

Meander Valley Council

W O R K I N G T O G E T H E R

ORDINARY AGENDA

COUNCIL MEETING

Tuesday 13 October 2015

COUNCIL MEETING VISITORS

Visitors are most welcome to attend Council meetings.

Visitors attending a Council Meeting agree to abide by the following rules:-

- Visitors are required to sign the Visitor Book and provide their name and full residential address before entering the meeting room.
- Visitors are only allowed to address Council with the permission of the Chairperson.
- When addressing Council the speaker is asked not to swear or use threatening language.
- Visitors who refuse to abide by these rules will be asked to leave the meeting by the Chairperson.

SECURITY PROCEDURES

- Council staff will ensure that all visitors have signed the Visitor Book.
- A visitor who continually interjects during the meeting or uses threatening language to Councillors or staff, will be asked by the Chairperson to cease immediately.
- If the visitor fails to abide by the request of the Chairperson, the Chairperson shall suspend the meeting and ask the visitor to leave the meeting immediately.
- If the visitor fails to leave the meeting immediately, the General Manager is to contact Tasmania Police to come and remove the visitor from the building.
- Once the visitor has left the building the Chairperson may resume the meeting.
- In the case of extreme emergency caused by a visitor, the Chairperson is to activate the Distress Button immediately and Tasmania Police will be called.



PO Box 102, Westbury,
Tasmania, 7303

Dear Councillors

I wish to advise that an ordinary meeting of the Meander Valley Council will be held at the Westbury Council Chambers, 26 Lyall Street, Westbury, on **Tuesday 13 October at 1.30pm.**

A handwritten signature in dark ink, appearing to read 'Greg Preece', with a large, stylized initial 'G'.

Greg Preece
GENERAL MANAGER

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Evacuation and Safety:

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

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

Agenda for an ordinary meeting of the Meander Valley Council to be held at the Council Chambers Meeting Room, 26 Lyall Street, Westbury, on Tuesday 13 October 2015 at 1.30pm.

PRESENT:**APOLOGIES:****IN ATTENDANCE:****CONFIRMATION OF MINUTES:**

Councillor xx moved and Councillor xx seconded, ***“that the minutes of the Ordinary meeting of Council held on Tuesday 8 September, 2015, be received and confirmed.”***

COUNCIL WORKSHOPS HELD SINCE THE LAST MEETING:

Date :	Items discussed:
22 September 2015	<ul style="list-style-type: none">• Presentation by Meander Valley U3A• Townscape, Reserves & Parks Special Committee (TRAP)• 35 William Street, Westbury – Potential Land Banking Opportunity• Westbury Recreation Ground Building Upgrade Update• New and Gifted Assets Policy• Implementation of Prospect Vale/Blackstone Heights Structure Plan• Future Management of Crown Land area near Meander Valley Road, Carrick

ANNOUNCEMENTS BY THE MAYOR:

Friday 11 September

Football Federation Tasmania – Northern awards Dinner

Tuesday 15 September

Introduction meeting – Jackie Hutchinson – Country Club Tasmania

Friday 18 September

Hagley Farm School 150th/160th Anniversary function

Tuesday 22 September

Council Workshop

Thursday 24 September

NTD AGM and Local Government Committee meeting

Friday 25 September

Keep Australia Beautiful State Awards (Westbury)

Tuesday 29 September

G7 Mini Hydro Update (Council) discussion

Thursday 1 October

UTAS Inveresk Expansion Public Forum (dedicated Council session)

Friday 2 October

Citizenship Ceremony, Westbury

Tuesday 6 October

Site visit - G7 Mini Hydro proposal (Fish River)

Wednesday 7 October

Citizenship Ceremony, Westbury

Meander Valley Council Combined Staff meeting, Westbury

Launceston Airport Corporation – annual presentation

Friday 9 October

Nellie Payne Woodcarving Exhibition, official opening

Monday 12 October

Meeting with Ambassador, United Arab Emirates (Canberra)

DECLARATIONS OF INTEREST:

TABLING OF PETITIONS:

PUBLIC QUESTION TIME

General Rules for Question Time:

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

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

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

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

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

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

The Chairperson may direct a Councillor or Council officer to provide a response.

All questions and answers must be kept as brief as possible.

There will be no debate on any questions or answers.

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

Questions on notice and their responses will be minuted.

Questions without notice raised during public question time and the responses to them will not be minuted or recorded in any way with exception to those questions taken on notice for the next Council meeting.

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

Notes

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

For further information please telephone 6393 5300 or visit www.meander.tas.gov.au

PUBLIC QUESTION TIME

1. QUESTIONS TAKEN ON NOTICE – SEPTEMBER 2015

1.1 Mr N Smith, 568 Western Creek Road, Western Creek

I refer Councillors to a development application which was approved unanimously at the meeting on 14 July 2015. This is the application from G7 Generation Pty Ltd. to build a 2MW hydro generator and associated structures on the Fish River near the Mersey Forest Road.

You may remember that the agenda item included approximately 419 pages of information, much of which was dated 2012.

My question to all Councillors is "did they realise at the time they voted in favour of this development that the land in question (apart from that for the transmission line) was located inside the Tasmanian Wilderness World Heritage Area? If they did not, do they consider that it was a serious defect in the material provided by the proponent that there was no mention of the location being within the WHA, and that this omission, and that fact that some of the information provided was wrong, could have affected Council's decision-making process?"

I have previously asked the Mayor his view and I am particularly interested to hear from their Councillors.

Response by Martin Gill, Director Development Services

Council was not made aware that part of the development was within the Tasmanian Wilderness World Heritage Area prior to the consideration of the application at the Ordinary Council meeting on July 2015.

When making decisions on planning permit applications, Council acts as a Planning Authority under the provisions of the Land Use Planning and Approvals Act 1993

When considering planning permit applications, the Planning Authority can only take into account matters addressed by the provisions of the Meander Valley Interim Planning Scheme 2013.

The consideration of World Heritage values was not a matter that the Planning Authority could undertake when assessing the merits of the proposed development.

The Planning Authority could consider the purpose and objectives of the underlying land use zone, any potential visual impact on tourism, and the impact of removing native vegetation on the local habitat and the river. Council also needed to take into account the recommendations of the Assessment Committee for Dam Construction. However, it could not consider World Heritage values.

Assessment of potential impacts on the World Heritage values is a matter dealt through the provisions of the Environmental Protection and Biodiversity Conservation Act 1999 by the federal Department of Environment. In this case the proposal would need to be referred by the proponent or 'called in' by the Minister for the Environment.

The fact that the Planning Authority was not aware that the site was in the World Heritage Area before making its decision is not a serious defect in the process because the Planning Authority would not have been able to formally take into account World Heritage values under the current iteration of the Meander Valley Interim Planning Scheme 2013.

2. QUESTIONS WITHOUT NOTICE – OCTOBER 2015

COUNCILLOR QUESTION TIME

1. COUNCILLOR QUESTIONS TAKEN ON NOTICE – SEPTEMBER 2015

1.1 Cr Andrew Connor

Can the Mayor provide an update the on meeting held on July 21st on between multiple councils in the northern region to discuss Amalgamation and Shared Services? Who was present, what was tabled, what were outcomes of the meeting? Was amalgamation even discussed at all?

Response by Mayor Craig Perkins

Those present at the meeting were:

Mayor Albert Van Zetten (LCC)
Alderman Hugh McKenzie (LCC) (arrived at 4.37pm)
Robert Dobrzynski (LCC)
Mayor Craig Perkins (MVC)
Deputy Mayor Michael Kelly (MVC)
Councillor Rodney Synfield (MVC0
Greg Preece (MVC)
Ian Pearce (WTC)
Deputy Mayor Tim Harris (GTC)
John Martin (GTC)
Mayor Mick Tucker (BODC)
John Brown (BODC)
Mayor David Downie (NMC)
Des Jennings (NMC)
Mayor Carol Cox (Flinders)
Raoul Harper (Flinders)
Acting Mayor Greg Howard (Dorset)
Tim Watson (Dorset)

An agenda was tabled at the meeting. The outcome of the meeting was an agreement for each Council to consider their involvement in the benchmarking project and for the General Managers from those participating councils, to finalise the Consultants Brief. Amalgamation was not discussed.

2. COUNCILLOR QUESTIONS ON NOTICE – OCTOBER 2015

2.1 Cr Deb White

1. On p. 1.1.6 of the September Briefing Report, there is a letter from Independent Living Services seeking information about the Meander School property. Could Council officers give an update on this matter, and how this query has been responded to?

Response by Greg Preece, General Manager

The letter from Independent Living Support Services made no reference to the Meander School but had sought advice from the Director Development Services regarding the Deloraine Racecourse site. The Community Development Manager has written to Independent Living Support Services to offer advice as to how they might progress their project.

2. Also in the September Briefing Report, there are several letters from Mrs Jan Crosswell. The first is dated 2nd September 2015, but there is no reply included. Could this be supplied to Councillors?

Response by Martin Gill, Director Development Services

Yes the reply will be provided in the October Briefing Report.

3. COUNCILLOR QUESTIONS WITHOUT NOTICE – OCTOBER 2015

DEPUTATIONS BY MEMBERS OF THE PUBLIC

NOTICE OF MOTIONS BY COUNCILLORS

DEV 6	Ashley Youth Detention Centre – Cr Bob Richardson
DEV 7	Development in the Tasmanian Wilderness World Heritage Area – Cr Deb White
ED & S 2	Inability for Westbury Residents and Businesses to connect to Broadband – Cr Bob Richardson
INFRA 1	Renaming both sections of Reid Street to Reid Street East and Reid Street West – Cr Ian Mackenzie

CERTIFICATION

"I certify that with respect to all advice, information or recommendation provided to Council with this agenda:

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



Greg Preece
GENERAL MANAGER

"Notes: S65(1) of the Local Government Act requires the General Manager to ensure that any advice, information or recommendation given to the Council (or a Council committee) is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation. S65(2) forbids Council from deciding any matter which requires the advice of a qualified person without considering that advice."

COUNCIL MEETING AS A PLANNING AUTHORITY

The Mayor advises that for items DEV 1 to DEV 4 Council is acting as a Planning Authority under the provisions of the *Land Use Planning and Approvals Act 1993*.

DEV 1 INTERIM PLANNING SCHEME – AGREED AMENDMENT – 27 TOWER HILL STREET, DELORAINE

1) Introduction

The purpose of this report is to initiate and certify a draft amendment to the Meander Valley Interim Planning Scheme 2013, to insert site-specific use qualifications for the property located at 27 Tower Hill Street, Deloraine.

2) Background

Following the submission of representations to the Meander Valley Interim Planning Scheme 2013 and Council's report on those representations, the Tasmanian Planning Commission has conducted a process involving representors and Council to discuss the issues raised and determine if there is any potential for agreement on modifications to the Scheme.

At its July 2015 meeting, Council resolved to agree to an amendment to the Interim Planning Scheme, relating to the Delquip business located at 27 Tower Hill Street, Deloraine, to provide for some additional uses at that site. In accordance with the legislation, Council also resolved to request the Minister to provide written direction to initiate the agreed amendment.

The Minister's direction to initiate the draft amendment under Section 34(2) of the Land Use Planning and Approvals Act (LUPAA) 1993 was received on the 11 September 2011.

3) Strategic/Annual Plan Conformance

The recommendation is supported by the following Future Directions in the Meander Valley Community Strategic Plan 2014 - 2024:

- **Future Direction (1) - A sustainable natural and built environment**
- **Future Direction (2) - A thriving local economy**

4) Policy Implications

Not Applicable

5) Statutory Requirements

In the consideration of Interim Planning Schemes, the Land Use Planning & Approvals Act 1993 (LUPAA) provides a process to modify the Schemes if discussions through the hearings indicate that an amendment is agreed. Section 30K outlines the applicable matters for the Tasmanian Planning Commission's (the Commission) consideration of the scheme and representations.

Section 30K(4) provides for the Commission to either seek an urgent amendment by notice to the Minister, or seek the approval of the Minister for a written direction to a planning authority under section 34(2) to amend the Scheme. A direction has been provided to Meander Valley Council under section 34(2) and Council must comply within 10 weeks.

Where a draft amendment is submitted, under section 37(1) the Commission may dispense with certain requirements where:

"(a) the draft amendment is for the purpose of –

(vie) implementing an agreed amendment; and...

(b) the public interest will not be prejudiced –

the Commission may, by notice in writing given to the planning authority, dispense with the requirements of sections 38, 39, 40 and 41 in relation to the draft amendment and give its approval to the draft amendment in accordance with section 42."

The public interest test prescribed in section 37(1)(b) requires that a draft 'agreed amendment' is publicly notified for a minimum of 14 days with any representations then considered by the Commission before a final decision is made on the amendment.

When preparing a draft amendment, the planning authority must certify that draft amendment meets the requirements specified in Section 32 of LUPAA. This is discussed in the officer's comments.

Statutory Timeframes

Decision – Initiation and Certification:	Tuesday 13 October 2015
Advertising:	Saturday 17 October 2015 and Saturday 24 October 2015

Closing date for representations:	Monday 2 November 2015
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6) Risk Management

Risk is managed through the appropriate consideration of future use and development under the provisions of the Interim Planning Scheme. This is discussed further in the officer's comments.

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

The Meander Valley Interim Planning Scheme 2013 was publicly notified between 19 October 2013 and 9 January 2014.

A report under section 30J of LUPAA was prepared in response to the representations received and the prescribed content of the report.

The proposed amendment is a result of further discussion between the landowner representor and Council through the Commission's process to consider and hear representations.

Following initiation, the draft amendment will be publicly notified for 14 days and surrounding landowners will be directly notified by mail.

9) Financial Impact

Not Applicable

10) Alternative Options

There are no alternative options. Council must comply with the direction of the Minister. If it fails to comply, the Commission may assume the responsibilities of the planning authority and Council would be required to pay all costs incurred by the Commission in doing so.

11) Officers Comments

The Minister's direction requires that the draft amendment to be initiated provides for the following discretionary uses to be inserted into Section 10.2

– Use Table for the General Residential Zone, specifically qualified as being limited to the 27 Tower Hill Street title:

Bulky Goods Sales	If for CT 15085/1
Equipment and machinery sales and hire	If for CT 15085/1
Food Services	If for CT 15085/1
Service Industry	If for CT 15085/1
Storage	If for CT 15085/1

In certifying an amendment to the planning scheme, Council must demonstrate that the amendment is in accordance with Sections 32 and 30(O) of the Act. To do this Council must:

- provide the strategic rationale for the proposed amendment;
- detail the site and the surrounding uses;
- provide a full description of the proposed rezoning of land and any provisions to be inserted into the Scheme;
- demonstrate that the application can further the objectives set out in Schedule 1 of the Act;
- determine that the proposal is in accordance with the State Policies made under section 11 of the State Policies and Projects Act 1993;
- have regard to the strategic plan of the Council;
- consider the safety requirements set out in the standards prescribed under the Gas Pipe lines Act 2000;
- establish that the proposal is in accordance with the Regional Land Use Strategy of Northern Tasmania;
- demonstrate that the application is not inconsistent with local provisions or does not revoke or amend overriding local provisions or common provisions of the Scheme;
- consider the potential for land use conflicts with use and development permissible in an adjoining Local Government Area;
- have regard to the impact of the amendment on the use and development of the region in environmental, economic and social terms.

Strategy

Land Use & Development Strategy 2005

Council's Land Use and Development Strategy (the Strategy) 2005 informed the development of the Meander Valley Interim Planning Scheme 2013. The Strategy analysed Meander Valley circumstances and developed policy to address likely rural settlement needs into the future.

Under the heading 'Changing Communities' the Strategy recognises...

"The size and composition of communities change over time in response to a range of factors, principally: economic circumstances and employment opportunities; trends in agricultural, tourism and primary industries; housing availability and affordability; the needs of ageing populations and access to services. These drivers can change a community's needs in terms of the location and design of housing, community facilities such as schools, and recreational and healthcare facilities. Council's planning scheme can significantly affect the capacity of communities to respond to these changing needs."

By developing policies, provisions and zonings that take into account the likely impact of predicted trends, Council can contribute to the creation of liveable environments and healthy communities." (p9)

The Strategy states ... "A key objective of Council's land use strategy is to meet the needs of changing communities". (p12) In 'Planning for Population Change', the Strategic Direction is "Council acknowledges the need to ensure land use and development is responsive to the changing level and distribution of population in the Meander Valley". (p12)

In 'Developing the Economy' the Strategy states...

"Continued economic development is essential for the growth and prosperity of the Meander Valley. The planning scheme must provide opportunities for appropriate economic growth and must recognise the need for local employment in order to sustain settlement populations and ensure their economic wellbeing." (p28)

In particular reference to small business...

"Like other rural and regional areas, the Meander Valley has a large number of people self-employed in small businesses. This sector of the economy generates considerable employment and wealth and provides diverse and often specialist skills to the population and industry. Many small businesses develop over time

into more conventional businesses. This growing sector of the economy often operates from non-traditional premises and does not comfortably fit into traditional development patterns or planning schemes. The planning scheme should provide support and flexibility for development of this sector to maximise its benefit to the economy.” (p29)

Under ‘Small Business Development’ the Strategic Direction states... *“Council recognises the contribution to the economy of small and home-based business. Council supports the future development of small business and will encourage and facilitate development of this sector where appropriate”. (p.30)* In developing the planning scheme it states ...*“Provisions for home occupations and small business should be flexible and supportive across the council area subject to assessment of the impact on the amenity of the area, the transport network and the environment.” (p.30)*

The Strategy outlines future directions for each settlement. The Business and Tourism Strategy for Deloraine is extracted below:

Strategy for Deloraine
Business and tourism
<ul style="list-style-type: none">• <i>The existing commercial centre of Deloraine focused on the main street will be maintained as the primary retail and commercial area. Retail uses will not be encouraged elsewhere.</i>• <i>To promote consolidation and focus demand the main street precinct will be maintained at its current size in the period 2004-16.</i>• <i>Tourism will be encouraged to locate in the main street precinct.</i>

LU&D Strategy 2005 (p.103)

Comment:

Through submissions to the Interim Planning Scheme, it is apparent that some flexibility is beneficial to ensure the longevity of important local businesses and the local service that they provide. This is particularly important in rural centres that are not proximate to other major settlements. Deloraine maintains a district service role in this regard.

The site of the draft amendment is an historical location within an older residential area of Deloraine and does not neatly fit the zoning pattern. Nonetheless it is a long standing business location.

Council, in agreeing to the draft amendment, considered a number of uses (some of which already occur in part) that would be suitable for the site, without compromising the commercial centre focus on Emu Bay Road outlined in the Strategy for Deloraine above.

Regional Land Use Strategy of Northern Tasmania 2013 (RLUS)

The RLUS sets out the strategy and policy basis to manage change, growth and development across the Northern Region to 2032. The RLUS addresses the higher order regional land use pattern and issues that require co-ordinated action across the region.

The RLUS identifies a Regional Settlement Network which prioritises an urban settlement pattern that *"creates well-planned communities, supported by an activity centre network that gives people good access public transport and links residential areas to employment locations"*. (p.38)

It states ... "Regional planning policies must reflect the diverse nature, type, role and function of settlements within the region and the changing population and housing needs. The function, type and distribution of urban settlements also relates to issues of employment and industrial land provision that is integrated with the infrastructure and transport networks required for the region's future development.

...As such, the key overall regional planning strategy is to confirm a clear hierarchy of settlements to which various settlement types and associated land uses contribute to the ongoing viability of the region's productivity, liveability and sustainability". (p39)

Deloraine is described as a 'District Centre' which is... *"Significant regional settlement areas where residents of and visitors to the region can access a wide range of services, education and employment opportunities, although employment is strongly related to surrounding productive resources. Important centres to surrounding sub-region"*.

The Regional Settlement Network action RSN-A2 states ... *"Ensure that the zoning of land provides the flexibility to appropriately reflect the nature of the settlement or precincts within a settlement and the ability to restructure underutilised land"*.

The Regional Settlement Network policy RSN-P2 states... *"Ensure existing settlements can support local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those urban and rural settlements"*. (p.59)

The strategy for the Regional Activity Centre Network reinforces the consolidation of activity centres with a mix of land uses. Regional Activity Centre Network RAC-A2 states... *"Ensure that zoning and land use provisions under Planning Schemes minimise the potential for decentralisation of*

functions outside of the Regional Activity Centres Network and reinforces the spatial hierarchy, role and function of centres”.(p73)

Comment:

The RLUS recognises that the nature of settlements across the region is diverse and that the function of a settlement makes an economic contribution to the region. The RLUS supports zoning (and by default the zone provisions) that is flexible, but appropriately protects against decentralisation of key activity centre functions.

The principal activity centre is the General Business Zone on Emu Bay Road. To maintain the integrity of the activity centre for retail functions, given the size of the site, it was considered that the site was not appropriate to convert to a full retail use in the future, given its dislocation from the activity centre on Emu Bay Road. Retailing of parts and hardware currently form part of the use of the site relating to the nature of the business, being a service type industry. There are existing use rights associated with this retail component. Similarly, it was not considered appropriate to convert the entire site to a manufacturing use, given the potential for impact on the surrounding residential environment. Currently a small amount of manufacturing related to machinery occurs on the site. To maintain the integrity of the strategy for industry, larger scale industrial uses should be directed to Deloraine’s industrial zones.

As such, the retail and manufacturing uses are proposed to remain as existing non-conforming uses, which have some allowance in the Scheme for minor development. Council, in agreeing to the draft amendment, considered a number of uses that would be suitable for the site, without compromising the commercial and industrial centres.

Site and Surrounding Uses

The site is No. 27 Tower Hill Street, Deloraine and currently contains the Delquip business. This business operates as multiple uses that are defined in the planning scheme, including Bulky Goods Sales, Equipment and Machinery Sales and Hire, General retail and Hire, Manufacturing and Processing and Service Industry.

The land is a 754m² corner lot, mostly covered by building except for approximately 120m² of driveway. The surrounding land is characterised by residential properties, averaging a similar area to the subject site. The land is relatively flat and is not subject to any hazards. The road reserve of Tower

Hill Street is unusually wide at 27 metres, however is subject to some encroachment in this vicinity. The Delquip building has access to both Tower Hill Street and Best Street.



Figure 1 – Aerial photo of the site and surrounding residential properties.



Photo 1 – View of subject site along Best Street frontage.



Photo 2 – View of subject site along Tower Hill Street frontage.



Photo 3 – View of access to subject site from Tower Hill Street frontage.

Interim Planning Scheme 2013 Provisions

The draft amendment proposes to insert site specific qualifications relating to 27 Tower Hill Street to provide for future consideration of some additional discretionary uses to enable some flexibility for the business and site given its existing nature. These uses are:

- Bulky goods Sales;
- Equipment and Machinery Sales and Hire;
- Food Services
- Service Industry
- Storage.

The current mix of uses operating on the site is:

- Bulky goods Sales;
- Equipment and Machinery Sales and Hire;
- General Retail and Hire;
- Manufacturing and Processing;
- Service Industry;

The draft amendment proposes to allow for consideration expansion of some of the existing uses across the extent of the site and two potential new uses in Food Services and Storage.

Section 8.10 of the planning scheme outlines the matters to be considered in determining an application for a discretionary use. These are:

- (a) the purpose of the applicable zone;
- (b) any relevant local area objective or desired future character statement for the applicable zone;
- (c) the purpose of any applicable code; and
- (d) the purpose of any applicable specific area plan.

The purpose of the General Residential Zone provides for "*compatible non-residential uses that primarily serve the local community*", however also provides priority to the protection of residential amenity. This would consider any potential future impacts relating to noise, light, hours of operation, traffic etc.

The General Residential Zone Use standards relating to environmental nuisance, commercial vehicles and goods and materials storage provide additional protection for residential amenity.

In addition, the Road and Railway Asset Code, Car Parking & Sustainable Transport Code would apply and potentially the Environmental Impact and Attenuation Code depending upon the use proposed. These codes specifically address potential traffic, parking and environmental impacts of uses in the context of the surrounding residential environment.

The enabling provisions of Section 9.1 relating to changes to an existing non-conforming use would apply a general discretion to extension or minor development to the existing retail and manufacturing uses on the site. As described above, some proposed qualified uses already function to some degree, however it is considered that it was possible that these uses, plus two additional uses could function over the entire site with very little difference in impact to that which currently exists.

It is considered that the provisions of the planning scheme provide appropriate, detailed protection to the surrounding residential environment whilst enabling some flexibility for a long-established site, consistent with strategy.

Schedule 1 – Land Use Planning & Approvals Act

The Objectives of the Resource Management and Planning System of Tasmania:

Part 1

- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

Comment:

The land is located within an existing urban settlement. There is no additional impact on natural and physical resources.

The proposal is considered acceptable in terms of this objective.

(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and

Comment:

The provisions of the planning scheme will apply to any future consideration of use and development associated with the additional inclusions. The draft amendment proposes efficiency for an existing developed site and protections for residential amenity are described under the zone and code provisions above.

The proposal is considered acceptable in terms of this objective.

(c) to encourage public involvement in resource management and planning; and

Comment:

The draft amendment is an agreed amendment which resulted from a public consultation process for the Interim Planning Scheme. There will be further public notification of the proposal following initiation of the draft amendment whereby public representation may be made.

The proposal is considered acceptable in terms of this objective.

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and

Comment:

The draft amendment resulted from representations to the Interim Planning Scheme relating to the long-term economic viability of an important local service business in Deloraine. Strategy is discussed above and highlights flexibility to ensure the sustainability of local businesses.

The proposal is considered acceptable in terms of this objective.

- (e) *to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.*

Comment:

The draft amendment is part of a process of consideration for the Interim Planning Scheme. This process has considered the views of local community and private interests together with government submissions.

The proposal is considered acceptable in terms of this objective.

Part 2

- (a) *to require sound strategic planning and co-ordinated action by State and local government;*

Comment:

The draft amendment is considered in the context of local and regional strategy and any relevant State policies or interests. Currently the draft amendment is being considered in the process to determine the Interim Planning Scheme.

The proposal is considered acceptable in terms of this objective.

- (b) *to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*

Comment:

The draft amendment proposes an amendment to the ordinance to enable some flexibility for use, consistent with documented strategy.

The proposal is considered acceptable in terms of this objective.

- (c) *to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

Comment:

The site is located within an established urban area. Future potential impacts on the residential nature of this environment are appropriately considered through the Scheme provisions that prioritise residential amenity.

The proposal is considered acceptable in terms of this objective.

- (d) *to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

Comment:

The draft amendment is consistent with policies and actions outlined in the local and regional strategy as described above. State Policies are discussed in detail below.

The proposal is considered acceptable in terms of this objective.

- (e) *to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*

Comment:

It is not envisaged that other approvals would be required for the discretionary uses proposed. The planning scheme will appropriately assess the extent of impact.

The proposal is considered acceptable in terms of this objective.

- (f) *to ensure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania; and*

Comment:

The draft amendment aims to facilitate the sustainability of a long established business in Deloraine. In doing so, the Scheme provisions appropriately protect the residential environment that surrounds the site.

The proposal is considered acceptable in terms of this objective.

- (g) *To conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*

Comment: Not applicable.

- (h) *To protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and*

Comment:

The site is mostly developed and connects to existing reticulated services. The Scheme provisions provide appropriate consideration of any future impact on road infrastructure through traffic and parking.

The proposal is considered acceptable in terms of this objective.

- (i) *to provide a planning framework which fully considers land capability.*

Comment:

The site is mostly developed and is capable of containing the uses proposed.

The proposal is considered acceptable in terms of this objective.

State Policies

The following State Policies are made under the *State Policies and Projects Act 1993*:

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997; and
- Tasmanian State Coastal Policy 1996.

The subject land is urban and is connected to reticulated services. Section E9 – Water Quality Code in the planning scheme, fulfils obligations under the State Policy on Water Quality Management. As such, the policies are not relevant to the draft amendment.

The National Environmental Protection Measures are automatically adopted as State Policies under the State Policies and Projects Act. The National Environmental Protection Measures adopted as State Policies are:

- National Environment Protection (Used Packaging Materials) Measure;
- National Environment Protection (Ambient Air Quality) Measure
- National Environment Protection (Movement of Controlled Waste Between States and Territories) Measure
- National Environment Protection (National Pollutant Inventory) Measure

- National Environment Protection (Assessment of Site Contamination) Measure
- National Environment Protection (Diesel Vehicle Emissions) Measure
- National Environment Protection (Air Toxics) Measure

Comment:

The listed NEPMs are largely regulated by the Environment Protection Authority and other agencies, some of which will not be relevant to this site. Matters relating to potential emissions from future use of the site are assessed through the environmental nuisance provisions in the planning scheme, described above.

Meander Valley Council Community Strategic Plan 2014 – 2024

The relevant 'Future Directions' and 'Strategic Outcomes' in Council's Community Strategic Plan 2014 -2024 are outlined below:

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

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

Strategic Outcome

- 1.1 Contemporary planning supports and guides growth and development across Meander Valley.

Future Direction (2) - A thriving local economy

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

Strategic Outcome

- 2.1 The strengths of Meander Valley attract investment and provide opportunities for employment.

- 2.2 Economic development in Meander Valley is planned, maximising existing assets and investment in infrastructure.

Gas Pipe lines Act 2000

Not applicable.

Local and Common Provisions

Currently, the only Common Provisions in the planning scheme are Planning Directive 1 – State Planning Scheme Template, Planning Directive 4.1 – Single and Multiple Dwelling Standards in the General Residential Zone and PD5 – Development in Bushfire Prone Areas Code. The draft amendment does not affect or amend these provisions.

A Planning Purposes Notice (PPN) was issued on the 10 October 2013 for the Meander Valley Interim Planning Scheme. The PPN allows for various local provisions to override the common provisions of the Scheme (outlined above).

Local provisions that can variably override the common provisions in the General Residential Zone and E1.0 - Bushfire Prone Areas Code include:

- E2.0 Potentially Contaminated Land;
- E3.0 Landslip Code;
- E4.0 Road and Railway Asset Code;
- E5.0 Flood Prone Areas Code;
- E7.0 Scenic Management Code;
- E8.0 Biodiversity Code;
- E9.0 Water Quality Code;
- E11.0 Environmental Impacts and Attenuation Code;
- E13.0 Local Heritage Code;
- E15.0 Karst Management Code; and
- E16.0 Urban Salinity Code.

The draft amendment does not affect or amend these provisions as the location is not within a bushfire prone area and the proposed uses to be included in section 10.2 - Use Table are not residential uses.

Land Use Conflicts

Section 32 of LUPAA seeks to avoid land use conflicts with use and development permissible under a planning scheme of an adjoining area.

Deloraine is located approximately 12 Kilometres from Kentish Council area to the west, 19 Kilometres from Latrobe Council and West Tamar Council areas to the north and northeast and in excess of 30 Kilometres to Northern Midlands and Launceston City Council areas to the south and east.

The site is located in a central area of the Deloraine township and relates to a single title. The impacts of the proposed uses will be limited to the locality of the site and will not affect any adjoining Council areas.

Impact of the Amendment on the Region as an Entity

The amendment enables future consideration of some additional uses for a single site within the township of Deloraine. The Regional Strategy of Northern Tasmania is discussed above and concluded that the draft amendment as proposed is consistent with that strategy and supports regional policies for environmental, economic and social outcomes.

Conclusion

In summary, it is considered that the draft amendment is supported by regional and local strategies and the objectives of LUPAA. The proposed uses, if applied for in the future, will be appropriately considered through the provisions of the planning scheme to protect surrounding properties and the principal purpose of the zone.

AUTHOR: Jo Oliver
SENIOR TOWN PLANNER

12) Recommendation

It is recommended:-

That pursuant to Section 34 of the Land Use Planning and Approvals Act 1993, the following amendment to the Meander Valley Interim Planning Scheme 2013 is initiated and pursuant to Section 35 is certified as being in accordance with Sections 30(O) and 32 of the Act:

- 1. Insert a site specific qualification for 27 Tower Hill Street (CT 15085/1) into Section 10.2 - Use Table – General Residential Zone to provide for the following discretionary uses as follows:**

<i>Bulky Goods Sales</i>	<i>If for CT 15085/1</i>
<i>Equipment and machinery sales and hire</i>	<i>If for CT 15085/1</i>
<i>Food Services</i>	<i>If for CT 15085/1</i>
<i>Service Industry</i>	<i>If for CT 15085/1</i>
<i>Storage</i>	<i>If for CT 15085/1</i>

DECISION:

TASMANIAN PLANNING COMMISSION



Our ref: DOC/15/74454
Officer: Pam Scott
Phone: 03 6165 6834
Email: enquiry@planning.tas.gov.au

10 September 2015

Mr Greg Preece
General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

Attention: Jo Oliver

Dear Mr Preece

**Direction to initiate an amendment to the Meander Valley Interim Planning Scheme 2013
27 Tower Hill Street, Deloraine**

I am pleased to advise that on 2 September 2015 the Minister for Planning and Local Government, Mr Peter Gutwein MP, approved the Commission directing the Meander Valley Council to initiate an amendment to the planning scheme under section 34(2) of the *Land Use and Planning Approvals Act 1993*.

I confirm that the draft amendment is to be initiated in the terms agreed and proposed by Council and Mr Clarke as follows:

The Use Table for the General Residential zone be amended to provide for the following discretionary uses as follows:

Bulky Goods Sales	If for CT 15085/1
Equipment and machinery sales and hire	If for CT 15085/1
Food Services	If for CT 15085/1
Service Industry	If for CT 15085/1
Storage	If for CT 15085/1

Under section 34(2) of the Act Council has 10 weeks to initiate the amendment of the scheme as directed.

The Panel's decision to recommend to the Minister that he give his approval for the Commission directing the Council to initiate the amendment is procedural in nature and has been made on a without prejudice basis.

The merit of the draft amendment will be determined by the Commission in due course after consideration of public representations and Council's response to those representations as well as any other relevant evidence or information provided during the assessment process.

If you have any queries please contact Pamela Scott, Senior Planning Consultant, on 6165 6834.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Marietta Wong', written in a cursive style.

Marietta Wong
Acting Director Assessments

DEV 2 RESIDENTIAL OUTBUILDING – 120 BLACKSTONE ROAD, BLACKSTONE HEIGHTS

1) Introduction

This report considers the planning application PA\15\0067 for a Residential Outbuilding for land located at 120 Blackstone Road, Blackstone Heights (CT 27768/10).

2) Background

Applicant

N Amundsen

Planning Controls

The subject land is controlled by the Meander Valley Interim Planning Scheme 2013 (referred to this report as the 'Scheme').

Development

The application proposes the construction of a 70m² residential outbuilding in the northern corner of the subject title. The outbuilding will be used for general domestic storage and as a garage. It will be constructed of steel and clad in grey Colorbond. Two garage roller doors will provide access on the south-east side of the building. The site has previously been landscaped and the outbuilding will be constructed on an existing earth platform.



Figure 1: proposed site plan

Site & Surrounds

The subject property is 1600m² in size and slopes steeply downward from Blackstone Road on the western frontage to Blackstone Park on the eastern side. The title has been landscaped in the past to create a number of retained and battered terraces down the slope (see Photo 2 below).

The land is used for residential purposes and a single dwelling has been constructed at the top of the lot, adjacent to Blackstone Road. An existing concrete and gravel driveway provides access to the lower areas. The land is bordered by a large hedge to the frontage, but is otherwise clear of standing vegetation.

Blackstone Park adjoins the title to the north-east, while the land to the south-east and south-west contains dwellings. The land to the north-west is vacant and is predominately covered with a mix of native and introduced vegetation (see Figure 2 below).



Photo 1: View to the front of the subject property from Blackstone Road.



Photo 2: View across the subject property to the west, taken from the eastern corner of the lot and showing the approximate site of the development.



Figure 2: Aerial photo of the subject property and surrounding land.

Statutory Timeframes

Valid application:	26 August 2015
Advertised:	29 August 2015
Closing date for representations:	14 September 2015
Request for further information:	Not Applicable
Information received:	Not Applicable
Extension of time granted:	15 September 2015
Extension of time expires:	14 October 2015
Decision Due:	13 October 2015

3) Strategic/Annual Plan Conformance

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

4) Policy Implications

Not Applicable

5) Statutory Requirements

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

6) Risk Management

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

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

The application was advertised for the 14-day period required under legislation. One representation was received (attached). The representation is discussed in the assessment below.

9) Financial Impact

Not Applicable

10) Alternative Options

Council can either approve the development, with or without conditions, or refuse the application.

11) Officers Comments

Zone

The subject property is zoned Residential Low Density (see Figure 2 below). The land surrounding the site is located in the Low Density Residential Zone and Open Space Zones.

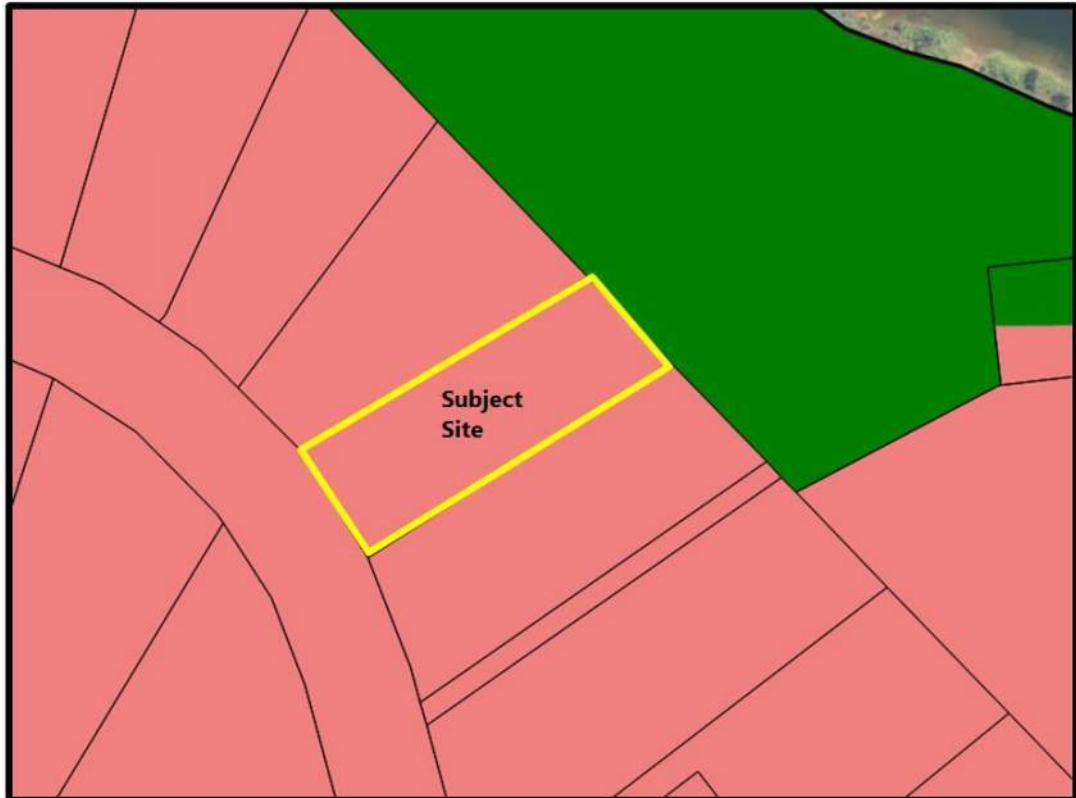


Figure 3: Zoning of subject title and surrounding land

Use Class

In accordance with Table 8.2 the proposed Use Class is:

- Residential

In the Low Density Residential Zone, Residential use (for a Single Dwelling) is specified in Section 12.2 – Low Density Residential Zone Use Table as being *No Permit Required*. However, the development does not comply with all the Acceptable Solutions of the Low Density Residential Zone and relies on Performance Criteria. As such, it is subject to a Discretionary permit process.

Applicable Standards

This assessment considers all applicable planning scheme standards.

In accordance with the statutory function of the State Template for Planning Schemes (Planning Directive 1), where use or development meets the Acceptable Solutions it complies with the planning scheme, however it may be conditioned if considered necessary to better meet the objective of the applicable standard.

Where use and development relies on performance criteria, discretion is used for that particular standard. To determine whether discretion should be exercised to grant approval, the proposal must be considered against the objectives of the applicable standard and the requirements of Section 8.10.

A brief assessment against all applicable Acceptable Solutions of the Low Density Residential Zone and applicable Codes is provided below. This is followed by a more detailed discussion of any applicable Performance Criteria and the objectives relevant to the particular discretion.

Compliance Assessment

The following table is an assessment against the applicable standards of the Meander Valley Interim Planning Scheme 2013.

12.0 Low Density Residential Zone			
Scheme Standard		Comment	Assessment
12.3.1 Amenity			
A1	If for permitted or no permit required uses.	Single Dwelling is a <i>No Permit Required</i> use in the zone.	Complies
A2	Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.	Not applicable.	Not applicable.
12.4.1.1 Site Coverage			
A1	The site coverage must not exceed more than 30% of the site.	The dwelling (192m ²) and outbuilding (70m ²) have a combined site coverage of 162m ² ; approximately 10.14% of the 1600m ² site.	Complies
12.4.1.2 Building Height			
A1	Building height must not exceed 8m	The outbuilding has a maximum height of 4.5m including the existing fill.	Complies
12.4.1.3 Frontage Setbacks			
A1	Primary frontage	The proposed outbuilding is	Complies

	setbacks must be a minimum of 6m	setback behind the existing building line, well in excess of 6m from the frontage.	
12.4.1.4 Rear and Side Setbacks			
A1	Buildings must be setback 5m from the rear boundary.	The proposed outbuilding is setback 5m from the rear boundary.	Complies
A2	Buildings must be setback from the side boundaries 3m.	The outbuilding is proposed to be setback 2m from the side boundary.	Relies on Performance Criteria
12.4.1.5 Outbuildings and Ancillary Structures			
A1	<p>Outbuildings must not have a:</p> <ul style="list-style-type: none"> a) Combined gross floor area greater than 80m²; and b) Maximum wall height of greater than 4.5m; and c) A maximum height greater than 4.5m. 	<p>The proposed outbuilding has a floor area of 70m². The existing garden shed also has a maximum area of 4.5m². The combined area is less than 80m².</p> <p>As the outbuilding has a gabled roof, the maximum wall height of the building is 4.5m. As such the development relies on the Performance Criteria.</p> <p>The outbuilding has a maximum roof height of 4.5m.</p>	Relies on Performance Criteria

E6 Car Parking and Sustainable Transport Code			
Scheme Standard		Comment	Assessment
E6.6.1 Car Parking Numbers			
A1	The number of car parking spaces must not be less than the requirements of: a) Table E6.1	<p>The proposed development does not generate demand for additional parking and does not compromise existing parking on the site.</p> <p>Currently there are two parking spaces to the north-west of the dwelling in the sealed driveway. There is additional room at the rear</p>	Complies

		of the property to accommodate two additional parking spaces. These will be contained within the proposed outbuilding.	
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Performance Criteria

Low Density Residential Zone

12.4.1.4 Rear and Side Setbacks

Objective:

To ensure that the:

- a) height and setback of dwellings from a boundary respects the existing neighbourhood character and limits adverse impact on the amenity and solar access of adjoining dwellings; and*
- b) separation of buildings is consistent with the preferred low density character and local area objectives, if any.*

Performance Criteria P2:

Building setback to the side boundary must be appropriate to the location, having regard to the:

- a) ability to provide adequate private open space for the dwelling; and*
- b) character of the area and location of dwellings on lots in the surrounding area; and*
- c) impact on the amenity and privacy of habitable room windows and private open space of existing and adjoining dwellings; and*
- d) impact on the solar access of habitable room windows and private open space of adjoining dwellings; and*
- e) locations of existing buildings and private open space areas; and*
- f) size and proportions of the lot; and*
- g) extent to which the slope and retaining walls or fences reduce or increase the impact of the proposed variation.*

COMMENT:

The proposed outbuilding will be setback 2m from the north-west side boundary. While less than the Acceptable Solution (3m) the setback is considered to be acceptable.

The proposed outbuilding is approximately 25m downslope of the subject dwelling and will not impact the private open space or habitable rooms of this dwelling.

The land to the north-west, 122 Blackstone Road, is currently vacant and does not contain any buildings or structures. It is largely vegetated with a mix of native regrowth and weeds. The proposed outbuilding does not contain any windows facing the adjoining title and does not offer any increased opportunity to overlook the neighbouring land. The building will not impact the privacy of any future dwelling.



Photo 3: 122 Blackstone Road, looking north-east from the frontage.

The outbuilding will not impact solar access to any habitable rooms or private open space areas associated with any existing dwelling. As the outbuilding is located in the northern corner of the lot, shadows from the building will be cast onto the subject title between 9:00am and 3:00pm, with no impact on 122 Blackstone Road. The proposed outbuilding will not restrict the ability of a future dwelling to achieve adequate solar access.

The proposed setback is consistent with the existing neighbourhood character. A number of dwellings and outbuildings in the immediate area are located less than 3m from the side boundary. For example, 106, 114 and 117 Blackstone Road all have outbuildings setback between 2 metres and 3 metres from the side boundary. It is however, noted that a large portion of outbuildings in the vicinity are provided with some vegetation screening.

Although currently vacant, it is reasonable to assume that the regrowth at 122 Blackstone Road will be required to be removed to accommodate a dwelling and to comply with bushfire safety requirements. As such, a more formal screening of the building is considered warranted. The small increase in visual bulk caused by a reduction in the setback can be effectively

mitigated by planting a vegetation screen between the outbuilding and the boundary. Such a treatment is already a feature of the subject title, with existing vegetation screens along the frontage and the driveway.



Figure 4: Aerial photo, showing vegetation screens on the subject property and screening the neighbouring outbuilding.

Vegetation screening is also supported by the Desired Future Character Statement for Blackstone Heights, which states:

"Blackstone Heights is characterised by large, prominent single dwellings and outbuildings on larger lots. This character is to be maintained with due consideration to the mitigation of building bulk through landscaping and the minimization of cut and fill works where development is viewed from public open space."

Screening the development will significantly improve the visual appearance of the outbuilding from 122 Blackstone Road and is consistent with the character of other large outbuildings in the area. This also furthers the objective of the standard to *"respect the existing neighbourhood character"*. A condition is recommended below.

The subject title slopes downward from south-west to north-east. The proposed outbuilding will be constructed at the lowest part of the lot and

requires a small amount of fill to counteract the slope. While the existing fill will increase the overall height of the structure above natural ground level, it is not considered to be significant and is still complies with the Acceptable Solutions for maximum height.

The setback is not unreasonable, given the size, proportions and slope of the site. The lot has a total width of 24m. Reducing the setback to the side boundary will allow vehicles to access and manoeuvre in front of the outbuilding with greater convenience.

The setback of the proposed outbuilding will not result in an inconsistent separation between existing buildings in the area and there is ample opportunity for a dwelling to be constructed on the adjoining land with adequate separation.

A 1 metre deviation from the scheme standard is considered to be minor given that the land is vacant, has a relatively large area and that future use and development cannot be determined.

With appropriate conditioning, the development is considered to be consistent with the objective.

Recommended Condition:

- *Prior to the commencement of use, a dense screen of trees or shrubs is to be planted along the full length of the north-west side of the outbuilding and extending 1m past the west corner, to screen the development. The plant screen must be of an evergreen species, will attain a minimum mature height of 3m and is to be planted at such intervals as to create a continuous screen once mature. The chosen species is to be confirmed with Council's Town Planner prior to planting. The vegetation is to be maintained in a condition appropriate to provide reasonable screening with any plant fatalities being replaced.*

Low Density Residential Zone

12.4.1.5 Outbuildings and Ancillary Structures

Objective:

To ensure that:

- a) outbuildings do not detract from the amenity or established neighbourhood character; and*
- b) dwellings remain the dominant built form within an area.*

Performance Criteria P1:

Outbuildings must be designed and located having regard to:

- a) visual impact on the streetscape; and*
- b) any adverse impacts on native vegetation; and*
- c) overshadow adjoining properties; and*
- d) compatibility with the size and location of outbuildings in the neighbourhood.*

COMMENT:

Due to the proposed outbuilding having gabled ends and the depth of existing fill, the total height of the north-east wall will exceed 3.5m above natural ground level.

The outbuilding will not adversely impact the streetscape. The site of the development is more than 40m from Blackstone Road, with a significant fall in elevation. Natural topography and the existing dwelling substantially screen the outbuilding from view.

The land is largely free of native vegetation and the development does not require additional vegetation clearance.

The outbuilding will not unreasonably overshadow the land to the north-west, 122 Blackstone Road. The outbuilding is located to the south of this lot and shadows will predominately fall on the subject land. Blackstone Park is located to the north-east and will receive some overshadowing in the late afternoon. However, the shadow will fall onto the carpark and not usable recreation areas. Due to the steep slope of the land, the natural geography already overshadows Blackstone Park and the proposed outbuilding will not result in a significant increase in overshadowing.



Photo 4: Subject site viewed from Blackstone Park, showing adjacent carpark.

The outbuilding is consistent with the size and location of outbuildings in the neighbourhood. The large lot size in the Low Density Residential area allows for the development of larger outbuildings. These have become a characteristic feature of the Blackstone Heights area. As Blackstone Road is elevated above the outbuilding and it is located at the rear of the lot, the existing dwelling, adjacent to the road, will remain the dominant building on the site.

The increased wall height of the north-east wall will not make a material impact to the visual appearance of the development from 122 Blackstone Road. The wall does not face the vacant title and the planning scheme provides for an outbuilding roof to have a maximum height of 4.5m. An outbuilding could comply with the Acceptable Solution for wall height, without reducing the height of the structure or noticeably altering its visual appearance from 122 Blackstone Road. Additional vegetation screening has also been discussed above and will also reduce the visual impact. It is considered that altering the design of the building to comply with the Acceptable Solution would not result in a material visual improvement.

The compatibility of the outbuilding with the size and location of other outbuildings in the Blackstone area have been discussed above.

The development is consistent with the objective.

Representation

One representation was received during the advertising period from the owner of 122 Blackstone Road (see attached documents).

A summary of the representation is as follows:

"My reasons for objection of the above application are as follows: (Your scheme states a 3m setback should apply.)

Lack of Privacy

Impact on Visual

Impact on my new House when built at front of Block.

Impact on Amenity.

The Applicant should be made to comply with your planning scheme, which has a 3 metre setback."

COMMENT:

Privacy

The development is for a residential outbuilding with no windows or doors facing 122 Blackstone Road. As such the building does not offer any increased opportunity to overlook the adjoining land and does not pose a threat to the privacy of any existing or future dwelling.

Visual Impact

While the Acceptable Solution for setbacks in the Low Density Residential Zone is 3 metres, relaxing the standard to allow the development to be setback 2 metres will not unreasonably impact current use and development on the adjoining land at 122 Blackstone Road. However, given the zoning of the land and the nature of surrounding development, it can be reasonably assumed that a dwelling will be constructed on the title in the future. While the outbuilding will be screened by the existing regrowth vegetation, it is reasonable to expect this vegetation to be cleared to accommodate a dwelling and for fire safety. The proposed setback will marginally increase the visual bulk of the development when viewed from 122 Blackstone Road and, as discussed above, there is sufficient justification to condition the development to be screened to better comply with the Performance Criteria.



Photo 5: Vegetation at 122 Blackstone Heights, looking east from the rear boundary of the subject site.



Photo 6: View from within 122 Blackstone Road, approximately 10m from the boundary, looking toward the site of development.

Screening the development will, significantly improve the visual appearance of the outbuilding from 122 Blackstone Road, while allowing the applicant to maximise the space in front of the building for the manoeuvring of vehicles and for private use. Increasing the setback to 3 metres will only result in a very marginal improvement in the bulk of the building, but will not dramatically change its visual appearance.

The vacant title is large and there is significant potential for a dwelling to be located on the lot in a hazard free location. There is also significant opportunity to consider the outlook of the dwelling and private open space areas in the design and planning process. The proposed development will not unreasonably restrict use and development on the adjoining land. Given the uncertainty of future development and the significant potential to manage views through the dwelling design, relocating the building to comply with the Acceptable Solution is not warranted.

Impact on New House and Amenity

As no plans have been received by Council for 122 Blackstone Road it is not possible to fully assess the impact of the outbuilding on a future dwelling on the adjoining land. 122 Blackstone Road is approximately 1900m² in area and there is significant opportunity for a dwelling to be designed and sited on

the lot in a convenient and hazard free location. The outlook of habitable rooms and private open space can also take into account existing use and development during the design process.

Privacy and the visual impact of the development have been discussed above. As the vacant lot is located to the north of the proposed outbuilding, no overshadowing will occur between the hours of 9:00am and 3:00pm. The building will be used for domestic purposes, such as a garage, home workshop and domestic storage. Any other use of a commercial nature will require additional permits and assessment. The Noise Regulations of the *Environmental Management and Pollution Control Act 1994* establish legal thresholds for acceptable noise within residential areas. Council has powers to enforce compliance with this Act should noise cause an unreasonable nuisance in the future.

As such the proposed outbuilding will not unreasonably impact the amenity of the adjoining lot as a result of a reduced side boundary setback.

As there is no development or cleared areas on the adjoining land, 122 Blackstone Road, it is difficult to assess the visual impact from anywhere specific on this title. There is however, a significant space on the adjoining title to erect a dwelling, while maintaining part of the existing vegetation to screen the outbuilding.

Acceptable Solution

The Performance Criteria provide an indication of the circumstances where, subject to assessment and Council's discretion, it is acceptable to relax or waive the Acceptable Solutions. Council may also condition development to better meet the objectives of the standard. Reliance on Performance Criteria does not indicate a failure to meet objectives or a failure of Council to enforce its Planning Scheme.

Conclusion

In conclusion, it is considered that the application for a Residential Outbuilding can be effectively managed by conditions and should be approved.

AUTHOR: Justin Simons
TOWN PLANNER

12) Recommendation

That the application for use and development for a Residential Outbuilding for land located at 120 Blackstone Road, Blackstone Heights (CT 27768/10) by Nicholas Amundsen, requiring the following discretions:

12.4.1.4- Side Setbacks

12.4.1.5 – Outbuildings

be APPROVED, generally in accordance with the endorsed plans and subject to the following conditions:

- 1. The use and/or development must be carried out as shown and described in the endorsed Plans:**

a) Bullock Consulting, Project No.:010914, Sheet: A01 (rev.B.) & A02

to the satisfaction of the Council. Any other proposed development and/or use will require a separate application and assessment by Council.

- 2. Prior to the commencement of use, a dense screen of trees or shrubs is to be planted along the full length of the north-west side of the outbuilding and extending 1m past the west corner, to screen the development. The plant screen must be of an evergreen species, will attain a minimum mature height of 3m and is to be planted at such intervals as to create a continuous screen once mature. The chosen species is to be confirmed with Council's Town Planner prior to planting. The vegetation is to be maintained in a condition appropriate to provide reasonable screening with any plant fatalities being replaced.**
- 3. The use of outbuilding is not permitted for human habitation and is limited to residential storage and related residential activities only.**

Note:

- 1. This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the**

following additional approvals may be required before construction commences:

- a) Building permit**
- b) Plumbing permit**

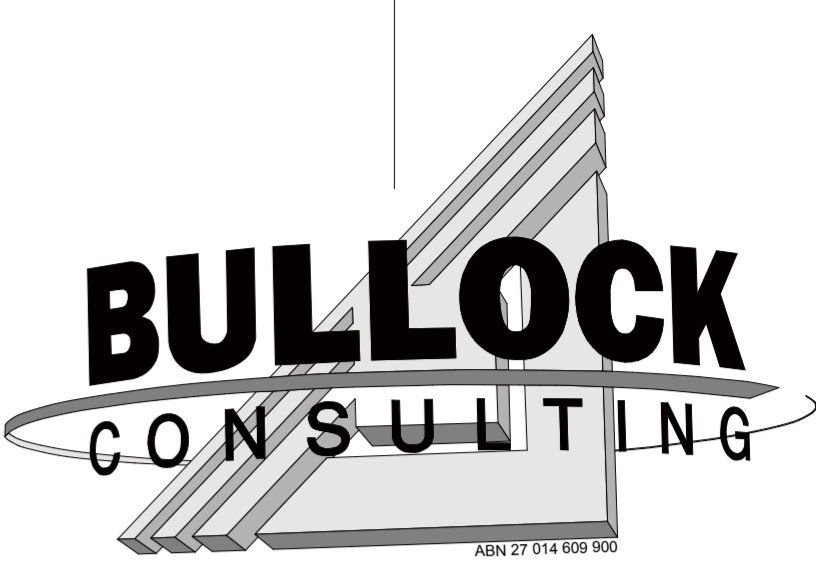
All enquiries should be directed to Council's Permit Authority on 6393 5322.

2. This permit takes effect after:
 - a) The 14 day appeal period expires; or
 - b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.
 - c) Any other required approvals under this or any other Act are granted.
3. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted if a request is received at least 6 weeks prior to the expiration date.
4. A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Resource Management and Planning Appeal Tribunal. A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant. For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au.
5. If any Aboriginal relics are uncovered during works;
 - a) All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
 - b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania Fax: (03) 6233 5555 Email: aboriginal@heritage.tas.gov.au); and
 - c) The relevant approval processes will apply with State and Federal government agencies.

DECISION:



SITE PLAN
SCALE 1:200



TRUE NORTH



PROJECT NORTH



ABP No. CC4874f Architectural
ABP No. CC1633i Structural / Civil

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w: www.bullock.com.au

CONTROLLED DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	02.10.14	APPROVAL	-
02	17.06.15	REVISED STORMWATER MANAGEMENT	-
03	03.08.15	CONFIRMED CLEARANCE TO SEWER MAIN	A
04	06.08.15	REVISED BOUNDARY OFFSET	B

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

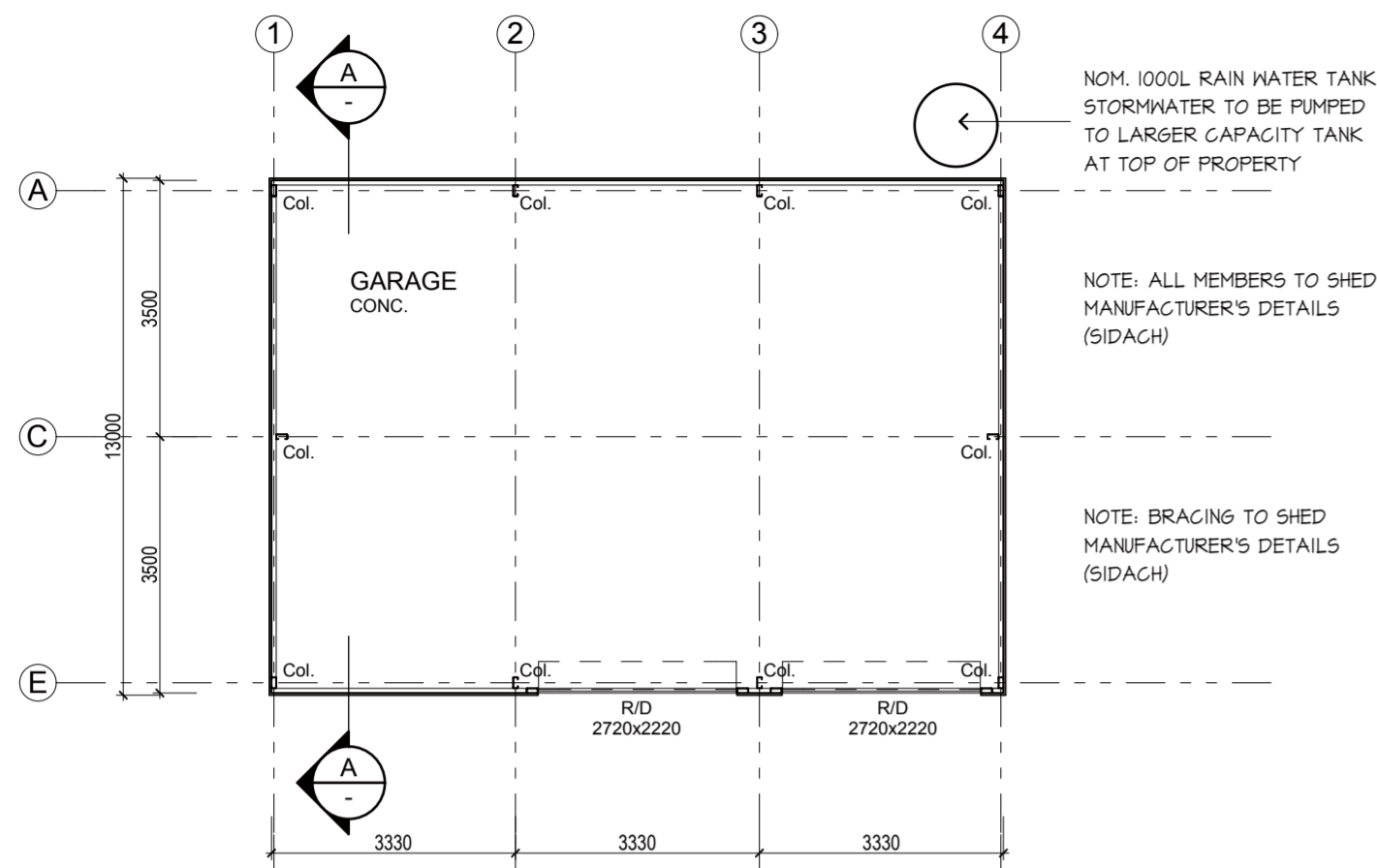
PROJECT: **NEW SIDACH SHED**
AT: **120 BLACKSTONE ROAD,
BLACKSTONE HEIGHTS**
FOR: **MR N. AMUNDSEN**

DRAWING: **SITE PLAN**

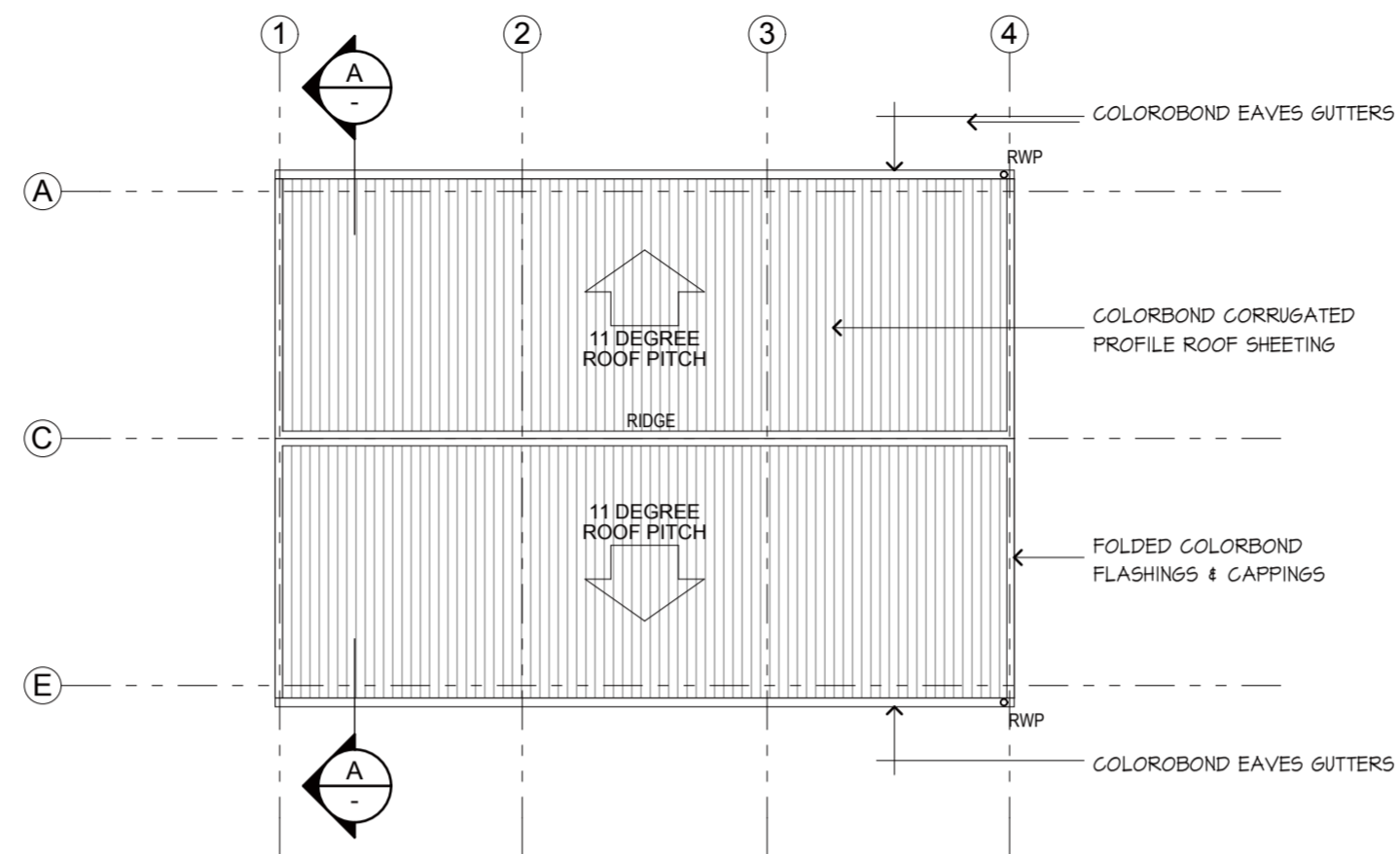
DESIGNED: C.G.B DRAWN: M.J.B CHECKED:

SCALES: 1:200 AT A2 SIZE DRAWING SHEET

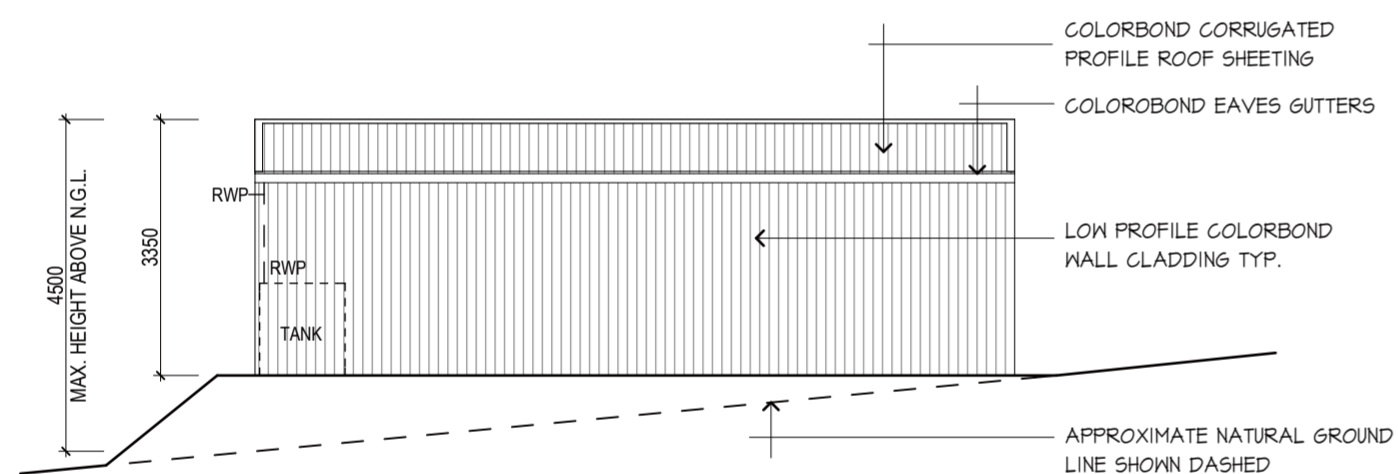
PROJECT No. **010914** DRAWING No. **A01** REV. **B**



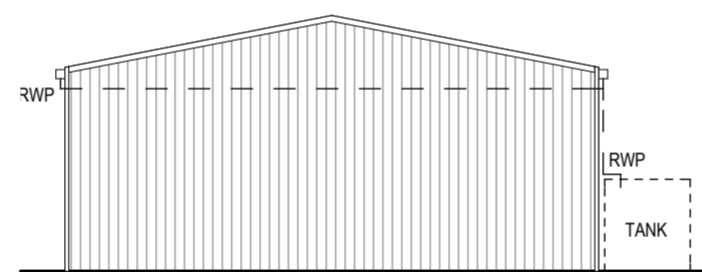
FLOOR PLAN
SCALE 1:100



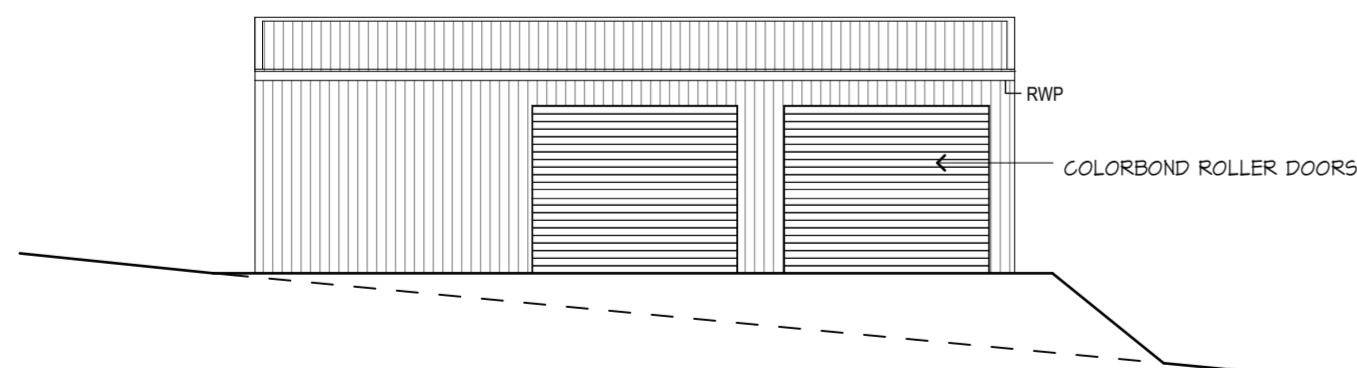
ROOF PLAN
SCALE 1:100



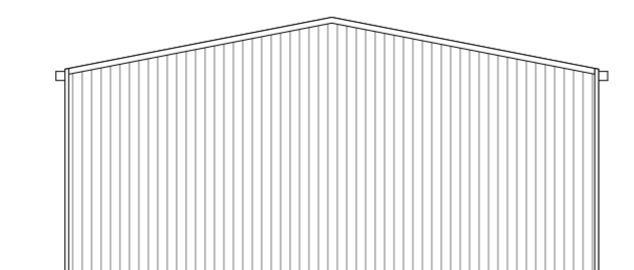
NORTH ELEVATION
SCALE 1:100



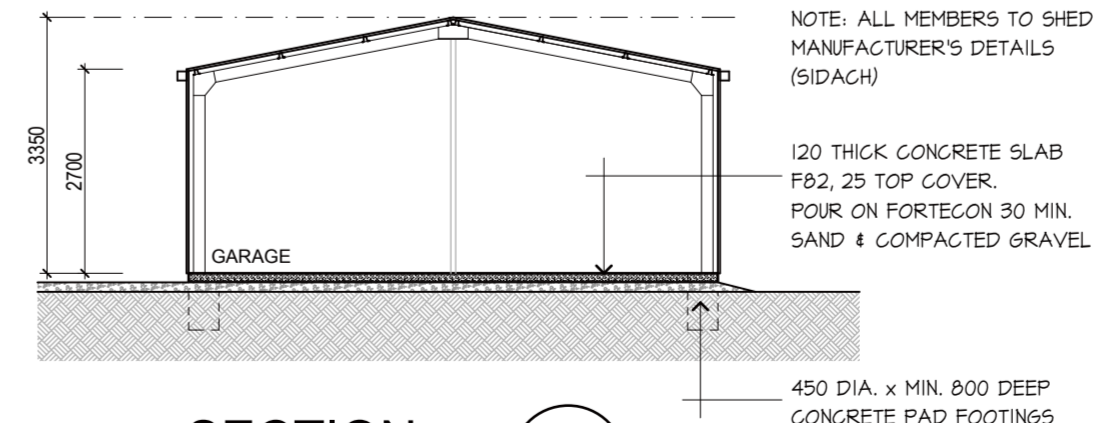
EAST ELEVATION
SCALE 1:100



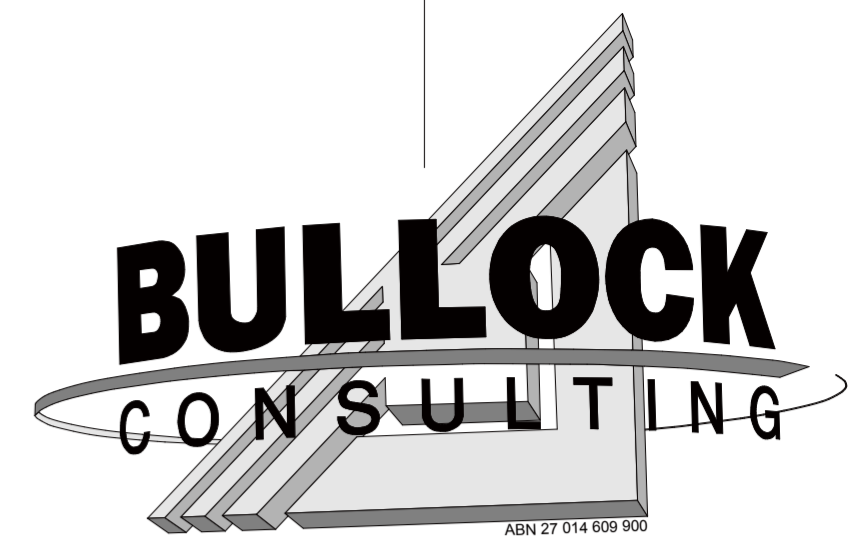
SOUTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



SECTION
SCALE 1:100



ABP No. CC4874f Architectural
ABP No. CC1633i Structural / Civil

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ISSUE	DATE	ISSUED FOR	REV.
01	02.10.14	APPROVAL	-
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DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: **NEW SIDACH SHED**
AT: **120 BLACKSTONE ROAD, BLACKSTONE HEIGHTS**
FOR: **MR N. AMUNDSEN**

DRAWING: **FLOOR PLAN, ROOF PLAN, ELEVATIONS & SECTION**

DESIGNED: C.G.B. DRAWN: M.J.B. CHECKED:

SCALES: 1:100 AT A2 SIZE DRAWING SHEET

PROJECT No. **010914** DRAWING No. **A02** REV. **-**

PAGE SEAGER

LAWYERS

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ABN 37 078 672 294

ACS 140323

14 September 2015

Mr Greg Preece
General Manager
Meander Valley Council
PO Box 102
Westbury TAS 7303

By fax: 6393 1474
By email: planning@mvc.tas.gov.au

Dear Sir

APPLICANT N AMUNDSEN – PA15\0067 – PROPERTY ADDRESS: 120 BLACKSTONE ROAD, BLACKSTONE HEIGHTS (CT:27768/10) – DEVELOPMENT: RESIDENTIAL OUTBUILDING SDE SETBACK

I act for Carlton Patrick Dixon the owner of the adjoining property 122 Blackstone Road. Please treat this letter as a representation pursuant to s.57(5) of the *Land Use Planning and Approvals Act 1993*.

