



Meander Valley Council  
Working Together

# AGENDA

## ORDINARY COUNCIL MEETING

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**Tuesday 9 May 2023**

**Time** 3.00pm

**Location** Council Chambers  
26 Lyall Street  
Westbury, Tasmania

**Phone** (03) 6393 5300

## Our Values

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

Respect, listen and care for  
one another

Be trustworthy, honest  
and tolerant

Be positive and receptive  
to new ideas

Be innovative, creative  
and learn

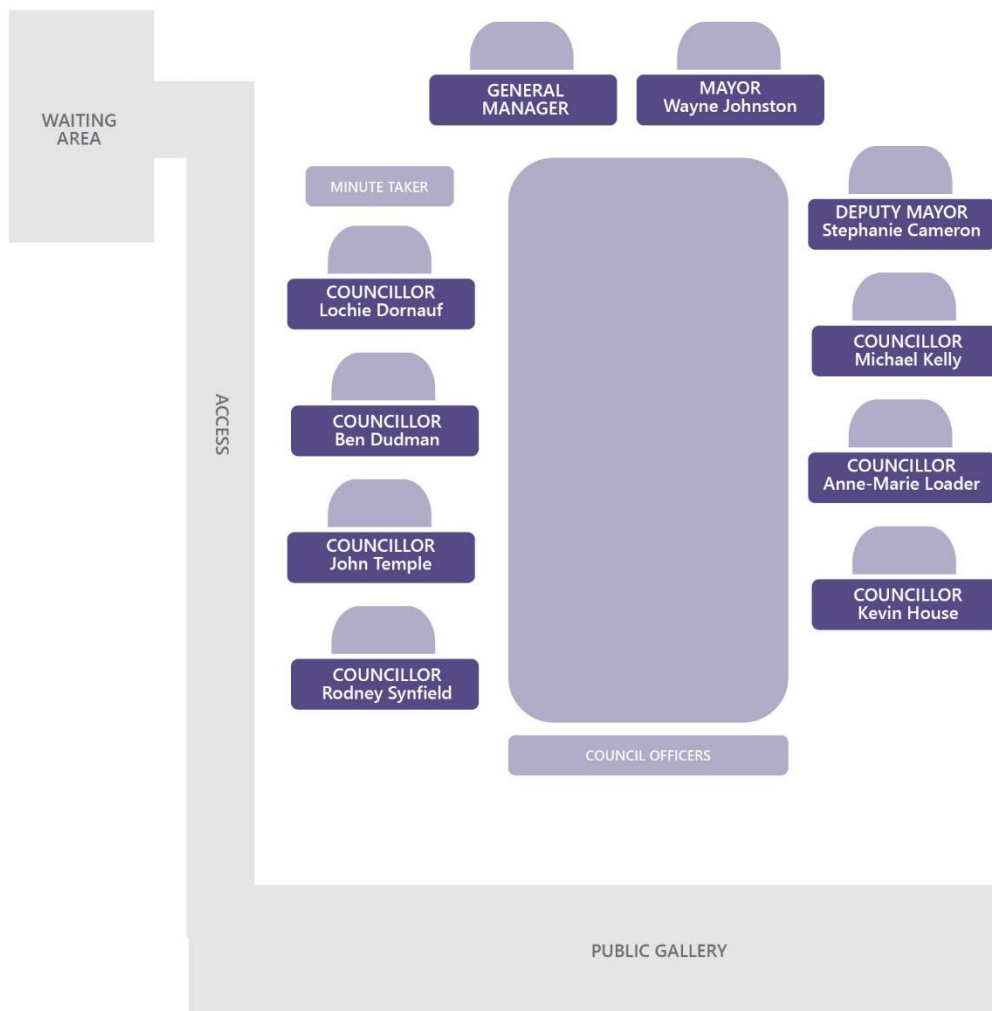
Take a fair, balanced and  
long term approach

Use sound  
business practices

Work together

## Council Chambers

Seating Plan





## Going to a Council Meeting

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

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

After the meeting, you'll find minutes and an audio recording online.

Hard copies of agendas and minutes are also available to view at the Council offices.

### Learn more

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

A copy of the latest agenda and minutes are available to view at the Council offices in Westbury. **Click here** to view agendas and minutes online, or listen to audio of our meetings.

You can also contact the Office of the General Manager by phone on (03) 6393 5317, or email [ogm@mvc.tas.gov.au](mailto:ogm@mvc.tas.gov.au) to submit a question or learn more about opportunities to speak at a Council Meeting.

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## Public Access to Chambers

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

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

**For all decisions:** Members of the media are welcome to take up any seats not in use by the public, or email [ogm@mvc.tas.gov.au](mailto:ogm@mvc.tas.gov.au) to request specific information about a Council decision. Media requests received by email before close of business (or the end of the meeting) will receive a same-day response.

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

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

## Conduct at Council Meetings

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

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

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

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

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## Access & Inclusion

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

Any person with a disability or other specific needs is encouraged to contact Council before the meeting on (03) 6393 5300 or via email to [ogm@mvc.tas.gov.au](mailto:ogm@mvc.tas.gov.au) to discuss how we can best assist you with access.

## Certificate of Qualified Advice

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

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

Accordingly, I certify that, where required:

- (i) the advice of a qualified person was obtained in preparation of this Agenda; and
- (ii) this advice was taken into account in providing general advice to Meander Valley Council; and
- (iii) A copy of any such advice (or a written transcript or summary of oral advice) is included with the agenda item.



John Jordan  
**GENERAL MANAGER**

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## Meeting Open - Attendance & Apologies

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### Acknowledgment of Country

Council acknowledges the Pallitore and Panninher past peoples and the traditional owners and custodians of the land on which we gather for the Council Meeting, with respects paid to elders past and present and extended to all Aboriginal and Torres Strait Islander peoples present.

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### Confirmation of Minutes

**Motion** Receive and confirm minutes of the last Ordinary Council Meeting held 18 April 2023 and the Special Meeting held 2 May 2023.

**Vote** Simple majority

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### Declarations of Interest

Nil received prior to agenda publication.

# Council Workshop Report

## Topics Discussed – 02 May 2023

Development & Regulatory: Draft Tasmanian Planning Policies

Infrastructure: Proposed Amendments to Policy No.66 Security for Incomplete Works in Subdivisions

Works: Advertising of Intention to Sell Public Land

Presentation: Visit Northern Tasmania (VNT) CEO Introduction and Update (Tracey Mallett)

Infrastructure: Capital Works Projects 2023-24 (DRAFT)

Corporate Services: Budget Estimates Planning Discussion

## Items for Noting

Infrastructure: Tasmania's Short Walks Capital

Infrastructure: Westbury Road Cycle Lane

Infrastructure: Rural Bike Riding Network Wayfinding Project

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# Mayor & Councillor Report

## Councillor Official Activities and Engagements Since Last Meeting

### 22 April 2023

**Community Event:** Paci Islander Showcase, Deloraine

*Attended by: Cr Loader*

### 25 April 2023

**Community Event:** ANZAC Day Service, Deloraine

*Presented by: Mayor Wayne Johnson & Cr House*

**Community Event:** ANZAC Day Service, Carrick

*Presented by: Cr Loader & Cr House*

**Community Event:** ANZAC Day Service, Mole Creek

*Presented by: Cr Loader*

**Community Event:** ANZAC Day Service, Hagley

*Presented by: Cr Temple*

**Community Event:** ANZAC Day Service, Westbury

*Presented by: Cr Temple*

### 26 April 2023

**Meeting:** Great Western Tiers Tourism Association, Deloraine

*Attended by: Cr Loader*

### 27 April 2023

**Council Event:** Meander Valley Council All Staff Meeting

*Attended by:*

*Mayor Wayne Johnston*

*Cr House*

*Cr Temple*

### 28 April 2023

**Meeting:** LGAT Professional Development Day

*Attended by: Cr Loader*

### 30 April 2023

**Council Event:** Youth Week Jam

*Attended by: Cr Loader*

### 01 May 2023

**Meeting:** St Patrick's Festival AGM, Westbury

*Attended by: Cr Loader*

### 02 May 2023

**Council Event:** Australian Citizenship Ceremony, Westbury

*Attended by:*

*Mayor Wayne Johnston*

*Deputy Mayor Stephanie Cameron*

*Cr Dudman*

*Cr House*

*Cr Loader*

*Cr Synfield*

*Cr Temple*

**Meeting:** Carrick Hall Committee, Carrick

*Attended by: Cr House*

### 03 May 2023

**Meeting:** Meeting With Senator Askew

*Attended by: Mayor Wayne Johnston*

**Meeting:** Northern Tasmania Development Corporation

*Attended by: Mayor Wayne Johnston*

**Meeting:** LGAT Presidential Candidate's Forum, online

*Attended by: Cr Loader*

**Meeting:** LGAT Future of Local Government Review Stage 2 Report Briefing, online

*Attended by: Cr Loader*

### 04 May 2023

**Community Event:** Agfest, Carrick

*Opened by: Mayor Wayne Johnston*



## Petitions

Nil received prior to agenda publication.

For further information about petitions, refer to the *Local Government Act 1993*: ss57-60A.

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## Community Representations

Nil requests received.

Formerly referred to as “deputations”, community representations are an opportunity for community members or groups to request up to three minutes to address Council on a topic of particular interest.

Requests received at least fourteen days prior to a Council Meeting will be considered by the Chairperson. For further information, contact the Office of the General Manager on (03) 6393 5317 or email [ogm@mvc.tas.gov.au](mailto:ogm@mvc.tas.gov.au).

## Public Question Time

Members of the public may ask questions in person or using our online form.

Thirty minutes is set aside for members of the public to ask questions provided with or without notice. Council will accept up to two questions "with notice" and two questions "without notice" per person, per meeting.

[Click here](#) to submit an online question.

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

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### This Month's Public Questions With Notice

#### **Question 1:** *Carol Firth, Westbury*

*Question without notice at past Council Meeting (April 2023) – taken on notice*

*Statewide contracting (3949 Meander Valley Rd, Exton) operates a contracting business and on 1/4/2023 they delivered a site office and a truck to 99 Deviation Rd, Westbury. Then on 2/4/2023 another site office arrived. Now there is an excavator on the side of the road and 2 vehicles were parked in the area this morning. We have advised Council of this and oppose him conducting any part of his business there. We would like to draw your attention to this. How can Council allow him to not only operate an unsightly mess in Exton but to now extend it to Deviation Road?*

**John Jordan, General Manager** advised that the Director of Development and Regulatory Services has reached out to Mrs Firth regarding her concerns and Council's regulatory officers are investigating the situation.

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### This Month's Public Questions Without Notice

Nil received prior to agenda publication.

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## Councillor Question Time

### This Month's Councillor Questions With Notice

Nil received prior to agenda publication.

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### This Month's Councillor Questions Without Notice

Nil received prior to agenda publication.

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## Council as a Planning Authority

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

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

**Policy** Not applicable.

**Legislation** Council must process and determine applications under the *Land Use Planning and Approvals Act 1993* (LUPAA) and its Planning Scheme. Each application is made in accordance with LUPAA, s57.

**Consultation** The "Agency Consultation" section of each Planning Authority report outlines the external authorities consulted during the application process.

Community consultation in planning matters is a legislated process. The "Public Response – Summary of Representations" section of each Planning Authority report outlines all complying submissions received from the community in response to the application.

**Budget & Finance** Where a Planning Authority decision is subject to later appeal to the Tasmanian Civil and Administrative Tribunal (Resource & Planning Stream), Council may be liable for costs associated with defending its decision.

**Risk Management** Risk is managed by all decision-makers carefully considering qualified advice and inclusion of appropriate conditions on planning permits as required.

**Alternative Motions** Council may approve an application with amended conditions, or may refuse an application.

Regardless of whether Council seeks to approve or refuse an application, a motion must be carried stating its decision and outlining reasons. A lost motion is not adequate for determination of a planning matter.

**Motion** Simple majority

# Planning Authority Report

## 24 Meander Valley Road, Carrick

<b>Proposal</b>	Multiple Dwellings (three units - two proposed and one existing), Food Services (food van) and General Retail and Hire (commercial art gallery)
<b>Report Author</b>	Leanne Rabjohns Town Planner
<b>Authorised by</b>	Krista Palfreyman Director Development & Regulatory Services
<b>Application reference</b>	PA\23\0050
<b>Decision due</b>	10 May 2023
<b>Decision sought</b>	It is recommended that Council approves this application. <i>See section titled "Planner's Recommendation" for further details.</i>

### Applicant's Proposal

<b>Applicant</b>	D Knight/Barrington North
<b>Property</b>	24 Meander Valley Road, Carrick (CT: 148963/1)
<b>Description</b>	The applicant seeks planning permission for: <ol style="list-style-type: none"><li>1. Multiple dwellings (three units, one existing, two proposed);</li><li>2. Food Services (food van); and</li><li>3. General Retail and Hire (commercial art gallery).</li></ol>

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



Figure 1: Aerial image of the subject site and surrounding land.

## Planner's Report

<b>Planning Scheme</b>	Tasmanian Planning Scheme - Meander Valley ("the Planning Scheme")
<b>Zoning</b>	General Residential
<b>Applicable Overlays</b>	Nil
<b>Existing Land Use</b>	Residential (single dwelling and outbuilding)
<b>Summary of Planner's Assessment</b>	Generally, Multiple dwellings and Food Services are classed as Permitted in this zone (General Residential). In accordance with clause 7.4.1, General Retail and Hire is classed as Discretionary.
<b>Discretions</b>	For this application, eight discretions are triggered. This means Council has discretion to approve or refuse the application based on its assessment of: <ul style="list-style-type: none"> <li>8.3.1 - P4 Discretionary Uses</li> <li>8.4.2 - P3 Setbacks and building envelope for all dwellings</li> <li>8.4.7 - P1 Frontage fences for all dwellings</li> <li>8.4.8 - P1 Waste storage for multiple dwellings</li> <li>C2.5.1 - P1 Car parking numbers</li> </ul>

C2.6.2 - P1 Design and layout of parking spaces

C2.6.3 - P1 Number of accesses for vehicles

C9.5.2 - P1 Sensitive use within an attenuation area

Before exercising a discretion, Council must consider the relevant Performance Criteria, as set out in the Planning Scheme.

*See attachment titled "Planner's Advice - Performance Criteria" for further discussion.*

### **Performance Criteria & Applicable Standards**

This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Scheme.

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

### **Public Response**

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

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

### **Agency Consultation** TasWater

The application was referred to TasWater. A Submission to Planning Authority Notice (TWDA 2022/01390-MVC) was received on 31 August 2022.

*See attachment titled "Agency Consultation – TasWater for further information.*

### Department of State Growth

The application included Landowner Consent from Department of State Growth dated 20 February 2023. The document provided advice on access, construction of infrastructure and discharge of stormwater.

*See attachment titled "Agency Consultation – Department of State Growth for further information.*

### Tasmanian Heritage Council

The application was referred to the Tasmanian Heritage Council in accordance with the *Historic Cultural Heritage Act 1995*. The Council received a Notice of Interest from the Heritage Council pursuant to s.36(3)(b) of this Act. The Tasmanian Heritage Council has undertaken an assessment of the application which includes the consideration of the representations that were submitted. A Notice of Heritage Decision was issued by the Tasmanian Heritage Council on the 23 March 2023 with 5 conditions.

*See attachment titled "Agency Consultation – Tasmanian Heritage Council for further information.*

### **Internal Referrals** *Infrastructure Services*

The risk to Council's stormwater infrastructure is minor and is mitigated through the requirement of onsite stormwater detention.

There is sufficient space on Meander Valley Road for visitor vehicles to park in a safe manner and parking associated with Existing Building 1 will be short term. Meander Valley Road is a Department of State Growth owned road and as outlined in the TIA, the traffic generated from this development will not adversely impact the safety and efficiency of the road network.

The Conditions and Notes recommended by Infrastructure Services have been included in the planner's recommendation.

### *Environmental Health*

If approved, the coffee van will require a mobile food business registration and need to comply with the Food Standards Code.

This includes ensuring adequate toilets are available for food handlers working for the food business.

Section C9.0 Attenuation Code of the Tasmanian Planning Scheme - State Planning Provisions includes an attenuated distance of 3000 metres for motor racing or performance



trials. The proposed development site at 24 Meander Valley Road, Carrick is approximately 680m from the existing Carrick Speedway race track, accessed from East Street, Carrick, which has been operating motor racing events since the late 1960's. The speedway currently hosts 10 to 12 race events between September and April each year, with the duration of racing at each event being approximately 6 hours.

A noise assessment was undertaken by Pitt & Sherry in 2018 to support a development application for a subdivision in Charlies Lane, Carrick, located to the immediate south of the speedway site. The report concluded that a residence built on the subdivided site will experience 'intrusive noise', similar to urban traffic noise. However, the impact of the noise may be mitigated by appropriate architectural design and that a modern home built in accordance with the energy efficiency requirements of the National Construction Code of Australia will achieve a very good noise attenuation. With such measures in place, the residents of these dwellings will not be subject to unreasonable emissions of noise while in their home.

The assessment by Pitt & Sherry included noise modelling that extended beyond the subject subdivision site, encompassing the majority of the Carrick township. Council has obtained permission from the developer of the subdivision to utilise the noise report and modelling in the future when assessing the development of a sensitive use located within the attenuated distance of the speedway. This alleviates the need for each applicant to provide supporting technical information to address the requirements of the Attenuation Code.

The modelling suggests that the likely impact of the noise from the speedway at the proposed development site will be notably reduced [between ~12 db(A) and 16 db(A)] when compared with the subdivided land in Charlies Lane, i.e. subject of the noise assessment. Taking these factors into consideration, it can be concluded that the construction of a sensitive use at 24 Meander Valley Road will not interfere or constrain the operation of the existing activity (speedway), having regard to its operational characteristics, scale and

intensity, and degree of hazard or pollution that may be emitted from the activity, together with measures in design and construction of the development which can be taken to mitigate or manage the effects of emissions from the activity. Advice from the Director, Environmental Protection Authority or Director of Mines is not required for the proposed development.

Recommended Note:

Registration as a Food Business under the *Food Act 2003* may be required if food is provided as part of the proposed food van business. Please contact Council's Environmental Health Officer on (03) 6393 5320.

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### **Planner's Recommendation to Council**

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

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

*For further information, see Local Government Act 1993, s65, Local Government (Meeting Procedures) Regulations 2015, s25(2) and Land Use and Approvals Act 1993, s57.*

### **Recommendation**

This application D Knight/Barrington North for Multiple Dwellings (three units - two proposed and one existing), Food Services (food van) and General Retail and Hire (commercial art gallery) on land located at 24 Meander Valley Road, Carrick (CT: 148963/1) is recommended for approval generally in accordance with the Endorsed Plans, and recommended Permit Conditions and Permit Notes.

### **Endorsed Plan**

- a. Gowland Drafting – Drawing Number: 210204 – Sheet number: P1 – Dated: 18/10/2022;
- b. Gowland Drafting – Drawing Number: 210204 – Sheet number: P2 – Dated: 21/02/2023;
- c. Gowland Drafting – Drawing Number: 210204 – Sheet Numbers: P3 - P14 (inclusive) – Dated: 23/08/2022;

- d. Gowland Drafting – Drawing Number: 210204 – Sheet Number: Det 1, Det 2 & Det 3 – Dated: 29/09/2022;
- e. Gowland Drafting – letter (2 pages) – Dated: 21-02-23;
- f. Gayle Plunkett Architect – Statement of Heritage Impact Summary – Dated: August 2022;
- g. Gayle Plunkett Architect – Addendum to Statement of Heritage Impact Summary – Well – Dated: March 2023;
- h. RJK Consulting Engineers – Traffic Impact Assessment Report – Dated: 24 January 2023; and
- i. D Knight – Email – Dated: 28 February 2023.

### Permit Conditions

1. Prior to the commencement of works/use, amended plans must be submitted for approval to the satisfaction of Council's Town Planner and Heritage Tasmania. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must show:
  - a. The existing dwelling's screened waste storage area must be relocated behind the building line;
  - b. The western windows of the oil board building are to be fixed and treated to ensure reasonable privacy for the adjoining property; and
  - c. The location of the well.
2. The proposed new stormwater connection must be completed in accordance with Tasmanian Standard Drawing TSD-SW29 to the satisfaction of Council's Director Infrastructure Services and State Growth. Refer Notes 1 & 2.
3. The existing vehicle access is to be widened to a maximum of 6m wide, in accordance with the Tasmanian Standard Drawing TSD-R09 and R14 to the satisfaction of Department of State Growth. Refer to Note 2.
4. The proposed new vehicle crossing for Existing Building 4 must be constructed in accordance with Tasmanian Standard Drawing TSD-R09 and R14 to the satisfaction of Department of State Growth. Refer to Note 2.
5. Prior to the commencement of use:
  - a. All construction is to be completed in accordance with the endorsed stormwater design drawings, to the satisfaction of Council's Director Infrastructure Services;
  - b. Written confirmation from State Growth that the existing access has been widened in accordance with Condition 3; and
  - c. Written confirmation from State Growth that the new access has been constructed in accordance with Condition 4.

6. The development must be in accordance with the Notice of Heritage Decision issued by the Tasmanian Heritage Council (15-06-14 THC) attached.
7. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2022/01390-MVC) attached.

### Permit Notes

1. Stormwater detention is required for this development. Please see attached letter regarding the provision of detention and requirements of Council acting as the Stormwater Authority in accordance with the *Urban Drainage Act 2013*.
2. Separate consent is required from the Department of State Growth prior to the commencement of any works within the Meander Valley Road road reserve. For further information please visit [https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings) or contact [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au). Applications should be submitted at least twenty (20) days prior to any scheduled works in accordance with the provisions of the *Roads and Jetties Act 1935*.
3. Registration as a Food Business under the *Food Act 2003* is required if food is provided as part of the proposed business. Please contact the Council's Environmental Health Officer on (03) 6393 5320.
4. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact Council.
5. This permit takes effect after:
  - a. The 14-day appeal period expires; or
  - b. Any appeal to the Tasmanian Civil & Administrative Tribunal (TASCAT) is determined or abandoned; or
  - c. Any other required approvals under this or any other Act are granted.
6. Planning appeals can be lodged with TASCAT Registrar within 14 days of Council serving notice of its decision on the applicant. For further information, visit the TASCAT website.
7. This permit is valid for two years only from the date of approval. It will lapse if the development is not substantially commenced. Council has discretion to grant an extension by request.
8. All permits issued by the permit authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Office on request.

