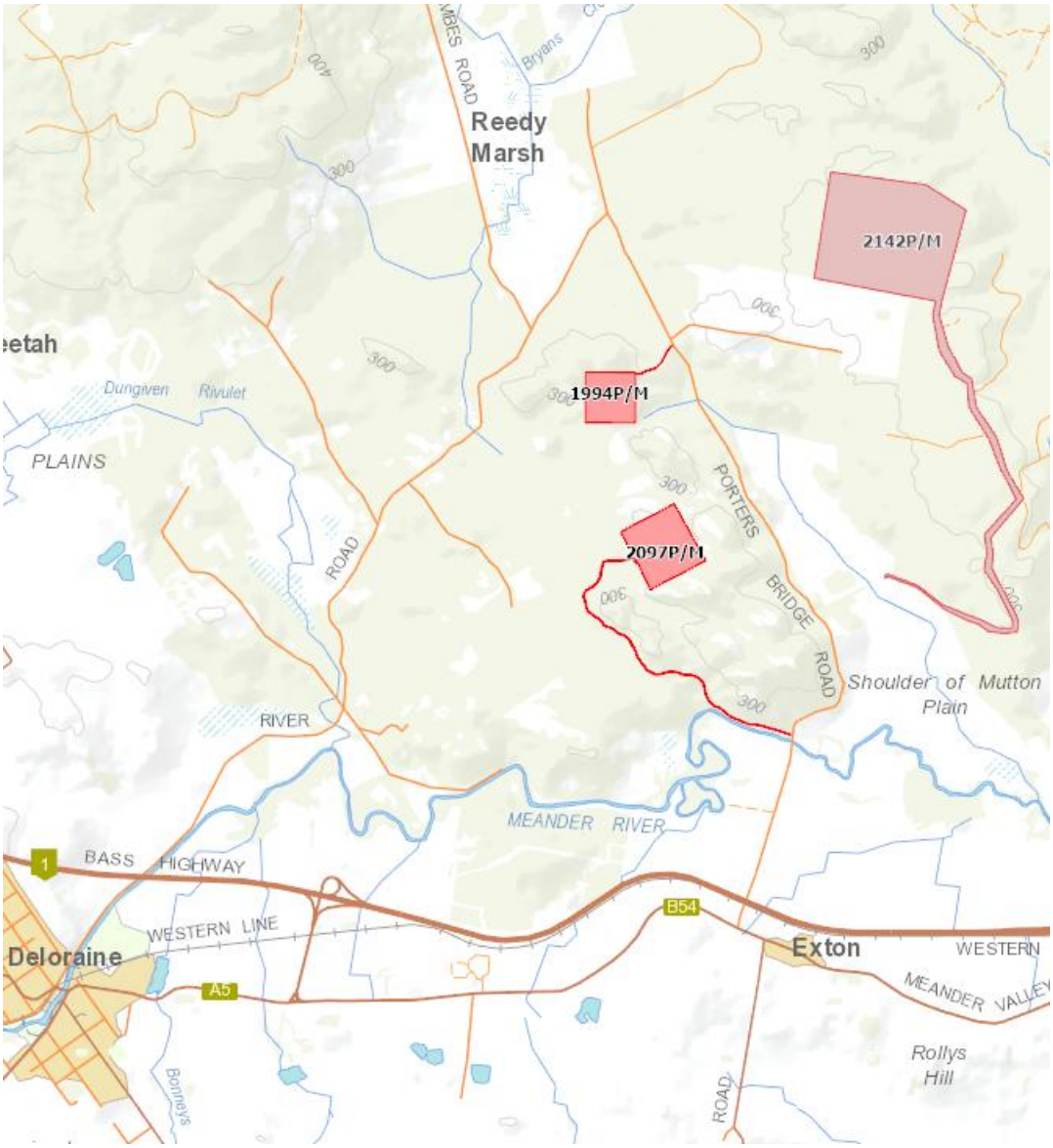
1.7 Site Specific Glossary of Terms

SSA	Safe System Assessment
MVC	Meander Valley Council

2. Site Description

Figure1 shows the mining lease locations in the vicinity of the proposal with respect to Porters Bridge Road which is a sealed rural Council Road.

Figure 1 – Mining Lease locations on Porters Bridge Road



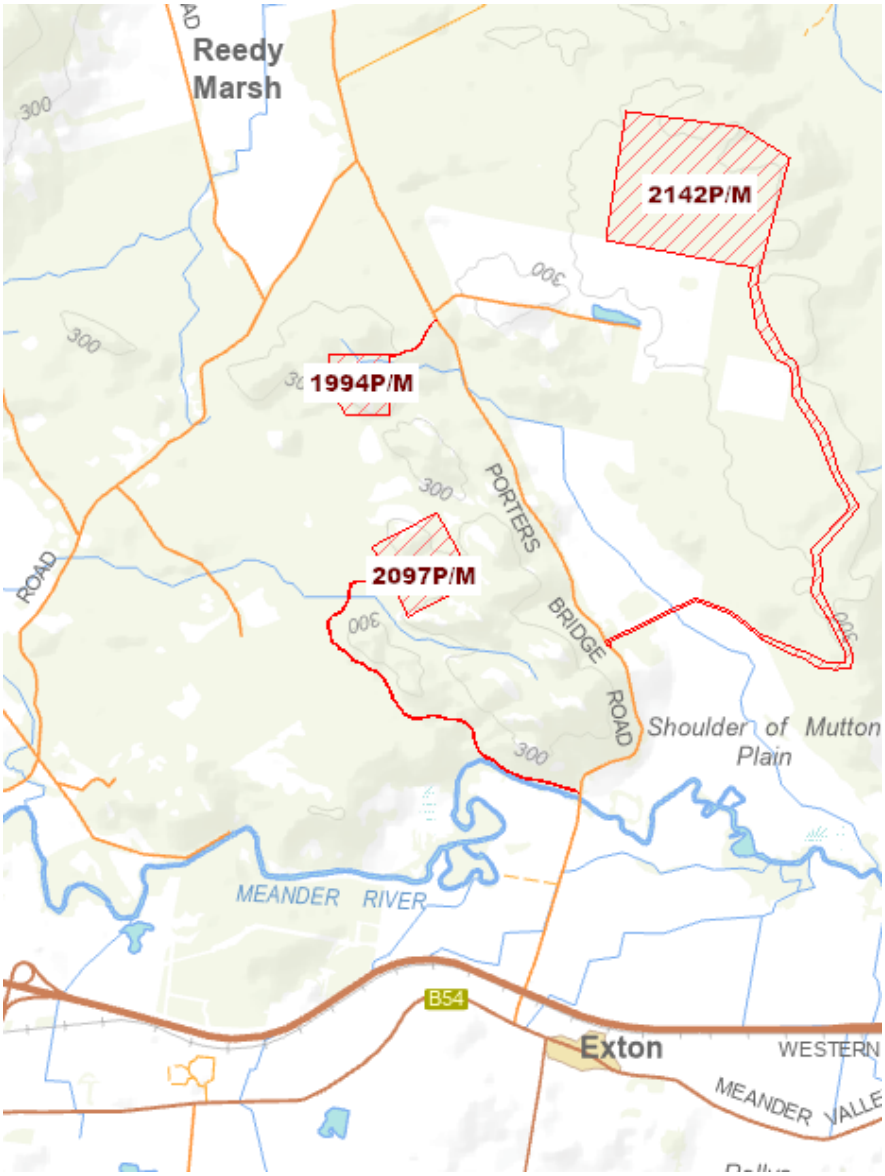
Source: The List, DPIPWE

3. Potential Quarry Operations

3.1 Forecast Mining Lease operation by 2035

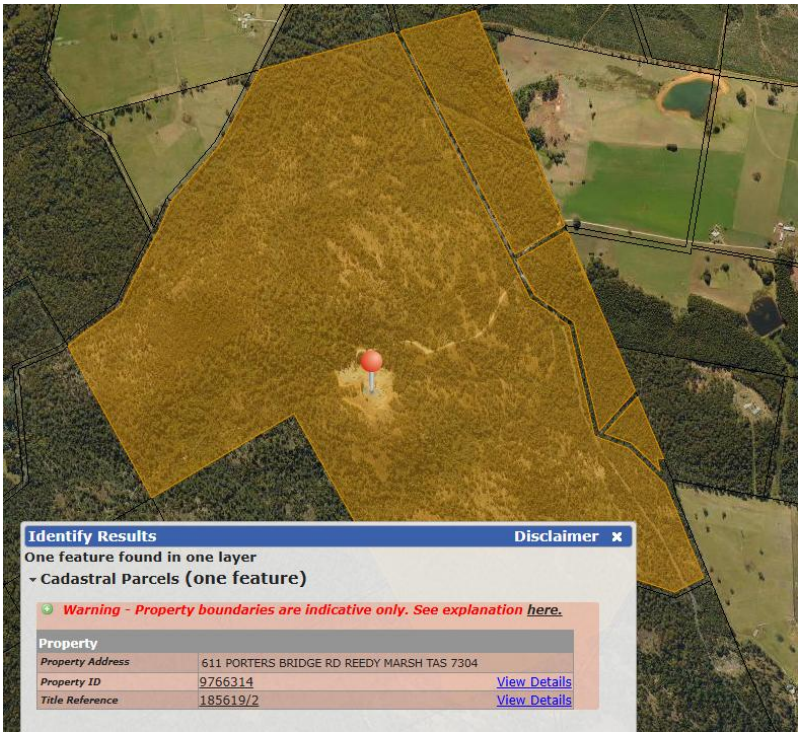
Mining lease 1994 P/M would typically operate primarily with truck and dog trailer transport. Proposal is for operation to increase from 22.5 to 80 KTonne pa as per RJK TIA (2nd May 2025) and TCS Peer Review (23rd May 2025). Figures 2 - 4 show the proposed access and property.

Figure 2 – Proposed Mining Lease 2097P/M accessed from Porters Bridge Road



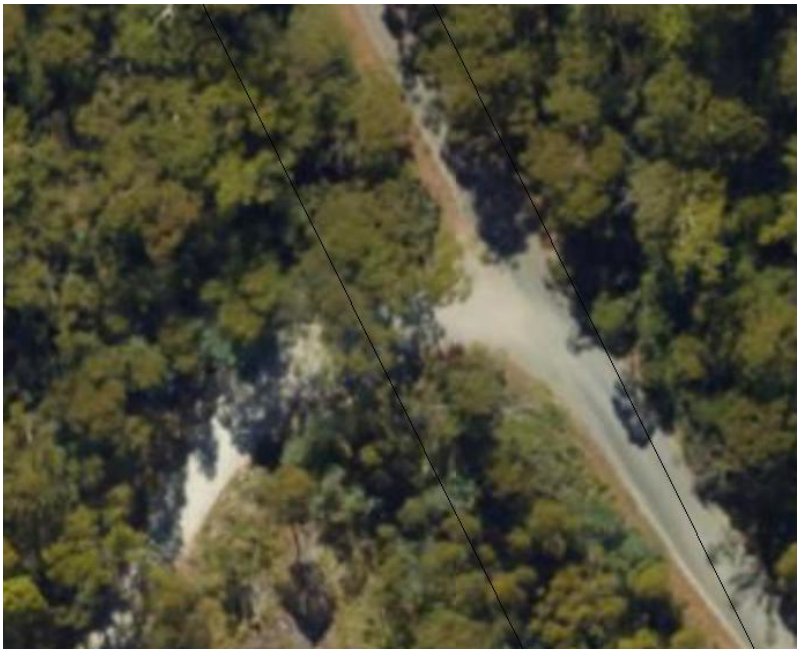
Source: The List, DPIPWE

Figure 3 – 611 Porters Bridge Road



Source: The List, DPIPWE

Figure 4 – Porters Bridge Road access to 2097 P/M Quarry

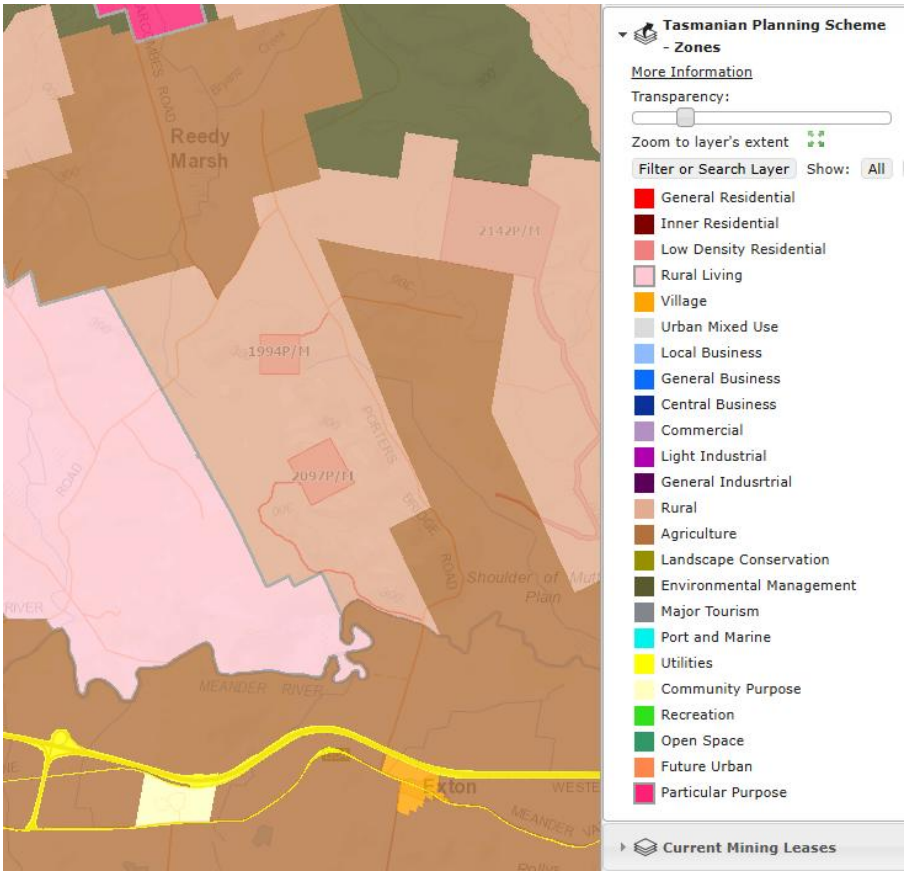


Source: The List, DPIPWE

3.2 Tasmanian Planning Scheme – Meander Valley

The proposed development involves land currently zoned Rural in accordance with the Tasmanian Planning Scheme shown in Figure 5.

Figure 5 – Mining Lease sites are within the Rural zone



Source: The List, DPIPWE

3.3 Local Road Network Objectives

MVC is the authority responsible for the Council Road network impacted by the quarry operations. MVC objectives are to maintain traffic safety and capacity for relevant road users.

In the case of Porters Bridge Road, the relevant road users are:

- Light & heavy vehicles related to mining and non-mining land use
- Public transport (possible school bus services)
- Cyclists & Motorcycles

No provisions are intended for pedestrians as the road has a rural access function in a rural area remote from pedestrian activity.

4. Existing Conditions

4.1 Transport Network

The greater transport system adjacent to Porters Bridge Road and Exton consists of state and council roads as shown in Figure 1. The mining leases have access to the State Road network via Porters Bridge Road.

4.2 Tasmanian 26m B Double network (Westbury to Deloraine)

Bass Highway and Meander Valley Road are part of the Tasmanian 26m B Double Network between Deloraine and Westbury is shown in Figure 6. Porters Bridge Road is not part of the Tasmanian 26m B Double Network and caters for General Access which includes allows 19m Truck & Triaxle Trailer and 25m Truck & Dog Trailer transport with a maximum mass of 62 Tonne. Vehicles exceeding this length or mass are subject to NHVR permit approvals

Figure 6 – Tasmanian 26m B Double network in the vicinity of Exton



4.3 Porters Bridge Road

Porters Bridge Road is a sealed rural access road in the Council Road hierarchy with an estimated AADT of 172 vpd (2025) and the Rural Default Speed Limit of 100 km/h applies. The average travelling speed is estimated at 70km/h. Porters Bridge Road is a two-way road which varies in width and standard. The seal width varies between 6.7 and 5.5m wide between the Bass Highway Overpass and the access to Mining Lease 2097 P/M then narrows to 4.8m before widening to 5.5m after 2142 P/M through to 1994 P/M.

The road is typically S3 standard with some localised narrowing's at the Porters Road Bridge and North of 2097 P/M access.

Porters Bridge Road has some delineation with some guideposts. Appendix A shows how the road width varies and recommended treatments. Appendix E shows the nature of the narrow road section.

4.3.1 Porters Bridge Road Overpass of the Bass Highway

The Porters Bridge Road Overpass of the Bass Highway is a DSG structure numbered SG 497 with a trafficable width face to face of kerb of 7.5m and has T44 Bridge Design Loading which may not support 26m B Double operation. Figures 7 and 8 show the overpass layout and cross section.

Figure 7 –Aerial view of Porters Bridge Road overpass of the Bass Highway



Source: The List, DPIPWE

Figure 8 – South bound approach to Porters Bridge Rd overpass of the Bass Hwy



4.3.2 Porters Bridge Road Slab Linked Culvert

The Porters Bridge Road Slab Linked Culvert is a Meander Valley Council structure numbered MEAN 386 with a trafficable width face to face of kerb of 7.0m.

Design Loading is unclear and may not support 26m B Double operation. Figures 9 and 10 show the culvert layout and cross section.

Figure 9 –Aerial view of Porters Bridge Road slab linked culvert.



Source: The List, DPIPWE

Figure 10 – South bound approach to Porters Bridge Rd slab linked culvert.



4.3.3 Porters Road Bridge

Porters Bridge is a Meander Valley Council structure numbered MEAN 1259 with a trafficable width face to face of kerb of 5.1m.

Design Loading is SM 1600 which indicates the structure can support 26m B Double operation. Figures 11-13 show the bridge layout and cross section.

Figure 11 – North bound approach to Porters Bridge



Figure 12 – North bound approach to Porters Bridge



Porters Bridge has a trafficable width of 5.1m face to face of kerb.

Figure 13 – Side view of Porters Bridge



4.3.4 Cresswell Quarry 1994 P/M access

The access has a simple junction layout designed to cater for quarry operation design vehicles. Figures 14 shows the Porters Bridge Road access.

Figure 14 –Aerial view of the Porters Bridge Road / Quarry Access



Source: The List, DPIPWE

4.4 Traffic Activity

Porters Bridge Road (at Meander Valley Road junction)

- AADT: 172 vpd (2025) with estimated 40% Commercial Vehicles, see Appendix F.
- Compound Annual Growth 0.0%
- Estimated AADT: 200 vpd (2035) without proposal

4.5 Crash History

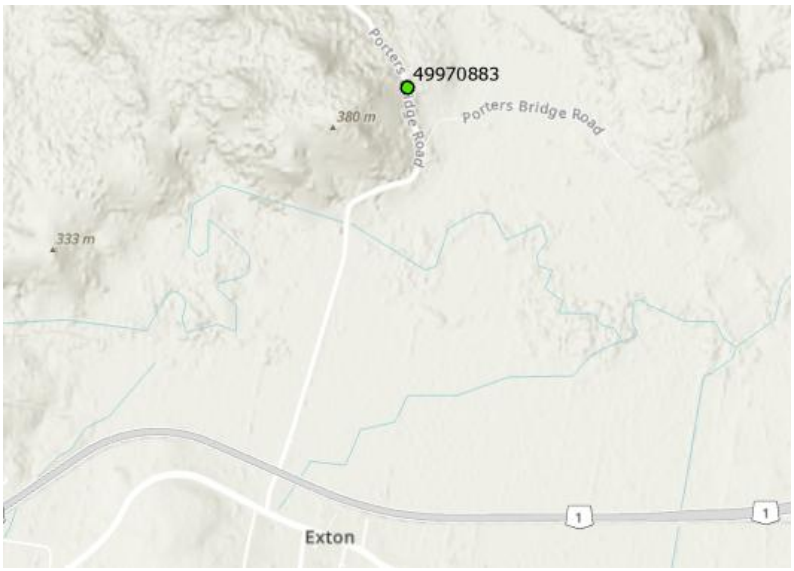
The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

The 5-year reported crash history is summarised for Porters Bridge Road in Figures 15-16. The crash histories provide no evidence of a crash propensity.

Figure 15 – 5 Year crash history on Porters Bridge Road

Crash Id	Description	Date	Time	Severity	Light	Speed Limit	Location	Units
49970883	167 - Animal (not ridden)	18-Apr-2019	21:00	PDO	Night	80	Porters Bridge Road	LV

Figure 16 – 5 Year crash locations on Porters Bridge Road



4.6 Porters Bridge Road Safety Review

The following issues were identified from site inspection:

- Minimal delineation
- Seal, shoulder and verge width varies considerably, see Appendix A
- Steep road drop offs to roadside drains
- Porters Road Bridge is narrow (MEAN 1259) with trafficable width of 5.1m.
- The Speed Environment is estimated at some 70km/h, inconsistent with the Default Sealed Rural Road Speed Limit of 100km/h.

In summary the existing road standard is typically LGAT rural road standard S3 with minimal delineation and no evidence of a crash propensity from review of 5 year reported crash history.

4.7 Porters Bridge Road Safe System Assessment.

Porters Bridge Road has been assessed in accordance with the Austroads Safe System assessment framework.

This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4.
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4.
- Severity (is low where the speed environment is low) i.e. 1 out of 4.

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types. The crash risk score is an indicator of how well the road satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

The crash risk scores for Porters Bridge Road before and after proposed road upgrade work is summarised in Figure 17. See Appendix B for assessment details. Figure 18 indicates the relationship between SSA score and overall crash risk.

Figure 17 – SSA scores for Porters Bridge Road

Porters Bridge Road Link	Current Road			Target Road		Estimated SSA Crash Risk Reduction (%)
	Seal Width	Code	SSA	Code*	SSA	
Bass Hwy Overpass to 2097 P/M	5.1 to 6.0m	**S3 & S4**	56	**S3* & S4***	32	42.9
2097 P/M Walters Quarry to side road at bend	6.0 to 4.8m	**S2 & S3**	56	**S3***	32	42.9
Side road at bend to 2142 P/M	5.5m Seal	**S3**	28	**S3***	16	42.9
2142 P/M to 1994 P/M	5.5m Seal	**S3**	28	**S3**	28	0.0

S4 - 6m seal, 0.9m gravel shoulders with 0.5m verges & B3 Barrier line for delineation

* with 60km Speed Limit

Figure 18 – SSA score relationship with overall crash risk

<40/448 Very low risk score

(40-80)/ 448 Low risk score

(80-180)/448 Moderate to high risk score

>180/448 High risk score

North of the 2097 P/M access

S3 road standard considered suitable for proposed operation

South of the 2097 P/M Access

S4 road standard is recommended to reduce crash risk between heavy vehicles and other road users. S4 provides the road width and clearance required for heavy commercial vehicles approaching each other to pass.

Heavy commercial vehicles i.e. truck, and trailers combinations track wider than the physical width of the truck or trailer due to offset tracking.

Offset tracking between the truck and trailer occurs due to the length of the overall vehicle and gravity that rends to pushes trailers away from the prime mover because of the road crossfall, which is typically 3 to 4% on straight roads and provided for road drainage.

5. Traffic Generation and Assignment

This section of the report estimates how traffic generated by the proposal is distributed within the adjacent road network now and ten years future.

5.1 Traffic Growth

Assumed background traffic compound annual growth of:

- Meander Valley Road: 2.3 % based on DSG traffic data
- Porters Bridge Road: 0%

5.2 Trip Generation and Assignment

Current and estimated Quarry Operation levels and traffic generation resulting on each section of the road are summarised in Figure 19.

Figure 19 – Estimated Trip Generation and AADT on Porters Bridge Road

Link	Section	Quarry Operation (KTonne)		AADT (vpd)					% Commerical Vehicles with proposal
				Non Quarry	Quarry		Total		
		2024	Prop.	2024	2024	Prop.	2024	Prop.	
2097 P/M 2142 P/M 1994 P/M		50 0 22.5	 80		40* 0 6**	 20**			
Bass Highway to 2097 P/M (1.3km)	0 to 300m Nth of Bass Hwy 300 to 1100m Nth of Bass Hwy Porters Bridge 2097 P/M	72.5	130	113	59	73	172	**186**	39.2
2097 P/M to side road on bend (0.7km)	0 to 150m Nth of 2097 P/M 150 to 350m Nth of 2097 P/M 350 to 650m Nth of 2097 P/M Side road bend	22.5	80	62	13	27	75	**89**	30.3
Side road on bend to 2142 P/M	(0.8km)	22.5	80	62	13	27	75	**89**	30.3
Prop. Bauxite Quarry to Cresswell Quarry	(2.8km)	22.5	80	62	13	27	75	**89**	30.3

* TIA (TCS - 2021)
** TIA (RJK -2025) Peer Reveiwed by TCS - 2025

The AADT's indicated in Figure 19 are estimates and provide a guide to Average Daily Traffic (ADT) (vehicles per day) expected on the road. Annual Average Daily Traffic (AADT) may be more or less than ADT due to seasonal variations in operations.

ADT adopted for proposed mine to reflect traffic exposure during mining campaigns.

6. Impact on Road Network

6.1 Impact of traffic generated by the proposal.

6.1.1 Porters Bridge Road (Bass Highway to 2097 P/M (Walters Quarry))

- **Porters Bridge Road Overpass of the Bass Highway**

The proposed truck and dog trailer combinations will have minimal impact. This structure can support 26m B Double operation.

- **800m Southern approach to Slab Linked Culvert**

5.5m seal width (S3 standard) is adequate to support the estimated increase in heavy traffic of 14 vpd with suitable mitigations.

- **Porters Bridge Road Slab Linked Culvert**

The proposed truck and dog trailer combinations will have minimal impact. This structure may not support 26m B Double operation.

- **Porters Bridge**

Bridge has a trafficable width of 5.1m too narrow to support two-way truck traffic flow. The structure can support 26m B Double operation in terms of bearing capacity. Give Way signage on the Southern approach is recommended so that laden vehicles have right of way.

6.1.2 Porters Bridge Road (2097 P/M to 2142 P/M Bauxite Quarry)

- **Porters Bridge Road (2097 P/M to 700m East)**

The increase in truck and dog trailer operation will likely impact this section of road which has a 4.8m wide section some 200m in length with unknown pavement depth and subgrade strength.

- **Porters Bridge Road (From 700m East of 2097 P/M to 2142 P/M)**

The proposed truck and dog trailer combinations will have minimal impact. This section of road is narrow but may have adequate pavement depth and subgrade strength.

6.1.3 Porters Bridge Road (2142 P/M to 1994 P/M (Cresswells Quarry))

The proposed truck and dog trailer combinations will have minimal impact. This section of road is narrow but may have adequate pavement depth and subgrade strength.

6.2 Impacts on road users

Proposal increases exposure to heavy vehicle operations for all road users. Increase in traffic from 172 to 186vpd with 39.2 % heavy commercial vehicles, due to additional 14 heavy vpd. This is a relatively small increase.

- **Light Vehicles** – negligible increase in light vehicles, possibly 4vpd.
- **Public Transport** - Minimal impact.
- **Heavy Vehicles** - Heavy vehicle operators exposed to increase in quarry traffic.
    - North of 2097 P/M increase from 13 to 27 heavy vpd i,e by 14 heavy vpd
    - South of 2097 P/M increase from 59 to 73 heavy vpd i,e by 14 heavy vpd

- **Pedestrians** – Road function is unsuitable for pedestrian activity.
- **Cyclists** - Increases exposure to quarry traffic but cyclist activity very low.
- **Motorcyclists** - Increases exposure to quarry traffic but motorcyclist activity low.

6.3 Environmental impacts

No applicable environmental impacts were identified in relation to:

- Noise, vibration or visual impact
- Community severance, pedestrian amenity
- Hazardous loads, air pollution or ecological impacts
- Heritage and Conservation

6.4 Key Road Safety and Capacity improvement objectives

From review of 5 year reported crash history, on site road safety review and forecast quarry operation increases on Porters Bridge Road the following objectives have been identified:

6.4.1 Road widening to support road function

The existing road has some narrow sections that do not support two-way traffic flow with proposed quarry traffic operation. Suitable road width consistent with LGAT standard S3 and S4 is recommended based on AADT and % commercial vehicles, see Figure 20.

6.4.2 Road delineation improvements to support road function

The existing road has negligible delineation provided by occasional guideposts. Delineation improvements are recommended to:

- Reduce head on and / or leaving the road crash risk
- Separate approaching traffic e,g. light and heavy vehicles
- Improve ability to read the road at night.
- Reduce crash risk for vulnerable road users (cyclists and motorcyclist)

6.4.3 Provision of road signage to the Australian Standard

Provide regulatory & warning signs to inform road users of road conditions where warranted.

6.4.4 Roadside Hazard removal

Treat roadside hazards by hazard removal or suitable mitigations.

6.4.5 Pavement strengthening

Suitably strengthen road pavement where necessary to cater for forecast traffic loading.

6.5 Road Safety and Capacity improvement strategy

6.5.1 Road widening

Sealed rural council road standards as described in LGAT standard Drawing TSD – R02 are referenced. Figure 20 summarises recommended road standards from TSD-R02 for the various sections of Porters Bridge Road.

Figure 20 – Proposed Porters Bridge Road Standard

Link	Section	Quarry Operation (KTonne)		AADT (vpd)					Sealed Rural Road Standard			
				Non Quarry	Quarry		Total					
		2024	Prop.	2024	2024	Prop.	2024	Prop.	Existing (m) Seal	Shoulder	Code	Target Code
Walters Quarry		50			40*							
Bauxite Quarry		0			0							
Cresswell Quarry		22.5	80		6**	20**						
Bass Highway to Walters Quarry (1.3km)	0 to 300m Nth of Bass Hwy	72.5	130	113	59	73	172	186	> 6	0.5	S4	S4
	300 to 1100m Nth of Bass Hwy								5.5	0.5	S3	
	Porters Bridge								5.1	NA	S2	
	Walters Quarry access								6	0.5	S4	
Walters Quarry to side road on bend (0.7km)	0 to 150m Nth of Walters	22.5	80	62	13	27	75	89	6	0.5	S4	S3
	150 to 350m Nth of Walters								4.8	0.5	S2	
	350 to 650m Nth of Walters								5.5	0.5	S3	
	Side road bend								6	0.5	S4	
Side road on bend to prop. Bauxite Quarry	(0.8km)	22.5	80	62	13	27	75	89	5.5	0.5	S3	S3
Prop. Bauxite Quarry to Cresswell Quarry	(2.8km)	22.5	80	42	13	27	55	69	5.5	0.5	S3	S3

Sealed Rurual Council Road Code from LGAT Standard Drawing TSD-R02

Road Code	AADT (vpd)	Seal (m)	Shoulder (m)
S2#	30 to 100	4	1 gravel
S3#	100 to 300	5.5	0.5 gravel
S4#	300 to 2000	6	0.5 gravel

* TIA (TCS - 2021)

** TIA (RJK -2025) Peer Reveiwed by TCS -

 # Additonal width is required at horizontal curves in accordance with Austroads Guide to Road Design.

6.5.2 Road widening rationale

From risk management principles, crash risk increases with increased exposure i.e increase vehicle numbers and increased % heavy commercial vehicles especially where roads are narrow and unforgiving i.e little margin for error.

The proposal does increase vehicle numbers, where the existing road is narrow with a typical standard varying between S2 & S3.

S3 is considered a suitable standard North of the 2097 P/M quarry access as the proposed 1994 P/M operation results in a small increase in heavy vehicle traffic of 14 heavy vpd with the following treatment recommended:

- Local widening of the narrow 4.8m wide section to at least 5.5m with 0.5m gravel shoulders, this section is at least 200m long, see Figure 20.

S4 is considered a suitable standard South of the 2097 P/M quarry access for the expected operations, and the following treatments are recommended:

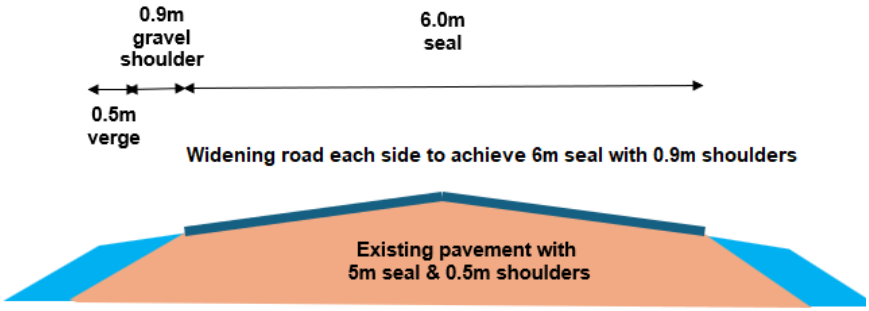
- Mitigation of Porters Bridge with Australian Standard Signage.
- Mitigation of the narrow 5.5m wide section with road narrows signage as the proposal results in a small increase in heavy vehicle traffic of 14 heavy vpd.

Road Standard S4 reduces crash risk between heavy vehicles and other road users. S4 provides the road width and clearance required for heavy commercial vehicles to pass each other. Heavy commercial vehicles i.e. trucks with trailers, track wider than the physical dimensions of the individual truck and trailer due to offset tracking.

Offset tracking between the truck & trailer occurs due to the length of the overall vehicle, linkage and effect of gravity that tends to push trailers away from the road centreline because of the road crossfall, typically 3 to 4% on straight roads. Crossfall is required for drainage.

An option to upgrade Porters Bridge Road to S4 standard is shown in Figure 21. This option does not allow for pavement overlay which may be required subject to geotechnical investigations of insitu CBR and pavement depth.

Figure 21 – Potential Porters Bridge Road Upgrade



This treatment is considered for the 800m staight section from chainge 300 to 1100 as there are culverts with headwall either side of the road and some deep roadside drains that may be an issue .

6.5.3 Road delineation

Pavement marking with B3 Barrier Line and guideposts is recommended as there are no suitable overtaking opportunities and barrier line is an effective device for guiding traffic to trach appropriately especially where there is a high percentage of trucks using the road and no other delineation for road users at night. A seal width of 6m is required to support installation of a B3 Barrier Line.

6.5.4 Improve road signage

Warning Signs

- Dusk to Dawn Wildlife Warning Signs on Porters Bridge Road, see Appendix D.

Regulatory Signs

- Australian Standard signage and pavement markings for Porters Bridge Southern approach, see Appendix C.

6.5.5 Provide pavement strengthening

With increased pavement loading the bearing capacity of the road needs to be checked to determine pavement depth and insitu subgrade CBR.

Insitu CBR and pavement depth are unknown and would require pot holing by a geotechnical consultant to establish. Subject to results of geotechnical assessment, pavement overlay may be required if the subgrade CBR and/or the pavement depth are low.

7. Tas. Planning Scheme – Meander Valley

Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Acceptable Solution A1.1 – **Not applicable** as the relevant roads are not Category 1.

Acceptable Solution A1.2 – *For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

Not applicable as the development site has a current access. **A1.2 is satisfied.**

Acceptable Solution A1.3 **– Not applicable** as no rail network is involved.

Acceptable solution A1.4: *Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:*

(a) The amounts in Table C3.1

(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

A1.4 is not satisfied from Table C3.1 as proposal involves an estimated increase of 14 heavy vpd exceeding the allowable 5 vpd for vehicles longer than 5.5m in length.

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) any increase in traffic caused by the use.

(b) the nature of the traffic generated by the use.

(c) the nature of the road.

(d) the speed limit and traffic flow of the road.

(e) any alternative access to a road.

(f) the need for the use.

(g) any traffic impact assessment; and

(h) any advice received from the rail or road authority.

(a) Any increase in traffic caused by the use:

The increase in traffic due to the proposal is some 14 heavy vpd. The proposed improvement for Porters Bridge Road is upgrading the road standard as follows:

South of the 2097 P/M quarry access:

- Mitigation of Porters Bridge with Australian Standard Signage.
- Widening the narrow 5.5m wide section to 6.0m due to increase in heavy vehicle traffic.

North of the 2097 P/M quarry access:

- Local widening of the narrow 4.8m wide section to at least 5.5m with 0.5m gravel shoulders, this section is at least 200m long, see Figure 20. This lifts the road standard to S3.

(b) The nature of the traffic generated by the use:

Traffic generated will be truck and dog trailer combinations to some 25m in length.

Estimated increase in traffic is 14 vpd (typically truck and dog trailer combinations)

Existing and estimated future traffic is summarised in Figure 20.

(c) the nature of the road:

Most of the road network utilised by the proposal is part of the Tasmanian 26m B Double Network and considered fit for purpose i.e Bass Highway, Meander Valley Road west of Exton on ramp to the Bass Hwy and William Street.

General Access roads include Porters Bridge Road and Meander Valley Road (3.4km East of Exton to William Street) and are considered as follows:

Porters Bridge Road

- The section of the South of the 2097 P/M access has an 800m section with a seal width of 5.5m with minimal shoulder and verge meeting the warrant for widening to LGAT Rural Road Standard S4.
- The Bass Hwy Overpass has a trafficable width of 7.5m with 26m B Double load bearing capacity (SM 1600 Design Loading).
- The slab linked culver structure has a 7m trafficable width.

- Porters Bridge has a trafficable width of 5.1m with 26m B Double load bearing capacity (SM 1600 Design Loading). This bridge is signed as a one lane bridge as the trafficable width is less than 5m and there is a high estimated percentage of commercial traffic i.e. 50%.

Meander Valley Road (3.4km East of Exton to William Street)

- This state road is considered fit for purpose for General Access.

Meander Valley Road/ William Street intersection, Westbury

- This intersection is part of the Tas. 26m B Double network for movements north and east of the intersection. 19m truck & trailer movements between the Western & Northern legs of the intersection are accommodated by the existing intersection.

(d) the speed limit and traffic flow of the road:

The default Sealed Rural Road Speed Limit of 100km/h applies however the speed environment is estimated at 70km/h.

Existing and projected traffic activity levels on the impacted roads are in the low range in terms of impact on traffic capacity.

The increase in commercial vehicle operation however will increase axle loading which could be an issue subject to the bearing capacity of the road. Pavement strengthening may be required subject to insitu CBR assessment.

(e) any alternative access to a road:

There is no viable alternative access

(f) the need for the use.

The use is required for supply of product to market from the 2097 P/M mining lease.

(g) any traffic impact assessment; and

This Quarry Impact Review finds no reason to disallow the proposal subject to:

South of the 2097 P/M quarry access:

- Mitigation of Porters Bridge with Australian Standard Signage.
- Widening the narrow 5.5m wide section to 6.0m due to increase in heavy vehicle traffic.

North of the 2097 P/M quarry access:

- Local widening of the narrow 4.8m wide section to at least 5.5m with 0.5m gravel shoulders, this section is at least 200m long, see Figure 20. This lifts the road standard to S3.

(h) any advice received from the rail or road authority.

No rail infrastructure is impacted by the proposal.

In summary sections of Porters Bridge Road have been identified requiring:

- pavement widening and possibly strengthening
- warning signage and delineation.

It is considered that the proposed roadworks will adequately treat the identified issues.

P1 is satisfied.

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

8. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the impact of the proposed 1994 P/M lease operation expansion from 22.5 to 80 KTonne on Porters Bridge Road, Exton. MVC has requested a Quarry Impact Review to inform decision making on what road upgrade and traffic management requirements are necessary on Porters Bridge Road comparing existing conditions with proposed additional traffic which would be predominately heavy commercial vehicles.

From review of 5 year reported crash history, on site road safety review and Safe System Assessment the following objectives for Porters Bridge Road have been identified:

- Road widening to support road function
- Pavement strengthening based on results of geotechnical investigation
- Road delineation to support road function
- Warning and Regulatory signage to the Australian Standard

The following strategies were identified to achieve the above objectives:

8.1 Road widening

Widen road consistent with LGAT standard for sealed rural roads, see Figure 22.

Figure 22 – Proposed Porters Bridge Road Standard

Link	Section	Quarry Operation (KTonne)		AADT (vpd)					Sealed Rural Road Standard			
				Non Quarry	Quarry		Total					
		2024	Prop.	2024	2024	Prop.	2024	Prop.	Existing (m) Seal	Shoulder	Code	Target Code
Walters Quarry		50			40*							
Bauxite Quarry		0			0							
Cresswell Quarry		22.5	80		6**	20**						
Bass Highway to Walters Quarry (1.3km)	0 to 300m Nth of Bass Hwy	72.5	130	113	59	73	172	186	> 6	0.5	S4	S4
	300 to 1100m Nth of Bass Hwy								5.5	0.5	S3	
	Porters Bridge								5.1	NA	S2	
	Walters Quarry access								6	0.5	S4	
Walters Quarry to side road on bend (0.7km)	0 to 150m Nth of Walters	22.5	80	62	13	27	75	89	6	0.5	S4	S3
	150 to 350m Nth of Walters								4.8	0.5	S2	
	350 to 650m Nth of Walters								5.5	0.5	S3	
	Side road bend								6	0.5	S4	
Side road on bend to prop. Bauxite Quarry	(0.8km)	22.5	80	62	13	27	75	89	5.5	0.5	S3	S3
Prop. Bauxite Quarry to Cresswell Quarry	(2.8km)	22.5	80	42	13	27	55	69	5.5	0.5	S3	S3

Sealed Rurual Council Road Code from LGAT Standard Drawing TSD-R02

Road Code	AADT (vpd)	Seal (m)	Shoulder (m)
S2#	30 to 100	4	1 gravel
S3#	100 to 300	5.5	0.5 gravel
S4#	300 to 2000	6	0.5 gravel

* TIA (TCS - 2021)

** TIA (RJK -2025) Peer Reveiwed by TCS -

 # Additonal width is required at horizontal curves in accordance with Austroads Guide to Road Design.

Proposed traffic safety and transport efficiency improves are identified as follows:

South of the 2097 P/M quarry access:

- Mitigation of Porters Bridge with Australian Standard Signage.
- Widening the narrow 5.5m wide section to 6.0m due to increase in heavy vehicle traffic.

North of the 2097 P/M quarry access:

- Local widening of the narrow 4.8m wide section to at least 5.5m with 0.5m gravel shoulders, this section is at least 200m long, see Figure 20. This lifts the road standard to S3.

8.2 Road signage

Warning Signs

- Dusk to Dawn Wildlife Warning Sign, see Appendix D.

Regulatory Signs

- Australian Standard signage and pavement markings for Porters Bridge Southern approach, see Appendix C.

8.3 Pavement strengthening

Insitu CBR and pavement depth are unknown and would require pot holing by a geotechnical consultant to establish. Pavement overlay may be required subject to the subgrade CBR and/or the pavement depth.

8.4 Impact of proposed strategies on crash risk

The impact of the above strategies is estimated to reduce crash risk on Porters Bridge Road as summarised in Figure 23.



Figure 23 – Impact of proposed strategy on crash risk

Porters Bridge Road Link	Current Road			Target Road		Estimated SSA Crash Risk Reduction (%)
	Seal Width	Code	SSA	Code*	SSA	
Bass Hwy Overpass to 2097 P/M	5.1 to 6.0m	**S3 & S4**	56	**S3* & S4***	32	42.9
2097 P/M Walters Quarry to side road at bend	6.0 to 4.8m	**S2 & S3**	56	**S3***	32	42.9
Side road at bend to 2142 P/M	5.5m Seal	**S3**	28	**S3***	16	42.9
2142 P/M to 1994 P/M	5.5m Seal	**S3**	28	**S3**	28	0.0

S4 - 6m seal, 0.9m gravel shoulders with 0.5m verges & B3 Barrier line for delineation

* with 60km Speed Limit

8.5 Road widening justification

The justification for upgrading Porters Road to S3 on the 200m long and 4.8m section North of access to 2097 P/M is based on the volume of traffic and percentage of heavy vehicle use. Current and proposed traffic is summarised as follows:

- **Current** - 62 LVs & 13 HVs vpd i.e 75**vpd with 39% HVs**

  (1994 P/M lease contributes 50% of the HVs on the road)

- **Proposed** - 62 LVs & 27 HVs vpd i.e 89 **vpd with 30.3 % HVs**

  (1994 P/M lease contributes 74% of the HVs on the road)

Where LVs: Light Vehicles & HVs: Heavy Vehicles.

It is noted that HVs contribute between 30 & 60% of pavement damage to sealed local roads, see Appendix G. Assuming a damage rate of 50% applies on a Porters Bridge Road, the HVs from the 1994 P/M lease are likely to contribute some 37% of the damage to the road.

It is considered fair that the proponent contributes to the recommended roadworks on Porters Bridge Road as the proposal:

- Contributes some 74% of the heavy vehicle traffic on Porters Bridge Road
- Involves heavy traffic operation meeting LGAT rural sealed road standard S3
- Generates operations contributing some 37% of the damage to Porters Bridge Road

8.6 Porters Bridge Road Recommendations:

Undertake geotechnical investigations to establish insitu CBR, pavement depth and what pavement strengthening may be required for Porters Bridge Road.

The following contributions are recommended for improving Porters Bridge Road:

Upgrading South of the 2097 P/M quarry access:

- Mitigation of Porters Bridge with Australian Standard Signage.
- Widening the narrow 5.5m wide section to 6.0m due to increase in heavy vehicle traffic.