The proposal invokes a discretion in respect of a side setback. It is our submission that the setback requirement ought not to be relaxed and the Council ought to impose a condition requiring the applicant to comply with the acceptable solution.

Yours faithfully



Anthony Spence
Partner
Direct Line: (03) 6235 5146
E-mail: aspence@pageseager.com.au

Jo Oliver

From: Carlton Dixon <cdixon@bmil.com.au>
Sent: Monday, 14 September 2015 5:20 PM
To: Justin Simons
Subject: Objection 120 Blackstone Road.

Justin, as per our phone call of today, My reasons for objection of the above application are as follows: (Your scheme states a 3m setback should apply.)

Lack of Privacy

Impact on Visual

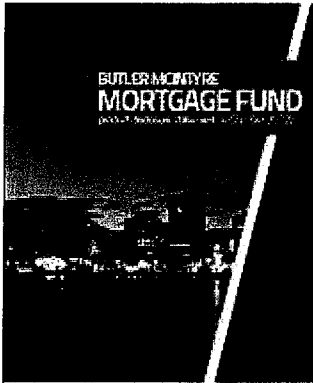
Impact on my new House when built at front of Block.

Impact on Amenity.

The Applicant should be made to comply with your planning scheme, which has a 3 metre setback.

Cheers

Carlton



Kind regards

Carlton Dixon
Investment & Lending Manager
Butler McIntyre Investments Mortgage Fund
20 Murray St, Hobart, Tas, 7000
Tel: 03 6222 9430
Web: www.bmil.com.au
Email: cdixon@bmil.com.au

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.
<http://www.mailguard.com.au>

DEV 3 MULTIPLE DWELLING (2 UNITS) – 2 CLASSIC DRIVE, PROSPECT VALE

1) Introduction

This report considers the planning application PA\16\0029 for Multiple dwellings (2 units) for land located at 2 Classic Drive, Prospect Vale (CT 160564/1).

2) Background

Applicant

My Build

Planning Controls

The subject land is controlled by the Meander Valley Interim Planning Scheme 2013 (referred to this report as the 'Scheme').

Development

The proposal is to construct 2 units on a vacant corner lot on Classic Drive (see Figure 1 below). Unit 1 is a 3 bedroom, split level dwelling while Unit 2 is a 3 bedroom, single storey dwelling.

The proposal includes 2 vehicle crossovers along the eastern frontage to Classic Drive and the removal of the existing crossover to the southern frontage. The proposed location of the vehicle crossover for Unit 1 will require the relocation of an electricity turret.

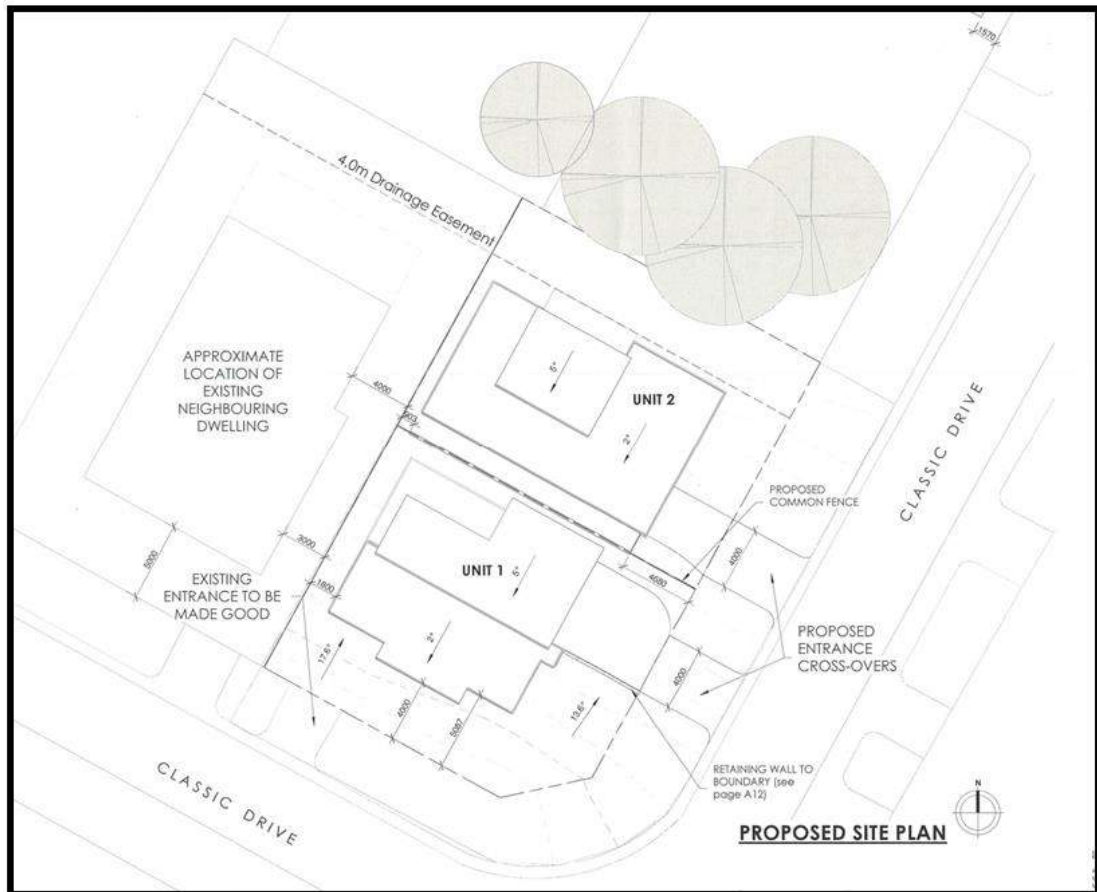


Figure 1: proposed site plan

Site & Surrounds

The subject property is 720m² in size and located on the hill slope to the southern edge of the urban area of Prospect Vale. The land is vacant and slopes downwards towards Harley Parade. There is a 4m wide drainage easement along the northern boundary.



Photo 1: View across the subject property to the eastern Classic Drive front boundary.

The immediate surrounding land use is residential (see Photo 2 below).



Figure 2: Aerial photo showing the subject property. (Note: Due to the age of the aerial photograph, not all new development is shown.)

Statutory Timeframes

Valid application:	18 August 2015
Advertised:	29 August 2015
Closing date for representations:	14 September 2015
Request for further information:	Not applicable
Information received:	Not applicable
Extension of time granted:	15 September 2015
Extension of time expires:	14 October 2015
Decision Due:	13 October 2015

3) Strategic/Annual Plan Conformance

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

4) Policy Implications

Not Applicable

5) Statutory Requirements

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

6) Risk Management

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

7) Consultation with State Government and other Authorities

The application was referred to TasWater. A *Submission to Planning Authority Notice* was received on the 27 August 2015.

8) Community Consultation

The application was advertised for the 14-day period required under legislation. One representation was received (attached). The representation is discussed in the assessment below.

9) Financial Impact

Not Applicable

10) Alternative Options

Council can either approve the development, with or without conditions, or refuse the application.

11) Officers Comments

Zone

The subject property is zoned General Residential (see Figure 2 below). The land surrounding the site is located in the General Residential Zone.

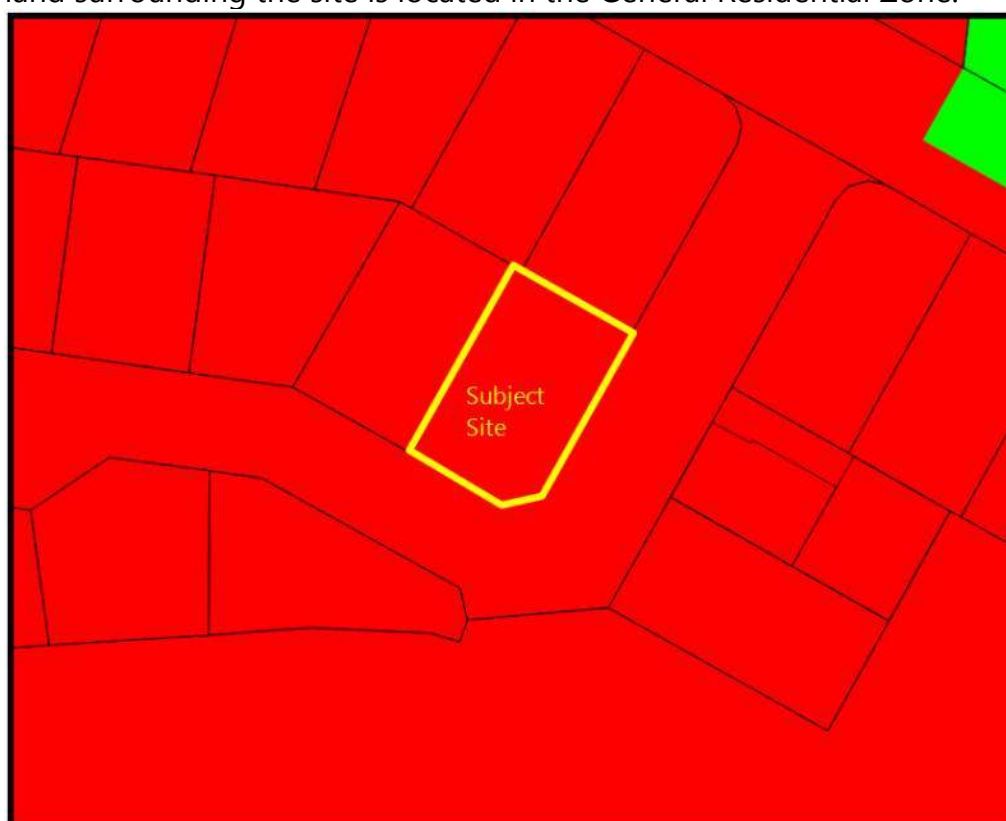


Figure 3: Zoning of subject titles and surrounding land.

Use Class

In accordance with Table 8.2 the proposed Use Class is:

- Residential – Multiple dwelling.

In the General Residential Zone, Residential use (for Multiple Dwelling) is specified in Section 10.2 – General Residential Zone Use Table as being

Permitted. However, the development does not comply with all the Acceptable Solutions of the General Residential Zone and relies on Performance Criteria. As such, it is subject to a Discretionary permit process.

Applicable Standards

This assessment considers all applicable planning scheme standards.

In accordance with the statutory function of the State Template for Planning Schemes (Planning Directive 1), where use or development meets the Acceptable Solutions it complies with the planning scheme, however it may be conditioned if considered necessary to better meet the objective of the applicable standard.

Where use and development relies on performance criteria, discretion is used for that particular standard. To determine whether discretion should be exercised to grant approval, the proposal must be considered against the objectives of the applicable standard and the requirements of Section 8.10.

A brief assessment against all applicable Acceptable Solutions of the General Residential Zone and applicable Codes is provided below. This is followed by a more detailed discussion of any applicable Performance Criteria and the objectives relevant to the particular discretion.

Compliance Assessment

The following table is an assessment against the applicable standards of the Meander Valley Interim Planning Scheme 2013.

10.0 General Residential Zone			
Scheme Standard		Comment	Assessment
10.3.1 Amenity			
A1	If for permitted or no permit required uses.	Multiple dwellings are a permitted use class in the General Residential zone.	Complies
A2	Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and	Not applicable.	Not applicable.

	Sunday.		
10.4.1 Residential Density for multiple dwellings			
A1	Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	With a land area of 720m ² , each site area per dwelling is 360m ² .	Complies
10.4.2 Setbacks and building envelope for all dwellings			
A1	Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3m, or, if the setback from the frontage is	<p>The primary frontage is the southern boundary facing Classic Drive. Unit 1 is located 4m from the primary frontage boundary.</p> <p>The secondary frontage is the eastern boundary facing Classic Drive. Unit 1 is located 5.2m and Unit 2 is located 4.2m from the</p>	<p>Relies on Performance Criteria</p> <p>Complies</p>

	less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;	secondary frontage.	
A2	A garage or carport must have a setback from a primary frontage of at least: (a) 5.5m, or alternatively 1m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	Both garages are located greater than 5.5 from the primary frontage.	Complies
A3	A dwelling, excluding outbuildings with a height of not more than 2.4m and protrusions that extend not more than 0.6m horizontally beyond the building envelope, must: (a) be contained within a building envelope in accordance with Diagrams 10.4.2A, 10.4.2B, 10.4.2C and	All development does not fit within the Building Envelope requirements.	Relies on Performance Criteria

	<p>10.4.2D; and</p> <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>		
10.4.3 Site coverage and private open space for all dwellings			
A1	<p>Dwellings must have:</p> <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level; and</p> <p>(c) a site area of which at least 25% of the site area is free from impervious surfaces.</p>	<p>Site coverage is 37%.</p> <p>The private open space per each unit is: Unit 1: 60m²+ Unit 2: in excess of 86m²</p> <p>Dwellings and driveways calculate to 46% coverage. Impervious surface area is greater than 25%.</p>	<p>Complies</p> <p>Complies</p> <p>Complies</p>
A2	A dwelling must have an area of private	Unit 1 private open space does not comply with	Relies on Performance

	<p>open space that:</p> <p>(a) is in one location and is at least:</p> <p>(i) 24m²; or</p> <p>(ii) 12m², for a multiple dwelling with floor level greater than 1.8m above the finished ground level; and</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4m; or</p> <p>(ii) 2m, for a multiple dwelling with floor level greater than 1.8m above the finished ground level; and</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</p> <p>(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and</p> <p>(e) is located between the dwelling and the frontage, only if between 30 degrees west of north and 30 degrees east of north; and</p> <p>(f) has a gradient not</p>	<p>minimum dimensions.</p> <p>Unit 2 meets all private open space requirements.</p>	<p>Criteria</p>
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	steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight and overshadowing for all dwellings			
A1	A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Each unit has windows facing north (between 30° west of north and east of north).	Complies
A2	A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line in accordance with Diagram 10.4.4B; (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on	Unit 2 is to the north of Unit 1. The separation distance between the Unit 1 lounge room window and Unit 2 is 3m. As the floor level of the lounge room is elevated, Unit 2 will not impact on the amount of sunlight entering the lounge room.	Complies

	<p>21st June;</p> <p>(c) That part, of a multiple dwelling, consisting of:</p> <p>(i) an outbuilding with a building height no more than 2.4 m; or</p> <p>(ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally.</p>		
A3	<p>A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, must be in accordance with (a) or (b), unless excluded by (c):</p> <p>(a) The multiple dwelling is contained within a line in accordance with Diagram 10.4.4C;</p> <p>(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June;</p> <p>(c) That part, of a multiple dwelling, consisting of:</p> <p>(i) an outbuilding with a building height no more than 2.4 m; or</p> <p>(ii) protrusions that extend no more than 0.6 m horizontally.</p>	<p>Unit 2 is located 3 metres to the north of Unit 1. Unit 2 is cut into the slope and the height of the building meets the envelope in the Acceptable Solution. In addition the deck area is the private open space for Unit 1 and is elevated beyond the extent of any over shadowing.</p>	Complies

10.4.5 Width of openings for garages and carports for all dwellings			
A1	A garage or carport within 12m of a primary frontage must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	Both garages do not face the primary frontage.	Complies
10.4.6 Privacy for all dwellings			
A1	A balcony, deck, roof terrace, parking space, or carport, that has a finished surface or floor level more than 1m above natural ground level, must have a permanently fixed screen to a height of at least 1.7m, with a transparency of no more than 25%, along the sides facing a: (a) side boundary, unless there is a setback of at least 3m from the side boundary; and (b) rear boundary, unless there is a setback of at least 4m from the rear boundary; and (c) dwelling on the same site, unless there is at least 6m: (i) from a window or glazed door, to a habitable room of the	The Unit 1 deck overlooks the Unit 2-Bedroom 3 windows with a separation distance of 4 metres and does not include a screen to 1.7 metres.	Relies on Performance Criteria

	other dwelling; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling.		
A2	<p>A window or glazed door, to a habitable room, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):</p> <p>(a) The window or glazed door:</p> <p>(i) is setback at least 3m from a side boundary; and</p> <p>(ii) is setback at least 4m from a rear boundary; and</p> <p>(iii) is at least 6m from a window or glazed door to a habitable room of another dwelling on the same site; and</p> <p>(iv) is at least 6m from the private open space of another dwelling on the same site;</p> <p>(b) The window or glazed door:</p> <p>(i) is offset in the horizontal plane, 1.5m from the edge of a window or glazed door to a habitable room of another</p>	Unit 2 - Bedroom 3 windows are located less than 6m from the lounge windows of Unit 2 and are fully obscured glazing.	Complies

	<p>dwelling; or</p> <p>(ii) has a sill height of 1.7 m or has fixed obscure glazing;</p> <p>or</p> <p>(iii) has a permanently fixed external screen of not more than 25% transparency.</p>		
A3	<p>A shared driveway or parking space must be separated from a window or glazed door to a habitable room by a horizontal distance of at least:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of at least 1.7m in height; or</p> <p>(ii) the window or glazed door has a 1.7m sill height or fixed obscure glazing.</p>	No shared driveway	Not applicable
10.4.8 Waste storage for multiple dwellings			
A1	<p>A multiple dwelling must have a storage area for waste and recycling bins of 1.5m² per dwelling and is:</p> <p>(a) located for the exclusive use of each dwelling, excluding the frontage; or</p> <p>(b) in a communal storage area:</p> <p>(i) setback 4.5m from a frontage; and</p> <p>(ii) setback 5.5m from any dwelling; and</p>	Each unit has a dedicated area for bin storage.	Complies

	(iii) screened a 1.2m high wall.		
10.4.9 Storage for multiple dwellings			
A1	Each dwelling must have access to at least 6 cubic metres of secure storage space.	Each unit has storage space within the garage.	Complies
10.4.10 Common Property for multiple dwellings			
A1	Development for multiple dwellings must clearly delineate public, communal and private areas such as: a) driveways; and b) site services, bin areas and any waste collection points.	Each unit has its own driveway and service areas.	Complies
10.4.12 Site Services for multiple dwellings			
A1	Provision for mailboxes must be made at the frontage.	Each unit has a mail box to the frontage.	Complies

E1 Bushfire-Prone Areas Code			
Scheme Standard		Comment	Assessment
E1.6.3.1 Pre-existing lots: Provision of hazard management areas for habitable buildings			
A1	(a) The TFS or an accredited person certifies that there is an insufficient increase in risk; or (b) a BHMP certifies that hazard management areas are consistent with the objective; or (c) a BHMP provides hazard management areas for BAL29.	Bushfire Hazard Management Plan states that the plan is consistent with the objective.	Complies

E1.6.3.2 Pre-existing lots: Private access			
A1	(a) the TFS or an accredited person certifies that there is an insufficient increase in risk; or (b) a BHMP certifies that access is consistent with the objective; or (c) access will be provided to within 30m of a habitable building.	Bushfire Hazard Management Plan states that the plan is consistent with the objective.	Complies
A3	Construction of access to habitable buildings and static water supply points, must meet the requirements of Table E3.	The driveways are less than 100m. There are no culverts or bridges.	Complies
E1.6.3.3 Pre-existing lots: Provision of water supply for fire fighting purposes			
A1	(a) the TFS or an accredited person certifies that there is an insufficient increase in risk; or (b) a BHMP certifies that the water supply is consistent with the objective; or (c) all external parts of habitable buildings meet the standards for water supply.	Bushfire Hazard Management Plan states that the plan is consistent with the objective.	Complies

E4 Road and Railway Assets Code			
Scheme Standard		Comment	Assessment
E4.6.1 Use and road or rail infrastructure			
A1	Sensitive use on or	Not applicable	Not applicable.

	within 50m of a category 1 or 2 road,...		
A2	For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	Each dwelling creates 9 vehicle movements.	Complies
A3	For roads with a speed limit of more than 60km/h ...	Not applicable	Not applicable
E4.7.2 Management of Road and Accesses and Junctions			
A1	For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	The proposal requires 2 separate accesses – 1 per unit.	Relies on Performance Criteria
A2	For roads with a speed limit of more than 60km/h ...	Not applicable	Not applicable
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings			
A1	Sight distances at a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7 c) If the access is a temporary access, the written consent of the relevant authority has	Council's Road Authority undertook an assessment on the proposed vehicle crossovers. The proposed accesses do not meet sight distance requirements.	Relies on Performance Criteria

	been obtained.		
E6 Car Parking and Sustainable Transport Code			
Scheme Standard		Comment	Assessment
E6.6.1 Car Parking Numbers			
A1	The number of car parking spaces must not be less than the requirements of: a) Table E6.1	Unit 1 (3 bedroom) 2 spaces required, Unit 2 (3 bedroom) 2 spaces required, multiple dwellings 1 visitor space required = 5 spaces Unit 1 has a garage and a carport, Unit 2 has a garage and 1 car parking space at front of the unit. Total car parking spaces on site is 4.	Relies on Performance Criteria
E6.7.1 Construction of Car Parking Spaces and Access Strips			
A1	All car parking, access strips manoeuvring and circulation spaces must be: a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.	The driveways are formed with appropriate gradients and drained. The separate driveways delineate the car parking spaces per unit.	Complies
E6.7.2 Design and Layout of Car Parking			
A1.1	Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for	Unit 2 car parking is located in front of the building line.	Relies on Performance Criteria

A1.2	<p> dwellings in the General Residential Zone) must be located behind the building line; and</p> <p> Within the General Residential Zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>		
A2.1	<p>Car parking and manoeuvring space must:</p> <p>a) have a gradient of 10% or less; and</p> <p>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</p> <p>c) have a width of vehicular access not less than and not more than 10% greater than, prescribed in Table E6.2; and</p> <p>d) have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where:</p> <p>i) there are three or more car parking spaces; and</p> <p>ii) where parking is more than 30m from</p>	<p>The Unit 1 driveway has a gradient of 21% for a short distance to make the transition to the garage level.</p> <p>Each driveway provides for 2 vehicles and is 4m wide.</p> <p>Parking and manoeuvrability is in accordance with AS2890.1.</p>	Relies on Performance Criteria

A2.2	the road; or iii) where the sole vehicle access is to a category 1, 2, 3 or 4 road; and The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.		
E6.7.4 Parking for Persons with a Disability			
A1	All spaces for use by persons with a disability are located closest to the entry.	Each dwelling provides for parking in accordance with AS2890.6 immediately adjacent to the entry.	Complies
A2	One of every 20 parking spaces ...	Each dwelling provides for parking in accordance with AS2890.6	Complies

Performance Criteria

General Residential Zone
10.4.2 Setbacks and building envelope for all dwellings
<p>Objective:</p> <p><i>To control the siting and scale of dwellings to:</i></p> <ul style="list-style-type: none"> <i>(a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and</i> <i>(b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and</i> <i>(c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and</i> <i>(d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</i>

Performance Criteria P1:

A dwelling must:

- (a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and*
- (b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.*

COMMENT:

In accordance with the planning scheme, the primary frontage is the front boundary with the shortest dimension. This property has two frontages due to the road alignment, not due to an intersection, however the principles of a corner lot apply.

In this instance, the southern frontage, being the shortest dimension, is the primary frontage. The Unit 1 southern wall length is 13.3 metres long, of which 6 metres is setback 4 metres from the southern frontage, while the remainder is setback 5.1 metres. This requires discretion for a reduced setback by 0.5 metres.

In considering other development in the street, the neighbouring house at 4 Classic Drive is setback 5.2 metres from the front boundary. 5 Classic Drive opposite has a solid wall on the front boundary with the verandah setback at an angle 1.27 metres from the front boundary.

With the dispensation being 0.5 metres and the subject wall length being 28% of the frontage, the proposed dispensation of 0.5m is considered acceptable in that it provides for reasonable consistency within the streetscape.

The development is consistent with the objective.

Performance Criteria P3:

The siting and scale of a dwelling must:

- (a) not cause unreasonable loss of amenity by:*
 - (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or*
 - (ii) overshadowing the private open space of a dwelling on an adjoining lot; or*
 - (iii) overshadowing of an adjoining vacant lot; or*
 - (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and*
- (b) provide separation between dwellings on adjoining lots that is compatible*

with that prevailing in the surrounding area.

COMMENT:

To accommodate the Unit 1 driveway, a retaining wall is proposed along the southern edge. This retaining wall extends from the boundary to Unit 1. A cross section shows that at the boundary, the retaining wall will be 0.22 metres high and where it meets the unit; the retaining wall is 0.96 metres high. Dispensation is required for the first 3m of the retaining wall.

Due to the dimensions and location of the retaining wall, mostly below natural ground level, there will be no sunlight reduction or overshadowing impacts onto the adjoining properties. The scale and bulk of the retaining wall, when compared to the overall development, is considered minor. The retaining wall is not located within the road reserve. Based on the above, the proposed retaining wall is considered acceptable.

In addition, Unit 2 is located 0.9 metres from the western side boundary. The side wall length is 9.4 metres. It is noted that if the wall length was 9 metres or less, Unit 2 could have been built to the side boundary. However, being greater than 9m in wall length, the Acceptable Solution setback is 1.5 metres. As such, discretion is for 0.4 metres of wall length.

The application included shadow diagrams which show the shadow cast onto 4 Classic Drive at 9am. From 12 noon, the shadow falls onto the subject property.

Due to the slope of the land, the shadow onto 4 Classic Drive will not impact habitable rooms (other than bedrooms). The shadow does not fall onto the private open space at the rear of 4 Classic Drive.

A side boundary fence between 2 and 4 Classic Drive is proposed. The rooms with windows along the western side of Unit 2 are bedrooms. Such a fence would provide separation and residential privacy between the neighbours. Side boundary fences up to 2.1m high do not require a planning permit.

It is considered that the additional 0.4 metres of wall length does not cause an unreasonable loss of amenity and the development is consistent with the objective.

General Residential Zone

10.4.3 Site coverage and private open space for all dwellings

Objective:

To provide:
 (a) *for outdoor recreation and the operational needs of the residents; and*
 (b) *opportunities for the planting of gardens and landscaping; and*
 (c) *private open space that is integrated with the living areas of the dwelling; and*
 (d) *private open space that has access to sunlight.*

Performance Criteria P2:

A dwelling must have private open space that:

- (a) *includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:*
 (i) *conveniently located in relation to a living area of the dwelling; and*
 (ii) *orientated to take advantage of sunlight.*

COMMENT:

Unit 1 requires dispensation for private open space that does not meet the minimum dimension of 4 metres. The principal private open space is the deck with a width of 2.8 metres. However, the deck faces north provides an overall floor area of approximately 25m² and is directly accessible from the lounge and kitchen.

This is considered to be a useable area for activities such as outdoor relaxation and dining. As such, the proposed private open space for Unit 1 is considered to be consistent with the objective.

10.4.6 Privacy for all dwellings

Objective:

To provide reasonable opportunity for privacy for dwellings.

Performance Criteria P1:

A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of:

- (a) *a dwelling on an adjoining lot or its private open space; or*
 (b) *another dwelling on the same site or its private open space; or*
 (c) *an adjoining vacant residential lot.*

COMMENT:

The separation distance between Units 1 and 2 is 3m. Unit 1 is a double storey dwelling, while Unit 2 is a single storey dwelling. Between the units is a 1.7m high fence, on a retaining wall. However, the Unit 1 deck has a direct line of view to the bedroom windows of Unit 2. The Acceptable Solution refers only to screening as a mitigation option, which is not included in the

design.

The Unit 2 southern side bedroom has fully obscured glazing and a bathroom with a highset window. It is noted that obscure glazing meets the privacy requirements for views between windows of dwellings, but not between decks and windows. There are also direct views between the lounge window of Unit 1 and the bedroom windows of Unit 2. As such, it is considered reasonable to accept obscure glazing as a privacy treatment for the view from the deck of Unit 1.

The development is consistent with the objective.

E4 Road and Railway Assets Code

E4.7.2 Management of Road Accesses and Junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Performance Criteria P1:

For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

COMMENT:

Currently, there is a crossover located on the southern front boundary. The proposal is for 2 crossovers on the eastern boundary, and for the existing crossover to be removed and the land reinstated. An assessment by Council's Road Authority is required for two accesses to a frontage.

The assessment states that the location of the crossovers is acceptable and should not create any undue safety concerns for other road users (see comments below under *E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings*).

The development is consistent with the objective.

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective:

To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Performance Criteria P1:

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.

COMMENT:

The proposed crossovers do not meet safe sight distance requirements as prescribed in Figure E4.7.4. As such, an assessment by Council's Road Authority was required.

The assessment states that the sight distance from the south for Unit 1 is 55 metres and for Unit 2 is 73 metres (both below the Acceptable Solution of 80m). The assessment concludes that with the low traffic/speed environment and available visibility before a vehicle enters the carriageway, the crossovers should not create any undue safety concerns for road users.

The development is consistent with the objective.

E6 Car Parking and Sustainable Transport Code

E6.6.1 Car Parking Numbers

Objective:

To ensure that an appropriate level of car parking is provided to service use.

Performance Criteria P1

The number of car parking spaces provided must have regard to:

- a) the provisions of any relevant location specific car parking plan; and*
- b) the availability of public car parking spaces within reasonable walking distance; and*
- c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and*
- d) the availability and frequency of public transport within reasonable walking distance of the site; and*
- e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and*
- f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and*
- g) an empirical assessment of the car parking demand; and*
- h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and*
- i) the recommendations of a traffic impact assessment prepared for the*

- proposal; and*
- j) any heritage values of the site; and*
 - k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:

 - i. the size of the dwelling and the number of bedrooms; and*
 - ii. the pattern of parking in the locality; and*
 - iii. any existing structure on the land.**

COMMENT:

The proposal provides for 4 car parking spaces on site. Dispensation is required for 1 car parking space.

It is noted on the lower floor plan for Unit 1 that there is additional space behind the car port parking space which would accommodate another vehicle, therefore provide an additional car parking space for that unit if required.

Visitor parking is available on the street to both frontages.

The development is consistent with the objective.

E6.7.2 Design and Layout of Car Parking

Objective:

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

Performance Criteria P1:

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

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

COMMENT:

Unit 2 has a car parking space located between the dwelling and the frontage. The site plan shows the car parking space is located 1m from the frontage, with landscaping provided between the car parking space and the frontage. The streetscape consists mainly of car parking provided primarily behind the building line or tandem in a driveway. It is noted that at 6 Classic Drive, car parking parallel with the street has been provided in front of the building line, however is cut into the slope below the road. The proposed landscaping between the parking space and the boundary would need to be of a height and density to soften the appearance, while maintaining safe sight distance for the driveway.

Recommended Condition:

- *Prior to the commencement of works, an amended 'Unit 2 – Floor Plan' must be submitted for approval by Council's Town Planner. When approved, the plans will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and must show:*
 - a) screening evergreen species to a minimum height at maturity of 1m, between the frontage and Car Parking Space 2;
 - b) the plants must be planted at a density to screen the car parking space from the road; and
 - c) compliance with the Bushfire Hazard Management Plan prepared by Rebecca Green and Associates dated 21 July 2015.

Combined with the recommendation above, the development is considered consistent with the objective.

Performance Criteria P2:

Car parking and manoeuvring space must:

- a) *be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and*
- b) *provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.*

COMMENT:

The gradient of the Unit 1 driveway is 21.4%, greater than the required 10%. The Australian Standard AS/NZS 2890.1 for *Parking Facilities* states that the maximum gradient for a domestic driveway is 25%. It is noted on the lower floor plan that there is additional car parking space behind the car port which would accommodate another vehicle, therefore potentially providing three car parking spaces for Unit 1 whilst avoiding the steeper slope.

As each unit has its own driveway, the situation is similar to a single dwelling with multiple vehicles. Classic Drive is considered a low speed environment.

Each driveway is 4 metres wide (the Acceptable Solution is 3 metres). Council's Road Authority considered the width of the driveways to be acceptable.

Representation

1 representation was received during the advertising period (see attached document).

A summary of the representation is as follows:

1. Use of Explosives
2. Effectiveness of drainage provisions
3. Loss of privacy due to overlooking

The representation makes reference to a previous planning permit PA\09\0145 for the subdivision that included 2 Classic Drive.

The representation concludes with a request for:

1. My Build to be alerted by Meander Valley Council to conditions surrounding the original development application PA\09\0145 and to the subsequent amendments made to that application as a result of residents' representations.
2. Explosives, if required, be used in such a manner as to avoid further damage to structures at 31 Harley Parade.
3. The drainage easement behind 31 Harley Parade be rectified to meet with the MVC's original recommendation of a grassed swale drain which directs water efficiently into the grated pit.
4. The MVC undertake to plant mature trees on the nature strip on Classic Drive, adjacent to 31 Harley Parade, as soon as possible, in order to help alleviate the overlooking by Unit 1/1 Classic Drive.

COMMENT:

The assessment for this proposal is restricted to matters particular to the application and the subject site only. Matters relating to another planning permit must be dealt with separately and cannot be considered as part of this application. General concerns relating to stormwater drainage and privacy can be considered.

Construction and Explosives

The use of explosives and the potential impact on adjoining properties is a civil matter and cannot be considered in an assessment under the planning scheme.

Stormwater drainage

The application included a stormwater plan that shows all stormwater being directed into Council's stormwater system. The final finish of the site and rectifying the stormwater function of any surface drains due to settlement can be pursued by Council as the Stormwater Authority by notice to the landowner.

Privacy

Unit 2 is located 4m from the shared boundary with 31 Harley Parade with the maximum height of Unit 2 being 4.7 metres above natural ground level and a floor height less than 1 metre above ground level, effectively a single storey building. As such, the relationship between these two properties meets the standards in the Acceptable Solutions for section 10.4.6 *Privacy for all dwellings*, and section 10.4.2 *Setbacks and building envelope for all dwellings* and is deemed to comply.

Conclusion

In conclusion, it is considered that the application for Multiple dwelling (2 units) can be effectively managed by conditions and should be approved.

AUTHOR: Leanne Rabjohns
TOWN PLANNER

12) Recommendation

That the application for use and development for Multiple dwelling (2 units) for land located at 2 Classic Drive, Prospect Vale (CT 160564/1) by My Build, requiring the following discretions:

- ***10.4.2 Setbacks and building envelope for all dwellings***
- ***10.4.3 Site coverage and private open space for all dwellings***
- ***10.4.6 Privacy for all dwellings***
- ***E4.7.2 Management of Road Accesses and Junctions***
- ***E4.7.4 Sight Distance at Accesses***
- ***E6.6.1 Car Parking Numbers***
- ***E6.7.2 Design and Layout of Car Parking***

be APPROVED, generally in accordance with the endorsed plans and subject to the following conditions:

- 1. The use and/or development must be carried out as shown and described in the endorsed Plans:**

- a) My Build – Job Number 16486 – Drawing Numbers A03-A12, & H01 – dated 18.08.15 (revised);**
- b) Rebecca Green & Associates – Bushfire Hazard Assessment report & Bushfire Hazard management Plan – dated 21 July 2015;**

to the satisfaction of the Council. Any other proposed development and/or use will require a separate application and assessment by Council.

- 2. Prior to the commencement of works, an amended 'Unit 2 – Floor Plan' must be submitted for approval by Council's Town Planner. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and must show:**
 - a) screening evergreen species to a minimum height at maturity of 1m, between the frontage and Car Parking Space 2;**
 - b) the plants must be planted at a density to screen the car parking space from the road; and**
 - c) compliance with the Bushfire Hazard Management Plan prepared by Rebecca Green and Associates dated 21 July 2015.**
- 3. The development approved by this permit must be maintained at all times in accordance with the endorsed Bushfire Hazard Management Plan.**
- 4. The vehicular crossover servicing each unit must be constructed and sealed in accordance with LGAT standard drawing TSD-RO3-V1 and TSD-R04-V1 (attached) and to the satisfaction of Council's Director Infrastructure Services.**
- 5. Prior to the commencement of use, the existing crossover currently servicing 2 Classic Drive is to be removed and the nature strip and curb reinstated to the satisfaction of Council's Director Infrastructure Services.**
- 6. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No 2015/01291-MVC attached).**

Note:

1. **This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the following additional approvals may be required before construction commences:**
 - a) **Building permit**
 - b) **Plumbing permit**

All enquiries should be directed to Council's Permit Authority on 6393 5322.

2. This permit takes effect after:
 - a) The 14 day appeal period expires; or
 - b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.
 - c) Any other required approvals under this or any other Act are granted.
3. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted if a request is received at least 6 weeks prior to the expiration date.
4. A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Resource Management and Planning Appeal Tribunal. A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant. For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au.
5. If any Aboriginal relics are uncovered during works;
 - a) All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
 - b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania Fax: (03) 6233 5555 Email: aboriginal@heritage.tas.gov.au); and

- c) The relevant approval processes will apply with State and Federal government agencies.

DECISION:

my build

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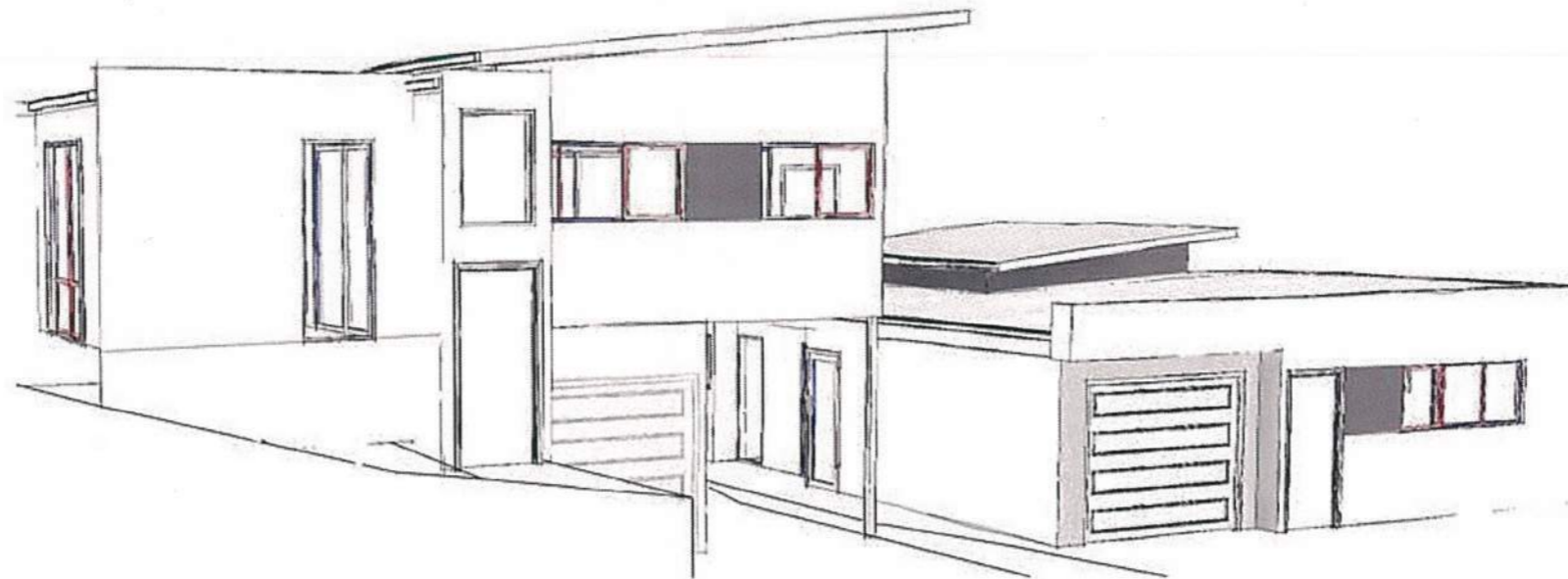
Drawing Schedule

A01	Cover Page	18.08.15
A02	Construction Notes	18.08.15
A03	Site Plan	18.08.15
A04	Unit 1 - Ground Floor Plan	18.08.15
A05	Unit 1 - Lower Floor Plan	18.08.15
A06	Unit 2 - Proposed Floor Plan	18.08.15
A07	Unit 1 - North & South Elevations	18.08.15
A08	Unit 2 - North & South Elevations	18.08.15
A09	East & West Elevations	18.08.15
A10	Shadow Diagrams	18.08.15
A11	Shadow Diagrams	18.08.15
H01	Stormwater Hydraulics Plan	18.08.15

Accompanying documents:

- 01 Folio Plan
- 02 Folio Text
- 03 Schedule of Easements
- 04 Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan
- 05 Letter of Discretionary Rational

Total Floor Area	m ²	sq
Unit 1 - Garage	42.96	4.62
Unit 1 - Ground Floor	129.81	13.97
Total Floor Area	m ²	sq
Unit 2	146.39	15.76



[Artists Impression]

PROPOSED NEW UNITS FOR MR JOE GRIFFITHS

20011 PALIDORA 9 TWO UNITS

Index No.			
Doc No.			
Batch No.			
RCVD	19 AUG 2015	MVC	
Action Officer	LR	Dept.	DS
EO	OD	✓	BOX

not for building approval

PLANNING ONLY

LOCAL COUNCIL:
MEANDER VALLEY COUNCIL

ACCREDITATION COMPLIANCE NAME:
JOHN GREEN

ACCREDITATION COMPLIANCE NUMBER:
CC - 6580

PROJECT:
**PROPOSED NEW UNITS
2 Classic Drive,
Prospect Vale, TAS 7250**

TITLE FOLIO REFERENCE: 160564

CLIMATE ZONE: 7

SOIL CLASSIFICATION: N/A

DESIGN WIND SPEED: N/A

BAL RATING: BAL 12.5

SITE HAZARDS: N/A

DATE: 19.06.15

REVISED
DATE: 18.08.15

NO.	DATE	DESCRIPTION
A	3.08.15	Initial DA application
	18.08.15	DA Ammendments

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

DISCLAIMER: THESE PLANS SHOULD BE READ IN CONJUNCTION WITH ACCREDITED ENGINEERING DRAWINGS. STRUCTURAL ENGINEERS CERTIFICATES MAY BE REQUIRED CERTIFY STRUCTURAL DESIGN, WIND CLASSIFICATIONS AND/OR SOIL CONDITIONS, THIS WORK IS OUTSIDE THE SCOPE OF THIS DRAFTING SERVICE. THE DRAFTER DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLANS DUE TO WRONGLY SUPPLIED INFORMATION, NOR FOR MISCONSTRUCTION OR INTERPRETATION.

DEV 3

GENERAL NOTES:

- ALL WORK TO BE CARRIED OUT IN ACCORDANCE TO THE NATION CODE OF CONSTRUCTION (NCC) AND LOCAL AND GOVERNMENT AUTHORITY REQUIREMENTS. THE FOLLOWING DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ANY STRUCTURAL AND SERVICE DRAWINGS, SCHEDULES AND SPECIFICATIONS RELATED TO THE DETAIL AND REQUIREMENTS SHOWN IN THIS PROJECT.
- DO NOT SCALE OFF DRAWINGS – REFER TO INDICATED MEASUREMENTS AS DRAWINGS ARE NOT SUITABLY SCALED CONFIRM WITH ARCHITECT BEFORE PROCEEDING.
- STATED DIMENSIONS TO BE TAKEN OVER SCALED ITEMS
- CHECK ALL LEVELS AND DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR PRIOR TO ANY DOCUMENTATION WORK
- ALL MATERIALS AND FIXTURES TO BE FITTING ACCORDING TO MANUFACTURES SPECIFICATIONS AND REQUIREMENTS STATED BY THE NCC (NATIONAL CODE OF CONSTRUCTION
- REFER TO SURVEYORS CHECK REPORT BEFORE UNDERGOING ANY EARTHWORKS OR CONSTRUCTION TO THE LOCATION OF EXISTING SERVICES
- REFER TO ALL ENGINEERING DRAWINGS FOR STRUCTURAL DIMENSIONS, DETAILS AND REQUIREMENTS
- FINISHED AND MATERIALS TO BE SELECTED BY OWNER

SITE SERVICES:

- THE LOCATION OF ELECTRICITY, TELEPHONE LINES, GAS, PLUMBING SERVICES, STORM WATER MAINS, WATER CONNECTIONS AND SEWER SERVICES ARE TO BE DETERMINED BY LOCAL COUNCIL AUTHORITY AND REGULATIONS.
- SITE TO BE PREPARED IN ACCORDANCE WITH THE ENGINEERING AND SURVEYORS SPECIFICATION IF APPLICABLE. DRAINAGE WORKS TO COMPLY WITH AS3500.3.2 AND PART 3 OF THE CURRENT NCC.
- EXCAVATION AND SITE FILLING TO COMPLY WITH AS2870 AND BE IN ACCORDANCE TO THE CURRENT NCC AUSTRALIAN STANDARDS.
- EARTHWORKS – (EXCAVATIONS OR FILLS LEVELS RELATIVE TO SITE CONDITIONS AND DATUM SHOWN IN CONSTRUCTION DETAILS) REFER TO ENGINEERS SPECIFICATIONS AND DETAILS.

SOIL AND WATER MANAGEMENT:

- ALL SERVICE SURFACE WATER NEAR THE BUILDING STRUCTURE SHALL BE DIRECTED INTO THE NEAREST STORM WATER SYSTEM OR OTHER DISPOSAL AWAY FROM BUILDING. REFER TO AS2870

PLUMBING NOTES: DRAINAGE

- ALL PLUMBING SERVICES TO COMPLY WITH AS 3500 AND THE LOCAL COUNCIL PLUMBING REGULATIONS
- DRAIN ALL SURFACE WATER AWAY FROM FOOTING IN ACCORDANCE WITH THE NCC REQUIREMENTS
- BUILDER TO LOCATE CONNECTIONS POINTS AND MAINS WHERE SERVICES AND TO VERIFY THE POSITIONS AND TYPES.
- ENSURE THAT THE FLOOR LEVEL HAS BEEN PLACED AT A REASONABLE HEIGHT TO ALLOW PROPER STORM WATER DRAINAGE AND SEWER CAN BE ATTAINED

E&OE:

- THE NOTES LISTED INDICATE ONLY A MINOR SELECTION OF THE N.C.C. 2014 AND ARE DEEMED TO COMPLY WITH THE AUSTRALIAN BUILDING CODES AND CONSTRUCTION BOARD. THE RESPONSIBILITY OF ALL CONSTRUCTORS AND BUILDERS IS TO CHECK ALL SECTIONS STATED IN THE LATEST N.C.C AND USE THESE AFFECTIVELY.

CONSTRUCTION NOTES:

SPECIFIC NOTES:

BUILDING DIMENSIONS, ENGINEERING AND MANUFACTURERS SPECIFICATIONS SHOWN SHALL COMPLY WITH THE CURRENT NATIONAL CODE OF CONSTRUCTION AND BUILDING CLASSIFICATIONS, SUBJECT TO CLIMATE ZONE IN ACCORDANCE WITH THE CURRENT N.C.C.

HEALTH & SAFETY

PREVENTION OF FALLS AND ACCIDENTS

WHERE A PERSON IS EXPOSED TO A HAZARDOUS INSTANCE FROM FALLING OBJECTS DURING THE CONSTRUCTION, WHILE WORKING AROUND THE CONSTRUCTION OR MAINTENANCE WORK, THE BUILDING MANAGER MUST PROVIDE ADEQUATE:

- WORK SYSTEMS TO PREVENT FALLS, SAFETY LOCATIONS AND CHECK POINTS AND APPROPRIATE AND COMPLIANT ONSITE SAFETY GEAR
- THE BUILDER SHALL CONTACT THE OWNER PRIOR TO THE OCCUPANCY OF THE BUILDING, TO ENSURE THAT ANY FALL ARREST SYSTEM IS DESIGNED AND CONSTRUCTION WITH COMPLIANCE TO AS2626 WHEN EXPOSED TO FALLING HAZARDS FROM THE BUILDING STRUCTURE.
- THE MAIN CONTRACTOR AND SUBCONTRACTORS MUST COMPLY WITH THE STATE WORK HEALTH & SAFETY ACT REGULATIONS, REQUIREMENTS AND CODES OF PRACTICE

BUILDERS NOTES:

- CHECK ALL LEVELS AND DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR PRIOR TO ANY DOCUMENTATION WORK
- ALL CONSTRUCTION TO COMPLY WITH THE LATEST NATIONAL CODE OF CONSTRUCTION (N.C.C).
- ANY INCONSISTENCIES THAT ARE FOUND ON DRAWING SETS MUST BE SHOWN AND APPROVED BY DESIGNER BEFORE ANY FURTHER WORK CAN BE CONTINUED.
- ALL TIMBER FRAMING TO COMPLY WITH AS 1684 AND THE N.C.C. AND LOCAL COUNCIL APPROVALS.
- WET AREAS TO COMPLY WITH AS 3740 SHALL BY FITTED WITH EXHAUST FANS TO BE FITTED FOLLOWING THE CURRENT N.C.C.

BRACING AND TIE DOWNS:

- BRACING AND TIE DOWNS IN ACCORDANCE WITH AS 4055 'WIND LOADS FOR HOUSING' AND TO ENGINEERED SPECIFICATIONS AND DETAILS
- BRACING AND TIE DOWNS IN ACCORDANCE WITH AS1684.2 (RESIDENTIAL HOUSING)

SLAB AND FOOTINGS:

- SLAB AND FOOTINGS, SOIL CLASSIFICATION AND WIND RATINGS TO COMPLY WITH AS2870. IF WIND RATING ARE HIGHER THAN AS4055 REFER TO ENGINEERS SPECIFICATION AND DRAWINGS.

- CONCRETE AND STEEL REINFORCEMENT TO COMPLY WITH AS2870 AND ALLOW FOR INSPECTION AS REQUIRED TO PRIOR TO POURING CONCRETE.

- DAMP PROOF COURSE TO EXTEND 150MM ABOVE THE NATURAL GROUND SURFACE LEVEL. REFER TO A SOIL REPORT FOR CLASSIFICATION TO AS2870.

- SLABS AND FOOTING IN ACCORDANCE WITH ENGINEERS SPECIFICATIONS AND DRAWING DETAILS
- SOIL AND SITE CLASSIFICATION REFER TO AS2870.

WATERPROOFING:

- TO COMPLY WITH AS 4654.1-2009 ' WATERPROOFING MEMBRANE SYSTEMS FOR EXTERIOR USE – ABOVE GROUND LEVEL.
- WATERPROOFING OF DOMESTIC WET AREAS TO COMPLY WITH AS 3740.

INSULATION:

- THERMAL AND INSULATION TO COMPLY WITH AS 3999 'THERMAL INSULATION OF BUILDINGS – INSTALLATION REQUIREMENTS' AND MANUFACTURES SPECIFICATIONS.

STAIR NOTE:

MINIMUM REQUIREMENTS:

STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS.
190mm MAXIMUM RISE, 250mm RUN, 275mm TREAD.
1000mm BALUSTRADE, TO COMPLY WITH N.C.C.PART 3.9.2.
ENSURE 2040mm MINIMUM HEAD CLEARANCE FROM TOE OF TREAD TO OPENING ABOVE.

BUSHFIRE ATTACH LEVEL REQUIREMENTS:

MUST COMPLY WITH N.C.C 3.7.4 & AS 3959-2009: CONSTRUCTION IN BUSHFIRE PRONE AREAS

BAL 12.5 CONSTRUCTION REQUIREMENTS SUMMARY:

SUB FLOOR - NO SPECIAL REQUIREMENTS

FLOORS - NO SPECIAL REQUIREMENTS.

EXTERNAL WALLS - [PARTS BELOW 400mm ABOVE GROUND]
NON-COMBUSTIBLE MATERIAL OR 6mm FIBRE CEMENT SHEET OR BUSHFIRE RESISTANT TIMBER.

EXTERNAL WINDOWS - [WITHIN 400mm ABOVE GROUND]
MIN. 5mm TOUGHENDED GLASS OR 4mm 'A' GRADE SAFETY GLASS OR METAL SCREENS AS PER DOORS, WITH METAL OPENING SASHES.

EXTERNAL DOORS - PROTECT EXTERNALLY, WITH SCREENS WITH MADE OF STEEL / BRONZE OR ALUMINIUM MESH CONTAINING A MAX. APERTURE OF 2mm. MUST CONTAIN GAPS NO MORE THAN 3mm FROM METAL FRAMES.

DOORS - [WITHIN 400mm ABOVE THRESHOLD]
NON-COMBUSTIBLE OR METAL, OR 35MM SOLID TIMBER

OR

[WITHIN 400mm ABOVE GROUND]
BUSHFIRE RESISTANT TIMBER FRAME WITH TIGHT FITTING WEATHER STRIPS AT BASE.

GARAGE DOORS - [WITHIN 400mm ABOVE GROUND]
NON - COMBUSTIBLE MATERIAL, SUCH AS METAL. FITTED WITH WEATHER STRIPS AND SEALS WITH GAPS NO MORE THAN 3mm. NOT TO HAVE VENTILATION SLOTS.
ROLLER DOOR GUIDE TRACKS MUST HAVE A MAX. GAP OF 3mm.

ROOFS - ROOF COVERINGS TO BE NON-COMBUSTIBLE MATERIAL. ALL ROOF/WALL JUNCTIONS TO BE SEALED. ALL OPENINGS OR PENETRATIONS TO BE FITTED WITH NON-COMBUSTIBLE EMBER GUARDS. ROOF TO BE FULLY SARKED.

WATER AND GAS SUPPLY PIPES - ALL EXPOSED WATER AND GAS SUPPLY PIPES ABOVE GROUND TO BE METAL.

EXTERNAL DECKING, STAIR TREADS, LANDINGS, RAMPS, ETC. - TRAFFICABLE SURFACES LESS THAN 300mm FROM GLAZED ELEMENTS, MUST BE NON-COMBUSTIBLE OR MADE OF FIRE RESISTANT MATERIAL.



not for building approval

PLANNING ONLY

LOCAL COUNCIL:
MEANDER VALLEY COUNCIL

ACCREDITATION COMPLIANCE NAME:
JOHN GREEN

ACCREDITATION COMPLIANCE NUMBER:
CC - 6580

PROJECT:
**PROPOSED NEW UNITS
2 Classic Drive,
Prospect Vale, TAS
7250
FOR MR JOE GRIFFITHS**

TITLE:
FOLIO REFERENCE : 160564

DESIGNED BY:
M. Griffiths

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED DATE: 18.08.15

SCALE:

JOB No: 16486

DRAWING NO.

A02

design > build > live

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

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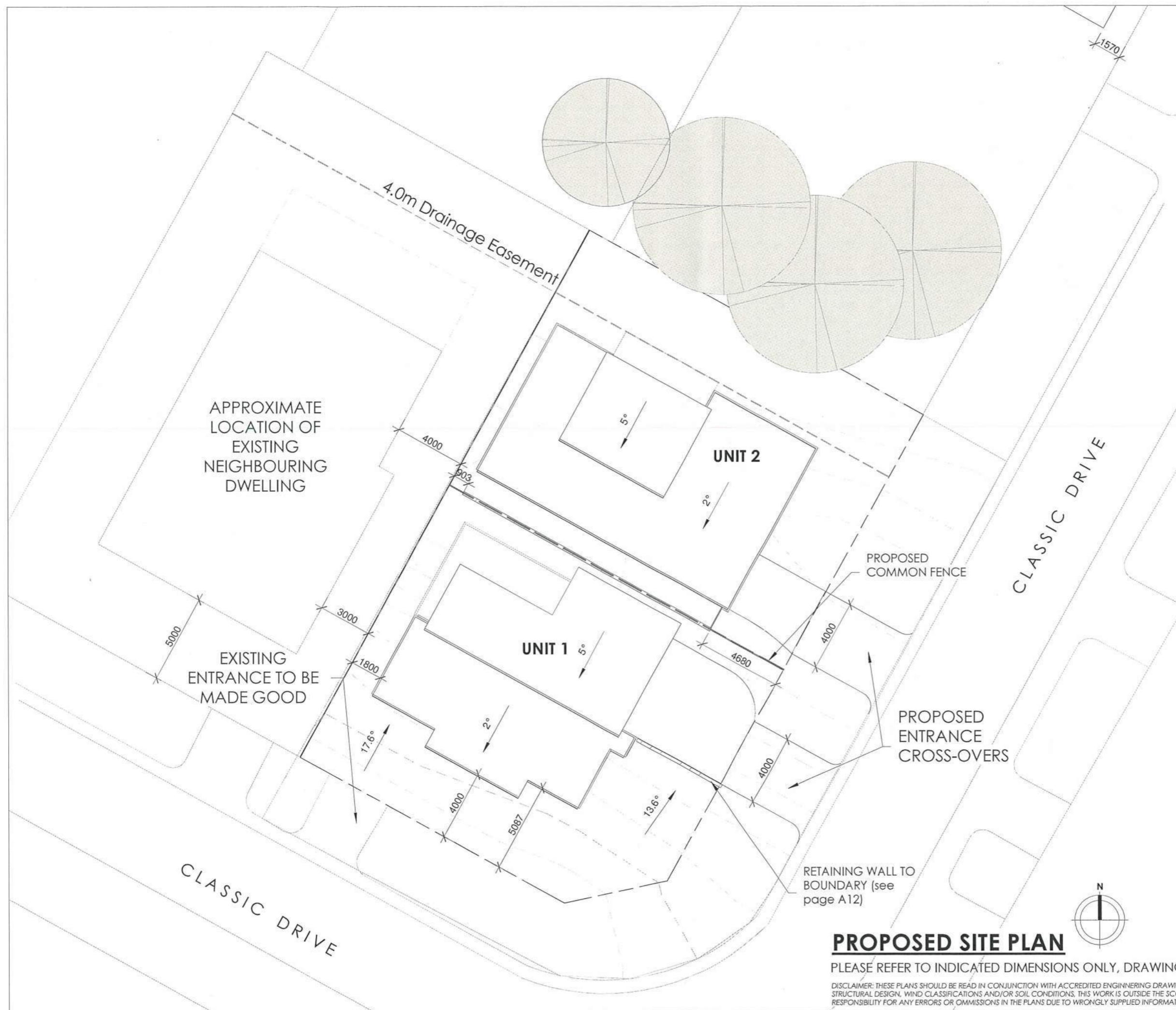
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JOB No: 16486

DRAWING NO.

A03

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PROPOSED SITE PLAN

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DEV 3



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PLANNING ONLY

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ACCREDITATION COMPLIANCE NAME:
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ACCREDITATION COMPLIANCE NUMBER:
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2 Classic Drive,
Prospect Vale, TAS
7250
FOR MR JOE GRIFFITHS

TITLE:
FOLIO REFERENCE : 160564

DESIGNED BY:
M. Griffiths

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED DATE: 18.08.15

SCALE: 1 : 100

JOB No: 16486

DRAWING NO.
A04

design > build > live

CLASSIC DRIVE



UNIT 1 - UPPER FLOOR PLAN

Total Floor Area	m ²	sq
Unit 1 - Garage	42.96	4.62
Unit 1 - Ground Floor	129.81	13.97

(Excluding deck, etc.)

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18/08/2015 3:31:38 PM

DEV 3



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PLANNING
ONLY

LOCAL COUNCIL:
MEANDER VALLEY COUNCIL

ACCREDITATION COMPLIANCE NAME:
JOHN GREEN

ACCREDITATION COMPLIANCE NUMBER:
CC - 6580

PROJECT:
**PROPOSED NEW UNITS
2 Classic Drive,
Prospect Vale, TAS
7250
FOR MR JOE GRIFFITHS**

TITLE:
FOLIO REFERENCE : 160564

DESIGNED BY:
M. Griffiths

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED
DATE: 18.08.15

SCALE: 1 : 100

JOB No: 16486

DRAWING NO.

A05

design > build > live

PROPOSED
ENTRANCE
CROSS-OVERS

CLASSIC DRIVE



UNIT 1 - LOWER FLOOR PLAN

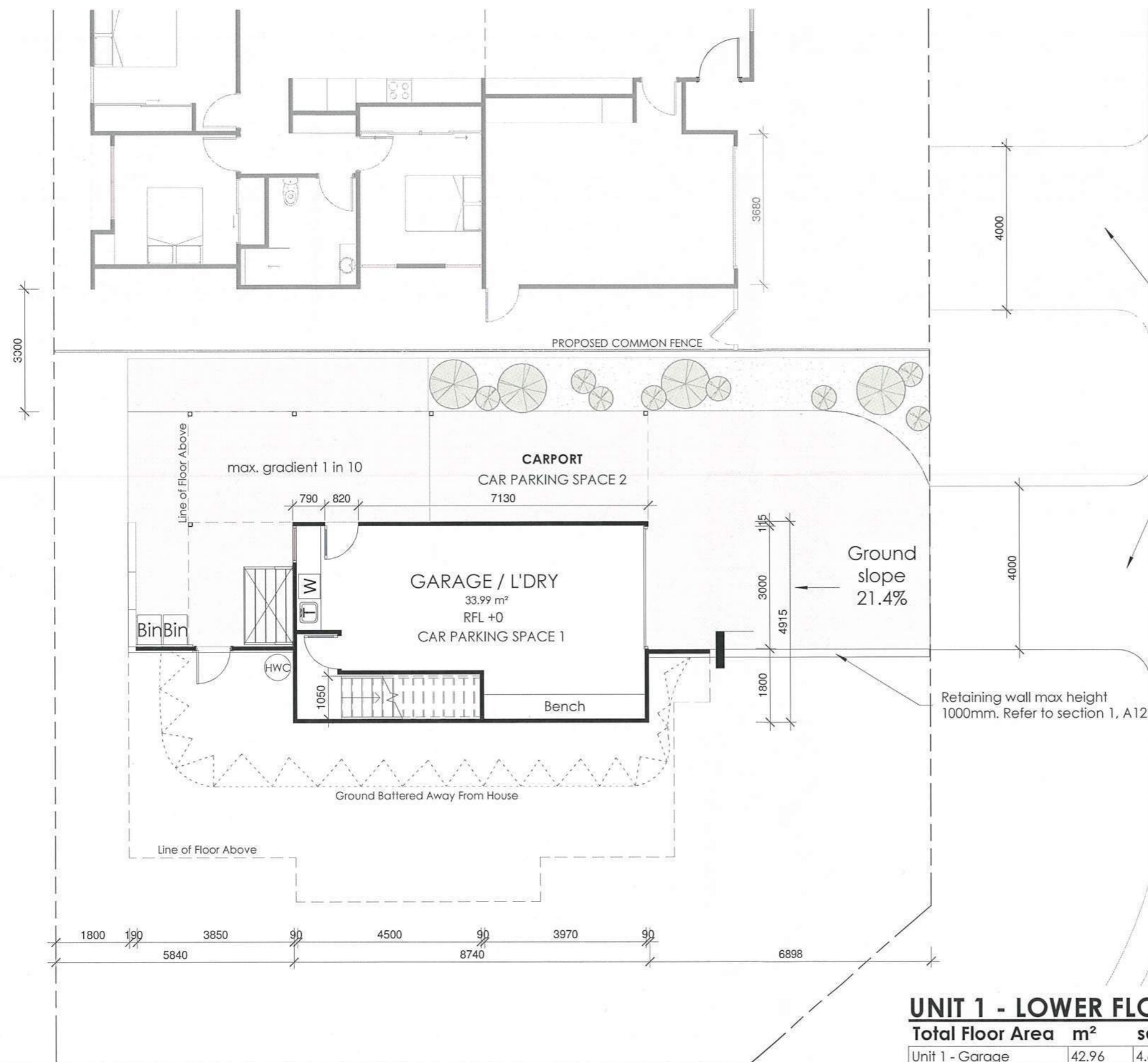
Total Floor Area	m ²	sq
Unit 1 - Garage	42.96	4.62
Unit 1 - Ground Floor	129.81	13.97

(Excluding deck, etc.)

