

AGENDA

ORDINARY COUNCIL MEETING

Tuesday, 9 April 2024

Time 3.00pm

Location Council Chambers

26 Lyall Street

Westbury, Tasmania

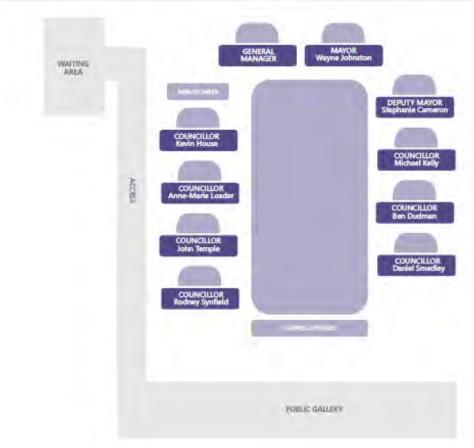
Telephone (03) 6393 5300



Our Values

Our seven values help guide our decisions and underpin all we do.





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.

After the Meeting, you will find Minutes and an audio recording online.

Hard copies of Agendas and Minutes are also available to view at the Council offices.

Learn more

Click here to find fact sheets about attending a Council Meeting, or to submit a question online.

A copy of the latest Agenda and Minutes are available to view at the Council offices in Westbury. **Click here** to view Agendas and Minutes online, or listen to audio of the Meetings.

You can also contact the Office of the General Manager by telephone on (03) 6393 5317, or email ogm@mvc.tas.gov.au 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 first 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. Media requests received by email before close of business (or the end of the Meeting) will receive a same-day response.

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 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 before the Meeting on (03) 6393 5300 or via email to ogm@mvc.tas.gov.au to discuss how we can best assist you with access.

Certificate of Qualified Advice

A 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 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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Opening of Meeting - Attendance and Apologies

Acknowledgment of Country

I begin today by acknowledging the Pallitore and Panninher past peoples, the Traditional Owners and Custodians of the land on which we gather today and I pay my respects to Elders past and present. I extend that respect to all Aboriginal and Torres Strait Islander peoples here today.

Confirmation of Minutes

Motion That Council receives and confirms the Minutes of the last Ordinary

Council Meeting held on 12 March 2024.

Vote Simple majority

Declarations of Interest

No Declarations of Interest were received prior to Agenda publication.

Council Workshop Report

Topics Discussed – 26 March 2024

Westbury Streetscape Concept

Councillors reviewed and discussed the Westbury Streetscape Brief Report prior to public consultation.

Eastern Play Space Strategy

Councillors reviewed and discussed the Draft 2024 Eastern Play Space Strategy prior to public consultation.

Bass Highway Sign Ownership State Government Refusal

Councillors received a briefing regarding Deloraine signage for western visitor information.

External Presentation – Northern Tasmania Residential Demand and Supply Report Study

Councillors received a presentation and briefing on the Northern Tasmania Residential Demand and Supply Report Study project.

External Presentation – Northern Tasmanian Alliance of Resilient Councils (NTARC) Update

Councillors received an update of the Northern Tasmanian Alliance of Resilient Councils' activities to date and planned actions moving forward.

Recyclables Material Recovery Facility Operation Arrangement

Councillors discussed proposed arrangements for the Recyclables Material Recovery Facility Operation.

New Policy – Flying of Flags

Councillors provided feedback to the proposed Flying of Flags Policy which will be presented to Council for endorsement.

New Policy – Council Meeting Administration

Councillors provided input into the proposed Council Meeting Administration Policy which will be presented to Council for endorsement.

Review of Policy No. 91 – Climate Change Mitigation and Adaptation

Councillors continued with deliberations on the review of the Climate Change Mitigation and Adaptation Policy.

Western Tiers Film Society Request

Councillors considered a request from the Wester Tiers Film Society regarding assuming ownership of assets.

Councillor House – Peacock Nuisance

Councillors discussed a peacock nuisance complaint in the Prospect Vale area.

Councillor Dudman – Economic Development Forum

Councillors provided guidance on the Economic Development Forum arrangements and possible invitations.

Items for Noting

Emergency Response Trailer – Disaster Ready Fund Round 1

New Works Depot Tender Update

Blackstone Heights Intersection Upgrade – Status Update

Mayor and Councillors' Reports

Councillors' Official Activities and Engagements Since 12 March 2024

16 March 2024

Meeting: Meander Valley Voices

Attended by: Councillor House

Community Event: St Patrick's Festival, Westbury

Attended by: Councillor Loader

17 March 2024

Community Event: Tomato and Garlic Festival

Attended by: Councillor Loader

18 March 2024

Community Event: Westbury Community Health Centre, Community Morning Tea

Attended by: Councillor Loader

23 March 2024

Community Event: Meander Valley Voices

Attended by: Councillor Loader

24 March 2024

Community Event: Blackstone Heights Community Egg Hunt and Sausage Sizzle

Attended by: Councillor Loader

25 March 2024

Meeting: Short Walks Consultative Committee

Attended by: Councillor Loader

26 March 2024

Community Event: Westbury St Patrick's Festival Committee

Attended by: Councillor Loader

Meeting: Council Audit Panel

Attended by: Councillor Dudman Councillor House

27 March 2024

Meeting: Great Western Tiers Tourism Association

Attended by: Councillor Loader

28 March 2024

Meeting: Community Grants and Sponsorship Panel

Attended by: Councillor House Councillor Loader

3 April 2024

Meeting: Blackstone Heights Community News

Attended by: Councillor Loader

4 April 2024

Meeting: Deloraine Ladies Probus Inc. 35th Anniversary Celebration Luncheon

Attended by: Councillor House

Councillors' Announcements and Acknowledgements

Councillor Loader congratulates organisers of recently held community events: Westbury St Patrick's Festival, the Tomato and Garlic Festival and the Blackstone Heights Community Easter Egg Hunt and Sausage Sizzle.

Community Representations

No Community Representation requests received prior to Agenda publication.

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 (03) 6393 5317 or email ogm@mvc.tas.gov.au.

Public Question Time

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

Thirty minutes is set aside for members of the public to ask questions provided With or Without Notice. Council will accept up to two *Questions* With Notice and two *Questions* Without Notice per person, per Meeting.

Click here to submit an online question.

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

Public Questions With Notice

Question 1: Helen Hutchinson – Homeless in Meander Valley (Question Taken on Notice at 12 March 2024 Council Meeting)

While people remain homeless in Meander Valley would the Council allow permanent residents in caravan parks until other housing can be provided?

Jonathan Harmey, General Manager advised that it is very upsetting to see community members in a position of homelessness, however, free camping is not permitted in the Council's reserve areas.

The Council operates two areas that are available for self-contained vehicles. Bookings can be made at the Bracknell Roadhouse for the Bracknell River Reserve and bookings can be made at the Great Western Tiers Visitor Centre for the Deloraine Racecourse.

The Council does not allow permanent residents at either of these two sites. No longer than four consecutive nights stay is permitted.

Public Questions Without Notice

Councillor Question Time

Councillors' Questions With Notice

No Councillors Questions With Notice were received prior to Agenda publication.

Councillors' Questions Without Notice

Council as a Planning Authority

In planning matters, Council acts as a Planning Authority under the Land Use Planning and Approvals Act 1993. The following applies to all Planning Authority reports:

> **Strategy** Council has an Annual Plan target to process planning applications in accordance with delegated authority and statutory timeframes.

Policy Not applicable.

Legislation Council must process and determine applications under the *Land*

Use Planning and Approvals Act 1993 (LUPAA) and its Planning Scheme. Each application is made in accordance with LUPAA,

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 & Finance Where a Planning Authority decision is subject to later appeal to the

> Tasmanian Civil and Administrative Tribunal (Resource and Planning Stream), 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 Council may approve an application with amended conditions, or **Motions** may refuse an application.

Regardless of whether Council 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.

Motion Simple majority

Planning Authority Report

126 Dexter Street, Westbury

Proposal Subdivision (48 lots [47 vacant, one balance lot], one road lot,

one stormwater detention basin lot), demolition of residential

outbuildings (x2)

Report Author Brenton Josey

Town Planner

Authorised by Krista Palfreyman

Director Development and Regulatory Services

Application reference PA\24\0014

Decision due 10 April 2024

Decision sought It is recommended that Council approves this application.

See section titled "Planner's Recommendation" for further details.

Applicant's Proposal

Applicant M Schleiger

Property 126 Dexter Street, Westbury (CTs: 15169/1 and 108079/1)

Description The applicant seeks planning permission for:

- 1. Demolition of two residential outbuildings; and
- 2. Subdivision of two lots into 48 lots, one road lot and one stormwater detention basin lot.

Documents submitted by the Applicant are attached, titled "Application Documents".



Photo 1: Aerial image identifying the site and surrounding properties (image source ListMap).

Planner's Report

Planning Scheme Tasmanian Planning Scheme - Meander Valley

("the Planning Scheme")

Zoning General Residential

Applicable Overlays C13.0 Bushfire-Prone Areas Code

Existing Land Use Residential – Single dwelling

Summary of Planner's Generally, demolition and subdivision is classed as permitted

Assessment in this zone (General Residential).

Discretions For this application, five discretions are triggered. This means Council has discretion to approve or refuse the application based on its assessment of:

> 8.6.1 – P1, Lot design P2 and P4

8.6.2 – P1 Roads

C3.5.1 – P1 Traffic generation at a new vehicle crossing, level crossing or junction.

Before exercising a discretion, Council 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 & This proposal is assessed as satisfying the relevant Applicable Standards Performance Criteria and compliant with all Applicable Standards of the Scheme.

> See attachments titled "Planner's Advice - Applicable Standards" and "Planner's Advice – Performance Criteria" for further discussion.

Public Response Eight responses ("representations") were received from the public. Of these:

- Seven are objections; and
- One is in support.

See attachment titled "Public Response – Summary of Representations" for further information, including the planner's advice given in response.

Agency Consultation TasWater

The application was referred to TasWater. An Amended Submission to the Planning Authority Notice (TWDA 2023/00941-MVC) was received on 23 January 2024.

See attachment titled "Agency Consultation - TasWater Amended Submission to Planning Authority Notice".

TasNetworks

The application was referred to TasNetworks. No response was received.

Water Division of Department Natural Resources Environment Tasmania

The application was referred to the Water Division of DNRET. A response of No Interest was received on 2 February 2024.

See attachment titled "Agency Consultation – Water Division of DNRET Notice of No Interest".

Internal Referrals Infrastructure Services

The Meander Valley Council Infrastructure Services Department is the relevant Road and Stormwater Authority. The submitted Traffic Impact Assessment (TIA) indicates that the broader road network can adequately absorb the traffic generation without any loss of operational efficiency. Whilst it should be acknowledged the TIA contained some inconsistencies and statements that did not align with the views of the Road Authority, the Road Authority generally agrees with the TIA, but will require the permit holder to partially widen the development's perimeter roads (Dexter, Jones, Shadforth and Taylor Streets). The Road Authority recognises that future road widening in the broader area may be necessary to enhance amenity (for both residents and road users) subject to the rates of development in surrounding areas.

The risk to the Council's infrastructure is considered low, provided the development is undertaken in accordance with the recommended conditions and notes below, should it be approved. The input from the Council's Road and Stormwater Authority has been provided where appropriate to the matters raised in the representations and in the assessment of the Performance Criteria.

Planner's Recommendation to Council

The Planner's recommendation, based on a professional assessment of the planning application and its compliance with the Planning Scheme, is set out below.

Council must note the qualified advice received before making any decision, then ensure that reasons for its decision are based on the Planning Scheme. Reasons for the decision are also published in the Minutes.

For further information, see *Local Government Act 1993*, s65, *Local Government (Meeting Procedures) Regulations 2015*, section 25(2) and *Land Use and Approvals Act 1993*, section 57.

Recommendation

This application by M Schleiger for a Subdivision (48 lots, one road lot, one stormwater detention basin lot), demolition of residential outbuildings (x2) on land located at 126 Dexter Street, Westbury (CTs: 15169/1 and 108079/1) is recommended for approval generally in accordance with the Endorsed Plans and recommended Permit Conditions and Permit Notes.

Endorsed Plan

- a) Plan of Subdivision prepared by 6ty; Project No. 22.241; Dated 22.11.2023; Drawing Cp01 Rev E, Cp02 Rev B & Cp05 Rev E (3 sheets);
- b) Bushfire Hazard Report prepared by James Stewart (BFP-157) of Woolcott Surveys; Job No. L171204; Rev 3 dated 7/08/2023;
- c) Traffic Impact Assessment prepared by Keith Midson of Midson Traffic Pty Ltd; Rev 4 dated 15/01/2024; and
- d) Servicing Report 126 Dexter Street Westbury prepared by M. van den Berg of 6ty; Project No, 22.241; Rev 3 dated 22/11/2023.

Permit Conditions

- 1. Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision, permitted by this permit unless:
 - a) Such covenants or controls are expressly authorised by the terms of this permit or by the consent in writing of the Council; and
 - b) Such covenants or similar controls are submitted for and receive written approval by the Council prior to submission of a Plan of Survey and associated title documentation is submitted to the Council for sealing.
- 2. Prior to the commencement of any works, a staging plan enabling the subdivision to occur in stages, is to be submitted to the Council, to the satisfaction of the Council's Town Planner. When approved, the staging plan will be endorsed and will form part of the planning permit.

Prior to commencement of works of each stage, the following, must be submitted to the Council:

- a) Detailed engineering design documentation for stormwater services, roads, footpaths and vehicle crossings, including the extension of any of the Council's services and in accordance with the recommendations of the endorsed Traffic Impact Assessment and the endorsed Subdivision Servicing Report, to the satisfaction of the Council's Director Infrastructure Services. Detailed engineering design documentation must be prepared by a suitably qualified civil engineer, or other person approved by the Council's Director Infrastructure Services, in accordance with the requirements of the Tasmanian Subdivision Guidelines and Tasmanian Standard Drawings. The design documentation for each stage must incorporate (where determined to be required by the Council's Director Infrastructure Services) the following (Refer to Note 1):
 - i. Be in accordance with the Tasmanian Subdivision Guidelines and the Tasmanian Standards Drawings or modified to the satisfaction of the Council's Director Infrastructure Services.
 - ii. Soil stabilisation and erosion control in accordance with Condition 4.
 - iii. Details of Road 1 in accordance with Tasmanian Standard Drawing TSD-R06-v3 for local roads and applicable requirements of Condition 5.
 - iv. Traffic calming measures within Road 1 (Refer Note 2) and which are in accordance with Condition 3b).
 - v. All required work at the intersections of Road 1 with Taylor Street and Shadforth Street.
 - vi. Road widening, kerbing, footpath and associated drainage of Dexter Street, Shadforth Street, Taylor Street and Jones Street in accordance with Conditions 6, 7, 8, 9 and 10.
 - vii. New vehicle crossings in accordance with Condition 11.
 - viii. Street trees in accordance with Condition 12.
 - ix. Calculations and layout plan to demonstrate overland flow path for 1% AEP storm events is contained within the road reserves without entering existing properties. Include the modelling data file.
 - x. Public drainage system to drain all roadways, footpaths and nature strips within the road reserves and all land draining onto the road reserve. New allotments must be considered to have 70% impervious area.
 - xi. Details for any new allotments that cannot be fully serviced by gravity stormwater.
 - xii. Details of the proposed stormwater detention design in accordance with Condition 13.

- b) Documentation of compliance by the Tasmania Fire Service or an accredited bushfire practitioner, must be submitted to the satisfaction of the Council's Town Planner, certifying that the road design widths, including any traffic calming treatments, are in accordance with the endorsed Bushfire Hazard Management Plan.
- 3. For each stage, soil stabilisation and erosion control measures must be implemented prior to the commencement of works and must be maintained for the duration of works and until such time as a ground cover is re-established, to the satisfaction of the Council's Town Planner. The control measures must prevent pollutant and sediment runoff from discharging directly or indirectly into the Council's drains or private property.
- 4. If the new road is completed in stages, a sealed turning head is to be provided on the Balance Lot at the termination of the new road section sufficient to provide a temporary turning area for service vehicles to the satisfaction of the Council's Director Infrastructure Services and in accordance with the endorsed Bushfire Hazard Management Plan.
 - The Road Lot is to be extended past the final lot in the stage to accommodate the turning head; or a right of carriageway in favour of Meander Valley Council is to be placed on the title over each turning head and is to be removed via amendment to the sealed plan at each subsequent stage.
- 5. The southern side of Dexter Street is to be upgraded with road widening and kerbing to the satisfaction of the Council's Director Infrastructure Services. The road is to be widened such that the edge of the seal is 5m from the existing centreline of Dexter Street. The extent of road widening and kerbing is to extend between Jones Street and Taylor Street. Refer Note 3.
- 6. The eastern side of Jones Street is to be upgraded with road widening, kerbing and a concrete footpath to the satisfaction of the Council's Director Infrastructure Services. The road is to be widened such that the edge of the seal is 4m from the existing centreline of Jones Street. The extent of road widening, kerbing and footpath is to extend between Dexter Street and Shadforth Street. Refer Note 3.
- 7. The northern side of Shadforth Street is to be upgraded with road widening, kerbing and a concrete footpath to the satisfaction of the Council's Director Infrastructure Services. The road is to be widened such that the edge of the seal is 4m from the existing centreline of Shadforth Street. The extent of road widening, kerbing and footpath is to extend between Jones Street and Taylor Street. Refer Note 3.

- 8. The western side of Taylor Street is to be upgraded with road widening, kerbing and concrete footpath to the satisfaction of the Council's Director Infrastructure Services. The road is to be widened such that the edge of the seal is 4m from the existing centreline of Taylor Street. The extent of the road widening, kerbing and footpath is to extend between Dexter Street and Shadforth Street. Refer Note 3.
- 9. If any new road or works on existing roads is completed in stages, temporary kerb tapers at the termination of new kerb lines to minimise roadside hazards must be provided to the satisfaction of the Council's Director Infrastructure Services.
- 10. New vehicle crossings must be constructed in accordance with Tasmanian Standard Drawing TSD-R09 and R14 to the satisfaction of the Council's Director Infrastructure Services. New vehicle crossings must provide access to all new residential lots and the stormwater detention basin lot. Refer Note 3.
- 11. Mature street trees must be planted in the road reserve in accordance with Tasmanian Standard Drawing TSD-R36-v3. Tree species and location must be to the satisfaction of the Council's Director Infrastructure Services.
- 12. A stormwater detention basin must be constructed in the location shown on the endorsed plan of subdivision to the satisfaction of the Council's Director Infrastructure Services. The stormwater detention basin must achieve:
 - a) The peak discharges are not increased by the proposed development, and that there are no adverse impacts on upstream and downstream flooding for the critical 10% AEP, 5% AEP and 1% AEP storm events.
 - b) The peak discharge from the detention basin does not exceed the capacity of the downstream open drain.
 - c) The 10% AEP storm event inundation zone is contained within the Lot DB on the endorsed plan of subdivision.
 - d) The overflow outlet for the detention basin must have a capacity to safely contain the 1% AEP storm event without entering existing properties or any of the new lots created by this subdivision.
 - e) The overflow outlet must be constructed to prevent scouring and any damage to public assets, in storm events greater than the 1% AEP storm event.
 - f) The detention basin is a "dry" basin, low flows will be accommodated by a piped system, water will pond in the unfenced basin only during storm events exceeding 0.5EY (Average number of exceedances per year).
 - g) The detention basin flow control pit must be constructed to prevent blockages.
 - h) The minimum slope of the detention basin floor is 1%.
 - i) In accordance with the Australian Institute for Disaster Resilience's Handbook Collection Managing the Floodplain Handbook Guideline 7-3 Flood Hazard, where an area exceeds "H2" Hazard Category during the 1% AEP storm event, the area must be fenced and warning signage installed.

- j) The inundated slope in any unfenced area must be no steeper than 1 vertical: 6 horizontal. For any fenced area, the embankment slope must be no steeper than 1 vertical: 4 horizontal.
- k) The detention basin must be revegetated.
- 13. Drainage easements are to be created over all stormwater infrastructure within new allotments in favour of the Meander Valley Council in accordance with the Tasmanian Subdivision Guidelines.
- 14. For each stage, as applicable, the following must be conveyed to the Council upon the issue of the Certificate of Title:
 - a) Road 1 Lot; and
 - b) Stormwater Detention Basin Lot.

All costs involved in this procedure must be met by the developer. Refer Note 4.

- 15. The works required by the endorsed Bushfire Hazard Management Plan are to be completed to the satisfaction of the Tasmanian Fire Service or an accredited bushfire practitioner. Documentation of compliance is to be submitted to the satisfaction of the Council's Town Planner.
- 16. A cash in lieu contribution for public open space must be made on 5% of the value of the improved land at each stage to the satisfaction of the Council's Town Planner. The value of the land is to be determined by a land valuation prepared by a Registered Land Valuer and must be dated no greater than two months prior to the sealing of the final plan of survey. The valuation will remain valid for 12 months. Any stages submitted after 12 months from the date of the valuation will require a new valuation to be submitted, which must be dated no greater than two months prior to the sealing of the final plan of survey for the applicable stage. All costs associated with obtaining the land valuation are to be borne by the developer. Refer to Note 5.
- 17. Prior to sealing of the final plan of survey for stage 1, the stormwater detention basin must be constructed in accordance with Conditions 3 and 13 to the satisfaction of the Council's Director Infrastructure Services. Refer to Note 5.
- 18. Prior to the sealing of the final plan of survey for each stage, the following, if applicable to that stage, must be completed to the satisfaction of the Council:
 - a) The infrastructure works must be completed as shown in the endorsed plans or as modified by the Council in the approved engineering design documentation, to the satisfaction of the Council's Director Infrastructure Services and in accordance with Conditions 3, 5, 6, 7, 8, 9, 10, 11, 12 and 13.
 - b) Provision of as-constructed documentation of infrastructure work to be taken over by the Council, to the satisfaction of the Council's Director Infrastructure Services.

- c) Easements shown on the Final Plan of Survey, as per Condition 14.
- d) The final plan is to identify any drainage restrictions in accordance with Condition 3 a) xi.
- e) Right of Carriageway shown on the Final Plan of Survey as per Condition 5.
- f) Documentation of compliance by the Tasmania Fire Service or an accredited bushfire practitioner submitted to the Council demonstrating that the works as required by the endorsed Bushfire Hazard Management Plan have been completed, in accordance with Conditions 3 b), 5 and 16 to the satisfaction of the Council's Town Planner.
- g) Payment of the Public Open Space in accordance with the requirements of Condition 17.
- h) Residential outbuildings identified for demolition are demolished and no structures are located over boundaries to the satisfaction of the Council's Town Planner.
- i) Submission of a bond to cover the defects period equal to a minimum of 5% of the value of assets to be handed over to the Council plus any outstanding works or defects to the satisfaction of the Council's Director Infrastructure Services.
- j) Payment of plan checking fee required by the Council's Infrastructure Services.
- 19. The lots approved by this permit must be maintained at all times in accordance with the endorsed Bushfire Hazard Management Plan.
- 20. The development must be in accordance with the Amended Submission to Planning Authority Notice issued by TasWater (TWDA 2023/00941-MVC attached).

Permit Notes

- 1. The Council will provide details on the process for achieving practical completion for each stage of construction for the subdivision and the documentation required at the time of providing approval for the engineering design relevant to each stage.
- 2. The Council's preference is to avoid the use of speed humps for traffic calming. The engineering consultant should contact the Council's Infrastructure Department to discuss appropriate traffic calming controls prior to finalising road design.
- 3. Prior to any construction being undertaken in the road reserve, separate consent is required by the Road Authority. An Application for Works in Road Reservation form is enclosed. All enquiries should be directed to the Council's Infrastructure Department on (03) 6393 5312.

- 4. This subdivision creates a new road and stormwater detention basin lot that will become the Meander Valley Council's assets. Please arrange for the lots to be transferred to the Meander Valley Council upon the registration of the titles. This will be noted as a defect at practical completion and may delay the release of any bond associated with subdivision.
- 5. Stage 1 is considered to be the creation of any of the new lots 1 47 as per the endorsed plan of subdivision. The excision of the dwelling from the remaining area would not be considered as Stage 1, rather an event prior to Stage 1.
- 6. The permit holder is reminded of the requirements of the *Building Act 2016* and *Environmental Management and Pollution Control Act 1994* and associated regulations and policies, for hours of operation and control of emissions during construction works for the subdivision development.
- 7. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact the Council.
- 8. 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.
- 9. 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.
- 10. 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.
- 11. All permits issued by the permit authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Office on request.
- 12. 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 [11.1.1 11 pages]
- 2. Representation 1a H. Pettko [11.1.2 1 page]
- 3. Representation 1b H. Pettko [11.1.3 1 page]
- 4. Representation 2 L. George [11.1.4 1 page]
- 5. Representation 3 C. Firth [11.1.5 2 pages]
- 6. Representation 4 A. Hinds [11.1.6 2 pages]
- 7. Representation 5 Westbury Primary School Association [11.1.7 2 pages]
- 8. Representation 6 H. Stingle [11.1.8 1 page]
- 9. Representation 7 S. Emery [11.1.9 1 page]
- 10. Representation 8 S. Stingle [11.1.10 1 page]
- 11. Applicant's Response to Representations [11.1.11 3 pages]
- 12. Planner's Advice Applicable Standards [11.1.12 19 pages]
- 13. Planner's Advice Performance Criteria [11.1.13 19 pages]
- 14. Application Documents [11.1.14 110 pages]
- 15. Agency Consultation TasWater Amended Submission to Planning Authority Notice [11.1.15 5 pages]
- 16. Agency Consultation Water Division of DNRET Notice of No Interest [11.1.16 1 page]

Public Response

Summary of Representations

A summary of concerns raised by the public about this planning application is provided below. Five responses ("representations") were received during the advertised period. A further three responses ("representations") were received after the advertised period but were accepted as per Section 54(5) of LUPAA.

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.

Name H Pettko – Representation 1

Concern

- a) Traffic congestion on Jones Street.
- b) Loss of amenity during construction (trucks, workers, pollution, dust, rubbish made worse by wind and rain).
- c) Came to Westbury for peaceful and quiet atmosphere of a quaint little village. If approved Westbury will no longer be a Village. Westbury is being overpopulated, noisy, crowded and peace and serenity is disappearing.
- d) Opposes this development and recommends disapproval.
- e) Submission of an image with a red cross through a circle.

Planner's Response

a) A Traffic Impact Assessment (TIA) was provided with the application. The TIA found existing traffic volumes on Jones Street are very low. The development will add a further 115 vehicles per day with a peak of 11 per hour. Whilst this is a significant percentage increase in the context of existing traffic movements, the overall volumes are still very low for a General Residential Zone setting.

A recommended condition of approval is widening of Jones Street along the frontage of the subject lot to help offset the impact of additional traffic.

Council proactively identifies which of its roads require upgrading to accommodate and facilitate the ongoing growth of Westbury. This includes the widening of roads, installation of footpaths and piping of the stormwater network.

- b) Construction works for the subdivision and future development will be required to adhere to the requirements of *Environmental Management and Pollution Control Act 1994* (EMPCA) and its associated regulations and policies. The controls include limits on the hours of operation and the minimisation of air, noise and pollutants nuisance. Should there be future concerns with emissions from the development or the hours of operation, these can be raised with Council or the Environment Protection Authority Tasmania (EPA). The *Land Use Planning and Approvals Act 1993* and the Planning Scheme does not provide a head of power to condition emissions control from construction works, as this is regulated under EMPCA and the *Building Act 2016*. A note has been added to the permit to remind the permit holder of their obligations to comply with the Building Act 2016 and EMPCA requirements.
- c) The views held by the representor regarding Westbury are noted. The property is in the General Residential Zone. The proposed subdivision is consistent with the Zone Purpose for the General Residential Zone, which includes:
 - To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.
 - To provide for the efficient utilisation of available social, transport and other service infrastructure.

All lots meet the Acceptable Solution's required minimum lot size of 450m². The smallest proposed lot size is 562m².

The assessment has determined that the proposed subdivision does not unreasonably detrimentally impact on adjoining uses or the amenity of the surrounding area. Refer to the attachment Planner's Advice – Applicable Standards for further detail.

The Northern Tasmania Regional Land Use Strategy (RLUS) is the statutory regional plan for Northern Tasmania. This proposed subdivision aligns with the purpose, framework, and policies of the Northern Tasmania RLUS. The RLUS classes Westbury's settlement

type as a Rural Town. The RLUS ranks Rural Town above Rural Village and Locality in the Settlement Type classification.

The subdivision provides new opportunities for housing in a location where service connections are available, close to a primary school and is in proximity to the town centre where local community services, healthcare and shops can be accessed.

- d) The views held by the representor are noted.
- e) The image is noted.

Name L George – Representation 2

Concern

- a) Bad impacts associated with traffic increases on an already dangerous road that leads from the school to a very bad junction on Marriott Street where many accidents have occurred.
- b) Sewerage and services like water are already at breaking point. The smell from the disposal site near the Village Green is bad enough already.
- c) Such a jump in population will impact parking in that area. One parking space won't be enough.
- d) It's out of character with the surrounding area. It's more akin to a larger town i.e. Launceston.
- e) Problems with smoke drift from woodburners isn't going to get Tasmania green credits, nor is a sea of black roofs unless they're all solar!
- f) It's just too crowded a plan, be honest.
- g) Hope Council takes concerns into full consideration and makes a responsible decision.

Planner's Response

a) The application was supported by a Traffic Impact Assessment (TIA). The crash data provided in the TIA does not support the notion that the roads are already dangerous. The comment has not specified which junction it is referring to, but it is anticipated to refer to the Dexter / Marriott Street intersection. Council independently verified the crash history of this intersection and found a total of 7 reported accidents in the last 23 years. In any case, traffic from the development

is predominantly likely to travel to Meander Valley Road via Jones and Taylor Streets, thus avoiding the intersection in question.

b) Regarding the capacity of water and sewer services, TasWater is the responsible entity for these services. When a planning permit application for subdivision is submitted to Council, for a property in an area serviced by TasWater, Council refers the application to TasWater. TasWater assess the ability for the additional lots to be serviced by their infrastructure. TasWater have not objected to the application, and have provided their infrastructure requirements for the subdivision via their Submission to the Planning Authority Notice (SPAN). Compliance with the SPAN is a condition of approval on the planning permit.

Regarding stormwater, the application proposes the use of a stormwater detention basin to address impacts to the existing stormwater network. Council has accepted the stormwater detention basin solution and provided its requirements for the basin by way of recommended conditions for inclusion in a planning permit, if approved. Conditions of approval include the installation of kerb and channelling on the new road and the perimeter of development.

Regarding the comments on the odour from the sewerage treatment ponds, TasWater are responsible for the operation of the treatment ponds off Meander Valley Road in Westbury's northwest. Any concerns with the emissions from this site should be raised with TasWater or the Environment Protection Authority Tasmania (EPA) who regulate the site.

- c) The proposal is for a subdivision to create 47 vacant lots. Any future use and development of the lots will be assessed when future applications are made. Due to the size of the proposed lots, it is considered parking requirements set by the Planning Scheme for residential uses would be able to be accommodated on each property. It is noted that development for a single dwelling with two or more bedrooms, requires two car parking spaces onsite to comply with the applicable Planning Scheme Acceptable Solution. In the case of multiple dwellings on a single lot, each two or more bedroom dwelling requires two car parking spaces onsite, as well as the provision of visitor parking space, to comply with the applicable Planning Scheme Acceptable Solution.
- d) Refer to response c) to Representation 1.

e) The proposal is for subdivision to create 47 vacant lots. No development on those lots is proposed in this application. Whether future dwellings do have woodburners or do not have woodburners, is not something regulated by the *Land Use Planning and Approvals Act 1993* or the Planning Scheme. Concerns with woodburners should be raised with the Council's Environmental Health Officers at the time of a nuisance event.

The Planning Scheme does not regulate the colour of rooves.

- f) The views held by the representor are noted. Refer to response c) to Representation 1 regarding the proposal's compliance with minimum Lot Size requirements.
- g) The views held by the representor are noted.

Name C Firth – Representation 3

Concern a) The representation is supportive of the proposal.

Planner's Response

a) The views held by the representor are noted.

Name A Hinds – Representation 4

Concern

- a) Traffic flow Westbury is a quaint and historically significant town with infrastructure designed for its current population size. Introducing 50 new lots would inevitably lead to a substantial increase in vehicular traffic, putting a strain on existing roads and potentially endangering pedestrians and cyclists. The narrow streets and limited road capacity are ill-equipped to handle such a surge in traffic flow without significant upgrades, which could disrupt the town's character and heritage.
- b) Strain on resources The proposed development would place undue strain on local resources, including water, sewage systems, and energy supplies. Westbury's existing infrastructure may not be equipped to accommodate the needs of an additional 50 households, leading to potential shortages, increased costs, or environmental degradation. Without adequate provisions for resource management and sustainability, this development could exacerbate existing challenges and compromise the quality of life for current residents.

- c) Mismatch with the area Westbury is renowned for its picturesque landscapes, cultural heritage, and close-knit community atmosphere. Introducing a large-scale development of 50 lots may disrupt the unique character of the area, leading to urban sprawl, loss of green space, and diminished aesthetic appeal. The proposed project does not align with the values and identity of Westbury as a rural township, and its implementation could irreversibly alter the fabric of the community.
- d) Any development initiatives should prioritize sustainable growth, respect for local heritage, and the well-being of current residents. I also request that a comprehensive impact assessment be conducted to thoroughly evaluate the potential consequences of this project on traffic, resources, and the overall character of the area.
- e) Objects to the proposal and trusts Council will give due attention to the concerns raised and by other concerned residents, before making any decisions regarding the future of the Westbury community.

Planner's Response

a) A Traffic Impact Assessment (TIA) was provided with the application. The TIA determined traffic generation from the development site is 355 vehicles per day with a peak of 37 per hour. Traffic distribution is likely to be 240 vehicles per day, with a peak of 26 vehicles per hour on Taylor Street, and 115 vehicles per day, with a peak of 11 vehicles per hour on Jones Street.

Whilst full development of the site will result in a significant percentage increase in the context of existing traffic movements, the overall volumes are still very low for a General Residential Zone and are likely to have negligible impact on the surrounding road network.

A recommended condition of approval is widening of the roads on the perimeter the development site.

Council proactively identifies which of its roads require upgrading to accommodate and facilitate the ongoing growth of Westbury. This includes the widening of roads, installation of footpaths and piping of the stormwater network.

Regarding upgrades disrupting the town's character and heritage, the Planning Scheme does not nominate any places or areas under the Local Historic Heritage Code. No streets in Westbury are listed on the Tasmania Heritage Register. The site is zoned General Residential and

the development is considered consistent with the purpose of the Zone.

b) Regarding sewer and water please refer to response b) in Representation 2.

Regarding electricity supplies, TasNetworks did not identify the development would adversely affect their network.

It is unclear what the representor means by existing challenges. Regarding the comment of potential to compromise the quality of life for existing residents, the impact on the amenity of surrounding residents is addressed as part of the assessment of the subdivision. It has been determined there is no unreasonable detrimental impact on the amenity of surrounding residents.

c) The views held by the representor are noted.

The proposal is not for rezoning, the land is already in the General Residential Zone. The space is not currently public green space, rather it is a private land holding.

There are no provisions in the Planning Scheme which require assessment of the proposal's compatibility with character. As noted above and in the assessment of the Applicable Standards, the proposed subdivision will not unreasonably detrimentally impact adjoining uses or the amenity of the surrounding area (Refer to attachment Planner's Advice – Applicable Standards).

Refer to response c) to Representation 1 for further discussion on compatibility of the proposal with the character of Westbury.

d) Regarding sustainable growth, if approved, the development will be required to install services to the standards required by the Planning Permit conditions. These standards protect the standard of service for existing residents.

Refer to response (a) above for heritage considerations.

Regarding impact assessments, the application is supported by a Traffic Impact Assessment and Servicing Report. The ability to request any further impact assessments is limited by the Planning Scheme.

Meander Valley Council will provide infrastructure as required to meet community needs.

e) The views held by the representor are noted.

Name Westbury Primary School Association – Representation 5

Concern

- a) Concerns with the creation of 6 new driveways on Dexter Street opposite the school drop-off, pick-up area and parking area which is orientated at 90 degrees to the road. Despite the application identifying the situation as not ideal, no solution is proposed. Future development of multiple houses and cars for each lot will impact on student safety significantly.
- b) Development Application appears to rely on many schools being in suburban or urban settings as being sufficient to deflect against the increased danger posed. It is wholly insufficient to claim that because other schools are in suburban or urban areas, there is no material impact on the current operation of the school site. More concerningly, the subtext to the Development Application is that the responsibility for mitigating the increased danger to students, staff and parents will be shifted on to the school to deal with at a later date, should this be approved in its current form. Urges the Meander Valley Council to have the Applicant engage more closely with the school community to ensure an acceptable solution can be reached for all parties.
- c) The increase in traffic near the school, particularly in the morning as children arrive at school, and many householders are leaving for work should be addressed as a part of the Development Application. Urges the applicant to engage and work with the school community to seek appropriate solutions whether they be flashing lights, traffic lights, school crossing guards or other measure to mitigate the impact of the Development on student and staff safety.
- d) Not opposed to the Development as a whole, however feel that the impact of Development on student safety has been glossed over and not sufficiently mitigated to not impinge on the use of the Westbury Primary School site as currently zoned. Understand the need and desire to provide further housing within Westbury's zoned residential areas, however, firmly of the view that student and parent safety must take absolute precedence. Urges the Council to have the applicant engage with the School Community and management to ensure an appropriate solution is reached.

Planner's Response

- a) It is recognised that the existing 90-degree angle parking arrangements on Dexter Street are not ideal. In 2023 Council funded a study to consider what improvements could be made to the school surrounds to improve safety. The study found that parking on Dexter Street should be re-configured, a pedestrian refuge island at the intersection of Dexter and Taylor Street and an extension of the 40km/hr school zone (on Jones street) should all be considered. Council officers and representatives from the school remain in communication regarding these proposed improvements, funding for which would need to be considered through Council's future capital works programs.
- b) This development provides an opportunity to make improvement by conditioning road widening and kerb and channel for Dexter Street and may help to trigger the needed parking reconfiguration.
- c) The Department of State Growth is responsible for the provision of school crossing guards. The study confirmed that warrants for a dedicated guard would not be met even with full development of the proposed subdivision site. Future installation of flagged crossing points should be considered for Taylor and Jones Streets.
 - Whilst full development of the site will result in a significant percentage increase in existing traffic movements the overall volumes are still very low and are likely to have negligible impact on the surrounding road network. The 40km/hr zone around the school will be in operation during peak school drop off / pick up times.
- d) The views of the representor are noted. The application has provided the information required by the Planning Scheme. Council encourages applicants to consult with surrounding landholders ahead of making applications to provide a means to address concerns before an application is made. The representation was provided to the applicant, it is hoped they consult further with the School Association. However, Council cannot compel an applicant to consult with a representor.

Name H Stingle – Representation 6

Concern

a) Objects to the density of development due to the amount and type of dwellings proposed for the size of the area available. These dwellings are units rather than family homes is a concerns as it inevitably changes the demography of the future residents. It would create either an

11.1.1 Public Response - Summary Of Representations

increase in ageing population or a more transient population. Believes it would be better suited to the community to build a smaller number of 3 bedroom family homes on larger family friendly lots rather than units as this would encourage a more suitable family demographic which in turn would grow the community for the future and support our local schools and businesses.

- b) The number of dwellings in this application would also put an excessive strain on an already pressured wastewater and sewerage system.
- c) Westbury is known as a charming community and I believe this development would be detrimental to its appeal for those people looking for its idyllic lifestyle. This development will have a significant impact on the reputation and appeal of this beautiful town, believe the development is wholly unsuited to the welfare of the Westbury community. The proposed subdivision is not in keeping with the best interests of Westbury as a rural community.

Planner's Response

a) The property is in the General Residential Zone. The proposed development is consistent with the Zone purpose and all lots comply with the minimum lot size (450m²) set by the Acceptable Solution in the Planning Scheme. Refer to the attachment Planner's Advice – Applicable Standards for further detail.

The proposed subdivision does not nominate any development on the vacant lots. There are no single dwellings or multiple dwellings (units) proposed. Please note the Acceptable Solution for the Zone sets a density of multiple dwellings at a minimum of 1 dwelling per 325m². Hence larger lots in the General Residential Zone can more readily facilitate multiple dwellings (units) on the one lot.

The views held by the representor on demographics are noted. There are many factors which can influence the demographic of persons living in an area. Demographic of persons does not have any relevance or influence on the application for a subdivision.

b) TasWater is responsible for sewer and water services. TasWater assess the ability for new development to be serviced by their infrastructure. TasWater has not objected to the application and has provided their infrastructure requirements for the subdivision via their Submission to the Planning Authority Notice (SPAN). Compliance with the SPAN is a condition of approval on the Planning Permit, if the proposal is approved.

11.1.1 Public Response - Summary Of Representations

c) The views held by the representor on what is best for Westbury are noted. Refer to response c) to Representation 1.

Name S Emery— Representation 7

Concern a) This representation is a copy of Representation 6. Please refer to

concerns outlined in Representation 6.

Planner's Response a) Refer to responses in Representation 6.

Name S Stingle – Representation 8

Concern b) This representation is a copy of Representation 6. Please refer to

concerns outlined in Representation 6.

Planner's a) Refer to responses in Representation 6. **Response**

Note: The planning application was advertised in a local newspaper and on Council's website for a statutory period of 14 days from 27 January 2024 to 12 February 2024. The property was also signposted.

11.1.2 Representation 1A - H. Pettko

From: "Helen Pettko"

Sent: Tue, 30 Jan 2024 19:01:52 +1100

To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Subject: Application Reference Number PA/24/0014 Disapproval.

Attention Development Officer,

I reside at 42 Jones Street North, Westbury opposite the proposed build of 48 lots for housing. I am totally opposed for such building development to take place.

My main reasons are as follows: Noise level problematic

- * Traffic Congestion on Jones Street
- * Having to live through the constant construction of Heavy trucks, workmen, pollution, dust,

rubbish on the land site due to wind and rain etc.

and no to mention all the other problems that relate to build problems.

I came to live in Westbury for the beauty of the surround mountains, the peaceful and quiet atmosphere of this quaint little village and

to live my life in tranquil and peaceful harmony. If the propose application PA/24/0014 is granted Westbury Village should be renamed

because it will certainly not be a village no longer.

There are people in Westbury irate and unhappy about this application if it is granted and i am one of them.

Please consider this DISAPPROVAL of construction with deep thoughts and keep Westbury as is.

With kind regards

Helen Pettko

Document Set ID: 1876375 Version: 1, Version Date: 31/01/2024

11.1.3 Representation 1B - H. Pettko

From: "Helen"

Sent: Sat, 3 Feb 2024 14:21:15 +1100

To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>

Subject: Application Reference Number PA/24/0014

Attachments: OIP.jpg

To the Development Officer,

Regarding Jones Street development. Please see attachment for my point of view.



Document Set ID: 1878951 Version: 1, Version Date: 05/02/2024

11.1.4 Representation 2 - L. George

From: "Lyn George"

Sent: Thu, 1 Feb 2024 09:47:26 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>

Subject: Objection... 126 Dexter St, Westbury. 2 lots to 49.

Dear Planners,

This concerning notice is doing the rounds on Facebook and for good reason.

Even though it is zoned residential, surely this sort of density is outstripping the growth of the area.

- A. There will be bad impacts with traffic increases on an already dangerous road that leads from the School to a very bad junction on Marriott st where many accidents have occurred.
- B. The sewerage and services like water are already at breaking point. The smell from the disposal site near the Village green is bad enough already.
- C. Such a jump in population will impact parking in that area. One parking space won't be enough.
- D. It's out of character with the surrounding area. It's more akin to a larger town i.e. Launceston.
- E. Problems with smoke drift from woodburners isnt going to get Tasmania green credits, nor is a sea of black roofs unless they're all solar!
- F. It's just too crowded a plan, be honest.

Hoping you take this into full consideration and make a responsible decision.

Lyn George, Mrs.

Document Set ID: 1877188 Version: 1, Version Date: 01/02/2024

11.1.5 Representation 3 - C. Firth

From:

Sent: Fri, 09 Feb 2024 21:51:58 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>

Subject: Representation for Application - M Schleiger-PA\24\0014

Attachments: Meander Valley Council Representation.docx

Good evening

Please find attached my positive representation in relation to the application detailed above for 126 Dexter Street Westbury.

Carol Firth

Document Set ID: 1881488 Version: 1, Version Date: 12/02/2024

11.1.5 Representation 3 - C. Firth

Representation

Applicant M Schleiger- PA\24\0014

Address 126 Dexter Street Westbury

(CT's 15169/1 & 1080791/1)

I am writing to the council to support the application for the subdivision on 126 Dexter Street Westbury.

Firstly, I need to declare that I have a close relationship with the owner, John Johnston, as he is my brother.

The reason for my representation is to highlight the positive outcomes for Westbury by the council approving the subdivision.

The subdivision gives Westbury a detailed plan for future growth which could take up to 20 years to be fully developed. It gives people wishing to build a place where the services are all in place and ready to go.

An important part of this subdivision is that the sizing of the majority of blocks are single dwelling blocks. This also gives each resident a street frontage access to their home.

Over the years we have seen a natural growth in house block subdivisions like Allison Court, Carol Court and more recently McCutcheon Court, and they all have been good for the town as they have been well planned.

Recently we have seen where developers are buying up houses in Westbury on large blocks of land and then subdividing it into as many units as they possibly can which plays no part of any future planning for Westbury's growth and is not sustainable long term.

These developments give one access point to the street regardless of the number of units built behind the original house. This is creating high density housing which Westbury has never been, given that it is a country town.

Having said that Westbury has grown over the years and will continue to do so. Therefore, there needs to be a plan that doesn't impinge on the streetscape and lifestyle we all enjoy, and this subdivision could form part of the Meander Valley Council strategic growth plan into the future.

This type of development will give Westbury the opportunity to increase current services and strengthen the future of our primary school and library long term.

Carol Firth

Document Set ID: 1881488 Version: 1, Version Date: 12/02/2024

11.1.6 Representation 4 - A. Hinds

From: "Aaron Hinds"

Sent: Mon, 12 Feb 2024 09:48:05 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Objection to Proposed 50 Lot Development in Westbury, PA\24\0014

Aaron Hinds

General Manager Meander Valley Council PO BOX 102 Westbury 7303

Subject: Objection to Proposed 50 Lot Development in Westbury, PA\24\0014

I am writing to express my strong objection to the proposed 50-lot development project in Westbury, Tasmania. While I understand the need for responsible development, I believe that this particular proposal poses significant concerns that must be addressed before moving forward. Below are the primary reasons for my objection:

- 1. **Traffic Flow**: Westbury is a quaint and historically significant town with infrastructure designed for its current population size. Introducing 50 new lots would inevitably lead to a substantial increase in vehicular traffic, putting a strain on existing roads and potentially endangering pedestrians and cyclists. The narrow streets and limited road capacity are ill-equipped to handle such a surge in traffic flow without significant upgrades, which could disrupt the town's character and heritage.
- 2. **Strain on Resources**: The proposed development would place undue strain on local resources, including water, sewage systems, and energy supplies. Westbury's existing infrastructure may not be equipped to accommodate the needs of an additional 50 households, leading to potential shortages, increased costs, or environmental degradation. Without adequate provisions for resource management and sustainability, this development could exacerbate existing challenges and compromise the quality of life for current residents.
- 3. **Mismatch with the Area**: Westbury is renowned for its picturesque landscapes, cultural heritage, and close-knit community atmosphere. Introducing a large-scale development of 50 lots may disrupt the unique character of the area, leading to urban sprawl, loss of green space, and diminished aesthetic appeal. The proposed project does not align with the values and identity of Westbury as a rural township, and its implementation could irreversibly alter the fabric of the community.

In light of these concerns, I urge you to reconsider the proposed 50-lot development in Westbury, Tasmania. Any development initiatives should prioritize sustainable growth, respect for local heritage, and the well-being of current residents. I also request that a comprehensive impact assessment be conducted to thoroughly evaluate the potential consequences of this project on traffic, resources, and the overall character of the area.

Document Set ID: 1881582 Version: 1, Version Date: 12/02/2024

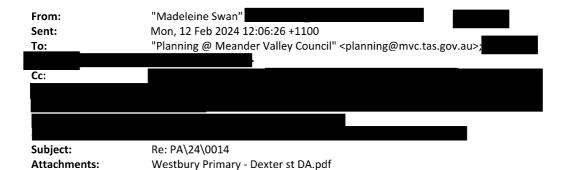
11.1.6 Representation 4 - A. Hinds

Thank you for considering my objections. I trust that you will give due attention to the concerns raised	by
myself and other concerned residents before making any decisions regarding the future of our commun	ity.

Sincerely,

Aaron Hinds

Document Set ID: 1881582 Version: 1, Version Date: 12/02/2024



Hi all,

Apologies for that Abbie - please find attached as a pdf. I've also cut and paste into the email below as a backup.

Maddy

To whom it may concern,

I write in regards to Development Application PA\24\0014, with particular reference to the impact of the development on the Westbury Primary School.

While not opposed to the development as a whole, the School Association wishes to register our concerns over the impact on traffic, parking and student safety as a result of two key factors:

- Firstly, the creation of six additional driveways directly opposite the school site and the primary drop-off and pick-up area for Westbury Primary School students and staff where adequate parking for the school's operations are met through 90 degree parking sites (not angle parking as noted in the traffic report). We note that while the Development Application identifies that the situation is not ideal, the applicants have provided no solution to the problem posed by additional driveways entering and exiting directly onto an area of 90 degree parking at the school. Given that each lot may has multiple houses, and each house with potentially multiple cars, the impact on student safety is significant. The Development Application in question appears to rely on many schools being in suburban or urban settings as being sufficient to deflect against the increased danger being posed to students from the new entrances, however this does not adequately address the current mode of usage of the school site or the impact of a new development. Given that the Development Application seeks to address the impact of the new Development on the school and the municipality, it is wholly insufficient to claim that because other schools are in suburban or urban areas, there is no material impact on the current operation of the school site. More concerningly, the subtext to this Development Application is that the responsibility for mitigating the increased danger to students, staff and parents as a result of the new entrances will be shifted on to the school to deal with at a later date should this Development Application be approved in its current form. We would urge the Meander Valley Council to seek the Applicant to engage more closely with the school community to ensure an acceptable solution can be reached for all parties.
- Secondly, the increase in traffic in the area of the school, particularly in the morning as children arrive at school, and many
 householders are leaving for work should be addressed as a part of the Development Application. Again, we would urge the
 applicant to engage and work with the school community to seek appropriate solutions whether they be flashing lights, traffic
 lights, school crossing guards or other measure to mitigate the impact of the Development on student and staff safety.

We wish to reiterate that we are not opposed to the Development as a whole, however feel that the impact of Development on student safety has been glossed over and not sufficiently mitigated in order to the Development Application to not impinge on the use of the Westbury Primary School site as currently zoned. While we understand the need and desire to provide further housing within Westbury's zoned residential areas, we are firmly of the view that student and parent safety must take absolute precedence. Once again, we urge the Council to seek the applicant to engage with the School Community and management to ensure an appropriate solution is reached. Regards,

Westbury Primary School Association



Document Set ID: 1881944 Version: 1, Version Date: 12/02/2024

11.1.7 Representation 5 - Westbury Primary School Association

To whom it may concern,

I write in regards to Development Application PA\24\0014, with particular reference to the impact of the development on the Westbury Primary School.

While not opposed to the development as a whole, the School Association wishes to register our concerns over the impact on traffic, parking and student safety as a result of two key factors:

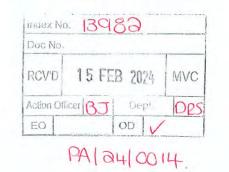
- Firstly, the creation of six additional driveways directly opposite the school site and the primary drop-off and pick-up area for Westbury Primary School students and staff where adequate parking for the school's operations are met through 90 degree parking sites (not angle parking as noted in the traffic report). We note that while the Development Application identifies that the situation is not ideal, the applicants have provided no solution to the problem posed by additional driveways entering and exiting directly onto an area of 90 degree parking at the school. Given that each lot may has multiple houses, and each house with potentially multiple cars, the impact on student safety is significant. The Development Application in question appears to rely on many schools being in suburban or urban settings as being sufficient to deflect against the increased danger being posed to students from the new entrances, however this does not adequately address the current mode of usage of the school site or the impact of a new development. Given that the Development Application seeks to address the impact of the new Development on the school and the municipality, it is wholly insufficient to claim that because other schools are in suburban or urban areas, there is no material impact on the current operation of the school site. More concerningly, the subtext to this Development Application is that the responsibility for mitigating the increased danger to students, staff and parents as a result of the new entrances will be shifted on to the school to deal with at a later date should this Development Application be approved in its current form. We would urge the Meander Valley Council to seek the Applicant to engage more closely with the school community to ensure an acceptable solution can be reached for all parties.
- Secondly, the increase in traffic in the area of the school, particularly in the morning as children arrive at school, and many householders are leaving for work should be addressed as a part of the Development Application. Again, we would urge the applicant to engage and work with the school community to seek appropriate solutions whether they be flashing lights, traffic lights, school crossing guards or other measure to mitigate the impact of the Development on student and staff safety.

We wish to reiterate that we are not opposed to the Development as a whole, however feel that the impact of Development on student safety has been glossed over and not sufficiently mitigated in order to the Development Application to not impinge on the use of the Westbury Primary School site as currently zoned. While we understand the need and desire to provide further housing within Westbury's zoned residential areas, we are firmly of the view that student and parent safety must take absolute precedence. Once again, we urge the Council to seek the applicant to engage with the School Community and management to ensure an appropriate solution is reached.

Regards,

Westbury Primary School Association

Document Set ID: 1881944 Version: 1, Version Date: 12/02/2024



11th February 2024

To the Meander Valley Planning Authority,

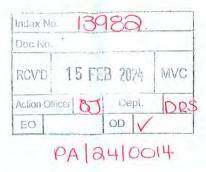
I wish to express my objection to the planning application for 126 Dexter St, Westbury. PA $\24\0014$.

I believe this development is not in keeping with the best interests of Westbury as a rural community. My objection relates to the density of the development due to both the amount and type of dwellings proposed for the size of the area available.

The fact that these dwellings are units rather than family homes is a concern as it inevitably changes the demographic of the future residents. It would create either an increase in ageing population or a more transient population. I believe that it would be better suited to the community to build a smaller number of 3 bedroom family homes on larger family friendly lots rather than units, as this would encourage a more suitable family demographic which in turn would grow the community for the future and support our local schools and businesses.

The number of dwellings in this application would also put an excessive strain on an already pressured wastewater and sewerage system. Westbury is known as a charming rural community and I believe this development would be detrimental to its appeal for those people looking for it's idyllic lifestyle. Please consider these facts as this development will have a significant impact on the reputation and appeal of this beautiful town, I will follow this with great interest as I believe this development is wholly unsuited to the welfare of our community.





11th February 2024

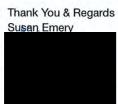
To the Meander Valley Planning Authority,

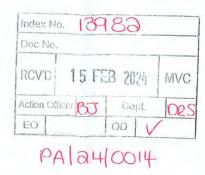
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11th February 2024

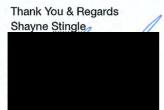
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The fact that these dwellings are units rather than family homes is a concern as it inevitably changes the demographic of the future residents. It would create either an increase in ageing population or a more transient population. I believe that it would be better suited to the community to build a smaller number of 3 bedroom family homes on larger family friendly lots rather than units, as this would encourage a more suitable family demographic which in turn would grow the community for the future and support our local schools and businesses.

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11.1.11 Applicant's Response To Representations





Planning Department Attention: Brenton Josey Meander Valley Council

By email: planning@mvc.tas.gov.au

22 February 2024

Dear Planning

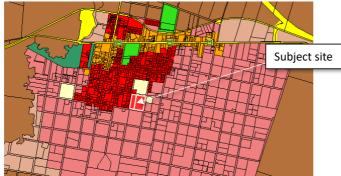
Regarding representations received for PA/24/0014 - 126 Dexter Street Westbury planning application.

Thank you for the opportunity to provide a response to the representations received from advertising of the above-mentioned application. The matters mentioned are summarised and discussed as follows.

Suitability

Firstly, we would point out that the land is zoned General Residential. The combined area of the land is 3.8ha. Without accounting for roads, the land could yield over 60 lots at minimum size. The lots proposed are above the minimum size and designed to accommodate (predominantly) single dwellings each with their own access (driveway). Only some lots could be developed with multiple dwellings, (but they may not be developed this way). They are ultimately spacious residential lots, which we understand are well needed for housing in the current market.

The location does not represent urban sprawl. The land is certainly at the periphery of the General Residential area, and located adjacent to where the land use transitions to low density residential, but the lot is also connected to existing residential use and development, including the school. Having a residential development in such easy distance to the school does not represent sprawl, but smart



urban development that encourages less car reliance. Future sprawl opportunities are quite limited based on the current zoning.

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1

11.1.11 Applicant's Response To Representations





Safety concerns for students at the school are noted, however, it seems these are existing issues that won't be remedied by the development not taking place and perhaps additional measures need to be incorporated into the street such as pedestrian crossings.

Containing urban development as it is done here in Westbury, creating higher densities, where it is appropriate, means that more people can more easily access their daily services locally. Increasing local populations (appropriately) means local businesses are better supported as local demand increases, and new 'main street' style enterprises become more viable. Local services cannot be sustained on stagnant or dwindling populations, resulting in fewer services being offered. Community groups (such as sporting groups) need local populations to make them viable and create interest. Villages need people to make them work and they need to be in a range of demographics to sustain a population.

This development is not for multiple of units, apartments, high rises, or any form of high-density development. It is a residential subdivision for vacant lots, that we all know are desperately needed for housing. Each new dwelling will be subject to its' own merits under the planning scheme including parking provision, these standards are built in to the Scheme.

Services and infrastructure

Considerable time and work has been undertaken towards this application to ensure the lots can be made with reticulated services. Developments such as this subdivision often include upgrades to such infrastructure, ultimately providing net community benefit. The application has been assessed by TasWater and MVC infrastructure department.

Traffic

A Traffic Impact Assessment has been provided with the submission and any concerns discussed at length with Council. Crash data is provided with the TIA. We note that the road reserves are wider than normal at 20m, despite the width of the made road.

Westbury

It is clear that Westbury is a place that is valued by the residents, however, a place is not necessarily protected by not allowing change. The change that this proposal would create is sensible, efficient use of the land. It is appropriately zoned and can be serviced and will create a small but significant population boost that will ultimately feed and bolster Westbury and the local community. New growth does not take away what Westbury already has, it will still exist, but new growth will help to sustain the town and community into the future.

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11.1.11 Applicant's Response To Representations





Thank you for your consideration,

With regards

Michelle Schleiger

Land use and development planner

Woolcott Surveys

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Planner's Advice: Applicable Standards

Background

A planning permit application has been received for the subdivision of the property at 126 Dexter Street Westbury. The property consists of two titles, CT: 15169/1 and CT: 108079/1.

126 Dexter Street has an area of 3.872ha, is a square shape and is generally flat with very minor topographical variations (refer to Figure 1). The property has four frontages,

- Dexter Street to the north,
- Taylor Street to the east,
- Shadforth Street to the south,
- Jones Street to the west.

The property is situated on the periphery of the area of Westbury which is zoned General Residential (refer to Figure 2). Zoning of adjoining lots are:

- Community Purpose Zone to the north
- Partly Community Purpose Zone and Low Density Residential Zone to the east
- Low Density Residential Zone to the south
- General Residential Zone to the west.

Surrounding properties (refer to Figures 1 and 3) consist of:

- To the immediate north, Westbury Primary, beyond the school, single dwellings and some multiple dwellings on residential lots.
- To the immediate east, Westbury Catholic Cemetery for the northern half of Taylor Street and open pasture for the southern half, with lower density housing on larger allotments beyond.
- To the immediate south, single dwelling on larger allotments with other single dwellings on larger allotments beyond.
- To the immediate west single dwellings on residential lots with more single dwellings and some multiple dwellings on residential lots.



Figure 1: Aerial view of subject site and adjoining land (image source ListMap).



Figure 2: Zoning of subject titles and surrounding area (image source ListMap).



Figure 3: Aerial photo of subject titles and surrounding area (image source ListMap).

The proposal involves the creation of 48 residential lots, one road lot, and one lot for stormwater detention. Of the 48 residential lots, one lot (the balance land) will contain the existing residential dwelling and some of the residential outbuildings. Two residential outbuildings which are not contained to the balance lot have been identified for demolition.

The 47 residential lots, excluding the balance land and detention basin, range in size from 562m² to 1002m². Five of the lots will be internal lots. The average area of the vacant lots is 671m², 700m² is the most common lot size.

The proposed new road will be a through road, having junctions with Taylor Street and Shadforth Street. The proposed road reserve is 18.9m wide, with an 8m pavement, kerb & channelling, and footpath on one side.



Figure 4: Plan of subdivision (source application documents).

The below table outlines the area, dimensions and orientation of the proposed lots. Cells highlighted in red are those parameters which do not comply with the Acceptable Solutions for Lot Design in the General Residential Zone.

		Dimensio	ns (m)	Frontage		
Lot	Area (m²)	Width	Depth	(m)	Access	Long Axis (0)*
1	620	17.5	35	17.5	Dexter	10
2	605	17	35.4	17	Dexter	10
3	594	16.5	35.8	16.5	Dexter	10
4	600	16.5	36.2	16.5	Dexter	10
5	606	16.5	36.6	16.5	Dexter	10
6	613	16.5	36.9	16.5	Dexter	10
7	1002	30.1	35	59.2	Road 1	10
8	577	16.5	35	16.5	Road 1	10
9	577	16.5	35	16.5	Road 1	10

10	589	16.5	35	16.7	Road 1	10
11	602	16.5	37.1	10.1	Road 1	10
12	726	17	33.3	15	Road 1	10
13	667	17.5	33.3	4.5	Road 1	10
14	881	17	38.8	14.2	Road 1	100
15	734	20	38.5	13.4	Road 1	100
16	662	18	35	18.2	Road 1	100
17	700	20	35	20	Road 1	100
18	700	20	35	20	Road 1	100
19	650	17.5	40	51.7	Road 1	10
20	700	17.5	40	17.5	Shadforth	10
21	700	17.5	40	17.5	Shadforth	10
22	692	17.5	40	45	Shadforth	10
23	700	20	35	20	Jones	100
24	700	20	35	20	Jones	100
25	630	18	34.9	18	Jones	100
26	700	20	34.9	20	Jones	100
27	595	17	35	17	Jones	100
28	866	26.7	26.7	4	Jones	100
29	801	23.1	35	23.1	Jones	100
30	562	17.5	34.8	46.5	Road 1	10
31	613	17.5	34.7	17.7	Shadforth	10
32	617	17.7	34.6	17.9	Shadforth	10
33	600	17.4	34.5	17.3	Shadforth	10
34	601	17.3	34.4	17.3	Shadforth	10
35	594	17.5	34.4	49.2	Taylor	10
36	898	17.5	42.6	4	Taylor	10
37	667	19.5	35	19.5	Taylor	100
38	683	19.5	35	19.5	Taylor	100
39	676	19.3	35	19.3	Taylor	100
40	626	19.3	35	48.4	Road 1	100
41	675	17.5	38.6	17.5	Road 1	10
42	671	17.5	38.4	17.3	Road 1	10
43	601	25.3	32.9	44.6	Road 1	100
44	593	17.4	34.9	17.4	Road 1	100
45	595	16.9	34.9	17.1	Road 1	100
46	588	17	35	17	Road 1	100
47	902	17.5	42.6	4	Road 1	10
Balance	2521	42	61.7	99.5	Dexter	100
Detentio	4422	20.4	27.2	60.4	N 1 / A	10
n Basin	1132	30.1	37.3	68.1	N/A	10

* The measurement of degree is taken from true north to position of each lot's longest axis. Typically, the long axis is one perpendicular to the road.