9. If any Aboriginal relics are uncovered during works:
  - a. All works to cease within delineated area, sufficient to protect unearthed or possible relics from destruction;
  - b. Presence of a relic must be reported to Aboriginal Heritage Tasmania; and
  - c. Relevant approval processes for state and federal government agencies will apply.

### Attachments

1. Public Response - Summary of Representations [12.1.1 - 5 pages]
2. Representation 1 - C Blackwell [12.1.2 - 2 pages]
3. Representation 2 - J Cunningham [12.1.3 - 1 page]
4. Representation 3 - S McKaige [12.1.4 - 1 page]
5. Planner's Advice - Applicable Standards [12.1.5 - 16 pages]
6. Planner's Advice - Performance Criteria [12.1.6 - 25 pages]
7. Application Documents [12.1.7 - 76 pages]
8. Agency Consultation - Department of State Growth [12.1.8 - 2 pages]
9. Agency Consultation - Tasmanian Heritage Council [12.1.9 - 2 pages]
10. Agency Consultation - TasWater [12.1.10 - 2 pages]

### Public Response

#### Summary of Representations

A summary of concerns raised by the public about this planning application is provided below. Three responses ("representations") were received during the advertised period.

This summary is an overview only and should be read in conjunction with the full responses (see attached). In some instances, personal information may be redacted from individual responses.

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

#### Representation 1

**Name** C Blackwell

- Concern**
- a) *Concerns regarding traffic. The Traffic Impact Assessment does not mention the school bus stop and how close cars can park to it; underestimates traffic numbers; extra traffic will create other traffic hazards; relying on street parking will impact on available parking spaces for others.*
  - b) *Concerns regarding heritage. Potential loss of the well in back yard; why outbuildings have already been demolished?; doubtful that heritage works will be undertaken.*
  - c) *Concerns regarding loss of amenity. Potential for remaining heritage fabric to be destroyed by unsympathetic development. The impact of high-density housing surrounding a heritage listed house is detracting from the heritage landscape.*

#### Planner's Response

- a) Meander Valley Road was designed and constructed as a highway. The Department of State Growth's website indicates that the current average daily traffic volume along this section of Meander Valley Highway is above 3500 vehicles per day (vpd). Meander Valley Road can absorb the additional traffic generated by this development. The location near Simmons Street with the bus shelter is not currently sign posted as a bus stop and as such is not subject to the *Road Rules 2019*. There are currently no parking restrictions in the vicinity of the subject site and all vehicle users have the same rights to park along either side of Meander Valley Road. Reversing from private

### 12.1.1 Public Response - Summary Of Representations

property onto Meander Valley Road is common within the township of Carrick and is considered an acceptable maneuver for a driveway for a single dwelling.

- b) The property is listed on the Tasmanian Heritage Register which is managed by the Tasmanian Heritage Council. There is no other mechanism to consider heritage matters through the Planning Scheme.

In accordance with the *Historic Cultural Heritage Act 1995*, the application was referred to Heritage Tasmania. A Notice of Heritage Decision was received by the Tasmanian Heritage Council on the 23 March 2023 with 5 conditions.

- c) The planning scheme defines amenity as *"in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making a locality, place or building harmonious, pleasant or enjoyable"*.

The application is for residential use (2 new units) and for Food Services/General Retail and Hire. The two new units will be located behind the existing buildings, which will obscure their view from Meander Valley Road. The surrounding land use is typically residential.

The Food Services/General Retail and Hire component is located within the existing oil board building. The operating hours are 8am to 6pm, 7 days a week, meeting the Acceptable Solution criteria of the Planning Scheme. Any external lighting will be baffled to ensure no direct light extends onto neighbouring properties. Based on the floor area, there is no requirement to provide car parking spaces.

Regarding heritage matters, please refer to Planner's Response above.

## Representation 2

**Name** J Cunningham

- Concern**
- a) Concerns regarding heritage and the well at the rear of the existing house.
  - b) Concerns over a lack of play area for each dwelling. The single access to the units behind is dangerous if emergency vehicles are required to

### 12.1.1 Public Response - Summary Of Representations

*enter. Lack of play areas in back yards and children creating a nuisance around Carrick Hall.*

- c) *Concerns over location of the art gallery.*
- d) *Concerns regarding the food van's parking and potential conflict with school buses. Potential traffic impacts with users of the Carrick Hall.*
- e) *Concerns regarding Village and heritage amenity.*
- f) *Concerns regarding Carrick being a commuter suburb of Launceston. Potential loss of peaceful lifestyle and country ambiance.*

#### **Planner's Response**

- a) Regarding heritage matters, please refer to the Planner's Response to Representation 1 at point b) above.
- b) Each dwelling meets the Acceptable Solution standard for private open space. The narrowest width of the internal driveway is 3m. In accordance with Table C2.2, as the number of car parking spaces for the new units serviced by the internal driveway is 4, the width of the internal access must not be less than 3m. The length of the internal access is approximately 14m, which is less than 30m. The access width complies with the requirements of C2.6.2(a)(iii) of the Planning Scheme.
- c) The proposal includes using the existing oil board building for Food Services (Food/coffee van) and/or General Retail and Hire (Commercial Art Galley).
- d) Regarding traffic matters, please refer to the Planner's Response in Representation 1 at point a) above.
- e) The property is zoned General Residential. Figure 2 shows the location of the different zonings. Regarding heritage matters, please refer to the Planner's Response to Representation 1 at point b) above.
- f) Noted.



### Representation 3

**Name**     *S McKaige*

- Concern**
- a) *Concerns regarding the General Residential zoning and the commercial activities proposed.*
  - b) *Concerns regarding traffic flow with coffee van customers.*
  - c) *Concerns regarding limited visitor and food van customer parking on the street and having to park on opposite side of the road, impacting other motorists.*
  - d) *Concerns regarding the Traffic Impact Assessment not assessing parking.*
  - e) *Concerns regarding the structural integrity of the old schoolhouse and when repair work will to be undertaken.*

- Planner's Response**
- a) Within the General Residential Zone, Food Services and General Retail and Hire can be considered as a Discretionary use class. General Retail and Hire for a commercial art gallery can be considered as a Discretionary use class in accordance with clause 7.4.
  - b) In accordance with clause C2.5.5, if the floor area of the Food Services use or the General Retail & Hire use are less than 100m<sup>2</sup>, then on-site car parking is not required. As such, car parking and traffic movement for these uses are not assessed.
  - c) As stated in b) above, there are no requirements for car parking for Food Services or General Retail & Hire. There are no known parking constraints in this section of Carrick.
  - d) The Traffic Impact Statement was not required to assess parking for the Multiple dwelling component as the development relies on only one on-street parking space which is considered an appropriate size and location. As stated in b) above, there are no requirements for car parking for Food Services or General Retail & Hire. There are no known parking constraints in this section of Carrick.
  - e) The property is not listed in the local heritage place list, a local heritage precinct list or a local historic landscape precinct list, in accordance with C6.0 Local Historic Heritage Code of the Tasmanian Planning Scheme - Meander Valley. There is no other mechanism to

### 12.1.1 Public Response - Summary Of Representations

consider heritage matters through the Planning Scheme.

The property is listed on the Tasmanian Heritage Register. In accordance with the *Historic Cultural Heritage Act 1995*, the application was referred to Heritage Tasmania. A Notice of Heritage Decision was received by the Tasmanian Heritage Council (THC) on the 23 March 2023 with 5 conditions. The Planning Authority must ensure that any conditions it may impose do not conflict with those of the THC's Notice of Heritage Decision. The THC has compliance responsibilities.

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**Note:** The Planning application was advertised in a local newspaper and on Council's website for a statutory period of 14 days from 4 March 2023 to 21 March 2023. The property was also signposted.

## 12.1.2 Representation 1 - C Blackwell

**From:** Catherine Blackwell  
**Sent:** Monday, 20 March 2023 8:12 PM  
**To:** Planning @ Meander Valley Council  
**Cc:** [REDACTED]  
**Subject:** Planning D Knight/Barrington North PA\23\0050 24 Meander Valley Road Carrick

Caution: This email came from outside of MVC - only open links and attachments you're expecting.

Good Evening

I write in regard to the above and note my objection to the planned development as follows:

### TRAFFIC

- Traffic report indicates that Simmons St has 22 residences presumably indicating low traffic volume. The following paragraph in that report mentions East St but only the direction in which it traverses and various intersections on that street. It does not mention traffic flow or the fact that this street is used heavily by local residents including the many new residents of Charlies Lane and also people travelling from Bishopsbourne who use it as a thoroughfare.
- The same traffic report does not include the school bus stop at the intersection of Simmons St & Meander Valley Road which is used 5 mornings and afternoons a week for the 40 weeks of the school year by local parents delivering and collecting their primary school children. If patrons are parked in this area to stop for coffee it has the potential to impede the school bus (a) being able to stop at its allocated stop and (b) the vision of the driver to re-enter the carriageway. Refer to Tas Road rules re limitations as to how close you can park to a School Bus Stop.
- The 2 parking spaces on the northern side of the existing dwelling at No 24 will either have to reverse in or if they drive in from Meander Valley Rd that will mean they will be reversing out into oncoming traffic, another hazard.
- There is not sufficient parking for a commercial business at this location. (Even though the report claims a **commercial business** has operated at this location, there has been **NO** such operation in the 30 years we have lived opposite) The prospective inhabitants of the 2 dwellings behind the shed in which the food van is going to be located will be sharing a driveway. Visitor parking is noted at the front of the property – as a long term rate payer we are entitled to visitor parking on the street for our property too and are concerned this will be adversely impacted.
- We reverse all our vehicles (including caravan, boat and trailer) into our property at 23 Meander Valley Rd as we have no turning capability and therefore drive out onto Meander Valley Road. If there is a vehicle parked on the northern side of our driveway we have to move well out onto the carriageway before we can see traffic coming from that direction. Additional street parking due to the above development is likely to make this more hazardous.

### HERITAGE

- I agree we need to see 24 Meander Valley Rd preserved to maintain its heritage and even though the plan submitted is comprehensive with details of the development being in keeping with the old house, I am somewhat doubtful that this will be carried through. An ideal sympathetic development of this site would have been renovation of the existing house and update of the shed to provide for a coffee shop/art gallery with parking at the rear. Obviously that is not a consideration as there are not enough \$\$\$ involved!

## 12.1.2 Representation 1 - C Blackwell

- If the developer is so keen (or maybe just obliged) to maintain the heritage why has he installed a new shiny zincalume roof on the old shed, surely it should match the prospective roofing of the new dwellings ?
- Can council confirm it will follow up on this development to ensure building works are conducted as per the plan submitted?
- Why have all the outbuildings been demolished even though they are still listed on the summary statement of heritage impact?
- Is there going to be further investigation done to locate the well which is of historic significance or has it conveniently disappeared? It was apparent and visible to the last occupier of the dwelling some 12 months ago.

### **LOSS OF AMENITY**

- The heritage appeal of the historic main road is already severely compromised through previous subdivisions and the construction of new buildings which are incongruous to their historic surroundings. It would be a great loss to see remaining heritage fabric destroyed by unsympathetic development. Whilst this application may 'tick all the boxes' I would encourage council to consider if they are happy to continue to allow the disappearance of Tasmania's heritage to be impacted by insensitive developments.

At some point in time maybe the 'so-called' experts, planning authorities, developers with no conscience and councils may realise that even though such developments might meet planning requirements, the impact of high density housing surrounding a heritage listed house is actually detracting from the heritage landscape.

Before this application is considered for approval I would expect Council to consider the impact of additional parking on existing local residents and also to confirm that Council will monitor the progress to ensure the redevelopment is conducted exactly as per the plan submitted.

Catherine Blackwell



Original

3

Jillian Cunningham

To Whom it may Concern  
Councilors

I am writing to report  
development at 24 Meander Valley  
Rd Carrick Tas.  
Applicant D. Knight/BARRINGTON NORTH  
PA 23/0050  
CT: 148963/1

1. Heritage House - well in back  
yard. (Last person living in  
the house 12 months ago,  
thinks where it is - also a back  
I believe)

2. Two units in backyard  
with no play area for

Original

5

Tuesdays & Thursday  
mornings around 7:30 am  
Cyclists meet, leaving their cars  
on main road and hall  
car park.

Tuesday nights in summer  
Cyclists meet at hall with  
many cars left there whilst  
cyclists are riding - 5:30 pm  
sunsets there abouts.

3-15 - 3:45 p.m. School  
Buses return.

Also on Tuesdays St. Gills  
meet at hall 10:30 am - 12:30 pm  
for their music/dance programme  
therefore parking for FOOD  
VAN - 'where'?

5. CARRICK in some areas  
along Meander Valley Road  
has a "village" feeling,  
where does that finish?  
There are heritage houses

Original

4

children - therefore not  
suited to a family.  
Already 3 Internal Units  
houses behind - one driveway  
in and out - congestion  
if emergency vehicles are  
required to enter.  
Already a problem in  
Carrick with younger  
children and play areas  
in their back yards hence  
making a nuisance of  
themselves around the  
Carrick Hall.

3 ART. GALLERY - where??

4. Food Van in shed!!  
No parking  
8:00 - 8:30 am. School bus

pick up  
Child steps pick up at  
hall around 9:00 am

Original

6

across the road.

6. Many of us feel that it is  
useless to appeal/object as  
Council is "greedy" for rates  
money. It is not worth the  
hassle of objecting, waste  
of time.

I have mulled over this for  
2 weeks but feel I need to  
object. We are a VILLAGE  
not a commuter suburb of  
Hobart. We like ~~our~~ our  
peaceful lifestyle with the  
country ambience.

hoping this gets reasonable  
consideration

Many thanks

Regards  
Jillian Cunningham



## 12.1.4 Representation 3 - S Mckaige

**Leanne Rabjohns**

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**From:** sally mckaige [REDACTED]  
**Sent:** Tuesday, 21 March 2023 2:31 PM  
**To:** Meander Valley Council Email  
**Subject:** Planning Development Application for 24 Meander Valley Rd

Caution: This email came from outside of MVC - only open links and attachments you're expecting.

Dear Sir/ Madam,

I am writing to you to express some concerns about the proposed development at 24 Meander Vally Rd (PA/23/0050).

I note that in the Traffic Impact Assessment, section 3.2, headed "Council Planning Scheme" it states that the proposed development involves land currently zoned as General Residential. If this is so, how can it be that the shed on the property can be proposed as housing a food van or art gallery, both of which are commercial activities? It also states that "there will be light, short-term customer traffic" if the shed is used for such purposes. How can this be predicted, particularly if a food van is on site? It seems to me that there would be impediments to traffic flow if people are pulling in to and out from the kerb to buy food and coffee.

Elsewhere in the Traffic Impact Assessment is this statement: "The space in front of the lot can be utilised for parking requirements." Given that this space is also to be used for visitor parking for the occupants of the two proposed units plus the existing house, one envisages either disgruntled home owners whose visitors will not have access to parking because of food van customers, and/or disgruntled food van customers who cannot find a parking space due to parking associated with the unit occupants. Inevitably this would result in people parking on the opposite side of the road, thereby inconveniencing homeowners on that side and impeding visibility for motorists exiting East St onto Meander Valley Road.

Item 7.2, headed "Parking Assessment", states "Not required to be assessed." Why not?

In the architect's report, re the old schoolhouse, it is noted that "the integrity of the building has been preserved over a long period of time and remains in fair to good condition." On driving or walking past the house it appears that the floor/foundations may have collapsed in the middle as the house seems to slope towards the middle section. One hopes that will be addressed as part of any repair work, rather than it be left for another owner to deal with.

I would ask you to consider these issues,

Yours Faithfully,

Sally McKaige,  
[REDACTED]

### Planner's Advice: Applicable Standards

#### Background

The proposal is for the change of use of an existing single dwelling to multiple dwelling and the construction of two new multiple dwellings (resulting in three multiple dwellings on the site), Food Services (food van) & General Retail and Hire (commercial art gallery) at 24 Meander Valley Road in Carrick (CT: 148963/1). The site contains an existing dwelling and an oil board building. The existing dwelling is to be retained as a dwelling and the existing oil board building is to be used for Food Services and/or General Retail and Hire. A small garage at the rear of the existing dwelling has been recently demolished.

The property is listed on the Tasmanian Heritage Register. The dwelling was a former schoolhouse (1869-1883). The oil board building was used for cottage industries (1947-?) (confectionary factory and mechanics workshop). There is a covered stone walled well at the rear of the dwelling.

The site is a square shaped lot and has an area of 1269m<sup>2</sup>. The site has frontage to Meander Valley Road, approximately 35m wide and extends approximately 35m from the frontage. The site is orientated on a northeast – southwest axis. The site is relatively flat.

At the frontage there is an existing vehicle crossover. It is proposed this crossover, following modifications, will be utilised for access for the new units and the oil board building. A new crossover is proposed to service the existing dwelling.

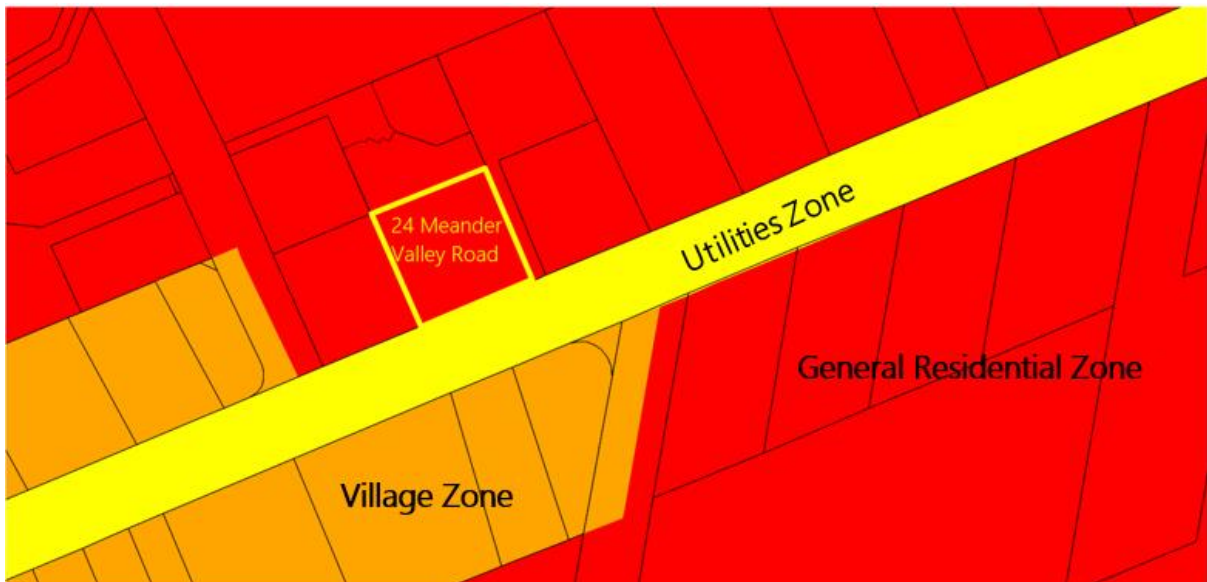
24 Meander Valley Road is in the General Residential Zone. Adjoining lots to the sides and rear are also within the General Residential Zone. Lots on the opposite side of the road are zoned Village. Refer to Figure 2.

Surrounding development generally consists of single dwellings, with multiple dwellings adjacent to the rear boundary. There is vacant land nearby. To the southwest is the Carrick Hall.

## 12.1.5 Planner's Advice - Applicable Standards



*Figure 1: Aerial image identifying the subject site and surrounding land.*



*Figure 2: Zoning of site and surrounding properties.*



### 12.1.5 Planner's Advice - Applicable Standards



*Figure 3: View from Meander Valley Road showing existing dwelling and oil board building.*



*Figure 4: Concrete slabs cover the existing well in rear yard.*



### 12.1.5 Planner's Advice - Applicable Standards



*Figure 5: View of backyard showing rear of existing dwelling, oil board building and well.*

#### Proposed development

The proposed two new dwellings will be located at the rear of the lot, behind the existing dwelling and oil board building. The existing driveway will be sealed and extended to provide access to the new dwellings at the rear; while the existing oil board building is to be used for Food Services and/or General Retail and Hire. If a planning permit is approved, the applicant will be subsequently applying for strata titles.

The existing dwelling contains three bedrooms; while units 2 and 3 contain two bedrooms each. Each unit has two assigned car parking spaces, with Units 2 and 3 having an attached garage each. Visitor parking is located on the street.

The plans show the location of a toilet and of a possible coffee van/cart location within the oil board building. Other business options include using the whole or part of the building for a commercial art gallery. A future business could operate from 8am to 6pm seven days/week. The applicant will not be operating the business.

The property is listed on the Tasmanian Heritage Register. In accordance with s.36 (2) of the *Historic Cultural Heritage Act 1995*, the application was referred to Heritage Tasmania. Subsequently, a Notice of Heritage Decision was received on the 23 March 2023, with 5 conditions. Two of these conditions relate to the well and works to the

## 12.1.5 Planner's Advice - Applicable Standards

existing buildings. In accordance with s.39(9) of the *Historic Cultural Heritage Act 1995*, the Notice of Heritage Decision must form part of any permit granted. The Planning Authority must ensure any conditions it may impose do not conflict with those of the Tasmanian Heritage Council's (THC) Notice of Heritage Decision. The THC has compliance responsibilities.