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

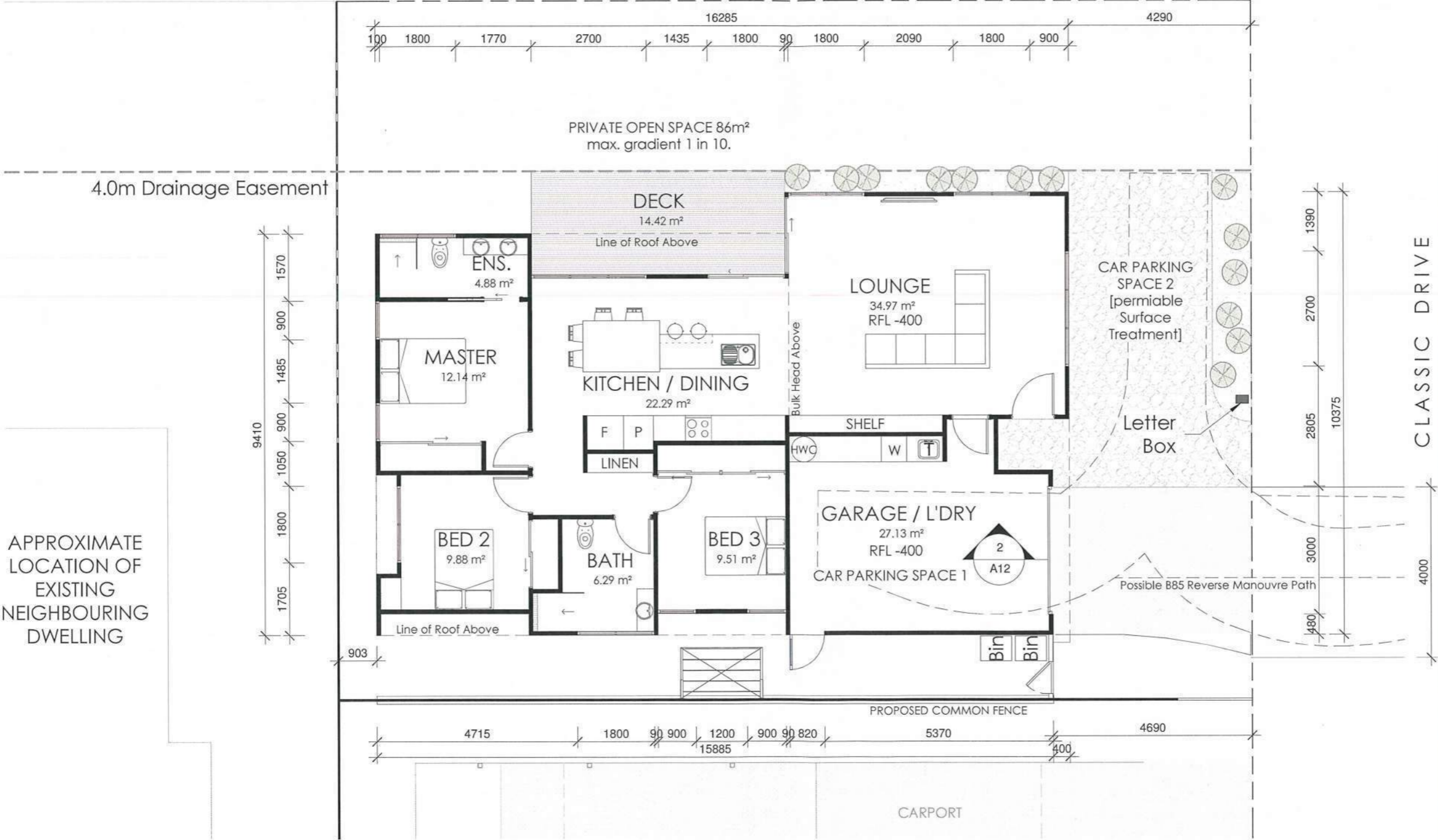
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DEV 3



PLEASE NOTE:

ALL WALLS WITHIN 900mm OF THE BOUNDARY TO BE FIRE RATED TO 60/60/60 IN COMPLIANCE WITH N.C.C. PART 3.7.1.



APPROXIMATE LOCATION OF EXISTING NEIGHBOURING DWELLING

UNIT 2 - FLOOR PLAN

Total Floor Area	m²	sq
Unit 2	146.39	15.76

(Excluding deck, etc.)

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PLANNING ONLY

LOCAL COUNCIL: MEANDER VALLEY COUNCIL

ACCREDITATION COMPLIANCE NAME: JOHN GREEN

ACCREDITATION COMPLIANCE NUMBER: CC - 6580

PROJECT: PROPOSED NEW UNITS 2 Classic Drive, Prospect Vale, TAS 7250 FOR MR JOE GRIFFITHS

TITLE: FOLIO REFERENCE: 160564

DESIGNED BY: S. Chugg

DRAWN BY: S. Chugg

APPROVED BY: M. Griffiths

DATE: 19.06.15

REVISED DATE: 18.08.15

SCALE: 1 : 100

JOB No: 16486

DRAWING NO.

A06

design > build > live



COLORBOND CUSTOM-ORB
ROOF CLADDING,
COLOUR TO BE SELECTED BY
CLIENT.

SCYON STRIA (NON-COMBUSTIBLE)
CLADDING ON TIMBER STUD
CONSTRUCTION
COLOUR TO BE SELECTED BY CLIENT.

SCYON AXON (NON-COMBUSTIBLE)
CEMENT SHEET CLADDING
COLOUR TO BE SELECTED BY
CLIENT.

90 x 90 SHS STEEL COLUMNS
ON MASS CONCRETE PAD. TYP.

COLORBOND CUSTOM-ORB WALL
CLADDING BELOW FLOOR LEVEL,
ON TIMBER STUD CONSTRUCTION,
WITH 6mm FIBRE CEMENT SHEET LINING.

DOUBLE GLAZED, GRADE A SAFETY
GLASS ALUMINIUM SLIDING DOORS.

Roof Top - Unit 1
4075

JAMES HARDIE EASY LAP, PAINT
FINISH.

Ceiling
2800

1m HIGH STAINLESS STEEL HANDRAIL TO
DECK WITH STAINLESS STEEL CABLE TO
THE N.C.C. PART 3.9.2.1

Ground - Unit 1
400

Lower - Unit 1 Plan
-2300

DOUBLE GLAZED, GRADE A SAFETY
GLASS ALUMINIUM DOOR.

NORTH ELEVATION

JAMES HARDIE EASY LAP, PAINT
FINISH.

COLORBOND FASCIA, GUTTERS, BARGES
SPREADERS, AND DOWNPIPES TO BE USED,
COLOUR TO BE SELECTED BY CLIENT.

Roof Top - Unit 1
4075

Ceiling
2800

SCYON STRIA (NON-COMBUSTIBLE)
CLADDING ON TIMBER STUD
CONSTRUCTION
COLOUR TO BE SELECTED BY CLIENT.

Ground - Unit 1
400

DOUBLE GLAZED, GRADE A
SAFETY GLASS ALUMINIUM
FIXED WINDOW.

SCYON AXON (NON-COMBUSTIBLE)
CEMENT SHEET CLADDING
COLOUR TO BE SELECTED BY
CLIENT.

COLORBOND CUSTOM-ORB WALL
CLADDING BELOW FLOOR LEVEL,
ON TIMBER STUD CONSTRUCTION,
WITH 6mm FIBRE CEMENT SHEET LINING.

SOUTH ELEVATION

PROPOSED ELEVATIONS - UNIT 1

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my build

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PLANNING ONLY

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MEANDER VALLEY COUNCIL

ACCREDITATION COMPLIANCE NAME:
JOHN GREEN

ACCREDITATION COMPLIANCE NUMBER:
CC - 6580

PROJECT:
**PROPOSED NEW UNITS
2 Classic Drive,
Prospect Vale, TAS
7250
FOR MR JOE GRIFFITHS**

TITLE:
FOLIO REFERENCE : 160564

DESIGNED BY:
S. Chugg

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED
DATE: 18.08.15

SCALE: 1 : 100

JOB No: 16486

DRAWING NO.

A07

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DEV 3



NORTH ELEVATION

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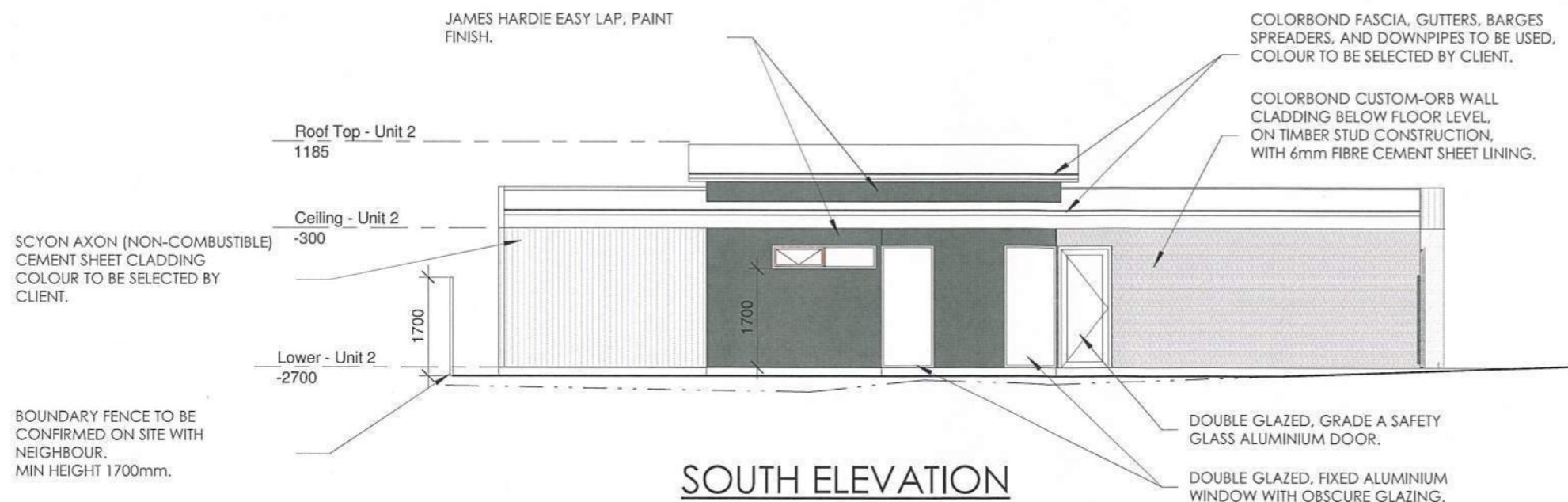
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JOB No: 16486

DRAWING NO.

A08

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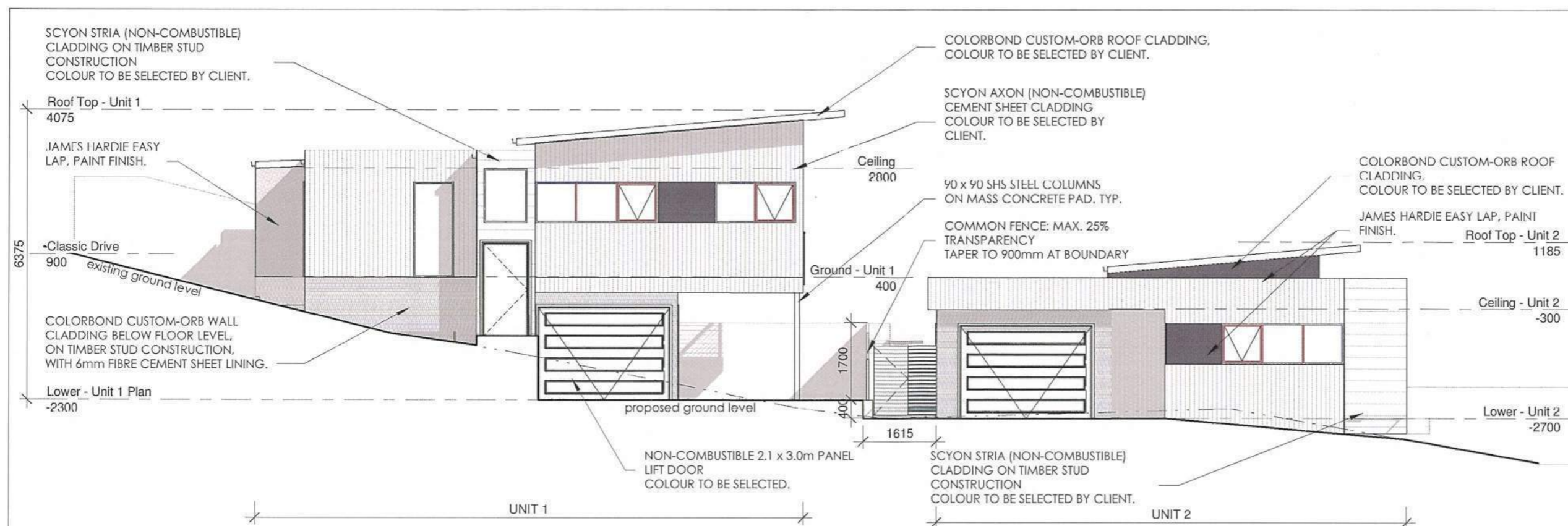


SOUTH ELEVATION

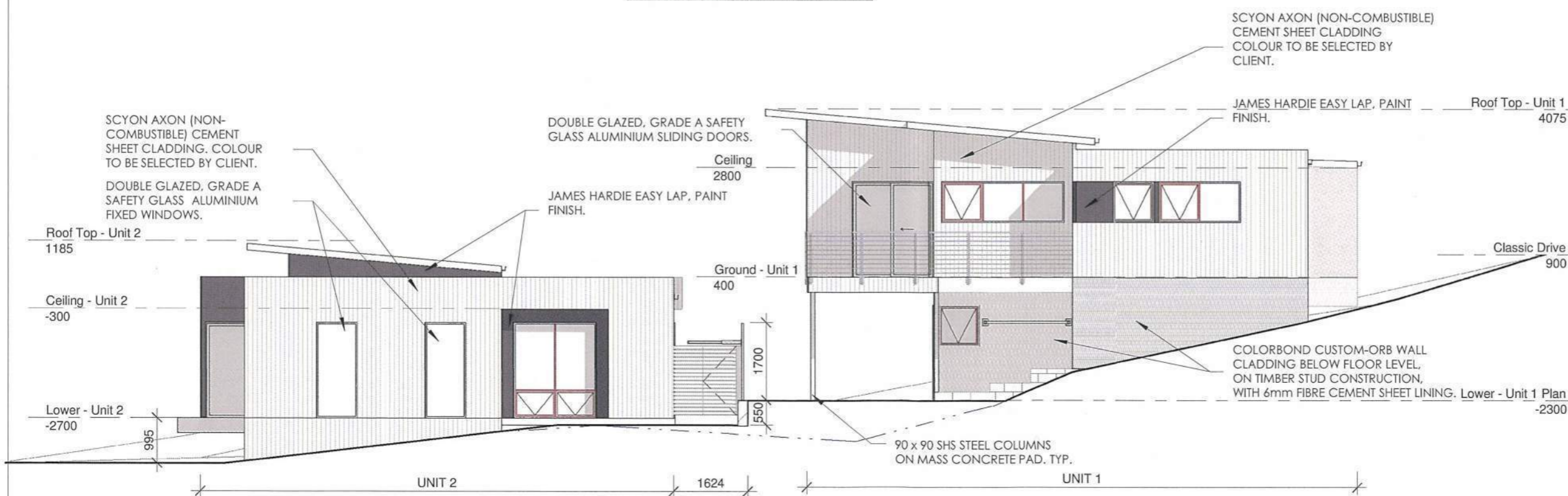
PROPOSED ELEVATIONS - UNIT 2

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EAST ELEVATIONS



WEST ELEVATIONS

PROPOSED ELEVATIONS

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DRAWING NO.

A09

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DEV 3

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APPROVED BY:
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DATE: 19.06.15

REVISED
DATE: 18.08.15

SCALE: 1 : 300

JOB No: 16486

DRAWING NO.

A10

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JUNE 21 - 9am

JUNE 21 - 12 noon

SHADOW DIAGRAMS

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DEV 3

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TITLE:
FOLIO REFERENCE : 160564

DESIGNED BY:
Designer

DRAWN BY:
Author

APPROVED BY:
Checker

DATE: 19.06.15

REVISED
DATE: 18.08.15

SCALE: 1 : 300

JOB No: 16486

DRAWING NO.

A11

design > build > live

JUNE 21 - 1pm

JUNE 21 - 3pm

SHADOW DIAGRAMS

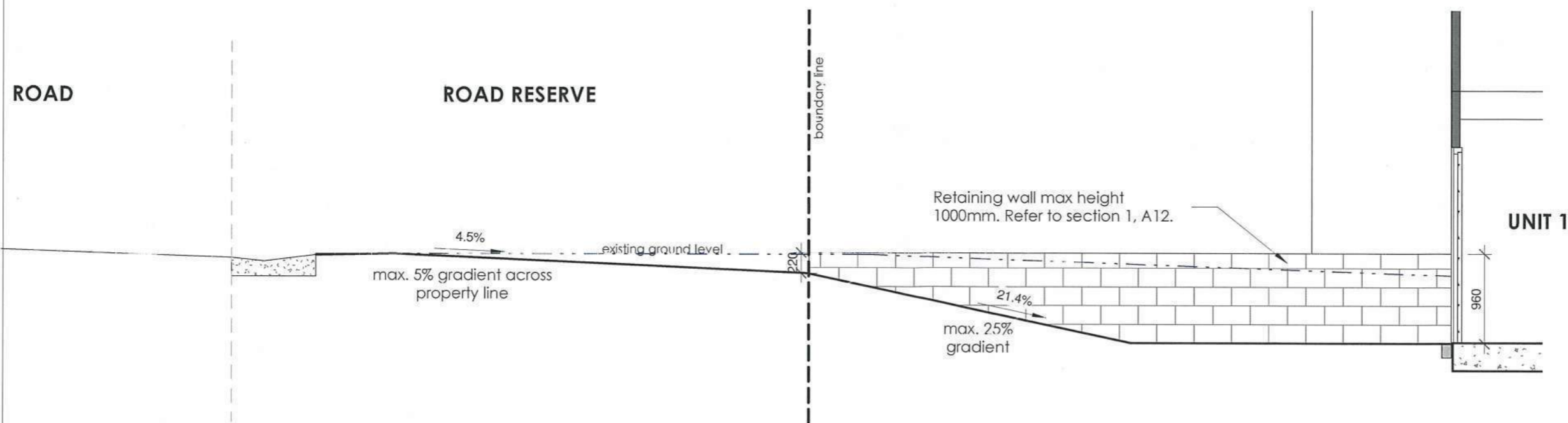
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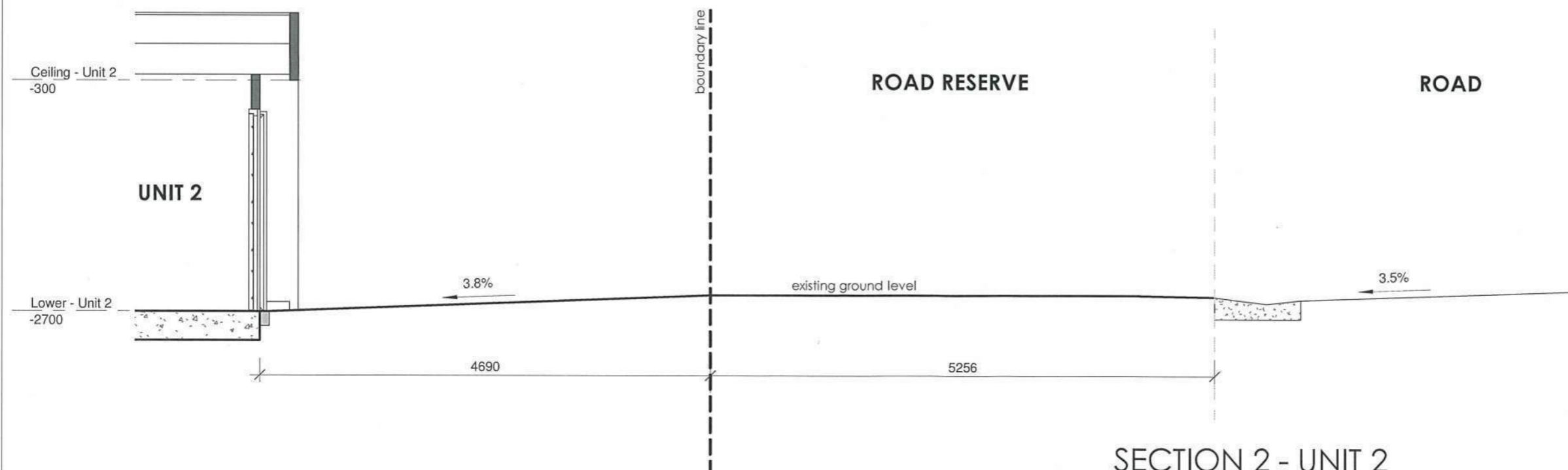
DEV 3

PLEASE NOTE:

ALL DRIVEWAYS AND CROSSOVERS TO COMPLY WITH
AS2890.1:2004 PARKING FACILITIES



SECTION 1 - UNIT 1



SECTION 2 - UNIT 2

DRIVEWAY SECTIONS

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APPROVED BY:
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REVISED
DATE: 18.08.15

SCALE: 1:50

JOB No: 16486

DRAWING NO.

A12

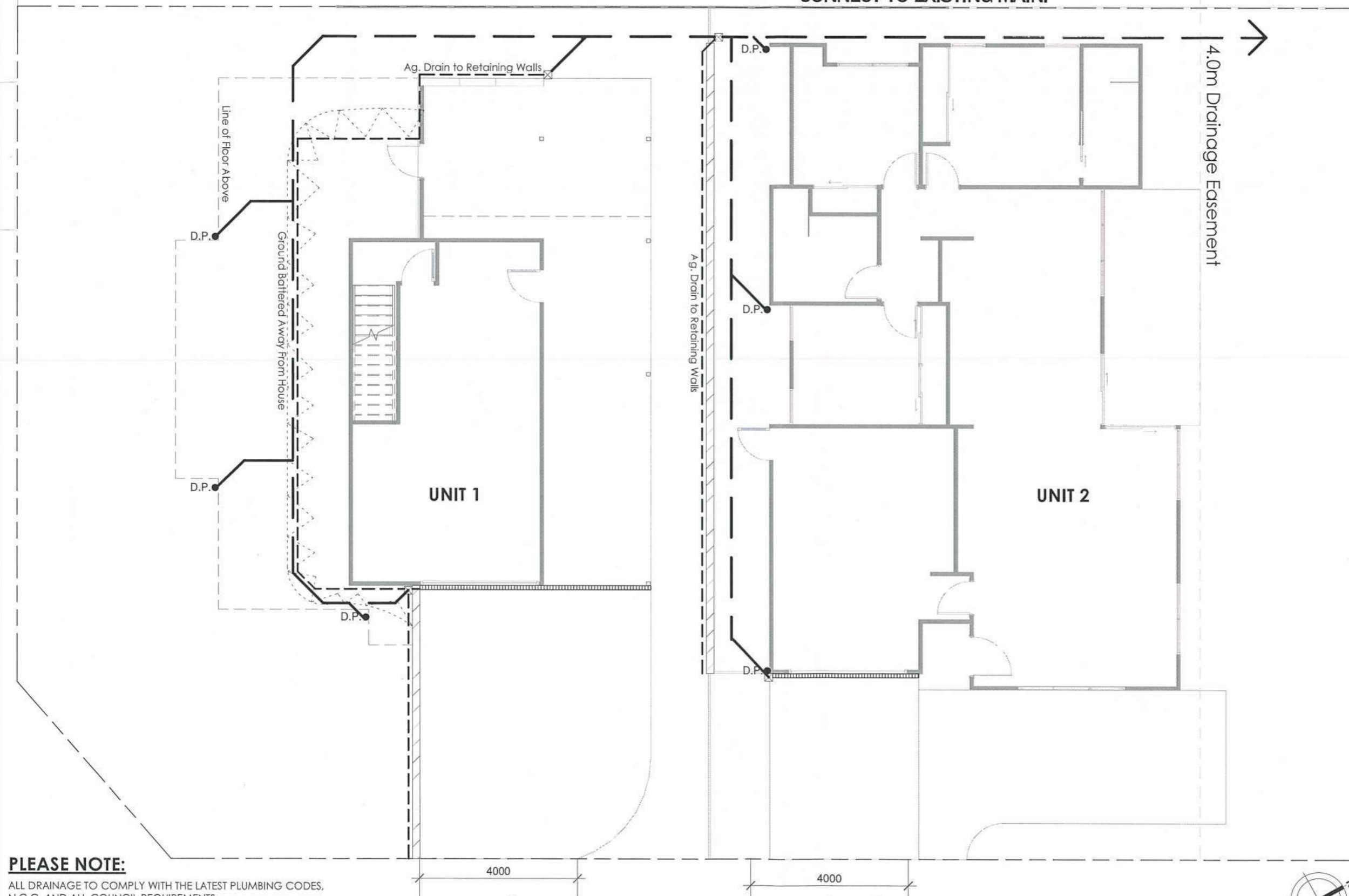
design > build > live

DEV 3

LEGEND:

I.O. INSPECTION OPENING
D.P. DOWN PIPE
O.R.G. OVERFLOW RELIEF GULLY

NEW 900 P.V.C. STORMWATER PIPE TO
CONNECT TO EXISTING MAIN.



PLEASE NOTE:

ALL DRAINAGE TO COMPLY WITH THE LATEST PLUMBING CODES, N.C.C. AND ALL COUNCIL REQUIREMENTS.

THIS DRAINAGE PLAN IS PURELY DIAGRAMMATIC, CONFIRM THE CORRECT LOCATION OF EXISTING SEWER AND STORMWATER PIPES, PRIOR TO SETOUT OF DRAINAGE WORK ON SITE.

CONDITION OF ALL EXISTING SEWER AND STORMWATER PIPES SHOULD BE CHECKED PRIOR TO CONNECTING NEW PIPES, REPLACING ANY THAT ARE NOT SATISFACTORY.

STORMWATER HYDRAULICS PLAN

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

DISCLAIMER: THESE PLANS SHOULD BE READ IN CONJUNCTION WITH ACCREDITED ENGINEERING DRAWINGS. STRUCTURAL ENGINEERS' CERTIFICATES MAY BE REQUIRED CERTIFY STRUCTURAL DESIGN, WIND CLASSIFICATIONS AND/OR SOIL CONDITIONS. THIS WORK IS OUTSIDE THE SCOPE OF THIS DRAFTING SERVICE. THE DRAFTER DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLANS DUE TO WRONGLY SUPPLIED INFORMATION, NOR FOR MISCONSTRUCTION OR INTERPRETATION.

my build

not for building approval

PLANNING
ONLY

LOCAL COUNCIL:
MEANDER VALLEY COUNCIL

ACCREDITATION COMPLIANCE NAME:
JOHN GREEN

ACCREDITATION COMPLIANCE NUMBER:
CC - 6580

PROJECT:
PROPOSED NEW UNITS
2 Classic Drive,
Prospect Vale, TAS
7250
FOR MR JOE GRIFFITHS

TITLE:
FOLIO REFERENCE : 160564

DESIGNED BY:
S. Chugg

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED
DATE: 18.08.15

SCALE: As indicated

JOB No: 16486

DRAWING NO.

HO1

design > build > live

DEV 3

Property Vehicle Access Point Assessment – 2 Classic Drive, Prospect Vale

Council officers undertook a review of the proposed vehicle accesses for a double unit development at 2 Classic Drive, Prospect Vale.

Background

Classic Drive is a sealed urban cul-de-sac constructed in 2010 that extends off Harley Parade. The speed limit is posted at 50km/h, however, the probable speed of vehicles is 30 to 40 km/h and slowing down as they approach the corner that the proposed development is on. The property is situated in a general residential area and is suited to unit development. The property is currently unfenced on the road frontages

Crash Statistics Data

There is no crash data available for this cul-de-sac.

Proposed Driveway Crossover

Council's standard for sight distance TSD-RF01-v1 requires a sight distance of 80m for a vehicle speed of 50km/hr or less in this traffic environment.

The proposed driveway crossovers for this development are situated approximately 15m and 23m to the North of the corner in Classic Drive. Sight distance for the proposed driveway crossover to Unit 1 is 55m, with sight distance to the proposed driveway of Unit 2 being 73m.

Despite the proposed driveway crossover not meeting sight distance requirements it is considered reasonable that due to the low traffic/speed environment this should not create safety concerns for other road users or occupants of the property.



Diagram 1 – looking from proposed crossover to Unit 1



Diagram 2 – looking to proposed crossover to Unit 1

Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan

2 Classic Drive, Prospect Vale



Prepared for (Client)

My Build Homes

PO Box 1865

LAUNCESTON TAS 7250

Assessed & Prepared by

Rebecca Green

Senior Planning Consultant & Accredited Bushfire Hazard Assessor

Rebecca Green & Associates

PO Box 2108 LAUNCESTON TAS 7250

Mobile: 0409 284 422

Version 1

21 July 2015

Job No: RGA-B222

Executive Summary

The proposed development at 2 Classic Drive, Prospect Vale, is subject to bushfire threat. A bushfire attack under extreme fire weather conditions is likely to subject buildings at this site to considerable radiant heat, ember attack along with wind and smoke.

The site requires bushfire protection measures to protect the buildings and people that may be on site during a bushfire.

These measures include provision of hazard management areas in close proximity to the buildings, implementation of safe egress routes, establishment of a water supply and construction of buildings as described in AS 3959-2009 Construction of Buildings in Bushfire Prone Areas.

Primary responsibilities identified within this report:

Occupier	<ul style="list-style-type: none">Construct Unit 1 to meet <u>BAL 12.5</u> (AS3959-2009).Construct Unit 2 to meet <u>BAL LOW</u> (AS3959-2009).
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Schedule 1 – Bushfire Report

1.0 Introduction

The Bushfire Attack Level (BAL) Report and Bushfire Hazard Management Plan (BHMP) has been prepared for submission with a Planning Permit Application under the *Land Use Planning and Approvals Act 1993; Bushfire-Prone Areas Code* and/or a Building Permit Application under the *Building Act 2000 & Regulations 2004*.

The Bushfire Attack Level (BAL) is established taking into account the type and density of vegetation within 100 metres of the proposed building site and the slope of the land; using the simplified method in AS 3959-2009 Construction of Buildings in Bushfire Prone Areas; and includes:

- The type and density of vegetation on the site,
- Relationship of that vegetation to the slope and topography of the land,
- Orientation and predominant fire risk,
- Other features attributing to bushfire risk.

On completion of assessment, a Bushfire Attack Level (BAL) is established which has a direct reference to the construction methods and techniques to be undertaken on the buildings and for the preparation of a Bushfire Hazard Management Plan (BHMP).

1.1 Scope

This report was commissioned to identify the Bushfire Attack Level for the existing property. ALL comment, advice and fire suppression measures are in relation to compliance with *Bushfire-Prone Areas Code* of the Meander Valley Interim Planning Scheme 2013, the Building Code of Australia and Australian Standards, AS 3959-2009, *Construction of buildings in bushfire-prone areas*.

1.2 Limitations

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

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

No action or reliance is to be placed on this report; other than for which it was commissioned.

1.3 Proposal

The proposal is for the development of a two dwellings.

2.0 Site Description for Proposal (Bushfire Context)

2.1 Locality Plan



Figure 1: Location Plan of 2 Classic Drive

2.2 Site Details

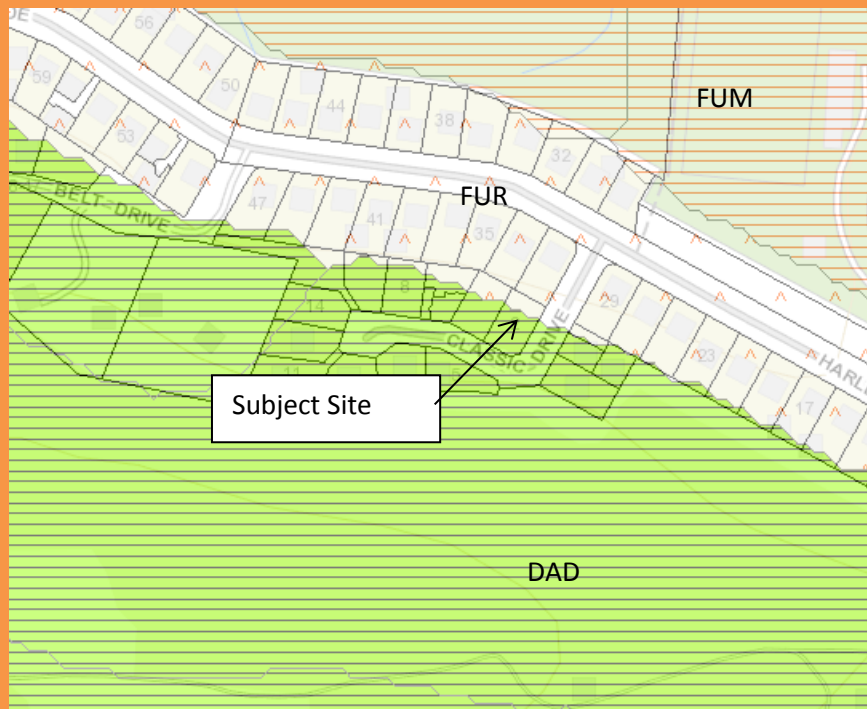
Property Address	2 Classic Drive, Prospect Vale
Certificate of Title	Volume 160564 Folio 1
Owner	Joe Douglas Griffiths
Existing Use	Vacant
Type of Proposed Building Work	Two new dwellings
BCA Classification	Multiple dwellings – Class 1a
Water Supply	TasWater reticulated supply
Road Access	Street Frontage – Classic Drive

3.0 Bushfire Site Assessment

3.1 Vegetation Analysis

3.1.1 TasVeg Classification

Reference to Tasmanian Vegetation Monitoring & Mapping Program (TASVEG) indicates the land in and around the property is generally comprising of varying vegetation types including:



Code	Species	Vegetation Group
DAD	<ul style="list-style-type: none"> Eucalyptus amygdalina forest and woodland on dolerite 	Dry eucalypt forest and woodland
FUM	<ul style="list-style-type: none"> Extra-urban miscellaneous 	Agricultural, urban and exotic vegetation
FUR	<ul style="list-style-type: none"> Urban areas 	Agricultural, urban and exotic vegetation

3.1.2 Site & Vegetation Photos



View looking southwest



View looking northwest



View looking northeast



View looking southeast

3.2 BAL Assessment – Unit 1

Vegetation classification AS3959	North <input type="checkbox"/> North-East <input checked="" type="checkbox"/>	South <input type="checkbox"/> South-West <input checked="" type="checkbox"/>	East <input type="checkbox"/> South-East <input checked="" type="checkbox"/>	West <input type="checkbox"/> North-West <input checked="" type="checkbox"/>																								
Group A	<input type="checkbox"/> Forest	<input checked="" type="checkbox"/> Forest	<input type="checkbox"/> Forest	<input type="checkbox"/> Forest																								
Group B	<input type="checkbox"/> Woodland	<input type="checkbox"/> Woodland	<input type="checkbox"/> Woodland	<input type="checkbox"/> Woodland																								
Group C	<input type="checkbox"/> Shrub-land	<input type="checkbox"/> Shrub-land	<input type="checkbox"/> Shrub-land	<input type="checkbox"/> Shrub-land																								
Group D	<input type="checkbox"/> Scrub	<input type="checkbox"/> Scrub	<input type="checkbox"/> Scrub	<input type="checkbox"/> Scrub																								
Group E	<input type="checkbox"/> Mallee-Mulga	<input type="checkbox"/> Mallee-Mulga	<input type="checkbox"/> Mallee-Mulga	<input type="checkbox"/> Mallee-Mulga																								
Group F	<input type="checkbox"/> Rainforest	<input type="checkbox"/> Rainforest	<input type="checkbox"/> Rainforest	<input type="checkbox"/> Rainforest																								
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Distance to classified vegetation	Metres >100m Managed	Metres 0-88m managed (General Residential zone) 88-<100m forest	Metres >100m Managed	Metres >100m Managed																								
Likely direction of bushfire attack	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																								
Prevailing winds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																								
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BAL Value (FDI 50)	BAL – LOW (General Residential zoned land and golf course)	BAL – 12.5 (General Residential zoned land)	BAL – LOW (General Residential zoned land)	BAL – LOW (Closed Residential zoned land)																								

BAL Assessment – Unit 2

Vegetation classification AS3959	North <input type="checkbox"/> North-East <input checked="" type="checkbox"/>	South <input type="checkbox"/> South-West <input checked="" type="checkbox"/>	East <input type="checkbox"/> South-East <input checked="" type="checkbox"/>	West <input type="checkbox"/> North-West <input checked="" type="checkbox"/>																								
Group A	<input type="checkbox"/> Forest	<input checked="" type="checkbox"/> Forest	<input type="checkbox"/> Forest	<input type="checkbox"/> Forest																								
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Distance to classified vegetation	Metres >100m Managed	Metres >100m Managed (Subject lot and General Residential zone)	Metres >100m Managed	Metres >100m Managed																								
Likely direction of bushfire attack	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																								
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a	b	c	d	<u>e</u>	f																							
BAL Value (FDI 50)	BAL – LOW (General Residential zoned land and golf course)	BAL – LOW (Subject lot and General Residential zoned land)	BAL – LOW (General Residential zoned land)	BAL – LOW (Closed Residential zoned land)																								

The Bushfire Attack Level shall be classified BAL-LOW where the vegetation is one or a combination of any of the following:

- (a) Vegetation of any type that is more than 100 metres from the site.

- (b) Single areas of vegetation less than 1 hectare in area and not within 100m of other areas of vegetation being classified.
- (c) Multiple areas of vegetation less than 0.25 hectare in area and not within 20 metres of the site, or each other.
- (d) Strips of vegetation less than 20 metres in width (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 metres of the site or each other, or other areas of vegetation being classified.
- (e) Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops.
- (f) Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks.

NOTE: Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognisable as short-cropped grass for example, to a nominal height of 100mm).

BAL – LOW	The risk is considered to be VERY LOW. There is insufficient risk to warrant any specific construction requirements but there is still some risk.
BAL – 12.5	The risk is considered to be LOW. There is a risk of ember attack. The construction elements are expected to be exposed to a heat flux not greater than 12.5 kW/m ² .
BAL – 19	The risk is considered to be MODERATE. There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat. The construction elements are expected to be exposed to a heat flux not greater than 19 kW/m ² .
BAL – 29	The risk is considered to be HIGH. There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level of radiant heat. The construction elements are expected to be exposed to a heat flux not greater than 29 kW/m ² .
BAL – 40	The risk is considered to be VERY HIGH. There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front. The construction elements are expected to be exposed to a heat flux not greater than 40 kW/m ² .
BAL – FZ	The risk is considered to be EXTREME. There is an extremely high risk of ember attack and burning debris ignited by windborne embers, and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front. The construction elements are expected to be exposed to a heat flux greater than 40 kW/m ² .

3.2 Specified Hazard Management Areas

Hazard management areas are to be established and maintained between the bushfire prone vegetation and the building at a distance equal to, or greater than the separation distance specified for the Bushfire Attack Levels (BAL) in table 2.4.4 of *Australian Standard 3959-2009 Construction of Buildings in Bushfire Prone Areas*.

Where the Hazard Management Areas can be increased around the building and the classified vegetation in accordance with table 2.4.4 of Australian Standard 3959, the risk from bushfire attack can reduce.

Unit 1

Distance from Predominant vegetation for BAL 12.5	North/ North-East	South/ South-West	East/ South-East	West/ North-West
	N/A	32-<100	N/A	N/A
	Metres	Metres	Metres	Metres

The separation distance for the SPECIFIED Hazard Management Area is to be shown on the attached Bushfire Hazard Management Plan measured from the external walls (Façade) of the building in metres along the ground to the bushfire hazard vegetation (if applicable).

3.3 Outbuildings

Not applicable.

3.4 Road Access

Roads are to be constructed to provide vehicle access to the site to assist firefighting and emergency personnel to defend the building or evacuate occupants; and provide access at all times to the water supply for firefighting purposes on the building site.

Private access roads are to be constructed from the entrance to the property cross over with the public road through to the dwelling and water storage area on the site. Private access roads are to be designed, constructed and maintained to a standard not less than a Modified 4C Access Road.

Existing Road Access and Driveways	Access via direct road frontage
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3.5 Water Supply

A building that is constructed in a designated bushfire prone area must provide access at all times to a sufficient supply of water for firefighting purposes on the building site.

The exterior elements of a Class 1 building in a designated Bushfire prone area must be within reach of a 120m long hose (lay) connected to –

- (i) A fire hydrant with a minimum flow rate of 600L per minute and pressure of 200kpa; or
- (ii) A stored water supply in a water tank, swimming pool, dam or lake available for firefighting at all times which has the capacity of at least 10,000L for each separate building.

Existing Reticulated Water Supply	Fire hydrants are provided within the road reserve and within 120m hose lay of the dwelling. On site water supply is not required.
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It should be recognised that although water supply as specified above may be in compliance with the requirements of the Building Code of Australia, the supply may not be adequate for all firefighting situations.

4.0 Bushfire-Prone Areas Code Assessment Criteria

Assessment has been completed below to demonstrate the BAL and BHMP have been developed in compliance with the Acceptable Solutions and/or the Performance Criteria as specified in the Bushfire-Prone Areas Code.

E1.4 – Exemptions – Not applicable.

E1.5 Vulnerable Uses – Not applicable.

E1.6.3 Development Standards for New Habitable Buildings on Pre-existing Lots

E1.6.3.1 Hazard management areas for habitable buildings		
		Comments
<input checked="" type="checkbox"/> A1	(c)	Specified distances for Hazard Management Areas for BAL 12.5 for Unit 1, Unit 2 not required, as specified on the plan are in accordance with AS3959. The proposal complies.
<input type="checkbox"/> P1		
<input checked="" type="checkbox"/> A2		Not applicable. No Hazard Management Area is required due to the existing separation of the lot from bushfire-prone vegetation.
<input type="checkbox"/> P2		
E1.6.3.2 Private access		
		Comments
<input checked="" type="checkbox"/> A1	(c)	Property has road frontage, and plans demonstrate that private access will be to within 30 metres of the furthest part of a habitable building measured as a hose lay.
<input type="checkbox"/> P1		

<input checked="" type="checkbox"/> A2	Not applicable. Reticulated water supply available.
<input type="checkbox"/> P2	No PC
<input checked="" type="checkbox"/> A3	New access to be constructed to comply.
<input type="checkbox"/> P3	
E1.6.2.3 Water supply for fire fighting purposes	
Comments	
<input checked="" type="checkbox"/> A1	(c) A ground ball fire hydrant is provided within 120m hose lay of the dwellings. The proposal complies.
<input type="checkbox"/> P1	

5.0 Layout Options

Not relevant to this proposal.

6.0 Other Planning Provisions

Not relevant to this proposal.

7.0 Conclusions and Recommendations

Mitigation from bushfire is dependent on the careful management of the site by maintaining reduced fuel loads within the hazard management areas and within the site.

The site has been assessed as requiring building (Unit 1) to conform to or exceed BAL 12.5 requirements based on AS 3959 – 2009 Construction of Buildings in Bushfire Prone Areas. BAL Low for Unit 2.

Access

The driveways are to be maintained of all-weather construction, with a minimum width of access of 4 metres, no passing bays are required due to the length of the driveway, with a minimum load of 20 tonnes.

Water Supplies

The property has access to a reticulated water supply and is within 120 metres of the existing fire plug.

Fuel Managed Areas

Not applicable. Separation distance to bushfire-prone vegetation is existing and adequate.

Schedule 2 – Bushfire Hazard Management Plan

1.0 Introduction

The Bushfire Hazard Management Plan (BHMP) is developed from the results of a Bushfire Attack Level (BAL) Assessment Report prepared for the site in accordance with Australian Standard 3959. The BHMP provides reference and information to existing and subsequent owners on their responsibilities for the establishment, maintenance and future management of their property to reduce the risk of bushfire attack and includes: -

- Establishment of a Hazard Management Area in and around the existing and/or proposed buildings,
- Specifications of Private access road construction,
- Provision on firefighting water supply,
- Construction requirements in relation to the Building Code of Australia, dependent on the Bushfire Attack Level and requirements of Australian Standard 3959.
- Reduction and removal of vegetation and fuel loads in and around the property, buildings and Hazard Management Areas,
- Ongoing maintenance responsibilities by successive owners for perpetuity.

A copy of the plan MUST also be provided to ALL current and successive owners to make them aware of their continuing obligations to maintain the plan and protection measures attributed to their property in to the future.

2.0 Hazard Management Areas

The Hazard Management Area (defendable space) is provided between the vegetation and the buildings subject to bushfire risk. The space provides for management of vegetation and reduction in fuel loads in an attempt to:

- Prevent flame impingement on the dwelling;
- Provide a defendable space for property protection;
- Reduce fire spread;
- Deflect and filter embers;
- Provide shelter from radiant heat; and
- Reduce wind speed.

The *Bushfire-Prone Areas Code*, requires a hazard management area to be established and maintained between the bushfire prone vegetation and the building at a distance equal to, or greater than the separation distance specified for the Bushfire Attack Levels (BAL) in *AS 3959-2009 Construction of Buildings in Bushfire Prone Areas*.

Refer to the attached BHMP Site Plan in Section 6 of this management plan for specific details on the Hazard Management Area (if applicable).

2.1 Vegetation (Fuel) Management

Managing an area in a minimum fuel condition generally means a reduction in the amount and altering the arrangement of fuels. Most fine fuels are at or close to the ground, often as part of a grass, litter or shrub layer. If there is enough fuel, when a fire comes these fuels will ignite the trees above or set the bark alight which will burn up into the tree canopy causing the most dangerous of bushfire situation; a crown fire.

To prevent crown fires occurring it is necessary to remove the “ladder of fuel” between the ground and the tree crowns and to make sure the amount of ground fuel is not sufficient to set the crowns alight. Without fire burning below, a crown fire should not be sustained. Further removing continuity and separation of the vegetation canopies both horizontally and vertically will assist.

All vegetation will burn under the influence of bushfire; shrub layers need to be modified to remove tall continuous walls of vegetation and establish clear separation between the ground and the bottom of the tree canopy. Further minimisation of flammable ground litter such as leafs, twigs, bark, ferns and debris will further reduce fuel load with potential to burn or contribute to the growth of a bushfire.

Fuels do not need to be totally removed however fuels close to the building and inside the Hazard Management Area are to be kept to a minimum. As a general practice 5 tonnes per hectare is accepted as being controllable with normal firefighting resources. This can be visualised as grass cut to about 10 centimetres in height or ground litter about 2 centimetres thick. This is considered to be a low fuel level.

2.2 Other Risk Management Actions

Other actions that can be implemented to reduce the bushfire risk in the Hazard Management Areas include:

1. Establishing non-combustible paths and driveways around buildings.
2. Establish plantings of low flammability shrub species.
3. Ensure garden beds and shrubs are established well away from buildings.
4. Tree planting to be located at the outer edge of the Hazard Management Area and spaced well apart to ensure canopy separation.
5. Cut lawns short and maintain.
6. Remove fallen limbs, leaf and bark litter.
7. Avoid using pine bark and other flammable mulch in gardens.
8. Prune trees to ensure canopy separation horizontally and vertically, remove low hanging branches to ensure separation from ground litter.
9. Where the amount of land permits extend the vegetation management in to a secondary hazard management zone.

3.0 On-going Site Management and Maintenance

On-going maintenance is required to the buildings and landscaping within the hazard management area to ensure the continued performance of the bushfire mitigation measures which have been designed into the development for occupant and community protection.

Specified Hazard Management Areas are only a minimum distance required; owners are encouraged to establish a greater management area where land area and opportunity permits. An additional fuel modified buffer zone between the Hazard Management Area and the bushfire vegetation will only improve the protection level and reduce the risk to the property during a bushfire event.

Preparedness comes down to diligent annual maintenance in and around the buildings and Hazard Management Areas particularly during the period of greatest risk; August to February of each year.

Recommendation:

1. Locate wood piles or other flammable storage well away from the dwelling.
2. Solid non-combustible fencing such as steel provides a fire and heat radiation shield to the dwelling.
3. Metal flywire screens prevent sparks and embers from entering the building.
4. Seal gaps under floor spaces, roof space, under eaves, external vents, skylights, chimneys and wall cladding.
5. Remove ladder fuels from the under storey of larger trees. Prune canopies to provide separation.
6. Rake up leaf litter and vegetation debris. Cut grass and maintain to less than 10cm.
7. Keep garden beds well away from the dwelling and use non-combustible garden mulches including rock or stones.
8. Establish plantings of low flammability shrub species.
9. Seal all gaps in external claddings.
10. Keep roof gutters clear of leaf litter, bark and similar debris, remove and maintain. Install gutter guards to assist.
11. Flammable fuels such as gas bottles should be located on the opposite side of the house to the likely direction of a bushfire.
12. Seal gaps in roofing to prevent the entry of embers.
13. Surround the dwelling with non-combustible paths.
14. Outbuildings to be at least 6m from the main dwelling.
15. Ensure hoses provide coverage to the whole site. Use metal hose fittings.
16. Flammable fuels and the like to be stored in minimum volumes well away from the dwelling.

4.0 Vehicular Access

Roads are to be constructed to provide vehicle access to the site to assist firefighting and emergency personnel to defend the building or evacuate occupants; and provide access at all times to the water supply for firefighting purposes on the building site.

Private access roads are to be constructed from the entrance to the property cross over with the public road through to the dwelling and water storage area on the site (if applicable). Private access roads are to be designed, constructed and maintained to a standard not less than a Modified 4C Access Road.

The 4C Access Road is an all-weather road which is classified by and complies with Australian Road Research Boards *"Unsealed Roads Manual – Guidelines to Good Practice"*, 3rd Edition, March 2009.

Substantially a single lane two-way road generally dry weather formed (natural materials) track/road with operating speeds standard of <20-40 km/h depending on terrain with a minimum carriageway width is 4 metres.

Recommendations:

With the following modified requirements (if applicable):

- (i) Single lane private access road less than 6m carriageway width must have 20m long passing bays of 6m carriageway width not more than 100m apart (not applicable in this case).
- (ii) A private access road longer than 100m must be provided with a driveway encircling the building, or hammerhead "T" or "Y" turning head 4m wide and 8m long, or a trafficable circular turning area of 10m radius (not applicable in this case).
- (iii) Culverts and bridges must be designed for a minimum vehicle load of 20 tonnes (not applicable in this case).
- (iv) Vegetation must be cleared for a height of 4m, above the carriageway, and
- (v) 2m each side of the carriageway (not applicable in this case).

5.0 Water Supply

A building that is constructed in a designated bushfire prone area must provide access at all times to a sufficient supply of water for firefighting purposes on the building site.

Recommendations:

The exterior elements of a Class 1 building in a designated Bushfire prone area must be within reach of a 120m long hose (lay) connected to –

- (i) A fire hydrant with a minimum flow rate of 600L per minute and pressure of 200kPa; or
- (ii) A stored water supply in a water tank, swimming pool, dam or lake available for fire fighting at all times which has the capacity of at least 10,000L for each separate building.

5.1 Reticulated Water Supply

Where a reticulated water supply via connection to the Local Water Authority system is available the system is to be designed and fire hydrant ground plugs installed in accordance with AS2419.2. Fire

plugs to be positioned and or located so the maximum distance from the fire plug to the building is less than 120 metres and have a minimum flow rate of 10 litres/second.

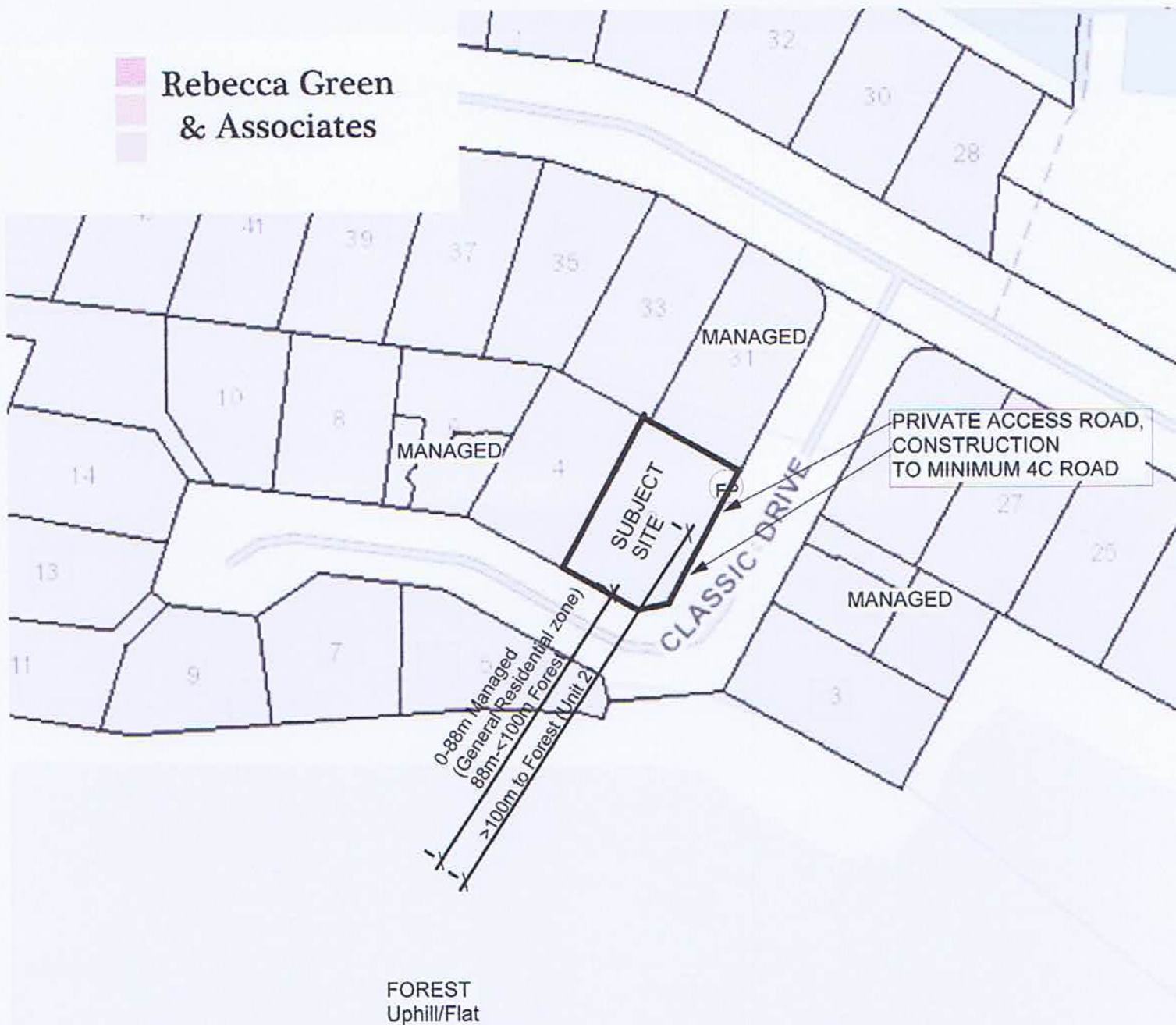
Note: Water Corporations indicate flow rates and water pressure from existing fire hydrants may fail to comply with minimum specified requirements.

It cannot be assumed that access to existing Water Corporation infrastructure and hydrants will meet the standards. Flow testing is to be undertaken prior to any hydraulic design to satisfy that water supply can deliver required flow rates to the subdivision at peak and off-peak times.

5.2 On-Site Dedicated Fire Fighting Water Supply

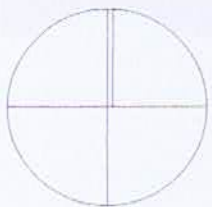
Not applicable to this proposal.

Bushfire Hazard Management Site Plan



FOREST
Uphill/Flat

N



Access Road:

Private access roads are to be constructed from the entrance to the property cross-over with the public road through to the dwelling and water storage (if applicable) on the site.

> Construction to a modified 4C access road (minimum)

> Vegetation must be cleared for a height of 4 metres above the carriageway and 2 metres each side of the carriageway

Fire Fighting Water Supply:

Fire hydrants - existing fire hydrants are positioned within 120 metres of the dwelling location

BUSHFIRE MANAGEMENT PLAN

2 Classic Drive, Prospect Vale

Bushfire Attack Level - BAL 12.5 (Unit 1)

BAL LOW (Unit 2)

DEV 3
Date: 21 July 2015

Form 55

CERTIFICATE OF SPECIALIST OR OTHER PERSON (BUILDING WORK)

Regulation 16

Form **55**

To: Owner /Agent
 Address
 Suburb/postcode

Certifier details:

From:
Address: Phone No:
 Fax No:
Accreditation No: Email address:
(if applicable)
Or qualifications and Insurance details: (description from Column 3 of Schedule 1 of the Director of Building Control's Determination)

Speciality area of expertise: (description from Column 4 of Schedule 1 of the Director of Building Control's Determination)

Details of work:

Address: Lot No:
 Certificate of title No:
The work related to this certificate: (description of the work or part work being certified)

Certificate details:

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

✓

This certificate is in relation to an application for a new building permit. OR ☒

This certificate is in relation to any stage of building work before completion. ☐

In issuing this certificate the following matters are relevant –

Documents:

Relevant calculations:

References:

Planning Directive No 5, Bushfire-Prone Areas Code
Australian Standard 3959-2009
Guidelines for Development in Bushfire Prone Areas of Tasmania

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

1. Assessment of the site Bushfire Attack Level (BAL-12.5 for Unit 1, BAL-Low for Unit 2) to Australian Standard 3959
2. Bushfire Hazard Management Plan showing BAL-12.5 and BAL-Low solutions.

Scope and/or Limitations

Scope

This report and certification was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with *Planning Directive No 5, Bushfire-Prone Areas Code* issued by the Tasmanian Planning Commission, the *Building Act 2000 & Regulations 2004, Building Code of Australia* and *Australian Standard 3959-2009, Construction of buildings in bushfire-prone areas*.

Limitations

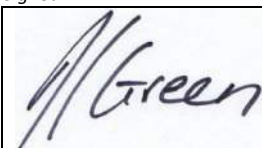
The assessment has been undertaken and report provided on the understanding that:-

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this certificate.
2. The report only identifies the size, volume and status of vegetation at the time the inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.
4. No assurance is given or inferred for the health, safety or amenity of the general public, individuals or occupants in the event of a Bushfire.
5. No warranty is offered or inferred for any buildings constructed on the property in the event of a Bushfire.

No action or reliance is to be placed on this certificate or report; other than for which it was commissioned.

I certify the matters described in this certificate.

Certifier: *Signed:*



Date:

21 July 2015

Certificate No.

RG-187/2015

**Attachment A – Certificate of Compliance to the Bushfire-prone Area Code
under Planning Directive No 5**

Code E1 – Bushfire-prone Areas Code

Office Use

Date Received

Permit Application No

PID

Certificate under s51(2)(d) *Land Use Planning and Approvals Act 1993*

1. Land to which certificate applies¹

Name of planning scheme or instrument: Meander Valley Interim Planning Scheme 2013.(The Scheme)

Use or Development Site

Street Address

2 Classic Drive
Prospect Vale, Tasmania

Certificate of Title / PID

CT 160564/1
PID 3087594

Land that is not the Use or Development Site relied upon for bushfire hazard management or protection

Street Address

Certificate of Title / PID

2. Proposed Use or Development (provide a description in the space below)

Construction of two dwellings

- ☐ Vulnerable Use
- ☐ Hazardous Use
- ☐ Subdivision
- ☐ New Habitable Building on a lot on a plan of subdivision approved in accordance with Bushfire-prone Areas Code.
- ☒ New habitable on a lot on a pre-existing plan of subdivision
- ☐ Extension to an existing habitable building
- ☐ Habitable Building for a Vulnerable Use

¹ If the certificate relates to bushfire management or protection measures that rely on land that is not in the same lot as the site for the use or development described, the details of all of the applicable land must be provided.

3. Documents relied upon²

Document or certificate description:	
<input checked="" type="checkbox"/>	<p>Description of Use or Development³ (Proposal or Land Use Permit Application)</p> <p>Documents, Plans and/or Specifications</p> <p>Title: <i>Proposed Site Plan, Job No. 16486, Drawing No. 03</i></p> <p>Author: <i>My Build Homes</i></p> <p>Date: 19.06.15</p>
<input checked="" type="checkbox"/>	<p>Bushfire Report⁴</p> <p>Title: <i>Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan</i></p> <p>Author: <i>Rebecca Green</i></p> <p>Date: 21 July 2015</p>
<input checked="" type="checkbox"/>	<p>Bushfire Hazard Management Plan⁵</p> <p>Title: <i>Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan</i></p> <p>Author: <i>Rebecca Green</i></p> <p>Date: 21 July 2015</p>
<input type="checkbox"/>	<p>Other documents</p> <p>Title:</p> <p>Author:</p> <p>Date:</p>

² List each document that is provided or relied upon to describe the use or development, or to assess and manage risk from bushfire, including its title, author, date, and version.

³ Identify the use or development to which the certificate applies by reference to the documents, plans, and specifications to be provided with the permit application to describe the form and location of the proposed use or development. For habitable buildings, a reference to a nominated plan indicating location within the site and the form of development is required.

⁴ If there is more than one Bushfire Report, each document must be identified by reference to its title, author, date and version.

⁵ If there is more than one Bushfire Hazard Management Plan, each document must be identified by reference to its title, author, date and version

4. Nature of Certificate ⁶						
	Applicable Standard	Assessment Criteria	Compliance Test: Certificate of Insufficient Increase in Risk	Compliance Test: Certified Bushfire Hazard Management Plan	Reference to applicable Bushfire Risk Assessment or Bushfire Hazard Management Plan ⁷	
<input type="checkbox"/>	E1.4 – Use or development exempt from this code					
	E1.4. (identify which exemption applies)		No specific measures required because the use or development is consistent with the objective for each of the applicable standards identified in this Certificate	<input type="checkbox"/> Not Applicable		
<input type="checkbox"/>	E1.5.1 - Vulnerable Use					
	<i>E1.5.1.1 – location on bushfire-prone land</i>	A2	Not Applicable	Tolerable level of risk and provision for evacuation	<input type="checkbox"/>	
<input type="checkbox"/>	E1.5.2 - Hazardous Use					
	<i>E1.5.2.1 – location on bushfire-prone land</i>	A2	Not Applicable	Tolerable level of risk from exposure to dangerous substances, ignition potential, and contribution to intensify fire	<input type="checkbox"/>	
<input type="checkbox"/>	E1.6.1 - Subdivision					
	<i>E1.6.1.1 - Hazard Management Area</i>	A1	No specific measure for hazard management	<input type="checkbox"/> Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959	<input type="checkbox"/>	
	<i>E1.6.1.2 - Public Access</i>	A1	No specific public access measure for fire fighting	<input type="checkbox"/> Layout of roads and access is consistent with objective	<input type="checkbox"/>	
	<i>E1.6.1.3 - Water Supply</i>	A1	No specific water supply	<input type="checkbox"/> Not Applicable		

⁶ The certificate must indicate by placing a X in the corresponding ☐ for each applicable standard and the corresponding compliance test within each standard that is relied upon to demonstrate compliance to Code E1

⁷ Identify the Bushfire Risk Assessment report or Bushfire Hazard Management Plan that is relied upon to satisfy the compliance test

		Reticulated water supply	for fire fighting				
		A2 Non-reticulated water supply	No specific water supply measure for fire fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input type="checkbox"/>	

<input type="checkbox"/>	E1.6.2 - Habitable Building on lot on a plan of subdivision approved in accordance with Code						
	E1.6.2.1 - Hazard Management Area	A1	No specific measure for hazard management	<input type="checkbox"/>	Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>	
	E1.6.2.2 - Private Access	A1	No specific private access for fire fighting	<input type="checkbox"/>	Private access is consistent with objective	<input type="checkbox"/>	
		A2	Not Applicable		Private access to static water supply is consistent with objective	<input type="checkbox"/>	
	E1.6.2.3 - Water Supply	A1	No specific water supply measure for fire fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input type="checkbox"/>	

<input checked="" type="checkbox"/>	E1.6.3 - Habitable Building (pre-existing lot)						
	E1.6.3.1 - Hazard Management Area	A1	No specific measure for hazard management	<input type="checkbox"/>	Provision for hazard management is consistent with objective; or	<input checked="" type="checkbox"/>	
					Provision for hazard management areas in accordance with BAL 29 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>	
	E1.6.3.2 - Private Access	A1	No specific private access measure for fire fighting	<input type="checkbox"/>	Private access is consistent with objective	<input checked="" type="checkbox"/>	
		A2	Not applicable		Private access to static water supply is consistent with objective	<input checked="" type="checkbox"/>	
	E1.6.3.3 - Water Supply	A1	No specific water supply measure for fire fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input checked="" type="checkbox"/>	

<input type="checkbox"/>	E1.6.4 - Extension to Habitable Building						
	<i>E1.6.4.1 – hazard management</i>	A1	No specific hazard management measure	<input type="checkbox"/>	Provision for hazard management is consistent with objective; or	<input type="checkbox"/>	
					Provision for hazard management areas in accordance with BAL 29 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>	

<input type="checkbox"/>	E1.6.5 – Habitable Building for Vulnerable Use						
	<i>E1.6.5.1 – hazard management</i>	A1	No specific measure for hazard management	<input type="checkbox"/>	Bushfire hazard management consistent with objective; or Provision for hazard management areas in accordance with BAL 12.5 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>	

5. Bushfire Hazard Practitioner – Accredited Person

Name	Rebecca Green	Phone No:	0409 284 422
Address:	PO Box 2108 Launceston TAS 7250	Fax No:	
		Email address:	admin@rgassociates.com.au
Fire Service Act 1979 Accreditation No:	BFP-116	Scope:	1, 2, 3A, 3B, 3C

6. Certification

I, **Rebecca Green** certify that in accordance with the authority given under the Part 4A of the Fire Service Act 1979 –

<i>The use or development described in this certificate is exempt from application of Code E1 – Bushfire-Prone Areas in accordance with Clause E1.4(a) because there is an insufficient increase in risk to warrant specific measures for bushfire hazard management and/or bushfire protection in order to be consistent with the objective for all of the applicable standards identified in Section 4 of this Certificate</i>	<input type="checkbox"/>
--	--------------------------

or

<i>There is an insufficient increase in risk to warrant specific measures for bushfire hazard management and/or bushfire protection in order for the use or development described to be consistent with the objective for each of the applicable standards identified in Section 4 of this Certificate.</i>	<input type="checkbox"/>
---	--------------------------

and/or

<i>The Bushfire Hazard Management Plan/s identified in Section 4 of this certificate is/are in accordance with the Chief Officer's requirements and can deliver an outcome for the use or development described that is consistent with the objective and the relevant compliance test for each of the applicable standards identified in Section 4 of this Certificate</i>	<input checked="" type="checkbox"/>
---	-------------------------------------

Signed

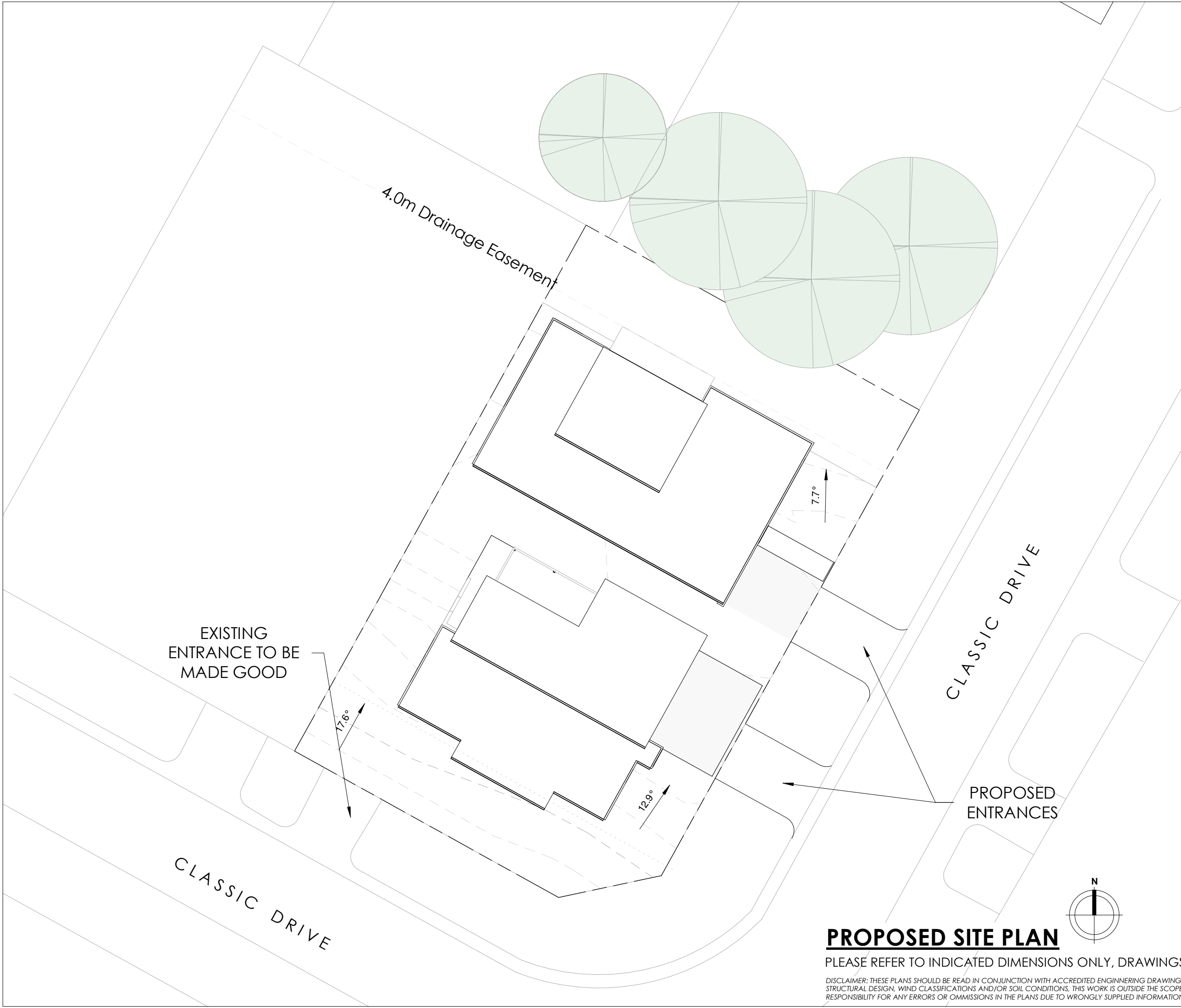


Date: 21 July 2015

Attachment B – AS3959-2009 Construction Requirements

[illegible]

Attachment C – Proposal Plans



PRELIMINARY

LOCAL COUNCIL:
LAUNCESTON CITY COUNCIL

ACCREDITATION COMPLIANCE NAME:
JOHN GREEN

ACCREDITATION COMPLIANCE NUMBER:
CC - 6580

PROJECT:
PROPOSED NEW UNITS
2 Classic Drive,
Prospect Vale, TAS
FOR MR JOE GRIFFITHS

TITLE:
FOLIO REFERENCE : FOLIO NUMBER

DESIGNED BY:
M. Griffiths

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED DATE: 00-00-15

SCALE: 1 : 200

JOB No: 16486

DRAWING NO.