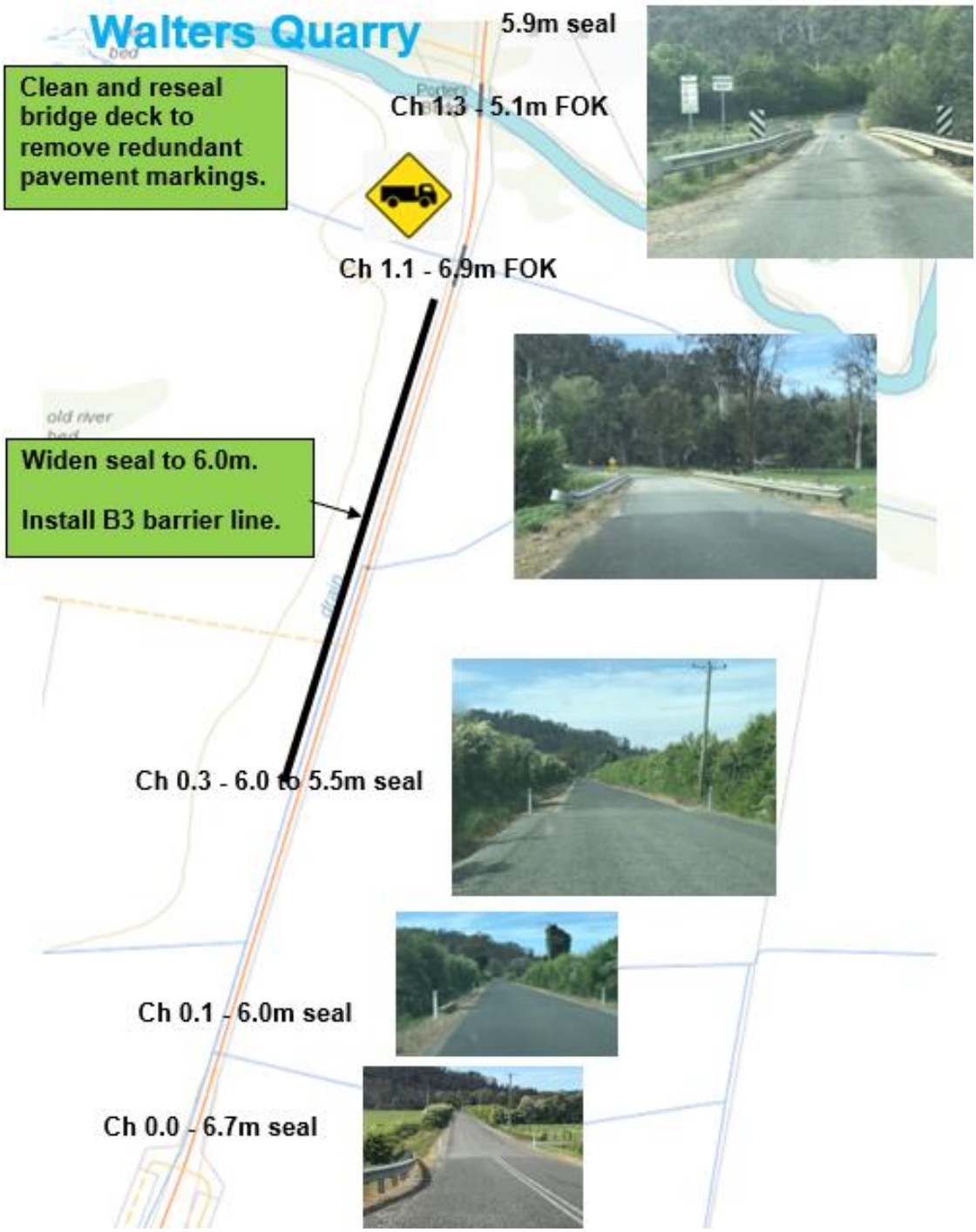
Upgrading North of the 2097 P/M quarry access:

- Local widening of the narrow 4.8m wide section to at least 5.5m with 0.5m gravel shoulders, this section is at least 200m long, see Figure 20.
- Install Dusk to Dawn Wildlife Warning Signs on Porters Bridge Rd, see Appendix D

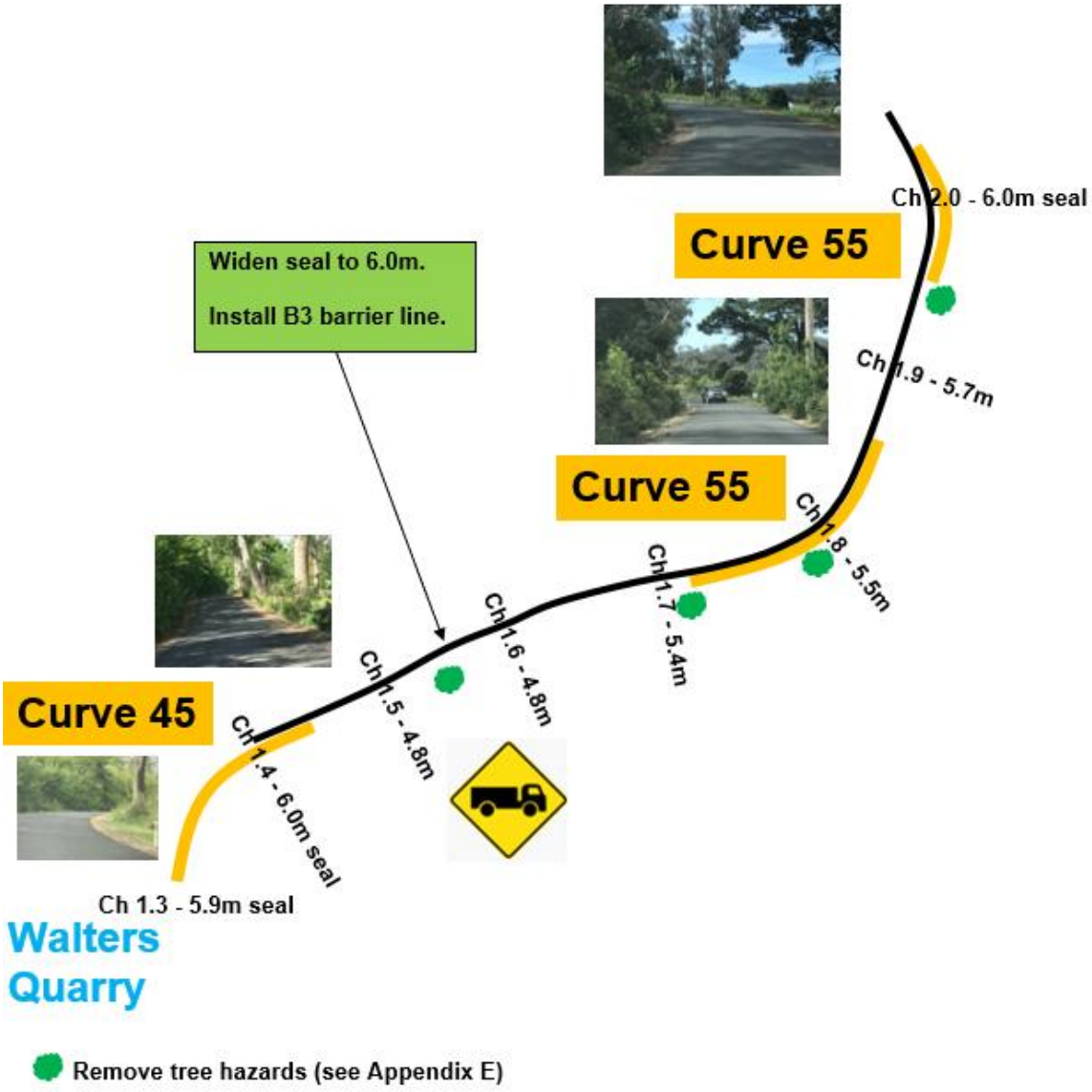
Appendices

Appendix A - Porters Bridge Rd Concept Plans

Appendix A.1 – Bass Hwy to 2097 P/M access (Walters Quarry) - 1.3km



Appendix A.2 – Walters Quarry to side road (0.7km)



Appendix A.3 – Side road to proposed Bauxite Quarry (0.8km)



Appendix A.4 – Bauxite Quarry to Crest (1.4km)



Appendix A.5 – Crest to Cresswell Quarry (1.4km)



Appendix B - Safe System Assessments

Pre Treatment

Safe System Assessment — **Porters Bridge Road (Bass Hwy Overpass to Walters Quarry) 2035 untreated**

		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 179vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	MVR junction, 1,800vpd (2024) no crashes	86vpd commerical vehicles, no crashes	Managed pedestrian activity at Porters Bridge	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score /4	1	1	1	1	1	1	1	
Likelihood	Justification	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	
	Score /4	2	2	2	2	2	2	2	
Severity	Justification (100km/h speed limit)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score /4	4	4	4	4	4	4	4	Total /448
Product	Total Score /64	8	8	8	8	8	8	8	56

Safe System Assessment **Porters Bridge Road (Walters Quarry to side road bend) 2035 untreated**

		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	Justification (AADT 89vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	30vpd at side road, no crashes	27vpd commerical vehicles, no crashes	Negligiblea activity	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	Justification	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	
	Score / 4	2	2	2	2	2	2	2	
Severity	Justification (100km/h speed limit)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score / 4	4	4	4	4	4	4	4	
Product	Total Score /64	8	8	8	8	8	8	8	56

Safe System Assessment **Porters Bridge Road (Side road bend to Bauxite Quarry access) 2035 untreated**

		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	Justification (AADT 89vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	30vpd at side road, no crashes	27vpd commerical vehicles, no crashes	Negligiblea activity	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	Justification	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	
	Score / 4	1	1	1	1	1	1	1	
Severity	Justification (100km/h speed limit)	High Speed	High Speed	High Speed	High Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score / 4	4	4	4	4	4	4	4	28
Product	Total Score /64	4	4	4	4	4	4	4	

Safe System Assessment **Porters Bridge Road (Bauxite Quarry to Cresswell Quarry) 2035 untreated**

		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 69vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	30vpd at side road, no crashes	27vpd commerical vehicles, no crashes	Negligiblea activity	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score /4	1	1	1	1	1	1	1	
Likelihood	Justification	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	
	Score /4	1	1	1	1	1	1	1	
Severity	Justification (100km/h speed limit)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score /4	4	4	4	4	4	4	4	Total /448
Product	Total Score /64	4	4	4	4	4	4	4	28

Post Treatment

Safe System Assessment — **Porters Bridge Road (Bass Hwy Overpass to Walters Quarry) 2035 treated**

		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	Justification (AADT 179vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	MVR junction, 1,800vpd (2024) no crashes	86vpd commerical vehicles, no crashes	Managed pedestrian activity at Porters Bridge	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score /4	1	1	1	1	1	1	1	
Likelihood	Justification	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	Straight road alignment, 5.5 to 6m seal with 0.5m gravel shoulders	
	Score /4	2	2	2	2	2	2	2	
Severity	Justification (60km/h speed limit)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score /4	1	1	1	1	4	4	4	
Product	Total Score /64	2	2	2	2	8	8	8	32

Safe System Assessment **Porters Bridge Road (Walters Quarry to side road bend) 2035 treated**

		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 89vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	30vpd at side road, no crashes	27vpd commerical vehicles, no crashes	Negligiblea activity	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	Justification	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	
	Score / 4	2	2	2	2	2	2	2	
Severity	Justification (60km/h speed limit)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score / 4	1	1	1	1	4	4	4	Total /448
Product	Total Score /64	2	2	2	2	8	8	8	32

Safe System Assessment **Porters Bridge Road (Side road bend to Bauxite Quarry access) 2035 treated**

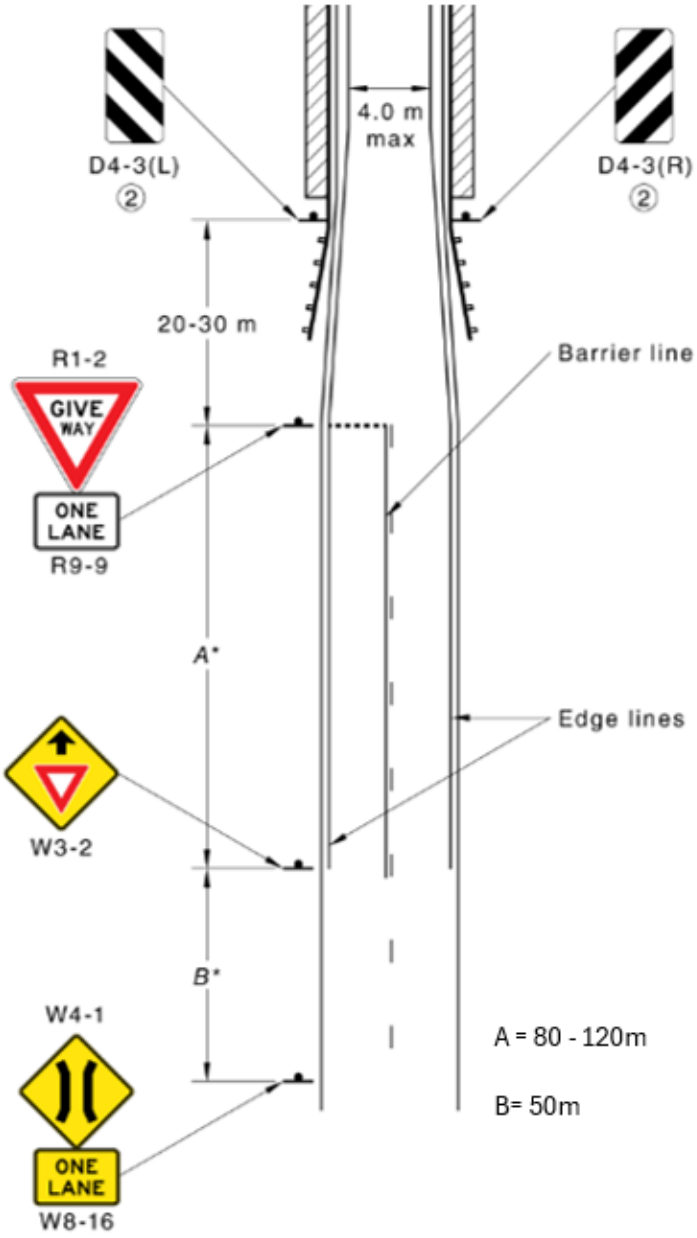
		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	Justification (AADT 89vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	30vpd at side road, no crashes	27vpd commerical vehicles, no crashes	Negligiblea activity	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score /4	1	1	1	1	1	1	1	
Likelihood	Justification	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	
	Score /4	1	1	1	1	1	1	1	
Severity	Justification (60km/h speed limit)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score /4	1	1	1	1	4	4	4	
Product	Total Score /64	1	1	1	1	4	4	4	16

Safe System Assessment — **Porters Bridge Road (Bauxite Quarry to Cresswell Quarry) 2035 treated**

		Run-off-road	Head-on	Intersection	Truck Route	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	Justification (AADT 69vpd)	Low traffic volume, no crash propensity	Low traffic volume, no crash propensity	30vpd at side road, no crashes	27vpd commerical vehicles, no crashes	Negligiblea activity	Low cyclist volumes, no crashes	Low traffic volume, no crashes	
	Score /4	1	1	1	1	1	1	1	
Likelihood	Justification	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	Simple junction layout to suit design vehicle movements e.g truck and dog trailer	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	5.5m seal with 0.5m gravel shoulders	
	Score /4	1	1	1	1	1	1	1	
Severity	Justification (100km/h speed limit)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for motor cyclists	
	Score /4	4	4	4	4	4	4	4	
Product	Total Score /64	4	4	4	4	4	4	4	28

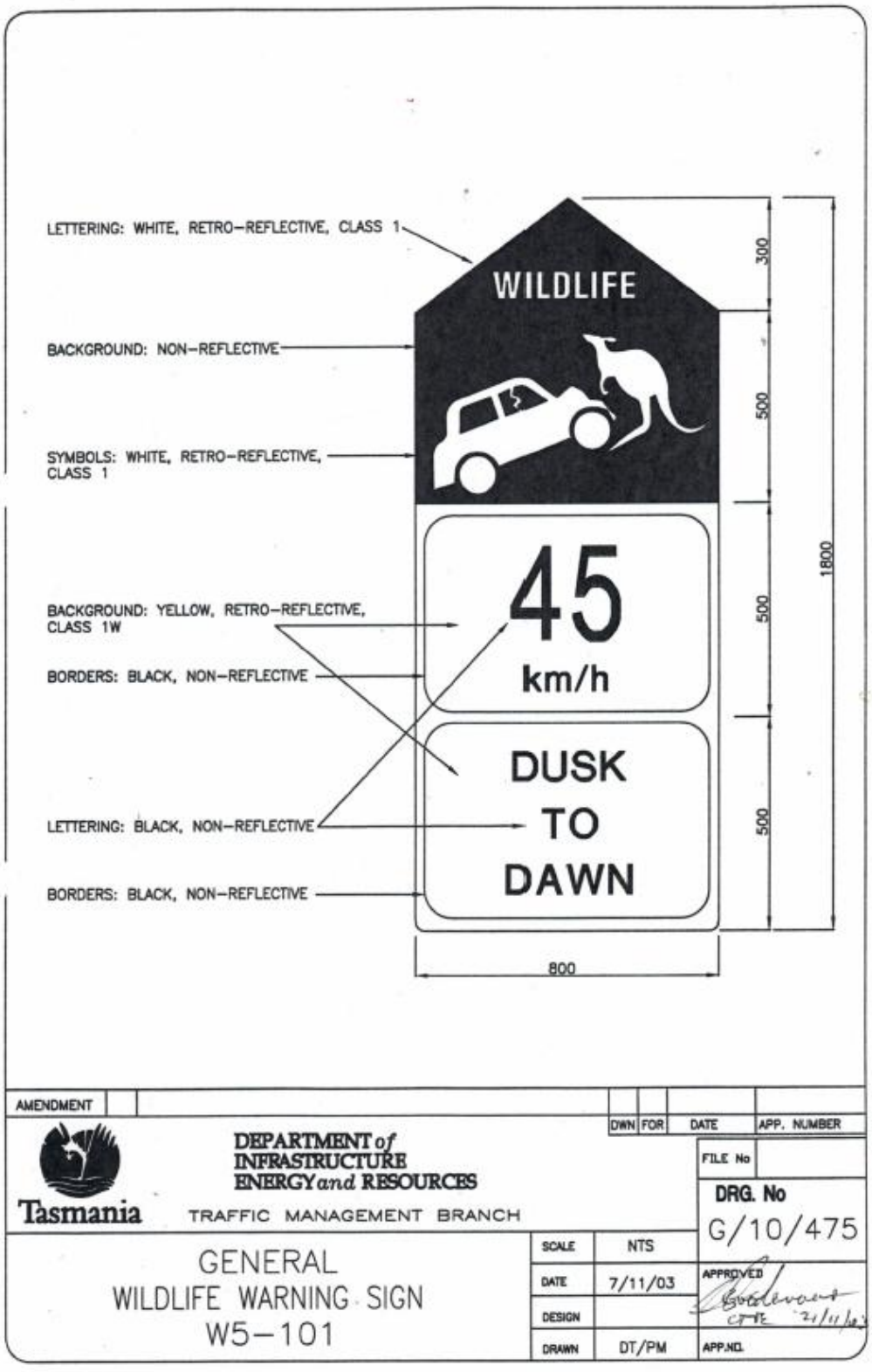
Appendix C - Signs

Australian Standard For two- way road with one way bridge with high % trucks and aadt > 200vpd and bridge width < 5.5m.



Appendix D - Dusk to Dawn Wildlife Warn. Sign




LETTERING: WHITE, RETRO-REFLECTIVE, CLASS 1
BACKGROUND: NON-REFLECTIVE
SYMBOLS: WHITE, RETRO-REFLECTIVE, CLASS 1
BACKGROUND: YELLOW, RETRO-REFLECTIVE, CLASS 1W
BORDERS: BLACK, NON-REFLECTIVE
LETTERING: BLACK, NON-REFLECTIVE
BORDERS: BLACK, NON-REFLECTIVE
WILDLIFE
45
km/h
DUSK
TO
DAWN
300
500
500
500
1800
800
AMENDMENT
DWN
FOR
DATE
APP. NUMBER
Tasmania
DEPARTMENT of INFRASTRUCTURE ENERGY and RESOURCES
TRAFFIC MANAGEMENT BRANCH
FILE No
DRG. No
G/10/475
GENERAL
WILDLIFE WARNING SIGN
W5-101
SCALE
NTS
DATE
7/11/03
APPROVED
DESIGN
DRAWN
DT/PM
APP.NO.

Appendix E - Site Photos

Appendix E.1 – Looking South 100m from Bass Hwy



8m clearance face to face of kerb with 6m seal

Appendix E.2 – Looking North 300m from Bass Hwy



Seal width changes from 6.0m to 5.5m.

Appendix E.3 – Looking North 100m from Walters Quarry



Seal width 6.0m.

Appendix E.4 – Looking North 200m from Walters Quarry



Remove tree, seal width 4.8m.

Appendix E.5 – Looking South 200m from Walters Quarry



Appendix E.6 – Looking North 300m from Walters Quarry



Seal width 4.8m.

Appendix E.7 – Looking North 400m from Walters Quarry



Remove tree,
seal width 5.4m.

Appendix E.8 – Looking North 500m from Walters Quarry



Seal width 5.5m.

Appendix E.9 – Looking South 500m from Walters Quarry



Remove tree,
seal width 5.5m.

Appendix E.10 – Looking North 600m from Walters Quarry



Seal width 5.5m.

Appendix E.11 – Looking North 650m from Walters Quarry



Remove tree,
seal width 5.7m.

Appendix E.12 – Looking North 700m from Walters Quarry



Seal width 6.0m.

Appendix E.13 – Looking North 1.1km from Walters Quarry



Pavement failures.
Seal width 5.5m.

Appendix F - Council Traffic Survey Data

The following tables summarise Council survey data from April 2025.

Location: Porters Bridge Road, 700m Nth of MVR

Count	Vehicles	31-Mar Mon	1-Apr Tues	2-Apr Wed	3-Apr Thur	4-Apr Fri	5-Apr Sat	6-Apr Sun	Weekday April 2025	Week	% Trucks
24 hrs	All	171	222	192	227	190	104	97	200	172	39
	Trucks	75	119	87	96	14	14	8	78	59	
AM Pk	All	14	23	22	20	13	13	11	18	17	48
	Trucks	8	13	11	10	2	2	2	9	7	
PM Pk	All	26	24	15	22	12	12	13	20	18	49
	Trucks	8	15	10	13	3	3	2	10	8	

Location: Porters Bridge Road, 3200m Nth of MVR

Count	Vehicles	31-Mar Mon	1-Apr Tues	2-Apr Wed	3-Apr Thur	4-Apr Fri	5-Apr Sat	6-Apr Sun	Weekday April 2025	Week	% Trucks
24 hrs	All	72	68	92	82	62	62	61	75	71	17
	Trucks	10	17	16	8	13	6	3	13	10	
AM Pk	All	10	9	26	9	6	7	10	12	11	23
	Trucks	2	2	6	2	2	1	2	3	2	
PM Pk	All	9	7	5	10	10	8	12	8	9	29
	Trucks	2	3	2	2	3	2	1	2	2	

Appendix G - Local Road Damage

From engineering inferences and WALGA policy documents, sealed local roads with regular heavy vehicles may cause 30 to 60% of load related pavement damage.

WALGA (2023) Local Government Road Assets & Expenditure report

WALGA: West Australian Local Government Association

13.2. PA\26\0016 – 15 Meander Valley Road, Carrick

Proposal	Multiple dwellings (4 proposed and 1 existing)
Report Author	Nooshin Varikodan Town Planner
Authorised By	Krista Palfreyman Director Development and Regulatory Services
Decision Due	15 April 2026
Decision Sought	It is recommended that the Planning Authority approves this application. *See section titled Planner's Recommendation for further details.*

APPLICANT'S PROPOSAL

Applicant	Honed Architecture + Design
Property	15 Meander Valley Road, Carrick (CT 18938/1)
Description	The applicant seeks planning permission for a multiple dwelling development (4 proposed and 1 existing). *Documents submitted by the Applicant are attached, titled Application Documents.*



Figure 1: Aerial image showing the location and spatial extent of the site (Source: Spectrum Spatial)

PLANNER'S REPORT

Planning Scheme Tasmanian Planning Scheme – Meander Valley (the Planning Scheme)

Zoning General Residential

Applicable Overlay Bushfire prone area, Attenuation code

Existing Land Use Residential

Summary of Planner's Assessment

Generally, multiple dwelling is classed as permitted in this zone (General Residential).

Discretions

For this application, five discretions are triggered. This means the Planning Authority has discretion to approve or refuse the application based on its assessment of:

Clause	Performance Criteria	Standard
8.4.3	P2	Site coverage and private open space for all dwellings (private open space location)
8.4.4	P1	Sunlight to private open space of multiple dwellings
8.4.7	P1	Frontage fences for all dwellings (fence within 4.5m of the frontage)
C2.6.5	P1	Pedestrian access
C9.5.2	P1	Sensitive use within an attenuation area

Before exercising a discretion, the Planning Authority must consider the relevant Performance Criteria, as set out in the Planning Scheme.
See Attachment titled Planner's Advice – Performance Criteria for further discussion.

Performance Criteria and Applicable Standards

This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Scheme.
See Attachments titled Planner's Advice – Performance Criteria and Planner's Advice – Applicable Standards for further discussion.

Public Response

Seven responses (representations) were received from the public. Of these, all are objections.
See Attachment titled Public Response – Summary of Representations for further information, including the Planner's Advice given in response.

Agency Consultation

TasNetworks

The application was referred to TasNetworks. TasNetworks has advised the following:

> *Thank you for your email in regards the development mentioned above.*
>
> *Based on the information provided, the development is not expected to affect TasNetworks' operations.*
>
> *Customers can find more information about connecting power supply on the TasNetworks website Need help finding the right connection? - TasNetworks or by sending an online enquiry via Send us an enquiry - TasNetworks. Please select connections when making the enquiry.*

See Attachment titled Agency Consultation – TasNetworks.

TasWater

The application was referred to TasWater. TasWater provided a Submission to Planning Authority Notice, Reference: TWDA 2025/00882-MVC, dated 27 August 2025.
See Attachment titled Agency Consultation – TasWater.

Department of State Growth

The application was referred to the Department of State Growth for Crown Landowner Consent. The Department of State Growth provided a Crown Landowner Consent Granted, Reference: SRA-25-579, dated 3 February 2026.
See Attachment titled Agency Consultation – Department of State Growth.

Internal Referrals

Infrastructure Services

The proposed 1.8m high solid fence along the driveway raises concerns regarding the visibility of approaching pedestrians using the footpath beside Meander Valley Road. This footpath is directly adjacent to the front boundary of the site. To attain adequate sight lines, it is recommended to condition the internal driveway fence to have at least 30% transparency from 1.2m to 1.8m in height within the first 4.5m from the frontage. This will make the fence compliant with the frontage fence exemption in the Planning Scheme.

Even with this design, objects lower than approximately 1.2m in height may still be difficult to see. As such, it is recommended that a warning sign be installed to alert users exiting the site to watch out for pedestrians. This will help to mitigate the associated safety risk.

The site has adequate frontage for the placement of bins within the nature strip on waste collection days.

There is an existing stormwater lot connection beside the vehicle access to Meander Valley Road. All stormwater will be directed to the stormwater connection point. However, the plans do not clearly demonstrate the overland flow direction following completion of the development. Therefore, it is recommended that the driveway should direct overland flows to Meander Valley Road at the completion of the development.

Additionally, there will be a requirement for the installation of on-site stormwater detention system. The stormwater design, including on-site detention and overland flow will be reviewed at the building/plumbing application stage.

Conditions and notes have been recommended as per the Planners Recommendation below.

Environmental Health

Section C9.0 Attenuation Code of the Tasmanian Planning Scheme – State Planning Provisions includes an attenuated distance of 3,000m for motor racing or performance trials. The proposed development site at 15 Meander Valley Road, Carrick is approximately 600m from the existing Carrick Speedway race track, which has been operating motor racing events since the late 1960s.

A noise assessment was undertaken by Pitt & Sherry in 2018 to support a development application for a subdivision in Charlies Lane, Carrick, located to the immediate south of the speedway site. The report concluded that a residence built on the subdivided site will experience *intrusive noise*, similar to urban traffic noise, however, the impact of the noise may be mitigated by appropriate architectural design and that a modern home built in accordance with the energy efficiency requirements of the National Construction Code of Australia will achieve a very good noise attenuation. Therefore, with such measures in place, the residents of these lots will not be subject to unreasonable emissions of noise while in their home.

The assessment by Pitt & Sherry included noise modelling that extended beyond the subject division site, encompassing the majority of the Carrick township. The Council has obtained permission from the developer of the subdivision to utilise the noise report and modelling in the future when assessing the development of a sensitive use located within the attenuated distance of the speedway. This alleviates the need for each applicant to provide supporting technical information to address the requirements of the Attenuation Code.

The modelling suggests that the likely impact of the noise from the speedway at the proposed development site will be notably reduced [between ~4 db(A) and 14 db(A)] when compared with the subdivided land in Charlies Lane, ie. subject of the noise assessment. Taking these factors into consideration, it can be concluded that the development of a sensitive use at 15 Meander Valley Road, Carrick will not interfere with or constrain the operation of the existing activity (speedway), having regard to its operational characteristics, scale and intensity and degree of hazard or pollution that may be emitted from the activity, together with measures in design and construction of the development which can be taken to mitigate or manage the effects of emissions form the activity.

PLANNER'S RECOMMENDATION TO COUNCIL

The Planning Authority must note the qualified advice received before making any decision, then ensure that reasons for its decision are based on the Planning Scheme.
For further information, see Local Government Act 1993: section 65*, Local Government (Meeting Procedures) Regulations 2025:* Regulation 29(2) *and Land Use Planning and Approvals Act 1993:* section 57.

Planning Authority Recommendation

This application by Honed Architecture + Design, for Multiple dwellings (4 proposed and 1 existing), on land located at 15 Meander Valley Road Carrick (CT 18938/1) is recommended for approval generally in accordance with the Endorsed Plans and recommended Permit Conditions and Permit Notes.

Endorsed Plan

a. Honed Architecture + Design; Dated: 20/1/2026; Project no: 2503; Drawing no: A-DA-01 to A-DA-17, A-DA-20 to A-DA-27; Revision: C.

Permit Conditions

1. Prior to commencement of any works, a Soil and Water Management Plan in accordance with industry best practices detailing the site-specific measures to minimise on-site erosion and the release of sediment or sediment laden stormwater from the site must be implemented and maintained until such time that soil cover is reinstated. A copy of the Soil and Water Management Plan must be made available to the Council upon request. Refer to Note 1.
2. The internal fence within 4.5m of the frontage is to be constructed to provide at least 30% transparency for that part of the fence over 1.2m in height, to a maximum height of 1.8m, to the satisfaction of the Council's Town Planner.
3. Notice of Acceptance from the Land Titles Office must be submitted to the Council confirming the registration of the Final Plan of Survey for the lot (CT 18938/1).
4. Prior to the commencement of any works the following must be completed to the satisfaction of the Council's Town Planner:
    a. An amended plan showing the elevation of the internal fence within 4.5m from the frontage must be submitted for approval, in accordance with Condition 2. Once approved, the plan will be endorsed and will form part of this permit; and
    b. Evidence of Notice of Acceptance from the Land Titles Office must be submitted to the Council in accordance with Condition 3.
5. The vehicle access must be constructed in accordance with the requirements of and to the satisfaction of the Department of State Growth. Refer to Note 2.
6. The parking spaces allocated to the existing dwelling must be clearly dedicated through line marking or incidental signage, to that particular dwelling, to the satisfaction of the Council's Town Planner.
7. The two visitor car parking spaces on the site must be clearly dedicated, through line marking or incidental signage, to the satisfaction of the Council's Town Planner.
8. A *R4-4A Shared Zone* sign nominating a speed limit of 10km/h must be installed within the driveway to the satisfaction of the Council's Town Planner. The sign must be clearly visible to all users (vehicles and pedestrians) and be located at the access to the property from Meander Valley Road, where it is clearly visible at the entry to the site.
9. A warning sign to caution users exiting the site of pedestrians using the footpath within the road reservation must be installed within the site close to the vehicle access, to the satisfaction of the Council's Town Planner.
10. The building, retaining walls, footings, drainage and associated excavation works must be wholly contained within the title boundaries.
11. Stormwater runoff from the driveway and new building areas is to be captured and directed to the existing stormwater connection point within the property boundary so that concentrated or nuisance flows do not cross the property boundaries to adjoining land.

12. Prior to commencement of use the following must be completed to the satisfaction of the Council's Town Planner:
    a. The internal fence within 4.5m of the frontage must be constructed in accordance with Condition 2.
    b. A letter of compliance from the Department of State Growth must be submitted to the Council, confirming that the vehicle access has been constructed in accordance with Condition 5;
    c. The parking spaces must be delineated and dedicated in accordance with Condition 6 and 7; and
    d. The signage must be installed in accordance with Conditions 8 and 9.
13. Any line marking or signage installed to delineate parking spaces must be maintained for the life of the use to the satisfaction of the Council's Town Planner.
14. Removal of signage or line-marking may only occur with the prior written consent of the Council's Town Planner.
15. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2025/00882-MVC attached).

Permit Notes

1. Best practice guidelines for Soil and Water Management (also referred to as Erosion and Sediment Control) are available here:
    a. Tasmanian Guidelines (NRM North) – Soil & Water Management on Building & Construction Sites (www.nrmnorth.org.au).
    b. International Erosion Control Association – Best Practice Erosion and Sediment Control (BPESC) document (www.austieca.com.au).
    c. Tamar Estuary and Esk Rivers (TEER) program – Erosion and sediment control. The fundamentals for development in Tasmania (www.teer.org.au).
    d. Water by design (www.waterbydesign.com.au).
2. Additional consent is required from the Department of State Growth to undertake works within the State Road reservation. Please refer to the Crown Landowner Consent Granted SRA-25-579 for advice regarding the consents required. Written confirmation from the Department of State Growth is required to be submitted to demonstrate that the vehicle access has been constructed to the appropriate standard.
3. Stormwater detention is required for this development. Please see attached letter regarding the provision of detention and the requirements of the Council acting as the Stormwater Authority in accordance with the *Urban Drainage Act 2013*.
4. A compliance statement prepared by the design engineer for the onsite stormwater detention system must be submitted for approval to the satisfaction of the Council's Plumbing Surveyor. The statement must confirm that:
    a. The overland flow path has been constructed as designed;
    b. The onsite stormwater detention system is functioning as intended and has been installed in accordance with AS/NZS 3500.3:2021 – Plumbing and Drainage – Stormwater Drainage and to the satisfaction of the Council's Plumbing Surveyor.
5. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact the Council.

6. This permit takes effect after:
    a. The 14-day appeal period expires; or
    b. Any appeal to the Tasmanian Civil and Administrative Tribunal (TASCAT) is determined or abandoned; or
    c. Any other required approvals under this or any other Act are granted.
7. Planning appeals can be lodged with TASCAT Registrar within 14 days of the Council serving notice of its decision on the applicant. For further information, visit the TASCAT website.
8. This permit is valid for two years only from the date of approval. It will lapse if the development is not substantially commenced. The Council has discretion to grant an extension by request.
9. All permits issued by the Planning Authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Offices on request.
10. If any Aboriginal relics are uncovered during works:
    a. All works to cease within delineated area, sufficient to protect unearthed or possible relics from destruction;
    b. Presence of a relic must be reported to Aboriginal Heritage Tasmania; and
    c. Relevant approval processes for State and Federal Government agencies will apply.

Attachments

1. Public Response – Summary of Representations [**13.2.1** - 11 pages]
2. Representation 1 – C McKaige [**13.2.2** - 5 pages]
3. Representation 2 – A Donovan [**13.2.3** - 2 pages]
4. Representation 3 – L Huggins [**13.2.4** - 2 pages]
5. Representation 4 – J Cunningham [**13.2.5** - 1 page]
6. Representation 5 – C Blackwell [**13.2.6** - 2 pages]
7. Representation 6 – S McKaige [**13.2.7** - 1 page]
8. Representation 7 – M Oliver [**13.2.8** - 5 pages]
9. Planner's Advice – Applicable Standards [**13.2.9** - 23 pages]
10. Planner's Advice – Performance Criteria [**13.2.10** - 13 pages]
11. Application Documents [**13.2.11** - 32 pages]
12. Additional Document – Plan of Survey [**13.2.12** - 3 pages]
13. Agency Consultation – TasNetworks [**13.2.13** - 1 page]
14. Agency Consultation – TasWater [**13.2.14** - 3 pages]
15. Agency Consultation – Department of State Growth [**13.2.15** - 2 pages]

PUBLIC RESPONSE

Summary of Representations

A summary of concerns raised by the public about this planning application is provided below. Seven responses ("representations") were received during the advertised period.

This summary is an overview only, and should be read in conjunction with the full responses (see attached). In some instances, personal information may be redacted from individual responses.

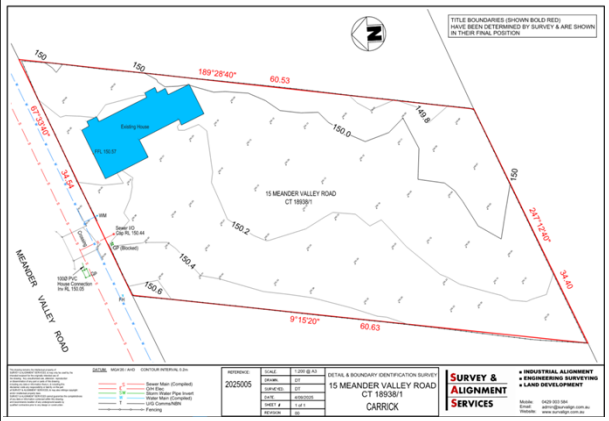
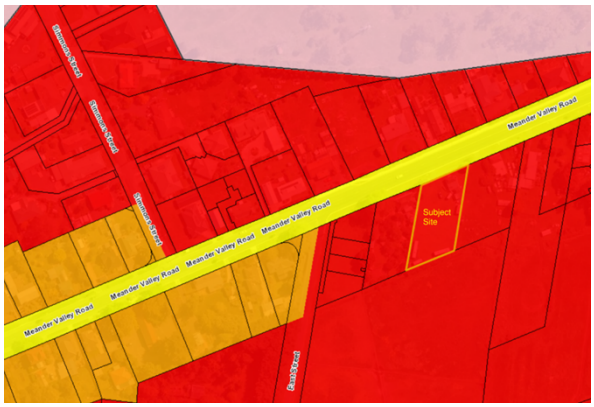
Council offers any person who has submitted a formal representation the opportunity to speak about it before a decision is made at the Council Meeting.

<table>
<tr><th colspan="3">Representations: C McKaige, C Blackwell, S McKaige</th></tr>
<tr><th colspan="2">Concern: Discrepancy in Land Area</th><th>Planner's Response</th></tr>
<tr><td>a.</td><td>The first obvious flaw in the drawings is the quoted land area: 1644m^2 vs. 1771m^2. One would assume a quite significant difference.</td><td rowspan="3">The title document for the subject site (CT 18938/1) records the land area as 1644m^2, with the plan dated 6 September 1982. It is noted, however, that the associated folio plan is marked as "Sketch by way of illustration only", indicating that it was not derived from a formal survey but instead is an illustration only.

The matter was referred to the Land Titles Office for clarification. The response confirmed that "The land comprised in folio of the Register Volume 18938 Folio 1 is the land described in Conveyance No. 57/6282. D18938 is a 'Sketch By Way of Illustration Only Plan' drawn from the verbal (metes and bounds) description in 57/6282. Variations can occur where a verbally described parcel of land is later surveyed."

A recent cadastral survey undertaken by Survey & Alignment Services dated 4 September 2025 identifies the site boundaries as 34.54m (north–northwest), 60.53m (east), 34.40m (south–southwest), and 60.63m (west), resulting in a calculated site area of 1771m^2.

Accordingly, the variation between the title and survey areas reflects the difference between an illustrated plan accompanying the original title documentation rather than an actual ground survey. For assessment purposes, the surveyed dimensions and area</td></tr>
<tr><td>b.</td><td>There appears to be a discrepancy in the land size, the copy of the title shows 1644m^2 however the letter from the architect point 8.4.1 indicates the land size is 1771m^2.</td></tr>
<tr><td>c.</td><td>The first is the apparent discrepancy between the land area cited in the Folio Plan from the Titles Office which gives it as being 1644m^2 and the area given by Honed Architecture in their Land Survey document in which it is given as 1771m^2.</td></tr>
</table>

		are considered to provide the most reliable representation of the existing site. The Plan of Survey will be required to be lodged with the Recorder of Titles Office so that the title can be confirmed prior to the commencement of works. 
Representations: C McKaige, A Donovan, L Huggins, J Cunningham, C Blackwell, S McKaige, M Oliver		
Concern: Density		**Planner's Response**
a.	The next thing that stands out, like the proverbial, is the number of dwellings on the block, including the original building. Whether it's 1644m² or 1771m², it's totally devoid of grass, of trees, a concrete oasis, not people-friendly and certainly not children-friendly. Any suggestions as to where they play? There are already young children playing on the road on 'E' scooters, lacking suitable headwear. Only a matter of time before someone gets killed.	The subject site is located within the General Residential Zone under the Tasmanian Planning Scheme - Meander Valley Local Provisions Schedule. While the site is in proximity to land within the Village Zone to the west, the applicable use and development standards for the subject site and the adjoining properties are those of the General Residential Zone. Multiple dwelling development is a Permitted use in the General Residential Zone. 
b.	Overdevelopment, safety and neighbourhood character. The proposal appears to place an excessive number of dwellings/units on a relatively small site, resulting in a built form that is out of keeping with Carrick's established low-scale, village character. The bulk, scale and intensity of the development are inconsistent with the prevailing detached housing pattern,	Within the General Residential zone, the minimum lot area per dwelling in a

	larger lot sizes and open landscaped setbacks in the immediate area. This level of intensification is likely to erode the existing streetscape, with buildings and hard surfaces dominating the site rather than maintaining the spacious, semi-rural feel that is characteristic of Meander Valley Road and surrounding streets.	multiple dwelling development is 325m^2. Based on the site area of 1771m^2, the proposal for a total of 5 units (including the existing dwelling) complies with the acceptable solution for density requirement. The proposed density for the site is 354.2m^2. In relation to site layout and amenity, the proposal provides private open space and grassed areas accessible to each dwelling. The driveway and access areas are required to be sealed in accordance with the Planning Scheme standards for vehicle access in the General Residential Zone. This treatment ensures safe and durable movement areas while minimising potential impacts on adjoining properties by preventing the generation of dust and debris. With respect to the existing dwelling, it is acknowledged that the building is located within the current frontage setback requirements. However, under the Planning Scheme provisions, existing buildings lawfully constructed prior to the current standards are recognised and may be retained as part of redevelopment. The proposed additional units comply with current setback and building envelope requirements, maintaining adequate separation with the adjoining properties. Each application is considered on its individual merits, having regard to the zoning, use standards, and the relevant performance criteria under the Planning Scheme. The current proposal is for an additional 4 units on the site and it has been assessed against those provisions and is consistent with the intended residential density outcomes for the General Residential Zone. In summary, while the perceived intensity of the development is noted, the proposal complies with the density, setback, and private open space standards of the General Residential Zone. The development is considered to be consistent with the residential development standards and in
c.	Overdevelopment, neighbourhood character and demands on water supply and amenities. The proposal appears to place an excessive number of dwellings/units on a relatively small site, resulting in a built form that is out of keeping with Carrick's established low-scale, village character. The bulk, scale and intensity of the development are inconsistent with the prevailing detached housing pattern, larger lot sizes and open landscaped setbacks in the immediate area. This level of intensification is likely to erode the existing streetscape, with buildings and hard surfaces dominating the site rather than maintaining the spacious, semi-rural feel that is characteristic of Meander Valley Road and surrounding streets.	
d.	Within 150m approximately there will be: 6 units at number 5 5 units at number 15 4 units on the East St corner. Opposite there is an internal block, old Schoolhouse with 2 units. Therefore almost 20 houses plus established housing already there, in that zone on a secondary highway. In my own opinion, the old place needs to come down, and, at a maximum, 2 x 3 bedroom units with some grassed area would be more acceptable.	

e.	Excessive number of dwellings on a block which is too small. Regardless of the correct land size, it remains too small for this number of dwellings. Alternatively, the number of dwellings at this site should be limited to two only. Small and considered development should be the main consideration for our historic village. The draft report from this forum clearly indicates that one of the things residents value most about Carrick is the type of housing options as well as preservation of Carrick's rich heritage. The forum also indicated (55.67%) of respondents think that the maximum number of dwellings on a 1000m^2 block should be 2 in the general residential area. How can Council say they are listening but then allow developments such as this one continue to be brought to Council and approved or amended with no consideration to concerns raised?	accordance with the Planning Scheme objectives.
f.	Approve a development at 15 Meander Valley Road if you must, but surely it can be for 2 units with some green space instead of just another 4 brick boxes surrounded by concrete!	
g.	The proposal plans to place an excessive number of dwellings on a residential block that is out of keeping with Carrick's established low-scale, village character and appears to be non-compliant. The applicant's response to a large number of the Development Standards for Dwellings is 'We believe we comply'. This includes the frontage setback and notes the existing residence is located/built within the frontage setback.	

Representations: C McKaige, A Donovan, L Huggins, J Cunningham, C Blackwell, S McKaige		
Concern: Traffic and Parking		**Planner's Response**
a.	The next issue is parking. If each unit has three bedrooms, why are there only one or two car parks? I presume additional cars will be forced to park in the street, causing problems for people entering Meander Valley Road from East Street.	Representors have raised concern that the proposed development will generate additional traffic movements and on-street parking, adversely affecting safety and amenity along Meander Valley Road and East Street. Under the Planning Scheme requirements for the General Residential Zone, the parking standards are as follows: **Two (2) spaces per dwelling** *If a 2 or more-bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)* **Visitor parking** for multiple dwellings: *1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul--de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)* The proposed development provides two parking spaces for each dwelling, consistent with the requirements of the scheme, and two additional visitor car parking spaces within the site. Accordingly, the proposal fully satisfies the parking standards and does not rely on on-street parking to meet the required provision. To address the car space dimension, each parking space has been designed to accommodate a standard B85 vehicle (85th percentile) in accordance with Australian Standard AS2890.1. In terms of vehicle access, the proposal includes widening of the existing crossover to Meander Valley Road. This modification will allow all vehicles to enter and exit the site in a forward direction, ensuring adequate sightlines, manoeuvrability, and safety for both vehicles and pedestrians.
b.	Meander Valley Road already carries a significant volume of traffic, including heavy vehicles and throughtraffic. Adding multiple new dwellings on this site will increase vehicle movements and turning movements to and from the property. I am concerned that this will worsen congestion and create additional conflict points on the road. Increase risks for pedestrians, particularly children and older residents, who need to cross or walk along the road. Lead to more onstreet parking when the development does not provide sufficient onsite car parking for residents and visitors. Given the existing traffic conditions, any additional demand generated by an intensive development on this site has the potential to adversely affect road safety and the amenity of nearby residents.	
c.	Traffic safety and parking impacts Meander Valley Road already carries a significant volume of traffic, including heavy vehicles and through-traffic. Adding multiple new dwellings on this site will increase vehicle movements and turning movements to and from the property. I am concerned that this will: Worsen congestion and create additional conflict points on the road; Increase risks for pedestrians, particularly children and older residents, who need to cross or walk along the road; Lead to more on-street parking if the development does not provide sufficient on-site car	

	parking for residents and visitors. Given the existing traffic conditions, any additional demand generated by an intensive development on this site has the potential to adversely affect road safety and the amenity of nearby residents.	A planning permit condition will also require the installation of shared space signage within the premises to reinforce low-speed vehicle movement and pedestrian safety while entering and exiting the site. Meander Valley Road is under the jurisdiction of the Department of State Growth (DSG). The application was referred to DSG for assessment, and the Department provided advice regarding the appropriate crossover and access design standards. No objection was raised to the proposed development subject to compliance with these standards. **Conclusion:** The development provides adequate on-site parking and manoeuvring arrangements in accordance with the Planning Scheme requirements. The concern regarding on-street parking is acknowledged; however, the proposed development satisfies the Planning Scheme requirements and does not rely on on-street parking spaces. With the inclusion of access improvements and the installation of shared space signage, the proposal is not expected to result in any unreasonable impact on the safety or efficiency of the surrounding road network.
d.	Opposite my back gate in Simmons Street is a family of 5, all driving, all have cars, some of which are parked on the 'nature strip'. Therefore, I consider parking will be an issue if buyer/renters have big 4wd.	
e.	This proposal for 4 units on another small block will no doubt result in on street parking which is a safety issue for vehicles trying to exit East Street and will create an even more hazardous intersection as there is already a 4 unit block on the Corner of Meander Valley Road & East Street.	
f.	I find the turning circle diagram, DA20, a particular worry. A Honda HRV is 4345m long, while a Ford Ranger is 5370m long. The width between the fronts of the units is 3287m at its narrowest. Even in a smaller car getting out of the garage would involve a lot of moves. Parking in the garages could be a tight squeeze for larger cars as the laundry is in the garage as well. And the visitor car parking areas look very tight indeed. We already have a traffic issue in Carrick, particularly at the intersection of Meander Valley Road and East Street where visibility is already poor due to parking on both Meander Valley Road and both sides of East Street. I have witnessed several near misses, particularly with large vehicles. Given the tightness of parking outlined in the above units, I envisage that a lot more people will park on Meander Valley Road, thus adding to the risk of accidents occurring.	

Representations: A Donovan, L Huggins, M Oliver		
Concern: Privacy		**Planner's Response**
a.	The proposed layout and building envelope appear likely to cause loss of privacy to neighbouring properties, especially outdoor areas facing directly into adjoining backyards and living areas.	Representors have raised concerns that the proposed development may result in overlooking, loss of privacy and sunlight, and a general reduction in amenity for neighbouring properties. These concerns primarily relate to the proposed building layout and proximity to adjoining land. The proposed development complies with the relevant setback and building envelope requirements of the General Residential Zone under the Planning Scheme. The development provides a minimum setback of 1.5m from the side and rear boundaries. These setbacks ensure sufficient separation between dwellings and adjoining properties for privacy, light, and ventilation in the zone, consistent with the established development in the area. The proposed development is limited to single storey buildings, with no upper storeys, balconies, or elevated decks proposed. This substantially reduces the potential for direct overlooking of neighbouring backyards or habitable rooms and maintains an appropriate level of privacy. In relation to overshadowing, the proposed buildings are contained entirely within the acceptable building envelope defined by the Planning Scheme. As such, the development is not expected to result in unreasonable overshadowing of adjoining private open spaces or habitable rooms. Overall, the proposal achieves compliance with the Planning Scheme standards for privacy and building envelope standards. The proposed development will not cause an unreasonable loss of privacy, sunlight, or amenity to neighbouring properties or within the development itself.
b.	Privacy, overshadowing and loss of amenity. The proposed layout and building envelope appear likely to cause overlooking and loss of privacy to neighbouring properties, especially if upper-storey windows, balconies or raised outdoor areas face directly into adjoining backyards and living areas. Depending on the height and proximity of the new buildings to boundaries, there is also a risk of unreasonable overshadowing of neighbouring gardens and private open spaces, reducing sunlight access and the ability of residents to enjoy their properties.	
c.	The proposed layout and building envelope appear likely to cause overlooking and loss of privacy to prospective owners / residents of the proposed dwellings. Sunlight to private open space of the multiple dwellings is impacted by the layout of the complex and proximity to fences.	