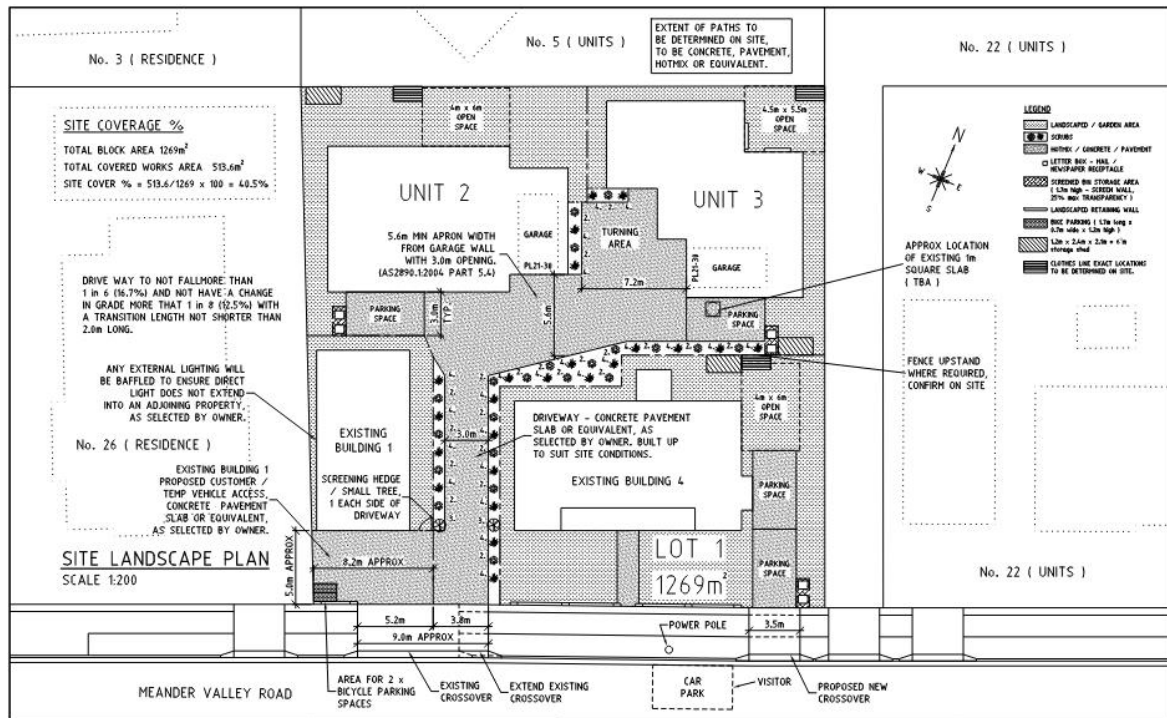


Figure 6: Proposed site plan showing location of existing and proposed buildings.

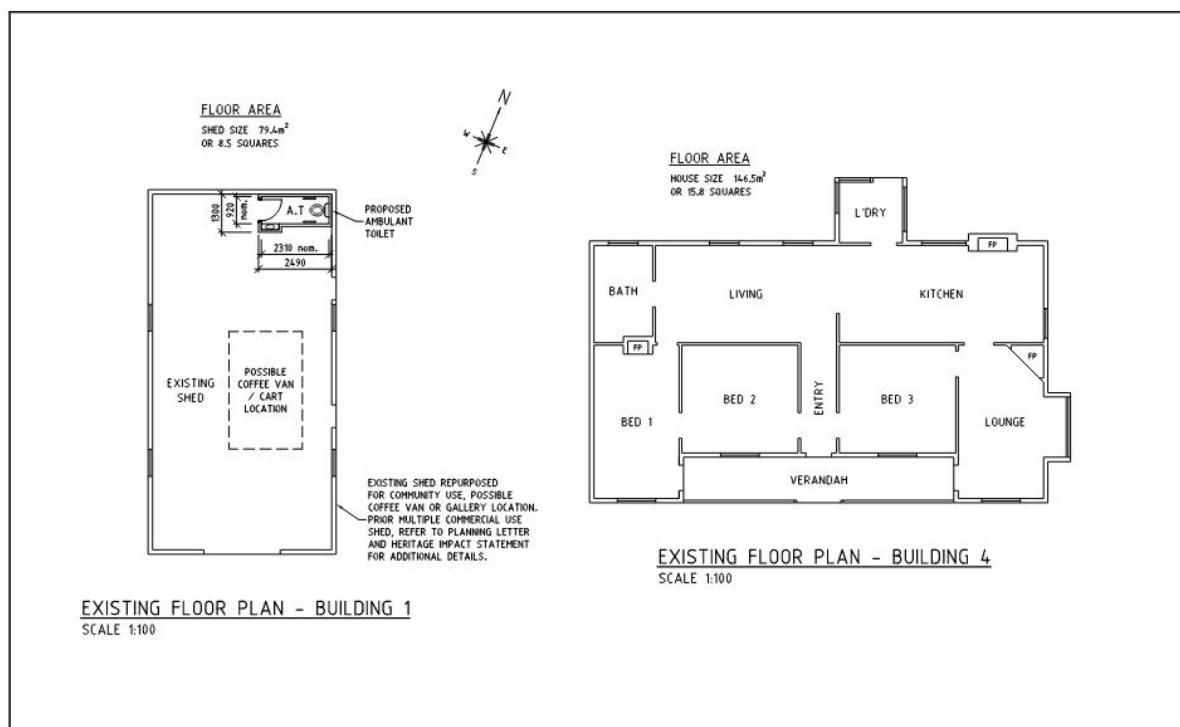


Figure 7: Floor plan of existing dwelling and oil board building.

## 12.1.5 Planner's Advice - Applicable Standards

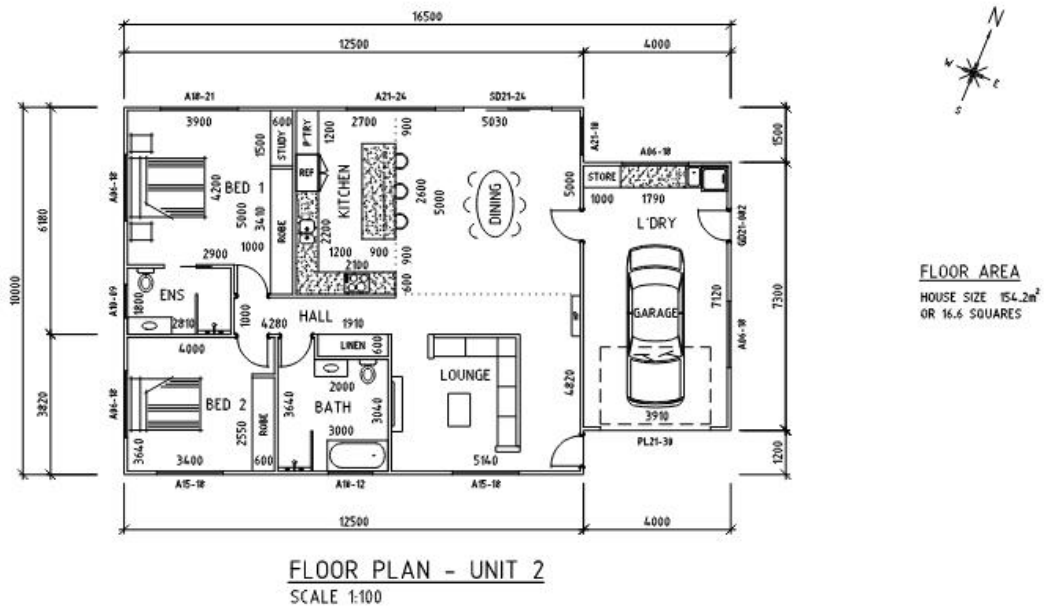


Figure 8: Floor plan for proposed Unit 2.

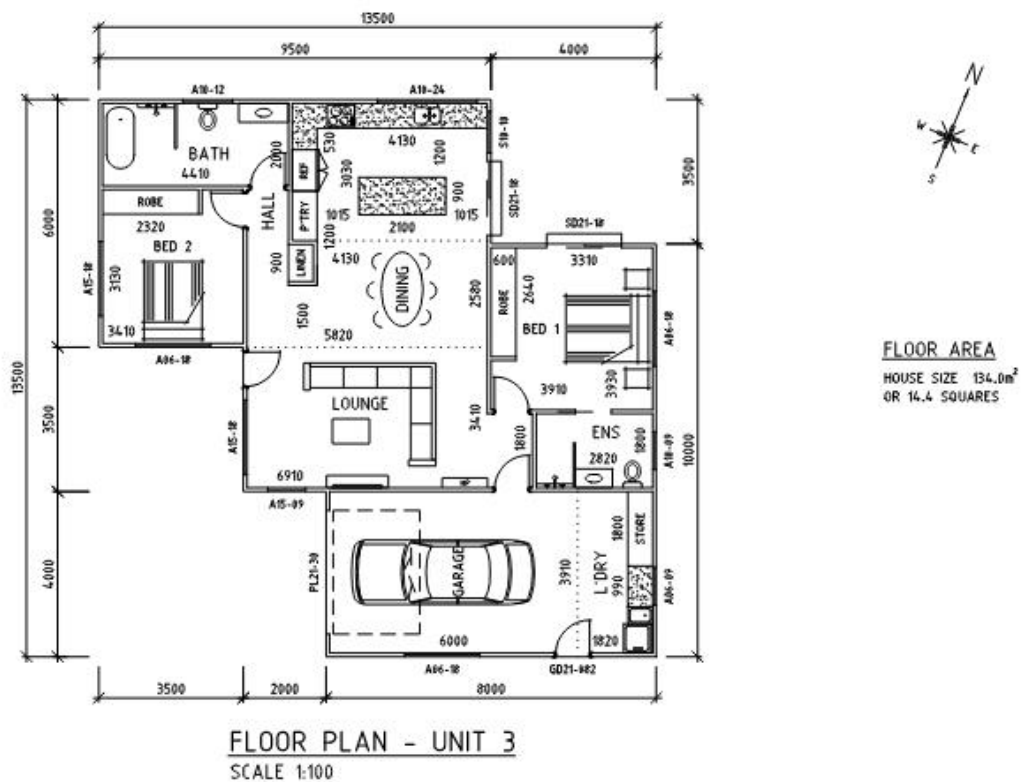


Figure 9: Floor plan for proposed Unit 3.

### Summary of Planner's Advice

This application was assessed against General Provisions Standards, as well as the Applicable Standards for this Zone, any relevant Codes and Specific Area Plans.

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

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

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

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

## 8.0 General Residential Zone

<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
8.3.1	<i>Discretionary uses</i>	
A1	The proposed operating hours are 8am to 6pm, 7 days a week. The Acceptable Solution is 8am to 6pm.	Complies
A2	External lighting will be baffled lighting to ensure direct light does not extend into adjoining property.	Complies
A3	Commercial vehicle will be the operator's personal car only. No scheduled delivery vehicles are expected.	Not Applicable
A4	No Acceptable Solution.	<b>Relies on Performance Criteria</b>
8.4.1	<i>Residential density for multiple dwellings</i>	
A1	The multiple dwellings cover an area of 1,120m <sup>2</sup> . For three units, the site coverage is 423m <sup>2</sup> . The Acceptable Solution requires a minimum of 325m <sup>2</sup> .	Complies
8.4.2	<i>Setbacks and building envelope for all dwellings</i>	
A1	Units 2 and 3 are located behind the existing buildings, and as such are located greater than 4.5m from Meander Valley Road.	Complies



## 8.0 General Residential Zone

<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
A2	All new garages are setback greater than 5.5m from Meander Valley Road.	Complies
A3	Unit 3 is located 1m off the rear boundary with a wall length over 9m. Unit 3 does not fit the building envelope.	<b>Relies on Performance Criteria</b>
<hr/>		
8.4.3	<i>Site coverage and private open space for all dwellings</i>	
A1	The site coverage of 434.7m <sup>2</sup> is 34%.  The floor area of the existing dwelling is 146.5m <sup>2</sup> ; of Unit 2 is 154.2m <sup>2</sup> ; and of Units 3 is 134.0m <sup>2</sup> . The oil board building is not a dwelling.	Complies
A2	The private open spaces for Units 1-3 are all greater than 24m <sup>2</sup> . All have a minimum dimension of not less than 4m. All are located to side or rear of a dwelling. The gradient is less than 10%.	Complies
<hr/>		
8.4.4	<i>Sunlight to private open space of multiple dwellings</i>	
A1	No unit is located to the north of another's private space.	Not Applicable
<hr/>		
8.4.5	<i>Width of openings for garages and carports for all dwellings</i>	
A1	No new carports or garages are within 12m of the frontage.	Complies
<hr/>		

## 8.0 General Residential Zone

<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
8.4.6	<i>Privacy for all dwellings</i>	
A1	Any balcony, deck, roof terrace, parking space and carport are all less than 1m above ground level.	Complies
A2	All floor levels are less than 1m above natural ground level.	Complies
A3	Internal fences to 1.8m except within 4.5m of front boundary, where the fence will step down to 1.2m	Complies
8.4.7	<i>Frontage fence for all dwellings</i>	
A1	Internal fence adjacent to oil board building is 1.7m high fence with 25% transparency with a gate.  All other fences 1.8m high are reduced to 1.2m when 4.5m from boundary.	<b>Relies on Performance Criteria</b>
8.4.8	<i>Waste storage for multiple dwellings</i>	
A1	Waste storage associated with the existing dwelling is located at the front of the lot.	<b>Relies on Performance Criteria</b>
8.5	<i>Development standards for Non-dwellings</i>	
	A potential use of the oil board building is General Retail and Hire and no further development is proposed (other than	Not Applicable



8.0 General Residential Zone

<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
	maintenance & repairs and internal bathroom).	
8.6	<i>Development standards for subdivision</i>	
	Application is not for subdivision.	Not Applicable

## C2.0 Parking and Sustainable Transport Code

### *Scheme Standard*

### **Planner's Assessment**

### **Assessed Outcome**

#### *C2.5.1 Car parking numbers*

A1 Multiple dwellings (three dwellings) require two spaces per dwelling and one visitor space.

**Relies on Performance Criteria**

NOTE: each unit has two car parking spaces. Turning area is provided. No visitor parking provided and would need to be located on the street.

As Food Services and General Retail & Hire floor area is less than 100m<sup>2</sup> - clause C2.5.5 states on site car parking is not required.

Both uses comply with the Acceptable solution for hours of operation.

#### *C2.5.2 Bicycle parking numbers*

A1 For Multiple dwellings (three dwellings) there is no requirements for bicycle parking.

**Complies**

For Food Services (food van) the requirement is 1 space per 75m<sup>2</sup>. For a building area of 79m<sup>2</sup>, the requirement is two bicycle parking spaces.

General Retail & Hire (art gallery) the requirement is one space per 100m<sup>2</sup>. For a building area of 79m<sup>2</sup>, one bicycle parking space required.

The plans show two bike parking spaces. As the same space is to be used for Food Services and General Retail & Hire, the two bicycle parking spaces is considered in compliance.

C2.0 Parking and Sustainable Transport Code		
<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
C2.5.3	<i>Motorcycle parking numbers</i>	
A1	The proposal requires less than 20 car parking spaces. There is no requirement for motorcycle parking space.	Complies
C2.5.4	<i>Loading Bays</i>	
A1	The floor area of the oil board building is 79m <sup>2</sup> . Being less than 1000m <sup>2</sup> , there is no requirement for a loading bay.	Not Applicable
C2.5.5	<i>Number of car parking spaces within General Residential Zone and Inner Residential Zone</i>	
A1	The floor area of the oil board building is 79m <sup>2</sup> and the proposed hours of operation comply with the Acceptable Solution.	Complies
C2.6.1	<i>Construction of parking areas</i>	
A1	The parking areas and driveways are to be either hot mix/concrete/pavement. The parking areas can drain to the road or grass areas/gardens.	Complies
C2.6.2	<i>Design and layout of parking areas</i>	
A1.1	(a) (i) Complies – Gradient of finished driveway will be less than 25%.  (ii) Does not comply – vehicles associated with Units 2 and 3 can enter and exit in a forward direction. Vehicles associated with	<b>Relies on Performance Criteria</b>

C2.0 Parking and Sustainable Transport Code

*Scheme  
Standard*

**Planner's Assessment**

**Assessed Outcome**

the existing dwelling will not be able to enter and exit in a forward direction.

(iii) Complies - The proposed access width for Units 2 and 3 is 3.8m. The proposed access width for the existing dwelling is 3.5m. The Acceptable Solution is not less than 3m.

(iv) Complies - Car parking dimensions are 3m x 6.7m; 3m x 5.5m; 3m x 7.1m; 3m x 6m. The Acceptable Solution is 5.4m x 3m at 90° parking spaces.

(v) All manoeuvring spaces are greater than 5.2m.

(vi) Complies - All garages and parking spaces have a minimum vertical clearance of 2.1m.

(vii) Does not comply – Plans do not describe the means of delineation of parking spaces adjoining dwellings.

A1.2

Accessible parking spaces are not required for a residential multiple dwelling development.

Not Applicable

---

C2.6.3 *Number of accesses for vehicles*

A1

The proposal includes an additional vehicle access to service the existing dwelling.

**Relies on  
Performance Criteria**

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C3.0 Road and Railway Assets Code

**Scheme  
Standard**

**Planner's Assessment**

**Assessed Outcome**

3.5.1 *Traffic generation at a vehicle crossing, level crossing or new junction*

A1.1 Meander Valley Road is not a Category 1 road or limited access road. Not Applicable

A1.2 The proposal includes a new vehicle access. State Growth is the Road Authority for Meander Valley Road. Crown Land consent was granted. Complies

A1.3 There is no rail network within close proximity to the land. Not Applicable

A1.4 The existing access to be modified and will have less than 40 vehicle movements daily. Complies

A1.5 Meander Valley Road is not a major road. Not Applicable

C9.0 Attenuation Code

*Scheme  
Standard*

**Planner's Assessment**

**Assessed Outcome**

9.5.2 *Sensitive use within an attenuation area*

A1. The land is within the attenuation distance of the Carrick speedway. There is no Acceptable Solution.

The land is located 460m from the wastewater treatment plant, which has an Attenuation Distance of 200m.

**Relies on  
Performance Criteria**

## 8.0 General Residential Zone

8.3.1 Discretionary uses	
Planning Scheme Provision	<b>Objective</b>
	<i>That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.</i>
	<b>Performance Criteria P4</b> <i>A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</i> <ul style="list-style-type: none"> <li>(a) <i>the intensity and scale of the use;</i></li> <li>(b) <i>the emissions generated by the use;</i></li> <li>(c) <i>the type and intensity of traffic generated by the use;</i></li> <li>(d) <i>the impact on the character of the area; and</i></li> <li>(e) <i>the need for the use in that location.</i></li> </ul>


### Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P4, and is consistent with the objective.

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

Scheme Provision	Planner's Assessment
8.3.1 <b>Performance Criteria P4</b>	<p>The proposal comprises of three Multiple Dwellings, Food Services (food van) and General Retail and Hire (commercial art gallery). In accordance with Table 8.2 Multiple dwellings is a Permitted use class and Food Services is a Discretionary use class.</p> <p>In accordance with Table 8.2 General Retail and Hire has a Prohibited use class status. However, in accordance with clause 7.4.1, if a place is listed on the Tasmanian Heritage Register (that would otherwise be Prohibited), is to be considered as Discretionary. As <i>Prohibited</i> is a use class, the term Discretionary in this clause is considered to refer to a Discretionary use class.</p> <p>S.34 of the <i>Historic Cultural Heritage Act 1995</i> states that where works are on a place listed in the Heritage Register (unless approved by a certificate of exemption), Council has the discretion to refuse or permit, regardless of the use class. In this instance, the discretion is a process, not a use class.</p> <p>Regarding clause 8.3.1 (4) of the planning scheme, there is no Acceptable Solution. The Performance Criteria relates to a use listed as Discretionary</p>

### 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	<p>only. Therefore, Food Services (food van) and General Retail and Hire (commercial art gallery) must not cause an unreasonable loss of amenity to adjacent sensitive uses having regard to matters considered in (a)-(e) below.</p>
<p><b>8.3.1</b> <b>Performance</b> <b>Criteria</b> <b>P4(a)</b></p>	<p>The Food Services and General Retail and Hire components of this application are restricted to the oil board building and the associated outdoor area. The floor area of the building is 79m<sup>2</sup> and the outdoor area is 41m<sup>2</sup>. As the floor area is less than 100m<sup>2</sup>, there are no car parking requirements. The outdoor area contains two bicycle parking spaces.</p> <p>The adjoining property at 26 Meander Valley Road has an internal fence located behind the building line of the oil board building. Though all outdoor space is classified as private open space, the existing fence further delineates an area behind the fence for this use.</p>  <p><i>Figure 1: Aerial view of subject property and adjoining properties.</i></p>



## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	<div data-bbox="466 342 1433 1041"></div> <p data-bbox="536 1043 1362 1077"><i>Figure 2: Showing western side of oil board building and associated fence.</i></p> <p data-bbox="440 1115 1461 1491">The proposed hours of operation are 8am to 6pm, 7 days a week. Any external lighting will be baffled to ensure direct light does not extend into adjoining properties. There are two small windows facing the adjoining property. Based on the proposed hours of use, light emission from these windows onto the adjoining property would be minimum. However, these windows (with a sill height of approximately 1.2m) may impact the privacy of the private open space at 26 Meander Valley Road. It is recommended that these windows be fixed and treated to maintain the privacy to the adjoining property.</p> <p data-bbox="440 1529 1461 1693">The rear wall of the oil board building contains no windows or doors. The side wall facing the internal driveway contains two windows. The plans show that a 1.8m high fence between the oil board building and the internal driveway. This fence will provide privacy to the multiple dwellings.</p> <p data-bbox="440 1731 1461 1854">Based on the above, the intensity of the proposed businesses is considered small and that the amenity impacts can be managed with an appropriate condition.</p> <p data-bbox="440 1892 802 1926"><u>Recommended Condition:</u></p> <ul data-bbox="491 1964 1461 2038" style="list-style-type: none"><li>• That the western windows of the oil board building are to be fixed and treated to ensure reasonable privacy for the adjoining</li></ul>

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Scheme Provision	Planner's Assessment
	property, to the satisfaction of Council's Town Planner and Heritage Tasmania.
<b>8.3.1 Performance Criteria P4(b)</b>	The proposed uses for the oil board building are Food Services (Food Van) and General Retail and Hire (commercial art gallery). Emissions may include light, odour and noise. Light has been addressed above. Odour and noise would be limited to the hours of operation. People may gather at the front of the building; however, this would be transient in nature and not expected to cause an environmental nuisance.
<b>8.3.1 Performance Criteria P4(c)</b>	As the floor area is less than 100m <sup>2</sup> , there are no car parking requirements. It is anticipated that customers will be transient and use on-street parking.
<b>8.4.1 Performance Criteria P4(d)</b>	The oil board building will be retained, and as such the streetscape will be maintained.
<b>8.3.1 Performance Criteria P4(e)</b>	<p>Other than the service station and the hotel, there are no other food service businesses in Carrick township. The food van may provide an alternative venue.</p> <p>Other than the Carrick Mill Antiques, there is no other similar commercial art galleries in Carrick.</p>
<b>8.3.1 Performance Criteria P4 Conclusion</b>	<p>The subject building has a floor area of 79m<sup>2</sup> and the outdoor area is 41m<sup>2</sup>. Potential impacts due to the location of the side boundary windows can be managed through conditions.</p> <p>As such, the use of the oil board building for Food Services and/or General Retail and Hire is considered to satisfy the performance criteria and is consistent with the objectives.</p>

8.4.2 Setbacks and building envelope for all dwellings	
Planning Scheme Provision	<b>Objective</b> The siting and scale of dwellings: <ul style="list-style-type: none"> <li>(a) provides reasonably consistent separation between dwellings and their frontage within a street;</li> <li>(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;</li> <li>(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and</li> <li>(d) provides reasonable access to sunlight for existing solar energy installations.</li> </ul>
	<b>Performance Criteria P3</b> The siting and scale of a dwelling must: <ul style="list-style-type: none"> <li>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: <ul style="list-style-type: none"> <li>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</li> <li>(ii) overshadowing the private open space of a dwelling on an adjoining property;</li> <li>(iii) overshadowing of an adjoining vacant property; and</li> <li>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;</li> </ul> </li> <li>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</li> <li>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: <ul style="list-style-type: none"> <li>(i) an adjoining property; or</li> <li>(ii) another dwelling on the same site.</li> </ul> </li> </ul>

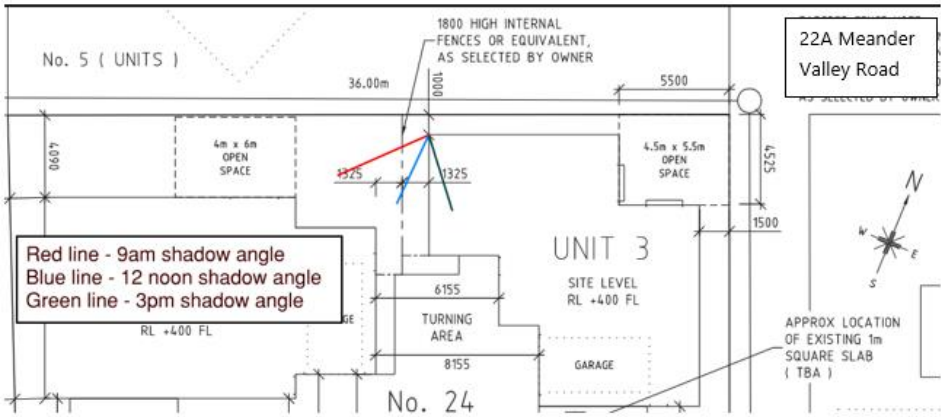
### Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P3 and is consistent with the objective.