03

design > build > live

PROPOSED SITE PLAN

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

DISCLAIMER: THESE PLANS SHOULD BE READ IN CONJUNCTION WITH ACCREDITED ENGINEERING DRAWINGS. STRUCTURAL ENGINEERS CERTIFICATES MAY BE REQUIRED CERTIFY STRUCTURAL DESIGN, WIND CLASSIFICATIONS AND/OR SOIL CONDITIONS, THIS WORK IS OUTSIDE THE SCOPE OF THIS DRAFTING SERVICE. THE DRAFTER DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLANS DUE TO WRONGLY SUPPLIED INFORMATION, NOR FOR MISCONSTRUCTION OR INTERPRETATION.

DEV 3



PRELIMINARY

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APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED DATE: 00-00-15

SCALE: 1 : 100

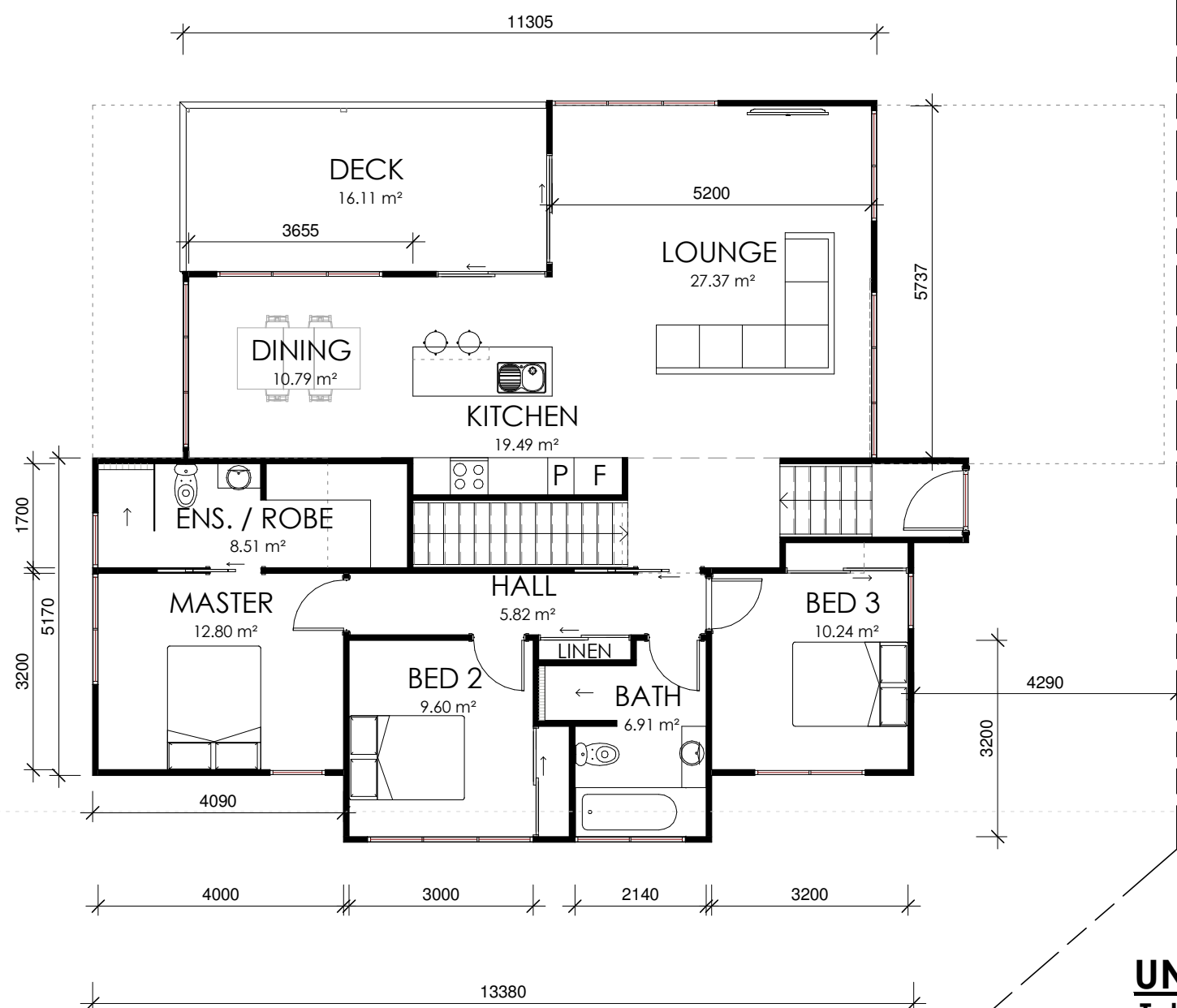
DRAWING NO.

JOB No: 16486

04

design > build > live

DEV 3



UNIT 1 - UPPER FLOOR PLAN

Total Floor Area	m ²	sq
Unit 1 - Garage	42.96	4.62
Unit 1 - Ground Floor	126.65	13.63

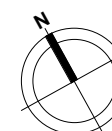
(Excluding deck, etc.)

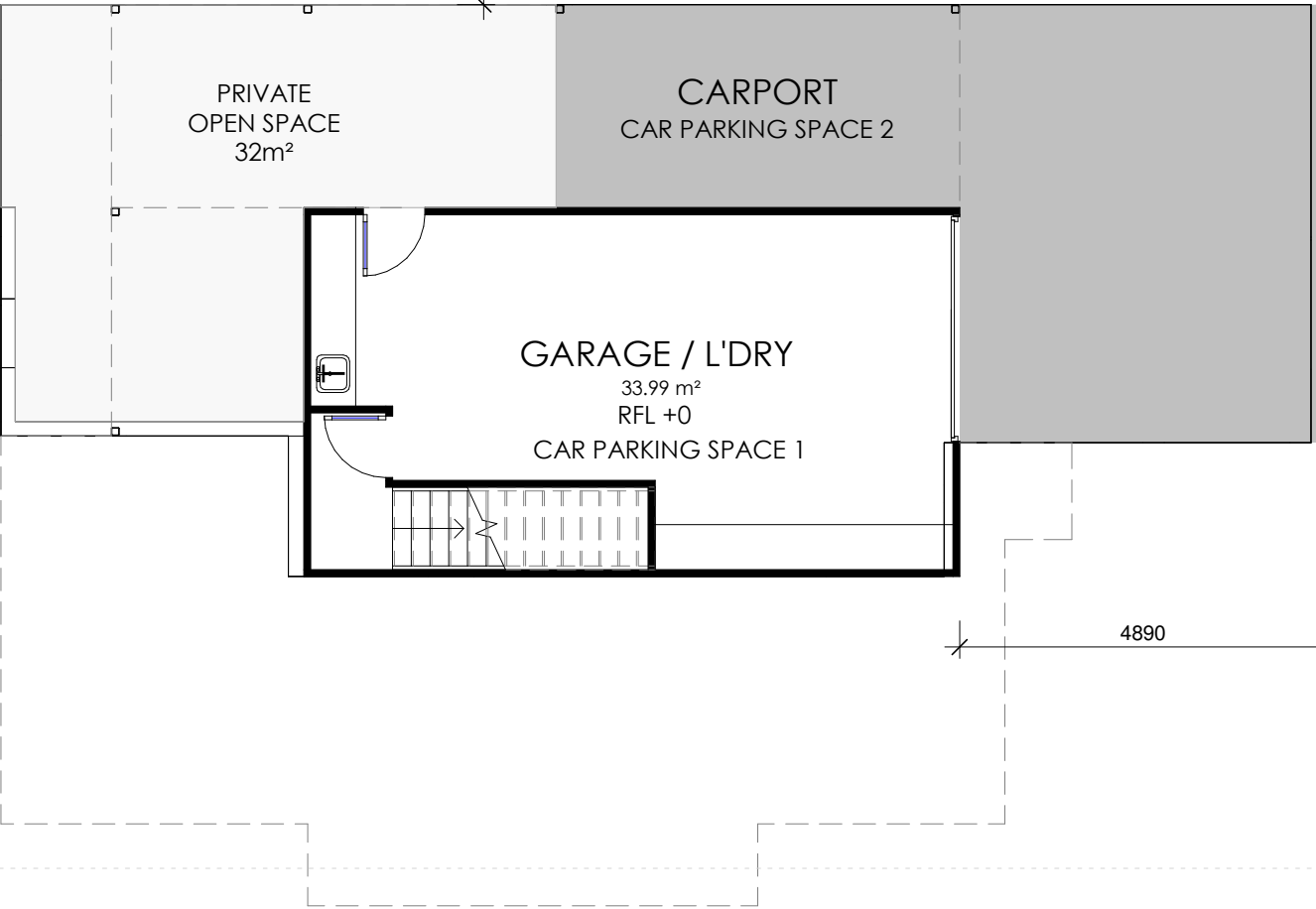
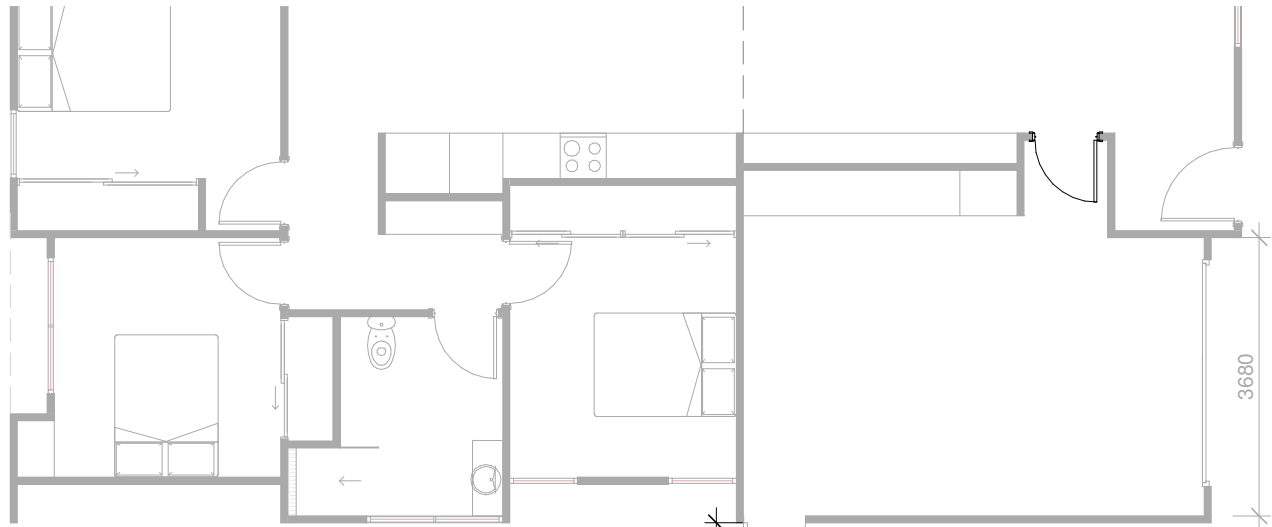
PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

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CLASSIC DRIVE

CLASSIC DRIVE





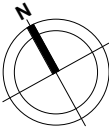
UNIT 1 - LOWER FLOOR PLAN

Total Floor Area	m²	sq
Unit 1 - Garage	42.96	4.62
Unit 1 - Ground Floor	126.65	13.63

(Excluding deck, etc.)

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my build

PRELIMINARY

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2 Classic Drive,
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TITLE:
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DESIGNED BY:
M. Griffiths

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED DATE: 00-00-15

SCALE: 1 : 100

JOB No: 16486

DRAWING NO.

05

design > build > live

CLASSIC DRIVE

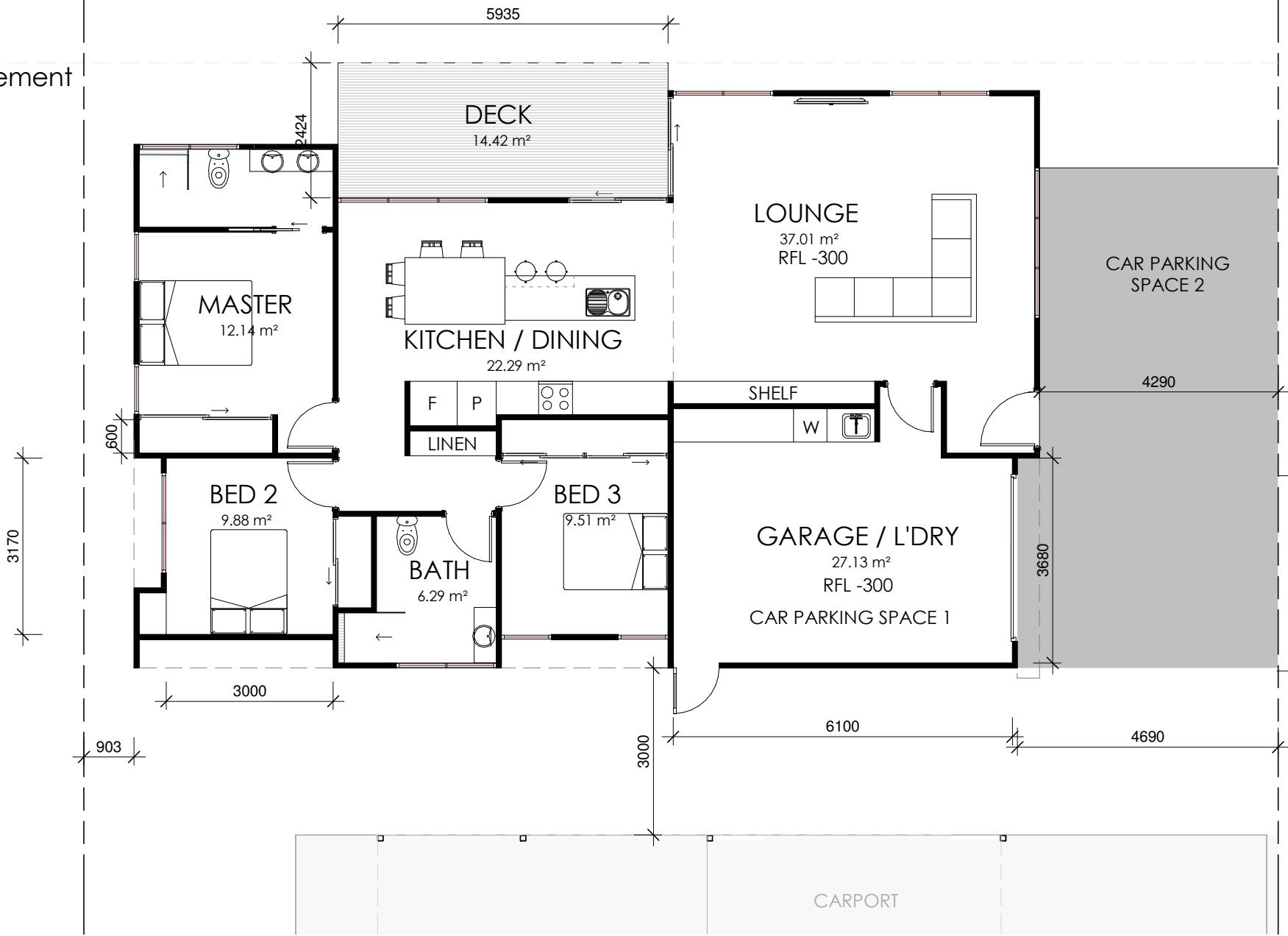
CLASSIC DRIVE

DEV 3

PLEASE NOTE:

ALL WALLS WITHIN 900mm OF THE BOUNDARY TO BE FIRE RATED TO 60/60/60 IN COMPLIANCE WITH N.C.C. PART 3.7.1.

4.0m Drainage Easement



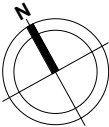
UNIT 2 - FLOOR PLAN

Area	m²	sq
Unit 2	146.39	15.76

(Excluding deck, etc.)

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

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CLASSIC DRIVE

PRELIMINARY

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2 Classic Drive,
Prospect Vale, TAS
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TITLE:
FOLIO REFERENCE : FOLIO NUMBER

DESIGNED BY:
S. Chugg

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED DATE: 29.06.15

SCALE: 1 : 100

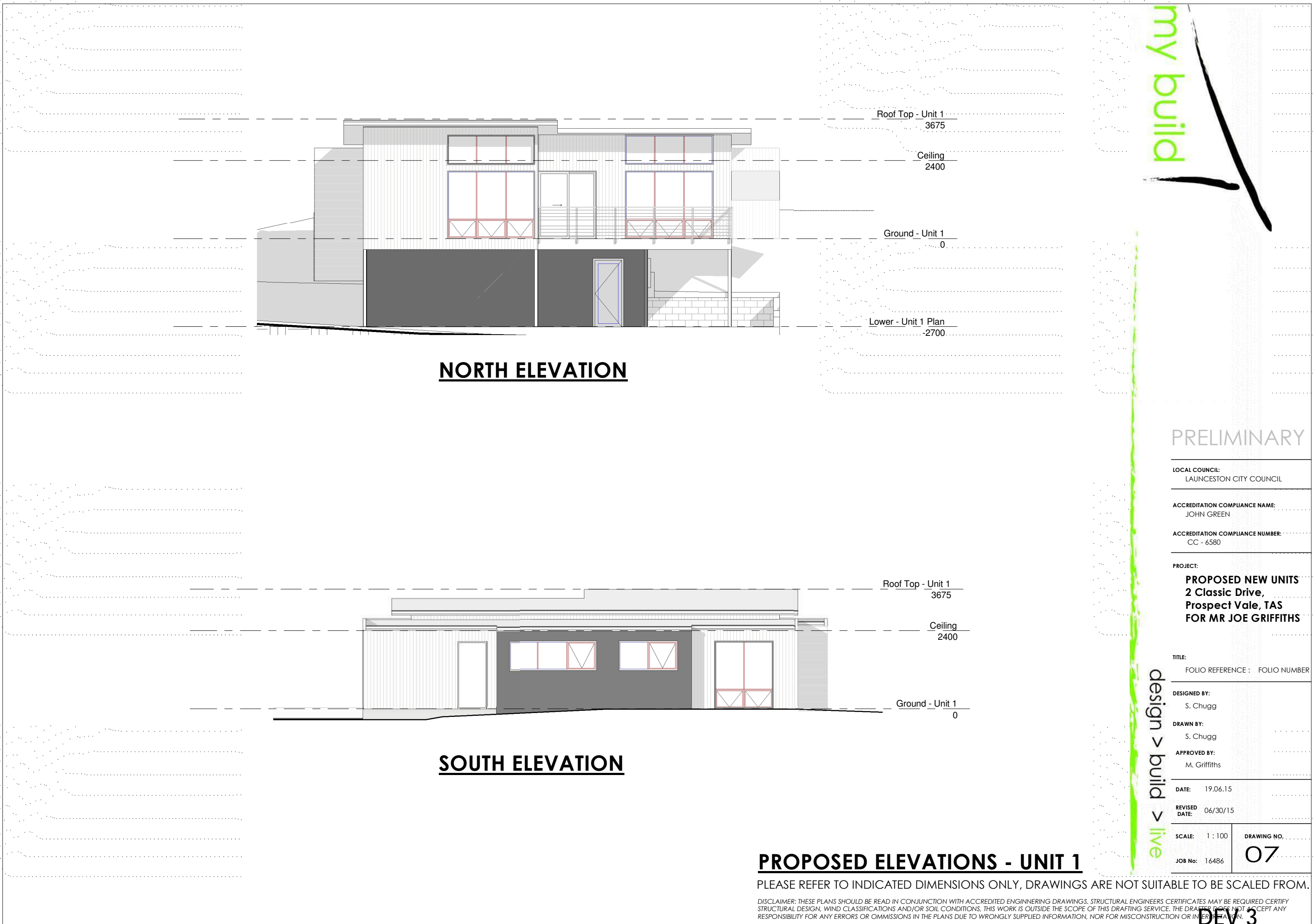
JOB No: 16486

DRAWING NO.

06

design > build > live

DEV 3



NORTH ELEVATION

SOUTH ELEVATION

PROPOSED ELEVATIONS - UNIT 1

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

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my build

design > build > live

PRELIMINARY

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ACCREDITATION COMPLIANCE NUMBER:
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Prospect Vale, TAS
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TITLE:
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DESIGNED BY:
S. Chugg

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED DATE: 06/30/15

SCALE: 1 : 100

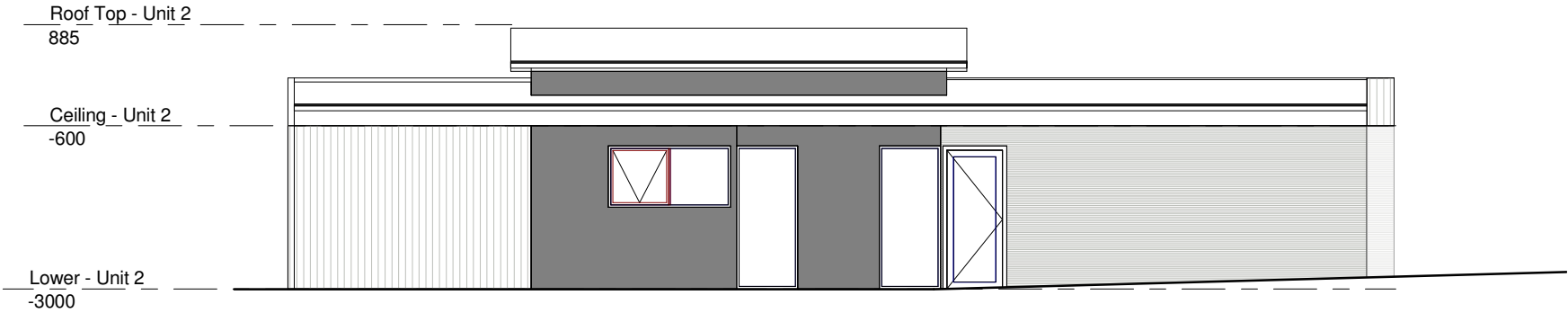
JOB No: 16486

DRAWING NO.
07

DEV 3



NORTH ELEVATION



SOUTH ELEVATION

PROPOSED ELEVATIONS - UNIT 2

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

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PRELIMINARY

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ACCREDITATION COMPLIANCE NUMBER:
CC - 6580

PROJECT:
**PROPOSED NEW UNITS
2 Classic Drive,
Prospect Vale, TAS
FOR MR JOE GRIFFITHS**

TITLE:
FOLIO REFERENCE : FOLIO NUMBER

DESIGNED BY:
M. Griffiths

DRAWN BY:
S. Chugg

APPROVED BY:
M. Griffiths

DATE: 19.06.15

REVISED
DATE: 00-00-15

SCALE: 1 : 100

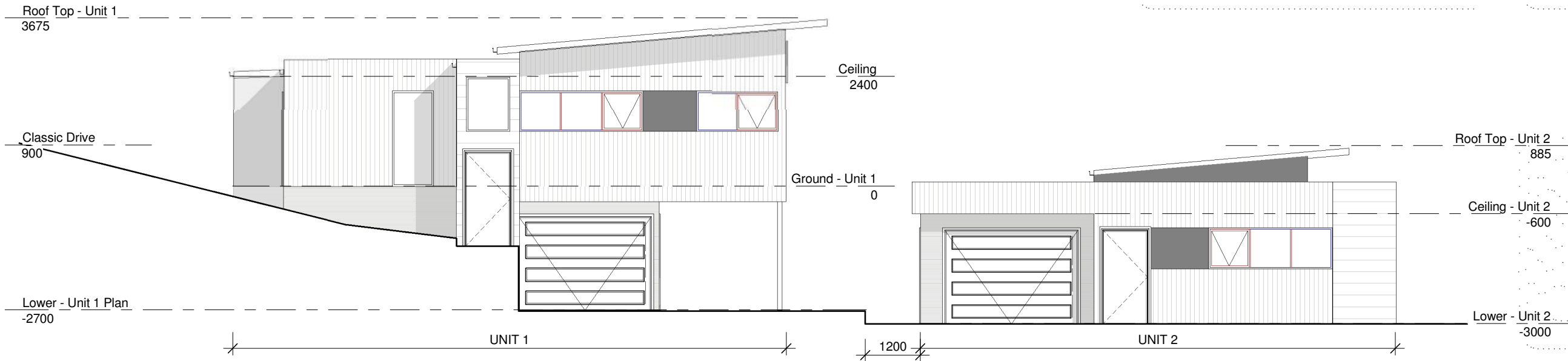
JOB No: 16486

DRAWING NO.

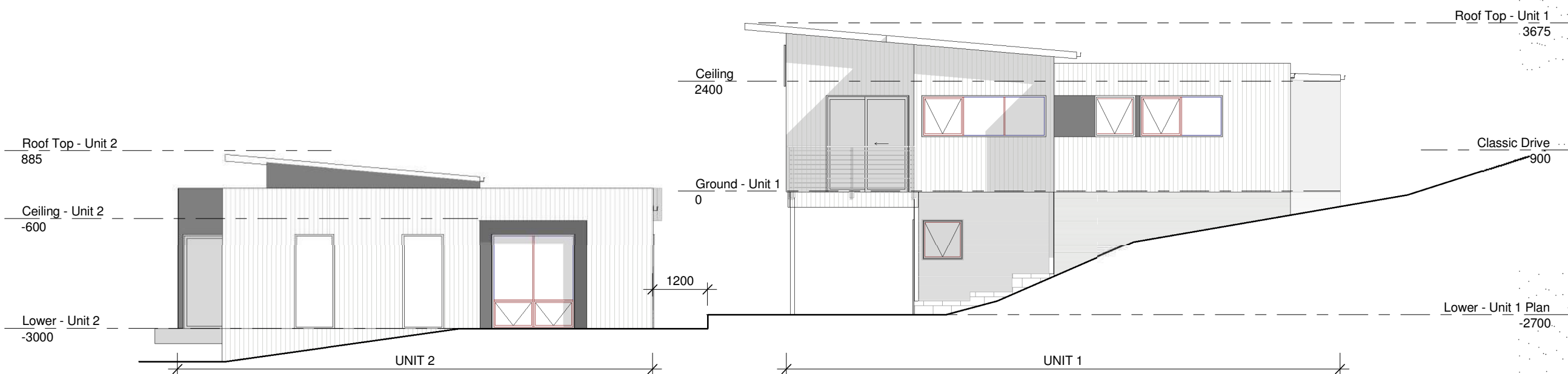
08

design > build > live

DEV 3



EAST ELEVATIONS



WEST ELEVATIONS

PROPOSED ELEVATIONS

PLEASE REFER TO INDICATED DIMENSIONS ONLY, DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

DISCLAIMER: THESE PLANS SHOULD BE READ IN CONJUNCTION WITH ACCREDITED ENGINEERING DRAWINGS. STRUCTURAL ENGINEERS CERTIFICATES MAY BE REQUIRED CERTIFY STRUCTURAL DESIGN, WIND CLASSIFICATIONS AND/OR SOIL CONDITIONS, THIS WORK IS OUTSIDE THE SCOPE OF THIS DRAFTING SERVICE. THE DRAFTER DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLANS DUE TO WRONGLY SUPPLIED INFORMATION, NOR FOR MISCONSTRUCTION OR INTERPRETATION.



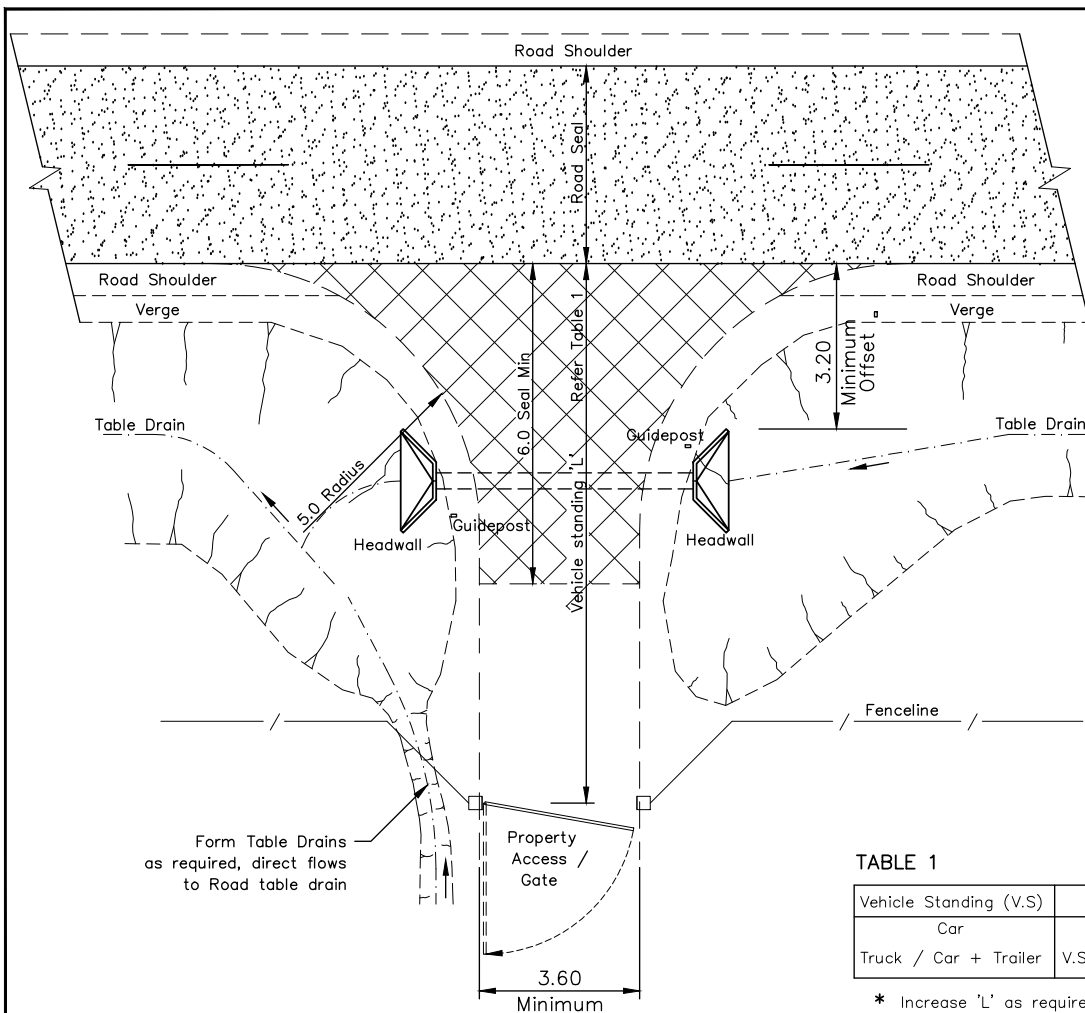
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PRELIMINARY

LOCAL COUNCIL: LAUNCESTON CITY COUNCIL	
ACCREDITATION COMPLIANCE NAME: JOHN GREEN	
ACCREDITATION COMPLIANCE NUMBER: CC - 6580	
PROJECT: PROPOSED NEW UNITS 2 Classic Drive, Prospect Vale, TAS FOR MR JOE GRIFFITHS	
TITLE: FOLIO REFERENCE : FOLIO NUMBER	
DESIGNED BY: M. Griffiths	
DRAWN BY: S. Chugg	
APPROVED BY: M. Griffiths	
DATE: 19.06.15	
REVISED DATE: 00-00-15	
SCALE: 1 : 100	DRAWING NO. 09
JOB No: 16486	

References

- (a) Tasmanian Planning Commission 2012, *Tasmanian Planning Directive No. 5, Bushfire-Prone Areas Code*, Tasmania.
- (b) Tasmania Fire Service 2005, *Guidelines for Development in Bushfire Prone Areas of Tasmania*, Tasmania.
- (c) Australian Standards, AS 3959-2009, *Construction of buildings in bushfire-prone areas*, Standards Australia, Sydney NSW.
- (d) Resource Management & Conservation Division of the Department Primary Industry & Water September 2006, TASVEG, *Tasmanian Vegetation Map*, Tasmania.
- (e) Tasmanian Government, Land Information System Tasmania, www.thelist.tas.gov.au

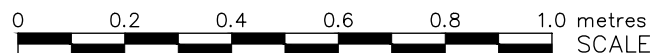


TYPE HW
SCALE 1: 10

KEY

HW — Head Wall

DCE — Driveable Culvert Endwall

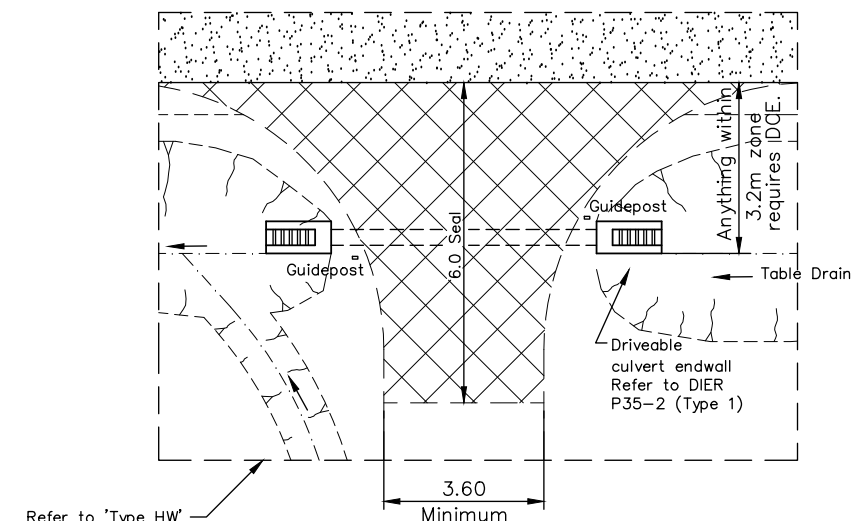


SCALE — 1 : 10

TABLE 1

Vehicle Standing (V.S)	* 'L' m
Car	6.0
Truck / Car + Trailer	V.S Length + 1.0

* Increase 'L' as required to suit outward swinging gates.



TYPE DCE
SCALE 1: 10

NOTES

- Property Access Seal Types:
 - Adopt the seal type on the adjacent road (Asphalt / hot Sprayed bituminous surfacing).
 - Seal is not required for property access off unsealed roads.
- Offset property entrance gate to provide adequate vehicle standing area clear of road edge, as required.
- Install guideposts at :
 - culvert end walls.
 - the start of the access ('nearside' lane approach only).
- Pipe Culvert.
 - Pipe size, type, class, cover and grade shall be determined by consideration of the drainage catchment, rainfall I.F.D. data and road grade for an A.R.I. of 5 years (min).
 - Minimum pipe size — 300 dia.
 - Minimum grade — 1 in 100 (1%).
- Shallow dish crossing may be used as an alternative.
- Applicable for design speed zones in excess of 60km/hr.

SCALES: AS SHOWN
(All scales are correct at A3)

XRef File: TSD-R03-v1.dwg

REFERENCES

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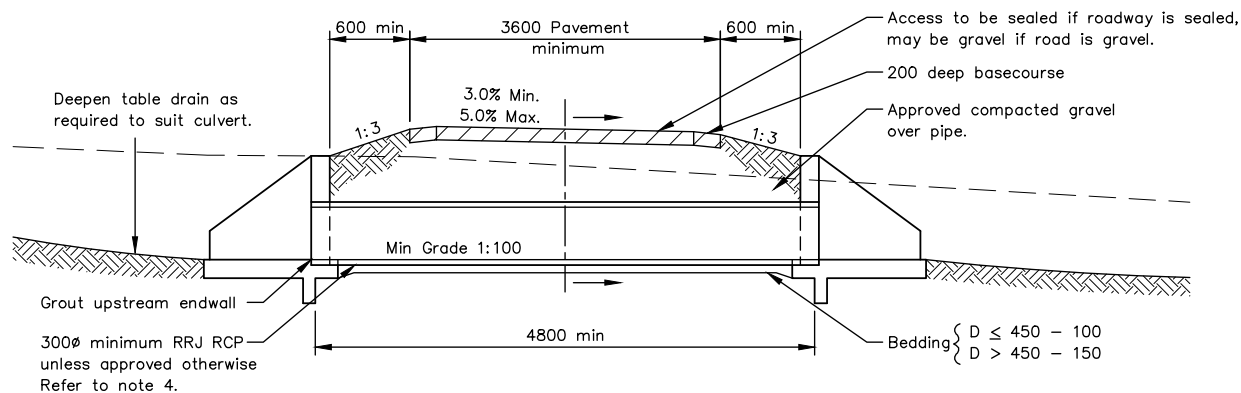


STANDARD DRAWING
RURAL ROADS
TYPICAL PROPERTY ACCESS

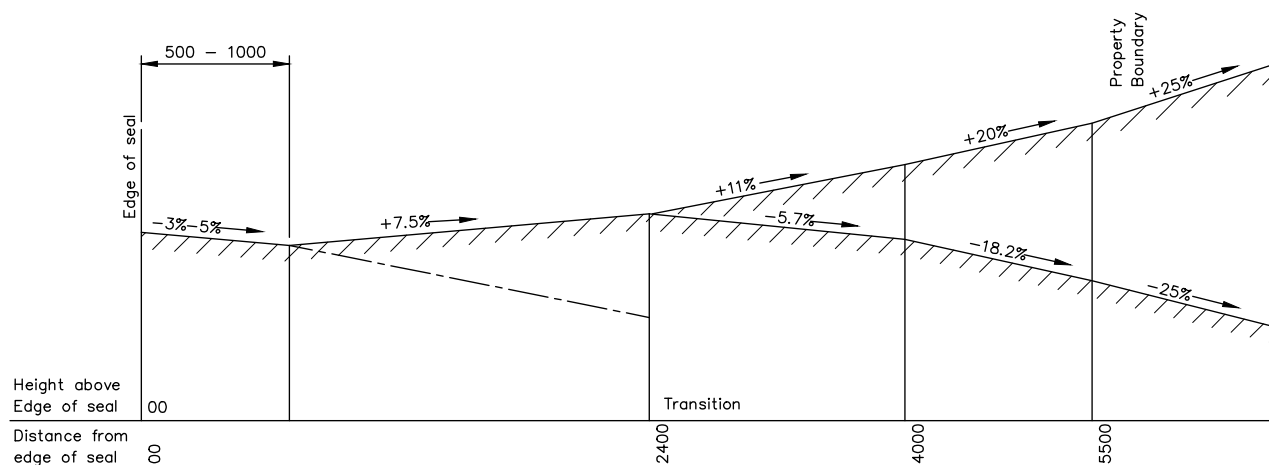
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T: 03 6233 5966 F: 03 6233 5986 Email: admin@lgat.tas.gov.au

ISSUE DATE: 30-11-2013

Drawn by: TSD-R03-v1



CROSS SECTION



DRIVEWAY PROFILE

Culvert removed for clarity

NOTES

1. All dimensions in millimetres (mm) unless noted
2. Precast endwall to be winged type or other approved type.
3. Shallow dish crossing may be used as an alternative
4. Min clear cover over driveway culverts shall be:

Pipe Class:	Min Cover:
- Class 2 (Concrete)	600
- Class 3 (Concrete)	400
- Class 4 (Concrete)	300
(All other pipes refer to manufacturers recommendations.)	

5. Install guideposts at culvert ends.
6. Minimum driveway dimension for Class 4b to have a minimum pavement width of 4 metres.

SCALES: AS SHOWN
(All scales are correct at A3)

XRef File: TSD-R04-v1.dwg

REFERENCES

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STANDARD DRAWING
RURAL ROADS
TYPICAL DRIVEWAY PROFILE

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T: 03 6233 5966 F: 03 6233 5986 Email: admin@lgat.tas.gov.au

ISSUE DATE: 30-11-2013

DRAWN BY: 30-R04-v1

DEV 3

9 September 2015

General Manager
PO Box 102
WESTBURY Tas 7303

Representation relating to

<p>Applicant: My Build PA\16\0029 Location: 2 Classic Drive, PROSPECT VALE</p>
--

When considering the above application, I would like the **Meander Valley Council** to take into consideration the following issues which impact on existing properties in Harley Parade adjacent to the 14-lot subdivision in Classic Drive, Prospect Vale, and in particular, adjacent to **2 Classic Drive**.

1. Use of explosives
2. Efficacy of drainage provisions
3. Loss of privacy due to overlooking

I request that Meander Valley Council and My Build Homes refer to:

- Relevant sections of the **Representation by Melanie Roberts** to MVC relating to **PA\09\0145**, dated 23 December 2008 (Sections 1 and 3)
- **Report considering Application PA\09\0145, MVC Meeting Agenda – 10th February 2009, Devel 3 - 14 Lot Subdivision and Associated Vegetation Removal Off Harley Parade, Prospect Vale**
- as well as the **results** of the Resource Management and Planning Appeal Tribunal **on-site mediation** on 1 April 2009.

I would also remind MVC that 2 Classic Drive was referred to as Lots 1 and 2 in the original subdivision proposal presented by Woolcott Surveys, prior to the lots being re-aligned and the design being amended (Recommendation 3(a), p. 49 MVC Meeting Agenda – 10th February 2009, Devel 3).

1. Use of explosives

As I predicted in my written representation to Meander Valley Council, dated 23 December 2008, all residential developments in the 14-lot subdivision in Classic Drive have required the use of rock-breaking equipment **and** explosives, despite MVC's assessment that '*It is not certain that blasting will be required ...*' (p. 42 MVC Meeting Agenda – 10th February 2009, Devel 3). Dolerite, both exposed and bedrock, makes up over 70% of the land area of this subdivision (Source: Auspropertysearch).

While the initial infrastructure was being put in by Shaw Contracting, I had to board up the windows of the Studio at the rear of my house, and rock fragments frequently reached the back verandah of the house, despite it being positioned well forward on the block.

The concrete floor of the garden shed at the rear of my property has been cracked in two places, across the full width of the shed, a direct consequence of blasting which took place at 4 Classic Drive on 9 April 2015 (see **Figs 1 and 2**).

In addition, blasting was conducted at 6 Classic Drive with no notification to adjoining residences, no road signs and no warning siren. (MVC was notified at the time.)



Fig 1 Damage to floor of garden shed at rear of 31 Harley Pde, following blasting on 9 April 2015 at 4 Classic Drive.



Fig 2 Damage to floor of garden shed at 31 Harley Pde, following blasting on 9 April 2015 at 4 Classic Drive.

The original developer was deemed to have ‘an obligation to undertake works in a manner that does not cause damage to adjoining properties’ (p. 47 MVC Meeting Agenda – 10th February 2009, Devel 3) and that ‘Any use of blasting will require neighbour notifications, with the applicant bearing liability for any damage’ (p. 43).

I would like to be reassured that these obligations will also apply to My Build Homes in this instance.

2. Efficacy of Drainage Provisions

The dispersal of water off the slope behind Numbers 31-37 Harley Parade was one of the major concerns raised by residents at the time of the original subdivision application by Woolcott Surveys (PA\09\0145).

As a result of residents’ representations, there is now a 4-metre wide drainage easement running directly behind Numbers 27-43 Harley Parade. However, according to the final plans for the subdivision, this easement is supposed to feature a swale drain with a series of grated entry pits located along its length.

According to MVC Meeting Agenda - 10th Feb 2009, Devel 3 - Recommendation 4(d), p. 50, the original developer was required '*... To construct a grassed swale drain above that piped drain and to provide grated entry pits in that swale drain on the pipeline at the lowest corner of each lot*'

The block at 2 Classic Drive was left by the original developer with no defined swale drain; inadequate fall to the entry pit; and a grated entry pit sitting high-and-dry above ground level (see **Fig 3**). This means that after heavy rain, water continues to run under the back fence of 31 Harley Parade, even despite the rubble which was left piled up against the paling fence (which has in turn rotted many of the palings.)



Fig 3 Location of non-existent swale drain, and high-and-dry grated entry pit, at the northern corner of 2 Classic Drive, adjacent to rear fence of 31 Harley Parade. (Photograph taken after Shaw Contracting had left the site.)

As a solution to the ongoing, albeit reduced, problem of water dispersal, I request that MVC address the above Recommendation 4(d) before permitting the construction of residences at 2 Classic Drive.

3. Loss of privacy due to overlooking by newly built residences



Fig 4 Overlooking of back door/verandah/private outdoor space at 31 Harley Parade, by new residence at 4 Classic Drive. The design includes a glass-fronted verandah.



Fig 5 View prior to 2009, looking up what is now Classic Drive, adjacent to 31 Harley Parade. **(Before)**



Fig 6 Overlooking of back door/verandah at rear of 31 Harley Parade, by Unit 1/1 Classic Drive. **(After)**

As a result of development of the Classic Drive subdivision, and despite the strategic planting of hedges in the meantime, almost all privacy at the rear of 31 Harley Parade has been lost. MVC's comment in relation to the original subdivision application, that *'a single storey dwelling on the lots could be sited such that there is minimal overlooking ...'* (p. 40, MVC Meeting Agenda – 10th February 2009, Devel 3) was accurate but misleading, in that the MVC has subsequently approved the construction of double-storey residences on the downslope side of Classic Drive.

As can be seen from **Fig 4**, as a result of the siting of the dwelling at 4 Classic Drive, only the strategic location of mature trees and a growing period of at least five years are going to provide any semblance of seclusion to the private outdoor space at the rear of 31 Harley Parade.

With regard to the siting of Unit 1/1 Harley Parade, Recommendation 3(e) (p. 50, MVC Meeting Agenda – 10th February 2009, Devel 3) required that, prior to the commencement of works, *'an appropriately detailed streetscape/landscape plan shall be submitted showing the inclusion of street trees ...'*

At on-site mediation on 1st April 2009, I requested that mature native trees be planted as soon as possible on the nature strips either side of Classic Drive, adjacent to 29 and 31 Harley Parade. This was viewed by the then Council Engineer, Ted Ross, as a reasonable request – however, nothing has eventuated.

The planting of mature trees adjacent to 31 Harley Parade would at least help alleviate the current issue of overlooking of the back door/verandah of 31 Harley Parade by Unit 1/1 Classic Drive (see **Figs 5 and 6** for Before and After views).

Conclusion

I therefore request that:

1. My Build be alerted by Meander Valley Council to conditions surrounding the original development application **PA\09\0145** and to the subsequent amendments made to that application as a result of residents' representations.
2. Explosives, if required, be used in such a manner as to avoid further damage to structures at 31 Harley Parade.
3. The drainage easement behind 31 Harley Parade be rectified to meet with the MVC's original recommendation of a grassed swale drain which directs water efficiently into the grated pit.
4. The MVC undertake to plant mature trees on the nature strip on Classic Drive, adjacent to 31 Harley Parade, as soon as possible, in order to help alleviate the overlooking by Unit1/1 Classic Drive.

I look forward to the Meander Valley Council's response to this representation.

Yours sincerely
Melanie Roberts

31 Harley Parade
PROSPECT VALE Tas 7250

melaniejaneroberts@bigpond.com

0419 328 957

Signed:

A handwritten signature in black ink that reads "Melanie Roberts". The signature is written in a cursive style with a large, looping 'M' and 'R'.

Dated: 14 September 2015

Submission to Planning Authority Notice

Council Planning Permit No.	PA/16/0029	Council notice date	18/08/2015
TasWater details			
TasWater Reference No.	TWDA2015/01291-MVC	Date of response	27/08/2015
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
Response issued to			
Council name	Meander Valley Council		
Contact details	planning@mvc.tas.gov.au		
Development details			
Address	2 Classic Drive, Prospect Vale	Property ID (PID)	3087594
Description of development	Two Units		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Mybuild	Site Plan / 03	--	19/06/2015
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> The existing water property connection must be disconnected and capped. A minimum 25mm metered water property connection must be provided between the proposed new driveway entrances in accordance with TasWater standards. The existing sewer property connection must be used to service both dwellings. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. <p>56W CONSENT</p> <ol style="list-style-type: none"> Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the <i>Water and Sewerage Industry Act 2008</i> for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure. Footings of proposed buildings located within 2.0m from TasWater pipes must be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. Plans submitted with the application for Certificate for Certifiable Work (Building) and/or (Plumbing) must include a cross sectional view through the footings which clearly shows; <ol style="list-style-type: none"> Existing infrastructure depth, location and proposed finished surface levels over the pipe; Minimum 1.0m clearance from the outside pipewall of the TasWater infrastructure; 			

- c. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- d. A note on the plan indicating how the pipe location and depth were ascertained.

DEVELOPMENT ASSESSMENT FEES

- 7. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of \$197.00 for development assessment as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of the Submission to Planning Authority Notice for the development assessment fee until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice.

Advice

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

For information regarding further assessment fees and other miscellaneous fees, please visit <http://www.taswater.com.au/Development/Fees---Charges>

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

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992 or submit a Service Location Request Form available on our website: <http://www.taswater.com.au/Your-Account/Forms>) and return to enquiries@taswater.com.au) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

Declaration

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

Authorised by



Jason Taylor

Development Assessment Manager

TasWater Contact Details

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

DEV 4 CHANGE OF USE TO GENERAL RETAIL AND HIRE (INDOOR MARKET) – 28 & 29 RUTHERGLEN ROAD AND RUTHERGLEN VILLAGE

1) Introduction

This report considers the planning application PA\16\0005 for a Change of Use to General Retail and Hire (Indoor Market) for land located at 28 & 29 Rutherglen Road and Rutherglen Village, Hadspen (CT's 20627/2, 111014/2 & 111015/0).

2) Background

Applicant

L Glover obo Fablum Pty Ltd

Planning Controls

The subject land is controlled by the Meander Valley Interim Planning Scheme 2013 (referred to this report as the 'Scheme').

Development

The application proposes to change the use of an existing sporting complex at 28 and 29 Rutherglen Road into an indoor market. The market will occupy 1612m² of the existing building and will accommodate up to 35 stalls. The market will aim to operate 7 days a week, with opening hours between 8am and 6pm. The market will employ 5 people and will make use of the existing onsite parking. While existing signage relating to the complex will be refurbished, no additional signage is proposed.

Besides the line marking of motorbike and disability parking spaces, and the refurbishment of existing signage, no development is proposed.

The proposed market will be contained within two titles, 28 and 29 Rutherglen Road.



Photo 1: Existing building to be changed to General Retail and Hire

Site & Surrounds

The subject building was designed and used as a sports complex with a large indoor hall. The building also contains a café and bar with existing use rights.

A hotel and convention centre are also located on the property, each with existing dedicated parking areas.

The land adjoining the property to the north and east is used for residential purposes and contains a large number of privately owned multiple dwellings, forming the Rutherglen Village and Rutherglen Residential Club. Access to the Rutherglen Village is taken via a right of way through 29 Rutherglen Road.

The Meander Valley Road is to the north-west of the title, with Entally House located on the land opposite. Land to the south of the title is used for resource development and retains a significant area of vegetation.

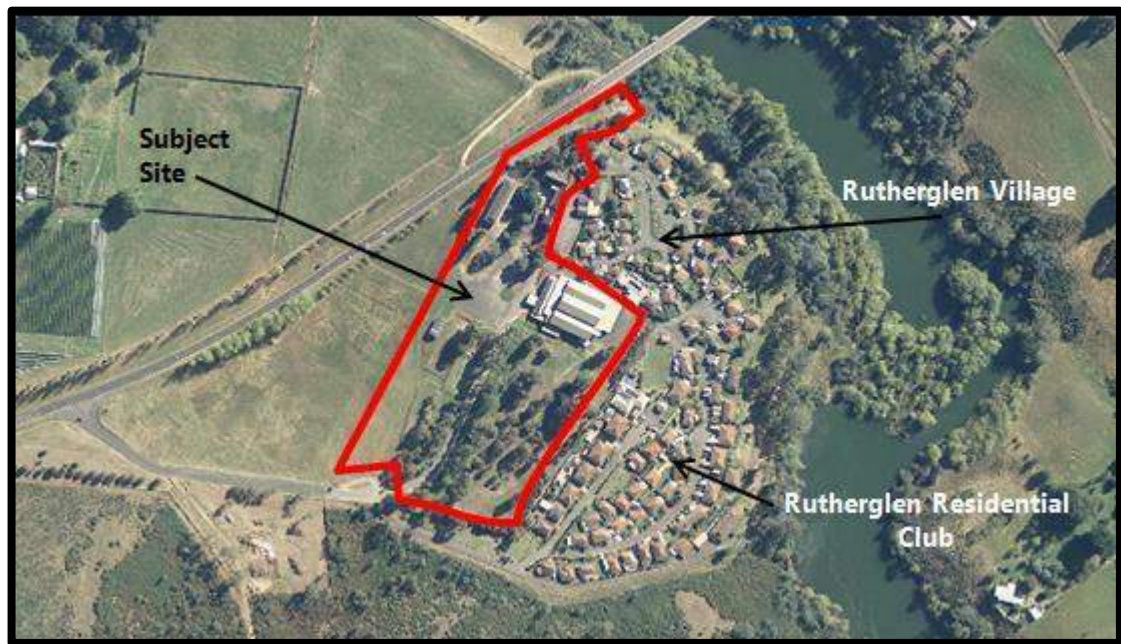


Figure 1: Aerial photo showing the subject property (internal boundaries removed).



Figure 2: Magnified aerial photo showing the subject building (red), main parking (yellow), east parking area (orange), CT 111015/0 (green) and shared access/right of way (blue), as referenced in the report.

Statutory Timeframes

Valid application:	17 August 2015
Advertised:	22 August 2015
Closing date for representations:	7 September 2015
Request for further information:	Not Applicable
Information received:	Not Applicable
Extension of time granted:	8 September 2015
Extension of time expires:	14 October 2015
Decision Due:	13 October 2015

3) Strategic/Annual Plan Conformance

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

4) Policy Implications

Not Applicable

5) Statutory Requirements

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

6) Risk Management

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

7) Consultation with State Government and other Authorities

The application was referred to the Department of State Growth. Comments relating to the intersection on Meander Valley Road were provided.

8) Community Consultation

The application was advertised for the 14-day period required under legislation. Nine representations were received (attached). The representations are discussed in the assessment below.

9) Financial Impact

Not Applicable

10) Alternative Options

Council can either approve the development, with or without conditions, or refuse the application.

11) Officers Comments

Zone

The subject property is zoned Local Business (see Figure 1 below). The land surrounding the site is located in the General Residential, Rural Resource and Utility Zones.

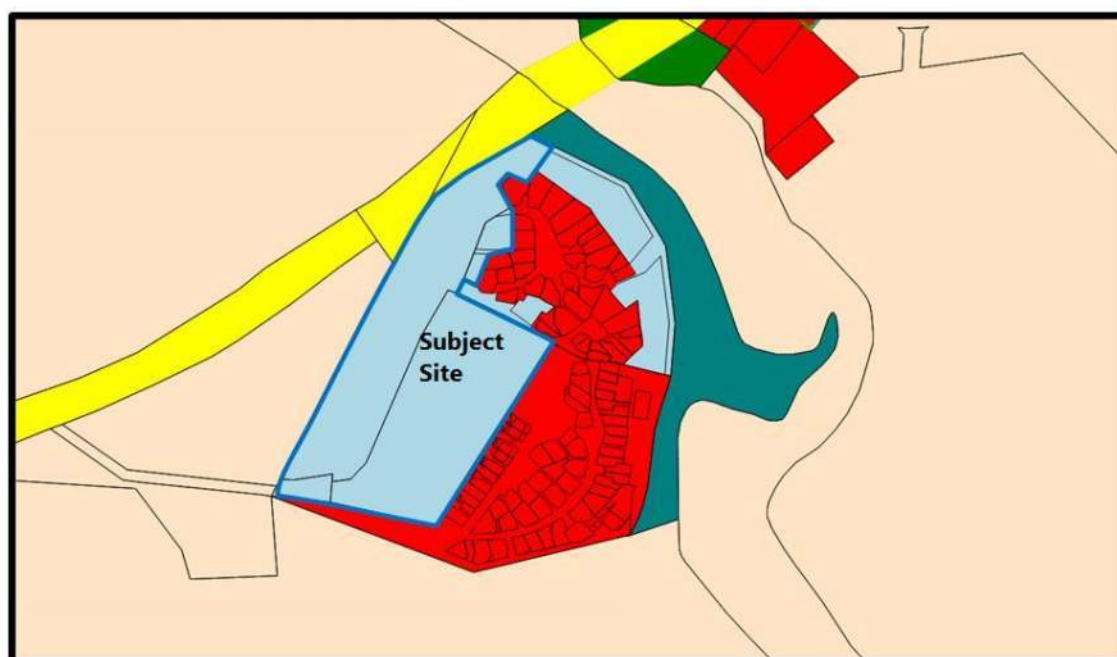


Figure 3: Zoning of subject titles and surrounding land

Use Class

In accordance with Table 8.2 the proposed Use Class is:

- General Retail and Hire

In the Local Business Zone, General Retail and Hire (if greater than 100m² floor area and not a full line department store) is specified in Section 20.2 – Local Business Zone Use Table as being Discretionary.

Applicable Standards

This assessment considers all applicable planning scheme standards.

In accordance with the statutory function of the State Template for Planning Schemes (Planning Directive 1), where use or development meets the Acceptable Solutions it complies with the planning scheme, however it may be conditioned if considered necessary to better meet the objective of the applicable standard.

Where use and development relies on performance criteria, discretion is used for that particular standard. To determine whether discretion should be exercised to grant approval, the proposal must be considered against the objectives of the applicable standard and the requirements of Section 8.10.

Being a Discretionary Use in the Zone, the proposal is first assessed against the Zone Purpose, Local Area Objectives and the Desired Future Character Statements.

A brief assessment against all applicable Acceptable Solutions of the Local Business Zone and applicable Codes is then provided. This is followed by a more detailed discussion of any applicable Performance Criteria and the objectives relevant to the particular discretion.

Local Business Zone

20 Local Business Zone

20.1 Zone Purpose

- 20.1.1.1 To provide for business, professional and retail services which meet the convenience needs of a local area.*
- 20.1.1.2 To limit use and development that would have the effect of elevating a centre to a higher level in the retail and business hierarchy. Limits are imposed on the sizes of premises to ensure that the established hierarchy is not distorted.*
- 20.1.1.3 To maintain or improve the function, character, appearance and distinctive qualities of each of the identified local business centres and to ensure that the design of development is sympathetic to the setting and compatible with the character of each of the local business centres in terms of building scale, height and density.*
- 20.1.1.4 To minimise conflict between adjoining commercial and residential activities.*
- 20.1.1.5 To ensure that vehicular access and parking is designed so that the*

environmental quality of the local area is protected and enhanced.
20.1.1.6 To provide for community interaction by encouraging developments such as cafes, restaurants, parks and community meeting places.

COMMENT:

The proposed development is for an indoor market, which will offer a range of business and retail services for the local community.

The subject property has been developed as a mixed use complex including a bar, café, visitor accommodation, conference facility and sports complex. Although the development will increase the floor area devoted to General Retail and Hire, it is not considered to elevate the use within the retail and business hierarchy of Hadspen. The market will generally function in an ancillary capacity, with the site more broadly being operated as a tourism facility. Although the market will occupy a relatively large floor area, the nature of markets usually results in people and goods being spread out, rather than densely packed. Stalls are generally operated by local, small scale producers with niche products and the market will not directly compete with the retail centre in Hadspen.

Due to the current configuration of titles, access to the Rutherglen Village is currently taken through 29 Rutherglen Road, via a right of way. This right of way has been developed with a sealed carriageway. The shared access and lack of a clearly defined pedestrian pathway is a potential source of conflict between the proposed use and the neighbouring residential use. While the shared access is existing under the current situation, the higher frequency of visitation to markets suggests an increase in the potential for vehicle and pedestrian conflicts.

While a gravel pedestrian path has recently been created along the east side of the access, separated from the carriageway by a low bollard and chain fence, the path does not provide uninterrupted access to Rutherglen Village. At the southern and northern end of the path, pedestrians are still forced to walk on the driveway and the pathway is reduced to a width of approximately 0.4 metres at one point due to a tree. As there is a bus stop on Rutherglen Road and the right of way is the only means of getting to Rutherglen Road, it is reasonable to assume a number of residents will walk. With the use generating a higher volume of drivers unfamiliar with the site, in its current state the shared pedestrian and vehicular access is inappropriate. An uninterrupted pedestrian access, clearly delineated from the carriageway should be provided between the Rutherglen Village and the cul-de-sac. At 12 metres width, the right of way provides sufficient area to accommodate an improved pathway. A delineated crossing point between

the main parking area and the entrance of the building will also provide a safer crossing point for patrons of the market.

Other sources of conflict raised in the representations are addressed in the discussion below. It is noted that the existing complex may still be used as a sporting complex and has the capacity to generate a similar level of use during sporting events.

The use will be contained within an existing building and will not require any substantial physical alterations to the building. As such the design and appearance of the development will not be altered and the visual character will remain the same. The function of the Rutherglen centre will not be compromised by the proposed development.

No significant changes to access or vehicle parking are proposed. The development will make use of an existing car park.

While the proposed use is for General Retail and Hire, the market structure has a focus on local producers and location, and when located within a mixed use complex, will support community interaction.

Appropriately conditioned to minimise conflict between adjoining uses, the use is considered to be acceptable for the subject site and is an appropriate reuse of existing buildings and infrastructure.

Recommended Conditions:

- *A delineated pedestrian walkway is to be installed within the right of way connecting Rutherglen Village from the northern boundary of the subject title to Rutherglen Road, to the satisfaction of Council's Town Planner. The walkway will include line marking at pedestrian crossing points and in places where shared pedestrian and vehicle use is not avoidable.*
- *A pedestrian crossing is to be delineated across the right of way, connecting the main entrance to the market building and the main parking area to the west of the building.*

20.1.2 Local Area Objectives

Rutherglen

- a) To provide for the continued development of tourist and local hospitality facilities in a defined cluster.*
- b) To ensure future use and development respects the amenity of the adjoining*

<p><i>residential area.</i></p> <p>c) <i>To ensure uses other than visitor accommodation and residential are directed away from the river edge and are focussed toward the main commercial cluster.</i></p>
<p>COMMENT:</p> <p>The proposed use will be contained within an existing building within the existing commercial building cluster, a significant distance from the river edge.</p>
<p>20.1.3 Desired Future Character Statements</p>
<p>Rutherglen</p> <p><i>The Rutherglen site reflects an historical pattern of subdivision and shared use for residential and tourism purposes. The zone is isolated, however is located on a visually prominent site on the South Esk River and opposite the tourism icon Entally House. Future development of the Rutherglen site is to be low impact within the semi rural setting and maintain a respectful distance to Entally House.</i></p>
<p>COMMENT:</p> <p>The proposed use will be contained within an existing building within the existing commercial building cluster and will not result in substantial visual changes.</p>

Compliance Assessment

The following table is an assessment against the applicable standards of the Meander Valley Interim Planning Scheme 2013.

20.0 Local Business zone			
Scheme Standard		Comment	Assessment
20.3.1 Amenity			
A1	Commercial vehicles (except visitor accommodation and recreation) must only operate between 6:00am and 10:00pm Monday to Sunday.	The application states that commercial vehicles will only operate between 6:00am and 10:00pm Monday to Sunday. It is also noted that the opening hours for the market are between 8:00am and 6:00pm.	Complies

E4 Road and Railway Assets Code			
Scheme Standard		Comment	Assessment
E4.6.1 Use and road or rail infrastructure			
A1	Sensitive use on or within 50m of a category 1 or 2 road,...	Not Applicable	Not applicable
A2	For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	Rutherglen road has a speed limit of 60km per hour and the use will generate more than 40 vehicle movements.	Relies on Performance Criteria
A3	For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	Development will increase vehicle movements at the junction of Rutherglen Road and Meander Valley Road by more than 10%	Relies on Performance Criteria
E4.7.2 Management of Road and Accesses and Junctions			
A1	For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	No new access is proposed. The existing access will provide both entry and exit.	Complies
A2	For roads with a speed limit of more than 60km/h ...	Not applicable	Not applicable
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings			
A1	Sight distances at a) an access or	No new access is proposed. Sight distances are as	Complies

	junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained.	existing.	
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E6 Car Parking and Sustainable Transport Code			
Scheme Standard		Comment	Assessment
E6.6.1 Car Parking Numbers			
A1	The number of car parking spaces must not be less than the requirements of: a) Table E6.1	<p>The development will make use of the existing sealed car park associated with the sports complex. This consists of approximately 76 parking spaces.</p> <p>The existing café and tavern require 10 parking spaces; the 80m² café requires 5.3 parking spaces, while the 94m² tavern requires 4.7 parking spaces.</p> <p>The proposed market will require 54 parking spaces (1 space per 30m² of floor area).</p> <p>Total demand for the market, café and tavern is 64 parking spaces and there are approximately 76 parking spaces provided.</p>	Complies

		As such, there is sufficient parking provided onsite and the application does not propose additional parking. Separate parking areas are provided for the visitor accommodation and function centre also located on the site.	
E6.6.3 Taxi Drop-off and Pickup			
A1	One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces....	There is sufficient space within the access and manoeuvring areas to accommodate taxi drop-off and pick-up.	Complies
E6.6.4 Motorbike Parking Provisions			
A1	One motorbike parking space must be provided for each 20 car spaces...	The applicant has proposed existing parking to the south of the entrance be dedicated for motorbike parking, with 4 spaces provided.	Complies

Performance Criteria

E4 Road and Railway Assets Code
E4.6.1 Use and road or rail infrastructure
<p>Objective: <i>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>
<p>Performance Criteria P2: <i>For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i></p>
<p>COMMENT: A Traffic Impact Assessment prepared by a suitably qualified person was submitted with the application. Although it primarily addresses the</p>

intersection with Meander Valley Road, there is sufficient information in the assessment to consider the impacts of the development on Rutherglen Road.