Representations: A Donovan, L Huggins, S McKaige		
Concern: Landscape		**Planner's Response**
a.	From the information available, the proposal seems to provide limited deep-soil landscaping and insufficient room for the retention or planting of substantial trees. This will intensify the visual bulk of the development and reduce the green, vegetated character of the area. A more generous landscaping response with meaningful tree planting is needed to soften the development and help it fit within the existing environment.	The concern regarding the apparent lack of vegetation and limited opportunity for substantial tree planting is noted. The proposed development provides private open space and grassed areas accessible to each dwelling, primarily located at the rear of the buildings, ensuring a reasonable level of outdoor amenity for future occupants. The common areas, including the driveway and internal accessway, incorporate landscaped borders. The driveway and access areas are required to be sealed in accordance with the Planning Scheme standards for vehicle access within the General Residential Zone. The submitted plans show landscaped areas along the internal driveway and common boundaries. This will assist in reducing visual bulk and improving the appearance of the residential character.
b.	Any removal of mature trees on the site will diminish local biodiversity, shade and visual amenity, and should be carefully considered and, where possible, avoided. A more generous landscaping response with meaningful tree planting is needed to soften the development and help it fit within the existing environment.	
c.	In the plans vegetation is shown and a list of possible plants provided. I can't see how there would be room for anything but a minute species. Given the units already built in Carrick, which are largely devoid of any vegetation and with outside space appearing to consist of great swathes of concrete, I cannot see how these would be any different.	
Representations: C McKaige, A Donovan, L Huggins, J Cunningham, C Blackwell		
Concern: Infrastructure		**Planner's Response**
a.	Infrastructure is another issue the council seems to overlook. Water pressure has decreased significantly in recent years. What about sewerage, telecommunications, etc.? Internet coverage is marginal, to say the least.	As part of the planning assessment process, the application was referred to TasWater in accordance with the statutory requirements. TasWater has issued a Submission to Planning Assessment Notice (SPAN) outlining specific conditions to ensure

b.	An intensive multi-unit development will have to place additional pressure on local infrastructure, including water pressure, stormwater drainage, sewerage, and on-street parking. Without adequate upgrades or careful design, increased stormwater runoff from additional hard surfaces could worsen local flooding or drainage issues on neighbouring properties or in the street.	water and sewerage infrastructure requirements. Compliance with TasWater's conditions is required prior to connection and will be included as part of the Planning Permit. In relation to stormwater management, the development must include a stormwater detention system designed to capture and control runoff within the site. This system will be required to be designed to the satisfaction of Council's Director Infrastructure Services, ensuring that stormwater is appropriately managed and will not adversely impact adjoining properties or contribute to offsite flooding or drainage issues. Matters relating to telecommunications and mobile network coverage fall outside the scope of the planning assessment and are not regulated under the Planning Scheme. Similarly, power supply and service reliability are matters managed by the relevant network provider (TasNetworks). The application was referred to TasNetworks and there were no concerns raised.
c.	An intensive multi-unit development may place additional pressure on local infrastructure, including stormwater drainage, sewerage, and on-street parking. Carrick Village residents are already suffering with abysmal water pressure and adding extra housing is placing further increasing demands on our already failing water supply. Without adequate upgrades or careful design, increased stormwater runoff from additional hard surfaces could worsen local flooding or drainage issues on neighbouring properties or in the street.	
d.	Taswater: very poor water pressure already. How is sewerage infrastructure coping? Tasnetworks/Aurora: many power outages late evenings in winter months. Mobile phone reception: poor. There are very few services in Carrick. No bus, (only Kinetic). No shop, only P.O., Service Station with limited supplies, and hotel.	
e.	Water pressure is an issue as many residents experience low to no water pressure and the sewerage system will eventually not cope. Carrick streets, built many years ago were not designed to carry the massive increase in traffic we now experience. There are too many of these high density living areas crammed into small spaces full of	

	concrete with barely a blade of grass and absolutely no trees which take over the streetscape and ruin it completely. From an environmental perspective, multiple roofs and concrete only create a hot environment and the lack of trees or greenspace is a serious issue.	
Representations: M Oliver		
Concern: Fence		**Planner's Response**
a.	The current residence has an existing frontage fence. The proposal includes a replacement frontage fence and new fencing dividing each dwelling from the others that may not comply.	The proposed frontage fence along the front boundary complies with the exemption provisions under the Planning Scheme and therefore does not require further assessment. Within the site, fences adjacent to the driveway and between dwellings are proposed at a height of 1.8m and constructed as solid fencing. These fences provide privacy between dwellings and to screen vehicle movements along the internal driveway. The internal dividing fences between the individual dwellings are also proposed to be 1.8m in height. Transparency requirements do not apply to internal fencing under the Planning Scheme. Overall, the proposed fencing complies with the relevant provisions of the Planning Scheme and is considered reasonable in achieving privacy separation and visual screening within the development.
Representations: M Oliver		
Concern: Planning notice		**Planner's Response**
a.	Please note we have taken a keen interest in this property since the architect's sign was attached to the front fence last year. At no time have we seen a copy of the development application notice displayed on the front of the property.	A planning notice was displayed on the site in accordance with statutory requirements, as shown in the image below dated 6 February 2026.

Note: The planning application was advertised in the Examiner Newspaper and displayed on Council's website for a statutory period of 14 days from 7 February 2026 to 23 February 2026. A planning notice was also placed on the property.

From: "MVC Website" <donotreply@mvc.tas.gov.au>
Sent: Sat, 07 Feb 2026 11:00:04 +1100
To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Subject: A new submission was made on " Feedback or Complaints " [redacted]

A user submission has been made on the "Feedback or Complaints" form on Meander Valley Council at 2026-02-07 11:00:04

Their submission details are:

I would like to submit

- A complaint

Please provide details below:
More crap modern pocket handkerchief houses going up in Carrick, No 15 Meander Valley Road. It's just greed, no concern for this once historic village. If you owned a 4 WD, it wouldn't fit in the proposed garage. Who comes up with these hair brained schemes?

You can also upload a file to support your feedback. It's best if you can try to keep your file size to about 5MB
No response.

Your given name/s
[redacted]

Your last name/surname
[redacted]

Your contact phone number
[redacted]

Your contact email address
[redacted]

The personal information that Council collects from you is deemed personal information for the purposes of the Personal Information Protection Act 2004 and is managed in accordance with Meander Valley Council's Personal Information Protection Policy (Policy Number 67). Council will only collect, use and disclose personal information as required to perform its functions and activities, and as permitted or required by law, this includes (but is not limited to) disclosure for the purpose of law enforcement and in response to a serious threat to an individual's life, health, safety or welfare; or public health or public safety. Where necessary, additional personal information may be requested or required to support Council's commitment to providing an effective service to its customer and stakeholders or to deliver a specific type of service. You may also make an application to access or to amend your personal information held by Council. If you wish to raise a concern or a complaint about the collection, handling or management of your personal information, Council's Customer Service Charter is published on Council website and is available for inspection at Council's customer service office. Please direct any enquiries regarding your

personal information in writing to: General Manager, Meander Valley Council, PO Box 102, Westbury, TAS 7303. Complaints can also be lodged externally with the Tasmanian Ombudsman.

Document Set ID: 2298052
Version: 1, Version Date: 09/02/2026

From: "[redacted]" <[redacted]>
Sent: Sun, 22 Feb 2026 14:19:06 +1100
To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Cc: "[redacted]" <[redacted]>
Subject: Planning and Development PA\26\0016
Attachments: Carrick Development Plan PA.doc

[redacted]

AN OBJECTION

Document Set ID: 2307267
Version: 1, Version Date: 23/02/2026

Carrick Development Plan PA\26\0016 Objection

Dear Sir,
Regarding the proposed development above, 15 Meander Valley Road, Carrick.

Yet another development by money-grabbing developers and, equally, by a money-grabbing council whose main intention is to destroy the once-historic village of Carrick and turn it into just another suburb.

For starters, looking at the proposal, the first obvious flaw in the drawings is the quoted land area: 1644 m2 vs. 1771 m2. One would assume a quite significant difference.

The next thing that stands out, like the proverbial, is the number of dwellings on the block, including the original building,

Whether it's 1644 or 1771 square metres, it's totally devoid of grass, of trees, a concrete oasis, not people-friendly and certainly not children-friendly. Any suggestions as to where they play? There are already young children playing on the road on 'E' scooters, lacking suitable headwear. Only a matter of time before someone gets killed.

The next issue is parking. If each unit has three bedrooms, why are there only one or two car parks? I presume additional cars will be forced to park in the street, causing problems for people entering Meander Valley Road from East Street.

The 'new build' at the corner of East Street and MVR (as suggested in a previous complaint but ignored) has been the subject of a few near misses involving cars parked on both verges near the corner. The afternoon school bus often struggles to negotiate the corner. More parked cars will only compound the problem in this area.

Infrastructure is another issue the council seems to overlook. Water pressure has decreased significantly in recent years. What about sewerage, telecommunications, etc.? Internet coverage is marginal, to say the least.

I hope PA\26\00016 is just an ambit claim, and that nobody in their right mind would go ahead with this ridiculous idea, but then again, who am I to disagree with the future development of Carrick?

Most residents live in Carrick for its quiet, peaceful village life and its history, particularly the Reibey, Monds and O'Connor families of the past. Why are the council and the planning department signing off on destroying the heritage of Carrick? One only has to look at the development in Westbury, but Westbury doesn't have the history that Carrick once had. So if the council wants to build more little boxes, build them in Westbury, where plenty of land is available, and leave Carrick the village it once was. Or are we too late?

[redacted]

From: "[redacted]" <[redacted]>
Sent: Tue, 17 Feb 2026 23:52:51 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Proposed development at 15 Meander Valley Rd Carrick. Tas (PA\26\0016)

[redacted]

Dear Sir/Madam,

I am writing to lodge a formal representation objecting to the proposed development at 15 Meander Valley Road, Carrick . I am a resident of Meander Valley Rd and my property is located directly opposite the site. I am directly affected by the proposal and have serious concerns about its impacts on the amenity, character and safety of the area.

My key concerns are : Overdevelopment, safety and neighbourhood character.

The proposal appears to place an excessive number of dwellings/units on a relatively small site, resulting in a built form that is out of keeping with Carrick's established low-scale, village character. The bulk, scale and intensity of the development are inconsistent with the prevailing detached housing pattern, larger lot sizes and open landscaped setbacks in the immediate area. This level of intensification is likely to erode the existing streetscape, with buildings and hard surfaces dominating the site rather than maintaining the spacious, semi-rural feel that is characteristic of Meander Valley Road and surrounding streets.

Meander Valley Road already carries a significant volume of traffic, including heavy vehicles and through-traffic. Adding multiple new dwellings on this site will increase vehicle movements and turning movements to and from the property. I am concerned that this will worsen congestion and create additional conflict points on the road. Increase risks for pedestrians, particularly children and older residents, who need to cross or walk along the road. Lead to more on-street parking when the development does not provide sufficient on-site car parking for residents and visitors. Given the existing traffic conditions, any additional demand generated by an intensive development on this site has the potential to adversely affect road safety and the amenity of nearby residents.

The proposed layout and building envelope appear likely to cause loss of privacy to neighbouring properties, especially outdoor areas facing directly into adjoining backyards and living areas.

From the information available, the proposal seems to provide limited deep-soil landscaping and insufficient room for the retention or planting of substantial trees. This will intensify the visual bulk of the development and reduce the green, vegetated character of the area.

A more generous landscaping response with meaningful tree planting is needed to soften the development and help it fit within the existing environment.

An intensive multi-unit development will have to place additional pressure on local infrastructure, including water pressure, stormwater drainage, sewerage, and on-street parking. Without adequate upgrades or careful design, increased stormwater runoff from additional hard surfaces could worsen local flooding or drainage issues on neighbouring properties or in the street.

I respectfully submit that the proposal, in its current form, represents an overdevelopment of the site and will have an unreasonable impact on the amenity, character and safety of the surrounding area.
I therefore request that Council : Refuse the application or, if Council is minded to approve it, require substantial amendments to reduce the intensity of development (including fewer units), increase setbacks, improve privacy, provide more meaningful landscaping and ensure safe access, parking and traffic arrangements.
More families want to move to Carrick and attend our local Hagley Farm Primary School. Families do not want to be crammed into tiny concrete units that are packed in like sardines. I would welcome a proposal that was simply "less greedy", that had a more realistic approach of one or two spacious dwellings.
I would appreciate being kept informed of any further information, changes to the proposal, and of Council's decision on this application. I would also welcome the opportunity to attend and, if permitted, address any Council meeting at which this application is considered.Thank you for considering my representation.
Yours faithfully,
[redacted]
Sent from Android device

Document Set ID: 2303958
Version: 1, Version Date: 18/02/2026

From: "[redacted]" <[redacted]>
Sent: Tue, 17 Feb 2026 21:26:33 +1100
To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Subject: Representation – Proposed development at 15 Meander Valley Road, Carrick TAS 7291

[redacted]
MEANDER VALLEY CARRICK

Opposition of proposed development at 15 meander valley road Carrick.

To whom it may concern, I am writing to lodge a formal representation objecting to the proposed development at 15 Meander Valley Road, Carrick. I am a resident of meander valley Rd, Carrick and my property is located just up from the old mill, across the bridge from the pub and main village. I am directly affected by the proposal and have serious concerns about its impacts on the amenity, character and safety of the area. My key concerns are: Overdevelopment, neighbourhood character and demands on water supply and amenities.
The proposal appears to place an excessive number of dwellings/units on a relatively small site, resulting in a built form that is out of keeping with Carrick's established low-scale, village character. The bulk, scale and intensity of the development are inconsistent with the prevailing detached housing pattern, larger lot sizes and open landscaped setbacks in the immediate area.
This level of intensification is likely to erode the existing streetscape, with buildings and hard surfaces dominating the site rather than maintaining the spacious, semi-rural feel that is characteristic of Meander Valley Road and surrounding streets. Traffic safety and parking impacts
Meander Valley Road already carries a significant volume of traffic, including heavy vehicles and through-traffic. Adding multiple new dwellings on this site will increase vehicle movements and turning movements to and from the property. I am concerned that this will: Worsen congestion and create additional conflict points on the road. Increase risks for pedestrians, particularly children and older residents, who need to cross or walk along the road. Lead to more on-street parking if the development does not provide sufficient on-site car parking for residents and visitors. Given the existing traffic conditions, any additional demand generated by an intensive development on this site has the potential to adversely affect road safety and the amenity of nearby residents. Privacy, overshadowing and loss of amenity
The proposed layout and building envelope appear likely to cause overlooking and loss of privacy to neighbouring properties, especially if upper-storey windows, balconies or raised outdoor areas face directly into adjoining backyards and living areas.
Depending on the height and proximity of the new buildings to boundaries, there is also a risk of unreasonable overshadowing of neighbouring gardens and private open spaces, reducing sunlight access and the ability of residents to enjoy their properties.Inadequate landscaping and loss of vegetation
From the information available, the proposal seems to provide limited deep-soil landscaping and insufficient room for the retention or planting of substantial trees. This will intensify the visual bulk of the development and reduce the green, vegetated character of the area.
Any removal of mature trees on the site will diminish local biodiversity, shade and visual amenity, and should be carefully considered and, where possible, avoided. A more generous landscaping response with meaningful tree planting is needed to soften the development and help it fit within the existing environment. Infrastructure and servicing capacity
An intensive multi-unit development may place additional pressure on local infrastructure, including stormwater drainage, sewerage, and on-street parking. Carrick Village residents are already suffering with abysmal water pressure and adding extra housing is placing further increasing demands on our already failing water supply. Without adequate upgrades or careful design, increased stormwater runoff from additional hard surfaces could

worsen local flooding or drainage issues on neighbouring properties or in the street. Requested outcome, For the reasons outlined above, I respectfully submit that the proposal, in its current form, represents an overdevelopment of the site and will have an unreasonable impact on the amenity, character and safety of the surrounding area. I therefore request that Council: Refuse the application; or, if Council is minded to approve it, Require substantial amendments to reduce the intensity of development (including fewer units), increase setbacks, improve privacy, provide more meaningful landscaping and ensure safe access, parking and traffic arrangements. I would appreciate being kept informed of any further information, changes to the proposal, and of Council's decision on this application. I would also welcome the opportunity to attend and, if permitted, address any Council meeting at which this application is considered. Thank you for considering my representation. Yours faithfully, an incredibly concerned resident, [redacted]

Document Set ID: 2304608
Version: 1, Version Date: 18/02/2026

From: "[redacted]" <[redacted]>
Sent: Wed, 18 Feb 2026 16:22:52 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: 15 Meander Valley Rd, Carrick.

Dear General Manager/planning Department
I wish to object to the plans put forward for development at above address.
Within 150mt approximately there will be
6 units at number 5
5 units at number 15
4 units on the East St corner.
Opposite there is internal block, old Schoolhouse with 2 units, therefore
Almost 20 houses plus established housing already there, in that zone on a secondary highway.
Other objections.
1. Taswater, very poor water pressure already. How is sewerage infrastructure coping?
2. Tasnetworks/Aurora, many power outages late evenings in winter months.
3. Mobile phone reception - poot.
Internet very slow, unless you can affod the better ones.
There are very few services in Carrick.
No bus, (only Kinetic)
No shop, only P.O. Service Station with limited supplies, and hotel.
There seems to be no allowance for couples, singles, or families with children or dogs. Shut in a house all the time. Ambo or Fire access to back units very poor. Nowhere to plant a tree.
I with to attend the Council Meeting where this will be brought up. We just need 1 spokesperson to speak for those of us who attend.
I know we need housing, I have a grandson with partner, son, daughter and a dog, none of this housing is suitable for them. A step daughter, unable to get housing as developers are stepping in and offering high prices, who is being outpriced by 'developers' she has had the opportunity to buy private, the owner was offered far more by a developer, as there is room for a unit in backyard (behind me). The seller has opted for a lower price to a couple who need space.
In my own opinion, the old place needs to come down, and, at a maximum, 2 x 3 bedroom units with some grassed area would be more acceptable.
Opposite my back gate in Simmons St. is a family of 5, all driving, all have cars, some of which are parked on the 'nature strip'. Therefore I consider parking will be an issue if buyer/renters have big 4wd.
Thankyou for the time you take to read this, and hope this makes my feelings understood.
Yours sincerely,
[redacted]

From: "[redacted]" <[redacted]>
Sent: Sun, 22 Feb 2026 10:19:53 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Cc: "Anne-Marie Loader" <Anne-Marie.Loader@mvc.tas.gov.au>;"Rodney Synfield" <Rodney.Synfield@mvc.tas.gov.au>;"Ben Dudman" <Ben.Dudman@mvc.tas.gov.au>
Subject: Advertised Development PA\26\0016

Dear Sir/Madam

I write in regard to concerns about the above. Meander Valley Council seems held bent on allowing development to turn this particular area of Meander Valley Road/East Street & Liffey Street into an eye-sore of over-crowded concrete living areas.

This proposal for 4 units on another small block will no doubt result in on street parking which is a safety issue for vehicles trying to exit East Street and will create an even more hazardous intersection as there is already a 4 unit block on the Corner of MV Road & East Street.

We live within 100 metres of the site and experience issues every day, whether it is multiple vehicles parked on East Street obstructing traffic flow, or witnessing the school bus having to negotiate a path between these vehicles and oncoming vehicles. Our view at times is affected by stationary vehicles in this area impeding our ability to exit our property safely as we have to move onto the roadway to gain clear view .

I requested that the yellow line be extended to the driveway between the 2 unit blocks as vehicles parking on the street are actually on the roadway. This did not meet Council approval so apparently safety is no issue!

Feedback from the last year's community forum established some key community priorities such as (but not limited to):

- Preserve and celebrate Carrick's historic village character and buildings.
- Encourage moderate growth in a way that is compatible with Carrick's historic village character and does not exceed infrastructure capabilities
  nor result in over-development.

The draft report from this forum clearly indicates that one of the things residents value most about Carrick is the type of housing options as well as preservation of Carrick's rich heritage. The forum also indicated (55.67%) of respondents think that the maximum number of dwellings on a 1000m2 block should be 2 in the general residential area. How can Council say they are listening but then allow developments such as this one have to continue to be brought to Council and approved or amended with no consideration to concerns raised?

Can you please advise when the results of the forum are going to be implemented and why is it taking so long? Also, with the vast expansion of Hadspen, why is that nearby town not subjected to ugly multiple unit blocks like Carrick?

Water pressure is an issue as many residents experience low to no water pressure and the sewerage system will eventually not cope. Carrick streets, built many years ago were not

designed to carry the massive increase in traffic we now experience. There are too many of these high density living areas crammed into small spaces full of concrete with barely a blade of grass and absolutely NO TREES which take over the streetscape and ruin it completely. From an environmental perspective, multiple roofs and concrete only create a hot environment and the lack of trees or greenspace is a serious issue.

A couple of standout queries in the submission are:

- There appears to be a discrepancy in the land size, the copy of the title shows 1644M2 however the letter from the architect point 8.4.1 indicates the land size is 1771M2.
- This same letter repeats on many occasions –‘ We believe we comply’– is this actually checked by anyone ?
- Why does the letter include the disclaimer: ‘Dimensions are subject to site measurement and verification do not scale off this drawing’ – is it just a stab in the dark that the proposal will fit on the block?

I urge you to decline approval of this proposal in its current form as it represents overdevelopment of the site based on:

- Excessive number of dwellings on a block which is too small. Regardless of the correct land size, it remains too small for this number of dwellings.
- Traffic congestion and vehicle/pedestrian safety.
- Lack of adequate parking leading to potential on-street parking in an already congested area.
- Impact on the amenity and character of Meander Valley Road.
- Erosion of the semi-rural/heritage feel of the area due to buildings and hard surfaces dominating the site and no greenspace. There appears to be insufficient room for the planned landscaping plants. As we have witnessed with other units built recently the so-called landscaping included in the plan never eventuates.
- Too many high density sites in this area – there are already approximately 33 UNITS in an area within a 700m radius not counting this proposal.

Alternatively, the number of dwellings at this site should be limited to TWO (2) only. Small and considered development should be the main consideration for our historic village.

Meander Valley Council needs to listen as they have said they will, and take into consideration the concerns raised by residents before approving this proposal.

[redacted]

Document Set ID: 2307235
Version: 1, Version Date: 23/02/2026

From: "[redacted]" <[redacted]>
Sent: Sun, 22 Feb 2026 14:43:18 +1100
To: "Planning - Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Planning Development Application for 15 Meander Valley Rd, Carrick

Dear Sir/Madam,

I am writing to you with regard to planning application PA/26/0016, submitted by Honed Architecture and Design, at 15 Meander Valley Rd, Carrick.

A few things concern me. The first is the apparent discrepancy between the land area cited in the Folio Plan from the Titles Office which gives it as being 1644 sq. m and the area given by Honed Architecture in their Land Survey document in which it is given as 1771 sq. m

In the Land Survey document, the existing dwelling is shown and there appears to be a generous amount of land on which to build the 4 units. However, the Site Plan tells a different story with the 4 units sitting cheek-by-jowl and the back, left hand corner of the existing dwelling is touching the dividing fence between it and Unit 1

The width of the land is given as 34.40 m but the boundaries are sloping so the actual width of the block with the unit configuration in the subsequent diagrams is actually 29.5m. They look to be a very tight fit.

On every page of the application document there is writing in a box which states “Dimensions are subject to site measurement and verification. Do not scale off this drawing.” Surely site measurements would have to be done in order to formulate the plans?

I find the turning circle diagram, DA20, a particular worry. A Honda HRV is 4345m long, while a Ford Ranger is 5370m long. The width between the fronts of the units is 3287m at its narrowest. Even in a smaller car getting out of the garage would involve a lot of moves. Parking in the garages could be a tight squeeze for larger cars as the laundry is in the garage as well. And the visitor car parking areas look very tight indeed.

In the plans vegetation is shown and a list of possible plants provided. I can’t see how there would be room for anything but a minute species. Given the units already built in Carrick, which are largely devoid of any vegetation and with outside space appearing to consist of great swathes of concrete, I cannot see how these would be any different. Unfortunately our “village” is rapidly turning into a concrete jungle. These treeless unit developments become heat sinks in warm weather, necessitating the use of air conditioners and when it rains, there is no grass to soak up any water so there is more likelihood of flooding.

We already have a traffic issue in Carrick, particularly at the intersection of Meander Valley Road and East St. where visibility is already poor due to parking on both Meander Valley Rd and both sides of East St. I have witnessed several near misses, particularly with large vehicles. Given the tightness of parking outlined in the above units, I envisage that a lot more people will park on Meander Valley Rd, thus adding to the risk of accidents occurring.

Many residents, including myself, are also concerned about the loss of the historic character of Carrick. We are fast becoming just another suburb. Many people moved here to live in a semi-rural area and we don’t want that spoilt.

Approve a development at 15 Meander Valley Rd if you must, but surely it can be for 2 units with some green space instead of just another 4 brick boxes surrounded by concrete!

Yours Sincerely,

[redacted]

Document Set ID: 2307237
Version: 1, Version Date: 23/02/2026

From: "[redacted]" <[redacted]>
Sent: Mon, 23 Feb 2026 21:22:17 +1100
To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Cc: "[redacted]" <[redacted]>
Subject: Fwd: Representation – Proposed development at 15 Meander Valley Road Carrick TAS 7291 Planning Application PA\26\0016

Begin forwarded message:

From: [redacted]
Date: 23 February 2026 at 9:13:25 pm AEDT
To: [redacted]
Subject: Representation – Proposed development at 15 Meander Valley Road Carrick TAS 7291 Planning Application PA\26\0016

[redacted]

Meander Valley Council

mail@mvc.tas.gov.au

Representation – Proposed development at 15 Meander Valley Road Carrick TAS 7291

Planning Application PA\26\0016

To Whom It May Concern

We are writing to lodge a formal representation objecting to the proposed development at 15 Meander Valley Road, Carrick (PA\26\0016).

Document Set ID: 2308308
Version: 1, Version Date: 24/02/2026

Please note we have taken a keen interest in this property since the architect's sign was attached to the front fence last year. At no time have we seen a copy of the development application notice displayed on the front of the property.

The proposal plans to place an excessive number of dwellings on a residential block that is out of keeping with Carrick's established low-scale, village character and appears to be non-compliant.

The applicant's response to a large number of the **Development Standards for Dwellings** is 'We believe we comply'.

This includes the frontage setback and notes the existing residence is located/built within the frontage setback.

The proposed layout and building envelope appear likely to cause overlooking and loss of privacy to prospective owners / residents of the proposed dwellings.

Sunlight to private open space of the multiple dwellings is impacted by the layout of the complex and proximity to fences.

The current residence has an existing frontage fence. The proposal includes a replacement frontage fence and new fencing dividing each dwelling from the others that may not comply.

We have been advised by the town planner allocated to this application that all of the development standards the applicants believe they comply with are assessed by council staff and would be reflected in their recommendations to council members and or delegate(s). We hope these assessments are publicly available.

We would appreciate being kept informed of any further information, changes to the proposal, and of Council's / delegates decision on this application.

Thank you for considering our representation.

Yours faithfully

[redacted]

Photos confirming no development application notice



Document Set ID: 2308306
Version: 1, Version Date: 24/02/2026



Document Set ID: 2308306
Version: 1, Version Date: 24/02/2026



Document Set ID: 2308306
Version: 1, Version Date: 24/02/2026

Planner's Advice: Applicable Standards

BACKGROUND

Land subject to application

An application has been received for the use and development of land located at 15 Meander Valley Road, Carrick ('the site' - refer to Figure 1). The site contains an existing single dwelling.

The application proposes a multiple dwelling development on the site, comprising 4 new residential units while retaining the existing dwelling.



Figure 1: Aerial image showing the location and spatial extent of the site (Source: Spectrum Spatial).

The subject site is located at 15 Meander Valley Road, Carrick (CT 18938/1) and has a site area of 1,664m^2, as recorded on the title documents dated 6 September 1982. A recent cadastral survey dated 4 September 2025 identifies the site area as 1,771m^2.

The site has a primary frontage of 34.54m to Meander Valley Road along its north-northwestern boundary. The lot is approximately in the shape of a parallelogram, with an acute internal angle of approximately 57°. The longest axis of the site extends 60.63m and is oriented about 8° east of due north.

The site has a gentle downward slope of 1:30 across its shorter axis from its Western boundary to Eastern boundary. The subject site contains an existing single dwelling towards the northeastern corner. The dwelling has a setback of approximately 3.3m from the frontage and a minimum of 0.8m from the eastern boundary. There is no significant vegetation noted on the site, except for a tree on the northeast corner of the property, near to the existing dwelling.

Carrick contains a mix of zoning types under the Planning Scheme and is primarily connected to surrounding suburbs via Meander Valley Road. The properties located within the central area of

Carrick, along both sides of Meander Valley Road, are generally zoned Village Zone, supporting development consistent with the established village character of Carrick.

Moving outward, the southern and eastern areas of Carrick are predominantly zoned General Residential, apart from the Carrick Speedway and Recreation Ground, which are zoned Recreation Zone. Beyond these residential areas, land to the north, west, and predominantly to the south of Carrick is zoned Rural Living Zone, transitioning further outward to areas within the Agriculture Zone. Refer Figure 2.

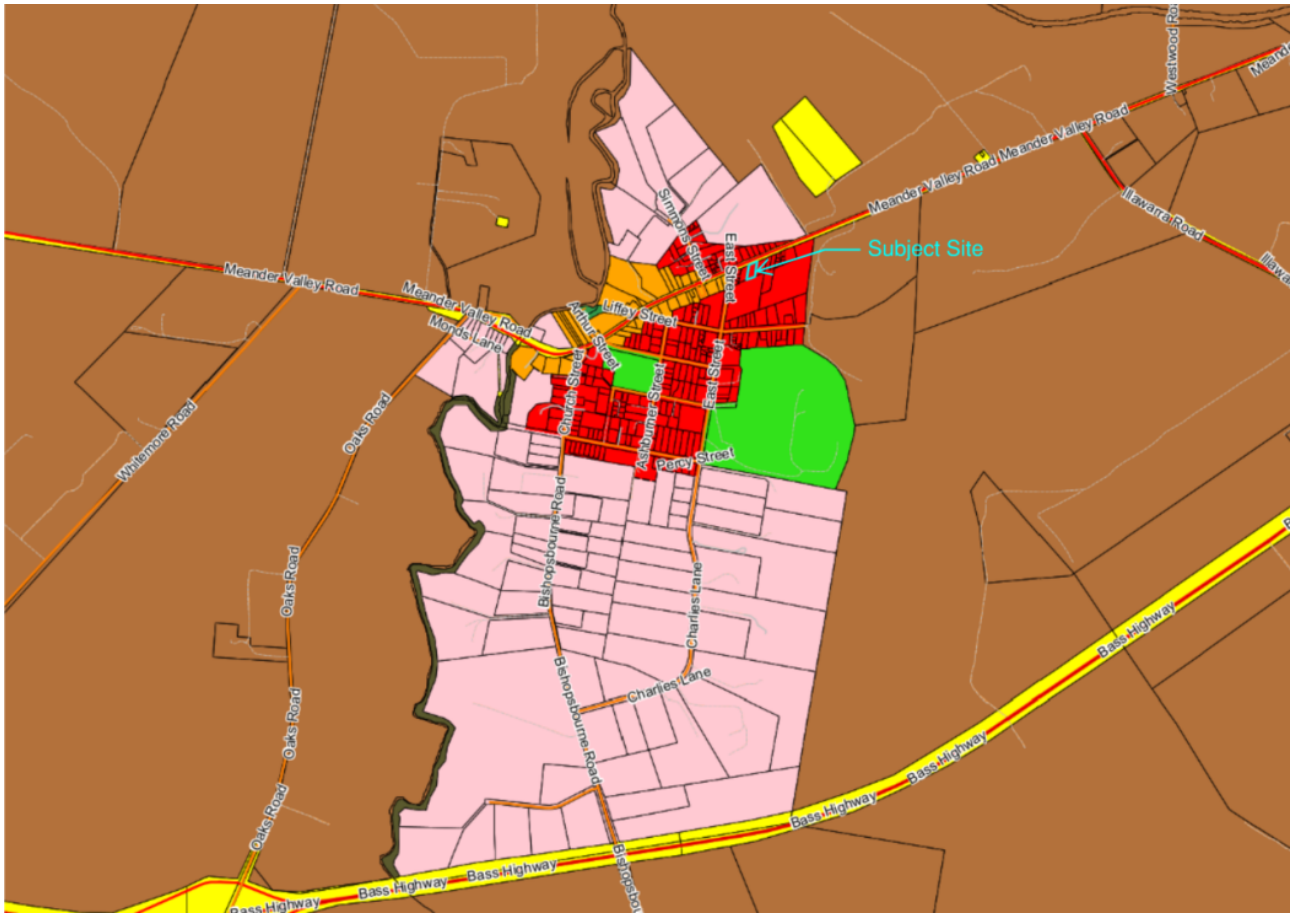


Figure 2: Map illustrating the zoning of Carrick (Source: Spectrum Spatial).

The subject site is located within the General Residential Zone, consistent with the adjoining properties to the south, east, and west. To the north, the site adjoins land zoned Utilities Zone, which accommodates Meander Valley Road. The properties located across Meander Valley Road to the north are also within the General Residential Zone.

Several lots in proximity to the site, particularly to the west along Meander Valley Road, fall within the Village Zone, contributing to the gradual transition between village and residential character in this area. Refer to Figure 3.

Development on adjoining and nearby properties is characterised primarily by single dwellings or vacant land, with approximately 4 lots containing multiple dwelling developments within a 200m radius of the subject site. The adjoining properties to the east and west are of a similar lot size as the subject site, each developed with a single dwelling and gaining access from Meander Valley Road. The property adjoining the site to the south-southeast has an area of approximately 1.69ha and has frontage to East Street.

The site is identified as being within both a Bushfire-Prone Area and an Attenuation Area Code overlay under the Planning Scheme. The site is approximately 200m from the Carrick Speedway.



Figure 3: Zone map illustrating the zoning of the site, adjoining lots and adjacent lots (Source: Spectrum Spatial).

PROPOSED USE AND DEVELOPMENT

The proposed development involves the construction of 4 additional dwellings on the subject site while retaining the existing dwelling, resulting in a 5-unit multiple dwelling development. Vehicle access to the site will be provided via the existing crossover to Meander Valley Road, which is proposed to be widened to 4.5m to meet current vehicle access standards.

The development layout features a central shared access and internal driveway, approximately 4.5m wide, extending through the middle of the site. The Site Plan (Refer Figure 4) shows 3 dwellings, including the existing dwelling, located along the eastern boundary, with the remaining 2 units positioned on the western side. There are 2 visitor car parking spaces provided within the site, one located between Units 1 and 2 and the other at the southern end of the driveway adjacent to Unit 2.

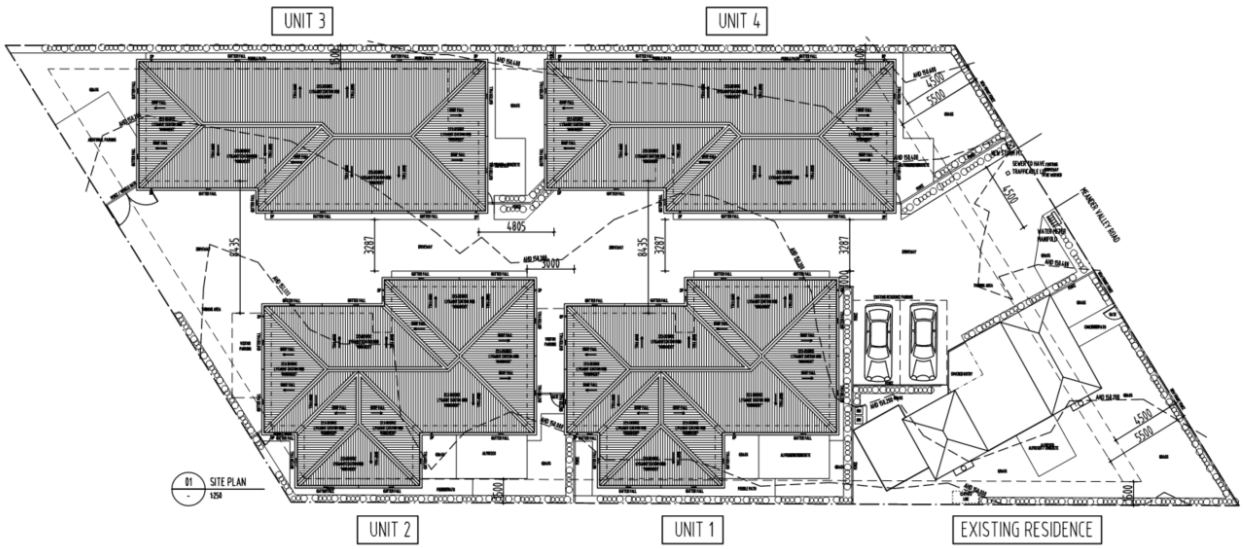


Figure 4: Site plan showing the existing dwelling and the proposed 4 new units (Source: Application documents).

The existing dwelling does not contain a garage, however, 2 dedicated parking spaces are provided directly in front of it. The internal driveway maintains a minimum width of 3.3m, widening to 8.4m in sections to accommodate vehicle manoeuvring and access to garages. All new dwellings are designed with a minimum setback of 1.5m from the side and rear boundaries, and a minimum frontage setback of 4.5m. The proposal is fully contained within the acceptable building envelope under the Planning Scheme.

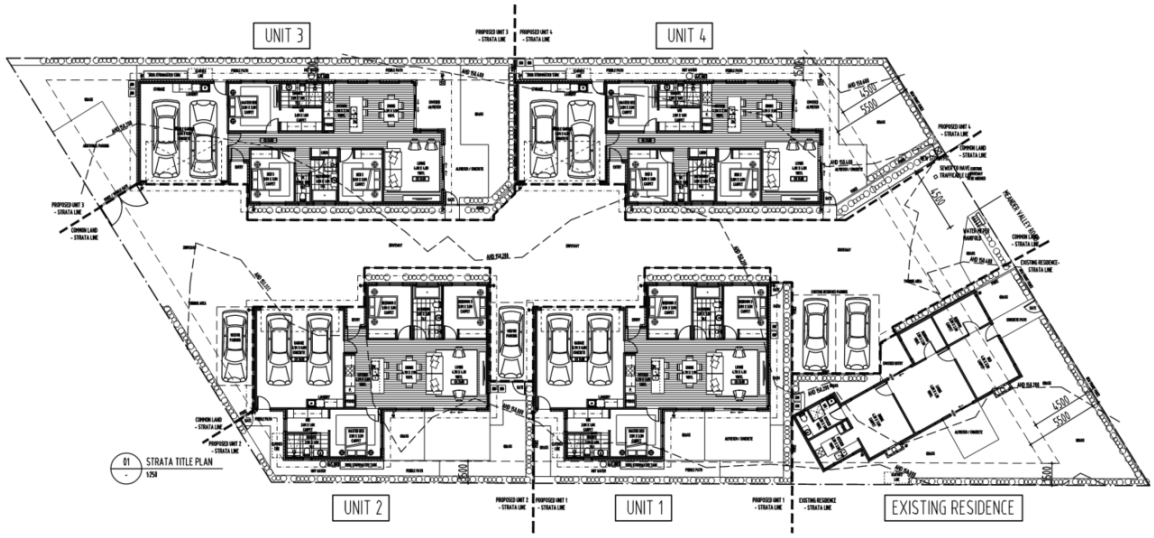


Figure 5: Site plan showing the floor plan, private space for each unit & parking (Source: Application documents).

All units include private open space, garbage bin location and landscaped areas, enclosed by internal fencing (Refer Figure 5) to provide privacy and define outdoor living areas. Each proposed dwelling comprises 3 bedrooms, 2 bathrooms, and a double garage, with direct access from the shared internal driveway.

Figures 6 – 9 below show the proposed floor plan and elevation of the units whilst Figure 10 provides a summary of the development.

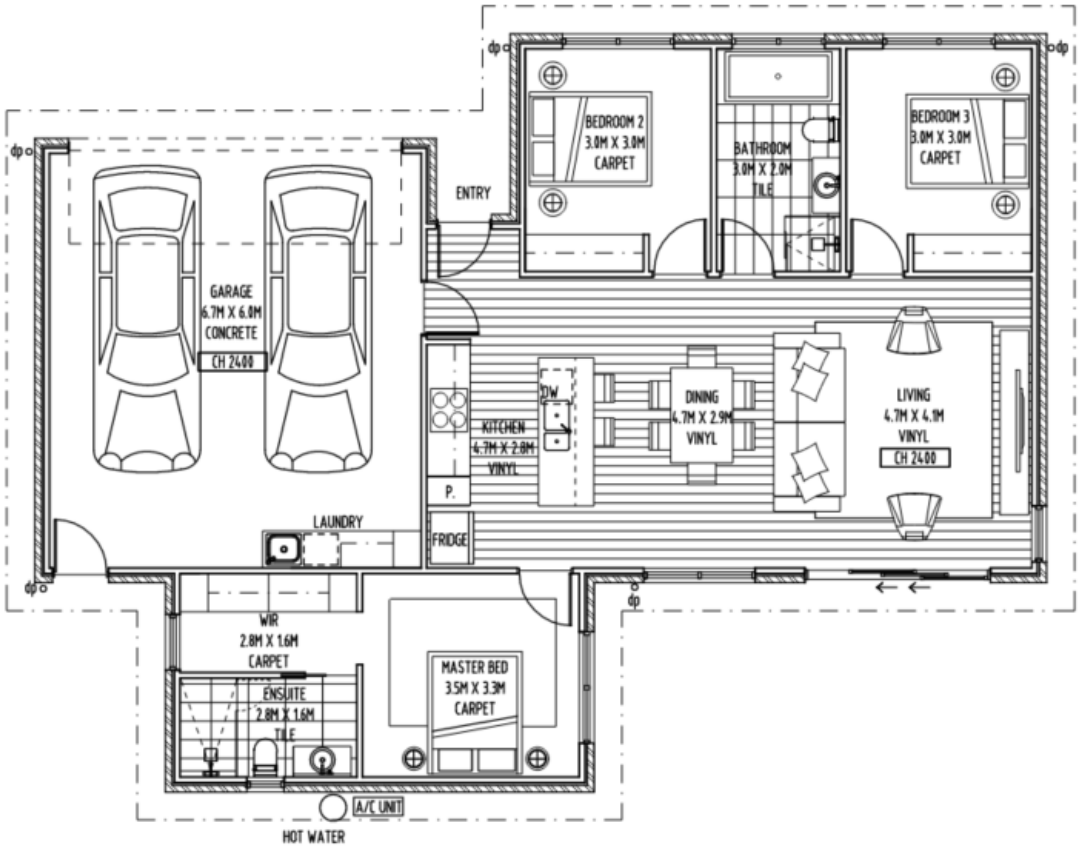


Figure 6: Floor plan for Unit 1 & 2 (Source: Application documents).

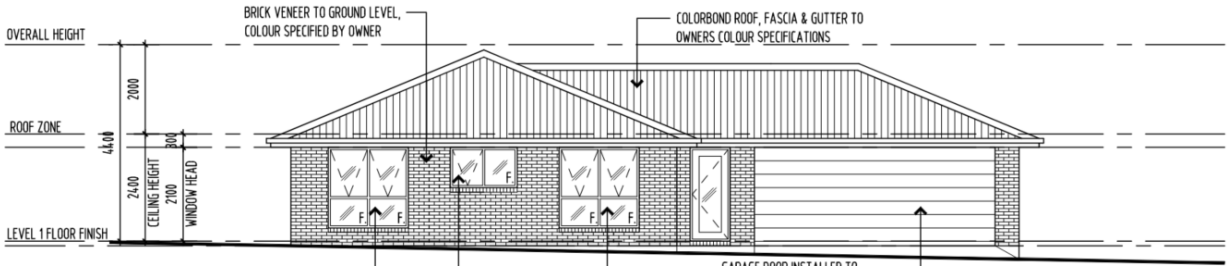


Figure 7: Western elevation for Unit 1 & 2 (Source: Application documents).

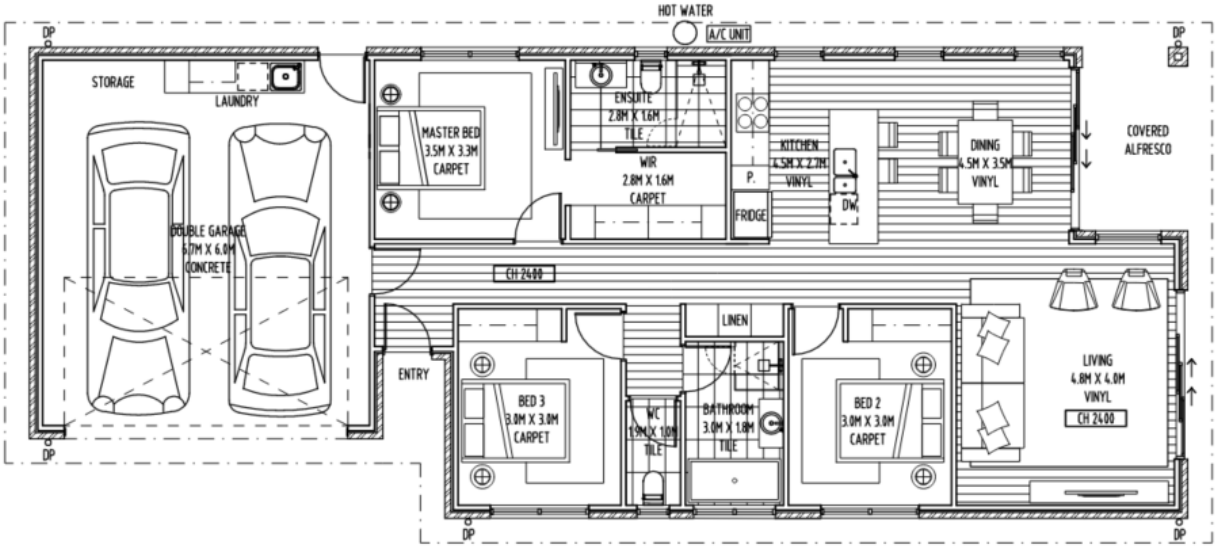


Figure 8: Floor plan for Unit 3 & 4 (Source: Application documents).

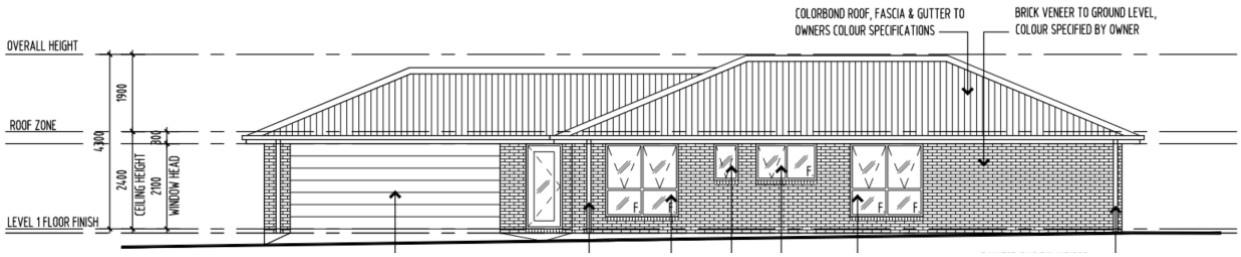


Figure 9: Eastern elevation for Unit 3 & 4 (Source: Application documents).

Unit	Floor area	Private open space (total)
Existing dwelling	88.46m^2	132.63m^2
Proposed Unit 1	155.41m^2	76.78m^2
Proposed Unit 2	155.41m^2	77.76m^2
Proposed Unit 3	172.53m^2	142.8m^2
Proposed Unit 4	172.53m^2	92.42m^2

Figure 10: A summary of the proposed development on site.

The application also includes replacing the frontage fence on the boundary and along the internal driveway. The proposed fence design is as shown in Figure 11. The frontage fence facing Meander Valley Road has a total height of 1.8m, with up to 1.2m solid and a transparency of more than 30% (approximately 40%) from 1.2m to 1.8m. All internal fences are 1.8m high solid, including the portion within the 4.5m frontage setback.