Figure 5: Photo looking south from the intersection of Taylor Street and Dexter Street, subject site to the right side of the photo.



Figure 6: Photo looking west from the intersection of Shadforth Street and Taylor Street, subject site to the right side of the photo.



Figure 7: Photo looking south from the intersection of Jones Street and Dexter Street, subject site to the left side of the photo.



Figure 8: Photo looking east from the intersection of Jones Street and Dexter Street, subject site to the right side of the photo.



Figure 9: Photo looking southwest from the intersection of Taylor Street and Dexter Street across the subject site.



Figure 10: Photo looking northwest from the intersection of Taylor Street and Shadforth Street across the subject site.

Summary of Planner's Advice

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

Scheme Standard

Planner's Assessment

- 7.9 Demolition
- 7.9.1 Unless approved as part of another development or Prohibited by another provision in this planning scheme, or the Local Historic Heritage Code applies, an application for demolition is Permitted and a permit must be granted subject to any conditions and restrictions specified in clause 6.11.2 of this planning scheme.

The property is not subject to the Local Historic Heritage Code. There is no applicable provision in the planning scheme which prohibits the demolition of the two residential outbuildings. The demolition is approved as part of this development for subdivision.

- 7.10 Development Not Required to be Categorised into a Use Class
- 7.10.1 An application for development that is not required to be categorised into one of the Use Classes under sub-clause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under sub-clause 7.3.1, may be approved at the discretion of the planning authority.

The application is not required to be categorised into a Use Class under subclause 6.2.6 (sub-clause 6.2.6 states that development which is for subdivision does not need to be categorised into one of the use Classes). Sub-clause 6.8.2 applies to the proposal as the application relies on the Performance Criteria of one (1) or more applicable standards. In accordance with sub-clause 6.8.2, the planning authority has discretion under clause 7.10 to refuse or permit a development that is not required to be categorised under sub-clause 6.2.6. The proposal has been assessed as a discretionary planning application in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993*. The discretion of the planning authority has been exercised.

7.10.2 An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

Scheme Standard

Planner's Assessment

Comment: Residential uses, mostly comprising single detached dwellings, with some multiple dwellings, are established along the western side of the subject site. To the north of the site is Westbury Primary School. Further north is more single detached dwelling with some multiple dwellings.

For the northern portion of land adjoining the subject site to the east, is Westbury Catholic Cemetery. For the southern portion of land adjoining the subject site to the east, is a vacant lot.

To the south of the subject site is a single dwelling on a single lot.

The proposed lots are most likely to be taken up for development within the Residential use class. All lots demonstrate they are suitable for future intended use by providing the necessary building area clear of setbacks and easements.

The new lots will be provided connections to reticulated services. The servicing report provided with the application demonstrates the new lots can be serviced without detrimentally impacting the surrounding land uses. TasWater have provided a Submission to the Planning Authority Notice (SPAN) which stipulates the water and sewer infrastructure requirements. Council as the stormwater authority have stipulated requirements for the stormwater detention basin and kerb and channelling, to manage stormwater generated by future development on the lots and the new road.

The application demonstrates traffic volumes from future development can be readily accommodated within the capacity of the existing road network in conjunction with the upgrades to the road network required by the recommended conditions of approval.

The proposed subdivision will not have an unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

- 7.10.3 In exercising its discretion under sub-clauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:
 - a) the purpose of the applicable zone;
 - b) the purpose of any applicable code;

Scheme Standard

Planner's Assessment

- c) any relevant local area objectives; and
- d) the purpose of any applicable specific area plan.
- a) the purpose of the applicable zone

The site is in the General Residential Zone.

The proposal will create lots suitable for residential development at a density consistent with the Zone.

Each purpose of the General Residential Zone is italicised below with a response provided to each.

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

The vacant lots range in size from 562m² to 1002m². Five of the lots will be internal lots. The average area of the vacant lots is 671m². 700m² is the most common lot size proposed. The lot sizes are suitable for future residential use and development, and are of sufficient size and dimensions to accommodate a range of dwelling types. All lots will be connected to reticulated water, sewer and stormwater services.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

The subdivision is opposite Westbury Primary School. The subdivision is in proximity to the town centre where local community services, healthcare and shops can be accessed.

- 8.1.3 To provide for non-residential use that:
 - (a) primarily serves the local community; and
 - (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

Scheme Standard

Planner's Assessment

The proposed development is for a subdivision, designed for residential uses. The use of any future development which is not residential or dwelling orientated would require further planning approvals, assessed at that time.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Visitor Accommodation provided in a dwelling setting would be compatible with the residential character.

b) the purpose of any applicable code;

C3.0 Road and Railway Assets Code

The proposed plan of subdivision creates a new road to service some of the proposed lots. The application is supported by a Traffic Impact Assessment. Whilst full development of the site will result in a significant percentage increase in existing traffic movements the overall volumes are still very low in the context of the General Residential Zone and are likely to have negligible impact on the surrounding road network.

C13.0 Bushfire-Prone Areas Code

The Bushfire Hazard Management Report confirms that the bushfire hazard can be appropriately mitigated.

c) any relevant local area objectives

There are no local area objectives.

d) the purpose of any applicable specific area plan

There are no specific area plans applicable.

8.0 General Residential Zone						
Scheme Standard	Planner's Assessment	Assessed Outcome				
8.3.1	Discretionary uses					
A1-A4	Clause 6.2.6 states that development which is for subdivision does not need to be categorised into a Use Class.	Not Applicable				
	The subject site is located within the General Residential Zone and the purpose of the proposed subdivision is to provide 48 residential lots.					
	One of the lots will contain the existing residential single dwelling.					
	The likely future use of the Lots is a residential use. If for a single dwelling, is a no permit required use in the zone. A residential use, if for multiple dwellings, is a permitted use in the zone.					
	The standards of this clause apply to discretionary uses only.					
8.6	Development Standards for Subdivision					
8.6.1	Lot Design					
A1	The proposal does not satisfy clause (a). (a) Every lot is greater than 450m² in area. (i) Every lot can provide a 10m x 15m area which does not contain any portion with a gradient not steeper than 1 in 5, clear of: a. meets all setbacks set by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. is clear of all easements or other title restrictions. (ii) Existing buildings are not consistent with the setbacks set by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2.	Relies on Performance Criteria				

8.0 General Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome

The balance lot contains a residential outbuilding 1m from its proposed southern boundary. The wall length is 9.7m, 0.7m greater than the permitted 9m length. The outbuilding is not consistent with the setback required by clause 8.4.2 A3.

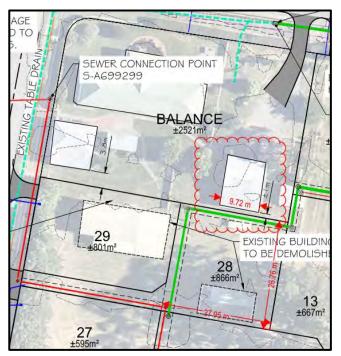


Figure 11: Excerpt of the plan of subdivision showing the outbuilding which does not comply with A3.

The proposal does not satisfy clause (b), (c) or (d).

A2 Five lots will have a frontage of less than 12m.

Relies on Performance Criteria

- Lot 11 (10.1m);
- Lot 13 (4.5m);
- Lot 28 (4m);
- Lot 36 (4m); and
- Lot 47 (4m).

8.0 General Residential Zone						
Scheme Standard	Planner's Assessment	Assessed Outcome				
A3	Each lot will have vehicle access from the boundary of the lot to a road in accordance with the requirements of the Road Authority (MVC).	Complies				
A4	Subdivision features a new road.	Relies on				
	Lots which do not have the long axis between 30 degrees west of true north and 30 degrees east of true north are:	Performance Criteria				
	 Lots 14 – 18; Lots 23 – 29; Lots 37 – 40; Lots 43 – 46; and Balance Lot. 					
	The identified lots all have a long axis at 100 degrees east of true north.					
8.6.2	Roads					
A1	New road proposed – No Acceptable Solution.	Relies on Performance Criteria				
8.6.3	Services					
A1	Each lot will have a TasWater water main connection.	Complies				
A2	Each lot will have a TasWater sewer main connection.	Complies				
A3	Each lot will have a stormwater outlet to the stormwater network.	Complies				

C2 Parking and Sustainable Transport Code					
Scheme Standard	Planner's Assessment	Assessed Outcome			
C2.5.1	Car parking numbers				
A1	Existing dwelling able to retain carparking. Vacant lots have no nominated use, therefore no car parking requirements.	Complies			
C2.6.1	Construction of parking areas				
A1	New vehicle crossings will be sealed, no new internal driveway.	Complies			
C2.6.2	Design and layout of parking areas				
A1.1	No new parking areas proposed. For the existing residence, no change to existing vehicle parking and access areas on the property.	Not Applicable			
A1.2	No new parking spaces dedicated as accessible.				
C2.6.3	Number of accesses for vehicles				
A1	Each lot shown to have one vehicle access.	Complies			
A2	Located in the General Residential Zone.	Not Applicable			

C3 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	The proposal does not require a new junction or vehicle crossing to a category 1 road or a limited access road.	Relies on Performance Criteria			
A1.2	Written consent has not been provided by the Road Authority in relation in this standard. Reliance on the performance criteria is therefore required.				
A1.3	The proposal does not involve a private level crossing.				
A1.4	Vehicle traffic to and from the Balance Lot will not increase by more than the amounts in Table C3.1. All other lots will be serviced by new crossings.				
A1.5	Dexter Street, Taylor Street, Shadforth Street and Jones Street are not major roads.				
C3.7	Development Standards for Subdivision				
C3.7.1	Subdivision for sensitive uses within a road or railway attenuation area				
A1	New lots not within a road or railway attenuation area.	Not Applicable			

11.1.12 Planner's Advice - Applicable Standards

	C13 Bushfire-Prone Areas Code	
Scheme Standard	Planner's Assessment	Assessed Outcome
C13.6	Development standards for Subdivision	
C13.6.1	Provision of hazard management areas	
A1	Complies with options (a) & (b) either as insufficient increase in risk or provides for BAL-19.	Complies
C13.6.2	Public and firefighting access	
A1	Complies with options (a) & (b) either as insufficient increase in risk or access complies with requirements.	Complies
C13.6.3	Provision of water supply for firefighting purpos	res
A1	Complies (a), reticulated (network) water to be connected at every Lot.	Complies
A2	Connected to water supply, does not rely on static water supply.	Not Applicable

8.0 General Residential Zone

8.6.1 Lot Design **Objective** That each lot: (a) has an area and dimensions appropriate for use and development in the (b) is provided with appropriate access to a road; Planning Scheme Provision (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) is orientated to provide solar access for future dwellings. Performance Criteria P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area.

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
8.6.1 Performance Criteria P1	The Plan of Subdivision proposes 1 Balance Lot containing the existing residential dwelling and outbuildings to be retained and 47 vacant lots suitable for development within the Residential Use Class. All lots have the required minimum area of 450m²; a 10m x 15m building envelope area which has a gradient of less than 1:5, is clear of easements and can meet the required setbacks. The proposal includes the demolition of all existing buildings not located on the Balance Lot. Therefore Lots 1-47 comply with the Acceptable Solution. The Balance Lot does not comply with the Acceptable Solution as one of the Residential outbuildings to be retained, does not comply with setbacks required by A3 of clause 8.4.2 to the southern boundary. The Residential outbuilding is offset 1m from the proposed boundary. The Residential outbuilding has a 3m wall height to

Scheme Provision	Planner's Assessment
	the shared boundary with a roof that rises away from the boundary. The wall length is 9.7m.
	The adjoining boundary is with proposed Lot 28. The position of the Residential outbuilding on the Balance Lot does not change the outcome that each Lot proposed in the plan of subdivision has sufficient useable area and dimensions suitable for its intended use.
8.6.1 Performance Criteria P1(a)	The Balance Lot contains an existing Residential dwelling and Residential outbuildings. Further development could occur on the Balance Lot which meets the applicable development requirements' Acceptable Solutions.
	The adjoining lot to the south, Lot 28 is an internal lot. The area of the Lot excluding the access strip is 725m ² . Even when accounting for required setbacks, there remains ample room to position a future dwelling on the lot which is not adversely impacted such as by overshadowing by the retention of the Residential outbuilding on the Balance Lot 1m from the shared boundary.
8.6.1 Performance Criteria P1(b)	A future dwelling could be constructed on the adjoining property to the south which is not adversely impacted by the retention of the Residential outbuilding on the Balance Lot 1m from the shared boundary
8.6.1 Performance Criteria P1(c)	The topography of the site is relatively flat, and therefore is favourable to the proposed Lot configuration.
8.6.1 Performance Criteria P1(d)	There are no natural hazards present which affect the proposed Lot configuration.
8.6.1 Performance Criteria P1(e)	The Balance Lot will continue to have an area of private open space which complies with the requirements of the planning scheme.
Criticitia File)	The adjoining lot to the south, Lot 28 is an internal lot. The area of the Lot excluding the access strip is 725m ² . Even when accounting for required setbacks, there remains ample room to position a future dwelling and associated private open space on the lot, which complies with the

Scheme Provision	Planner's Assessment
	requirements of the Planning Scheme and which is not adversely impacted by the retention of the Residential outbuilding on the Balance Lot 1m from the shared boundary.
8.6.1 Performance Criteria P1(f)	A review of the pattern of development existing on established properties in the surrounding area identified multiple instances of Residential outbuildings of a proportionate size and scale, having a reduced setback to a side boundary.
8.6.1 Performance Criteria P1 Conclusion	The position of the Residential outbuilding on the Balance Lot does not change the outcome that each Lot proposed in the plan of subdivision has sufficient useable area and dimensions suitable for its intended use. The adjoining Lot 28, is not unreasonably detrimentally impacted by the position of the Residential outbuilding on the Balance Lot. The proposed development is considered consistent with the Objective and Performance Criteria.

Performance Criteria P2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

- (a) the width of frontage proposed, if any;
- (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;
- (c) the topography of the site;
- (d) the functionality and useability of the frontage;
- (e) the ability to manoeuvre vehicles on the site; and
- (f) the pattern of development existing on established properties in the area, and is not less than 3.6m wide.

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 overleaf.

Scheme Provision	Planner's Assessment
8.6.1 Performance Criteria P2	The Plan of Subdivision proposes 47 vacant lots suitable for development within the Residential Use class. One lot will contain the existing residential single dwelling. Proposed Lots 11, 13, 28, 36, 47 have a frontage less than the 12m required by the applicable Acceptable Solution. The five lots identified require assessment against the Performance Criteria. The assessment has determined that the five lots provide a suitable frontage to a road which is suitable for the intended residential use, having had regard to the nominated criteria. The consideration of those criteria is discussed in further detail below.
8.6.1 Performance Criteria P2(a)	Proposed Lots 11, 13 and 28 are in the northern half of the subdivision and have a frontage of 11.1m, 4.5m and 4m respectively. Proposed Lot 11 has frontage to Road 1 and is not considered an internal lot. Proposed Lot 13 is an internal lot and is accessed via proposed Road 1. Proposed Lot 28 is an internal lot and is accessed via Jones Street. Proposed Lots 36 and 47 are in the southeastern portion of the subdivision and both have a frontage of 4m. Both lots are internal lots. Proposed Lot 36 is accessed via Taylor Street. Proposed Lot 47 is accessed via Road 1. All five lots have a frontage width of more than 3.6m.
8.6.1 Performance Criteria P2(b)	The proposed lots have a frontage to either an existing or a new road. There are no proposed lots that will be subject to the right of carriageway as their sole or principle means of access.
8.6.1 Performance Criteria P2(c)	The topography is gently undulating across the subject site. Each of the lots with frontages of less than 12m have a gradient less than 1 in 5.
8.6.1 Performance Criteria P2(d)	The frontages of five proposed lots have direct access to either an existing road or the proposed Road 1. The topography does not constrain the functionality or useability of the frontage. Each frontage exceeds a width of 3.6m.

Scheme Provision	Planner's Assessment
8.6.1 Performance Criteria P2(e)	Each lot is provided with sufficient area and frontage to enable vehicles to enter and exit in a forward direction.
8.6.1 Performance	Each lot is provided with vehicular access from a road to the frontage of the proposed lot.
Criteria P2(f)	In the surrounding area, multiple lots have a frontage less than 12m.
	 32, 38 & 40 Taylor Street – 5m frontage each 30A Jones Street – 5m frontage 109A Dexter Street – 4m frontage
	While five lots within the plan of subdivision will have frontages of less than 12m, this will not be a predominant characteristic in the pattern of development which consists of 48 lots. The proposed subdivision results in the configuration of lots compatible with development of the General Residential Zone.
8.6.1 Performance Criteria P2 Conclusion	Whilst a use is not nominated, it is considered the intended use of the lots is residential. The assessment has determined that the five lots provide a frontage to a road which is suitable for the intended residential use, having had regard to the nominated criteria.
	The proposed development is considered consistent with the Objective and Performance Criteria.

Performance Criteria P4

Planning Scheme Provision Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:

- (a) the size, shape and orientation of the lots;
- (b) the topography of the site;
- (c) the extent of overshadowing from adjoining properties;
- (d) any development on the site;
- (e) the location of roads and access to lots; and
- (f) the existing pattern of subdivision in the area.

Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P4, and is consistent with the objective. Details of the planner's assessment against the provision are set out below.

Scheme Provision	Planner's Assessment
8.6.1 Performance Criteria P4	The proposed subdivision contains a new road. Of the 47 new vacant lots, 20 do not have their long axis between 30° west and 30° east of true north. The Balance Lot also does not comply with long axis requirements. The Acceptable Solution is unclear if only lots to the new road are to be considered or if all lots in the subdivision are to be considered. Conservatively, any lot within the subdivision which does not have its long axis between 30° west and 30° east of true north has been identified for the total of 21. The 21 lots will rely on satisfying the Performance Criteria. The 21 lots are:
	 14-18 (5 lots) 23-29 (7 lots) 37-40 (4 lots) 43-46 (4 lots) Balance Lot. The solar orientation of all lots will provide solar access for future dwellings.
8.6.1 Performance Criteria P4(a)	The proposed subdivision will produce 48 lots with an average size of 671m ² . Of the 20 vacant lots that do not satisfy the Acceptable Solution, the average lot size is 684m ² , average width of 19.7m and an average long axis length of 34.8m. The only internal lot is Lot 28. All lots are predominately rectangular in shape.
8.6.1 Performance Criteria P4(b)	The land that is proposed to be subdivided is unaffected by significant topographical constraints. The site is relatively flat.

11.1.13 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
8.6.1 Performance Criteria P4(c)	The subdivision is bordered by roads. Existing development on properties on the opposite side of the roads are unlikely to generate any shadowing on the lots, with any shadows being very minor in area and duration.
8.6.1 Performance Criteria P4(d)	One of the lots contains the existing dwelling and outbuildings. The 20 other lots are vacant. Lot 28 which adjoins the balance lot is suitably sized and positioned to allow any future dwelling to have solar access.
8.6.1 Performance Criteria P4(e)	The position and layout of the new road is influenced by the layout of the existing road network. Junctions with the new road are positioned to meet safety requirements. All lots are provided with direct access to either the new road or an existing road.
8.6.1 Performance Criteria P4(f)	The street pattern of the surrounding area and wider Westbury is predominantly a grid pattern. Surrounding streets including Jones, Taylor, Marriott and Franklin, have an axis 10° east of true north. Hence lots with a single frontage to these streets have a long axis at 100° east of true north, the same as the 21 lots in this subdivision. The proposed lot layout is compatible with the existing pattern of subdivision in the area.
8.6.1 Performance Criteria P4 Conclusion	The subdivision provides for solar orientation of lots adequate to provide solar access for future dwellings. The proposed development is considered consistent with the Objective and Performance Criteria.

8.6.2 Roads

Objective

That the arrangement of new roads within a subdivision provides for:

- (a) safe, convenient and efficient connections to assist accessibility and mobility of the community;
- (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and
- (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.

Performance Criteria P1

The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:

- (a) any road network plan adopted by the council;
- (b) the existing and proposed road hierarchy;
- (c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;
- (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;
- (e) minimising the travel distance between key destinations such as shops and services and public transport routes;
- (f) access to public transport;
- (g) the efficient and safe movement of pedestrians, cyclists and public transport;
- (h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;
- (i) the topography of the site; and
- (j) the future subdivision potential of any balance lots on adjoining or adjacent land.

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 overleaf.

Scheme Provision	Planner's Assessment
8.6.2 Performance Criteria P1	The proposal creates a new road, Road 1. Road 1 will be a local through road with junctions at Taylor Street and Shadforth Street. Road 1 will provide vehicle access for 22 lots. There is no Acceptable Solution for new roads, therefore assessment against the Performance Criteria P1 is required.
	The new Road will be completed in accordance with Local Government Association Tasmania's (LGAT's) Tasmanian Standard Drawing TSD-R06 Urban Road. The Road Reservation width will be 18m, a road pavement width of 8.9m, and footpath provided on one side.
	The application documents have not proposed any additional upgrades to the road width or surface, or installation of footpaths is proposed for the perimeter roads, from which other new lots are accessed.
	The assessment of the proposal against the Performance Criteria has determined that should the application be approved, upgrades to the perimeter roads are required, as detailed below and recommended conditions 6-9.
	Having had regard to the nominated criteria, the assessment has determined that the new Road 1 provides an appropriate level of access connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists having had regard to the nominated criteria and with the implementation of the recommended conditions and notes on the planning permit.
8.6.2 Performance Criteria P1(a)	There is no road network plan adopted by the Council.
8.6.2 Performance Criteria P1(b)	Surrounding roads and the new Road 1 are local roads, serving local traffic. The new Road will be completed in accordance with Local Government Association Tasmania's (LGAT's) Tasmanian Standard Drawing TSD-R06 Urban Road. It will have a sealed pavement width of 8.9m, kerb and channelling and a footpath on one side. Dexter Street is characterised as:
	Having an east-west axis.

Scheme Provision	Planner's Assessment
	 A through road between Five Acre Row and Arthur Street North. Has a speed limit of 50km/hr in the vicinity of the development. A sealed pavement width of 5.2-5.5m in the vicinity of the development with no kerb and channel. 90° angle parking is provided on the opposite (north) side of the street for Westbury Primary School opposite the development. A footpath from Marriott Street through to Adelaide Street.
	Jones Street is characterised as:
	 Having a north-south axis. A through road between Meander Valley Road and Shadforth Street.
	 Has a speed limit of 50km/hr in the vicinity of the development. A sealed pavement width of 5m in the vicinity of the development with no kerb and channel. A footpath north of Dexter Street through to Meander Valley Road.
	Shadforth Street is characterised as:
	 Having an east-west axis. A through road between Marriott Street and Arthur Street North. Has a speed limit of 50km/hr in the vicinity of the development. A sealed pavement width of 6m in the vicinity of the development, no kerb and channel. No footpath.
	Taylor Street is characterised as:
	 Having a north-south axis. A through road between Meander Valley Road and Shadforth Street (a small portion of road extends off the northern side of Meander Valley Road, separate portions of Jones Street to the south also exist) Has a speed limit of 50km/hr in the vicinity of the development. A sealed pavement width of 4.6m in the vicinity of the development, no kerb and channel. A footpath north of Dexter Street through to Meander Valley Road.

Scheme Provision	Planner's Assessment
	The existing perimeter roads were constructed at a time when different road standards applied and at a time when the density of development was lower.
	Current planning requirements allow a greater level of density than previously permitted and as such, Meander Valley Council is undertaking a program of progressively upgrading the existing road network commencing with replacement of open stormwater drains and installation of footpaths.
	Where new development is proposed in accordance with current planning density requirements, and which will exponentially intensify the extent of development in an area, it is considered that the development should also provide servicing and infrastructure for the development to a commensurate level. Hence where the development adjoins a perimeter road, it is recommended that the side of the road which adjoins the development is upgraded to current Urban Road Standards set by the LGAT TSD.
	This is also considered in keeping with the expectations for the road network of a Rural Town as defined in the settlement hierarchy of the Northern Tasmania Regional Land Use Strategy and properties in the General Residential Zone.
	The roads will accommodate local traffic and will be compatible with the established road hierarchy.
8.6.2 Performance Criteria P1(c)	The new road integrates into the existing road network and does not extend the current road network beyond the existing perimeter of Westbury Township.
	In proximity to the development, Taylor Street is the only road reserve that continues south. Land to the east and south is currently zoned Low Density Residential Zone and subject to the Westbury Specific Area Plan. The Planning Scheme requirements that apply to the land east and south, restrict subdivision to provide lots no smaller than 5000m² (approximately 10x the size of the smallest proposed lot).
	The provision of perimeter footpaths for this development would provide pedestrian connectivity if the areas to the east and south were rezoned and subdivided in the future.

Scheme Provision	Planner's Assessment
8.6.2 Performance	The new local road will be designed to be in accordance with Tasmanian Standard Drawings and provide a footpath.
Criteria P1(d)	The road intersects with two existing roads, readily connecting into the existing road network.
	There is no existing footpath on the perimeter of the subject site. There is an existing footpath on the northern side of Dexter Street. North of Dexter Street, footpaths are provided on Jones Street and Taylor Street. These footpaths provide connectivity to services and commercial premises further to the north which are primarily located on Meander Valley Road. Furthermore public transport for Westbury is accessed from Meander Valley Road.
	Footpaths also extend along Dexter Street to the west providing pedestrian connectivity to William Street and Lyall Street, another locale containing services and commercial premises.
	The proposal does not provide pedestrian connectivity for the lots fronting the perimeter roads, nor is there connectivity for persons from the footpath on Road 1, to the existing footpath network. To address this, a recommended condition of approval is to require a footpath on the perimeter roads of Jones Street, Shadforth Street and Taylor Street (Conditions 7-9). A footpath is not required on Dexter Street perimeter as there is an existing footpath on the opposite side of the road.
	The proposed footpath requirements are considered reasonable and are supported by the Local Government Association Tasmania (LGAT) Tasmanian Standard Drawings nominate for Urban Roads.
	There are no existing dedicated cyclists pathways in Westbury. No additional requirements for cyclists connectivity are required. Cyclists have the option to utilise the road network or footpaths.
8.6.2 Performance Criteria P1(e)	The new roads and footpaths (both proposed and those required by the recommend conditions) are designed to minimise the distance to local shops and services. The roads connect into the existing road network in a direct manner.

11.1.13 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
8.6.2 Performance Criteria P1(f)	Public transport in Westbury is limited to Meander Valley Road and is not provided near the development. The new Road does not restrict provision of future public transport in the area of the development.
8.6.2 Performance Criteria P1(g)	As per the response in sub-clause (d) above additional footpath infrastructure beyond that proposed by the applicant is required to achieve efficient and safe movements of pedestrians.
8.6.2 Performance Criteria P1(h)	The proposal will provide new local roads. There is no new arterial or collector roads proposed. There is no requirement to provide bicycle infrastructure in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016.
8.6.2 Performance Criteria P1(i)	The site is gently undulating. The topography will not adversely affect the usability of the new road, it does generate risks such as crests.
8.6.2 Performance Criteria P1(j)	The proposed Balance Lot has potential for further subdivision as it has an area of 2521m ² . The minimum lot size for the Zone is 450m ² . The proposed access for these new lots would be from Dexter Street or Jones Street and not the new road.
8.6.2 Performance Criteria P1 Conclusion	In conjunction with the recommended conditions and notes, the arrangement and construction of roads within a subdivision will provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists.
	The proposed development is considered consistent with the Objective and Performance Criteria.

Objective To minimis

Planning Scheme Provision

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.

C3.5.1 Traffic generation at a vehicle crossing, 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;
- (q) 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 proposal creates a new through road, with two junctions with the existing road network. One junction is on the western side of Taylor Street, the other is on the northern side of Shadforth Street. The proposal also includes 47 new vehicle crossings; - Six onto Dexter Street - Five onto Taylor Street - Seven onto Shadforth Street - Seven onto Jones Street - 22 onto the new road

Scheme Provision	Planner's Assessment
	An additional vehicle crossing will be required for the stormwater detention basin lot. Its location will be decided as part of engineering design documentation, provided at a later date, should the application be approved.
	The relevant Road Authority is Meander Valley Council's Infrastructure Services Department. Consent has not been provided to the new vehicle crossings.
	The application is supported by a Traffic Impact Assessment (TIA) from Midson Traffic Pty Ltd, a suitably qualified entity.
C3.5.1 Performance Criteria P1(a)	The TIA determined the increase in traffic onto Dexter Street, Taylor Street, Shadforth Street and Jones Street and within the broader road network, from the proposed subdivision, is acceptable in terms of traffic safety and efficiency.
	Section 4 of the TIA provides details on the additional traffic likely to be generated by the proposed development. The TIA determined, once fully developed, an additional 355 vehicle movements per day (vpd) will be generated with a peak of 37 vehicle movements per hour (vph).
	The TIA determined the majority of traffic will travel to/from Meander Valley Road, north of the site, utilising Jones Street and Taylor Streets. Jones Street will experience an additional 115vpd and a peak of 11vph. Taylor Street will experience an additional 240vpd and a peak of 26vph. Note the TIA allocated all vehicle movements.
	Regarding Meander Valley Road (MVR), the TIA states in section 4.3.1;
	The existing volume of 3,000 vehicles per day is well within the road's capacity. It is noted that the long-term growth rate of MVR between 2014 and 2022 is 1.6%. A 1.6% compound traffic growth over 10 years results in a traffic volume of 3,516 vehicles per day, which is also well within the road's capacity and operating at a high level of service. Major collector roads typically can cater for 10,000 to 20,000 vehicles per day.
	It is an important consideration to ensure that MVR can cater for future traffic volumes to ensure the ongoing economic viability of Westbury. It is important to note that background traffic growth is a function of land use development within and connecting to an area. The proposed

Scheme Provision	Planner's Assessment
	development will contribute to the ongoing growth rate for MVR, as will other future developments that connect to it. In this context the proposed development is considered a component of the ongoing growth rate of 1.6%.
	Regarding junctions near the development the TIA states in section 4.3.1:
	The existing intersections of Jones St North and Taylor St with MVR are well defined through alignment and give-way pavement markings. The junctions are considered appropriate for the function of the road and the existing and forecast traffic volumes of MVR.
C3.5.1 Performance Criteria P1(b)	Vehicles likely to use the new junctions and vehicle crossings will be predominately residential passenger vehicles. Other vehicles including waste collection, emergency services and construction vehicles will also use the junctions from time to time.
	The TIA determined each vehicle crossing would serve, on average, 7.4 passenger movements a day.
	The nature of traffic generated by the future use of the lots will be the same as the nature of traffic existing in the surrounding area.
C3.5.1 Performance Criteria P1(c)	The new road will be connected to Taylor Street and Shadforth Street, providing access to the proposed lots. Other vehicles accesses will be from the existing perimeter roads.
	The new road will be built to the current Tasmanian Standard Drawing for urban roads, TSD-R06.
	The perimeter roads currently have sealed width ranging from 4.6m to 6m, servicing two-way traffic. The perimeter roads do not have kerb and channelling. A footpath is present only on the northern side of Dexter Street (opposite the development).
	The development, despite being in accordance with density requirements of the planning scheme, creates 47 vacant lots, 25 of which are accessed from the perimeter roads.

Scheme Provision	Planner's Assessment
	It is considered the current state of perimeter roads are not of a suitable width to accommodate the extra development. As such, it is proposed to condition the development to upgrade each perimeter road on the development side for the extent of the development's road frontage. The upgrade includes;
	 Widening of the roads to provide a sealed surface from the existing centreline to the frontage of the subject site (5m on Dexter Street and 4m on Jones Street, Shadforth Street and Taylor Street), Kerb and channelling, Sealed vehicle crossings, and Footpath on all perimeter streets except for Dexter Street.
	It is considered the upgrades are necessary to achieve a suitable level of safety and efficiency of the road network as per the requirement of the Performance Criteria.
C3.5.1 Performance Criteria P1(d)	The surrounding road network is an urban road network with a speed limit of 50km/hr.
	The proposed new roads and junctions will be designed and constructed to comply with the relevant Australian Standards with respect to vehicle access and parking for the nominated speed limit.
	Dexter Street carries approximately 300 vehicles per day, the other roads carrying less than 200 vehicles per day. It is anticipated most traffic movements from the development will be north to Meander Valley Road. At peak times the largest change to vehicle movements is anticipated to be on Taylor Street. At peak times, the development will generate an additional 26 movements (total for both directions) in one hour. This equates to a frequency of additional vehicle movements as approximately one every two minutes. Additional vehicle movements on Dexter Street are expected to be up to 10, and likely to nearly all be from the new lots fronting Dexter Street.
	The TIA has provided information to support the finding that vehicle movements from the development will not unreasonably adversely impact the safety or efficiency of the existing parking arrangements for Westbury Primary School. The road network surrounding the school features straight roads with relatively flat topography (no blind crests), making parking areas and vehicle movements into and out of parking spaces highly visible. Peak

Scheme Provision	Planner's Assessment
	vehicle movement times for the school have a 40km/hr speed limit in effect, assisting to mitigate the potential for accidents.
	The existing speed limit and traffic flow of the surrounding roads is compatible with the access requirements and traffic generation of the proposed development.
C3.5.1 Performance Criteria P1(e)	Each lot is provided its own vehicle access. Each lot's vehicle access can achieve the required sight distance of 40m set by the Australian Standard AS 2890.1, Off-Street Parking 2004.
	Austroads Part 4A sets the required safe intersection sight distance as 97m. Both junctions satisfy the sight distance requirement.
	Alternative access or positioning of accesses or junctions is not considered necessary.
C3.5.1 Performance Criteria P1(f)	The proposed subdivision is necessary to provide for additional residential land supply.
C3.5.1 Performance Criteria P1(g)	A TIA was submitted as part of the application and regard has been had to it as part of this assessment. Recommendations of the Traffic Impact Assessment have informed the recommended conditions and notes.
	The TIA nominates the road standard for Road 1 (TSD-R06). The TIA also nominates new junctions should be in accordance with Council requirements, with an appropriate design vehicle being an 8.8m service vehicle (rubbish collection).
C3.5.1 Performance Criteria P1(h)	Council's Infrastructure Services Department, being the road authority, have assessed the proposed subdivision. While the findings of the TIA are disputed in part, it remains the subdivision is appropriate subject to the recommended conditions and notes.

11.1.13 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
C3.5.1 Performance Criteria P1 Conclusion	With the implementation of the recommended conditions and notes, the proposed increase in traffic on adjoining streets and surrounding road network is acceptable as the proposal minimises any adverse effects on safety of the proposed junctions and vehicles crossings, as well as the safety and efficiency of the broader road network. The proposed development is considered consistent with the Objective and Performance Criteria.

APPLICATION FORM



PLANNING PERMIT

Land Use Planning and Approvals Act 1993

- 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\
Have you alrea	ion the result of an illegal building work?
PROPERTY DE	TAILS:
Address:	126 Dexter Street & Dexter Street Certificate of Title: 15169/1 & 108079/1
Suburb:	Westbury 7303 Lot No:
Land area:	1.308 & 2.564 m ² / ha
Present use of land/building:	Residential & Vacant (vacant, residential, rural, industric commercial or forestry)
Does the applieHeritage Listed	ation involve Crown Land or Private access via a Crown Access Licence: 🔲 Yes 🗹 No Property: 🔲 Yes 🗹 No
DETAILS OF U	SE OR DEVELOPMENT:
Indicate by ✓ box	□ Building work □ Change of use ☑ Subdivision □ Demolition □ Forestry □ Other
Total cost of deve (inclusive of GST):	opment \$ 30,000 Includes total cost of building work, landscaping, road works and infrastructure
Description 50 of work:	Lot Subdivision
Use of building:	esidential (main use of proposed building – dwelling, garage, farm building factory, office, shop)
New floor area:	m ² New building height: m
Materials:	External walls: Colour:
	Roof cladding: Colour:

Document Set ID: 1873577 Version: 1, Version Date: 24/01/2024



RESULT OF SEARCH

RECORDER OF TITLES





SEARCH OF TORRENS TITLE

VOLUME	FOLIO
108079	1
EDITION 2	DATE OF ISSUE 10-Feb-2005

SEARCH DATE : 22-Jan-2024 SEARCH TIME : 03.16 PM

DESCRIPTION OF LAND

Town of WESTBURY

Lot 1 on Diagram 108079

Derivation: Part of 9A-2R-11Ps. Granted to John Peyton Jones

Derived from W319

SCHEDULE 1

C616149 ASSENT to JOHN WILLIAM JOHNSTON Registered 10-Feb-2005 at $12.01\ \text{PM}$

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

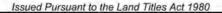
No unregistered dealings or other notations

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FOLIO PLAN

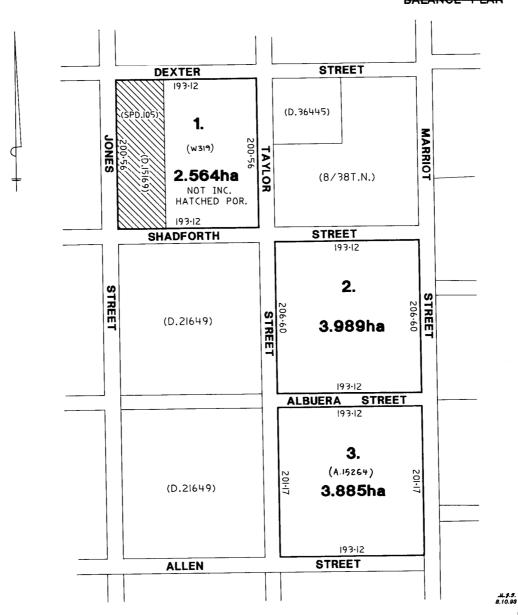
RECORDER OF TITLES





L.T.ACT 1980 PLAN OF TITLE D.108079 LOCATION
TOWN OF WESTBURY FOLIO REFERENCE W.319 (SEC. E2, E5 & E7) COMPILED FROM C1/132L.O. APPROVED 1 1 OCT 1993 PART OF 9-2-II GTD. TO JOHN PEYTON JONES, WHOLE OF 9-3-17 GTD. TO COMPILED BY CORNELIUS KEEFE & WHOLE OF 9-2-16 GTD. TO ADYE DOUGLAS Recorder of Titles LENGTHS IN METRES SCALE 1: 3000 ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN LAST SURVEY PLAN STATE MUNICIPAL CODE No. 65 LAST UPI No. 2362,63#66

BALANCE PLAN



Search Date: 22 Jan 2024

Search Time: 03:17 PM

Volume Number: 108079

Revision Number: 01

Page 1 of 1

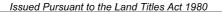
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RESULT OF SEARCH

RECORDER OF TITLES





SEARCH OF TORRENS TITLE

VOLUME	FOLIO
15169	1
EDITION 4	DATE OF ISSUE 25-Mar-2003

SEARCH DATE : 22-Jan-2024 SEARCH TIME : 03.16 PM

DESCRIPTION OF LAND

Town of WESTBURY Lot 1 on Diagram 15169

Formerly SPD 105

Derivation: Part of 9R-2R-11Ps. John Peyton Jones

Derived from W317

SCHEDULE 1

C333126 TRANSFER to JOHN WILLIAM JOHNSTON and JENNIFER MARIA JOHNSTON Registered 08-Oct-2001 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any C424911 MORTGAGE to Commonwealth Bank of Australia Registered 25-Mar-2003 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

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Version: 1, Version Date: 24/01/2024

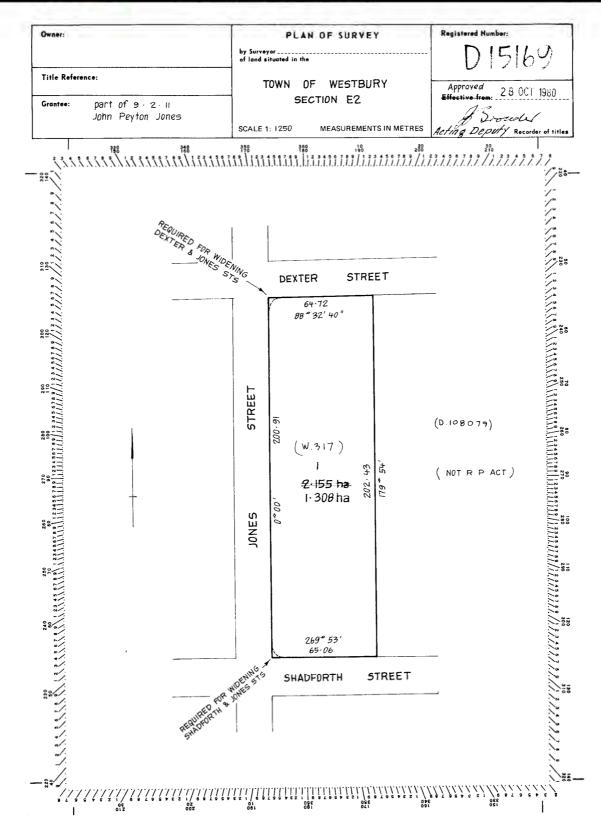


FOLIO PLAN

RECORDER OF TITLES







Search Date: 22 Jan 2024

Search Time: 03:16 PM

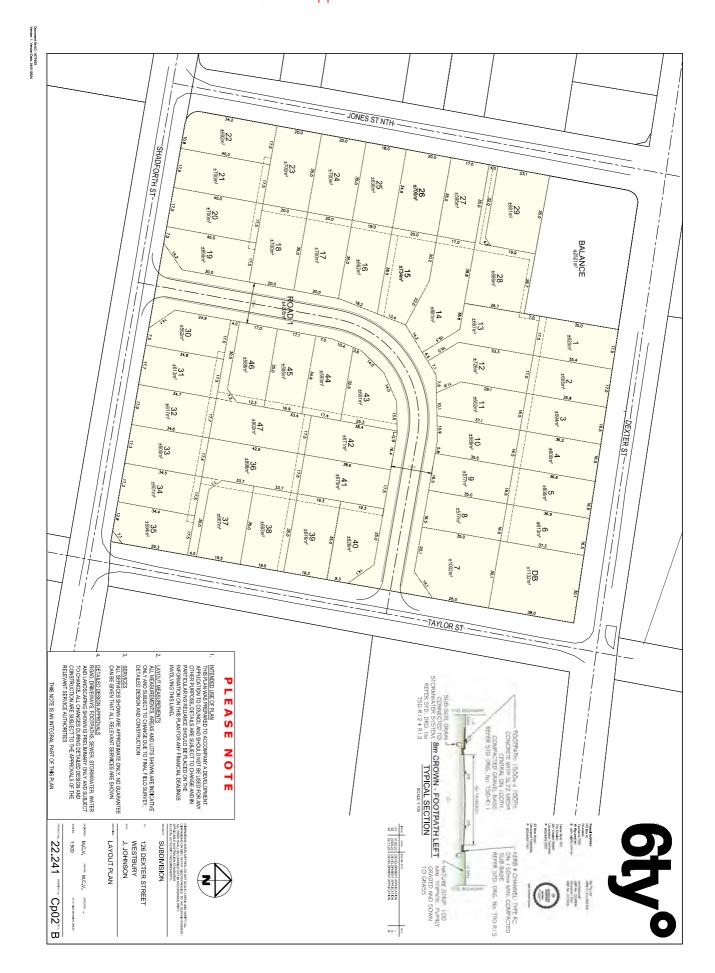
Volume Number: 15169

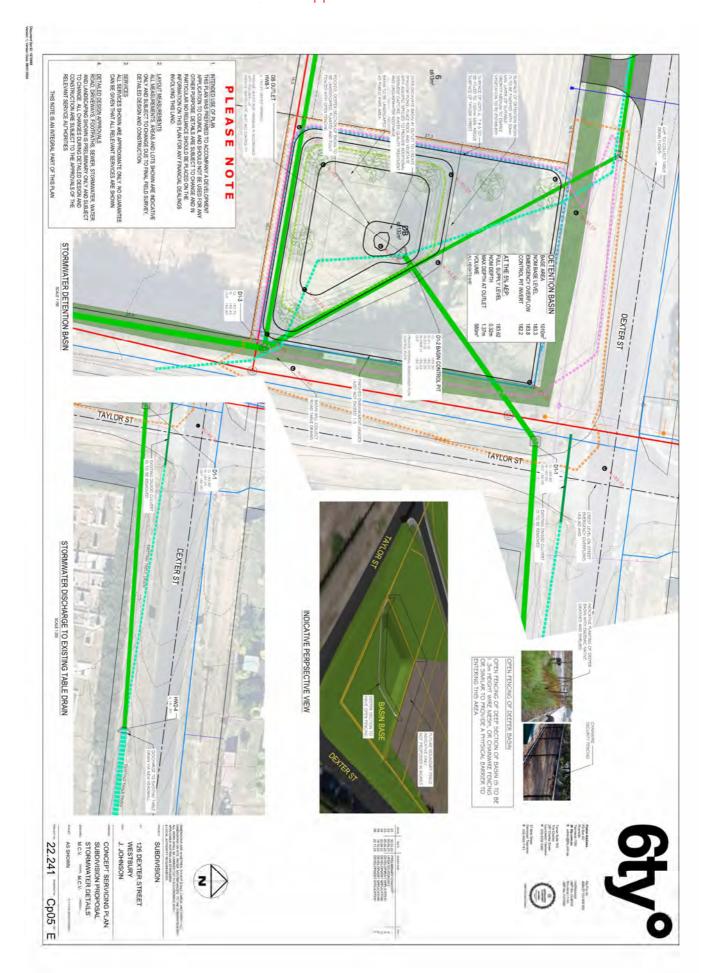
Revision Number: 01

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DoepareneSebf №at6763576 sources and Environment Tasmania Version: 1, Version Date: 24/01/2024

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Application for subdivision – 50 lots (47 residential lots; 1 detention lot; 1 road lot; 1 balance lot)

Dexter Street, Westbury

July 2023

Document Set ID: 1873589 Version: 1, Version Date: 29/01/2024

LAND SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

Job Number: L171204

Prepared by: Michelle Schleiger (<u>michelle@woolcottsurveys.com.au</u>)

Town Planner

Reviewed by: James Stewart (james@woolcottsurveys.com.au)

Senior Planner

Rev. no	Description	Date
1	Draft	21 January 2022
2	Revision	27 January 2022
3	Final	3 February 2022
4	Draft version 2	3 July 2023
5	Review	6 July 2023
6	Final version 2	7 July 2023
7	RFI version 2	24 November 2023
8	Review	16 January 2024

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Document Set ID: 1873589 Version: 1, Version Date: 29/01/2024

LAND SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

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1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the Land Use Planning and Approval Act 1993 (the 'Act') to develop land at 126 Dexter Street, Westbury (the 'subject site').

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

Document	Consultant
Proposal Plan	6ty°
Services Report	6ty°
Bushfire Hazard Assessment	Woolcott Surveys
Traffic Impact Assessment	Midson Traffic Pty Ltd

2. Subject site and proposal

2.1 Site details

Address	126 Dexter Street Westbury	Dexter Street Westbury	
Property ID	7012792	7012784	
Title:	15169/1	108079/1	
Land area	1.308ha	2.564ha	
Planning Authority	Meander Valley Council		
Covenants or Agreements	None on title		
Application status	Discretionary application		
Existing Access	Existing access to the existing dwelling on Jones Street North and Dexter Street (two access points).		
Proposed development	Subdivision – 47 residential lots, 1 road lot, 1 drainage lot, 1 balance lot (50 lots)		
Zone	General Residential		
Overlay/s	Bushfire Prone Areas		
Existing development	Existing dwelling and associated outbuildings.	Vacant.	
Existing services and infrastructure			
Water	Existing reticulated main		
Sewer	Existing reticulated main		
Stormwater	Existing table drains		

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2.2 Proposal

The proposal is for a subdivision of the land to create 50 lots. The subdivision will comprise 48 residential lots, with 47 being vacant residential lots and one containing the existing development; one road lot; and, one lot set aside for stormwater detention/drainage. Infrastructure for the provision of reticulated services is proposed and detailed in Annexures 2 and 3 of this application. Existing outbuildings on proposed Lots 28 and 29 will be demolished where they are outside the new boundaries.

2.3 Images



Figure 1 Aerial view of the subject site (Source: LISTMap)

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3. Planning context

3.1 Zoning and overlays

The site is zoned General Residential under the scheme.

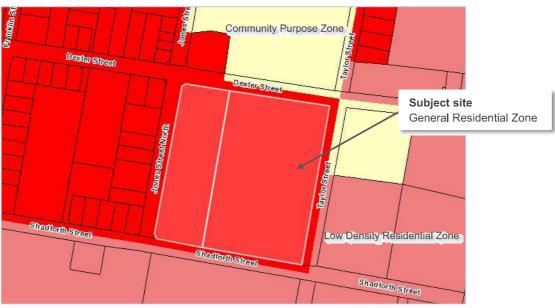


Figure 2 Zoning of the subject site and surrounding area (Source: LISTMap)

The subject site is affected by the Bushfire Prone Areas Overlay (hatched area).



Figure 3 Overlays affecting the subject site (Source: LISTMap)

4. Planning Scheme Zone Assessment

4.1 Zone assessment

- 7.10 Development not Required to be Categorised into a Use Class
- 7.10.1 An application for development that is not required to be categorised into one of the Use Classes under subclause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under subclause 7.3.1, may be approved at the discretion of the planning authority.
- 6.2.6 Notwithstanding subclause 6.2.1 of this planning scheme, development which is for subdivision, a sign, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.

Response

The proposed subdivision does not need to be categorised into a use class. The subdivision is consistent with the purpose of the zone. The proposed balance lot will retain the existing residential use class.

8 General Residential Zone

8.1 Zone Purpose

- 8.1.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.
- 8.1.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.
- 8.1.1.3 To provide for non-residential use that:
 - a) primarily serves the local community; and
 - does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.
- 8.1.1.4 To provide for Visitor Accommodation that is compatible with residential character.

8.6 Development Standards for Subdivision

8.6.1 Lot design

Objective

That each lot

- a) has an area and dimensions appropriate for use and development in the zone;
- b) is provided with appropriate access to a road;
- c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and
- d) is orientated to provide solar access for future dwellings.

Acceptable Solutions		Performance Criteria		
		t, or a lot proposed in a plan of sion, must:	P1	Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended

PLANNING SUPPORTING REPORT – DEXTER STREET WESTBURY

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- a) have an area of not less than 450m² and:
- i. be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:
 - a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and
 - b. easements or other title restrictions that limit or restrict development; and
- ii. existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2;
- b) be required for public use by the Crown, a council or a State authority;
- c) be required for the provision of Utilities; or
- d) be for the consolidation of a lot with another lot provided each lot is within the same zone.

use, having regard to:

- the relevant requirements for development of buildings on the lots;
- b) the intended location of buildings on the lots:
- c) the topography of the site;
- d) the presence of any natural hazards;
- e) adequate provision of private open space; and
- the pattern of development existing on established properties in the area.

Response

A1 The acceptable solution (a) is achieved. The minimum lot size is met for all lots.

Each lot is dimensioned to contain a $10m \times 15m$ area and the topography is not challenging to siting dwellings with the area being flat overall. Easements, existing and proposed are accounted for.

- A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.
- Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:
 - a) the width of frontage proposed, if any;
 - the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access:
 - c) the topography of the site;
 - the functionality and useability of the frontage;
 - e) the ability to manoeuvre vehicles on the site; and
 - the pattern of development existing on established properties in the area,

and is not less than 3.6m wide.

Response

- The performance criteria are addressed. The majority of lots will have frontage of at least 12m. Lots 11, 13, 28, 36, and 47 will have reduced frontage with lots 13, 28, 36 and 47 being internal lots with 4m access strip.
 - a) The proposed reduced frontages will be minimum 4m (internal lots).
 - b) Within the proposal there are no other lots that are dependent on right of way for access.

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PLANNING SUPPORTING REPORT – DEXTER STREET WESTBURY

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- c) The site is flat and even.
- d) Four lots will be internal with the frontage being access strip, but all lots have single and direct access.
- e) The site is flat and even, there are no identified land hazards that present any challenges to access.
- f) Surrounding development is generally regular and confined to the existing grid pattern of development. There are examples of internal lots at 109a Dexter Street, 45 Shadforth Street, 49A, 51A and 51B Adelaide Street; 32, 38 and 40 Taylor Street and 30a, 24 and 37 Jones Street North.

All accesses are more than 3.6m wide.

A3	Each lot, or a lot proposed in a plan of
	subdivision, must be provided with a vehicular
	access from the boundary of the lot to a road in
	accordance with the requirements of the road
	authority.

- P3 Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:
 - a) the topography of the site;
 - b) the distance between the lot or building area and the carriageway;
 - c) the nature of the road and the traffic;
 - d) the anticipated nature of vehicles likely to access the site; and
 - e) the ability for emergency services to access the site.

Response

A3 The acceptable solution is achieved. Each lot will have vehicular access in accordance with the prescribed standards.

A4	Any lot in a subdivision with a new road, must
	have the long axis of the lot between 30 degrees
	west of true north and 30 degrees east of true
	north

- P4 Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:
 - a) the size, shape and orientation of the lots:
 - b) the topography of the site;
 - the extent of overshadowing from adjoining properties;
 - d) any development on the site;
 - e) the location of roads and access to lots; and
 - f) the existing pattern of subdivision in the area.

Response

- P4 The performance criteria are addressed. While the majority of proposed lots are north facing there are lots proposed on the east west axis.
 - a) The lots in question, on the east-west axis are minimum 593m². They are generally rectangular, with the exception of Lot 43, which is on a corner and has dual orientation.
 - b) The site is flat and even. The topography poses no challenge to solar access.

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PLANNING SUPPORTING REPORT – DEXTER STREET WESTBURY

- c) The lots will be vacant, apart from the balance lot. The lots in question have adequate dimensions to allow setbacks to prevent overshadowing and future development will be subject to the planning provisions that aim to prevent overshadowing.
- d) The existing development (proposed balance lot) is north facing with a rear setback of approximately 20m from the dwelling, and approximately 2.2m from the outbuilding to Lot 28. Lot 28 will have a length of 28m for dwelling development and will have room to allow for private open space and dwelling with minimal overshadowing.
- e) Each lot has direct, unencumbered access to a road.
- f) The existing pattern of subdivision demonstrates an overall grid pattern with varied subdivision pattern within each block, including infill development. Lots to the south and east are less developed and differently zoned.

8.6.2 Roads

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That the arrangement of new roads within a subdivision provides for:

- (a) safe, convenient and efficient connections to assist accessibility and mobility of the community;
- (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and
- (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.

Acceptable Solutions	Performance Criteria
A1 The subdivision includes no new roads.	P1 The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:
	 a) any road network plan adopted by the council;
	b) the existing and proposed road hierarchy;
	 c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;
	 d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;
	 e) minimising the travel distance between key destinations such as shops and services and public transport routes;
	f) access to public transport;
	 g) the efficient and safe movement of pedestrians, cyclists and public transport;
	 h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;
	i) the topography of the site; and
	j) the future subdivision potential of any

balance lots on adjoining or adjacent land.

Response

- P1 The performance criteria are addressed.
 - a) This application is dependent on any road network plan that has been adopted by Council;
 - b) The existing roads are local Council maintained roads. The proposed would join this network.
 - c) The proposed road facilitates the subject site subdivision development only.
 - d) The proposed road will connect to existing transport networks.
 - e) The road is joined to the local transport network joining Shadforth Street and Taylor Street.
 - f) All bus stops are on Meander Valley Road. The proposed road allows access to Meander Valley Road via Taylor Street.
 - g) The road will allow for pedestrian movement. There is limited pedestrian and cyclist infrastructure to connect to in the immediate area.
 - h) Not applicable
 - i) The site is flat and even and presents no challenge to the safe use of the road network.
 - j) The balance lot may have subdivision potential based on the lot size and positioning within the development. The lot has an existing dwelling and outbuildings. The construction of the road has no impact on the subdivision potential of this lot.

8.6.3 Services

Obje	ve			
	That the subdivision of land provides services for th	That the subdivision of land provides services for the future use and development of the land.		
Acc	eptable Solutions	Perf	ormance Criteria	
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.		P1	A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to: a) flow rates:	
			b) the quality of potable water;	
			 any existing or proposed infrastructure to provide the water service and its location; 	
			d) the topography of the site; and	
			e) any advice from a regulated entity.	
A2	Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	P2	No Performance Criterion.	
A3	Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	P3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open spac riparian or littoral reserve or Utilities, must lead to capable of accommodating an on-site stormwater management system adequate the future use and development of the land		

PLANNING SUPPORTING REPORT – DEXTER STREET WESTBURY

Document Set ID: 1873589 Version: 1, Version Date: 29/01/2024

Meander Valley Council - Ordinary Meeting Agenda: 9 April 2024

11.1.14 Application Documents

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having regard to:
a) the size of the lot;
b) topography of the site;
c) soil conditions;
d) any existing buildings on the site;
 e) any area of the site covered by impervious surfaces; and
f) any watercourse on the land.

Response

- A1 The acceptable solution is achieved. Each lot has the ability to connect to reticulated water.
- A2 The acceptable solution is achieved. Each lot has the ability to connect to reticulated sewer.
- A3 The acceptable solution is achieved. The proposed subdivision includes a detention basin to allow for increased flows to the public system.

A separate report on servicing for the subdivision is provided at Annexure 3 detailing servicing of all reticulated services for the site.

4.2 Code Assessment

The following Codes under the Scheme are considered applicable to this application.

Code		Comments
C1	Signs Code	
C2	Car Parking and Sustainable Transport Code	Applicable; refer to the following section of the report
C3	Road and Railway Assets Code	Applicable; refer to the TIA at Annexure 4
C4	Electricity Transmission Infrastructure Protection Code	
C5	Telecommunications Code	
C6	Local Historic Heritage Code	
C7	Natural Assets Code	
C8	Scenic Protection Code	
C9	Attenuation Code	
C10	Coastal Erosion Hazard Code	
C11	Coastal Inundation Hazard Code	
C12	Flood Prone Area Hazard Code	
C13	Bushfire-prone Areas Code	Applicable – Refer to Bushfire Pack at Annexure 5
C14	Potentially Contaminated Land Code	
C15	Landslip Hazard Code	
C16	Safeguarding of Airports Code	

C2 Parking and Sustainable Transport Code

C2.5 Use Standards

C2.5.1 Car parking numbers

Table E6.1 Parking Space Requirements (extract)

Table Lo. 1 Farking Space Requirements (extract)			
Use: Residential	Parking Requirements		
If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling.		
If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling		
Objective			
To ensure that an appropriate level of car parking is provided to service use.			

Acceptable Solutions		Performance Criteria			
A1 The number of car parking spaces must not be less than the requirements of:		P1.1		e number of car parking spaces provided st have regard to: (a-h)	
	a)	Table E6.1; or	P1.2		
	b)	a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).		dw	e number of car parking spaces for ellings must meet the reasonable needs of 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:

- A1 The Acceptable Solution is achieved. All proposed residential lots will have adequate car parking space for 2+ vehicles with manoeuvring room.
- C2.6 Development Standards for Buildings and Works

 Not applicable as there is no development proposed beyond the subdivision as a part of this application. The balance lot containing the dwelling will retain access and parking as existing.
- C3.0 Road and Railway Assets Code

 Please refer to Annexure 4 for a response to this code.
- C13.0 Bushfire-Prone Areas Code

 Please refer to Annexure 5 for a response to this code.

5. Conclusion

The proposed development is for a 50 lot subdivision. The project will result in 47 new vacant residential lots in the General Residential Zone. The new lots are compliant to the zone standards and suitable for residential development. The existing residence will be contained to a balance lot of 2521m². The project will include one road lot and one lot set aside for stormwater detention. Reticulated services will be made for the new lots.

The proposal is appropriate to the zone and meets the provisions of the Scheme. Approval for the subdivision is sought from Council.

11.1.14 Application Documents

LAND SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

Annexure 1 - Certificate of Title Plan and Folio Text

Annexure 2 – Subdivision proposal plan

Annexure 3 – Servicing report

Annexure 4 – Traffic Impact Assessment

Annexure 5 – Bushfire Hazard Assessment



Land Surveying | Town Planning | Project Management
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Devonport North west office 2 Piping Lane East Devonport 7310 p (03) 6332 3760



47 Lot Subdivision 126 Dexter Street, Westbury.

June 2023

11.1.14 Application Documents

LAND SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

Job number: L171204

WS133

Prepared by: James Stewart

Town Planner & Bushfire Hazard Practitioner BFP 157

Rev. no	Description	Date
1	FINAL	12 th December 2022
2	UPDATED PLAN - FINAL	14 TH June 2023
3	RFI	7 th August 2023

Disclaimer

This report deals with the potential bushfire risk only, all other statutory assessments sit outside of this report. This report is not to be used for future or further development on the site, other then what has been specifically provided for in the certified plans attached. Woolcott Surveys Pty Ltd accepts no responsibility to any purchaser, prospective purchaser or mortgagee of the property who in any way rely on this report. This report sets out the owner's requirements and responsibilities and does not guarantee that buildings will survive in the event of a bushfire event. If characteristics of the property change or are altered from those which have been identified, the BAL classification may be different to that which has been identified as part of this report. In this event the report is considered to be void.

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Executive Summary

Development of a 47 lot residential subdivision is proposed for 126 Dexter Street, Westbury. The subdivision consists of 47 residential lots, a balance lot, drainage lot and one road lot. The subdivision will be undertaken over two titles. Staging of the development is not yet determined. Access to lots will be via the new internal road, Taylor Street, Dexter Street, Shadfourth Street and Jones Street.

The site is entirely within the boundary of a bushfire prone area shown on an overlay of a planning scheme map for the *Tasmanian Planning Scheme – Meander Valley*. A bushfire event at this site or within the immediate area is likely to impact on future buildings at this location and subject development to considerable radiant heat and ember attack.

A bushfire hazard management plan has been prepared and is provided as an appendix to this report. The plan sets out the owner's responsibilities to maintain a managed area for each lot, taking into consideration the relevant requirements under Australian Standard AS3959-2018 Construction of buildings in bushfire-prone areas.

Conclusions and recommendations

- a) Hazard management areas meeting the requirements of BAL 12.5 can be achieved for lots 7, 19-22, and 30-40
- b) Lots 1-6, 8-18, 23-29, 41-47, and balance lot, are considered an insufficient increase in risk to warrant specific bushfire requirements. These lots are over 50m from grassland, which is the only identified bushfire prone vegetation within 100m of the site.
- c) Road 1, the proposed road, must be in compliance with Table C13.1, Element A, as shown in section 5.3 of this report.
- d) New hydrants are required in accordance with the TasWater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA Edition 2:0. Hydrants to have a separation of not more than 60m.
- e) As part of the subdivision, the balance lot, is to be managed in accordance with section 5.2 of this report, this area is to be maintained in perpetuity.
- f) Prior to Council sealing a final plan of survey for any stage, a 50m managed buffer is to be provided around the boundary of each stage. This 50m wide hazard management area it to be maintained in perpetuity, until such time as a final plan of survey for the following stage is complete. Should the road not be constructed in one stage, a temporary turning head with an outer radius of 12m is required at the conclusion of the road.
- g) All lots are to be treated as a hazard management area. Maintenance of all hazard management areas must be in perpetuity.