The assessment demonstrates that sight distances at the existing access are adequate. Council's Infrastructure Department have not identified any issues with Rutherglen Road directly resulting from the proposed vehicle movements. The road has a carriage way width of 6m and is constructed to a satisfactory standard for the existing and proposed use.

Performance Criteria P3:

For limited access roads and roads with a speed limit of more than 60km/h:

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

COMMENT:

All traffic using Rutherglen Road enters the Meander Valley Road to the west of the property and increased traffic will have a direct impact on the intersection. Meander Valley Road is a Category 5 Road.

The application was referred to the Department of State Growth. State Growth generally agreed with the conclusions of the Traffic Impact Assessment and do not require any significant upgrade works at the intersection. They do however require updated line marking to provide for a higher frequency of guests who are unfamiliar with the road. The new line marking will maintain an adequate level of safety and efficiency at the intersection. State Growth did not raise any concerns regarding sight distances or the requirement for slip lanes.

As such the development may be conditioned to better comply with the Performance Criteria.



Photo 2: Intersection of Meander Valley Road and Rutherglen Road, looking north-east.



Photo 3: Intersection of Meander Valley Road and Rutherglen Road, looking south-west.

Recommended Condition:

- *Prior to the commencement of use, the existing pavement markings at the junction of Rutherglen Road and Meander Valley Road are to be altered to comply with current State Growth standard Drawings SD-84.013 and SD-84.016 inclusive of the removal of existing redundant*

markings as appropriate. Pavement markings must be undertaken by a contractor pre-qualified with State Growth in the application of pavement markings.

Note: The developer will require a permit from the Department of State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal. Application requirements and forms can be found at transport.tas.gov.au/road/permits and must be submitted at least twenty eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, no works shall be commenced within the State Road reservation until a permit has been issued.

Representations

Nine representations were received during the advertising period, one of which includes 35 signatures (see attached documents).

A summary of the representations is as follows:

- Concern regarding the inclusion of Strata CT 111015/0 in the application. Insufficient room for parking between the subject building and the title boundary with CT 111015/0. Parking in this area dedicated to residents and area used for rubbish pick up.
- Increased traffic will impinge the safety of people living, driving and walking on Rutherglen Road, the Meander Valley Road and the shared driveways. Requirement for road upgrades and improvement of the intersection of Rutherglen Road and Meander Valley Road. Combined impact of proposal and access at Entally House.
- Impacts of increased vehicle movements on amenity and noise.
- Safety of shared pedestrian and vehicular access.
- Insufficient parking.
- Concerns regarding parking in bus turning area, along access ways and Rutherglen Road.
- Impact on privacy of residents.
- Increased risk of unauthorised entry to private property and use of common areas associated with residential areas. Requirement for signage and security gate.
- Risk of noise from market operations, along with odour and vermin as a result of market waste.
- Light intrusion.
- Chemical pollutants from car and impact on the stormwater system.
- Questionable financial feasibility.

- Operating times.
- Impact adjoining property values.
- Future development.
- Confusion regarding addresses.

COMMENT:

CT 111015/0

CT 111015/0, belonging to the Rutherglen Village, has been included in the application as it has historically and informally provided access to parking to the east of the subject building. While it includes a right of way, this is in favour of the Rutherglen Residential Club and not the applicant. The applicant has not demonstrated a legal right to use this access and cannot do so without the consent of the landowners. It is clear from the representations, including one from the Rutherglen Village Body Corporate, that consent is unlikely at this point. As the parking area to the east of the building and the existing loading bay are integral to the proposed use, an alternative access will need to be provided on the southern side of the existing building to access the parking area and to service the facility.



Photo 4: Driveway/right of way belonging to the Rutherglen Village Body Corporate to the north of the proposed market building.

Without a means of access along the north side of the building and insufficient space, parking bays 42-49 on the site plan will not be able to be utilised. If parking and access in this area cannot be utilised, the use will not

restrict access to residential properties, impact residential parking arrangements, compromise private wheelie bin pick up or cause additional wear and tear on land or infrastructure owned by the Rutherglen Village residents.

Recommended Condition:

- *Prior to the commencement of use:*
 - a) *An alternative driveway is to be constructed to the south of the market building, connecting the main driveway to the parking and loading bay at the east of the building. The access way is to be sealed and line marked at pedestrian crossing points to the satisfaction of Council's Town Planner.*
 - b) *The boundary between the car park at the eastern end of the market building and the property belonging to Rutherglen Village is to be made non-trafficable to vehicles through the installation of bollards or a similar alternative means, to the satisfaction of Council's Town Planner.*

Parking

The proposed development will not reduce the availability of parking for neighbouring residents. As discussed, there is insufficient room on the subject title to access all the parking spaces on the north side of the building. The residents of the Village or Residential Club do not have the legal right to park on land belonging to the applicant and as such, any parking spaces presumed available on 28 and 29 Rutherglen Road are not, and have not previously been legally available to them.

The subject site has adequate parking for the proposed use. The visitor accommodation and conference centre sharing the site have operated with dedicated parking areas for a significant time. Both uses have existing use rights and do not form part of this application. No changes are proposed to be made to these designated parking areas which provide approximately 64 spaces for the approved uses.



Figure 4: Existing parking associated with approved visitor accommodation and conference centre (highlighted in blue)



Photo 5: Conference centre and associated parking area.



Photo 6: Visitor accommodation building and associated parking area.

Even with 7 parking spaces unavailable along the north side of the building, the main car park and parking at the rear of the market building provide sufficient parking to meet the requirements of the Planning Scheme.



Photo 7: Main visitor car park with approximately 41 parking spaces.



Photo 8: Car park to the east of the market building.

The subject property has large lawn areas which can easily be used to provide overflow parking should the use exceed the capacity of the existing car park. It is also noted that the uses on the site, particularly the visitor accommodation and market, have different peak operating hours and can each make parking available to the other in times of high demand.

Private Access

The Rutherglen Village has a right of way through 29 Rutherglen Road. The landowner cannot legally obstruct the passage of residents through this right of way and nothing in the application suggests that this is their intention. Approval of the proposed development will not impact the legal rights of the neighbouring residents to use this right of way. The obstruction of the right of way through vehicle parking is a civil matter between the land owners.

It is however noted that the right of way is the only means by which residents in the Rutherglen Village can access the bus stop on Rutherglen Road. As discussed above, a clearly marked pedestrian route is considered warranted. This will assist to reduce conflict between the residential and commercial uses of the site.



Photo 9: Shared driveway, looking north from Rutherglen Road, showing existing delineated pedestrian footpath on right.



Photo 10: Shared driveway, looking south from market building, showing existing delineated pedestrian footpath on left.

Public Access

Public access via Meander Valley Road and Rutherglen Road have been discussed above and the arrangements are satisfactory to Council's Infrastructure Department and the Department of State Growth.

Rutherglen Road is regularly serviced by a Metro bus. The restrictive nature of the cul-de-sac forces the bus to leave the carriageway and use a significant area of the verge to manoeuvre. There is some concern from residents that overflow parking on Rutherglen Road will restrict the ability of the bus to turn. (see photo below)



Photo 11: Cul-de-sac at the end of Rutherglen Road, showing the travel path of the bus.

This issue is not a direct result of the proposal. There is a clear deficiency in the dimensions of the cul-de-sac and is an issue which is the jurisdiction of the Road Authority. It is not anticipated that demand will be such that parking will overflow onto Rutherglen Road, however 'no parking' signs may be installed at any stage in the future should a problem arise.

Operating Times

The applicant has proposed operating hours between 8:00am and 6:00pm, Monday through Sunday. This is well within the Acceptable Solutions of the Planning Scheme, which provide for an operating time between 6:00am and 10:00pm daily. Any commercial vehicle movements associated with the market outside these hours will require an amendment to the planning permit. No further conditions are considered to be warranted.

Privacy

Use of the existing building as a market will not impact the privacy of residential properties to the north and east of the subject building. Residences to the north of the building are fenced, with the private access road providing separation between the strata units and the subject building. Although there are two windows, access doors and emergency exit on the north side of the building, they do not have an elevated floor level and do not offer any opportunity to overlook the adjoining dwellings or their associated private open space areas. The fencing and vegetation screening around the adjacent residential strata lots, combined with the separation created by the access road is sufficient to ensure the privacy of residents. Due to the location of the title boundary, market patrons will not be able to park in this area and the side doors are not proposed to be used as principle entry or exit points.



Photo 12: Residences to the north of the market building, showing the access road, fencing and vegetation.

An existing vegetation buffer is also considered to provide sufficient screening between the carpark to the east of the market building and the adjoining land owned by the Rutherglen Residential Club. There are no dwellings to the immediate east of this car park, with the land being used for a bowling green and swimming pool owned by the Residential Club. The existing vegetation is sufficient to ensure the privacy of residents using this facility.



Photo 13: Looking east toward the Rutherglen Residential Club, showing the existing vegetation screen.

As there are no elevated floor levels, a 1.8m boundary fence would provide adequate visual screening between the neighbouring properties in the event of vegetation being removed. Such a fence is exempt from requiring a permit and can be erected at any time. Costs of boundary fencing are determined by the Boundary Fences Act 1908.

Unauthorised Entry

Clear and appropriate signage is already in place and is considered sufficient to identify restricted access to residential areas (see photo below). The Rutherglen Residential Club is also clearly signed on Rutherglen Road.

Trespassing is a civil matter. It is up to the landowners to take steps to further restrict access to their private property as they see fit.



Photo 14: Signage to the north of the proposed market building.

Pollutants and Waste Management

Council does not provide a commercial waste service. It is the responsibility of the applicants to appropriately manage waste onsite and facilitate its removal. Council has powers under the *Environmental Management and Pollution Control Act 1994* to investigate any activity which may be causing a nuisance or environmental harm by exceeding the thresholds of the Act. Odours, waste management and noise pollution resulting from the development are all managed by this Act in the event that the established thresholds are breached. It is noted that the existing loading bay also serves as a waste station for the other uses already established in the complex.



Photo 15: Existing loading bay and waste storage area to the east of the market building.

Given the proposed operating hours, the likelihood of the use causing a noise nuisance through daily operations and deliveries, as defined by the Act, is low.

Pollutants resulting from the increased vehicle and parking are not a matter dealt with in the planning scheme. It is noted that the applicants intend to use an existing car park, with no additional spaces proposed. As such pollution will be no greater than will be produced by the current capacity of the car park.

No changes to lighting have been proposed.

Addresses

Council's Infrastructure Department has been made aware of address issues and is taking steps to rectify numbering discrepancies.

Future Development

Council can only consider the current development application. Additional use and development on the subject property in the future will require an

additional assessment against the planning scheme and will be assessed on its merits.

Feasibility and Impact on Property Values

The feasibility of any use and development is not a valid planning consideration. Nor is the impact of a use or development on property values. These factors cannot be considered by Council as a Planning Authority.

Maintenance Costs

The responsibility for maintaining the right of way through 29 Rutherglen Road is a private matter between the land owners and the residents which have entitlement to that right of way. As discussed, use of land owned by the Rutherglen Village to the north of the building can only be used with the consent of the landowners.

Conclusion

In conclusion, it is considered that the application for General Retail and Hire (indoor market) can be effectively managed by conditions and should be approved.

AUTHOR: Justin Simons
TOWN PLANNER

12) Recommendation

That the application for use and development for a General Retail and Hire (indoor market), for land located at 28 and 29 Rutherglen Road (CT CT's 20627/2 & 111014/2) by L Glover obo Fablum Pty Ltd, requiring the following discretions:

- ***20.2 - Discretionary Use***
- ***E4.6.1- More than 40 Vehicle Movements***
- ***E4.6.1 – More than 10% increase of vehicles at existing junction***

be APPROVED, generally in accordance with the endorsed plans and subject to the following conditions:

- 1. The use and/or development must be carried out as shown and described in the endorsed Plans:**

- a) Wilkin Design, Project No.: DA2-15862, Sheets: 01, 02 & 03**
- b) Pitt & Sherry, Planning Report to Support a Development Application Rutherglen Markets, Page 3 & 6**

to the satisfaction of the Council. Any other proposed development and/or use will require a separate application and assessment by Council.

- 2. Prior to the commencement of works amended plans are to be submitted to the satisfaction of Council's Town Planner. Wilkin Design, Project No.: DA2-15862, Sheets 01 & 02 are to be amended to show:**

- a) A delineated pedestrian walkway to be installed within the right of way connecting Rutherglen Village from the northern boundary of the subject title to Rutherglen Road. The walkway will include line marking at pedestrian crossing points and in places where shared pedestrian and vehicle use is not avoidable;**
- b) A pedestrian crossing is to be delineated across the right of way, connecting the main entrance of the market building to the main parking area to the west of the building;**
- c) A new driveway to the south of the market building, connecting the main driveway to the parking and loading bay at the east end of the building;**
- d) Removal of parking spaces not wholly contained within 28 and 29 Rutherglen Road along the north side of the market building and the removal of reference to CT 111015/0,**

to the satisfaction of Council's Town Planner.

- 3. Prior to the commencement of use:**

- a) A delineated pedestrian walkway is to be installed in accordance with Condition 2 (a), including line marking at pedestrian crossing points and in places where shared pedestrian and vehicle use is not avoidable.**
- b) A pedestrian crossing is to be installed across the right of way at the main entrance to the market building in accordance with condition 2(b).**
- c) A sealed driveway is to be constructed to the south of the market building in accordance with Condition 2 (c),**

connecting the main driveway to the parking and loading bay at the east end of the building.

- d) The boundary between the car park at the eastern end of the market building and the property belonging to Rutherglen Village is to be made non-trafficable to vehicles through the installation of bollards or a similar alternative means, to the satisfaction of Council's Town Planner.**
- e) Disability parking is to be installed in accordance with AS2890.6.**
- f) Motorbike parking is to be clearly designated.**
- g) The existing pavement markings at the junction of Rutherglen Road and Meander Valley Road are to be altered to comply with current State Growth standard Drawings SD-84.013 and SD-84.016 inclusive of the removal of existing redundant markings as appropriate. Pavement markings must be undertaken by a contractor pre-qualified with State Growth in the application of pavement markings.**

Note:

- 1. The developer will require a permit from the Department of State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal. Application requirements and forms can be found at transport.tas.gov.au/road/permits and must be submitted at least twenty eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, no works shall be commenced within the State Road reservation until a permit has been issued.**
- 2. Registration as a Food Business under the Food Act 2003 is required for the operation of a café, and any individual, group or business wanting to sell food at the market is required to obtain a Temporary Registration of a Food Business from Council. Please contact Council's Environmental Health Officer on (03) 6393 5320 for further information.**
- 3. This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the following additional approvals may be required before construction commences:**

- a) **Building permit**
- b) **Plumbing permit**

All enquiries should be directed to Council's Permit Authority on 6393 5322.

4. This permit takes effect after:
 - a) The 14 day appeal period expires; or
 - b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.
 - c) Any other required approvals under this or any other Act are granted.
5. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted if a request is received at least 6 weeks prior to the expiration date.
6. A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Resource Management and Planning Appeal Tribunal. A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant. For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au.
7. If any Aboriginal relics are uncovered during works;
 - a) All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
 - b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania Fax: (03) 6233 5555 Email: aboriginal@heritage.tas.gov.au); and
 - c) The relevant approval processes will apply with State and Federal government agencies.

DECISION:

Traffic Impact Assessment Rutherglen Indoor Markets

transport | community | industrial & mining | carbon & energy



Prepared for:

Rob Sherrard

Date:

3 July 2015
Rev 00

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Appendix A	Traffic Count Data
Appendix B	SIDRA INTERSECTION Outputs
Appendix C	Proposed Development Plans

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Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date

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1. Introduction

It is understood that a development application is to be lodged with the Meander Valley Council for a proposed indoor market, to be located at the site of the existing indoor sports centre at 29 Rutherglen Road, Hadspen.

The proposed development includes refurbishing the existing building for the indoor market, which would include 35 market stalls as well as a bar and cafe.

pitt&sherry was engaged by the client to undertake a Traffic Impact Assessment (TIA) for the proposed development.

This report has been prepared in accordance with the Department of Stage Growth *Framework for Undertaking Traffic Impact Assessments* and details the findings of the traffic assessment undertaken for the proposed development.

2. Existing Conditions

2.1 Site Location

The site is located on Rutherglen Road, on the southern side of the Meander Valley Highway. The building is part of the Rutherglen Village Complex which also includes a retirement village, hotel and function rooms. The site currently has a land use classification as Local Business under the *Meander Valley Council Interim Planning Scheme 2013*.

The town of Hadspen and the South Esk River are located directly to the east of the site, with Launceston located further to the east. The town of Carrick is located to the west of the site. Figure 1 shows the location of the site in the local context.



Figure 1: Locality Plan (basemap source: Google Earth)

2.2 Site Access

The Rutherglen Village Complex is accessed from the eastern end of Rutherglen Road. Two separate driveways are used to access different sections of the complex; the southern driveway is used to access the retirement village whilst the northern driveway accesses the proposed indoor market site and the hotel and function rooms.

2.3 Road Network

Meander Valley Highway

The Meander Valley Highway (shown in Figure 2 and Figure 3) is a State owned Category 5 – Other Road under the Tasmanian State Road Hierarchy. In the vicinity of the site it runs in an east-west direction and connects the site with Carrick to the west and Hadspen and Launceston to the east. The Meander Valley Highway is a two-way, two lane road with a width of approximately 10 metres. It has a speed limit of 100km/h, however, it is understood there is community support to reduce this speed limit. Traffic data received from Meander Valley Council as well as on-site traffic surveys confirm that the Meander Valley Highway carries approximately 3,000 vehicles per day¹.

¹ Traffic counts undertaken by pitt&sherry in June 2015 and assuming a peak-to-daily ratio of 10%.



Figure 2: Meander Valley Highway (facing west)



Figure 3: Meander Valley Highway (facing east)

Rutherglen Road

Rutherglen Road (shown in Figure 4 and Figure 5) functions as a local road and provides a connection between the Meander Valley Highway and the Rutherglen Village Complex. Rutherglen Road is a two-way, two lane road with a width of approximately 7 metres. The road has a 50km/h speed limit and carries approximately 300 vehicles per day¹.



Figure 4: Rutherglen Road near Meander Valley Road (facing north)



Figure 5: Rutherglen Road near complex entry (facing east)

2.4 Surrounding Intersections

The Meander Valley Highway/ Rutherglen Road intersection is used by all vehicles accessing the site and currently operates as an unsignalised T-intersection. A passing lane is located on the Meander Valley Highway eastbound lane to allow passing of right-turning vehicles into Rutherglen Road.

The Safe Intersection Sight Distance (SISD), for vehicle travelling on the Meander Valley Highway has been assessed against the *AUSTROADS Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections*. The SISD has been measured from a point 3m back from the edge of the Meander Valley Highway westbound traffic lane, in accordance with Figure 3.2 of the AUSTROADS Guide.

The SISD requirement for a 100km/h road (with a reaction time of two seconds) is 248m. The SISD to the west and east of the intersection were observed to be 500m and 1.75km respectively, well in excess of the AUSTRROADS requirement.

2.5 Traffic Volumes and Existing Intersection Operation

Traffic surveys were undertaken at the Meander Valley Highway/ Rutherglen Road intersection during the following peak periods:

- Sunday 28 June 2015 11:00am – 1:00pm
- Tuesday 30 June 2015 4:00pm – 6:00pm

Counts were undertaken during the periods above as midday on Sundays and weekday afternoons are expected to be the peak trading periods of the indoor markets.

The traffic volumes at each of these periods are summarised in Figure 6 and Figure 7, with full results contained in Appendix A.

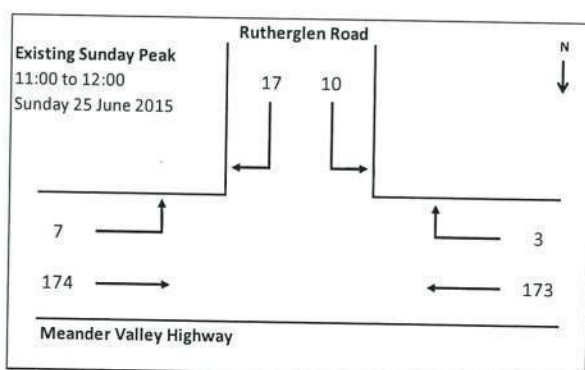


Figure 6: Existing Sunday Peak Traffic Generation

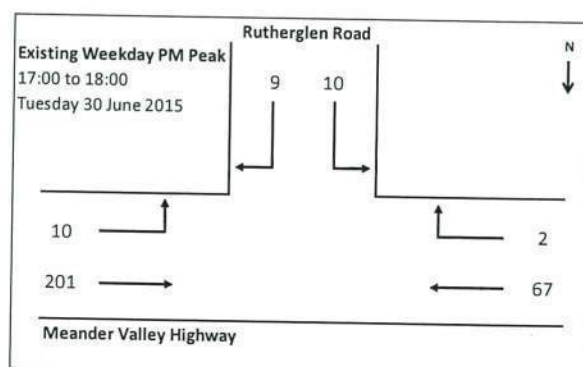


Figure 7: Existing Weekday PM Peak Traffic Generation

The operation of the Meander Valley Highway/ Rutherglen Road intersection has been assessed using SIDRA INTERSECTION. The intersection performance is based on the vehicle delay and the corresponding Level of Service (LOS). Table 1 shows the criteria that SIDRA intersection adopts in assessing the LOS.

Table 1: SIDRA INTERSECTION Level of Service Criteria

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

Table 2 presents a summary of the existing operation of the intersection, with full results presented in Appendix B.

Table 2: Existing Operating Conditions at Meander Valley Highway/ Rutherglen Road Intersection

Peak	Leg	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Sunday	South	7.2	0.7	A
	East	0.3	0.0	A
	West	0.2	0.2	A
	All vehicles	0.7	0.7	A
Weekday PM	South	6.8	0.3	A
	East	0.4	0.0	A
	West	0.3	0.1	A
	All vehicles	0.8	0.3	A

On the basis of the above assessment, the Meander Valley Highway/ Rutherglen Road intersection currently operates satisfactorily with minimal delays on all approaches.

2.6 Crash History

The Department of State Growth has provided recorded crash history data on the Meander Valley Highway and Rutherglen Road in the vicinity of the site. The data provided was for the most recent 5 year period and is shown in Figure 8.



Figure 8: Recorded Crash History (5 years)

The crash history indicates that 6 crashes occurred on the Meander Valley Highway and no crashes occurred on Rutherglen Road in the vicinity of the site in the most recent 5 year period.

A cross traffic crash occurred at the Meander Valley Highway/ Rutherglen Road intersection and resulted in first aid.

Of the other 5 crashes, three involved vehicles that were travelling straight on the carriageway (all at separate locations), one involved an animal and one involved a pedestrian. The crashes occurred at various times throughout the day and in different weather conditions. As such, there appears to be no correlation between the road conditions and the recorded crash history.

2.7 Car Parking

All car parking for the Rutherglen Village Complex, including the sports centre, is accommodated on site and as a result there is no on-street parking generated by the complex.

2.8 Public Transport

A bus stop is located directly adjacent to the site entry on Rutherglen Road. The bus stop is serviced by the Metro Tasmania route 78 which travels between the site and Launceston City via Hadspen. The bus operates at hourly intervals between 9:30am and 6:30pm on weekdays and at two-hourly intervals between 10:00am and 6:00pm on Saturdays. The bus does not operate on Sundays.

3. Development Proposal

3.1 Overview

The development site, at 29 Rutherglen Road, currently operates as an indoor sports centre. The building is proposed to be refurbished to allow the building to operate as an indoor market. The market would include 35 market stalls over the 1,610m² floor area. A bar and cafe would also be located within the building.

Plans of the proposed development are included in Appendix C.

3.2 Vehicle Access and Car Parking

3.2.1 Vehicle Access

Vehicles would continue to access the site along the existing driveway which would remain as a shared driveway with the hotel and function rooms.

3.2.2 Car parking Supply

The proposal includes provision for 76 at-grade car parking spaces, including 2 accessible spaces. In addition, 4 motorcycle spaces are proposed.

3.2.3 Car parking Requirements

The *Meander Valley Council Interim Planning Scheme 2013* specifies the parking requirements for markets under the “retail and hire” category which specifies the following:

- 1 car parking space per 30m² net floor area
- 1 of every 20 car parking space or part thereof must be designated for use by persons with a disability (accessible car parking spaces)
- 1 motorcycle parking space must be provided for each 20 car parking spaces.

Based on the above, the development is required to provide 54 car parking spaces. The development proposes a total of 76 car parking spaces and therefore complies with the requirements set out in the Interim Planning Scheme.

Due to the car parking supply of 76 spaces, a total of 4 accessible spaces and 4 motorcycle spaces must be provided. The development proposes 4 motorcycle spaces which meets the requirement, however only 2 accessible spaces are proposed. As a result, an additional 2 accessible spaces must be provided to meet the requirements of the interim planning scheme.

The bar and cafe would operate ancillary to the indoor market and as such, additional parking spaces would not be required.

3.2.4 Car Parking Layout Review

The car park layout has been reviewed against the *Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.6:2009)*. This assessment included a review of the following:

- Aisle and circulation road widths
- Size of car parking spaces, including accessible spaces
- Adjacent structures.

Details of this review are provided below and indicate the proposed car park layout is expected to operate satisfactorily, subject to adoption of the recommendations discussed below and shown graphically in Figure 9.

Parking space 50 (as shown in Figure 9) should be removed to ensure a sufficient circulation width is provided to the eastern section of the car park. It is also recommended that bollards or a similar treatment is installed adjacent to the building and car parking space 51. This is to ensure cars do not sideswipe the building whilst entering and exiting the car park and to protect a car parked in space 51 from being hit by a vehicle turning right into the east section of the car park, as the driver may not be able to see the parked vehicle before turning.

It is also proposed to remove car parking spaces 18 and 49 to ensure a sufficient circulation width is provided.

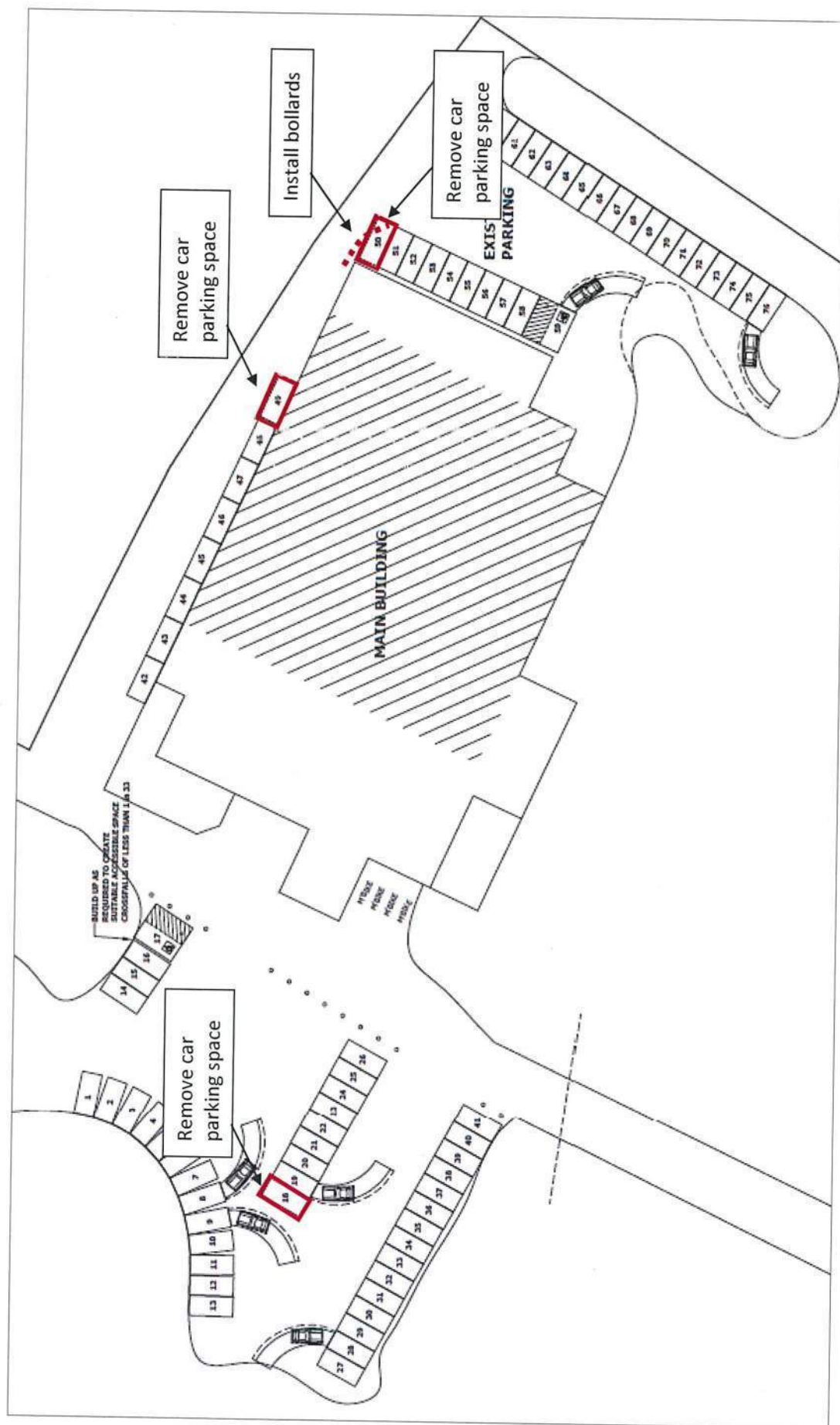


Figure 9: Car Park Compliance Review (baseplan prepared by Wilkin Design, dated 23 June 2015)

3.3 Traffic Impact Assessment

3.3.1 Traffic Generation

Traffic generation rates for the proposed indoor markets have been sought from the *RMS Guide to Traffic Generating Developments 2002*. Estimates of peak hourly and daily traffic volumes resulting from the proposal are set out in Table 3.

Table 3: Estimated Traffic Generation

No. of Market stalls	Design Generation Rates		Traffic Generation	
	Peak Hour	Daily	Peak Hour	Daily
35	4 per stall	25.7 per stall ^[1]	140	900

^[1] Traffic generation rate calculated based on the daily rate for a market open for 7 hours.

Table 3 indicates that the indoor market could be expected to generate approximately 140 vehicle movements in a peak hour. In order to provide a conservative assessment of the traffic generation, it has been assumed that 140 vehicles would be generated during both the Sunday and weekday PM peak hours.

It has been assumed that during the Sunday and weekday peak hours, the arrival and departure split would be as follows:

- Vehicles entering 50%
- Vehicles exiting 50%

The directional distribution and assignment of traffic generated by the proposed development has been influenced by the existing distribution of vehicles accessing and exiting Rutherglen Road. As such, the following directional distributions from Meander Valley Highway have been assumed:

- East 60%
- West 40%

Based on the above, Figure 10 and Figure 11 have been prepared to show the estimated increase in turning movements at the Meander Valley Highway/ Rutherglen Road intersection.

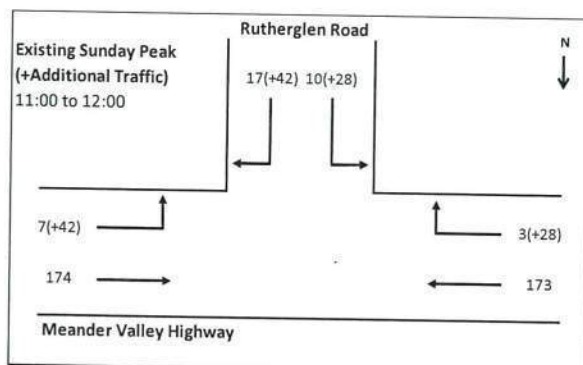


Figure 10: Existing Sunday Peak Traffic Generation

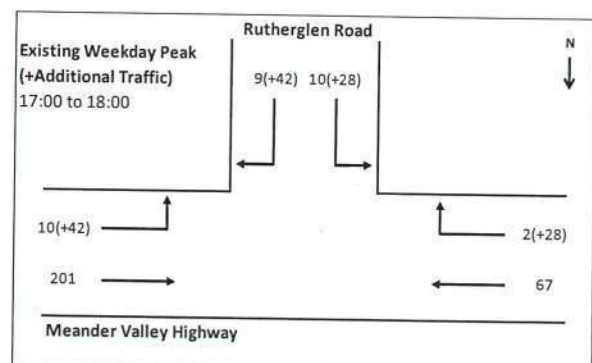


Figure 11: Existing Weekday PM Peak Traffic Generation

3.3.2 Traffic Impacts

Intersection Operation

The impact of the development upon the Meander Valley Highway/ Rutherglen Road intersection has been assessed using SIDRA INTERSECTION. Table 4 presents a summary of the anticipated operation following the full development of the site.

Table 4: Post Development Operating Conditions at Meander Valley Highway/ Rutherglen Road Intersection

Peak	Leg	Average Delay (secs)	95 th Percentile Queue (m)	LOS
Sunday	South	7.6	2.5	A
	East	1.8	0.0	A
	West	1.5	1.7	A
	All vehicles	1.8	2.5	A
Weekday PM	South	6.9	1.4	A
	East	1.7	0.0	A
	West	2.9	1.3	A
	All vehicles	3.0	1.4	A

Against existing traffic volumes at the Meander Valley Highway/ Rutherglen Road intersection, the additional traffic generated by the proposed development is not be expected to compromise the safety or function of the intersection, with all approaches remaining at LOS A.

Intersection Layout

The Meander Valley Highway/ Rutherglen Road intersection currently operates as an unsignalised T-intersection with a passing lane located on the Meander Valley Highway eastbound lane to allow passing of right-turning vehicles into Rutherglen Road. There are no channelised turning treatments provided at the intersection.

The *AUSTROADS Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections* specifies warrants for providing left and right turn treatments at unsignalised T-intersections. Figure 12 shows the volumes of traffic at an intersection subject to a 100km/h speed limit or higher which would warrant turn treatments.

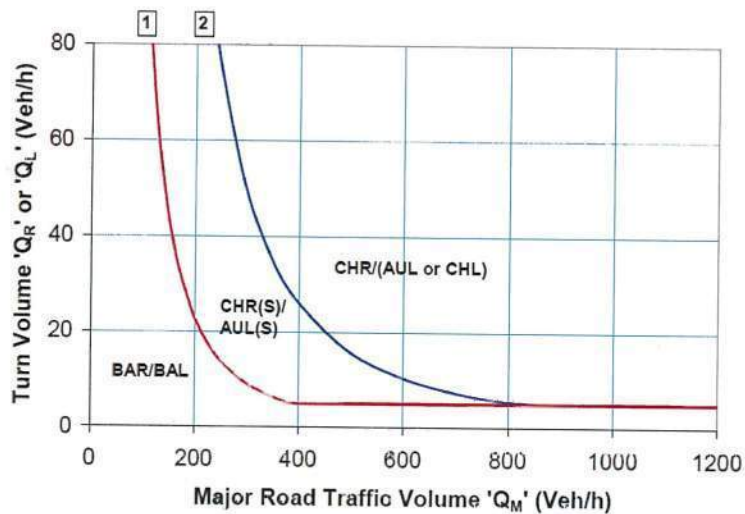


Figure 12: Warrants for Turning Treatments

The expected opposing movements to right and left turners into Rutherglen Road after the market development are shown in Table 5.

Table 5: Opposing Movements to Turning Vehicles

Peak Period	Q _M (veh/hr)		Q _R (veh/hr)	Q _L (veh/hr)
	Right	Left		
Sunday 11:00-12:00	396	174	31	49
Weekday 17:00-18:00	320	201	30	52

Based on an assessment of the opposing movements in Table 5, the warrants in the AUSTROADS Guide suggest that a channelised right turn treatment (CHR) and an auxiliary left turn treatment (AUL) should be provided.

As discussed in Section 2.6, only one crash has occurred at the Meander Valley Highway/ Rutherglen Road intersection in the most recent five year period. The implementation of channelised treatments are put in place to prevent rear-end crashes, none of which have occurred at this intersection in the last five years.

The available sight distances along the Meander Valley Highway to the east and west of Rutherglen Road are well in excess of the AUSTROADS requirement as discussed in Section 2.4. Due to the large sight distances, it is expected that a driver would be able to view a turning vehicle a significant amount of time before arriving at the intersection. As such, the probability of a rear end collision on the Meander Valley Highway would be low and upgrading of the intersection is not considered necessary.

3.4 Loading Facilities

The *Meander Valley Council Interim Planning Scheme 2013* specifies that at least one loading bay must be provided for retail uses.

It is proposed that stallholders would load and unload vehicles on the eastern side of the building at the roller door which is located adjacent to the car park. Trucks delivering to the bar and cafe would load and unload at the front door located on the west side of the building. There appears to be sufficient space at each of these locations for loading and unloading.

3.5 Road Safety

As discussed in Section 2, the SISD at the Meander Valley Highway/ Rutherglen Road intersection are well in excess of requirements and the crash history in the area does not show any trends in crash types. Based on this, there is no evidence to suggest that the development would have a significant negative impact on road safety in the vicinity of the site.

4. Summary

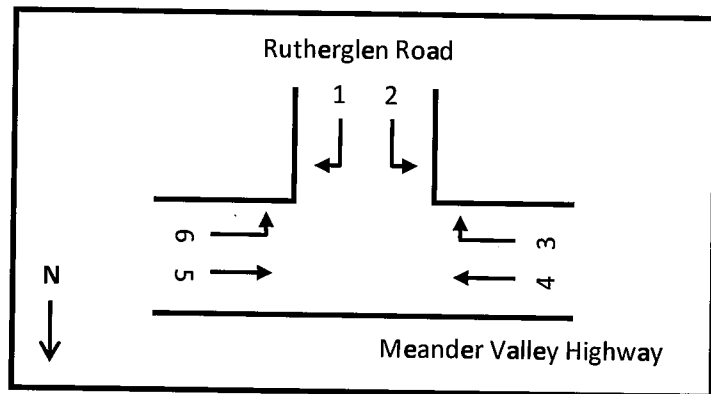
An assessment of the traffic impacts associated with the indoor markets development has been undertaken in accordance with the Department of State Growth's *Framework for Undertaking Traffic Impact Assessments*. The analysis and discussions presented in the report can be summarised as follows:

- The additional traffic volumes generated by the development are expected to have a minimal impact on the safety and operation of the surrounding road network including the Meander Valley Highway/ Rutherglen Road intersection.
- The proposed car park complies with the requirements of *Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.6:2009)* subject to minor adjustments made to the car park layout in this report.
- The development would provide a total of 72 car parking spaces (after suggested amendments are made to the car park layout in this report), this is in excess of the requirements outlined in the *Meander Valley Council Interim Planning Scheme 2013*.
- The loading space at the site is adequate for loading and unloading activities at the site.
- A total of six crashes have occurred on the Meander Valley Highway and no crashes have occurred on Rutherglen Road in the vicinity of the site in the most recent five year period, as such, there are no significant safety problems on roads in the vicinity of the site.
- The available sight distances along the Meander Valley Highway to the east and west of Rutherglen Road are well in excess of the AUSTROADS requirement.

Appendix A

Traffic Count Data

Job No. LN15120
Location Meander Valley Hwy/
 Rutherglen Road
Day, Date Sunday 28 June 2015
 Tuesday 30 June 2015
Weather Fine



Approach	Rutherglen Road		Meander Valley Highway				TOTAL
Direction	1	2	3	4	5	6	
11:00	0	0	0	0	0	0	0
11:30	15	6	2	63	81	5	172
12:00	2	4	1	110	93	2	212
12:30	12	9	1	87	48	3	160
13:00	8	4	0	70	52	2	136
SUNDAY TOTAL	37	23	4	330	274	12	680
16:00	0	0	0	0	0	0	0
16:30	7	4	0	21	37	3	72
17:00	0	0	1	47	62	3	113
17:30	3	2	2	39	89	6	141
18:00	6	8	0	28	112	4	158
WEEKDAY PM TOTAL	16	14	3	135	300	16	484

Approach	Rutherglen Road		Meander Valley Highway				TOTAL	
Direction	1	2	3	4	5	6		
11:00 to 12:00	17	10	3	173	174	7	384	Peak
11:30 to 12:30	14	13	2	197	141	5	372	
12:00 to 13:00	20	13	1	157	100	5	296	
16:00 to 17:00	7	4	1	68	99	6	185	
16:30 to 17:30	3	2	3	86	151	9	254	
17:00 to 18:00	9	10	2	67	201	10	299	Peak

Appendix B

SIDRA INTERSECTION Outputs

MOVEMENT SUMMARY

▽ Site: Meander Valley Highway/ Rutherglen Road - Existing Sunday Peak

New Site

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rutherglen Road											
1	L2	11	5.0	0.008	6.2	LOS A	0.0	0.2	0.27	0.54	59.4
3	R2	18	5.0	0.024	7.9	LOS A	0.1	0.7	0.45	0.65	58.1
Approach		28	5.0	0.024	7.2	LOS A	0.1	0.7	0.38	0.61	58.6
East: Meander Valley Highway											
4	L2	7	5.0	0.101	8.0	LOS A	0.0	0.0	0.00	0.03	85.4
5	T1	183	5.0	0.101	0.0	LOS A	0.0	0.0	0.00	0.03	99.1
Approach		191	5.0	0.101	0.3	NA	0.0	0.0	0.00	0.03	98.5
West: Meander Valley Highway											
11	T1	182	5.0	0.066	0.0	LOS A	0.0	0.2	0.01	0.01	99.5
12	R2	3	5.0	0.066	8.4	LOS A	0.0	0.2	0.02	0.02	71.4
Approach		185	5.0	0.066	0.2	NA	0.0	0.2	0.01	0.01	98.8
All Vehicles		404	5.0	0.101	0.7	NA	0.1	0.7	0.03	0.06	94.1

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: J:\LAU\2015\101-150\LN15120\14P - Calculations\SIDRA\LN15120 Rutherglen Rd-Meander Valley Hwy SIDRA.sip6

MOVEMENT SUMMARY

▽ Site: Meander Valley Highway/ Rutherglen Road - Existing Weekday PM Peak

New Site

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rutherglen Road											
1	L2	9	5.0	0.007	6.3	LOS A	0.0	0.2	0.29	0.54	59.3
3	R2	11	5.0	0.013	7.2	LOS A	0.0	0.3	0.40	0.60	58.7
Approach		20	5.0	0.013	6.8	LOS A	0.0	0.3	0.35	0.57	59.0
East: Meander Valley Highway											
4	L2	11	5.0	0.118	8.0	LOS A	0.0	0.0	0.00	0.03	85.3
5	T1	212	5.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.03	98.9
Approach		222	5.0	0.118	0.4	NA	0.0	0.0	0.00	0.03	98.2
West: Meander Valley Highway											
11	T1	71	5.0	0.026	0.0	LOS A	0.0	0.1	0.02	0.02	99.1
12	R2	2	5.0	0.026	8.5	LOS A	0.0	0.1	0.03	0.03	71.1
Approach		73	5.0	0.026	0.3	NA	0.0	0.1	0.02	0.02	98.0
All Vehicles		315	5.0	0.118	0.8	NA	0.0	0.3	0.03	0.06	94.2

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: Meander Valley Highway/ Rutherglen Road - Post Development Sunday Peak

New Site

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rutherglen Road											
1	L2	40	5.0	0.030	6.2	LOS A	0.1	0.8	0.28	0.55	59.4
3	R2	62	5.0	0.089	8.5	LOS A	0.3	2.5	0.50	0.72	57.5
Approach		102	5.0	0.089	7.6	LOS A	0.3	2.5	0.41	0.65	58.2
East: Meander Valley Highway											
4	L2	52	5.0	0.126	8.0	LOS A	0.0	0.0	0.00	0.15	82.7
5	T1	183	5.0	0.126	0.0	LOS A	0.0	0.0	0.00	0.15	95.4
Approach		235	5.0	0.126	1.8	NA	0.0	0.0	0.00	0.15	92.3
West: Meander Valley Highway											
11	T1	182	5.0	0.081	0.2	LOS A	0.2	1.7	0.11	0.09	95.8
12	R2	33	5.0	0.081	8.6	LOS A	0.2	1.7	0.18	0.16	68.2
Approach		215	5.0	0.081	1.5	NA	0.2	1.7	0.12	0.10	90.3
All Vehicles		552	5.0	0.126	2.7	NA	0.3	2.5	0.12	0.22	82.6

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ Site: Meander Valley Highway/ Rutherglen Road - Post Development Weekday PM Peak

New Site

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rutherglen Road											
1	L2	54	5.0	0.041	6.3	LOS A	0.2	1.2	0.30	0.57	59.3
3	R2	40	5.0	0.052	7.7	LOS A	0.2	1.4	0.44	0.66	58.2
Approach		94	5.0	0.052	6.9	LOS A	0.2	1.4	0.36	0.61	58.8
East: Meander Valley Highway											
4	L2	55	5.0	0.143	8.0	LOS A	0.0	0.0	0.00	0.14	82.9
5	T1	212	5.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.14	95.7
Approach		266	5.0	0.143	1.7	NA	0.0	0.0	0.00	0.14	92.7
West: Meander Valley Highway											
11	T1	71	5.0	0.041	0.3	LOS A	0.2	1.3	0.15	0.15	93.8
12	R2	32	5.0	0.041	8.7	LOS A	0.2	1.3	0.32	0.32	65.2
Approach		102	5.0	0.041	2.9	NA	0.2	1.3	0.20	0.20	82.6
All Vehicles		462	5.0	0.143	3.0	NA	0.2	1.4	0.12	0.25	81.1

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix C

Proposed Development Plans

RUTHERGLEN RD.
HADSPEN 7290

TITLE REF: 111014/2
20627/2

PROPERTY ID: 1535650
737295

TITLE AREA: 2.265HA
2.355HA



CHANGE OF USE FROM INDOOR CRICKET CENTRE TO INDOOR MARKET AT "REAR OF MAIN BUILDING" ENTALLY LODGE RUTHERGLEN ROAD HADSPEN 7290

AREA OF PROPOSED
CHANGE OF USE

FUNCTION
ROOMS

ACCOMMODATION
BUILDING

MAIN BUILDING

FULL SITE PLAN

RUTHERGLEN
RD.



WILKIN
DESIGN

PROJECT
FULL SITE PLAN

PROJECT
RUTHERGLEN RD.
HADSPEN

DATE
23/06/2015

DESIGNER
DMS

PROJECT
DMS-15852

DATE
01/06/15

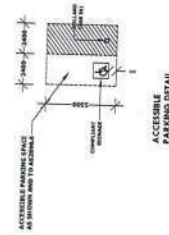
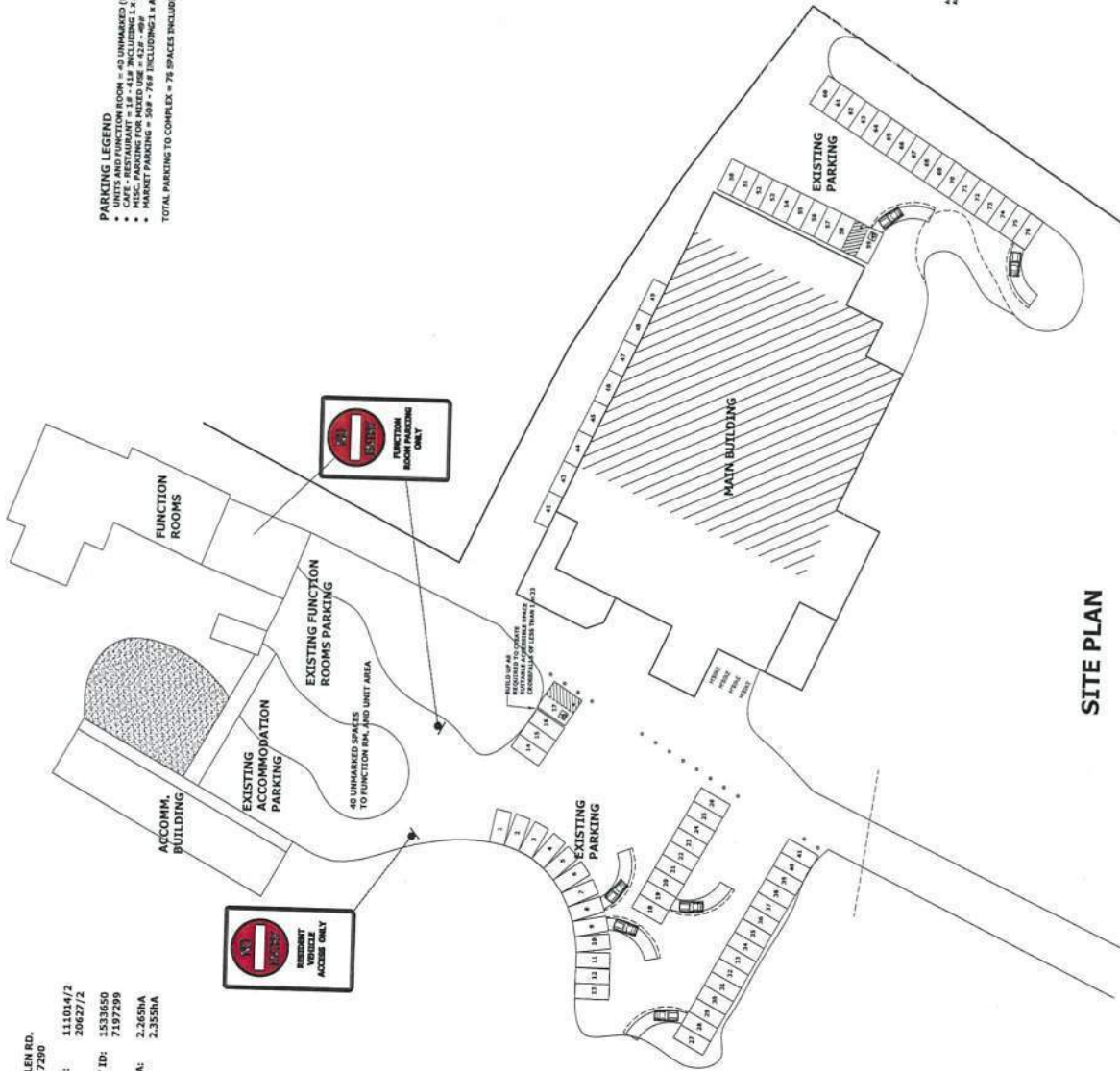
DEV 4

RUTHERGLEN RD.
HAUSPEN 7200

TITLE REF: 111014/2
20627/2
PROPERTY ID: 1533650
7197299
TITLE AREA: 2.265ha
2.355ha



- PARKING LEGEND**
- UNITS AND FUNCTION ROOM = 40 UNMARKED (NOT PART OF THIS CHANGE OF USE APPLICATION)
 - CAFE - RESTAURANT = 18 - 412 INCLUDING 1 x ACCESSIBLE (117)
 - MARKET PARKING = 500 - 168 INCLUDING 1 x ACCESSIBLE (117)
 - TOTAL PARKING TO COMPLEX = 78 SPACES INCLUDING 2 x ACCESSIBLE



WILKIN	PROJECTING	BRITISH CODE	DATE	SCALE	PROJECT	FILE
DESIGN	RUTHERGLEN RD.	HAUSPEN	21/04/2015	1:200	DAS-15862	02 #03
SPECIFIC PARKING	PLAN					

SITE PLAN

DEV 4



WILKIN
DESIGN

ARCHITECT
ARCHITECT
ARCHITECT

PROJECT
SPECIALTY CODE
SUBJECT AREA NO.
WADSPEN

DATE
23/04/2015

SCALE
1:200

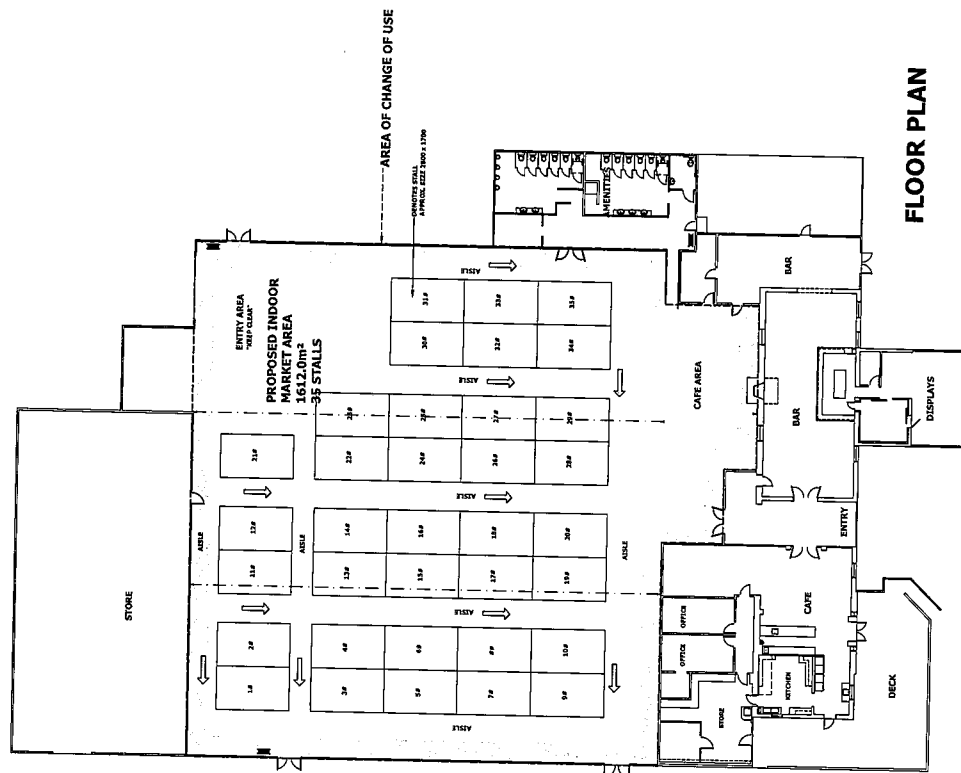
PROJECT NO.
WADSPEN

DATE
23/04/2015

SCALE
1:200

PROJECT NO.
WADSPEN

DATE
23/04/2015



FLOOR PLAN

Contact

Ross Mannering

(03) 6210 1400

rmannering@pittsh.com.au

transport | community | industrial & mining | carbon & energy



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Planning Report to Support a Development Application Rutherglen Markets

transport | community | industrial & mining | carbon & energy



Prepared for:

Rutherglen Markets

Client representative:

Lucy Glover

Date:

1 July 2015
Rev00

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Appendix A	Title
Appendix B	Plans of Development
Appendix C	Traffic Impact Assessment

Prepared by:


.....
Ian Abernethy


Date: 1 July 2015

Reviewed by:


.....
Dion Lester

Date: 1 July 2015

Authorised by:


.....
Dion Lester

Date: 1 July 2015

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date

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1. Introduction

pitt&sherry have been engaged to provide this report for the purpose of supporting a development application for the change of use from a indoor sport centre to a market facility.

The subject site is located at 29 Rutherglen Road, Hadspen. The *Meander Valley Interim Planning Scheme 2013* is the applicable planning scheme, and specifically the Local Business Zone and the Scenic Corridor Code need consideration.

2. Site Analysis

2.1 Location

The site is located on the southern side of the old Bass Highway (Meander Valley Highway); west of the south Esk River and the township of Hadspen. The subject building is part of the Rutherglen Village Complex; a site with residential, tourism, hotel, function room and (previously) sports centre uses. The commercial aspects of the Rutherglen Village are undergoing a major refurbishment – the proposal is part of that upgrade.



Figure 1: Location of the subject site shown at the red star

2.2 Titles

All works are proposed within the title listed in Table 1 at 29 Rutherglen Road, Hadspen as shown in Figure 2 below.

A copy of this title is provided at **Appendix A**.

Table 1: List of titles affected by proposed development

Title Reference	Address	Property ID
20627/2	29 Rutherglen Road, Hadspen	1533560



Figure 2: Location of development within titles

The land is part of a wider strata title arrangement whereby the dwellings and other uses sit on their own strata title. The subject building can be accessed directly from the east or through the bar/function room/bistro to the west.

3. Proposal

It is proposed to use the existing sports centre building for a market use. The area to be used for the market is 1600 m². The existing sports equipment store to the rear of the building will be retained as a store for market and event type equipment. The market will be accessed through two existing locations – the rear opening and through the bistro section of the building to the front.

A small cafe/informal seating area will be formed inside the front doors. This area can be used by patrons for resting/seating/tasting/etc or as a small event area for product launches/product seminars and the like.

This front area will also host the market reception.

Within the market area there will be 35 stall areas. These can be booked as regular spaces or as casual set ups. The market will aim to operate 7 days a week – although this may not be achieved in the first year of operation. The opening hours will be 8am until 6pm. The market area can be cleared (or partly cleared) and used for product launches or product/business seminars. The point of difference with other markets will be using this space as an incubator for those wishing to try retailing or wishing to sell a glut of product as a one off. There will be support networks from other stall holders as well as those running the market. The marketing of the facility will be done through a central body with each operator free to join in the cooperative campaigns.

The market will employ 5 people – 1 reception, 1 set up and 3 as shift/relief staff.

Plans to accompany the development are attached at **Appendix B**.

4. Planning Matters

4.1 Planning Scheme

The proposed use is located within the Meander Valley Council municipality and is subject to the provisions of the *Meander Valley Interim planning Scheme 2013* (the Scheme).

4.2 Use Definition

Within the Planning Scheme the proposed development is defined as **General Retail (Market and retail sales)**:

use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, commercial art gallery, department store, hairdresser, market, primary produce sales, shop, shop front dry cleaner, supermarket and video shop

Allow for trade launches and events the definition of **Community Meeting and Entertainment** also has application:

use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.

4.3 Zoning

The subject site is within the Local Business Zone. Clause 20 of the Planning Scheme defines the purpose of this zone:

- *To provide for business, professional and retail services which meet the convenience needs of a local area.*
- *To limit use and development that would have the effect of elevating a centre to a higher level in the retail and business hierarchy. Limits are imposed on the sizes of premises to ensure that the established hierarchy is not distorted.*
- *To maintain or improve the function, character, appearance and distinctive qualities of each of the identified local business centres and to ensure that the*
- *design of development is sympathetic to the setting and compatible with the character of each of the local business centres in terms of building scale, height and density.*
- *To minimise conflict between adjoining commercial and residential activities.*
- *To ensure that vehicular access and parking is designed so that the environmental quality of the local area is protected and enhanced.*
- *To provide for community interaction by encouraging developments such as cafes, restaurants, parks and community meeting places.*

The building under consideration was last used as a sports centre, a use prohibited within the Local Business Zone.

The purpose of the Market is to promote local produce and to provide a venue where local producers can gather to sell their produce/products. It will be a centre where those considering starting a shop can try retailing with no long terms contract. What will be available will be mentoring from others in the retail sector and an opportunity to cross market and develop a brand image. As a result the proposed use will not alter any established retail hierarchy; nor will it have an adverse impact on the local environment.

Local Area Objectives

The Planning Scheme sets the following objectives for the Rutherglen area:

- a) *To provide for the continued development of tourist and local hospitality facilities in a defined cluster.*
- b) *To ensure future use and development respects the amenity of the adjoining residential area.*
- c) *To ensure uses other than visitor accommodation and residential are directed away from the river edge and are focussed toward the main commercial cluster.*

The application is well positioned to meet the objectives above.

Local Character Statement

In regard to Rutherglen the following Local Character Statement is defined:

The Rutherglen site reflects an historical pattern of subdivision and shared use for residential and tourism purposes. The zone is isolated, however is located on a visually prominent site on the South Esk River and opposite the tourism icon Entally House. Future development of the Rutherglen site is to be low impact within the semi rural setting and maintain a respectful distance to Entally House.

The proposal adheres to all the requirements of the Local Character Statement in that the existing building (the subject site) is well away from the South Esk River and the use will be low impact as it is a change of use and involves no additional development. It is hoped to build on the location of Entally House for the benefit of both this site and the heritage listed building.

4.4 Use Status

Community Meeting and Entertainment is a discretionary use within the zone. General Retail and Hire is also a discretionary use (by reference to floor area) within the zone.

4.5 Use Standards

The following table provides a response to the Use Standards within the zone:

Table 2: Response to Use Standards relative to Rural Resources Zone

Scheme Provision	Response
20.3.1 Amenity	
A1	Commercial Vehicles will only operate between 6.00am and 10.00pm Monday to Sunday – in line with the Planning Scheme requirement.

4.6 Development Standards

As there is not development associated with this application (it is Change of Use only) the development standards do not apply.

4.7 4.5 Codes

Within the Planning Scheme are a series of Codes which require consideration. Those listed below are relevant to the current proposal.

Bushfire Code

Whilst the surrounding vegetation can be classed as Bushfire Prone (by definition) the Change of use is exempt from assessment under this Code by way of Clause E1.2.1 (b) – the proposed use is not a vulnerable or hazardous use.

Road and Railway Asset Code

A Traffic Impact Assessment has been prepared for this development to assess and demonstrate compliance with this Code. Given the low use of the Meander Valley Road at this location and the expected frequency of use of the markets the proposal meets all requirements of the Code. A copy of the Traffic Impact Assessment is attached at **Appendix C**.

Car Parking and Sustainable Transport Code

The relevant Clauses are E6.6.1 Use Standards.

Table 3: Response to Car Parking Code

Scheme Provision	Response
E6.6.1 Car Parking Numbers	
A1	The proposal includes provision for 76 at-grade car parking spaces – some line marked, others just by use. The parking requirement for this development is 54 spaces. Car Parking for the bar and bistro use has not been calculated in the above and sits as an additional 64 spaces on site.
E6.6.3 Taxi Drop-off and Pickup	
A1	A dedicated Taxi area will be set up at the front of the bar/market area.
E6.6.4 Motorbike Parking Provisions	
A1	Parking for 4 motorbikes is shown on the plan
E6.7.4 Parking for Persons with a Disability	
A1	Disabled car parking spaces (4) will be provided close to the main rear door of the market.

Scenic Management Code

The site overlooks the Meander Valley Road which is designated a Scenic Corridor. As the subject building is more than 100m away from the Scenic Corridor the Code has no application in this instance.

5. Conclusion

This is a good use for an underused, semi-redundant building. It is a use which will enhance the Rutherglen Village and assist in promoting local products.

It is considered that the proposed change of use meets the relevant provisions of the Scheme as discussed and is recommended for approval.

Appendix A

Title

SEARCH OF TORRENS TITLE

VOLUME 20627	FOLIO 2
EDITION 7	DATE OF ISSUE 04-Feb-2009

SEARCH DATE : 13-Aug-2013
SEARCH TIME : 02.51 PM

DESCRIPTION OF LAND

Town of HADSPEN
Lot 2 on Sealed Plan 20627
Derivation : Part of Lot 32819 Gtd. to H.I.J. Robinson
Prior CT 4027/42

SCHEDULE 1

C880425 TRANSFER to CHECKIT PTY LTD Registered 04-Feb-2009
at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 20627 EASEMENTS in Schedule of Easements
SP 20627 COVENANTS in Schedule of Easements
SP 20627 FENCING COVENANT in Schedule of Easements
C880426 MORTGAGE to National Australia Bank Limited
Registered 04-Feb-2009 at 12.01 PM
M378859 CAVEAT by Jonathon Charles Root, Commissioner of
State Revenue (including Power of Sale) Registered
04-Jun-2012 at noon
D74773 CAVEAT by Gess Michael Rambaldi and David Raj
Vasudevan Registered 30-Nov-2012 at noon

UNREGISTERED DEALINGS AND NOTATIONS

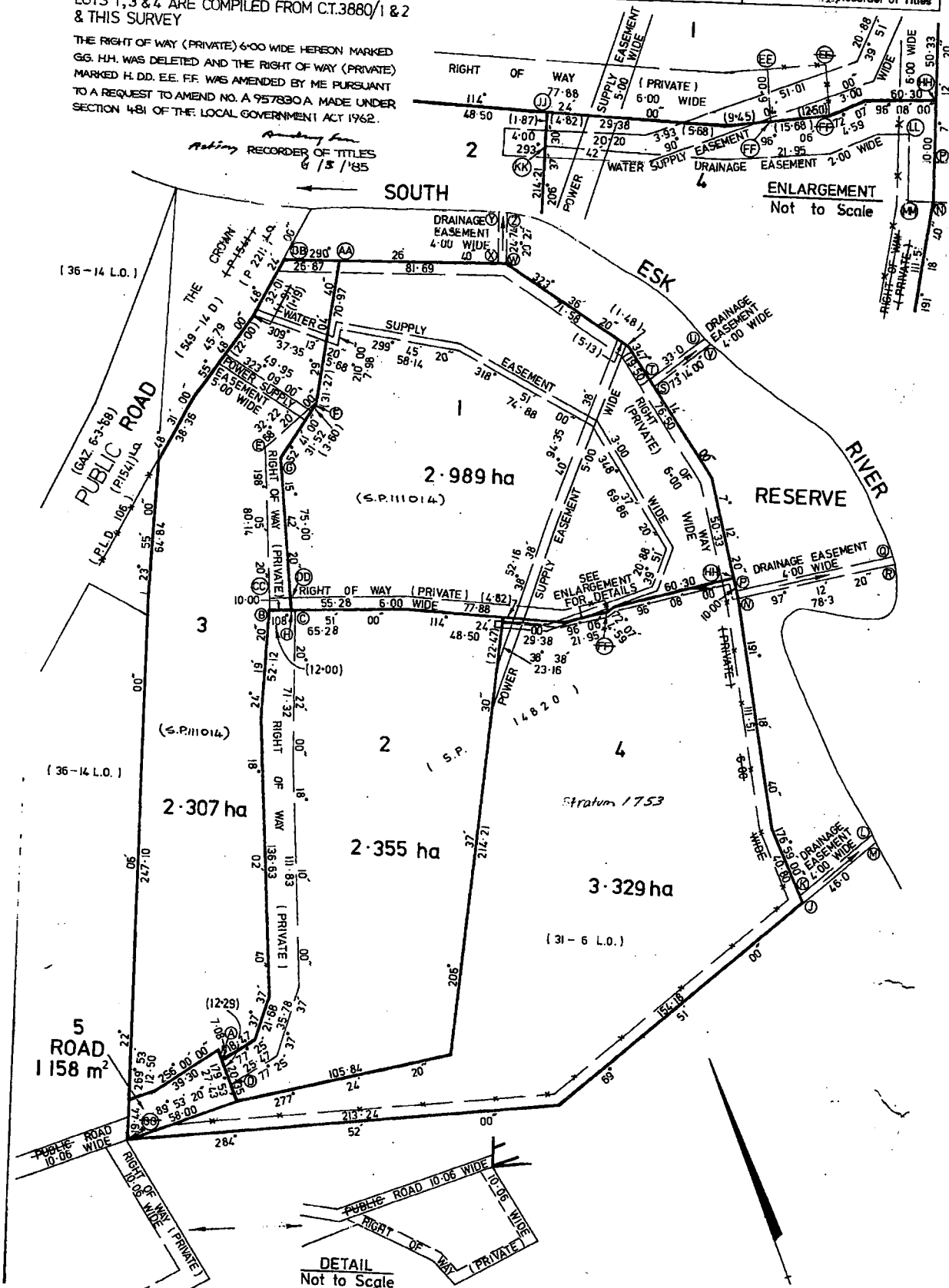
No unregistered dealings or other notations

Owner: Alan Keith Pybus & Sandra Elaine Pybus.	PLAN OF SURVEY by Surveyor R.V. Toit of land situated in the	Registered Number: S.P.20627
Title Reference: C.T. Vol. 3880 Fol. 1. C.T. Vol. 3880 Fol. 2.	TOWN OF HADSPEN	Effective from: 22 JUN 1983
Grantee: Part of Lot 32819, 32a. Or. 2p., Honora Ivy Jocynth Robinson, Pur.	Scale 1:1500 Measurements in Metres	Recorder of Titles <i>R. Handley</i>

LOTS 1, 3 & 4 ARE COMPILED FROM C.T.3880/1 & 2 & THIS SURVEY

THE RIGHT OF WAY (PRIVATE) 6.00 WIDE HEREON MARKED GG, HH, WAS DELETED AND THE RIGHT OF WAY (PRIVATE) MARKED H.D.D. EE, FF WAS AMENDED BY ME PURSUANT TO A REQUEST TO AMEND NO. A 957830A MADE UNDER SECTION 4.81 OF THE LOCAL GOVERNMENT ACT 1962.