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

Scheme Provision	Planner's Assessment
8.4.2 Performance Criteria P3	Units 2 and 3 are to be constructed to the rear of the property. Unit 2 fits within the building envelope. Unit 3 has a wall length greater than 9m being located 1m from the rear boundary. As such, Unit 3 does not fit

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	<p>within the building envelope.</p> <p>Unit 3 must not cause an unreasonable loss of amenity to a sensitive use on adjoining properties, having regard to matters considered in (a)-(e) below.</p>
<p><b>8.4.2</b> <b>Performance</b> <b>Criteria</b> <b>P3(a)</b></p>	<p>The shadow created by Unit 3 falls within the title boundary or onto the adjoining internal access strip of 22A Meander Valley Road (see Figure 3 below).</p>  <p><i>Figure 3: Showing shadow angles for 9am, 12noon and 3pm on the 21 June</i></p>
<p><b>8.4.2</b> <b>Performance</b> <b>Criteria</b> <b>P3(a)(i)</b></p>	<p>The shadow created by Unit 3 does not extend to habitable rooms on adjoining properties</p>
<p><b>8.4.2</b> <b>Performance</b> <b>Criteria</b> <b>P3(a)(ii)</b></p>	<p>The shadow created by Unit 3 does not extend to the private open space on adjoining properties.</p>
<p><b>8.4.2</b> <b>Performance</b> <b>Criteria</b> <b>P3(a)(iii)</b></p>	<p>Adjoining properties are not vacant.</p>

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<p><b>8.4.2</b> <b>Performance Criteria</b> <b>P3(a)(iv)</b></p>	<p>Unit 3 is a single storey building. The proposed colour scheme is <i>Monument</i> for the colourbond roof and for the walls the colour scheme is <i>Dulux Mud Puddle</i> and <i>Dulux Dreyfrus</i> for the weatherboards.</p> <p>The rear boundary fence is 1.8m high. The bulk of the building will be screened when viewed from abutting properties.</p>
<p><b>8.4.2</b> <b>Performance Criteria</b> <b>P3(b)</b></p>	<p>Unit 3 is located 8.97m from the closest dwelling on an adjoining property (Unit 2 at 5 Simmons Street). This is in keeping with the separation distances with other dwellings in the area.</p>
<p><b>8.4.2</b> <b>Performance Criteria</b> <b>P3(c)</b></p>	<p>There is roof mounted solar panels at 3 Simmons Street and at 22 Meander Valley Road. Shadows created by Unit 3 will not extend onto these solar energy installations.</p>
<p><b>8.4.2</b> <b>Performance Criteria P3 Conclusion</b></p>	<p>Though Unit 3 does not fit the building envelope, shadows created will not impact into habitable rooms, private open space, or solar installations of dwellings on adjoining properties.</p> <p>As such, the position of Unit 3 on the property is considered to satisfy the performance criteria and is consistent with the objectives.</p>

8.4.7 Frontage fences for all dwellings	
Planning Scheme Provision	<b>Objective</b>
	<p>The height and transparency of frontage fences:</p> <ul style="list-style-type: none"> <li>(a) provides adequate privacy and security for residents;</li> <li>(b) allows the potential for mutual passive surveillance between the road and the dwelling; and</li> <li>(c) is reasonably consistent with that on adjoining properties.</li> </ul>
	<p><b>Performance Criteria P1</b></p> <p>A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:</p> <ul style="list-style-type: none"> <li>(a) provide for security and privacy while allowing for passive surveillance of the road; and</li> <li>(b) be compatible with the height and transparency of fences in the street, having regard to: <ul style="list-style-type: none"> <li>(i) the topography of the site; and</li> <li>(ii) traffic volumes on the adjoining road.</li> </ul> </li> </ul>

### Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
<p><b>8.4.7</b></p> <p><b>Performance Criteria P1</b></p> <p><b>Preamble</b></p>	<p>The proposal includes fences within 4.5m of the front boundary. The Notice of Heritage Decision contains 5 conditions. Condition 1 states that the new fences abutting the shared internal driveway, from the front boundary to the front of the former schoolhouse and existing oil board building (minimum 5.3m length), must be a painted open picket fence, and no higher than 1.2m.</p> <p>In addition, the western side boundary fence, between the front boundary and the building line of the oil board building, must be a painted open picket fence with garden bed. Currently, this fence is 1.2m high and a painted open picket style fence (see Figure 2).</p> <p>Clause 4.6.3 provides an exemption for all fences up to 1.2m high.</p> <p>In accordance with s.39 of the <i>Historic Cultural Heritage Act 1995</i>, the Planning Authority is unable to include conditions that conflict with any</p>



## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	conditions required by the Heritage Council.
<b>8.4.7 Performance Criteria P1(a)</b>	<p>The rubbish bins associated with the existing dwelling are located at the front boundary, with a 1.7m high screening fence (25% transparency). The screened area is approximately 1m x 2m.</p> <p>The purpose for the screened area is for the storage of rubbish bins and not for security and privacy.</p>
<b>8.4.7 Performance Criteria P1(b)</b>	<p>There are no adjoining properties with screened rubbish bin areas abutting the front boundary. The location of the screened rubbish bin area at the front boundary is not in keeping with adjoining properties.</p> <p>There is ample space to the side and rear of the existing dwelling to store the rubbish bins.</p> <p><u>Recommended Condition:</u></p> <ul style="list-style-type: none"> <li>Prior to the commencement of works/use, amended plans must be submitted for approval to the satisfaction of Council's Town Planner. The plans must be drawn to scale with dimensions and must show:             <ol style="list-style-type: none"> <li>The existing dwelling's rubbish bins being relocated behind the building line.</li> </ol> </li> </ul>
<b>8.4.7 Performance Criteria P1 Conclusion</b>	<p>The location of the screened rubbish bin area is not for privacy or security and is not in keeping with adjoining properties. The location of the rubbish bins can be managed through conditions.</p> <p>As such, the relocation of the rubbish bins is considered to satisfy the performance criteria and is consistent with the objectives.</p>

## 12.1.6 Planner's Advice - Performance Criteria

<b>8.4.8 Waste storage for multiple dwellings</b>	
<b>Planning Scheme Provision</b>	<b>Objective</b>
	<i>To provide for the storage of waste and recycling bins for multiple dwellings.</i>
	<b>Performance Criteria P1</b> <i>A multiple dwelling must have storage for waste and recycling bins that is:</i> <i>(a) capable of storing the number of bins required for the site;</i> <i>(b) screened from the frontage and any dwellings; and</i> <i>(c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.</i>

### Summary of Planner's Advice

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

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

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b>8.4.8 Performance Criteria P1</b>  <b>Preamble</b>	<p>The waste storage (rubbish bins) area for the existing dwelling is located to the front boundary.</p> <p>The oil board building is not a multiple dwelling.</p> <p>The waste storage area for Units 2 and 3 are located to the rear of their outdoor car parking space.</p>
<b>8.4.8 Performance Criteria P1(a)</b>	The waste storage area shown is capable of storing two rubbish bins.
<b>8.4.8 Performance Criteria P1(b)</b>	The waste storage area is screened by a 1.7m high screening wall/fence with a 25% maximum transparency.
<b>8.4.8 Performance Criteria P1(c)</b>	The waste storage area is for the existing dwelling only.



### 12.1.6 Planner's Advice - Performance Criteria

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b>8.4.8 Performance Criteria P1 Conclusion</b>	<p>The waste storage area for the existing dwelling provides space for waste and recycling bins and is considered to satisfy the performance criteria and is consistent with the objectives.</p> <p>It is noted that the screening fence around the waste storage area is not considered acceptable as discussed in Clause 8.4.7 above. It is recommended that the screened waste storage area is relocated behind the building line.</p> <p>NOTE: Clause 8.4.7 considers the location of the screening fence associated with the waste storage bins. Clause 8.4.8 considers the location of the waste storage bins.</p>

## C2.0 Parking and Sustainable Transport Code

Planning Scheme Provision	<b>C2.5.1 Car parking numbers</b>
	<b>Objective</b>
	<i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>
	<b>Performance Criteria P1</b>
	<p><b>Performance Criteria P1.1</b></p> <p><i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i></li> <li><i>(b) the ability of multiple users to share spaces because of:</i> <ul style="list-style-type: none"> <li><i>(i) variations in car parking demand over time; or</i></li> <li><i>(ii) efficiencies gained by consolidation of car parking spaces;</i></li> </ul> </li> <li><i>(c) the availability and frequency of public transport within reasonable walking distance of the site;</i></li> <li><i>(d) the availability and frequency of other transport alternatives;</i></li> <li><i>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i></li> <li><i>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</i></li> <li><i>(g) the effect on streetscape; and</i></li> <li><i>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</i></li> </ul> <p><b>Performance Criteria P1.2</b></p> <p><i>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the nature and intensity of the use and car parking required;</i></li> <li><i>(b) the size of the dwelling and the number of bedrooms; and</i></li> <li><i>(c) the pattern of parking in the surrounding area.</i></li> </ul>

### Summary of Planner's Advice

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

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

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<p><b>C2.5.1 Performance Criteria P1.1 and P1.2</b></p>	<p>The proposal is for three Multiple dwellings and Food Services/General Retail and Hire. The proposal shows 2 car parking spaces per unit and 1 visitor parking space on the street. The proposal does not show any car parking provisions for the Food Services/ General Retail &amp; Hire.</p> <p>In accordance with Table C2.1 the parking space requirements for multiple dwellings is two spaces per dwelling and one visitor parking space.</p> <p>Based on clause C2.5.5, the Food Services and General Retail &amp; Hire components do not require on-site car parking.</p> <p>The plans show two car parking spaces per unit. A turning area is provided between Units 2 and 3. Visitor parking is provided on the street.</p>
<p><b>C2.5.1 Performance Criteria P1.1(a)</b></p>	<p>The front boundary of the subject title is 35.14m. Considering the proposed widening of the existing crossover and the new crossover, there is still ample space available for two on-street car parking spaces, at the front of the property.</p>  <p><i>Figure 4: View from Meander Valley Road, showing available on-street car parking spaces fronting the subject property.</i></p>

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<b>C2.5.1 Performance Criteria P1.1(b)</b>	The visitors for the three units could use the two car parking spaces available on-street.
<b>C2.5.1 Performance Criteria P1.1(c)</b>	<p>Redline provides a bus service to Carrick. A bus stop is located near the junction with Liffey Street.</p> <p>There is a bus shelter located at the front of the neighbouring property of 26 Meander Valley Road, Carrick. This bus shelter services school buses.</p>
<b>C2.5.1 Performance Criteria P1.1(d)</b>	Other than Redline, school buses and uber/taxi services, there is no other public transport available in Carrick.
<b>C2.5.1 Performance Criteria P1.1(e)</b>	The property is heritage listed and as such the existing dwelling and oil board building are retained. These buildings constrained the development options for the property.
<b>C2.5.1 Performance Criteria P1.1(f)</b>	In accordance with the Tasmanian State Road Hierarchy, Meander Valley Road is a Category 4 – Feeder Road. The road pavement is approximately 12m wide and with two-way traffic, allows for on-street car parking on both sides of the road.
<b>C2.5.1 Performance Criteria P1.1(g)</b>	Meander Valley Road has sufficient width to allow for car parking on both sides of the road. Visitor parking on the street would not appear out of character with the existing streetscape.
<b>C2.5.1 Performance Criteria</b>	The application was accompanied by a Traffic Impact Assessment Report prepared by RK Consulting Engineer (dated: 24 January 2023). This report stated that: <i>The increase traffic experienced by Meander Valley Road is assessed as within the acceptable range in terms of</i>

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<b>P1.1(h)</b>	<i>impact on local amenity. The local road network is assessed as being able to cope with the increased traffic activity.</i>
<b>C2.5.1 Performance Criteria P1.2</b>	<p>Units 2 and 3 are provided with two on-site car parking spaces, with an associated turning area.</p> <p>The existing dwelling is provided with two car parking spaces in tandem. This arrangement is typical of car parking for single dwelling. With a separate vehicle crossover, this arrangement is considered acceptable.</p> <p>Units 2 and 3 both have two bedrooms each. The existing dwelling has three bedrooms.</p> <p>Typically, the surrounding residential lots provide the required number of car parking spaces on-site. Visitor parking is either provided on-site or on-street.</p>  <p><i>Figure 5: Photo of Meander Valley Road, Carrick, fronting the subject property, facing west. The photo was taken at 2.15pm Wednesday 5 April 2023, noting the available car parking spaces.</i></p>
<b>C2.5.1 Performance Criteria P1.1 and</b>	<p>The proposal requires one on-street car parking space for visitor parking. There is sufficient on-street car parking spaces available fronting the subject property for two vehicles. The width of the road</p>

### 12.1.6 Planner's Advice - Performance Criteria

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b><i>P1.2</i></b> <b><i>Conclusion</i></b>	allows for two-way traffic and car parking on both sides. Therefore, it is considered that one on-street car parking space is acceptable, satisfying the performance criteria and is consistent with the objective.

## 12.1.6 Planner's Advice - Performance Criteria

C2.6.2 Design and Layout of parking areas	
Planning Scheme Provision	<b>Objective</b>
	<i>That parking areas are designed and laid out to provide convenient, safe and efficient parking.</i>
	<p><b>Performance Criteria P1</b></p> <p><i>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the characteristics of the site;</i></li> <li><i>(b) the proposed slope, dimensions and layout;</i></li> <li><i>(c) useability in all weather conditions;</i></li> <li><i>(d) vehicle and pedestrian traffic safety;</i></li> <li><i>(e) the nature and use of the development;</i></li> <li><i>(f) the expected number and type of vehicles;</i></li> <li><i>(g) the likely use of the parking areas by persons with a disability;</i></li> <li><i>(h) the nature of traffic in the surrounding area;</i></li> <li><i>(i) the proposed means of parking delineation; and</i></li> <li><i>(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i></li> </ul>

### Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
<b>C2.6.2 Performance Criteria P1</b>	<p>Vehicles entering the rear of the property can enter and exit in a forward direction. Vehicles using the new crossover will park in tandem, and as such, will not be able to enter and exit in a forward direction. The new crossover services the existing dwelling only.</p> <p>The car parking associated with Units 2 and 3 are not line marked, though are delineated by their proximity to each unit.</p> <p>The gradient of the land complies with the Australia Standard AS/NZS 2890.</p> <p>The proposed width of the new crossover is 3.5m and the existing</p>



## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	crossover is to be widened to approximately 9m. That portion of the widened crossover servicing the multiple dwellings is 3.8m.
<b>C2.6.2 Performance Criteria P1(a)</b>	The area and dimensions of space available for car parking associated with the existing dwelling is limited. Vehicles are unable to enter and exit in a forward direction. However, this arrangement of car parking spaces is typical of a single dwelling. As the crossover only services the existing dwelling, this arrangement is considered acceptable.
<b>C2.6.2 Performance Criteria P1(b)</b>	The gradient of the land complies with the Australia Standard AS/NZS 2890.
<b>C2.6.2 Performance Criteria P1(c)</b>	The proposed car parking arrangement for the existing dwelling will be useable in all-weather conditions.
<b>C2.6.2 Performance Criteria P1(d)</b>	The application included a Traffic Impact Assessment. This report stated that: <i>an additional cross over will not compromise nor apply deficient SISD [Safe Intersection Sight Distance] and is supported by this report</i> (page 19).
<b>C2.6.2 Performance Criteria P1(e)</b>	The crossover servicing the existing dwelling is for a residential use only.
<b>C2.6.2 Performance Criteria P1(f)</b>	In accordance with the <i>Guide to Traffic Generating Developments</i> the average daily vehicle trips for a dwelling is 9.0.
<b>C2.6.2 Performance Criteria P1(g)</b>	The proposal does not include any disability parking.
<b>C2.6.2</b>	Meander Valley Road is a feeder road. Many residential properties



## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<i>Performance Criteria P1(h)</i>	facing Meander Valley Road rely on private vehicles reversing onto the street.
<i>C2.6.2 Performance Criteria P1(i)</i>	As the crossover only services the existing dwelling, delineation of these car parking spaces is not considered necessary.
<i>C2.6.2 Performance Criteria P1(j)</i>	The proposed car parking onsite meets the Australian Standards.
<i>C2.6.2 Performance Criteria P1 Conclusion</i>	<p>The use of tandem car parking for the existing dwelling is considering in keeping with other residential use in the area and to be convenient, safe and efficient parking.</p> <p>Based on the above, it is considered that tandem parking spaces is acceptable in this instance, satisfying the performance criteria and is consistent with the objective.</p>

## 12.1.6 Planner's Advice - Performance Criteria

Planning Scheme Provision	C2.6.3 Number of accesses for vehicles
	<b>Objective</b>
	<p>That:</p> <ul style="list-style-type: none"> <li>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</li> <li>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</li> <li>(c) the number of accesses minimise impacts on the streetscape.</li> </ul>
	<b>Performance Criteria P1</b>
	<p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> <li>(a) any loss of on-street parking; and</li> <li>(b) pedestrian safety and amenity;</li> <li>(c) traffic safety;</li> <li>(d) residential amenity on adjoining land; and</li> <li>(e) the impact on the streetscape.</li> </ul>

### Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
<b>C2.6.3 Performance Criteria P1</b>	Currently, there is one crossover for the property. The proposal includes an additional crossover to service the existing dwelling, while the existing crossover will be widened to service the two units to the rear of the property and the existing oil board building.
<b>C2.6.3 Performance Criteria P1(a)</b>	<p>The distance between the widened crossover to the existing crossover for 22a Meander Valley Road is 23m. For a parallel parking space, the required length is 6.7m. As such, three car parking spaces were possible.</p> <p>With the proposed new crossover, the distance between crossovers is reduced to 17m, which provides for two car parking spaces.</p> <p>As such, the proposed new crossover will remove one potential car</p>

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	parking space from the street.
<b>C2.6.3 Performance Criteria P1(b)</b>	The additional crossover will be constructed to Council's standards, and as such will not impact on pedestrian safety and amenity.
<b>C2.6.3 Performance Criteria P1(c)</b>	The application included a Traffic Impact Assessment, which stated: <i>As a new driveway is proposed site distance has been addressed and meets SISD in both cases. The level of increase in traffic is less than 0.5% (page 16).</i>
<b>C2.6.3 Performance Criteria P1(d)</b>	The new crossover is near the crossover servicing 22a Meander Valley Road. The neighbouring property is a battle-axe lot with an access strip. The separation distance between the new crossover and the dwelling at 22a Meander Valley Road reduces any impact on their residential amenity.
<b>C2.6.3 Performance Criteria P1(e)</b>	An additional crossover constructed to Council's standards is not expected to visually impact the streetscape.
<b>C2.6.3 Performance Criteria P1 Conclusion</b>	<p>The new crossover will reduce the available parking in the street by one space. Car parking on the street is not at capacity, though at certain times sections of car parking may appear busy (see Figure 5). The location of the crossover is not expected to impact on adjoining crossovers.</p> <p>Based on the above, it is considered that tandem parking spaces is acceptable in this instance.</p>

## C9.0 Attenuation Code

Planning Scheme Provision	<b>C9.5.2 Sensitive use within an attenuation area</b>
	<b>Objective</b>
	<i>That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.</i>
	<b>Performance Criteria P1</b> <i>Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to:</i> <ul style="list-style-type: none"> <li>(a) <i>the nature of the activity with potential to cause emissions including:</i> <ul style="list-style-type: none"> <li>(i) <i>operational characteristics of the activity;</i></li> <li>(ii) <i>scale and intensity of the activity; and</i></li> <li>(iii) <i>degree of hazard or pollution that may be emitted from the activity;</i></li> </ul> </li> <li>(b) <i>the nature of the sensitive use;</i></li> <li>(c) <i>the extent of encroachment by the sensitive use into the attenuation area;</i></li> <li>(d) <i>measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity;</i></li> <li>(e) <i>any advice from the Director, Environment Protection Authority; and</i></li> <li>(f) <i>any advice from the Director of Mines.</i></li> </ul>

### Summary of Planner's Advice

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

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

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b>C9.5.2 Performance Criteria P1</b>  <b>Preamble</b>	<p>The property is located within the attenuation distance of the Carrick Speedway. The property is located outside the attenuation distance of the Carrick Sewerage Treatment Plant.</p> <p><i>Section C9.0 Attenuation Code of the Tasmanian Planning Scheme - State Planning Provisions includes an attenuated distance of 3000 metres for motor racing or performance trials. The proposed development site at 24 Meander Valley Road, Carrick is approximately 680m from the existing Carrick Speedway racetrack, accessed from East Street, Carrick, which has been operating motor racing events since the late 1960's. The speedway currently hosts 10 to 12 race events between September and April each year, with the duration of racing at each event being approximately 6 hours.</i></p>