Signed:

Author: James Stewart

Position: Town Planner and Accredited Bushfire Practitioner BFP 157

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1. Introduction

This Bushfire Hazard Report and Bushfire Hazard Management Plan (BHMP) has been prepared in support of a proposed 47 lot subdivision at 126 Dexter Street, Westbury.

1.1 The subject site

The following is a summary of the application information:

Property address	126 Dexter Street, Westbury.
Certificate of title	CT108079/1 & CT15169/1
Property ID (PID)	7012790 & 7012784
Property Owners	John William Johnston and Jennifer Maria Johnston
Existing Use and Development	Single Dwelling and outbuildings (CT15169/1).
	Vacant Land (108079/1)
Existing Zoning	General Residential Zone.
Planning Scheme	Tasmanian Planning Scheme – Meander Valley
Identified on a Bushfire Overlay Map	Yes
Priority Habitat identified	No
Proposed Works	47 Lot Subdivision including Road Lot.
Water Supply	Reticulated water supply
Vehicular Access	Council Roads (multiple).

1.2 Bushfire Assessment

A bushfire assessment is a process of analysing information about the potential impacts on a proposed development that is likely to have in a bushfire hazard scenario. A 'bushfire-prone area' is an area where a bushfire event is likely to occur that may result in significant adverse impact on buildings and even lives. In Tasmania, most local Councils have a planning scheme overlay map that identifies bushfire-prone areas. Subdivision within a bushfire-prone area triggers the assessment of the Bushfire-Prone Areas Code under the planning schemes and subsequently requires assessment against the provisions of the Code. The assessment generally requires a BHMP to be provided as part of the application.

The bushfire assessment will determine the Bushfire Attack Level (BAL) for the future lots, which measures the possible exposure of a building to bushfire hazard. The BAL is assessed in accordance with Australian Standard AS 3959-2018 construction of buildings in bushfire-prone areas.

The subject site falls within the municipal area of Meander Valley. The assessment has been undertaken in accordance with C13.0 Bushfire-Prone Areas Code and to accompany a subdivision

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application under the *Tasmanian Planning Scheme – Meander Valley*. Please refer to Section 6 of the report for detail.

A BAL assessment is required to understand the fuel management requirements for the subject site and to demonstrate that future new buildings within each proposed new lots can be constructed to a BAL19 level under the *Building Act 2016*.

1.3 References

The following documents were referred in the preparation of, and should be read in connection with, this bushfire assessment report:

- C13.0 Bushfire-Prone Areas Code Tasmanian Planning Scheme.
- Tasmanian State Government, Director's Determination Bushfire Hazard Areas
- Tasmanian Planning Scheme Meander Valley Council
- Australian Standard, AS3959-2018 construction of buildings in bushfire-prone areas.
- Building Act 2016
- Tasmanian Fire Service, Bushfire Hazard Advisory Notes

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2. Site Description

2.1 Site context

A 47-lot subdivision is being undertaken at 126 Dexter Street, Westbury. The site consists of two regular shaped titles, which have a total area of 3.9ha. The land is generally located in the southern part of Westbury.

The site is vacant, with no use or development on site. The land is currently used for residential purposes, with some low-level grazing occurring on the vacant parcel of land.

The site is the last urban allotment on the southern part of Westbury. Land to the west is also within the General Residential Zone, while land to the south and east transitions into lifestyle lots. The Westbury Primary School is located to the north.

The site is bounded by Council maintained roads on all sides, typical of the grid pattern associated with Westbury. Dexter Street lies to the north, Shadfourth Street to the south, Taylor Street to the east and Jones Street to the West.

The site is level with no noticeable fall.



Figure 1 - Aerial view of the subject site (source: The LIST Map)

The subject site will be serviced by a reticulated water supply maintained by TasWater. There are currently hydrants located along Dexter Street, Taylor Street, and Jones Street.

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2.2 Planning controls

The site is within the municipal area of the Meander Valley Council. Therefore, the planning instrument is the *Tasmanian Planning Scheme – Meander Valley* (The Scheme).

The subject site is currently within the General Residential Zone. The subject site adjoins the General Residential Zone to the north, and west the site. The Community purpose zone (school and cemetery) lies to the north and east, along with the Low-Density zone to the south and east.

The subject site also entirely falls within the Bushfire-Prone Areas Overlay.

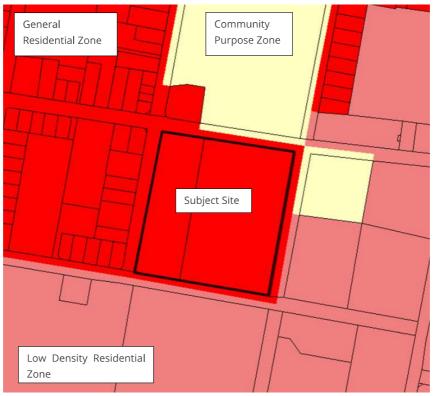


Figure 2 - Zoning map of subject site.

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3. The Proposal

It is proposed to subdivide the subject site into 47 residential lots. The lots are intended for residential development, ranging from 577m² to 949m² in size. There will be a balance lot which retains a size of 2521m². A new road will provide vehicular access from Taylor Street to Shadforth Street, while all other lots will access off either Dexter, Shadforth, or Jones Street. All lots will be connected to reticulated water, sewer and stormwater.



Figure 3 - Extract of proposal plan for 47 lot subdivision

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4. Bushfire Site Assessment

4.1 Vegetation Analysis

4.1.1 TasVeg Mapping

The TasVeg map 4.0 provides general information indicating potential bushfire prone vegetation in the area.

The mapping shows the vegetation community across the subject site as FAG, being agricultural land. This is consistent with the characteristics of the subject site as grassland, as well as land to the south and east, which is all used as pasture and large residential lots. Land to the north and west south is developed for urban purposes, and correctly identified as managed land.

No other vegetation has been identified in proximity of the subject site.



Figure 4 - Extract of vegetation mapping from TasVeg 4.0

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4.1.2 Vegetation Type and Separation

A site visit was conducted on the 16th of December 2021. An analysis of the land and bushfire prone vegetation within 120m from the subject site is provided below.

Direction	Analysis
North	Land to the north is zoned General Residential and Community Purpose. There is no bushfire prone vegetation within 100m of the site.
South	Land to the south is classified as grassland. The lots are large residential lots, however only appear to maintain an area around the existing dwelling. The lots are large residential lots, however only appear to maintain an area around the existing dwelling.
East	Land to the east is classified as grassland. The cemetery to the north east is considered as managed. The lots are large residential lots, however only appear to maintain an area around the existing dwelling.
West	Land to the west is classified as urban land. There is no bushfire prone vegetation within 100m of the site.

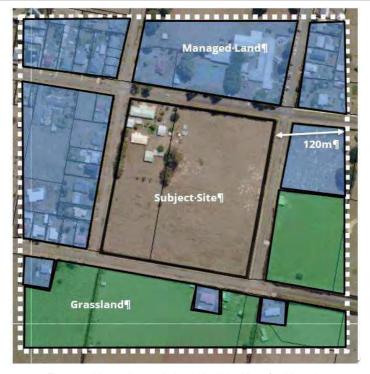


Figure 5 - Vegetation analysis within 100-120m of subject site

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4.2 Slope Analysis

Figure 6 below shows the effective slope which is the slope of land under the classified vegetation **in relation to** the subject site. The identified bushfire prone vegetation occurs on land that is flat



Figure 6 - slope under bushfire prone vegetation

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4.3 Photos



Figure 7 – Looking west from Taylor Street, over lot 7.



Figure 8 – Looking south Down Taylor Street.



Figure 9 – Looking east from Taylor Street, Managed land at Westbury Cemetery.



Figure 10 – Looking east from Taylor Street, opposite lot 40.



Figure 11 – Looking south from Shadforth Street, opposite lot 35. Fire plug in right of photo.



Figure 12 – Looking south from Shadforth Street, opposite lot 30.

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Figure 13 – Looking east over subject site from lot 23.



Figure 14 – Looking north west, on Jones Street, urban area on left of photo.



Figure 15 – Looking north at school, from Dexter Street. Managed land.



Figure 16 – Looking north east from Taylor and Dexter. Westbury Primary. Managed land.

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5. Bushfire Protection Measures

5.1 BAL Rating and Risk Assessment

The purpose of the BAL rating assessment in this report is to identify the minimum separation between the bushfire prone vegetation to a building area within each proposed lot. The assessment aims to achieve the requirements of **BAL 19** (as per the acceptable solution C13.6.1 A1b under the Scheme, see Section 6 below for detail) and/or lower rating in a bushfire event that hazard management areas can be implemented.

The definition of BAL 19 and BAL 12.5 is highlighted as follows:

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

The distances from each lot to the classified vegetation is presented below, along with the slope and type of vegetation. To better demonstrate the required separation as hazard management areas, a 10m x 15m building area is shown on each lot. As per the analysis in Section 4.1, the only identified bushfire-prone vegetation around the site is grassland.

Lots 1-6, 8-18, 23-29, 41-47 and balance lot are all over 50m from grassland. These lots are therefore classified as insufficient risk to warrant specific bushfire requirements.

Note: BAL setbacks are noted as 'No Setback Requirement', as entire lot can be developed at BAL 12.5. There are no need for building setbacks to meet BAL 12.5.

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Lot 7	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -30m Managed 30m-100m+ Grassland	0m -100m Managed	0m -100m Managed
Slope (degrees, over 100m)	NA	Flat	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 19	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -100m Managed	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 20	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -100m Managed	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 21	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -100m Managed	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

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Lot 22	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -100m Managed	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 30	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -100m Managed	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 31	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -80m Managed 80m-100m+ Grassland	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 32	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -70m Managed 70m-100m+ Grassland	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

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Lot 33	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -50m Managed 50m-100m+ Grassland	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 34	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -40m Managed 40m-100m+ Grassland	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 35	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -20m Managed 20m-100m+ Grassland	0m -22m Managed 22m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)			NA	NA
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 36	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -20m Managed 20m-100m+ Grassland	0m -50m Managed 50m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

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Lot 37	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -20m Managed 20m-100m+ Grassland	0m -55m Managed 55m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 38	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -20m Managed 20m-100m+ Grassland	0m -70m Managed 70m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)	NA	NA	NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 39	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -20m Managed 20m-100m+ Grassland	0m -95m Managed 95m-100m+ Grassland	0m -100m Managed
Slope (degrees, over 100m)			NA	NA
BAL 12.5 Setbacks	No setback requirement		No setback requirement	No setback requirement

Lot 40	North	East	South	West
Vegetation within 100m of site	0m -100m Managed	0m -20m Managed 20m-100m+ Grassland	0m -100m Managed	0m -100m Managed
Slope (degrees, over 100m)			NA	NA
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

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5.2 Hazard Management Areas

As outlined in C13.0 *Bushfire-Prone Areas Code*, a Bushfire Hazard Management Area (BHMA) will be managed in accordance with the provided plan. Existing vegetation needs to be strategically modified and then maintained within this area in accordance with the Bushfire Hazard Management Plan (BHMP) to achieve the following outcomes:

- to reduce the quantity of windborne sparks and embers reaching buildings;
- to reduce radiant heat at the building; and
- to halt or check direct flame attack.

The BHMA will be developed within and up to the property boundaries to provide access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present that will significantly contribute to the spread of a bushfire.

The BHMA will be achieved by adoption of the following strategies:

Maintenance of Fuel Management Areas

It is the responsibility of the property owner to maintain and manage the landscaping in accordance with the BHMP.

This area is to be regularly managed and maintained. Landscaping in this area will be minimised:

- Grass maintained to a maximum height of 100mm, with fuel loads kept to less than 2 tonnes per hectare which will be maintained at this level.
- Trees and any undergrowth will be clear of (BCA) class 1 9 buildings on all sides.
- All undergrowth and understorey of trees (up to 2m) will be removed within the bushfire hazard management area.
- Pathways to 1 metre surrounding the buildings and landscaping material, will be non-combustible (stone, pebbles etc.).
- The total shrub cover will be a maximum of 20% of the available area.
- There will be a clear space from the buildings of at least four (4) times the mature height of any shrubs planted.
- Shrubs will not be planted in clumps, this is to avoid build-up of debris and dead vegetation materials.

Landscaping

- vegetation along the pathways to comprise non-flammable style succulent ground cover or plants (avoid plants that produce fine fuel which is easily ignited, plants that produce a lot of
 - debris, trees and shrubs which retain dead material in branches or which shed long strips of bark, rough fibrous bark or drop large quantities of leaves in the spring and summer, vines on walls or tree canopies which overhang roofs)
- timber woodchip and flammable mulches cannot be used and brush and timber fencing should be avoided where possible

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5.3 Roads

Roads must be constructed as per the following table. In this instance, the criteria will be met as there are no cul de sacs or dead end roads.

Element	Requirement
A. Roads	Unless the development standards in the zone require a higher standard the following apply:
	(a) two-wheel drive, all-weather construction;
	(b) load capacity of at least 20t, including for bridges and culverts;
	(c) minimum carriageway width is 7m for a through road, or 5.5m fo a dead-end or cul-de-sac road;
	(d) minimum vertical clearance of 4m;
	(e) minimum horizontal clearance of 2m from the edge of the carriageway;
	(f) cross falls of less than 3 degrees (1:20 or 5%);
	(g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
	(h) curves have a minimum inner radius of 10m;
	(i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 meters in width;
	(j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
	carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications</i> .

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5.4 Property Access

Private access roads must be constructed as per the following table C13.2. Crossovers will need to be provided as part of the subdivision works, however private access for future dwellings does not need to completed as part of the subdivision. All future access for dwellings will comply with element A due to the presence of fire hydrants in the road reserve.

Ele	ment	Requirement	
Α.	Property access length is less than 30m; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.	
В.	Property access length is 30m or greater; or access is required for a fire appliance to a fire fighting water point.	The following design and construction requirements apply to property access: (a) all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 0.5m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (h) curves with a minimum inner radius of 10m; (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (j) terminate with a turning area for fire appliances provided by one of the following: (i) a turning circle with a minimum outer radius of 10m; or (ii) a property access encircling the building; or (iii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.	
C.	Property access length is 200m or greater.	The following design and construction requirements apply to property access: (a) the requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.	
D.	Property access length is greater than 30m, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (a) complies with requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length must be provided every 100m.	

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5.5 Fire Fighting Water Supply

Table C13.4 Reticulated water supply for fire fighting. Hydrants will be provided as part of the development. Indicative location of hydrants has been shown on the BHMP.

Ele	ement	Requirement
Α.	Distance between building area to be protected and water supply	 The following requirements apply: a) the building area to be protected must be located within 120m of a fire hydrant; and b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
В.	Design criteria for fire hydrants.	 The following requirements apply: a) fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition; and b) fire hydrants are not installed in parking areas.
С	Hardstand	 A hardstand area for fire appliances must be provided: a) no more than 3m from the hydrant, measured as a hose lay b) no closer than 6m from the building area to be protected; c) with a minimum width of 3m constructed to the same standard as the carriageway; and d) connected to the property access by a carriageway equivalent to the standard of the property access.

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6. Bushfire-Prone Areas Code Assessment

An assessment of C13.0 Bushfire-Prone Areas Code under the Scheme is provided as follows.

C13.6 Development Standards for Subdivision

C13.6.1 Subdivision: Provision of hazard management areas

Objective

Subdivision provides for hazard management areas that:

- a) facilitate an integrated approach between subdivision and subsequent building on a lot;
- (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and
- (c) provide protection for lots at any stage of a staged subdivision.

Acc	eptable solutions	Prop	osed solutions
A1 (a) (b)	TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or The proposed plan of subdivision: (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and	A1a) A1b) i) ii)	Lots over 50m from grassland have been classified as BAL LOW. These lots are considered an insufficient increase in risk to warrant provision of bushfire hazard management areas. The acceptable solution is achieved. The BHMP: shows all lots within the bushfire prone area. Each lot can provide for a building area. shows a HMA associated with each building area demonstrating the separation distances required for BAL 19 in Table 2.4.4 of AS 3959 – 2018 Construction of buildings in bushfire-prone area.
	each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.6 of Australian Standard AS3959:2018 Construction of buildings in bushfire-prone	iv) A1c)	is prepared by an accredited bushfire hazard practitioner. not applicable as Part 5 agreement is not required.
	areas; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than the separation distances required for BAL 19 in Table 2.6 of Australian Standard AS3959:2018 Construction of buildings in bushfire-prone Areas; and		
(c)	If hazard management areas are to be located on land external to the proposed subdivision the application is		

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accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.

C13.6.2 Subdivision: Public and firefighting access

Objective

Access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, fire fighters and emergency service personnel;
- (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken;
- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
- (d) provide access to water supplies for fire appliances; and
- (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.

Acceptable solutions

Α1

- a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or
- A proposed plan of subdivision showing the layout of roads and fire trails, and the location of property access to building areas, is included in a bushfire hazard management plan that
 - demonstrates proposed roads will comply with Table C13.1, proposed property accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and
 - ii. is certified by the TFS or an accredited person

Proposed solutions

- A1a) Lots over 50m from grassland have been classified as BAL LOW. These lots are considered an insufficient increase in risk to warrant provision of bushfire access provisions.
- A1b) A proposed plan of subdivision is included as part of the BHMP, the plan shows that roads will comply with Table C13.1. There are no private access requirements or fire trails proposed.

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C13.6.3 Subdivision: Provision of water supply for fire fighting purposes

Objective

Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.

Acc	ceptable solutions	Pro	posed solutions
A1 (a)	In areas serviced with reticulated water by the water corporation: TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes;	A1a A1b)	Lots over 50m from grassland have been classified as BAL LOW. These lots are considered an insufficient increase in risk to warrant provision of bushfire access provisions. Acceptable solution achieved. The proposed
(b)	A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table C13.4; or	A1c)	plan of subdivision shows the layout of hydrants and building areas. The plan is approved by an accredited person as being compliant with Table C13.4 Not applicable.
(c)	A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.		
A2	In areas that are not serviced by reticulated water by the water corporation:	A2a) A2b)	Not applicable. Not applicable.
(a)	The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;	A2c)	Not applicable.
(b)	The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table C13.5; or		
(c)	A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.		

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7. Assessment of Risk – Lots 1-6, 8-18, 23-29, 41-47, and balance lot

The majority of lots proposed as part of the subdivision have been deemed exempt as part of the assessment. These lots are all over 50m from the identified grassland. The grassland is the only vegetation within 100m of the site. In accordance with Table 2.6, and section 2.2.3.2 of AS3959: 2018, development over 50m from grassland, where that is the only identified vegetation, can be considered as low threat. There will be a requirement to maintain the entirety of the balance lot as low threat vegetation, noting that this lot is already managed by the owners.

Based on the overall impact, it is assessed that the above-mentioned lots, as shown on the bushfire hazard management plan, are suitable to be classified as exempt under clause C13.4 of the *Tasmanian Planning Scheme - Meander Valley*.

8. Staging of Subdivision (if applicable)

Staging of the development is not yet determined. Should the subdivision be staged, the following general principles apply. A recommendation has been included that a 50m hazard management area be provided around all lots at the conclusion of each stage. This ensures there will always be a 50m buffer from any potential bushfire prone vegetation onsite. Should the proposed road not be completed in one stage, a temporary 12m outer radius turning head is required at the conclusion of the road. An example of staging and works required as part of a stage is shown below.

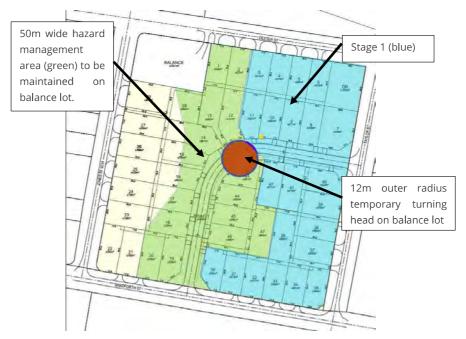


Figure 17 - Example of possible staging and bushfire works required for a stage.

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9. Conclusions and Recommendations

The proposal seeks planning approval for a 47-lot residential subdivision at 126 Dexter Street, Westbury. The proposal will utilise existing Council roads, as well as constructing a through road between Taylor Street and Shadforth Street.

All of the lots have demonstrated that a building area can be provided in an area meeting the requirements of BAL 12.5, with many future dwellings expecting to be located in areas subject to BAL LOW. Hydrants will be provided along the proposed road and surrounding Council roads of Taylor and Shadforth Street, thus ensuring all building areas can be adequately protected in a bushfire event. Access to each of the lots will be less than 30m in length, thus negating the need for any specific access considerations.

The report provides the following conclusions:

- a) Hazard management areas meeting the requirements of BAL 12.5 can be achieved for lots 7, 19-22, and 30-40
- b) Lots 1-6, 8-18, 23-29, 41-47, and balance lot, are considered an insufficient increase in risk to warrant specific bushfire requirements. These lots are over 50m from grassland, which is the only identified bushfire prone vegetation within 100m of the site.
- c) Road 1, the proposed road, must be in compliance with Table C13.1, Element A, as shown in section 5.3 of this report.
- d) New hydrants are required in accordance with the TasWater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA Edition 2:0. Hydrants to have a separation of not more than 60m.
- e) As part of the subdivision, the balance lot, is to be managed in accordance with section 5.2 of this report, this area is to be maintained in perpetuity.
- f) Prior to Council sealing a final plan of survey for any stage, a 50m managed buffer is to be provided around the boundary of each stage. This 50m wide hazard management area it to be maintained in perpetuity, until such time as a final plan of survey for the following stage is complete. Should the road not be constructed in one stage, a temporary turning head with an outer radius of 12m is required at the conclusion of the road.
- g) All lots are to be treated as a hazard management area. Maintenance of all hazard management areas must be in perpetuity.

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Annexure 1 – Bushfire Hazard Management Plan

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Annexure 2 – Subdivision Proposal Plan

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Annexure 3 - Planning Certificate

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BUSHFIRE-PRONE AREAS CODE

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

Land to which certificate applies

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

Street address: 126 Dexter Street, Westbury

CT15169/1 & CT108079/1. PID 7012792, Certificate of Title / PID:

PID7012784

Proposed Use or Development

Description of proposed Use 47 Lot Subdivision and Development:

Applicable Planning Scheme: Tasmanian Planning Scheme - Meander Valley

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Report	Woolcott Surveys	07/08/2023	3
Subdivision Proposal Plan (22.241, Cp02)	6ty°	-	В
Bushfire Hazard Management Plan	Woolcott Surveys	16/06/2023	1

Planning Certificate from a Bushfire Hazard Practitioner v5.0

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

4. Nature of Certificate The following requirements are applicable to the proposed use and development: E1.4 / C13.4 – Use or development exempt from this Code Compliance test **Compliance Requirement** E1.4(a) / C13.4.1(a) Insufficient increase in risk. E1.5.1 / C13.5.1 - Vulnerable Uses **Acceptable Solution Compliance Requirement** Planning authority discretion required. A E1.5.1 P1 / C13.5.1 P1 proposal cannot be certified as compliant with E1.5.1 A2 / C13.5.1 A2 **Emergency management strategy** E1.5.1 A3 / C13.5.1 A2 Bushfire hazard management plan E1.5.2 / C13.5.2 - Hazardous Uses **Acceptable Solution Compliance Requirement** Planning authority discretion required. A E1.5.2 P1 / C13.5.2 P1 proposal cannot be certified as compliant with P1. E1.5.2 A2 / C13.5.2 A2 **Emergency management strategy** E1.5.2 A3 / C13.5.2 A3 Bushfire hazard management plan E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas **Acceptable Solution** Compliance Requirement Planning authority discretion required. A E1.6.1 P1 / C13.6.1 P1 proposal cannot be certified as compliant with P1. Insufficient increase in risk. (Lots 1-6, lots 8-18, lots E1.6.1 A1 (a) / C13.6.1 A1(a) 23-29), 41-47 and balance lot. Provides BAL-19 for all lots (including any lot E1.6.1 A1 (b) / C13.6.1 A1(b) designated as 'balance') E1.6.1 A1(c) / C13.6.1 A1(c) Consent for Part 5 Agreement

Planning Certificate from a Bushfire Hazard Practitioner v5.0

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\boxtimes	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access				
	Acceptable Solution	Compliance Requirement			
	E1.6.2 P1 / C13.6.2 P1	Planning authority discretion required. A proposal cannot be certified as compliant with P1.			
\boxtimes	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk. (Lots 1-6, lots 8-18, lots 23-29), 41-47 and balance lot.			
\boxtimes	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables			

\boxtimes	E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes				
	Acceptable Solution Compliance Requirement				
	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk. (Lots 1-6, lots 8-18, lots 23-29), 41-47 and balance lot.			
	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table			
	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective			
	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk			
	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table			
	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective			

5. Bushfire Hazard Practitioner					
Name:	James Stewart		Phone N	No: 0467 676 721	
Postal Address:	PO BOX 593, Mowbray,	Tas, 7248 Addre	mail jam	es@woolcottsurveys.com.	.au
Accreditat	on No: BFP - 157		Scor	ре: 1, 2, 3B, 3C	
71001041141	<u> </u>			1, 2, 05, 00	
6. Ce	rtification				
	at in accordance with the a		er Part 4A	of the Fire Service Act	
Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or					
\boxtimes	The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant Acceptable Solutions identified in Section 4 of this Certificate.				
Signed: certifier					
Name:	James Stewart	Da	te: 15/02	2/2024	
		Certific Numb	1 1///5-1	133	
	(for Practitioner Use only)				

Planning Certificate from a Bushfire Hazard Practitioner v5.0

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LAND SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

Annexure 4 – 6ty Engineering Design for subdivision.

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LAND SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT



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Woolcott Surveys

126 Dexter Street, Westbury Traffic Impact Assessment

January 2024







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1. Introduction

1.1 Background

Midson Traffic were engaged by Woolcott Surveys to prepare a traffic impact assessment for a proposed residential subdivision development at 126 Dexter Street, Westbury.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses contained in Codes C2, *Parking and Sustainable Transport Code*, and C3, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Meander Valley.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 28 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

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- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 126 Dexter Street, Westbury. The site consists of two titles that are contained in the block bound by Dexter Street, Jones Street North, Shadforth Street and Taylor Street. The site currently has a residential dwelling and a number of building structures.

The site is located opposite Westbury Primary School in Dexter Street.

The subject site and the surrounding transport network is shown in Figure 1.

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Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme Meander Valley, 2021 (Planning Scheme)
- Austroads, Guide to Traffic Management, Part 12: Traffic Impacts of Developments, 2019
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, Traffic Impact Assessment Guidelines, 2020
- Roads and Maritime Services NSW, Guide to Traffic Generating Developments, 2002 (RMS Guide)
- Roads and Maritime Services NSW, Updated Traffic Surveys, 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, Off-Street Parking, 2004 (AS2890.1:2004)

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2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Dexter Street, Jones Street North, Taylor Street and Shadforth Street. Whilst not directly impacted by the proposed subdivision, consideration was also given to Meander Valley Road, which is located approximately 700 metres from the subject site.

2.1.1 Meander Valley Road

Meander Valley Road is a rural collector road that connects between the Highland Lakes Road/ Bowerbank Link Road roundabout at its western end and Bass Highway at its eastern end.

It is a two-lane/ two-way road with a sealed pavement width of 12 metres. It has a posted speed limit of 60-km/h through Westbury, with some portions being 50-km/h. Meander Valley Road carries approximately 3,000 vehicles per day through the town centre of Westbury¹. Meander Valley Road carries 11.5% heavy vehicles.

Peak flows on Meander Valley Road are typically 300 to 350 vehicles per hour. Hourly flows by day of week are shown in Figure 2.

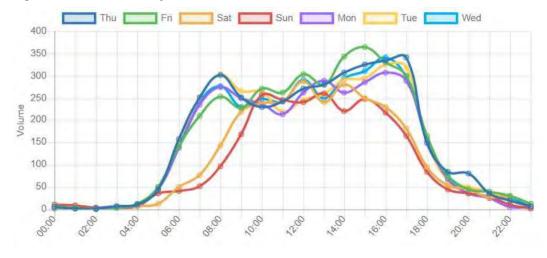


Figure 2 Meander Valley Road Peak Flows

Source: Department of State Growth, 2022 traffic data

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¹ Department of State Growth traffic data, 170 metres east of Emu Plains Road, 2,974 vehicles per day, 2022.



2.1.2 Dexter Street

Dexter Street connects between Arthur Street North at its western end and Five Acre Row at its eastern end. It provides east-west connectivity to a predominantly residential area south of Westbury town centre, as well as access to Westbury Primary School. The general urban speed limit of 50-km/h is applicable to Dexter Street, with a 40-km/h school zone being applicable during school drop-off and pick-up periods. Based on the surrounding land uses that connect to Dexter Street, traffic volumes are estimated to be approximately 300 vehicles per day near the subject site.

Dexter Street has a sealed pavement width varies between 5.2 and 5.5 metres near the subject site (noting that angle parking opposite the site provides additional width for parking and manoeuvring purposes). It has wide road verges with a footpath provided on the school side of the road. Angle parking is provided adjacent to the school, opposite the site, for approximately 30 cars. Dexter Street adjacent to the subject site is shown in Figure 3.



Figure 3 Dexter Street

2.1.3 Jones Street North

Jones Street North is a local access road that provides access to residential properties along its length. It connects between Meander Valley Road at its northern end and Shadforth Street at its southern end. Jones Street North has a sealed road pavement of approximately 5 metres adjacent to the subject site. It has wide road verges with no formal footpath. The general urban speed limit of 50-km/h is applicable to Jones Street North.

Jones Street North, adjacent to the subject site, is shown in Figure 4.

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Figure 4 Jones Street North



2.1.4 Shadforth Street

Shadforth Street connects between Marriot Street at its eastern end and Arthur Street North at its western end. It has a sealed road pavement of approximately 6 metres adjacent to the subject site and has wide road verges with no formal footpath.

The general urban speed limit of 50-km/h is applicable to Shadforth Street.

2.1.5 Taylor Street

Taylor Street connects between Meander Valley Road at its northern end and Shadforth Street at its southern end. It provides north-south accessibility for predominantly residential properties to and from Meander Valley Road. Based on its surrounding land use it is estimated to carry approximately 1,500 vehicles per day towards its northern end, and approximately 500 vehicles per day towards its southern end.

The general urban speed limit of 50-km/h is applicable to Taylor Street, with a 40-km/h school zone being applicable during school drop-off and pick-up periods to the north of Dexter Street.

Taylor Street has a sealed road pavement of approximately 4.6 metres adjacent to the subject site. It has wide road verges with no formal footpath.

Currently Taylor Street is discontinuous at Shadforth Street, however the road reservation extends through rural land to an extension of Suburb Street (also discontinuous at this juncture). Future development may result in Taylor Street being constructed south of Shadforth Street.

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Taylor Street adjacent to the subject site is shown in Figure 5.

Figure 5 Taylor Street



2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a five-year period between 1st January 2017 and 31st December 2021 for the following road links:

- Dexter Street between Marriott Street and Jones Street North
- Shadforth St between Taylor Street and Jones Street North
- Jones Street North between Shadforth St and Dexter Street
- Taylor Street between Shadforth Street and Dexter Street

The findings of the crash data analysis are summarised as follows:

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- No crashes were reported in Taylor Street, Jones Street North or Shadforth Street.
- 3 crashes were reported in Dexter Street.
- Severity. 1 crash involved minor injury; 2 crashes involved property damage only.
- <u>Day of week</u>. 2 crashes were reported on Tuesdays; 1 crash was reported on a Saturday.
- <u>Time of day</u>. 2 crashes were reported during the evening (7:20pm and 10:00pm); 1 crash was reported at 2:40pm.
- <u>Crash types</u>. All crashes were 'cross-traffic' collisions between two vehicles at intersections.
 Importantly no crashes were reported that involved parking manoeuvres associated with the angle parking at Westbury Primary School in Taylor Street or Dexter Street.
- <u>Crash locations</u>. 2 crashes were reported at the intersection of Marriott Street and Dexter Street;
 1 crash was reported at the intersection of Taylor Street.
- <u>Vulnerable road users</u>. No crashes were reported that involved vulnerable road users (pedestrians, bicycles or motorcycles).

The crash data does not provide an indication that there are any road safety deficiencies in the network that may be exacerbated by traffic generated by the development proposal.

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3. Proposed Development

3.1 Development Proposal

The proposed development is a 48-lot residential subdivision. This includes 47 new lots and balance of land (containing the existing dwelling). A new road connection will connect between Taylor Street and Shadforth St, (servicing a total of 21 lots). The balance of lots will have driveway access to street frontage.

The proposed subdivision layout is shown in Figure 6.



Figure 6 Proposed Subdivision Plans

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4. Traffic Impacts

4.1 Trip Generation

Traffic generation rates were sourced from the RMS Guide. The RMS Guide states the following traffic generation rates for residential dwellings:

Daily vehicle trips
 Weekday peak hour vehicle trips
 7.4 trips per dwelling per day
 0.78 trips per dwelling per hour

Based on these trip generation rates, the new traffic generation from the proposed new units is 355 vehicles per day with a peak of 37 vehicles per hour.

4.2 Trip Assignment

The traffic generation of the subdivision will occur at the following locations:

New access at Taylor Street
 New access at Shadforth Street
 10 lots total generation 74 vpd with a peak of 8 vph
 Taylor Street driveways
 Dexter Street driveways
 Jones Street North driveways
 Shadforth Street driveways
 A driveways total generation 52 vpd, peak 5 vph
 Shadforth Street driveways
 A driveways total generation 59 vpd, peak 6 vph
 A driveways total generation 44 vpd, peak 5 vph
 A driveways total generation 44 vpd, peak 5 vph
 TOTAL
 355 vpd, peak 37 vph

The majority of traffic will travel to/ from Meander Valley Road. This will result in traffic utilising Jones Street North and Taylor Street with traffic volumes as follows:

Jones Street North, north of Dexter Street
 Taylor Street, north of Dexter Street
 240 vpd, peak 26 vph

In terms of directional peak movements, the following will be applicable to the traffic generation in Jones Street North and Taylor Street north of Dexter Street:

Jones St North, north of Dexter St
 Taylor St, north of Dexter St
 AM: 6 vph northbound; 5 vph southbound
 AM: 11 vph northbound; 15 vph southbound

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4.3 Network Impacts

The traffic generation of the proposed subdivision was considered in the context of the broader road network.

4.3.1 Meander Valley Road

The existing volume of 3,000 vehicles per day is well within the road's capacity. It is noted that the long-term growth rate of MVR between 2014 and 2022 is 1.6%. A 1.6% compound traffic growth over 10 years results in a traffic volume of 3,516 vehicles per day, which is also well within the road's capacity and operating at a high level of service. Major collector roads typically can cater for 10,000 to 20,000 vehicles per day. It is an important consideration to ensure that MVR can cater for future traffic volumes to ensure the ongoing economic viability of Westbury.

It is important to note that background traffic growth is a function of land use development within and connecting to an area. The proposed development will contribute to the ongoing growth rate for MVR, as will other future developments that connect to it. In this context the proposed development is considered a component of the ongoing growth rate of 1.6%.

The responsibility of the management and operation of MVR is with the road authority. The proposed development does not directly connect or access MVR and therefore would not normally warrant detailed investigations of existing intersections that do not immediately connect to the proposed development. It is noted that the junctions of Taylor Street and Jones Street North are ~700+ metres from the subject site. Traffic generation from the proposed subdivision will defray within the network along other roads such as King Street, Lonsdale Promenade, William Street, Marriot Street, etc.

Some detailed comments are provided in the context of intersections that will carry some of the traffic generation associated with the subdivision onto Meander Valley Road (MVR):

- Junction capacity. MVR has peak hour traffic flow of approximately 300 vehicles per hour during both AM and PM weekday periods. This provides a high-level gap acceptance capacity of the junction of approximately 700 vehicles per hour (this is the side road approach volume capacity). The connecting roads of Jones St North and Taylor St have peak volumes significantly lower than this amount.
- The total traffic generation of the proposed subdivision is 24 vehicles per hour. If this volume is split between Jones St North and Taylor St, noting that some of the traffic generation may not even access MVR, then the increased volume at the junctions is likely to be 12 vehicles per hour, which represents an increase of less than 1 vehicle every 5 minutes on average.
- Given the high-level capacity calculation above, the increased side road access of 12 vehicles per hour (two-way flow, a proportion of which will enter the junction and some will exit) will not have any significant adverse impacts on their operational efficiency.
- The existing intersections of Jones St North and Taylor St with MVR are well defined through alignment and give-way pavement markings. The junctions are considered appropriate for the function of the road and the existing and forecast traffic volumes of MVR.

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4.3.2 School Impacts

The subject site is located opposite Westbury Primary School. Schools generate peak traffic and parking demands during the morning peak period and afternoon period (typically between 2:30pm and 3:30pm).

The intersections shared by the proposed subdivision and the school are Dexter Street/ Jones Street and Dexter Street/ Taylor Street.

The increased traffic volume associated with the proposed subdivision at the intersections of Dexter Street/ Jones Street North and Dexter Street/ Taylor Street will not have any significant adverse impacts on operational efficiency or road safety. These junctions are typical of nearby intersections within Westbury, with low traffic volumes, straight alignment, good sight distance and well-defined priority. Existing peak flows in Dexter Street are in the order of 30 vehicles per hour through both intersections.

It is noted that 90-degree angle parking is provided in Taylor Street adjacent to the school.

In terms potential school traffic and parking impacts, the following is relevant:

- Schools are typically located within residential areas. They are usually located in areas to service
 a residential catchment.
- The location of the proposed development will enable students and parents to walk between the new residential lots and the school, thus encouraging active transport and the principles of transport sustainability.
- The school's angle parking in Taylor Street is not ideal. 90-degree angle on-street parking typically has a higher rate of angle collisions than parallel parking and should be avoided if possible. The parking arrangements are existing and the school and Council (as road authority) should monitor the appropriateness of the parking over time. By direct comparison it is noted that angle parking is also provided in Meander Valley Road near The Taylor Street junction the traffic flow is considerably higher in Meander Valley Road compared to Dexter Street.
- The peak traffic generation of the development will only occur simultaneously with the school during the morning peak period. The likely traffic generation associated with the proposed subdivision utilising Talyor Street will be less than 17 vehicles per hour during the morning peak period. Typically, the afternoon peak period has the most intensive school traffic generation and the higher rate of crashes. The afternoon peak period will not coincide with the evening peak traffic generation of the proposed subdivision (commuter peak occurs later than school afternoon peak).
- The crash history of Taylor Street does not indicate that there are any pre-existing road safety issues associated with the 90-degree angle parking.

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4.4 Access Impacts

The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority".

Written consent has not been received by the road authority (Council) for either access. The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

"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".

The following is relevant with respect to the development proposal:

- a. <u>Increase in traffic</u>. The site is currently has traffic generation associated with a single residential lot. The proposed development will generate 355 vehicles per day across multiple driveways, a new access on Shadforth Street and a new access on Taylor Street. The peak generation will be 37 vehicles per hour. This increase in traffic is therefore 347 vehicles per day (increased peak generation of 36 vehicle per hour) can be absorbed in the surrounding road network without any loss of efficiency.
- b. <u>Nature of traffic</u>. The traffic will be residential in nature. This is consistent with existing traffic currently utilising the road network that connects to the subject site.
- c. <u>Nature of road</u>. Taylor Street, Dexter Street, Jones Street North and Shadforth Street are minor collector roads and local access roads that provide access to predominantly residential property along their lengths. The roads are suitable and appropriate to service the traffic generated by the proposed subdivision.
- d. <u>Speed limit and traffic flow</u>. The posted speed limit of the roads is 50-km/h. Dexter Street carries approximately 300 vehicles per day, and other roads carry less than 200 vehicles per day. The speed limit and traffic flow of these roads is compatible with the access requirements and traffic generation of the proposed development.

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- e. <u>Alternative access</u>. No alternative access is considered necessary. The traffic generation of subdivision will be defrayed across multiple access locations, thus spreading the impacts across multiple road frontages.
- f. Need for use. The accesses are required to provide connectivity between the on-site car parking and the surrounding transport network.
- g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.
- h. Road authority advice. The road authority requires a TIA to be prepared.

Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. This is primarily due to the basis that the traffic generation can safely and efficiently be absorbed in the surrounding transport network.

4.5 Sight Distance

The Australian Standards, AS2890.1, provides the relevant sight distance requirements for residential and domestic driveways. For a frontage road speed of 50-km/h, the required sight distance is 40 metres. The available sight distance at each of the individual driveways connecting to Dexter Street, Taylor Street, Jones Street North and Shadforth Street exceeds this requirement.

Sight distance requirements for road junctions are set out in Austroads Part 4A. For a 50-km/h road, the required Safe Intersection Sight Distance for the new road junction that will connect to Taylor Street is 97 metres. The available sight distance exceeds this value in both directions along Taylor Street and Shadforth Street from the proposed new junctions.

4.6 Pedestrian Impacts

The proposed development is well connected to the surrounding road network's pedestrian infrastructure. The surrounding road network typically has a footpath on at least one side of the streets that connect to the site. Informal footpaths appear to have formed in Jones Street North and Taylor Street immediately adjacent to the site.

The proposed development will generate some level of pedestrian activity (to/from Westbury town centre, school, recreational facilities, etc). These movements can be accommodated safely and efficiently in the network.

Footpaths will be provided within the subdivision's internal road network in accordance with Tasmanian Standard Drawings guidelines.

4.7 Network Efficiency Impacts

Traffic accessing the site will utilise the broader network of Meander Valley Road, utilising various connecting roads to connect to the roads that front to the subject site.

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Capacity impacts are measured using peak hour flows. The traffic generation of the development will be 355 vehicles per day, with a peak of 37 vehicles per hour. The peak generation will be split between Taylor Street, Dexter Street, Jones Street North and Shadforth Street (as detailed in Section 0 – peak volumes of 11 and 26 vehicles per hour in Jones Street North and Taylor Street north of Dexter Street respectively). The relatively low peak generation will not have any significant adverse impacts on the capacity or operational efficiency of either road.

It is noted that Westbury Primary School is located opposite the site in Dexter Street. particular attention was therefore given to Dexter Street and Taylor Street, where the majority of school drop-off and pick-up activity occurs. During school drop-off and pick-up activity, Taylor Street has a relatively high amount of parking activity immediately north of the Dexter Street junction. The presence of the parking activity is clear and obvious for all road users (with clear sight lines from the intersection), and the speed limit is reduced to 40-km/h. The additional 26 vehicles per hour in Taylor Street (slightly less than 1 vehicle movement every two minutes on average) will not have any significant adverse impacts on the operational efficiency of Taylor Street. It is important to note that no crashes have been reported in Taylor Street in the most recent five-year period.

Dexter Street will have a small increase in traffic volume as a result of the development proposal. The majority of traffic generation on Dexter Street from the development will be associated with lots with direct frontage to Dexter Street, with some cross-over traffic to/ from Jones Street North and Taylor Street. The increased peak traffic generation on Dexter Street is likely to be 5 to 10 vehicles per hour. As with Taylor Street, this relatively low level of traffic generation will not have any significant adverse impacts on the operational efficiency of road safety of Dexter Street.

The existing traffic volumes of surrounding road network can adequately absorb the low traffic generation of the proposed development.

4.8 Internal Road Design

The subdivision will create new short length of new subdivision road that will connect between Taylor Street and Shadforth Street.

Council relies on the design criteria of LGAT Tasmanian Standard Drawings and Subdivision Guidelines, 2020. The requirements for residential subdivision roads are reproduced in Table 1. The following standards are applicable for the internal road network:

- Road design should be in accordance with Austroads Guidelines.
- LGAT Standard Drawings and Tasmanian Subdivision Guidelines.

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Table 1 LGAT Standard Drawings – Road Requirements, Residential

ROAD TYPES	ROAD TYPE	ROAD LENGTH / NUMBER OF TENEMENTS	MINIMUM ROAD WIDTH	MINIMUM RESERVATION WIDTH	MINIMUM FOOTPATH REQUIREMENTS
1 — Arterial	Date II design associated				
2 - Sub Arterial		Detail design required			
3 - Collector	Through Road	Any length	11.0m	20.0m	Both Sides
	Through Road	Any length	8.9m	18.0m	One Side Only
4 - Local	Cul-De-Sac	Length > 150m	8.9m	18.0m	One Side Only
	Cul-De-Sac	Length ≤ 150m and / or No. of equiv. tenements ≤ 15	6.9m	15.0m	One Side Only

The appropriate road design for the internal road within the subdivision is a road reservation width of 18 metres with a sealed road width of 8.9 metres. The subdivision layout caters for this requirement.

The new road junctions at Taylor Street and Shadforth Street should be a standard T-junction design with the existing roads having priority. The junction design should be in accordance with Council requirements, with an appropriate design vehicle being an 8.8-metre service vehicle.

4.9 Access Width

The Acceptable Solution A1.1(a)(iii) of Clause C2.6.2 of the Planning Scheme states "Parking, access ways, manoeuvring and circulation spaces must either – have an access width not less than the requirements of Table C2.2 ... OR (b): comply with Australian Standards AS2890 Parking facilities, Parts 1-6".

The Acceptable Solution therefore requires an assessment of the Planning Scheme tables directly, or compliance with the relevant sections of Australian Standards for parking. For completeness, this response will investigate both options.

Table C2.2 of the Planning Scheme provides recommendations for internal access way widths for vehicles. In this case each of the access ways connecting to lots 28, 36 and 47 have an access width of 4 metres and will access 2 or 3 parking spaces (noting that parking requirements for single dwellings are typically 2 spaces). Table C2.2 therefore requires an access with not less than 3 metres. It also specifies a passing bay every 30 metres, with an additional width of 2 metres and length of 5 metres.

The access lengths are as follows:

- Lot 28 32.0 metres
- Lot 36 32.0 metres
- Lot 47 32.1 metres

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It can be seen that all three driveways exceed 30 metres in length and do not have a passing bay provision. An assessment under the Performance Criteria would therefore be required.

Australian Standards, AS2890.1, Off-Street Parking, 2004, is the appropriate standard when assessing the development under Acceptable Solution A1.1(b).

AS2890.1 provides guidance on access driveway widths based on the amount of car parking that the driveway services, the type of parking, and the frontage road type. In this case each of the driveway accesses will service approximately 2-3 residential parking spaces each, fronting onto a local road. AS2890.1 defines these as 'Category 1' accesses which has an entry width requirement of 3.0 to 5.5 metres. The provided width of 4.0 metres complies with this requirement.

AS2890.1 states the following with respect to Category 1 access driveways:

"Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or subarterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m".

In this case the following is relevant to the three driveways:

- The driveways have a straight alignment. There are no sight distance constraints associated with the geometry of the driveway accesses.
- Traffic generation within each driveway will be in the order of 8 vehicles per day with a peak of 1 vehicle per hour. This is well below the 30 vehicles per hour threshold outlined in AS2890.1.
- The driveway accesses are only slightly longer than 30 metres. Given the very low traffic volumes (traffic generation only relates to a single residential dwelling for each driveway access), the length of the access is considered appropriate without the need to provide passing bays.

On this basis, the driveway accesses associated with lots 28, 36 and 47 comply with the requirements of AS2890.1 and therefore comply with the requirements of Acceptable Solution A1.1(b) of the Planning Scheme.

4.10 Road Safety Impacts

No significant road safety impacts are foreseen for the proposed development. This is based on the following:

Existing traffic volumes in the surrounding road network are relatively low. The network is capable
of absorbing the relatively small estimated traffic generation of the proposed development (with

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a total peak generation estimated to be 24 vehicles per hour spread across multiple roads in the network).

- Sight distance at all driveway accesses on each frontage road and the internal lot access road on Taylor Street exceeds Australian Standards and Austroads requirements and therefore provides a safe access environment.
- The crash history of the surrounding road network near the subject site does not indicate that there are any specific road safety issues that are likely to be exacerbated by traffic generated by the proposed development. It is important to note that there were no crashes reported in Taylor Street or Dexter Street that involved parking manoeuvres associated with existing school activity.

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5. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential subdivision development at 126 Dexter Street, Westbury.

The key findings of the TIA are summarised as follows:

- The traffic generation of the proposed development is likely to be 229 vehicles per day with a peak of 24 vehicles per hour.
- The traffic generation of the development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. The broader road network can adequately absorb the low traffic generation without any loss of operational efficiency.

Based on the findings of this report the proposed development is supported on traffic grounds.

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126 Dexter St - Traffic Impact Assessment



Subdivision Development Application

Servicing Report

126 Dexter Street, Westbury

Prepared for:

Meander Valley Council

APPROVED
COMPANY
ISO 9001
Quality
Management Systems

QWIS Certication



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1.0 Introduction

6ty Pty Ltd has been engaged to prepare a Subdivision Servicing Report to support a 48-lot subdivision application of a parcel of land at 126 Dexter Street, Westbury.

A preliminary analysis of existing civil infrastructure services has been undertaken to provide guidance on the extent of new services required to service the development.

1.1 Scope and limitations

It is envisaged that this report will form part of a planning submission which will help to facilitate the appropriate development of the subject site. This report has been prepared by 6ty° for John Johnston and may only be used and relied upon by John Johnston for the purpose agreed between 6ty° and John Johnston as set out in this report.

6ty° otherwise disclaims responsibility to any person other than John Johnston arising in connection with this report. 6ty° also excludes implied warranties and conditions, to the extent legally permissible.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of this report. 6ty° has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by 6ty° described in this report. 6ty° disclaims liability arising from any of the assumptions being incorrect.

6ty° acknowledges that a prior application was prepared for an alternate subdivision proposal which includes a report touching on the same infrastructure and servicing parameters. This report was written by JMG Engineers & Planners, dated September 2022. Although much of the underlying context is unchanged from the prior assessment, the proposed development has changed significantly enough to warrant a revised assessment of the servicing requirements.

6ty° has prepared this report based on information provided which 6ty° has not independently verified or checked beyond the agreed scope of work. 6ty° does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.2 Assumptions

This Subdivision Servicing Report was developed based on the following assumptions as well as other assumptions documented in this report:

 Proposed subdivision development is per dwg. No 22.241-Cp01-RE, 126 Dexter St Subdivision Layout Plan



- Pre and post development surface and infrastructure levels and locations are approximate and estimated based on existing site information and analysis. Information sources include:
 - o The Land Information System Tasmania (the LIST)
 - o Site detailed topographical survey provided by Woolcott Surveys.
 - Publicly accessible Lidar elevation & depth information

2.0 Subject Site and Site Characteristics

The subject site is identified below in Figure 1. It comprises two lots, bounded by Dexter, Taylor, Jones & Shadforth Streets. The site address is 126 Dexter St, Westbury (C.T. 15169/1 & C.T. 108079/1).

Figure 1 - Subject Site



Source: Base image and data from the LIST (www,thelist,tas,gov,au) © State of Tasmania

The site has a square shape, with each side approximately 200m long and a total area of 3.95ha.

The site currently contains a single dwelling.





Figure 2 - Aerial Image of Subject Site from the LIST (www.thelist.tas.gov.au) © State of Tasmania



3.0 Drainage

3.1 Topography & Drainage Features

The catchment boundaries for this site have been determined through analysis of a topographical model which has been prepared from survey and lidar data.

The site has a slight ridge which runs north south, and the entire site drains to the existing surrounding roads. There are no defined drains or flow paths through the site, and no external sites drain into the subject site. The total catchment area for the site which drains to the existing culvert under Taylor St has been assessed to be **4.77ha**.

The entire site drains toward its north-eastern corner where flows are currently carried under Taylor St by an existing DN300 culvert. From here flows are carried east within the table drain which runs along the southern side of Dexter St.

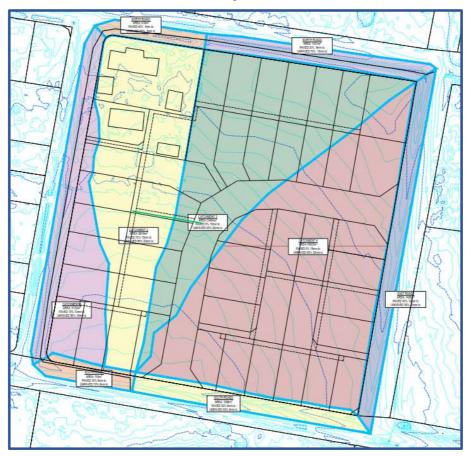


Figure 3 - Existing Site Catchment areas

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3.2 Downstream Drainage System

The site flows travel east beyond Taylor St, crossing Marriot St subsequently turning North into an open channel which runs through 87 Dexter St.

The Stormwater Authority has advised that the downstream system is unable to accommodate an increase to the peak flowrate in this system for significant storm events.

3.3 Existing Catchment Flows

The existing catchments have been modelled using the Watercom DRAINS software package to estimate the likely flows around the site. The Drains model adopts the ARR 2019 methodology utilising the Horton ILSAX soil hydrological model running ensembles of storms from 5 mins to 2.0 hours in duration.

The model incorporates a climate change rainfall multiplier factor of 16.3% which is taken from the ARR data hub and represents the RCP 8.5 pathway 2090 (Australian Rainfall & Runoff, 2022).

The internal areas of the subject site are assumed to consist of between 80-95% pervious surfaces.

The results of the preliminary model in the Dexter St Table Drain are shown in Table 1.

Table 1 - Existing Catchment Flows

Downstream Existing Catchment Flows (L/s)				
Location	5% AEP	1% AEP		
Dexter St Table Drain - Pre-Development	150	380		

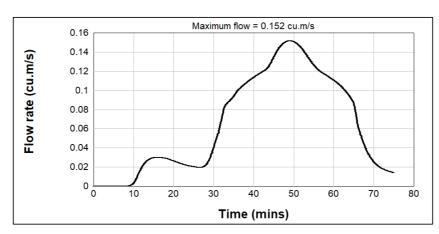


Figure 4 - 5% AEP Peak Flow - Offsite Table Drain - 45 in Burst - Storm 6

The results also predict that the existing table drains and culvert under Taylor St will be overwhelmed during the 1% AEP event resulting in surface overflows over Taylor St.



3.4 Proposed Drainage System/Strategy

The subdivision development is proposed to be drained by a piped gravity stormwater drainage system with the following characteristics:

- Lot Connection Standard DN100 gravity lot connections, capable of draining the entire lot by gravity.
- Flow Control Above ground surface detention storage (OSD) located in the north-eastern corner of the subject site. Detention storage and pipe system to be sized to control peak runoff flow rates to predevelopment levels for significant storm events (10%-1% AEP).
- Piped stormwater system designed and sized to keep overland flows safely contained and controlled during major storm events (1% AEP) and to generally eliminate overland flows during more frequent events (10% AEP).

Detention Basin design parameters

Meander Valley Council have confirmed that the existing downstream drainage system is not able to accept an increase in peak stormwater flow rates due to the development. This condition necessitates on site detention (OSD) to limit peak flow rates from the site to predevelopment levels. Given the residential setting of the site and its location adjacent a primary school, the community impacts of this stormwater infrastructure, including safety and amenity, is a key consideration.

The previous development application for the site included an offline surface detention storage located in the north-eastern most lot (Lot 201).

Lot 201 had an overall area of 1,148m² and this initial basin was shown as between 1.5-1.0m deep. Consultation with the infrastructure department at Meander Valley Council has confirmed that such a basin would be undesirable for several reasons which include:

- Maintenance of steep/deep embankments for mowing is difficult.
- The depth of flooding in the basin creates a hazard for vulnerable people which necessitates that the site be fenced. This is a poor outcome for the development and for community amenity.

The revised layout has shortened the corner lot but also widens the site, resulting in an overall area of 1132m².

The revised basin design was prepared using the following goals and parameters balancing safety, amenity and hydraulic functionality:

- Flow Control Basin to maintain peak flows for 10% AEP and 5% AEP events to predevelopment levels (i.e. no increase in flows in downstream table drain for 10-1% AEP event).
- Safety Basin to function in a safe manner for 1% AEP major storm events. A
 hybrid design, combining a deeper fenced area with a landscaped unfenced
 storage area was chosen.
 - Unfenced area designed not to exceed 'H2' Hazard Category during up to the 1%AEP storm event. Referring to the Australian Disaster



Resilience Guideline 7-3, this is considered to be generally safe for people and most vehicles (including children and the elderly) (Australian Institute for Disaster Resilience, 2017). This category generally requires that the depth (of unfenced sections) must not exceed 500mm and velocity not exceed 2.0m/s, with DxV remaining below 0.6m²/s.

- Gently graded basin edges, making it easy to exit basin during storm event.
- Over excavate basin base at outlet headwall to encourage groundwater recharge and reduce sediment/pollutants travelling downstream into piped system.
- Amenity Basin to be offline design to reduce the frequency of inundation, allowing the site to remain dry and usable as high value, community open space.
 - Utilise post and wire mesh fencing to maintain clear visibility and passive surveillance through the site.
 - A key focus is on making the detention basin area, which is required for drainage function, but which will also be a flat, dry, grassed lot, a dualpurpose space, which can be effectively managed as usable community parkland.
- Maintenance Embankment grades not to exceed 1:4 grade and base grade to be 1% Min. to encourage drainage and avoid ponding of the surface.
 - Flow control is to provide some flexibility for adjustments to be made in future.

Detention Basin Design Proposal and Performance

A reticulated piped stormwater network was modelled which achieved the goals of the drainage strategy for the developed site. The developed catchments have been modelled using the Watercom DRAINS software package to estimate the likely flows around the site. The Drains model adopts the ARR 2019 methodology utilising the Horton ILSAX soil hydrological model running ensembles of storms from 5 mins to 2.0 hours in duration. Figure 5 shows the sub catchments incorporated into the site post development model.



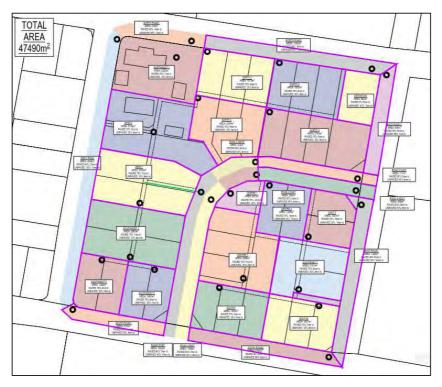


Figure 5 - Developed Site Catchments

The model incorporates a climate change rainfall multiplier factor of 16.3% which is taken from the ARR data hub and represents the RCP 8.5 pathway 2090 (Australian Rainfall & Runoff, 2022).

The new blocks are assumed to consist of 70% impervious surfaces (e.g. 420m² impervious area for 600m² block).

The network was directed to a single pit located on the corner of Taylor & Dexter Streets within which was proposed a basin control arrangement consisting of a steel internal weir and orifice sized to control flows to predevelopment levels.

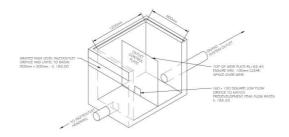


Figure 6 - Flow control pit, concept

For the purpose of the analysis, the south-western corner third of the lot has been designed as the "deeper" section of the surface storage. This section is proposed to be fenced to prevent public access. The proposed basin geometry is shown on drg. 22.241-Cp05-RB.



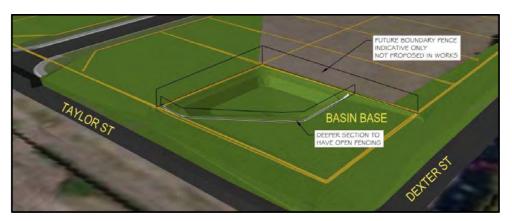
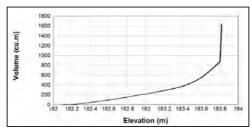


Figure 7 - Detention Basin Concept

The concept basin can contain a maximum of approximately 860m³ to the level of the Taylor St crown. Approximately 300m³ of this volume is contained within the "deeper" zone and modelling suggests about 830m³ is required to contain the 1% AEP event.

Figure 8 below shows the volume of the basin concept at various elevations, as well as the storage hydrograph for the 1% AEP event.



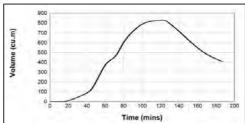


Figure 8 - Basin volume and 1 % AEP event storage graph



Table 2 shows a comparison of the resultant pre/post development flows in the Dexter St table drain downstream of the site.

Table 2 - Comparison of Dexter St Table Drain Flows (Pre/Post Development)

Downstream Flows (L/s)					
Location	10% AEP	5% AEP	1% AEP		
Dexter St Table Drain - Post Development	120	150	200		
Dexter St Table Drain - Pre-Development	110	150	380		

Table 3 shows the properties of the modelled basin, and particularly shows that the maximum water level does not exceed the H2 category for the unfenced area of the basin. It also shows that more frequent events (1EY) are not predicted to result in inundation of the basin base.

Table 3 - Detention Basin Properties

Detention Basin						
	1 EY	10% AEP	5% AEP	1% AEP		
Overall Potential Volume (m3)		80	60			
Taylor St Major Spill Level over Intersection		18	3.8			
Basin Base Area (m2)		10	10			
Minor (Deeper) Basin Base Level (m)	182.25					
Basin Base Level (m)	183.3					
Max Water Level	182.96 183.55 183.62 183.78			183.78		
Unfenced Water Max Depth (m)	-0.34 0.25 0.32 0.48			0.48		
Max Retained Volume (m3)	180 490 580 830			830		
Flows over Taylor St	0 0 0 0			0		
Flows over Taylor St (Pre Development)	0	0	30	230		

The control pit consists of a low flow orifice with a 0.9m width weir which begins to operate during events greater than the 5% AEP. This arrangement provides council with flexibility to make simple adjustments to the flow control in future, to adjust the basin performance as necessary.

The level of the crown on Taylor St at the intersection (Nom. 183.8m) functions as an ultimate "emergency weir" which will prevent inundation of private properties in the subject site, in the unlikely event of a system failure (i.e. blockage of a pipe during a major storm). Although the modelling does not anticipate this event, if flows were to



overtop the road formation they would be broad and slow moving crossing directly toward the table drains on the eastern side of Taylor St.

To provide additional flood protection, all new properties within the development which are adjacent the basin should be required to achieve a building floor level 200mm min. above the Taylor St crown to ensure protection.

This analysis is a proof of concept for a workable detention storage on the site which will service the development and meet the performance requirements. Further refinement is expected to occur during detailed design, with council input.

Alternative Arrangements

Arrangements which were analysed, but which did not meet performance targets, or which did not sufficiently improve performance to warrant consideration include:

- Deleting the deeper storage section. Despite several attempts, this
 desirable scenario was ultimately very sensitive and not effective at reducing
 peak flows to predevelopment levels for 5% AEP & 10%AEP events (note that
 the 1% AEP event was controlled to predevelopment levels and overflows to
 Taylor St were eliminated).
- Replacing the deeper open section of the basin with an underground chamber. Benefits of including this underground volume in the modelling were negligible and not viable to achieve.
- Moving the flow control pit to the Taylor St line and allowing the Dexter St line to bypass the control pit. This arrangement was not effective at controlling flows to predevelopment levels.

Conclusion

The stormwater analysis demonstrates that a detention basin which meets the performance requirements for the site is achievable within the context of the proposed development.