Recorder of Titles
6/5/1985



29 July 2015

Justin Simons
Town Planner
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

Dear Justin

LN15120: PA\16\0005 – Change of Use to General Retail and Hire (Market)

I refer to your letter dated 22 July addressed to our client Lucy Glover relating to the above. You seek clarification in regard to the title boundary on the northern side of the existing building.

Woolcott Surveys have overlayed the title boundaries over a survey plan and the access to the rear of the existing building does encroach into the Right of Way on title Strata Title 111015. Our client is the owner of Lot 42 within the said Strata Plan – which does give him some interest in this matter.

In terms of completion please note that Strata Title 111015 is to be included in this application. A copy of the title as it relates to Lot 42 is attached. A copy of a notification letter under Section 52 of the Land Use Planning and Approvals Act 1993 is also included as evidence that the body corporate has been notified of this matter.

An amended site plan showing the Right of Way is also attached.

Yours sincerely

Ian Abernethy
Planning Manager, North

Enc. Extra Title, Notification Letter and Amended Site Plan



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RUTHERGLEN RD.
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TITLE REF: 1110141/2
20627/2

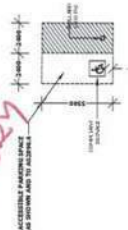
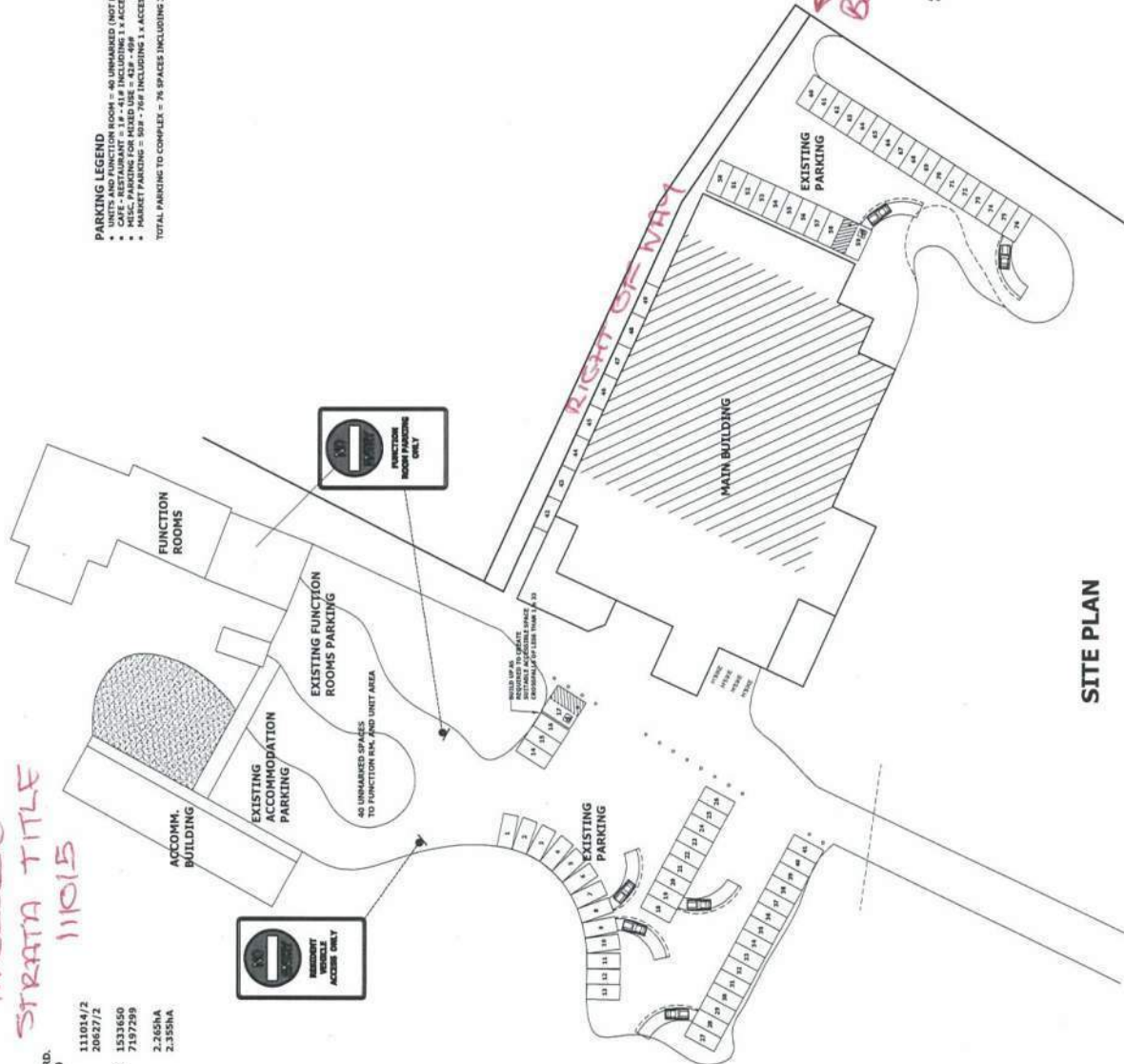
PROPERTY ID: 1533650
7197299

TITLE AREA: 2.265HA
2.355HA



INCLUDE
STRATA TITLE
111015

- PARKING LEGEND**
- UNITS AND FUNCTION ROOM = 40 UNMARKED (NOT PART OF THIS CHANGE OF USE APPLICATION)
 - VEHICULAR PARKING = 100 SPACES INCLUDING 1 x ACCESSIBLE (17P)
 - MUSIC PARKING FOR MIXED USE = 42P - 48P
 - MARKET PARKING = 90P - 76P INCLUDING 1 x ACCESSIBLE (99P)
- TOTAL PARKING TO COMPLEX = 76 SPACES INCLUDING 2 x ACCESSIBLE



ACCESSIBLE
PARKING DETAIL

SITE PLAN



**WILKIN
ORPIN**
ARCHITECTS
SPECIFIC PARKING
PLAN

PROJECT:
RUTHERGLEN RD.
HAUSPER

DATE:
21.06/2015

SCALE:
1:200

JOB NUMBER:
043-118612

PAGE:
01 of 03

Justin Simons

From: Diane Harriss <Diane.Harriss@health.qld.gov.au>
Sent: Monday, 24 August 2015 11:32 AM
To: Diane Harriss; planninhg@mvc.tas.gov.au
Subject: RE: Application Glover obo Fablum Pty Ltd - PA/16/0005

General Manager
Meander Valley Council
Westbury
TAS

I refer to the Notification of Application for Planning Approval to 28 & 29 Rutherglen Road. As the private owner of Unit 3, I do not agree to the proposed changes. I forward the following as the basis for my protest of this matter;

Any planned increase in the flow of traffic will impinge on the safety of children and adults living, walking or driving in this area further, also impinge on my ability to gain access to my property.

Any increase in traffic will impinge on the quiet enjoyment of my property.

Any increase in traffic will place the wildlife that frequents the area (on a daily basis) at risk.

The planned changes have the potential to decrease the value of my property at 3 Rutherglen Road.

Kind regards

Diane Harriss
B.S.W. M.Couns. M.Ed

Beach Road
Palm Island QLD 4816
e: Diane.Harriss@health.qld.gov.au

"We all belong to the one Humanity" (Gracelyn Smallwood)

I acknowledge the Bindal and Wulgurukaba traditional custodians on which country I work and live and the Manbarra and Bwgcolman people on whose country I am also privileged to work. I pay respect to elders past, present and future.

Disclaimer: The information contained in this e-mail may be private and personal or otherwise confidential. If you are not the intended recipient, any use, disclosure or copying of any part of the information is unauthorised. If you have received this e-mail in error, please inform the sender and delete the document. Confidentiality and legal privilege are not waived or lost by reason of mistaken delivery to you.

Ms. Karla Broomhall,
34 Petersen Street,
Trinity Beach.
QLD. 4879

August 16th, 2015

Attn: General Manager
Meander Valley Council,
PO Box 102,
Westbury,
TAS. 7303

To Whom it may concern,

RE: Planning Application – PA/16/0005 – 28 & 29 Rutherglen Road and Rutherglen Holiday Village, HADSPEN (CT's: 20627/2, 111014/2 & 111015/0)

I have read in detail, the Planning Application Ref: PA/16/0005 and subsequent correspondences between relevant parties and I am writing to Council to express my strong objection to the request for the planning application based on a number of grounds.

I am currently the owner of Unit 28, Rutherglen Road, HADSPEN, which is situated directly opposite the proposed development. I am of the view that the proposed development does not adequately consider or respect the living standards of occupants in nearby residences. I believe the proposal will have a serious negative impact on the standard of living to the occupants of my property and other nearby residential dwellings as well as a strong negative impact on the value of the property. Whilst the application for the "Change of Use to General Retail and Hire (Market)" may bring limited employment opportunities and potential shopping options (the application currently does not state the type of market proposed) to local residents but, I feel that the proposal would demonstrably harm the amenities enjoyed by local residents, in particular privacy, safe and available parking spaces, and the right to enjoy a quiet and safe residential environment. My specific objections are as follows:

1. The proposal does not afford adequate consideration to the privacy of the occupants of my property or other adjacent residential properties.
2. A substantial increase in traffic directly opposite my property which will increase the risk of vehicle and pedestrian interactions, create additional noise and a reduction in available parking spaces to residents.
3. A significant negative impact on the value of my property in terms of monthly rental income and also potential resale value, especially in consideration of the close proximity to my property.
4. The application does not include details on the full nature of the proposed business such as delivery vehicles and times etc. The application suggests that local produce may be one of the "market stalls" which leads me to further concern regarding the odour that may emanate from rotting produce, increase in insects and vermine.
5. The property address for the application is confusing as it is the same or very similar to that of my property. This has also been highlighted within other

correspondence to Council. The application states that their location is 28 & 29 integral - constituting the undiminished entirety Road and Rutherglen Holiday Village (CT's: 20627/2, 111014/2 & 111015/0), my actual Title Reference is 111015/28. (U28 Rutherglen Road, Hadsphen).

Should you wish to contact me or have any questions or require clarification on any points, please do not hesitate to contact the undersigned.

Yours faithfully,

Karla Broomhall

Mobile: 0407 134 597

Email: karlabroomhall@yahoo.com.au

Mr Greg Preece
General Manager
Meander Valley Council
P O Box 102
Westbury Tas 7303

10 August 2015.

PROPOSAL: L GLOVER obo FABLUM PTY LTD – PA/16/0005

Dear Greg,

We write on behalf of the Committee of Management of the Rutherglen Village Body Corporate Strata 111015. The village consists of 38 residential properties.

Our first concern is to the property address for the application being 28 & 29 Rutherglen Road. Rutherglen Village Strata 111015 has units numbered 1 – 40 and this is causing serious confusion for emergency services. As recently as 2 weeks ago an ambulance was required within our strata and this confusion delayed their attendance.

Our second concern is to why Strata 111015 is included in this application when Strata 111015 has no interest in this application? The application is on the behalf of the owner of Strata 111014/2 & 20627/2 not 111015.

At no time has the owner of Strata 111014/2 & 20627/2 approached the Committee of Management of Strata 111015 for discussion of the proposed application.

We would also like noted that the letter written to Carol Love, dated 29th July, 2015, has not been received via Aust Post as at 11th August, 2015, some 13 days later.

This makes the letter from Ian Abernethy, of Pitt and Sherry, to Justin Simons, false in its statement that the Body Corporate Strata 111015 has been advised of this proposal.

The planning notice erected on Rutherglen Road, and research of the Meander Valley Council website, is the only notification that has advised anyone of the proposed application.

On reading the letter to Justin Simons from Ian Abernethy, Mr Abernethy makes reference to the applicant being the owner of Lot 42 within Strata 111015. Ownership of Lot 42 gives the owner use of the 6m Right of Way within Strata 111015 to access Lot 42 only and not Strata 20627/2. This subject Right of Way is **private property** owned by Strata 111015 and allows access to Strata 14820, known as the Residential Club.

Proposed Parking 42-49

- The Boundary from Strata 111015 to the building concerned has measurements ranging from 1.93m -2.54m. To allow parking in this area will encroach on the 6m right of way owned by Strata 111015.
- Parking in this area would also impede the line of sight at the T intersection with the adjoining strata and also impede access to our registered Emergency Exit.
- Owners within the Village also have limited access to this area for visitor parking.
- Safety of our pedestrian traffic from our Strata and the Residential Club would also cause concern.
- Fees paid by the members of the Body Corporate pay for the upkeep of roadways within the village including this right of way. Why would members agree to pay fees for public vehicle access when it is not beneficial to Strata 111015?

Proposed Parking 50-76

- These parking spaces would need to be accessed from Strata 20627/2. Access will not be granted from Strata 111015.

No mention is made in the proposal as to the frequency or the hours of trade of the proposed market?

In closing Rutherglen Village have, on face value, no objection to the proposed indoor market but access from our strata is strongly objected.

Yours sincerely
Committee of Management
Rutherglen Village Strata 111015

Committee Members: Carol Love 0409 004 775 sherpa_rose@yahoo.com.au
Abbey Mulligan 0439 355 492 abbeymx@hotmail.com Shane Singline 0409 597 910
slsingline@bigpond.com

General Manager,
PO Box 102
WESTBURY 7303.

24.08.2015

Development Application PA/16/0005 – Discretionary Use

Dear Sir,

Following is my representation for the above DA.

Rutherglen Village has 38 residences with residents ranging in age from 6 months to 85 yoa. Parking of vehicles is linked with each dwelling and in the Right of Way discussed below. The Rutherglen Village is a distinct entity, separate from the new venture of Entally. The Rutherglen Village Body Corporation (RVBC) have undertaken financial expense in installing signage which clearly indicates the location of residential units for both the upper and lower turning circles, which designate speed and vehicle weight limits, and shared access with pedestrians. These limits are in the process of being registered as bylaws.

I draw to your attention that the RVBC registered an application for a change of name with the Land Titles Office. This application was granted, effective from 12.3.2015; the name changed from Hadspen Holiday Village to Rutherglen Village Body Corporate (RVBC).

Right of Way on title Strata Title 111015

The ground survey undertaken by Woolcott correctly found that the title boundaries of the survey plan that relate to the access to the rear of the existing building does encroach into the Right of Way on title Strata Title 111015. This RofW is shared jointly with the Rutherglen Residential Club.

- 1) Whilst Mr Sherrard, via the applicant to this DA by L Glover obo Fablum Pty Ltd, is the owner of Lot 42 within ST 111015 – Lot 42 does not abut the said right of way, thus his interest, as suggested by Woolcott and subsequently by Pitt&Sherry's Ross Mannering, is NOT contextually pertinent, thus the proposition that Mr Sherrard has '*some interest in this matter*' is spurious.
- 2) Mr Sherrard, via the applicant to this DA by L Glover obo Fablum Pty Ltd, cannot use the Right of Way on the common property of ST 111015 over which he has no RofW.
- 3) The proposed 8 parallel parking spaces adjacent to the existing sports centre building / market use encroach into the Right of Way on title Strata Title 111015
 - a) The eastern (Left Hand) side of the Right of Way on title Strata Title 111015 has, historically, designated parallel parking allocated for visitors and short-term overflow parking for Rutherglen Village residents only
 - b) The Emergency Exit is registered in the bylaws of the RVBC
 - c) Rubbish collection – on Tuesdays Rutherglen Village residents locate their rubbish bins in the parallel parking spaces (a) for emptying on Wednesday, and dependent upon the weather or other reasons, the rubbish bins may remain until Thursday
 - d) Shared pedestrian + vehicular access to RVBC dwellings – vehicles range in size from service vehicles such as infrastructure services (fire, electricity, water), ambulance, and residential vehicles. Residents regularly walk to and from the bus stop, and recreationally.

Likely impact of encroachment on Right of Way

Within the significant constraint generated by (2) above, the following likely impacts were not assessed within the surveys undertaken by Pitt&Sherry:

- 1) The width of the RoFW is designated as 6m. The average vehicle width varies between 1740mm, 1898mm, or 1690mm (Subaru Impreza, Holden Commodore, Mitsubishi commercial vans), allowing for vehicle doors opening and closing the average width per parking space is 2300mm. Hence, with two lines of parallel parked vehicles the effective road width will be 1400mm for transiting vehicles and for pedestrians. This becomes a safety problem, particularly when the number of vehicles (trucks, vans, etc) accessing the rear of the market building increases in volume.
- 2) The Emergency Exit requires a turning circle with access in and out of RVBC; no allowance has been made in the proposed parallel parking, or in the increased volume of traffic. Table 3: *Estimated Traffic Generation* by Pitt&Sherry has a **total of 900 vehicle movements per day** (page 9):

"Table 3 indicates that the indoor market could be expected to generate approximately 140 vehicle movements in a peak hour. In order to provide a conservative assessment of the traffic generation, it has been assumed that **140 vehicles would be generated during both the Sunday and weekday PM peak hours**. It has been assumed that during the Sunday and weekday peak hours, the arrival and departure split would be as follows:

- Vehicles entering 50%
- Vehicles exiting 50%"

The *assumed approximate conservative estimate* (Pitt&Sherry *ff* Tables 3, 5 and text) equates to 6,300 vehicle movements per week, or 189,000 per month, or 2,268,000 per year.

Measured current vehicles movements

Appendix B indicates that, for the duration of their traffic flow assessments, conducted on Sunday 28 June 2015 there were 60 within a 2.5 hr interval (11am – 1 pm), and weekday Tuesday 30 June 2015 there were 30 within a 2 hr interval between 4 pm and 6 pm, in fine weather conditions.

Table 5 Opposing Movements to Turning Vehicles shows 'The expected opposing movements to right and left turners into Rutherglen Road after the market', whilst Table 3 indicates a conservative assessment of traffic generation at 140 peak hours on Sundays and weekdays. Based on these conservative assessments vehicle movements will increase by 2.3 x and 4.6 x on current internal movements respectively on a daily basis.

Knowledge Gaps and Risk Assessment

1. There is no apparent discussion based upon a quantitative assessment by Pitt&Sherry regarding the vehicle and pedestrian activities / volume of RVBC residents, visitors, or their service providers?
2. Where are the cumulative calculations in addition to the 900 additional daily vehicle movements + RVBC + the tourist component that will arise from the Entally motel + restaurant + other ventures such as conferences, etc?

3. The 900 additional daily vehicle movements are a *conservative assessment*? Is a *conservative assessment* a low average, or median? Where are the calculations for a range of vehicular movements viz low, median, high? What is the volume on a 'robust' assessment? Surely, such an assessment necessitates incorporating the knowledge gaps from components in 1 and 2 above, amongst others?
4. On the RofW will pedestrians have precedence over vehicles? If no, where do pedestrians safely move to?
5. The cumulative wear and tear on the surface of existing roads has not been calculated based on their *conservative assessment* of 900 additional daily vehicular movements
 - however it will likely be a significant impost on the RVBC maintenance and infrastructure costs, which are paid out of the annual levy fees, and occasional revenue raising for large projects;
 - In addition there will be a measureable accumulation of chemical pollutants derived from tyres, oil based derivatives from leaking engines, axles, and heavy and soluble minerals from exhaust fumes;
 - Currently such pollutants are washed directly into storm water drains which flow directly into the South Esk River during rain events or following hosing down of surfaces, including cigarette butts, and other litter (a practice of the previous owners). Within the preceding year dog owners were advised to refrain from allowing their animals to swim in, or drink, the South Esk River water in the vicinity of Hadspen.
 - The Pitt&Sherry report does not address the generation of pollutants and their contribution to the water quality of the South Esk River or to sediment deposition.
6. Given the narrow primary road access between the bus-turnaround and the children's playground (significantly constrained by the chains and black bollards on both sides of the road), will the incidence of collisions increase; what of pedestrian's are there likely to be accidents? What of driver impatience as a contributing factor? No assessment of these cumulative factors have been undertaken.
7. Rubbish collection – the truck which collects rubbish is large and requires a turning circle to exit – where will this occur on the proposed parking spaces placements indicated in the Site Plan Parking Placements located parallel on the RofW and at rear of shed?
8. What of the rubbish generated from Entally and the market, where will this be deposited and collected from? The generation of rubbish from the proposed market is likely to be significant given the number of stall holders, visitors, and service providers. The documents from Pitt&Sherry do not seem to factor in these heavy vehicular activities, or their impost on the residents of RVBC?
9. What of the control of pests (feral cats, rodents) that are drawn to the market rubbish? Again this has not been addressed.

10. Who will have the financial and management responsibility of resurfacing the bitumen of the RofW, given that it is the access for both RVBC and the Rutherglen Residential Club, and NOT the property of Mr Sherrard or L Glover obo Fablum Pty Ltd?
11. Noise? No assessment of the volume of vehicular or facility noise has been undertaken. Given the immanent proximity to two residential villages, combined with the hours of activity over a 7 hr by 7 day by 365 day proposal; this requires factoring into an assessment of the cumulative impacts on infrastructure, and the health and wellbeing of residents.
12. Pollution? No assessment of the volume of pollution generated by exhaust fumes, or increased volume of rubbish has been undertaken.

Related matters

Early in the enterprises of L Glover obo Fablum Pty Ltd the committee of the RVBC suggested to the representative of Mr Sherrard that they install an access road on their Strata Title on the western side of their shed. To my mind this would be an optimal resolution for the servicing of their ventures and associated volumes of traffic.

Have L Glover obo Fablum Pty Ltd undertaken market research of the feasibility of their undercover market? There are vibrant community markets elsewhere within the Meander Valley Council catchment area which are held on staggered weekends to avoid overlap.

I remain concerned that the flow of traffic into the residential village will increase significantly when Entally visitors become 'lost' or choose to undertake a 'tour' as an adjunct to visiting the Entally facilities. Based on current average 'lost' and 'tourist' transits of 5 cars +1 truck / week that use the lower turning circle, combined with the conservative assessment undertaken by Pitt&Sherry, which more than doubles Entally vehicle movements, RVBC can anticipate between 11.5 vehicles on Sundays, and 23 daily visits during weekdays. This will increase the wear, tare, and tear on internal infrastructure such as internal roads. Correspondence with representatives of L Glover obo Fablum Pty Ltd, have been dismissed. However, given that RVBC has installed adequate and appropriate signage clearly indicating private residences and pedestrians, surely it is incumbent upon L Glover obo Fablum Pty Ltd to contain and constrain their visitors to their strata title?

Whilst I support their use of the Shed, I object to their seeking access across the common property of ST 111015, they have no Right of Way.

Yours sincerely,

Frances Mowling

Rutherglen Village, Hadspen.

0427645552 or 63937388

General Manager,
Gregg Preece,
Meander Valley Council,
26 Lyall Street,
Westbury.

24th August, 2015.

Dear Sir,

We are writing to voice some concerns we have about the proposed Development Application by L.Glover obo Fablum Pty Ltd- PA/16/0005, at Rutherglen Road and Rutherglen Holiday Village, Hadsden.

We have no objection to the applicant using the building and site for the purpose listed in the application.

However, we do have concerns about the parking plan and access to the parking at the rear (Eastern) end of the building.

To gain access to the parking at the rear of the building, patrons etc. would be driving over the Private Property of STRATA 111015. It is our understanding that the Covenance and Easements relating to the Rutherglen Development does Not give STRATA CT-20627-2 right of way over the land in question. It does however grant a 6 meter wide right of way over this portion of land to the STRATA CT-14820, known as The Residential Club. Parking along the Northern wall of the building would encroach on the Common Property of Strata 111015 and the previously mentioned right of way.

The distance from the building to the STRATA boundary is 2.54 meters at the western end and only 1.93 meters at the Eastern end, not enough space to park vehicles within the Boundary of STRATA CT-20627-2. Parking close to the Northern wall will also obstruct the exits on that side of the building.

In reference to the letter from Ian Abernethy to Justin Simmons of the Meander Valley Council dated 29/7/15, we note the Meander Valley Council is aware of the problem of access to the rear and side of the building, as is Mr. Abernethy who represents the applicant. Mr. Abernethy also points out that the applicant is the owner of Lot 42 within the STRATA 111015, which does give him some interest in this matter.

It is our understanding that as the owner of Lot 42 within STRATA 111015, the applicant has the right to use the common property within the STRATA, but only to access Lot 42, and the applicant and previous owners of STRATA CT-20627-2 have enjoyed access to their STRATA via the Common Property of STRATA 111015 as a courtesy from the Body Corporate of STRATA 111015.

This may become an issue if the Body Corporate of STRATA 111015 objects to the applicants proposed use of their Common Property.

Approval of the application in its present form would see an increase in vehicular and pedestrian traffic over the Common Property of STRATA 111015. Vehicles and pedestrians accessing STRATA CT-20627-2 via the Common Property of STRATA 111015 would not be considered guests of Lot 42 and may present an issue with regards to Public Liability Insurance.

If the applicant were to provide access to the rear of the building via his own property on the southern side of the building, this would remove the need for the public to enter STRATA 111015 and any insurance and safety issues would be the responsibility of the applicant.

Regards,
S&L Singline,
Unit 40,
Rutherglen Village.
Hadspen.

Justin Simons

From: Ken Partridge <partridgesjk@gmail.com>
Sent: Friday, 4 September 2015 4:16 PM
To: Leanne Rabjohns
Subject: Re: PA\16\0005 - change of use application

Thank you Leanne (apologies for my incorrect spelling earlier!)

Now that the confusion which reigned due to the "inverse collation" that plagued the original on line application, has been put behind us, I am sending this email as my representation to the re-advertised application; so please ignore my earlier email

I am a frequent visitor to Rutherglen Residents Club; as such I am very aware of the traffic patterns accessing and egressing the development site via Rutherglen Road. The way that the proposed development impacts on road safety is **my only concern** (with the corollary that the cost, including the reduction in value of the existing road infrastructure and any extra road safety measures as a consequence of the development, should all be borne by the Developer and/or adjusted against any perceived benefits to the community .

Regarding the current on line application please consider the following;

1.00 The 4 (four) photos offered do not adequately convey the inherent defects - of grade and of direction - at the intersection (ref 2.3 Road Network Figs 2-5inc on p3). The correction of these defects is critical to proper and safe function if hold ups and shunting are to be avoided,, especially when co-inciding with bus movements

2.00 Table 4 on p10 (ref 3.3.2 Traffic Impacts) does not allow for the additional traffic that will be generated in the foreseeable future when Entally House becomes "...an International Tourist Destination" (see also footnote on p2 of 2.3 Road Network which indicates that "...Traffic counts were undertaken... in June 2015 .").

3.00 AUSTROADS Guide warrants (referred p11 following Table 5) that a channelised right turn treatment (CHR) and an auxiliary left turn treatment (AUL) **should be provided**.

3.01 A visiting forensic traffic collision expert, after multiple drives through the intersection expressed concern that the AUSTROADS Guide warrants breaches alone would be sufficient, in his jurisdiction, to place the matter, mandatorily, in the hands of the Commonwealth Road authority for a decision (and on such additional related matters as a slip or queueing lane and re-profiling Rutherglen Road through the intersection)

3.01.02 An alternative discussed; provide a new dedicated private access road across the vacant paddock E of the intersection. Thus avoiding Rutherglen Road and this difficult junction with Meander Valley Road altogether. This alternative would also provide for plenty of space, with appropriate landscaping for overflow parking, should the venture exceed expectations!

I respectfully suggest that the whole question of access and egress be referred to DIER for a decision. Meander Valley Road is after all a State owned road and the State will be involved in any event, if the existing community support to reduce the 100km/hr speed limit (2.3 p2) gets traction, especially if the extra traffic generated by this project and the re-marketed Entally House, is the deciding factor!

I will conclude with a plea. "... *the vulnerability of pedestrians in the area, especially on the bridge and its approaches; if the existing 100km/hr speed limit is not reduced, Hadspen residents, particularly families*

with children, will need especial protection..... I have walked to Hadspen and back many times from the Rutherglen Residents Club and it's a horror!!!"

Please acknowledge

Sincerely Ken Partridge

On 2 September 2015 at 08:43, Leanne Rabjohns <Leanne.Rabjohns@mvc.tas.gov.au> wrote:

Good morning Ken

Thank you for your email.

I am unaware of the bound document you refer to. However, I can confirm that the application details for PA\16\0005 has not changed from the original advertised application (advertised on the 1 august 2015) to the latest advertised application (advertised on the 22 August 2015). The application details can be viewed on Council's website at www.meander.tas.gov.au.

If you have any questions, please feel free to email me back. Cheers

From: Ken Partridge [<mailto:partridgesjk@gmail.com>]
Sent: Monday, 31 August 2015 6:26 PM
To: Planning @ Meander Valley Council
Subject: PA\16\0005

This is to confirm my phone conversation with Lea Ann today Mon 31/08/15 in which I was advised that the bound document prepared and submitted by Pitt and Sherry on behalf of the applicant has **not been altered in any way** by the need to re-advertise due to the invalidation of the earlier application.

Please acknowledge by email.

Sincerely Ken Partridge

Justin Simons

From: Leanne Rabjohns
Sent: Monday, 7 September 2015 3:18 PM
To: Justin Simons
Subject: FW: Additional concern re PA\16\0005

From: Ken Partridge [<mailto:partridgesjk@gmail.com>]
Sent: Monday, 7 September 2015 2:25 PM
To: Leanne Rabjohns
Subject: Additional concern re PA\16\0005

Hi Leanne

Yesterday, Sunday 6th @ 3.30 - 4pm I had the opportunity of visiting Entally Estate via the gate (main?) on Meander Valley Road. The gate's location on the brow of the hill is already a hazard; and will become a nightmare when visitor and service etc vehicle numbers increase, over time. To retain access in that position would require a substantial lowering of the brow to provide workable sight lines in both directions. And all the work involved in this (and other reprofiling) would have to comply with the scenic requirements of the corridor - a huge, and very expensive task!

If we add this to the Rutherglen Road intersection problems that I have already highlighted we have a synergy of problems that the TIA fails to adequately address..

Please add this to my 4th Sep email and acknowledge both as my formal representation.

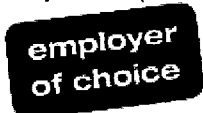
Sincerely Ken Partridge ;

PS And now, following my talk with Justin I note that a document referred to as "Notice of ApplicationRef:KAB/150095. Rutherglen Holiday Village " is not known to the MVC.

Please note my contacts; ph 63281529 which is at my home address;
175 John Lees Drive, DILSTON 7252.

Leanne Rabjohns | Town Planner
Meander Valley Council
working together

T: 03 6393 5326 | F: 03 6393 1474 | E: leanne.rabjohns@mvc.tas.gov.au | W: www.meander.tas.gov.au
26 Lyall Street (PO Box 102), Westbury, TAS 7303



Please consider the environment before printing this email.

Mr Greg Preece
General Manager
Meander Valley Council
P O Box 102
Westbury Tas 7303

31ST August 2015

PROPOSAL: L GLOVER obo FABLUM PTY LTD – PA/16/0005

Index No. 13112			
Doc No.			
Batch No.			
RCVD	02 SEP 2015		MVC
Action Officer	12	Dept.	DS
EO		OD	✓ BOX

Dear Sir,

I am writing this letter in support of our committee of management with emphasis
on some key points

- 1 Allocation of numbers 28 // 29 Rutherglen road has caused problems
with emergency services particularly Ambulance.
- 2 We cannot understand why our strata (111015) is involved with this
application when the road in question only has a 5 tonne limit.
question who looks after it when it starts to break up from
heavy traffic.
- 3 We believe parking on said roadway will interfere with
 - A Placing & pickup of all wheely bins
 - B Interfere with the emergency exit situated on this road
 - C Take away visitor parking. And make pedestrian access
To walk in this area not safe not only for our village
but the residential club as well.
- 4 We also believe it is beyond belief that no discussion was held with
any member of our committee or any resident that owns their property
which in effect is their house & home.
- 5 Also the times for entry to the complex are totally unrealistic. This would
be due to the noise factor of traffic etc.

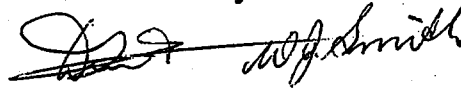
6 If it may be suggested a right of way road be installed on the western side of the complex would not encroach on strata 111015.

In closing we have no problem with a market being involved

but do object to it being used outside normal business hours

Of 8.00am - 5.00pm as well as the use of our road which is part of strata 111015.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'Darryl & Wendy Smith', written over a horizontal line.

**Darryl & Wendy Smith
Unit 14**

4th September 2015

Lyn Lathwell
7 Cohen Court
Rutherglen Residential Club
HADSPEN TAS 7290

Attention: Leanne Rabjohns

Town Planning Department
Meander Valley Council

Index No.			
Doc No.			
Batch No.			
RCVD	04 SEP 2015		MVC
Action Officer	LR	Dept.	DS
EO	OD	BOX	

Ref: PA\16\0005

Change of Use: Notification of Application for Town Planning Approval – Ref:KAB/150095

Registered by: L Glover for the Rutherglen Holiday Village.

Representation: Group Representation of the Residents of the Rutherglen Residential Club.

Dear Sir/Madam

This correspondence is written on behalf of the undersigned residents of the Rutherglen Residential Club Hadspen, in response to Council's letter regarding Rutherglen Holiday Village.

After perusal of the "Notification of Application for Town Planning Approval" Ref: KAB/150095 for the "Change of Use" registered by L Glover for the Rutherglen Holiday Village, the residents of our Residential Club wish to express our concerns regarding the following items pertaining to the "Change of Use" :

1. The volume of 40 delivery trucks/vans movement to service the Resort per day.

The volume of 40 delivery movements along with the private vehicle movement anticipated attending the market, cafe and bar, accommodation guests, shift working staff etc, will certainly build up to far greater frequency over time. There is no gateway on our village to prevent non-residents from accessing our village from this common use road. In thirty years of operation of our Club there has never been the need. This would appear not to be the case in the near future.

The nature of an entertainment and market precinct has the potential to attract hundreds of visitors daily or certainly weekly, thousands monthly, and with it the associated service trucks, delivery vans, forklifts, buses, staff cars, market visitors, corporate groups, accommodation guests, tourists and casual diners - at all times of morning and night.

Due to a chronic lack of close-by parking or street parking in the current plans, we can foresee many negative impacts on our aged and quiet community including - day to day ease and enjoyment of our village lifestyle, unauthorised use of village common areas for vehicle turning & parking, public trespassing, lack of privacy, significantly exposing the elderly to vulnerable situations, increased stranger activity around citizens, increased 24 hour noise issues from road/driveway/parking lots/trucks reverse beeping & low gear engine noise, forklift beeping & operation, late venue noise and traffic movements, and many other facets of personal and property safety.

"Up to 40 truck or van movements per day" has been nominated on the Application but the nature of a daily market would demand significantly more movement than 40 truck and van movements and un-quantified other vehicles servicing the complex **seven days a week**. It does not quantify the significantly increased total volume of all motorised vehicles and their occupants as mentioned above.

This is a wholly unacceptable outcome for frail and vulnerable residents.

WE PROPOSE:

- That the heavy traffic expected is diverted to a new driveway on the farthest side of the Resort acreage (fronting Meander Valley Road) so it does not adversely impact our resident's usage of Rutherglen Road in any significant way.
- That the Resort provide at their own cost, signage to reflect 'Private Property exclusive to the Residents of the Rutherglen Residential Club', 'No Parking', No Stopping, No Entering etc at the entrance of the Rutherglen Residential Club.
- That the Resort clearly display large and welcoming signage from the Meander Valley Road (where covered signage is currently located) to clearly indicate it's own driveway entrance for all trucks and vehicles through the acreage in front of the Holiday Resort facing Meander Valley Highway.
- That **IF** Rutherglen Road is deemed acceptable by the Council, then the Resort will be solely responsible for the regular maintenance of the road and meet the cost should the road require strengthening/widening or other such engineering to make it suitable to accommodate such heavy use.
- That the Resort pay to install a secure electronic gate system to ensure resident controlled access only to the Rutherglen Residential Club (as mentioned in 4. (b)).

2. **The extended delivery times for deliveries i.e. 6.00 am to 10.00 pm seven days per week.**

We find these hours of truck movement and unloading unacceptable. We are a village of home owners with an average age of approximately 70 years of age. We bought our properties in the main due to the quiet location. We have enjoyed this quiet lifestyle for 30 years and find it unfathomable as to why deliveries would have to be made at 6.00 am and 10.00 pm at night. This would have a detrimental affect on the ambience of our village, especially for our residents who live facing the loading bay on the adjoining boundary of the Rutherglen Holiday Village and the Rutherglen Residential Club. It also exposes the Residential Club to increased foot traffic in the area when they are usually at rest and most vulnerable.

WE PROPOSE:

1. The hours of transport and unloading to be reasonable, between the hours of 7.00 am and 5.00 pm given the close proximity of the established residential properties. It would seem that little, if any, thought or consideration has been given as to the impact this "change of use" will have on the residents of the two residential villages bordering the Resort.
 2. That all vehicular and truck access have its own driveway entrance at the farthest end of the Village acreage away from our Residential Village (coming through the acreage in front the Resort as previously mentioned).
 3. That after 7pm, all motorised vehicles have their reversing beeps turned off, and the Resort be responsible for **appropriate** lighting/safety access to the loading docks i.e. not shining into the Rutherglen Residential Club's residences.
 4. That all loading dock doors etc. be as noiseless as possible with regular maintenance to ensure such.
3. **Loading Bay and Car Park**

The placement of the entry door to the market complex, and the car park, overlooks our bowling green, swimming pool, club rooms and our residents living close to the boundary fenceline and offers no noise barrier or privacy to residents. Lights from delivery vehicles shining into the windows of our residents at night would cause stress, not to mention the noise that would be incurred with the unloading of goods, engines at low gear, reversing safety beeps, etc.

As we are an over 55's Residential Club, we were all hoping to continue with our quiet lifestyle, as enjoyed for the past 30 years. Some of our residents are of frail health, and this will continue to be the case for us all at the Club as we age. A visible barrier fence with planting sound-proofing will go some way to give us some privacy from the public that will frequent the Market, Restaurant, Café, Accommodation quarters etc., but more importantly, should also help with noise that will invariably come with a commercial use as depicted in the "Change of Use". This fence would be especially valuable for those residents directly behind the carpark which face the loading bay and entry point to the rear of the market building.

As the "Change of Use" by the Resort is a considerable leap from the quiet and stress free life we have enjoyed for 30 years, we feel we are being asked to **give up a lot**, in order for the Applicant to **gain a lot**, seemingly at our expense.

WE PROPOSE:

- That the Resort, at its own cost, install and maintain (including any graffiti or damage to either side of the boundary) a soundproof wall/fence at the maximum height permitted between our adjacent boundaries and dense plantings be provided along the boundary of the Holiday Village in front of the fence (fenceline, carpark and loading bays) to help prevent some of the noise associated with people, vehicles, engines at low gears, reverse beeping, and lights. This will act as a buffer to aid in the privacy of our senior citizens to help them feel safe in their own community, whilst having minimal noise/lighting impact.
- That all motorised vehicles have limited access to the loading bay/carpark after 10pm.
- That all external lighting into carparks, driveways, loading docks etc.. be designed so not to affect our village residents and placement of such lights, their luminosity and light spread are agreed by both parties prior to installation.

4. Parking

The parking allocated to service the market, bar, accommodation, restaurant and cafe seems inadequate for the size of the venture. Looking at similar markets in the region, parking is always an issue. For example, we refer to the Evandale Market specifically for this purpose. The Evandale Market is held only one day per week (Sunday).

A carpark is provided for approximately 250 – 300 vehicles on a field next to the markets. This is usually full, requiring vehicles to clog up the roadways of the village making driving through the village difficult.

Given that it is good business to build up the "people traffic flow" to maintain a good business profit, we can only assume that the parking currently allocated will not sustain the requirements of the public, and like Evandale, parking will eventually clog up Rutherglen Road which is even more narrow than the roads in Evandale. Without doubt, the general public will find our residential village's driveway too convenient to ignore and we will be besieged by unauthorised vehicles and persons on our private property.

We have already highlighted our privacy, safety and property concerns above to warrant it's knock-on effects.

There is also the possibility of cars parking at the front of the Resort if parking is not available inside the premises of the Resort, this would make it impossible for the Bus service to turn around for the return run to Launceston and also impinge on our access into our driveway.

Given that this market proposes to operate **seven days per week**, as it currently stands, our lifestyle will be impinged on dramatically and it is wholly unacceptable. It would be naïve to think that only minimal vehicles would travel to the markets each day, the business would go broke, so the expectation is that this traffic (both population and vehicle count) will build up over time.

WE PROPOSE:

- (a) That the Resort include more parking within it's acreage that is not on the boundary of our Residential Club to cope with anticipated numbers.
- (b) The Resort provide at no cost to the Club Residents, a remote access boom gate for residents, private property / no parking /no trespassers signage, and responsibility for the ongoing maintenance of our driveway, property and security infrastructure where damage has been caused as a result of unauthorised use.

5. "Future" development of the site.

- (a) What future developments are being considered to be built close to our boundary?
- (b) How many more businesses are being considered for the site?
- (c) What types of business and use of land is being considered?

6. Under the heading "Local Area Objectives" we have concern relating to item (c).

"To ensure uses **OTHER** than visitor accommodation and residential are directed away from the river edge and are focussed toward the main commercial cluster."

Does this mean that we can expect future commercial venues on our boundary line? As this is currently a visitor, tourist accommodation and residential area, with the expectation of progressing to commercial use in the form of a market and possible shop front businesses, this is a concerning departure from the original intentions of this complex as a whole. We find it interesting that "future development of the Rutherglen site is to be low impact? What does this mean? Rutherglen is a semi-rural setting and seems on the point of being changed to a commercial entity, which is going to have a very large impact, perhaps to the negative overall.

We understand that the Applicant has an "affinity" to Entally House, and the report puts forward the point that the aim is to maintain a "respectful distance" from Entally, a luxury which at present, is not afforded to us.

7. Slip Lane

The perceived need for a "slip" lane" accessing Rutherglen Road from the Meander Valley Highway heading west. Due to the narrowness of Rutherglen Road, bottlenecking could occur with vehicles waiting to turn onto the Meander Valley Highway especially if trucks are turning into Rutherglen road. As it is, when the bus is turning into Rutherglen Road, it takes up most of the road in its turning arc.

8. Hours of Operation

The Resort plans to operate all businesses, including the Market business, 7 days per week, with vehicle activity anticipated from 6am to 10.00 pm. We have particular dispute with the Market, as this business attracts the greatest demand on our adjoining properties and escalates the issues previously outlined for our Senior Citizens.

WE PROPOSE:

- I) That the 'Market' business operate no more than three (3) days per week – not seven (7) days per week. Friday, Saturday, Sunday only.
- ii) That the 'Market' business be evaluated after no more than 24 months of operation at which time all concerns can be measured and identified to enable discussion and agreement on more or less Market Trading Days.
- iii) That the delivery trucks be required to operate during normal business hours only (8am to 5pm).

IN CLOSING:

We have been impressed with the changes that have been made to the Rutherglen Resort Holiday Village, it is a credit to the owner. However, there has been no engagement with our Seniors Community about the adverse effects and what they can do to help minimise the impact on the frail and elderly in our Residential Village.

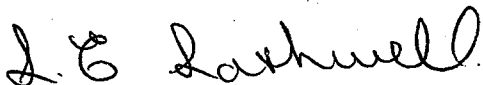
Of course none of our Residents could have dreamed that they would be living so close to a large scale commercial venture, so the "unknown" of how the Village will end up over time is concerning. We are concerned about the possible impact on our lifestyle i.e. traffic and noise pollution, the unknown as to how the "market" could turn into a variety of uses more suitable to a mall, the drastic change of the ambience from country quiet to thriving and bustling activity of a large commercial venture, and the impact it will have on our property values, let alone our personal safety, privacy, increased exposure, damage and undo wear and tear of roadways, and a general lifestyle degradation with our residences being so close to such a commercial concern.

We do not however aim to stop progress, we want to be considered and protected and dealt with in an appropriate and respectful manner that will give our Residents the lifestyle they deserve, whilst providing a terrific business and tourism based venture in the adjoining property that does not threaten our residents.

We would welcome the opportunity to discuss these issues with the Applicant.

We look forward to a constructive and positive review regarding the matters outlined above and await your reply.

Yours sincerely



Lyn Lathwell on behalf of:
RESIDENTS OF THE RUTHERGLEN RESIDENTIAL CLUB

✓	CEDOFF LEITCH	UNIT 60	Cent. On
✓	DAVID REEVES	UNIT 13	D. Reeves
✓	IRIS PARKER	UNIT 32	I. Parker
	MARLENE BRUINWOOD	UNIT 52	M. Bruinwood
	SUSAN JUDGE	UNIT 18 - (Proxy)	S. Judge
	ORLA & DORA KJHERSGAARD	UNIT 24	O. & D. KJhergaard
✓	Barbara Walsh	Unit 20	B. Walsh
✓	Lyn Lathwell	Unit 7	L. Lathwell
✓	JACOB & RAY SIMPSON	UNIT 35	J. & R. Simpson
✓	PETER VOSS	UNIT 58	P. Voss
✓	John W. Hesketh	Unit 41	J. Hesketh
✓	Jan Yaxley		J. Yaxley
✓	John & Mary Smith	Unit 65	J. & M. Smith
✓	ANDREW/ANNIE LIPSCOMBE	45 McCulloch Drive	A. & A. Lipscombe
✓	SYLVIE CROSSWELL	UNIT 50	S. Crosswell
	LYNNE STYLES	38	L. Styles
✓	MARTORIE FISHER		M. Fisher
✓	BEVERLEY WHITE	UNIT 30	B. White
✓	PATRICIA THOMAS	UNIT 15	P. Thomas
✓	EMILY ARDNEY	UNIT 32	E. Ardney
	G. GUY	UNIT 21	G. Guy
✓	JOAN & Judith Northcott	Unit 23	J. & J. Northcott
	SIMON PARKER-GALBREATH	UNIT 31	S. Parker-Galbreath
	EVA HOBAN	UNIT 11	E. Hoban
✓	VALERIE WISE	UNIT 4	V. Wise
✓	EDWIN WISE	UNIT 4	E. Wise
	NICK WALL	UNIT 63	N. Wall
✓	Leigh Cleghorn	Unit 2	L. Cleghorn
✓	PAT CLIFFORD	Unit 2	P. Clifford
✓	NORM WEBSTER	UNIT 25	N. Webster
✓	Mr DENNIS PORCONE	UNIT 69	D. Porcone
	ARNOLD MELLOR	UNIT 8	A. Mellor
✓	PATRICIA RUNDLE	UNIT 3	P. Rundle
✓	Don Kingston	Unit 42	D. Kingston (Proxy)

Please note - About 25% of signatures could not be gained due to absence of residents on the day of signature collection.

Original copy of signatures only filed together.

Justin Simons

From: Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>
Sent: Tuesday, 25 August 2015 11:23 AM
To: Planning @ Meander Valley Council
Subject: 28 & 29 Rutherglen Road (Accessed from Meander Valley Road) - Hadspen - L Glover obo Fablum Pty Ltd - Planning Application PA\16\0005 - State Growth Comment

Our Ref: D15/13140 & A2025-7
Your Ref: PA\16\0005

Dear Sandi,

Thank you for your letter of 21 August 2015 regarding the above Planning Application.

I can advise that State Growth do not object to the proposal, however please note the following comments.

It is noted that the Traffic Impact Assessment (Pitt & Sherry – 3 July 2015) indicates that the anticipated increase to traffic volumes at the Meander Valley Road / Rutherglen Road junction are in the range for requiring channelized right and left turn facilities. The TIA suggests that upgrades are not necessary due to low reported crash history and good sight distances.

While it is questionable that these reasons are sufficient to justify not providing any upgrades to turning facilities, State Growth are supportive of retaining the current intersection geometry taking into account that the main traffic volumes generated by the proposed market are outside of typical peak times on Meander Valley Road and the majority of traffic will be left in and right out back towards Launceston.

However given that the additional traffic will likely be unfamiliar with the area, some upgrades to the current road pavement marking arrangements at the junction to comply with current standards are considered appropriate.

It would be appreciated if you can arrange to include conditions to the following effect in any planning permit issued;

- The existing pavement markings at the junction of Meander Valley Road and Rutherglen Road are to be altered to comply with current State Growth standard drawings SD-84.013 & SD-84.016 inclusive of removal of existing redundant markings as appropriate. Pavement marking works must be undertaken by a Contractor pre-qualified with State Growth in the application of pavement markings.
- The developer shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal. Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, no works shall be commenced within the State Road reservation until a permit has been issued.

Please contact me if you have any queries.

Thanks,

Garry Hills | Senior Traffic Engineering Officer
State Roads Division | Department of State Growth
287 Wellington Street, Launceston TAS 7250 | GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940

Justin Simons

From: Ian Abernethy <iabernethy@pittsh.com.au>
Sent: Friday, 25 September 2015 3:16 PM
To: Justin Simons
Cc: Lucy Glover
Subject: Response to Representations

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Justin,

Thank you for the opportunity to respond to the various representations received in relation to the proposal to establish markets in the former sport hall at Rutherglen.

We respect people's rights to make comment in regard to this development and do note that many support the concept of using the redundant building for the proposed use – provided their amenity and rights are protected.

We have taken on board the idea of alternative access arrangement to the south of the current building suggested by many parties and would not object to a planning condition being included on a permit to the effect that a new access road be formed in this location and within the applicant's title prior to the use commencing.

Outside of the planning process we will discuss the matter of use of the ROW with the body corporate in order to get some clarity into its future use and take remedial actions to protect rights over this land.

Other matters raised are tabulated below with a response:

Issue	Response
Increase generally in traffic in the area.	The use will generate more traffic movements into and out of the complex. There is a detailed traffic study which covers vehicle movements and car parking for the proposed use. When a traffic engineer talks about a "conservative" approach to reporting they are meaning the worst case type scenario – not the opposite. The question is can the increase in traffic be safely accommodated within the existing road network? The expert report and the comments from State Growth suggest it can.
Chemical pollutants from vehicles using the market use	It would be very hard to distinguish any one vehicle using any one part of the overall complex from another and causing some unquantified level of pollution. Even if there was an issue in this comment it is not a planning matter covered by the zone or the planning scheme and thus has no merit in regard to this application.
Rubbish collection – where will it happen on site?	Rubbish collection will be through the existing roller door to the rear of the building – this area is already established as a service point for the building.
Feasibility of Market given others in the area	The financial feasibility of any use is not a valid planning concern.

State Growth require changes to the line markings at the highway intersection.	Noted
Property numbering has caused confusion for emergency vehicles	Property numbering is not under the control of the applicant. Persons concerned about property numbering matters should take this up directly with Council – outside of this planning process.
Hours of operation are unrealistic – should be 8.00am to 5.00pm	Clause 20.3.1 Acceptable Solution A1 sets the operating hours in a Local Business zone of 6.00am to 10.00pm Monday to Sunday. Provided the use operates within those hours the Planning Authority has no discretion in regard to this matter. The stated hours of operation are 8.00am until 6.00pm
Concern about safety of intersection of Rutherglen Road and Highway – should be referred to DIER	MVC have referred the matter to State Growth (was DIER). They do not object to the proposal.
Volume of expected traffic is excessive – should be new road off the Highway to service the market/Bar/function centre property	At this stage securing a new access to the property directly from the Highway would not be supported by State Growth.
Proposed loading bay overlooks the recreation area within the Retirement Village.	This is a current arrangement and is the traditional service point for the development.
Nervous about future developments on the subject site.	The only matter that is for consideration is the proposal to establish a market. Any other matter would be pure speculation.
The use of Entally House driveway will conflict with the access to the subject site.	Given the separation between the two access points it is hard to see any real correlation between the two driveways/roadways. Had this been an issue State Growth would not have supported this application.

Happy to discuss further if required

IAN

Ian Abernethy Bsc (hon) Town Planning

Planning Manager, North

pitt&sherry | **sustainablethinking**[®]

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E: iabernethy@pittsh.com.au | W: www.pittsh.com.au

A: 4th Floor, 113 Cimitiere Street, PO Box 1409, Launceston TA5 7250

DEV 5 REVIEW OF POLICY NO. 63 – ENVIRONMENTAL COMPLIANCE AND ENFORCEMENT

1) Introduction

The purpose of this report is to review Policy No. 63 - Environmental Compliance and Enforcement.

2) Background

In 2000 Council introduced a policy about environmental management entitled:

- Enforcement of Environmental Management and Pollution Control Act 1994 (EMPCA).

The purpose of this policy was stated as:

Outline a protocol for the enforcement of EMPCA so council officers can be guided as to the priority and appropriate allocation of resources.

The policy sets out Councils 'legal duties' and 'extent of jurisdiction' before outlining enforcement protocol for officers. The protocol sets out operational procedures. The procedures outline a risk based approach for managing environmental issues and complaints.

In September 2004 the Environmental Compliance and Enforcement Policy was adopted by Council. The 2004 Policy was a modification of the original 2000 document with an amended objective (purpose):

Our objective is to act as a good corporate citizen in meeting our compliance and enforcement obligations for the environment.

The application of the policy was also extended to include forestry operations.

The Policy included a mixture of statements, some acknowledging Councils statutory responsibilities and others setting broader aspirational objectives such as:

Minimise environmental impact of its (Council) activities in accordance with the principles of sustainable development;

There were no changes to the Policy in the 2007 review.

The Policy review in 2012 resulted in a number of minor amendments to reflect changes to management and responsibility of water and sewerage. The officer made the following comments in support of the recommendation to continue with the policy:

The Policy takes a pragmatic approach in that it outlines Council's approach and commitment to compliance and enforcement and matches it to the resources of the organisation. The only changes recommended are where the Policy refers to Council obligations to deliver water for domestic purposes and operate wastewater facilities.

As these services are now provided by Ben Lomond Water it is recommended that these references be removed.

3) Strategic/Annual Plan Conformance

The Annual Plan provides for the review of this policy in the September 2015 quarter

4) Policy Implications

The process of policy review ensures that policies remain up to date and relevant.

5) Statutory Requirements

Environmental nuisance and harm are regulated by the Environmental Management and Pollution Control Act 1994 and associated regulations.

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

Not Applicable

9) Financial Impact

Not Applicable

10) Alternative Options

Council can elect to amend or continue with the existing policy.

11) Officers Comments

The objective of the policy is:

to act as a good corporate citizen in meeting our compliance and enforcement obligations for the environment.

Throughout the policy there are statements that address the aspirational aspect of corporate citizenship and others that simply outline that Council has a statutory obligation under EMPCA. The 'Policy for Compliance' (a subheading within the policy) is a good example:

- Comply with statutory environmental requirements and develop strategies to meet expected changes in regulatory requirements;
- Minimise environmental impact of its activities in accordance with the principles of sustainable development;
- Involve the community, suppliers, contractors and stakeholders in planning projects and activities that may have environmental impact or risk.

The first bullet point is a procedure rather than a policy position.

The second and third bullet points are aspirational and could guide decisions and procedures about how Council operates but they do not relate to compliance.

There are a number of concerns with the policy as it is currently written:

- there are two distinct purposes within the policy:
 - compliance
 - aspiration and direction
- the description of compliance and reiterating statutory obligations is not policy
- the objectives that are aspirational and seek to provide direction:
 - move away from the purpose of the policy

- Move towards environmental management and the incorporation of sustainability principles into Council operations.

These distinct directions make the policy confusing and ultimately ineffective in trying to establish a direction for good corporate citizenship.

Council's compliance and enforcement obligations for the environment are adequately covered by EMPCA; therefore, significant sections of the policy could be deleted without having any impact on the operations of Council.

The aspirational objectives are not well defined in their current form and should be reviewed with reference to Council's Natural Resource Management Strategy 2010.

For these reasons it is recommended that Council does not continue with Policy No. 63 Environmental Compliance and Enforcement Policy.

This view was presented to the independent Audit Panel who concurred with the recommendation and further recommended that Council undertake further work to investigate the value of a policy that establishes environmental management objectives for Council operations and projects.

12) Recommendation

It is recommended that Council:

- 1. Does not continue with Policy No. 63 Environmental Compliance and Enforcement Policy.***
- 2. Investigates the value of developing a policy that sets environmental management objectives for Council operations and projects.***

DECISION:

POLICY MANUAL

Policy Number: 63

Environmental Compliance and Enforcement

Purpose:

To outline Council's approach to its compliance and enforcement responsibilities for the environment.

Department:

Development Services

Author:

Tim Watson, Director

Council Meeting Date:

14 August 2012

Minute Number:

127/2012

Next Review Date:

September 2015

POLICY

1. Definitions

"EMPCA" means the Environmental Management and Pollution Control Act 1994.

2. Objective

Our objective is to act as a good corporate citizen in meeting our compliance and enforcement obligations for the environment.

3. Scope

This policy applies to all employees and contractors and also to visitors to any workplace of Council.

Council's jurisdiction in relation to EMPCA is limited to Level 1 activities, as defined by EMPCA, and any forestry operations inclusive of Private Timber Reserves, State Forest, Crown Land or Private Land.

4. Policy

Policy for compliance

Council will:

- Comply with statutory environmental requirements and develop strategies to meet expected changes in regulatory requirements;
- Minimise environmental impact of its activities in accordance with the principles of sustainable development;
- Involve the community, suppliers, contractors and stakeholders in planning projects and activities that may have environmental impact or risk.

Strategies for achieving the policy objectives include:

- Communicating its environmental policy to employees, community, contractors, visitors and stakeholders;
- Integrating environmental management with long-term planning, project development and management, economic evaluation and relevant operations and maintenance procedures;
- Develop and implement quantitative measures of environmental performance and report on performance;
- Promote awareness and understanding of environmental issues and responsibilities to employees;
- Ensure employees, contractors and their employees have the necessary skills and commitment required to effectively manage environmental risks.
- Undertake environmental impact assessments of proposed works and probable maintenance emergencies.
- Initiate environmental improvements including the minimisation of the use of energy, chemicals and non-renewable resources.

Policy for enforcement

In responding to the legislation obligations it is recognised that Council has limited resources in dealing with the enforcement of EMPCA and allocation of resources will need to be prioritised.

The policy position is that Council will enforce EMPCA in relation to Level 1 activities to the extent of the resources that it has reasonably available to do so using an assessment of potential environmental harm as the basis for the priority and extent of enforcement.

5. Legislation

Council has a duty to enforce and operate in accordance with the relevant provisions of EMPCA. These provisions are summarised as requiring the following:

Compliance

- Taking all reasonable precautions to ensure that water delivered for purposes other than domestic use is fit for its purposes, including, where appropriate, human consumption.
- Complying with statutory environmental requirements eg relevant licenses issued for the operation of its waste disposal sites and ensuring that none of its activities cause environmental harm.

Regulatory

- Ensuring that any activity within the municipality does not result in any environmental harm being or likely to be caused. Environmental harm is defined as *any adverse effect on the environment (of whatever degree or duration) and includes an environmental nuisance.*

6. Responsibility

The responsibility for the operation of this policy rests with the Development Services Manager.

DEV 6 NOTICE OF MOTION - FUTURE USE OF ASHLEY DETENTION CENTRE – CR BOB RICHARDSON

1) Introduction

The purpose of this report is for Council to consider a Notice of Motion from Cr Bob Richardson seeking Council's support to initiate discussions with relevant Commonwealth and State authorities in relation to conversion of Ashley Detention Centre to a centre for the reception and integration of refugees into Australian Society

2) Background (Cr Bob Richardson)

The facility at Exton seems ideal for conversion to a facility which serves as a reception centre for refugees and to assist with their integration into Australian Communities.

Modification to a less severe facility is likely to be minimal. However there are elements of the facility ideally suited to assisting those displaced from their home countries through war, oppression (and worse) to become part of (rural) Australian communities. The Ashley facility includes:-

- accommodation : at its busiest Ashley accommodated up to 45 young people at the centre; it also has an unoccupied house
- education/learning facilities
- recreation facilities, including gymnasium and pool
- approximately 90 acres (36 hectares) of agricultural land

At the moment (Friday 18 September 2015) there are 8 young people held at Ashley as part of the Juvenile Justice System. It is reported that as of meeting day (13 October 2015) that number has been reduced to just 4.

Near to the facility there are several education facilities:

- primary education (Deloraine, Westbury)
- secondary education (Deloraine)
- vocational education (Deloraine)

Health/Medical facilities, including general practitioners, child health, and community health can be accessed at Deloraine/Westbury. It is about 35 minutes for access to major health facilities at Launceston.

Both Deloraine and Westbury have a wide range of sporting, arts and cultural groups and associations.

The surrounding 90 acres (36 hectares) of land present an opportunity for refugee involvement in agricultural activity.

Further, I am confident that the Meander Valley community would welcome the opportunity to be involved with the refugees.

Given the low, and declining, numbers of detainees, it seems difficult to argue for the continuation of Ashley as a detention centre. Changing approaches to Youth Justice are likely to seek alternatives to (former) detention practices.

It is an opportunity to employ appropriately qualified staff whose skill sets include the ability to understand and relate to people from other cultures who have suffered trauma. Additional employees would provide training in the skills needed for the enterprises established at the facility.

3) Strategic/Annual Plan Conformance

Furthers the objectives of the Community Strategic Plan 2014 to 2024 in particular:

- Future Direction (3): Vibrant and engaged communities

4) Policy Implications

Not Applicable

5) Statutory Requirements

Not Applicable

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

If the motion is supported Council will engage directly with relevant Federal and State authorities.

8) Community Consultation

Not Applicable

9) Financial Impact

Initial cost to Council is likely to be minimal – the arrangement of an initial meeting between relevant parties.

Should the concept be adopted, then there is likely to be ongoing involvement of Council's Community Development section in a variety of ways, including as a facilitator to link community groups with refugees as part of the integration process.

10) Alternative Options

Council can elect to amend or not support the motion.

11) Officers Comments

This is an initiative that aligns with a number of the Meander Valley Council values including:

- Respect, listen and care for one another
- Be positive and receptive to new ideas
- Be innovative, creative and learn
- Work together

The idea provides a number of benefits including but not limited to:

- Effective reuse of existing infrastructure
- Stimulus to the local economy
- Employment opportunities for suitably qualified people.

It is a positive initiative, worthy of consideration.

AUTHOR: Martin Gill
DIRECTOR DEVELOPMENT SERVICES

12) Recommendation (Cr Bob Richardson)

It is recommended that Council initiate discussions with relevant Commonwealth and State authorities in relation to conversion of Ashley Detention Centre to a centre for the reception and integration of refugees into Australian Society

DECISION:

DEV 7 NOTICE OF MOTION – DEVELOPMENT IN THE TASMANIAN WILDERNESS WORLD HERITAGE AREA – CR DEBORAH WHITE

1) Introduction

The purpose of this report is for Council to consider a Notice of Motion from Cr Deborah White seeking Council's support for a letter to be sent to the Federal Minister for the Environment and Heritage about development in the Tasmanian Wilderness World Heritage Area.

2) Background (Cr Deborah White)

At the Ordinary Council meeting July 2015, Council acting as a Planning Authority considered a planning permit application for the development of a Mini Hydro power station in and adjacent to the Fish River at the base of the Walls of Jerusalem.

When the application was first made the site was managed and owned by Forestry Tasmania. Following the gazettal of the boundaries for extension of the Tasmanian Wilderness World Heritage Area in 2014 the site came under the management and ownership of the Crown.

Despite the extension of the World Heritage Area boundary the site was not rezoned by the State Government. It continues to be within the area zoned Rural Resource in the Meander Valley Interim Planning Scheme 2013.

In making its assessment of the proposal Council acting as the Planning Authority was limited to considering prescribed matters within the Meander Valley Interim Planning Scheme 2013.

Clause 8.10 of the Meander Valley Interim Planning Scheme 2013 states that Council must only consider matters that are relevant to the planning scheme and the discretions being exercised.

Council was not able to formally assess the impact of the proposal on World Heritage values. This meant that the fact that the Fish River is one of the last untouched waterways in Tasmania could not be taken into consideration.

Given this I am proposing that Meander Valley Council writes to the Minister for the Environment and Heritage, requesting that:

If the Minister decides to call in the proposal as a Controlled Action under the provisions of the Environmental Protection and Biodiversity Conservation Act 1999, Council would support the assessment of the proposal against the values of the Tasmanian Wilderness World Heritage Area.

3) Strategic/Annual Plan Conformance

Furthers the objectives of the Community Strategic Plan 2014 to 2024 in particular:

- Future Direction (1): A sustainable natural and built environment

4) Policy Implications

Not Applicable

5) Statutory Requirements

Not Applicable

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

A number of community members have contacted Council encouraging Council to consider World Heritage Area values as part of the consideration of the planning permit application.

9) Financial Impact

Not Applicable

10) Alternative Options

Council can elect to amend, or not support the motion.

11) Officers Comments

Council did not have the ability to take into consideration the World Heritage values when considering the planning permit application for the G7 Mini Hydro Power Station.

There are number of matters that could not be considered because they are matters that fall under the jurisdiction of other agencies and other levels of Government.

The proposed letter to the Minister for the Environment indicates that Council:

- recognises that there are a number of other processes that the proposed development will be subject to before the final approval to proceed with the development can be gained.
- understands that a number of community members are concerned about development in World Heritage Areas
- believes that an assessment of the world heritage values in relation to this proposal is important an step in the overall assessment of the project.

AUTHOR: Martin Gill
DIRECTOR DEVELOPMENT SERVICES

12) Recommendation (Cr Deborah White)

It is recommended that Council writes to the Federal Minister for the Environment and Heritage indicating that:

If the Minister decides to call in the proposal as a Controlled Action under the provisions of the Environmental Protection and Biodiversity Conservation Act 1999, Council would support the assessment of the proposal against the values of the Tasmanian Wilderness World Heritage Area.

DECISION:

GOV 1 TOWNSCAPE, RESERVES AND PARKS SPECIAL COMMITTEE MEMBERSHIP

1) Introduction

The purpose of this report is for Council to appoint two new community representatives to Council's Townscape, Reserves and Parks Special Committee (TRAP).

2) Background

At the August Council meeting a motion to appoint two new community representatives to the TRAP Special Committee lapsed for want of a seconder and the matter was referred to the September Council Workshop for further discussion.

Expressions of interest from the two community representatives who were recommended for appointment, namely Mrs Christine Chilcott of Meander and Ms Lois Catchlove of Red Hills are attached for Councillors consideration.

3) Strategic/Annual Plan Conformance

Has a direct linkage to Council's Community Strategic Plan future direction (5) "Innovative leadership and community governance" and program 1.4.5 of the 2015-16 Annual Plan.

4) Policy Implications

Not Applicable

5) Statutory Requirements

Section 24 (2) of the Local Government Act 1993 applies.

6) Risk Management

Not Applicable

7) Consultation with State Government & other Authorities

Not Applicable

8) Community Consultation

Expressions of interest for current vacancies on the TRAP Committee were advertised in the Meander Valley Gazette, Council's Community News as well as on Council's web site and social media.

9) Financial Impact

Not Applicable

10) Alternative Options

Council can elect not to appoint the nominated persons to the TRAP Committee.

11) Officers Comments

As Mrs Christine Chilcott was previously appointed incorrectly it is necessary for Council to confirm her appointment as well as to ratify the appointment of the latest nomination of Ms Lois Catchlove.

The Terms of Reference for the TRAP Special Committee are being reviewed and currently the appointment of community representatives on TRAP is for a two year period.

AUTHOR: David Pyke
DIRECTOR GOVERNANCE & COMMUNITY SERVICES

12) Recommendation

It is recommended that Mrs Christine Chilcott and Ms Lois Catchlove be appointed by Council under Section 24 (2) of the Local Government Act 1993 to the TRAP Special Committee.

DECISION:

78 Main Road

Meander 7304

22nd April 2015

TRAP No. 504 04 038				
Doc No.				
Batch No.				
RCVD	23 APR 2015			MVC
Action Officer	DP	Dept.		G
EO	✓	OD	BOX	

To The Mayor

I am writing to express my interest for the position of community member on the Councils TRAP committee. I have lived in the Meander Valley all of my life and have always been involved with the local community.

I have worked tirelessly as a volunteer for a number of different organisations which has meant I have had contact with people from a variety of areas within the community. My roles have ranged from

- Secretary & treasurer of Meander hall (20years)
- Current Chair of Deloraine Aged care (board member 20 years)
- Secretary of Kanangra Auxiliary (15 years)
- President of Junior and Senior Deloraine basketball associations
- Community car driver
- President Meander Primary School Parents & Friends

I look to bring my experience to the committee with regard to outer lying areas of the municipality.

With my extensive commitments I already have meetings scheduled on the 3rd Tuesday and also the 3rd Thursday of each month.