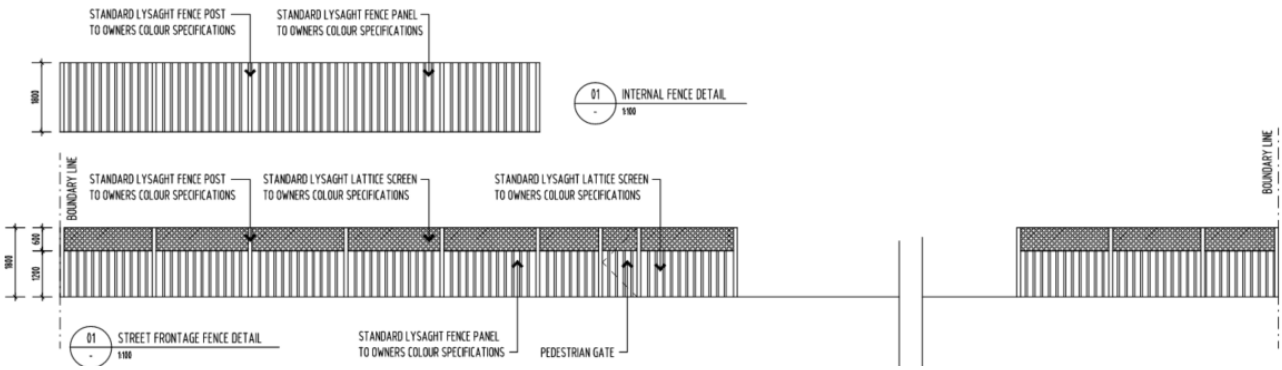


Figure 11: Frontage and internal fence details (Source: Application documents).

Figures 12 – 16 below are photos of the site, showing the existing dwelling, vehicle access and vacant area within the site.



Figure 12: Site photo showing the existing access, dwelling and frontage fence.



Figure 13: Site photo showing the property from the access.



Figure 14: Site photo showing the property from the access.



Figure 15: Site photo showing the existing dwelling on site.



Figure 16: Site photo showing the site from across Meander Valley Road.

Summary of Planner's Advice

This application was assessed against the requirement of the *Land Use Planning and Approvals Act 1993* (LUPAA) and the Planning Scheme. This included an assessment against the Exemptions, General Provisions Standards, as well as the Applicable Standards for this Zone and any relevant Codes.

All Standards applied in this assessment are taken from the Planning Scheme.

This application is assessed as compliant with the relevant Acceptable Solutions, except where "*Relies on Performance Criteria*" is indicated (see tables below).

Council has discretion to approve or refuse the application based on its assessment of the Performance Criteria, where they apply. Before exercising discretion, Council must consider the relevant Performance Criteria, as set out in the Planning Scheme.

For the purposes of clause 6.2.1 of the Planning Scheme, the proposed use and development is categorised into the Residential (Multiple dwelling) Use Class. Use of land for Multiple dwelling is listed as a 'Permitted' use within Table 8.2 of the Planning Scheme. The proposed development relies on assessment against the Performance Criteria under Clauses 8.4.3 P2; 8.4.4 P1; 8.4.7 P1; C2.6.5 P1 and C9.5.2 P1, and as such the application was processed as a discretionary application pursuant to s.57 of LUPAA.

For a more detailed discussion of any aspects of this application reliant on Performance Criteria, see the attachment titled "Planner's Advice - Performance Criteria".

4.0 Exemptions

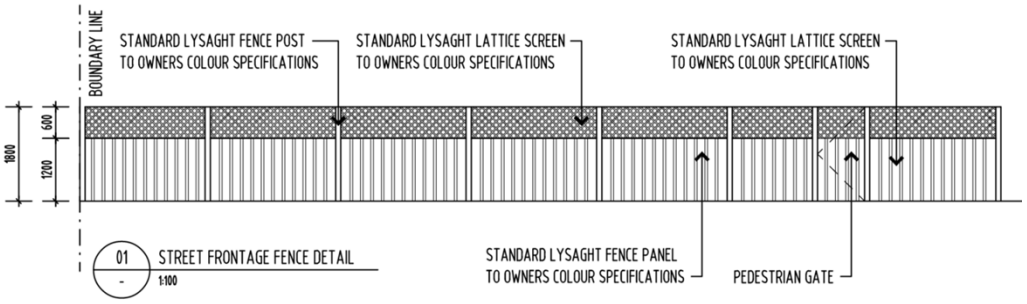
Scheme Standard	**Planner's Assessment**
4.6	*Miscellaneous exemptions*
4.6.3	*Fences within 4.5m of a frontage:* *Fences (including free-standing walls) within 4.5m of a frontage, if located in:* *(a) the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone, Commercial Zone or any particular purpose zone, and if not more than a height of:* *(i) 1.2m above existing ground level if the fence is solid; or* *(ii) 1.8m above existing ground level, if the fence has openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights);* *(b) the Utilities Zone and adjoining a property in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone and if not more than a height of:* *(i) 1.2m above existing ground level if the fence is solid; or* *(ii) 1.8m above existing ground level, if the fence has openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights); or*

4.0 Exemptions

Scheme Standard	**Planner's Assessment**

(c) any other zone, or if located in the Utilities Zone and not adjoining a property in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone and if not more than a height of:
(i) 1.8m above existing ground level if adjoining public land; or
(ii) 2.1m above existing ground level if not adjoining public land,
unless the Local Historic Heritage Code applies and requires a permit for the use or development.

The subject site is located within the General Residential Zone, and Clause 4.6.3(a) of the Planning Scheme applies to this application. The proposed frontage fence along Meander Valley Road has a total height of 1.8m, comprising a 1.2m solid section with the upper 0.6m constructed with lattice providing approximately 40% transparency. This design complies with the above exemption criteria under the Planning Scheme.



It is noted that the internal fences that are within 4.5m of the frontage do not comply with this exemption and relies on the Performance Criteria P1 of Clause 8.4.7.

8.0 General Residential Zone

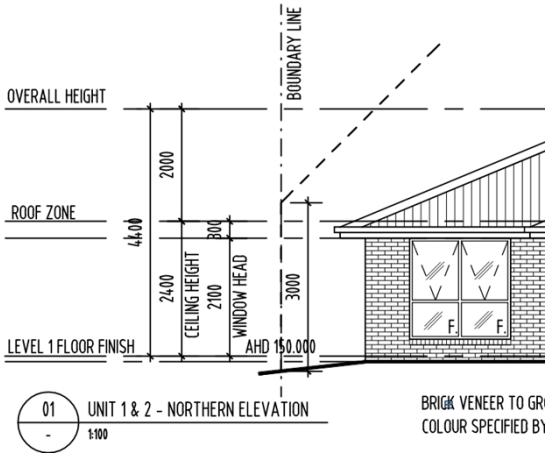
Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
8.3.1	*Discretionary uses*	
A1-A4	Proposal is for a multiple dwelling which is a Permitted use in General Residential Zone.	Not Applicable
8.3.2	*Visitor Accommodation*	
A1	Proposal is not for visitor accommodation	Not Applicable
8.4.1	*Residential Density for multiple dwellings*	
A1	The subject site has an existing dwelling and the proposal is for 4 new units on a lot size of 1,771m^2 (in accordance with the submitted plan of survey). Site area per dwelling is 354.2m^2. As per the title, the site area is 1,644m^2. Site area per dwelling in this case would be 328.8m^2. The minimum site area per dwelling required under the acceptable solution is 325m^2. The proposed development complies with this requirement.	Complies with Acceptable Solution
8.4.2	*Setbacks and building envelope for all dwellings*	
A1	The existing dwelling on the site is setback 3.7m from the primary frontage. The proposed development has the provision to have a minimum setback of 3.7m from the frontage as per this clause. The proposed development (unit 4) is 4.5m from primary frontage, thus complying with the acceptable solution.	Complies with Acceptable Solution

8.0 General Residential Zone

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**

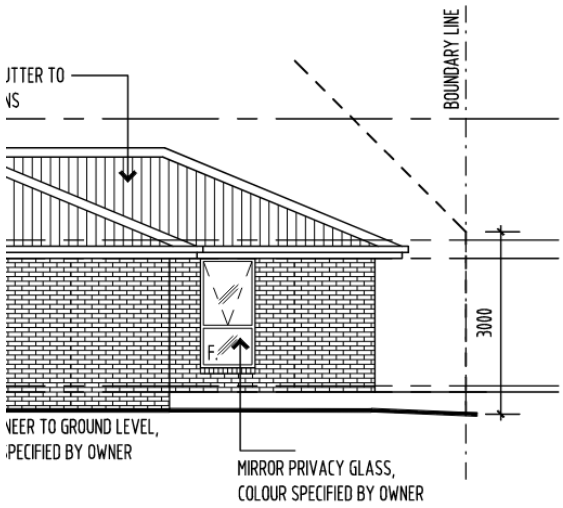


A2	The proposed garages for Unit 1, 2, 3 & 4 are more than 5.5m from primary frontage. The existing dwelling does not have a garage.	Complies with Acceptable Solution
A3	(a) The proposed units are contained within the building envelope of the lot.	Complies with Acceptable Solution



8.0 General Residential Zone

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**



(b) The existing dwelling has a minimum setback of 0.85m from the east side boundary. Proposed 4 new units are setback 1.5m from the side and rear boundaries, which complies with the acceptable solution.

8.4.3 *Site coverage and private open space for all dwellings*

A1 (a) Complies - Site coverage is 42.03%.

Lot area is 1771m^2.

Complies with Acceptable Solution

Existing dwelling	88.46m^2
Unit 1	155.41m^2
Unit 2	155.41m^2
Unit 3	172.53m^2
Unit 4	172.53m^2
Total Floor area	744.34m^2

The proposed development has a site coverage of 42.03% which is less than the 50% site coverage allowed under the acceptable solution.

8.0 General Residential Zone

Scheme Standard	Planner's Assessment	Assessed Outcome

(b) Private open space for each unit are;

Existing dwelling	132.63m^2
Unit 1	76.78m^2
Unit 2	77.76m^2
Unit 3	142.8m^2
Unit 4	92.42m^2

For a multiple dwelling development, the minimum private open space required for each dwelling is 60m^2.The proposed development shows private open space associated with each dwelling is more than 60m^2 and therefore complies with the acceptable solution.

A2

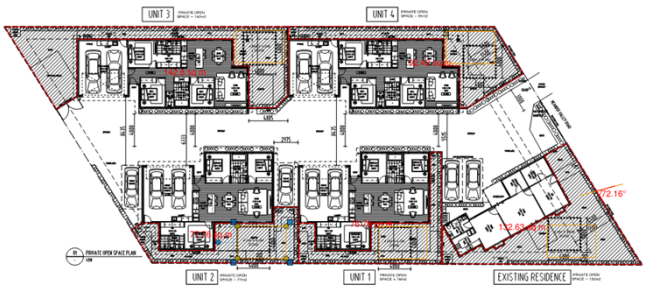
Private open space:

Relies on Performance Criteria

(a) Complies - All the units have a minimum private open space of 24m^2.

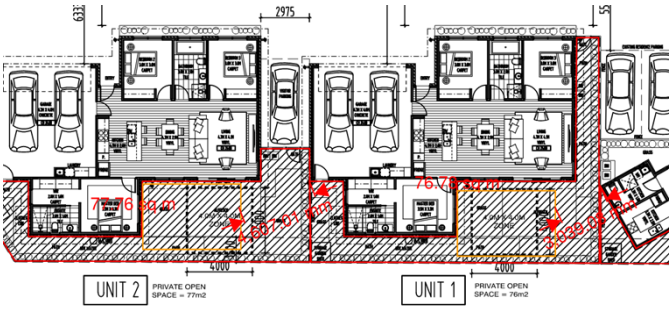
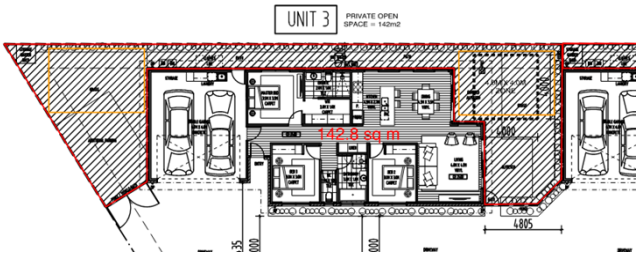
(b) Complies - Each private open space complies with a minimum width of 4m.

(c) The private open space area for Unit 4 is proposed between the dwelling and the frontage. The frontage is oriented 72° east from true north. The private open space for the existing dwelling is partly located between the dwelling and the frontage, which does not comply with the acceptable solution.

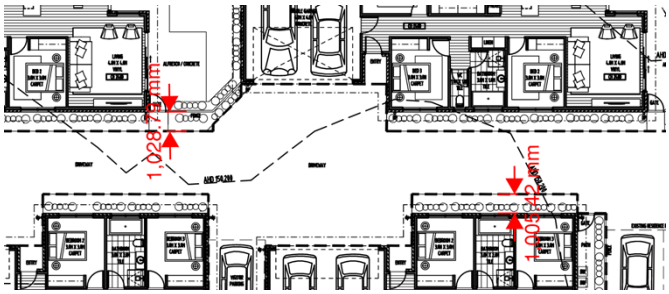
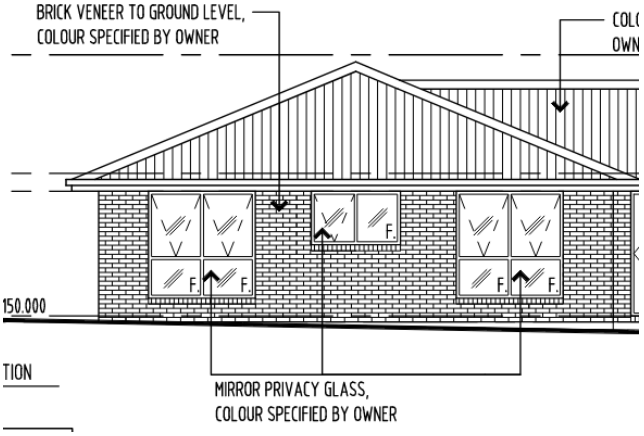


(d) Complies - The existing site has a gradient of less than 1:10.

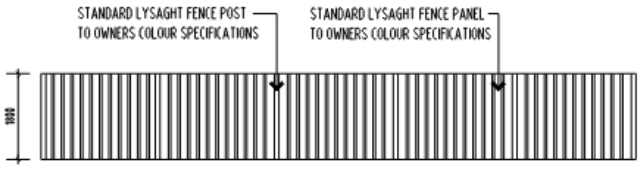
8.0 General Residential Zone

Scheme Standard	Planner's Assessment	Assessed Outcome
8.4.4	*Sunlight to private open space of multiple dwellings*	
A1	(a) Applicable to the private open space for Unit 1, 2 and 3. Complies - The existing dwelling is 3m north to the private open space for Unit 1. Complies – Unit 1 is 4.6m north to the private open space for Unit 2.  Unit 4 is less than 3m from the private open space for Unit 3. But there is sufficient space on the south of dwelling for Unit 3 complying with private open space requirements.  The shadow diagrams shows that at least 50% of all the private open space will get 3 hrs of sunlight on 21st June.	**Relies on Performance Criteria**
8.4.5	*Width of openings for garages and carports for all dwellings*	
A1	Proposed development does not have a new carport or garage within 12m of the primary frontage.	Not Applicable

8.0 General Residential Zone

Scheme Standard	Planner's Assessment	Assessed Outcome
8.4.6	*Privacy for all dwellings*	
A1	The proposed development does not have a floor level of more than 1m from the existing ground level.	Complies with Acceptable Solution
A2	As above.	Complies with Acceptable Solution
A3	Bed 2 & Bed 3 of Unit 1, 2, 3 & 4 is 1m from the shared driveway. No screening is provided, but mirror privacy glass is provided. The mirror privacy glass uses reflective coating to prevent visibility from outside and reduces intensity of light.  	Complies with Acceptable Solution
8.4.7	*Frontage fences for all dwellings*	
A1	The frontage fence facing Meander Valley Road complies with Exemption Clause 4.6.3. • The details of the frontage fence including elevation and transparency details. We wish to have a solid colorbond fence to the height of 1.2m above this will be a colorbond lattice screen with transparency of 40%. Please refer to the attached photo as an example.	**Relies on Performance Criteria**

8.0 General Residential Zone

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
	 The proposed internal fence for Unit 4 and existing dwelling is encroaching into the primary frontage which is a 1.8m Colourbond fence. This does not comply with the Exemption Clause 4.6.3. 	
8.4.8	*Waste storage for multiple dwellings*	
A1	Each proposed dwelling has a minimum of 1.5m² storage area for waste bin and; (a) Complies - Each dwelling has waste storage area for their exclusive use in their fenced area and not on the frontage.	Complies with Acceptable Solution
8.5	*Development Standards for Non-dwellings*	
	Proposal is for a multiple dwelling	Not Applicable
8.6	*Development Standards for Subdivision*	
	Proposal is not for a subdivision	Not Applicable

C2.0 Parking and Sustainable Transport Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C2.5.1	*Car parking numbers*	
A1	The parking requirements in General Residential Zone are: *2 spaces per dwelling if a 2 or more-bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom).* *Visitor parking for multiple dwellings in the General Residential Zone is:* *1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)* The site has an existing 3-bedroom dwelling, and the proposal includes 4 dwellings with 3 bedrooms each. Complies - The requirement is 2 parking spaces per dwelling. The existing dwelling has 2 open car spaces. The proposed 4 dwellings have 2 car spaces in the double garages. The proposal includes a total of 5 units on the subject site, which requires 2 visitor car spaces. Proposal includes 1 car space between Unit 1 & 2 and 1 car space on the south side of Unit 2.	**COMPLIES WITH ACCEPTABLE SOLUTION**
C2.5.2	*Bicycle parking numbers*	
A1	No requirements	Not Applicable
C2.5.3	*Motorcycle parking numbers*	
A1	Clause no applicable as pet Clause 2.2.2	Not Applicable
C2.5.4	*Loading bays*	
A1	Clause no applicable as pet Clause 2.2.3	Not Applicable

C2.0 Parking and Sustainable Transport Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C2.5.5	*Number of car parking spaces within the General Residential Zone and Inner Residential Zone*	
A1	Proposal is for multiple dwelling	Not Applicable
C2.6.1	*Construction of parking areas*	
A1	Proposed driveway and parking areas are concrete and is to be connected to the public stormwater system.	Complies with Acceptable Solution
C2.6.2	*Design and layout of parking areas*	
A1.1	(a) (i) Complies - The proposed driveways do not have a gradient of more than 25%. (ii) Complies - Each proposed Unit has 2 car parking spaces in the garage & existing dwelling has 2 exclusive car spaces. 2 car spaces provided for visitors. Total of 12 car spaces provided. Cars can enter and exit in a forward direction. (iii) Complies - 12 car spaces provided on site. Provides for a crossover of minimum 4.5m wide. Department of State Growth consent provided. (iv) Complies - Car parking spaces satisfy Table C2.3. (v) Complies - Parking for the existing dwelling, proposed dwellings & visitor car spaces comply with access and manoeuvring width as per Table C2.3. (vi) Complies – vertical clearance is 2.1m. *(vii)* Complies – car parking spaces have clear physical barrier.	Complies with Acceptable Solution
A1.2	No parking spaces have been identified as accessible.	

C2.0 Parking and Sustainable Transport Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C2.6.3	*Number of accesses for vehicles*	
A1	One existing crossover will be widened and used	Complies with Acceptable Solution
A2	The property is in the General Residential Zone	Not Applicable
C2.6.4	*Lighting of parking areas within the General Business Zone and Central Business Zone*	
A1	The property is in the General Residential Zone	Not Applicable
C2.6.5	*Pedestrian access*	
A1.1	The proposed development requires 12 car parking spaces and therefore is required to provide pedestrian access. The proposal plans do not show any pedestrian infrastructure.	**Relies on Performance Criteria**
A1.2	No accessible parking proposed.	Not Applicable
C2.6.6	*Loading bays*	
A1-A2	No requirements for loading bays.	Not Applicable
C2.6.7	*Bicycle parking and storage facilities within the General Business Zone and Central Business Zone*	
A1-A2	The property is in the General Residential Zone	Not Applicable
C2.6.8	*Siting of parking and turning areas*	
A1-A2	The property is in the General Residential Zone	Not Applicable
C2.7.1	*Parking precinct plan*	
A1	The site is not within a parking precinct plan	Not Applicable

C3.0 Road and Railway Assets Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C3.5.1	*Traffic generation at a vehicle crossing, level crossing or new junction*	
A1.1	Not Applicable – Meander Valley Road is not a Category 1 or a limited access road.	Complies with Acceptable Solution
A1.2	Complies - Widening of the vehicle crossing is required. The Department of State Growth is the relevant Road Authority which have provided consent to the making of the application.	
A1.3	Not Applicable – Rail network is not present	
A1.4	Complies - The proposed development is 4 additional dwelling units. The proposed development will have an average increase of 8 passenger vehicle movements per day from each unit which is 32 and is less than the permitted 40 passenger vehicular movements in Table C3.1.	
A1.5	Not Applicable – Meander Valley Road is not a major road.	

C9.0 Attenuation Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
C9.5.1	*Activities with potential to cause emissions*	
	The proposal is not a Level 2 activity	Not applicable
C9.5.2	*Sensitive use within an attenuation area*	
A1	The proposal is for 4 new dwellings on the subject property which is within the attenuation distance for Carrick Speedway	**RELIES ON PERFORMANCE CRITERIA**

C9.0 Attenuation Code

Scheme Standard	**Planner's Assessment**	**Assessed Outcome**
		
C9.6.1	*Lot design*	
A1	The proposal is not for a subdivision	Not applicable

8.0 GENERAL RESIDENTIAL ZONE

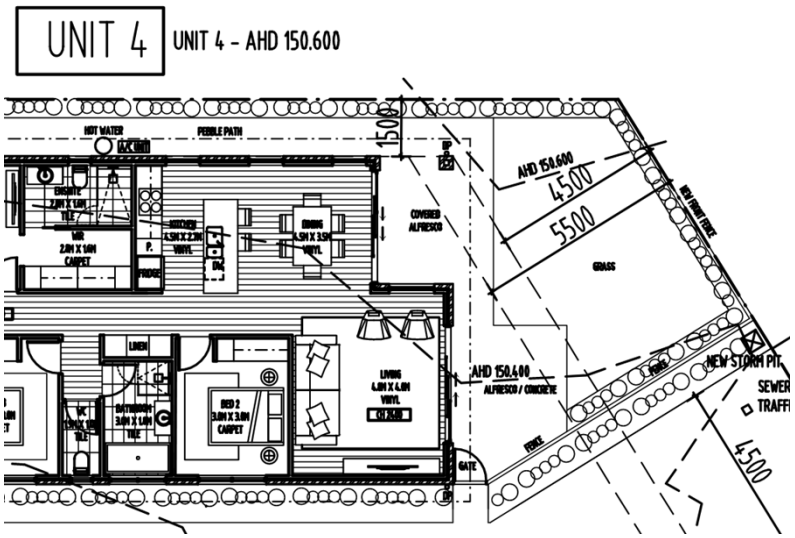
C8.4.3 Site coverage and private open space for all dwellings	
Planning Scheme Provision	*Objective* *That dwellings are compatible with the amenity and character of the area and provide:* *(a) for outdoor recreation and the operational needs of the residents;* *(b) opportunities for the planting of gardens and landscaping; and* *(c) private open space that is conveniently located and has access to sunlight.* *Performance Criteria P2* *A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:* *(a) conveniently located in relation to a living area of the dwelling; and* *(b) orientated to take advantage of sunlight.*

SUMMARY OF PLANNER'S ADVICE

The development is assessed as satisfying Performance Criteria P2, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	PLANNER'S ASSESSMENT
8.4.3 Performance Criteria P2	The proposed private open space allocated for Unit 4 is in between the dwelling and the frontage. As the frontage is not oriented between 30° west of the true north and 30° east of the true north, the proposal does not meet the acceptable solution and relies upon the Performance Criteria. The proposed private open space (POS) for Unit 4 (refer Figure 1), is directly accessible from the living and dining area of the dwelling. The proximity and connection between the living spaces and the POS make it convenient for everyday use. This arrangement allows the outdoor area to function effectively as an extension of the dwelling for relaxation, dining, entertaining, and children's play. The location also enables easy visual supervision of the space from the main indoor living areas, supporting safe use by children.

Scheme Provision	PLANNER'S ASSESSMENT
	 *Figure 1: Location of the POS for Unit 4 between the dwelling and the frontage (Source: Application documents).*
8.4.3 Performance Criteria P2(a)	As discussed, the POS is directly accessible and located in proximity to the living area of the dwelling.
8.4.3 Performance Criteria P2(b)	The north-northwest boundary of the site forms the frontage of the property, and the private open space is located along this frontage. While the frontage is not within the 30° east or west of true north range, the orientation still allows the area to receive ample sunlight throughout the day, especially during the morning and early afternoon periods. The location ensures comfortable conditions for outdoor activities and supports effective use of the open space year-round.
8.4.3 Performance Criteria P2 Conclusion	Overall, the private open space for Unit 4 satisfies the Performance Criteria. It is conveniently located in direct connection with the main living areas, ensuring usability and supervision, and it is suitably orientated to capture sunlight, providing a pleasant and functional outdoor environment for the residents.

8.0 GENERAL RESIDENTIAL ZONE

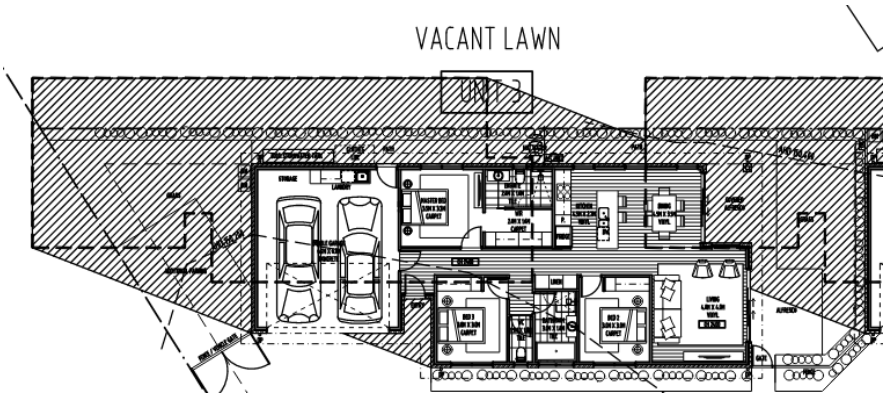
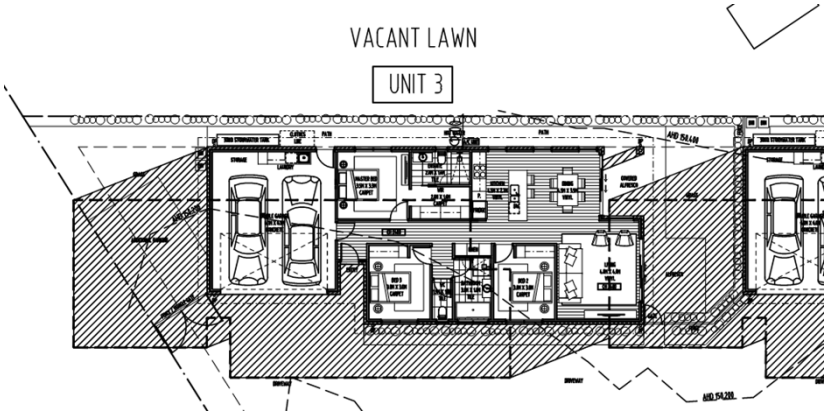
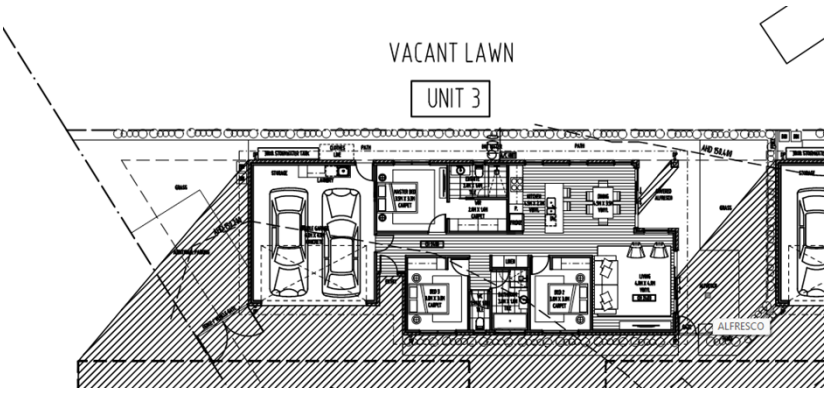
Planning Scheme Provision	*8.4.4 Sunlight to private open space of multiple dwellings*
	Objective
	That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.
	Performance Criteria P1
	A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.

SUMMARY OF PLANNER'S ADVICE

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	PLANNER'S ASSESSMENT
8.4.4 Performance Criteria P1	The private open space (POS) for Unit 3 is located to the south of Unit 4. Shadow diagrams submitted with the application demonstrate that the POS will start receiving direct sunlight from approximately 12:00pm, with around 50% of the area in sunlight by 1:00pm and continuing to receive sun after 3:00pm. In addition, Unit 3 also has access to an additional open space on the south side of the dwelling, increasing opportunities for outdoor use. The combined private open spaces available to Unit 3 will receive at least 2.5 - 3 hours of sunlight to over 50% of the POS area between 9:00am and 3:00pm on the 21st June winter solstice, which represents the worst-case overshadowing scenario. Considering that the majority of days throughout the year, the POS for unit 3, will have adequate solar access, the proposed development is not expected to result in an unreasonable loss of amenity due to overshadowing from other dwellings on the site.

Scheme Provision	PLANNER'S ASSESSMENT
	 *Figure 2: Shadows at 10am with respect to POS for Unit 3 (Source: Application documents).*  *Figure 3: Shadows at 1pm with respect to POS for Unit 3 (Source: Application documents).*  *Figure 4: Shadows at 3pm with respect to POS for Unit 3 (Source: Application documents).*
8.4.4 Performance Criteria P1 Conclusion	In conclusion, the development achieves acceptable levels of solar access and maintains reasonable residential amenities to satisfy the performance criteria.

8.0 GENERAL RESIDENTIAL ZONE

8.4.7 Frontage fences for all dwellings

Planning Scheme Provision

Objective

The height and transparency of frontage fences:

(a) provides adequate privacy and security for residents;

(b) allows the potential for mutual passive surveillance between the road and the dwelling; and

(c) is reasonably consistent with that on adjoining properties.

Performance Criteria P1

A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:

(a) provide for security and privacy while allowing for passive surveillance of the road; and

(b) be compatible with the height and transparency of fences in the street, having regard to:

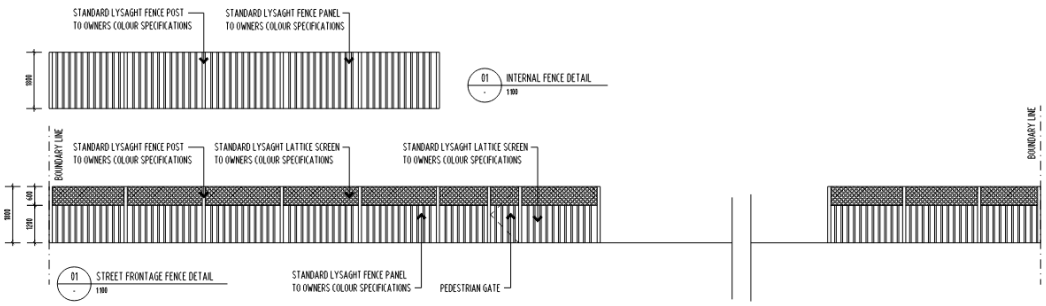
(i) the topography of the site; and

(ii) traffic volumes on the adjoining road.

SUMMARY OF PLANNER'S ADVICE

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	PLANNER'S ASSESSMENT
8.4.7 Performance Criteria P1	The proposed frontage fence along the Meander Valley Road complies with the exemption Clause 4.6.3, which is designed to be solid 1.2m high and with minimum 40% transparency from 1.2m to 1.8m high. The internal fence along the driveway within 4.5m of the frontage, enclosing the private open space of Unit 4 and the existing dwelling, is proposed to be solid to a height of 1.8m, which does not comply with the exemption clause.  *Figure 5: Proposed frontage and internal fence details (Source: Application documents)*

Scheme Provision	PLANNER'S ASSESSMENT
8.4.7 Performance Criteria P1(a)	Both the existing dwelling and Unit 4 faces the Meander Valley Road. The frontage fence facing the road have at least 40% transparency which would allow for passive surveillance of the road.
8.4.7 Performance Criteria P1(b)	Provided that the fence facing the Meander Valley Road is exempt by the Planning Scheme, the character and streetscape is consistent. The fence portion being internal, and on a perpendicular angle to the frontage, it is not entirely visible from the street and cannot consider as forming part of the streetscape character.
8.4.7 Performance Criteria P1(b)(i)	The topography of the site is nearly flat with the road level slightly lower than the site. The proposal does not include cut and fill of the existing ground level to install the frontage fence. Considering the near flat topography of the area, the proposed fence does not impose much concern.
8.4.7 Performance Criteria P1(b)(ii)	Meander Valley Road is managed by the Department of State Growth and functions as the main route connecting Carrick to surrounding areas. The site is situated on the eastern side of the Carrick township. Given the notable volume of traffic along this road and the presence of a pedestrian footpath along the frontage, it is advisable that development on the site provides maximum visibility to the road. Vehicles exiting the site should have clear sightlines to detect oncoming traffic and pedestrians approaching from both directions. The proposed driveway is 4.5m wide. The internal fence on the eastern side of the driveway is setback approximately 4.7m, while the internal fence on the western side is offset by only 0.87m. This reduced setback on the western side may impair visibility of pedestrians approaching from that direction, as the footpath directly adjoins the site's front boundary. The Infrastructure Services team has reviewed the proposal and recommended that the upper 0.6m of the western fence be at least 30% transparent to maintain adequate sight distance for both vehicles and pedestrians.

Scheme Provision	PLANNER'S ASSESSMENT
	 *Figure 6: Aerial view showing the front boundary and pedestrian footpath (Source: Spectrum Spatial).*
8.4.4 Performance Criteria P1 Conclusion	On this basis of the assessment, it is recommended that the fencing be modified in accordance with the Infrastructure Services advice to ensure adequate sightlines and maintain pedestrian and traffic safety along Meander Valley Road. If approved a condition is recommended to amend the frontage fence (including all fencing within 4.5m of the frontage) to comply with the exemption clause 4.6.3 under the Planning Scheme.

C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE

	C2.6.5 Pedestrian access
Planning Scheme Provision	**Objective** *That pedestrian access within parking areas is provided in a safe and convenient manner.*
	Performance Criteria P1 *Safe and convenient pedestrian access must be provided within parking areas, having regard to:* *(a) the characteristics of the site;* *(b) the nature of the use;* *(c) the number of parking spaces;* *(d) the frequency of vehicle movements;* *(e) the needs of persons with a disability;* *(f) the location and number of footpath crossings;* *(g) vehicle and pedestrian traffic safety;* *(h) the location of any access ways or parking aisles; and* *(i) any protective devices proposed for pedestrian safety.*

SUMMARY OF PLANNER'S ADVICE

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	PLANNER'S ASSESSMENT
C2.6.5 Performance Criteria P1	The proposal does not include a separate internal pedestrian pathway. However, the internal driveway will primarily be used by residents of the 5-unit development, resulting in low traffic volumes and low vehicle speeds.
C2.6.5 Performance Criteria P1(a)	The subject site is located on the eastern side of the Carrick township with frontage to Meander Valley Road. It has an area of 1,771m^2 and a gently sloping topography, falling from the western boundary to the eastern boundary at a maximum gradient of approximately 1 in 30. The lot is broadly shaped like a parallelogram, with an acute internal angle of about 57° at the northeastern corner. The site has a primary frontage of 34.54m to Meander Valley Road along its north-northwestern boundary, and its longest axis is 60.63m.

Scheme Provision	PLANNER'S ASSESSMENT
C2.6.5 Performance Criteria P1(b)	The property currently contains one existing dwelling, and the proposal seeks to construct an additional 4 dwellings. The proposed units are 3-bedroom residential dwellings. The development is proposed for multiple dwelling use and is expected to be implemented as a strata-titled development in the future.
C2.6.5 Performance Criteria P1(c)	The proposal includes 4 new dwellings, each requiring 2 car parking spaces. These are provided inside double garages attached to each dwelling. The 2 spaces required for the existing dwelling are located in front of the unit and accessible from the internal driveway. The 2 visitor car spaces required for the multiple dwelling development are provided between Unit 1 and Unit 2, and at the southern end of the driveway near Unit 2.
C2.6.5 Performance Criteria P1(d)	The development proposes 5 residential dwellings (1 existing and 4 new), each comprising 3 bedrooms. This residential use class is expected to generate a maximum of 8 vehicle movements per dwelling per day, resulting in a moderate traffic frequency primarily associated with family households and consisting mainly of passenger vehicles.
C2.6.5 Performance Criteria P1(e)	The likely use of the parking areas by persons with a disability is expected to be minimal.
C2.6.5 Performance Criteria P1(f)	There is an existing pedestrian footpath along Meander Valley Road along the front boundary of the subject site. The proposal does not include an internal pedestrian footpath inside the multiple dwelling development.
C2.6.5 Performance Criteria P1(g)	The proposal does not include a separate internal pedestrian pathway. However, the internal driveway will primarily be used by residents of the 5-unit development, resulting in low traffic volumes and low vehicle speeds. The driveway is centrally located within the site and is straight, with no bends, which assists in maintaining clear sightlines between drivers and pedestrians. To further support vehicle and pedestrian safety, if approved, it is recommended that the planning permit include conditions requiring the installation and ongoing maintenance of appropriate signage, including speed limit and shared space signage, for the life of the use.
C2.6.5 Performance Criteria P1(h)	The central driveway provides access to all units and is straight with no bends, which maintains clear sightlines for drivers and pedestrians. The parking spaces for the development are located on either side of this driveway, consisting of covered double garages for the new dwellings and delineated open car spaces for the existing dwelling and visitors.

Scheme Provision	PLANNER'S ASSESSMENT
C2.6.5 Performance Criteria P1(i)	If approved, it is recommended that the planning permit include conditions requiring the installation and ongoing maintenance of appropriate signage, including speed limit and shared space signage, for the life of the use.
C8.4.4 Performance Criteria P1 Conclusion	The proposed internal driveway primarily serves the residents of multiple dwelling development. The low expected traffic volumes from the residential units, clear sightlines, concreted all weather surfacing, and required permit signage conditions collectively ensure acceptable vehicle and pedestrian safety outcomes within the development.

C9.0 ATTENUATION CODE

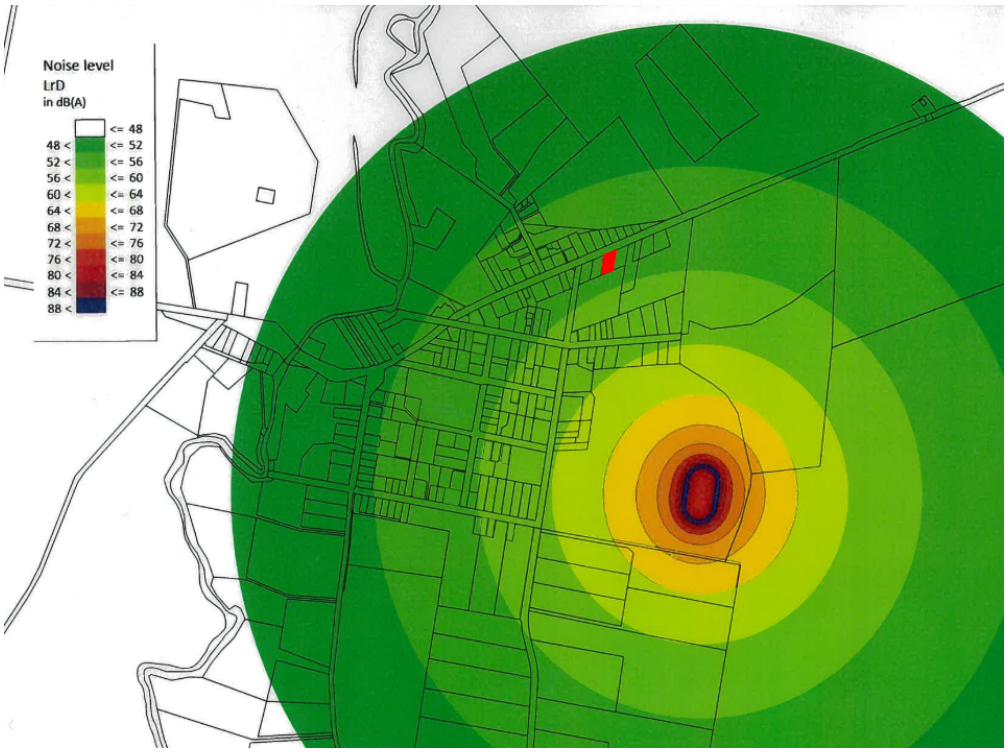
	C9.5.2 Sensitive use within an attenuation area
Planning Scheme Provision	**Objective** *That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.*
	Performance Criteria P1 *Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to:* *(a) the nature of the activity with potential to cause emissions including:* *(i) operational characteristics of the activity;* *(ii) scale and intensity of the activity; and* *(iii) degree of hazard or pollution that may be emitted from the activity;* *(b) the nature of the sensitive use;* *(c) the extent of encroachment by the sensitive use into the attenuation area;* *(d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity;* (e) *any advice from the Director, Environment Protection Authority; and* (f) *any advice from the Director of Mines.*

SUMMARY OF PLANNER'S ADVICE

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	PLANNER'S ASSESSMENT
C9.5.2 Performance Criteria P1	The proposed development is for 4 new residential dwellings which are considered a sensitive use. The Planning Scheme includes an attenuation distance of 3000m for motor racing or performance trials under Table C9.1. The proposed development site at 15 Meander Valley Road, Carrick is approximately 600m from the existing Carrick Speedway racetrack, which has been operating motor racing events since the late 1960s. As there is no Acceptable Solution for Clause C9.5.2, the proposal relies on the Performance Criteria. The responses to the Performance Criteria are informed by the advice received from Council's Environmental Health Officers. The advice is based on information in a Pitt and Sherry emissions assessment report prepared for a subdivision adjacent to the Speedway's southern title boundary. The developer has authorised Council to utilise the assessment report when assessing the

Scheme Provision	PLANNER'S ASSESSMENT
	development of a sensitive use located within the attenuation distance of the speedway.
C9.5.2 Performance Criteria P1(a)(i)	The Carrick Speedway racetrack hosts approximately twelve (12) racing events per year. Events commence in the late afternoon and go into the evening till 10-11pm. The track is solid clay and 395m in length. Potential nuisance emissions from the speedway would include noise, dust, vehicle emissions (odour) and lighting.
C9.5.2 Performance Criteria P1(a)(ii)	Modelling has been undertaken by Pitt & Sherry to demonstrate the additional noise levels experienced at distances from the speedway. Figure 9 shows the proposed residence being within a location modelled to experience a 4-14dB(A) increase in noise emissions from the speedway. Activities on surrounding properties and roads are likely to generate noise emissions more frequently and at levels which are more audible than the noise from the speedway.  *Figure 7: Red polygon represents location of development (Source: 2018 Noise modelling by Pitt and Sherry).*
C9.5.2 Performance Criteria P1(a)(iii)	Dust and vehicle emissions are emissions that have the potential to cause harm to the health and well-being of people. The proposal is of a sufficient distance from the speedway and the design of the dwellings are considered suitable so that the emissions do not pose a risk to inhabitants of the proposed residence.
C9.5.2 Performance	The proposal includes a multiple dwelling development (1 existing and 4 new) in the General Residential Zone. The distance between the sensitive use and the

Scheme Provision	PLANNER'S ASSESSMENT
Criteria P1(b)	emissions source is substantial enough to allow only for a small increase in noise emissions to be experienced at the residence when the speedway is in use. It is unlikely that dust emissions would pose a nuisance at the residence. Light nuisance can also be mitigated through dwelling design.
C9.5.2 Performance Criteria P1(c)	The proposed residences are further from the speedway than other recently approved and constructed residences in the area. It is very unlikely the proposed residences will experience negative impacts from emissions from the speedway. Negative impacts on quality of life are likely to come from other emission sources not regulated under the attenuation code. The presence of this sensitive use in the attenuation area is not expected to interfere or constrain the operation of the speedway.
C9.5.2 Performance Criteria P1(d)	A noise assessment was undertaken by Pitt & Sherry in 2018 to support a development application for a subdivision in Charlies Lane, Carrick, located to the immediate south of the speedway site. This proposal is located a further 350m from the speedway. The report concluded that noise may be mitigated by appropriate architectural design and that a modern home, built in accordance with the energy efficiency requirements of the National Construction Code of Australia, will achieve acceptable noise attenuation. These circumstances apply to this proposal.
C9.5.2 Performance Criteria P1(e)	Advice from the Director, Environment Protection Authority is not required for the proposed use.
C9.5.2 Performance Criteria P1(f)	Advice from the Director of Mines is not required for the proposed use.
C9.5.2 Performance Criteria P1 Conclusion	The Council's Environmental Health officers have concluded that the development of a sensitive use at 15 Meander Valley Road, Carrick will not interfere with or constrain the operation of the existing speedway. This assessment considers the speedway's operational characteristics, scale and intensity, and the degree of hazard or pollution it may emit, together with appropriate design and construction measures that can mitigate or manage the effects of its emissions.