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	<p><i>A noise assessment was undertaken by Pitt &amp; Sherry in 2018 to support a development application for a subdivision in Charlies Lane, Carrick, located to the immediate south of the speedway site. The report concluded that a residence built on the subdivided site will experience 'intrusive noise', similar to urban traffic noise. However, the impact of the noise may be mitigated by appropriate architectural design and that a modern home built in accordance with the energy efficiency requirements of the National Construction Code of Australia will achieve a very good noise attenuation. With such measures in place, the residents of these dwellings will not be subject to unreasonable emissions of noise while in their home.</i></p> <p><i>The assessment by Pitt &amp; Sherry included noise modelling that extended beyond the subject subdivision site, encompassing the majority of the Carrick township. Council has obtained permission from the developer of the subdivision to utilise the noise report and modelling in the future when assessing the development of a sensitive use located within the attenuated distance of the speedway. This alleviates the need for each applicant to provide supporting technical information to address the requirements of the Attenuation Code.</i></p> <p><i>The modelling suggests that the likely impact of the noise from the speedway at the proposed development site will be notably reduced [between ~12 db(A) and 16 db(A)] when compared with the subdivided land in Charlies Lane, i.e. subject of the noise assessment. Taking these factors into consideration, it can be concluded that the construction of a sensitive use at 24 Meander Valley Road will not interfere or constrain the operation of the existing activity (speedway), having regard to its operational characteristics, scale and intensity, and degree of hazard or pollution that may be emitted from the activity, together with measures in design and construction of the development which can be taken to mitigate or manage the effects of emissions from the activity. Advice from the Director, Environmental Protection Authority or Director of Mines is not required for the proposed development.</i></p>
<p><b>C9.5.2 Performance Criteria</b></p>	<p>As stated above, the proposed development site at 24 Meander Valley Road, Carrick is approximately 680m from the existing Carrick Speedway racetrack, accessed from East Street, Carrick, which has been operating motor racing events since the late 1960's. The speedway currently hosts 10</p>

## 12.1.6 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<i>P1(a)</i>	to 12 race events between September and April each year, with the duration of racing at each event being approximately six hours.
<i>C9.5.2 Performance Criteria P1(b)</i>	The new sensitive uses are two multiple dwellings located to the rear of an existing dwelling. A modern home built in accordance with the energy efficiency requirements of the National Construction Code of Australia will achieve satisfactory noise attenuation.
<i>C9.5.2 Performance Criteria P1(c)</i>	The attenuation distance for motor racing or performance racing is 3000 metres. The proposed development site at 24 Meander Valley Road, Carrick is approximately 680m from the existing Carrick Speedway racetrack.
<i>C9.5.2 Performance Criteria P1(d)</i>	It can be concluded that the construction of a sensitive use at 24 Meander Valley Road will not interfere or constrain the operation of the existing activity (speedway), having regard to its operational characteristics, scale and intensity, and degree of hazard or pollution that may be emitted from the activity, together with measures in design and construction of the development which can be taken to mitigate or manage the effects of emissions from the activity.
<i>C9.5.2 Performance Criteria P1(e)</i>	Advice from the Director, Environmental Protection Authority is not required for the proposed development.
<i>C9.5.2 Performance Criteria P1(f)</i>	Advice from the Director of Mines is not required for the proposed development.
<i>C9.5.2 Performance Criteria P1</i>	The assessment by Pitt & Sherry included noise modelling that extended beyond the subject subdivision site, encompassing most of the Carrick township. Noise may be mitigated by appropriate architectural design and that a modern home built in accordance with the energy efficiency requirements of the National Construction Code of Australia. Based on

### 12.1.6 Planner's Advice - Performance Criteria

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b>Conclusion</b>	this report, it is concluded that the residents of these dwellings will not be subject to unreasonable emissions of noise while in their home. As such, the proposal is considered to satisfy the performance criteria and is consistent with the objectives.



# APPLICATION FORM

## PLANNING PERMIT

### Land Use Planning and Approvals Act 1993



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

#### OFFICE USE ONLY

Property No:	<input type="text"/>	Assessment No:	<input type="text"/>	-	<input type="text"/>	-	<input type="text"/>
DA\	<input type="text"/>	PA\	<input type="text"/>	PC\	<input type="text"/>		

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

#### PROPERTY DETAILS:

24 MEANDER VALLEY ROAD		148963
Address:	<input type="text"/>	Certificate of Title:
	CARRICK 7291	
Suburb:	<input type="text"/>	Lot No:
	1269m <sup>2</sup>	
Land area:	<input type="text"/>	m <sup>2</sup> / ha
Present use of land/building:	RESIDENTIAL DWELLING + SHED	(vacant, residential, rural, industrial, commercial or forestry)

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

#### DETAILS OF USE OR DEVELOPMENT:

X

Indicate by ✓ box ☐ Building work ☐ Change of use ☒ STRATA TITLE ☐ Subdivision ☐ Demolition

☐ Forestry ☐ Other

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

Description of work:

Use of building:  (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area:  m<sup>2</sup> New building height:  m

Materials: External walls:  Colour:

Unit 2 - 154.2m<sup>2</sup> Roof cladding:  Colour:

Unit 3 - 134.0m<sup>2</sup>

Building 4 - Existing

## 12.1.7 Application Documents

### Department of State Growth

Salamanca Building Parliament Square  
4 Salamanca Place, Hobart TAS  
GPO Box 536, Hobart TAS 7001 Australia  
Email [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)  
Ref: SRA-23-56



Jamie Boon  
Gowland Drafting  
By email: [jamie.boon4@gmail.com](mailto:jamie.boon4@gmail.com)

Dear Jamie

#### **Crown Landowner Consent Granted - 24 Meander Valley Road, Carrick**

I refer to your recent request for Crown landowner consent relating to the development application at 24 Meander Valley Road for Subdivision, new and amended crossovers and 2 new units

I, Fiona McLeod, Director Asset Management, the Department of State Growth, having been duly delegated by the Minister under section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 29 January 2023, and the approved documents, as accessible via the link below:

<https://files.stategrowth.tas.gov.au/index.php/s/GixGmtITm6Hf8Ze>

A copy of the Instrument of Delegation from the Minister authorising the delegate to sign under section 52 of the Act can also be accessed via the above link.

Please access and download these documents for your records as soon as possible as this link will expire six months from the date of this letter.

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

#### **Access – construction or alteration (Access works permit required)**

In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit [https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings/new\\_or\\_altered\\_access\\_onto\\_a\\_road\\_driveways](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways) or contact [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au).

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

## 12.1.7 Application Documents

- 2 -

### **Other types of works (pipeline, etc.) OR Construction of infrastructure in the road reserve/on Crown land (Works permit required)**

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit [https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings) or contact [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au)

### **Discharge of Stormwater or drainage into the State road drainage system (Ministerial consent required)**

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 17B of the *Roads and Jetties Act 1935* to concentrate and discharge drainage to the State road reserve.

The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve.

If any enlargement of the existing State road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.

The proponent is responsible for the ongoing maintenance of their own infrastructure.

For further information please contact Road Assets at [roadassets.utilities@stategrowth.tas.gov.au](mailto:roadassets.utilities@stategrowth.tas.gov.au).

Pursuant to Section 16 of the *Roads and Jetties Act 1935*, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely



Fiona McLeod

**DIRECTOR ASSET MANAGEMENT**

Delegate of

**Minister for Infrastructure and Transport**

Michael Ferguson MP

20 February 2023

cc: General Manager, Meander Valley Council

## **GOWLAND DRAFTING**

BSSB Pty Ltd T/A Gowland Drafting

ABN 16 102 865 350

Upper Floor, 62a Cameron Street,  
Launceston, Tas. 7250.

Telephone: (03) 63 430 282

Email: [info@gowlanddrafting.com.au](mailto:info@gowlanddrafting.com.au)

21-02-23

Planning - Att: Leanne Rabjohns  
RFI - PA\23\0050  
Meander Valley Council

### **Proposed 2 New Units + 2 Existing Buildings at Lot 1, 24 Meander Valley Road, Carrick, 7291.**

Proposed 2 new 2br Units to go on the site + back yard of existing buildings at Lot 1, 24 Meander Valley Road, Carrick, 7291.

The 2 units are - 2br lightweight construction with single garages. Roof construction is to be iron roofing.

The site before development is grassed with no existing shrubs or trees, except for those in the front yard of existing building 4. There are two existing buildings to stay, a residence and a shed.

**Existing Building 1** – Existing weatherboard shed located at the front of the block. Existing shadows will have no effect on the proposed development.

**Unit 2** – Proposed unit located at the rear of the block and will be built up to assist with sewer pipe falls. A 4m min width of private open space will be located at the rear with a northerly aspect. Northerly shadowing from unit 2 will not affect existing building 1, due to the 3m gap to the fence. Northerly shadowing from unit 2 will have minimal effect on the south westerly neighbour, with majority of the projected shadow coming from the existing boundary fence (refer to P14 for shadow projections).

**Unit 3** – Proposed unit located at the rear of the block and will be built up to assist with sewer pipe falls. A 4m min width of private open space will be located at the rear with a northerly aspect. Northerly shadowing from unit 3 will not affect existing building 4, due to the 4m gap to the fence. Unit 2's private open space is located at the rear and will not be affected by shadowing. Northerly shadowing from unit 3 will have no effect on the north westerly neighbour (refer to P14 for shadow projections).

**Existing Building 4** – Existing 3br weatherboard residence located at the front of the block. A 4m min width of private open space will be located to the side of the building with a northerly aspect. Existing shadows will have no effect on the proposed development.

## 12.1.7 Application Documents

No part of the units will encroach any building envelope. Unit 3 is within a council setback with a rear setback of 1m. This will have no shadowing effect over the north westerly neighbour, as northly shadowing will occur on the other side of the unit. No part of the unit will encroach the building envelope with this reduced rear setback (refer to east and west elevations on sheets P12 & P13 for building envelopes).

### Fencing & Screening Notes.

The new fence alongside the shared driveway will be an 1800 high fence or equivalent, stepping down to 1200 high once within 4.5m of the frontage. No additional privacy screening will be required between the shared driveway & the existing building 4 residence, as the new 1800 high fence will screen the existing habitable windows and private open space. New 1800 high boundary and internal fences or equivalent, where required. Privacy screening provided for bins and is to be 1.7m min high + have a uniform transparency of no more than 25% or as selected by owner.

Access to the existing building 4 residence is via the proposed driveway and crossover, with additional parking provided along the side of the existing building. Access to the units and the existing building 1 shed is via the proposed shared driveway, with the existing crossover needing to be extended by a small amount. An additional parking space has been provided alongside both units, as they have single garages. Extra visitor parking can be achieved by parking on the street, location shown on site plan (refer to sheet P1).

All minimum apron widths have been met for access into garages and parking spaces. A turning area has also been provided in front of unit 3 to assist with turning maneuvers.

Refer to Heritage Impact Statement by Gayle Plunkett for all heritage considerations.

The existing building 1 shed will be repurposed for community use, as a possible coffee van or gallery location. This existing shed had multiple commercial uses in the past, such as a confectionary factory and then a mechanic workshop. The proposed use of the space will complement the historical commercial use of the shed, returning to its previous state but with a more community focused atmosphere. This space will be advantageous to the residents of Carrick, providing a usable space for the community.

A proposed ambulant toilet will be added for the use of staff and patrons. The customer and temporary vehicle access to the shed will be a concrete pavement slab or equivalent, as selected by the owner. 2 bicycle parking spaces are located on the westerly side of the access. Transportable seating will be situated indoors and outdoors depending on weather conditions. A 1700mm high screening wall will be provided for additional privacy for patrons and the residents of the proposed units. The screen wall will be partly transparent, alongside the tapering height driveway fence, to provide safety to pedestrians from vehicles from units 2 and 3.

The operating hours are expected to be between 7am and 6pm, 7 days a week. Any external lighting will be baffled to ensure direct light does not extend into an adjoining property, as selected by the owner. As the use will be small scale, deliveries will be by the personal vehicle of the business owner. There will be light, short term, customer traffic. The space in front of the lot can be utilised for parking requirements.

Regards,

Jamie Boon

Gowland Drafting.

Document Set for Review  
Version: 1, Version Date: 23/02/2023

## 12.1.7 Application Documents

### Leanne Rabjohns

---

**From:**  
**Sent:** Tuesday, 28 February 2023 2:34 PM  
**To:** Leanne Rabjohns  
**Subject:** Fwd: PA\23\0050 - 24 Meander Valley Road, Carrick - units  
**Attachments:** 210204 - Knight Carrick Planning RFI Set 21-02-23.pdf; Planning Application Letter Knight RFI 21-02-23.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Leanne,

I wish to change the proposed opening hours on page 2 of the planning letter from 7am to 6pm seven days a week to 8am to 6pm seven days a week.  
Can you please amend this in our application.

Thank you,

Darren Knight.

**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 148963	FOLIO 1
EDITION 6	DATE OF ISSUE 01-Jul-2021

SEARCH DATE : 14-Apr-2023

SEARCH TIME : 08.14 AM

DESCRIPTION OF LAND

Town of CARRICK

Lot 1 on Sealed Plan 148963

Derivation : Part of Lot 29, 2568 Acres Gtd. to Thomas Reiby

Prior CTs 251096/1 and 145805/1

SCHEDULE 1

M889499 TRANSFER to BARRINGTON NORTH PTY LTD and DARREN MARK  
KNIGHT as tenants in common in equal shares  
Registered 01-Jul-2021 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<b>SCHEDULE OF EASEMENTS</b>  <b>NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS &amp; MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</b>	Registered Number  <b>SP 148963</b>
----------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------

PAGE 1 OF 1 PAGE/S

## EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

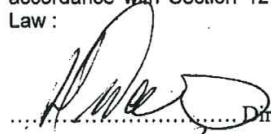

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

No easements or profits a prendre are created to benefit or burden the lots shown on the plan.

EXECUTED by HAYWAL PTY LTD [115 925 089] as Registered Proprietors of the land comprised in Certificates of Title Volume 251096 Folio 1 Volume 145805 Folio 1 and Volume 117651 Folio 1 in accordance with Section 127(1) of the Corporations Law:

 Director  
 Director/Secretary

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: HAYWAL PTY. LTD. FOLIO REF: 251096/1, 145805/1 & 117651/1 SOLICITOR & REFERENCE: Clarke & Gee (B. Doolan)	PLAN SEALED BY: Meander Valley Council DATE: 9th November 2006 DA 272/2005 REF NO.
<b>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</b>	

# 12.1.7 Application Documents



## FOLIO PLAN RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER Haywal Pty Ltd		<b>PLAN OF SURVEY</b>		REGISTERED NUMBER <b>SP148963</b>	
FOLIO REFERENCE C.T.251096/1 C.T.145805/1 C.T.117651/1		BY SURVEYOR Alan John Hudson of CAMPELL-SMITH PHELPS, PEDLEY SURVEYORS, ENGINEERS & PLANNERS 3-23 BRISBANE STREET, LAUNCESTON		APPROVED EFFECTIVE FROM 12 DEC 2006 <i>Alice Kawa</i> Recorder of Titles	
GRANTEE Part of Lot 29, 2568A-0R-0P Gtd to Thomas Reiby		LOCATION <b>TOWN OF CARRICK</b>		SURVEYORS REF. 225/05	
SCALE 1 600		LENGTHS IN METRES		LAST PLAN No P251096 P117651 P145805	
MAPSHEET MUNICIPAL CODE No (5040-41) 121		LAST UPI No FDZ13, FXW 59, 6500990.		ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

SP3494, (P241552), (P5447)LO, (99/92)00, (SP3494), (SP6676), (51/82)00, (D27369), (P117651), (P145805), (P110153), (P125183), (P251096), (1/4 WEST), (102/28)00, (SP101518), (SP17393), (77/32)00, (D25387), (SP27692), (SP130803), (39/40NS), (SP29890), (101/73)00, 35°59'20", 10.53, 35°56', 33°11'00", 24.7°, 30.54, 36°, 20°, 9.99, 20.12, 24.81°, 24.7°, 5.03, 35.84, 57°31'20", 36.88, 20°, (SP9401), (P251379), (6/12NS), EAST STREET

1 1269m²  
2 5910m²

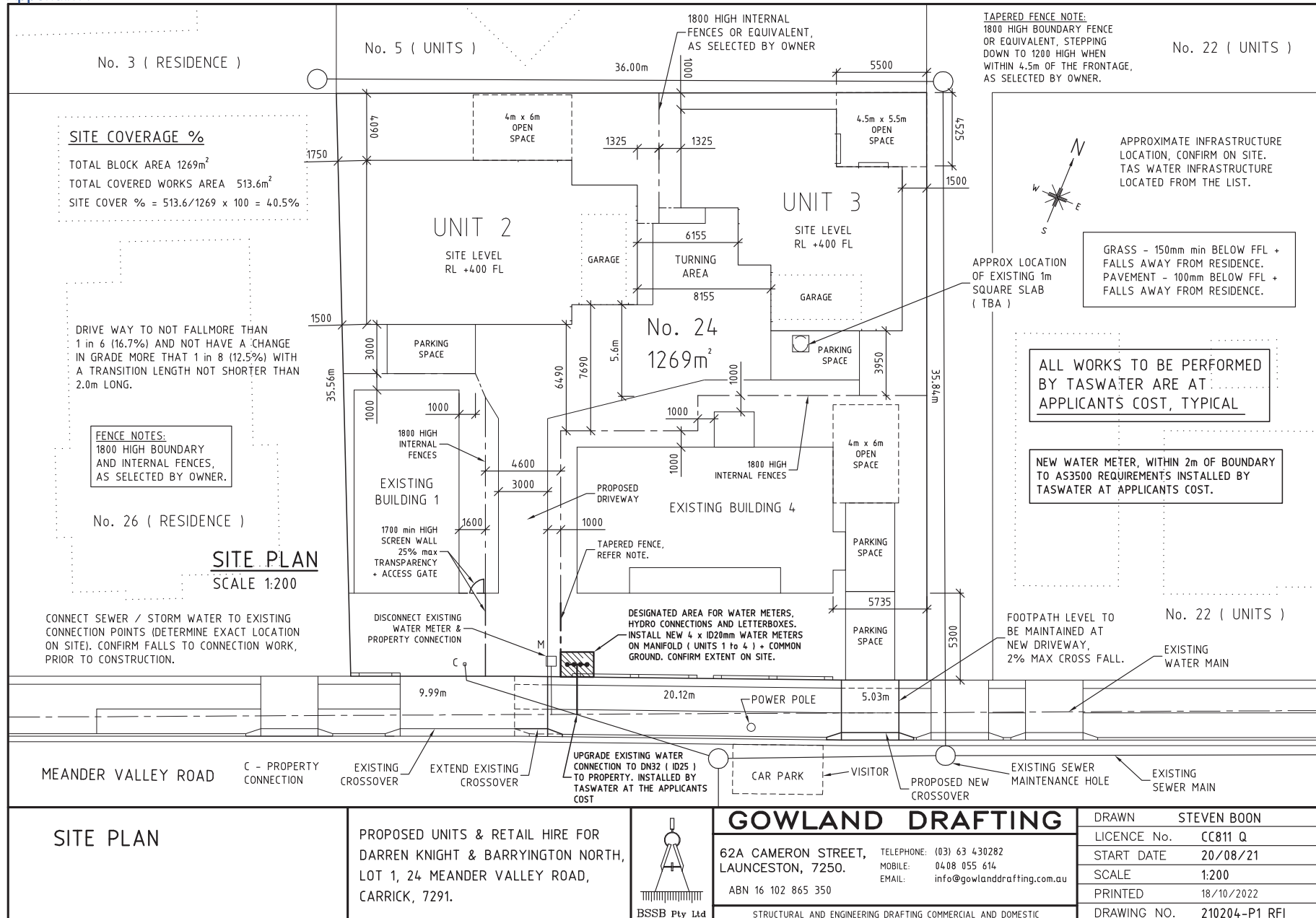
SIMMONS STREET  
MEANDER VALLEY ROAD

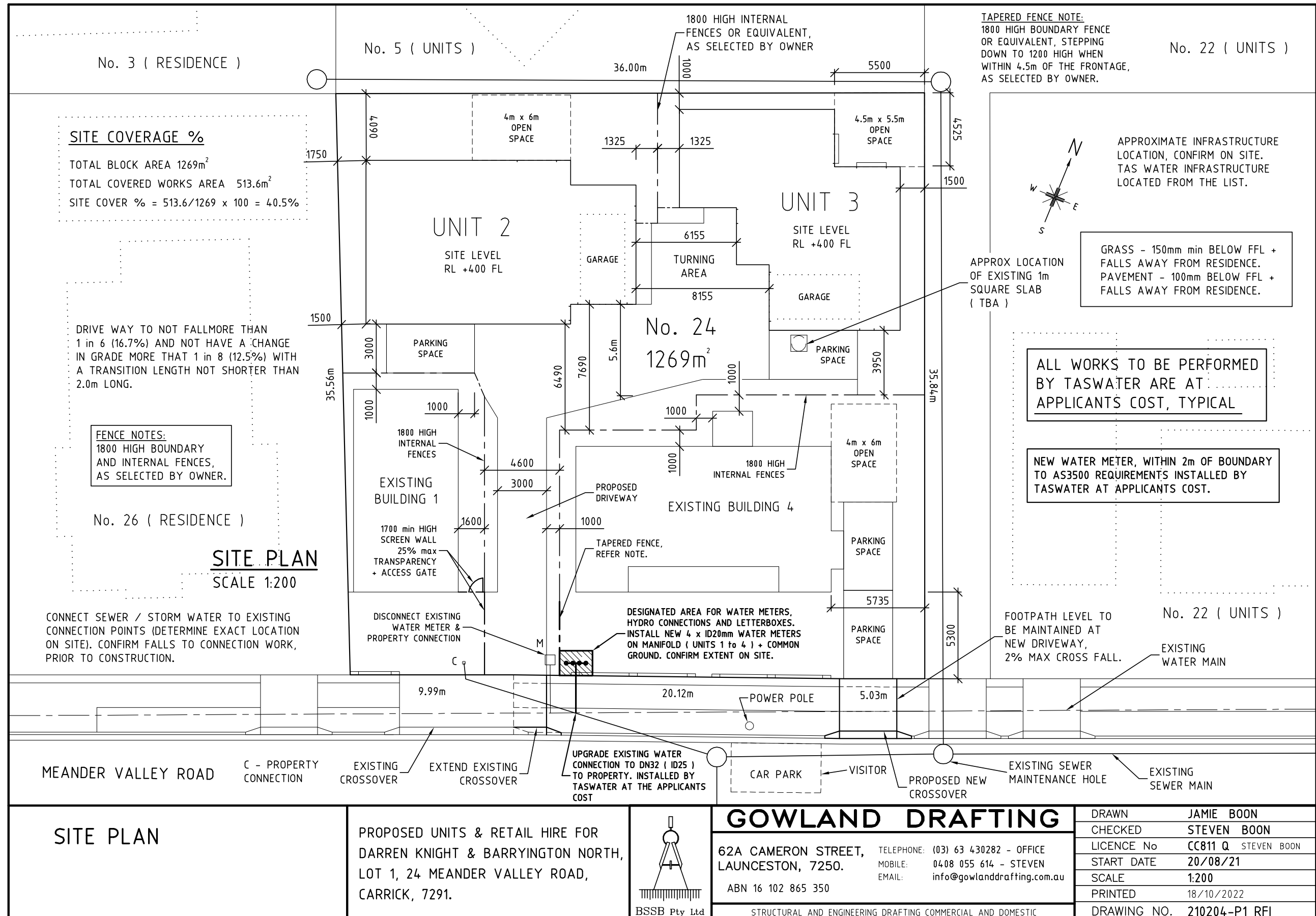
COUNCIL DELEGATE *[Signature]* DATE 9/10/06