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4.0 Transport

4.1 Roads

The existing streets surrounding the subject site are rural style, with a seal approximately 4.5m wide, grassed shoulders and table drains. No changes to the formation of the existing roads are proposed. Driveways which connect to existing roads are proposed to be rural 'dish' style driveways.

The new through road is proposed to be a type 4, 8m wide seal with 600mm kerb and channel constructed in accordance with TSD-R06-v3. Driveways which connect to the proposed new road are proposed to be standard concrete aprons constructed in accordance with TSD-R09-v3.

The proposed new road reservation is 18m wide and the road will incorporate a typical 1.5m width concrete footpath extending from Taylor St to Shadforth St.

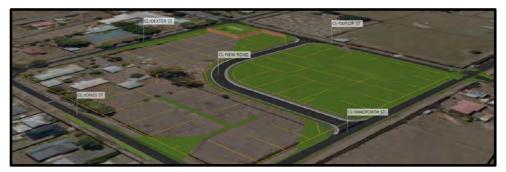


Figure 9 - 3D model view of proposed new through road.

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5.0 Sewer

TasWater operate a reticulated gravity sewerage system in the near vicinity of the development with DN150 gravity mains available to the north-western and north-eastern corners of the site.

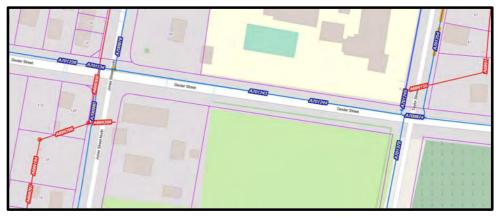


Figure 10 - TasWater Site Services (www.taswater.maps.arcgis.com) ©

The existing dwelling on the site is connected to the sewer in Jones St North (A699299).

5.1 Sewer Servicing Strategy

An extension of the existing sewer gravity reticulation system is proposed to service the new subdivision.

This would likely involve connection to the existing system on the western side of the site at Jones St North (A699299) and also northeast, within Taylor St (A699155). Survey has confirmed the location and depth of these existing services are capable of servicing the site via a new reticulated gravity sewer system. A preliminary servicing plan (22.241-Cp01) has been prepared for the development which shows a concept layout for the sewer extension to these locations.

Gravity mains servicing the site will be DN150, and each lot will be provided with a typical DN100 sewer connection point capable of servicing the building envelope for each block by gravity.

5.2 Sewer Flow Estimates

Noting the TasWater supplement design assumptions in section 5.5.5.2 below are the estimated sewer flow rates for the development at the proposed connection points.

Existing Jones St North Sewer Main - A699299

13 Lots = 14 ET

ADWF = 6.3 kL/d = 0.07 L/s

PDWF = 43.6 kL/d = 0.50 L/s

Servicing Report 126 Dexter Street, Westbury 13

Document Set ID: 1873589 Version: 1, Version Date: 29/01/2024



Existing Taylor St Sewer Main - A699155

31 Lots = 31 ET

ADWF = 14.0 kL/d = 0.16 L/s

PDWF = 84.5 kL/d = 0.98 L/s

6.0 Water

TasWater operate a water supply system in the vicinity of the development with DN100 mains existing within the road reservations of Taylor St (A701378) and Dexter St (A701243). The existing main in Jones (A700980) is identified as DN50 however this is considered to be potentially inaccurate, at least for the full extent shown as it currently serves several hydrants.



Figure 11 - TasWater Site Services (www.taswater.maps.arcgis.com) ©

6.1 Site Water Servicing Strategy

An extension of the existing water distribution system is proposed to service the new subdivision. The proposed extension is shown on the concept servicing plan 22.241-Cp01-RE.

In summery this system includes:

- A new DN100 main installed on Shadforth St between Jones St and Taylor St and connected to the existing system at both ends.
- A new DN100 main installed along the proposed new through road, connected to the external system at Taylor St and Shadforth St.
- A new DN100 main installed on the eastern side of Jones St North, connected to the existing Jones St main (A700980) opposite lot 29. This proposal would reclassify the existing main as a submain or loop main and is pending confirmation that A700980 is indeed DN50.



- Installation of new standard underground hydrants at locations which provide appropriate coverage to all new lots.
- Installation of standard underground domestic water connections for each lot as per TasWater requirements.
 - Note, the existing connections to the site are proposed to be retained to service the balance and lot 1.

6.2 Site Water Servicing Model

In February 2023, 6ty° sought advice from TasWater on the boundary conditions for the development.

Because there are multiple connection points to the existing system, the demand was evenly distributed around the site. TasWater have confirmed that their modelling indicates that there is capacity in the existing network to supply the proposed development without adversely impacting on existing customers.

Total boundary heads provided by TasWater are:

Table 4 - TasWater Boundary Conditions

	HGL (m)	HGL (m)	HGL (m)	HGL (m)
	A701378	A701244	A700980	New
	Taylor St	Dexter St	Jones St	Shadforth
	DN 100	DN100	DN50	DN100
Peak Hour	228	228	228	228
Peak Day +10 I/s fire	226	227	225	226

An EPANET model has been prepared using these figures, based on a nominal supply reservoir located at the South-Western and North-Eastern corners of the site, with a distribution network as per the concept servicing plan. This model confirms that anticipated supply pressures at all system nodes exceed the minimum 22m required by the TasWater Supplement.

A 10L/s fire demand was placed at a location internal to the site, and the model predicts a pressure of 38.8m which exceeds the minimum requirement of 250kPa.

The model, which is shown in Figure 12 is available for download and review here.

Document Set ID: 1873589 Version: 1, Version Date: 29/01/2024



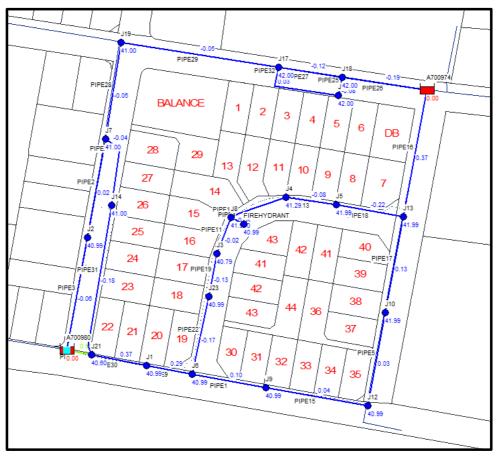


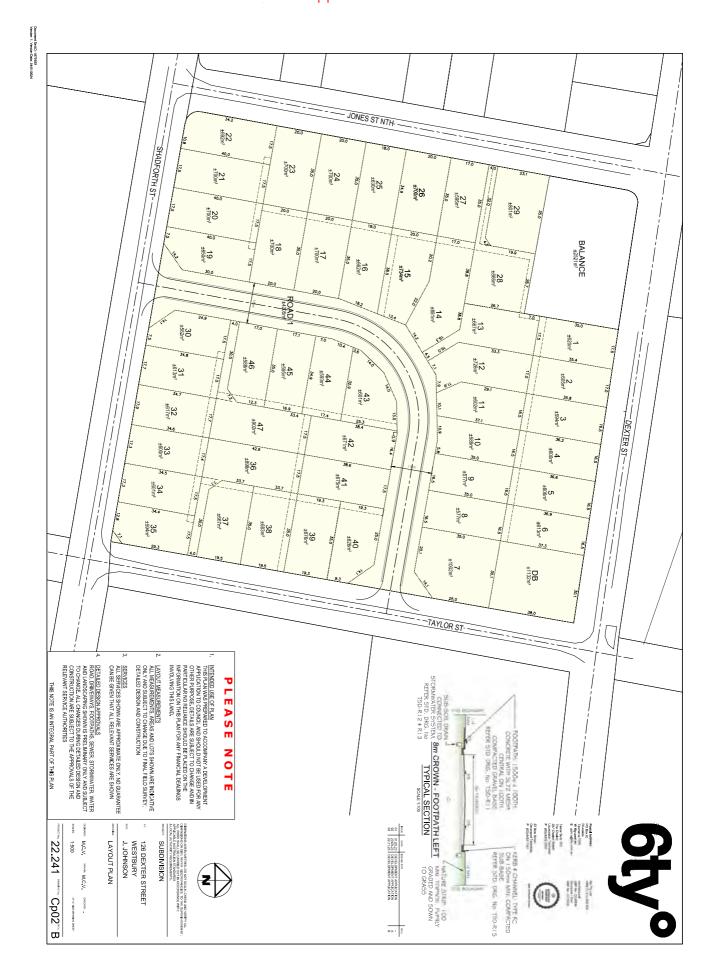
Figure 12 - Site EPANET water supply model

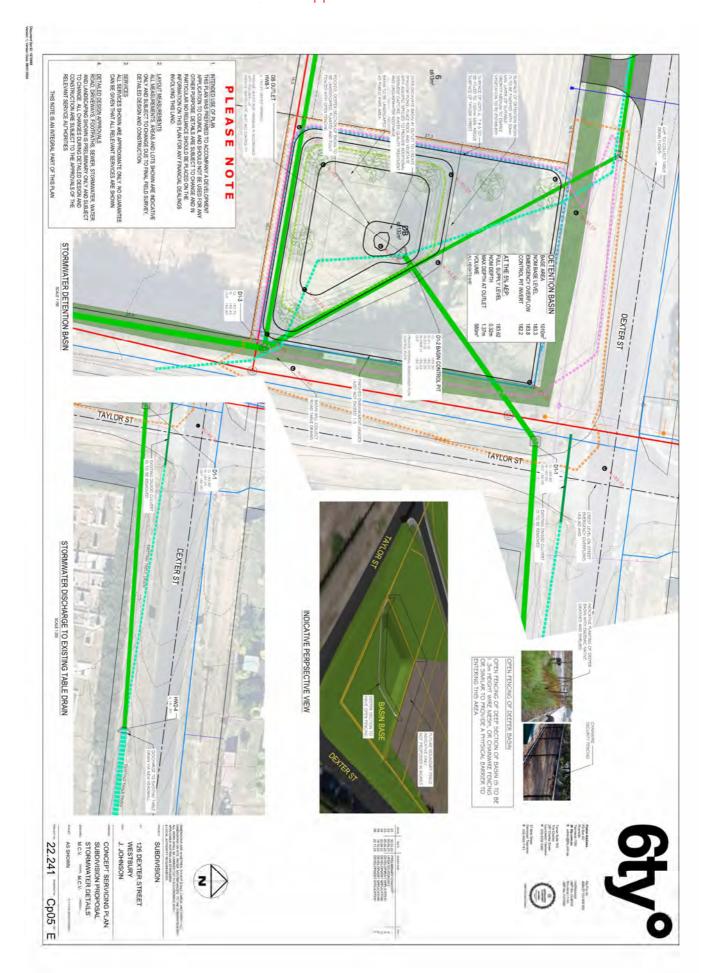
7.0 Conclusion

This report shows that the development is able to be adequately serviced by the proposed infrastructure, complying with authority requirements.



8.0 Appendix A - Concept Servicing Plans







Amended Submission to Planning Authority Notice

Council Planning Permit No.	PA\24\0014		Cou	ncil notice date	19/07/2023	
TasWater details						
TasWater Reference No.	TWDA 2023/00941-MVC			e of response ended date	18/09/2023 23/01/2024	
TasWater Contact	Jake Walley Phone No.		0467 625 805			
Response issued to						
Council name	MEANDER VALLEY COUNCIL					
Contact details	planning@mvc.tas.gov.au					
Development deta	ils					
Address	126 DEXTER ST , WESTBURY			Property ID (PID) 7012792		7012792
Description of development	Subdivision (47 lots and balance (containing the existing dwelling))					
Schedule of drawings/documents						
Prepare	Prepared by Drawing/document No				Revision No.	Date of Issue
6ty°	22.241 Sheet Cp01		Cp01		E	22/11/2023
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

- A suitably sized water supply with metered connection and sewerage system and connection to each lot of the development (except the detention basin lot) must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
- Any removal/supply and installation of water meters and/or the removal of redundant and/or 2. installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
- Prior to commencing construction of the subdivision/use of the development, any water connection 3. utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

- Plans submitted with the application Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
- 5. Included with the application for Engineering Design Approval must, to the satisfaction of TasWater, be a compliant water model for the subdivision that satisfies TasWater's current version of the supplement to the Water Supply Code of Australia.
 - Advice: While this may be done using any hydraulic modelling software, it must be able to be exported into EPANET. Boundary conditions have been included in the advice section below.
- Prior to applying for a Permit to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.

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- 7. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
- 8. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
- 9. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
- 10. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
- 11. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
 - A request for a joint on-site inspection with TasWater's authorised representative must be made.
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

- 12. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.
- 13. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
- 14. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
- 15. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

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Uncontrolled when printed



FINAL PLANS, EASEMENTS & ENDORSEMENTS

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

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

DEVELOPER CHARGES

- 19. Prior to TasWater issuing a Consent to Register a Legal Document, the applicant or landowner as the case may be, must pay a developer charge totalling \$80,822.00 to TasWater for water infrastructure for 46 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.
- 20. Prior to TasWater issuing a Consent to Register a Legal Document, the applicant or landowner as the case may be, must pay a developer charge totalling \$82,579.00 to TasWater for sewerage infrastructure for 47 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.
- 21. In the event Council approves a staging plan, prior to TasWater issuing a Consent to Register a Legal Document 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

22. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,263.70 and a Consent to Register a Legal Document fee of \$248.30 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.

23. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

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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

Developer Charges

For information on Developer Charges please visit the following webpage - https://www.taswater.com.au/building-and-development/developer-charges

Water Submetering

As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

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.

 $\underline{\text{NOTE:}}$ In accordance with the WATER AND SEWERAGE INDUSTRY ACT 2008 - SECT 56ZB A regulated entity may charge a person for the reasonable cost of –

- (a) a meter; and
- (b) installing a meter.

Water Model Advice.

The following information has been provided from TasWater's Water modeler to assist in condition number 15.

The total boundary heads (HGL), not pressures at these proposed connection points are:

Location	H.G.L. Peak hour	H.G.L Peak day + 10 l/s fire flow
A701129 (Shadforth St)	227	227
A701134 (Dexter St)	227	227
A3375403 (Taylor St.)	227	227

It should be noted that these are the boundary heads in the water mains themselves at the proposed connection points and do not include losses through the actual connections or associated pipework.

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The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice. TasWater Contact Details Phone 13 6992 Email development@taswater.com.au Mail GPO Box 1393 Hobart TAS 7001 Web www.taswater.com.au

11.1.16 Agency Consultation - Water Division Of DNRET Notice Of No Interest

Department of Natural Resources and Environment Tasmania

Primary Industries and Water Division GPO Box 44, Hobart, Tasmania, 7001 Web www.nre.tas.gov.au/water



2 February 2024

Enquiries: Henry Maxwell Ph: 6165 3010

Email: henry.maxwell@nre.tas.gov.au

Our ref: D24-34882

Brenton Josey
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

planning@mvc.tas.gov.au

Dear Brenton

Re: REQUEST FOR COMMENT – STORMWATER DETENTION BASIN AT 126 DEXTER STREET, WESTBURY

In a review of the referral received from Council on I December 2023, for Michelle Schleiger to undertake a subdivision at I26 Dexter Street, I can confirm no comments are required from NRE Tas as the proposed stormwater detention basin is not considered to be dam works as they are not on a watercourse; in this instance the works form part of the stormwater management network.

Should you wish further information please do not hesitate to contact Henry Maxwell on the details listed above.

Yours sincerely

Bill Shackcloth

SECTION HEAD, WATER LICENCE & DAM ADMINISTRATION WATER MANAGEMENT BRANCH

Document Set ID: 1877679 Version: 1, Version Date: 02/02/2024

Planning Authority Report

77 Delantys Road, Birralee

Proposal Subdivision (4 Lots)

Report Author Thomas Wagenknecht

Senior Strategic Planner

Authorised By Krista Palfreyman

Director Development and Regulatory Services

Application Reference PA\24\0151

Decision Due 10 April 2024

Decision Dought It is recommended that Council approves this application.

See section titled "Planner's Recommendation" for further details.

Applicant's Proposal

Applicant Cohen & Associates

Property 77 Delantys Road, Birralee

(CT: 18830/1)

Description The applicant seeks planning permission for a

subdivision of 1 lot to create 4 lots.

Documents submitted by the Applicant are attached,

titled "Application Documents".



Figure 1: Aerial imagery depicting extent of 77 Delantys Road, Birralee (Source: adapted from the LIST).

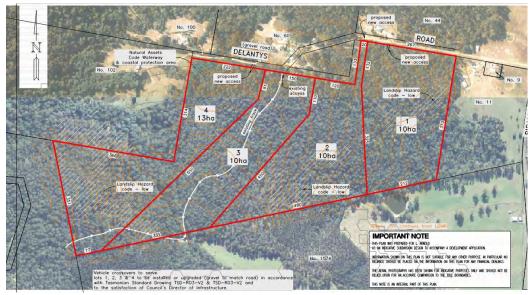


Figure 2: Plan of Subdivision (Source: Cohen & Associates 2023).

Planner's Report

Planning Scheme Tasmanian Planning Scheme - Meander Valley

("the Planning Scheme")

Zoning Rural Living D

Applicable Overlays C7.0 Natural Assets Code – Waterway Protection Area,

Priority Vegetation Area

C13.0 Bushfire Prone Area

C15.0 Landslip Hazard Area

Existing Land Use Vacant, previously subject to forestry operations undertaken

in accordance with an approved Forest Practices Plan (ending

31 December 2023).

Summary of Planner's Generally, development for subdivision is, where not **Assessment** categorised into a Use Class, discretionary in this zone (Rural Living D).

Discretions For this application, five discretions are triggered. This means Council has discretion to approve or refuse the application based on its assessment of:

> 11.5.1 - P2 Lot Design

C2.6.1 - P1 Construction of parking areas

C3.5.1 - P1 Traffic generation at a vehicle crossing, level

crossing or new junction

C7.7.2 - P1.1 Subdivision within a priority vegetation area

& P1.2

C9.6.1 - P1 Lot Design

Before exercising a discretion, Council 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 & **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

Six responses ("representations") received from the public. Of these, all six are objections.

See Attachment titled "Public Response – Summary of Representations" for further information, including the planner's advice given in response.

Agency Consultation

Department of State Growth

Pitt and Sherry, on behalf of the Department of State Growth, provided comments on 1 March 2024 in relation to planned upgrades to the Delantys Road – Birralee Road junction as part of the Stage 3 Birralee Road Upgrade Package.

These comments advise that the junction is planned to be upgraded to a BAR (basic right-turn treatment) with BAL (basic left-turn treatment). An excerpt of the planned design is provided below:

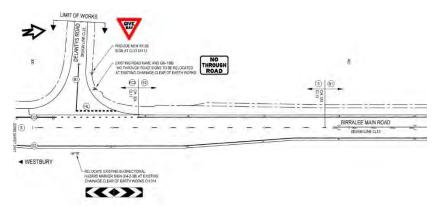


Figure 3: Planned works on Birralee Road – Delantys Road Junction (Source: Department of State Growth 2024).

See attachment titled "Agency Consultation - Department of State Growth.

Internal Referrals

Infrastructure Services

The Meander Valley Council Infrastructure Services Department is the relevant Road Authority for Delanty's Road. The submitted Traffic Impact Assessment (TIA) indicates that the broader road network can adequately absorb the traffic generation without any loss of operational efficiency.

The risk to the Council's infrastructure is considered low, provided the development is undertaken in accordance with the recommended conditions and notes details below, should it be approved.

Environmental Health

No concerns relating to on-site wastewater disposal on the proposed lots.

Consideration should be made to an existing Level 2 Activity (quarry with blasting) located at 1751 Birralee Road, Birralee (CT: 85318/5) within the West Tamar municipality.

Planner's Recommendation to Council

The Planner's recommendation, based on a professional assessment of the planning application and its compliance with the Planning Scheme, is set out below.

Council must note the qualified advice received before making any decision, then ensure that reasons for its decision are based on the Planning Scheme. Reasons for the decision are also published in the minutes.

For further information, see *Local Government Act 1993*, section 65, *Local Government (Meeting Procedures) Regulations 2015*, section 25(2) and *Land Use and Approvals Act 1993*, section 57.

Recommendation

This application by Cohen & Associates for a Subdivision (4 Lots) on land located at 77 Delantys Road, Birralee (CT: 18830/1) is recommended for approval generally in accordance with the Endorsed Plans and recommended Permit Conditions and Permit Notes.

Endorsed Plan

- a) Cohen & Associates P/L; Dated: 10/1/2024; Plan of Subdivision; Ref: 25-59 (7840); Sheets: 1 of 1;
- b) Justion Cashion (BFP-112) of Ground Proof Mapping; Dated: 9/06/2022; Bush Fire Risk Hazard Report 4 Lot Subdivision, Version 1.

Permit Conditions

- 1. Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision, permitted by this permit unless:
 - a) Such covenants or controls are expressly authorised by the terms of this permit or by the consent in writing of the Council; and
 - b) Such covenants or controls are submitted for and received written approval by the Council prior to the submission of a Plan of Survey and associated title documentation is submitted to the Council for sealing.
- 2. The proposed new vehicle crossings for Lot 1, Lot 2 and Lot 4 must be constructed generally in accordance with the Tasmanian Standard Drawings TSD-R03 and R04 to the satisfaction of the Council's Director Infrastructure Services (Refer Note 1) including the following:
 - a) Installation of driveable culvert end walls;
 - b) Installation of Class 4 concrete pipe culvert;
 - c) Reforming the existing open drain in the locations of the proposed crossings on an alignment closer to the property boundary;
 - d) Trimming of the open drain uphill and downhill of the proposed crossings to ensure free flowing stormwater drainage;
 - e) Reinstatement of all disturbed verge areas following completion of the driveway work; and
 - f) Vegetation clearing to ground level within the Delantys Road reserve in accordance with sight distance requirements of AS2890.1.
- 3. The existing vehicle crossing for Lot 3 must be upgraded generally in accordance with the Tasmanian Standard Drawings TSD-R03 and R04 to the satisfaction of the Council's Director Infrastructure Services (Refer Note 1) including the following:
 - a) Installation of driveable culvert end walls;
 - b) Installation of Class 4 concrete pipe culvert;
 - c) Reforming the existing open drain in the locations of the proposed crossings on an alignment closer to the property boundary;
 - d) Trimming of the open drain uphill and downhill of the proposed crossings to ensure free flowing stormwater drainage; and
 - e) Reinstatement of all disturbed verge areas following completion of the driveway work.

- 4. Reverse curve warning signage code W1-4A(L) must be installed within the road reserve of Delantys Road approximately 430m west of the Delantys Road-Birralee Road junction generally in accordance with TSD-R03 to the satisfaction of the Council's Director of Infrastructure (Refer Note 1).
- 5. Works associated with the approved subdivision must limit the removal of native vegetation to the following:
 - a) as required by Conditions 2 and 3 above;
 - b) in accordance with the endorsed bushfire hazard management plan; or
 - c) in accordance with any applicable exemption provided within the Tasmanian Planning Scheme.

Other than that specified in a)-c) above, no other native vegetation is to be felled, lopped, topped, ring-barked, uprooted or otherwise willfully destroyed or removed in association with the approved subdivision, without obtaining further planning approval.

- 6. The developer must pay to the Council a public open space contribution of \$,3849, equivalent to 5% of the unimproved value of the approved lots.
- 7. Prior to the sealing of the final plan of survey the following must be completed to the satisfaction of the Council:
 - a) Completion of the new vehicle crossings in accordance with Condition 2;
 - b) Completion of the upgraded vehicle crossing in accordance with Condition 3;
 - c) Completion of the reverse curve warning signage in accordance with Condition 4; and
 - d) Payment of the public open space contribution in accordance with Condition 6.

Permit Notes

1. Works in the road reserve to construct the new accesses and signage must be completed by a suitably qualified contractor using appropriate work health and safety and traffic management processes. Prior to any construction being undertaken in the road reserve, separate consent is required by the Road Authority. An Application for Works in Road Reservation form is enclosed. It is strongly recommended that the property owner contact the Council to discuss the proposed property access before engaging a contractor for these works. All enquiries should be directed to the Council's Infrastructure Department on 6393 5312.

- 2. Whilst no removal of threatened flora or threatened vegetation communities is proposed by this permit, it is noted that the broader landscape surrounding 77 Delantys Road represents (i) core ranges of the eastern quoll, grey goshawk, masked owl and (ii) potential ranges of the wedge-tailed eagle, white-bellied sea-eagle, Tasmanian devil and spotted-tailed quoll. These species are listed as threatened fauna. If these species are identified during works being undertaken, it is recommended that the developer cease work and contact the Threatened Species Section of the Department of Natural Resources and Environment Tasmania at ThreatenedSpecies.Enquiries@nre.tas.gov.au for advice before proceeding.
- 3. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact the Council.
- 4. 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.
- 5. 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.
- 6. 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.
- 7. All permits issued by the permit authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Offices on request.
- 8. 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 [11.2.1 17 pages]
- 2. Representation 1 N Pilbeam [11.2.2 3 pages]
- 3. Representation 2 F Duncan [11.2.3 3 pages]
- 4. Representation 3 E Titley [11.2.4 1 page]
- 5. Representation 4 J & M How [11.2.5 5 pages]
- 6. Representation 5 J Myers [11.2.6 5 pages]
- 7. Representation 6 E Siermicki [11.2.7 3 pages]
- 8. Applicant's Response to Representations [11.2.8 10 pages]
- 9. Planner's Advice Applicable Standards [11.2.9 19 pages]
- 10. Planner's Advice Performance Criteria [11.2.10 21 pages]
- 11. Agency Consultation Department of State Growth [11.2.11 6 pages]
- 12. Applicant Documents [11.2.12 65 pages]

Public Response

Summary of Representations

A summary of concerns raised by the public about this planning application is provided below. Six 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.

Name N. Pilbeam – Representation 1

- a) Shared boundary fence in disrepair and seeking contact with applicant to discuss replacement.
- b) Suggests that access vehicle to proposed Lot 4 should instead be via the existing access onto proposed Lot 3, due to presence of blind corner.
- c) Increase in vehicle traffic along Delantys Road.
- d) Support for the realignment of Delantys Road to follow a disused road reserve and to enable the owner of 60 Delantys Road to acquire a portion of the current alignment.
- e) Request for a turning head at the end of Delantys Road.
- f) Insufficient road width to provide for two vehicles to pass without moving off onto the side of the road.
- g) Increase in traffic during construction will lead to discrepancies and disruption in use.
- h) Raises dust as an existing issue along the entire road, with particular focus on the eastern length of the road and asserts that this will be exacerbated by vehicle movements resultant from the subdivision and subsequent development and supports Delantys Road being sealed.
- i) Supports the installation of a sheltered bus stop at the junction of Delantys Road and Birralee.
- j) Disruption of electricity provision.
- k) Disruptions of amenity through noise.
- I) Impacts upon rates.

Planner's a) This is not a matter relevant for assessment under the Planning Scheme. **Response** A copy of the representations has been provided to the applicant.

- b) The submitted Traffic Impact Assessment notes that the proposed vehicle crossing location for Lot 4, when accounting for a likely vehicle speed of 45-50km/hr on that portion of Delantys Road, would possess sight distances of 70 metres to the east and 50 metres to the west. When accounting for a likely vehicle speed of 45-50km/h on that portion of Delantys Road, these distances are considered in excess of Australian Sight Distances for the expected approach speeds. Imposed relocation to be shared with the existing access onto proposed Lot 3 is thereby not warranted.
- c) Subject to the recommended conditions relating to the construction of crossovers and drainage works, Delantys Road is capable of accommodating the anticipated vehicle movements.
- d) The application does not propose the realignment of Delantys Road. Subject to the recommended conditions relating to the construction of crossovers and drainage works, the existing alignment is capable of accommodating the anticipated vehicle movements.
- e) Based upon the location of the proposed vehicle crossings, vehicle movements to and from each lot would not travel to the end of Delantys Road. The installation of a turning head as a requirement of this proposal is thereby not warranted. Council may consider the installation of a turning head at the end of Delantys Road separate to this planning application in future.
- f) The traffic width of Delantys Road varies from some 4.4 to 4.9 metres travel width with a considered general width of 4.5m. Seven dwellings currently use Delantys Road for vehicle access, resulting in approximately 56 vehicle movements per day. Accounting for the likely addition of 32 vehicle movements per day cumulatively generated by four future dwellings, Delantys Road would experience approximately 88 vehicle movements per day if built out with single dwellings. These movements would be most concentrated at the junction on Birralee Road and decrease to 32 as the existing vehicle crossing to 60 Delantys Road is reached, and 16 upon reaching the western end of Delantys Road. LGAT standards for unsealed rural roads (TSD-R01-v3) recommends a traffic width of 4m and a pavement width of 6m for annual average daily traffic movements (AADT) of between 30 and 100. The formation of Delantys Road is generally in accordance with this LGAT standard subject to

remediation of the southern shoulder edge that has been recently washed away.

- g) Future vehicle movements associated during construction of a theoretical dwelling can be considered. Each proposed lot has sufficient dimension for construction vehicles to park within the bounds of the subject site. Vehicle movements associated with future construction are likely to equate to the likely number of vehicles movements generated by a dwelling when averaged out over the year.
- h) No relevant standard raises dust generated as a result of vehicle movements on a road as a matter that Council is able to consider when assessing this planning application.
- This is not a matter made relevant for assessment under the Planning Scheme. If there is demonstrated benefit, Council may consider the installation of a bus stop separate to this planning application in future.
- j) This is not a matter made relevant for assessment under the Planning Scheme.
- k) No relevant standard raises impacts upon amenity generated as a result of a subdivision as a matter that Council is able to consider when assessing this planning application.
- I) This is not a matter made relevant for assessment under the Planning Scheme.

Name F Duncan – Representation 2

- a) Requests that 'the original road reserve, which is now part of my property at 60 Delantys Road, resume its original purpose and be developed as a public road' so as to improve access options to proposed Lot 2 and 3 and so that the existing road would no longer dissect the representors property.
- b) Increase in traffic movements, combined with the rural standard of the road, will increase risk of vehicle accidents.
- c) Requests a speed limit of 40km/h along with signage to mitigate safety risks.
- d) Requests to seal the first 300m of Delantys Road with bitumen to mitigate dust emissions from the road, or otherwise suggests using low dust gravel and a 40km/h speed limit.

- e) Requests passing bays at each vehicle crossing location but does not want the existing crossing at 44 Delantys Road to be used for passing maneuvers.
- f) Identifies the need for Birralee Road to have a passing bay at the Delantys—Birralee junction.
- g) Asserts that access points for Lot 2 and Lot 3 need to be moved due to proximity to blind corners and greater risk of collision.
- h) Asserts that a turning circle at the end of Delantys Road is required as part of the subdivision.
- i) Identifies two wildlife crossings along Delantys Road where animals are regularly hit by vehicles and requests installation of warning signage.
- j) In direct opposition to the acceptable solution A3 of 11.4.2 which allows buildings to be located up to 20m from a frontage, and 10m to a side and rear boundary and requests that a minimum setback of at least 50m from any common boundary be imposed.
- k) States that the developer should not expect trees within 60 Delantys Road to be removed to facilitate any future dwellings.
- 1) The existing access point for proposed Lot 3 needs to be relocated further up Delantys Road on the basis that it is believed to be located within the bounds of 60 Delantys Road.
- m) The 'general condition of the entire area of 77 Delantys Road is quite bad, following the logging operations and that a lot of work still needs to be done to clear the site up'.

Planner's Response

a) The existing alignment of Delantys Road that intersects 60 Delantys Road, was acquired by Council potentially as early as 1916 and appears to have been used for the purposes of providing a smoother road alignment. It is unclear if the 'L' shaped road reserve that was bypassed by the acquired road was ever formed as a road.

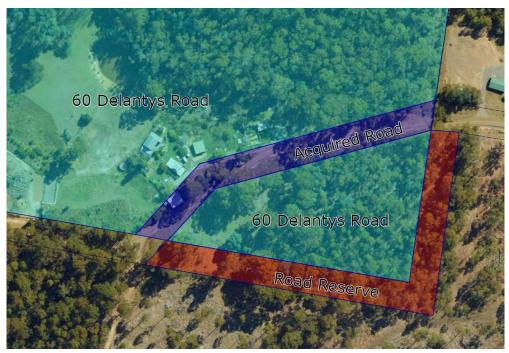


Figure 1: Aerial imagery depicting status and location of Delantys Road Reserve (Source: adapted from the LIST)

As detailed further in this report, the application does not propose to relocate Delantys Road and nor does the increase in traffic warrant the relocation. However, if there is demonstrated benefit, Council may consider the relocation of Delantys Road to the 'L' shaped road reserve and the transfer of the acquired road to the owner of 60 Delantys Road separate to this planning application in future.

- b) The submitted Traffic Impact Assessment notes that Delantys Road, even with the anticipated additional vehicle movements, is broadly compliant with the Tasmanian Standard Drawings for rural unsealed roads for volumes up to 100 vehicle movements per day and that the road 'could be considered "fit for purpose" as a minor rural residential access road serving local traffic only with no through traffic.' Refer to the attachment Planner's Advice Performance Criteria for further detail relating to consideration of safety of the road network.
- c) The Department of State Growth has issued Tasmanian Speed Zoning Guidelines that provide technical advice for practitioners on the selection of permanent speed limits in Tasmania. The introduction of posted speed limits must be approved by the Transport Commission. A speed limit of 40 km/h may only be applied to a part time school zone, local area traffic management (e.g. beachfront areas or streets that have been treated with traffic calming devices such as road humps), or high pedestrian activity areas. The submitted Traffic Impact Assessment notes that Delantys Road, even with the anticipated

additional vehicle movements, is broadly compliant with the Tasmanian Standard Drawings for rural unsealed roads for volumes up to 100 vehicle movements per day at the expected vehicle speeds along the road. No reduction in speed limit or installation of warning signage is identified as being warranted. However, the Guidelines identify that rural residential roads that carry little or no through traffic and generally have residential houses which are located on comparatively large blocks of land and set back from the edge of the road (e.g. Acton Park and Devon Hills) may be eligible for a reduced posted speed limit. Accordingly, if there is demonstrated benefit Council may consider applying to the Transport Commission for a reduced posted speed limit for Delantys Road separate to this planning application in future.

- d) The submitted Traffic Impact Assessment notes that Delantys Road, even with the anticipated additional vehicle movements, is broadly compliant with the Tasmanian Standard Drawings for rural unsealed roads for volumes up to 100 vehicle movements per day at the expected vehicle speeds along the road. Sealing of Delantys Road, on the basis of anticipated vehicle movements, is not warranted. However, if there is demonstrated benefit Council may consider the sealing of a portion of Delantys Road separate to this planning application in future.
- e) Refer to response f) to representation 1.
- f) The submitted Traffic Impact Assessment notes that 'the relative low traffic volumes on both Birralee and Delantys Road indicate no requirement for special turning lanes at the junction for Delantys Road.
- g) The submitted Traffic Impact Assessment identifies that the vehicle crossing to Lot 2 would have sight distances of 105m to the east and 90m to the west, subject to minor shrub clearance on the southern side of the road. This vegetation clearance would be limited to that within the road reserve (including where road status is afforded by way of being a user road). The existing vehicle crossing to Lot 3 does not trigger assessment against the performance criteria.
- h) Refer to response e) to representation 1.
- i) It is recognised that many rural roads throughout Tasmania are crossed by wildlife. Council's Department Infrastructure Services have advised that where wildlife signage is installed, drivers may develop an expectation that all other unsigned rural roads do not carry the same risk of wildlife activity. Once built out, the vast majority of road users

will be residents who will be familiar with, and be expecting, wildlife along the road. For these reasons, the installation of wildlife warning signage is not recommended.

- j) Council may not impose conditions on any planning permit contrary to the provisions of the Planning Scheme. It is also worth noting that the dwelling at 100 Delantys Road is located approximately 20m from its frontage, the dwelling at 60 Delantys Road is located approximately 5m from its frontage (not including outbuildings), and both dwellings at 9 Delantys Road and 44 Delantys Road are located approximately 15m from their respective frontage (again excluding outbuildings). It could thereby be reasonably suggested that the character of the immediate area is large rural residential lots with dwellings congregating and clustering along the Delantys road reserve.
- k) No vegetation is proposed to be removed other than that required to facilitate sight distances. Where such vegetation clearance may be necessary, it would be limited to the road reserve and subject site. Any future bushfire hazard management area would need to be located entirely within the bounds of the future site.
- l) Figure 2 below depicts the approximate locations of property boundaries as provided by the LIST. Boundaries of 60 Delantys Road are accurate to 1m, while boundaries of 77 Delantys Road are accurate to 5m. It is clear from this image that the existing vehicle access onto 77 Delantys Road is entirely located within Councils road reserve despite fencing surrounding Delantys Road encroaching into the road reserves. To make explicit, the 'disused' casement remains a road reserve and is not a part of the title of 60 Delantys Road.

Where the road formation of Delantys Road passes close to or through a property boundary, and is used by the general public and maintained by Council, it takes on a 'user road' status and is effectively treated as if it were within a road reserve. This appears to be the case in the circled area in Figure 2 below.

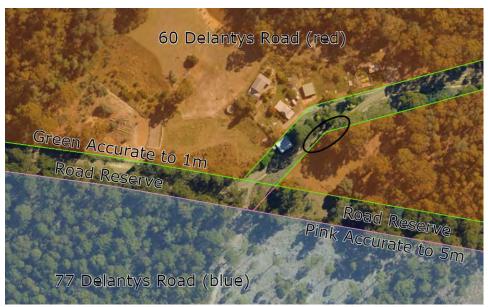


Figure 2: Aerial imagery depicting location and accuracy of Delantys road reserve boundaries (Source: adapted from the LIST)

m) Noted, however there is no provision in the Planning Scheme that relates to the tidiness of the property.

Name E Titley – Representation 3

- a) Recommends chip-sealing Delantys Road to stop existing and future dust exposure to occupants along the road.
- b) The existing winding alignment of Delantys Road creates bad blind spots as it is and needs to be addressed as it is used by children on bikes, horse riders, tractors, and farming machinery, etc as well as normal traffic and is easy to get caught out on these corners'.
- c) Supports the relocation of Delantys Road 'back into the actual road easement' and further vegetation clearance be undertaken to prevent blind spots and to help slow traffic through these corners.
- d) The vehicle crossing for the proposed Lot 4 is at risk of vehicle collisions due to the adjacent blind corner.
- e) Queries the status of Delantys Road where it is adjacent to 60 Delantys Road and how it came to be.
- f) Lack of heavy vehicle turnaround area on Delantys Road raises issues for reversing of truck and trailer combinations.

g) Lack of speed limit sign on Delantys Road and that the speed limit should be reduced.

Response

- **Planner's** a) Refer to response d) to Representation 2.
 - b) The submitted Traffic Impact Assessment notes that Delantys Road, even with the anticipated additional vehicle movements, is broadly compliant with the Tasmanian Standard Drawings for rural unsealed roads for volumes up to 100 vehicle movements per day. When considering the crests, curves and dips presents within the existing alignment of Delantys Road, in combination with anticipated vehicle speeds along each section, the road is described as 'fit for purpose' as a minor rural residential access road serving local traffic only with no through traffic.'
 - It is not within the scope of this planning application to consider the relocation of Delantys Road as envisioned by representors. Limited vegetation clearance has been identified to ensure sufficient sight lines for the vehicle access to proposed Lot 2. However, if there is demonstrated benefit, Council may consider relocating the alignment of Delantys Road separate to this planning application in future.
 - d) Refer to response b) to Representation 1.
 - e) Refer to response a) to Representation 2.
 - f) Refer to response e) to Representation 1.
 - Refer to response c) to Representation 2.

Name J & M How – Representation 4

- a) Dust is currently generated by vehicles driving on Delantys Road that causes nuisance to the dwelling at 9 Delantys Road. Traffic increases during and after construction will lead to increased dust from the road when vehicles drive past.
- b) Any vehicles moving faster than 40km/hr coat the dwelling and curtilage of 9 Delantys Road with dust.
- c) That 'sealing the road up to the subdivision is the very least than needs to occur to minimise the very direct impact on the properties by which moving traffic will traverse' as demonstrated by photos attached to the representation.

Response

- **Planner's** a) Refer to response h) to Representation 1.
 - b) Refer to response h) to Representation 1.
 - c) Refer to response h) to Representation 1. If there is demonstrated benefit, Council may consider the sealing of a portion of Delantys Road separate to this planning application in future.

Name J Myers – Representation 5

- a) Can the original Delantys Road Reserve be reinstated?
- b) Can Lot 1 and Lot 2 driveways be amalgamated to reduce traffic spread interference and personal impact to established residence of 44 Delantys Road?
- c) Can Lot 3 and Lot 4 driveways be amalgamated to again reduce traffic spread interference?
- d) Lot 1 and Lot 2 directly impacts 44 Delantys Road due to increase vehicle movement, intercepting access points, light and noise pollution from future dwelling development, security concerns of people trafficking Delantys Road and safety to all road users.
- e) Suggestion that Lot 1 vehicle access could relocate access further east along Delantys Road towards Birralee Road to improve visibility for all road users and remove the congestion of development around 44 Delantys.
- Will the current Delantys Road footprint be safe for users to allow additional 36 vehicle passes daily? How will this be assessed?
- g) Is there a matrix to align road standards with vehicle daily vehicle passes and ensure the road is fit for purpose?
- h) Does the subdivision need to be 4 lots or can it be reduced to 2 lots?
- Lot 2 identifies two internal passing bays along internal driveways to improve emergency service vehicle access, what are the requirements for Delantys Road?
- Suggestion that the speed limit along Delantys Road be reduced to j) 40km/hr.

- k) Suggestion for a heavy vehicle turning bay near the end of Delantys Road.
- *Suggestion to improve roadside signage.*
- m) A threatened native vegetation community is located within the nearby 60 and 44 Delantys Road.
- n) Suggestion to install wildlife caution road signage.
- o) Suggestion to review onsite post Forest Practices Plan and ensure natural values will not be impacted to future dwelling development.
- p) Following completion of the forest practices at the site, large heavy dry fuel pile range widely across the lots. Do these heavy fuels situated densely on the ground, trigger a further bushfire assessment to assess potential risk?
- q) Does the current footprint of Delantys Road meet the bushfire requirements for all emergency response plans/vehicles considering the two pass bays are proposed for lot 2 internal driveway?
- r) Development should not be at the detriment to the residents of Delantys Road, values within this area, and potential cost burdens of the Meander Valley Council and rate payers to upgrade the road to suit the requirement of this proposed subdivision.

Planner's a) Response

- Refer to response a) to Representation 2.
- b) Both vehicle crossings for Lot 1 and Lot 2 are located in a manner that provides sufficient sight distance for the expected vehicle speeds. Accordingly, Council has limited scope to alter locations of proposed vehicle crossings through the mechanism of a planning permit.
- c) Refer to response b) to Representation 5.
- d) The proposed vehicle crossings are assessed against C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction. This standard is focused upon the safety of vehicle crossings and the safety and efficiency of the road network. Further consideration of this standard is provided further on in this report. Consideration of light and noise pollution from future dwelling development and security concerns are not matters Council are able to consider when determining this planning application.

- e) The submitted Traffic Impact Assessment notes that the proposed vehicle crossing for Lot 1 would have a sight distance of 112m to the east and 90m to the west which is considered a satisfactory approach sight distance to achieve a minimum 2 second reaction time for the approach travel speeds at this location. Imposing the requirement to relocate the proposed Lot 1 vehicle crossing is thereby not warranted.
- f) The current standard of Delantys Road is considered in relation to the existing and anticipated number of vehicle movements resulting from the proposed subdivision. This is assessed against the Road and Railway Code C3.0. The applicant, following receipt of the representations, opted to provide a Traffic Impact Assessment prepared by a suitably qualified traffic engineer to Council for consideration.
- g) Yes. The LGAT Standard Drawings TSD-R01-v3 lists ranges of expected vehicle movement volumes and provides corresponding requirements for minimum traffic and pavement width and bends. These standards are available at https://www.lgat.tas.gov.au/lgat-advocacy/engineering-local-government-standards-and-guidelines.
- h) Council must consider the application as it is presented to it. Requiring the application to reduce the number of lots from 4 to 2 would be a substantial modification that is beyond the powers of the Planning Authority.
- i) The two internal passing bays indicated on proposed Lot 2 are requirements of the Bushfire Prone Areas Code C13.0. Delantys Road, being an existing road, is not assessed against the Bushfire-Prone Areas Code. The LGAT Standard Drawings TSD-R01-v3 identifies a minimum traffic width of 4m for existing unsealed rural roads with daily vehicle movements of between 30-100 and no prescriptive requirement for passing bays.
- j) Refer to response c) to Representation 2.
- k) Refer to response e) to Representation 1.
- l) Refer to response c) to Representation 2. Provision of warning signage has been considered as suitable for inclusion at the westbound approach of the reverse curve (Adjacent to 44 Delantys Road). Refer to the attachment Planner's Advice Performance Criteria for further detail.
- m) Noted.
- n) Refer to response i) to Representation 2.

- o) The potential and likely impact upon priority vegetation as a result of the subdivision has been considered. Refer to the attachment Planner's Advice – Performance Criteria for further detail. The proposal suitably minimises adverse impacts by locating indicative bushfire hazard management areas in areas that have been predominately cleared as a result of the recent forestry operations.
- p) No, bushfire assessments are based on the type of vegetation community (eg. forest) present. Irrespective, any future application for a dwelling will be required to undertake an additional bushfire hazard assessment to establish the exact amount of vegetation that would require removal during the planning approval process and as part of the building approval processes.
- q) Delantys Road, being an existing road, is not assessed against the Bushfire-Prone Areas Code. The LGAT Standard Drawings TSD-R01-v3 identifies a minimum traffic width of 4m for existing unsealed rural roads with daily vehicle movements of between 30-100 and no prescriptive requirement for passing bays.
- r) All use and development must comply with the applicable standards within the Tasmanian Planning Scheme, relevant Australian Standards and LGAT Tasmanian Standard Drawings, as applicable. Where appropriate, this may include the requiring upgrading or widening of roads to cater for anticipated volumes of traffic. However, any such requirements must be in proportion to the anticipated impact of the development and the relevant standards. In this respect, the proposed subdivision will not result in Delantys Road exceeding 100 vehicle movements per day and the existing road is broadly compliant with the requirements of the Tasmanian Standard Drawings for rural unsealed roads for the anticipated traffic volume. Requiring the developer to pay for a turning head, sealing of a portion of the road and widening above the necessary standard would not be a reasonable exercise of Council's powers as Planning Authority.

Name E Siermicki – Representation 6

Concern a) 'The land at Delantys Road has been devastated with the remnants of the logging operation littering the area including log piles, strewn branches, and sizeable logs, topsoil completely gone with deep furrows of clay/rock and other debris sitting ripe for erosion and washing into the surrounding

- waterways when winter sets in. The property absolutely runs with water through the winter months, with no drainage plan'.
- b) The recent logging has caused an 'obvious impact on wildlife and a resultant reduction in native bird life and obvious displaced fauna, including Eastern and Spotted Quolls and Tasmanian Devils'.
- c) 'Management of the operations has made no attempt to develop the land left behind to a standard suitable for subdivision including replacement of boundary fences which indicates striping the land for financial gain without concern for the state it has been left in or concern for those who share boundaries'.
- d) Assumes there is routinely a sign off process post logging operation and suggests that Council needs to do an onsite review as due diligence before considering this plan for approval.
- e) Presented plan for the subdivision is scant in detail and context for the current residents who will be directly affected as will the value of the properties surrounding.
- f) Request that there be clarity on the status of the existing access from 77 Delantys Road (proposed to serve Lot 3) as it is suggested it is located within the bounds of 60 Delantys Road.
- g) Proposes that the original road reserve, which is now part of the property of 60 Delantys Road, resume its original purpose as a public access road as a means to improve access options for Lot 2 and Lot 3. The property of 60 Delantys Road would no longer be dissected and Council will have an opportunity to create a fit for purpose road to all current and future residents of Delantys Road.
- h) The explanation provided by the application, in relation to the Road and Railway Code is entirely deficient and does not consider that Delantys Road is a single lane gravel road with multiple blind spots which barely supports the current column of residents.
- i) There are already concerns regarding the speed limit on the road, absence of passing bays, consideration for foot traffic including road safety for school aged children on bikes and multiple other rural pastimes such as horse riding traffic.
- *j)* Suggests that a speed limit reasonable to the road conditions be imposed.
- *k)* Increase in traffic causes constant dust issues.

- l) Supports a case for the sealing of the road to the base of the hill.
- m) Advocates for a bus shelter for the school aged children current and to come.
- n) Access points for Lot 2 and 3 need to be moved to account for current blind corners.
- o) The proposed increase in traffic will further impact wildlife in the area as well as the very obviously displaced fauna associated with the logging activities to date on the proposed subdivision.
- p) Disappointed that there seems to have been no appropriate assessment undertaken of natural values which implies a lack of care for the natural assets of the land parcel by the Council, whilst noting the presence of Wedgetail Eagle nesting habitat with recurrent chicks being successfully raised, Tasmania Devil, eastern and spotted quoll sightings and interactions and states that Delantys Road has always provided a corridor for native wildlife of many species.

Planner's a) Response

- a) The potential for stormwater runoff being concentrated onto the existing and proposed crossovers by existing internal vehicle accesses is considered in response to Performance Criteria P1 of C2.6.1 Construction of Parking Areas. Refer to the attachment Planner's Advice Performance Criteria for further detail.
- b) Any impacts to native fauna caused by the recent forest practices approved by the Forest Practices Authority are not matters relevant to the assessment of this planning application.
- c) This is not a matter made relevant for assessment under the Planning Scheme.
- d) Vegetation removal in accordance with a Forest Practices Plan approved by the Forest Practices Authority is exempt from planning approval. The Forest Practices Authority are the relevant statutory authority in relation to ensuring compliance with their Forest Practices Plans. Council plays no regulatory part in the sign off processes for forestry operations.
- e) Property values are not a matter that the Planning Authority may consider when assessing planning applications. The Plan of Subdivision has provided information necessary to undertake a planning assessment of the application.

- f) Refer to response a) to Representation 2. The existing vehicle crossing is not located within the bounds of 60 Delantys Road.
- g) Refer to response a) to Representation 2.
- h) Following receipt of the representations, the applicant opted to provide a Traffic Impact Assessment to assist in Council making an informed assessment and determination. This Traffic Impact Assessment was prepared by a traffic engineer and considers that the existing formation of Delantys Road is largely 'fit for purpose' for up to 100 daily vehicle movements.
- i) Refer to responses c), d) and e) to Representation 2 and b) to Representation 3.
- j) Refer to response c) to Representation 2.
- k) Refer to response h) to Representation 1.
- l) Refer to response d) to Representation 2.
- m) Refer to response i) to Representation 1.
- n) Refer to response g) to Representation 2.
- o) The relevant standards do not enable Council to consider the impacts that vehicle movements may have upon native fauna within public roads when assessing this planning application.
- the site has recently been subject to a forestry operation that involved the thinning of up to 40 hectares of land. The indicative locations of potential dwellings within the subject site are all located within the area subject to this thinning. Notwithstanding the fact that no vegetation removal is proposed within the site as part of the subdivision (other than as necessary for vehicle crossings), the indicative bushfire hazard management areas would minimise adverse impacts on intact priority vegetation by being located in this area of thinned vegetation. Not requiring vegetation removal now as part of the subdivision, enables future development to be reflexive to the values of the remaining priority vegetation at that point in time. In this respect, any future planning application for development within any future lot that involves vegetation removal would be required to demonstrate how impacts upon priority vegetation are minimised.

Note: The planning application was advertised in a local newspaper and on Council's website for a statutory period of 14 days from 20 January 2024 to 6 February 2024. The property was also signposted.

11.2.2 Representation 1 - N Pilbeam

From: "nicole pilbeam"

Sent: Sun, 4 Feb 2024 15:03:26 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>

Subject:Delantys Planning Response 04022024Attachments:Delantys Planning Response 04022024.pdf

To General Manager, John Jordan

Please see attached my response for the 77 Delantys Road Planning Notice. There are areas of concerns and discussion for resolution.

Looking forward to hearing from you soon

Thank you

Nicole Pilbeam

11.2.2 Representation 1 - N Pilbeam

To The General Manager, John Jordan Meander Valley Council

Dear John,

We are writing our response regarding 77 Delantys Road Planning Notice:

Applicant Cohen & Associates Pty Ltd – PA\24/0151
Property Address: 77 Delantys Road Birralee (CT:18830/1)
Development: Subdivision (4 Lots) – Lot Design, Driveways, Priority Vegetation Area, Attenuation Area

We chose 102 to call our home, due to its peace and privacy. Upon looking at the planning permit submission there are a lot of concerns:

- We have been trying to get in contact with the current owner of 77 Delantys Road, regarding boundary fencing. The Fence has been damaged with the removal of trees and we are also wanting to replace the boundary fence that runs along both sides that a join Lot 4 - 77 Delantys Road.
- 2. The Driveway proposed on Lot 4 77 Delantys Road is right on the current blind corner. This currently is already a huge issue for our road. You are better of using Lot 3 driveway to gain access to lot 4 to avoid collisions on this blind corner.
- 3. The number of cars that will be driving up and down Delantys road will increase significantly. Currently there is roughly 12 cars that use this road. Once the new places sell, there will be more car users on Delantys Road, rough increase 20+ cars on the dirt road. (Based on each premise having 2 cars in use and using the road once a day, I for example use the road 6 8 + times a day)
- 4. The proposed road currently goes through a neighbouring property. Which main Delantys Road are we using?
- 5. Lot 60 would like her part of the land back, as the current road was given to the council splits her property . We are happy for House 60 to obtain her property back.
- 6. If using the Reserve Road, we require adequate sizing for 2 vehicles passing, turning space is required, as we all enough room to manoeuvre the personal use Horse Floats and Trailers on this road.
- 7. The current road is not wide enough for two cars to pass, let alone Trucks. Currently one must reverse a fair way back up the road, until it's safe to pass. My partner has had to swerve off the road to allow a tractor to pass, his work vehicle and trailer was then bogged on the side of the road.
- 8. Having multiple trucks in and out, Building, Builders, Water, Electricity, the Construction in general will cause a lot of discrepancies using the current road. When a truck is on this Road, they currently use someone else's land to reverse out of the way. Which unfortunately House 60 is mainly affected.
- 9. The dust is a real current issue for the houses down the bottom, (No 9 and No 11) having more road users, will cause more dust and the wind 95% of the time goes in their house direction. However, the whole road has dust issues even when travelling 40km, all houses are affected by dust. Sealing the road with this many uses would help along with adequate draining for when the rains out here. The rain can be damaging to Delanty Road.

11.2.2 Representation 1 - N Pilbeam

- 10. There is a bus stop down the end of Delantys Road, next to our mailboxes. A Sheltered Bus stop would be nice for the kids to be able to catch the bus in the rain and so people know to slow down and commence 80kmph on Birralee Road.
- 11. An option was discussed to have a turning circle at the end of Delantys Road, across 102 however this falls into a Natural Asset Code Waterway and coastal protection area with a 20mt clearance required, this doesn't really work nor would it be beneficial for us at 102 Delantys and a more useful turning circle could be made between lot 3 and 4 and having their driveways out of the turning circle, which in turn avoids the huge blind corner issue we all are currently facing. Alternative option is to have this between lot 2 and 3 using the old reserve road where a pass bay is. However again a larger road to allow 2 cars to pass still stands.
- 12. What disruption will be caused to our electricity?
- 13. What noise disruptions will there be for all of us in this area?
- 14. Will the housing numbers change if at all?
- 15. Rates for the area? How will these be affected?

We propose a meeting to discuss all these concerns and issues to find a suitable resolution for all.

Thank you

Nicole Pilbeam

11.2.3 Representation 2 - F Duncan

From: "Fiona Duncan"

Sent: Sun, 4 Feb 2024 20:49:06 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Planning Application Response for 77 Delantys Rd, Birralee.

Attachments: Planning approval Application response 3_2_24.pdf

Attn: Jonathan Harmey General Manager Meander Valley Council.

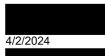
Describer valley court

Dear Sir

Find attached my response to the planning application by Cohen and Associates Pty Ltd - $PA\24\0151$ - 77 Delantys Rd, Birralee.

Kind Regards Fiona Duncan.





Attn: Jonathan Harmey General Manager Meander Valley Council.

Dear Sir

The following are some concerns, requests and potential solutions, regarding the planning application by Cohen and Associates Pty Ltd - PA\24\0151, for 77 Delantys Rd, Birralee.

- 1. Firstly, I would like to request that the original road reserve, which is now part of my property at 60 Delantys Rd, resume its original purpose and be developed as a public road. This would improve access options for lots 2 and 3. As a result, the section of public road that starts at the proposed driveway access on lot 2 and concludes on the present access track at lot 3, would be returned to 60 Delantys Rd, no longer dissecting the property.
- 2. Page 7, point C3.0 Road and Railway Assets Code. There is an estimate here of no more than 9 daily vehicle movements from four single dwellings. Realistically, the majority of rural dwellings have more than one occupant and more than one vehicle, making at least one return trip per day. So that indicates an increase of at least 16 daily vehicle movements on Delantys Rd, attributed to the proposed subdivision. This will almost double the current vehicle activity. And will more than double it if the proposed dwellings have more than two occupants with their own vehicles, or two occupants who each make more than one trip per day.
- 3. Due to the increase in vehicle movements, and the fact that Delantys Rd is a single lane, gravel road, the risk of vehicle accidents is greater. There is also a safety issue for school children walking to the bus stop at the junction of Delantys Rd and Birralee Rd. In view of these factors, I would like to request a speed limit of 40 KM per hour along with signage.
- 4. In view of the increase in vehicle movements, there will be a severe increase in road dust, which will adversely impact houses 9 and 11 and potentially the purchaser of the subdivision of 44 Delantys Rd. The best outcome here would be to seal the first 300 mt of road with bitumen. At the very least, low dust gravel should be regularly applied and a speed limit of 40 km per hour applied. Potentially, all dwellings in the proposed subdivision and existing dwellings close to the road, may be impacted by increased road dust if the speed limit is not reduced.
- 5. Due to the increase in vehicle movements and the road being single lane, access points for each of the 4 lots need passing bays. The planning application (page 12) indicates that lot 2 has a passing bay. However, this is actually a private entrance. I do not want my private entrance opposite the proposed access point for lot 4, being used as a passing bay. Birralee Rd also needs a passing bay, to allow for vehicles making a right turn onto Delantys Rd. This takes into consideration the high volume of heavy vehicles using Birralee Rd, and therefore the increased risk factor.

11.2.3 Representation 2 - F Duncan

- 6. Access points for lot 2 and 3 need to be moved. They are both positioned close to 'blind corners'. There is a greater risk of collision due to road conditions and increased vehicle movements associated with the proposed subdivision.
- 7. A turning circle is required, potentially at the end of Delantys Rd opposite the entry to property 102, or as part of the proposed subdivision. Heavy vehicles currently have nowhere to turn and have to reverse down Delantys Rd, which is unsafe for them and other road users.
- 8. There are at least two wildlife crossings along Delantys Rd where animals are regularly hit by vehicles. One just after the entrance to property 11 and the other just after the top entrance to property 44. Due to the potential increase in vehicle activity I would like to request signage to indicate these points. The request in point 3 would also be a solution in this instance.
- 9. Point 11.5.1 Lot Design A1. A minimum of 10 mt from side and rear boundaries for the positioning of dwellings, has been indicated here. I am in direct opposition to this and of the opinion that it is too close to my boundary. Particularly in the case of lots 1 and 2. Living in a bush / rural setting is a lifestyle choice. No one wants to make that choice and then have the quality of their lifestyle reduced by being 'crowded out' by a number of dwellings built within 10 mt of a common boundary. There are plenty of appropriate building sites other than the ones indicated. Also, I have no plans to reduce the amount of trees on my property. People choose to build close to the boundary to save money on accessing utilities, which is understandable. However, there is often an expectation upon established neighbours to chop down their trees as it becomes an inconvenience. In view of these two concerns, I would like to request that a minimum of at least 50 mt from any common boundary, be implemented.
- 10. The present access point for lot 3 needs to be relocated further up Delantys Rd. I believe this access point presently crosses over the corner of my property, where the former road reserve meets the current public road. I have corresponded with the council on this matter and they believe this is not the case, using 'The List' as a point of reference. However, the pink boundary line that indicates the point of intersection, is only accurate within 5 mt. The position of the true corner boundary may only be established through surveying by Cohen and Associates, which is to commence after planning approval.
- 11. I would also like to add that the general condition of the entire area of 77 Delantys Rd is quite bad, following the logging operations. A lot of work still needs to be done to clean the site up. It's quite an eyesore.

Thank you for considering these concerns Kind regards Fiona Duncan.

11.2.4 Representation 3 - E Titley

From: Sent:

Mon. 5 Feb 2024 18:20:28 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>

Subject: Land Development: 77 Delantys Road, Birralee.

To John Jordan, General Manager, and whom it may concern, in regards to the planning notice of development, 77 Delantys Road, Birralee.

I am writing you today to express my concerns for the future development of Delantys Road.

I am not at all opposed to future development of this area, however, as a resident in the direct area, would like to raise current concerns.

Having worked in the construction, civil roadworks and infrastructure industries for over 20 years, I am all too aware of the effects related to silica and dust inhalation.

I know the current road is considered a low dust solution to this issue, but it does not stop the dust created from traffic on this road. With these new properties developed, traffic will at least double over the coming years as occupancy is obtained on these sites. The dust is already of concern with current households unable to dry clothes outside, or open windows if the wind conditions are unfavourable. I strongly advise chip-sealing this section of road to stop the dust exposure to occupants.

Moving on, looking through the planning documents, I have noticed that Delantys Road actually cuts through the middle of property #60. These winding turns create bad blind spots as it is and need to be addressed. This road is used by children on bikes, horse riders, tractors, and farming machinery, etc. as well as normal traffic, and is easy to get caught out on these corners.

I believe the road needs to be put back into the actual road easement, and further clearing needs to be done to prevent these blind spots, and to help slow traffic through these corners.

The proposed driveway access for lot 4, has traffic turning right out of their driveway directly into a blind, incoming corner. If a vehicle is coming up Delantys road, this poses extra risk of an accident on this corner.

I don't wish to speak on behalf of the residents at #60, but has this land ever been acquired, or has the road just been pushed through their property, and off the actual easement?

Adding to the blind spot hazard, there is no heavy vehicle turnaround area up here, so reversing truck and trailer combinations is also an issue.

There is no speed limit sign on Delantys road as it is, so by default the speed limit is 80kph. On a gravel, residential road, I believe this to be too fast, let alone adding more traffic to the road.

So in conclusion, the main points I am asking to be considered are as follows;

- •Chip Sealing of Delantys Road, to prevent dust inhalation hazard.
- •Delantys Road being restored to the correct easement alignments, to slow traffic and remove blind spots.
- •Heavy vehicle turning, so as not having to contend with reversing down hill, around blind corners.
- •Speed limiting the area.

Looking forward to your response. Regards, Elliott Titley, Resident of Delantys Road.

11.2.5 Representation 4 - J & M How

From: "JM How"

Sent: Mon, 5 Feb 2024 19:32:29 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>

Subject: PA\24\0151

Attachments: Concerning the subdivision of 77 Delantys Road Birralee application PA.docx

Attn. General Manager, Meander Valley Council.