APPLICATION FORM

PLANNING PERMIT

Land Use Planning and Approvals Act 1993

Meander Valley Council
Working Together

- Application form & details MUST be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

OFFICE USE ONLY

Property No: [ ][ ][ ][ ][ ][ ] **Assessment No:** [ ][ ] - [ ][ ][ ][ ] - [ ][ ][ ][ ]

DA [ ] **PA** [ ] **PC** [ ]

- Is your application the result of an illegal building work? ☐ Yes ☒ No
- Have you already received a Planning Review for this proposal? ☐ Yes ☒ No
- Is a new vehicle access or crossover required? ☐ Yes ☒ No

Indicate by ✓ box

PROPERTY DETAILS:

Address: 15 MEANDER VALLEY ROAD Certificate of Title: 18938

Suburb: CARRICK TAS 7291 Lot No: 1

Land area: 1771 m^2 / ha

Present use of land/building: SINGLE DWELLING *(vacant, residential, rural, industrial, commercial or forestry)*

- Does the application involve Crown Land or Private access via a Crown Access Licence: ☐ Yes ☒ No
- Heritage Listed Property: ☐ Yes ☒ No

DETAILS OF USE OR DEVELOPMENT:

Indicate by ✓ box ☒ Building work ☐ Change of use ☐ Subdivision ☐ Demolition ☐ Forestry ☐ Other

Total cost of development *(inclusive of GST)*: $ 800,000 *Includes total cost of building work, landscaping, road works and infrastructure*

Description of work: 4 NEW DWELLINGS

Use of building: RESIDENTIAL (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area: 714 m^2 New building height: 4.4 m

Materials: External walls: BRICK Colour: WHITE

Roof cladding: COLORBOND Colour: WHITE

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
18938	1
EDITION	DATE OF ISSUE
3	23-Oct-2017

SEARCH DATE : 21-Jul-2025
SEARCH TIME : 12.20 PM

DESCRIPTION OF LAND

Town of CARRICK
Lot 1 on Diagram 18938
Being the land described in Conveyance o. 57/6282
Derivation : Part of 2568A-0R-0Ps. Gtd. to t. Reibey.
Prior CT 3983/60

SCHEDULE 1

M658444 TRANSFER to MATHEW JAMES BURKE and RHONDA JANELLE VARKER Registered 23-Oct-2017 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

N269721 PRIORITY NOTICE reserving priority for 90 days
TRANSFER Mathew James Burke and Rhonda Janelle Varker to Melcol Constructions Pty Ltd
MORTGAGE Melcol Constructions Pty Ltd to Bendigo and Adelaide Bank Limited Lodged by ZZIM CONVEYANCING on 11-Jun-2025 BP: N269721

FOLIO PLAN

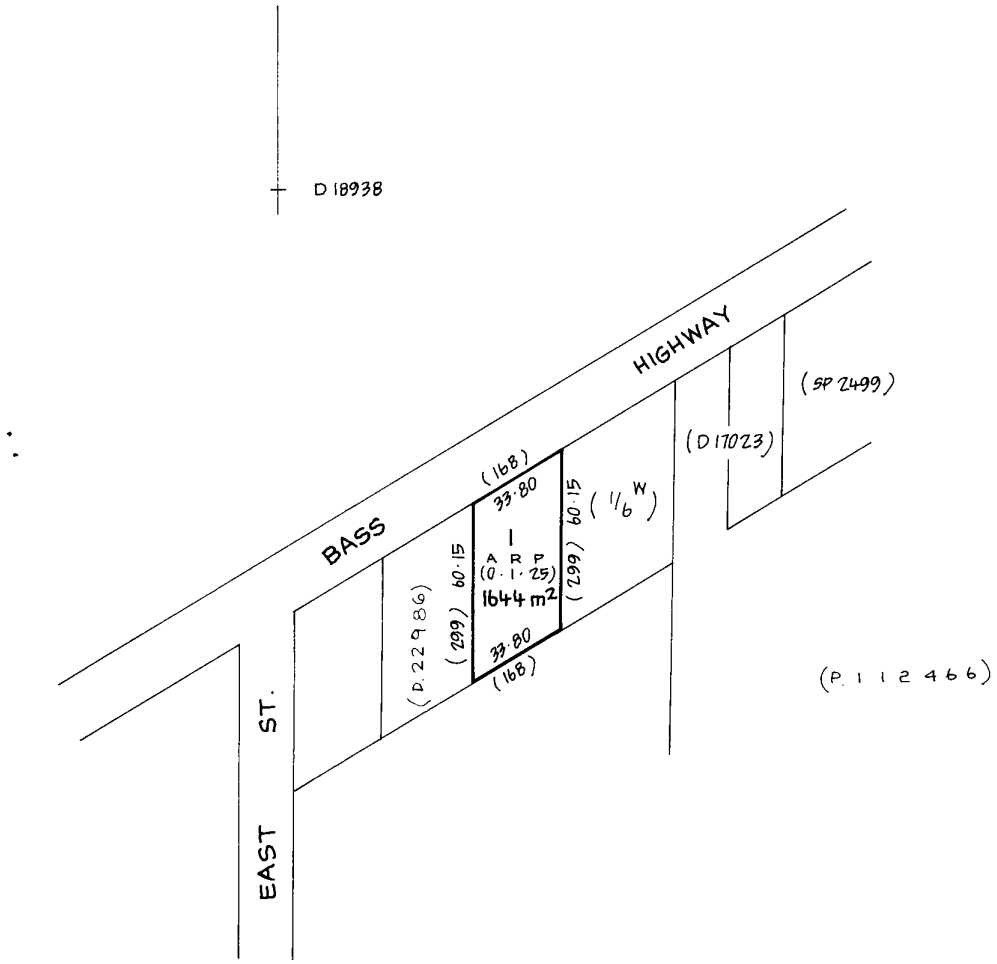
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

APPROVED FROM 15 SEP 1982 ACTING DEPUTY RECORDER OF TITLES	CONVERSION PLAN	REGISTERED NUMBER D. 18938
FILE NUMBER Y 263	GRANTEE PART OF 2568 · 0 · 0 THOMAS REIBEY	DRAWN 6·9·82

SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY~~/TOWN OF CARRICK
~~LAND DISTRICT OF~~
~~PARISH OF~~
LENGTHS ARE IN METRES NOT TO SCALE
LENGTHS IN BRACKETS IN LINKS ~~FEET & INCHES~~



18th July 2025

Meander Valley Council
26 Lyall Street
Westbury
Tasmania, 7303

Attention: Planning Department

Subject:

HONED
ARCHITECTURE
+ DESIGN

Michael Bernacki
Registered Architect

PO Box 147
Launceston
Tasmania
Australia 7250

Mobile: 0417541646
Email: mbernacki@honedarchitecture.com

Development Application for multiple dwellings located at 15 Meander Valley Road, Carrick. This letter outlines and addresses the relevant / applicable codes for this development.

To whom it May Concern:

Overview: These residences are located in an General Residential Zone and we are proposing 4 new dwellings on this lot whilst maintaining the existing residence.

These new residences has been designed to take full advantage of its location, site parameters, view opportunities, natural light, site conditions, minimal site excavations and being considerate of its neighbours.

This document outlines and addresses the relevant planning standards and should be cross referenced with Honed Architecture + Design drawings attached.

To whom it May Concern:

8.4 Development Standards for Dwellings

8.4.1 Residential density for multiple dwellings
A1
Multiple dwellings must have a site area per dwelling of not less than 325m2. We comply, the land size is 1771m2 and we are proposed an additonal 4 dwellings to the existing single dwelling on site.

8.4.2 Setbacks and building envelope for all dwellings

It should be noted the existing residence on site is quiet old and is located / built within the frontage setback. We do not believe this should affect the proposed dwelling due to historical position.

A1 We believe we comply.

A2 We believe we comply.

A2 We believe we comply.

8.4.3 Site coverage and private open space for all dwellings

A1
Dwellings must have:
(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and We believe we comply.

A2 We believe we comply.

8.4.4 Sunlight to private open space of multiple dwellings
We believe we comply.

8.4.5 Width of openings for garages and carports for all dwellings
A1
A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser). We believe we comply.

8.4.6 Privacy for all dwellings
A1
We believe we comply.

A2
(A) We believe we comply.

(B) The window or glazed door:
(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; We are proposing to have fixed mirror obscured glazing to the dwelings where required as noted on the attached elevations.
(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or We are proposing to have fixed mirror obscured glazing to the dwelings where required as noted on the attached elevations.
(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%. N/A

A3
A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:
(a) 2.5m; or We are proposing to have fixed mirror obscured glazing to the dwelings where required as noted on the attached elevations.
(b) 1m if: We are proposing to have fixed mirror obscured glazing to the dwelings where required as noted on the attached elevations.
(i) it is separated by a screen of not less than 1.7m in height; or We are proposing to have fixed mirror obscured glazing to the dwelings where required as noted on the attached elevations.
(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level. We are proposing to have fixed mirror obscured glazing to the dwelings where required as noted on the attached elevations.

8.4.7 Frontage fences for all dwellings
The site currently has a frontage fence.

8.4.8 Waste storage for multiple dwellings
A1
We believe we comply.

I trust that the contents of this letter is satisfactory and does address the Meander Valley Council requirements for 15 Meander Valley Road, Carrick.

If you require any further information or clarification, please do not hesitate to contact myself.

Thank you once again.

Kind Regards



Michael Bernacki / Honed Architecture + Design.

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

DEVELOPMENT APPLICATION
FOR
PRIVATE RESIDENCES
15 MEANDER VALLEY ROAD
CARRICK, TASMANIA

DRAWING No.	DRAWING TITLE
A–DA–01	Cover Sheet
A–DA–02	Land Survey
A–DA–03	Site Plan
A–DA–04	Unit 1&2 – Level 1 Plan
A–DA–05	Unit 1&2 – Roof Plan
A–DA–06	Unit 1&2 – Northern Elevation
A–DA–07	Unit 1&2 – Eastern Elevation
A–DA–08	Unit 1&2 – Southern Elevation
A–DA–09	Unit 1&2 – Western Elevation
A–DA–10	Unit 3&4 – Level 1 Plan
A–DA–11	Unit 3&4 – Roof Plan
A–DA–12	Unit 3&4 – Northern Elevation
A–DA–13	Unit 3&4 – Eastern Elevation
A–DA–14	Unit 3&4 – Southern Elevation
A–DA–15	Unit 3&4 – Western Elevation
A–DA–16	Landscape Plan
A–DA–17	Private Open Space Plan
A–DA–18	Strata Title Plan
A–DA–19	Plumbing Plan
A–DA–20	Vehicle Turning Circle Diagrams
A–DA–21	Shadow Diagram 9:00am
A–DA–22	Shadow Diagram 10:00am
A–DA–23	Shadow Diagram 11:00am
A–DA–24	Shadow Diagram 12:00 Noon
A–DA–25	Shadow Diagram 1:00Pm
A–DA–26	Shadow Diagram 2:00Pm
A–DA–27	Shadow Diagram 3:00pm

NOTE:

ARCHITECT: MICHAEL BERNACKI (929)	
ACCREDITATION NUMBER:	CC6490
LAND TITLE REF NUMBER:	18938 / 1
FLOOR AREA:	REFER TO TABLE
SOIL CLASSIFICATION:	REFER TO REPORT
CLIMATE ZONE:	7
BAL:	REFER TO REPORT
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	N/A
FLOODING:	NO
LANDSLIP:	NO
DISPERSIVE SOILS:	UNKNOWN
SALINE SOILS:	UNKNOWN
SAND DUNES:	NO
MINE SUBSIDENCE:	NO
LANDFILL:	NO
GROUND LEVELS:	REFER PLAN

UNIT 1		
UNIT 1 L1 AREA	– 107M2	= 11.51SQ
UNIT 1 GARAGE AREA	– 46M2	= 4.95SQ
TOTAL UNIT 1 AREA	– 153M2	= 16.46SQ
UNIT 2		
UNIT 2 L1 AREA	– 107M2	= 11.51SQ
UNIT 2 GARAGE AREA	– 46M2	= 4.95SQ
TOTAL UNIT 2 AREA	– 153M2	= 16.46SQ
UNIT 3		
UNIT 3 L1 AREA	– 117M2	= 12.59SQ
UNIT 3 GARAGE AREA	– 46M2	= 4.95SQ
TOTAL UNIT 3 AREA	– 163M2	= 17.54SQ
UNIT 4		
UNIT 4 L1 AREA	– 117M2	= 12.59SQ
UNIT 4 GARAGE AREA	– 46M2	= 4.95SQ
TOTAL UNIT 4 AREA	– 163M2	= 17.54SQ
EXISTING RESIDENCE		
EXISTING HOUSE AREA	– 82M2	= 8.82SQ
TOTAL DEVELOPMENT AREA	– 714M2	= 76.85SQ
SITE AREA	– 1771M2	
SITE COVERAGE	– 40%	

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
- ALL WINDOW DIMENSIONS TO ALUMINUM TO BE CONFIRMED ON SITE.
- ALL GLAZING TO COMPLY WITH BCA 3.6 AND AS1288 & AS2047
- ALL WET AREAS TO COMPLY WITH BCA 3.8.1 AND AS3740
- ALL TIMBER FRAMING TO COMPLY WITH BCA 3.4.3 AND AS1684
- ALL WINDOW LOCATION DIMENSIONS TAKEN FROM EXTERNAL STUD FRAME WORK

NOTE:

ALL ERRORS OR ANOMALIES ARE TO BE REPORTED TO HONED ARCHITECTURE + DESIGN.

DO NOT SCALE OFF DRAWINGS.

CONFIRM ALL SIZES AND HEIGHTS ON SITE.

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

DEVELOPMENT APPLICATION

HONED
ARCHITECTURE
+ DESIGN

PO BOX 147, LAUNCESTON,
TASMANIA 7250 Ph: 0417541646

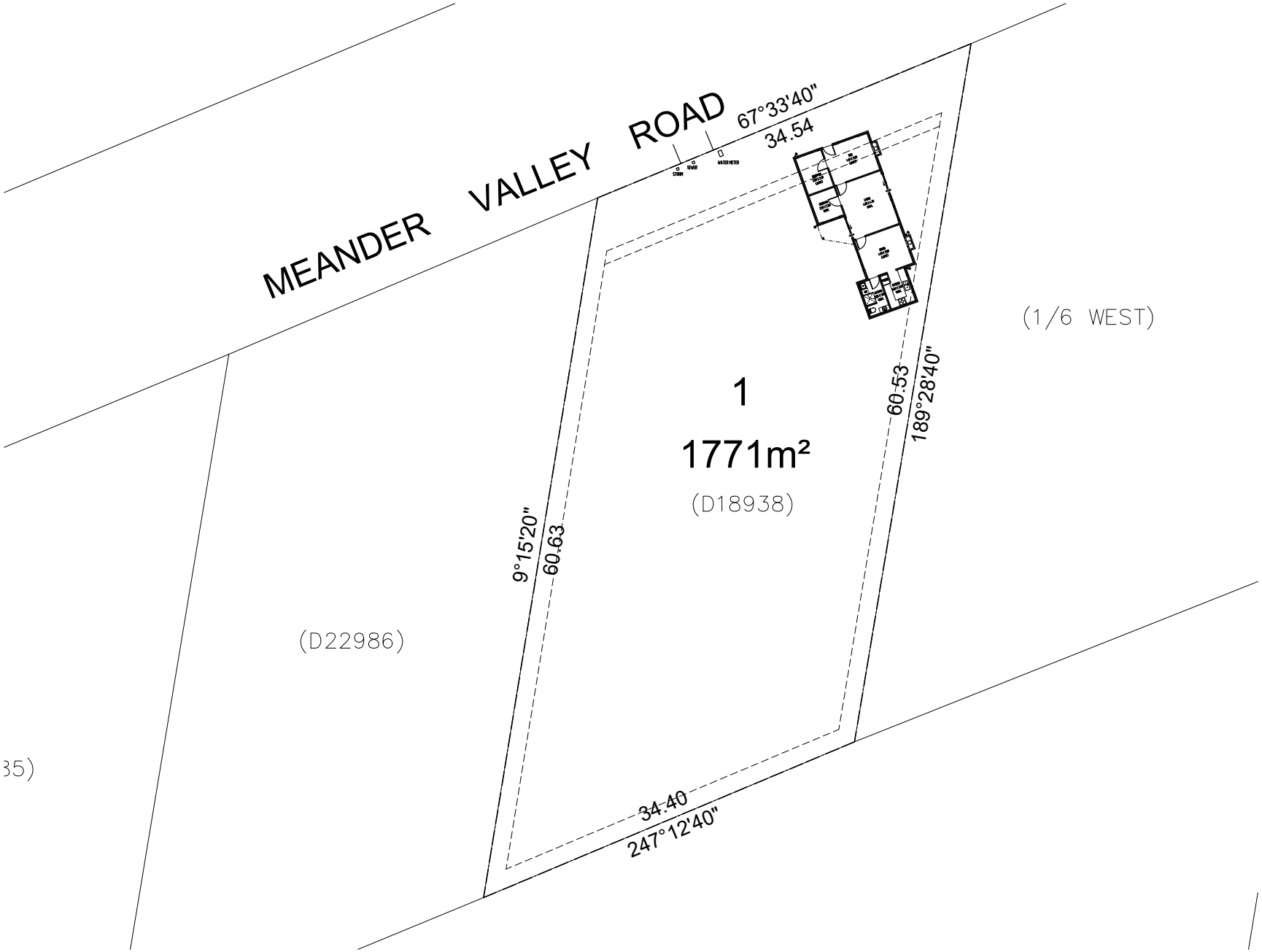
DIMENSIONS ARE SUBJECT TO SITE MEASUREMENT & VERIFICATION DO NOT SCALE OFF THIS DRAWING
ALL DESIGNS ARE COPYRIGHT AND REMAIN PROPERTY OF HONED ARCHITECTURE + DESIGN.

PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
COVER SHEET

DRAWN: MB
CHECKED: MB
SCALE: NTS @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-01 C

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ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

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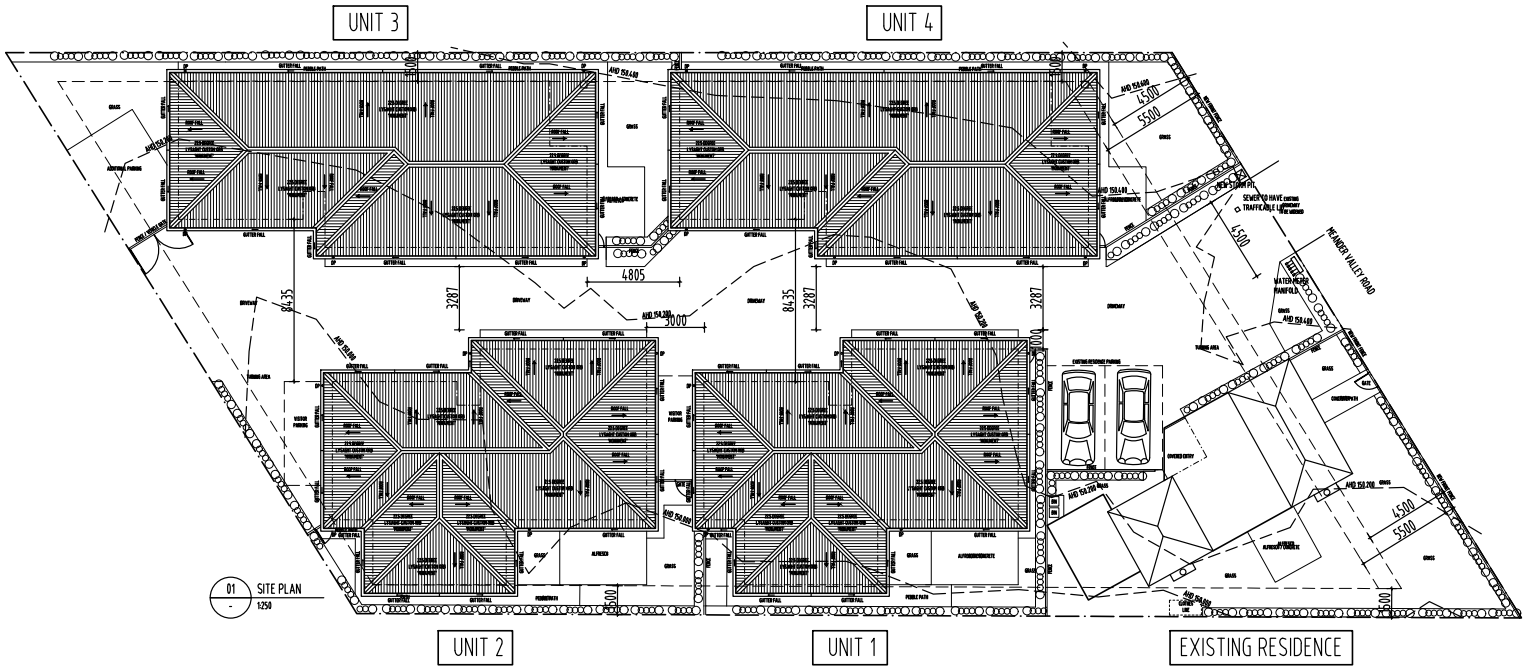
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ALL DESIGNS ARE COPYRIGHT AND REMAIN PROPERTY OF HONED ARCHITECTURE + DESIGN.

PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
LAND SURVEY

DRAWN: MB
CHECKED: MB
SCALE: 1:300 @ A3
DATE: APRIL_2025
PROJECT NO: 2503
DRAWING NO. A-DA-02 C

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NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

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DEVELOPMENT APPLICATION

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ARCHITECTURE
+ DESIGN

PO BOX 147, LAUNCESTON,
TASMANIA 7250 Ph: 0417541646

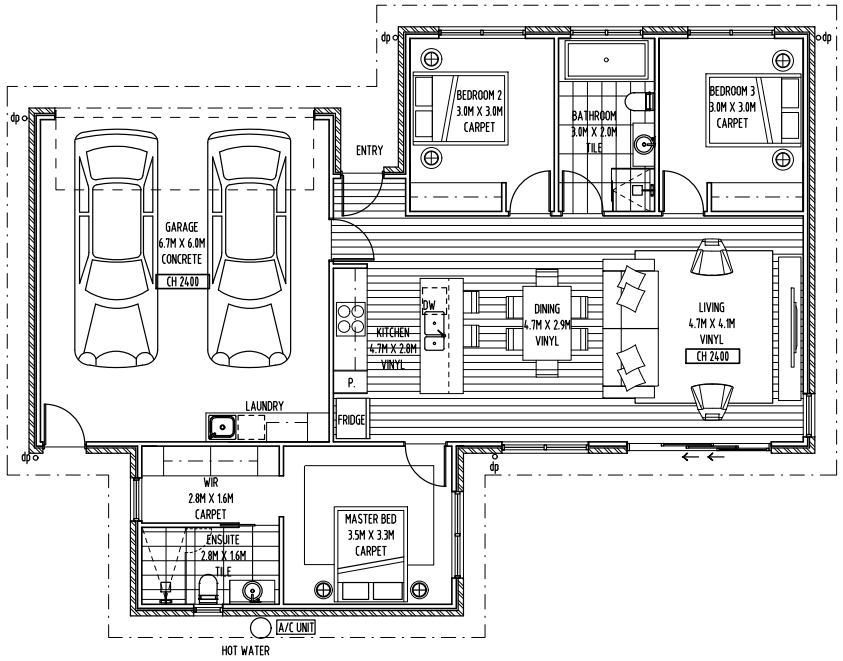
DIMENSIONS ARE SUBJECT TO SITE MEASUREMENT & VERIFICATION DO NOT SCALE OFF THIS DRAWING
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SITE PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:250 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-03 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 1&2 - LEVEL 1 PLAN
1:100

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

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DEVELOPMENT APPLICATION

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ARCHITECTURE
+ DESIGN

PO BOX 147, LAUNCESTON,
TASMANIA 7250 Ph: 0417541646

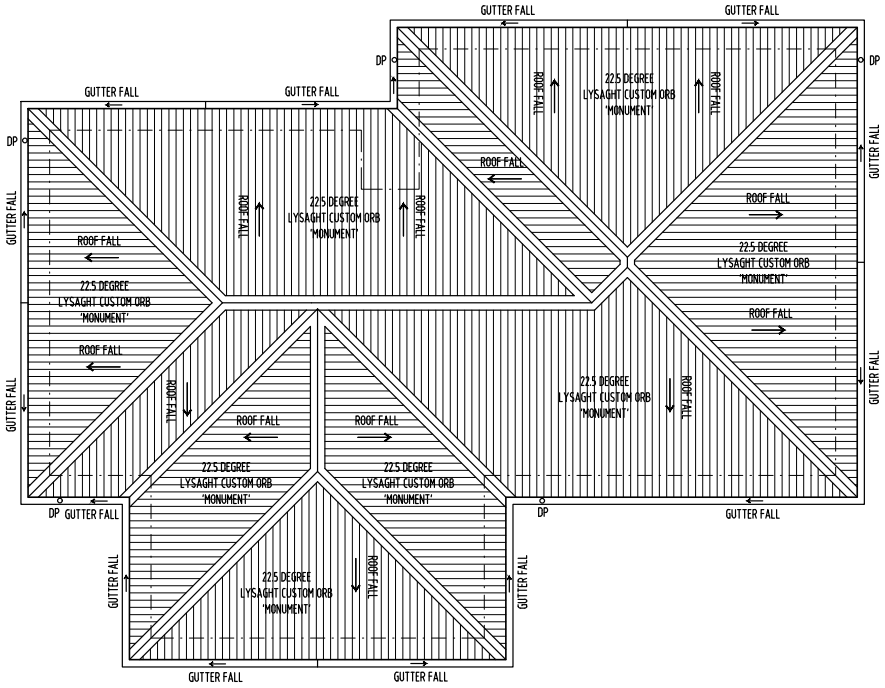
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 1 & 2
LEVEL 1 PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:100 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-04 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 UNIT 1&2 - ROOF PLAN
1:100

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
- ALL WINDOW DIMENSIONS TO ALUMINIUM TO BE CONFIRMED ON SITE.
- ALL GLAZING TO COMPLY WITH BCA 3.6 AND AS1288 & AS2047
- ALL WET AREAS TO COMPLY WITH BCA 3.8.1 AND AS3740
- ALL TIMBER FRAMING TO COMPLY WITH BCA 3.4.3 AND AS1684
- ALL WINDOW LOCATION DIMENSIONS TAKEN FROM EXTERNAL STUD FRAME WORK

NOTE:

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CONFIRM ALL SIZES AND HEIGHTS ON SITE.

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

DEVELOPMENT APPLICATION

HONED
ARCHITECTURE
+ DESIGN

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TASMANIA 7250 Ph: 0417541646

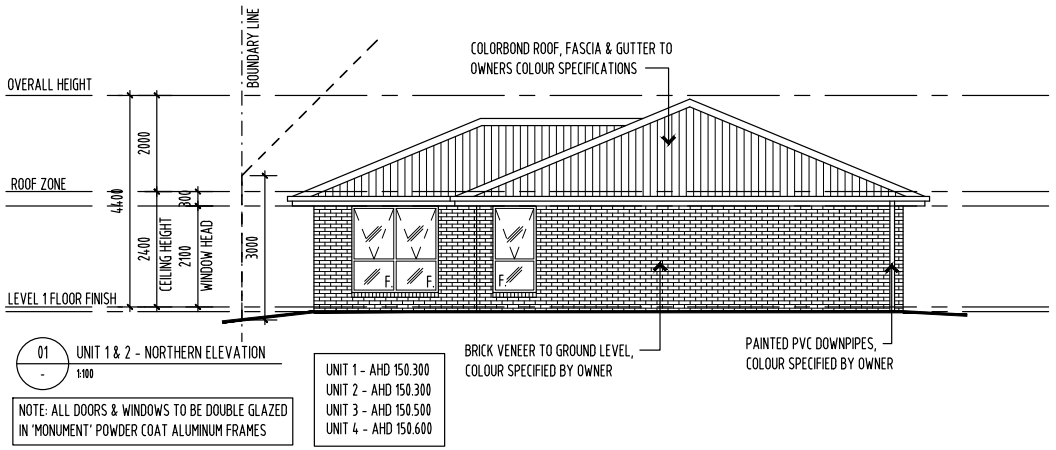
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 1 & 2
ROOF PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:150 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-05 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 1 & 2 - NORTHERN ELEVATION
1:100

NOTE: ALL DOORS & WINDOWS TO BE DOUBLE GLAZED IN 'MONUMENT' POWDER COAT ALUMINUM FRAMES

UNIT 1 - AHD 150.300
UNIT 2 - AHD 150.300
UNIT 3 - AHD 150.500
UNIT 4 - AHD 150.600

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
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DEVELOPMENT APPLICATION

HONED
ARCHITECTURE
+ DESIGN

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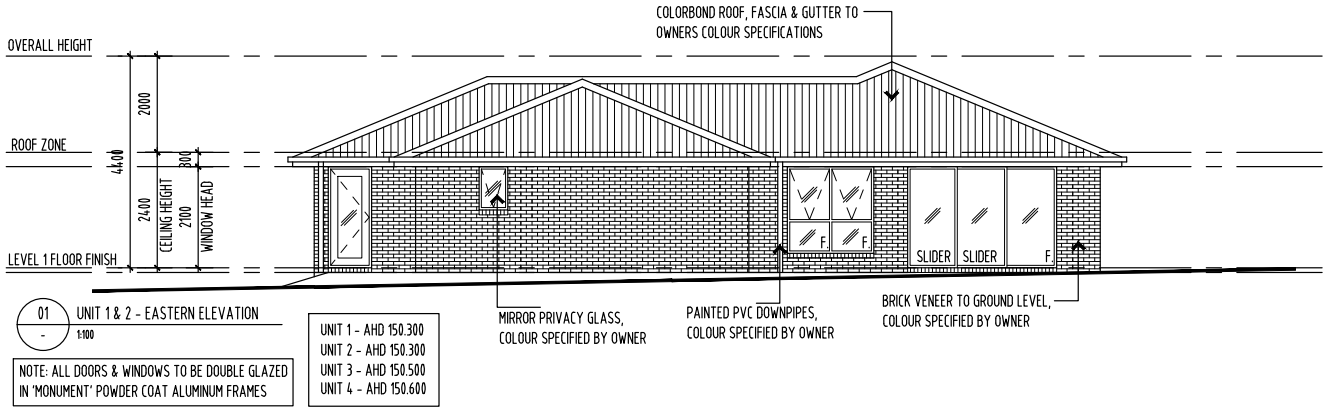
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 1 & 2
NORTHERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-06 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 / - UNIT 1 & 2 - EASTERN ELEVATION
1:100

NOTE: ALL DOORS & WINDOWS TO BE DOUBLE GLAZED IN 'MONUMENT' POWDER COAT ALUMINUM FRAMES

UNIT 1 - AHD 150.300
UNIT 2 - AHD 150.300
UNIT 3 - AHD 150.500
UNIT 4 - AHD 150.600

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
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DEVELOPMENT APPLICATION

HONED ARCHITECTURE + DESIGN
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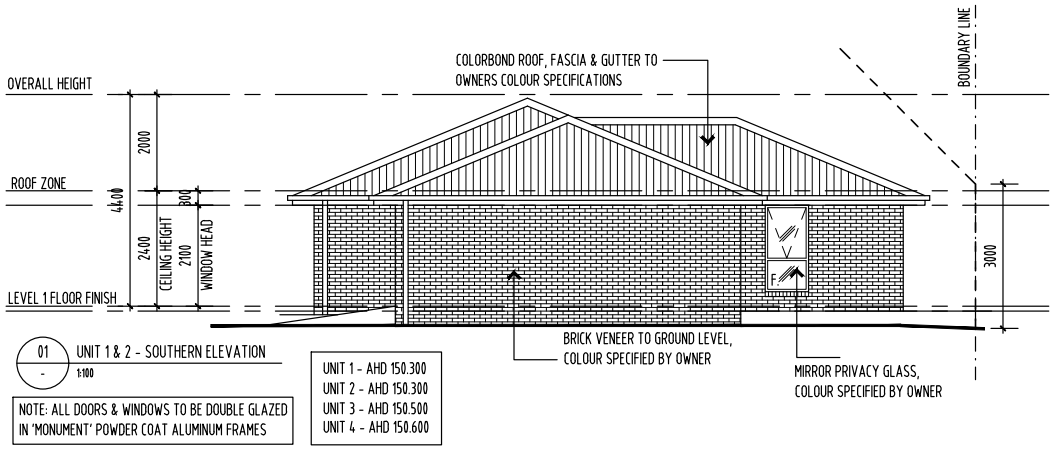
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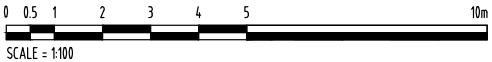
PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 1 & 2
EASTERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-07 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING





ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
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DEVELOPMENT APPLICATION

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ARCHITECTURE
+ DESIGN

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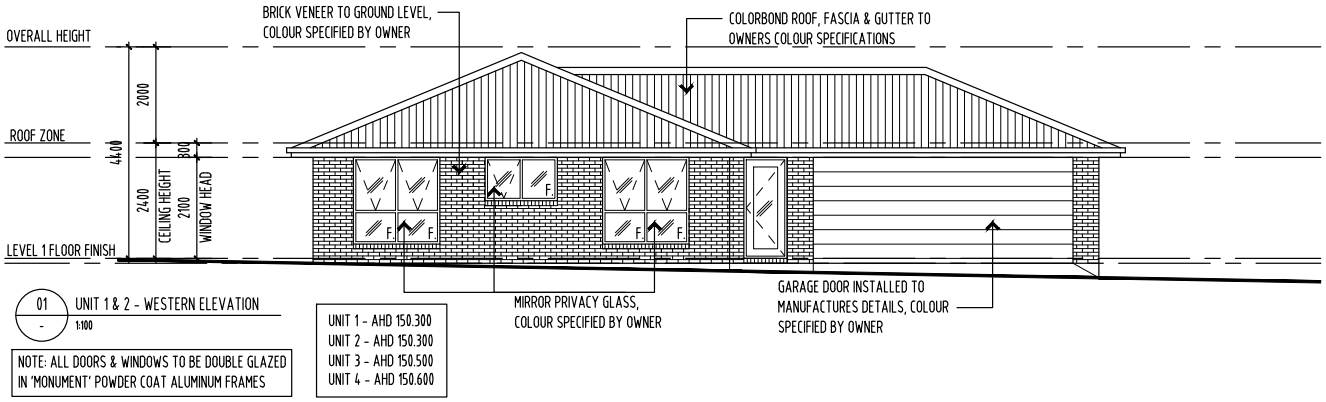
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 1 & 2
SOUTHERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-08 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 1 & 2 - WESTERN ELEVATION
1:100

NOTE: ALL DOORS & WINDOWS TO BE DOUBLE GLAZED IN 'MONUMENT' POWDER COAT ALUMINUM FRAMES

UNIT 1 - AHD 150.300
UNIT 2 - AHD 150.300
UNIT 3 - AHD 150.500
UNIT 4 - AHD 150.600

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	28.01.26	RESPONSE TO RFI	mb	mb

NOTE:
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DEVELOPMENT APPLICATION

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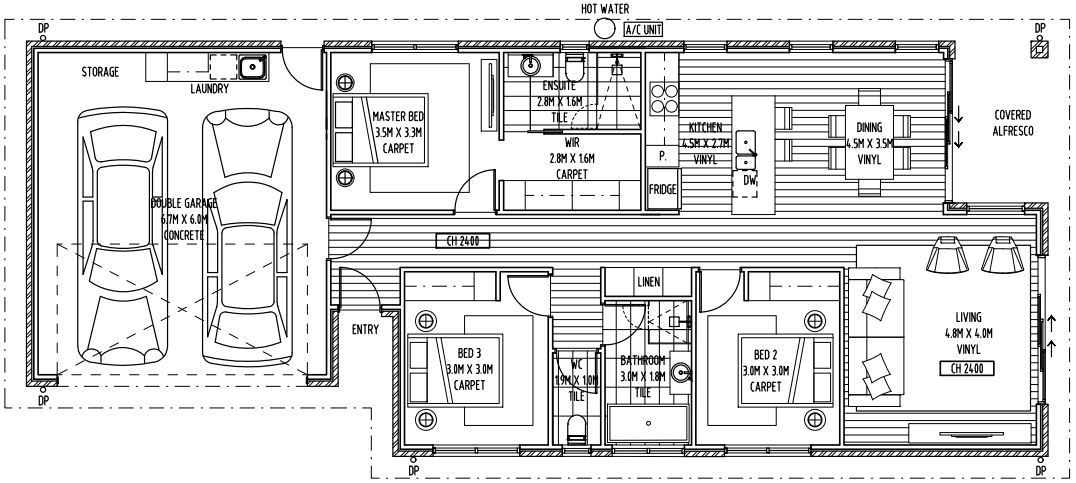
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 1 & 2
WESTERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-09 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 3&4 - LEVEL 1 PLAN
1:100

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

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DEVELOPMENT APPLICATION

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ARCHITECTURE
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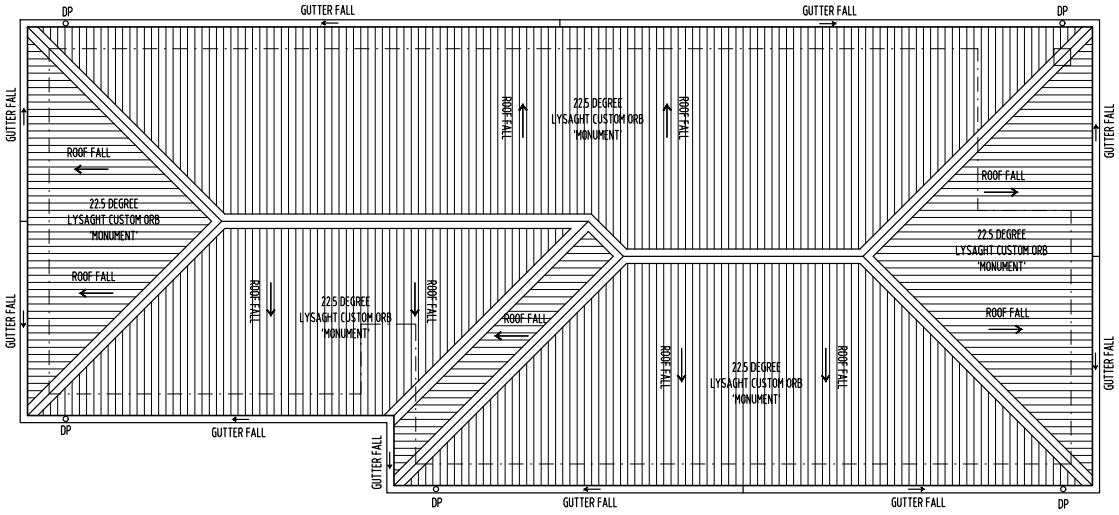
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 3 & 4
LEVEL 1 PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:100@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-10 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 / - UNIT 3&4 - ROOF PLAN
1:100

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

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DEVELOPMENT APPLICATION

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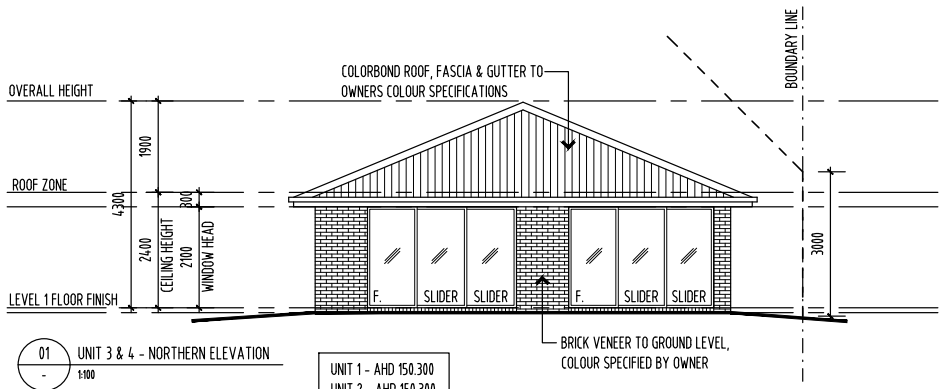
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 3 & 4
ROOF PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:100@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-11 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 3 & 4 - NORTHERN ELEVATION
1:100

NOTE: ALL DOORS & WINDOWS TO BE DOUBLE GLAZED IN 'MONUMENT' POWDER COAT ALUMINUM FRAMES

UNIT 1 - AHD 150.300
UNIT 2 - AHD 150.300
UNIT 3 - AHD 150.500
UNIT 4 - AHD 150.600

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
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C	28.01.26	RESPONSE TO RFI	mb	mb

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DEVELOPMENT APPLICATION

HONED
ARCHITECTURE
+ DESIGN

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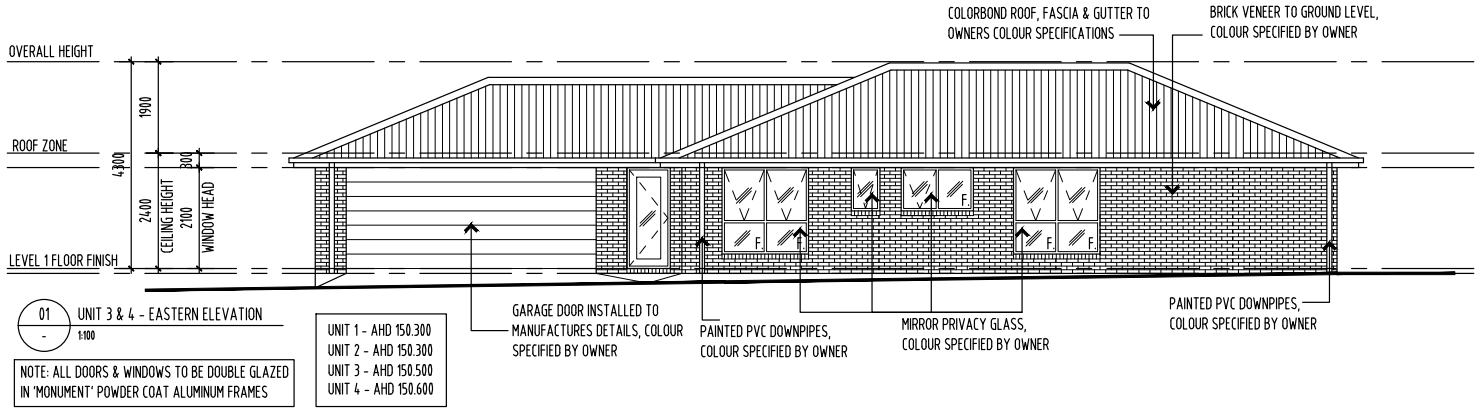
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 3 & 4
NORTHERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-12 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 3 & 4 - EASTERN ELEVATION
1:100

NOTE: ALL DOORS & WINDOWS TO BE DOUBLE GLAZED IN 'MONUMENT' POWDER COAT ALUMINUM FRAMES

UNIT 1 - AHD 150.300
UNIT 2 - AHD 150.300
UNIT 3 - AHD 150.500
UNIT 4 - AHD 150.600

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
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C	20.01.26	RESPONSE TO RFI	mb	mb

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DEVELOPMENT APPLICATION

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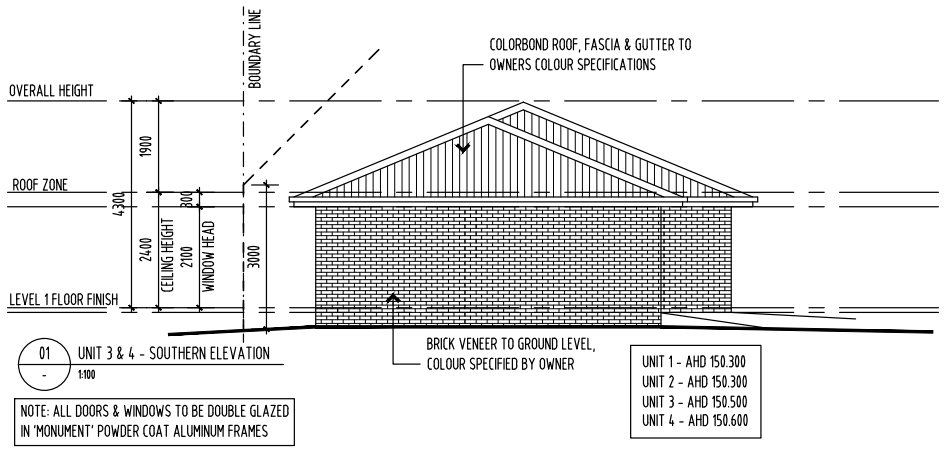
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 3 & 4
EASTERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-13 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 3 & 4 - SOUTHERN ELEVATION 1:100

NOTE: ALL DOORS & WINDOWS TO BE DOUBLE GLAZED IN 'MONUMENT' POWDER COAT ALUMINUM FRAMES

0 0.5 1 2 3 4 5 10m

SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
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DEVELOPMENT APPLICATION

HONED ARCHITECTURE + DESIGN

PO BOX 147, LAUNCESTON, TASMANIA 7250 Ph: 0417541646

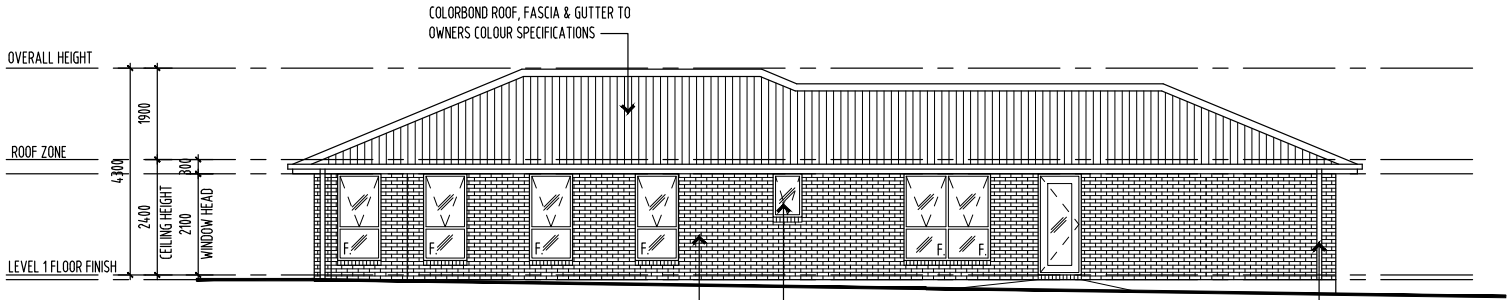
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 3 & 4
SOUTHERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-14 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 - UNIT 3 & 4 - WESTERN ELEVATION
1:100

NOTE: ALL DOORS & WINDOWS TO BE DOUBLE GLAZED IN 'MONUMENT' POWDER COAT ALUMINUM FRAMES

UNIT 1 - AHD 150.300
UNIT 2 - AHD 150.300
UNIT 3 - AHD 150.500
UNIT 4 - AHD 150.600

0 0.5 1 2 3 4 5 10m
SCALE = 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
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DEVELOPMENT APPLICATION

HONED
ARCHITECTURE
+ DESIGN

PO BOX 147, LAUNCESTON,
TASMANIA 7250 Ph: 0417541646

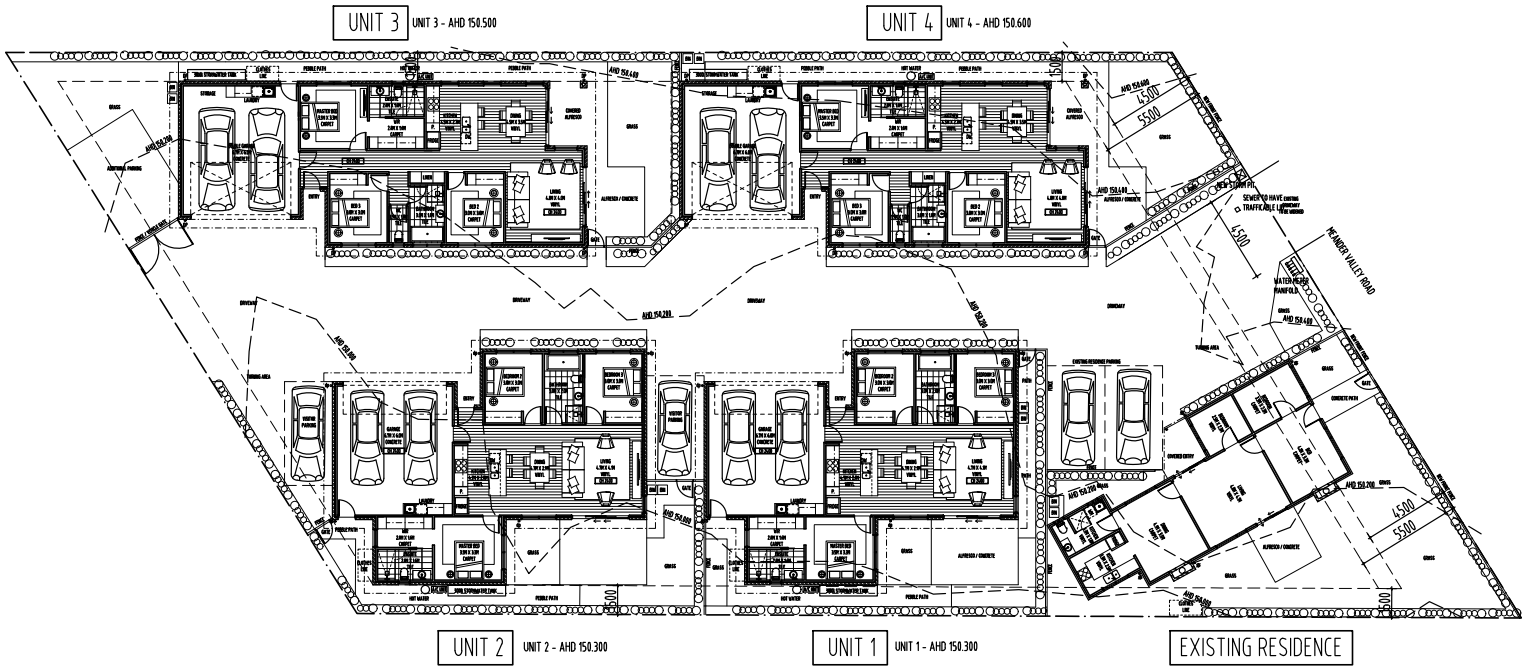
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
UNIT 3 & 4
WESTERN ELEVATION

DRAWN: MB
CHECKED: MB
SCALE: 1:100@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-15 C

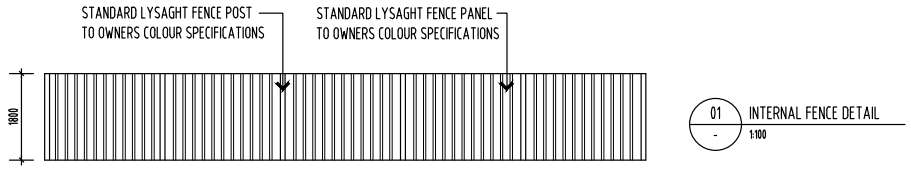
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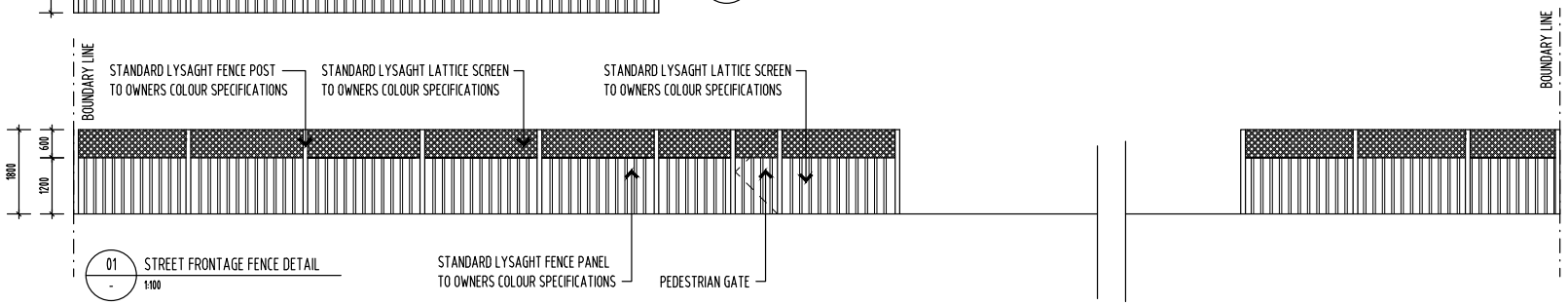
01 - LANDSCAPE PLAN 1:250

GENERAL CONCRETE NOTE:
ALL DRIVEWAYS TO BE CONCRETE TO ENGINEER SPEC. BRUSHED FINISH.
ALL DECK / EXTERNAL LAUNDRY AREAS TO BE TIMBER FRAMED TO CLIENT SELECTION.
ALL CONCRETE WORK TO MEET BUILDING CODE OF AUSTRALIA AND AUSTRALIAN STANDARDS.