## 12.1.7 Application Documents

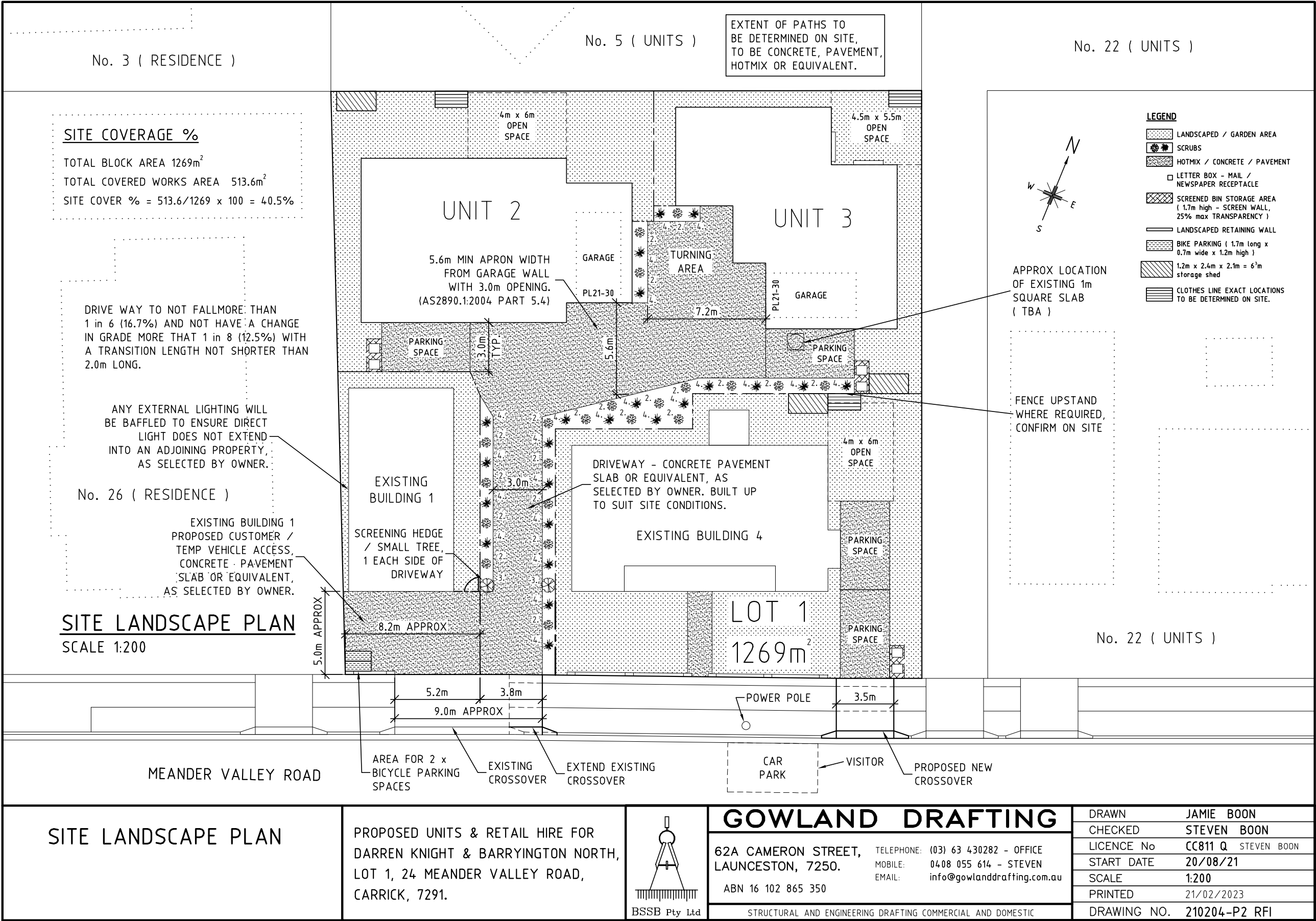
Appendix A

22









TOTAL ROOF AREA  
571.7m OR 45.05%

TOTAL IMPERVIOUS AREA  
824.3m OR 64.96%

TOTAL PERVIOUS AREA  
444.7m OR 35.04%

UNIT / BUILDING AREA  
BUILDING 1 - 155m  
UNIT 2 - 286m  
UNIT 3 - 230m  
BUILDING 4 - 368m  
DRIVEWAY - 230m  
TOTAL - 1269m

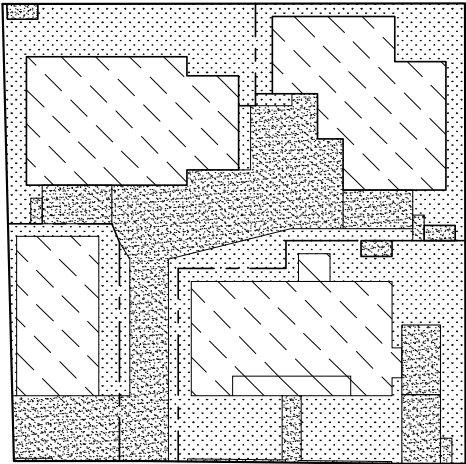
DIMENSIONS AND AREAS ARE TBC  
ON SITE, BY LAND SURVEYOR  
AT THE TIME OF CONSTRUCTION

SITE COVERAGE %

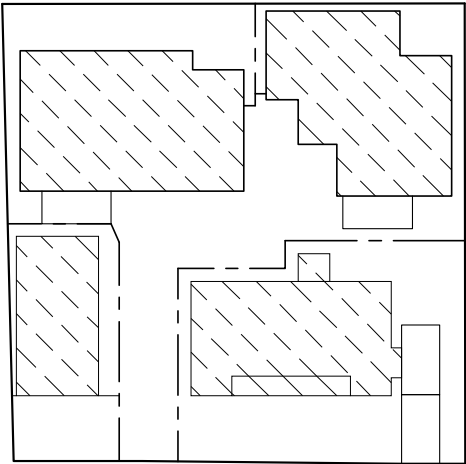
TOTAL BLOCK AREA 1269m<sup>2</sup>  
TOTAL COVERED WORKS AREA 513.6m<sup>2</sup>  
SITE COVER % = 513.6/1269 x 100 = 40.5%

LEGEND

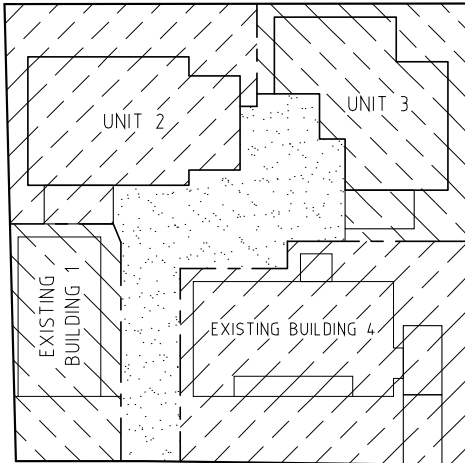
- GRASSED / LANDSCAPED AREA
- HOTMIX / CONCRETE / PAVEMENT
- BUILDING / ROOF AREA



GARDEN AREA PLAN  
SCALE 1:500



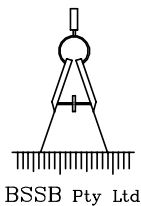
ROOF AREA PLAN  
SCALE 1:500



UNIT AREA PLAN  
SCALE 1:500

SITE AREA PLANS

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



GOWLAND DRAFTING

62A CAMERON STREET,  
LAUNCESTON, 7250.  
ABN 16 102 865 350

TELEPHONE: (03) 63 430282 - OFFICE  
MOBILE: 0408 055 614 - STEVEN  
EMAIL: info@gowlanddrafting.com.au

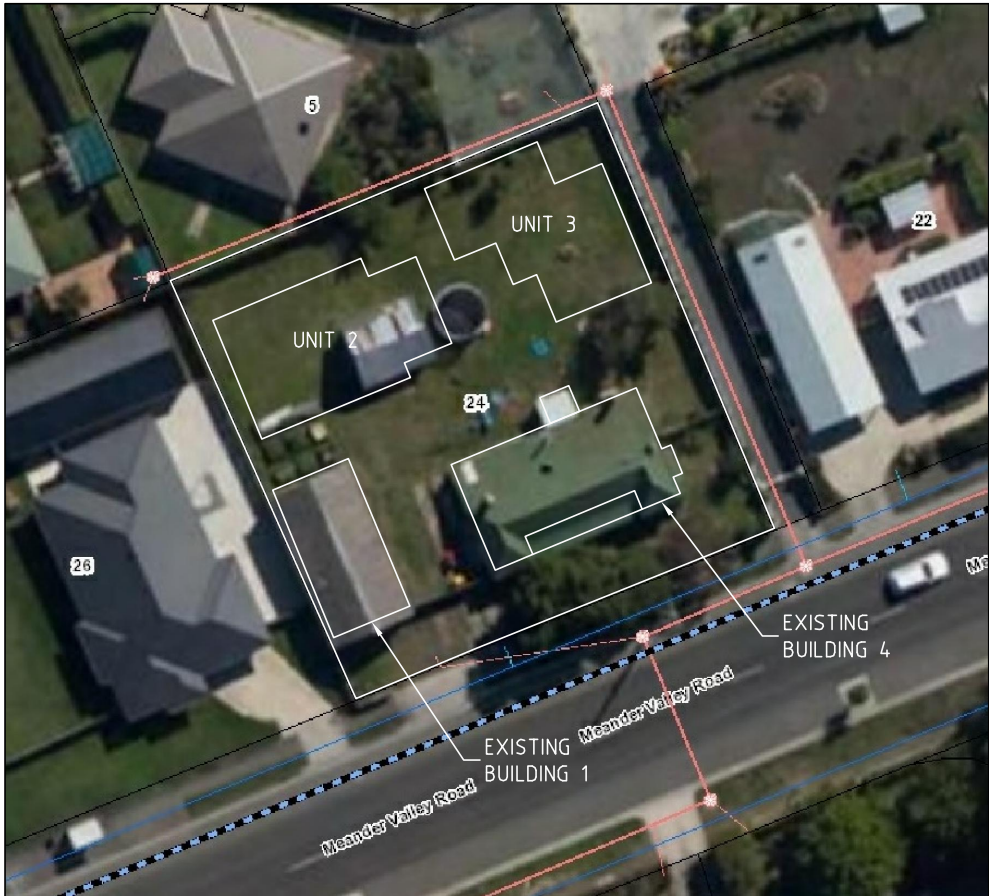
STRUCTURAL AND ENGINEERING DRAFTING COMMERCIAL AND DOMESTIC

DRAWN	JAMIE BOON
CHECKED	STEVEN BOON
LICENCE No	CC811 Q STEVEN BOON
START DATE	20/08/21
SCALE	1:500
PRINTED	23/08/2022
DRAWING NO.	210204-P3





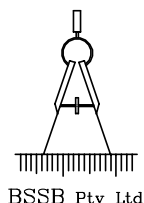
GOOGLE SITE PLAN  
SCALE 1:1000



ENLARGED GOOGLE SITE PLAN  
SCALE 1:500

GOOGLE SITE PLANS

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



GOWLAND DRAFTING

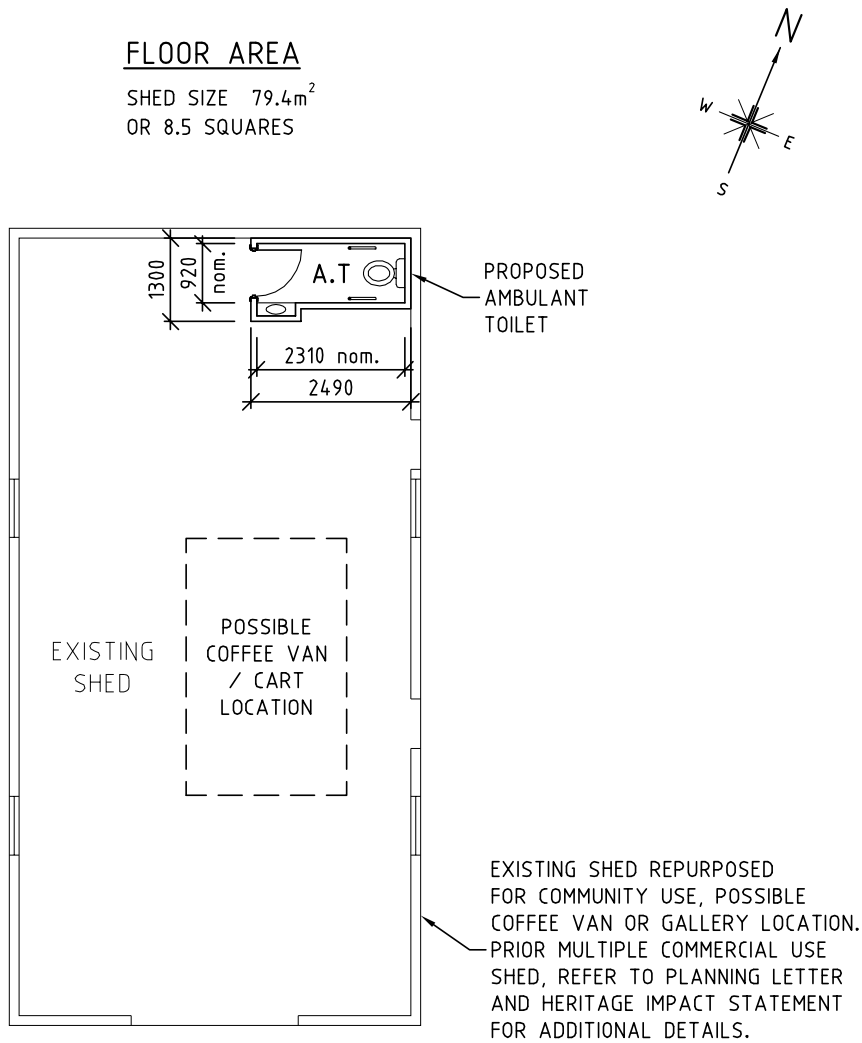
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ABN 16 102 865 350

TELEPHONE: (03) 63 430282 - OFFICE  
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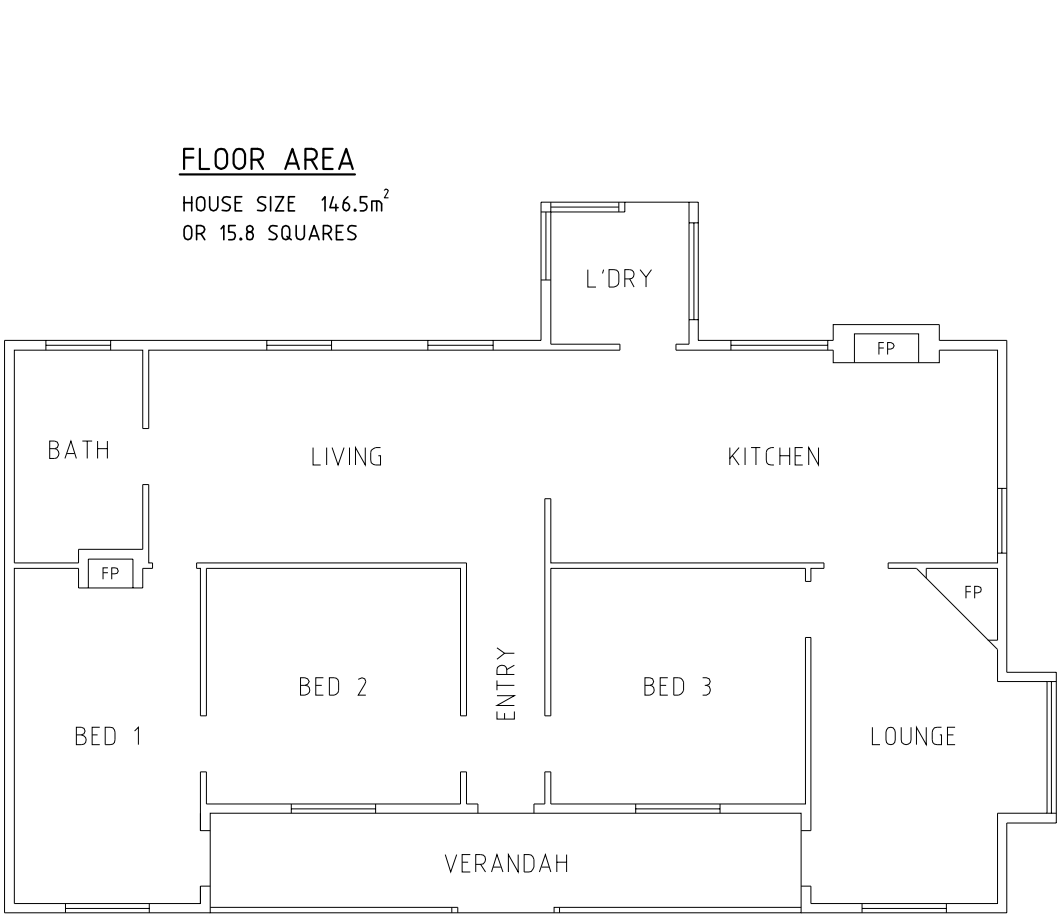
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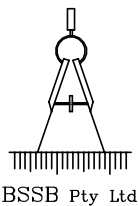
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SCALE 1:100



**EXISTING FLOOR PLAN - BUILDING 4**  
SCALE 1:100

**EXISTING FLOOR PLANS  
- BUILDING 1 & 4**

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



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PRINTED	18/10/2022
DRAWING NO.	210204-P5 RFI



SOUTH ELEVATION – BUILDING 1  
SCALE NTS



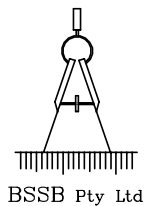
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WEST ELEVATION – BUILDING 1  
SCALE NTS

EXISTING ELEVATIONS  
– BUILDING 1

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



**GOWLAND DRAFTING**

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STRUCTURAL AND ENGINEERING DRAFTING COMMERCIAL AND DOMESTIC

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START DATE	20/08/21
SCALE	NTS
PRINTED	23/08/2022
DRAWING NO.	210204-P6





SOUTH ELEVATION - BUILDING 4  
SCALE NTS



EAST ELEVATION - BUILDING 4  
SCALE NTS



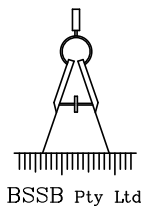
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SCALE NTS



WEST ELEVATION - BUILDING 4  
SCALE NTS

EXISTING ELEVATIONS  
- BUILDING 4

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



**GOWLAND DRAFTING**

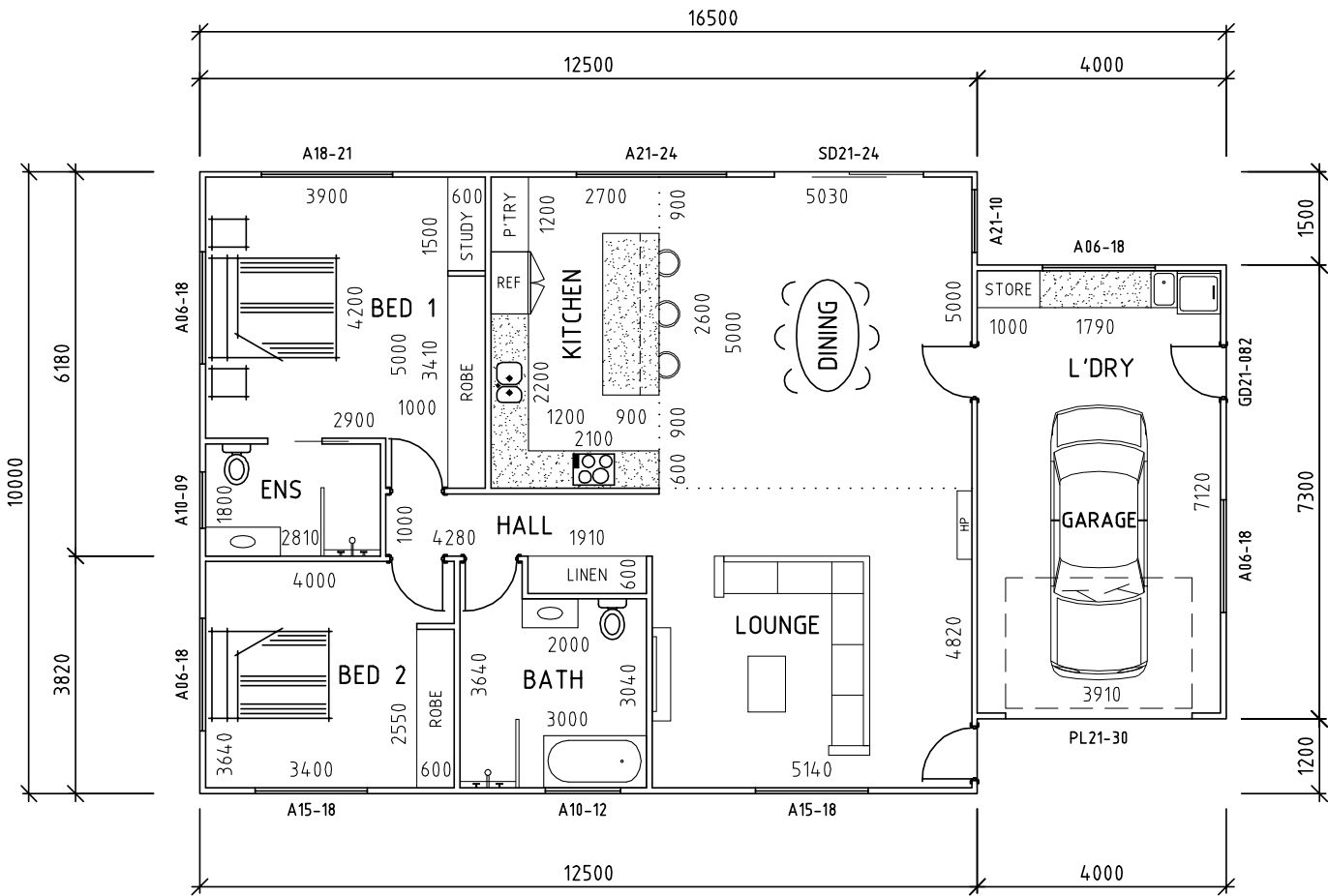
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LICENCE No	CC811 Q STEVEN BOON
START DATE	20/08/21
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PRINTED	23/08/2022
DRAWING NO.	210204-P7