Please don't hesitate to contact me 0419 575 193 if you require any further information

Yours in community service



Christine Chilcott OAM

Index No. 504 04 038			
Doc No.			
Batch No.			
RCVD	28 JUL 2015		MVC
Action Officer	DP	Dept.	G
EO	<input checked="" type="checkbox"/>	OD	BOX

Mr David Pyke

PO Box 102

Westbury 7303

28th July '15

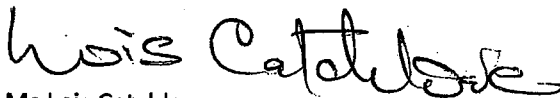
Dear Mr Pyke,

On reading the article in the Meander Valley Gazette with regard to the TRAP committee I feel my area of expertise may be of benefit. I am a relative newcomer to the district (2011) from NSW where I worked as an architectural draftsman, interior designer and horticulturalist. Although now retired I still retain a keen interest in my profession having designed and built a house in Red Hills which was completed last year. I am presently redesigning and landscaping an extensive garden.

One of the great pleasures of living in the Deloraine area is the river and sculptures and the ease of access to these superb assets. I would also like to comment on the number of trees that have been planted in the Mole Creek Road/Emu Bay Road roundabout area - in a few years time they will be a beautiful feature.

As you can gauge from the above I take a keen interest in townscapes/streetscapes as well as the wider built environment so would be most interested in becoming a community representative on the TRAP committee.

Yours faithfully,



Ms Lois Catchlove

655 Bengeo Road

Red Hills 7304

Mob: 0411 118212

GOV 2 GENERAL MANAGER'S PERFORMANCE REVIEW

1) Introduction

The purpose of this report is for Council to appoint three Councillors to an Evaluation Committee and a Councillor to act as a facilitator, to undertake the annual performance review of the General Manager.

2) Background

The General Manager renewed his employment with Council on 13 September 2015. Under the General Managers Employment Contract his performance and remuneration are to be reviewed annually. The last review was undertaken during September 2014.

Schedule "C" of the Employment Contract (attached) outlines the "Accountability and Performance Review" process. It provides for Council and the General Manager to appoint an external facilitator or alternatively both the Council and the General Manager can agree on a Councillor to act as the facilitator.

The Council must appoint an Evaluation Committee comprising three Councillors to work with the facilitator and the General Manager.

3) Strategic/Annual Plan Conformance

This activity relates directly to the Future Direction (5) "Innovative leadership and community governance".

4) Policy Implications

Not Applicable

5) Statutory Requirements

The review should consider the performance of the General Manager as per the functions listed under Section 62 of the Local Government Act 1993.

6) Risk Management

Not Applicable

7) Consultation with State Government & Other Authorities

The Evaluation Committee may elect to consult with government officers that have dealt with the General Manager over the past year.

8) Community Consultation

The Evaluation Committee may elect to consult with members of the community that have dealt with the General Manager over the past year.

9) Financial Impact

Not Applicable

10) Alternative Options

Not Applicable

11) Officers Comments

The General Manager would like to see the process commence as soon as possible thus enabling the Evaluation Committee to provide a report back to the November Council meeting.

AUTHOR: Greg Preece
GENERAL MANAGER

12) Recommendation

It is recommended that Council appoint three Councillors to an evaluation panel and a Councillor to act as the facilitator to undertake the annual performance review of the General Manager.

DECISION:

SCHEDULE 'C'

ACCOUNTABILITY AND PERFORMANCE REVIEW

Procedure

1. The Council and the General Manager may elect to appoint an external facilitator to undertake the performance review. If the choice is not to use an external facilitator then the Council and the General Manager shall agree on a Councillor to act as the facilitator.
2. The Council must appoint an evaluation committee comprising three Councillors to work with the facilitator and the General Manager.
3. The facilitator shall circulate a performance appraisal document to the Councillors and the Departmental Managers for completion.
4. An appraisal interview shall be held consisting of the General Manager, Councillors and the Facilitator acting in the role of Facilitator/Assessor.
5. The interview shall be conducted by way of going through each section of the appraisal documentation and comparing the relative assessments of the reviewers and the General Manager. No separation of results between the agreed position of protecting anonymity as much as possible.
6. The outcome of the review must be summarised, documented and reported to the Council.

Evaluation Criteria

- (a) Council compliance with and knowledge of all relevant legislation.
- (b) The development of the strategic plan, the corporate, capital and annual plans, budgets, annual report, policy manuals and procedure manuals.
- (c) The effective implementation of Council's policies, programs, decisions and plans.
- (d) The timely implementation and achievement of the annual budget within approved allocations.
- (e) Attraction of additional, external funding for council projects and programmes.
- (f) The provision of informed and timely professional advice and management reports to Council.
- (g) Efficient, measured and effective Customer Service.
- (h) The image and marketing of Council.
- (i) The quality of communication with Council, the community, media, Governments and their departments, Councils in the region, industry and commerce.
- (j) Community engagement and consultation.
- (k) The overall satisfaction of employees with the leadership, teamwork and general performance of the General Manager.

- (l) Energy and application to work.
- (m) Human resource management, employee development and appraisal.
- (n) Organisation development and continuous improvement.
- (o) Negotiating skills and the resolution of difficult issues.

GOV 3 MOLE CREEK TOWN BOUNDARY SIGNS

1) Introduction

The purpose of this report is to seek Council's determination regarding a proposed change to the Mole Creek town boundary signs.

2) Background

Council's Style Manual was developed in 2005 to ensure consistency of image for all applications of the Meander Valley Council identity. The current municipal town boundary signage conforms to this branding (images attached).

In April 2005, each township was invited to create a position statement to promote the distinct character on their community. Mole Creek community chose "Welcome to Mole Creek – Magic above and below" (a reference to the wonder of the Tiers and Caves).

The generic boundary sign design incorporates a 'readability hierarchy' for passing motorists. This emphasises the township name with the position statement being seen as a secondary feature. The signs' distinctive 'monolith' shape affords a lower, blank section that supports the hierarchy and was never intended to carry information.

In May 2011 Council retrospectively approved the Chudleigh community's request to retain rose illustrations on the lower half of their 2 boundary signs.

In October 2014, the General Manager approved signage to be mounted on the lower half of the Westbury boundary signs acknowledging Westbury's win in the 2015 Keep Australia Beautiful Tidy Town Awards. This approval was granted for a 12-month period.

On 29 September 2015, Council received a written request from the Mole Creek Progress Association seeking permission to alter its 2 boundary signs. Their proposal is to add a 'Tasmanian Tiger motif and the text, 'Welcome to Tiger Country' in order to increase tourism visitation. The Association is prepared to undertake the project at no cost to Council.

3) Strategic/Annual Plan Conformance

This matter relates to Council's commitment to "vibrant and engaged communities" as expressed in the Community Strategic Plan 2014-2024.

4) Policy Implications

The Style Manual is a Council-adopted document that directs all applications of Council's identity.

5) Statutory Requirements

Not Applicable

6) Risk Management

Not Applicable

7) Consultation with State Government & other Authorities

Not Applicable

8) Community Consultation

Considerable time was spent in 2005 in promoting the rollout of new town boundary signs and consulting with township communities regarding their position statements.

9) Financial Impact

Not Applicable

10) Alternative Options

Council can elect to approve, amend or deny the request.

11) Officers Comments

Community input to boundary signage was provided to townships through the local position statement. It is not known how this request might impact on the readability of the signs in Mole Creek and balance with the existing statement, 'Magic Above and below'.

It is noted that the granted amendment to the Chudleigh signs is illustrative only. This factor may have significance (in terms of readability), when considering the Mole Creek proposal, which contains both motif and text.

An unplanned change to a town's boundary signage is inconsistent with Council's Style Manual and its other municipal boundary markers. It may also compromise the effectiveness of the signs in question and create additional maintenance issues for Council.

The Great Western Tiers Tourism Association favours the proposal as it complements its strategic focus on 'history and mystery'. Evidence of support from the wider Mole Creek community has yet to be provided.

Mole Creek Progress Association has been open in its intentions and precedents exist for changed boundary signage within our municipal area.

AUTHOR: Patrick Gambles
COMMUNITY DEVELOPMENT MANAGER

12) Recommendation

It is recommended that Council approves Mole Creek Progress Association's request to alter the Mole Creek boundary signage (as outlined), subject to an appropriate draft design and evidence of support from the Mole Creek community.

DECISION:

Mole Creek Progress Association

Representing the
community with
Magic above and
below!

President – Michal Frydrych (03) 63631282
Deputy President – Sharon Jones (03)63631131
Secretary – Susan McLeod (03) 63631404
Treasurer – Deb Wilson (03) 6363 1212
PO Box 226, Mole Creek 7304

Index No. <i>Seq 03 007</i>			
Doc No.			
Batch No.			
RCV'D	29 SEP 2015		MVC
Action Officer	<i>GP</i>	Dept.	<i>GP</i>
EO	<input checked="" type="checkbox"/>	OD	BOX

To Mayor of Meander Valley Cr. Craig Perkins
24. 08.2015

Dear Mayor Perkins

At the last meeting of the MCPA, it has been agreed that we approach you in order to seek your approval to alter the current Mole Creek signs on the East and West side of town.

We would like to introduce Tasmanian Tiger Motive with 'Welcome to Tiger Country' above it.

This would be placed on to the currently empty yellow area, which at the moment covers almost 2/3rds of the sign.

Given the fact that the area is well associated with the Tiger for a long time and the current drive by Tourism Association to increase tourism by Mystery & History theme, this would be very timely and appropriate.

We are fortunate to have a fully qualified commercial artist in town and would be happy to undertake the project at no cost to the Council. The only exception is repair to the sign on the East side which has been damaged for some time and needs to be repaired in any case.

If need be, I am available to discuss this further at your convenience.

On behalf of the MCPA I hope for a positive reply

Respectfully Yours

Michal Frydrych
President
Mole Creek Progress Association

Welcome to

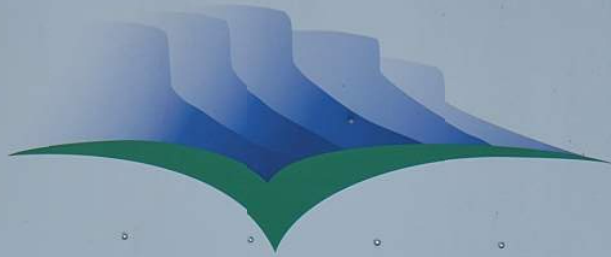


CHUDLEIGH

VILLAGE OF ROSES



Welcome to



MOLE CREEK

MAGIC ABOVE & BELOW

Welcome to



WESTBURY

ON THE VILLAGE GREEN

**Tasmanian
Tidy Towns
Winner 2015**

Keep 
Australia
Beautiful



ED & S 1 INDUSTRIAL DEVELOPMENT INCENTIVE POLICY

1) Introduction

The purpose of this report is for Council to consider adopting the proposed Industrial Development Incentive Policy.

2) Background

The purpose of the proposed policy is to establish guidelines for the provision of an incentive to support industrial development in key strategic locations.

The location of Valley Central Industrial Estate and East Deloraine Industrial Estate is strategically important to Council to accommodate industrial development with the local government area. These sites will also provide potential relocation opportunities for local industry where there has historically been land use incompatibilities.

Council recently discussed the merits of the introduction of a development incentive policy at the June 2015 Council Workshop. The workshop provided direction to Council Officers to develop a policy to present to a Council meeting based upon the following key points.

The Meander Valley Council Industrial Development Incentive (IDI) would:

1. Apply to new development occurring at either Valley Central Industrial Estate or the East Deloraine Industrial Site
2. Apply to relocation of an existing business to either Valley Central Industrial Estate or the East Deloraine Industrial Site
3. Apply for 3 years from the date of the commencement of operation
4. Be linked to the employment of a minimum of 3 full time equivalent staff whereby the enterprise owner would have to provide evidence of such
5. Need to be applied for by the enterprise owner through a simple letter of application
6. Be calculated through the General Rate and capped at \$5, 000 annually
7. Be listed as a grant for the purpose of financial reporting and an estimated allocation will be made annually for budget purposes.

Councillors were relatively comfortable with the points above forming the basis for an IDI policy, except for Point 6. where Council Officers were asked to consider removing a capped amount.

3) Strategic/Annual Plan Conformance

Further the objectives of the Community Strategic Plan 2014 to 2024 in particular:

- Future Direction 2: A thriving local economy
- Future Direction 3: Vibrant and engaged communities

4) Policy Implications

A new policy Number 86 – Industrial Development Incentive would be included in Meander Valley Council's Policy Manual, should the recommendations of this report be adopted.

5) Statutory Requirements

The Local Government Act 1993; Section 77 – Grants and Benefits, will apply to this policy. Any eligible development incentive would be provided by way of a grant and reported in Council's Statutory Accounts.

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

Not Applicable

9) Financial Impact

A budget allocation for grants has not been made in the current 2015-2016 FY to support the operation of this proposed policy as the number of applications for the development incentive and their values cannot yet be determined. However, revenue from supplementary rates raised when a new development is valued will offset the grant expense.

Budget allocations can then be determined for year two and three of the incentive period. The following table demonstrates a range of potential grant outcomes depending on the eventual valuation of a new development.

Table 1. *Rate Incentive Comparisons with a General Rate of \$0.058731 cents in the dollar*

Capital Value	AAV % of Capital	AAV	General Rate Incentive
\$20, 000, 000	8%	\$1, 600, 000	\$93, 970
\$10, 000, 000	8%	\$800, 000	\$46, 985
\$5, 000, 000	8%	\$400, 000	\$23, 492

Capital Value	AAV % of Capital	AAV	General Rate Incentive
\$20, 000, 000	7%	\$1, 400, 000	\$82, 223
\$10, 000, 000	7%	\$700, 000	\$41, 112
\$5, 000, 000	7%	\$350, 000	\$20, 556

Capital Value	AAV % of Capital	AAV	General Rate Incentive
\$20, 000, 000	6%	\$1, 200, 000	\$70, 477
\$10, 000, 000	6%	\$600, 000	\$35, 239
\$5, 000, 000	6%	\$300, 000	\$17, 619

10) Alternative Options

Council can elect to modify or not to support the recommendation.

11) Officers Comments

The establishment of an IDI will not be the deciding factor for the location or relocation of an enterprise, however it does send a clear message to industry that Meander Valley Council is 'open for business' and is serious about supporting business growth and the creation of local employment opportunities.

A key and central principle to the establishment of an incentive of this nature is the acceptance that there are no guarantees that a development would have occurred without the incentive.

Any application received by Council which qualifies for an incentive under the proposed policy will like any grant, require the approval of Council and as such will be presented at future council meetings for approval.

Should this Policy be adopted a set of procedures will be developed to administer the Policy.

AUTHOR: Rick Dunn
DIRECTOR ECONOMIC DEVELOPMENT & SUSTAINABILITY

12) Recommendation

It is recommended that Council adopt proposed Policy 86 – Industrial Development Incentive as attached.

DECISION:

POLICY MANUAL

Policy Number: 86

Industrial Development Incentive

Purpose: To establish guidelines for the provision of an incentive to support industrial development in key strategic locations.

Department: Economic Development & Sustainability

Author: Rick Dunn, Director

Council Meeting Date: 13 October 2015

Minute Number:

Next Review Date: 13 October 2019

POLICY

1. Definitions

- a) Industrial precincts: - means the Valley Central or East Deloraine industrial precincts.
- b) Eligible development:
 - Means new development that establishes in the industrial precincts, or the relocation of an existing Meander Valley business to the industrial precincts, And;
 - Employs three (3) or more full time equivalent employees for the entire term of the industrial development incentive period.
- c) Eligible recipient: - means the owner of the title.

2. Objective

The objective of this policy is to provide the parameters for Council to apply a financial incentive for the establishment of eligible development in the industrial precincts.

3. Scope

This Policy applies specifically to the establishment of new development in the industrial precincts.

4. Policy

a) Background

The industrial precincts have been deemed as strategically important in accommodating industrial development as new development at these sites will avoid conflict with other uses and relocation of industry will assist in reducing conflict where there have been historical land use incompatibilities.

Whilst the establishment of an industrial development incentive (IDI) will be unlikely to be the deciding factor for the location or relocation of an enterprise, it does however send a clear message to industry that Meander Valley Council is “open for business” and is serious about supporting business growth and the creation of local employment opportunities.

b) IDI Period

The IDI period applies for three (3) years from the date of the commencement of operation of the initial eligible development.

c) IDI Calculation

The IDI will be based on the General Rate component of the annual Rates and Charges levied on an eligible development and will be applied in the following manner.

- An eligible recipient must apply annually and in writing to Council.
- An eligible recipient will receive a grant equivalent to 100% the General Rate for the first year of operation
- An eligible recipient will receive a grant equivalent to 50% of the General Rate for the second year of operation.
- An eligible recipient will receive a grant equivalent to 25% of the General Rate for the third year of operation.
- Grants will be calculated on a proportional basis where an operational year crosses over from one financial year to the next financial year.

5. Legislation

Local Government Act 1993

6. Responsibility

Responsibility for the operation of the policy rests with the General Manager.

ED & S 2 NOTICE OF MOTION – INABILITY FOR WESTBURY RESIDENTS AND BUSINESSES TO CONNECT TO BROADBAND – CR BOB RICHARDSON

1) Introduction

The purpose of this report is for Council to consider a Notice of Motion from Cr Bob Richardson for Council to write to the Federal Minister for Communications and relevant Tasmanian Federal Government representatives and Tasmanian Government representatives to voice concerns that there is no ability for Westbury residents or businesses to connect to fixed broadband.

2) Background (Cr Bob Richardson)

A recently established Westbury business applied to have an internet connection. The business that applied is in the main commercial/retail section of Westbury. It was advised that there are no connections available, other than via satellite.

Westbury has experienced significant growth over the past decade; its growth rate has been double that of the State. It is one of the State's fastest-growing extra-urban centres.

There are factors which suggest that this growth will continue, and possibly escalate:

- (1) The re-zoning of the southern section of Westbury will allow subdivision of former rural property into low-density residential lots. That has already commenced.
- (2) Easy access to Launceston and relatively low priced land will mitigate in favour of growth; and
- (3) The availability of a large greenfield industrial subdivision, the limited access to such land around Launceston, and likelihood of downstream processing/processor demands of agricultural products (allied to irrigation developments) are also likely to produce increases in employment and consequent infrastructure demand.

That telecommunications authorities have failed to recognise this is concerning to say the least.

Accordingly the Federal Communications Minister and other relevant Australian and Tasmanian politicians of Lyons should be informed as a matter of urgency that the issue needs to be addressed.

3) Strategic/Annual Plan Conformance

Furthers the objectives of the Community Strategic Plan 2014 to 2024 - Future Direction 2: "A thriving local economy"

4) Policy Implications

Not Applicable

5) Statutory Requirements

Not Applicable

6) Risk Management

Not Applicable

7) Consultation with State Government & other Authorities

Not Applicable

8) Community Consultation

The concerns about the inability to establish a new fixed broadband connection were raised with Cr Richardson by a Westbury resident.

9) Financial Impact

There will be no financial impact other than a Council Officer's time in preparing the necessary correspondence.

10) Alternative Options

Council can elect to amend or not support Councillor Richardson's motion.

11) Officers Comments

On Monday 29 October the Director of Economic Development & Sustainability contacted a representative from Telstra to verify that fixed line broadband connections could no longer be made to residences and businesses within Westbury.

The Telstra representative indicated that this was in fact the case as the Westbury exchange was at capacity and could not accommodate any additional broadband connections.

The representative did indicate that Westbury residences and businesses could connect to wireless broadband however this would likely to be more expensive than a fixed broadband connection.

When asked if Telstra had any plans to increase the exchange capacity between now and the arrival of NBN in Westbury, he indicated that there were no such plans.

AUTHOR: Rick Dunn
DIRECTOR ECONOMIC DEVELOPMENT & SUSTAINABILITY

12) Recommendation (Cr Bob Richardson)

It is recommended that Council write to the Federal Minister for Communications and the relevant Tasmanian Federal Government representatives and Tasmanian Government representatives to voice concerns that there is currently no ability for Westbury residences or businesses to connect to fixed broadband.

DECISION:

ED &S 3 PROPERTY PURCHASE - 35 WILLIAM STREET, WESTBURY

1) Introduction

The purpose of this report is for Council to consider purchasing the property at 35 William Street, Westbury.

2) Background

Strategic land purchases or land banking is a common practice undertaken in local government to assist with progressing future projects in a well-planned manner.

There are three recent examples where Meander Valley Council has undertaken land banking for specific purposes. These include:

1. The purchase of 1.45 Ha of land at 18 Franklin Street, Westbury for the purposes of health services, aged care or supported living. At the time of purchase the exact purpose of the future use of this parcel of land was unknown however Council was in agreement that due to the location, easy access and flat nature of the land, the parcel would be of valuable strategic importance. Aged Care Deloraine was granted part of the land which now contains ten independent living units. More units are planned when the necessary capital becomes available.
2. The purchase of a dwelling and land at 432 Westbury Road, Prospect Vale to support the future development of a roundabout and new entrance to Prospect Vale Park which would take pressure of traffic flows to and from Harley Parade. This property is currently tenanted.
3. Purchase of a dwelling and land at 333 Westbury Road to aid the development of a new roundabout which forms the new entrance to Prospect Vale Market Place. This property is currently tenanted.

In the examples mentioned, Council has recognised the value of a well-considered and modest strategic purchase which can be used to progress development for benefit the community into the future.

Recently the property at 35 William Street, Westbury was listed for sale and was brought to the attention of Council officers by Cr Richardson.

Subsequent to this was a discussion held by Councillors at the September Council Workshop about the opportunity to commence the process for the strategic land purchase of this property and how this action would support the opportunity to better connect Meander Valley Road and William Street and the commercial businesses within.

Guidance was given to the General Manager to commence negotiations and if appropriate, make an offer to purchase the property subject to approval by Council at the October 2015 Meeting.

On 23 September 2015 the General Manager and Director of Economic Development & Sustainability met with the agent on-site to make an inspection and subsequently, the General Manager made an offer of \$240,000 to purchase subject to Council approval at the 13 October 2015 Council Meeting. The offer was accepted by the vendor and a conditional contract to purchase has been received and signed by the General Manager.

3) Strategic/Annual Plan Conformance

Further the objectives of the Community Strategic Plan 2014 to 2024 Future Direction 2: "A thriving local economy" and Future Direction 3: "Vibrant and engaged communities".

4) Policy Implications

Not Applicable

5) Statutory Requirements

Section 82 (4) Local Government Act 1993 applies. An increase to the Capital Works budget requires approval by an Absolute Majority of Council.

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

Consultation on supporting the vibrancy and sustainability of Westbury businesses and the importance of creating greater connection between Meander Valley Road and William Streets was discussed by the community and documented in the Westbury Outline Development Plan (ODP) 2013.

9) Financial Impact

The agreed purchase price of \$240,000 for the property has not been allowed for in the 2015-2016 budget. With the cost of Stamp Duty and associated legal fees, the full cost of the purchase is likely to be in the order of \$250,000.

Should Council approve the recommendation to purchase 35 William Street, Westbury, it will need to approve funds to increase the 2015-2016 Capital Budget by \$250,000.

The funding could logically come from the \$2.5million capital expenditure allocation as part of the 1% 2015-2016 General Rate increase.

10) Alternative Options

Council can elect not to support the recommendation.

11) Officers Comments

Throughout the Westbury ODP process there was a strong community desire to create a consolidated town centre. Providing a key town centre development site (see Figure 1.) was a priority action recommendation (see Table 1) for implementation of the ODP.

The proposed property purchase is immediately adjacent to the consolidated town centre development site as identified in the Westbury ODP.



Figure 1. – Westbury ODP Map including Town Centre Development Site

8.2 Priorities & Actions

An outline of the priorities and actions to assist in implementing the ODP are provided in the table below.

ODP Initiative	Initiative Delivery	Priority	Responsibility
Theme 1 - Land Use and Development			
Town Centre	<ul style="list-style-type: none"> Key development site identification and opportunities (e.g. new supermarket site). Establish land bank/undertake site assembly. Facilitate new use and development within the town centre. 	High-Med	MVC Traders Landowners

Table 1. Priority Action Recommendations – Westbury Outline Development Plan 2013 p31

Preliminary discussions have been held with Fire Services Tasmania and Tasmania Police to discuss the merits of co-location of emergency services and it was encouraging that both agencies were open to further discussions to progress some concepts.

If Council approves the purchase of this land the next step will be to recommence discussions with land and business owners surrounding the location to gain their view of how the town centre development site could evolve over time. It is expected that these discussions could commence before the end of December 2015.

If the property purchase is approved by Council, the intention is to lease the property to an interested party in the short term.

AUTHOR: Rick Dunn
DIRECTOR ECONOMIC DEVELOPMENT & SUSTAINABILITY

12) Recommendation

It is recommended that Council:

- 1. approve the purchase of 35 William Street, Westbury and authorise the General Manager to complete the sale transaction and;***
- 2. make the necessary capital budget allocation of \$250,000 to complete the purchase transaction.***

DECISION (BY ABSOLUTE MAJORITY):

ED & S 4 ACCELERATED STREET LIGHT REPLACEMENT PROGRAMME

1) Introduction

The purpose of this report is to seek Council's support for officers to work with other councils in the northern region on a programme to replace minor road lighting with Light Emitting Diode (LED) street lights.

2) Background

Local Governments around Australia and the world are replacing old, outdated street lights with low energy LED technology and realising the benefits.

Benefits of the new LED lights include:

- Improved energy efficiency – up to 77% reduction in energy use
- Lower greenhouse gas emissions – up to 77% reduction in CO₂-e
- Great savings for councils and ratepayers – up to 40%
- Improved safety and lighting quality for motorists/pedestrians/cyclists
- Reduced street crime
- An upgraded design to more closely reflect current ASNZ Standards
- Less light spill into nearby properties
- Low toxicity – no mercury

Almost 80 Australian councils have or are in the process of replacing street lights, which will earn them the biggest energy and emissions savings that are possible from any efficiency measure available. In Tasmania, Hobart and Glenorchy City Councils recently completed the replacement of around 5,000 street lights. As negotiations between these two councils and TasNetworks are incomplete, the final savings are unclear.

Launceston City Council (LCC) has recently contracted Ironbark Consulting to assess options and report on the potential savings to replace:

- All street lights across Tasmania
- Minor road lights in Launceston

The Ironbark business case considered future energy price rises, capital costs per light and other variables to determine potential cost savings to 2036 for four possible scenarios:

1. TasNetworks owned and maintained (status quo)
2. Council owned, TasNetworks maintained
3. Council owned, council or third party maintained

4. Third party owned and maintained

Of the scenarios, only the first two can be achieved now, and both imply that TasNetworks must continue to play a role in street lights into the foreseeable future. In the case of Launceston, scenario 1 where TasNetworks retain ownership could generate a saving between \$6mill and \$7.7mill over the next 20 years. If however, LCC commit to scenario 2 and take over ownership, then the Council can potentially save between \$7.7mill and \$11.9mill during the same period.

The findings of the business case to replace the minor road lights in Launceston can be applied to all Meander Valley Council (Council) to estimate the savings from a minor road lighting replacement.

1,284 of Council's 1,428 street lights (90%) are under 125 watts and could theoretically be changed to LEDs as part of a minor road light replacement program. Note: 90% is higher than the proportion to be replaced in Launceston.

Recent installation costs per light range between \$500 for Municipal Association of Victoria (MAV) in Victoria and \$875 for Hobart and Glenorchy City Councils. On this basis, the accelerated replacement of 1,284 lights would cost Council in the range of \$642,000 and \$1,123,500. Though, the lower cost is more likely, given the scale and timing of the proposed regional program.

The savings of the LCC business case equate to 20% to 26% reduction in costs for the TasNetworks owned scenario, and 26% to 40% for Council owned lights.

Council pays around \$330,000 per year in street lighting charges. If the proportionate savings from LCC are applied to Council's example, then we can calculate general cost savings to 2036 in the range of \$1.3mill to \$1.7mill if TasNetworks retains ownership, and \$1.7mill to \$2.6mill for the Council owned scenario. Given the higher proportion of minor road lights in Council, these estimated savings are considered conservative.

The savings outlined above are based on typical costs of borrowing. However, all councils in Tasmania will receive an extra allocation of Roads to Recovery (R2R) funding over the next two financial years that can be used to pay capital costs of the replacement project.

Based on the advice from the consultants, Council could commit around \$642,000 of Australian Government funding to replace minor road lights to generate savings in excess of \$2.6mill over 20 years.

3) Strategic/Annual Plan Conformance

Further the objectives of the Community Strategic Plan 2014 to 2024 in particular:

- Future Direction 5: Innovative leadership and community governance

4) Policy Implications

Not Applicable

5) Statutory Requirements

Not Applicable

6) Risk Management

With financial savings, emissions reductions, safety improvements and enhanced lighting quality, there are no unfavourable circumstances that pose a genuine risk to Council by electing to support the program.

7) Consultation with State Government and other Authorities

Negotiations with TasNetworks on approval and costs to replace existing assets, for potential supply/install of new lights, and to maintain future assets are principally important if a replacement program is to succeed.

Working with other councils in a constructive and timely manner is equally important for the success of a regional program involving so many partners, external stakeholders and tight time constraints.

Seeking approval to utilise R2R funding from the Australian Government will be key to unlocking the maximum savings for Council.

Investigating procurement costs and services of the MAV will clarify the best scenario for Council, set a benchmark for pricing and help inform discussions with TasNetworks.

Discussing potential funding and support opportunities with Tasmanian Climate Change Office (TCCO) is considered prudent.

8) Community Consultation

Not Applicable

9) Financial Impact

There is no requirement for a financial commitment at this stage.

10) Alternative Options

Council can decide to retain the current street lights. Alternatively, Council can decide to replace minor road lights in Meander Valley only, rather than participate in a program on a regional scale.

11) Officers Comments

An LED street lighting program in Northern Tasmania would accelerate the phasing out of inefficient and expensive mercury vapour street lights on local roads. While councils do not own the lights, we are financially responsible for all maintenance, replacement and energy costs, which for Council is around 75% of our annual electricity bill.

Traditionally, street light replacement programs were difficult due to 3 main barriers:

1. costs (most commonly capital cost)
2. expertise and time to deal with the dynamic nature of street lighting
3. delays around approval of lighting technology by Distribution Network Service Providers (DNSPs) such as TasNetworks and other external stakeholders

This year will see TasNetworks complete the supply and install of LED street lights in Hobart and Glenorchy. This project has initiated approval by TasNetworks for use of 18W Sylvania LED street lights in Tasmania. It has also set precedents on maximum installed price, write down values, facility access fees/agreements, and handover of ownership. As a result the barriers that Tasmanian councils faced have been largely overcome.

Though TasNetworks are still reluctant to resource the replacement programs sufficiently, the advice from the Glenorchy City Council, Project Manager is to partner with other councils to generate economies of scale and sufficient influence to overcome this barrier.

Ironbark Sustainability, who has over 10 years' experience consulting on street lighting in Australia, believes that *'every single successful project has been the result of cooperative dialogue and relationships between councils, DNSPs and other key stakeholders'*.

The suggestion is for the northern councils to initiate a regional program along with the Local Government Association of Tasmania (LGAT). Restricting collaboration to one region reduces the potential for delays, and improves the logistics for communication and delivery. LGAT could simultaneously be researching approaches to support other regions and provide an opt-in for councils that does not inhibit the timing of the northern region program.

The timing of the R2R funding boost – available till mid-2017 – is highly fortuitous, as it could enable Council to complete the replacement program using Australian Government money. This would save borrowing for the project, which in the current market equates to an additional saving of around 4% annually.

To benefit from the R2R funding the project must be completed by mid-2017. This is a tight timeline that will require rapid agreement by councils who wish to participate, as follows:

Actions	Completed by
Finalise individual business cases and confirm partner councils	December 2015
Design and preparation	March 2016
Project tendering/contract	June 2016
Project complete	June 2017

A project team of officers from LCC, LGAT, West Tamar Council and Council has been formed to advance the immediate next steps, which include:

Actions	Completed by
Consult with MAV on replicating Victorian model locally	October 2015
Consult with TCCO on potential funding and support	Oct/Nov 2015
Discuss capital cost and process with TasNetworks	November 2015

To alleviate stakeholder concerns and counterbalance inconvenience it is recommended that a campaign to proactively and consistently communicate the benefits be initiated during the design phase. This may be best managed through cooperatively funding a regional Communications Officer as a shared central resource for the duration of the program.

There is potential to offset some installation costs by partnering with Internet Service Providers (e.g. iiNet) looking for opportunities to expand public WiFi

throughout Tasmania. There is also an opportunity to profit from emissions reductions by councils selling emissions credits through the Australian Government's Emissions Reduction Fund (ERF). However, these are not critical to the success of the project, may not return significant financial benefit to councils due to high administration requirements – and high transactions fees in the case of ERF – which makes them both worthy to consider as the 'cream on top'.

AUTHOR: Craig Plaisted
PROJECT OFFICER

12) Recommendation

It is recommended that Council support working with other councils in the northern region to accelerate the replacement of existing minor road lights with LEDs.

DECISION:

CORP 1 AUDITOR-GENERAL'S AUDIT REPORT - 2015

FINANCIAL YEAR

1) Introduction

The purpose of this report is for Council to receive the Delegate of the Auditor-General's independent audit report on the 2015 financial report.

2) Background

Council's financial report was prepared and submitted to the Tasmanian Audit Office on 11 August 2015.

A copy of the Audit report is attached along with the following statements:

- Statement of Profit or Loss and Other Comprehensive Income
- Statement of Financial Position
- Statement of Changes in Equity
- Statement of Cash Flows

These are the major statements from the financial report that will appear in Council's annual report for presentation at the Annual General Meeting.

3) Strategic/Annual Plan Conformance

The Annual Plan requires that the annual statutory accounts are produced in the September 2015 quarter.

The 2015 financial report is prepared in line with the Community Strategic Plan 2014 to 2024, Future Direction (5): Innovative leadership and community governance.

4) Policy Implications

Not Applicable

5) Statutory Requirements

Section 84 (Financial statements) of the Local Government Act 1993 applies.

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Council's Annual General Meeting provides the opportunity for community comment on the Financial Report.

8) Community Consultation

Not Applicable

9) Financial Impact

Not Applicable

10) Alternative Options

Not Applicable

11) Officers Comments

The Tasmanian Audit Office has found that Council's financial report presents fairly in accordance with the Local Government Act 1993 and Australian Accounting Standards.

The operating activities for the 2015 financial year resulted in a net profit of \$4,551,365. This is \$3,541,564 better than the budgeted profit of \$1,009,800. Council experienced an increase in net assets resulting from increase in cash held at 30 June 2015 and increased asset balances from the large capital works program completed in 2015. Items that had a major impact on the operating result are as follows:

- The Commonwealth Government's decision to prepay fifty percent of the 2016 Financial Assistance Grants on 30 June 2015 with the amount of \$2,110,793 received as income in 2015 in accordance with the accounting standards.
- Profit on Disposal of Assets was higher than budget due to the sale of a parcel of land in Prospect Vale and lower than expected values of asset write offs when infrastructure was reconstructed.
- Subdivision Assets Taken Over in the form of roads and stormwater infrastructure upon completion of new developments were particularly high.
- Variances were experienced in Depreciation across a number of asset classes with the expense overall coming in under budget.

- Finance Costs relating to Council's tip rehabilitation provision liability were lower than expected. The low inflation values being experienced have an effect on the calculation of these liabilities.

A full overview of Councils financial performance will be provided with the Financial Report published in the 2015 Annual Report.

AUTHOR: Jonathan Harmey
SENIOR ACCOUNTANT

12) Recommendation

It is recommended that Council receive the Delegate of the Auditor-General's report on the 2015 Financial Report.

DECISION:

Independent Auditor's Report

To the Councillors of Meander Valley Council

Financial Report for the Year Ended 30 June 2015

Report on the Financial Report

I have audited the accompanying financial report of Meander Valley Council (Council), which comprises the statement of financial position as at 30 June 2015 and the statements of profit and loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year ended on that date, a summary of significant accounting policies, other explanatory notes and the General Manager's statement.

Auditor's Opinion

In my opinion Council's financial report:

- (a) presents fairly, in all material respects, its financial position as at 30 June 2015 and financial performance, cash flows and changes in equity for the year then ended
- (b) is in accordance with the *Local Government Act 1993* and Australian Accounting Standards.

The Responsibility of the General Manager for the Financial Report

The General Manager is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards and Section 84 of the *Local Government Act 1993*. This responsibility includes establishing and maintaining internal controls relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based upon my audit. My audit was conducted in accordance with Australian Auditing Standards. These Auditing Standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance as to whether the financial report is free of material misstatement.

...1 of 2

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on my judgement, including the assessment of risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, I considered internal control relevant to the General Manager's preparation and fair presentation of the financial report in order to design audit procedures that are appropriate to the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Council's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the General Manager, as well as evaluating the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

My audit is not designed to provide assurance on the accuracy and appropriateness of the budget information or the asset renewal funding ratio in Council's financial report.

Independence

In conducting this audit, I have complied with the independence requirements of Australian Auditing Standards and other relevant ethical requirements. The *Audit Act 2008* further promotes independence by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General
- mandating the Auditor-General as auditor of State Entities but precluding the provision of non-audit services, thus ensuring the Auditor-General and the Tasmanian Audit Office are not compromised in their role by the possibility of losing clients or income.

Tasmanian Audit Office



Jara K Dean
Assistant Auditor-General Financial Audit
Delegate of the Auditor-General

Hobart
21 September 2015

...2 of 2



Statement of Profit or Loss and Other Comprehensive Income

	Notes	Budget 2015 \$	Actual 2015 \$	Actual 2014 \$
INCOME FROM CONTINUING OPERATIONS				
Recurrent Income				
Rates		10,262,600	10,378,344	9,800,607
Interest	3	1,086,300	1,126,544	1,237,515
Reimbursements and Contributions Monetary Assets		187,800	529,944	402,822
User Charges		1,106,900	1,197,017	1,244,116
Operational Grants	4	4,905,500	7,144,369	2,832,434
Investment Revenue from Water Corporation		834,000	834,001	743,811
Profit/(Loss) on Disposal of Assets	5	(100,000)	113,740	(117,624)
		<u>18,283,100</u>	<u>21,323,959</u>	<u>16,143,681</u>
Capital Income				
Subdivision Assets Taken Over		250,000	672,030	388,619
Capital Grants	4	718,400	565,321	144,308
		<u>968,400</u>	<u>1,237,351</u>	<u>532,927</u>
TOTAL INCOME FROM CONTINUING OPERATIONS		<u>19,251,500</u>	<u>22,561,310</u>	<u>16,676,608</u>
EXPENSES FROM CONTINUING OPERATIONS				
Employee Costs	6	6,094,700	5,921,937	5,786,546
Materials and Contracts	7	6,542,100	6,906,096	6,546,399
Depreciation and Amortisation	8	5,168,400	4,840,011	4,803,751
Finance Costs	9	311,300	226,461	278,094
Other Expenses	10	125,200	109,706	122,305
Reassessment of Provision for Tip Rehabilitation	32	-	5,734	131,244
TOTAL EXPENSES FROM CONTINUING OPERATIONS		<u>18,241,700</u>	<u>18,009,945</u>	<u>17,668,339</u>
OPERATING RESULT FROM CONTINUING OPERATIONS	2(a)	<u>1,009,800</u>	<u>4,551,365</u>	<u>(991,731)</u>
OPERATING RESULT FROM DISCONTINUED OPERATIONS		<u>-</u>	<u>-</u>	<u>-</u>
NET OPERATING RESULT FOR THE YEAR		<u>1,009,800</u>	<u>4,551,365</u>	<u>(991,731)</u>
OTHER COMPREHENSIVE INCOME				
Items that may be reclassified subsequently to surplus or deficit				
Financial Assets Available for Sale Reserve				
Fair Value Adjustment on Available for Sale Assets	17	-	372,440	(7,184,554)
Items that will not be reclassified to surplus or deficit				
Revaluation Increment/(Decrement) for Land	33	-	(168,200)	-
Revaluation Increment/(Decrement) for Buildings	33	-	228,748	(772,363)
Revaluation Increment/(Decrement) for Roads & Streets	33	-	-	(35,697,125)
Revaluation Increment/(Decrement) for Bridges	33	-	(143,078)	-
Revaluation Increment/(Decrement) for Stormwater	33	-	-	421,814
TOTAL OTHER COMPREHENSIVE INCOME		<u>-</u>	<u>289,910</u>	<u>(43,232,228)</u>
TOTAL COMPREHENSIVE RESULT		<u>1,009,800</u>	<u>4,841,275</u>	<u>(44,223,959)</u>

The above Statement of Profit or Loss and Other Comprehensive Income should be read in conjunction with the accompanying notes



Statement of Financial Position

	Notes	Actual 2015 \$	Actual 2014 \$
CURRENT ASSETS			
Cash and Cash Equivalents	11	11,624,245	7,097,565
Trade and Other Receivables	12	783,149	1,073,334
Financial Assets	13	11,211,521	13,177,050
Other	14	312,457	248,615
Total Current Assets	2(b)	23,931,372	21,596,564
NON-CURRENT ASSETS			
Investment in Water Corporation	17	46,760,351	46,387,911
Loans and Other Receivables	18	5,198,448	5,147,659
Work in Progress	19	1,275,643	728,500
Land	20	7,055,320	6,881,820
Land Improvements	21	5,119,528	5,277,127
Buildings	22	16,512,355	16,479,075
Roads and Streets	23	102,097,702	102,005,446
Bridges	24	20,027,603	19,342,284
Stormwater	25	17,349,419	17,336,715
Plant and Equipment	26	2,449,584	2,069,667
Heritage	27	20,891	21,171
Intangible	28	71,154	59,517
Valuations	29	118,343	147,888
Total Non-Current Assets	2(b)	224,056,341	221,884,780
TOTAL ASSETS		247,987,713	243,481,344
CURRENT LIABILITIES			
Trade and Other Payables	15	977,805	1,302,005
Provisions	16	1,226,999	1,152,903
Total Current Liabilities		2,204,804	2,454,908
NON-CURRENT LIABILITIES			
Borrowings	31	3,600,000	3,600,000
Provisions	32	2,554,203	2,639,005
Total Non-Current Liabilities		6,154,203	6,239,005
TOTAL LIABILITIES		8,359,007	8,693,913
NET ASSETS		239,628,706	234,787,431
EQUITY			
Accumulated Surplus		168,423,665	163,872,300
Reserves	33	71,205,041	70,915,131
TOTAL EQUITY		239,628,706	234,787,431

The above Statement of Financial Position should be read in conjunction with the accompanying notes



MEANDER VALLEY COUNCIL

YEAR ENDED 30 JUNE 2015

Statement of Changes in Equity

		Total	Accumulated	Asset	Fair Value
		2015	Surplus	Revaluation	Reserve
		\$	\$	\$	\$
2015	Notes				
Balance at beginning of the financial year		234,787,431	163,872,300	76,214,295	(5,299,164)
Surplus/(Deficit) for the year		4,551,365	4,551,365	-	-
Other Comprehensive Income:					
Fair Value adjustment to Investment in Water Corp.	17	372,440	-	-	372,440
Net asset revaluation increment/(decrement)	33	(82,530)	-	(82,530)	-
Balance at the end of the financial year		239,628,706	168,423,665	76,131,765	(4,926,724)

		Total	Accumulated	Asset	Fair Value
		2014	Surplus	Revaluation	Reserve
		\$	\$	\$	\$
2014					
Balance at beginning of the financial year		279,011,390	164,864,031	112,261,969	1,885,390
Surplus/(Deficit) for the year		(991,731)	(991,731)	-	-
Other Comprehensive Income:					
Fair Value adjustment to Investment in Water Corp.	17	(7,184,554)	-	-	(7,184,554)
Net asset revaluation increment/(decrement)	33	(36,047,674)	-	(36,047,674)	-
Balance at the end of the financial year		234,787,431	163,872,300	76,214,295	(5,299,164)

The above Statement of Changes in Equity should be read in conjunction with the accompanying notes



Statement of Cash Flows

	Notes	Actual 2015 \$ Inflows (Outflows)	Actual 2014 \$ Inflows (Outflows)
Cash Flows from Operating Activities			
Receipts			
Rates		10,662,063	9,631,811
Interest		1,129,175	1,226,371
Reimbursements and Contributions		529,944	402,822
User Charges		1,366,722	1,357,444
Operational Grants		7,144,369	2,832,434
Distributions from Water Corporation		834,001	743,811
Refunds from Australian Tax Office		917,814	715,544
		22,584,088	16,910,237
Payments			
Employee Costs		(5,953,517)	(5,649,463)
Materials and Contracts		(8,686,649)	(7,375,943)
Other Expenses		(109,706)	(122,305)
		(14,749,872)	(13,147,711)
Net cash provided by Operating Activities	38	7,834,216	3,762,526
Cash Flows from Investing Activities			
Proceeds from			
Sale of Property, Plant and Equipment		311,918	72,064
Capital Grants		565,321	144,308
Investments		1,965,527	1,925,042
		2,842,766	2,141,414
Payments for			
Property, Plant and Equipment		(6,197,021)	(4,801,274)
		(6,197,021)	(4,801,274)
Net cash used in Investing Activities		(3,354,255)	(2,659,860)
Cash Flows from Financing Activities			
Proceeds from			
Loaned Funds Repayments		46,719	536,409
		46,719	536,409
Net cash provided by Financing Activities		46,719	536,409
Net Increase/(Decrease) in cash held		4,526,680	1,639,075
Cash at the beginning of the year		7,097,565	5,458,490
Cash and Cash Equivalents at end of the financial year	11	11,624,245	7,097,565

The above Statement of Cash Flows should be read in conjunction with the accompanying notes

CORP 2 FINANCIAL REPORTS TO 30 SEPTEMBER 2015

1) Introduction

The purpose of this report is to present Council's financial reports to 30 September 2015.

2) Background

The financial reports to 30 September 2015 are presented for Council's attention and include:

- i. Consolidated operating statement with accompanying operating statements for the key operational areas of Council. These compare actual results with budget.
- ii. A detailed list of capital works project expenditure to date.
- iii. A detailed list of capital resealing project expenditure to date.
- iv. A detailed list of capital gravelling project expenditure to date.
- v. A summary of rates outstanding, including a comparison with the level of outstanding rates for the same period last year.
- vi. Cash reconciliation & investments summary.

3) Strategic/Annual Plan Conformance

The Annual Plan requires the financial reports to September 2015 be presented at the October 2015 Council meeting.

4) Policy Implications

Not Applicable

5) Statutory Requirements

Not Applicable

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

Not Applicable

9) Financial Impact

Not Applicable

10) Alternative Options

Not Applicable

11) Officers Comments

An analysis of exceptions and developing trends in the financial performance has not been provided for the first quarter of the financial year. The first three months are not considered a long enough period to recognise trends that will provide meaningful information for the full year.

AUTHOR: Jonathan Harmey
SENIOR ACCOUNTANT

12) Recommendation

It is recommended that Council receive the following financial reports for the period ended 30 September 2015:

- i. Consolidated operating statement with accompanying operating statements for the key operational areas of Council.***
- ii. A detailed list of capital works project expenditure to date.***
- iii. A detailed list of capital resealing project expenditure to date.***
- iv. A detailed list of capital gravelling project expenditure to date.***
- v. A summary of rates outstanding.***
- vi. Cash reconciliation & investments summary.***

DECISION:



Meander Valley Council

2016 Operating Statement as at 30-Sep-2015

	Actual 2016	Budget 2016	% of Budget
Total Council Operations			
<u>Operating Revenue</u>			
Rate Revenue	10,835,219	10,832,600	100.02%
Fees & User Charges	286,043	1,119,300	25.56%
Contributions & Donations	26,973	350,600	7.69%
Interest	207,139	961,300	21.55%
Grants & Subsidies	1,224,345	6,093,200	20.09%
Other Revenue	126,065	995,900	12.66%
Total Operating Revenue	\$ 12,705,783	\$ 20,352,900	62.43%
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	417,441	1,632,400	25.57%
Corporate Services	455,618	1,612,500	28.26%
Infrastructure Services	393,585	2,453,300	16.04%
Works	789,325	3,530,800	22.36%
Development Services	359,323	1,757,700	20.44%
Economic Development & Sustainability	338,578	1,095,700	30.90%
Maintenance & Working Expenses	\$ 2,753,870	\$ 12,082,400	22.79%
Interest	52,830	311,300	16.97%
Depreciation	1,241,000	4,964,000	25.00%
Payments to Government Authorities	257,157	1,028,600	25.00%
Administration Allocated	-	-	
Other Payments	49,958	236,300	21.14%
Total Operating Expenditure	\$ 4,354,815	\$ 18,622,600	23.38%
<u>Operating Surplus/(Deficit)</u>	\$ 8,350,969	\$ 1,730,300	



Meander Valley Council

2016 Operating Statement as at 30-Sep-2015

	Actual 2016	Budget 2016	% of Budget
General Administration			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	47,075	136,000	34.61%
Contributions & Donations	527	3,100	17.01%
Interest	-	-	
Grants & Subsidies	-	-	
Other Revenue	10,662	16,300	65.41%
Total Operating Revenue	\$ 58,264	\$ 155,400	37.49%
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	291,303	1,066,300	27.32%
Corporate Services	438,590	1,572,800	27.89%
Infrastructure Services	46,432	202,300	22.95%
Works	-	3,200	0.00%
Development Services	20,969	76,500	27.41%
Economic Development & Sustainability	-	-	
Maintenance & Working Expenses	\$ 797,294	\$ 2,921,100	27.29%
Interest	-	-	
Depreciation	56,125	224,500	25.00%
Payments to Government Authorities	-	-	
Administration Allocated	(19,048)	(76,000)	25.06%
Other Payments	18,290	28,500	64.18%
Total Operating Expenditure	\$ 852,661	\$ 3,098,100	27.52%
<u>Operating Surplus/(Deficit)</u>	(\$ 794,397)	(\$ 2,942,700)	27.00%



Meander Valley Council

2016 Operating Statement as at 30-Sep-2015

	Actual 2016	Budget 2016	% of Budget
Roads Streets and Bridges			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	-	62,000	0.00%
Contributions & Donations	-	200,000	0.00%
Interest	-	-	
Grants & Subsidies	751,100	3,751,200	20.02%
Other Revenue	-	-	
Total Operating Revenue	\$ 751,100	\$ 4,013,200	18.72%
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	-	-	
Corporate Services	-	-	
Infrastructure Services	12,192	135,300	9.01%
Works	658,664	2,086,600	31.57%
Development Services	-	-	
Economic Development & Sustainability	-	-	
Maintenance & Working Expenses	\$ 670,855	\$ 2,221,900	30.19%
Interest	-	-	
Depreciation	775,700	3,102,800	25.00%
Payments to Government Authorities	-	-	
Administration Allocated	-	-	
Other Payments	-	100,000	0.00%
Total Operating Expenditure	\$ 1,446,555	\$ 5,424,700	26.67%
<u>Operating Surplus/(Deficit)</u>	(\$ 695,456)	(\$ 1,411,500)	49.27%



Meander Valley Council

2016 Operating Statement as at 30-Sep-2015

	Actual 2016	Budget 2016	% of Budget
Health and Community and Welfare			
<u>Operating Revenue</u>			
Rate Revenue	2,234,222	2,218,600	100.70%
Fees & User Charges	105,679	430,800	24.53%
Contributions & Donations	13,782	135,000	10.21%
Interest	52,830	211,300	25.00%
Grants & Subsidies	50,000	55,000	90.91%
Other Revenue	7,911	84,900	9.32%
Total Operating Revenue	\$ 2,464,423	\$ 3,135,600	78.59%
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	62,913	280,100	22.46%
Corporate Services	-	700	0.00%
Infrastructure Services	275,329	1,774,100	15.52%
Works	129,683	966,600	13.42%
Development Services	90,666	406,600	22.30%
Economic Development & Sustainability	338,578	1,095,700	30.90%
Maintenance & Working Expenses	\$ 897,169	\$ 4,523,800	19.83%
Interest	52,830	311,300	16.97%
Depreciation	127,650	510,600	25.00%
Payments to Government Authorities	257,157	1,028,600	25.00%
Administration Allocated	18,861	75,400	25.01%
Other Payments	19,862	69,000	28.79%
Total Operating Expenditure	\$ 1,373,529	\$ 6,518,700	21.07%
<u>Operating Surplus/(Deficit)</u>	\$ 1,090,894	(\$ 3,383,100)	-32.25%



Meander Valley Council

2016 Operating Statement as at 30-Sep-2015

	Actual 2016	Budget 2016	% of Budget
Land Use Planning and Building			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	87,698	321,000	27.32%
Contributions & Donations	-	-	
Interest	-	-	
Grants & Subsidies	-	-	
Other Revenue	12,339	36,000	34.28%
Total Operating Revenue	\$ 100,037	\$ 357,000	28.02%
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	-	-	
Corporate Services	-	-	
Infrastructure Services	8,425	42,300	19.92%
Works	-	-	
Development Services	247,689	1,280,600	19.34%
Economic Development & Sustainability	-	-	
Maintenance & Working Expenses	\$ 256,114	\$ 1,322,900	19.36%
Interest	-	-	
Depreciation	5,125	20,500	25.00%
Payments to Government Authorities	-	-	
Administration Allocated	-	-	
Other Payments	-	-	
Total Operating Expenditure	\$ 261,239	\$ 1,343,400	19.45%
<u>Operating Surplus/(Deficit)</u>	(\$ 161,202)	(\$ 986,400)	16.34%



Meander Valley Council

2016 Operating Statement as at 30-Sep-2015

	Actual 2016	Budget 2016	% of Budget
Recreation and Culture			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	45,591	169,500	26.90%
Contributions & Donations	11,664	12,500	93.31%
Interest	-	-	
Grants & Subsidies	150,000	150,000	100.00%
Other Revenue	802	18,500	4.34%
Total Operating Revenue	\$ 208,057	\$ 350,500	59.36%
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	63,225	286,000	22.11%
Corporate Services	17,025	33,000	51.59%
Infrastructure Services	48,781	314,300	15.52%
Works	152,034	854,100	17.80%
Development Services	-	-	
Economic Development & Sustainability	-	-	
Maintenance & Working Expenses	\$ 281,065	\$ 1,487,400	18.90%
Interest	-	-	
Depreciation	191,825	767,300	25.00%
Payments to Government Authorities	-	-	
Administration Allocated	-	-	
Other Payments	11,804	38,000	31.06%
Total Operating Expenditure	\$ 484,694	\$ 2,292,700	21.14%
<u>Operating Surplus/(Deficit)</u>	(\$ 276,636)	(\$ 1,942,200)	14.24%



Meander Valley Council

2016 Operating Statement as at 30-Sep-2015

	Actual 2016	Budget 2016	% of Budget
Unallocated and Unclassified			
<u>Operating Revenue</u>			
Rate Revenue	8,600,997	8,614,000	99.85%
Fees & User Charges	-	-	
Contributions & Donations	1,000	-	
Interest	154,309	750,000	20.57%
Grants & Subsidies	273,245	2,137,000	12.79%
Other Revenue	94,351	840,200	11.23%
Total Operating Revenue	\$ 9,123,902	\$ 12,341,200	73.93%
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	-	-	
Corporate Services	3	6,000	0.05%
Infrastructure Services	2,426	(15,000)	-16.17%
Works	(151,056)	(379,700)	39.78%
Development Services	-	(6,000)	0.00%
Economic Development & Sustainability	-	-	
Maintenance & Working Expenses	(\$ 148,627)	(\$ 394,700)	37.66%
Interest	-	-	
Depreciation	84,575	338,300	25.00%
Payments to Government Authorities	-	-	
Administration Allocated	187	600	31.16%
Other Payments	2	800	0.29%
Total Operating Expenditure	(\$ 63,863)	(\$ 55,000)	116.11%
<u>Operating Surplus/(Deficit)</u>	\$ 9,187,765	\$ 12,396,200	74.12%

Capital Project Report

2016 Financial Year



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Administration

100 - Administration

	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
5039 Deloraine Office/Serv Tas Building - Costs of Sale 10/11	\$9,950.01	\$0.00	\$9,950.01	\$0.00	-\$9,950.01	0.00%
5101 Workstations and Peripherals	\$0.00	\$0.00	\$0.00	\$29,000.00	\$29,000.00	0.00%
5102 Network Infrastructure	\$0.00	\$0.00	\$0.00	\$26,200.00	\$26,200.00	0.00%
5111 Software and Upgrades	\$0.00	\$4,852.38	\$4,852.38	\$74,500.00	\$69,647.62	6.51%
5115 Conquest Software Updrade	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	0.00%
5117 VOIP Network Installation 13/14	\$59,406.11	\$12,088.41	\$71,494.52	\$70,000.00	-\$1,494.52	102.14%
5122 Council Office - Energy Efficiency (CEEP Funding) 13/14	\$0.00	\$370.91	\$370.91	\$0.00	-\$370.91	0.00%
5124 PV Marketplace Digital Display	\$1,031.39	\$1,045.80	\$2,077.19	\$10,000.00	\$7,922.81	20.77%
5125 Plotter/Scanner Printer Replacement	\$0.00	\$12,630.13	\$12,630.13	\$15,000.00	\$2,369.87	84.20%
100 - Administration Sub Total	\$70,387.51	\$30,987.63	\$101,375.14	\$269,700.00	\$168,324.86	37.59%
100 - Administration Sub Total	\$70,387.51	\$30,987.63	\$101,375.14	\$269,700.00	\$168,324.86	37.59%

Capital Project Report

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		<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
Roads Streets and Bridges							
201 - Roads and Streets							
5715	Dexter St - Westbury	\$0.00	\$1,849.90	\$1,849.90	\$15,000.00	\$13,150.10	12.33%
5813	Jane St - Bracknell	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
5826	Church St West - Deloraine	\$0.00	\$11,012.53	\$11,012.53	\$15,000.00	\$3,987.47	73.42%
5829	Morrison St - Deloraine 10/11	\$3,174.79	\$0.00	\$3,174.79	\$45,000.00	\$41,825.21	7.06%
5852	Goderick East - Deloraine 12/13	\$0.00	\$0.00	\$0.00	\$54,000.00	\$54,000.00	0.00%
5896	Westbury Rd - Prospect Vale	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	0.00%
5924	Vale St - Prospect Vale 13/14	\$680,204.78	\$5,211.39	\$685,416.17	\$700,000.00	\$14,583.83	97.92%
5962	William St, Westbury	\$0.00	\$594.65	\$594.65	\$37,000.00	\$36,405.35	1.61%
5978	Franklin St - Westbury	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	0.00%
5984	Old Bass Highway - Carrick	\$0.00	\$13,128.59	\$13,128.59	\$65,000.00	\$51,871.41	20.20%
5990	Meander Valley Road - Deloraine	\$237,401.43	\$59,884.24	\$297,285.67	\$367,000.00	\$69,714.33	81.00%
6000	Old Bass Highway - Hadspen	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	0.00%
6105	Panorama Rd - Blackstone Heights 13/14	\$0.00	\$0.00	\$0.00	\$41,600.00	\$41,600.00	0.00%
6123	Mersey Hill Rd - Chudleigh	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
6128	R2R 2016 Dairy Plains Rd Cheshunt To End - Dairy	\$0.00	\$0.00	\$0.00	\$215,000.00	\$215,000.00	0.00%
6138	Lansdowne Pl - Deloraine	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
6139	R2R 2016 Dunorlan Rd Bengoe To Weegena - Dunorlan	\$0.00	\$146.51	\$146.51	\$180,000.00	\$179,853.49	0.08%
6170	R2R 2016 Bengoe Rd Dunorlan To Mole Ck Rd- Red Hills	\$0.00	\$73,108.72	\$73,108.72	\$140,000.00	\$66,891.28	52.22%
6176	Meander Main Rd - Meander	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	0.00%
6208	Bogan Rd - Quamby Brook 13/14	\$1,132.03	\$20,159.13	\$21,291.16	\$25,000.00	\$3,708.84	85.16%
6229	Marriott St Moore To Lyttleton St	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	0.00%
6230	Taylor St North Of Dexter - Westbury	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	0.00%
6234	King St Mary To Marriott St - Westbury	\$0.00	\$38,040.63	\$38,040.63	\$95,000.00	\$56,959.37	40.04%
6245	R2R 2016 Westwood Rd - Westwood	\$0.00	\$474.15	\$474.15	\$325,000.00	\$324,525.85	0.15%
6256	East Parade - Deloraine	\$0.00	\$5,057.45	\$5,057.45	\$30,000.00	\$24,942.55	16.86%

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	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
6276 Westbury Rd - Prospect: Transport Study Projects	\$0.00	\$1,145.72	\$1,145.72	\$637,500.00	\$636,354.28	0.18%
6282 Pedestrian Access Ramps - Footpaths	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
6283 Westbury Rd - Cycling Lanes 13/14	\$15,873.50	\$0.00	\$15,873.50	\$50,000.00	\$34,126.50	31.75%
6284 New Footpath Developments - Westbury	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	0.00%
6285 New Footpath Developments - Blackstone	\$609.28	\$0.00	\$609.28	\$537,000.00	\$536,390.72	0.11%
6287 Street Furniture - Renewals	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	0.00%
6290 Street Trees	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	0.00%
201 - Roads and Streets Sub Total	\$938,395.81	\$229,813.61	\$1,168,209.42	\$4,229,100.00	\$3,060,890.58	27.62%
210 - Bridges						
5206 Quamby Brook Bys Road	\$3,165.00	\$0.00	\$3,165.00	\$65,000.00	\$61,835.00	4.87%
5207 R2R 2016 Damper Creek Montana Road	\$0.00	\$365.13	\$365.13	\$256,000.00	\$255,634.87	0.14%
5265 Rubicon River Elmers Road	\$0.00	\$0.00	\$0.00	\$36,500.00	\$36,500.00	0.00%
5267 Western Creek Montana Road	\$4,758.05	\$0.00	\$4,758.05	\$0.00	-\$4,758.05	0.00%
5290 Mersey River Union Bridge Road	\$6,738.55	\$5,433.79	\$12,172.34	\$14,800.00	\$2,627.66	82.25%
5293 R2R 2016 Western Creek Tribulet Cheshunt Road	\$4,758.05	\$0.00	\$4,758.05	\$199,000.00	\$194,241.95	2.39%
5299 Un-Named Creek Wadleys Road	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	0.00%
5303 Mole Creek Shalstone Road	\$4,758.05	\$0.00	\$4,758.05	\$183,000.00	\$178,241.95	2.60%
5324 R2R 2016 Chittys Creek Reiffers Road	\$4,758.05	\$0.00	\$4,758.05	\$162,000.00	\$157,241.95	2.94%
5408 Coiler Creek Tribulet Mt.Pats Estate	\$0.00	\$0.00	\$0.00	\$182,000.00	\$182,000.00	0.00%
5450 Bridge Safety Barrier & Signage	\$0.00	\$58,693.95	\$58,693.95	\$80,000.00	\$21,306.05	73.37%
210 - Bridges Sub Total	\$28,935.75	\$64,492.87	\$93,428.62	\$1,218,300.00	\$1,124,871.38	7.67%
200 - Roads Streets and Bridges Sub Total	\$967,331.56	\$294,306.48	\$1,261,638.04	\$5,447,400.00	\$4,185,761.96	23.16%

Capital Project Report

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		<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
Health and Community Welfare							
314 - Emergency Services							
6752	SES Vehicle Purchase	\$4,242.60	\$0.00	\$4,242.60	\$40,000.00	\$35,757.40	10.61%
	314 - Emergency Services Sub Total	\$4,242.60	\$0.00	\$4,242.60	\$40,000.00	\$35,757.40	10.61%
315 - Cemeteries							
6302	Deloraine Lawn Cemetery Concrete Slabs	\$0.00	\$4,181.87	\$4,181.87	\$5,000.00	\$818.13	83.64%
6305	Deloraine Lawn Cemetery Irrigation System	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	0.00%
	315 - Cemeteries Sub Total	\$0.00	\$4,181.87	\$4,181.87	\$15,000.00	\$10,818.13	27.88%
316 - Community Amenities							
6520	Public Wifi at Council Buildings Project	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	0.00%
	316 - Community Amenities Sub Total	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	0.00%
321 - Tourism & Area Promotion							
7824	GWTVIC - Energy Efficiency (CEEP Funding) 13/14	\$52,668.49	\$2,143.18	\$54,811.67	\$61,470.46	\$6,658.79	89.17%
7827	Deloraine Community WiFi 13/14	\$3,502.14	\$0.00	\$3,502.14	\$20,000.00	\$16,497.86	17.51%
7829	GWTVIC External Cladding	\$0.00	\$945.00	\$945.00	\$35,000.00	\$34,055.00	2.70%
	321 - Tourism & Area Promotion Sub Total	\$56,170.63	\$3,088.18	\$59,258.81	\$116,470.46	\$57,211.65	50.88%
322 - Economic Services							
7830	Subdivision Development - East Goderich St, Deloraine	\$4,398.75	\$3,721.23	\$8,119.98	\$0.00	-\$8,119.98	0.00%
	322 - Economic Services Sub Total	\$4,398.75	\$3,721.23	\$8,119.98	\$0.00	-\$8,119.98	0.00%

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	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
335 - Household Waste						
6605 Mobile Garbage Bins	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
6609 Deloraine Tip - Bailer & Enclosure (NTWM Grant) 13/14	\$46,827.61	\$0.00	\$46,827.61	\$80,000.00	\$33,172.39	58.53%
335 - Household Waste Sub Total	\$46,827.61	\$0.00	\$46,827.61	\$100,000.00	\$53,172.39	46.83%
351 - Storm Water Drainage						
6414 Winifred-Jane Cres, Hadspen - Stormwater	\$3,766.35	\$0.00	\$3,766.35	\$40,000.00	\$36,233.65	9.42%
6417 Tyler House, Prospect - Stormwater	\$4,447.88	\$0.00	\$4,447.88	\$40,000.00	\$35,552.12	11.12%
6445 Beefeater St Deloraine Stormwater	\$151.03	\$0.00	\$151.03	\$75,000.00	\$74,848.97	0.20%
6446 Blackstone Rd Blackstone Stormwater	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	0.00%
6458 Browne St, Hadspen - Stormwater	\$2,152.20	\$748.52	\$2,900.72	\$40,000.00	\$37,099.28	7.25%
6479 Kipling Cr - Hadspen Stormwater	\$0.00	\$2,275.88	\$2,275.88	\$230,000.00	\$227,724.12	0.99%
6483 Taylor St, Westbury Stormwater	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	0.00%
6484 Meander Valley Rd, Deloraine Stormwater	\$13,048.34	\$11,341.38	\$24,389.72	\$75,000.00	\$50,610.28	32.52%
6485 Montpelier Dr, Prospect Vale - Stormwater	\$2,152.20	\$1,766.06	\$3,918.26	\$125,000.00	\$121,081.74	3.13%
6494 Side Entry Pit Replacements	\$0.00	\$0.00	\$0.00	\$16,000.00	\$16,000.00	0.00%
6495 Urban Stormwater Drainage – Program Budget	\$0.00	\$336.67	\$336.67	\$231,000.00	\$230,663.33	0.15%
351 - Storm Water Drainage Sub Total	\$25,718.00	\$16,468.51	\$42,186.51	\$930,000.00	\$887,813.49	4.54%
381 - Families Youth and Children						
6902 Community Development Outdoor Equipment Trailer	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	0.00%
381 - Families Youth and Children Sub Total	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	0.00%
300 - Health and Community Welfare Sub Total	\$137,357.59	\$27,459.79	\$164,817.38	\$1,256,470.46	\$1,091,653.08	13.12%

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	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
Recreation and Culture						
505 - Public Halls						
7403 Westbury Town Hall - Heating	\$0.00	\$8,726.58	\$8,726.58	\$50,000.00	\$41,273.42	17.45%
7423 Chudleigh Hall - Replace Flooring	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	0.00%
7424 Carrick Hall - Rewiring Electricity	\$0.00	\$9,397.52	\$9,397.52	\$10,000.00	\$602.48	93.98%
7425 Rosevale Hall - Rewiring Electricity	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	0.00%
505 - Public Halls Sub Total	\$0.00	\$18,124.10	\$18,124.10	\$125,000.00	\$106,875.90	14.50%
525 - Recreation Grounds & Sports Facilities						
7606 Hadspen Rec Ground - Playground Repair (Insurance)	\$242.35	\$0.00	\$242.35	\$30,470.00	\$30,227.65	0.80%
7619 Westbury Sports Centre - Access Door	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	0.00%
7621 PVP Clubrooms - Kitchen/Medical Room Upgrades	\$90.54	\$0.00	\$90.54	\$110,000.00	\$109,909.46	0.08%
7633 Deloraine Community Complex - Refurbish Kiosk	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
7638 Deloraine Community Complex - Security System Upgrade	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	0.00%
7642 Prospect Vale Park - Training Ground Lighting 10/11	\$7,961.85	\$4,028.05	\$11,989.90	\$5,800.00	-\$6,189.90	206.72%
7668 Westbury Rec Ground - Building Design & Upgrade	\$18,897.61	\$5,281.03	\$24,178.64	\$512,000.00	\$487,821.36	4.72%
7671 PVP Development Plan - Sportsgrounds Upgrade	\$0.00	\$233.63	\$233.63	\$339,000.00	\$338,766.37	0.07%
7677 PVP Ground Upgrade Review	\$13,118.82	\$0.00	\$13,118.82	\$20,000.00	\$6,881.18	65.59%
7678 PVP Main Access & Parking	\$4,397.85	\$477.41	\$4,875.26	\$100,000.00	\$95,124.74	4.88%
7679 PVP Play Scape & Park Furniture	\$0.00	\$4,320.90	\$4,320.90	\$160,000.00	\$155,679.10	2.70%
525 - Recreation Grounds & Sports Facilities Sub Total	\$44,709.02	\$14,341.02	\$59,050.04	\$1,327,270.00	\$1,268,219.96	4.45%
545 - Sundry Cultural Activities						
7907 MV Performing Arts Ctr - Refurbish Female Toilets	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	0.00%
545 - Sundry Cultural Activities Sub Total	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	0.00%