LANDSCAPE SCHEDULE:
LOW MAINTENANCE AND MINIMAL FOLIAGE SELECTION OF PLANTS TO ENCOURAGE BIO DIVERSITY
LOMANDRA LONGIFOLIA, CALLISTEMON, PONGO PYGMAEUS,
EVER LASTING CHRYSOCEPHALUM APRICRLATIUM, LEUCODENDRON, SAGGLOMANDRA LONGIFOLIA,



01 - INTERNAL FENCE DETAIL 1:100



01 - STREET FRONTAGE FENCE DETAIL 1:100

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	19.07.25	DEVELOPMENT APPLICATION	mb	mb
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C	20.01.26	RESPONSE TO RFI	mb	mb

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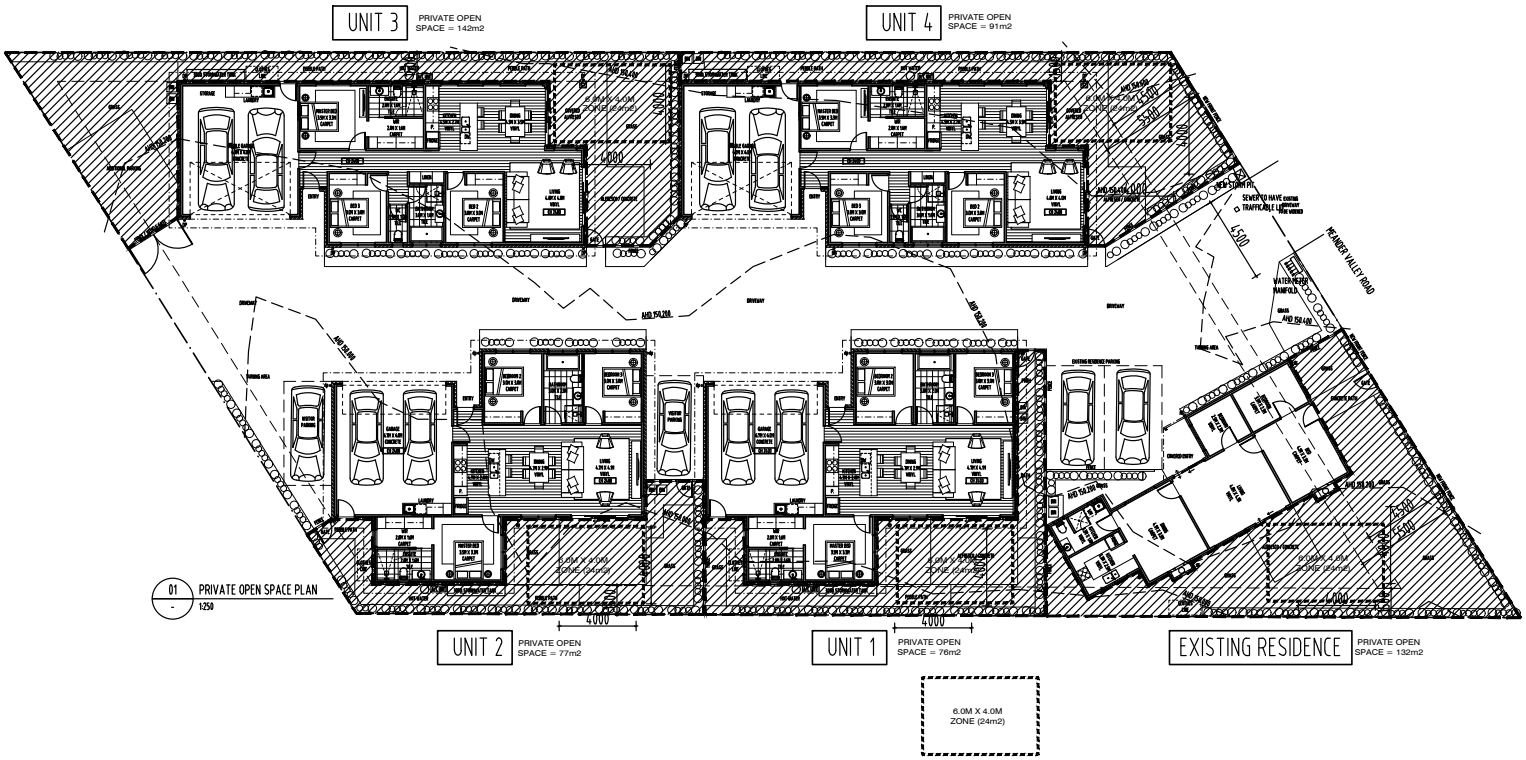
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
LANDSCAPE PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:250 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-16 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
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ARCHITECTURE
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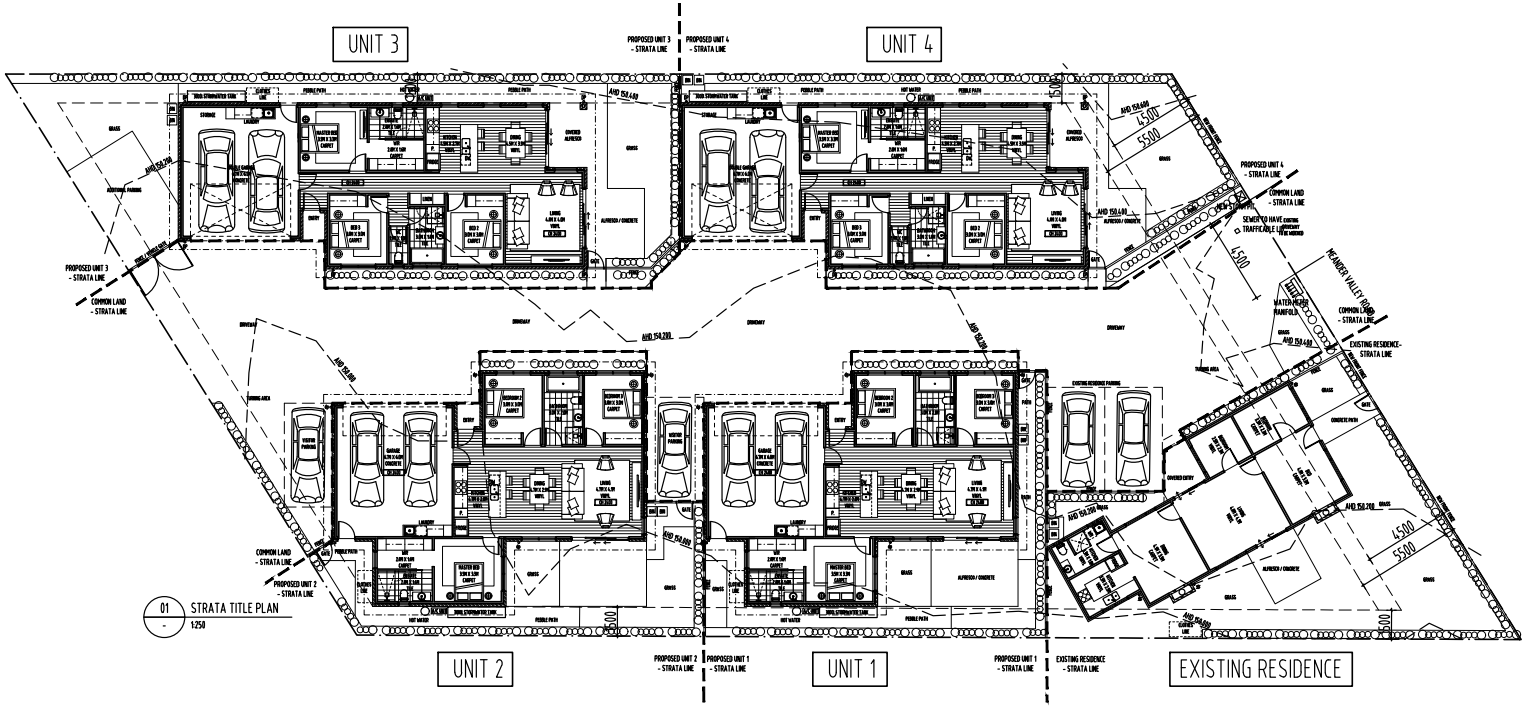
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
PRIVATE OPEN SPACE PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:250 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-17 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 STRATA TITLE PLAN
1:250

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NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
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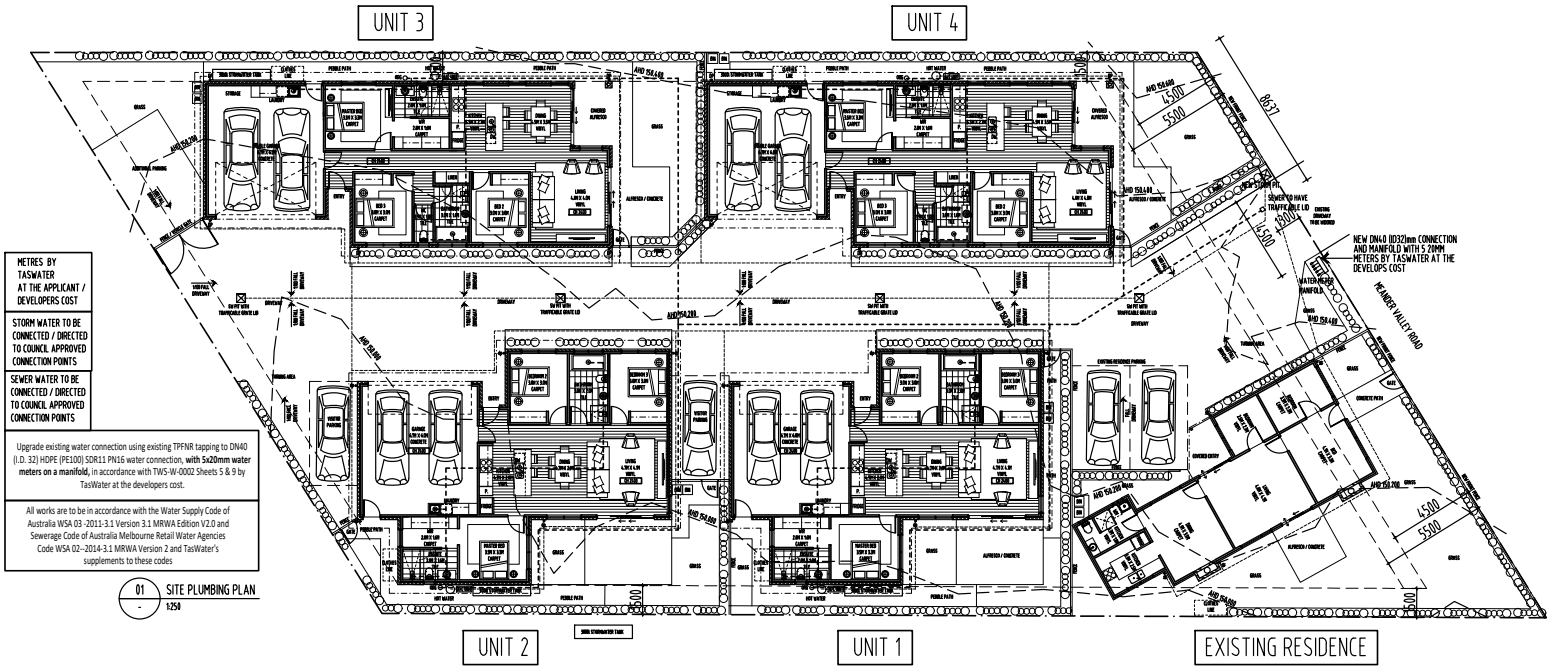
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
STRATA TITLE PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:250 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-18 C

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NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
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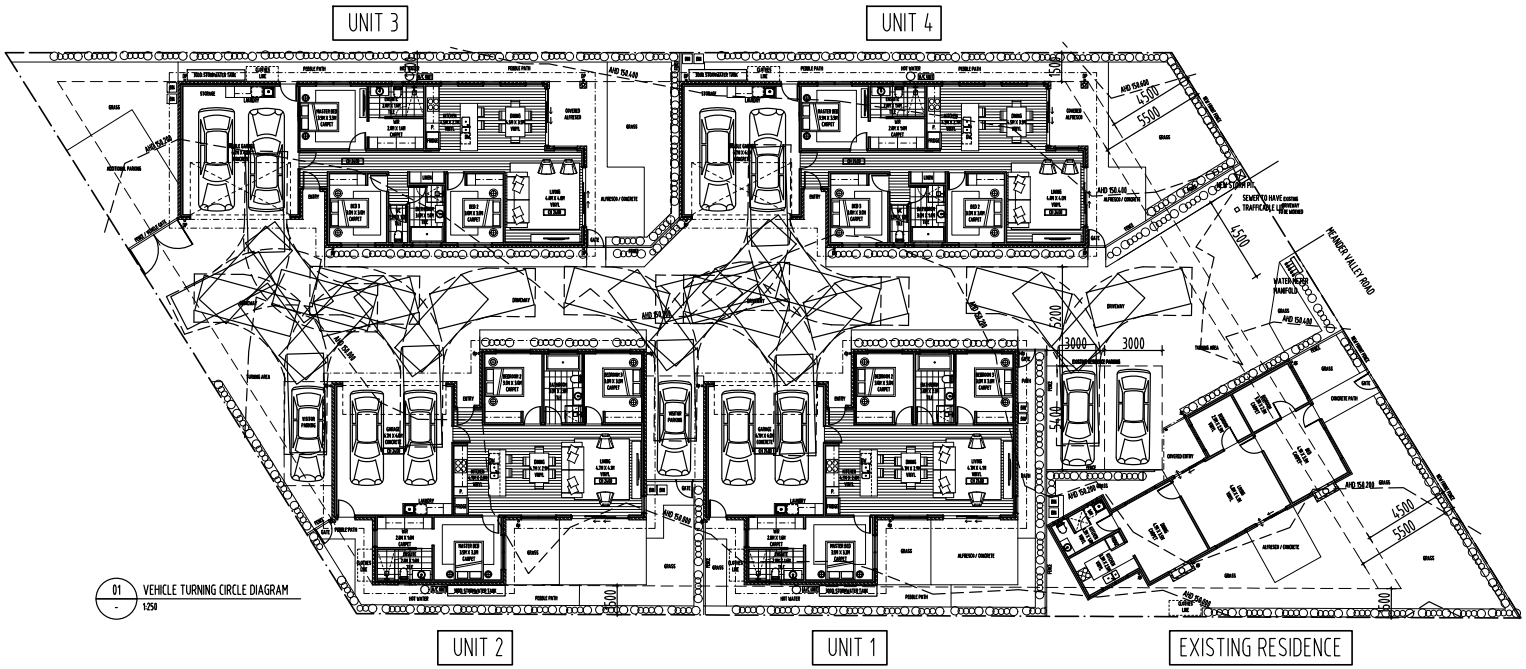
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SITE PLUMBING PLAN

DRAWN: MB
CHECKED: MB
SCALE: 1:250 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-19 C

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NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
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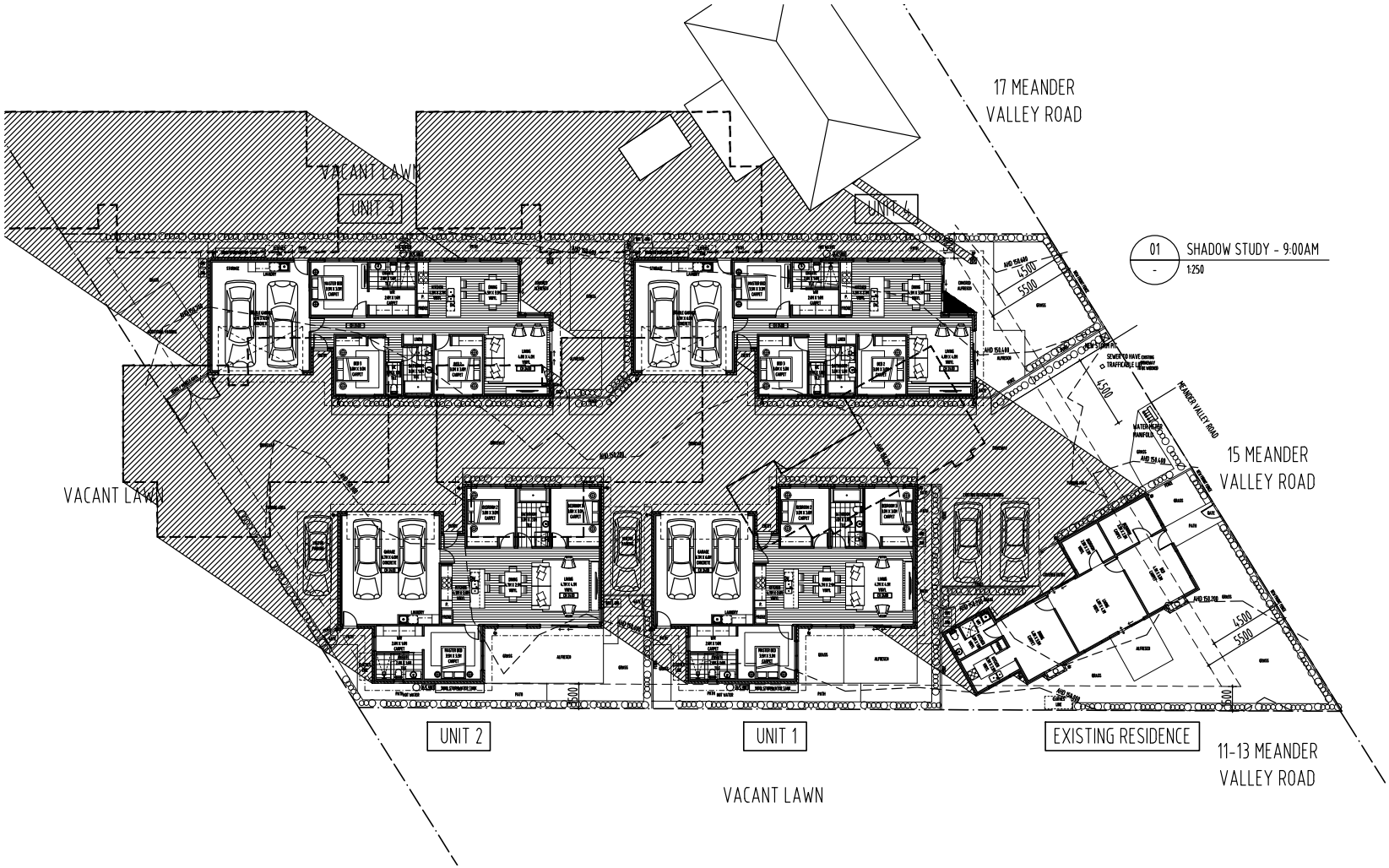
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
VEHICLE TURNING DIAGRAMS

DRAWN: MB
CHECKED: MB
SCALE: 1:250 @ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-20 C

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01 - SHADOW STUDY - 9:00AM
1:250

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NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
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DEVELOPMENT APPLICATION

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+ DESIGN

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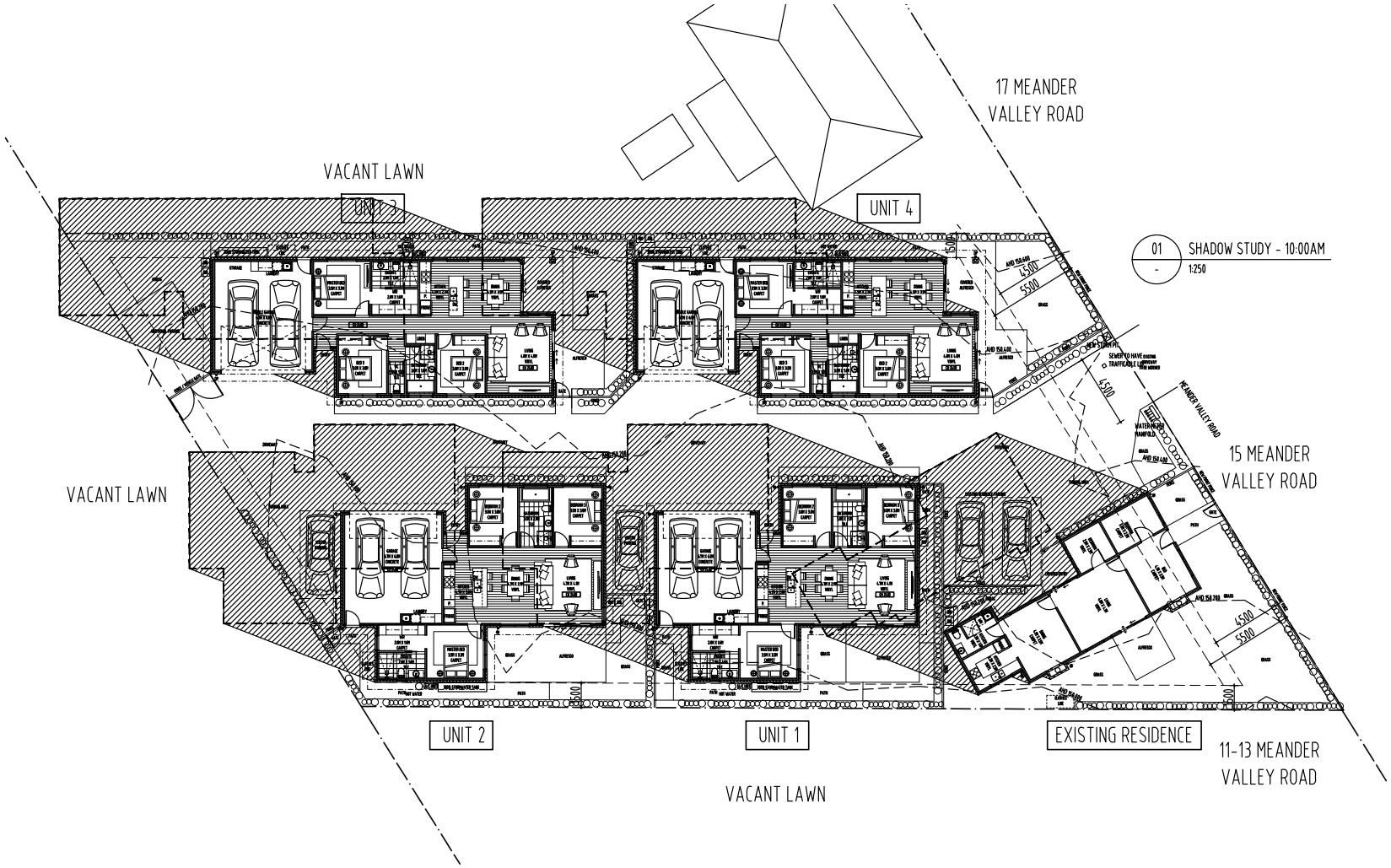
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SHADOW STUDY
21ST JUNE
9AM

DRAWN: MB
CHECKED: MB
SCALE: 1:250@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-21 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
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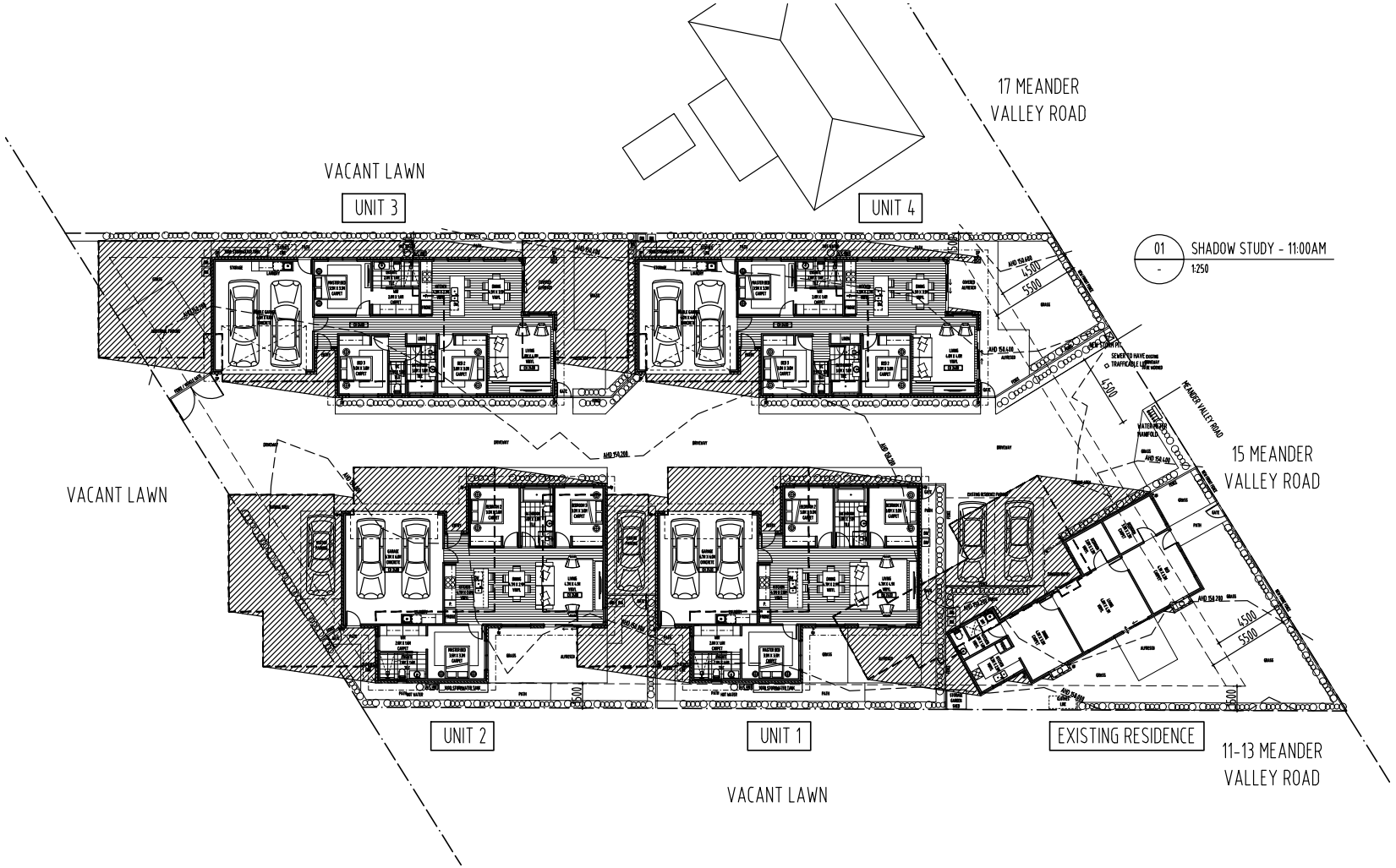
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SHADOW STUDY
21ST JUNE
10AM

DRAWN: MB
CHECKED: MB
SCALE: 1:250@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-22 C

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REVISION

No	DATE	DESCRIPTION	BY	CHECK
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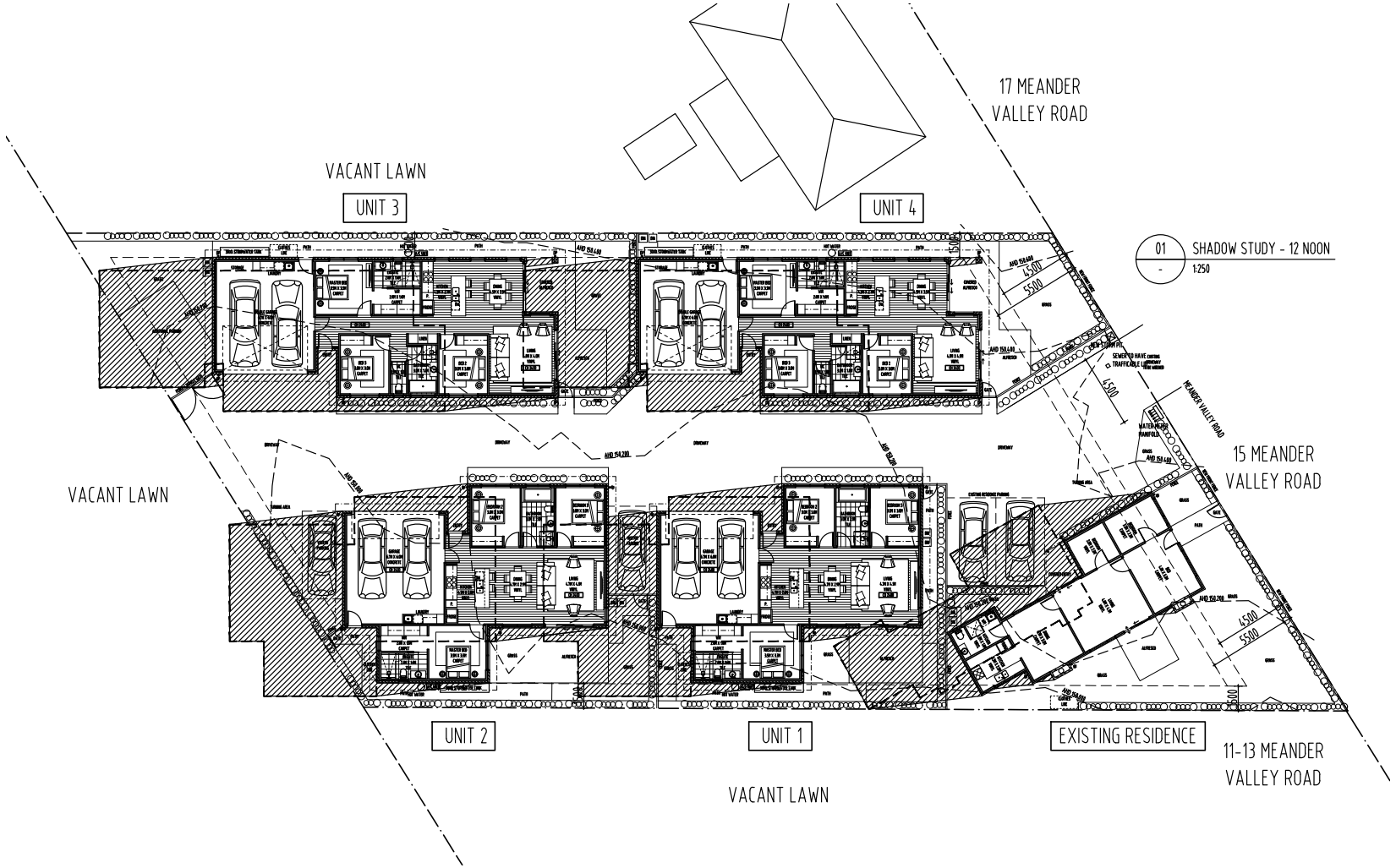
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SHADOW STUDY
21ST JUNE
11AM

DRAWN: MB
CHECKED: MB
SCALE: 1:250@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-23 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

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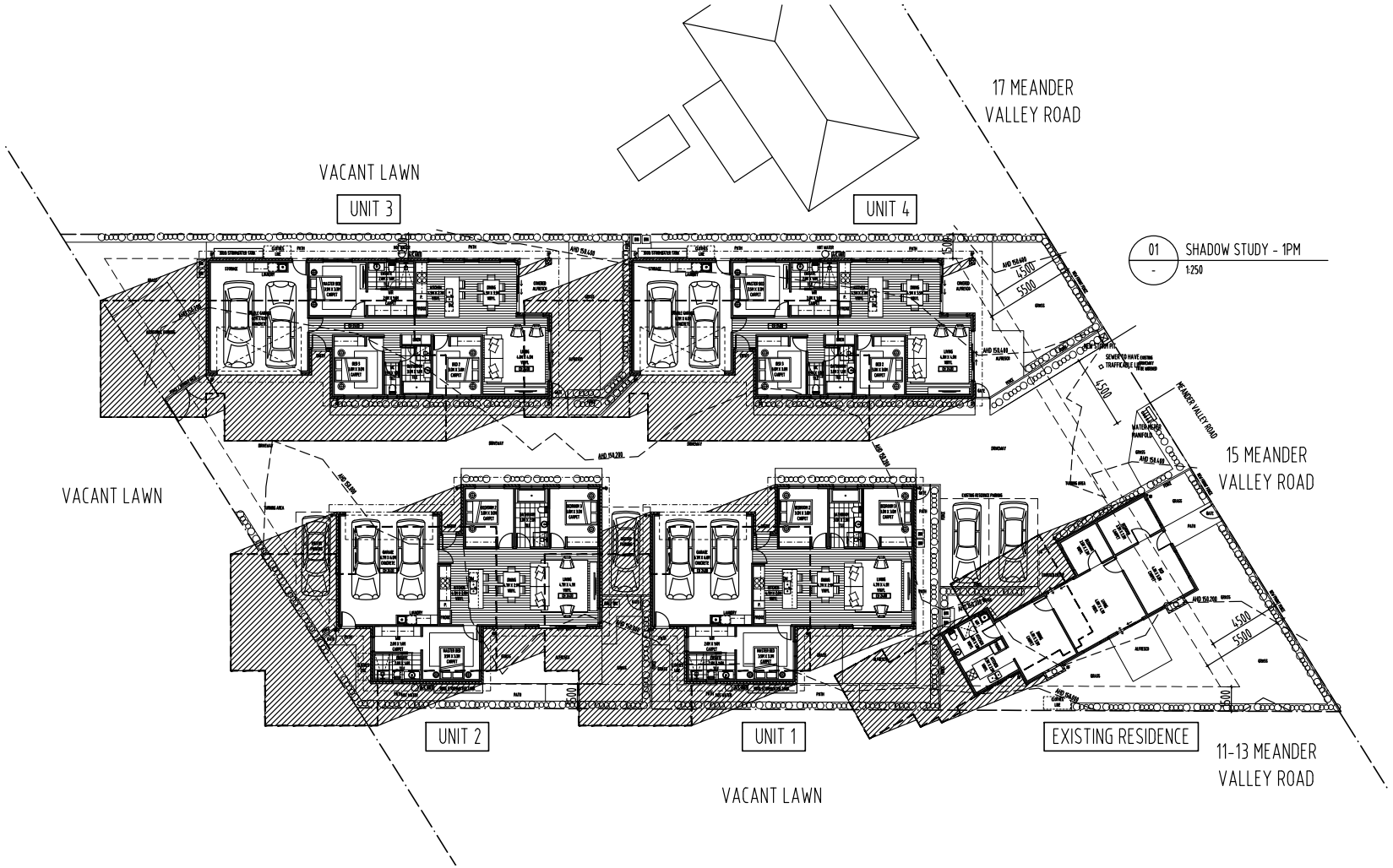
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SHADOW STUDY
21ST JUNE
12 NOON

DRAWN: MB
CHECKED: MB
SCALE: 1:250@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-24 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 SHADOW STUDY - 1PM
1:250

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

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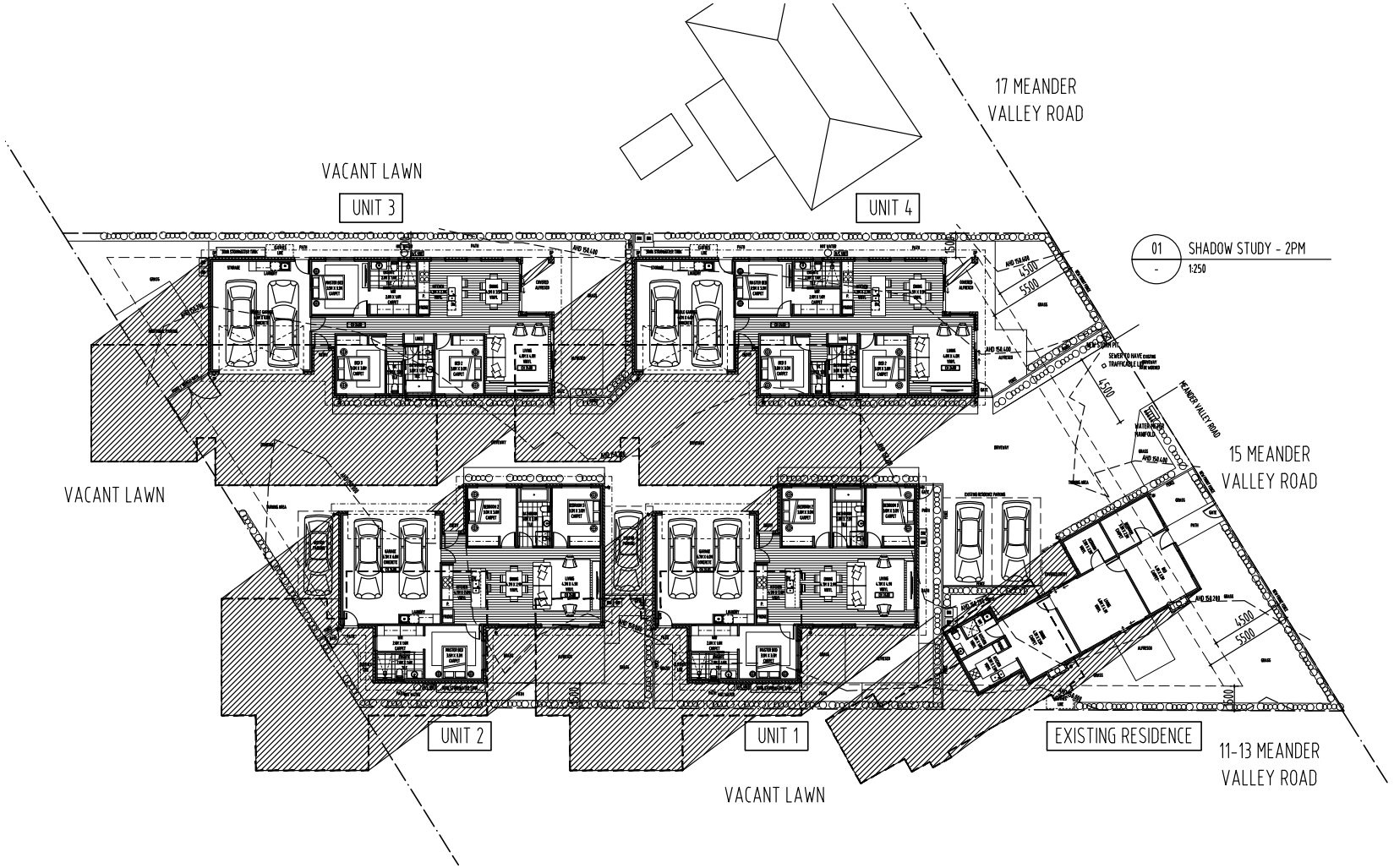
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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SHADOW STUDY
21ST JUNE
1PM

DRAWN: MB
CHECKED: MB
SCALE: 1:250@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-25 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



01 SHADOW STUDY - 2PM
1:250

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
B	22.08.25	RESPONSE TO RFI	mb	mb
C	20.01.26	RESPONSE TO RFI	mb	mb

NOTE:
- ALL WINDOW DIMENSIONS TO ALUMINIUM TO BE CONFIRMED ON SITE.
- ALL GLAZING TO COMPLY WITH BCA 3.6 AND AS1288 & AS2047
- ALL WET AREAS TO COMPLY WITH BCA 3.8.1 AND AS3740
- ALL TIMBER FRAMING TO COMPLY WITH BCA 3.4.3 AND AS1684
- ALL WINDOW LOCATION DIMENSIONS TAKEN FROM EXTERNAL STUD FRAME WORK

NOTE:

ALL ERRORS OR ANOMALIES ARE TO BE REPORTED TO HONED ARCHITECTURE + DESIGN.

DO NOT SCALE OFF DRAWINGS.

CONFIRM ALL SIZES AND HEIGHTS ON SITE.

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

DEVELOPMENT APPLICATION

HONED
ARCHITECTURE
+ DESIGN

PO BOX 147, LAUNCESTON,
TASMANIA 7250 Ph: 0417541646

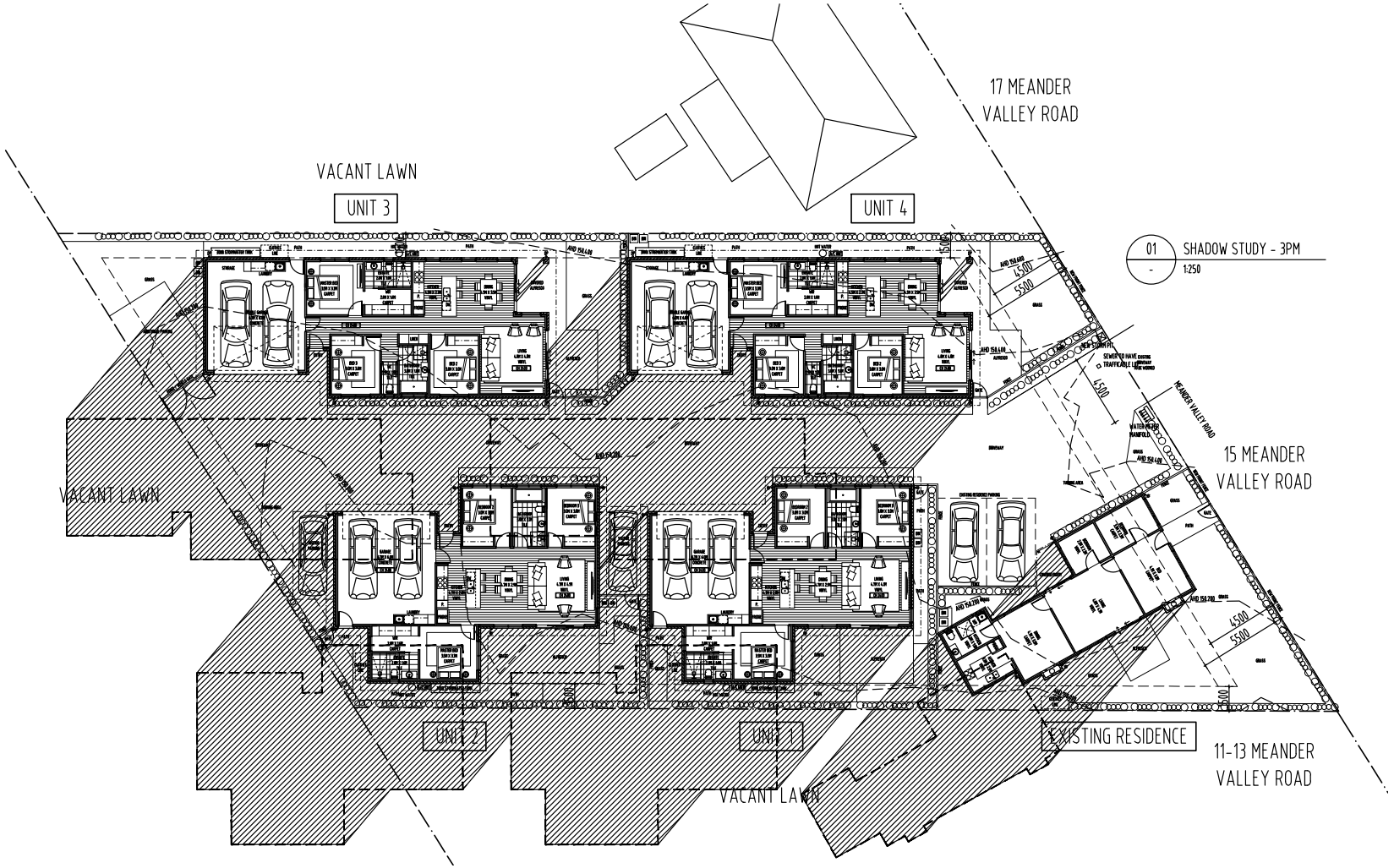
DIMENSIONS ARE SUBJECT TO SITE MEASUREMENT & VERIFICATION DO NOT SCALE OFF THIS DRAWING
ALL DESIGNS ARE COPYRIGHT AND REMAIN PROPERTY OF HONED ARCHITECTURE + DESIGN.

PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SHADOW STUDY
21ST JUNE
2PM

DRAWN: MB
CHECKED: MB
SCALE: 1:250@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-26 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING



ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

NORTH

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	18.07.25	DEVELOPMENT APPLICATION	mb	mb
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HONED
ARCHITECTURE
+ DESIGN

PO BOX 147, LAUNCESTON,
TASMANIA 7250 Ph: 0417541646

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PROJECT NAME:
PRIVATE RESIDENCE
15 MEANDER VALLEY ROAD
CARRICK

DRAWING TITLE:
SHADOW STUDY
21ST JUNE
3PM

DRAWN: MB
CHECKED: MB
SCALE: 1:250@ A3
DATE: APRIL_2025
PROJECT NO. 2503
DRAWING NO. A-DA-27 C

ARCHITECTS • INTERIORS • LANDSCAPE • PLANNING

OWNERS: MATHEW JAMES BURKE;
RHONDA JANELLE VARKER

FOLIO REFERENCE
FR 18938/1

GRANTEE
Part of 2568A–0R–0Ps. Gtd. to Thomas Reibey.