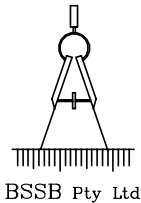


FLOOR AREA  
HOUSE SIZE 154.2m<sup>2</sup>  
OR 16.6 SQUARES

FLOOR PLAN - UNIT 2  
SCALE 1:100

FLOOR PLAN - UNIT 2

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



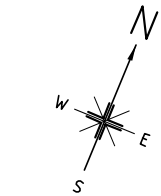
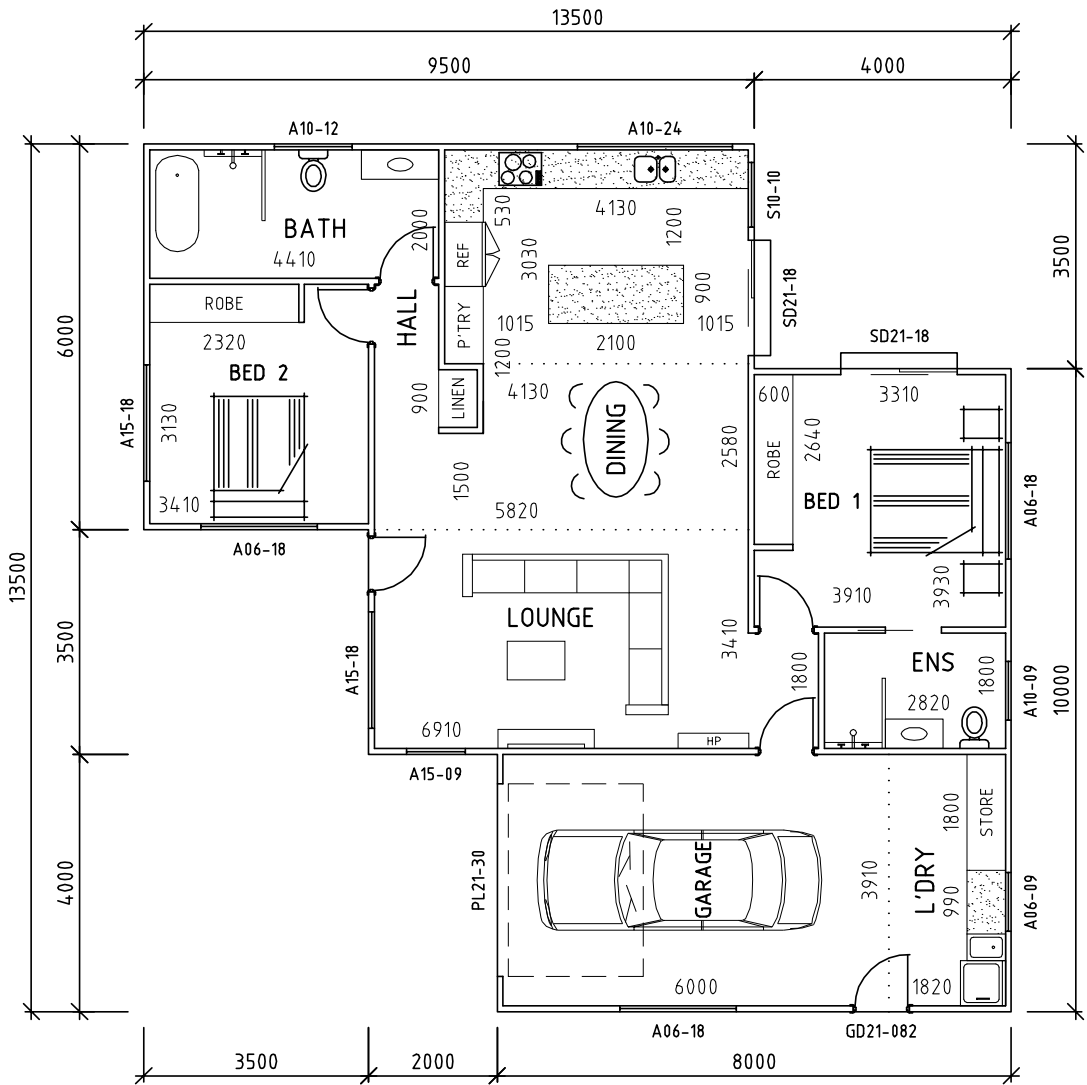
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STRUCTURAL AND ENGINEERING DRAFTING COMMERCIAL AND DOMESTIC

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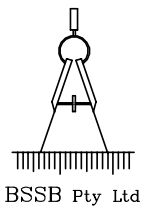


FLOOR AREA  
HOUSE SIZE 134.0m<sup>2</sup>  
OR 14.4 SQUARES

FLOOR PLAN - UNIT 3  
SCALE 1:100

FLOOR PLAN - UNIT 3

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



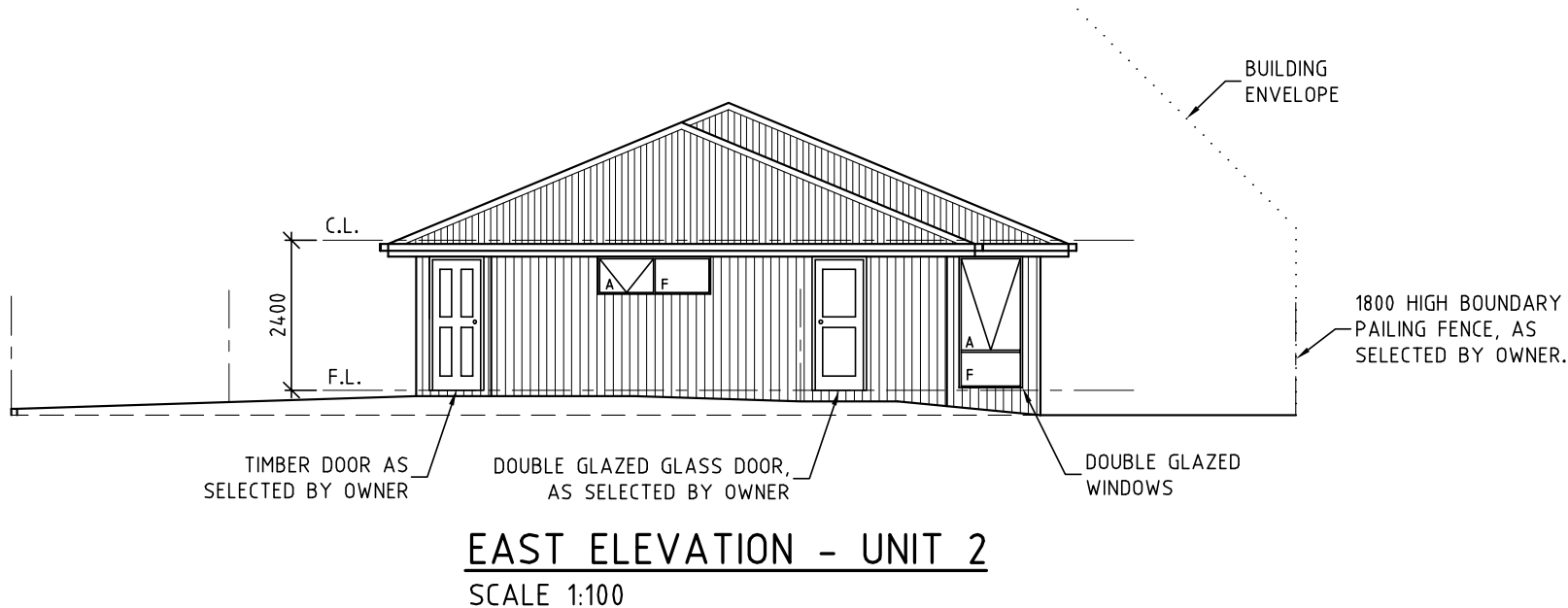
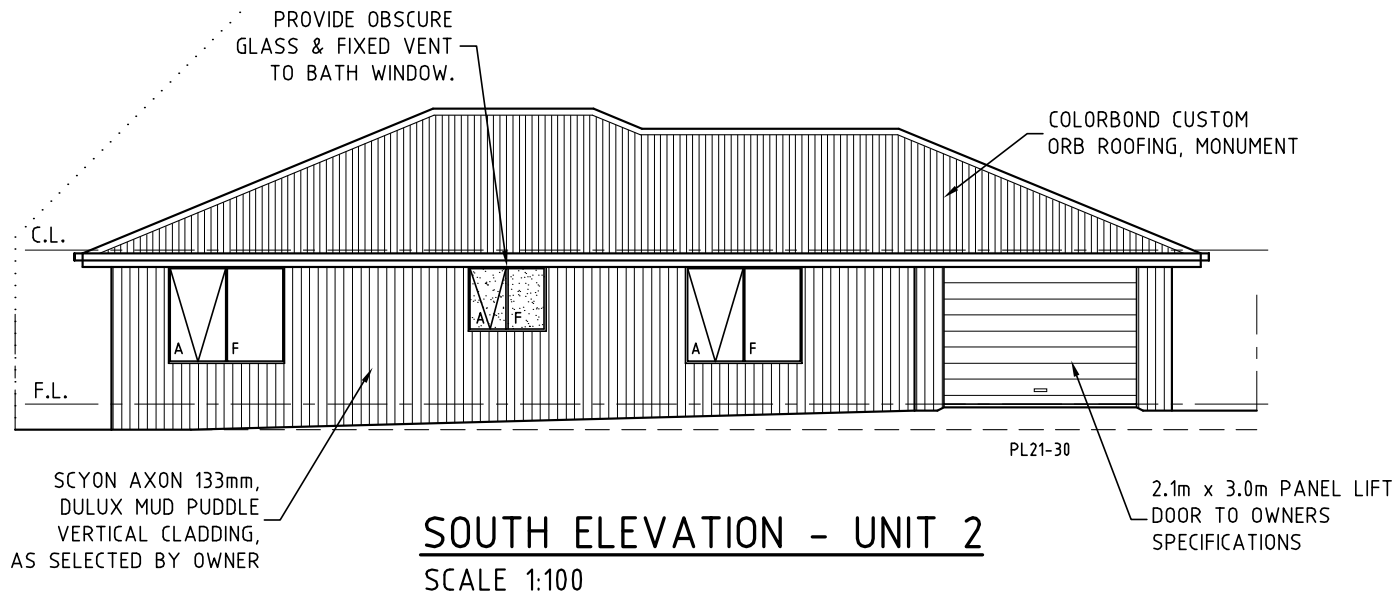
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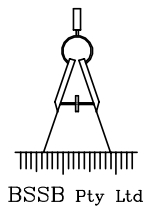
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START DATE	20/08/21
SCALE	1:100
PRINTED	23/08/2022
DRAWING NO.	210204-P9



ELEVATIONS - UNIT 2

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



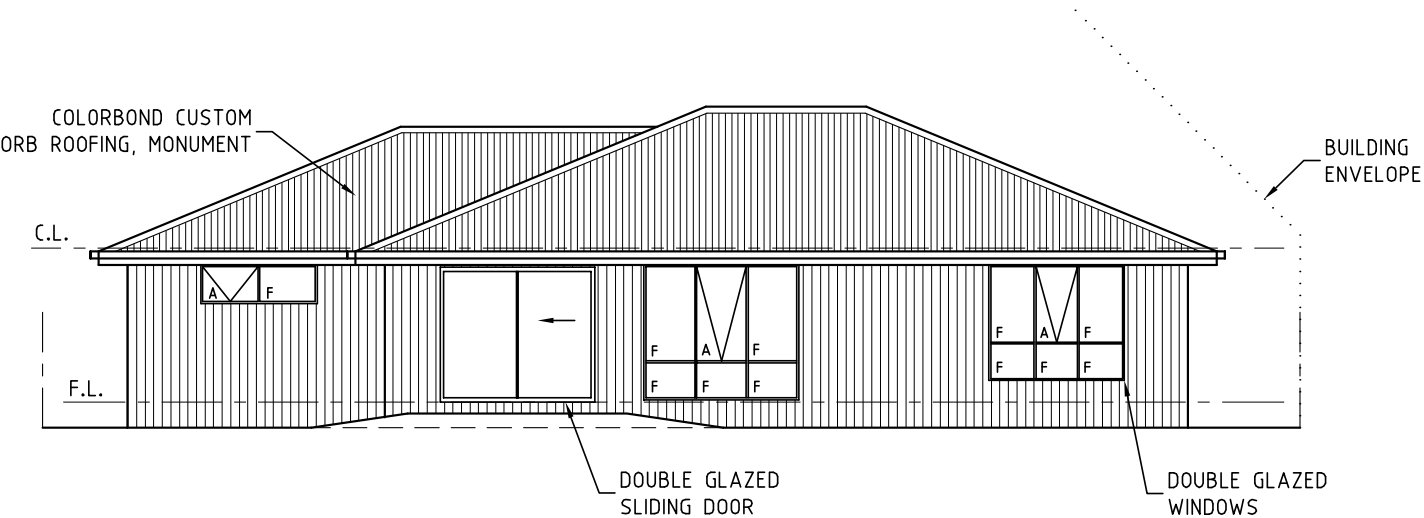
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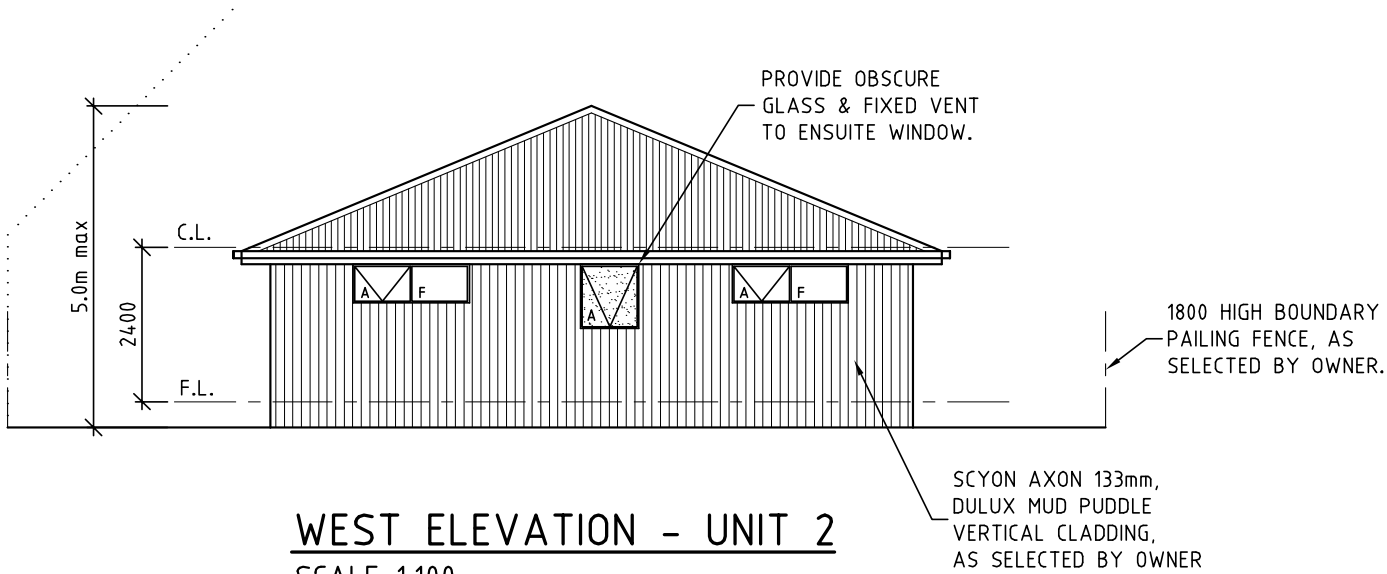
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STRUCTURAL AND ENGINEERING DRAFTING COMMERCIAL AND DOMESTIC

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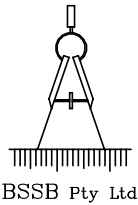
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SCALE 1:100



**WEST ELEVATION - UNIT 2**  
SCALE 1:100

ELEVATIONS - UNIT 2

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



**GOWLAND DRAFTING**

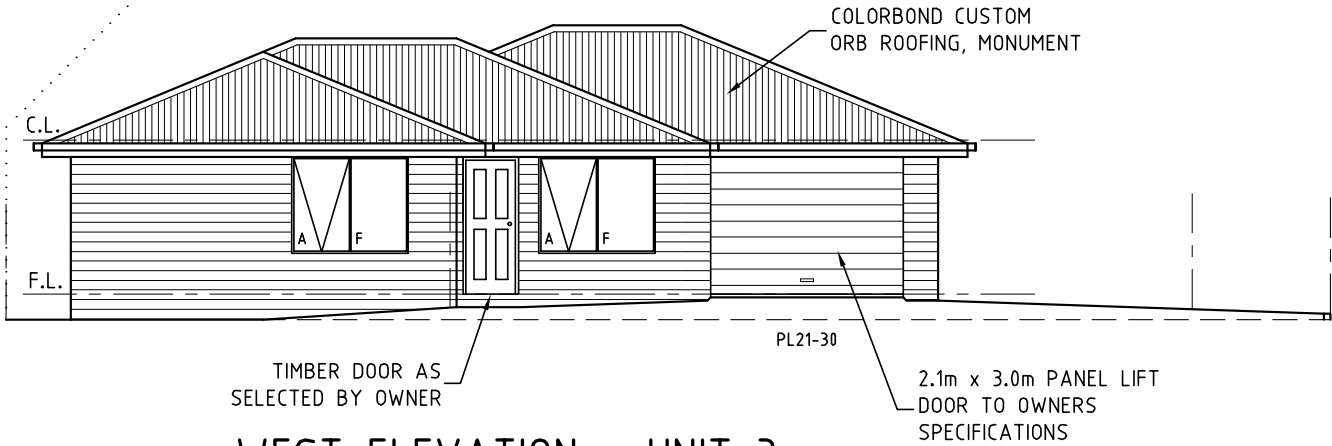
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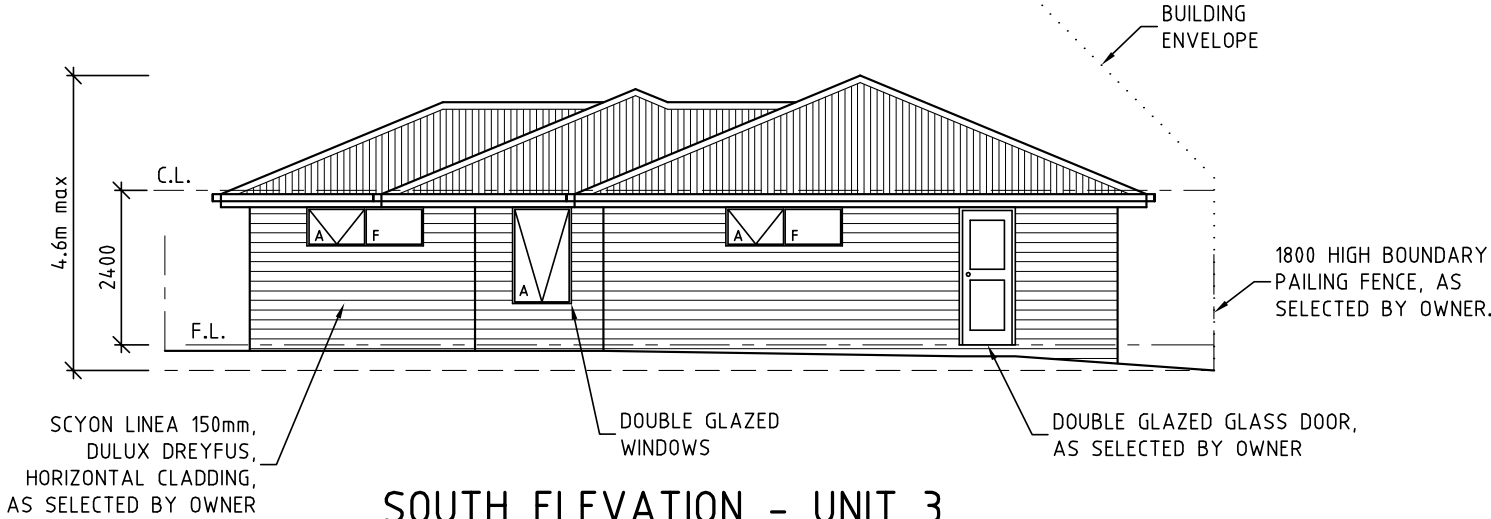
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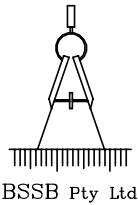
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**SOUTH ELEVATION - UNIT 3**  
SCALE 1:100