Regarding the Cohen & Associates PTY LTD subdivision of 77 Delantys Road Birralee.

Please find a written representation attached to this email.

Sincerely,

Joseph and Michaela How.

11.2.5 Representation 4 - J & M How

Concerning the subdivision of 77 Delantys Road Birralee application PA\24\0151

Joseph and Michaela How

4/2/2024

To the General Manager at Meander Valley Council Good day to you.

We have lived at 9 Delantys Road for the past 4.5 years - the first house on the street.

It is our experience that 90% of the time, the prevailing winds blow a wall of dust created by passing vehicles, directly over our home. The result of this is that we cannot open windows, hang clothes or clean cars without everything being coated in dust. There are also health concerns around the experience of frequent hay-fever and sinus headaches that come from the dust. In addition to the vehicles creating the dust, during the dry months, even just strong wind gusts will blow the road dust over our home.

To try to minimise this impact, we have had to request all of the other residents who live on our road if they would kindly keep their speed low as they pass to reduce the dust. As a whole, they have been kind enough to oblige. While this 'helps' to reduce dust, it does not eliminate the problem as even with signs, it does not slow down any other vehicle travelling on the road.

Residents have written to council about the concerning dust on more than one occasion. As there are always non-residents using the road, this brings the point of our concern regarding the proposed subdivision into light.

Clearly for an extensive time if approved, there will be a very significant increase in traffic, both regular vehicles and in heavy vehicles during the development of the subdivision. Beyond this, there would be equally as heavy traffic during building stages of the individual property owners, along with the ongoing increased traffic from the greater population living in the street.

When we've approached the council about the possibility of sealing the road outside our home, they responded that they were re-sheeting our road with a "low-dust gravel". As a family who works in earthmoving, we have never heard of a "low-dust gravel" before and can testify that within a week of this gravel being on the ground, we were once again being coated in a wall of dust when any vehicles went past faster that 40km/h and, being on a straight stretch of road, most vehicles travel past at much greater speeds. The only time this gravel is "low-dust" is when it's wet! Attached to this letter are photos of the dust on one of our cars after 1 day's traffic.

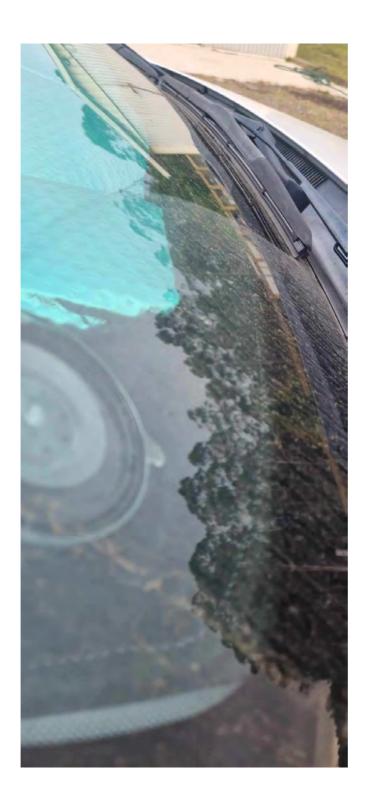
If this subdivision gets approval, sealing the road up to the subdivision is the very least that needs to occur to minimise the very direct impact on the properties by which moving traffic will traverse. If this cannot be guaranteed in writing, we do not support the subdivision.

Sincerely,

Joseph and Michaela







11.2.6 Representation 5 - J Myers

 From:
 Mon, 5 Feb 2024 21:10:00 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>

Subject: Written Representation - PA240151 - by 6th Feb 2024
Attachments: Written Representation - PA240151 - MYERS - FEB 2024.pdf

Hello Meander Valley Council,

Please see attached written representation in response to PA240151-4 lot subdivision at 77 Delantys Road.

I look forward to your response.

Kind regards, Jenna Myers

Jenna Myers

Monday 5th February 2024

Jonathan Harmey
General Manager
Ref # PA\24\0151
26 Lyall Street
Westbury TAS 7303
Via email planning@mvc.tas.gov.au

PA 24/0151 – Subdivision (4 lots) – lot design, driveways, priority vegetation area, attenuation area.

Dear Jonathan

Thank you for the notice inviting representations on the abovementioned proposal stating that representations are due by the 6/02/2024.

A review of the plans identifies the proposed development will be subdivided as per the zoning classification, Rural Living Zone D within the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule with lot 1 – 10ha, lot 2 – 10ha, lot 3 – 10ha and lot 4 – 13ha. The Meander Valley Local Provisions does not identify a Specific Area Plan for the Birralee and is assumed this proposal will be assessed through generic planning criteria and will not address specific considerations related to forecast road capacity and access, values, bushfire safety zones and potential development restrictions due to current infrastructure constraints.

I am one of six households that live along Delantys Road and call this area home. This proposal is a shared concern and I encourage Meander Valley Council to consider the following when assessing this application:

11.5 Development Standards for Subdivision Lot Design 11.5.1

Lot 1 and 2 are directly opposite 44 Delantys Road and are situated on the elevated side of the road. The position of the proposed vehicle access points may result in water egress to 44 Delantys Road crossovers and shed.

Lot 1 and 2 proposed vehicle access points are positioned on riser and bend of Delantys Road and pose visibility risk to road users during the day and during sunset.

Lot 4 proposed access is situated within the narrowing of Delantys Road raising concerns for safety.

Questions:

- Q Can the original Delantys Road Reserve be reinstated? The alignment of the old road reserve has potential to:
 - improve vehicle access points for proposed subdivision lots 1, 2, 3 & 4.

Document Set ID: 1879224

11.2.6 Representation 5 - J Myers

(requiring a shuffle of lot boundaries and access points to access lots from old road reserve).

- provide sufficient road development space for dual vehicle access of Delantys Road
- provides clear property delineation and security of 60 Delantys Road, Birralee.
- Q Or, can lot 1 & 2 driveways be amalgamated to reduce traffic spread interference and personal impact to established residence of 44 Delantys Road?
- Q and, can lot 3 & 4 driveways be amalgamated to again reduce traffic spread interference?

Considerations:

- Lot 1 and Lot 2 directly impacts 44 Delantys Road due to increase vehicle movements intercepting access points, light and noise pollution from future dwelling development, security concerns of people trafficking Delantys Road and safety to all road users.
- Another consideration, for lot 1 vehicle access is to relocate access further east along Delantys Road towards Birralee Road to improve visibility for all road users and remove the congestion of development around 44 Delantys Road.

11.5.2 - Roads

C2.0 - Roads and Railway Asset Codes

Delantys Road forms one of the road networks managed by Meander Valley Council.

Delantys Road supports two lane vehicle access for approximately 200metres of the 1.2km road. The remaining 1km is single lane vehicle access and, drivers are required to pull over in strategic road locations giving way to oncoming traffic.

The proposal is situated within the 1km of single lane vehicle access.

The current vehicle passes within the single lane vehicle access amounts to (3 households x 2 vehicles & 1 household x 1 vehicle) = 31 passes. The proposal identifies each lot likely to not exceed 9 vehicle passes per day amounting to 36 passes, doubling the current use.

Ouestions:

- Q Will the current Delantys Road footprint be safe for users to allow additional 36 vehicle passes daily? How will this be assessed?
- Q Is there a matrix to align road standards with vehicle daily vehicle passes and ensure the road is fit for purpose?
- Q Can the previous Delantys Road Reserve be reinstated to;
 - improve vehicle access points for proposed subdivision lots 1, 2, 3 & 4.
 This will require a shuffle of lot boundaries and access points to access from old road reserve.
 - allows sufficient road development space for dual vehicle access of Delantys Road
 - provides clear property delineation and security of 60 Delantys Road, Birralee.
- Q Or, can lot 1 & 2 driveways be amalgamated to reduce traffic spread interference and personal impact to established residence of 44 Delantys Road?
- Q Does the subdivision need to be 4 lots, can it be reduced to two lots?
- Q Lot 2 identifies two internal pass bays along internal driveway to improve emergency service vehicle access, what are the requirements for Delantys Road?

Considerations:

- Reduce the speed limit along Delantys Road to 40km/h
- Consider turning bays for heavy vehicles near the end of Delantys Road and/or improve roadside signage

2

C7.7.2 Subdivision within a priority vegetation area P1.1 (f) and P1.2

As identified within the Proposal report "there are no listed threatened flora or fauna species identified within the subject site". These listing only occur when the area has undertaken flora and fauna field assessment and identifies species.

Less than 50m the native vegetation is listed as Threatened Native Vegetation Communities 2020 and is identified as potential Wedgetail Eagle Nesting Habitat.

Lot 1, lot 2, lot 3 and lot 4 all share the same overlay as potential Wedge-tail Eagle Nesting Habitat. This information can be found on the 'The List'.

As discovered on 'The List' the Forest Practice Plan (FPP MJS0751) expired on the 31/12/23 and is safe to assume a flora and fauna assessment was conducted prior to the issuement of the FPP.

Residents in the area have actively trapped for feral cats and have caught on multiple times Tasmanian devil (sarcophilus harrisii) and spotted tail quoll (dasyurus maculatus). Both species are listed as vulnerable due disease, habitat loss and fragmentation.

Delantys Road is an active corridor for native wildlife, particularly the macropod species. The proposed increase in traffic movement will impact further on the already displaced wildlife in the area.

As the owner of 44 Delantys Road, I have noticed a significant increase in wildlife encroachment within my boundary as direct impact of the logging operation at the proposed subdivision lots.

Considerations:

- Reduce speed limit of 40km/h with wildlife caution road signage
- Review onsite post FPP and ensure values will not be impacted to future dwelling development.

C13.0 Bushfire - Prone Area Code

The Bushfire Risk Assessment and Bushfire Hazard Management Plan was completed in June 2022 which identifies bushfire compliance around setbacks, and dwelling considerations. This has been achieved as a direct result of the approved Forest Practice Plan and operations. Since the completion of the bushfire report further harvesting has occurred with the by-product forming large heavy dry fuel piles ranging widely around the lots.

Questions:

- Q With the heavy fuels situated densely on ground, does this trigger a further bushfire assessment to assess potential risk?
- Q Does the current footprint of Delantys Road meet the bushfire requirements for all emergency response plans/vehicles considering two pass bays are proposed for lot 2 internal driveway?

3

11.2.6 Representation 5 - J Myers

Conclusion

As a resident of Delantys Road, I selfishly would like the area to remain the same. I bought this property for its natural bush, wildlife, and serenity. I do consider myself lucky everyday as I sit out on my veranda and watch the birdlife traffic the air space. I am sure my neighbours have a similar mindsets and respect for this area.

The forestry operations and now proposed subdivision is a significant financial gain to those involved, who do not call this area home.

I also understand we need to compromise and allow for 'progressive development', however this should not be at the detriment to the residents of Delantys Road, values within this area, and potential cost burdens of the Meander Valley Council and rate payers to upgrade the road to suit the requirements of this proposed subdivision.

Finally, I would like to thank you for taking the time to read my representation on the **PA 24/0151** – **Subdivision (4 lots)** – **lot design, driveways, priority vegetation area, attenuation area.**

I look forward to your acknowledgement of my email response in due course.

Kind regards, Jenna Myers

11.2.7 Representation 6 - E Siermicki

From:
Sent: Mon, 5 Feb 2024 21:31:08 +1100

To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Fwd: Attn: General Manager - re Planning Application for 77 Delantys Rd,

Birralee.

To John Jordan

General Manager

LMeander Valley Council

Dear Sir,

I am writing in response to your request for written representations regarding the 4 lot subdivision at 77 Delantys Rd, Birralee.

Before addressing specific concerns related to the development application I would firstly like to raise your awareness of the current state of the land intended for subdivision as a resident of Delantys Rd for 35 years.

The current land owner of the land in question, LA Arnold, has previously conducted multiple logging operations in the areas surrounding this operation and has similarly left those areas completely bereft and in this case in no way prepared for a subdivision. The land at Delantys Rd has been devastated with the remnants of the logging operation littering the area including log piles, strewn branches and sizeable logs, topsoil completely gone with deep furrows of clay/rock and other debris sitting ripe for erosion and washing into the surrounding waterways when winter sets in. The property absolutely runs with water through the winter months and as far as I can see there has been no drainage plan made.

There has been an obvious impact on wildlife and I have particularly noticed, as have my neighbours, the reduction in native bird life and obvious displaced fauna. My neighbours and I have sighted both eastern and spotted quolls as well as Tasmanian Devils on the properties along Delantys Rd which as you are aware are threatened species. I will address this further below.

I was stunned to see the planning notice and application on this land parcel due to the state the land is in post the logging operation. The management of the operations has made no attempt to develop the land left behind to a standard suitable for subdivision including replacement

11.2.7 Representation 6 - E Siermicki

of boundary fences which indicates striping the land for financial gain without concern for the state it has been left in or concern for those who share boundaries. I assume there is routinely a sign off process post logging operation and would suggest that council needs to do an onsite review as due diligence before considering this plan for approval. I also think that in general terms the presented plan for the subdivision is scant in detail and context for the current residents who will be directly affected as will the value of the properties surrounding.

Please understand my opposition relates to the current state of the land and deficiencies in the plan presented not the plan for subdivision as a concept and note my specific concerns outlined below.

1. The opening letter from Rebecca Green and associates states that 'lot 3 will maintain the existing access off Delanty's Rd'.

I would request that there is clarity on that 'existing access' as I believe that the current access dissects the property of 60 Delantys Rd and has been tolerated due to the current users long standing use of the same which is not equivalent to approval for all future users.

I propose alternatively, in support of my neighbour of 60 Delantys Rd, that the original road reserve, which is now part of the property of 60 Delantys Rd, resume its original purpose as a public access road. This would improve access options for lots 2 and 3. As a result, the section of public road that starts at the proposed driveway access on lot 2 and concludes at the access track on lot 3. This alteration to the plan will also better support frontage to Delantys Rd for 2,3 and 4 as described in point A2 and P2 as well as supporting the privacy of 60 Delantys rd, a long standing and current resident. The property of 60 Delantys Rd would no longer be dissected and council will have an opportunity to create a fit for purpose road to all current and future residents of Delantys Rd.

- 2. Point 11.5.2 'no new roads' the reinstating of the current road reserve around 60 Delantys Rd would maintain this statement.
- 3. Point C3.0 The explanation here is entirely deficient and does not consider that Delantys Rd is a single lane, gravel road with multiple blind spots which barely supports the current volume of residents. The estimate stated here of no more than 9 vehicle movements per day from four single dwellings is completely underestimated and does not take into account the movement of trade vehicles throughout the period of residential builds and reasonable assumption of at least 2 vehicles per household which will at least double the current vehicle activity as a

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11.2.7 Representation 6 - E Siermicki

very base estimate. There are already concerns regarding the speed limit on the road, absence of passing bays, consideration for foot traffic including road safety for school aged children on bikes and multiple other rural pass times such as horse riding traffic. Again I believe reinstating the original road reserve will provide options to address many if not all of these concerns. I suggest a speed limit reasonable to the road conditions be imposed. Additionally the increase in traffic will be of most concern for those residents at the beginning of Delantys Rd who currently tolerate excessive speeds of the current residents and the constant dust this creates.

I would support a case for sealing the road to the base of the hill and also advocate for a bus shelter for the school aged children current and to come. The planning application indicates that lot 2 has a passing bay however, this is actually a private entrance. Access points for lot 2 and 3 need to be moved as these access points do not consider the colocation of the current residence opposite and the nature of the current blind corner off the incline on a gravel road. As per the point made previously there is the option to move these entrances with the reinstating of the road reserve.

4. Point C7.7.2 – 'there are no listed threatened flora or fauna species identified on the subject site'. My understanding is that no flora and fauna field assessment has been undertaken. My 35 year experience as a resident of Delantys Rd includes Wedgetail Eagle nesting habitat with recurrent chicks being successfully raised, Tasmanian Devil, eastern and spotted quoll sightings and interactions. Delantys Road has always provided a corridor for native wildlife of many species. The proposed increase in traffic will further impact wildlife in the area as well as the very obviously displaced fauna associated with the logging activities to date on the proposed subdivision. It is very disappointing that there seems to have been no appropriate assessment undertaken which implies a lack of care for the natural assets of the land parcel by the council.

Thank you for considering the content of my representation.

5 February 2004

Kind regards

Elizabeth Siermicki



Document Set ID: 1879227 Version: 1, Version Date: 06/02/2024

Traffic Assessment

Proposed Rural Subdivision

77 Delantys Road, Birralee



SUBMITTED BY:

TERRY EATON
Traffic Engineer
29 Carey's Road
Bridgenorth TAS 7277
TEL / FAX: (03) 6330 1510

March 2024

11.2.8 Applicant's Response To Representations

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ATTACHMENTS

1 SUBDIVISION PLAN

2 PHOTOS

1. Introduction

A proposal is being advanced to subdivide an existing 43 hectare lot at 77 Delantys Road, Birralee into four rural residential lots.

The Council have requested a report in regard to the likely traffic impact of the proposal via a request for further information, correspondence of 15th February 2024. This report, prepared by Terry Eaton, an experienced traffic engineer, is provided in response to the request.

Preparation of the report has included discussions with Council Planner, Mr T Wagenknecht and a site visit.

Information on the future upgrade of Birralee Road in proximity to Delantys Road has also been sought from the DSG and provided.

2. The Site

The site is a recently harvested 43 hectare bush lot with some timber and regrowth. The land generally slopes upward from east to west, potential residential sites have been identified in the Bushfire Hazard Management plan (BHMP) for the proposal.

3. The Proposal

The proposal is to subdivide the land into four lot with frontage and access from Delantys Road with side boundaries to the rear southern boundary. Indicative dwelling sites have been identified as located in proximity to the road frontage.

4. Delantys Road

This road is considered as a low use minor rural dead end access road of length some 1 kilometre. Some 8 dwellings have access to the road.

The road is constructed with a smooth gravel surface (at the time of inspection, 20th February 2024). The road width varies from some 4.4 to 4.9 metres travel width with a considered general width of 4.5 metres.

The road is generally aligned as two east-west straights connected by a reverse curve some 300 metres length commencing some 550 metres from Birralee Road. The road profile is an upgrade of some 6% from Birralee Road to the reverse curve with a

11.2.8 Applicant's Response To Representations

relatively flat but undulating profile to within 150 metres of the road termination with that final length as an upgrade of some 6% to the gateway to No. 102.

Travelling the road suggests it could be considered "fit for purpose" as a minor rural residential access road serving local traffic only with no through traffic.

Sight distances were measured at:

- 1) Crest just east of dwelling No. 44 85 metres
- 2) Horizontal curve just past No. 44 90 metres
- 3) Horizontal reverse curve, some 700 metres from Birralee Road 65 metres
- 4) Dip in road approx. 800 metres from Birralee Road 50 metres

Considering the relatively short length of Delantys Road and taking into consideration the construction standard suggests reasonable travel speeds on the road at some 65-70 km/h for the straight to Birralee Road with some 45-50 km/h for the section further west.

Advice from the Department of State Growth is that there are no recorded crashes on Delantys Road over the last 10 years with only one minor injury crash at the Birralee Road junction for the same period.

5. Traffic Data

Delantys Road

As indicated, this is considered as a low use rural no through access road. Indicative traffic volume at Birralee Road some 50 to 60 vehicles per day.

Birralee Road

This road is part of the northern freight route managed by the Department of State Growth. Indicative average daily traffic at some 750 vehicles with 30% heavy vehicles.

Proposed Subdivision

Data for similar rural residential subdivisions suggest a daily two-way traffic flow of some 6 to 8 vehicles movements per lot.

Total average daily traffic value at some 30 to 35 vehicles.

6. Assessment

Assessment in accord with the provisions of the State Planning Provisions Code C3.0 Road and Railway Assets Code indicates:

C3.5.1 P1

- (a) The increase in traffic at each new driveway is estimated at up to 8 two-way movements per day.
 (Note, total traffic for the 4 lots is less than 40 vehicle movements per day which is an acceptable increase as per table C3.1)
- (b) Indicative local rural residential use almost all vehicle movement will be by light vehicles.
- (c) Delantys Road is a road under the management of the Meander Valley Council as a low use rural access road.
- (d) Taking into consideration the road standard suggests relatively low speed use by local residents familiar with the road standard, conditions and likely use by other residents.

The indicative traffic use at present up to 60 vehicle movements per day increasing to up to some 95 two-way movements per day is considered a minor volume only.

The estimated practical capacity of the road is some 450 vehicle movements per day such that the assessed use is less than 20% of the capacity – considered ideal traffic conditions.

- (e) & (f) No alternative access is available with Delantys Road as the access road for the proposed development.
- (g) This report provided for the consideration of the Meander Valley Council as the road authority.
- (h) Any response by the Road Authority to this report.

Additional information as per the request for further information of 15th February 2024.

(a) As per the C3.5.1 P1 response above

- (b) As per C3.5.1 (d) the road is an existing road under the management of the Meander Valley Council as the road authority with use assessed as less than 20% of the road capacity by generally local traffic familiar with the road conditions and other residential users.
 - The LGAT TSD-R01-V3 is not considered relevant to an existing road under the management of the Local Road Authority
- (c) The road is assessed as in two sections:
 - 1) From Birralee Road the straight uphill section, indicative speed at some 65 to 70 km/h
 - The remaining undulating curvilinear section to the end of the road with some sight distance restrictions – bends, crests and dips indicative speed some 45 to 50 km/h.
- (d) The road is considered as a low use rural access road with no crash history over the last 10 years more as a "country lane" with generally local use only suggesting minimal risk for all road users.
- (e) No reasonable turn area is available at the termination of the road, however, this could be achieved by extending the culvert at the driveway for no.100 some 3.0 metres to the west with a curved section over the drain to connect to the existing driveway
- (f) The relative low traffic volumes on both Birralee Road and Delantys Road indicate no requirement for special turn lanes at the junction for Delantys Road. However, in view of Birralee Road as part of the northern freight route provision is being made as part of the Birralee Road upgrade to provide for turning lanes on Birralee Road at this location.
- (g) Lot driveway locations:

Lot 1 – driveway location as shown on the BHMP overview map. Sight distance to east some 112 metres and to left 90 metres. These distances are considered satisfactory approach sight distance (ASD), minimum 2 second reaction time for the approach travel speeds at this location.

Lot 2 – driveway location as shown on the BHMP overview map. Sight distance to east 105 metres, sight distance to left 90 metres (with minor shrub clearance on the southern side of the road). These distances are

11.2.8 Applicant's Response To Representations

considered to exceed ASD for the estimated approach speeds at this location.

Lot 3 – driveway as per the existing driveway to the lot. Note: need to upgrade the driveway crossing to comply with Meander Valley Council standards.

Lot 4 – proposed driveway to be as located on the BHMP overview map ASD for this location measured at 70 metres to East and 50 metres to West. These distances are considered in excess of ASD for the approach speeds at this location.

Note: all driveways to be installed to Meander Valley Council's standards and guidelines.

7. Conclusion

A traffic assessment for a proposed 4 lot subdivision at 77 Delantys Road, Birralee, has found compliance with Code C3.0 Road and Railway Assets Code of the State Planning Provisions.

Additional information is also provided in response to the request for further information from Council's Senior Strategic Planner of 15th February 2024.

Terry Eaton

ATTACHMENT 1 - SUBDIVISION PLAN

ATTACHMENT 2 - PHOTOS



Lot 1 Driveway

Opposite existing driveway



Lot 1 View to West



Lot 2 View to West

Traffic Assessment – Proposed Rural Subdivision, 77 Delantys Road, Birralee By Terry Eaton



Lot 3 Existing Driveway



Possible turn head by culvert extension and widening driveway turn to no. 100



Road End

Traffic Assessment – Proposed Rural Subdivision, 77 Delantys Road, Birralee By Terry Eaton

Background

The proposal is for the development of a one lot into four lot subdivision of 77 Delantys Road, Birralee (CT: 18830/1). The site is approximately 43ha in area, is currently vacant and has recently been subject to a forestry operation in accordance with an approved Forest Practices Plan. The site has direct and sole frontage onto Delantys Road.



Figure 1: Zoning of subject titles and adjoining land (Source: adapted from the LIST).

77 Delantys Road is located within the Rural Living Zone D. All immediately surrounding properties are likewise zoned Rural Living Zone D.

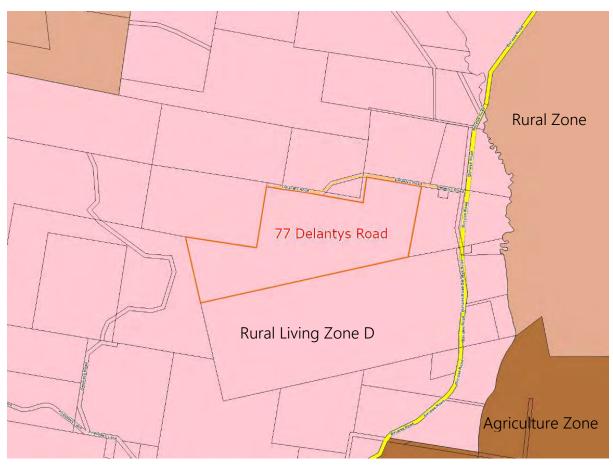


Figure 2: Zoning of subject titles and adjoining land.

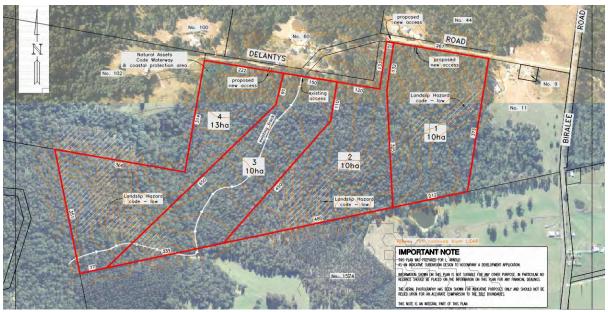


Figure 3: Proposed plan of subdivision.



Figure 4: Photo of Delantys Road, adjacent Birralee Road junction facing west (taken 22 March 2024).



Figure 5: Photo of Site taken from existing vehicle crossing (taken 22 March 2024.)

The proposal is to subdivide the existing lot into four lots. Each lot will have direct frontage onto Delantys Road. Proposed Lot 3 intends to utilise an existing vehicle crossing location while all remaining lots will require new crossings onto Delantys Road. The site area proposed for each lot is as follows:

Proposed Lot	Site Area	Frontage (m)
Lot 1	10ha	267
Lot 2	10ha	20
Lot 3	10ha	58
Lot 4	13ha	222

Summary of Planner's Advice

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

Scheme Standard Planner's Assessment 7.10 Development Not Required to be Categorised into a Use Class 7.10.1 An application for development that is not required to be categorised into one of the Use Classes under sub-clause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under sub-clause 7.3.1, may be approved at the discretion of the planning authority. Comment: The application is not required to be categorised into a Use Class under sub-clause 6.2.6 (sub-clause 6.2.6 states that development which is for

Scheme Standard

Planner's Assessment

subdivision does not need to be categorised into one of the use Classes). Sub-clause 6.8.2 applies to the proposal as the application relies on the Performance Criteria of one (1) or more applicable standards. In accordance with sub-clause 6.8.2, the planning authority has discretion under clause 7.10 to refuse or permit a development that is not required to be categorised under sub-clause 6.2.6. The proposal has been assessed as a discretionary planning application in accordance with Section 57 of the Land Use planning and Approvals Act 1993. The discretion of the planning authority has been exercised.

7.10.2 An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

Comment:

Residential uses, mostly comprising single detached dwellings, are established to the north and east of the subject site. Directly to the west of the site are large lots covered in native vegetation.

To the south is a large lot containing both pasture and native vegetation.

The proposed lots are most likely to be taken up for development within the Residential use class. All lots demonstrate they are suitable for future intended use by identifying a feasible building area clear of setbacks and easements.

The new lots will be of sufficient size to provide for onsite management of both potable water, wastewater, and stormwater. Council as the stormwater authority have stipulated requirements for the proposed crossovers to be constructed to ensure any stormwater generated by future internal vehicle accesses is directed to Council's roadside channelling.

The application demonstrates traffic volumes from future development can be readily accommodated within the capacity of the existing road network subject to the recommended installation of reverse curve warning signage and road narrows signage approximately 440m west of the Birralee Road junction.

Scheme Standard

Planner's Assessment

The proposed subdivision will not have an unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

- 7.10.3 In exercising its discretion under sub-clauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:
 - a) the purpose of the applicable zone;
 - b) the purpose of any applicable code;
 - c) any relevant local area objectives; and
 - d) the purpose of any applicable specific area plan.
 - a) the purpose of the applicable zone

The site is in the Rural Living Zone.

The proposal will create lots suitable for residential development at a density consistent with the Zone.

Each purpose of the Rural Living Zone is italicised below with a response provided to each.

- 11.1.1 To provide for residential use or development in a rural setting where:
- (a) services are limited; or
- (b) existing natural and landscape values are to be retained.

The vacant lots range in size from 10ha to 13ha. The lots would provide for residential use or development in a rural setting where services are limited. The use of any future residential use and development would require further planning approvals. It is at this time further impact to amenity would be further evaluated.

11.1.2 To provide for compatible agricultural use and development that does not adversely impact on residential amenity.

Scheme Standard

Planner's Assessment

Agricultural use, if not for grazing or otherwise exempt, would require discretionary planning approval. It is at this time further impact to residential amenity would be further evaluated.

11.1.3 To provide for other use or development that does not cause an unreasonable loss of amenity, through noise, scale, intensity, traffic generation and movement, or other off site impacts.

The use of any future development which is not residential, agricultural or for visitor accommodation would require further discretionary planning approvals, and would be publicly notified accordingly. It is at this time impact to amenity would be further evaluated.

11.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Visitor Accommodation provided in a dwelling setting would be compatible with the residential character.

b) the purpose of any applicable code;

C3.0 Road and Railway Assets Code

The proposed plan of subdivision would create three additional crossovers onto the unsealed and local Delantys Road.

Future development of the subdivision with one dwelling per lot is likely to result in an additional 24-32 vehicle movements. The application is supported by a Traffic Impact Assessment.

Whilst full development of the site would likely result in almost double the current vehicle movements within Delantys Road, the overall volumes are still very low in the context of the available capacity within Delantys Road and would likely have a negligible impact on the surrounding road network.

C7.0 Natural Assets Code

The proposed subdivision would minimise impacts on waterways, identified priority vegetation and threatened fauna by not proposing any use or development within a waterway protection area.

Scheme Standard

Planner's Assessment

The subdivision does not propose to undertake any vegetation clearance within the site. The site has recently been subject to forestry operations undertaken in accordance with an approved Forest Practices Plan. Any further clearing of vegetation, not otherwise exempt form planning approval (e.g. in accordance with an endorsed Forest Practices Plan) would require further discretionary planning approvals, and would be publicly notified accordingly. It is at this time that impact to any identified priority vegetation and significant habitat would be further evaluated.

C9.0 Attenuation Code

The site is located approximately 1.2km from nearest attenuated activity - a gravel quarry – and is thereby located beyond the practical attenuation area of the quarry and would not cause adverse impacts on health, safety and amenity of any future sensitive uses within the subject site.

C13.0 Bushfire-Prone Areas Code

The Bushfire Hazard Management Report confirms that the bushfire hazard can be appropriately mitigated.

c) any relevant local area objectives

There are no local area objectives.

d) the purpose of any applicable specific area plan

There are no specific area plans applicable.

	11.0 Rural Living Zo	ne
Scheme Standard	Planner's Assessment	Assessed Outcome
11.3	Use Standards	
11.3.1	Discretionary uses	

	11.0 Rural Living Zone	
Scheme Standard	Planner's Assessment	Assessed Outcome
A1-A3	Development not required to be categorised into a Use Class.	Not Applicable
11.5	Development Standards for Subdivision	
11.5.1	Lot Design	
A1	 Each lot has a site area of at least 10ha; Each lot can contain a 10m by 15m building area clear of: the prescribed acceptable building setback; and easements or other title restrictions that limit or restrict development; and No existing buildings. 	Complies
	Complies with A1(a)	
A2	Lot 2 would have a setback of 20m. All other Lots comply with A2.	Relies on Performance Criteria
A3	Complies subject to conditions relating to the provision of vehicular access to each lot.	Complies
11.5.2	Roads	
A1	No roads proposed.	Complies
11.5.3	Services	
A1	Not within 30m of a water supply service.	Not Applicable
A2	Subdivision within Rural Living Zone D.	Not Applicable

C2 Parking and Sustainable Transport Code			
Scheme Standard	Planner's Assessment	Assessed Outcome	
C2.5.1	Car parking numbers		
A1	No use proposed.	Not Applicable	
C2.6.1	Construction of parking areas		
A1	The site is located within the Rural Living Zone D and any crossovers would be required to be surfaced to match the existing unsealed formation of Delantys Road.	Relies on Performance Criteria	
C2.6.2	Design and layout of parking areas		
A1.1	No internal parking, access ways, manoeuvring and circulation spaces proposed.	Not Applicable	
A1.2	No parking spaces provided for use by persons with a disability.	Not Applicable	
C2.6.3	Number of accesses for vehicles		
A1	Each lot is proposed to be provided with one vehicle crossing.	Complies	
A2	Site is not within the Central Business Zone	Not Applicable	

C3 Road and Railway Assets Code			
Scheme Standard	Planner's Assessment	Assessed Outcome	
C3.5	Use Standards		
C3.5.1	Traffic generation at a vehicle crossing, level cro	ossing or new junction	
A1.1	Does not involve a Category 1 Road or a limited access road.	Not Applicable	
A1.2	Three new vehicle crossings are proposed to serve for Lot 1, 2 and 4. Written Consent from Road Authority not provided for proposed vehicle crossings.	Relies on Performance Criteria	
A1.3	Does not involve the rail network.	Not Applicable	
A1.4	Vehicle traffic to and from the site using an existing vehicle crossing would not increase by more than 40 vehicle movements per day.	Complies	
A1.5	Delantys Road is not a major road.	Not Applicable	
C3.7	Development Standards for Subdivision		
C3.7.1	Subdivision for sensitive uses within a road or railway attenuation area		
A1	Not within a road or railway attenuation area.	Not Applicable	

C4 Electricity Transmission Infrastructure Protection Code		
Scheme Standard	Planner's Assessment	Assessed Outcome
C4.02	Application of this code	
	Code applies to use or development of land within an electricity transmission corridor, communications station buffer area. Or substation facility buffer area.	Not Applicable

C5 Telecommunications Code			
Scheme Standard	Planner's Assessment	Assessed Outcome	
C5.02	Application of this code		
	Code applies to development telecommunication facilities.	for Not Applicable	

C6 Local Historic Heritage Code			
Scheme Standard	Planner's Assessment	Assessed Outcome	
C6.02	Application of this code		
	Code applies to development on land within a local heritage place, local heritage precinct, local historic landscape precinct, or lopping, pruning, removal or destruction of a significant tree.	Not Applicable	

C7 Natural Assets Code			
Scheme Standard	Planner's Assessment	Assessed Outcome	
C7.6	Development Standards for Buildings and W	/ork	
C7.6.1	Development Standards for Buildings and Work	<s< td=""></s<>	
A1	No buildings or works within a waterway and coastal protection area.	Not Applicable	
A2	No applicable future coastal refugia area.	Not Applicable	
A3	Development does not involve a new stormwater point discharge into a watercourse, wetland or lake.	Complies	
A4	No dredging or reclamation proposed.	Complies	
A5	No coastal protection works or watercourse erosion or inundation protection works proposed.	Complies	
C7.6.2	Clearance within a priority vegetation area		
	No vegetation clearance is proposed.		
	Vegetation removal is exempt from requiring planning approval if for:		
A1	 Clearance with 2m of lawfully construction infrastructure including roads, tracks, footpaths, cycle paths, drains, sewers, power lines, pipelines and telecommunications facilities for maintenance, repair and protection; or Clearance within 1.5m of a lot boundary for the purpose of erecting or maintaining a boundary fence. 	Not Applicable	

C7 Natural Assets Code			
Scheme Standard	Planner's Assessment	Assessed Outcome	
C7.7	Development Standards for Subdivision		
C7.7.1	Subdivision within a waterway and costal protection coastal refugia area	ction area or a future	
A1	Will not include any works (excluding boundary fencing), building area, services, bushfire hazard management areas or vehicular access within the waterway protection area.	Complies	
C7.7.2	Subdivision with a priority vegetation area		
A1	The proposal shows an indicative building area and bushfire hazard management area is located within a priority vegetation area.	Relies on Performance Criteria	

C8 Scenic Protection Code			
Scheme Standard	Planner's Assessment	Assessed Outcome	
C8.2.1	Application of this code		
	Code applies to scenic protection area or scenic road corridors.	Not Applicable	

	C9 Attenuation Code	
Scheme Standard	Planner's Assessment	Assessed Outcome
C9.2	Application of this code	
	Subdivision would create a lot where a sensitive use could be established within an attenuation area.	Code applies
C9.4	Use or Development exempt from this Code	
	No applicable exemptions.	Code applies
C9.5	Use Standards	
C9.5.1	Activities with potential to cause emissions	
A1	An attenuated activity is not proposed.	Not Applicable
C9.5.2	Sensitive use within an attenuation area	
A1	No sensitive use is proposed.	Not Applicable
C9.6	Development Standards for Subdivision	
C9.6.1	Lot design	
A1	The proposal currently demonstrates that all lots, except lot 1, can have a sensitive use located entirely outside the attenuation area of Mining Lease 1220P/M, 1219P/M and 1960P/M.	Relies on Performance Criteria

	C10 Coastal Erosion Hazard Code	
Scheme Standard	Planner's Assessment	Assessed Outcome
C10.2.1	Application of this code	
	Code applies to use and development of land within a coastal erosion hazard area.	Not Applicable

	C11 Coastal Inundation Hazard Code	
Scheme Standard	Planner's Assessment	Assessed Outcome
C11.2.1	Application of this code	
	Code applies to use and development of land within a coastal inundation hazard area.	Not Applicable

	C12 Flood-Prone Areas Hazard Code	
Scheme Standard	Planner's Assessment	Assessed Outcome
C12.2.1	Application of this code	
	Code applies to development of land within a flood-prone hazard area.	Not Applicable
	The site is not mapped, nor identified as being within a flood-prone hazard area.	τνοι Αρμικαδία

C13.0 Bushfire-Prone Areas Code		
Scheme Standard	Planner's Assessment	Assessed Outcome
C13.6.1	Provision of hazard management areas	
A1	The subdivision is accompanied with a bushfire hazard management plan, prepared by an accredited bushfire practitioner, that shows the requisite bushfire hazard management areas.	Complies
C13.6.2	Public and fire fighting access	
A1	The subdivision is accompanied with a bushfire hazard management plan, prepared by an accredited bushfire practitioner, that shows an indicative layout of compliant property access to building areas is capable of being provided in accordance with Table C13.1 and C13.2.	Complies
C13.6.3	Provision of water supply for fire fighting purpos	ses
A1	The site is not serviced with reticulated water.	Not Applicable
A2	The subdivision is accompanied with a bushfire hazard management plan, prepared by an accredited bushfire practitioner, that demonstrates that static water supply, dedicated to fire-fighting, is capable of being provided in accordance with Table C13.5.	Complies

	C14 Potentially Contaminated Land Co	de
Scheme Standard	Planner's Assessment	Assessed Outcome
C14.2.1	Application of this code	
	Code applies to a sensitive use or development on land identified as being within an aera of potentially contaminated land.	Not Applicable
	There is no evidence to suggest that the site is potentially contaminated.	

	C15 Landslip Hazard Code	
Scheme Standard	Planner's Assessment	Assessed Outcome
C15.7	Development standards for Subdivision	
C15.7.1	Subdivision within a landslip hazard area	
A1	There are three small areas identified as being subject to a low landslip hazard area, one in the western part of the site, another in the south, and another in the east. These areas are depicted in the submitted plan of subdivision.	Complies
	Each lot is able to contain a building area, vehicle access and services that are wholly located outside a landslip hazard area	

	C16 Safeguarding of Airports Code	
Scheme Standard	Planner's Assessment	Assessed Outcome
C16.2	Application of this code	
	This code applies to a sensitive use within an airport noise exposure area and development within an airport obstacle limitation area.	Not Applicable
	The site is not within an airport obstacle limitation area or airport noise exposure area.	

11.0 Rural Living Zone

	11.5.1 Lot Design
	Objective
	That each lot:
	(a) has an area and dimensions appropriate for use and development in the zone;
	(b) is provided with appropriate access to a road; and
п	(c) contains areas which are suitable for residential development.
Planning Scheme Provision	Performance Criteria P2
rov	Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage
e P	or legal connection to a road by a right of carriageway, that is sufficient for the
<u>u</u>	intended use, having regard to:
che	(a) the width of frontage proposed, if any;
g S	(b) the number of other lots which have the land subject to the right of
nin	carriageway as their sole or principal means of access;
anı	(c) the topography of the site;
죠	(d) the functionality and useability of the frontage;
	(e) the ability to manoeuvre vehicles on the site; and
	(f) the pattern of development existing on established properties in the area,
	and is not less than 3.6m wide.

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
11.5.1 Performance Criteria P2	The Plan of Subdivision proposes four lots. Lots 1, 3 and 4 would be provided with a frontage width greater than the acceptable 40 metres. Only proposed Lot 2 would have a frontage width less than the acceptable solution, with a 20 metre frontage being proposed instead. The proposed frontage is sufficient for the intended use.
11.5.1 Performance Criteria P2(a)	The frontage of proposed Lot 2 provides sufficient width to provide for a future internal vehicle access compliant with bushfire management requirements, including a minimum carriageway width of 4m plus 0.5m clearance on either side plus passing bays, and for landscaping to be established along the access strip.

11.2.10 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
11.5.1 Performance Criteria P2(b)	No right of carriageway way is proposed nor relied upon.
11.5.1 Performance Criteria P2(c)	The proposed frontage and associated access strip experiences a predominately gentle-strong slope at approximately 4-6 degrees (a grade of 7 -11%). This slope is suitable for a future unsealed internal vehicle access compliant with bushfire management requirements. Stormwater generated from a future internal vehicle access would be capable of being directed to Council's open drain within Delantys Road.
11.5.1 Performance Criteria P2(d)	As noted above, the proposed frontage is functional and useable for the intended use of a future sensitive use in that the frontage enables a vehicle access capable of complying with the requisite vehicle access standards and in a location where suitable site distances can be achieved.
11.5.1 Performance Criteria P2(e)	The size and dimensions of the proposed Lots will enable vehicles to manoeuvre within the site and enter and exit in a forward direction.
11.5.1 Performance Criteria P2(f)	The pattern of development existing on established properties in the area show that that are instances of frontages with widths similar to the proposed 20m frontage for Lot 2. In particular, 102 Delantys Road Birralee, located at the end of Delantys Road, has a frontage of approximately 20m. East of the site, and located on the eastern side of Birralee Road, both 1592 Birralee Road and 1564 Birralee Road have frontages of 6m and 14m respectively. This demonstrates that the proposed frontage width is sufficient for the intended use.
11.5.1 Performance Criteria P2 Conclusion	The proposed development is considered consistent with the Objective and Performance Criteria.

C2.0 Parking and Sustainable Transport Code

C2.6.1 Construction of parking areas Objective That parking areas are constructed to an appropriate standard. Performance Criteria 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.

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
C2.6.1 Performance Criteria P1	The proposal would require the construction of three new vehicle crossings and the upgrade of on existing crossover. The surfacing of all crossings would be required to match the existing surface of the unsealed Delantys Road and would therefore be unable to comply with the acceptable solution.
	Subject to conditions relating to the adequate construction of the vehicle crossings and management of stormwater from impervious surfaces, they would be readily identified able and constructed so that they are useable in all weather conditions.
C2.6.1 Performance Criteria P1(a)	While no use is proposed as part of this application, it is noted that the intended future use of each lot is residential. Accordingly, each lot would likely be developed in future with a single dwelling each.

11.2.10 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	The Tasmanian Standard Drawings provide designs for a typical property access onto rural roads (TSD-R03-v3 and TSD-R04-v3).
	Subject to requiring each vehicle crossing to be constructed in accordance with TSD-R03-v2 and TSD-R04-v3, the crossings would be useable by the anticipated use in all weather conditions.
C2.6.1 Performance Criteria P1(b)	The western half of the site declines to the north, while the eastern half of the site declines to the east and northeast. The anticipated slopes at each vehicle crossing location are capable of accommodating the design of TSD-R03-v3 and TSD-R04-v3 referred to above.
C2.6.1 Performance Criteria P1(c)	A well-formed table drain is located on the southern (upslope) side of Delantys Road along the entire length of the proposed frontages of Lot 1 and Lot 2.
	The table drain directly adjacent to the vehicle crossing for Lot 3 is currently experiencing wash-out (see Figure 1 below). This appears to be predominantly as a result of the increased surface flows from the harvested areas of 77 Delantys Road.

Scheme Provision

Planner's Assessment



Figure 1: Washout along open drain adjacent to existing vehicle crossing within 77 Delantys Road (photo taken 22 March 2024).

The channel drain adjacent to the proposed Lot 4 vehicle crossing is sufficient and directs to the watercourse at the western end of Delantys Road.

It is recommended that all vehicle crossings be designed to ensure that stormwater concentrated by upslope internal vehicle access be collected and diverted to Council's table drain.

Further consideration of the formation of Delantys Road, including drains at and adjacent to vehicle crossings, is provided further below under C3.5.1.

C2.6.1 Performance Criteria P1(d)

See comments in P1(c) above.

Subject to conditions that all vehicle crossings be designed to ensure that stormwater concentrated upslope of the vehicle accesses be dispersed within the site where possible and collected and diverted to Council's table drain where not, the potential for sediment and debris will be suitably minimised.

11.2.10 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	Any future planning application for a dwelling would likely require additional consideration for the formation of its vehicle access.
C2.6.1 Performance Criteria P1(e)	While the proposed surfacing would lead to potential for dust generation, given the anticipated vehicle speed when traversing these crossings is considered to be low, the corresponding likelihood of dust being generated is similarly considered low.
	Any future planning application for a dwelling would likely require additional consideration for the formation of its vehicle access.
C2.6.1 Performance Criteria P1(f)	The surfacing of the proposed vehicle crossings would match the existing surface of Delantys Road. This standard of surfacing is considered to be appropriate for the anticipated number and type of vehicle movements when crossing to and from the site.
C2.6.1 Performance Criteria P1 Conclusion	Subject to conditions requiring that all vehicle crossings be constructed in accordance with TSD-R03-v3 and TSD-R04-v3 and be designed to ensure that stormwater concentrated onto the crossings by upslope vehicle access be collected and diverted to Council's table drain, the proposed development is considered consistent with the Objective and Performance Criteria.

C3.0 Road and Railway Assets Code

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 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;
- (a) any traffic impact assessment; and
- (h) any advice received from the rail or road authority.

Summary of Planner's Advice

The use and 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 proposal creates three new vehicle crossings and would increase the use of one existing vehicle crossing. Following the receipt of the six representations, the applicant elected to provide a Traffic Impact Assessment (prepared by Terry Eaton and dated March 2024) to enable Council to better consider the issues raised by the representors. This traffic impact assessment considers the location of the proposed vehicles and provides commentary in relation to C2.6.1 P1. The Traffic Assessment concludes that the expected additional 24-32
Performance	use of one existing vehicle crossing. Following the receipt of the six representations, the applicant elected to provide a Traffic Impact Assessment (prepared by Terry Eaton and dated March 2024) to enable Council to better consider the issues raised by the representors. This traffic impact assessment considers the location of the proposed vehicles and provides commentary in relation to C2.6.1 P1.

Scheme Provision	Planner's Assessment
	nature, would not exceed the capacity of the existing formation of Delantys Road.
C3.5.1 Performance Criteria P1(a)	Each vehicle crossing would likely experience 6-8 vehicle movements daily once developed with a single dwelling, resulting in an additional 24-32 vehicle movements on Delantys Road.
	It is worth noting that this is less than the 40 vehicle movements per day threshold provided as an acceptable increase for existing vehicle accesses by this standard.
	Delantys Road currently experiences approximately up to 60 vehicle movements per day. This additional traffic would result in increase of vehicle movements by approximately 53%. However, despite this relative increase, the number of additional vehicle movements is still considered a minor volume in practical terms. In this respect, the submitted Traffic Impact Assessment asserts that the estimated practical capacity of the road is some 450 vehicle movement per day and that the resultant vehicle movements would be less than 20% of the capacity of the road.
	No works to the road, including road widening or the like, are identified as being necessary to minimise any adverse effects on the safety and efficiency of Delantys Road resulting from the increased vehicle movements.
	Moreover, the relative low traffic volumes on both Birralee Road and Delantys Road indicate no requirement for dedicated turn lanes at the junction are required to accommodate the anticipated increase in vehicle movements.
	The increase in traffic onto Delantys Road and the broader road network from the proposed subdivision, is thereby acceptable in terms of traffic safety and efficiency.
C3.5.1 Performance Criteria P1(b)	The proposed subdivision will predominately generate residential traffic. This will involve predominantly light vehicles but some heavy vehicles during the construction of any future dwellings.
C3.5.1 Performance Criteria P1(c)	Delantys Road is predominantly residential in nature, with associated rural residential activities. Light vehicles thereby predominate, although submissions by representors also identify use of the road by children riding

Scheme Provision

Planner's Assessment

bikes and walking home from the school bus stop on Birralee Road, horse riding, and occasional tractors and farming machinery.

The submitted Traffic Impact Assessment identified several features of the existing road alignment that reduce sight distances and the available sight distances, as follows:

Feature	Minimum Sight Distance Available
Crest just east of dwelling at 44 Delantys	85m
Horizontal curve just west of 44 Delantys	90m
Horizontal reserve curve, some 700 metres from Birralee Road	65m
Dip in road approx. 800 metres from Birralee Road	50m

When considering the relatively short length of Delantys Road and reasonable anticipated travel speeds of 65-70km/h on the straight to Birralee Road and 45-50 km/h for the section further west, the Traffic Impact Assessment considers these sight distances are 'fit for purpose' as a minor residential access road serving local traffic only with no through traffic. However, noting the curve and reserve curve both occur in a changing road environment with greater presence of vegetation and buildings surrounding the road formation, installation of reverse curve warning signage on the westbound approach, approximately 430m west of the Birralee Road junction is warranted to ensure locals and visitors are made aware of the changing road environment.

Birralee Road is a Category 2 State Road and is intended to link major production catchments, facilitated heavy inter-regional and sub-regional freight movement, passenger vehicle movements, commercial interaction, and tourist movement. Despite this status, the relative low traffic volumes on both Birralee Road and Delantys Road indicate no requirement for dedicated turn lanes at the junction are required to accommodate the anticipated increase in vehicle movements.

Scheme Provision	Planner's Assessment			
C3.5.1 Performance Criteria P1(d)	The road is not sign posted and thereby has a speed limit of 80km/hr. The submitted Traffic Impact Assessment suggests that reasonable anticipated vehicle speeds on the road are 65-70 km/h for the straight to Birralee Road with 45-50 km/h expected for the western section of the road. On the basis of this expected vehicle speeds, the submitted Traffic Impact Assessment identifies that all proposed vehicles crossing have sufficient sight distances.			
	Vehicle Crossing	Western Sight Distance	Eastern Sight Distance	Suitability
	Lot 1 (existing)	90m	112m	Achieves the minimum 2 second reaction time for the approach travel speeds at this location
	Lot 2 (proposed)	90m	105m	Considered to exceed approach sight distance for the estimated approach speeds at this location
	Lot 3 (existing)	-	-	Not applicable. Existing vehicle crossing complies with the applicable acceptable solution.
	Lot 4 (proposed)	50m	70m	Considered in excess of approach sight distance for the approach speeds at this location.
C3.5.1 Performance Criteria P1(e)	Delantys Road for the propos		ontage and	opportunity for ingress and egress

11.2.10 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
C3.5.1 Performance Criteria P1(f)	Any dwelling proposed at the subject site would require an anticipated 6-8 vehicle movements per day on average to travel to work and to perform routine residential activities.
C3.5.1 Performance Criteria P1(g)	A Traffic Impact Assessment was provided by the applicant and regard has been had to it as part of this assessment. Discussions and recommendations of the Traffic Impact Assessment have informed the recommended conditions and notes.
C3.5.1 Performance Criteria P1(h)	Council's Infrastructure Services Department, acting as road authority, have assessed the proposed subdivision and advised that the subdivision is appropriate subject to the recommended conditions and notes. Council has also been advised that the Department of State Growth intend to upgrade this junction to be provided with a BAR (basic right turn) and a BAL (basic left turn) which would provide widened shoulders for traffic on Birralee to pass turning vehicles.
C3.5.1 Performance Criteria P1 Conclusion	With the implementation of the recommended conditions and notes, the proposed increase in traffic on Delantys Road is acceptable as the proposal suitably minimises any adverse effects on safety of the proposed junctions and vehicles crossings, as well as the safety and efficiency of the broader road network.

C7.0 Natural Assets Code

C7.7.2 Subdivision within a priority vegetation area

Objective

That:

- (a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and
- (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.

Performance Criteria P1

P1.1

Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:

- (a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;
- (b) subdivision for the construction of a single dwelling or an associated outbuilding;
- (c) subdivision in the General Residential Zone or Low Density Residential Zone;
- (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;
- (e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or
- (f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.

P1.2

Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:

- (a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;
- (b) any particular requirements for the works and future development likely to be facilitated by the subdivision;
- (c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;
- (d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;
- (e) any on-site biodiversity offsets; and
- (f) any existing cleared areas on the site.

Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P1.1 and P1.2, and is consistent with the objective. Details of the planner's assessment against the provision are set out below.

Scheme Provision	Planner's Assessment
C7.7.2 Performance Criteria P1.1	The proposed subdivision will require works in the form of the construction of three new vehicle crossings and upgrades to one existing vehicle crossing. The proposal also identifies future works that would likely be required, including the formation of internal vehicle accesses compliant with bushfire requirements and future removal of vegetation for firefighting purposes within the mapped priority vegetation area to accommodate four building areas (one per lot).
	The site is identified by TASVEG 4.0 as being wholly comprised of a stand of <i>Eucalyptus amygdaline – Eucalyptus obliqua damp sclerophyll forest</i> (DSC) that forms part of the larger vegetation stand surrounding the foothills of the Black Sugarloaf.
	The entire site has recently been subject to forest operations for thinning and reforesting undertaken in accordance with a Forest Practices Plan approved by the Forest Practices Authority.
	The nearest recorded raptor (wedge-tailed eagle) nest is 1.8km southwest of the site along Black Sugarloaf Ridge.
	The application includes several responses to the Natural Assets Code, stating that:
	- 'There are no listed threatened Flora or Fauna species identified on the subject site. The subdivision proposed is likely for a future single dwelling to be constructed on each of the resultant lots, and likely to be in locations similar to those as indicated on the Bushfire Hazard Management Plan.'
	- 'The proposal does not require nor seek native vegetation clearance or removal for the subdivision, except the vehicular accesses (most likely Lot 4 will require some). The indicative bushfire hazard management areas (including indicative dwelling footprint) equate to only approximately 7.3% of the lot sizes proposed (this provides

Scheme Provision	Planner's Assessment
	for BAL 12.5) and even less for Lot 4 which is the larger of the four lots. No bulk earthworks is necessary to construct/upgrade the vehicular accesses. The removal of vegetation will be minimal to provide only for vehicular access locations and construction forming part of the subdivision.'
	- 'The subdivision involves minimal native vegetation clearance that is of limited scale relative to the extent of priority vegetation on the site and consistent with the performance criteria.'
	The submitted bushfire hazard management plan, prepared by Ground Proof Mapping P/L, also notes that:
	'No natural or cultural values were identified on site or through desktop assessment, which would prevent the maintenance of vegetation communities within the existing Hazard Management Area.'
	The Performance Criteria P1.1 includes a list of sub-clauses (a) to (f) separate by the term "or", indicating that only one of the sub-clauses needs to be met to satisfy the Performance criterial overall.
C7.7.2 Performance Criteria P1.1(a)	The proposed subdivision is not for a specific existing use on the site.
C7.7.2 Performance Criteria P1.1(b)	The proposed subdivision is not for the construction of a single dwelling or associated outbuilding.
C7.7.2 Performance Criteria P1.1(c)	The proposed subdivision is not within the General Residential Zone or Low Density Residential Zone.
C7.7.2 Performance	The proposal does not relate to a use or development with significant long term social and economic benefits with no feasible alternative location.

Scheme Provision	Planner's Assessment
Criteria P1.1(d)	
C7.7.2 Performance Criteria P1.1(e)	This sub-clause is not relevant to the proposal.
C7.7.2 Performance Criteria P1.1(f)	The subject site has recently been subject to forest practices in accordance with a Forest Practices Plan approved by the Forest Practices Authority. This forest practices included an operational area of 41.6ha, with 40ha of non-threatened <i>Eucalyptus amygdalina – eucalyptus obliqua damp sclerophyll</i> (DSC) vegetation community to be thinned and reforested (see Figure 2 below).
	The proposed clearance of native vegetation associated with the subdivision, that being the clearance of vegetation to facilitate installation of vehicle crossings, is therefore of limited scale relative to the extent of existing, and future, vegetation on the site.
	Figure 2: Aerial imagery depicting forest operations undertaking within 77 Delantys Road (source: Google Earth, imagery dated 17 November 2024.)

Scheme Provision	Planner's Assessment
C7.7.2 Performance Criteria P1.1 Conclusion	The proposed subdivision satisfied the Objective of the Standard insofar as it will not cause an unnecessary or unacceptable impact on priority vegetation. This is demonstrated by compliance with sub-clause (f) through being of limited scale relative to vegetation retained on the site and within the broader vegetation community network.
C7.7.2 Performance Criteria P1.2	The proposed subdivision will require works in the form of the construction of vehicle crossings. Future removal of vegetation for firefighting purposes, along with associated vehicle accesses, within the mapped priority vegetation area is also likely.
C7.7.2 Performance Criteria P1.2(a)	The location and design of the proposed vehicle crossing works minimise the removal of vegetation by generally being located in positions that minimise unnecessary vegetation removal where possible. The location of the indicative dwellings and bushfire hazard management areas in the Bushfire Hazard Management Plan have been chosen in response to the topography of the site, and have been directly to relatively cleared areas. Hazard managements areas required to achieve both a BAL-19 and a BAL-12.5 rating have been identified for a future dwelling in the area.
C7.7.2 Performance Criteria P1.2(b)	The proposed vegetation clearance is required to provide requisite vehicle crossings, safe sight distances and to provide a building area for future development permissible within the Rural Living Zone.
C7.7.2 Performance Criteria P1.2(c)	The locations of the indicative dwelling and concept building areas in the Bushfire Hazard Management Plan has been chosen in response to the topography and vegetation cover to achieve a BAL-19 and BAL-12.5 rating for future dwellings in each lot.
	Any future dwelling development will also require a specific Bushfire risk assessment and management plan. Depending upon the rate of regrowth within the site, a more comprehensive natural values assessment may be warranted at that point in time.

Scheme Provision	Planner's Assessment
C7.7.2 Performance Criteria P1.2(d)	Whilst the report notes that the application does not propose to undertake clearance of the indicative bushfire hazard management areas as part of this subdivision development, Council must still consider the removal of said native vegetation to ensure that adverse impacts are minimised through the development process.
	Noting that the indicative bushfire hazard management areas identified are currently predominantly cleared with mature crowned trees remaining at a spacing of approximately one tree every 10-25m on average - as a result of previously approved forestry operations - the removal of these trees would not represent an unreasonable impact upon the priority vegetation within the site and is considered negligible.
	However, it is acknowledged that the broader area is identified as core and potential ranges for various threatened fauna, including the eastern quoll, grey goshawk, masked owl, wedge-tailed eagle, white-bellied sea-eagle, Tasmanian devil, and spotted quoll. Accordingly, it is recommended that any permit include a note that advises the developer that if any threatened fauna are identified during works, works should cease and the Threatened Species Section of the Department of Natural Resources and Environment Tasmania to seek further advice.
	Accordingly, it is also recommended that a condition that limits native vegetation removal to the following circumstances, unless otherwise approved by Council, be included in any planning permit:
	 As required for the construction of the requisite driveways In accordance with the bushfire hazard management plan In accordance with any applicable exemption provided within the Tasmanian Planning Scheme.
	It is worth noting that these recommended conditions would not preclude a future bushfire hazard management area being established in a different part of the site subject to obtaining further planning approvals.
C7.7.2 Performance Criteria P1.2(e)	No biodiversity offsets are proposed.

Scheme Provision

Planner's Assessment

C7.7.2 Performance Criteria P1.2(f)

The subject site has recently been subject to forest practices in accordance with a Forest Practices Plan approved by the Forest Practices Authority. This forest practices included an operational area of 41.6ha, with 40ha of non-threatened *Eucalyptus amygdalina – eucalyptus obliqua damp sclerophyll* (DSC) vegetation community to be thinned and reforested (See Figure 3 below).



Figure 3: Aerial imagery depicting forest operations undertaking within 77 Delantys Road (source: Google Earth, imagery dated 17 November 2024).

C7.7.2 Performance Criteria P1 Conclusion

Subject to the inclusion of the recommended conditions, the proposed subdivision satisfies the Objective of the Standard insofar as it will not cause an unnecessary or unacceptable impact on priority vegetation. This is demonstrated by consideration of the sub-clauses above and the information provide within the application.

C9.0 Attenuation Code

C9.6.1 Lot Design

Objective

To provide for subdivision so that a lot intended for a sensitive use:

- (a) is located to avoid an activity with potential to cause emissions and enable appropriate levels of amenity; and
- (b) does not conflict with, interfere with or constrain an existing activity with potential to cause emissions.

Performance Criteria P1

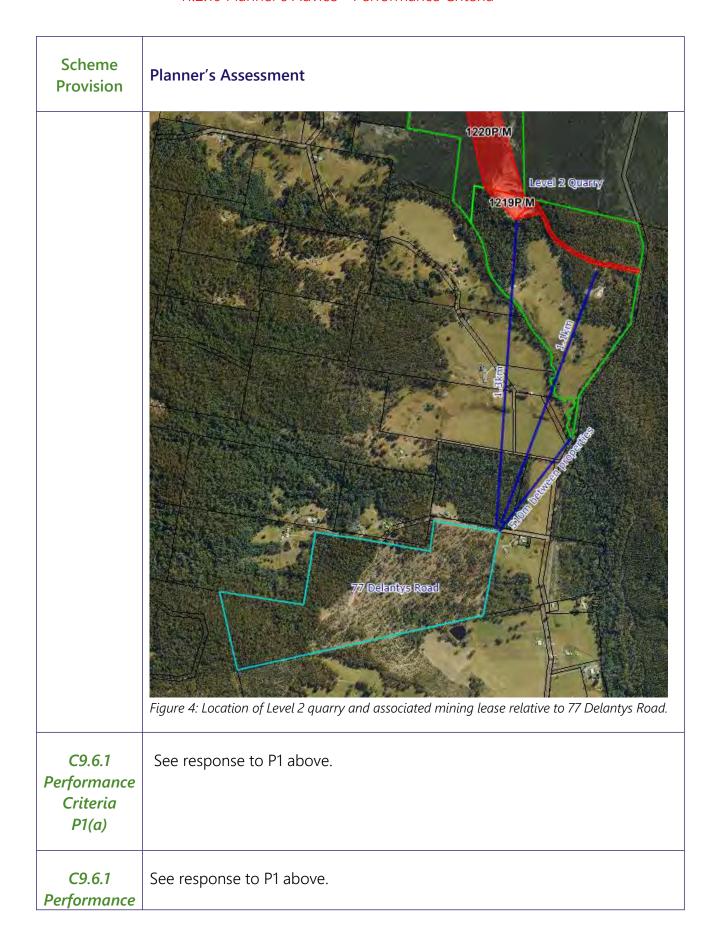
Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must not result in the potential for a sensitive use to be impacted by emissions, having regard to:

- (a) the nature of the activity with the potential to cause emissions, including:
 - (i) operational characteristics of the activity;
 - (ii) scale and intensity of the activity; and
 - (iii) degree of emissions from the activity; and
- (b) the intended use of the lot.