PLAN OF SURVEY

BY SURVEYOR D.P. TOMPKINS

SURVEY & ALIGNMENT SERVICES

LOCATION

Town of CARRICK

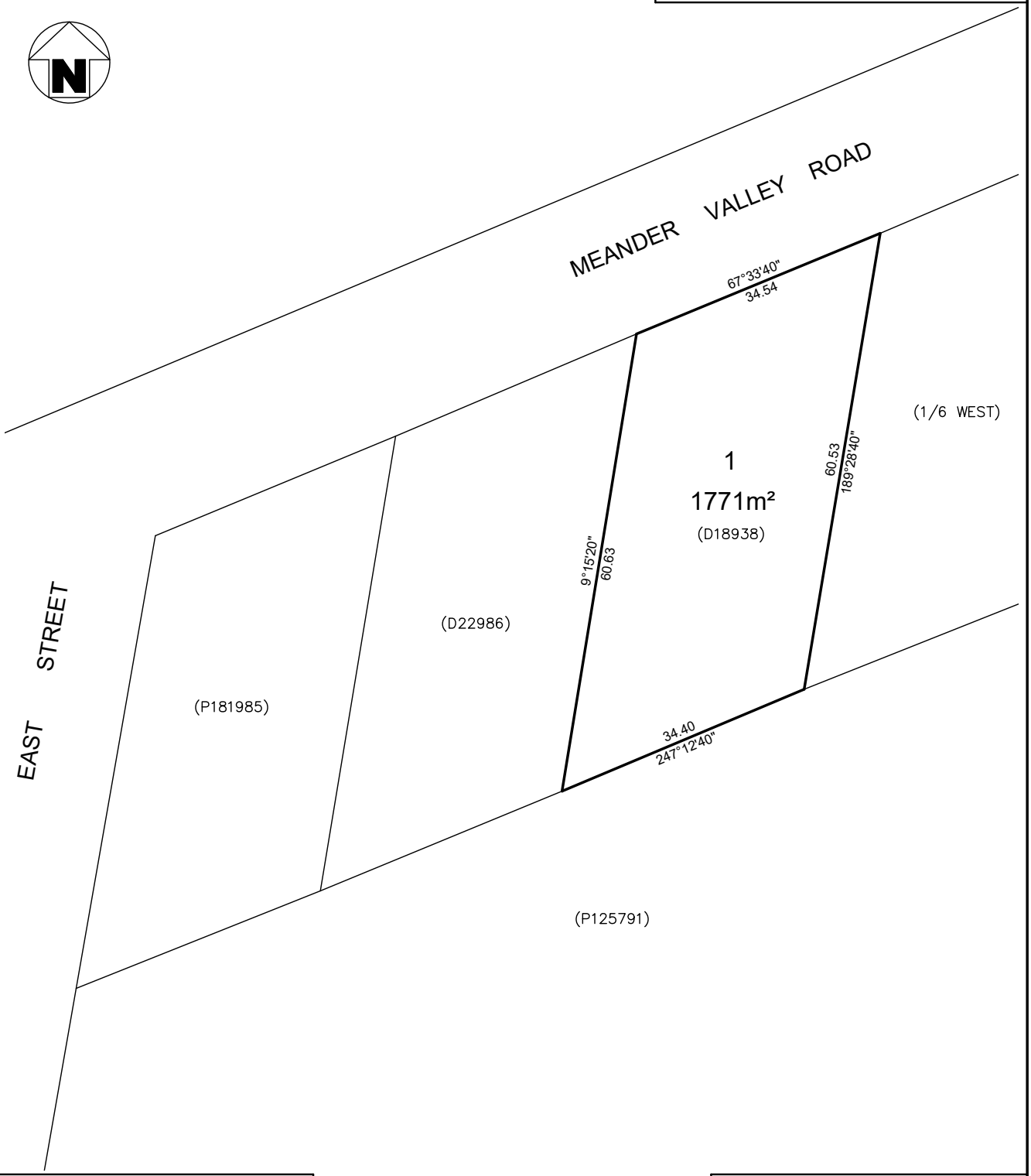
SCALE 1:500 LENGTHS IN METRES

Registered Number

APPROVED
EFFECTIVE FROM

Recorder of Titles

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



REGISTERED LAND SURVEYOR ____ DATE

COUNCIL DELEGATE ____ DATE

SURVEY NOTES

SHEET 1 OF 2 SHEETS

Registered Number

CROSS REFERENCE PLAN NUMBERS USED AS PART OF THIS SURVEY

LENGTHS IN METRES

Owner: MATHEW JAMES BURKE;
RHONDA JANELLE VARKER

Folio Reference: FR 18938/1

SURVEY CERTIFICATE

I, David Paul Tompkins of Riverside
in Tasmania a Registered Land Surveyor HEREBY CERTIFY that:

(a) this survey is based upon the best evidence that the nature of the case admits.
(b) the survey notes have been truly compiled from surveys made by me or made under my supervision; and
(c) this survey and accompanying survey notes comply with the relevant legislation affecting surveys and are correct for the purpose required.

..... Date / /
Signature

Purpose of Survey: SURVEY TO BRING TITLE PLAN UNDER LAND TITLES ACT 1980

Survey Commenced: 22/01/2025	Survey Completed: 22/01/2025	Surveyors Ref: 2025005
Horizontal Datum: GDA2020	Bearing Datum: MGA2020	Combined Scale Factor: 0.999576

MGA2020 COORDINATE ORIGIN

SURCOM	Mark ID: SPM11044	E 500962.994	N 5402344.196	EPU ±0.020	
RTK/STATIC	Local coordinated mark:	E	N	EPU	
AUSPOS	Local coordinated mark:	E	N	EPU	Duration:
NRTK	Local coordinated mark:	E	N	EPU	CORS provider:

Single base station CORS CORS provider:	Local comparison information SURCOM Check Mark ID:	SURCOM: E		N	EPU
		Measured: E		N	EPU
		Δ E		Δ N	
	Local coordinated mark:	E	N	EPU	

MGA2020 BEARING ORIGIN [If bearing origin is determined from SURCOM marks or GNSS observations, state the line adopted (station identifiers and bearing between) and ground distance comparison (where appropriate)].

RTK GNSS OBSERVATIONS

BOUNDARY REINSTATEMENT REPORT

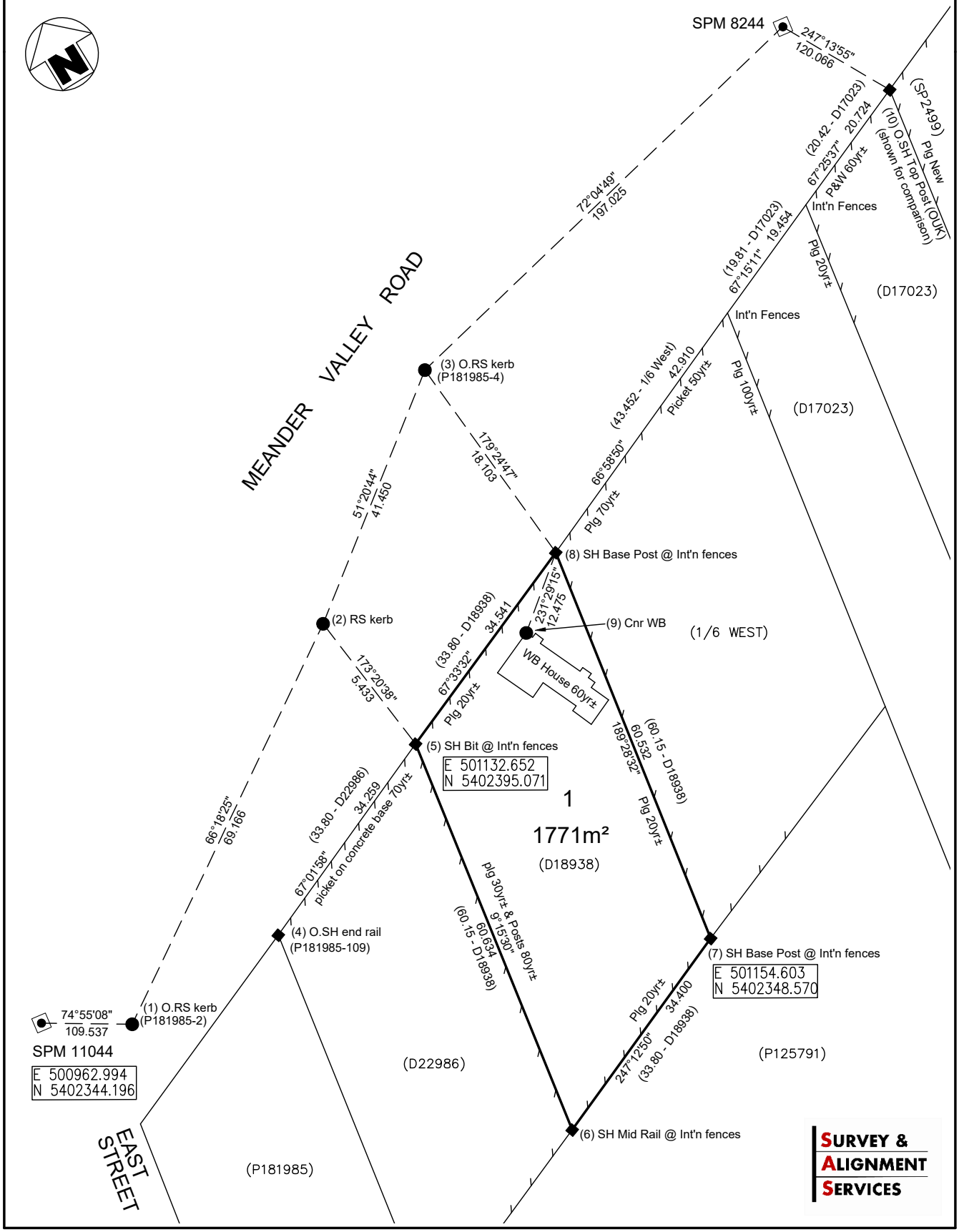
(Where not documented in the body of these survey notes, describe all evidence, (including statements by interested parties), comparisons and other information relevant to the reinstatement of boundaries)

Note: Unless shown otherwise: a) All boundaries are open b) The apparent age of all marks found is consistent with their stated origin.

1. OCCUPATION ADOPTED AS THE BEST EVIDENCE OF THE BOUNDARIES OF THE LAND UNDER SURVEY
2. E.P.U. OF COORDINATES : ±0.05
3. SURVEY METHOD: RTK GNSS

SURVEY & ALIGNMENT SERVICES

SURVEY NOTES **ANNEXURE SHEET** **SHEET 2 OF 2 SHEETS** CROSS REFERENCE PLAN NUMBERS USED AS PART OF THIS SURVEY	OWNER: MATHEW JAMES BURKE; RHONDA JANELLE VARKER FOLIO REFERENCE: FR 18938/1 THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED SURVEY NOTES. ..... Registered Land Surveyor ..... Date	Registered Number LENGTHS IN METRES



From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Tuesday, 17 March 2026 2:42 PM
To: Planning - Meander Valley Council
Cc: Council Referrals
Subject: RE: PA\26\0015 -Request for Comments - 15 Meander Valley Road Carrick - Multiple dwelling (4 new & 1existing) - CN26-101951

Hello,

Thank you for your email in regards the development mentioned above.
Based on the information provided, the development is not expected to affect TasNetworks' operations.

Customers can find more information about connecting power supply on the TasNetworks website Need help finding the right connection? - TasNetworks or by sending an online enquiry via Send us an enquiry - TasNetworks. Please select "connections" when making the enquiry.

Thanks,

Emily Bessell
Connection Services Coordinator
Tasmanian Networks Pty Ltd
ABN 24 167 357 299

E emily.m.bessell@tasnetworks.com.au
1-7 Maria St, Lenah Valley 7008
PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PA\26\0016
Council notice date	23/07/2025
TasWater Reference No.	TWDA 2025/00882-MVC
Date of response	27/08/2025
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	15 MEANDER VALLEY RD , CARRICK
Property ID (PID)	7018780
Description of development	Multiple Dwellings x 5 (4 new and 1 ex)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Honed Architecture	Site Plumbing Plan / 2503 Dwg. A-DA-19	B	22/08/2025

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection(s) and sewerage system and connection(s) to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction , any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Prior to applying for a Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

5. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.

6. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.

DEVELOPER CHARGES

7. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $4,568.20 to TasWater for water infrastructure for 2.6 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

8. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $6,149.70 to TasWater for sewerage infrastructure for 3.5 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

9. In the event Council approves a staging plan, prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing) for each stage, the developer must pay the developer charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

DEVELOPMENT ASSESSMENT FEES

10. The applicant or landowner as the case may be, must pay a development assessment fee of $417.63 and a Consent to Register a Legal Document fee of $265.98 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

    The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit
https://www.taswater.com.au/building-and-development/technical-standards
For application forms please visit
https://www.taswater.com.au/building-and-development/development-application-form

Important Notice Regarding Plumbing Plans and Associated Costs

The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Developer Charges
For information on Developer Charges please visit the following webpage - https://www.taswater.com.au/building-and-development/developer-charges

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

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

Declaration

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

Department of State Growth

SALAMANCA BUILDING PARLIAMENT SQUARE
4 SALAMANCA PLACE, HOBART TAS

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

Tasmanian Government

Michael Bernacki
HONED Architecture + Design
By email: mbernacki@honedarchitecture.com

Dear Michael

Crown Landowner Consent Granted SRA-25-579

I refer to your recent request for Crown landowner consent relating to the development application at 15 Meander Valley Road, Carrick to widen the existing driveway to a width of 4.5m.

I, Lucy Thorne, Director Asset Management, the Department of State Growth, having been duly delegated by the Minister under section 52(1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52(1B)(b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this department.

The consent given by this letter is for the making of the application only insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 22 August 2025, and the approved documents, as accessible via the link below:

https://files.stategrowth.tas.gov.au/index.php/s/hVeJURDKxMiRY6Y

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

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

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

Access – Single Shared Access (Access works permit required)

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

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

For further information please visit https://www.transport.tas.gov.au/road_permits/permits_and_bookings/new_or_altered_access_onto_a_road_driveways or contact permits@stategrowth.tas.gov.au.

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

A single access serving multiple properties must be constructed with sufficient width to enable vehicles to enter and leave the roadway simultaneously.

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

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

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

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

For further information please visit https://www.transport.tas.gov.au/road_permits/permits_and_bookings or contact permits@stategrowth.tas.gov.au.

Discharge of Stormwater or drainage into the State road drainage system (Ministerial consent required)

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

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

For further information please visit https://www.transport.tas.gov.au/road_permits/permits_and_bookings/stormwater_discharge or contact roadassets.utilities@stategrowth.tas.gov.au.

Stormwater Discharge

A stormwater management report will be required to be submitted with a future Stormwater Discharge Consent application (once final design has been completed). The stormwater management report should clearly demonstrate that the on-site stormwater detention limits post-development flows to pre-development flow rates level for the 5% AEP rainfall event.

Underground Utilities within the State Road Reservation

Private underground utility infrastructure is not permitted in the State road reservation.

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

Yours sincerely

L. Thorne

Lucy Thorne
DIRECTOR ASSET MANAGEMENT
Delegate for the Minister administering the *Roads and Jetties Act 1935*

3 February 2026

Cc: General Manager, Meander Valley Council

14. CORPORATE SERVICES

14.1. Audit Panel Minutes - 24 March 2026

File Reference	S13-12-013
Report Author	Anthea Rooney Governance Officer
Authorised By	Craig Davies Director Corporate Services
Decision Sought	Receipt of the Minutes of the Audit Panel Meeting held on 24 March 2026.
Vote	Simple majority

RECOMMENDED MOTION

That Council receives the Minutes of the Audit Panel Meeting held on 24 March 2026 as provided in Attachment 1.

REPORT

The purpose of this report is for Council to receive the Minutes of the Council's Audit Panel Meeting held on 24 March 2026.

The Minutes of the Meeting have been reviewed and confirmed by the Audit Panel Chair Andrew Gray. The Minutes are provided for Council's information (Attachment 1) as required under the Council's *Audit Panel Charter*.

ATTACHMENTS

1. Audit Panel Minutes – 24 March 2026 [**14.1.1** - 11 pages]

STRATEGY

Supports the following objectives of the *Meander Valley Community Strategic Plan 2024-34*:
5: *innovative leadership and community governance.*

Visit *https://www.meander.tas.gov.au/plans-reports* to see the *Meander Valley Community Strategic Plan 2024-34*.

POLICY

This recommendation fulfils the requirements outlined in the Council's *Audit Panel Charter* confirmed at the July 2022 Council Meeting.

LEGISLATION

Local Government Act 1993: sections 85, 85A and 85B

CONSULTATION

Not applicable

BUDGET AND FINANCE

Not applicable

RISK MANAGEMENT

Not applicable

ALTERNATE MOTION

Not applicable

Meander Valley Council

MINUTES

Audit Panel

Tuesday, 24 March 2026

Time 9.34am

Location Council Chambers
26 Lyall Street
Westbury, Tasmania

(03) 6393 5300 | mail@mvc.tas.gov.au | meander.tas.gov.au
26 Lyall Street, Westbury TAS 7303 | PO Box 102, Westbury TAS 7303 | A.B.N. 65 904 844 993

PRESENT

Andrew Gray (Independent Member) (Chair)

Ken Clarke (Independent Member)

Councillor Ben Dudman

IN ATTENDANCE

Jonathan Harmey (General Manager)

Craig Davies (Director Corporate Services)

Krista Palfreyman (Director Development and Regulatory Services)

David Murray (Director Infrastructure Services)

Justin Marshall (Team Leader Finance)

Anthony Kempnich (Manager Governance and Legal)

Harry Batt (Tasmanian Audit Office)

Dara Oyesanmi (Tasmanian Audit Office)

Anthea Rooney (Governance Officer)

APOLOGIES

Councillor Christine Cronshaw

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ORDER OF BUSINESS AND EXTERNAL PRESENTATIONS

External Presentations

9.1 Consider Any Performance Audit Reports that will be Undertaken by the Tasmanian Audit Office and Address Implications for the Council

Responsible Officer: Justin Marshall (Team Leader Finance)

The audit of Council's General Manager Recruitment, Appointment and Performance Assessment has been completed and processes implemented that will ensure the Council is fully compliant for any future recruitments.

9.2 Consider Any Audit Reports (Financial or Performance) From the Tasmanian Audit Office

Responsible Officer: Justin Marshall (Team Leader Finance)

Harry Batt and Dara Oyesanmi (Tasmanian Audit Office) provided the following summary:

With regards to the financial audit strategy it was noted that it is very consistent with previous years.

It was noted that the format of the end of year report will be slightly different.

Internal Audit Plan - omitted from report due to resourcing issues at the Council, therefore no referral will be made.

Reliance on Experts – just flagged that the use of expert opinion and engagement is occurring at the Council and reliance will be noted.

The Audit timetable appears to be consistent with previous years with a May site visit and a September finalisation.

It was advised that there was no suspected cases of fraud have been identified and the Council has recently updated its Fraud and Corruption plan with external training for staff being provided in May this year.

Audit Fees – noted that there is a 6% increase of audit fees from previous years.

1 OPENING OF MEETING AND APOLOGIES

The Chair, Andrew Gray, opened the Meeting at 9.34am and noted an apology from Councillor Christine Cronshaw.

2 STATEMENT OF ATTENDANCE

Local Government (Meeting Procedures) Regulations 2025: Regulation 8

The Chair noted that those attending this Meeting are to be respectful of, and considerate towards, other persons attending the Meeting and language and conduct at this Meeting that could be perceived as offensive, defamatory or threatening to a person attending the Meeting is not acceptable.

3 DECLARATION OF PECUNIARY INTERESTS

No Declarations of Pecuniary Interest were noted for this Meeting.

4 CONFIRMATION OF PREVIOUS MINUTES

RECOMMENDED MOTION

That the Minutes of the Meander Valley Council Audit Panel Meeting held on 27 January 2026 be confirmed as a true and correct record.

CARRIED

5 OUTSTANDING ISSUES FROM PREVIOUS MEETINGS

5.1 Outstanding Items from Previous Meetings

Date of Meeting	*Agenda Item*	*Requested Action*	*Resp Off*	*Status Update - Resolution*
24 Jun 2025	***Agenda Item 10.2*** Review Management's Implementation of Tasmanian Audit Office's Recommendations	Awaiting sign off of final item by Tasmanian Audit Office.	JM	Sign off expected in June 2026.

Note: Items highlighted in red denote completion and subsequent deletion from the table.

6 GOVERNANCE AND STRATEGY

6.1 Review 10-Year Financial Plan

Responsible Officer: Craig Davies (Director Corporate Services)

Review 10-Year Financial Plan

The Long-Term Financial Plan (LTFP) was last adopted in June 2025. The document will be updated again when forming the 2026-27 financial year budget. Updates will be required to include Council decisions that have occurred to the operating and capital budget estimates and reflect any strategic decisions that have been made since June 2025. Items of note that will affect the Council's financial plan are:

- upgrades to technology including ERP System (underway).
- activation of the new Westbury Works Depot (underway).
- extension of kerbside collection and FOGO (underway and will occur during 2026).
- timing and quantum of Government grants.

The established practice of basing the 10-year plan on current day dollars was discussed with a view to considering other alternatives. It was acknowledged that there are significant challenges with preparing a forecast over a long period such as 10 years. It was noted that changes were currently being incorporated into the proposed 10-Year Financial Plan and suggested modelling changes were discussed.

6.2 Review Financial Management Strategy (Sustainability)

Responsible Officer: Craig Davies (Director Corporate Services)

The review of the Financial Management Strategy will be workshopped with elected members in May prior to finalisation and presentation to a Council Meeting.

6.3 Review Preliminary Budget Parameters and Assumptions

Responsible Officer: Craig Davies (Director Corporate Services)

Review Preliminary Budget Parameters and Assumptions

The Council's Officers are commencing development of the 2026-27 budget estimates to be workshopped with the elected member group. Some factors that will impact the preparation of the budget will include:

- The Tasmanian Council Cost Index increased by 3.13% for the year to December 2024.
- CPI (Hobart) to December 2025 experienced an annual increase of 3.8%.
- Depreciation changes from the 2026-27 revaluation of Stormwater and Building assets.

- Wages including negotiated enterprise agreement increase of 3.5% and any FTE changes.
- The timing of capital grant funding.
- Continuation of expected TasWater distributions – expected to decrease.
- ERP upgrades and ongoing implementation costs.
- State Government waste charges – doubling of State Government fees will impact waste charges and tip entry fees.

The Council is currently considering what indexation numbers should be factored in to the report.

Concern was voiced regarding the increase in fuel and associated charges with regards to the current implementation of contracts and agreements and associated modelling.

6.4 Review of Policies and Procedures

Responsible Officer: Anthony Kempnich (Manager Governance and Legal)

The following Policies have been actioned:

- Policy No. 67: Personal Information Protection (Council Meeting 10 February 2026) (Attached)

The following Policies are due for renewal:

- Policy No. 20: *Infrastructure Contributions* (substantive changes being considered and consultation is occurring).
- Policy No. 95: *Indigenous Recognition* (currently undergoing consultation and finalisation prior to presentation at a future Council Meeting for endorsement).
- Policy No. 2: *Stock Underpasses* (will be updated in line with current legislative conditions prior to presentation at a future Council Meeting for endorsement).

7 FINANCIAL AND MANAGEMENT REPORTING

7.1 Review Financial Results and Management Reports

Responsible Officer: Justin Marshall (Team Leader Finance)

The meeting noted changes since the January 2026 report.

Expenses are reasonably in line with budget and have trended further this way in February. Grants income will be dependent on the timing from the Federal Government. A number of staff vacancies have been carried throughout the year.

Capital works expenditure is in a comparative position to previous years and spending is tracking as expected. There are a number of projects that will be carried forward to the next year. Change in format of table reconciling cash commitments to current cash balances to include timing if possible was flagged.

8 INTERNAL AUDIT

8.1 Review Management's Implementation of Audit Recommendations

Responsible Officer: Craig Davies (Director Corporate Services)

Staff availability has affecting the public liability review and the upgrade of the Business Continuity Plan were noted.

The Plumbing Compliance Review has been completed.

A new Work Health and Safety officer has been recruited however the elements of risk management that were previously part of this role have been removed.

An assessment will be require do how these responsibilities are covered into the future.

8.2 Review the Adequacy of Internal Audit Resources for Consideration in the Council's Annual Budget and Review of Performance of Internal Auditors

Responsible Officer: Craig Davies (Director Corporate Services)

Financial budgets have been allocated to cover the cost of outsourced internal audits. Staffing challenges have limited the organisation’s ability to manage the program as would have been planned.

10 RISK MANAGEMENT AND COMPLIANCE

10.1 Review How Ethical and Lawful Behaviour and Culture is Promoted Within the Council

Responsible Officer: Jonathan Harmey (General Manager)

The Fraud and Corruption Control Plan was reviewed and endorsed by Council in late 2025. Marsh is preparing Fraud and Corruption Awareness training for face-to-face presentation to all staff in April-May 2026. Fraud and Corruption is a standing item on the Executive Management Team Agendas.

10.2 Review Related Party Declaration Process

Responsible Officer: Anthony Kempnich (Manager Governance and Legal)

Declarations from Councillors, the Executive Management Team and employees are updated on an annual basis as part of the year-end financial process and will be promulgated as appropriate.

10.3 Review Internal, Anti-Fraud and Anti-Corruption Management Controls

Responsible Officer: Anthony Kempnich (Manager Governance and Legal)

An internal audit was conducted in 2024 and provided positive assessment of controls. Additional staff training is to be provided by Marsh in 2026.

10.4 Review Business Continuity Plan

Responsible Officer: Craig Davies (Director Corporate Services)

The Business Continuity Plan (BCP) will be reviewed in April 2026. A BCP simulation was conducted in late-2025 and this will help to inform the review process.

10.5 Review Tendering Arrangements and Advise Council

Responsible Officer: David Murray (Director Infrastructure Services)

The Code for Tenders and Contracts (required under section *333B of the Local Government Act 1993*) has been reviewed and the proposed updates were adopted by Councillors at the February 2024 Council Meeting. Currently, allocation of weightings for project assessment are being considered.

10.6 Review Work, Health and Safety Management Processes

Responsible Officer: Craig Davies (Director Corporate Services)

The WHS Officer position has been filled with a commencement date of successful officer beginning this week.

New Contractor Induction is live in Ideagen EHS. Ongoing refinement of the process is continuing.

11 OTHER BUSINESS

11.1 Working From Home

A question was raised regarding processes in place for those employees who work from home. There are currently agreements in place for approximately 15% of the workforce regarding working from home in line with the Council's Working From Home Policy.

12 NEXT MEETING

The next Meeting of the Meander Valley Council Audit Panel is scheduled for 9:30am on Tuesday, 23 June 2026.

13 MEETING CLOSURE

There being no further business, the Chair closed the meeting at 10.43am.

14.2. Financial Report to 31 March 2026

File Reference	S12-04-014
Report Author	Justin Marshall Team Leader Finance
Authorised By	Craig Davies Director Corporate Services
Decision Sought	Receipt of the financial report for the period ended 31 March 2026.
Vote	Simple majority

RECOMMENDED MOTION

That Council receives the financial report for the period ended 31 March 2026, as provided in Attachment 1.

REPORT

The financial report for the period 1 July 2025 to 31 March 2026 is provided as Attachment 1.

Revenue and expenditure overall are currently in line with management expectations. Grant revenue is below budget to March, primarily due to the timing of the Financial Assistance Grant allocation. Approximately 50% of the 2025-26 Financial Assistance Grant was prepaid in June 2025, being $2,860,671 in total.

Operating Expenditure overall is slightly below budget to March, primarily due to the timing of contract services, consultants and vacant staff positions for part or all of the financial year.

ATTACHMENTS

1. Financial Report – 31 March 2026 [**14.2.1** - 16 pages]

STRATEGY

Supports the following objectives of the *Meander Valley Community Strategic Plan 2024-34*:

5. Delivering responsible leadership and governance

Visit *https://www.meander.tas.gov.au/plans-reports* to see the *Meander Valley Community Strategic Plan 2024-34*.

POLICY

Not applicable

LEGISLATION

Not applicable

CONSULTATION

Not applicable

BUDGET AND FINANCE

The financial report assesses the Council's performance against the Budget Estimates adopted for the 2025-26 financial year.

RISK MANAGEMENT

Not applicable

ALTERNATE MOTION

Not applicable

Meander Valley Council

FINANCIAL REPORT TO 31 MARCH 2026

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1. Introduction

Council's Financial Report provides an overview of our financial performance for the current financial year. The report compares revenue and expenditure areas actual results against the set budget estimates. The report provides an overview of Council's financial position as at 31 March 2026.

The Operating Statement from 1 July 2025 to 31 March 2026 is within management's forecasts. Fees & Charges revenue is within budget. Interest revenue is above budget to date, with interest rates from financial institutions slightly above budget expectations. This is expected to be closer to budget by financial year end when accrual adjustments are made. Contributions & Donations revenue is well below budget, however when new subdivision assets taken over by Council are recognised at financial year end, is expected to be within budget.

Grant revenue is below budget to March, due to the timing of the Financial Assistance Grant allocation and some capital projects grants anticipated in the Roads & Streets and Parks & Reserves functional areas. Approximately 50% of the 2025-26 Financial Assistance Grant was prepaid in June 2025, being $2,860,671 in total. Other revenue remains significantly under budget as Council continues to work through the process of selling the parcels of public land that were approved in late 2024. It is unlikely that this revenue will be recognised in the 2026 financial year as anticipated, leading to a budget shortfall in this area.

Operating Expenditure overall is slightly below budget to March. Several significant one-off expenditure items are not yet substantially commenced for the year. Furthermore, there have been several vacant staff positions either not yet filled or filled part way through the financial year. Three of the four quarterly instalments for the State Fire Levy have been paid to the end of March.

The following information is contained in the Financial Report:

- Consolidated Operating Statement – This report provides a summary of operational revenue and expenditure for the financial year to date compared to the annual budget estimates.

- Capital Expenditure Reports – These reports provide a list of all approved capital projects with their allocated budget, expenditure carried forward from the previous financial year and current year to date expenditure.

- Rates Revenue Report – This report provides a summary of rates raised for the financial year, interest charged on overdue rates and total rates outstanding as at 31 March 2026.

- Cash & Investment Reconciliation – This report shows Council's total cash balance as at 31 March 2026, including funds held in At Call accounts and Term Deposits. Also included is an adjusted cash balance, taking into account estimated future revenue, expenditure and liabilities.

2. Consolidated Operating Statement – 31 March 2026

	Actual 2026	Budget 2026	% of Budget
Total Council Operations			
Operating Revenue			
Rate Revenue	19,875,655	19,762,200	100.57%
Fees & User Charges	1,258,145	1,789,400	70.31%
Contributions & Donations	46,570	1,552,500	3.00%
Interest	1,004,208	1,120,200	89.65%
Grants & Subsidies	7,326,875	12,773,100	57.36%
Other Revenue	594,385	1,971,500	30.15%
Total Operating Revenue	$ 30,105,838	$ 38,968,900	77.26%
Operating Expenditure			
Departments			
Governance & Community Wellbeing	1,957,944	3,020,600	64.82%
Corporate Services	2,410,043	3,535,700	68.16%
Infrastructure Services	4,597,542	6,241,200	73.66%
Works	3,847,644	5,821,900	66.09%
Development & Regulatory Services	2,003,256	2,903,800	68.99%
Maintenance & Working Expenses	$ 14,816,429	$ 21,523,200	68.84%
Interest	-	50,000	0.00%
Depreciation	5,150,550	6,867,400	75.00%
Payments to Government Authorities	1,114,900	1,486,500	75.00%
Other Payments	151,089	337,000	44.83%
Total Operating Expenditure	$ 21,232,969	$ 30,264,100	70.16%
Operating Surplus/(Deficit)	$ 8,872,870	$ 8,704,800	

3. Capital Project Report

2026 Financial Year

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		Prior Year Expenditure	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
Administration							
100 - Administration							
5040	Council Chambers - Office Space Improvements 23/24	$0	$0	$0	$170,000	-$170,000	0.00%
5101	Workstations and Peripherals	$0	$42,156	$42,156	$38,000	$4,156	110.94%
5102	Network Infrastructure	$22,629	$17,710	$40,339	$36,200	$4,139	111.43%
5110	Replacement GPS Unit 23/24	$0	$0	$0	$20,000	-$20,000	0.00%
5111	Software and Upgrades	$0	$0	$0	$31,900	-$31,900	0.00%
5112	New Copier/Printer Works Depot	$0	$4,995	$4,995	$5,000	-$5	99.90%
5127	GWTVC Website Upgrade 23/24	$0	$16	$16	$20,000	-$19,984	0.08%
5129	Municipal Revaluation	$0	$64,500	$64,500	$260,000	-$195,500	24.81%
5133	Core Enterprise Software Replacement 21/22	$351,006	$271,104	$622,110	$2,500,000	-$1,877,890	24.88%
5134	Council Office Improvements 23/24	$120,513	$3,285	$123,798	$250,000	-$126,202	49.52%
5135	Phone System Replacement 24/25	$0	$22,583	$22,583	$100,000	-$77,417	22.58%
5136	Council Office Solar Panels 24/25	$0	$4,066	$4,066	$60,000	-$55,934	6.78%
5137	Council Chambers AV Upgrade	$0	$0	$0	$85,000	-$85,000	0.00%
	100 - Administration Sub Total	$494,148	$430,415	$924,563	$3,576,100	-$2,651,537	25.85%
	100 - Administration Sub Total	**$494,148**	**$430,415**	**$924,563**	**$3,576,100**	**-$2,651,537**	**25.85%**
Roads Streets and Bridges							
201 - Roads and Streets							
5683	Johns Rd - Reedy Marsh	$0	$11,221	$11,221	$30,000	-$18,779	37.40%
5684	Wadleys Rd - Reedy Marsh	$0	$18,144	$18,144	$30,000	-$11,856	60.48%
5715	Dexter St - Westbury 24/25	$2,672	$8,686	$11,358	$90,000	-$78,642	12.62%
5814	Arthur St - Carrick	$0	$13,123	$13,123	$20,000	-$6,877	65.61%
5819	Percy St - Carrick	$0	$101,638	$101,638	$100,000	$1,638	101.64%
5821	Liffey St - Carrick	$0	$14,391	$14,391	$0	$14,391	0.00%

2026 Financial Year

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		Prior Year Expenditure	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
5828	Barrack St West - Deloraine 21/22	$22,418	$78,750	$101,168	$110,000	-$8,832	91.97%
5853	Winter St - Deloraine	$0	$6,500	$6,500	$35,000	-$28,500	18.57%
5858	Gleadow St - Deloraine	$0	$24,219	$24,219	$50,000	-$25,781	48.44%
5861	West Parade - Deloraine 24/25	$140,950	$298,577	$439,527	$439,527	$0	100.00%
5863	West Goderich St - Deloraine	$0	$8,369	$8,369	$150,000	-$141,631	5.58%
5865	Main Street - Hadspen	$0	$17,658	$17,658	$15,000	$2,658	117.72%
5870	Chapman Pl - Hadspen	$0	$1,409	$1,409	$7,500	-$6,091	18.79%
5877	Rutherglen Rd - Hadspen 20/21	$0	$371	$371	$15,000	-$14,629	2.48%
5891	South Esk Dr - Hadspen	$0	$19,981	$19,981	$33,400	-$13,419	59.82%
5894	Country Club Av - Prospect Vale 21/22	$113,568	$56,132	$169,700	$1,558,000	-$1,388,300	10.89%
5895	Mt Leslie Rd - Prospect Vale	$0	$65,624	$65,624	$370,400	-$304,776	17.72%
5896	Westbury Rd - Prospect Vale 23/24	$12,193	$46,295	$58,488	$115,000	-$56,512	50.86%
5898	Willow Lane - Prospect Vale	$0	$11,262	$11,262	$105,000	-$93,738	10.73%
5972	Lonsdale Prom - Westbury	$0	$10,945	$10,945	$130,000	-$119,055	8.42%
5982	Mary St, Westbury	$0	$97,541	$97,541	$120,000	-$22,459	81.28%
5983	Meander Valley Road, Westbury 24/25	$243,348	$436,678	$680,026	$925,000	-$244,974	73.52%
5985	Meander Valley Rd - Hagley	$0	$12,983	$12,983	$15,000	-$2,017	86.55%
6102	Blackstone Rd - Blackstone Heights	$0	$20,880	$20,880	$20,000	$880	104.40%
6105	Panorama Rd - Blackstone Heights 24/25	$21,047	$64,201	$85,248	$1,820,000	-$1,734,752	4.68%
6128	R2R 2026 Dairy Plains Rd Cheshunt To End - Dairy	$0	$515,205	$515,205	$0	$515,205	0.00%
6148	R2R 2026 Emu Plains Rd - Emu Plains	$0	$257,634	$257,634	$0	$257,634	0.00%
6172	Gulf Rd - Liffey	$0	$14,690	$14,690	$0	$14,690	0.00%
6210	Porters Bridge Rd - Reedy Marsh	$0	$2,223	$2,223	$200,000	-$197,777	1.11%
6214	R2R 2026 Selbourne Rd - Selbourne 23/24	$709	$283,232	$283,941	$260,000	$23,941	109.21%
6234	King St Mary To Lonsdale - Westbury	$0	$60,598	$60,598	$75,000	-$14,402	80.80%
6271	Emu Bay Rd, Deloraine - Intersection, Pedestrian Crossing	$14,232	$20,637	$34,869	$190,000	-$155,131	18.35%
6291	Meander Valley Rd - Hadspen 24/25	$30	$1,046	$1,076	$1,500,000	-$1,498,924	0.07%
6295	Cheshunt Road - Underpass	$0	$0	$0	$50,000	-$50,000	0.00%
6357	Emu Bay Rd, Deloraine - Disabled Parking 24/25	$1,805	$6,828	$8,633	$62,000	-$53,367	13.92%

2026 Financial Year

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		Prior Year Expenditure	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
6384	Wood St - Westbury 24/25	$23,607	$5,760	$29,367	$30,000	-$633	97.89%
6386	Meander Valley Rd, Westbury - Footpath Renewal	$0	$9,612	$9,612	$15,000	-$5,388	64.08%
6387	West Parade, Deloraine - Car Park Improvements	$0	$0	$0	$15,000	-$15,000	0.00%
6694	Footpath & Kerb Renewals	$0	$0	$0	$244,000	-$244,000	0.00%
6697	Road Rehabilitation Program	$0	$0	$0	$1,334,000	-$1,334,000	0.00%
	201 - Roads and Streets Sub Total	$596,578	$2,623,042	$3,219,620	$10,278,827	-$7,059,207	31.32%
210 - Bridges							
5223	Meander River Westwood Road	$0	$2,228	$2,228	$25,000	-$22,772	8.91%
5289	R2R 2026 Liffey River Liffey Road	$0	$434,090	$434,090	$515,000	-$80,910	84.29%
5415	Guard Rail Program	$0	$1,714	$1,714	$50,000	-$48,286	3.43%
	210 - Bridges Sub Total	$0	$438,031	$438,031	$590,000	-$151,969	74.24%
	200 - Roads Streets and Bridges Sub Total	**$596,578**	**$3,061,073**	**$3,657,652**	**$10,868,827**	**-$7,211,175**	**33.65%**
Health and Community Welfare							
310 - Animal Control							
6706	Moore St, Westbury - New Dog Run 24/25	$31,329	$10,928	$42,256	$80,000	-$37,744	52.82%
	310 - Animal Control Sub Total	$31,329	$10,928	$42,256	$80,000	-$37,744	52.82%
314 - Emergency Services							
6755	Mobile Generator 24/25	$10,920	$0	$10,920	$20,000	-$9,080	54.60%
6756	Mobile Generator - Mole Creek Hall	$0	$412	$412	$1,800	-$1,388	22.87%
	314 - Emergency Services Sub Total	$10,920	$412	$11,332	$21,800	-$10,468	51.98%

2026 Financial Year

01-Apr-2026 12:05:43		*Prior Year Expenditure*	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
315 - Cemeteries							
6312	Deloraine Lawn Cemetery Extend Access Road 24/25	$43,793	$3,729	$47,521	$105,000	-$57,479	45.26%
	315 - Cemeteries Sub Total	$43,793	$3,729	$47,521	$105,000	-$57,479	45.26%
316 - Community Amenities							
6516	Deloraine Train Park Toilets	$0	$19,347	$19,347	$382,000	-$362,653	5.06%
6523	CCTV Security Cameras Renewal Program	$0	$19,037	$19,037	$96,500	-$77,463	19.73%
6531	Alveston Drive Public Toilets 24/25	$208,413	$58,419	$266,833	$266,833	$0	100.00%
6534	Deloraine Public Toilets Improvements 24/25	$36,470	$3,139	$39,608	$40,000	-$392	99.02%
6535	Emu Bay Rd, Deloraine - Public Toilets	$0	$11,122	$11,122	$263,000	-$251,878	4.23%
6536	Westbury Town Hall Public Toilets	$0	$16,518	$16,518	$20,000	-$3,482	82.59%
	316 - Community Amenities Sub Total	$244,883	$127,583	$372,466	$1,068,333	-$695,867	34.86%
321 - Tourism & Area Promotion							
7832	Various Locations - Feature Town Entry Signs 24/25	$10,170	$77,613	$87,784	$131,000	-$43,216	67.01%
	321 - Tourism & Area Promotion Sub Total	$10,170	$77,613	$87,784	$131,000	-$43,216	67.01%
335 - Household Waste							
6605	Mobile Garbage Bins	$0	$50,824	$50,824	$65,000	-$14,176	78.19%
6608	Deloraine Waste Transfer Station 24/25	$348,741	$231,599	$580,340	$2,000,000	-$1,419,660	29.02%
6611	Mobile Organics Bins	$0	$0	$0	$74,800	-$74,800	0.00%
6622	Deloraine Landfill Site - Leachate and Drainage 24/25	$15,493	$4,693	$20,186	$50,000	-$29,814	40.37%
6623	Deloraine Landfill Site - Tip Shop Improvements 24/25	$0	$137,299	$137,299	$135,000	$2,299	101.70%
6624	Deloraine Landfill Site - Leachate Monitoring	$0	$315	$315	$40,000	-$39,685	0.79%
6625	Deloraine Landfill Site - Relining Stormwater Main	$0	$5,162	$5,162	$300,000	-$294,838	1.72%
6626	Deloraine Landfill Site - Bushfire Mitigation	$0	$51,213	$51,213	$73,000	-$21,787	70.16%
6627	Deloraine Landfill Site - Recycling Optimisation	$0	$56,036	$56,036	$120,000	-$63,964	46.70%
	335 - Household Waste Sub Total	$364,234	$537,141	$901,375	$2,857,800	-$1,956,425	31.54%

2026 Financial Year

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		Prior Year Expenditure	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
351 - Storm Water Drainage							
6400	Various Locations - Stormwater Improvement Program	$0	$2,263	$2,263	$2,263	$0	99.99%
6401	Various Locations - Stormwater Flooding Assessment Design	$11,158	$18,587	$29,745	$44,737	-$14,992	66.49%
6404	East St, Carrick Stormwater	$0	$65,922	$65,922	$124,200	-$58,278	53.08%
6439	King St Westbury Stormwater 24/25	$10,683	$116,846	$127,528	$128,000	-$472	99.63%
6450	West Parade Deloraine Stormwater 21/22	$6,155	$0	$6,155	$135,000	-$128,845	4.56%
6470	William St Westbury - Stormwater 24/25	$30,426	$18,104	$48,529	$165,000	-$116,471	29.41%
6472	Marriott St, Westbury - Stormwater 23/24	$12,221	$36,859	$49,080	$25,000	$24,080	196.32%
6473	South Esk Dr, Hadspen - Stormwater	$0	$698	$698	$75,600	-$74,902	0.92%
6482	Meander Valley Rd, Exton Stormwater	$0	$23,934	$23,934	$458,000	-$434,066	5.23%
6485	Montpellier Dr, Prospect Vale - Stormwater 24/25	$4,674	$3,942	$8,616	$120,000	-$111,384	7.18%
6498	Open Drain Program, Westbury	$0	$0	$0	$72,500	-$72,500	0.00%
6857	Alveston Dr, Deloraine - Stormwater	$0	$13,913	$13,913	$20,000	-$6,087	69.56%
6869	Buell Drive, Prospect Vale - Stormwater 23/24	$10,929	$10,350	$21,279	$110,000	-$88,721	19.34%
	351 - Storm Water Drainage Sub Total	$86,245	$311,417	$397,662	$1,480,300	-$1,082,638	26.86%
	300 - Health and Community Welfare Sub Total	**$791,574**	**$1,068,823**	**$1,860,397**	**$5,744,233**	**-$3,883,836**	**32.39%**

Recreation and Culture

505 - Public Halls							
7405	Carrick Hall - Floor Replacement	$0	$2,095	$2,095	$65,000	-$62,905	3.22%
7413	Carrick Hall - Heating Upgrade	$0	$19,173	$19,173	$20,000	-$827	95.87%
7438	Mole Creek Hall - Heating Upgrade	$0	$18,520	$18,520	$20,000	-$1,480	92.60%
	505 - Public Halls Sub Total	$0	$39,789	$39,789	$105,000	-$65,211	37.89%

2026 Financial Year

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		Prior Year Expenditure	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
515 - Swimming Pools and Other							
7504	Caveside Pool - BBQ, Furniture & Deck Resurfacing	$0	$1,981	$1,981	$50,000	-$48,019	3.96%
7508	Deloraine Pool - Improvement Masterplan 24/25	$31,177	$11,287	$42,464	$52,500	-$10,036	80.88%
	515 - Swimming Pools and Other Sub Total	$31,177	$13,268	$44,445	$102,500	-$58,055	43.36%
525 - Recreation Grounds & Sports Facilities							
7611	Deloraine Rec Ground Precinct 21/22	$1,158,061	$3,023,099	$4,181,160	$4,178,000	$3,160	100.08%
7627	Deloraine Rec Ground - Clubroom Upgrade 23/24	$25,632	$68,103	$93,735	$100,000	-$6,265	93.73%
7628	Deloraine - Half Court Basketball	$0	$5,475	$5,475	$23,800	-$18,325	23.00%
7635	Whitemore Rec Ground - Lighting Renewal 24/25	$16,532	$105,337	$121,869	$120,100	$1,769	101.47%
7641	Bracknell Rec Ground - Water Connection Upgrades	$0	$51,836	$51,836	$60,000	-$8,164	86.39%
7650	Alveston Drive - New Pathway Linkage Squash Courts	$0	$7,018	$7,018	$40,000	-$32,982	17.54%
7651	Alveston Drive - New Walkway Rickman St	$0	$2,536	$2,536	$60,000	-$57,464	4.23%
7652	Deloraine Squash Courts - Landscaping	$0	$0	$0	$40,000	-$40,000	0.00%
7653	Carrick Rec Ground - New Walkway Access	$0	$2,369	$2,369	$30,000	-$27,631	7.90%
7654	Bracknell Rec Ground - Playground Safety Fence	$0	$17,446	$17,446	$25,000	-$7,554	69.79%
7655	Westbury Rec Ground - Function Centre Access Improvemer	$0	$6,719	$6,719	$10,000	-$3,281	67.19%
7656	Westbury Rec Ground - New Sprinkler System	$0	$8,805	$8,805	$5,000	$3,805	176.09%
7657	Westbury Sports Centre - Basketball Back Boards	$0	$58,199	$58,199	$61,000	-$2,801	95.41%
7658	Westbury Rec Ground - Storage Shed Extension	$0	$27,918	$27,918	$25,000	$2,918	111.67%
7659	Deloraine Community Complex - Court Curtain	$0	$60,121	$60,121	$60,000	$121	100.20%
7660	Deloraine Tennis Club - Court Resurfacing	$0	$0	$0	$240,000	-$240,000	0.00%
7661	Bracknell Rec Ground - Visitor Changerooms Refurbishment	$0	$17,225	$17,225	$480,000	-$462,775	3.59%
7674	Carrick Rec Ground - Playground Upgrade	$0	$0	$0	$11,600	-$11,600	0.00%
7678	PVP Ring Road & Main Access 21/22	$35,385	$249,381	$284,766	$956,500	-$671,734	29.77%
7687	PVP Lighting Upgrade 23/24	$6,465	$3,285	$9,750	$20,000	-$10,250	48.75%
	525 - Recreation Grounds & Sports Facilities Sub Total	$1,242,076	$3,714,870	$4,956,947	$6,546,000	-$1,589,054	75.72%

2026 Financial Year

01-Apr-2026 12:05:43		*Prior Year Expenditure*	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
545 - Sundry Cultural Activities							
7908	MVPAC Stage Curtain Renewal	$0	$2,685	$2,685	$40,000	-$37,315	6.71%
	545 - Sundry Cultural Activities Sub Total	$0	$2,685	$2,685	$40,000	-$37,315	6.71%
565 - Parks and Reserves							
8014	Deloraine Riverbank - Erosion and Willow Control	$0	$13,731	$13,731	$157,300	-$143,569	8.73%
8015	Deloraine Riverbank - Pontoon Removal & Landing Upgrade	$0	$0	$0	$310,000	-$310,000	0.00%
8031	Deloraine Riverbank - Walking Path Lighting & Signage 24/25	$1,595	$14,844	$16,439	$300,000	-$283,561	5.48%
8058	Blackstone Park - Canoe Polo 24/25	$66	$3,166	$3,231	$200,000	-$196,769	1.62%
8099	Poets Place Reserve, Hadspen - Divest Land 18/19	$556	$8,598	$9,154	$5,000	$4,154	183.08%
8101	Chris St Reserve, Prospect - Divest Land 18/19	$425	$2,059	$2,484	$5,000	-$2,516	49.67%
8107	Wild Wood Reserve - Parking & Signage Improvements	$0	$644	$644	$50,800	-$50,156	1.27%
8108	Deloraine Caravan Park - Property Improvements	$0	$83,543	$83,543	$31,800	$51,743	262.71%
8109	Bushfield Rise, Hadspen - New Walkway	$0	$1,172	$1,172	$3,600	-$2,428	32.55%
8110	Hadspen Hills - Land Purchase 24/25	$1,250	$0	$1,250	$520,000	-$518,750	0.24%
8113	Glenmore Dr, Hadspen - New Pathway	$0	$0	$0	$100,000	-$100,000	0.00%
8114	Deloraine RV Park	$0	$17	$17	$600,000	-$599,983	0.00%
	565 - Parks and Reserves Sub Total	$3,891	$127,774	$131,665	$2,283,500	-$2,151,835	5.77%
	500 - Recreation and Culture Sub Total	**$1,277,144**	**$3,898,386**	**$5,175,530**	**$9,077,000**	**-$3,901,470**	**57.02%**