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	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
565 - Parks and Reserves						
8006 Park Furniture - Replacements	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
8023 Las Vegas Drive Reserve - Remove Playground	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
8054 Mace St Reserve - Disposal Costs	\$738.18	\$0.00	\$738.18	\$0.00	-\$738.18	0.00%
8090 West Prde Car Park - Access Path 13/14	\$41,211.49	\$1,272.65	\$42,484.14	\$60,000.00	\$17,515.86	70.81%
8093 East Westbury Pl, Deloraine - Path & Bollards	\$11,131.61	\$10,102.86	\$21,234.47	\$25,000.00	\$3,765.53	84.94%
565 - Parks and Reserves Sub Total	\$53,081.28	\$11,375.51	\$64,456.79	\$125,000.00	\$60,543.21	51.57%
500 - Recreation and Culture Sub Total	\$97,790.30	\$43,840.63	\$141,630.93	\$1,602,270.00	\$1,460,639.07	8.84%
Unallocated and Unclassified						
625 - Management and Indirect O/Heads						
8803 Minor Plant Purchases	\$0.00	\$7,272.72	\$7,272.72	\$20,000.00	\$12,727.28	36.36%
625 - Management and Indirect O/Heads Sub Total	\$0.00	\$7,272.72	\$7,272.72	\$20,000.00	\$12,727.28	36.36%
655 - Plant Working						
8701 4.5 Tonne Truck (Plant 925)	\$0.00	\$66,528.00	\$66,528.00	\$82,900.00	\$16,372.00	80.25%
8708 13 Tonne Truck (Plant 941)	\$0.00	\$0.00	\$0.00	\$90,000.00	\$90,000.00	0.00%
8710 4.5 Tonne Truck (Plant 965)	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	0.00%
8712 Mower Replacement (Plant 620)	\$0.00	\$1,111.74	\$1,111.74	\$30,000.00	\$28,888.26	3.71%
8718 Truck Replacement (Plant 956)	\$0.00	\$0.00	\$0.00	\$90,000.00	\$90,000.00	0.00%
8748 Sale Proceeds Grader 2 (Plant 405)	\$0.00	\$0.00	\$0.00	\$17,900.00	\$17,900.00	0.00%
8749 Utility 2WD Westbury (New Plant)	\$0.00	\$22,246.18	\$22,246.18	\$25,000.00	\$2,753.82	88.98%
8750 Tag Trailer (New Plant)	\$0.00	\$0.00	\$0.00	\$34,000.00	\$34,000.00	0.00%
8751 Tipper Truck & Trailer (New Plant)	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	0.00%

Capital Project Report

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	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
8752 3PL Hydraulic Blade Deloraine (New Plant)	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	0.00%
8753 3PL Hydraulic Blade Westbury (New Plant)	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	0.00%
655 - Plant Working Sub Total	\$0.00	\$89,885.92	\$89,885.92	\$525,800.00	\$435,914.08	17.10%
675 - Other Unallocated Transactions						
8707 Fleet Vehicle Purchases	\$0.00	\$34,783.57	\$34,783.57	\$133,000.00	\$98,216.43	26.15%
675 - Other Unallocated Transactions Sub Total	\$0.00	\$34,783.57	\$34,783.57	\$133,000.00	\$98,216.43	26.15%
600 - Unallocated and Unclassified Sub Total	\$0.00	\$131,942.21	\$131,942.21	\$678,800.00	\$546,857.79	19.44%
Total Capital Project Expenditure	\$1,272,866.96	\$528,536.74	\$1,801,403.70	\$9,254,640.46	\$7,453,236.76	19.46%

Capital Resealing Report

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		<i>Actual Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
Roads Streets and Bridges					
201 - Roads and Streets					
5826	Church St West - Deloraine	\$1,739.38	\$0.00	-\$1,739.38	0.00%
5835	Quamby Ct - Deloraine	\$1,036.43	\$0.00	-\$1,036.43	0.00%
5891	R2R 2016 South Esk Dr - Hadspen	\$522.40	\$0.00	-\$522.40	0.00%
5895	R2R 2016 Mt Leslie Rd - Prospect Vale	\$174.13	\$0.00	-\$174.13	0.00%
5900	Chris St To Clifton Crt - Prospect Vale	\$348.27	\$0.00	-\$348.27	0.00%
6136	Dunhams Rd - Deloraine	\$488.78	\$0.00	-\$488.78	0.00%
6139	R2R 2016 Dunorlan Rd Bengoe To Weegen	\$6,350.38	\$0.00	-\$6,350.38	0.00%
6299	Reseals General Budget Allocation	\$0.00	\$1,150,000.00	\$1,150,000.00	0.00%
Capital Resealing Projects - Grand Total		\$10,659.77	\$1,150,000.00	\$1,139,340.23	0.93%

Capital Gravelling Report

2016 Financial Year

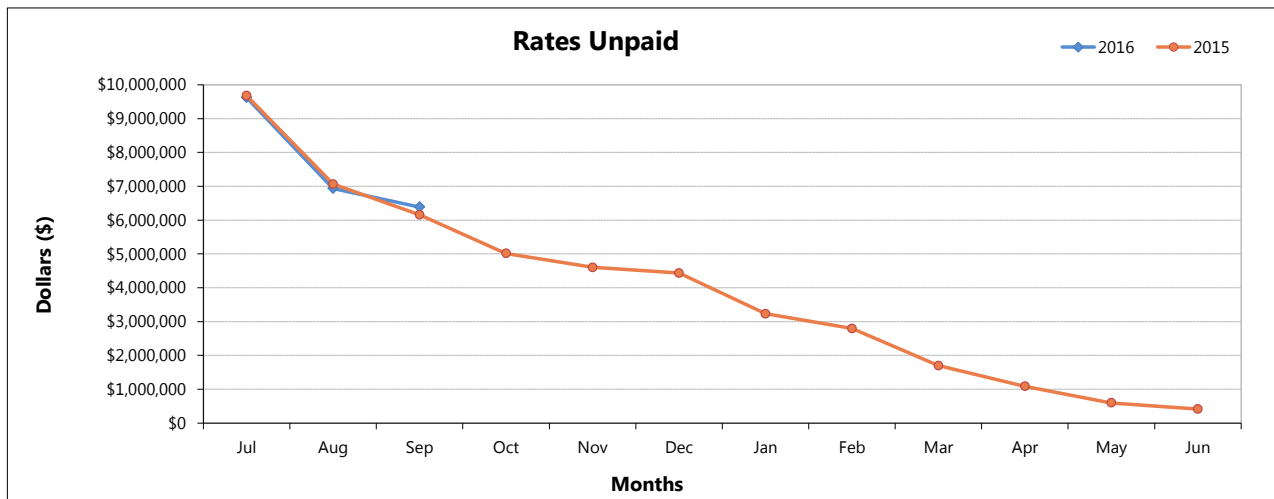


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	<i>Actual Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
Roads Streets and Bridges				
201 - Roads and Streets				
5799 Gravel Resheeting General Budget Alloc	\$0.00	\$300,000.00	\$300,000.00	0.00%
Capital Gravelling Expenditure Total	\$0.00	\$300,000.00	\$300,000.00	0.00%

Meander Valley Rates Report as at 30/09/2015

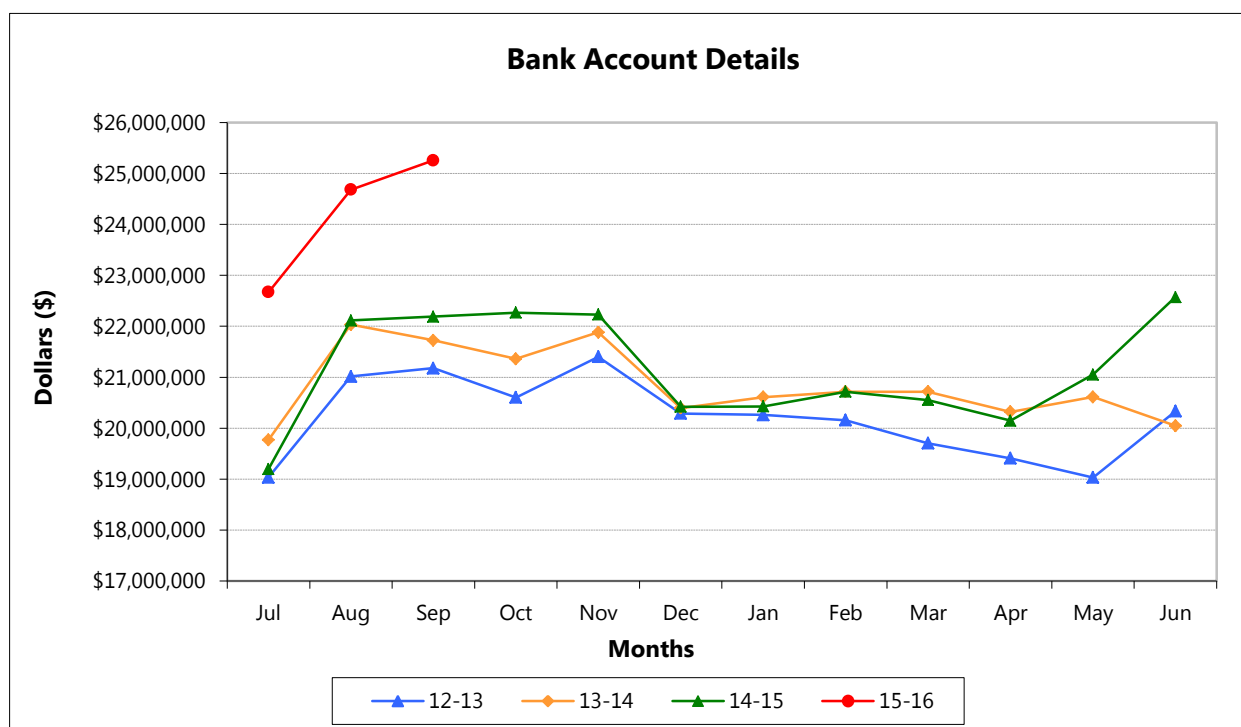
	2016	2015
Rate Balance Carried Forward from previous Year	\$ 412,231.98	\$ 710,643.20
Water Balance Carried Forward from previous Year	\$ 13.20	\$ 667.75
2015/16 Rates Raised	\$ 10,869,749.47	\$ 10,267,604.18
Interest	\$ 11,277.08	\$ 17,958.05
Rates Adjustments	\$ 55,385.62	\$ 4,460.41
Payments Received	-\$ 4,960,033.70	-\$ 4,846,514.85
Rates Control Account Balance	\$ 6,388,623.65	\$ 6,154,818.74
% of Rates Unpaid	56.57%	55.97%



Meander Valley Council Cash Reconciliation as at 30-September-2015

	2015-16	2014-15
Balance Carried Forward from previous Year	\$ 22,570,883	\$ 20,046,371
Add Deposits	\$ 7,215,223	\$ 6,633,360
Less Payments	-\$ 4,531,128	-\$ 4,492,042
Balance as per Bank Account	\$ 25,254,978	\$ 22,187,689

Made up of:	Amount	Interest Rate
Cash at Bank	112,281	0-0.50%
Commonwealth Bank Investments	1,631,196	1.40%
National Bank	7,584,000	2.95%-3.02%
ANZ Bank	5,000,000	2.80%-3.63%
Bendigo Bank	3,000,000	2.85%-3.00%
My State Financial	2,089,001	3.20%-3.75%
B & E Ltd	1,000,000	3.00%
Bank of Queensland	1,000,000	2.85%
Suncorp Bank	1,000,000	2.85%
ME Bank	1,000,000	2.80%
Defence Bank	1,038,500	3.05%
Bank of Sydney	800,000	2.65%
	\$ 25,254,978	



Date:

30-September-2015

Institution	Deposit	Rate %	Entered	Due
Bank of Sydney	800,000	2.65%	3/09/2015	2/11/2015
ANZ Bank	1,000,000	3.63%	20/11/2014	20/11/2015
ME Bank	1,000,000	2.80%	24/08/2015	23/11/2015
Bank of Queensland	1,000,000	2.85%	16/07/2015	14/12/2015
ANZ Bank	1,000,000	3.50%	16/12/2014	16/12/2015
MyState Financial	1,039,001	3.75%	28/12/2014	28/12/2015
National Australia Bank	1,000,000	2.95%	28/09/2015	28/12/2015
National Australia Bank	1,500,000	3.00%	13/07/2015	13/01/2016
National Australia Bank	1,000,000	3.00%	16/07/2015	16/01/2016
ANZ Bank	1,000,000	2.80%	1/09/2015	1/03/2016
Suncorp Bank	1,000,000	2.85%	3/09/2015	3/03/2016
National Australia Bank	1,000,000	3.00%	28/09/2015	28/03/2016
Defence Bank	1,038,500	3.05%	8/04/2015	8/04/2016
ANZ Bank	1,000,000	2.97%	29/04/2015	29/04/2016
ANZ Bank	1,000,000	2.90%	18/05/2015	18/05/2016
National Australia Bank	1,000,000	3.00%	10/06/2015	10/06/2016
B & E	1,000,000	3.00%	12/06/2015	10/06/2016
MyState Financial	1,050,000	3.20%	12/06/2015	12/06/2016
National Australia Bank	2,084,000	3.02%	27/06/2015	27/06/2016
Bendigo Bank	1,000,000	3.00%	13/07/2015	12/07/2016
Bendigo Bank	1,000,000	3.00%	16/07/2015	15/07/2016
Bendigo Bank	1,000,000	2.85%	14/09/2015	14/09/2016

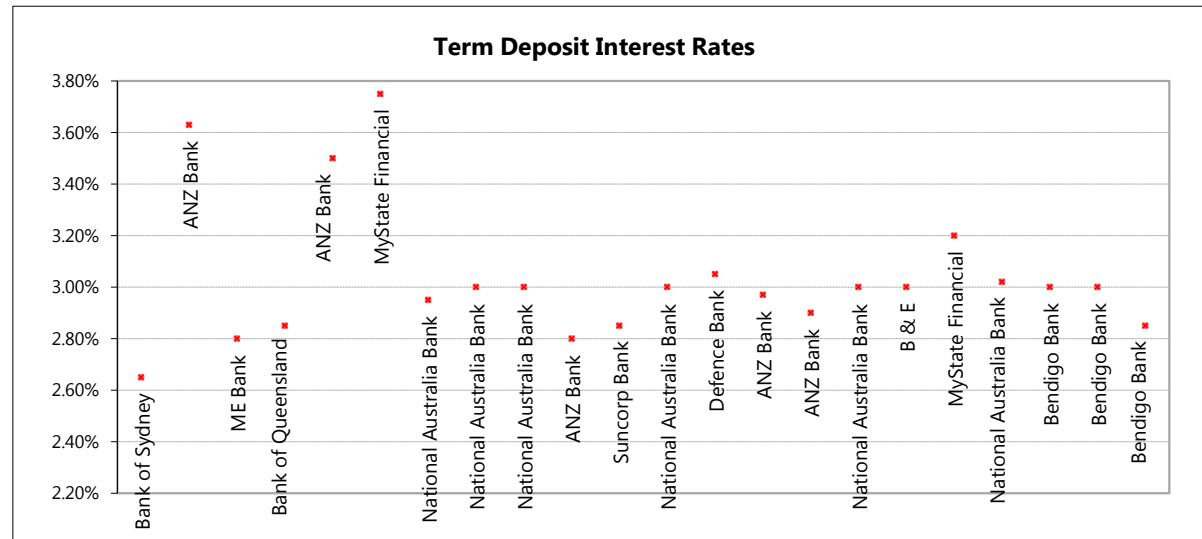
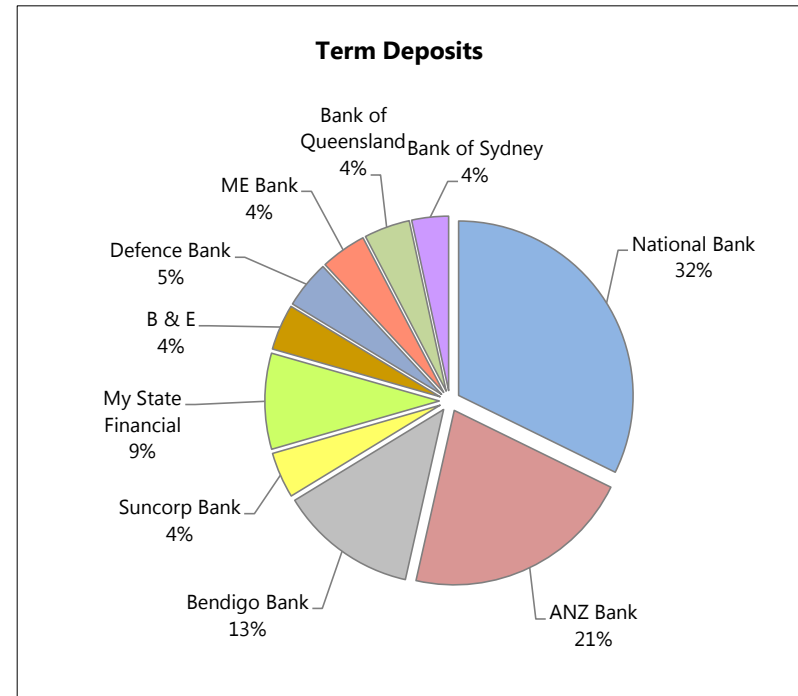
\$ 23,511,501

Average Interest Rate 3.04%

Term Deposits with institutions

National Bank	7,584,000
ANZ Bank	5,000,000
Bendigo Bank	3,000,000
Suncorp Bank	1,000,000
My State Financial	2,089,001
B & E	1,000,000
Defence Bank	1,038,500
ME Bank	1,000,000
Bank of Queensland	1,000,000
Bank of Sydney	800,000

\$ 23,511,501



CORP 3 REVIEW OF POLICY NO 45 - INFORMATION MANAGEMENT

1) Introduction

The purpose of this report is for Council to review policy No 45 - Information Management.

2) Background

Council's Corporate Information Strategy completed by staff and consultants defined a plan that would enable Council's corporate information to assist in providing efficient and accurate customer service and in managing our customer relationships.

The strategy identified goals and objectives to create an integrated information environment and chartered a number of initiatives that have provided Council with more effective and efficient information processes. One such initiative was the development and adoption by Council of an Information Management Policy (IMP). This policy was last reviewed in 2012 as part of the triennial policy review process. The next review is proposed in four years' time.

3) Strategic/Annual Plan Conformance

The Annual Plan provided for policy number 45 to be reviewed in the September 2015 quarter.

4) Policy Implications

The process of policy review will ensure that policies are kept up to date and appropriate.

5) Statutory Requirements

The policy specifies the related legislation.

6) Risk Management

The continuation of the Policy will limit Council's exposure to risk through ensuring that the collection, storage, usage and disclosure of information will comply with Council's legislative, statutory and corporate obligations. The

policy's clearly defined responsibilities and principles are aimed at reducing the risk of incorrect storage and use of corporate information.

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

Not Applicable

9) Financial Impact

Continuation of the policy confirms Council's commitment to information management and the funding thereof as part of its core business practice. The current capital works budget includes a carry-over of 2014-15 balance funding for completion of the current upgrade to the electronic content management system.

10) Alternative Options

Council could choose not to have a policy for Information Management.

11) Officers Comments

The Corporate Information Strategy was a reference tool for high-level guidance for the generation, capture, storage and use of information by Council. It focused on information that arises from the conduct of Council's business and evidence of those transactions. The information may be in hardcopy, digital or multimedia format.

The purpose of the Information Management Policy is to outline the objectives, responsibilities and principles for managing that information. It is an essential guide for Council's information management practices.

The current policy has been reviewed and its purpose is still relevant in its current form at this point in time. It is therefore recommended for continuation unchanged.

AUTHOR: Malcolm Salter
DIRECTOR CORPORATE SERVICES

12) Recommendation

It is recommended that Council confirm the continuation of Policy No 45 - Information Management, as follows:

POLICY MANUAL

Policy Number: 45

Information Management

Purpose:

To outline the objectives, responsibilities and principles for managing corporate information in accordance with agreed standards and as required by law.

Department:

Corporate Services

Author:

Malcolm Salter, Director

Council Meeting Date:

~~11th September 2012~~ 13 October 2015

Minute Number:

~~155/2012~~

Next Review Date:

~~September 2015~~ September 2019

POLICY

1. Definitions

Corporate Information – is information that is required for business use by Council and/or information which affects the business of Council. Examples are:

- formal communication
- any material that reflects the substantive business of Council
- agendas and minutes
- final versions of reports
- information prepared on behalf of Council
- management system documentation

2. Objective

To be proactive in information management and to ensure that the collection, storage, usage and disclosure of information will comply with Council's legislative, statutory and corporate obligations.

3. Scope

This policy applies to all employees or consultants whom:

- Create corporate information
- Have access to corporate information;
- Have any responsibilities for corporate information for example, storage, or maintenance responsibilities;
- Have management responsibilities for officers who carry out any of these tasks;
- Manage or have input into Information Technology Infrastructure design or software selection.

4. Policy

The collection, storage, usage and disclosure of information will comply with Council's statutory and corporate obligations.

It is the responsibility of all officers employed at Council to identify any information that forms part of the "corporate memory" and to manage that information with Council's electronic systems and/or physical storage areas.

Information defined as "corporate" is not to be stored in personal localised systems or departmental areas, unless designated otherwise.

Information management procedures and systems used will ensure that information resources are kept in an accessible, authentic, accurate, complete, meaningful and secure manner.

Responsibilities

Council will:

- provide the support and basis in which the Information Management Policy can be implemented; and
- provide adequate budgetary provision for the maintenance of this policy.

The General Manager will:

- recognise, actively encourage and adopt Information Management as a key function of the organisation; and
- ensure information is managed in accordance with the Australian Standard AS ISO 15489, legislation and Council policy.

Managers and Supervisors will:

- maintain overall responsibility for the effective management of Council's corporate information.

Employees will:

- familiarise themselves with council's Information Management Policy, principles and procedures;
- not make improper use of any information they acquire as an employee. Improper use includes gaining directly or indirectly, an advantage or to avoid, directly or indirectly, a disadvantage for themselves, a member of their family or close associate or to cause any loss or damage to council or any other person. Employees using computers are issued with user IDs and asked to generate passwords. They recognise it is essential that these remain confidential, as employees are responsible for the work performed and communications made under the personal identification code.

Principles

Council's organisational values apply to all activities. In particular, the following principles will apply to the disclosure of information:

- Public access to Council's corporate information is based on the principles of the Right to Information Act 2009 and the Personal Information Protection Act 2004.
- Corporate Information that relates to the public business and is not restricted by the Local Government Act 1993, the Right to Information Act 2009, the Personal Information Protection Act 2004 or the Commonwealth Privacy Act 1988, is accessible to the public.
- Access to corporate information by elected members is in accordance with the above disclosure principles and established Council policies.

References

AS ISO 15489 Records Management

5. Legislation & Associated Council Policies

Archives Act 1983

Commonwealth Privacy Act 1988

Crimes Act 1914

Environmental Management Pollution Control Act 1994

Evidence Act 2001

Land use Planning and Approvals Act 1993

Limitation Act 1974

Local Government Act 1993

Personal Information Protection Act 2004

Right to Information Act 2009

Council Policy No 67 – Personal Information Protection

6. Responsibility

Responsibility for the operation of this policy rests with the General Manager.

DECISION:

INFRA 1 NOTICE OF MOTION – RENAMING BOTH SECTIONS OF REID STREET TO REID STREET EAST AND REID STREET WEST – CR IAN MACKENZIE

1) Introduction

The purpose of this report is for Council to consider a Notice of Motion from Cr Ian Mackenzie to rename the existing sections of Reid Street to Reid Street East and Reid Street West.

2) Background (Cr Ian Mackenzie)

This Notice of Motion proposes that the existing sections of Reid Street accessed off Ritchie Street, are renamed to Reid Street East, and the existing section of Reid Street accessed off Marriott Street is renamed to Reid Street West.

This Notice of Motion is presented to Councillors for consideration as a result of the following;

- The concerns of residents in Veterans Row with emergency vehicles accessing the section of Veterans Row off Reid Street and becoming geographically misplaced,
- The concerns of the majority of the residents in Reid Street, and
- The potential cost to Council to open, seal and maintain the unmade section of Reid Street.

Due to these factors I have proceeded to move this Motion as I believe this could be the best solution for this issue as it will allow residents to provide emergency services with additional guidance and information; for example, "access Veterans Row off Reid Street East".

The access issues have been raised by residents of the Westbury community who don't actually reside in Reid Street, and the residents of Reid Street have major issues if the Road was to be opened. As an elected member I have an issue in spending an estimated \$200,000 of rate payers' money to open, upgrade and seal the section of Reid Street between Ritchie and Marriott streets. I refer to the sealing of Reid Street as the residents of this street are all on water tanks and if the road was gravel dust would be a major issue as traffic on this road would be expected to increase dramatically. I believe this Motion will alleviate these issues that have previously been discussed in a recent Council Workshop.

Concerns have been raised with Council from a resident on Veterans Row in relation to emergency vehicle access to their property (refer letter to Council dated 18 December 2014), and subsequently during Public Question Time at the June Ordinary Meeting of Council.

The concerns of six residents on Reid Street with the potential opening of Reid Street have been expressed as follows;

- Increase in traffic and dust, less security, loss of quietness. Stated that has had 4 ambulances to the property in the last 3 years. The first got lost as a result of a GPS that had not been updated; the other 3 have had no issues in locating the property.
- Increased traffic but also believe that Reid Street would become a truck route from Black Hills Road to Moore Street etc. If the road became gravel dust would be an issue. Have trouble now with maintenance of "pot holes" being repaired. A gravel surface would only increase problems.
- Less privacy and security. Dust would be an issue. Resident did not believe that it was fair that the residents that wanted it open didn't even live on the street.
- Less privacy due to increased traffic. Resident also added that ambulances get delayed for a number of reasons and if Council had additional funds to waste (as that was the perception of opening the road) that Council could fix the ambulance waiting/ loading bays at the Launceston General Hospital to alleviate the many delays there. Also stated that couldn't see the purpose or justification of the cost as it is believed that opening the road would not increase residents' health.
- Loss of privacy and security, and increased traffic are negatives.
- Loss of privacy and security. Chose to live in this location for that privacy and isolation. Increased traffic will change way of life.

It was stated at the workshop that ambulances lacked GPS technology which I found hard to believe in today's technology era. I contacted the Northern Operations Manager at Tas Ambulance on Wednesday 26th August. He stated that all ambulances had GPS units in them but with some of the ambulances it was up to the driver if they chose to use them or not. In discussion, the Operations Manager stated that Tas Ambulance is launching a new system in all new ambulances as they are released that will automatically put call information into the in-vehicle GPS unit.

I have had a number of conversations with the residents of Reid Street and this is their history of Reid Street in regard to road construction, drainage and pipe laying, and installation of bollards.

The resident of 115 Reid Street has lived there for 34 years, being the longest period of time for all current residents in Reid Street. Originally, Reid Street was only a small section of road off Marriott Street and went as far as number 128. As the land was progressively subdivided and the area built up, the road was extended. He wasn't quite sure of dates, but believed the eastern end of Reid Street, from Ritchie Street to Veterans Row, was constructed around 25-28 years ago. Prior to that time it was only a private access driveway.

The closed section of Reid Street has always been a grassed communal area. Comments by a number of residents suggest that approximately 7 to 8 years ago the open drain was cleared out by Council due to flooding occurring on Nos. 86 and 88 Reid Street as this was the lowest point for that section of Reid Street and was a catchment for that section of Reid Street, Ritchie Street and the eastern section of Moore Street.

As one resident of Veterans Row used this closed section of Reid Street as a thoroughfare for unregistered and recreational vehicles to another resident of the east end of Reid Street, the then resident of No.68 Reid Street filled the drain back in. The resident of No.88 Reid Street dug it out again, which was then filled back in by the resident in No.68. Due to these ongoing issues the drain was piped by council approximately 5 to 6 years ago. With continued issues between residents of Reid Street and Veterans Row over the use of this thoroughfare and police being involved, the bollards were installed by Council, however, the residents that were involved with unruly behaviour were given keys (it was noted that at least they had to stop and unlock the bollards which slowed them down). It was added that there are currently 2 known keys for the bollards; one key holder living in Veterans Row and the other now living in Peel Street, Launceston.

All residents that have contacted me had all offered solutions to this problem. These solutions included;

- Open the closed section of South Street from Marriott to Black Hills Road. This section could be gravel as there are no current residents in that area and there could be a through section of road that leads to Veterans Row (southern end).
- Rename both sections of Reid Street.
- Buy a GPS unit for the Ambulance if there is not one.
- Fix the waiting/loading bay at the Launceston General Hospital to stop other delays.
- Provide additional signage on Meander Valley Road in Westbury.

I will also add that I have not been personally contacted by any other resident in regards to this issue except those in Reid Street.

3) Strategic/Annual Plan Conformance

Complies with Council's Community Strategic Plan 2014-2024. Future Direction (6) – Planned Infrastructure Services.

4) Policy Implications

Not Applicable

5) Statutory Requirements

Not Applicable

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Council has contacted the Department of Primary Industries, Parks, Water and Environment to discuss the required process for renaming sections of Reid Street.

8) Community Consultation

Cr Ian Mackenzie has spoken directly to the majority of property owners on Reid Street.

In December 2014 Council wrote to residents that front the unmade section of Reid Street to seek their input as to whether this section of unmade road should be either a) remain closed to through traffic or b) be constructed to an unsealed standard road, and be opened up to provide through vehicle access.

Seven (7) responses were received with 6 residents wanting Reid Street to remain closed.

9) Financial Impact

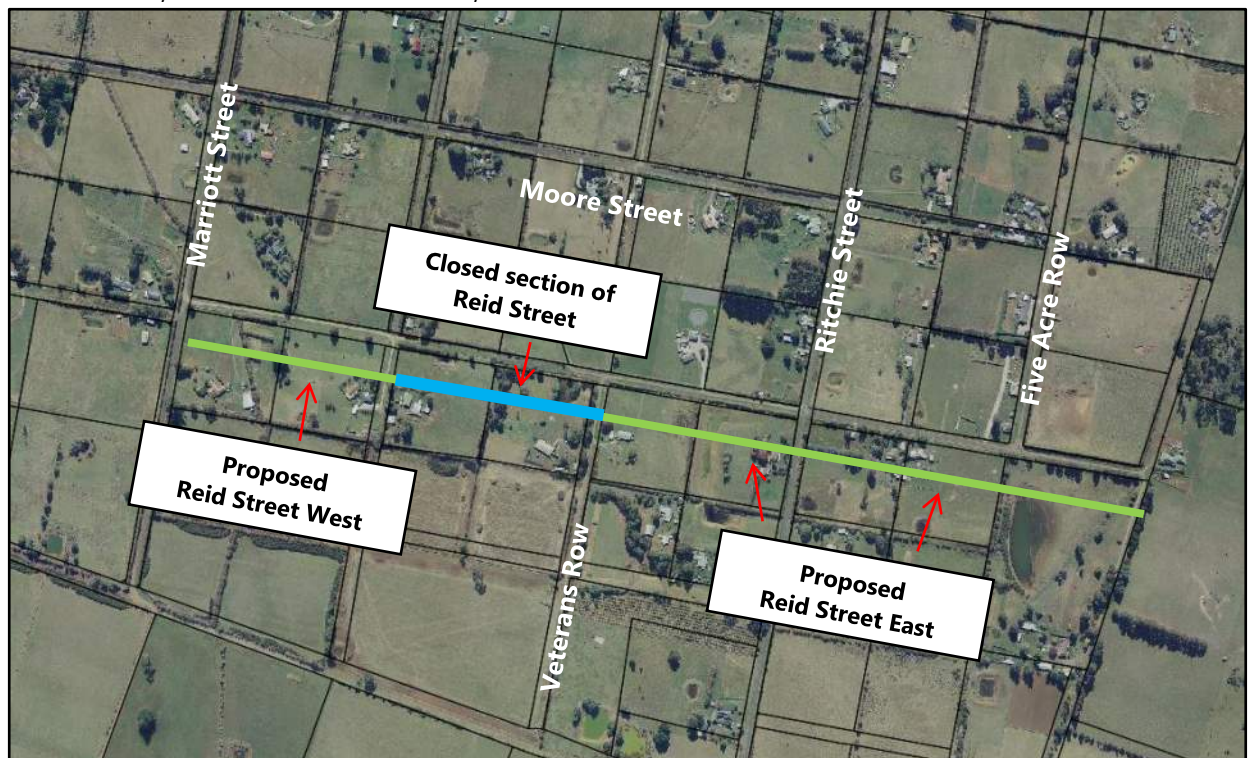
The costs associated with the renaming of the sections of Reid Street will be managed within Council's current operating budget.

10) Alternative Options

Council can elect to amend or not approve Cr Ian Mackenzie's motion.

11) Officers Comments

Reid Street is an unsealed split road on the southern side of the township of Westbury. Reid Street (west side) is accessed from Marriott Street and Reid Street (east side) is accessed from Ritchie Street (refer map below). The closed section of Reid Street is approximately 220 metres in length with boulders located at each end to prevent vehicular access. The southern section of Veterans Row is accessed off Reid Street on the Ritchie Street side. Nine residences use the east and west sections of split Reid Street to access their property; this includes the two properties that are located on the southern section of Veterans Row. The section of Reid Street accessed east off Ritchie Street has five residences located off it. This section of Reid Street provides access to the southern section of Five Acre Row which is currently designated (without Nomenclature approval) as Five Acre Row South. If renaming were to occur, it would be expected to have the entire section of Reid Street, east of Veterans Row, to be named Reid Street East.



Enquiries have been made to DPIPWE regarding the formal process of renaming the alternate sections of Reid Street. DPIPWE has indicated it is in favour of split roads being assigned different names, with the recommended options being either to introduce a cardinal suffix (north, south, etc) or to completely rename one section of the road. We are advised that as this road falls within the town boundary of Westbury, any new road names assigned by Council only need to be advised to DPIPWE. On receipt of this notice DPIPWE will amend the property address records accordingly, alter the road name in the LIST, and note these actions to the Nomenclature Board.

Should Council decide to rename the sections of Reid Street, notification letters will need to be sent out to all affected residents advising them of their new address. Council would also need to install new road signage at the entrance to each road.

AUTHOR: Dino De Paoli
DIRECTOR INFRASTRUCTURE SERVICES

12) Recommendation (Cr Ian Mackenzie)

It is recommended that Council approve the renaming of the eastern sections of Reid Street, accessed off Ritchie Street, to Reid Street East, and the western section of Reid Street, accessed off Marriott Street, to Reid Street West.

DECISION:

INFRA 2 REVIEW OF BUDGETS FOR THE 2015-2016 CAPITAL WORKS PROGRAMME

1) Introduction

The purpose of this report is to provide information to Council on Capital Works projects budget variations and seek Council approval for additional funding and the reallocation of funding within the Capital Works Programme where budget variations fall beyond the limit of the General Manager's financial delegation.

2) Background

Project budget allocations within the Capital Works Programme that are submitted to Council for approval prior to the commencement of each financial year are prepared using a range of methods. In some instances and depending on the availability of resources and time constraints, projects can be thoroughly scoped and accurate estimates prepared using available empirical or supplier information. Conversely, project cost estimates may only be general allowances prepared using the best information available at the time.

During the financial year detailed design, adjustment to project scope and the undertaking of additional works during construction results in project expenditure under and over approved budget amounts.

The overall financial objective in delivering the Capital Works Programme is to have a zero net variation in the Programme budget. As part of our ongoing management of projects, Council officers review project time lines, budgets and scope. Project savings are generally used to offset project overruns and additional funding can be requested to assist with balancing the budget or to finance new projects.

3) Strategic/Annual Plan Conformance

Council's Annual Plan requires Council officers to report on the progress of Capital works projects.

4) Policy Implications

Not Applicable

5) Statutory Requirements

Council is required to approve variations in the capital works budget where these variations are beyond the General Manager's financial delegation of \$20,000.

Section 82 (4) Local Government Act 1993 also applies. An increase to the Capital Works budget requires approval by an Absolute Majority of Council.

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

Not Applicable

8) Community Consultation

Not Applicable

9) Financial Impact

The recommended variations will result in an increase of \$320,246 to the value of the 2015-2016 Capital Works Programme.

10) Alternative Options

Council can amend or not approve the recommendation.

11) Officers Comments

In order to deliver the outcomes required from Capital Works projects outlined in the Annual Plan, Council officers regularly review project scope, resourcing requirements and committed and forecast expenditure. Typically on a quarterly basis, project information is presented to Council where cost variations of interest have occurred, and formal approval is requested from the Council to reallocate funding within the Capital Works Programme where variations are beyond the General Manager's financial delegation, or where new project works not previously approved in the Capital Works Programme are required to be financed.

The table below provides a listing of the projects at the end of September 2015 where reallocation of funding is required.

For this review period the reallocation of funding between projects will be approved by the General Manager within the current limit of financial delegation. There is one project requiring Council approval for additional funding, being the bitumen and asphalt resealing programme.

Blackstone Road Stormwater Improvement

Following receipt of an enquiry by a concerned property owner, Council officers have obtained quotations and are arranging for a new stormwater pit structure to be installed in the road verge adjacent to the frontage to No. 103a Blackstone Road. Refer photos below. The work will reduce the risk of injury occurring to someone walking along this area or undertaking maintenance of the verge area.



Photos 1 & 2 above: Location of proposed stormwater work at 103a Blackstone Road.

Hadspen Recreation Ground Playground

This project will see the replacement of the old playground that was vandalised in December 2014 and subsequently removed by Council. In order to provide a reasonable replacement playground facility for a broader age group \$15,000 has been transferred from the Las Vegas Drive playground project. An image of the proposed playground is shown below. Significant consultation has been undertaken in relation to the playground and the new works are expected to be installed before the end of the calendar year.

The Las Vegas Reserve playground replacement will be deferred until next financial year. The final design for the replacement work at this location is subject to completion of a strategy for playgrounds in the broader Prospect Vale area.



Image 1: Proposed Hadspen Recreation Ground Playground

Deloraine Community WiFi 13/14

The Deloraine Community WiFi 13/14 project funds were allocated to upgrade the Deloraine Community Complex as Council's primary emergency evacuation centre. This project is complete. Approximately \$4,000 has been spent on installation of the wifi hardware. It is proposed that the remaining

funds are reallocated to complete emergency lighting and wiring requirements for a backup generator.

Vale Street Roundabout – Westbury Road

Following a recent inspection of the completed roundabout and associated works in Westbury Road by the Director of Works and Director of Infrastructure Services, it is recommended that additional work be undertaken to the landscaped areas. The benefit of improving the landscaping will be to reduce ongoing maintenance, improve visual amenity, and increase safety for Council works depot staff that would be undertaking maintenance in this area.

Road resurfacing – bitumen and asphalt reseals

The current budget for the bitumen and asphalt resealing project is \$1,150,000, comprising \$750,000 for bitumen sealing and \$400,000 for asphalt projects.

In relation to asphalt sealing projects, the contract approved by Council at the September Ordinary meeting will include works in Hadspen and also Prospect Vale.

Further to discussions at a recent Council workshop, the Council will be allocated additional Road to Recovery (R2R) funding this financial year. R2R funding is structured on the basis of councils continuing to spend a minimum amount (referred to as the Reference Amount) of its own revenue on capital and maintenance road projects. With consideration of the additional 2015-2016 funding of \$557,789 and Councils' current Reference Amount of \$1,585,757, there is currently a \$320,246 shortfall in approved road projects this financial year. It is therefore recommended that Council approve additional expenditure to bitumen and asphalt road resealing projects in this year's Capital Works Programme to satisfy R2R funding guidelines.

In addition to the work in Hadspen and Prospect Vale, it is currently proposed to allocate some of the additional funding to Meander Valley Road in Westbury, to coincide with and gain efficiencies with the work being undertaken by the Department of State Growth to reseal the traffic lanes. Other locations for resealing work will be assessed in the near future and information provided to Council in an upcoming Briefing Report.

Overall, there is a \$320,246 net variation to the Programme budget.

TABLE 1: 2015-2016 CAPITAL WORKS BUDGET – REALLOCATION OF PROJECT FUNDING

No.	Project Name	Cost to date	Original Budget	Variation	New Budget	Delegation	Comments
6105	Blackstone Heights Panorama Road, Drainage and Stormwater improvement	\$0	\$59,600	-\$18,000	\$41,600	GM	Reallocate funds to Project 6446 under GM delegation.
6446	103a Blackstone Road – Stormwater Improvements	\$0	\$0	\$18,000	\$18,000	GM	New project and funding transferred from Project 6105 under GM delegation.
8023	Las Vegas Reserve, Prospect Vale – Playground Renewal	\$	\$35,000	-\$15,000	\$20,000	GM	Reallocate funds to Project 7606 under GM delegation.
7606	Hadspen Recreation Ground – Playground Replacement	\$242	\$15,470	\$15,000	\$30,470	GM	Increase in funding from Project 8023 under GM delegation.
7827	Deloraine Community WiFi 13/14	\$3,502	\$20,000	-\$16,000	\$4,000	Council	Reallocate funds to new project.
TBC	Deloraine Community Complex Emergency Wiring	\$0	\$0	\$16,000	\$16,000	Council	Create new project with funding transferred from Project 7827.
6276	Westbury Road Improvements – Transport Study projects	\$249	\$637,500	-\$16,000	\$621,500	GM	Reallocate funds to Project 5924 under GM delegation.
5924	Vale Street Roundabout – Prospect Vale	\$685,416	\$700,000	\$16,000	\$716,000	GM	Increase in funding from Project 6276 under GM delegation.
Activity 11,12,13	Road resurfacing – bitumen and asphalt reseals	\$0	\$1,150,000	\$320,246	\$1,470,246	Council	Increase in project funding from cash reserves to meet Road to Recovery Funding requirements.
	Totals		\$2,617,570	\$320,246	\$2,937,816		

AUTHOR: Dino De Paoli
DIRECTOR INFRASTRUCTURE SERVICES

12) Recommendation

It is recommended that Council note the budget changes made by the General Manager under delegated authority and approve the following changes to the 2015-2016 Capital Works Programme.

<i>Project/Activity</i>	<i>Project Name</i>	<i>Original Budget</i>	<i>Variation</i>	<i>New Budget</i>
<i>7827</i>	<i>Deloraine Community WiFi 13/14</i>	<i>\$20,000</i>	<i>-\$16,000</i>	<i>\$4,000</i>
<i>TBC</i>	<i>Deloraine Community Complex Emergency Wiring</i>	<i>\$0</i>	<i>\$16,000</i>	<i>\$16,000</i>
<i>11,12,13</i>	<i>Road resurfacing – bitumen and asphalt reseals</i>	<i>\$1,150,000</i>	<i>\$320,246</i>	<i>\$1,470,246</i>

DECISION (ABSOLUTE MAJORITY):

INFRA 3 WESTBURY RECREATION GROUND PAVILION UPGRADE

1) Introduction

The purpose of this report is for Council to approve the allocation of additional funding to the Westbury Recreation Ground Pavilion upgrade project and to approve the concept and design style for the proposed new building works.

2) Background

Council's Capital Works programme for the 2014-2015 financial year included a budget allocation of \$312,000 for the upgrade and integration of facilities at the Westbury Recreation Ground, pending a commitment of \$150,000 from the State Government through a Sports and Recreation Grant. The \$312,000 comprised a carry forward amount of \$12,000 from the 2013-2014 financial year.

A consultant brief was prepared in September 2014. Philp Lighton Architects was engaged to provide consulting services for the preparation of concept plans, undertake consultation with users, and provide detailed designs and documentation for the project.

Preliminary concept plans were developed by the architect for consultation with the key user groups of the facility: the Shamrocks Cricket Club, Meander Valley Suns Football Club and the Westbury Recreation Ground Management Committee. Subsequent adjustments were made to the concept design to expand the use of the internal function area. The concept plans provided indicate potential stages for future works.

The cost estimate for delivery of the initial concept plan was in excess of the available project budget. It has been noted that the final costs will impact the yearly usage fee charged to the user groups based on Council's current Recreation Facilities Pricing Policy (Policy No.56). It is further noted that Council has indicated a desire for a review to be undertaken of the current Pricing Policy.

The policy review should be undertaken as a separate matter to the decisions required under this report; to be brought forward to an upcoming workshop for discussion.

Concept plans and cost estimates were discussed at a Townscape Reserves and Parks Committee meeting and also with Councillors following the Ordinary Meeting in February. It was requested at that time that:

- additional information be provided in relation to an option which is in line with the heritage values of Westbury
- details for costs associated with undertaking all suggested future stages of work as one activity be provided, including replacement of the existing building and construction of a new building in lieu of upgrading the existing facility.

This additional information was presented to Councillors at the April Workshop. In preparation of Council's Capital Works budget for 2015-2016, it was recommended to Council that an additional \$200,000 be allocated to the project. Council approved additional funding at the May Ordinary Meeting with instruction that Council approve the design concept for the project.

A public meeting was called on 23 June, inviting sporting groups and other associations or individuals that may have an interest in the future use of the upgraded facility. From this meeting, a project Reference Group was established to workshop the project and consider broader master planning issues with the recreation ground. The key objective of the formation of this group was to ensure that initial and possible future stages of work catered for the reasonable needs of the various current and future users of the facilities. Members of the Reference Group inspected recently constructed facilities at Windsor Park and the Perth Recreation Ground.

The Reference Group identified and agreed that the key outcome for the first stage of the project is the need to construct a new change room building, separate from the existing pavilion. It was also determined by the Group that the first stage of work should be delivered as soon as possible.

The project architect has presented two final concept designs for the new facility, one based on a Heritage design style, the other a Contemporary style. Images of these concepts have been provided to the community for comment to assist the Council in making a decision on the preferred design style.

It is noted that the new building will provide the necessary amenity for home and away teams for football and cricket matches, however the current concept drawings presented also incorporate some internal works to the existing pavilion to improve the function area space and improve amenity for umpires.

3) Strategic/Annual Plan Conformance

Furthers the objectives of Council's Community Strategic Plan 2014-2024. In particular:

- Future Direction (6) – Planned Infrastructure Services

4) Policy Implications

Policy Number 60 - Asset Management

Policy Number 78 – New and Gifted Assets

5) Statutory Requirements

Section 82 (4) Local Government Act 1993 applies. An increase to the Capital Works budget requires approval by an Absolute Majority of Council.

6) Risk Management

Not Applicable

7) Consultation with State Government and other Authorities

The Sport and Recreation Infrastructure division of the Department of Premier and Cabinet which is managing the grant deed for the project has been informed on the status of work to date.

8) Community Consultation

Building concept design styles were issued for public comment from 16 September to 30 September. Copies of the drawings were provided to members of the Reference Group, and to Councillors at the recent September Workshop.

Feedback from the community and clubs was obtained through a Survey website in addition to hard copies of the survey being available at the Council front office. Advertising for feedback was done through Facebook, Council's website, Twitter, posters on the Westbury Information noticeboards as well as a display in Council's foyer.

The results of the community consultation are as follows:

Preferred design	
Option A – Contemporary	55 votes
Option B – Heritage	55 votes

Current User of the Clubroom	
Yes	44 votes
No	63 votes
Skipped	3 votes

Postcode	
7250	35 votes
7290	1 vote
7291	0 votes
7302	2 votes
7303*	47 votes
7304	9 votes
Other (or skipped)	16 votes

** Of the individuals & clubs who registered as postcode 7303, 24 preferred the Contemporary design compared to 23 for Heritage.*

Comments from the survey:

- Faux heritage never turns out well and just ends up looking tacky. Go for the modern look and get the clubs into the 21st century.
- I think option B would fit in much better with the other surrounding buildings, including the Westbury community health centre across the road.
- The think if it's going to be Contemporary it needed to be more modern, more statement making. That one is just boring. Heritage is much nicer.
- I think it should keep with the heritage feel of the town and given the historical element of the nearby silhouette & cricket stumps.
- Please ensure that any works carried out whether new facilities or upgrade of existing ones are done in the best interests of the users and ratepayers!
- Please preserve the heritage vibe of Westbury. A modern structure would detract from the village fell that makes Westbury what it is.
- Is it needed?
- How do you justify spending this amount of money on a building in a town the size of Westbury? Who is going to pay for it - ratepayers? Are they going to be consulted on the costs etc.?
- While it is important to acknowledge that Westbury has a number of exemplary heritage buildings, it is not necessary to create replicas of

earlier architectural styles to pay respect to the character of Westbury. The Contemporary style building can be a successful cultural marker. It will mark the period in which Council invested in the recreation ground. It will incorporate a trace of the demands, economics and use of the building that was required at the time it was built. The Contemporary style also provides a greater aesthetic opportunity for ongoing additions and change. The proportion and form of the Heritage style mark it as a stand alone building. Additions to this type of building have the potential to compromise the intent of the Heritage design. The Contemporary design has an inherent asymmetry, which foreshadows change and will work in with a linking building in the future. The Contemporary design in the end pays much more respect to the broader character of Westbury. It has the scale of the surrounding residential area, and like the heritage buildings in Westbury, it has a utilitarian design that reflects the prevailing design approach of its era.

- Like the modern design and also the large expanse of windows overlooking the sportsground.
- There are other facilities in the Meander Valley that require some urgent attention. Why not attend to these before upgrading a facility that is usable?
- I hope an upstairs, or at least elevated viewing position, for football timekeepers and cricket scorers will be included in the design.
- It is a turf pitch in an historic town, anything other than a style to match the surrounding heritage would look stupid. Design inspiration should be taken from English village grounds.
- Well overdue.
- More shelter for cricketers on hot days and shelter for watching footy in rain.
- Indoor Nets would be great!
- Play cricket and football at Westbury and look forward to the new facilities.
- Needs score board room and corporate box built on top of old clubrooms while doing change rooms.
- Hurry up and get it done!!!
- Heritage fits in with the current community building.
- I am originally from Westbury, still have family in the town. A Heritage style would stand the test of time and look like an original feature of the area.
- I regularly use the grounds to compete in equestrian events, and the grounds themselves are so lovely!
- Neither designs would be my first choice, but the Contemporary is the 'lesser of 2 evils'. But saying that the Contemporary design is unique,

would give the ground its own distinctive look. And not be seen to be just copying someone else or just following the 'Heritage' norm.

- There needs to be a third option ie: refurbishment and extension of the existing building.
- Westbury is a lovely village and would be good to keep the heritage feel.
- Great looking building, will really give that area a lift.
- Looking at the surrounds of the ground there is no heritage. A new subdivision over the back, a 10 year old care facility over the road and the houses surrounding the ground are 1950/60's at best. I admire the heritage of Westbury but do not want to fake it. We will be seen as a comical heritage town if a look-a-like is built. Be bold!
- It is shameful recreating old buildings they always look tacky. Too many examples across the state already.
- As a user of these clubrooms they are so far behind the times and the facilities such as kitchen and toilets are in desperate need of an upgrade. The kitchen is very dysfunctional and unorganised. The wiring is also a major problem as it shorts out, which is really hard to cope with on a busy day at the kiosk.
- This is well overdue.
- The cost to the users of the building should be considered. There should be the consideration of equity with our Meander Valley grounds and how much all users of Council buildings pay. The away change rooms in the existing building are in very poor condition. There needs to be a toilet accessible to the public on game days in either the new building or the existing building.
- The design of the new building will not match the existing building so Council should just go for whichever design looks best, be it one that is Contemporary or one that is trying to look heritage.
- The Heritage style is unwarranted. There is no heritage building in the area to justify a sympathetic design. If - as I expect - the Heritage style costs more, then council would be irresponsible to waste money on trying to make a new building look old.
- As much shade as possible outside with good lighting and space inside.
- The Heritage design would complement the town of Westbury by keeping in with the current style of the town. The Contemporary design would look out of place and would not compliment the history of the town.
- Neither option is particularly pleasing. Try option C.
- Option A is great design taking cues from the older buildings but with better amenity. It will stand the test of time if done well.

- When the Heritage look is remodelled completely from scratch (as opposed to a renovation of existing old architecture) it has a high risk of looking tacky. The design of building A is new and energetic while taking its shape from the line of a traditional homestead silhouette (ie: the peaked roof and flat run of veranda). Design A has class & longevity.
- Architecture should be a representation of current society..... not the past. A Heritage style building would be very expensive to produce in today's construction market. There is risk that a diluted version of the Heritage style without the decorative elements would represent no style at all. Architectural style is what separates the beautiful old buildings of Westbury and just the 'old' buildings of Westbury. Let's not create a building the town will not be proud of in 50 years' time. Or a building which is not representative of Westbury's growth in the 21st Century.
- This modern design is respectful of the past but reflects the modern times we live in now.
- I really like this new Contemporary clubroom design as it reflects the past and shows the true representation of our current times in Tasmania.
- Contemporary design would enable an easier façade upgrade of the current clubrooms, should that happen in the future.
- Contemporary fits subtly into the landscape. Heritage sticks out like a sore thumb - if not done well it will look cheap.
- Time to update the appearance of Westbury grounds if you are going to spend a large amount of money.
- The undercover front and ends add to the buildings usability. The added cost of the right hand end may be a waste in the future as the Stage 2 extension of the build is finalised.
- Just build the thing already.

One of the main sporting clubs raised concerns at a recent meeting with Council officers regarding user charges. They indicated that they would not support or sign off on a design until they have a full understanding of what future user charges will be for the club.

9) Financial Impact

The total cost estimate for the Contemporary style, design Stage 1 - Option 2a is \$1,198,195. This will require approval of an additional funding allocation by Council toward the project of \$710,373.

The total cost estimate for the Heritage style, design Stage 1 - Option 2a is \$1,287,403 an additional \$89,208 (including fees and overheads). This will require approval of an additional funding allocation by Council toward the project of \$799,581.

10) Alternative Options

Council can elect to amend or not approve the recommendation.

11) Officer's Comments

Concept Design and Images

A copy of the concept floor plans for the new change room building and modifications to the existing pavilion are attached to this report. The drawings can be described as follows;

- (Stage 1 – Option 1) Concept site plan.
- (Stage 1 - Option 1) Floor plan concept for the new building providing home team change area, gym, medical room, storage and associated amenities. This plan also shows changes in the existing building to increase function room capacity and alteration to the existing home change room area to accommodate umpires.
- (Stage 1 – Option 2) Concept site plan.
- (Stage 1- Option 2) Floor plan concept for the new building providing for home and away team change areas, gym, medical and associated amenities. This plan also shows changes in the existing building to increase function room capacity and alteration to existing home and away team areas to accommodate umpires facilities and additional toilets.

The preferred design concept of the Reference Group is Option 2, where both home and away team change rooms are incorporated in the new building. Through further consultation with the Reference Group, an amendment has been made to incorporate a rear corridor to the building and a time keepers' area. This is also attached (Stage 1- Option 2a).

Building façade montages have also been provided for the proposed Stage 1 works to reflect a Contemporary and Heritage design. These drawings were made available for community comment – refer attached.

Project Cost Estimate

The current approved project budget is \$512,000. Council's current costs to date for the engagement of the project architect and Council overhead are \$24,178, leaving a current available budget of \$487,822.

The architect's cost estimates for the Option 1 and Option 2 works, as well as future consultant's fees, planning and building fees, and Council overhead costs are reflected in the table below.

The initial scope given to the architect as part of the consultant brief specified minimal construction standard for the building. This lower standard gave an estimated budget for the construction for the building of \$600,000.

Officers have been advised that the additional roof area of the Heritage style in comparison to the Contemporary will increase the cost of the building by \$80,000. With fees and overheads the additional cost is \$89,208 in each option noted below.

Stage 1 – Option 1	Cost
New Build (construction only)	\$600,000
Modification of Existing Building	\$148,000
Planning Fees	\$5,000
Building Fees	\$2,100
Consultant Fees	\$54,000
Council overhead costs	\$48,550
Sub Total	\$857,650
Additional cost for Heritage roof area (including additional fees and overheads)	\$89,208
Total	\$946,858
Stage 1 – Option 2	
New Build (construction only)	\$600,000
Modification of Existing Building	\$162,800
Planning Fees	\$5,000
Building Fees	\$2,100
Consultant Fees	\$55,000
Council overhead costs	\$49,495
Sub Total	\$874,395
Additional cost for Heritage roof area (including additional fees and overheads)	\$89,208
Total	\$963,603

Following the Reference Group's review of the facilities at Windsor Park and Perth Recreation Ground, the Group has requested a higher construction standard for the building. The higher construction standards will consist of, but not limited too; floor, wall and ceiling coverings, a higher level of

fixtures and fittings and incorporating energy efficient measures where possible.

The higher construction standards, along with an additional 36m² to the building footprint, are the contributing factors to the cost increase. This change in scope has been estimated by the architect, and has increased the initial building construction budget from \$600,000 to \$885,500.

Stage 1 – Option 2a	
New Build (construction only)	\$885,500
Modification of Existing Building	\$162,800
Planning Fees	\$5,000
Building Fees	\$2,100
Consultant Fees	\$75,000
Council overhead costs	\$67,795
Sub Total	\$1,198,195
Additional cost for Heritage roof area (including additional fees and overheads)	\$89,208
Total	\$1,287,403

From the above cost details, the additional project funding required to be approved by Council to deliver the project will be:

Option	Estimate	Available Budget	Additional Funding Required	Total
1	From table above	\$487,822	\$449,828	\$937,650
2	From table above	\$487,822	\$466,573	\$954,395
2a Contemporary	From table above	\$487,822	\$710,373	\$1,198,195
2a Heritage	From table above	\$487,822	\$799,581	\$1,287,403

Comments received by Council staff to date from the Reference Group and from Council Workshops suggest that Option 2a is the preferred design. The Community survey didn't clearly indicate a preference for one style over the other. The recommendation therefore reflects the request for approval of additional funding for delivery of design option Stage 1 – Option 2a, Contemporary or Heritage style.

AUTHOR: Dino De Paoli
DIRECTOR INFRASTRUCTURE SERVICES

12) Recommendation

It is recommended that Council makes a decision between the following;

- 1** *a) approve the Contemporary design style for the new building works, and*
 b) approve an additional \$710,373 of capital works funding for delivery of the Stage 1 Option 2a concept design for the Westbury Recreation Ground Pavilion Upgrade project.

OR

- 2** *a) approve the Heritage design style for the new building works, and*
 b) approve an additional \$799,581 of capital works funding for delivery of the Stage 1 Option 2a concept design for the Westbury Recreation Ground Pavilion Upgrade project.

DECISION (ABSOLUTE MAJORITY):



Accredited Designer: Andrew Floyd CC 43 47 D

Contractor shall verify all dimensions on site before commencing any work or shop drawings.
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Project **MVC Westbury Recreation Ground**
Clubroom alterations & Additions
Franklin Street - Westbury

Title		Option 1 - Stage 1	
Issue			
Drawn by	TF	Appr	AF
Project Number			
Scale	1:100@A1	Date	27/07/15
Drawing No		A102	
Rev			



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Clubroom alterations & Additions
 MVC Westbury Recreation Ground

Option 1 - Stage 1

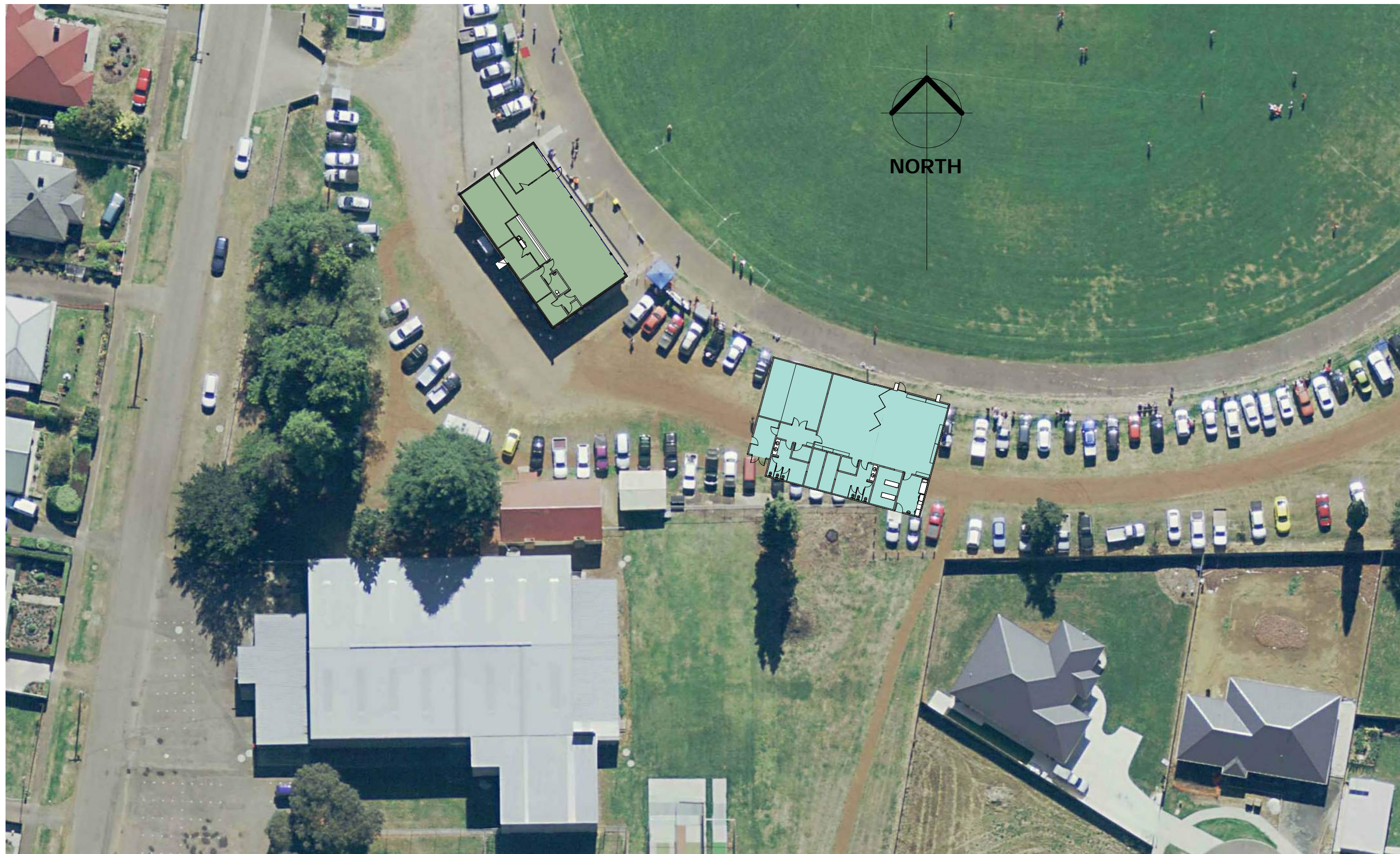
Date: 28/7/2015

Scale: 1 : 500

Drawing No: **A100**
INFRA 3



INFRA 3



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Clubroom Alterations & Additions

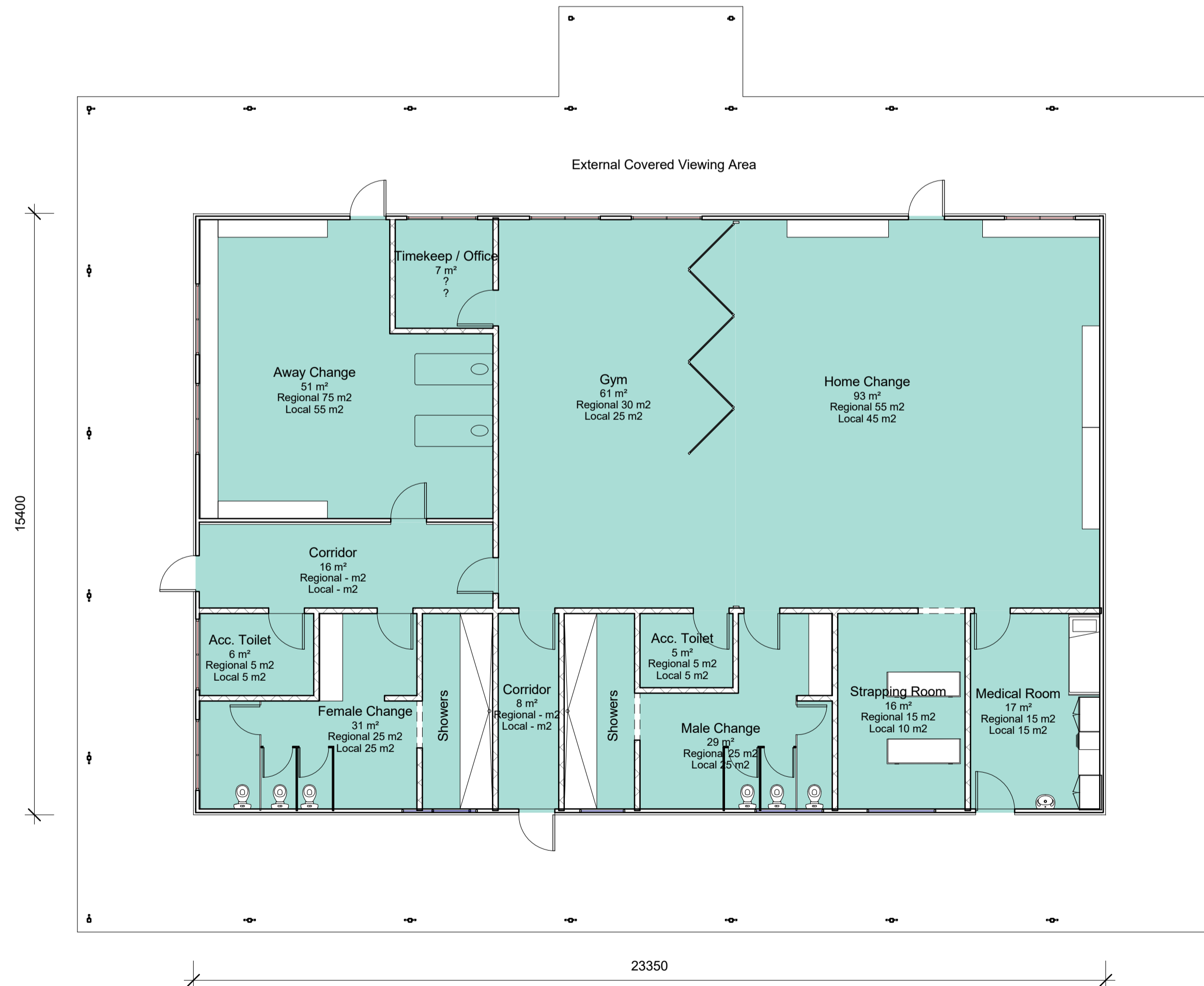
MVC Westbury Recreation Ground

Option 2 - Stage 1

Date: 27/07/2015

Scale: 1 : 500

Drawing No: **A100**
INFRA 3



Accredited Designer: Andrew Floyd CC 43 47 D

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Project **MVC Westbury Recreation Ground**
Clubroom Alterations & Additions
Franklin Street - Westbury

Title	Heritage Option Plan
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Issue

Drawn by	TF	Appr	AF	Project Number
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Scale 1:100@A1	Date 11/09/15	14.346
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Drawing No	A101	Rev
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ITEMS FOR CLOSED SECTION OF THE MEETING:

Councillor xx moved and Councillor xx seconded ***"that Council move into Closed Sessions to discuss the following items."***

Confirmation of Minutes of the Closed Session of the Ordinary Council Meeting held on xx Xxxxxx, 2015.

GOV 4 Leave of Absence

(Reference Part 2 Regulation 15(2)(h) Local Government (Meeting Procedures) Regulations 2015)

The meeting moved into Closed Session at x.xxpm

Cr xxx moved and Cr xxx seconded ***"that Council move out of Closed Session and endorse those decisions taken while in Closed Session."***

The meeting re-opened to the public at x.xxpm

Cr xxx moved and Cr xxx seconded ***"that the following decisions were taken by Council in Closed Session and are to be released for the public's information."***

The meeting closed at

.....
CRAIG PERKINS (MAYOR)