Summary of Planner's Advice

The use and 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
C9.6.1 Performance Criteria P1	A level 2 quarry, involving blasting, is located north of the site at CT: 37067/1 and 1751 Birralee Road Birralee. A quarry that involves blasting has an acceptable attenuation area of 1000m measured from the property boundary of the relevant site. The nearest part of the property containing the quarry is approximately 510m north of 77 Delantys Road and, as a result, the subject site is within the acceptable attenuation area of the quarry (see Figure 4 below). However, when measured from the extent of the mining lease, the 77 Delantys Road is at least 1.1km from the activities of the quarry and is thereby considered to be suitably setback so as not be impacted by emissions generated by the quarry.



11.2.10 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
Criteria P1(a)(i)	
C9.6.1 Performance Criteria P1(a)(ii)	See response to P1 above.
C9.6.1 Performance Criteria P1(a)(iii)	See response to P1 above.
C9.6.1 Performance Criteria P1(b)	See response to P1 above.
C9.6.1 Performance Criteria P1 Conclusion	Each lot within the acceptable attenuation area is greater than 1km from the attenuated activity and thereby does not result in the potential for a sensitive use to be impacted by emissions.

Thomas Wagenknecht

From:

Sent: Tuesday, 26 March 2024 5:13 PM

To: Thomas Wagenknecht

Subject:FW: Birralee Road Upgrade at Delantys RoadAttachments:S-P.20.2000-00-CIV-DRG--RevA Delantys Road.pdf

Follow Up Flag: Follow up Flag Status: Flagged

Hi Thomas. Information re the Birralee Rd upgrade
Kind regards Terry

From:

Sent: Friday, 1 March 2024 9:12 AM

10:

Cc:

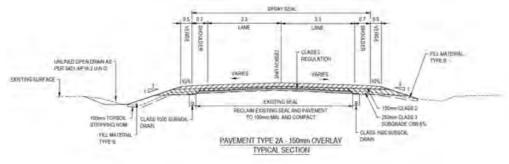
Subject: RE: Birralee Road Upgrade at Delantys Road

Hi Terry,

Thanks for reaching out.

Attached are the preliminary design drawings. Please also note:

- Junction upgraded to BAR with BAL
- Birralee Road typical section adjacent the junction as follows:



Junction seal type is 40mm DGA for extent of BAR and to LoW on Delantys Road

Let me know if you have any questions.

Thanks,

pitt&sherry

Kristie Giblin MIAP2

Senior Stakeholder and Community Engagement Consultant

Launceston — Level 4, 113 Cimitere Street, Launceston TAS 7250

PO Box 1409 Launceston Tasmania 7250

pitt&sherry acknowledges the Traditional Custodians of the many Countries throughout Australia and their connections to land, sea and community. We acknowledge the contributions and sophistication of Aboriginal and/or Torres Strait Islander Knowledge.

From:

Sent: Friday, February 23, 2024 11:00 AM

το.

Subject: FW: Birralee Road Upgrade at Delantys Road

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Leslie / Kristie - my email error Terry

From: Terry Eaton

Sent: Friday, 23 February 2024 10:36 AM

Го:

Subject: Birralee Road Upgrade at Delantys Road

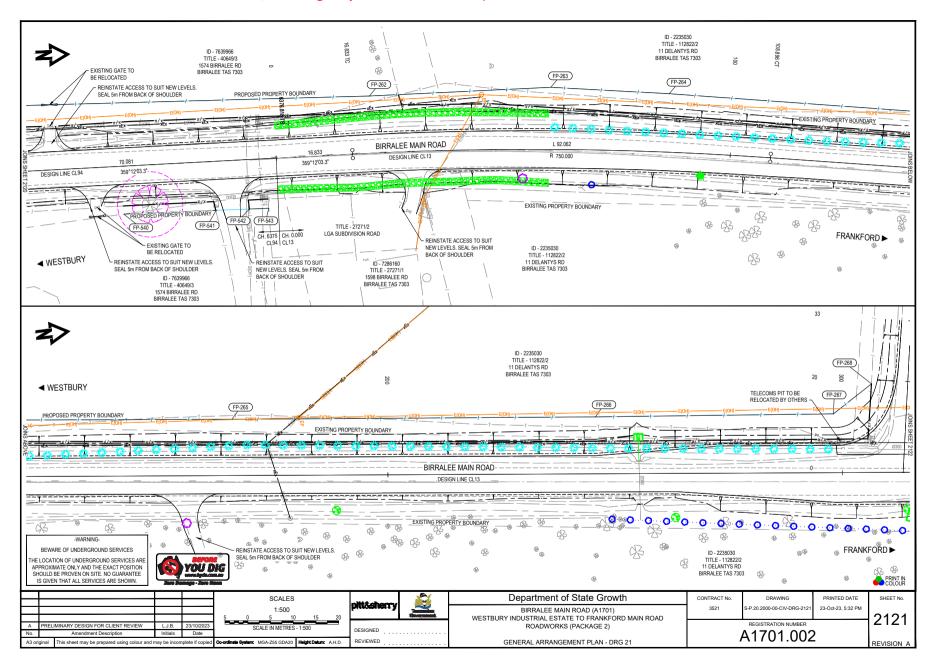
Good morning Leslie / Kristie, I am a traffic engineer engaged to assess the traffic impact of a small subdivision fronting Delantys Road, Birralee. The request from Meander Valley Council planning is that I consider any issues likely at the Delantys Road / Birralee Road junction, I note that the junction is in the Birralee Road stage 3 road upgrade package.

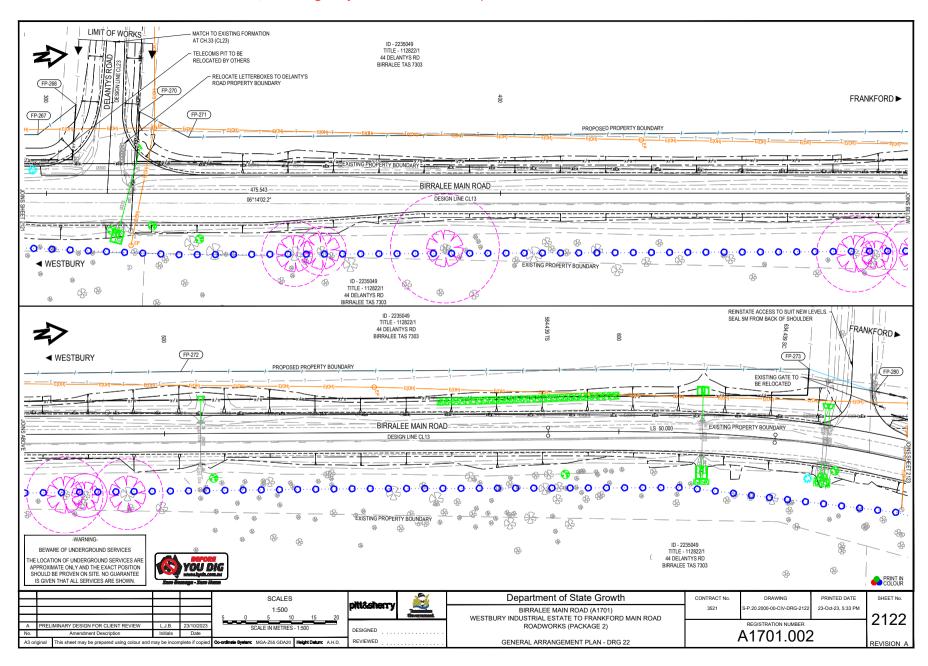
I would appreciate your advice as to the planned upgrade works at the junction , ie. road widening provision of turning lanes or possible widening of Delantys road – provision of any concept plan would be valued.

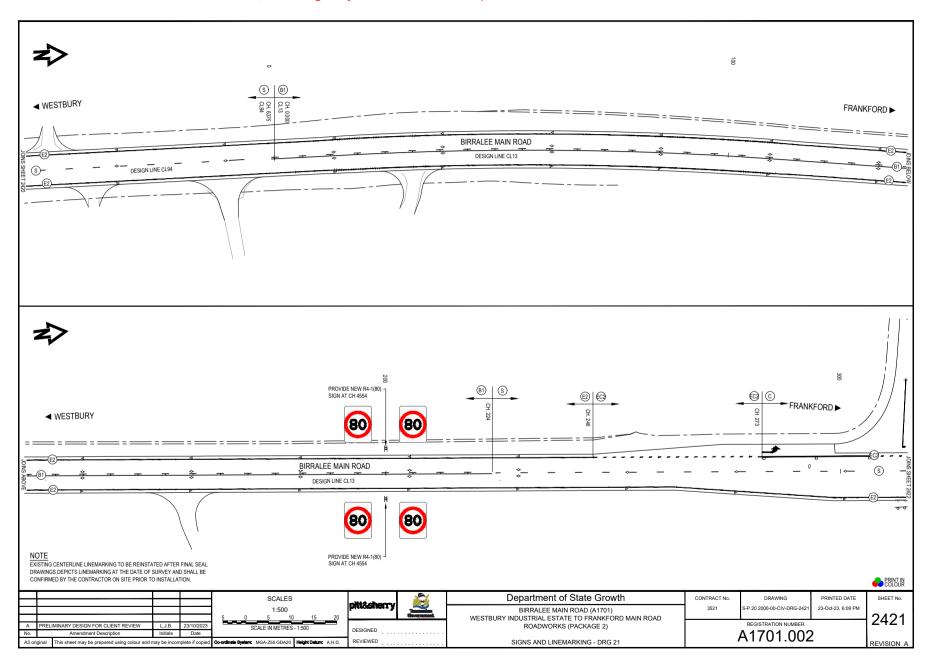
Kind regards Terry

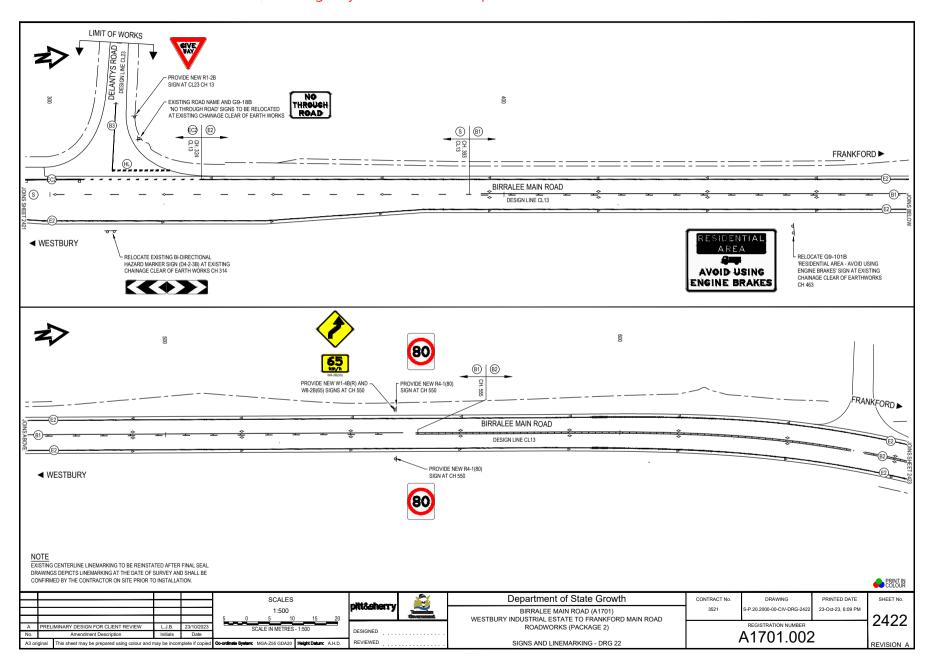
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APPLICATION FORM



PLANNING PERMIT

Land Use Planning and Approvals Act 1993

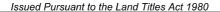
- Application form & details MUST be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

			OFFICE USE ONLY
Property No:		Assessment No:	
DA\	P	A\	PC\
Have you alread		n illegal building work? ning Review for this proposal? er required?	YesNoIndicate by ✓ boxYesNoYesNo
PROPERTY DET	AILS:		
Address:	Delantys Road		Certificate of Title: 18830
Suburb:	Birralee	7303	Lot No: 1
Land area:	43.31ha		m² / ha
Present use of land/building:	Rural		(vacant, residential, rural, industrial, commercial or forestry)
Does the applicaHeritage Listed F		n Land or Private access via a Cro ☑ Yes ☑ No	wn Access Licence: 🔲 Yes 🔽 No
DETAILS OF US	E OR DEVELO	PMENT:	
Indicate by ✓ box	Building work	k Change of use Other	✓ Subdivision ☐ Demolition
Total cost of develo	ppment \$	Includes total cost	t of building work, landscaping, road works and infrastructure
Description 4 of work:		Lots 1, 2 and 3 - 10ha Lot 4 - 13ha	
Use of building:			n use of proposed building – dwelling, garage, farm building, ory, office, shop)
New floor area:		m ² New building height:	m
Materials:	External walls:		Colour:
	Roof cladding:		Colour:



RESULT OF SEARCH

RECORDER OF TITLES





SEARCH OF TORRENS TITLE

VOLUME	FOLIO
18830	
EDITION	DATE OF ISSUE
3	05-Feb-2019

SEARCH DATE : 30-Oct-2023 SEARCH TIME : 12.37 PM

DESCRIPTION OF LAND

Parish of SELBORNE, Land District of DEVON

Lot 1 on Diagram 18830

Derivation: Part of 5A-1R-23Ps. Gtd. to E. Denman

Prior CT 3990/82

SCHEDULE 1

M735005 TRANSFER to LA ARNOLD PTY LTD Registered 05-Feb-2019 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Page 1 of 1

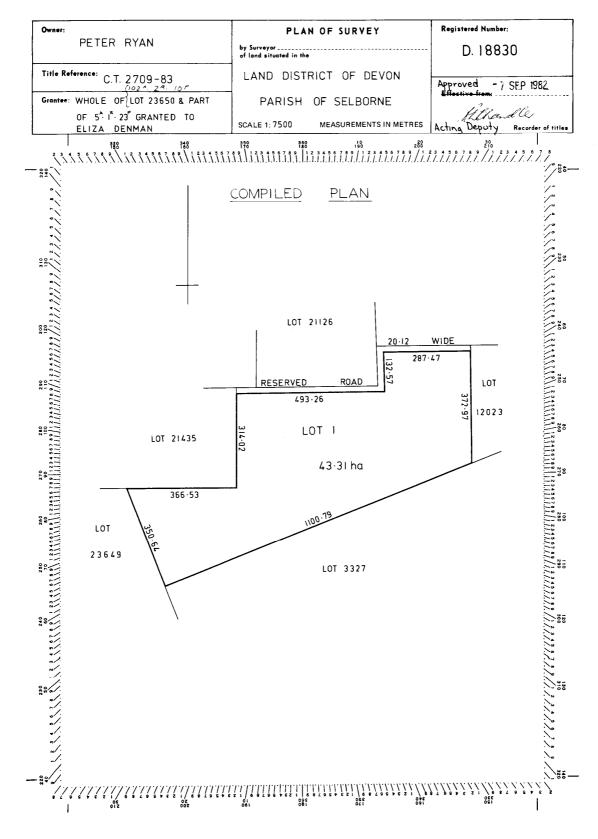


FOLIO PLAN

RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 30 Oct 2023

Search Time: 12:38 PM

Volume Number: 18830

Revision Number: 01

Page 1 of 1

Department of Natural Resources and Environment Tasmania

www.thelist.tas.gov.au



ADRIAN R, FAIRFIELD, DIRECTOR 103 Cameron Street PO Box 990 Launceston TAS 7250

> Office: (03) 6331 4633 admin@surveyingfas.com.au www.surveyingfas.com.au

Our ref: 25-59 (7840) 14 December 2023

Planning and Development Meander Valley Council P O Box 102 WESTBURY TAS 7303

Via Email

To whom it may concern,

Re: Development Application – 4 Lot Subdivision Delantys Road, Birralee

We are pleased to submit this Development Application for the proposed 4 Lot subdivision at the above address.

We enclose:

- PDF copy of the proposed Plan of Subdivision
- · Copy of the relevant title
- Application for Planning Approval
- Bushfire Hazard Assessment documents prepared by Justin Cashion
- Planning Supportive Letter prepared by Rebecca Green

Please forward the invoice for the planning application to admin@surveyingtas.com.au.

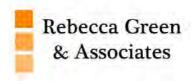
We seek Council's approval for the subdivision and will be pleased to supply additional information as required.

Yours faithfully,

Melissa Perry of

Cohen & Associates Pty. Ltd.

Encl.



Planning Department Meander Valley Council PO Box 102 WESTBURY TAS 7303

6 December 2023

Dear Sir/madam,

RE: Planning Application, Subdivision - Delantys Road, Birralee

This letter is prepared in support of a proposal on behalf of LA Arnold Pty Ltd for a four-lot subdivision at land identified in CT 18830/1. The land is vacant with one existing vehicular access provided to the property from Delantys Road.

One lot currently exists; the subdivision will create three additional lots. Lot 3 will maintain existing access off Delantys Road, with Lots 1, 2 and 4 to be provided with a new access to Delantys Road.

Lot number	Area
1	10ha
2	10ha
3	10ha
4	13ha

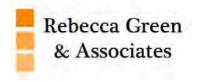
The subject land is zoned Rural Living Zone D within the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule, effective 19th April 2021, and subject to the Bushfire-Prone Areas Code, and the Landslip Code (low bands) and the Natural Assets Code (Waterway and coastal protection area and Priority vegetation area).

Rural Living Zone

11.5 Development Standards for Subdivision

11.5.1 Lot Design

A1 – All lots will each have an area of no less than 10ha and therefore meet A1 (a). Each lot is able to contain a minimum area of 15m x 20m clear of all setbacks required by clause 11.4.2 A2 and A3 and any easements (minimum 20m from a frontage and minimum 10m from a side and rear boundary). No dwellings are contained on the land, the land is currently vacant.



A2 – Lots 1, 3 and 4 are proposed to have frontage to Delantys Road of at least 40 metres. Proposed Lot 2 will have frontage to the Delantys Road of 20m and rely upon assessment against the performance criteria.

P2 – Lot 2 will have a frontage to Delantys Road of 20m. Lot 2 will be provided with a new vehicular access to Delantys whilst any internal access way of the Lot will be provided in accordance with the requirements of the Bushfire Hazard Management Plan for any future habitable building on that lot. The frontage is consistent with the pattern of existing established properties in the area, i.e. 102 Delantys Road. The proposal is consistent with the performance criteria.

A3 - Each lot is provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

11.5.2 Roads

A1 – Proposal complies, the subdivision does not include any new roads.

11.5.3 Services

A1 – Each lot is not able to be connected to the relevant water supply service.

A2 – Not applicable, the subject land is within Rural Living Zone D where there is no requirement for each lot to be connected to a reticulated sewerage system.

CODES

C2.0 Parking and Sustainable Transport Code

Proposal complies where relevant to C2.5.1. Each proposed lot has sufficient area to accommodate on site car parking at the time of consideration of a future dwelling.

C3.0 Road and Railway Assets Code

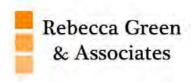
One new vehicle crossing is proposed to Lot 1, Lot 2 and Lot 4 to Delantys Road, which will not result in any increase in traffic movement by the proposed subdivision. Any further development on the lots may be required to consider this Code further dependent on the use, although likely to be a single dwelling with less than 9 vehicle movements per day on average anticipated. The subdivision is not within a road or railway attenuation area.

C7.0 Natural Assets Code

The application of this Code does apply to this subject site as the Code applies to development on land within a waterway and coastal protection area and to priority vegetation areas within the Rural Living Zone.

C7.7.1 Subdivision within a waterway and coastal area or a future coastal refugia area

A1 –The subdivision demonstrates a number of building areas can be located outside a waterway and coastal protection area for each resultant lot as demonstrated on both the Plan of Subdivision and Bushfire Hazard Management Plan, given the overlay is only over small portions of the lots. Except for the provision of vehicular accesses, no additional works are proposed as part of the subdivision proposal. No works therefore will be within a waterway and coastal protection area, meeting subclause (e).



C7.7.2 Subdivision within a priority vegetation area

P1.1 (b) and P1.2 – There are no listed threatened Flora or Fauna species identified on the subject site. The subdivision proposed is likely for a future single dwelling to be constructed on each of the resultant lots, and likely to be in locations similar to those as indicated on the Bushfire Hazard Management Plan.

The proposal does not require native vegetation clearance or removal for the subdivision, except the vehicular accesses (most likely Lot 4 will require some). No bulk earthworks is necessary to construct/upgrade the vehicular accesses. The removal of vegetation will be minimal to provide only for vehicular access locations and construction forming part of the subdivision.

C13.0 Bushfire-Prone Areas Code

Attached to this submission is a Bush Fire Risk Hazard Report & Bushfire Hazard Management Plan prepared by Justin Cashion BFP—112, dated: 9th June 2022 demonstrating compliance with the relevant acceptable solutions.

C15.0 Landslip Hazard Code

In accordance with Clause C15.4.1 any future use (residential) is exempt from this Code as the site is mapped as low landslip hazard bands (subclause (a)).

Subdivision of land within the low landslip hazard bands is also exempt from this Code in this instance as the proposal does not involve significant works or creation of a new road or extension of an existing road (subclauses (e) and (i)) within the mapped overlay areas. In fact, no works at all are proposed within these landslip bands.

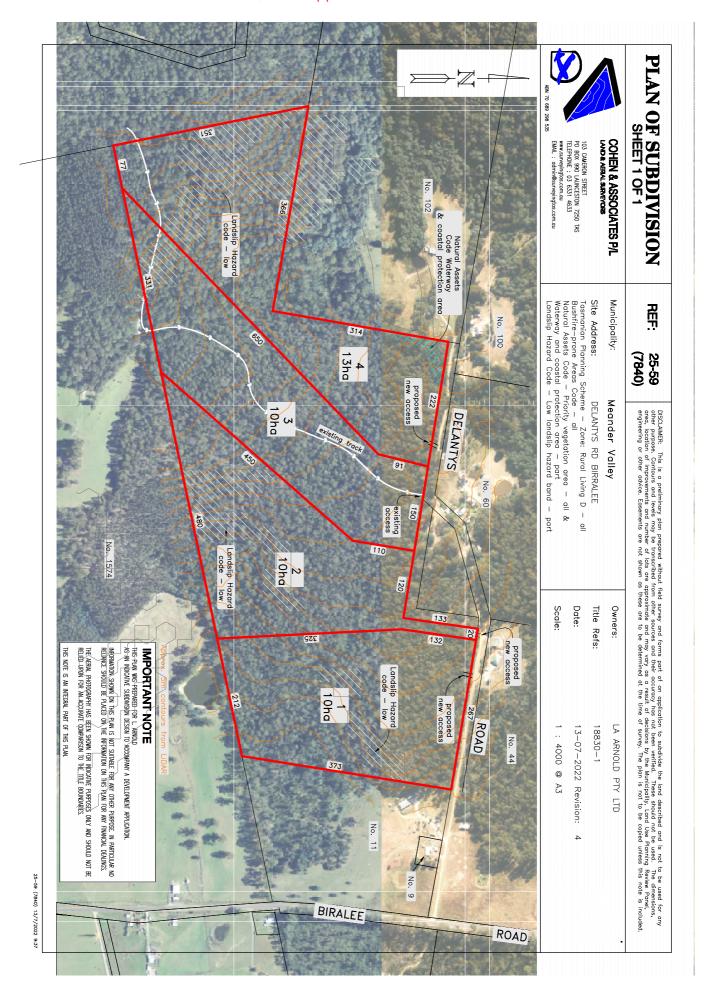
The proposal is considered to be consistent with the Tasmanian Planning Scheme - Meander Valley and should therefore be considered for approval.

Kind Regards,

Rebecca Green

Senior Planning Consultant m – 0409 284422 e – admin@rgassociates.com.au

Meander Valley Council - Ordinary Meeting Agenda: 9 April 2024



CERTIFICATE ITEM	OF QUALIFIED PERSON – A	SSES	SSABLE Section 321	
То:	LA Arnold Pty Ltd Delantys Road Birralee	7303	Owner /Agent Address Form 55 Suburb/postcode	
Qualified perso	on details:			
Qualified person: Address:	Justin Cashion 81 Elizabeth Street		Phone No: 0487 476 479	
Licence No:	BFP - 112 Email address	7250 ss: just	Fax No: N/A in@groundproofmapping.com.au	
Qualifications and Insurance details:	Accredited to Report on Bushfire Hazards under Part IVA of the Fire Services Act 1979. Current Insurance with INTAS Insurances Services.	Deterr	iption from Column 3 of the Director's nination - Certificates by Qualified Persons sessable Items	
Speciality area of expertise:	Analysis of Hazards in Bushfire- Prone Areas.	Deter	ription from Column 4 of the Director's mination - Certificates by Qualified Persons sessable Items)	
Details of work	:			
Address:	Delantys Road		Lot No: TBC	
	Birralee	7303	Certificate of title No: TBC	
The assessable item related to this certificate:	Inspection and assessment of the Bushfire Hazard and Determination of the Bushfire Attack Level (BAL) for any potential New Class 1A Dwelling or alike.		(description of the assessable item being certified) Assessable item includes — - a material; - a design - a form of construction - a document - testing of a component, building system or plumbing system - an inspection, or assessment, performed	
Certificate deta	ails:			
Certificate type:	Bushfire Hazard	Directo	otion from Column 1 of Schedule 1 of the r's Determination - Certificates by Qualified s for Assessable Items n)	
building work, plun	n relation to the above assessable item, at a nbing work or plumbing insta ll ation or demo or ary structure or plumbing installation:			

In issuing this certificate the following matters are relevant -

Bushfire Attack Level (BAL 12.5/BAL19 Solution – Depending on Documents:

setbacks) Assessment & Bushfire Hazard Management Plan (BHMP)

for New Lots 1 – 4, Delantys Road – Birralee.

Relevant

calculations:

As per AS 3959-2018 Construction of Buildings in Bushfire Prone

areas and onsite findings.

AS 3959-2018 Construction of Buildings in Bushfire Prone areas. Tasmanian Planning Scheme – Meander Valley Local Provisions

References: Schedule.

Director's Determination 12th April 2021 – Bushfire Hazard Areas V1.1, Building Act 2016 & Building Regulations 2016 (Part 5 Division 6).

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

New Lots 1 - 4: BAL 12.5/19 Solutions (Depending on setbacks). As per attached BHMP.

Scope and/or Limitations

This report evaluates the risks to the development associated with bushfire hazard and defines the site's Bushfire Attack Level (BAL). It also determines the compliance of the development with the requirements of the Building Code of Australia, Director's Determination 12th April 2021 - Bushfire Hazard Areas V1.1, Building Act 2016 & Building Regulations 2016 (Part 5 Division 6) and AS 3959-2018 Construction of Buildings in Bushfire Prone Areas. It recommends measures to help protect buildings from the effects of a bushfire and reduce the likelihood of fatalities arising from occupants of a dwelling who do not evacuate a property prior to exposure from a bushfire event.

The information contained within this report is based on the instructions of AS 3959-2018. The Standard states that "Although this Standard is designed to improve the

Director of Building Control – Date Approved 1 July 2017

Building Act 2016 - Approved Form No. 55

performance of buildings when subjected to bushfire attack in designated bushfire-prone areas there can be no guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire and extreme weather conditions." The effectiveness of the measures and recommendations detailed in this report are dependent on their implementation and maintenance for the life of the development. Should the site characteristics that this assessment has been measured from alter from those identified, the BAL classification may differ and cause this report to become void. The inspection has been undertaken and report provided on the understanding that the report:

- Only deals with the potential bushfire risk. All other statutory assessments are outside the scope of this report.
- Only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
- Doesn't deal with Impacts of future development.
- Vegetation growth has not been considered.

No liability can be accepted for actions by Lot Owners	, Council or	Government	Agencies
which compromise the effectiveness of this report.			

I certify the matters described in this certificate.

	Signed:	Certificate No:	Date:
Qualified person:	Justin Cashion	GPM 22 - 011	09/06/2022

Tasmania Fire Service Water Supply Signage Guideline

Guidelines for the design and installation of water supply signs & fire hydrant marking in bushfire-prone areas

fire.tas.gov.au
Bushfire Planning & Policy

GPO Box 1526 Hobart Tasmania 7001 Phone (03) 6230 8600 | planning@fire.tas.gov.au





Tasmania Fire Service Water Supply Signage Guideline

Version 1.0, February 2017

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This Guideline has been developed in consultation with TasWater.



For further information

Tasmania Fire Service Bushfire Planning & Policy GPO Box 1526 HOBART TAS 7001 PH: (03) 6230 8600

Fax: (03) 6234 6647

Email: planning@fire.tas.gov.au Web: www.fire.tas.gov.au

Disclaimer

While the State Fire Commission has made every effort to ensure the accuracy and reliability of the information contained in this booklet, the State Fire Commission does not accept any responsibility for the accuracy, completeness, or relevance to the reader's purpose, of the information contained in this document and those reading it for whatever purpose are advised to verify its accuracy and to obtain appropriate professional advice.

The State Fire Commission, its officers, employees and agents do not accept any liability, however arising, including liability for negligence, for any loss or damage resulting from the use of, or reliance upon, the information contained in this document.

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1.0 Identification

- 1.1 Guideline Title
- 1.1.1 This Guideline is called the *Tasmania Fire Service Water Supply Signage Guideline*.
- 1.2 Composition of this Guideline
- 1.2.1 This Guideline consists of:
 - (a) This document;
 - (b) Design drawing TFS-WS01; and
 - (c) Design drawing TFS-WS02.

2.0 Purpose

- 2.1 The purpose of this Guideline is:
 - (a) To ensure that fire fighting water points are appropriately identified to reduce the risk to human life and property, and the cost to the community, caused by bushfires; and
 - (b) To describe the water supply signage requirements which are referred to in the *Bushfire-Prone Areas Code*¹ and the *Directors Determination Requirements for Building in Bushfire-Prone Areas*².

3.0 Application

- **3.1** Where referenced by the relevant planning and building regulations, the content of this Guideline forms a statutory requirement for development within bushfire-prone areas.
- **3.2** This Guideline may be voluntarily adopted as required.
- 3.3 This Guideline applies to:
 - (a) Private and water corporation owned or managed fire fighting water points;
 - (b) Fire fighting water points servicing a bushfire-prone area; and
 - (c) Fire fighting water points connected to:
 - i. A static water supply; or
 - ii. A reticulated water supply that does not comply with the design criteria of reticulated water supply for fire fighting as defined within the Bushfire-Prone Areas Code, and where a single fire fighting water point discharges a minimum of 5 L per second and a minimum of 150 kPa residual pressure.

¹ The Bushfire-Prone Areas Code can be accessed via www.iplan.tas.gov.au

² The *Directors Determination Requirements for Building in Bushfire-Prone Areas* can be accessed via http://www.justice.tas.gov.au/building/publications

4.0 Definition of Terms

In this Guideline:

bushfire-prone area	means: (a) land that is within the boundary of a bushfire-prone area shown on an overlay on a planning scheme map; and (b) i. where there is no overlay on a planning scheme map; or ii. where the land is outside the boundary of a bushfire-prone area shown on an overlay on such a map, land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1 hectare.	
bushfire-prone vegetation	means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.	
carriageway	means the section of road formation which is used by traffic, and includes all the area of the traffic lane pavement together with the formed shoulders.	
fire hydrant	means a fire hydrant as described in AS 2419.1-2005 Fire hydrant installations – System design, installation and commissioning.	
fire fighting water point	means the point where a fire appliance is able to connect to a water supply for fire fighting purposes. This includes a coupling in the case of a fire hydrant, offtake or outlet, or the minimum water level in the case of a static water body.	
property access	means the carriageway which provides vehicular access from the carriageway of a road onto land, measured along the centre line of the carriageway, from the edge of the road carriageway to the nearest point of the building area.	
static water supply	means water stored in a tank, swimming pool, dam, or lake, that is available for fire fighting purposes at all times.	
water corporation	means the corporation within the meaning of the Water and Sewerage Corporation Act 2012.	

5.0 Referenced Documents

The following documents are referenced in this guideline:

AS 1743 Road signs—Specifications

AS 1744 Standard alphabets for road signs

AS 2700 Colour Standards for general purposes

AS 2419.1 Fire hydrant installations - System design, installation and commissioning

AS/NZS 1734 Aluminium and aluminium alloys—Flat sheet, coiled sheet and plate

AS/NZ 1906.1 Retroreflective materials and devices for road traffic control purposes Part 1: Retroreflective Sheeting.

Australian Paint Approval Scheme Specifications AP-S0041, CSIRO

Bushfire-Prone Areas Code, Tasmanian Planning Commission, Department of Justice, Tasmania.

Determination Director of Building Control Requirements for Building in Bushfire-Prone Areas, Building Standards & Occupational Licencing, Department of Justice, Tasmania.

TasWater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA, TasWater, Tasmania.

6.0 Design Standards for Marking Compliant Fire Hydrants

6.1 Compliant Hydrant Markings (General)

A fire hydrant connected to a reticulated water supply that complies with the design criteria of *reticulated water supply for fire fighting* as defined within the *Bushfire-Prone Areas Code* will be marked in accordance with water corporation specifications³.

Water corporation specified fire hydrant markings include a combination of:

- a) Fire Plug Indicator: a yellow, 250 mm x 450 mm triangle, marked on the pavement, and pointing towards the location of the hydrant;
- b) Fire Plug Kerb Marking: a yellow, 300 mm long rectangle, marked on the carriageway kerb, adjacent to the location of the fire hydrant;
- c) Two-Way Retroreflective Raised Pavement Marker: a blue, square marker, adhered to the pavement, and located perpendicular to the hydrant;
- d) Fire Plug Cover and Surround: a yellow, 400 mm x 400 mm square; surrounding the hydrant cover; and
- e) Marker Post: a yellow post with blue decals, located adjacent to the carriageway.

³ TasWater specifications: <u>https://www.taswater.com.au/Development/Development-Standards</u>

7.0 Design Standards for Marking Non-Compliant Fire Hydrants

7.1 Marking Criteria

A fire hydrant connected to a reticulated water supply that:

- Otherwise complies with the design criteria of reticulated water supply for fire fighting as defined within the Bushfire-Prone Areas Code, except for flow and pressure; and
- b) Discharges a minimum of 5 L per second and a minimum of 150 kPa residual pressure;

shall have additional markings to those identified in 6.1, in accordance with the following:

7.2 Pavement Marking Material

Objective:	Pavement markings that identify fire fighting water points are clearly visible and durable.
------------	---

7.2.1 Pavement marking materials shall conform to Australian Paint Approval Scheme Specifications *AP-S0041*, or similar.

7.3 Post Marking Material

Objective:	Pavement markings that identify fire fighting water points are clearly visible and durable.
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- 7.3.1 Post marking material shall be:
 - (a) Class 1 retroreflective material, compliant with AS/NZS1906.1; or
 - (b) A suitable outdoor, long-life, UV stabilised coating.

7.4 Pavement & Post Marking Design

Objective:	Fire fighting water points are clearly visible and identifiable.

- 7.4.1 Pavement and post marking shall comprise of a legend designed in accordance with design drawing TFS-WS02.
- 7.4.2 The legend shall be:
 - (a) Coloured red, 'Signal Red' (R13) in accordance with AS2700 (or equivalent colour); and
 - (b) Comprised of the letter 'W' within a circular band.
- 7.4.3 The letter 'W' in the legend shall be:
 - (a) Uppercase;
 - (b) No less than 44 mm in height;

- (c) Located in the centre of the circular band; and
- (d) Consistent with the form and dimensions of Series F, as defined in *AS1744*.
- 7.4.4 The circular band in the legend shall have:
 - (a) An outer diameter of 100 mm; and
 - (b) A line thickness of 6.5 mm.

7.5 Pavement & Post Marking

Objective: Fire fighting water points are clearly visible and identifiable.

- 7.5.1 Where fire hydrants are of the in-ground type (fire plug), the hydrant cover (lid) shall be marked in accordance with 7.2 and 7.4.
- 7.5.2 Where hydrant location is identified using a marker post, the post shall be marked:
 - (a) In accordance with 7.3 and 7.4;
 - (b) With legend facing the carriageway; and
 - (c) No less than 400 mm above ground level (where practical).

8.0 Design Standards for Signs

Static water supplies shall be identified in accordance with the following:

8.1 Sign Materials

Objective: Signs that identify fire fighting water points are durable and resilient against the elements.

- 8.1.1 The signboard material shall be:
 - (a) 1.6 mm thick aluminium alloy, type 5251 or 5052, of temper H36 or H38;
 - (b) Free from scratches or other surface blemishes;
 - (c) Have edges that are true and smooth; and
 - (d) Compliant with AS/NZS1734.
- 8.1.2 The sign background material shall be:
 - (a) Non-reflective;
 - (b) Of uniform density;
 - (c) Compatible with the material used for the legend both in application and durability; and
 - (d) Applied to the sign face in accordance with AS1743.
- 8.1.3 The sign legend material shall be:
 - (a) Class 1 retroreflective material, compliant with AS/NZS1906.1;
 - (b) Of uniform density;

- (c) Compatible with the material used for the background in application and durability; and
- (d) Applied to the sign face in accordance with AS1743.

8.2 Sign Design

Objective: Signs that identify fire fighting water points are clearly visible and identifiable.

- 8.2.1 The sign shall be designed in accordance with:
 - (a) Design drawing TFS-WS01.
- 8.2.2 The sign shall:
 - (a) Be square;
 - (b) Have rounded corners with a radii of 25 mm; and
 - (c) Have a side length of 300 mm.
- 8.2.3 The sign background shall be:
 - (a) Coloured red, 'Signal Red' (R13) in accordance with AS2700 (or equivalent colour).
- 8.2.4 The legend shall be:
 - (a) Coloured white (N14) in accordance with AS2700 (or equivalent colour);
 - (b) Comprised of the letter 'W' within a circular band; and
 - (c) Visually centred on the sign.
- 8.2.5 The letter 'W' in the legend shall be:
 - (a) Uppercase;
 - (b) No less than 100 mm in height;
 - (c) Located in the centre of the circular band; and
 - (d) Consistent with the form and dimensions of Series F, as defined in AS1744.
- 8.2.6 The circular band in the legend shall have:
 - (a) An outer diameter of 230 mm; and
 - (b) A line thickness of 15 mm.
- 8.2.7 The rear surface of the signboard shall be stamped or engraved with:
 - (a) The designation of the sign manufacturer;
 - (b) Four numerals indicating the month and year of manufacture (e.g. 01/17);
 - (c) The design drawing identification (e.g. TFS-WS01); and
 - d) Letters & numerals no less than 5 mm high.

8.3 Sign Mounting

	Signs that identify fire fighting water points are, and will remain, clearly visible.
--	---

- 8.3.1 The sign shall be permanently mounted to:
 - (a) A vertical surface;
 - (b) A surface that cannot change orientation or position; and
 - (c) A surface that is:
 - i. Non-flammable; and
 - ii. Non-heat deforming.

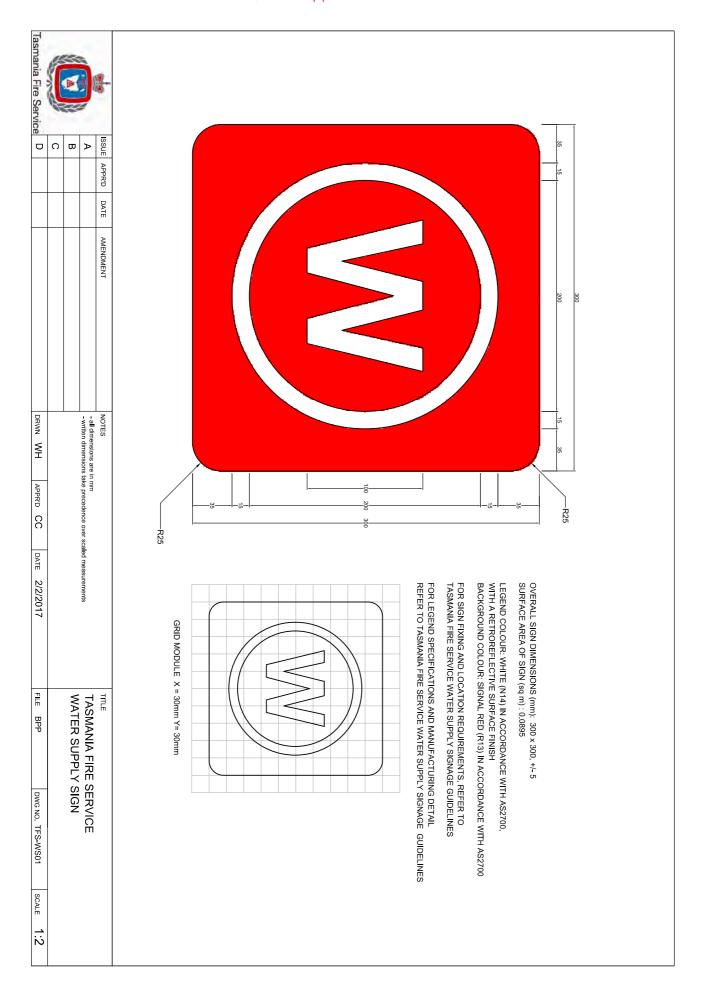
8.4 Sign Location

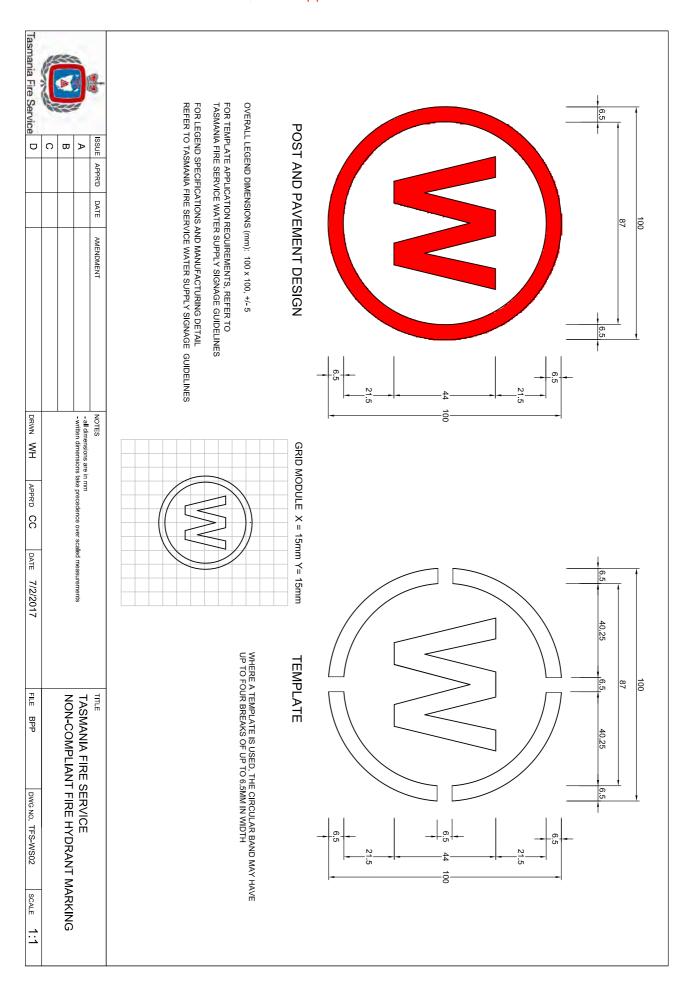
I CINIACIIVA:	Signs that identify fire fighting water points are located adjacent to the fire fighting water point, and are clearly visible.
---------------	--

- 8.4.1 The sign shall be mounted in a location:
 - (a) No further than 2 m vertically and 1 m horizontally from the fire fighting water point;
 - (b) No less than 400 mm above ground level;
 - (c) That will not impede access or operation of the fire fighting water point;
 - (d) That will not become obscured by visual obstructions; and
 - (e) That is visible from the property access on approach from a public road.

9.0 Design & Manufacture Tolerances of Sign & Legend

- 9.1 Dimensional tolerances of the signboard
 - (a) Overall dimensions of signboard: ±5 mm;
 - (b) Maximum allowable warp, twist or departure from flatness: 1.5 mm; and
 - (c) Squareness: corners < 2 mm from theoretical position relative to other corners.
- 9.2 Dimensional tolerances of the legend
 - (a) Shape, size and alignment of legend elements: ±2 mm; and
 - (b) Legend position: ±2 mm.





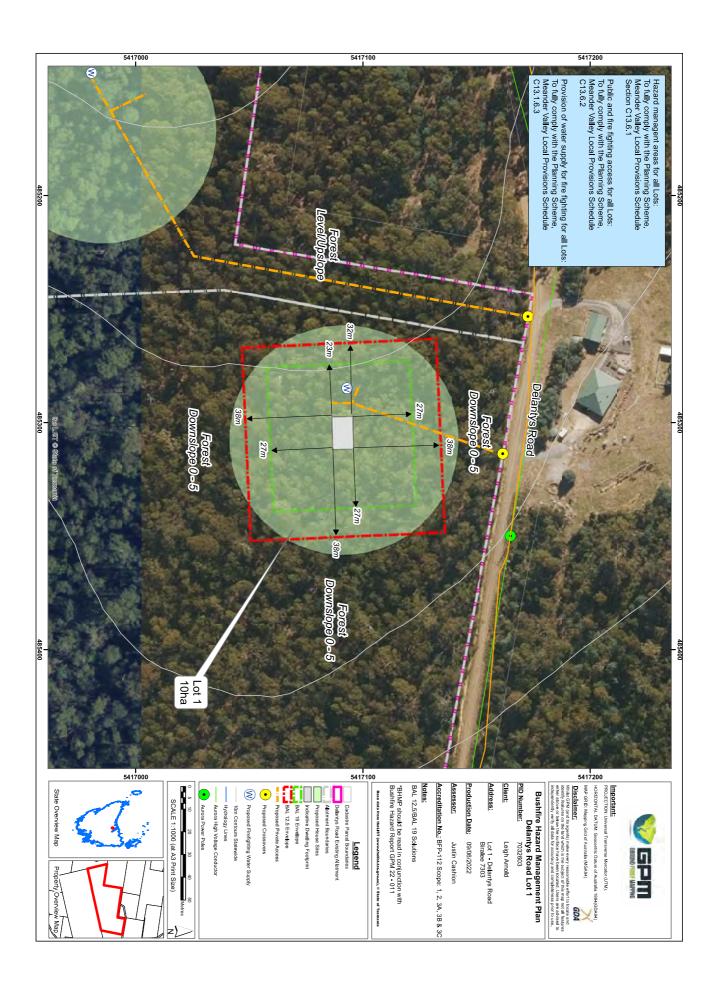
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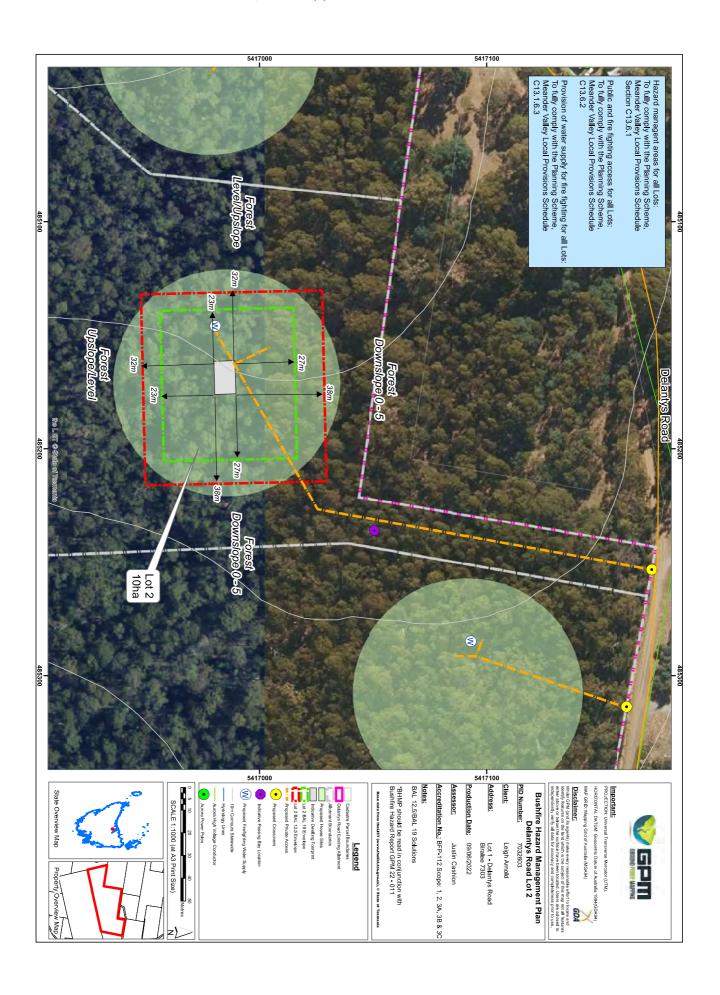


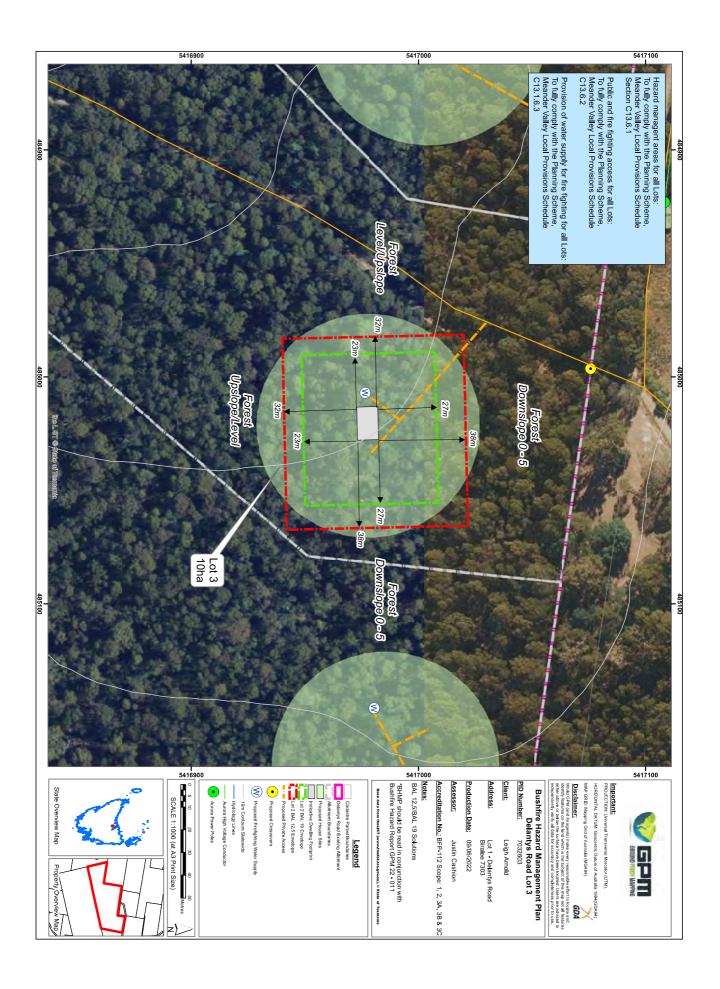


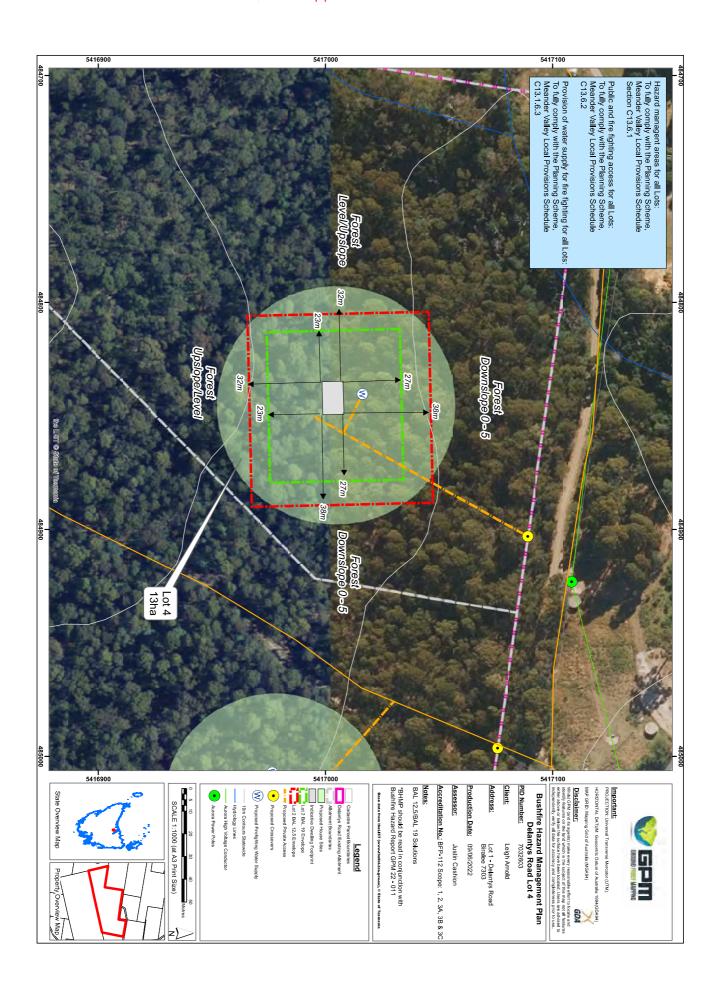
fire.tas.gov.au

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BUSHFIRE-PRONE AREAS CODE

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

1. Land to which certificate applies

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

Street address:

Delantys Road – Birralee

Certificate of Title / PID: 18830/1 - 7032603

2. Proposed Use or Development

Description of proposed Use and Development:

Subdivision of 1 existing lots (18830/1) into 4 new lots. The new allotments are created for the provision of new dwellings and an existing dwelling to achieve either BAL 12.5/BAL 19 solutions, dependant on setbacks.

Applicable Planning Scheme:

Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule.

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Proposed Plan of Subdivision – Delantys Road	Cohen & Associates P/L - Ref No. 25-59 (7840)	27/11/2020	03
Delantys Road – Subdivision Bushfire Hazard Report: GPM 22 - 011.	Justin Cashion – Ground Proof Mapping Pty Ltd	09/06/2022	01
Bushfire Hazard Management Plan: GPM 22 – 011.	Justin Cashion – Ground Proof Mapping Pty Ltd	09/06/2022	01
Form 55: GPM 22 - 011 for Proposed New Lots 1 - 4.	Justin Cashion – Ground Proof Mapping Pty Ltd	09/06/2022	01

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

Planning Certificate from a Bushfire Hazard Practitioner v5.0

	4. Nature of Certificate				
The	The following requirements are applicable to the proposed use and development:				
	E1.4 / C13.4 – Use or development exempt from this Code				
	Compliance test Compliance Requirement				
	E1.4(a) / C13.4.1(a)	Insufficient increase in risk			
	E1.5.1 / C13.5.1 – Vulnerable Use	s			
	Acceptable Solution	Compliance Requirement			
	E1.5.1 P1 / C13.5.1 P1	Planning authority discretion required. A proposal cannot be certified as compliant with P1.			
	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy			
	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan			
	E1.5.2 / C13.5.2 – Hazardous Use				
	Acceptable Solution	Compliance Requirement			
	E1.5.2 P1 / C13.5.2 P1	Planning authority discretion required. A proposal cannot be certified as compliant with P1.			
	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy			
	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan			
Ш		vision of hazard management areas			
	Acceptable Solution	Compliance Requirement			
	E1.6.1 P1 / C13.6.1 P1	Planning authority discretion required. A proposal cannot be certified as compliant with P1.			
	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk			
\boxtimes	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')			

E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement/Burdening Covenants				
E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access					
Acceptable Solution	Compliance Requirement				
E1.6.2 P1 / C13.6.2 P1	Planning authority discretion required. A proposal cannot be certified as compliant with P1.				
E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk				
E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables				
E1.6.3 / C13.1.6.3 Subdivision: P purposes	rovision of water supply for fire fighting				
Acceptable Solution Compliance Requirement					
Acceptable Solution	Compliance Requirement				
E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk				
-					
E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk Reticulated water supply complies with relevant				
E1.6.3 A1 (a) / C13.6.3 A1 (a) E1.6.3 A1 (b) / C13.6.3 A1 (b)	Insufficient increase in risk Reticulated water supply complies with relevant Table				
E1.6.3 A1 (a) / C13.6.3 A1 (a) E1.6.3 A1 (b) / C13.6.3 A1 (b) E1.6.3 A1 (c) / C13.6.3 A1 (c)	Insufficient increase in risk Reticulated water supply complies with relevant Table Water supply consistent with the objective				

5. Bushfire Hazard Practitioner					
Name:	Justin Cashion	Phone No:	0487 476 479		
Postal Address:	PO Box 1027, Launceston, 7250	Email Address:	justin@groundproofmapping.com.au		
Accredita	tion No: BFP – 112	Scope:	1,2,3A, 3B & 3C		
6. C	ertification				
	hat in accordance with the authority given und t the proposed use and development:	ler Part 4A of	the Fire Service Act		
	Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures.				
	The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant Acceptable Solutions identified in Section 4 of this Certificate.				
Signed: certifier	Justin Cashion				
Name:	Justin Cashion D	ate: 09/06/20	22		
	Certific Num	(;PM/22	- 011		
	(for Pra	ctitioner Use or	 االا)		

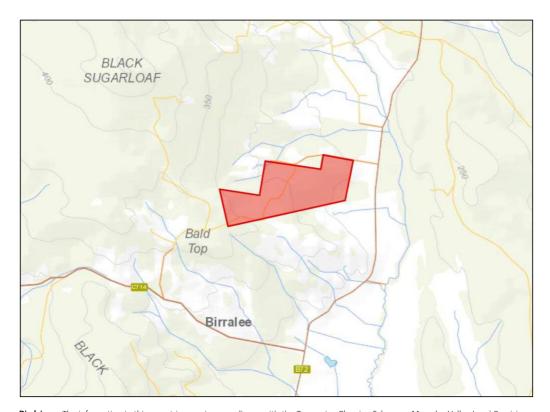
Planning Certificate from a Bushfire Hazard Practitioner v5.0



BUSH FIRE RISK HAZARD REPORT - 4 LOT SUBDIVISION

LOT 1 DELANTYS ROAD - BIRRALEE

09[™] JUNE 2022



Disclaimer: The information in this report is ensuring compliance with the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule. The information stated within this report is also based on the instructions of AS 3959 – 2018 – Construction of buildings in bush fire-prone areas. The purpose of this code is to ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

"It should be borne in mind that the measures contained in this Standard cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire, and extreme weather conditions".

GPM P/L has taken all reasonable steps to ensure that the information and data collected in the preparation of this assessment is accurate and reflects the conditions on and adjoining the site and allotment on the date of assessment. GPM P/L do not warrant or represent that the information contained within this assessment report is free from errors or omissions and accepts no responsibility for any loss, damage, cost or expense (direct or indirect) incurred as result of a person taking action in respect to any representation, statement or advice referred to in this report. This report is only to be used for the purpose of which it was commissioned.

Document Version: 01 – 09th June 2022



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TFS Water Signage Guidelines V1.0 201702



EXECUTIVE SUMMARY

This report covers a proposed 4 Lot subdivision development at Delantys Road – Birralee. This report will support a planning application for the proposed development.

Each individual lot has been assessed and a specified building envelope provided based on the defendable space requirements, utilising Table 2.6 of AS 3959 – 2018. All of the proposed new lots have designated BAL 12.5/BAL 19 building envelopes, dependant on setbacks. Proposed building envelope options are as per client's instructions.

The site is located off Delantys Road in Birralee, approximately 14km north of the Westbury town centre. The current allotment to be subdivided is in a rural forest vegetated area, surrounded by other similar sized and larger private property allotments. The proposed subdivision areas are surrounded by a combination of agricultural land interspersed with residential development and large consolidated areas of forest. Delantys Road (Council maintained road) adjoins most of the northern boundary of the subdivision proposal area. The subject allotment is fully forested, however is currently being harvested/thinned. As part of this operation, the proposed house sites are being predominantly cleared, to help in meeting the hazard management area specifications for future developments.

Assessment of the allotment has concluded that there is a realistic risk of bushfire associated with the development due to the location of the bushfire prone forest vegetation communities that exists within 100m of the proposal.

The intention is to split the existing title boundary of Lot 1 Delantys Road (Los 188303/1 - 43ha) into 4 separate lots. The resulting allotments are summarised in the Table 1 below:

Lot No.	Size	BAL Solution(s)
1 (including road)	±10ha	BAL 12.5/BAL 19 (proposed dwelling)
2 (including road)	±10ha	BAL 12.5/BAL 19 (proposed dwelling)
3 (including road)	±10ha	BAL 12.5/BAL 19 (proposed dwelling)
4 (including road)	±13ha	BAL 12.5/BAL 19 (proposed dwelling)

Using ASA3959 – 2018 Simplified procedure (Method 1) the Bushfire Attack Level of the new allotment building envelopes and the associated construction requirements will be classified as either:

BAL 12.5: BAL – 12.5 is described as being exposed to "Ember attack and radiant heat below 12.5 kW/m²".

Or

BAL 19: BAL - 19 is described as being exposed to "Increasing ember attack and radiant heat between 12.5 kW/m² and 19 kW/m²".

Exact BAL solution is dependent on setbacks.

The BAL classifications provide specifications for construction standards and the determination of the hazard management area defined in the Bushfire Hazard Management Plan (BHMP).



INTRODUCTION & PROPOSAL DESCRIPTION

Client: LA Arnold Pty Ltd

Development Type / BCA Classification: 4 Lot Subdivision

Construction Materials: BAL 112.5/BAL 19 (dependant on setbacks)

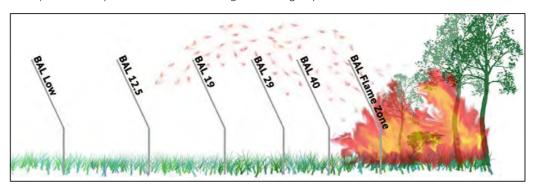
Date of Site Inspections: April 2022

Inspected by: Justin Cashion – Ground Proof Mapping P/L

The purpose of this assessment is to ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

This Bushfire Risk assessment report will define the sites Bushfire Attack Level classification and determine its compliance with the requirements of the National Construction Code (NCC), 2016 and AS3959 – 2018 Construction of Buildings in Bushfire Prone Areas.

This report will satisfy associated Council Planning and Building Requirements.