Unallocated and Unclassified

625 - Management and Indirect O/Heads							
8803	Minor Plant Purchases	$0	$18,271	$18,271	$60,100	-$41,829	30.40%
8819	New Works Depot Design & Construction 20/21	$0	$148,052	$148,052	$199,900	-$51,848	74.06%
	625 - Management and Indirect O/Heads Sub Total	$0	$166,323	$166,323	$260,000	-$93,677	63.97%

2026 Financial Year

01-Apr-2026 12:05:43		*Prior Year Expenditure*	*Current Year Expenditure*	*Total Expenditure*	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
655 - Plant Working							
8701	Major Plant Replacements	$0	$233,928	$233,928	$773,600	-$539,672	30.24%
	655 - Plant Working Sub Total	$0	$233,928	$233,928	$773,600	-$539,672	30.24%
675 - Other Unallocated Transactions							
8707	Fleet Vehicle Purchases	$0	$90,566	$90,566	$110,000	-$19,434	82.33%
8755	Westbury & Deloraine Depots - Decommission & Develop	$0	$13,675	$13,675	$100,000	-$86,325	13.68%
8756	Westbury & Deloraine Gravel Storage Sheds	$0	$13,412	$13,412	$150,000	-$136,588	8.94%
	675 - Other Unallocated Transactions Sub Total	$0	$117,653	$117,653	$360,000	-$242,347	32.68%
	600 - Unallocated and Unclassified Sub Total	**$0**	**$517,905**	**$517,905**	**$1,393,600**	**-$875,695**	**37.16%**
	Total Capital Project Expenditure	**$3,159,445**	**$8,976,601**	**$12,136,047**	**$30,659,760**	**-$18,523,713**	**39.58%**

4. Capital Resealing Report

2026 Financial Year
01-Apr-2026 12:05:16

		Total Expenditure	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
Roads Streets and Bridges					
201 - Roads and Streets					
5815	Simmons St - Carrick	$1,395	$0	$1,395	0.00%
5816	Seymour St - Carrick	$1,065	$0	$1,065	0.00%
5818	South St - Carrick	$475	$0	$475	0.00%
5819	Percy St - Carrick	$3,153	$0	$3,153	0.00%
5820	Ashburner St - Carrick	$3,227	$0	$3,227	0.00%
5822	East St - Carrick	$7,568	$0	$7,568	0.00%
5825	Emu Bay Rd - Deloraine	$1,911	$0	$1,911	0.00%
5836	Casey Ct - Deloraine	$582	$0	$582	0.00%
5851	Moriarty St - Deloraine	$4,372	$0	$4,372	0.00%
5860	Beefeater St - Deloraine	$5,694	$0	$5,694	0.00%
5869	Poets Pl - Hadspen	$45,220	$0	$45,220	0.00%
5874	Hadfield Ct - Hadspen	$20,115	$0	$20,115	0.00%
5884	Bowdens Rd - Hadspen	$88,186	$0	$88,186	0.00%
5887	Scott St - Hadspen	$10,227	$0	$10,227	0.00%
5929	Harley Pd - Prospect Vale	$154,806	$0	$154,806	0.00%
5962	William St, Westbury	$12,124	$0	$12,124	0.00%
5966	Quamby St - Westbury	$5,432	$0	$5,432	0.00%
5980	Dexter St, Franklin St to William St - Westbu	$2,424	$0	$2,424	0.00%
5981	Shadforth St - Westbury	$12,960	$0	$12,960	0.00%
5982	Mary St, Westbury	$66	$0	$66	0.00%
6102	Blackstone Rd - Blackstone Heights	$3,889	$0	$3,889	0.00%
6147	Black Lane - Emu Plains	$56,964	$0	$56,964	0.00%
6148	R2R 2026 Emu Plains Rd - Emu Plains	$81,104	$0	$81,104	0.00%
6161	Church Lane - Hagley	$4,812	$0	$4,812	0.00%
6196	Brooklyn Rd - Moltema	$17,238	$0	$17,238	0.00%
6215	Four Springs Rd - Selbourne	$70,587	$0	$70,587	0.00%
6227	Suburb Rd (Part) - Westbury	$1,388	$0	$1,388	0.00%
6229	Marriott St Moore To Lyttleton St	$2,620	$0	$2,620	0.00%
6233	Waterloo St - Westbury	$3,415	$0	$3,415	0.00%
6234	King St Mary To Lonsdale - Westbury	$9,259	$0	$9,259	0.00%
6235	Veterans Row - Westbury	$41,035	$0	$41,035	0.00%
6240	Lyttleton St - Westbury	$5,077	$0	$5,077	0.00%
6299	Reseals General Budget Allocation	$0	$1,674,900	-$1,674,900	0.00%
	201 - Roads and Streets Sub Total	$678,391	$1,674,900	-$996,509	40.50%
Capital Resealing Expenditure Total		**$678,391**	**$1,674,900**	**-$996,509**	**40.50%**

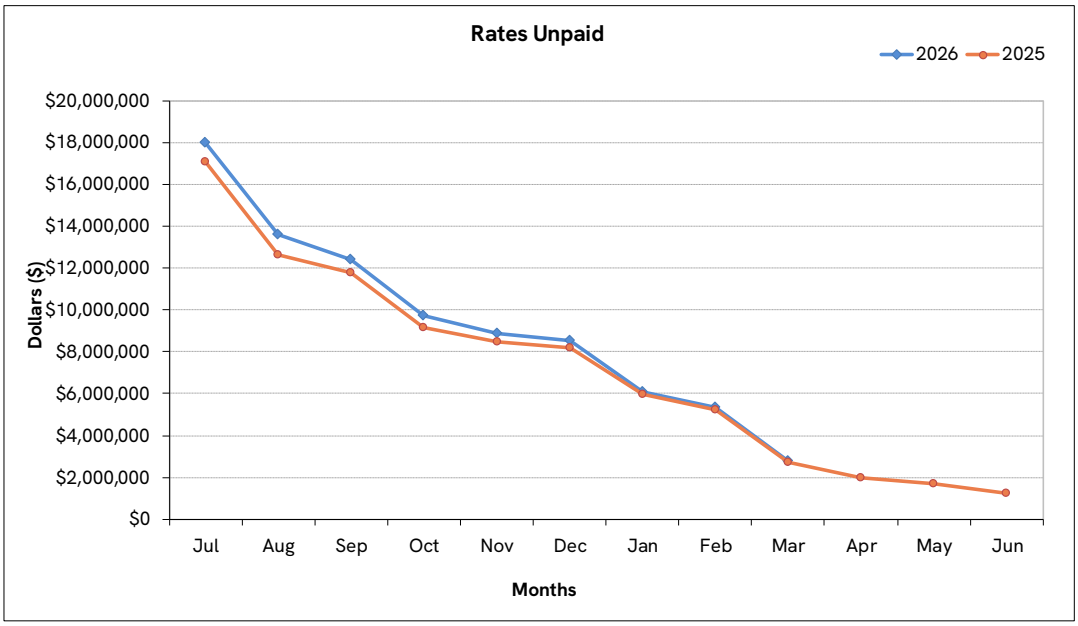
5. Capital Gravelling Report

2026 Financial Year
01-Apr-2026 12:03:27

		Total Expenditure	*Total Budget*	*Variance Amount*	*Percentage of Total Budget*
Roads Streets and Bridges					
201 - Roads and Streets					
5534	Mersey Hill Rd - Chudleigh	$2,815	$0	$2,815	0.00%
5545	Liverpool St - Deloraine	$920	$0	$920	0.00%
5553	Beaumonts - Dunorlan	$27,175	$0	$27,175	0.00%
5570	Gilhams Rd - Glenore	$2,084	$0	$2,084	0.00%
5583	Hamptons Rd - Huntsman	$6,946	$0	$6,946	0.00%
5602	Old Gads Hill Rd - Liena	$12,364	$0	$12,364	0.00%
5622	Reiffers Rd - Meander	$2,321	$0	$2,321	0.00%
5636	Wattle Lea Lne - Golden Valley	$6,128	$0	$6,128	0.00%
5665	Bradys Creek - Parkham	$11,964	$0	$11,964	0.00%
5666	Shaws - Parkham	$10,180	$0	$10,180	0.00%
5692	Gibsons Rd - Selbourne	$13,021	$0	$13,021	0.00%
5699	Smiths - Weegena	$9,458	$0	$9,458	0.00%
5703	Kellys Cage Rd - Weegena	$11,025	$0	$11,025	0.00%
5757	Bonney St - Elizabeth Town	$2,484	$0	$2,484	0.00%
5799	Gravel Resheeting General Budget Alloc	$0	$520,100	-$520,100	0.00%
5814	Arthur St - Carrick	$2,492	$0	$2,492	0.00%
6117	Jones St - Chudleigh	$6,481	$0	$6,481	0.00%
6132	Liverpool St - Deloraine	$1,053	$0	$1,053	0.00%
6214	R2R 2026 Selbourne Rd - Selbourne 23/24	$89	$0	$89	0.00%
	201 - Roads and Streets Sub Total	$129,000	$520,100	-$391,100	24.80%
Capital Gravelling Expenditure Total		**$129,000**	**$520,100**	**-$391,100**	**24.80%**

6. Rates Revenue Reconciliation – 31 March 2026

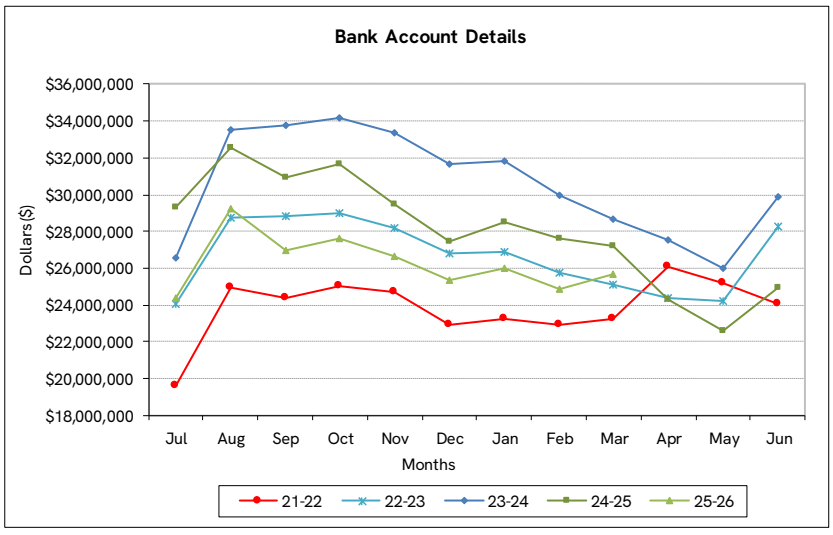
		2026		2025
Rate Balance Carried Forward from previous Year	$	1,222,042	$	1,099,535
2025/26 Rates Raised	$	19,891,613	$	18,900,875
Interest	$	133,338	$	124,240
Rate Adjustments	$	31,057	$	26,742
Payments Received	-$	18,524,004	-$	17,422,491
Rates Control Account Balance	**$**	**2,754,046**	**$**	**2,728,901**
% of Rates Unpaid		**12.96%**		**13.56%**



7. Cash & Investment Reconciliation – 31 March 2026

		2025-26		2024-25
Balance Carried Forward from previous Year		24,983,214		29,872,411
Add Deposits		30,733,656		28,005,790
Less Payments	-	30,072,997	-	30,670,666
Balance as per Bank Account	**$**	**25,643,873**	**$**	**27,207,535**

Made up of:	**Amount**	**Interest Rate**
Cash at Bank	3,944,391	4.01%
Westpac Bank Cash Management Account	2,417	4.05%
Commonwealth Bank At Call Account	22,434	3.95%
Term Deposits:		
Westpac Bank	6,000,000	4.11-4.81%
ING Bank	3,048,364	4.58-5.47%
MyState Financial	4,626,268	4.15-4.25%
Judo Bank	1,000,000	4.30%
Heartland Bank	3,000,000	4.20-4.25%
Maitland Mutual	1,000,000	5.40%
Police Credit Union SA	3,000,000	4.11-4.30%
	$ 25,643,873	
Less expenditure commitments:		
2026 Operating expenditure outstanding	-7,264,282	
2026 Capital expenditure outstanding	-19,911,322	
Add assets:		
2026 Operating income outstanding	8,863,062	
2026 Estimated rate debtors outstanding	2,754,046	
Less liabilities:		
2025 Tip rehabilitation provision	-6,922,379	
2025 Employee leave provisions	-2,022,793	
Adjusted Cash Balance	**$ 1,140,205**	

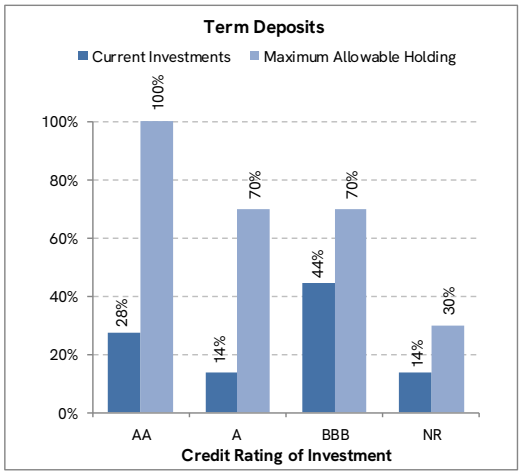


Term Deposits Summary - 31 March 2026

Institution	Deposit	Rate %	Entered	Due
Judo Bank	1,000,000	4.30%	17/09/2025	15/04/2026
MyState Financial	1,050,000	4.15%	21/08/2025	20/04/2026
Police Credit Union SA	1,000,000	4.30%	28/10/2025	28/04/2026
Westpac Bank	1,000,000	4.15%	5/09/2025	5/05/2026
Heartland Bank	2,000,000	4.20%	15/08/2025	12/05/2026
Westpac Bank	2,000,000	4.11%	2/09/2025	2/06/2026
MyState Financial	2,500,000	4.25%	26/06/2025	26/06/2026
Police Credit Union SA	1,000,000	4.30%	1/10/2025	1/07/2026
Heartland Bank	1,000,000	4.25%	28/10/2025	28/07/2026
MyState Financial	1,076,268	4.20%	13/08/2025	13/08/2026
Police Credit Union SA	1,000,000	4.11%	2/09/2025	2/09/2026
Maitland Mutual	1,000,000	5.40%	30/03/2026	28/09/2026
Westpac Bank	1,000,000	4.16%	28/10/2025	28/10/2026
Westpac Bank	2,000,000	4.81%	16/02/2026	16/11/2026
ING Bank	1,000,000	4.58%	19/12/2025	18/12/2026
ING Bank	1,048,364	4.89%	16/02/2026	16/02/2027
ING Bank	1,000,000	5.47%	30/03/2026	30/03/2027
	21,674,631			
Average Interest Rate	4.45%			

Term Deposits by institution

Institution	*Credit Rating*	*Amount*	*Allocation*
Westpac Bank	AA	6,000,000	27.68%
ING Bank	A	3,048,364	14.06%
MyState Financial	BBB	4,626,268	21.34%
Heartland Bank	BBB	3,000,000	13.84%
Judo Bank	BBB	1,000,000	4.61%
Maitland Mutual	BBB	1,000,000	4.61%
Police Credit Union SA	NR	3,000,000	13.84%
		21,674,631	



15. INFRASTRUCTURE SERVICES

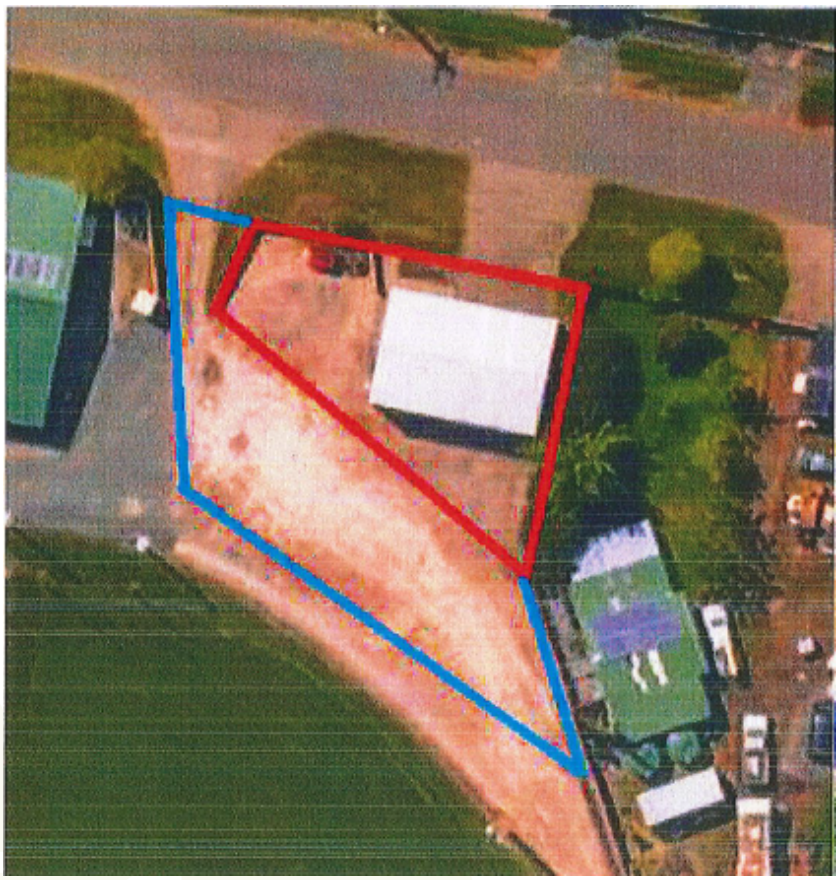
15.1. Bracknell Fire Station Lease

File Reference	S20-01-004
Report Author	Karl Boss-Walker Team Leader Community Facilities and Recreation
Authorised By	David Murray Director Infrastructure Services
Decision Sought	Approval of a lease to the State Fire Commission.
Vote	Absolute majority

RECOMMENDED MOTION

That Council:

1. leases the Bracknell Fire Station site (in red) and licenses associated portion (in blue) of the property at 29 Louisa Street, Bracknell (CT 118706/2) (site map below), to the State Fire Commission (established as a corporation pursuant to section 7 of the *Fire Services Act 1979* (Tas)).



2. notes that conditions of section 178 of the *Local Government Act 1993* will apply and advertising this lease will take place within a month from this resolution.
3. authorises the General Manager to enter into a formal lease under the following terms:
    a. the term shall be for 10 years;
    b. the lease amount shall be $1 per annum if requested (including GST) (plus water connection costs);
    c. tenant shall:
        i. continuously maintain buildings in good and reasonable order in accordance with responsibilities detailed in the lease; and
        ii. acknowledges and agrees that the lessee shall be appropriately insured for public liability to the value of $20,000,000.
    d. all remaining terms to be determined by the General Manager.
    e. any right, option or discretion exercised by the Council under the lease, may be exercised by the General Manager.

REPORT

The Bracknell Fire Station was built on Crown land in 1985 which, at the time, was being leased by the Council. The land was transferred to the Council in May of 2008 and the Fire Station continued to operate under a peppercorn lease providing volunteer fire fighting services to the municipality. It has operated similarly ever since. The State Fire Commission maintains ownership of the improvements and retains responsibility for the upkeep of the improvements. The State Fire Commission has agreed to pay water connection fees for the duration of the lease.

ATTACHMENTS

Nil

STRATEGY

Supports the following objectives of the *Meander Valley Community Strategic Plan 2024-34*:

5. Delivering responsible leadership and governance

Visit *https://www.meander.tas.gov.au/plans-reports* to see the *Meander Valley Community Strategic Plan 2024-34*.

POLICY

Not applicable

LEGISLATION

Local Government Act 1993: section 178

CONSULTATION

Extensive consultation has been undertaken with Crown Property Services to ensure minimal risk and cost to the Council

BUDGET AND FINANCE

Not applicable

RISK MANAGEMENT

Not applicable

ALTERNATE MOTION

Council can refer this Agenda Item to Workshop for further discussion.

15.2. Elizabeth Town Fire Station Lease

File Reference	S20-01-004
Report Author	Karl Boss-Walker Team Leader Community Facilities and Recreation
Authorised By	David Murray Director Infrastructure Services
Decision Sought	Approval of a lease to the State Fire Commission.
Vote	Absolute majority

RECOMMENDED MOTION

That Council:

1. leases the Elizabeth Town Fire Station site (in red) and licenses associated portion (in blue) of the property at 5816 Bass Highway, Elizabeth Town (CT 122127/1) (site map below), to the State Fire Commission (established as a corporation pursuant to section 7 of the *Fire Services Act 1979* (Tas)).



2. authorises the General Manager to enter into a formal lease under the following terms:
    a. the term shall be for five years with an option for a further five years;
    b. the lease amount shall be $1 per annum if requested (including GST) (plus water connection costs);
    c. tenant shall:
        i. continuously maintain buildings in good and reasonable order in accordance with responsibilities detailed in the lease; and
        ii. acknowledges and agrees that the lessee shall be appropriately insured for public liability to the value of $20,000,000.
    d. all remaining terms to be determined by the General Manager.
    e. any right, option or discretion exercised by the Council under the lease may be exercised by the General Manager.

REPORT

The Elizabeth Town Fire Station was built in 1987 and has operated on peppercorn leases since that time providing volunteer fire fighting services to the municipality. The State Fire Commission maintains ownership of the improvements and retains responsibility for the upkeep of the improvements. The Council does not receive any bills for this property and as such there are no outgoings to be on charged. The land is zoned *Rural Living*, for which emergency services is listed as a discretionary purpose. The Fire Station is an existing use and hence permitted.

ATTACHMENTS

Nil

STRATEGY

Supports the following objectives of the *Meander Valley Community Strategic Plan 2024-34*:

4. Investing in infrastructure that strengthens connection

Visit *https://www.meander.tas.gov.au/plans-reports* to see the *Meander Valley Community Strategic Plan 2024-34*.

POLICY

Not applicable

LEGISLATION

Local Government Act 1993: section 177

CONSULTATION

Extensive consultation has been undertaken with Crown Property Services to ensure minimal risk and cost to the Council.

BUDGET AND FINANCE

Not applicable

RISK MANAGEMENT

Not applicable

ALTERNATE MOTION

Council can refer this Agenda Item to Workshop for further discussion.

15.3. Westbury Library Lease

File Reference	S20-01-004
Report Author	Karl Boss-Walker Team Leader Community Facilities and Recreation
Authorised By	David Murray Director Infrastructure Services
Decision Sought	Approval of a lease to the Department of Education, Children and Young People.
Vote	Absolute majority

RECOMMENDED MOTION

That Council:

1. leases the site at 33 William Street, Westbury (in blue) (CT 37645/1) (site map below), to the Crown in Right of Tasmania represented by the Department of Education, Children and Young People.



2. notes that whilst the land is public land section 179 of the *Local Government Act 1993* exempts the Council from complying with section 178 due to the term length being under five years.
3. authorises the General Manager to enter into a formal lease under the following terms:
    a. the term shall be for three years with an option for a further year;
    b. the lease amount shall be $17,774.55 per annum (exclusive of GST) (plus outgoings);
    c. tenant shall:
        i. continuously maintain buildings in good and reasonable order in accordance with responsibilities detailed in the lease; and
        ii. acknowledges and agrees that the lessee shall be appropriately insured for public liability to the value of $20,000,000.
    d. all remaining terms to be determined by the General Manager.
    e. any right, option or discretion exercised by the Council under the lease may be exercised by the General Manager.

REPORT

The Westbury Library is a 118m^2 building situated on a 496m^2 site. It has provided services to the people and visitors of Westbury since 1971 in its current location. Libraries are essential community assets and provide a range of services including research, borrowing, access to technology, help with reading, writing, maths and childrens' services. The lease fee was determined by adjusting the current rate with an increase in line with inflation. An assessment of the market, combined with the community services provided, found it was not in the Council's interest to test the market.

ATTACHMENTS

Nil

STRATEGY

Supports the following objectives of the *Meander Valley Community Strategic Plan 2024-34*:

4. Investing in infrastructure that strengthens connection

Visit *https://www.meander.tas.gov.au/plans-reports* to see the *Meander Valley Community Strategic Plan 2024-34*.

POLICY

Not applicable

LEGISLATION

Local Government Act 1993: section 179

CONSULTATION

The Council's Officers have engaged officers representing the Department of Education, Children and Young People

BUDGET AND FINANCE

Not applicable

RISK MANAGEMENT

Not applicable

ALTERNATE MOTION

Council can refer this Agenda Item to Workshop for further discussion.

16. GOVERNANCE AND COMMUNITY WELLBEING

16.1. Annual Plan Performance 2025-26 - Quarter 3 Performance

File Reference	S13-12-002
Report Author	Anthea Rooney Governance Officer
Authorised By	Jonathan Harmey General Manager
Decision Sought	Receipt and noting of the Quarter 3 performance results for the 2025-26 Annual Plan.
Vote	Simple majority

RECOMMENDED MOTION

That Council receives and notes the Quarter 3 performance results for the 2025-26 Annual Plan as outlined below:

MANAGING OUR ASSET PORTFOLIO

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
2.4, 5.3	Rezoning, servicing and divestment of select Council's properties in accordance with Council's decision 268/2022.	Properties sold	WORKS	Progressing	3,4	Presented to the January 2026 Workshop and currently progressing with consultants.
2.4, 5.3, 5.8	Complete construction of new Works Depot at Valley Central Industrial Precinct, Westbury.	Percentage complete	WORKS	Achieved	1,2	Outstanding contract works will be completed by the end Quarter 3.
2.4, 5.3, 5.8	Commence plant and employee operations at the new Works Depot.	Depot operational	WORKS	Progressing	2,3,4	Employees will fully occupy the new depot by early Quarter 4.
2.4, 5.3, 5.8	Decommission current Westbury and Deloraine Depots and commence preparation of the sites for redevelopment.	Percentage complete	WORKS	No target this Quarter	4	Minor works in progress and decommissioning of underground fuel storage scheduled for mid-2026.
1.2, 2.5, 3.1, 3.2, 3.4, 3.7, 4.2, 5.8	Support the development of the Hadspen Urban Growth area.	Engagement with stakeholders	INFRA/ DRS	Achieved	1,2,3,4	Construction certificates issued for Stages 7, 8 and 9 of the Hadspen Hills Development. Meetings with developer regarding infrastructure.

INVESTING IN COMMUNITY FACILITIES AND INFRASTRUCTURE

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
3.5, 3.6, 4.2, 4.5, 4.6, 4.7	Plan and deliver projects in line with the approved Capital Works Programs.	Percentage complete	WORKS/ INFRA	Achieved	1,2,3,4	This activity is 60% complete. Design, procurement and construction work is progressing.
3.4, 3.6	Complete construction of Stage 1 work packages at the Deloraine Racecourse Precinct project.	Project elements completed	INFRA	Progressing	1,2,3	This activity is 95% complete.
3.4, 3.5, 3.6, 4.2, 4.7	Complete the Deloraine Pool Masterplan to determine future levels of investment proposed for the site.	Masterplan completed	INFRA	Achieved	1,2	The Masterplan has been finalised.
3.5, 3.6, 4.1	Design the Deloraine Function Centre at Deloraine Racecourse Precinct.	Percentage completed	INFRA	Progressing	3,4	Design works are progressing alongside finalisation of the funding agreement for the function centre.
5.6	Engage with contractors and suppliers on tendering for the Council's work.	Delivery of Workshop	INFRA	Achieved	1	A contractor engagement workshop was held on the 15 September 2025.

MAKING A POSITIVE CONTRIBUTION TO COMMUNITY WELLBEING

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
1.3	Conduct quarterly community forums, in various Meander Valley townships, to provide engagement opportunities for community members with elected members and the Council's Officers.	Forums completed	GCW	Achieved	1,2,3,4	Community forums held in Meander 24 March, Deloraine on 25 November and Westbury on 23 September 2026.

SUPPORTING ECONOMIC GROWTH, PROSPERITY AND THE ENVIRONMENT

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
2.4	Develop and adopt a Council Climate Change Strategy, in consultation with the Northern Tasmanian Alliance of Resilient Councils (NTARC).	Strategy adopted	GCW	Progressing	2,3	Meetings held with NTARC and consultants on Climate Change actions. The Council's Climate Change Strategy not yet achieved.

MANAGING PLANNING, DEVELOPMENT AND REGULATION

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
1.2, 3.2, 3.3, 5.1, 5.5	Actively participate in regional planning initiatives including the review of the Northern Tasmanian Regional Land Use Strategy.	Contribution to review	DRS	Achieved	1,2,3,4	Actively participating in the review of the Northern Tasmania Regional Land Use Strategy. Drafting of the new strategy is progressing.
2.5, 2.6, 3.2, 3.3, 3.4, 3.7, 4.6, 5.1, 5.4, 5.7	Finalise development of a Structure Plan for Carrick.	Structure Plan adopted	DRS	Progressing	1,2	Draft Structure Plan prepared for public consultation.
3.2, 3.3, 4.6, 5.1, 5.4, 5.7	Development of Carrick Character Precinct – Specific Area Plan. Scheme amendment application submitted to Tasmanian Planning Commission.	Application submitted	DRS	Progressing	3,4	Draft Character Study prepared for public consultation.
2.5, 2.6, 3.2, 3.3, 3.4, 3.7, 4.6, 5.1, 5.4, 5.7	Finalise the review of the Prospect Vale – Blackstone Heights Structure Plan.	Structure Plan adopted	DRS	Achieved	1,2	Structure Plan adopted by Council at March Council Meeting.
2.5, 2.6, 3.2, 3.3, 3.4, 3.7, 5.1, 5.4, 5.7	Development of Westbury Village Green Character Precinct – Specific Area Plan. Scheme amendment application submitted to Tasmanian Planning Commission.	Application submitted	DRS	Progressing	3,4	Draft Character Study prepared for public consultation.
3.7, 5.1, 5.5	Review of Meander Valley Council Local Provisions Schedule – Statutory requirement under section 35O *Land Use Planning and Approvals Act 1993*.	Review completed	DRS	Deferred	1,2	Review to statutorily commence following 19 April 2026.

PROVIDE CONTEMPORARY WASTE COLLECTION, DISPOSAL AND RECYCLING SERVICES AND INFRASTRUCTURE

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
2.4, 2.6	Decommission and commence rehabilitation Works for the Cluan landfill site.	Rehabilitation commenced	INFRA	Achieved	1,2	Interim capping of the landfill has been completed. The decommissioning and rehabilitation report has been finalised for submission to the Environmental Protection Authority Tasmania.
2.2	Investigate the expansion of kerbside bin collection services where services are currently not offered.	Investigations completed	INFRA	Achieved	1,2	Expansion areas have been identified for consultation with affected customers.
2.2	Conduct surveys and investigate the expansion of kerbside FOGO collection where services are currently not offered.	Investigations completed	INFRA	Progressing	3,4	Surveys have been sent out to property owners in Hagley, Westbury and Exton regarding a potential expansion to these areas.
2.2, 2.4	Complete construction of the waste transfer station at the Deloraine waste facility.	Percentage completed	INFRA	Progressing	2,3,4	The waste transfer station is currently under construction.

PROVIDE A ROBUST, RELIABLE, SECURE AND AVAILABLE ICT ENVIRONMENT

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
5.3	Finalise implementation of *SharePoint* and Records Management Systems.	Products implemented	CS	Progressing	1,2	*SharePoint* build has been completed with launch delayed until some aspects of the ERP are resolved. *Team's* sites were successfully launched in November 2025.
5.3	Identify and negotiate contract for preferred vendor(s) for implementation of ERP software upgrades.	Contract Signed	CS	Achieved	1	Discussions continued with preferred vendor, contract due diligence completed and contract signed in March.
5.3	Identify staged implementation plan for ERP project and complete annual stages.	Implementation plan established	CS	Progressing	2,3,4	Contract provides for implementation staging, work required internally to finalise dates.
5.3	Deliver staff training to support staff in the use of new technologies.	Training delivered	CS	Achieved	1,2,3,4	Training program for *Teams* delivered by *Rapid Circle* in October and November 2025.

DELIVER GOOD GOVERNANCE AND RESILIENCE THROUGH SOUND CORPORATE AND FINANCIAL MANAGEMENT

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
5.1	Develop plan for upgrades to the Council Chambers.	Develop plan provided to Council	GCW	Progressing	1,2	Plans continue to be workshopped with Councillors, decision formed on agreed Option on 9 December 2025.
5.4	Councillors attend Council Meetings and Workshops in order to contribute to Policy and Strategy development and adoption.	Meeting attendance	GCW	Achieved	1,2,3,4	Attendance was recorded at 98% for the quarter.
5.4	Consider and apply changes from State Government legislation including *Local Government (Meeting Procedures) Regulations 2025, Local Government (General) Regulations 2015* and the *Electoral Act 2004*.	Policies and procedures updated	GCW	Achieved	1,2,3,4	Position formed on Development Assessment Panel on 9 December 2025. Position formed on *Local Government Amendment (Targeted Reform) Bill* on 11 November 2025.
5.3	Review and updated Financial Management Strategy for approval by Council.	Strategy approved	CS	No target this Quarter	4	

MANAGING OUR SUPPLY CHAIN TO PROCURE GOODS AND SERVICES

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
5.2	Explore further opportunities for shared services and/or resource sharing opportunities with other Tasmanian Councils.	Shared services investigated	GCW	Achieved	1,2,3,4	Workshop discussion with Northern Council General Managers and Chief Executive Officers, proposal being progressed with NTDC.

INFORMING AND ENGAGING OUR COMMUNITY

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
5.7	Complete signage upgrades and layout improvements to changeover the Great Western Tiers Visitor Centre to the Meander Valley Visitor Centre.	Building changes applied	GCW	Progressing	2,3,4	Project commenced.
5.7	Implement changes to Meander Valley place brand imagery and colour scheme in communication mechanisms such as road and recreation signage.	Communication opportunities used	GCW	Achieved	1,2,3,4	Signs completed for *Short Walks*, Deloraine Racecourse interpretive signage using place brand. The Council's logo approved and changeover planning in progress.
5.7, 5.1	Redevelop the Great Western Tiers Visitor Centre website to be refocused on Meander Valley community and tourism. Redevelop the Meander Valley Council website to a contemporary and customer friendly offering.	New website upgrades commenced	GCW	Progressing	2,3,4	Scope for upgrade of Visitor Centre website developed and provided to contractors.

DEMONSTRATING A COMMITMENT TO OUR PEOPLE

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
5.3	Undertake priority actions identified by employees in the Cultural Development Action Plan.	Number progressed	CS	Progressing	1,2,3,4	Culture development plans are being refreshed following recent survey results.
5.4	Complete review and update human resource management policies and deliver employee training to align with contemporary practices and industrial law.	Policies reviewed and training completed	CS	Progressing	1,2	LGAT has provided a full suite of generic policies for review and adoption.
5.3	Undertake employee culture survey and revise cultural action plan.	Survey completed	CS	Achieved	2,4	Pulse check survey completed and report received. Supplier engaged for culture surveys in 2026.
5.3,	Full implementation and information sharing for staff on new Enterprise Agreement.	Completed	CS	Achieved	1,2	Agreement has been approved and implemented.

ENSURING A SAFE AND HEALTHY WORKPLACE

Strategic Plan Reference	Activity Description	Annual Activity Measurement	Department Lead	Current Quarter Status	Quarter Delivered	Comments
5.5	Implement an organisation wide engagement on WHS including sharing incident stories and promoting the reporting of hazards, incidents and near misses.	WHS sharing opportunities delivered	CS	Achieved	1,2,3,4	Engagement with all staff continues including toolbox and all staff meetings.
1.4, 1.6	Embed the Child and Youth Safe Organisations Framework, as required by the Tasmanian Government's *Child and Youth Safe Organisations Act 2023*.	Changes applied in operations	GCW	Achieved	2,3	Policy review approved by Council. New internal Committee formed first meeting conducted.
2.4	Progressive implementation of WHS software, equipment purchases, digitisation of employee templates and undertake training for employees.	Software opportunities implemented	CS/ WORKS	Progressing	1,2,3,4	Tablet distribution to Works Department employees scheduled to commence in late April 2026, including all necessary training.

REPORT

The Council's 2025-26 Annual Plan contains 41 operational activities which are executed across each of the Council's business areas, in line with the organisation's strategic objectives.

Working to the targets set by the Annual Plan ensures that the Council continually progresses, improves and achieves its stated strategic objectives.

Each activity listed in the Annual Plan is carefully planned out over the course of the financial year, forming the basis of a transparent and accountable performance assessment and reporting mechanism.

This update reflects the Annual Plan performance results as at the end of Quarter 3 of the 2025–26 financial year.

Achieved

20 activities were achieved.
Activities achieved are those with an inherent and identifiable quarterly goal, which have been attained to the high quality standards that are expected.

Progressing

18 activities are progressing.
Activities that are progressing are those with substantial work underway, where it can be demonstrated that the Council is on track to achieve its projected Annual Plan target within the financial year. Details of the Council's specific progress against each individual activity is noted.

Deferred

1 activity is deferred.
Deferred activities are those that cannot be commenced in the current quarter due to an intervening delay that cannot be resolved by the Council (this mostly refers to external factors beyond the Council's span of control).

No Target This Quarter

2 activities had no target this quarter.

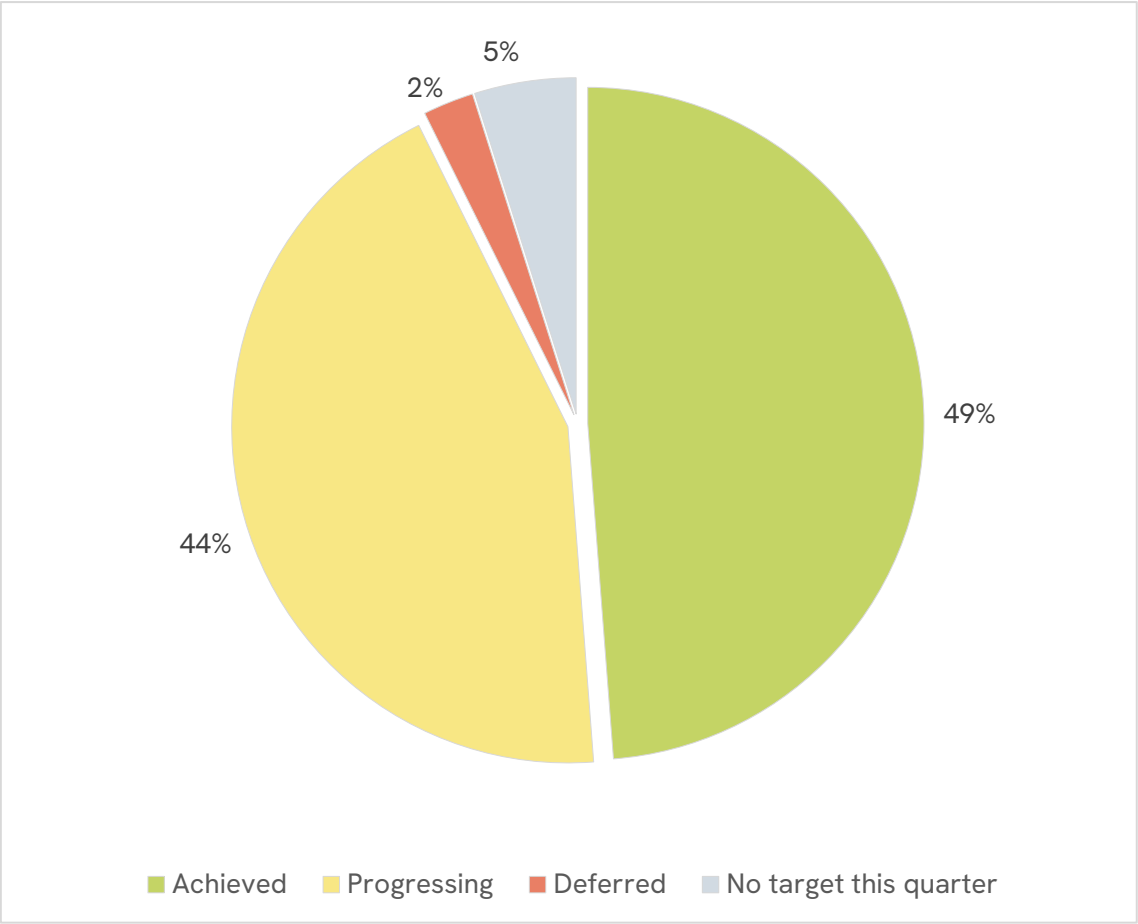


Figure 1: 2025-26 Annual Plan Performance at end of Quarter 3

ATTACHMENTS

Nil

STRATEGY

Supports the following objectives of the *Meander Valley Community Strategic Plan 2024-34*:

1. Cultivating a diverse, unified and empowered community
2. Valuing and protecting our natural environment
3. Creating a well-designed, sustainable built environment
4. Investing in infrastructure that strengthens connection
5. Delivering responsible leadership and governance

Visit *https://www.meander.tas.gov.au/plans-reports* to see the *Meander Valley Community Strategic Plan 2024-34.*

POLICY

Not applicable

LEGISLATION

Not applicable

CONSULTATION

Not applicable

BUDGET AND FINANCE

Not applicable

RISK MANAGEMENT

Not applicable

ALTERNATE MOTION

Not applicable

16.2. Round 4 Community Grants and Sponsorship Fund

File Reference	S15-01-037
Report Author	Nate Austen Manager Community Wellbeing
Authorised By	Jonathan Harmey General Manager
Decision Sought	Approval of recommended grant and sponsorship funding allocations for Quarter 4 2025-26 (April-June).
Vote	Simple majority

RECOMMENDED MOTION

That Council:

1. notes the recommendations of the Community Grants and Sponsorship Fund Committee from their Meeting held on Tuesday, 24 March 2026.

2. approves the community grant requests to a total value of $5,387.

Applicant / Project	**Project Cost**	**Grant Request**	**Amount Recommended**
Astronomical Society of Tasmania *AST Open Night Meander Valley*	$5,700	$3,900	$2,150
Blackstone Heights Community News Assoc. *Easter Sausage Sizzle and Egg Hunt*	$500	$500	Not Supported
Deloraine District Pony Club *Security and Horse Yards*	$38,004	$5,000	Not Supported
Red Hills Badminton Club *Raquet Stringing Machine*	$2,737	$2,737	$2,737
Rotary Club of Deloraine *Community Voices in Harmony*	$500	$500	$500
Total	**$47,441**	**$12,637**	**$5,387**

3. notes the decisions, approval and allocation of individual sponsorships to a value of $900.

Applicant / Event	**Request**	**Amount Approved**	**Comments**
Clark, O *Emerging Matildas Championship, Vic.*	$300	$300	PAID
Mitchel, T *National Indoor Hockey Championships, NSW.*	$300	$300	PAID
Rhind, J (Mr)	$600	0	Not Supported

Obstacle Course Racing World Championships			
Rhind, J (Ms) *Obstacle Course Racing World Championships*	$600	$300	PAID
Total	**$1,800**	**$900**	

4. notes the approval and allocation of the following out of round sponsorships by the General Manager to the value of $2,000.

Applicant/Event	Request	Amount Approved	Comments
New Horizons Tasmania *Great Western Tiers Cycle Challenge – 30 Years*	$2,000	$2,000	PAID
Total	**$2,000**	**$2,000**	

REPORT

The Community Grants and Sponsorship Fund Committee (the Committee) met on Tuesday,

24 March 2026 to assess the fourth round of applications seeking support from the Grants and Sponsorship Fund this financial year. Applications were reviewed and assessed against the relevant guidelines.

Councillor Anne-Marie Loader, Nate Austen (Manager Community Wellbeing), Karl Boss-Walker (Team Leader Facilities), Ami Alexis (Community Engagement Officer) and Justin Marshall (Team Leader Finance) attended the Meeting in person at the Council Chambers. Councillor Kevin House provided assessment via email prior to the Meeting.

Funds Available for Allocation in Round 4

From the budget of $150,000 for the 2025-26 program, $42,568 was allocated in Round 1, $39,695 in Round 2 and $37,610 in Round 3, leaving $30,127 remaining for allocation in the final round of the grant program, Round 4.

Summary of Round 4 Assessments

Community Grants

The Council received five applications, which in total requested an amount of $12,637. The Committee recommends funding three of those applications to a total amount of $5,387.

Considerations in assessment and Committee recommendations:

Some of the costs requested by the Astronomical Society of Tasmania for the delivery of their *Open Night for Meander Valley* were considered ineligible under the grant guidelines (eg. accommodation) or could be made available through in-kind resource sharing (bollards). The amount recommended represents all other eligible costs.

While the Committee was supportive of the Blackstone Heights News Association's application for their Easter event, funding this event through the grant program was deemed ineligible as the event delivery date in March would make it a retrospective payment. Staff have communicated with the group, suggesting alternative ways they can present future funding applications.

The Deloraine and Districts Pony Club submitted a grant application requesting funding for security camera installation and replacement of a stolen hot water system. The Committee considered that this request was outside the scope of the grants program and therefore recommended not funding.

Individual Sponsorship

During the period up to the close of Round 4, only four applications were received and assessed. Two of these fitted clearly within the guidelines to support State representation and were granted. The other two applications were made for representation at the *Obstacle Course Racing World Championships*. The Committee was asked to consider these requests and it was determined that only one of these applications could indicate qualification to participate in a competitive category, doing so at a State level. A sponsorship of $300 was offered and has been paid. The other applicant was attending in an *open* category. Therefore, a total of $900 was granted in total for three individuals in Round 4.

General Manager Approvals

An application for sponsorship was provided outside of the regular Committee approval process, largely due to time limit constraints. The sponsorship request for the *30th Great Western Tiers Cycle Challenge* was not received until February for the mid-March event due to a change in New Horizons staff, despite previous conversations occurring in September. This sponsorship amounted to $2,000.

ATTACHMENTS

Nil

STRATEGY

Supports the following objectives of the *Meander Valley Community Strategic Plan 2024-34*:

1. Cultivating a diverse, unified and empowered community.

Visit *https://www.meander.tas.gov.au/plans-reports* to see the *Meander Valley Community Strategic Plan 2024-34*.

POLICY

Policy No. 82: *Community Grant and Sponsorship Fund*

LEGISLATION

Local Government Act 1993 (section 77)

CONSULTATION

The Community Grant and Sponsorship program is communicated through community networks and social media. Guidelines and applications are available from the Council's website and on request. Assistance is provided to applicants on request.

BUDGET AND FINANCE

Total grants and sponsorships recommended for approval in Round 4 is $8,287.

RISK MANAGEMENT

Not applicable

ALTERNATE MOTION

Council can adopt the Recommended Motion with amendments.

17. MOTION TO CLOSE MEETING

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulations 16 and 17

RECOMMENDED MOTION

That Council, by absolute majority, pursuant to the Local Government (Meeting Procedures) Regulations 2025, closes the Meeting to the public for discussion of the Agenda Items listed below:

17.1 Confirmation of Closed Minutes

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulation 40(6)

17.2 Leave of Absence Applications

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulation 17(2)(i) requests by Councillors for leave of absence

17.3 Leave of Absence Applications

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulation 17(2)(j) notifications by Councillors of leave of absence for parental leave

17.4 Contract No. 282-2025-26 – Westbury Streetscape Civil Works – Stage 2

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulation 17(2)(e) regarding contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal.

17.5 Contract No. 283-2025-26 – Country Club Avenue – Road Rehabilitation Works – Stage 1

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulation 17(2)(e) regarding contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal.

17.6 General Manager Qarterly Performance Report

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulation 17(2)(a) regarding personnel matters, including complaints against an employee of the council and industrial relations matters.

17.7 Release of Public Information and End of Closed Session

Refer to Local Government (Meeting Procedures) Regulations 2025: Regulation 17(8)

To be determined in Closed Council.

18. CLOSE OF MEETING