SUMMARY DETAILS

Applicants Names: LA Arnold Pty Ltd

Location: Lot 1 Delantys Road – Birralee

Property ID: 7032603

Title Reference(s): 18830/1

Current Lot Size: 43ha

Proposed Lot Sizes: As per Table 1

Zoning: Rural Living

Code Overlays:

Landslip Hazard Bushfire Prone Areas Natural Assets

Council: Meander Valley

Building Envelopes: As defined on BHMP GPM 22 – 011. Please note that the suggested BAL building envelopes do not account for other planning setbacks required.

Defendable Space – Maintain the vegetation within the individual HMA's in a "low fuel" state within the required distance set out in this report (as shown on the Bushfire Hazard Management Plan) to satisfy ongoing compliance. This must be continually managed in perpetuity.

Access – Proposed private access/egress is onto Delantys Road. Further requirements are required to satisfy access and egress as outlined further in this report for all new lots.

Water Supply – Further requirements to satisfy water supply required and are outlined further in this report for all new lots.

Construction – Construct and maintain any existing/potential new dwellings on the new proposed Lots to a minimum standard of BAL 12.5/BAL 19 (dependent on setbacks) in accordance with *AS3959 – 2018*, Sections 3, 5 and 6.

Surrounding Area - The current allotment to be subdivided is in a rural forest vegetated area, surrounded by other similar sized and larger private property allotments. The proposed subdivision areas are surrounded by a combination of agricultural land interspersed with residential development and large consolidated areas of forest.

Predominant Fire Direction – The predominant fire direction during the summer period is from the North and North West. The vegetation that triggers the assessment provide a realistic fire threat.



BUSHFIRE SITE ASSESSMENT

Vegetation

Vegetation within the lots consist of *Eucalyptus amygdalina - Eucalyptus obliqua* damp sclerophyll forest (DSC). This forest is currently being thinned out as part of a harvesting regime. The proposed house sites are also being predominantly cleared in anticipation of future development. It is the above vegetation types, within 100m of the proposed allotments to be subdivided that presents the fire risk to this development. The area is also considered as being bushfire prone.

Slope / Aspect

The slope class across the building envelopes on the proposed allotments are in the 0 - 5° range whilst areas surrounding the building envelopes within 100m are also within this range. The aspect is predominantly northerly for all building envelopes and the altitude varies between 210m (Lot 1) and 245m (Lot 4).

Distances to Vegetation

Appropriate distances to assessable flammable vegetation, from the proposed subdivision allotments requires defendable spaces for a maximum BAL 19 rating. All vegetation within 100m of the proposed allotments was assessed. Appropriate distances to assessable flammable vegetation ensure compliance with the 'Deemed to Satisfy' requirement for Subdivisions, which provides for hazard management areas as per the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule.

Assessment and HMA

The proposed development is located in a forested interface and the risk of bushfire attack is considered to be a realistic threat. Using AS3959-2018 Simplified Procedure (Method 1) the Bushfire Attack Level of the sites and the associated construction requirements will be classified as either BAL 12.5/BAL 19 (dependent on setbacks).

Bushfire Attack Level (BAL) - Steps 1 to 5 Summary Results

For calculations based on Tasmania's FDI of 50, for the proposed allotments please refer to the Tables below:

Table 2 - Proposed New Lot 1:

	North	East	South	West
Vegetation to 100m	Forest	Forest	Forest	Forest
Vegetation Classification	A	A	A	A
Slope	Downslope 0 - 5°	Downslope 0 - 5°	Downslope 0 - 5°	Upslope/Level
Current BAL	BAL FZ	BAL FZ	BALFZ	BAL FZ
HMA for BAL 12.5	38m+	38m+	38m+	32m+
HMA for BAL 19	27m+	27m+	27m+	23m+



Table 3 – Proposed New Lots 2, 3 & 4:

	North	East	South	West
Vegetation to 100m	Forest	Forest	Forest	Forest
Vegetation Classification	A	A	A	A
Slope	Downslope 0 - 5°	Downslope 0 - 5°	Upslope/Level	Upslope/Level
Current BAL	BAL FZ	BAL FZ	BALFZ	BAL FZ
HMA for BAL 12.5	38m+	38m+	32m+	32m+
HMA for BAL 19	27m+	27m+	23m+	23m+



Bushfire Prone Areas Code Assessment Criteria (Lots 1-4)

Assessment has been completed below to demonstrate the BAL and BHMP have been developed in compliance with the Performance Solutions as specified in the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule.

Section C13.6.1 Bushfire Pror	ne Areas Code - Subdivision: Provision	of hazard management areas
Acceptable Solution	Requirement	Comment
The proposed plan of subdivision: A1 (b) (i)	Shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision.	Compliant.
A1 (b) (ii)	Shows the building area for each lot.	Compliant.
A1 (b) (iii)	Shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.6 of Australian Standard AS 3959 – 2018 Construction of buildings in bushfire-prone areas.	Compliant.
A1 (b) (iv)	Is accompanied by a bushfire hazard management plan for lots, certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 12.5 or 19 in Table 2.6 of Australian Standard AS 3959 – 2018 Construction of buildings in bushfire-prone areas.	Compliant.
Section C13.6.2 Bushfire	Prone Areas Code - Subdivision: Publ	ic and firefighting access
Acceptable Solution	Requirement	Comment
A1 (b) (i)	A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that: proposed roads and fire trails will comply with Table C13.1 & C13.2.	Compliant.
A1 (b) (ii)	Is certified by the TFS or an accredited person.	Compliant.
Section C13.6.3 Bushfire Prone Are	eas Code - Subdivision: Provision of wa	nter supply for firefighting purposes
Acceptable Solution	Requirement	Comment
A2 (b)	The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to firefighting, will be provided and located compliant with Table C13.5.	Compliant.



HMA Guidelines

Please note that the implementation of the HMA must comply prior to occupancy.

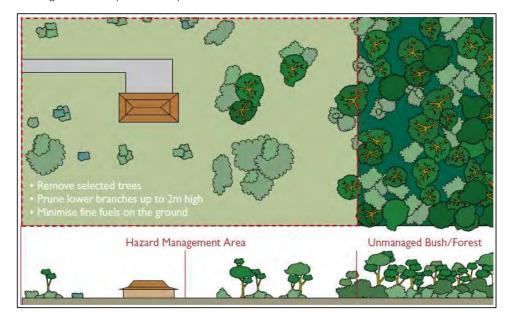
Please note that the maintenance of the HMA must continue in perpetuity.

The HMA requirements listed in Tables 2 and 3 are the minimum distances required to achieve a compliance rating either BAL 12.5 or BAL - 19 (dependent on setbacks) for all proposed lots and building envelopes. The HMA (defendable space area), should have significant fuel reduction carried out to ensure compliance with low threat vegetation classification. This single zone hazard management area must be managed and kept in a minimum fuel condition at all times, in perpetuity, "where fine fuels are minimised to the extent that the passage of fire will be restricted, e.g. short green lawns, paths, driveways etc.". All grassed areas within this zone need to be short cropped and kept to a nominal height of 100mm.

The four design principles for this area are to:

- (1) Create space
- (2) Remove flammable objects or materials
- (3) Separate fuel
- (4) Selection, location and maintenance of trees

The diagram below explains this requirement.



Other recommendations Include:

- Trees and large shrubs should be pruned to remove branches within 2 m of the ground.
- Use only mown lawn, bare ground (driveways, paths etc.) or non-flammable native succulent ground cover plants immediately adjacent to buildings (within 2 metres).
- Total understorey canopy cover should be less than 20%.
- Separate tree crowns by four metres.
- Shrubs should be isolated or in small clumps; avoid continuous canopies.
- $\bullet \quad \text{New trees should not be planted closer to buildings than their expected full height.} \\$
- Avoid planting or retaining trees and shrubs with rough fibrous bark, or which retain shed bark in long strips (ribbon bark) (e.g. any of the stringy bark group of eucalypts).

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- Avoid planting or retaining trees and shrubs that retain dead material in their canopies (e.g. most conifers, and most Melaleuca and Leptospermum species).
- Avoid planting or retaining shrubs under trees.
- Canopies of trees and shrubs should not touch walls or overhang buildings.
- Avoid planting or retaining trees and shrubs that deposit large quantities of litter in a short period, particularly in spring and summer.
- Combustible mulches should not be used, except in very limited quantities around the base of shrubs; use non-combustible mulches, such as pebble, scoria or gravel, or mown grass.
- Shrubs should not be allowed to grow to within 2 m of windows with annealed (standard) glass, or within 1 m of windows with heat toughened glass or walls with timber cladding.
- Locate any combustible materials, such as woodpiles, flammable fuel stores etc., outside the Hazard Management Area.



Figure 1: This photo illustrates a maintained hazard management zone in the foreground with unmanaged vegetetation in the background.

Some thought should be given to other landscaping alternatives using such plants as described in the "Fire Resisting Garden Plants" booklet produced by the Tasmania Fire Service (TFS) available on the website @www.fire.tas.gov.au



Public and Firefighting Access:

Please note that the implementation/construction of public and firefighting access must comply prior to occupancy for all Lots.

Objective: Access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, fire fighters and emergency service personnel;
- (b) provide access to the bushfire-prone vegetation that enables both properties to be defended when under bushfire attack and for hazard management works to be undertaken;
- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
- (d) provide access to water supplies for fire appliances; and
- (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.

Table C13.2 Standards for Property Access:

For Subdivision:

<u>Element B:</u> Property access length is 30m or greater; or access is required for a fire appliance to a firefighting water point.

Requirement: The following design and construction requirements apply to property access:

- (a) all-weather construction;
- (b) load capacity of at least 20t, including for bridges and culverts;
- (c) minimum carriageway width of 4m;
- (d) minimum vertical clearance of 4m;
- (e) minimum horizontal clearance of 0.5m from the edge of the carriageway;
- (f) cross falls of less than 3 degrees (1:20 or 5%);
- (g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;
- (h) curves with a minimum inner radius of 10m;
- (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads: and
- (j) terminate with a turning area for fire appliances provided by one of the following:
 - (i) a turning circle with a minimum outer radius of 10m; or
 - (ii) a property access encircling the building; or
 - (iii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.

And

Element C: Property access length is 200m or greater.

Requirement: The following design and construction requirements apply to property access:

- (a) the requirements for B above; and
- (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.

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Road Distances from Council Road (Delantys Road):

- Lot 1 House Site = +/-75m (No Passing Bays)
- Lot 2 House Site = +/-240m (1 Passing Bay)
- Lot 3 House Site = +/- 130m (No Passing Bays)
- Lot 4 House Site = +/- 110m (No Passing Bays)

Provision of Water Supply for Firefighting Purposes:

Please note that the provision of water supply for firefighting purposes must comply to prior to occupancy for all Lots.

Objective: Adequate, accessible and reliable water supply for the purposes of firefighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas:

<u>Static Water Supply for Firefighting:</u> Applicable as per below. Please note that a new static water supply is required for compliance.

Table C13.5 Static water supply for fire fighting

Element A: Distance between building area to be protected and water supply

Requirement: The following requirements apply:

- (a) The building area to be protected must be located within 90 metres of the water connection point of a static water supply; and
- (b) The distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.

Element B: Static Water Supplies

Requirement: A static water supply:

- (a) May have a remotely located offtake connected to the static water supply;
- (b) May be a supply for combined use (firefighting and other uses) but the specified minimum quantity of firefighting water must be available at all times;
- (c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including firefighting sprinkler or spray systems;
- (d) Must be metal, concrete or lagged by non-combustible materials if above ground; and
- (e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by:
 - (i) metal;
 - (ii) non-combustible material; or
 - (iii) fibre-cement a minimum of 6 mm thickness.

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Element C: Fittings, pipework and accessories (including stands and tank supports)

Requirement: Fittings and pipework associated with a water connection point for a static water supply must:

- (a) Have a minimum nominal internal diameter of 50mm;
- (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm;
- (c) Be metal or lagged by non-combustible materials if above ground;
- (d) Where buried, have a minimum depth of 300mm (compliant with AS/NZS 3500.1-2003 Clause 5.23);
- (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to firefighting equipment;
- (f) Ensure the coupling is accessible and available for connection at all times;
- (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length);
- (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and
- (i) Where a remote offtake is installed, ensure the offtake is in a position that is:
 - (i) Visible
 - (ii) Accessible to allow connection by firefighting equipment;
 - (iii) At a working height of 450 600mm above ground level; and
 - (iv) Protected from possible damage, including damage by vehicles.

Element D: Signage for static water connections

<u>Requirement</u>: The firefighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with the Tasmanian Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service.

This document is attached as an appendix to this report.

Element E: Hardstand

Requirement: A hardstand area for fire appliances must be provided:

- (a) No more than three metres from the water connection point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like);
- (b) No closer than six metres from the building area to be protected;
- (c) With a minimum width of three metres constructed to the same standard as the carriageway; and
- (d) Connected to the property access by a carriageway equivalent to the standard of the property access.

An indicative location of a firefighting water storage tank for all new Lots is marked on the attached BHMP. These locations are subject to change depending on actual dwelling setbacks.

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Construction

The construction of any new dwelling on the proposed new Lots and their elements shall be designed, constructed, and maintained in accordance with Construction Sections 3, 5 and 6 of AS 3959-2018 *Construction of Buildings in Bushfire Prone Areas* for BAL 12.5/BAL 19 (dependent on setbacks).

	BAL-LOW	BAL-12.5	BAL-19
SUBFLOOR SUPPORTS	No special construction requirements	As for BAL-19	Enclosure by external wall or by steel, bronze or aluminum mesh. [Amendment 2 will likely fix the omission of the BAL-29 construction requirements for unenclosed subfloors]
FLOORS	No apecial construction requirements	As for BAL-19	Concrete slab on ground or enclosure by external wall, metal mesh as above or flooring less than 400 mm above ground level to be non-combustible, naturally fire resistant limber or protected on the underside with arking or mineral wool insulation.
EXTERNAL WALLS	Na special construction requirements	As for BAL-19	External walls - Parts less than 400 mm above ground or decks efecto be of non- combustible material, 6 mm fibre cement clad or bushfire resistant/maturally fire resistant (imber
EXTERNAL WINDOWS	No special construction requirements	4mm Grade A Safety Glass or glass blocks within 400 mm of ground, deck ere with Openable portion metal screened with frame of metal or metal reinforced PVC-U or bushfire resisting flamber	Sum toughened glass or glass blacks within 400 mm of ground, deck etc with Openable portion metal-serverened with frame of metal-reinforced PVC-U or bushfire resisting timber. Above 400 mm annealed glass can be used with all glass screened
EXTERNAL DOORS	No special construction requirements	As for RAL-19 except that door framing can be naturally fire resistant (high density) timber	Screened with steel, bronze or aluminum mesh or glazed with 5 mm (neglicited glass, non- combustible or 35 mm solid timber, for 400 mm above threshold, metal or bushfire resisting timber framed for 400 mm above ground, decking etc, tight-fitting with weather strips at base
ROOFS	No special construction requirements	As for BAL-19 (including roof to be fully surked)	Non-combustible covering, Roof/wall junction sealed. Openings fitted with non-combustible ember guards. Roof to be fully sarked
VERANDAS DECKS ETC.	No special construction requirements	As for BAL-19	Enclosed sub-floor space - no special responential materials except within 400 mm of ground. No special requirements for support or framing. Decking to be non-combustible or bushfire resistant within 300 mm horizontally and 400 mm vertically from a glazed element.

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OTHER CONSIDERATIONS

Natural and Cultural Values

No natural or cultural values were identified on site or through desktop assessments, which would prevent the maintenance of vegetation communities within the existing Hazard Management Area. The following resources were checked as part of the desktop assessment;

- Natural Values Atlas DPIPWE 2015
- TasVeg 4.0 Tasmanian Government / DPIPWE 2020
- The List DPIPWE 2021

Other Environmental or Planning Issues

No other environmental or planning issues were identified on site or through desktop assessments, including review of the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedules.



CONCLUSIONS / RECOMMENDATIONS

The purpose of this assessment is to ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires and more specifically the subdivision of land that is located within, or partially within, a bushfire-prone area.

The development site is located in a l forested setting, within 100m of flammable forest vegetation types. The risk of bushfire attack needed to be considered as the site is classified as being in a Bushfire Prone Area and may be susceptible to bushfires in the future.

Please note that this subdivision proposal has been assessed against the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedules.

This report should be considered in conjunction with all other planning documents for this proposed development in case of conflict. It is the client's responsibility to provide this report to all relevant parties that are involved with the planning and development of this proposed subdivision. Any changes in relation to these functions that may alter the proposed layout or BAL rating, need to be addressed with GPM P/L as there may be a necessity for a new assessment to be undertaken.

Other valuable resources in regards to bushfires and planning and preparation are available on the Tasmania Fire Service (TFS) website @ www.fire.tas.gov.au



REPORT PREPARATION & CERTIFICATION

This Bushfire Risk Assessment Report was prepared by:

Justin Cashion – Ground Proof Mapping P/L.

Signature: Justin Cashion Date: 09/06/2022

This Bushfire Risk Assessment Report is certified by:

Justin Cashion – Ground Proof Mapping P/L.

Signature: Justin Cashion Date: 09/06/2022

Accredited Person under part 4A of the Fire Service Act 1979: Accreditation No: **BFP-112**

Certificate: **GPM 22 – 011**



DEFINITIONS

Term	Definition
accredited person	Means as defined in the act
BAL	A means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per square metre, which is the basis for establishing the requirements for construction to improve protection of building elements from attack by a bushfire (AS 3959-2018).
BAL ratings	Used as the basis for establishing the requirements for construction to improve protection of a (proposed) building from bushfire attack. There are 6 BAL ratings; low, 12.5, 19, 29, 40 and FZ.
bushfire hazard management plan	Means as defined in the Act
bushfire-prone area	Means: land that is within the boundary of a bushfire-prone area shown on an overlay on a planning scheme map; and where there is no overlay on a planning scheme map, or where the land is outside the boundary of a bushfire-prone area shown on an overlay on such a map, land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1 hectare.
bushfire-prone vegetation	Means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.
contiguous	Means separated by less than 20m.
defendable space	An area of land around a building where vegetation is modified and managed to reduce the effects of flame contact and radiant heat associated with a bushfire.
hazard management zone / area	Means the zone / area, between a habitable building or building area and bushfire-prone vegetation, which provides access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire.
Part 5 agreement	Means as defined in the Act.
TFS	Means the Tasmanian Fire Service.
slope	The slope under the classified vegetation in relation to the (proposed) building.
static water supply	Means water stored in a tank, swimming pool, dam, or lake that is available for firefighting purposes at all times.
vegetation	The vegetation that presents a bushfire hazard within 100 metres of the development and is classified in accordance with Section 2 of AS 3959-2018.

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REFERENCES

- Standards Australia Limited. (2011). AS 3959 2018 Construction of buildings in bush fire-prone areas.
- Tasmanian Planning Scheme Meander Valley Local Provisions Schedule
- Australian Building Codes Board. (2016). *National Construction Code Volume 2*. ABCB.
- UTS:CLG / TFS. Development and Building in Bushfire Prone Areas course resources.
- Proposed Plan of Subdivision Cohen & Associates P/L Ref No. 25-59 (7840), 27/11/2020 V3.9.



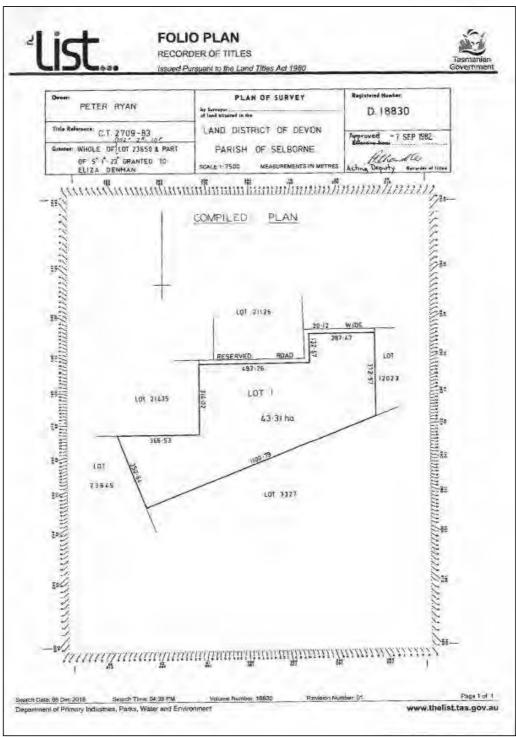


Figure 1: Current Title Plan.

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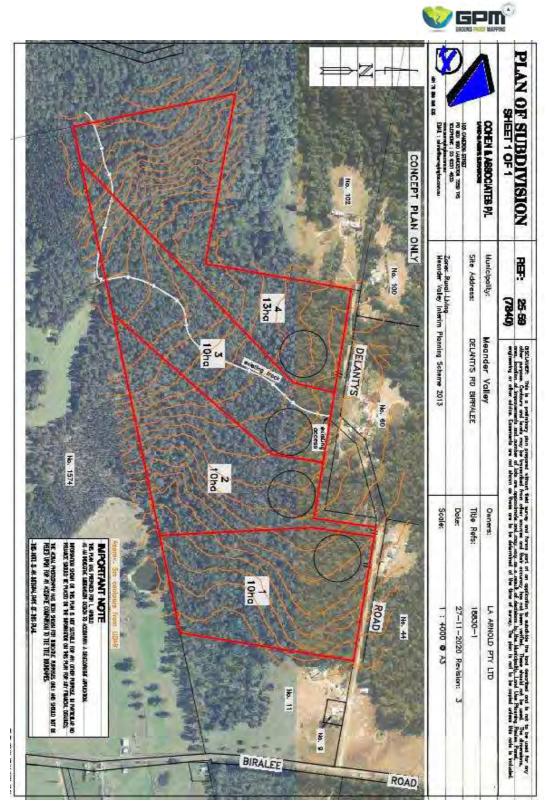


Figure 2: Proposed Plan of Subdivision.

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Figure 3: Aerial View of allotment.

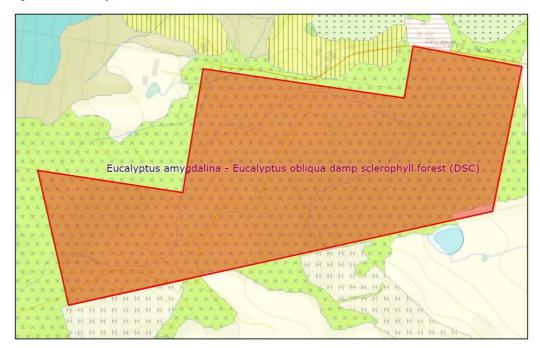


Figure 4: TasVeg 4.0 Map.

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Figure 5: Natural & Cultural Values Map.

Bald Top



Figure 6: Proposed Lot 1 House Site.

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Figure 7: Proposed Lot 2 House Site.



Figure 8: Proposed Lot 3 House Site.

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Figure 9: Proposed Lot 4 House Site (note that this site has not been subject to harvesting as yet.



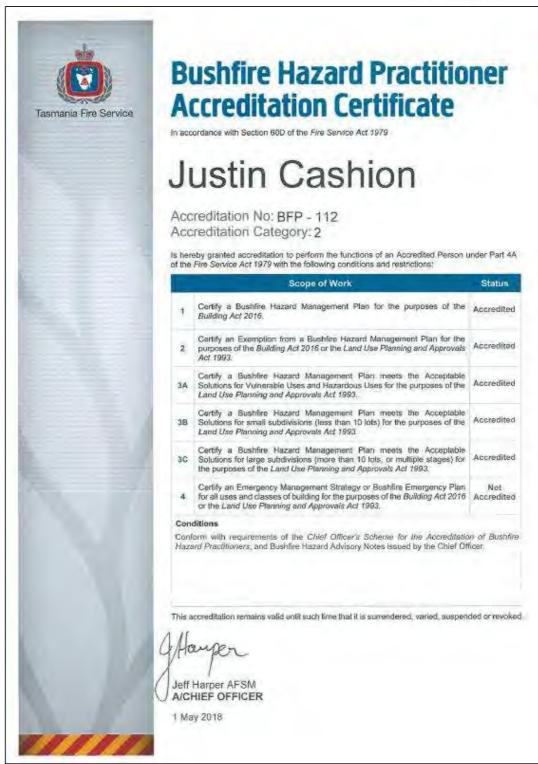


Figure 10: Accreditation Documentation.

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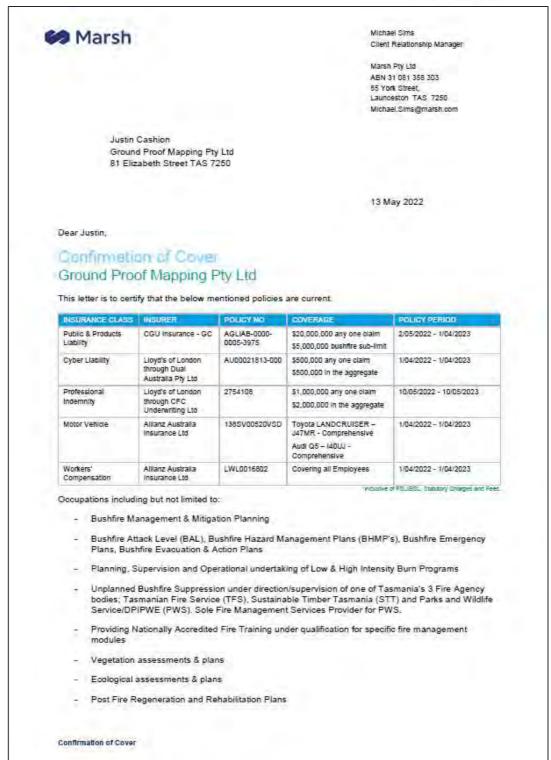
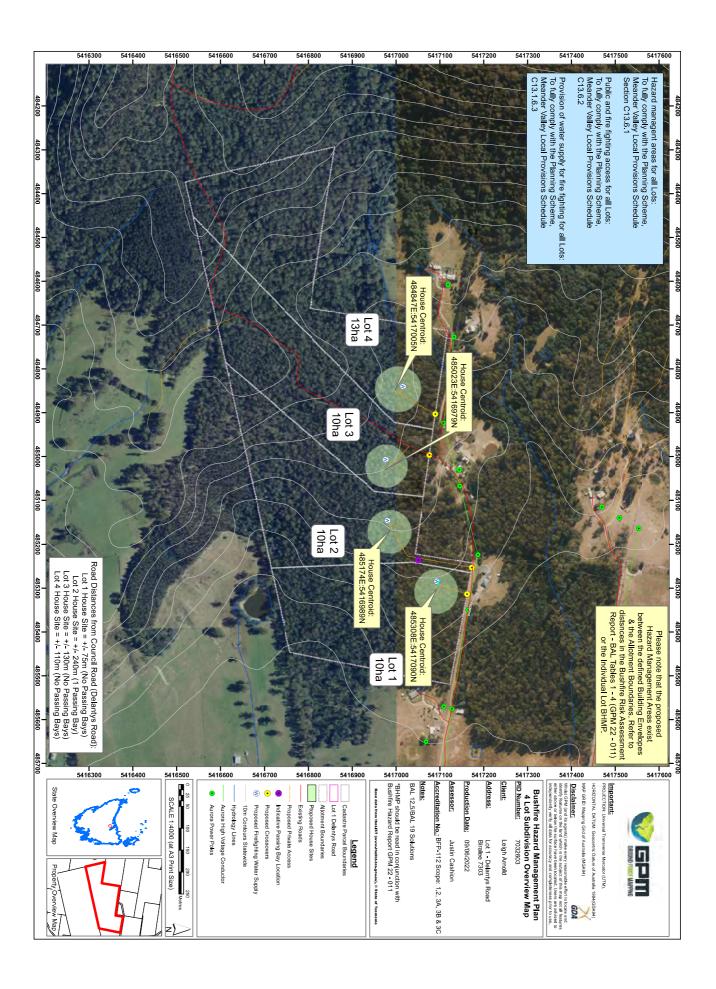
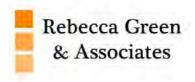


Figure 11: Copy of Insurance.

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Planning Department Meander Valley Council PO Box 102 WESTBURY TAS 7303

15 January 2024

Dear Sir/madam,

RE: Planning Application, Subdivision - Delantys Road, Birralee

This letter is prepared in support of a proposal on behalf of LA Arnold Pty Ltd for a four-lot subdivision at land identified in CT 18830/1. The land is vacant with one existing vehicular access provided to the property from Delantys Road.

One lot currently exists; the subdivision will create three additional lots. Lot 3 will maintain existing access off Delantys Road, with Lots 1, 2 and 4 to be provided with a new access to Delantys Road.

Lot number	Area
1	10ha
2	10ha
3	10ha
4	13ha

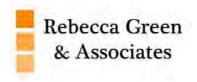
The subject land is zoned Rural Living Zone D within the Tasmanian Planning Scheme – Meander Valley Local Provisions Schedule, effective 19th April 2021, and subject to the Bushfire-Prone Areas Code, and the Landslip Code (low bands) and the Natural Assets Code (Waterway and coastal protection area and Priority vegetation area).

Rural Living Zone

11.5 Development Standards for Subdivision

11.5.1 Lot Design

A1 – All lots will each have an area of no less than 10ha and therefore meet A1 (a). Each lot is able to contain a minimum area of 15m x 20m clear of all setbacks required by clause 11.4.2 A2 and A3 and any easements (minimum 20m from a frontage and minimum 10m from a side and rear boundary). No dwellings are contained on the land, the land is currently vacant.



A2 – Lots 1, 3 and 4 are proposed to have frontage to Delantys Road of at least 40 metres. Proposed Lot 2 will have frontage to the Delantys Road of 20m and rely upon assessment against the performance criteria.

P2 – Lot 2 will have a frontage to Delantys Road of 20m. Lot 2 will be provided with a new vehicular access to Delantys whilst any internal access way of the Lot will be provided in accordance with the requirements of the Bushfire Hazard Management Plan for any future habitable building on that lot. The frontage is consistent with the pattern of existing established properties in the area, i.e. 102 Delantys Road. The proposal is consistent with the performance criteria.

A3 - Each lot is provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

11.5.2 Roads

A1 – Proposal complies, the subdivision does not include any new roads.

11.5.3 Services

A1 – Each lot is not able to be connected to the relevant water supply service.

A2 – Not applicable, the subject land is within Rural Living Zone D where there is no requirement for each lot to be connected to a reticulated sewerage system.

CODES

C2.0 Parking and Sustainable Transport Code

Proposal complies where relevant to C2.5.1. Each proposed lot has sufficient area to accommodate on site car parking at the time of consideration of a future dwelling.

C3.0 Road and Railway Assets Code

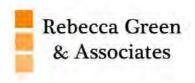
One new vehicle crossing is proposed to Lot 1, Lot 2 and Lot 4 to Delantys Road, which will not result in any increase in traffic movement by the proposed subdivision. Any further development on the lots may be required to consider this Code further dependent on the use, although likely to be a single dwelling with less than 9 vehicle movements per day on average anticipated. The subdivision is not within a road or railway attenuation area.

C7.0 Natural Assets Code

The application of this Code does apply to this subject site as the Code applies to development on land within a waterway and coastal protection area and to priority vegetation areas within the Rural Living Zone.

C7.7.1 Subdivision within a waterway and coastal area or a future coastal refugia area

A1 –The subdivision demonstrates a number of building areas can be located outside a waterway and coastal protection area for each resultant lot as demonstrated on both the Plan of Subdivision and Bushfire Hazard Management Plan, given the overlay is only over small portions of the lots. Except for the provision of vehicular accesses, no additional works are proposed as part of the subdivision proposal. No works therefore will be within a waterway and coastal protection area, meeting subclause (e).



C7.7.2 Subdivision within a priority vegetation area

P1.1 (f) and P1.2 – There are no listed threatened Flora or Fauna species identified on the subject site. The subdivision proposed is likely for a future single dwelling to be constructed on each of the resultant lots, and likely to be in locations similar to those as indicated on the Bushfire Hazard Management Plan.

The proposal does not require nor seek native vegetation clearance or removal for the subdivision, except the vehicular accesses (most likely Lot 4 will require some). The indicative bushfire hazard management areas (including indicative dwelling footprint) equate to only approximately 7.3% of the lot sizes proposed (this provides for BAL 12.5) and even less for Lot 4 which is the larger of the four lots. No bulk earthworks is necessary to construct/upgrade the vehicular accesses. The removal of vegetation will be minimal to provide only for vehicular access locations and construction forming part of the subdivision.

The subdivision involves minimal native vegetation clearance that is of limited scale relative to the extent of priority vegetation on the site and consistent with the performance criteria.

C13.0 Bushfire-Prone Areas Code

Attached to this submission is a Bush Fire Risk Hazard Report & Bushfire Hazard Management Plan prepared by Justin Cashion BFP—112, dated: 9th June 2022 demonstrating compliance with the relevant acceptable solutions.

C15.0 Landslip Hazard Code

In accordance with Clause C15.4.1 any future use (residential) is exempt from this Code as the site is mapped as low landslip hazard bands (subclause (a)).

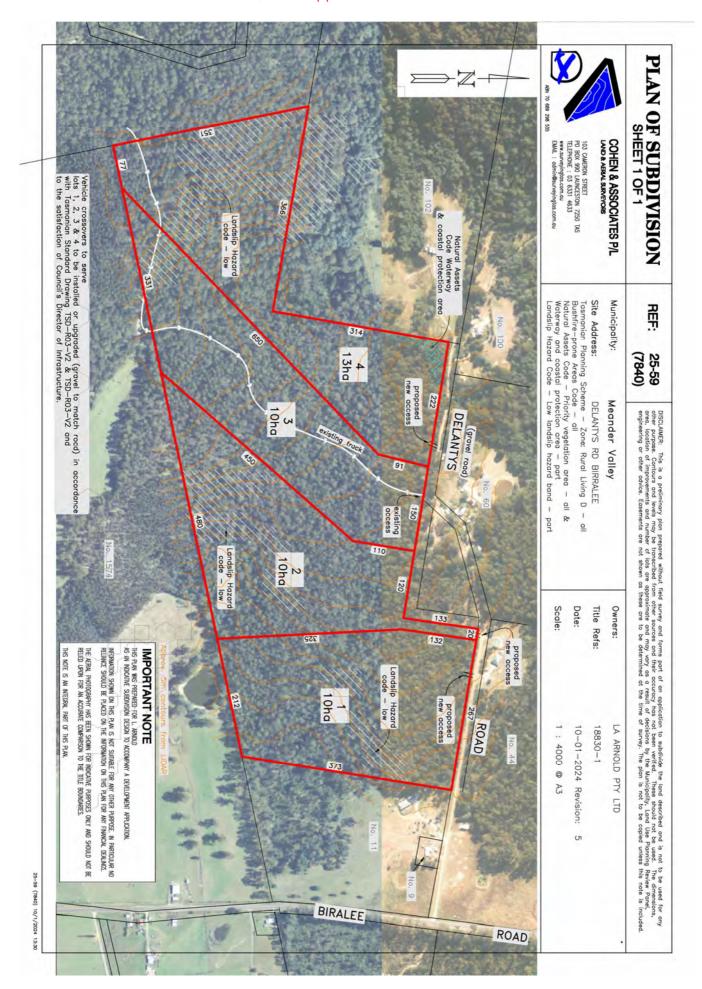
Subdivision of land within the low landslip hazard bands is also exempt from this Code in this instance as the proposal does not involve significant works or creation of a new road or extension of an existing road (subclauses (e) and (i)) within the mapped overlay areas. In fact, no works at all are proposed within these landslip bands.

The proposal is considered to be consistent with the Tasmanian Planning Scheme - Meander Valley and should therefore be considered for approval.

Kind Regards,

Rebecca Green

Senior Planning Consultant m – 0409 284422 e – admin@rgassociates.com.au



Community Wellbeing

Community Grants and Sponsorship Fund Round 4 2023-24

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 2023-24 (March to June).

Vote Simple majority

Recommendation to Council

That Council:

- 1. notes the recommendations of the Community Grants and Sponsorship Fund Committee from their Meeting held on 28 March 2024.
- 2. approves the grants and sponsorships to a total value of \$16,321 with the grant categories as follows:
 - a. Community Grants totaling \$15,841.

Applicant/Project	Project	Grant	Amt	Comments
	Cost	Request	Rec	
Active Farmers Hagley	\$4,200	\$2,600	\$2,700	Supported
(Hagley Spring into Summer				Total costs of the
Challenge)				project minus GST.
Deloraine House	\$3,280	\$3,000	\$2,700	Supported
(Mulcher and Wicking Beds)				GST registered, so
				amount less GST
				component.
Deloraine Table Tennis League	\$3,608	\$3,000	\$3,000	Supported
(Benches for Meander Valley				
Performing Arts Centre)				

Applicant/Project	Project Cost	Grant Request	Amt Rec	Comments
Lions Club of Hadspen South Esk	\$1,934	\$1,700	\$1,741	Total cost of the
Inc. (Sound System)				project minus GST.
Meander Hall Committee and	\$4,100	\$3,000	\$2,700	Supported
Progress Association (Fireworks at Meander)				Recommend this would be the final
(Theworks at Meander)				grant allocation for
				Meander Fireworks
				Event through the
				grants program.
				Recommend a
				funding condition
				that the applicant is required to have an
				Event and Risk
				Management Plan
				pre-approved by the
				Council as well as
				any other required
				event approvals.
Quamby Bend Landcare Group	\$4,000	\$1,000	\$3,000	Supported
(Automated External				
Defribrillator) Total	\$21,122	\$14,300	\$15,841	

b. Reimbursement Grant totaling \$180.00.

Applicant/Project	Grant	Amount	Comments
	Request	Recommended	
Deloraine House (Planning	\$180	\$180	Supported
Application reimbursement)			
Total	\$180	\$180	

c. Sponsorship Donations for Individuals totaling \$300.00.

Applicant	Grant	Amount	Comments
	Request	Recommended	
Sherriff, I	\$150	\$150	Supported
(National Netball			
Championships, VIC)			
Barwick, K	\$150	\$150	Supported
(Australian Little Athletics			
Championships, SA)			
Total	\$300	\$300	

Report

The Community Grants and Sponsorship Fund Committee (the Committee) met on 28 March 2024 to assess the fourth and final round of applications seeking support from the Grants and Sponsorship Fund in the current financial year. Applications were reviewed and assessed against the relevant guidelines.

Councillors Kevin House and Anne-Marie Loader, Justin Marshall (Team Leader Finance) attended and Karl Boss-Walker (Team Leader Facilities) submitted recommendations via email. Deputy Mayor, Stephanie Cameron, was an apology for the Meeting.

Funds Available for Allocation in Round 3

An annual budget of \$100,000 has been approved by the Council for the 2023-24 financial year. An additional \$2,817.76 was approved as a budget addition via General Manager delegation on 19 February 2024.

Round 1 allocations totalled \$20,534; Round 2 allocations totalled \$34,122 and Round 3 allocations totalled \$18,295 leaving a balance of \$29,866.76 for allocation across Round 4.

Summary of Round 4 Assessments

Community Grants

The Council received six applications, which in total, requested an amount of \$14,300 from the fund. The total recommended funding amount for Round 4 is \$15,841.

The funding amounts that the Committee has recommended for all projects represent the full demonstrated cost of the project less any GST component for those organisations that are GST registered.

The Committee recommends that the allocation for the Fireworks at Meander Event proposed by the Meander Hall Committee and the Meander Progress Association be the final allocation of funding through the Council's grant program for their firework events. Similar events have been funded through the Council's grant and sponsorship streams in 2022 and 2023. Additionally, it is recommended that a funding condition is included that requires the applicants to ensure that the Council has pre-approved an event management plan, a risk management plan and any other required event permits prior to funding being distributed.

Reimbursement Grant

One application was received for this grant category. A funding allocation of \$180 is recommended by the Committee for reimbursement of a Planning Application fee.

Sponsorship Donations for Individuals

Two applications were received for this category. A funding allocation of \$300 is recommended by the Committee for Round 4.

Attachments Nil

Strategy Supports the objectives of Council's strategic future direction

3: vibrant and engaged communities and

4: a healthy and safe community.

See Meander Valley Community Strategic Plan 2014-24. **Click here** or visit **www.meander.tas.gov.au/plans-and-strategies** to view.

Policy Policy No. 82 – Community Grants and Sponsorship Fund

Legislation Local Government Act 1993: section 77

Consultation The Community Grants and Sponsorship program is communicated

through community networks and the media. Guidelines and applications are available from the Council's website and on request.

Assistance is provided to applicants on request.

Budget & Finance There will be sufficient funds to meet the recommendations of the

Committee. The amended total grants and sponsorship fund budget

for the 2023-24 financial year is \$102,817.76.

This is the fourth and final round with a recommended total allocation of \$16,321. The total remaining for allocation in this round is \$29,866.76. If recommendations are fully allocated from the

approved budget there will be \$13,545.76 remaining.

Risk Management Not applicable

Alternative Council can approve the recommendations with amendments.

Motions

Corporate Services

Financial Report to 31 March 2024

Report Author Justin Marshall

Team Leader Finance

Authorised by Craig Davies

Director Corporate Services

Decision Sought Council to receive the financial report for the period ended

31 March 2024.

Vote Simple majority

Recommendation to Council

That Council receives the financial report for the period ended 31 March 2024, as provided in Attachment 1.

Report

The financial report for the period 1 July 2023 to 31 March 2024 is provided as Attachment 1.

The financial performance for the first nine months of the financial year is discussed in the Exception and Trends Report section of Attachment 1.

Operating revenue is lower than the budget to March, with several Government Grants outstanding, these are due to be received primarily across the roads and recreation areas. The timing of the Financial Assistance Grants from the Commonwealth Government also impacts Grant revenue.

Operating Expenditure is below budget to March, primarily due to the timing of contract services, consultants for various one-off projects and vacant staff positions not yet filled or filled partway through the financial year.

Attachments 1. Financial Report 31 March 2024 [13.1.1 - 17 pages]

Strategy Supports the objectives of Council's strategic future direction

5: innovative leadership and community governance.

See Meander Valley Community Strategic Plan 2014-24. Click here or visit www.meander.tas.gov.au/plans-and-strategies to view.

Policy Not applicable

Legislation Not applicable

Consultation Not applicable

Budget & Finance The financial report assesses Council's performance against the

Budget Estimates adopted for the 2023-24 financial year.

Risk Management Not applicable

Alternative Not applicable

Motions



FINANCIAL REPORT TO 31 MARCH 2024

1. Introduction	2
2. Consolidated Operating Statement	
3. Exception & Trends Report	
4. Capital Project Report	7
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7. Rates Revenue Reconciliation	15
8. Cash & Investment Reconciliation	16



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 2024.

Operating revenue from 1 July 2023 to 31 March 2024 is within management's forecasts. Grants and Subsidies revenue is below budget to March, due to the timing of the Financial Assistance Grants allocation and some capital projects grants anticipated in the Roads & Streets and Recreation & Culture functional areas. 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. Interest revenue is above budget to March and expected to be above budget at year end. Sale of Assets is the net profit from the sale of a property in Prospect Vale and sale of two vacant lots in Deloraine.

Operating Expenditure overall is below budget to March, primarily due to the timing of contract services, consultants and vacant staff positions either not yet filled or filled part way through the financial year, most notably across the Infrastructure, Development & Regulatory and Community Wellbeing departments. Three of the four quarterly payments to the State Government for the Fire Levy have been made to the end of March.

There are other exceptions from Council's budget adopted in June 2023 which are discussed further in the Exception and Trends report.

The following information is contained in the Financial Report:

- Consolidated Operating Statement This report provides a summary of operational revenue and expenditure for the period to date compared to the annual budget estimates.
- Exceptions and Trends Report This report contains explanation for material revenue and expenditure variations to budget, as well as an analysis of revenue and expenditure by Council in a number of functional areas.
- Capital Expenditure Reports These reports provide a list of all approved capital projects with their allocated budget, expenditure carried forward from the previous financial year and current year to date expenditure.
- Rates Revenue Report This report provides a summary of rates raised for the financial year, interest charged on overdue rates and total rates outstanding as at 31 March 2024.
- Cash & Investment Reconciliation This report shows Council's total cash balance as at 31 March 2024, 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 2024

			•
	Actual 2024	Budget 2024	% of Budget
Total Council Operations			
Operating Revenue			
Rate Revenue	17,684,955	17,727,500	99.76%
Fees & User Charges	1,042,290	1,489,500	69.98%
Contributions & Donations	308,295	1,036,900	29.73%
Interest	929,354	982,200	94.62%
Grants & Subsidies	3,162,673	13,193,006	23.97%
Sale of Assets	605,107	-	
Other Revenue	512,119	1,013,600	50.52%
Total Operating Revenue	\$ 24,244,792	\$ 35,442,706	68.41%
Operating Expenditure			
Departments			
Governance	1,280,308	2,032,182	63.00%
Corporate Services	1,683,471	2,610,900	64.48%
Infrastructure Services	3,925,104	6,405,400	61.28%
Works	3,343,097	4,635,200	72.12%
Development & Regulatory Services	1,728,726	2,871,300	60.21%
Community Wellbeing	692,042	1,164,500	59.43%
Maintenance & Working Expenses	\$ 12,652,748	\$ 19,719,482	64.16%
Interest	-	46,500	0.00%
Depreciation	4,629,600	6,172,800	75.00%
Payments to Government Authorities	1,041,369	1,388,500	75.00%
Administration Allocated	-	-	
Other Payments	129,645	264,018	49.10%
Total Operating Expenditure	\$ 18,453,361	\$ 27,591,300	66.88%
Operating Surplus/(Deficit)	\$ 5,791,430	\$ 7,851,406	



3. Exception & Trends Report

This report contains explanations for any material income and expenditure variations to budget for the financial year to date, as well as an analysis of income and expenditure by Council functional area.

REVENUE

Rate Revenue – All Rate Revenue is recognised for the year with only additional rates received on supplementary valuations between now and the financial year end to be included. The rate debtor balances outstanding at 31 March 2024 appears in the Rates Revenue Reconciliation report.

Fees & User Charges – Is within budget expectations for the year to date and is expected to remain within budget by year end.

Contributions & Donations – Is well below budget however when new subdivision assets taken over by Council are recognised at financial year end, is expected to be within budget.

Interest – Is above budget expectations for the year to date and is expected to remain above budget by year end. Interest rates on offer from financial institutions have remained high during the current financial year and Council's cash balance is higher than budgeted.

Grants & Subsidies – Is below budget expectations, due primarily to the timing of several significant capital project grant receipts and the prepayment of almost 100% of the 2023-24 Financial Assistance Grants allocation having been received in June 2023 and recognised in the 2022-23 financial year.

Other Revenue – Relates primarily to TasWater distributions and is expected to be within budget at year end.

EXPENSES

Governance	below budget expectations
Corporate Services	below budget expectations
Infrastructure Services	below budget expectations
Works	within budget expectations
Development & Regulatory Services	below budget expectations
Community Wellbeing	below budget expectations

Interest – The annual recognition for unwinding of the Westbury and Deloraine tip rehabilitation provisions will be accounted for at year end which has caused this item to be under budget.

Depreciation – Is accurately calculated and accounted for at year end however a proportionate amount (75%) of the budget has been allocated for the purposes of the Operating Statement.

Payments to Government Authorities – Three of the four annual instalments for the Fire Levy have been incurred to March.

Other Payments – Is slightly below budget. This item is largely notional accounting values of infrastructure assets written off upon reconstruction or disposal, this is accounted for as part of the year end procedures. The Tasmanian Audit Office fees and Community Grants are also recognised in Other Payments. This item is expected to be within budget at year end.



ANALYSIS BY FUNCTION

Administration

Revenue	\$ 121,540	70.74 %
Expenses	\$ 3,322,148	65.76 %

Revenue is within budget to March, primarily due to the level of property sales related activities including the 337 property certificate fees income being in line with expectations to date.

Administration expenditure is slightly below budget expectations to this point of the year. Expenses for Development & Regulatory Services include employee expenses required to prepare the 337 certificates. Expenses for Governance include the annual LGAT subscription, contribution to Northern Tasmania Development Corporation, monthly Councillor allowances and costs to date for the Meander Valley branding project. Expenses for Corporate Services include annual insurance premiums, IT consultants, external recruitment, and costs to date for the Records Management system upgrade.

Roads. Streets and Bridges

Revenue	\$ 1,425,898	22.78 %
Expenses	\$ 4,142,944	69.03 %

Grants & Subsidies is under budget primarily due to the prepayment of almost 100% of the 2023-24 Grants Commission allocation in 2022-23. Contributions & Donations budget includes subdivision road assets taken over from developers and is expected to be in line with budget when accounted for at year end.

Roads & Streets maintenance expenditure is within budget to March and expected to remain within budget by year end. Bridge maintenance expenditure is within budget expectations for the year and expected to be within budget by year end. Other Payments are budgeted amounts for road and bridge infrastructure that is written off upon reconstruction or disposal, this will be accounted for at financial year end.

Health Community and Welfare

Revenue	\$ 6,984,580	76.90 %	
Expenses	\$ 7,101,406	62.28 %	

Revenue overall is within budget to date, due to the full recognition of all Waste Management Service Charges and Fire Levies for the year. Contributions & Donations income will increase to be within budget once stormwater infrastructure assets from new subdivisions are recognised and contributions from community cars are accounted for at year end. Grants & Subsidies revenue includes \$1.4m received to date from the State Government as part of the Natural Disaster Relief funding following the October 2022 flood event.

Expenditure overall is below budget expectations to this point of the year. *Infrastructure* is below budget, primarily due to the timing of waste collection fees, street lighting charges and expenditure on the redesign of Meander Valley Road at Hadspen. Works is within budget and includes the street bin replacement program. Community Wellbeing is below budget due to staff vacancies and timing of various one-off projects.

Payments to Government Authorities is the State Fire Levy, three of the four instalments have been paid up to March. Interest Expense is the budget for the accounting transactions of unwinding the liability for Council to rehabilitate tip sites at Cluan and Deloraine, which will be calculated at year end.



ANALYSIS BY FUNCTION

Land Use Planning & Building

Revenue	\$ 494,578	82.98 %
Expenses	\$ 1,186,634	61.54 %

Fees and User Charges are development approval and building approval fees which are slightly above budget expectations to date.

Development & Regulatory Services expenditure is below budget to March primarily due to vacant positions not yet filled or filled partway through the financial year.

Recreation and Culture

Revenue	\$ 491,378	22.81 %
Expenses	\$ 2,560,077	79.39 %

Revenue overall is below budget to March, primarily due to the timing of Grants not yet received. Significant grants are yet to be received for the Deloraine Squash Courts and Deloraine Recreation Ground upgrades. Contributions & Donations revenue is significantly above budget, due to public open space contributions received in respect of developments in Deloraine and Quamby Brook.

Overall expenditure is within budget. Infrastructure expenditure includes the Huntsman Lake Boat Ramp project and the external review of Council's swimming pools and natural swimming sites. Works expenditure includes maintenance of Council's recreation grounds, parks and reserves.

Unallocated & Unclassified

Revenue	\$ 14,726,817	85.72 %
Expenses	\$ 140,154	N/A

Rate Revenue is the general rates component of the rates raised for the year. Interest income is above budget expectations for the year to date and is expected to be above budget by year end. The first three instalments of Financial Assistance Grants from the State Grants Commission have been received; however this is significantly below budget due to the prepayment of close to 100% of the 2023-24 Grants allocation in 2022-23. Sale of Assets of \$605,107 is the net profit from the sale of a property in Prospect Vale and sale of two vacant lots in Deloraine Other Revenue includes distributions received from TasWater for the year to date of \$417,000.

Departmental expenditure is principally accounting entries to balance depreciation across the functions of Council and gravel inventory allocations. This expenditure will trend closer to budget at year end.

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4. Capital Project Report

2024			.,
2024	Finan	cial	Vear

28-Ma	ar-2024 03:00:34	Prior Year	Current Year	Total	Total	Variance	Percentage of
		Expenditure	Expenditure	Expenditure	Budget	Amount	Total Budget
Adm	ninistration						
100 -	Administration						
5040	Council Chambers - Office Space Improvements	\$0	\$0	\$0	\$50,000	-\$50,000	0.00%
5101	Workstations and Peripherals	\$0	\$32,230	\$32,230	\$35,000	-\$2,770	92.08%
5102	Network Infrastructure	\$15,829	\$5,965	\$21,794	\$64,600	-\$42,806	33.74%
5110	Replacement GPS Unit	\$0	\$0	\$0	\$20,000	-\$20,000	0.00%
5111	Software and Upgrades	\$0	\$0	\$0	\$31,900	-\$31,900	0.00%
5115	Conquest Software Upgrade	\$0	\$0	\$0	\$10,500	-\$10,500	0.00%
5127	MVC Website Upgrade	\$0	\$0	\$0	\$20,000	-\$20,000	0.00%
5133	Core Enterprise Software Replacement 21/22	\$504	\$0	\$504	\$1,000,000	-\$999,496	0.05%
5134	Council Office Improvements	\$0	\$3,000	\$3,000	\$150,000	-\$147,000	2.00%
	100 - Administration Sub Total	\$16,333	\$41,194	\$57,527	\$1,382,000	-\$1,324,473	4.16%
	100 - Administration Sub Total	\$16,333	\$41,194	\$57,527	\$1,382,000	-\$1,324,473	4.16%
Road	ds Streets and Bridges						
201 -	Roads and Streets						
5817	Church St - Carrick	\$15,147	\$191,866	\$207,013	\$235,000	-\$27,987	88.09%
5820	Ashburner St - Carrick	\$0	\$3,890	\$3,890	\$26,100	-\$22,210	14.90%
5821	Liffey St - Carrick	\$0	\$16,554	\$16,554	\$30,000	-\$13,446	55.18%
5825	Emu Bay Rd - Deloraine	\$0	\$1,091	\$1,091	\$10,000	-\$8,909	10.91%
5828	Barrack St West - Deloraine 21/22	\$1,234	\$15	\$1,250	\$110,000	-\$108,750	1.14%
5848	Rickman St - Deloraine	\$0	\$0	\$0	\$6,500	-\$6,500	0.00%
5861	West Parade - Deloraine	\$6,513	\$74,971	\$81,483	\$150,000	-\$68,517	54.32%
5877	Rutherglen Rd - Hadspen 20/21	\$0	\$0	\$0	\$15,000	-\$15,000	0.00%
5894	Country Club Av - Prospect Vale 21/22	\$109,657	\$3,107	\$112,764	\$918,000	-\$805,236	12.28%
5895	Mt Leslie Rd - Prospect Vale	\$33,581	\$19,219	\$52,800	\$900,000	-\$847,200	5.87%
5896	Westbury Rd - Prospect Vale	\$0	\$15	\$15	\$115,000	-\$114,985	0.01%
5925	Bimbimbi Av - Prospect Vale	\$0	\$2,702	\$2,702	\$0	\$2,702	0.00%
	·						

13.1.1 Financial Report 31 March 2024



2024 Financial Year

	ar-2024 03:00:34	Prior Year	Current Year	Total	Total	Variance	Percentage of
		Expenditure	Expenditure	Expenditure	Budget	Amount	Total Budget
5972	Lonsdale Prom - Westbury	\$0	\$0	\$0	\$30,000	-\$30,000	0.00%
5983	Meander Valley Road, Westbury	\$0	\$6,450	\$6,450	\$10,000	-\$3,550	64.50%
5989	Pioneer Drive - Mole Creek	\$0	\$0	\$0	\$100,000	-\$100,000	0.00%
6102	Blackstone Rd - Blackstone Heights 21/22	\$30,193	\$82,847	\$113,041	\$465,000	-\$351,959	24.31%
6105	Panorama Rd - Blackstone Heights	\$0	\$47,561	\$47,561	\$75,000	-\$27,439	63.42%
6177	Cheshunt Rd - Meander	\$0	\$67,528	\$67,528	\$0	\$67,528	0.00%
6194	Railton Main Road - Moltema	\$0	\$13,580	\$13,580	\$35,000	-\$21,420	38.80%
6204	R2R 2024 Parkham Rd - Parkham	\$0	\$590,480	\$590,480	\$475,000	\$115,480	124.31%
6208	Bogan Rd - Quamby Brook	\$0	\$34,917	\$34,917	\$0	\$34,917	0.00%
6210	R2R 2024 Porters Bridge Rd - Reedy Marsh	\$0	\$125,000	\$125,000	\$100,000	\$25,000	125.00%
6214	Selbourne Rd - Selbourne	\$0	\$77	\$77	\$10,000	-\$9,923	0.77%
6223	Dynans Bridge Rd - Weegena	\$21,772	\$233,481	\$255,254	\$450,000	-\$194,746	56.72%
6245	R2R 2024 Westwood Rd - Westwood	\$0	\$464,358	\$464,358	\$430,000	\$34,358	107.99%
6272	East Barrack St - Deloraine 20/21	\$0	\$102,777	\$102,777	\$150,200	-\$47,423	68.43%
6273	Gulf Rd, Liffey - Landslip Works	\$29,843	\$374,949	\$404,792	\$600,000	-\$195,208	67.47%
6281	Westbury Rd, Prospect Vale - New Handrail	\$0	\$8,529	\$8,529	\$10,000	-\$1,471	85.29%
6289	Mt Leslie Rd - Footpath Renewal	\$0	\$1,388	\$1,388	\$72,000	-\$70,612	1.93%
6358	Westbury Rd, Prospect Vale - Crossing Improvements Vale !	\$3,363	\$47	\$3,410	\$15,000	-\$11,590	22.73%
6363	Westwood Rd - Golf Course Area Design	\$0	\$124	\$124	\$10,000	-\$9,876	1.24%
6694	Footpath Renewals - Bracknell, Deloraine, Carrick	\$0	\$0	\$0	\$237,000	-\$237,000	0.00%
6697	Road Rehabilitation Program	\$0	\$0	\$0	\$114,000	-\$114,000	0.00%
	201 - Roads and Streets Sub Total	\$251,303	\$2,467,525	\$2,718,828	\$5,903,800	-\$3,184,972	46.05%
210 -	Bridges						
5203	Western Creek Montana Road	\$0	\$7,674	\$7,674	\$400,000	-\$392,326	1.92%
5264	Quamby Brook Roxford Road	\$0	\$77,587	\$77,587	\$595,000	-\$517,413	13.04%
5317	Un-Named Creek Fellows Road	\$0	\$5,629	\$5,629	\$180,000	-\$174,371	3.13%
5409	Un-Named Drain Harveys Road 21/22	\$89	\$227	\$317	\$25,000	-\$24,683	1.27%
	210 - Bridges Sub Total	\$89	\$91,118	\$91,208	\$1,200,000	-\$1,108,792	7.60%
	200 - Roads Streets and Bridges Sub Total	\$251,393	\$2,558,643	\$2,810,036	\$7,103,800	-\$4,293,764	39.56%

13.1.1 Financial Report 31 March 2024



2024 Financial Year

28-Mar-2024 03:00:34	Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
Health and Community Welfare	F	,	•			
314 - Emergency Services						
6754 Emergency Response Trailer	\$0	\$9,789	\$9,789	\$33,000	-\$23,211	29.66%
314 - Emergency Services Sub Tota	*0	\$9,789	\$9,789	\$33,000	-\$23,211	29.66%
315 - Cemeteries						
6302 Deloraine Lawn Cemetery Concrete Slabs	\$0	\$7,503	\$7,503	\$5,000	\$2,503	150.06%
6312 Deloraine Lawn Cemetery Extend Access Road	\$0	\$124	\$124	\$5,000	-\$4,876	2.48%
315 - Cemeteries Sub Tota	s0 \$0	\$7,627	\$7,627	\$10,000	-\$2,373	76.27%
316 - Community Amenities						
6516 Deloraine Train Park Toilets	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
6529 Carrick Rec Ground - Public Toilets 21/22	\$14,146	\$1,259	\$15,406	\$200,000	-\$184,594	7.70%
6531 Alveston Drive Public Toilets	\$0	\$7,268	\$7,268	\$10,000	-\$2,732	72.68%
6532 Westbury RV Dump Point	\$0	\$27,836	\$27,836	\$20,000	\$7,836	139.18%
6533 Westbury Library Kitchenette Upgrades	\$0	\$12,298	\$12,298	\$15,000	-\$2,702	81.99%
6534 Deloraine Public Toilets Improvements	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
316 - Community Amenities Sub Tota	sl \$14,146	\$48,662	\$62,808	\$265,000	-\$202,192	23.70%



2024 Financial Year

28-Ma	ar-2024 03:00:34	Prior Year	Current Year	Total	Total	Variance	Percentage of
		Expenditure	Expenditure	Expenditure	Budget	Amount	Total Budget
335 -	Household Waste						
6602	Westbury Land fill Site - Cell Expansion 21/22	\$120,345	\$1,173	\$121,518	\$504,100	-\$382,582	24.11%
6605	Mobile Garbage Bins	\$0	\$42,997	\$42,997	\$131,500	-\$88,503	32.70%
6607	Deloraine Landfill Site - Entrance Rd & Internal Roundabout	\$0	\$0	\$0	\$150,000	-\$150,000	0.00%
6608	Deloraine Landfill Site - Saw Tooth Retaining Wall	\$0	\$0	\$0	\$570,000	-\$570,000	0.00%
6611	Mobile Organics Bins	\$6,234	\$0	\$6,234	\$97,600	-\$91,366	6.39%
6616	Landfill Sites Capacity Expansion 20/21	\$1,381	\$0	\$1,381	\$40,000	-\$38,619	3.45%
6617	Cluan Landfill Site Access Road 21/22	\$0	\$0	\$0	\$50,000	-\$50,000	0.00%
6618	Landfill Sites Land Purchase 21/22	\$3,416	\$30,447	\$33,863	\$270,000	-\$236,137	12.54%
6619	Deloraine Landfill Site Improvements 21/22	\$109,395	\$134,342	\$243,737	\$627,541	-\$383,804	38.84%
6620	Cluan Landfill Site	\$0	\$90,730	\$90,730	\$120,000	-\$29,270	75.61%
6621	Westbury Landfill Site - Recycling Shed	\$0	\$77	\$77	\$40,000	-\$39,923	0.19%
	335 - Household Waste Sub Total	\$240,771	\$299,766	\$540,537	\$2,600,741	-\$2,060,204	20.78%
351 -	Storm Water Drainage						
6400	Various Locations - Stormwater Improvement Program	\$0	\$0	\$0	\$45,000	-\$45,000	0.00%
6404	East St, Carrick Stormwater 21/22	\$0	\$7,804	\$7,804	\$10,900	-\$3,096	71.59%
6408	Railway St Deloraine - Stormwater	\$0	\$2,249	\$2,249	\$30,000	-\$27,751	7.50%
6433	Jane St, Bracknell Stormwater	\$0	\$35,260	\$35,260	\$35,000	\$260	100.74%
6450	West Parade Deloraine Stormwater 21/22	\$1,411	\$31	\$1,441	\$135,000	-\$133,559	1.07%
6472	Marriott St, Westbury - Stormwater	\$0	\$0	\$0	\$25,000	-\$25,000	0.00%
6473	South Esk Dr, Hadspen - Stormwater	\$0	\$4,976	\$4,976	\$25,000	-\$20,024	19.90%
6489	Liffey St Carrick Stormwater	\$0	\$161,878	\$161,878	\$150,000	\$11,878	107.92%
6498	Open Drain Program, Westbury	\$0	\$0	\$0	\$102,500	-\$102,500	0.00%
6866	Jones St, Westbury - Stormwater 21/22	\$0	\$40,660	\$40,660	\$138,000	-\$97,340	29.46%
6869	Buell Drive, Prospect Vale - Stormwater	\$4,443	\$1,746	\$6,189	\$110,000	-\$103,811	5.63%
6870	Harley Parade, Prospect Vale - Stormwater	\$0	\$3,486	\$3,486	\$75,000	-\$71,514	4.65%
	351 - Storm Water Drainage Sub Total	\$5,854	\$258,089	\$263,943	\$881,400	-\$617,457	29.95%
	300 - Health and Community Welfare Sub Total	\$260,771	\$623,933	\$884,704	\$3,790,141	-\$2,905,437	23.34%

13.1.1 Financial Report 31 March 2024



	Financial Year ar-2024 03:00:34	Prior Year	Current Year	Total	Total	Variance	Percentage of
Recr	eation and Culture	Expenditure	Expenditure	Expenditure	Budget	Amount	Total Budget
505 -	Public Halls						
7428	Bracknell Hall - Building Replacement 16/17	\$802,767	\$434,377	\$1,237,145	\$1,235,000	\$2,145	100.17%
	505 - Public Halls Sub Total	\$802,767	\$434,377	\$1,237,145	\$1,235,000	\$2,145	100.17%
525 -	Recreation Grounds & Sports Facilities						
7611	Deloraine Rec Ground Precinct 21/22	\$44,219	\$121,671	\$165,890	\$4,178,000	-\$4,012,110	3.97%
7618	Westbury Sports Ctr - Change Room Upgrade	\$12,977	\$198,033	\$211,009	\$220,000	-\$8,991	95.91%
7626	Deloraine Rec Ground - Ground Seating	\$0	\$10,192	\$10,192	\$10,000	\$192	101.92%
7627	Deloraine Rec Ground - Clubroom Upgrade	\$0	\$0	\$0	\$100,000	-\$100,000	0.00%
7628	Deloraine - Half Court Basketball	\$0	\$2,374	\$2,374	\$10,000	-\$7,626	23.74%
7674	Carrick Rec Ground - Playground Upgrade	\$0	\$0	\$0	\$60,000	-\$60,000	0.00%
7678	PVP Ring Road & Main Access 21/22	\$6,530	\$586	\$7,116	\$82,500	-\$75,384	8.63%
7687	PVP Lighting Upgrade	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
7695	Deloraine Community Complex - Squash Courts 20/21	\$270,151	\$1,244,658	\$1,514,809	\$3,700,000	-\$2,185,191	40.94%
	525 - Recreation Grounds & Sports Facilities Sub Total	\$333,877	\$1,577,514	\$1,911,391	\$8,370,500	-\$6,459,109	22.83%
565 -	Parks and Reserves						
8002	Deloraine Steel Arch Footbridge	\$10,870	\$88,877	\$99,747	\$580,000	-\$480,253	17.20%
8030	Westbury Town Common - Parkrun Finishing Chute	\$0	\$8,804	\$8,804	\$10,000	-\$1,196	88.04%
8078	Pitcher Parade Wetlands - Replacement Footbridge	\$0	\$0	\$0	\$65,000	-\$65,000	0.00%
8099	Poets Place Reserve, Hadspen - Divest Land 18/19	\$556	\$0	\$556	\$5,000	-\$4,444	11.12%
8101	Chris St Reserve, Prospect - Divest Land 18/19	\$425	\$0	\$425	\$5,000	-\$4,575	8.50%
8104	Various Locations Dog Area Improvements 20/21	\$68,523	\$97,729	\$166,251	\$175,000	-\$8,749	95.00%
	565 - Parks and Reserves Sub Total	\$80,374	\$195,410	\$275,783	\$840,000	-\$564,217	32.83%

\$1,217,018

\$2,207,301

\$3,424,319

-\$7,021,181

\$10,445,500

32.78%

500 - Recreation and Culture Sub Total

13.1.1 Financial Report 31 March 2024



2024	Finan	cial	Voor
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28-Mar-2024 03:00:34	Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
Unallocated and Unclassified	•	•	•	J		,
625 - Management and Indirect O/Heads						
8803 Minor Plant Purchases	\$0	\$36,641	\$36,641	\$43,300	-\$6,659	84.62%
8819 New Works Depot Design & Construction 20/21	\$78,221	\$59,064	\$137,285	\$4,543,000	-\$4,405,715	3.02%
625 - Management and Indirect O/Heads Sub Total	\$78,221	\$95,706	\$173,927	\$4,586,300	-\$4,412,373	3.79%
655 - Plant Working						
8702 Backhoe Replacement (Plant 301)	\$0	\$0	\$0	\$130,000	-\$130,000	0.00%
8712 Mower Replacement (Plant 620)	\$2,750	\$26,000	\$28,750	\$35,000	-\$6,250	82.14%
8735 Mower Replacement (Plant 615)	\$2,750	\$25,000	\$27,750	\$35,000	-\$7,250	79.29%
8744 Depot Utility (No. 200)	\$0	\$31,739	\$31,739	\$35,000	-\$3,261	90.68%
8759 Mower (No. 610)	\$0	\$23,635	\$23,635	\$20,000	\$3,635	118.18%
8771 Loader Replacement (No. 515)	\$0	\$203,962	\$203,962	\$209,000	-\$5,038	97.59%
8772 New Compactor Truck	\$0	\$0	\$0	\$255,000	-\$255,000	0.00%
8775 New Utility	\$0	\$0	\$0	\$40,000	-\$40,000	0.00%
8776 Asphalt Roller (No. 765)	\$0	\$32,916	\$32,916	\$34,000	-\$1,084	96.81%
8777 Street Sweeper	\$0	\$0	\$0	\$65,000	-\$65,000	0.00%
8778 Spray ATV	\$0	\$37,027	\$37,027	\$40,000	-\$2,973	92.57%
655 - Plant Working Sub Total	\$5,500	\$380,279	\$385,779	\$898,000	-\$512,221	42.96%
675 - Other Unallocated Transactions						
8707 Fleet Vehicle Purchases	\$0	\$42,620	\$42,620	\$165,400	-\$122,780	25.77%
8774 35 William St, Westbury - Community Hive Project	\$0	\$0	\$0	\$20,000	-\$20,000	0.00%
675 - Other Unallocated Transactions Sub Total	\$0	\$42,620	\$42,620	\$185,400	-\$142,780	22.99%
600 - Unallocated and Unclassified Sub Total	\$83,721	\$518,605	\$602,326	\$5,669,700	-\$5,067,374	10.62%
Total Capital Project Expenditure	\$1,829,236	\$5,949,675	\$7,778,911	\$28,391,141	-\$20,612,230	27.40%



5. Capital Resealing Report

2024 Financial Year

27-Mar-2024 20:50:06

		Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
Road	ls Streets and Bridges	·	-		_
201 - I	Roads and Streets				
5647	Gaffneys - Moltema	\$3,402	\$0	\$3,402	0.00%
5882	Reibey St - Hadspen	\$130,076	\$0	\$130,076	0.00%
5884	Bowdens Rd - Hadspen	\$390	\$0	\$390	0.00%
5900	Chris St To Clifton Crt - Prospect Vale	\$141,331	\$0	\$141,331	0.00%
5907	Akuna Ct - Prospect Vale	\$30,972	\$0	\$30,972	0.00%
5934	Hutton Ct - Prospect Vale	\$17,791	\$0	\$17,791	0.00%
5938	Clifton Place - Prospect Vale	\$26,510	\$0	\$26,510	0.00%
5947	Stuart Av - Prospect Vale	\$36,166	\$0	\$36,166	0.00%
5963	Field St - Westbury	\$8,690	\$0	\$8,690	0.00%
5970	Arthur St - Westbury	\$12,196	\$0	\$12,196	0.00%
5971	Marriott St Moore To End - Westbury	\$27,462	\$0	\$27,462	0.00%
5975	Adelaide St - Westbury	\$19,750	\$0	\$19,750	0.00%
5980	Dexter St, Franklin St to William St - Westbu	\$21,137	\$0	\$21,137	0.00%
5981	Shadforth St - Westbury	\$34,026	\$0	\$34,026	0.00%
5982	Mary St, Westbury	\$79,367	\$0	\$79,367	0.00%
6106	Oaks Rd - Bracknell	\$11,547	\$0	\$11,547	0.00%
6170	Bengeo Rd Dunorlan To Mole Ck Rd- Red	\$144,985	\$0	\$144,985	0.00%
6194	Railton Main Road - Moltema	\$249,340	\$0	\$249,340	0.00%
6197	Montana Rd - Montana	\$206,645	\$0	\$206,645	0.00%
6204	R2R 2024 Parkham Rd - Parkham	\$91,497	\$0	\$91,497	0.00%
6208	Bogan Rd - Quamby Brook	\$6,651	\$0	\$6,651	0.00%
6223	Dynans Bridge Rd - Weegena	\$6,302	\$0	\$6,302	0.00%
6241	Moore St - Westbury	\$103,852	\$0	\$103,852	0.00%
6245	R2R 2024 Westwood Rd - Westwood	\$81,139	\$0	\$81,139	0.00%
6259	Railton Rd - Kimberley 21/22	\$251,323	\$0	\$251,323	0.00%
6299	Reseals General Budget Allocation	\$0	\$1,612,400	-\$1,612,400	0.00%
	201 - Roads and Streets Sub Total	\$1,742,548	\$1,612,400	\$130,148	108.07%
Ca	pital Resealing Expenditure Total	\$1,742,548	\$1,612,400	\$130,148	108.07%



6. Capital Gravelling Report

2024 Financial Year

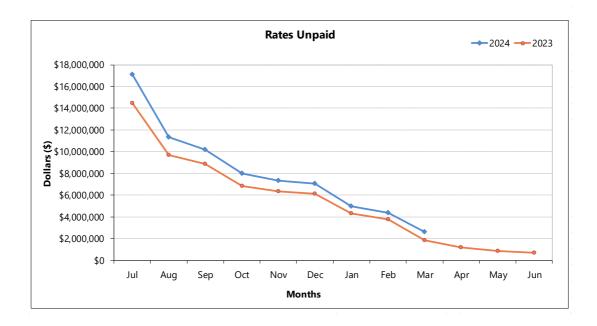
27-Mar-2024 20:48:10

Road	ls Streets and Bridges	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
201 - I	Roads and Streets				
5537	Trickett Rd - Needles	\$20,735	\$0	\$20,735	0.00%
5554	Elmers - Dunorlan	\$21,382	\$0	\$21,382	0.00%
5573	Brodies Rd - Golden Valley	\$27,878	\$0	\$27,878	0.00%
5596	Grubbs - Lemana	\$26,347	\$0	\$26,347	0.00%
5602	Old Gads Hill Rd - Liena	\$41,663	\$0	\$41,663	0.00%
5612	Sherriffs Rd - Meander	\$7,198	\$0	\$7,198	0.00%
5614	Cummings Rd - Meander	\$17,443	\$0	\$17,443	0.00%
5619	Barbers Rd - Meander	\$2,691	\$0	\$2,691	0.00%
5622	Reiffers Rd - Meander	\$20,255	\$0	\$20,255	0.00%
5655	Tomes Rise - Off Davies Rd	\$10,516	\$0	\$10,516	0.00%
5668	Maloneys Rd - Parkham	\$19,762	\$0	\$19,762	0.00%
5675	Davis - Quamby Brook	\$9,752	\$0	\$9,752	0.00%
5678	Bogan Rd - Quamby Brook	\$48,761	\$0	\$48,761	0.00%
5695	Sykes - Union Bridge	\$38,975	\$0	\$38,975	0.00%
5738	Westrope - Western Creek	\$17,311	\$0	\$17,311	0.00%
5799	Gravel Resheeting General Budget Alloc	\$0	\$378,400	-\$378,400	0.00%
5821	Liffey St - Carrick	\$1,066	\$0	\$1,066	0.00%
6177	Cheshunt Rd - Meander	\$1,631	\$0	\$1,631	0.00%
6204	R2R 2024 Parkham Rd - Parkham	\$2,432	\$0	\$2,432	0.00%
6245	R2R 2024 Westwood Rd - Westwood	\$7,442	\$0	\$7,442	0.00%
6353	Beveridges Rd - Golden Valley	\$21,486	\$0	\$21,486	0.00%
6382	Paynes Rd - Meander	\$2,173	\$0	\$2,173	0.00%
	201 - Roads and Streets Sub Total	\$366,900	\$378,400	-\$11,500	96.96%
Сар	pital Gravelling Expenditure Total	\$366,900	\$378,400	-\$11,500	96.96%



7. Rates Revenue Reconciliation - 31 March 2024

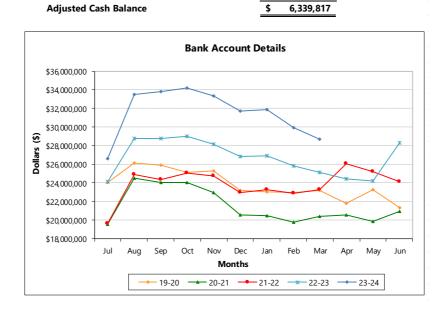
	2024		2023	
Rate Balance Carried Forward from previous Year	\$	676,909	\$	535,237
2023/24 Rates Raised	\$	17,715,325	\$	15,893,412
Interest	\$	93,984	\$	67,504
Rate Adjustments	\$	46,101	\$	25,643
Payments Received	\$	(15,919,558)	\$	(14,697,525)
Rates Control Account Balance	\$	2,612,761	\$	1,824,271
% of Rates Unpaid		14.13%		11.06%





8. Cash & Investment Reconciliation - 31 March 2024

		2023-24		2022-23
Balance Carried Forward from previous Year		28,270,041		24,093,527
Add Deposits		25,004,439		21,663,477
Less Payments	-	24,610,371	-	20,624,669
Balance as per Bank Account	\$	28,664,109	\$	25,132,335
Made up of:		Amount	lr	nterest Rate
Cash at Bank		847,042		4.26%
Westpac Bank Cash Management Account		2,231		4.30%
Commonwealth Bank At Call Account		774,835		4.35%
Term Deposits:				
National Australia Bank		5,000,000		5.13-5.18%
Commonwealth Bank		2,000,000		5.30%
Westpac Bank		2,000,000		5.43%
ING Bank		7,000,000		5.30-5.62%
MyState Financial		6,040,000		4.82-5.70%
Judo Bank		1,000,000		5.15%
Maitland Mutual		3,000,000		5.13-5.50%
Police Credit Union SA		1,000,000		5.15%
	\$	28,664,109		
Less expenditure commitments:				
2024 Operating expenditure outstanding		-7,801,363		
2024 Capital expenditure outstanding		-20,623,730		
Add assets:				
2024 Operating income outstanding		11,803,021		
2024 Estimated rate debtors outstanding		2,612,761		
call and a call a c		_, 5, . 5 !		



-6,490,626

-1,824,355

Less liabilities:

2023 Tip rehabilitation provision

2023 Employee leave provisions



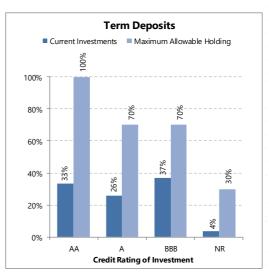
Term Deposits Summary - 31 March 2024

Institution	Deposit	Rate %	Entered	Due
MyState Financial	1,000,000	4.82%	6/04/2023	5/04/2024
MyState Financial	1,000,000	4.82%	14/04/2023	12/04/2024
MyState Financial	2,000,000	5.40%	14/11/2023	14/05/2024
National Australia Bank	3,000,000	5.13%	30/08/2023	27/05/2024
MyState Financial	1,040,000	5.70%	30/06/2023	27/06/2024
ING Bank	2,000,000	5.62%	29/06/2023	28/06/2024
Maitland Mutual	1,000,000	5.13%	30/01/2024	31/07/2024
ING Bank	2,000,000	5.30%	14/08/2023	13/08/2024
ING Bank	1,000,000	5.37%	22/08/2023	21/08/2024
Maitland Mutual	2,000,000	5.50%	4/12/2023	2/09/2024
National Australia Bank	2,000,000	5.18%	6/09/2023	5/09/2024
Commonwealth Bank	2,000,000	5.30%	22/09/2023	20/09/2024
ING Bank	2,000,000	5.35%	20/10/2023	18/10/2024
Police Credit Union SA	1,000,000	5.15%	2/02/2024	29/10/2024
Westpac Bank	2,000,000	5.43%	31/10/2023	31/10/2024
MyState Financial	1,000,000	5.15%	14/02/2024	13/02/2025
Judo Bank	1,000,000	5.15%	20/03/2024	20/03/2025
	27,040,000			

Average Interest Rate 5.26%

Term Deposits by institution

	Credit		
Institution	Rating	Amount	Allocation
National Australia Bank	AA	5,000,000	18.49%
Commonwealth Bank	AA	2,000,000	7.40%
Westpac Bank	AA	2,000,000	7.40%
ING Bank	Α	7,000,000	25.89%
MyState Financial	BBB	6,040,000	22.34%
Judo Bank	BBB	1,000,000	3.70%
Maitland Mutual	BBB	3,000,000	11.09%
Police Credit Union SA	NR	1,000,000	3.70%
	_	27.040.000	



Infrastructure Services

Municipal Emergency Management Nominations

Report Author Marthie Bester

Administration Officer Infrastructure Services

Authorised by Matthew Millwood

Director Works

Decision Sought To obtain Council's endorsement for nominations to the positions

of Municipal Emergency Management Coordinator and Deputy

Municipal Emergency Management Coordinator.

Vote Simple majority

Recommendation to Council

That Council:

- 1. nominates David Murray as the Municipal Emergency Management Coordinator (Municipal Coordinator).
- 2. nominates Matthew Millwood as Deputy Emergency Management Coordinator (Deputy Municipal Coordinator).
- 3. nominates Krista Palfreyman as a second Deputy Municipal Emergency Management Coordinator (Deputy Municipal Coordinator).
- 4. recommends that all three roles be for a period of five years as per section 23(4) of the *Emergency Management Act 2006*.

Report

Section 23(1) of the *Emergency Management Act 2006* (the Act) requires the Minister for Police and Emergency Management to appoint a Municipal Emergency Management Coordinator (Municipal Coordinator) and a Deputy Municipal Emergency Management Coordinator (Deputy Municipal Coordinator) for each municipal area.

The role of Municipal Coordinator was vacated in December 2023 with the resignation of Dino De Paoli. Matthew Millwood, in his role as Deputy Municipal Coordinator undertook the responsibilities of the Municipal Coordinator whilst awaiting the appointment of a new Municipal Coordinator. The departure of Dino De Paoli also provided an opportunity to review the current arrangements to ensure alignment in accordance with the Act.

At the Executive Management Team Meeting (EMT) on 19 March 2024, EMT endorsed the recommendation to appoint David Murray to the position of Municipal Coordinator, to retain Matthew Millwood in the role of Deputy Municipal Coordinator and to appoint Krista Palfreyman as a second Deputy Municipal Coordinator for a period of five years from 19 March 2024. The three nominations will be submitted for approval to the Minister of Police and Emergency Management via the State Controller as per section 23(1) of the Act.

Attachments Nil

Strategy Supports the objectives of Council's strategic future direction

5: innovative leadership and community governance.

See Meander Valley Community Strategic Plan 2014-24. <u>Click here</u> or visit <u>www.meander.tas.gov.au/plans-and-strategies</u> to view.

Policy Not applicable

Legislation *Emergency Management Act 2006 (the Act) (section 23)*

Consultation Not applicable

Budget & Finance Not applicable

Risk Management Not considered relevant to this report.

Alternative Not applicable

Motions

Governance

Annual Plan December 2023 - Quarterly Report

Report Author Wezley Frankcombe

Manager Governance and Performance

Authorised by Jonathan Harmey

General Manager

Decision Sought To receive the update on the 2023-24 Annual Plan.

Vote Simple majority

Recommendation to Council

That Council receives and notes the report of performance against the Annual Plan 2023-24 for the period from January to March 2024 (Quarter 3) as shown below:

Supporting Our Customers

ANNUAL	. PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
4.1, 6.4	Review and update the Council's website information and user guides for the use of indoor facilities	Website updated	Infra	Progressing	1, 2	Template for updated guides prepared. Facility information for on-line booking system completed.
4.1, 6.4	Implement a new on-line booking system for the Council's facilities	Online system operational	Infra	Achieved	1, 2	System implementation completed.
5.1, 5.3, 5.6	Undertake a customer satisfaction survey (of at least 400 residents) through an independent market research firm	Survey results reported to Council	CS	N/A	2, 3	Survey was proposed by the former General Manager in the Community Strategic Plan process, this was not undertaken as an alternative engagement process was determined to receive community feedback.
5.1, 5.3, 5.6	Implement system and process improvements to increase reporting against the Customer Service Charter and Standards	Management reporting to Council	CS	Pending	3, 4	Reporting review will progress following the renewal of the Customer Service Charter.
5.1, 5.3, 5.6	Renew the Customer Service Charter and Customer Service Standards to set expectations that continue to meet the changing needs of our community	Service Charter approved by Council	CS	Progressing	2, 3	Review progressing with internal stakeholders through the Customer Service Group prior to presentation to Council for approval.
2.3, 2.4	Expand the services offered through the Great Western Tiers Visitor Centre to enhance face to face service	New services offered	CW	Achieved	3, 4	A tablet and computer are available for public use, datatraks tourism touch screen service implemented and driver reviver station established. Service offering recommended to be reviewed following completion of the Short Walks centre investigation.
2.3	Complete development and roll out of the new Resident's Welcome Pack	New Resident Pack in use	CW	Pending	2	New residents' kit commenced, with communications for finalisation of draft to a Council Workshop.

Supporting Our Customers

ANNUAL	ANNUAL PROJECTS						
Link	Activity	Measure	Lead	Status	Timing	Comments	
2.3	Reduce reliance on paper-based processes by implementing a	Increased	CS	Achieved	3, 4		
	program to enable more online webforms, automation and	number of online					
	workflow specific forms	forms					

Managing Our Asset Portfolio

ANNUA	AL PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
5.2, 6.1, 6.3	Complete divestment of surplus property assets as determined by Council (Minute Reference 268/2022)	Properties Sold	Works	Progressing	1, 2, 3, 4	Non-public land sales completed, three sold. Public land sales to be progressed in Quarter 4.
6.1, 6.3	Establish formal project management and complete the detailed design and tender documentation for a new centralised works depot at Westbury	Tender Complete	Works	Achieved	1, 2	Detailed design and tender documentation finalised. Public tender advertised in December 2023.
6.1, 6.3	Complete tendering and construction contract awarded for the new centralised Works Depot at Westbury	Contract Awarded	Works	Progressing	3, 4	Tender submissions assessed by Tender Review Panel. Construction contract anticipated to be awarded in Quarter 4.
6.2, 6.3	Progress the Hadspen Meander Valley Road intersection upgrades design and procurement documentation	Complete	Infra	Achieved	1, 2, 3, 4	Awaiting review comments from DoSG for Bartley Street roundabout.
6.2, 6.3	Update the Sport and Recreation Venue Action Plan to inform the provision, replacement and upgrading of sport and recreation amenities	Complete	Infra	Pending	2, 3	No activity in Quarter 3.
6.2	Renew the Eastern Play Spaces Strategy 2020	Complete	Infra	Achieved	2, 3	Information presented to Councillors at 26 March 2024 Workshop.

Investing in Community Facilities and Infrastructure

ANNUA	AL PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
4.1, 6.4	Complete level of service review for the Council's pools at Deloraine and Caveside and natural swimming sites	Review complete	Infra	Achieved	1, 2	Consultant presentation to a Council Workshop completed. Final report received.
4.1, 6.4	Review and update asbestos register priorities based on building hierarchy	Progress to schedule	Infra	Achieved	1, 2, 3, 4	Register complete.
4.6	Complete an audit of lease currency for the Council's owned facilities and implement a program of lease renewal	Progress to schedule	Infra	Progressing	1, 2, 3, 4	
4.1, 6.4	Develop a contemporary lease document and renew leases when due	Progress to schedule	Infra	Progressing	1, 2, 3, 4	Governance reviewing lease and license requirements.
4.1, 6.4	Develop a community hall renewal policy, considering asset condition, utilisation rates, renewal and maintenance costs and service options	Review complete	Infra	Pending	1, 2, 3, 4	No activity in Quarter 3.
4.1, 6.4	Progress construction of the Deloraine Squash Court project	Progress to schedule	Infra	Achieved	1, 2, 3, 4	Construction in progress.
6.1, 6.3	Plan and deliver Capital Works Program projects	Progress to schedule	Works	Achieved	1, 2, 3, 4	Plant procurement, road and drainage projects in progress.
6.2, 6.3	Progress consultation, master planning and design of the Deloraine Recreation Precinct	Progress to schedule	Infra	Achieved	1, 2, 3, 4	Update to be provided to Workshop in Quarter 4.
6.1, 6.3	Deliver the bridge inspection and maintenance program	Progress to schedule	Infra	Achieved	1, 2, 3, 4	Additional inspections undertaken by the Council's consultant.
6.1, 6.3	Deliver civil construction and infrastructure works for transport and recreation assets	Progress to schedule	Infra	Achieved	1, 2, 3, 4	Westbury Sports Centre changeroom upgrade completed.
6.2, 6.3	Plan, manage, construct and maintain bridges, culverts and other infrastructure	Progress to schedule	Infra	Achieved	1, 2, 3, 4	Contract awarded for Roxford Road bridge. Contract awarded for Montana Road bridge.
6.2	Undertake targeted community engagement on flood resilience and learnings from the October 2022 flood	Completed	CW/Infra	Achieved	2, 3	Community engagement session held on 17 October 2023.

Making a Positive Contribution to Community Wellbeing

ANNUA	AL PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
3.1, 3.4, 4.1	Support and deliver the Council's contributions to the Westbury Bicentenary celebrations	Completed	CW	Achieved	1, 2, 3	Westbury Bicentenary event complete. Finalisation of remaining projects continuing with Infrastructure department.
3.1, 3.4, 4.1	Deliver youth programs under the Premiers Fund for Child and Youth Wellbeing grant	Completed	CW	Achieved	1, 2, 3	Project continuing and engagement being completed in line with funding agreement.
3.1, 3.4, 4.1	Develop and deliver an enhanced program of community events	Community Events Delivered	CW	Achieved	1, 2, 3, 4	A <i>LIFT Local Meander Valley</i> program of activities was completed in the December quarter. A second program of activities will be completed by Quarter 4.
4.1	Facilitate and enable staff volunteering in the community	Volunteering hours	CW	Progressing	1, 2, 3, 4	Volunteering options available in Council's Enterprise Agreement 2022.
3.1, 3.4, 4.1	Manage recurrent sponsorship funding to Deloraine, Chudleigh and Westbury Show Societies	Payments made	CW	Achieved	1, 4	All year 2 payments made.
3.1-3.5, 4.1	Deliver programmed activity and support for Volunteer Week	Number of initiatives delivered	CW	N/A	4	Planning underway as part of the final deliverables for the <i>Key 8 V8</i> Volunteer program.
3.1, 3.4, 4.1	Deliver programmed activity and support for Seniors Week	Number of initiatives delivered	CW	Achieved	2	Various programs were delivered through the LIFT Local Meander Valley program.

Supporting Economic Growth, Prosperity and the Environment

ANNU	AL PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
1.4, 1.5	Provide Westbury Town Common Management Plan report to	Works complete	Works	Achieved	3	Report and application for renewal of
	Natural, Resources and Environment (NRE) Tasmania and renewal					Management Plan submitted.
	application lodged for the Management Plan					

Supporting Economic Growth, Prosperity and the Environment

ANNUA	ANNUAL PROJECTS							
Link	Activity	Measure	Lead	Status	Timing	Comments		
1.4, 1.5	Application and approval from Natural, Resources and Environment (NRE) Tasmania to undertake flood remediation works, including reclamation and revegetation, at Rotary Park, Deloraine	Approval received	Works	Progressing	1, 2	Natural Values Assessment submitted to NRE to support works application. Awaiting NRE approval.		
1.4, 1.5	Complete agreed remediation works including reclamation and revegetation, at Rotary Park, Deloraine	Works complete	Works	Progressing	2, 3	Awaiting NRE approval of works application so remediation works can commence. Anticipated commencement in Quarter 4 (subject to weather and ground conditions).		
1.4, 1.5	Complete identified path and trees works at Wildwood, Deloraine to improve public safety	Works complete	Works	Achieved	2, 3	Tree work completed.		

Supporting Community Health Outcomes, Resilience and Emergency Management Responses

ANNU	al projects					
Link	Activity	Measure	Lead	Status	Timing	Comments
4.4	Review Municipal Emergency Management Plan in line with new SES regional template	Complete	Infra	Progressing	2, 3	Draft Plan completed in late December and will be complete in Quarter 4.
4.4	Complete logical test of Emergency Management Plan	Complete	Infra	N/A	3	
4.4	Procure Emergency Response Trailer and equipment	Delivered	Infra	Progressing	3	Procurement of resources for trailer complete. Trailer design and quotation received from local supplier. Trailer procurement progressing.

Managing Planning, Development and Regulation

ANNUA	AL PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
1.1, 1.2, 1.3	Contribute to regional planning initiatives: Northern Tasmanian Regional Land Use Strategy Review	Participation	D&RS	Achieved	1, 2, 3, 4	REMPLAN Demand and Supply draft report completed. To be released Quarter 3.
1.1, 1.2, 1.3	Contribute to the Greater Launceston Plan Review	Participation	D&RS	Achieved	2, 3	Workshop conducted with elected members.
1.2	Progress development of a Structure Plan for Carrick	Plan development progressed	D&RS	Pending	2, 3	To be progressed in Quarter 3.
1.1, 1.2, 1.3	Review the Prospect Vale - Blackstone Heights Structure Plan	Completed	D&RS	Progressing	2, 3, 4	Awaiting consultant's input.
1.1, 1.2, 1.3	Participate in Planning Reforms and Statutory reviews	Participant	D&RS	Achieved	1, 2, 3, 4	SPP Review of Action Group 1 items - workshops commenced.
1.1, 1.2, 1.3	Review and implement Public Open Space Policy	Completed	D&RS	N/A	3, 4	

Provide Contemporary Waste Collection, Disposal and Recycling Services and Infrastructure

ANNUA	AL PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
1.1, 1.5	Deliver a new Waste Management Strategy	Endorsed strategy	Infra	Progressing	1, 2	Draft strategy document prepared and presented to Workshop. Final document to be forwarded to Council for endorsement in Quarter 4.
6.1, 6.6	Undertake feasibility assessment for new landfill within Meander Valley	Complete	Infra	Progressing	1, 2, 3, 4	Consultant engaged to commence feasibility work. Draft report received.
1.1, 1.5	Complete purchase of existing landfill area at Cluan	Complete	Infra	Achieved	1, 2, 3	
1.5, 6.6	Complete design and commence construction for new transfer station at Deloraine	Progress to schedule	Infra	Progressing	1, 2, 3, 4	Contractor engaged for construction of weighbridge civil works.

Provide Contemporary Waste Collection, Disposal and Recycling Services and Infrastructure

ANNUA	al projects					
Link	Activity	Measure	Lead	Status	Timing	Comments
1.1, 1.5	Deliver the annual Hard Waste Collection	Collection provided	Infra	Achieved	2	Completed in March 2024.
1.5, 6.1, 6.6	Complete design for expanded landfill cell at Cluan	Complete	Infra	Progressing	1, 2, 3	Awaiting consultant inputs.
1.1, 1.5	Maintain planning and environmental approvals and compliance for existing landfill operations	Nil environmental improvement notices	Infra	Achieved	1, 2, 3, 4	Ongoing.
1.3, 1.4, 1.5	Achieve EPA approvals for increased height and manage landfill cell at Deloraine in accordance with approvals to provide for continuing operation	Approval obtained	Infra	Achieved	1, 2	Approval received from EPA. Planning Permit has been received.

Provide a Robust, Reliable, Secure and Available ICT Environment

ANNU	ANNUAL PROJECTS									
Link	Activity	Measure	Lead	Status	Timing	Comments				
5.1	Deliver digital transformation and service modernization roadmap to inform the sequencing of ICT investment and roll out	Roadmap delivered	Gov	Achieved	1	Roadmap delivered in June 2023.				
5.1	Procure third-party support agreement to sustain unsupported TechnologyOne legacy systems from September 2023	Support in place	CS	Achieved	1, 2	Support agreement in place.				
5.1, 5.2, 5.3, 5.4, 5.6	Procure agreed ERP software products, prepare and resource implementation project and governance, sourcing of technical support roles	ERP program endorsed by Council	CS	Progressing	1, 2, 3, 4	Detailed roadmap for ERP upgrade is due for completion on Q4. Recruitment of Project Manager will be complete in Q4.				
5.1	Review and recommend ICT costs to deliver ERP software and modernisation roadmap, vendor and software related costs, governance, and change management	Plan approved by Council	CS	Progressing	2, 3	Planning continuing with ICT consultant with detailed implementation strategy due for completion in Q4.				

Provide a Robust, Reliable, Secure and Available ICT Environment

ANNU	ANNUAL PROJECTS									
Link	Activity	Measure	Lead	Status	Timing	Comments				
5.3, 5.4	Determine and procure a cloud-based records management system replacement, prepare implementation roadmap	Roadmap approved	CS	Progressing	1, 2, 3, 4	Request for proposal has been released to vendors with responses due by mid-April 2024. Assessment panel has been formed for review of submissions.				
5.1, 5.2, 5.3, 5.4, 5.6	Review and recommend any changes to the Council's internal resources to support a maturing capability in the management of information	Review complete	CS	Pending	1, 2	On hold pending other components of the ERP project which will inform skills required.				
5.1, 5.3, 5.4, 5.6.	Progressively develop a contemporary suite of information policy and standards to ensure the protection and appropriate use of information	Policies in place	CS	Pending	1, 2, 3, 4	To follow Records Management System procurement.				
5.1, 5.2	Review software requirements to support future GIS and asset management systems	Review completed	Infra	Progressing	1, 2, 3	Review commenced. Change to GIS viewing software to be implemented. Asset Management System upgrade completed. GIS Software upgrade planned for mid-2024.				

Deliver Good Governance and Resilience Through Sound Corporate and Financial Management

ANNUAL PROJECTS								
Link	Activity	Measure	Lead	Status	Timing	Comments		
5.1, 5.2	Complete a review and update of financial, planning and other	Delegations	Gov	Progressing	1, 2	Review commenced.		
	legislation-based delegations	approved						
5.1, 5.2	Deliver employee training on right to information legislation and	Training	Gov	Pending	2, 3	To be progressed in Quarter 3.		
	record keeping	delivered						
5.1, 5.2	Establish agreed reporting for management briefing reports to	Reporting in	Gov	Progressing	1, 2, 3, 4	Review commenced.		
	Council	place						

Managing Our Supply Chain to Procure Goods and Services

ANNUAL PROJECTS								
Link	Activity	Measure	Lead	Status	Timing	Comments		
5.6	Deliver procurement and contract management training to	Training	Infra	Progressing	3, 4			
	employees	delivered						
5.6	Deliver project management training to employees involved in	Training	Infra	Progressing	3, 4			
	major project delivery	delivered						

Informing and Engaging Our Community

ANNU	AL PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comments
3.1, 3.4, 4.1	Undertake engagement and renew the Community Strategic Plan	Completed	CW	Progressing	1, 2, 3, 4	4 Community Strategic Plan Workshops have been delivered by external facilitators, targeted stakeholder consultations are ongoing and data analysis has commenced.
4.1	Develop and implement a Communication and Engagement Strategy	Completed	CW	Pending	2, 3, 4	On hold pending communications resources.
4.1	Deliver enhanced community engagement and consultation functionality on the Council's website	Website operational	CW	Pending	1, 2	Not yet commenced.
2.1, 2.2	Assess the feasibility of electronic notice boards located at community hubs throughout the region to support the Council and community messaging	Business case to Council	CW	Pending	2	Not yet commenced.

Demonstrating a Commitment to Our People

ANNUAI	PROJECTS					
Link	Activity	Measure	Lead	Status	Timing	Comment
5.3, 5.4, 5.6	Undertake priority actions identified by employees in the Cultural Development Action Plan	Number progressed	CS	Achieved	1, 2, 3, 4	Cultural Development Action Plan being progressed with employees.
5.3, 5.4, 5.6	Develop a strategic workforce management plan to optimise skills, staffing levels, attraction and retention	Strategy delivered	Gov	Pending	2, 3, 4	Not yet commenced.
5.1, 5.2, 5.4, 5.6	Review the strategic and operational risk registers and implement mitigation actions considering Risk Appetite Statement	Mitigation measures actioned	CS	Achieved	2, 4	Strategic and operational risk registers have been reviewed and updated.
5.3, 5.4, 5.6	Review and update human resource management policies and deliver employee training to align with contemporary practices and industrial law	Policy suite reviewed and training complete	CS	N/A	3, 4	
5.3, 5.4, 5.6	Review and update employee Code of Conduct and dispute resolution framework and ensure all staff undertake refresher training	CofC in place and training complete	CS	N/A	3, 4	
5.3, 5.4, 5.6	Employee culture survey undertaken and cultural action plan revised	Survey complete	CS	Achieved	3, 4	Six monthly employee culture survey completed and received in December.

Ensuring a Safe and Healthy Workplace

ANNU	ANNUAL PROJECTS								
Link	Activity	Measure	Lead	Status	Timing	Comments			
5.4	Complete annual employee skin checks	Completed	CS	Achieved	1	Skin checks completed.			
5.4	Hold departmental level initiatives for RUOK day, Mental Health Month	Delivered events	CS	Achieved	2, 3	RUOK day event conducted. Mental health first aid training planned for February. Lifeline training for management staff.			

Ensuring a Safe and Healthy Workplace

ANNL	ANNUAL PROJECTS								
Link	Activity	Measure	Lead	Status	Timing	Comments			
5.4	Implement an organisation wide engagement on WHS including sharing incident stories and promoting the reporting of hazards, incidents and near misses	Implemented	CS	Pending	2, 3	WHS Officer has commenced looking for opportunities to increase engagement with staff and build awareness around reporting.			
5.4	Review workers compensation and rehabilitation management procedures to ensure active case management	Review complete	CS	N/A	3, 4				

Report

The Council's 2023-24 Annual Plan contains 81 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.

Achieved

36 activities were achieved.

Activities achieved are those with an inherent and identifiable quarterly goal, which has been attained to the high quality standards that are expected.

Progressing

26 activities are progressing, three of which were partially achieved.

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.

Pending

12 activities are pending.

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).



Figure 1 – April Quarter Performance – April 2024

Attachments Nil

Strategy Supports the objectives of the Council's strategic future direction

- 1: a sustainable natural and built environment
- 2: a thriving local economy
- 3: vibrant and engaged communities
- 4: a healthy and safe community
- 5: innovative leadership and community governance
- 6: planned infrastructure services.

See Meander Valley Community Strategic Plan 2014-24. **Click here** or visit **www.meander.tas.gov.au/plans-and-strategies** to view.

Policy Not applicable

Legislation *Local Government Act 1993*: including section 71.

Consultation Not applicable

Budget & Finance The Meander Valley Council Annual Plan 2023-24 will align with the

2023-24 Budget Estimates and include a summary of the estimates

adopted under section 82 of the Local Government Act 1993.

Risk Management Not applicable.

Alternative Council can receive the report with amendments.

Motions

Governance

New Policy - Policy No. 97 - Flying of Flags

Report Author Wezley Frankcombe

Manager Governance and Performance

Authorised by Jonathan Harmey

General Manager

Decision Sought That Council considers and adopts the Flying of Flags Policy.

Vote Simple majority

Recommendation to Council

That Council adopts Policy No. 97 – Flying of Flags as shown below:

Policy No. 97 Flying of Flags

Purpose The purpose of this Policy is to determine the manner in

which the Council will fly flags at its various locations.

Department Governance

Author Wezley Frankcombe, Manager Governance and

Performance

Council Meeting Date 9 April 2024 Resolution Number XX/2024

Next Review Date Month 2028

POLICY

1. Definitions

Nil.

2. Objective

To ensure that the flying of flags in the municipality where applicable is consistent and in accordance with Federal and State Government protocols.

3. Scope

This Policy applies to the Council's Officers and agents who arrange the flying of flags at the Council's owned and managed locations.

4. Policy

Flags are to be flown on each business day at various locations as decided by the General Manager in accordance with the following protocols:

- Raise the flag briskly and lower it ceremoniously.
- Do not raise the flag earlier than first light or lower the flag later than dusk.
- When the flag is raised or lowered or is carried in a parade or review, everyone present should be silent and face the flag and people in uniform should salute.
- The flag should always be flown freely and as close as possible to the top of the flagpole with the rope tightly secured.
- The Australian National Flag should be raised first and lowered last, unless all other flags at the ceremony are raised and lowered simultaneously.
- When the Australian National Flag is flown with flags of other nations, all flags should be the same size and flown on flagpoles of the same height.
- The Australian National Flag should fly on the left of a person facing the flags, when it is flown with one other national flag.
- Do not fly two flags from the same flagpole.
- Only fly the flag at night when it is illuminated.
- Do not fly the flag if it is damaged, faded or dilapidated.
- When the material of a flag deteriorates it may either be placed in a permanent place of storage or should be destroyed privately and in a dignified way such as cutting it into small unrecognisable pieces, placing it in an appropriate sealed bag or closed container and then putting it in the normal rubbish collection.

An outline for an optional flag retirement ceremony is provided below:

- Do not fly the flag upside down, even as a signal of distress.
- Do not allow the flag to fall or lie on the ground or be used as a cover (although it can be used to cover a coffin at a funeral).

Flags are to be at half-mast in recognition of the death of the following local dignitaries:

- Mayor
- Councillors
- Former Mayor
- Former Aldermen
- Former Councillors
- Others as approved by the Mayor

Flags are to be lowered to half-mast on the morning of the funeral service or memorial service and are to remain so for the remainder of the day.

The relevant protocol and instructions, in relation to the flying of flags, from the Australian Government and the Tasmanian Government will be observed.

The General Manager may choose to fly the flag in accordance with this Policy on a day that is not a business day.

5. Legislation and Related Standards

The relevant protocol and instructions, in relation to the flying of flags, from the Australian Government and the Tasmanian Government will be observed.

6. Responsibility

Responsibility for the operation of this Policy rests with the General Manager.

Report

At the Council Meeting held on 16 January 2024, a motion was tabled at which the Council endorsed to fly the Australian flag on Australia Day as well as create and implement a policy in relation to the flying of flags at the Council's owned and managed premises.

The Policy recommended for adoption, reflects the Australian National Flag Protocols.

Councillors considered this Policy at Workshop held on 26 March 2024.

Attachments Nil

Strategy Supports the objectives of Council's strategic future direction

3: vibrant and engaged communities.

See Meander Valley Community Strategic Plan 2014-24. **Click here** or visit **www.meander.tas.gov.au/plans-and-strategies** to view.

Policy Australian National Flag protocols

Legislation Not applicable

Consultation Not applicable

Budget & Finance Not applicable

Risk Management Not applicable

Alternative Council can approve the Recommendation with amendment.

Motions

Governance

New Policy - Policy No. 98 - Council Meeting Administration

Report Author Wezley Frankcombe

Manager Governance and Performance

Authorised by Jonathan Harmey

General Manager

Decision Sought Adoption of Policy No. 98 – Council Meeting Administration.

Vote Simple majority

Recommendation to Council

That Council adopts Policy No. 98 – Council Meeting Administration as shown below:

Policy No. 98 Council Meeting Administration

Purpose The purpose of this Policy is to provide information to

Councillors, staff and the community regarding administrative arrangements and procedural

requirements for Council Meetings.

Department Governance

Author Wezley Frankcombe, Manager Governance and

Performance

Council Meeting Date 9 April 2024 Minute Reference XXX/2024

Next Review Date April 2028

POLICY

1. Definitions

Nil.

2. Objective

To outline processes and arrangements to ensure Council Meetings are conducted efficiently and in compliance with relevant legislation.

3. Scope

This Policy applies to Councillors, staff and the community of Meander Valley Council.

4. Policy

- a. The frequency, dates and times of Council Meetings will be determined annually prior to the end of the calendar year, for the following calendar year. The General Manger may arrange for a Special Meeting in accordance with the relevant legislation.
- b. If the scheduled Council Meeting falls on a week day that is a public holiday, the Council Meeting will be held on the next business day of the same week that is not a public holiday.

5. Live Streaming

- a. Council Meetings and the Annual General Meeting, where practicable, are to be live streamed to the public. A link to the live steam should be included in the respective Agenda and on the Council's website.
- b. This Policy applies to the open sessions of ordinary Council Meetings, Special Council Meetings (held in open session) as well as the Annual General Meeting of the Council. Closed Council Meetings will not be live streamed or recorded.
- c. If technical difficulties are experienced, the Meeting shall continue and live streaming will not occur for that Meeting.
- d. A decision to live stream Meetings that are not held in the Meander Valley Council Chambers will be assessed and made by the General Manager, on a case-by-case basis.
- e. Live streamed recordings are retained for at least six months.

- f. Audio Recording will occur for the following Meetings:
 - i. open sessions of ordinary Council Meetings;
 - ii. open sessions of Special Council Meetings;
 - iii. the Annual General Meeting of the Council; and
 - iv. public meetings convened under sections 59 or 60F of the *Local Government Act 1993*.
- g. Any part of a Meeting held in closed session is not recorded. Transcripts of audio recordings will not be prepared.
- h. Audio recordings will be publicly available and stored on the Council's website for at least six months. The Council can provide a copy of an audio recording on receipt of a request in writing which may require an administrative fee to payable for this service.

6. Public Question Time

This section of the Policy applies to Public Question Time at ordinary Council Meetings.

- a. Public Question Time will be managed to the following conditions:
 - i. A minimum of least 15 minutes is available, as required, at each ordinary Council Meeting for Public Question Time.
 - ii. This time may be extended at the discretion of the Chairperson.
 - iii. Debate or discussion about questions or answers is not permitted.
 - iv. The Chairperson may refuse to accept a question. If this happens, reasons will be provided.
 - v. Statements and/or preamble of a question will not be published in the Minutes of the respective Council Meeting.
 - vi. A limit of two questions per person applies per Meeting.
 - vii. Multiple-part questions framed in such a way as to circumvent the limit of two questions per person, will be treated as individual questions.
- b. In addition to 6a, questions asked during Public Question Time may be asked With or Without Notice:
- c. Questions on Notice:
 - i. Questions on Notice must be submitted in writing at least seven days before the ordinary Council Meeting. The seven-day period does not include the day notice is given or the day of the ordinary Council Meeting.

- ii. The questions and responses will generally be published in the Agenda of the next ordinary Council Meeting, however, if more time is required to respond to complex questions, the questions will be acknowledged in the Agenda of the next ordinary Council Meeting, with the date of the later ordinary Council Meeting at which response/s will be published.
- iii. If more than two questions per person are submitted, additional questions will be treated as correspondence and a written response will be provided in keeping with the Council's Customer Service Charter.
- iv. Only questions will be published in the Agenda. Accompanying correspondence, attachments, statements or preamble will not be published.

d. Questions Without Notice:

- i. Members of the public who attend an ordinary Council Meeting to ask Questions Without Notice will be asked to write their name and questions on arrival at the Council Chambers, to assist with minute-taking.
- ii. The Chairperson will determine the order in which people will be invited to ask their questions.
- iii. Questions must be succinct. Public Question Time is not an opportunity to make statements or engage in lengthy preamble.
- iv. Questions asked during Public Question Time and answers given, will be minuted with attribution to the person asking the question and to the person who answers the question.
- v. A member of the public is to supply questions asked in writing by close of business on the day of the Council Meeting the question was asked. Failure to do so will limit the ability of the minute taker to publish the question in the minutes of the Meeting.
- vi. The Chairperson will advise whether the Question Without Notice will be Taken on Notice so it can be answered at a future ordinary Council Meeting.

7. Councillor Question Time

This section of the Policy applies to Councillor Question Time at ordinary Council Meetings.

- a. Councillor Question Time is managed to the following conditions:
 - i. The Meeting Agenda of ordinary Council Meetings will provide for Councillor Ouestion Time.
 - ii. Debate or discussion about questions or answers is not permitted.
 - iii. The Chairperson may refuse to accept a question. If this happens, reasons will be provided.
 - iv. A limit of three questions per Councillor applies per Meeting.

b. Questions on Notice:

- i. Questions on Notice must be submitted in writing at least seven days before the ordinary Council Meeting. The seven-day period does not include the day notice is given or the day of the ordinary Council Meeting.
- ii. The questions and responses will usually be published in the Agenda of the next ordinary Council Meeting, however, if more time is needed to respond to complex questions, the questions will be acknowledged in the Agenda of the next ordinary Council Meeting, with the date of the later ordinary Council Meeting at which response/s will be published.
- iii. Only questions will be published in the Agenda. Accompanying correspondence, attachments, statements or preamble will not be published.

c. Ouestions Without Notice:

- i. The Chairperson will determine the order in which Councillors will be invited to ask their questions.
- ii. Questions must be succinct. Councillor Question Time is not an opportunity to make statements or engage in lengthy preamble.
- iii. The Chairperson will advise whether the Question Without Notice will be Taken on Notice so it can be answered at a future ordinary Council Meeting. Questions to be Taken on Notice will be recorded in the Minutes.
- iv. If Questions Without Notice are asked and answered at the Meeting, they will not be recorded in the Minutes.

8. Councillor Leave of Absence Applications

Councillors are requested to submit their Leave of Absence Applications in writing to the Mayor or General Manager at least seven days prior to the Meeting. Applications for Leave of Absence for Councillors will be dealt with in a Closed Council Meeting.

9. Councillor Declaration of Interest

- a. Councillors must comply with Part 5 of the *Local Government Act 1993* Pecuniary Interests, which states that:
 - i. A councillor must not participate at any meeting of council, council committee, special committee, controlling authority, single authority or joint authority in any discussion, nor vote on any matter, in respect of which the councillor has an interest or is aware or ought to be aware that a close associate has an interest.
 - ii. A councillor has an interest in a matter if the councillor or a close associate would, if the matter were decided in a particular manner, receive, have an expectation of receiving or be likely to receive a pecuniary benefit or pecuniary detriment.

- iii. A councillor must declare any interest in a matter before any discussion on that matter commences and must give notice of the interest in writing at the Meeting or within seven days of declaring the interest. Councillor Declaration of Pecuniary Interest forms will be available at all relevant Meetings of Council, or lodged with the General Manger within seven days of the Meeting at which the interest was declare. Councillor Declaration of Pecuniary Interest forms will be available as a hard copy (as per the Regulations) for reference the Register.
- b. Councillors must comply with the Model Code of Conduct, which provides conditions for conflict of interests that are not pecuniary.

10. Mayor and Councillor Reports

Councillors are to submit in writing, at least seven days before the ordinary Council Meeting, official activities, engagements, ceremonies and meetings that they have attended where delegated by Council since the last Meeting, for inclusion in the Meeting Agenda. Reports provided in writing will be included in the Minutes of the Meeting. The seven-day period does not include the day notice is given or the day of the ordinary Council Meeting.

11. 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 an ordinary Council Meeting will be considered by the Chairperson. For further information, contact the Office of the General Manager on (03) 6393 5300 or email ogm@mvc.tas.gov.au.

12. Legislation and Related Standards

Local Government Act 1993 Local Government (Meeting Procedures) Regulations 2015

13. Responsibility

Responsibility for the operation of this Policy rests with the General Manager.

Report

This Policy arises as a result of a Council decision at the Council Meeting of 12 December 2023 - Minute Reference 282/2023. The decision required a draft Council Meetings Policy to cover Council Meeting protocols and the use of live streaming of all Council Meetings. There is a need to streamline administrative processes of Council Meetings held at Meander Valley Council and identify parameters associated with live streaming.

The Local Government Act 1993 and the Local Government (Meeting Procedures) Regulations 2015 provide high level direction in relation to the operation of a formal Council Meeting. It is the responsibility of a Council to adopt and put in to practice operational elements of how a Council should conduct its meetings. This Policy provides transparency and accountability to members of the municipality by providing a central document that guides the operation of a Council Meeting. The Policy will provide an easily accessible document to Councillors and the public.

This Policy was discussed with Councillors at a Workshop held on 26 March 2024.

Attachments Nil

Strategy Supports the objectives of Council's strategic future direction

5: innovative leadership and community governance.

See Meander Valley Community Strategic Plan 2014-24. <u>Click here</u> or visit <u>www.meander.tas.gov.au/plans-and-strategies</u> to view.

Policy Not applicable

Legislation *Local Government Act 1993*

Local Government (Meeting Procedures) Regulations 2015

Consultation Not applicable

Budget & Finance Not applicable

Risk Management Not applicable

Alternative Councillors can approve the Policy with amendments.

Motions

Governance

Review of Policy - Policy No. 91 - Climate Change Mitigation and Adaptation

Report Author Jonathan Harmey

General Manager

Decision Sought Council approves continuation Policy No. 91 – Climate Change

Mitigation and Adaptation.

Vote Simple majority

Recommendation to Council

That Council confirms the continuation of Policy No. 91 - Climate Change Mitigation and Adaption, amended as follows:

Policy No. 91 Climate Change Mitigation and Adaption

Purpose The purpose of this Policy is to provide a basis for acting

to mitigate and adapt to the effects of climate change.

Department Governance

Author Jonathan Harmey, General Manager

Council Meeting Date 9 April 2024 Minute Reference XXX/2024

Next Review Date April 2026

POLICY

1. Definitions

Adaptation The process of adjustment to actual or expected climate

and its effects. In human systems, adaptation seeks to moderate harm or exploit beneficial opportunities. In natural systems, human intervention may facilitate adjustment to expected climate and its effects (adapted

from IPCC – Assessment Report 5).

Climate Change A change in the state of the climate that can be identified

(eg. using statistical tests) by changes in the mean and/or the variability of its properties and that persists for an extended period, typically decades or longer (IPCC –

Assessment Report 5).

Mitigation A human intervention to reduce the sources or enhance

the sinks of greenhouse gases (GHGs) (adapted from IPCC

- Assessment Report 5).

Greenhouse Gas Audit An assessment which seeks to quantify a list of an

organisation's greenhouse gas emissions and emission sources. A strategic tool for understanding, managing and communicating emissions from an organisation's

activities.

Heated and Cooled Spaces A communal space for members of the community to

attend to seek shelter from extreme weather conditions which would otherwise affect the health and well-being of

community members.

2. Objective

To acknowledge climate change as a factor to be managed and the Meander Valley Council's commitment to work with other levels of government, industry and the community to responsibly mitigate and adapt to the local effects of climate change.

3. Scope

This Policy applies to all the Meander Valley Council's operations, practices, services and community facilities; including the management of natural areas.

Responses and specific actions to mitigate and adapt to the effects of climate change will be progressed in line with this Policy through normal planning and risk management systems.

4. Policy

- 1. The Meander Valley Council acknowledges the world's climate is changing due to increasing concentrations of greenhouse emissions in the atmosphere caused by human activity.
- 2. All levels of government, industry and the community need to minimise greenhouse gas emissions. Coordinated and integrated action is needed to mitigate and adapt to climate change and the Meander Valley Council supports the Australian and State Governments acting to contribute to global climate change mitigation in a way that responsibly achieves environmental, economic and social sustainability.
- 3. The Meander Valley Council recognises that while all local impacts of climate change may not be immediately known, it is necessary to minimise pollution, greenhouse gas emissions and related environmental impacts, plan and adapt to emerging and future risks arising from climate change.
- 4. The Meander Valley Council commits to working with all levels of government, other local government municipalities, industry and the community to minimise pollution, greenhouse gas emissions and related environmental impacts and manage the economic, social and environmental risks that climate change pose.
- 5. The Meander Valley Council will seek to promote energy efficiency within the community, to assist the community in reducing individual greenhouse gas emissions and promote safety surrounding the emerging impacts of climate change.
- 6. The Meander Valley Council commits to providing ongoing professional development and education to staff and Councillors surrounding climate change and how it will affect the region.

- 7. The Meander Valley Council commits to conducting a Greenhouse Gas Audit on Council operations within 12 months of this Policy review. This will ensure a baseline understanding of the sources of the Council's greenhouse gas emissions, costs of maintaining greenhouse gas emitting assets and address where mitigation strategies should be targeted, including those actions which could provide cost saving to the Council. Once received, the Greenhouse Gas Audit will be assessed and proposed actions developed to reduce emissions.
- 8. In the event of a prolonged weather event in the Meander Valley local government area, the Council will implement measures (including use of Heated and Cooled Spaces) to support vulnerable members of the community, including those over the age of 65-years and the very young. These measures will include the use of Heated and Cooled Spaces and the Council will identify facilities that would be suitable for this purpose.
- 9. Meander Valley Council will continue to identify opportunities to innovate in, and in the way we live to build a sustainable and resilient community against climate change.

Legislation and Related Standards

Climate Change (State Action) Act 2008

6. Responsibility

Responsibility for the operation of this Policy rests with the General Manager.

Report

The continuation of Policy No. 91 – Climate Change Mitigation and Adaption, serves to highlight the importance of this issue for our community and establishes actions that the Council will have the ability to control and implement, relevant to operational activities.

Governments will need to act to drive community change to reduce greenhouse gas emissions. The State and Federal Governments continue to develop policy positions regarding climate change. The Council will keep informed of increased regulation in this area. Scientific advice is that there are increasing risks of extreme weather events and that increased preparedness will be required in the future.

Since adoption of Policy No. 91, the Meander Valley Council has collaborated with other Northern Tasmanian Council's to form the Northern Tasmanian Alliance of Resilient Councils (NTARC). NTARC has employed a program manager to liaise with member councils, other levels of government and the community in order to inform a coordinated approach to climate change actions for local government in Tasmania.

The Council has reviewed Policy No. 91 and has developed upon the original Policy approved in March 2020. Additional actions have been included in the amended Policy for consideration by Council at this Meeting. This is seen as incremental improvement and the Greenhouse Gas Audit proposed seeks to establish a benchmark for the Council to build upon in future years. A shorter review period of two years is proposed as a next review date for the Council to consider the results of the Greenhouse Gas Audit and develop relevant actions for the Council to apply to its operational activities.

The review of Policy No. 91 was discussed with Councillors at the 23 January and 26 March 2024 Workshops.

Attachments 1. Marked up Review Policy No. 91 - Climate Change Mitigation and Adaption [15.4.1 - 3 pages]

Strategy Supports the objectives of Council's strategic future direction

- 1: a sustainable natural and built environment
- 4 a healthy and safe community
- 5: innovative leadership and community governance
- 6: planned infrastructure services.

See Meander Valley Community Strategic Plan 2014-24. <u>Click here</u> or visit <u>www.meander.tas.gov.au/plans-and-strategies</u> to view.

Policy Not applicable

Legislation Local Government Act 1993 Climate Change (State Action) Act 2008

Consultation At Community Strategic Plan public engagement workshops conducted in March 2024, community members identified

sustainability of Meander Valley's natural environment was a key theme identified as a priority for the local government area in the next ten years. No specific consultation on Policy No. 91 has been

conducted.

Budget & Finance Not applicable

Risk Management The assessment of risk presented from climate change, the need to

adapt the Council's operations, will be assessed and actioned within

approved budget estimates.

Alternative Council can confirm the continuation of the Policy with further

Motions amendment.

POLICY MANUAL

Policy Number: 91 Climate Change Mitigation and Adaptation Policy

Purpose: Provide a basis for acting to mitigate and adapt to

the effects of climate change

Department: Governance

Author: John Jordan, Jonathan Harmey, General Manager

Council Meeting Date: 10 March 2010 9 April 2024

Minute Number: 52/2020 xx/2024

Next Review Date: March 2024 April 2026

POLICY

1. Definitions

Adaptation: The process of adjustment to actual or expected climate and its

effects. In human systems, adaptation seeks to moderate harm or exploit beneficial opportunities. In natural systems, human intervention may facilitate adjustment to expected climate and its

effects (adapted from IPCC - Assessment Report 5).

Climate Change: A change in the state of the climate that can be identified (e.g.

using statistical tests) by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer (IPCC – Assessment Report 5).

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seek shelter from extreme weather conditions which would otherwise affect the health and well-being of community

members.

2. Objective

To acknowledge the existence of climate change as a factor to be managed and Meander Valley Council's commitment to work with other levels of government, industry and the community to responsibly mitigate and adapt to the local effects of climate change.

3. Scope

This policy applies to all Meander Valley Council operations, practices, services and community facilities; including the management of natural areas.

Responses and specific actions to mitigate and adapt to the effects of climate change will be progressed in line with this policy through normal planning and risk management systems.

4. Policy

- 1. Meander Valley Council acknowledges the world's climate is changing due to increasing concentrations of greenhouse emissions in the atmosphere caused by human activity.
- 2. All levels of government, industry and the community need to minimise greenhouse gas emissions. Coordinated and integrated action is needed to mitigate and adapt to climate change and the Meander Valley Council supports the Australian and State Governments acting to contribute to global climate change mitigation in a way that responsibly achieves environmental, economic and social sustainability.
- 3. Meander Valley Council recognises that while the specific all local impacts of climate change are uncertain may not be immediately known, it makes sense is necessary to minimise pollution, greenhouse gas emissions, and related environmental impacts, plan and adapt to emerging and future risks arising from climate change.
- 4. Meander Valley Council will within the limits of its capacity work with governments of all levels, neighbouring regional councils, commits to working with all levels of government, other local government municipalities, industry and the community to reduce-minimize pollution, greenhouse gas emissions and related environmental impacts, and manage the economic, social and environmental risks from that climate change pose.
- 5. Meander Valley Council will seek to promote energy efficiency within the community, to assist the community in reducing individual greenhouse gas emissions and promote safety surrounding the emerging impacts of climate change.
- 6. Meander Valley Council commits to providing ongoing professional development and education to staff and councillors surrounding climate change and how it will affect our region.
- 7. Meander Valley Council commits to conducting a Greenhouse Gas Audit on Council operations within twelve (12) months of this policy review. This will ensure a baseline understanding of the sources of Council's greenhouse gas emissions, costs of maintaining greenhouse gas emitting assets, and address where mitigation strategies should be targeted, including those actions which could provide cost saving to council. Once received, the Greenhouse Gas Audit will be assessed and proposed actions developed to reduce emissions.

- 8. In the event of a of a prolonged weather event in the Meander Valley local government area, the Council will implement measures (including use of Heated and Cool Spaces) to support vulnerable members of the community, including those over the age of 65-years and the very young. These measures will include the use of Heated and Cooled Spaces and the Council will identify facilities that would be suitable for this purpose.
- 9. Meander Valley Council will continue to identify opportunities to innovate in, and in the way we live to build a sustainable and resilient community against climate change.

5. Legislation

Climate Change (State Action) Act 2008

6. Responsibility

Responsibility for the operation of this policy rests with the General Manager.

Motion to Close Meeting

Motion That the Meeting be closed to the public for discussion of matters in the list of Agenda Items below.

Refer to Local Government (Meeting Procedures) Regulations 2015: section 15(1).

Vote Absolute Majority

Closed Session Agenda

Confirmation of Closed Minutes

Refer to Local Government (Meeting Procedures) Regulations 2015: section 34(2).

Leave of Absence Applications

Refer to Local Government (Meeting Procedures) Regulations 2015: section 15(2)(h).

General Manager's Quarterly Performance Report

Refer to *Local Government (Meeting Procedures) Regulations 2015:* section 15(2)(a) regarding personnel matters, including complaints against an employee of the council and industrial relations matters.

Release of Public Information

Refer to Local Government (Meeting Procedures) Regulations 2015: section 15(8).

Meeting End