ELEVATIONS - UNIT 3

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



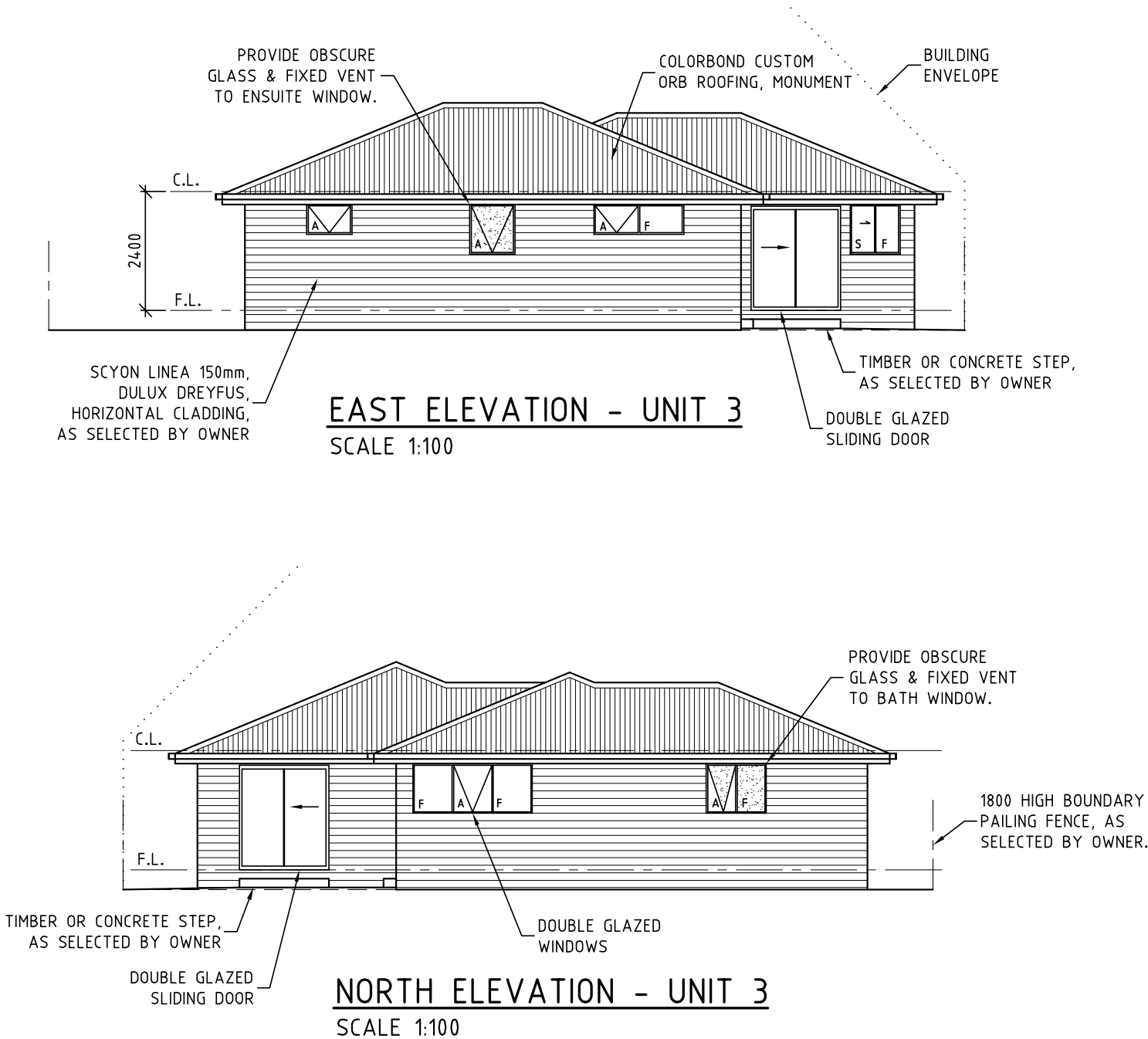
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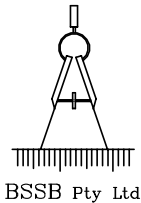
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START DATE	20/08/21
SCALE	1:100
PRINTED	23/08/2022
DRAWING NO.	210204-P12



ELEVATIONS - UNIT 3

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



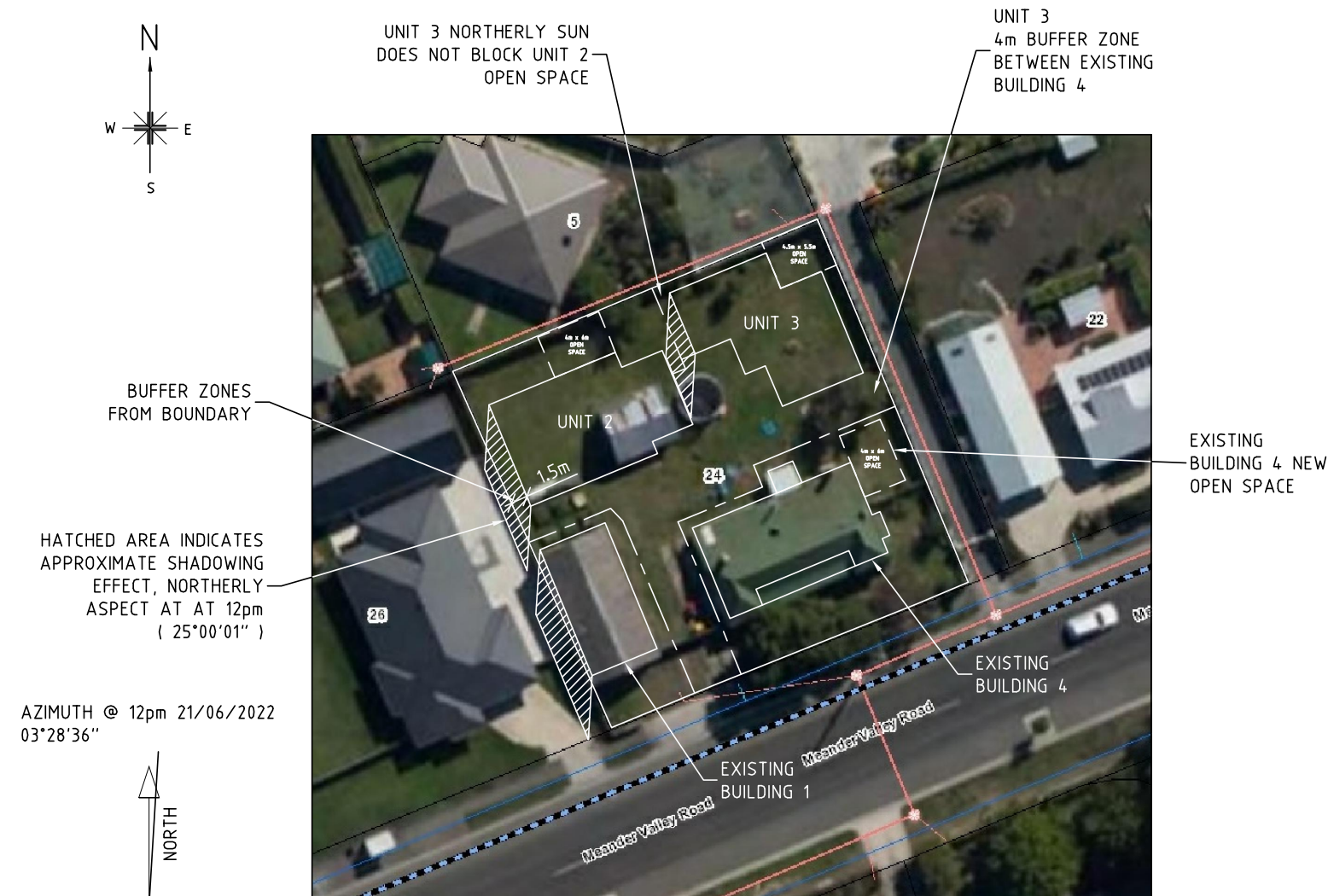
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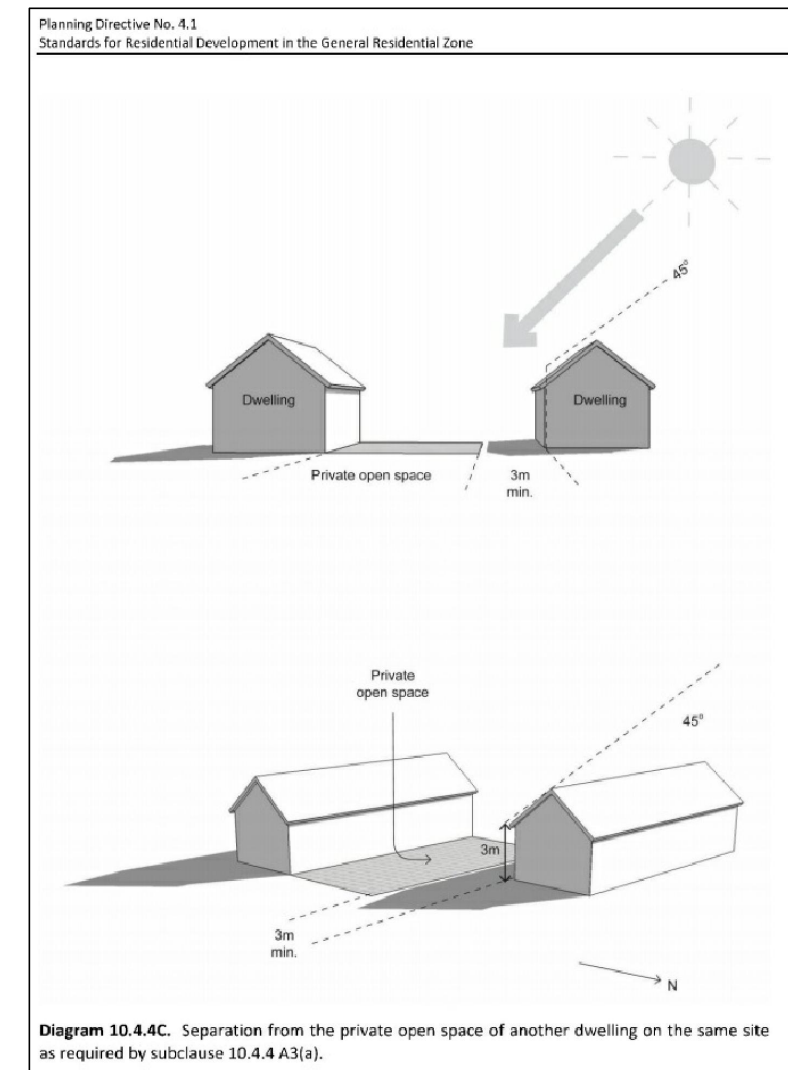
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DRAWING NO.	210204-P13



## PRELIMINARY SHADOW ASSESSMENT

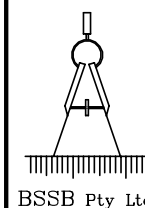
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ALL UNITS ARE WITHIN ALL BUILDING  
ENVELOPES, REFER TO ELEVATIONS

## SHADOW ASSESSMENT

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



# GOWLAND DRAFTING

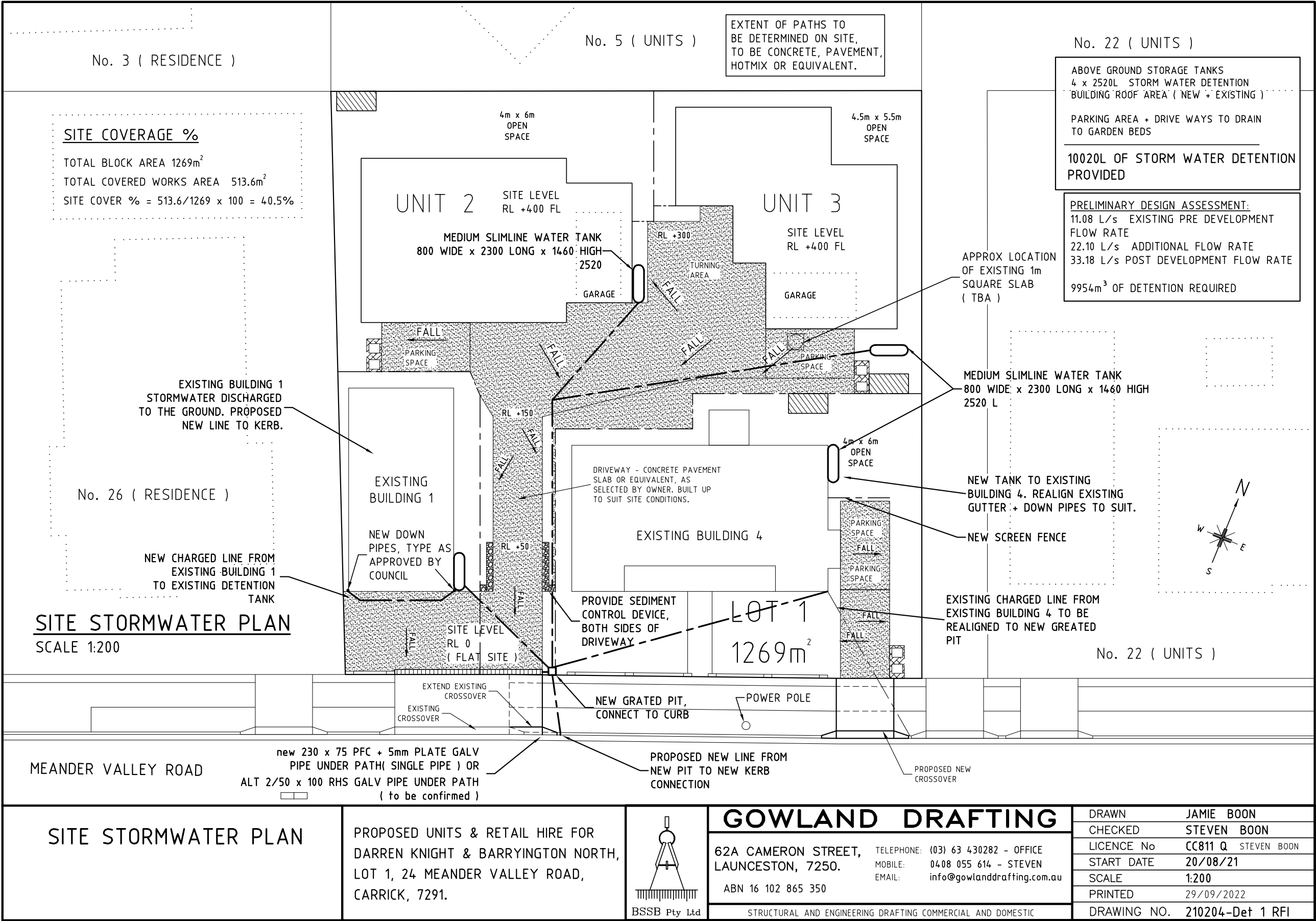
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START DATE	20/08/21
SCALE	1:500
PRINTED	23/08/2022
DRAWING NO.	210204-P14



Document Set ID: 1722850  
Version: 1, Version Date: 23/02/2023



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824.3m OR 64.96%

TOTAL PERVIOUS AREA  
444.7m OR 35.04%

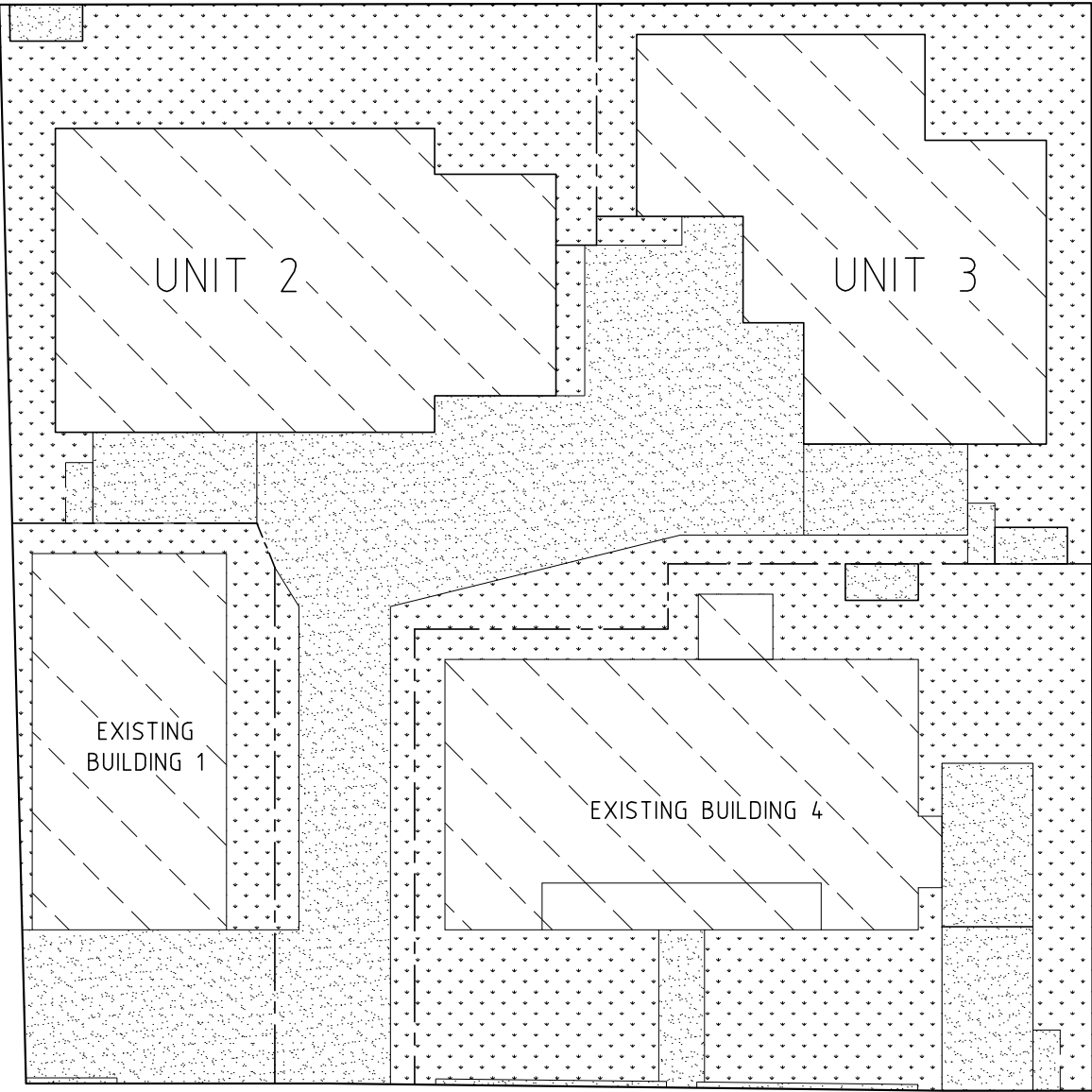
DIMENSIONS AND AREAS ARE TBC  
ON SITE, BY LAND SURVEYOR  
AT THE TIME OF CONSTRUCTION

SITE COVERAGE %

TOTAL BLOCK AREA 1269m<sup>2</sup>  
TOTAL COVERED WORKS AREA 513.6m<sup>2</sup>  
SITE COVER % = 513.6/1269 x 100 = 40.5%

LEGEND

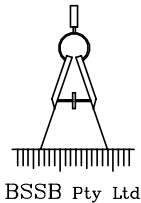
- GRASSED / LANDSCAPED AREA
- HOTMIX / CONCRETE / PAVEMENT
- BUILDING / ROOF AREA



GARDEN AREA PLAN  
SCALE 1:200

SITE AREA PLAN -  
TOTAL SITE AREAS

PROPOSED UNITS & RETAIL HIRE FOR  
DARREN KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



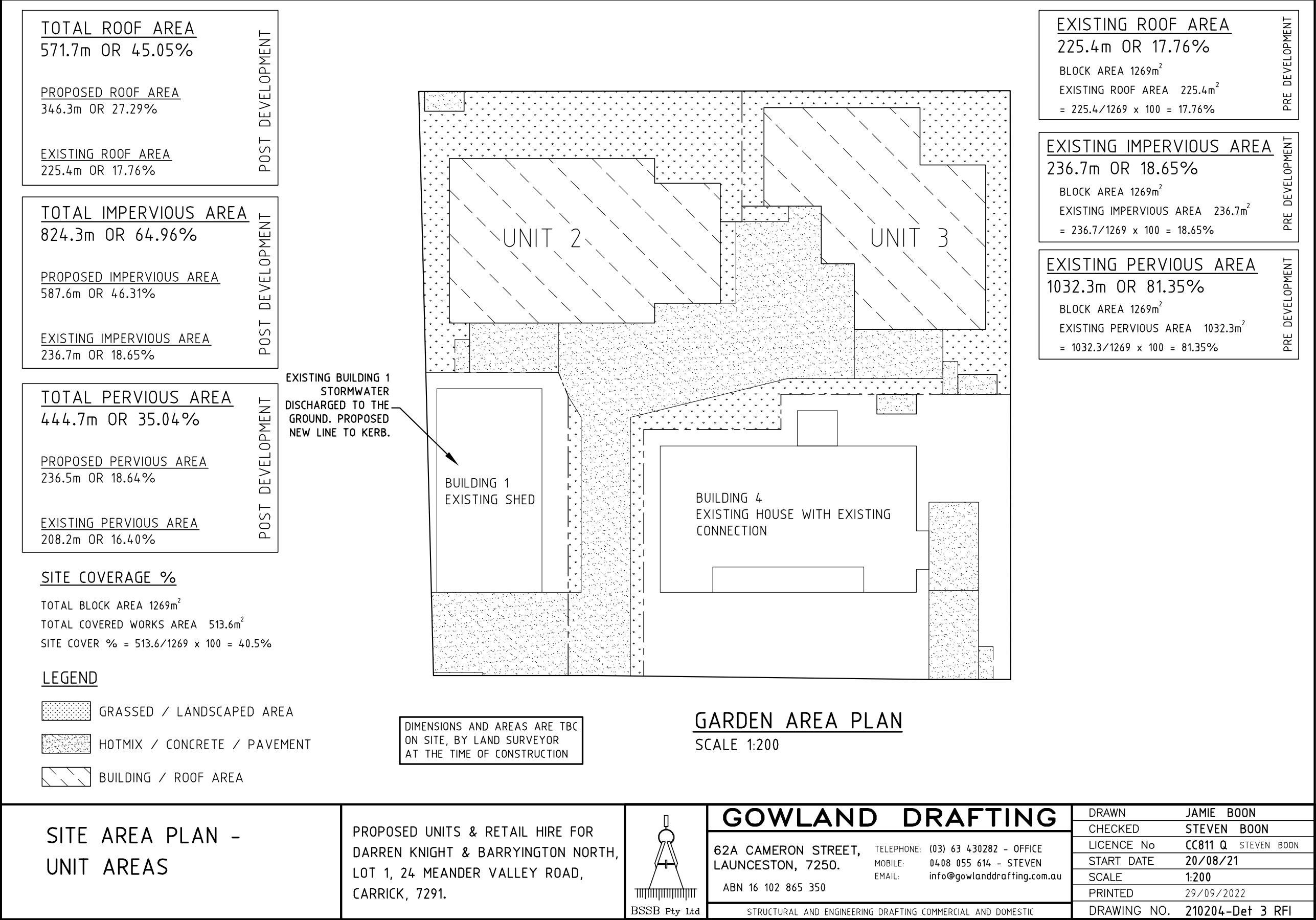
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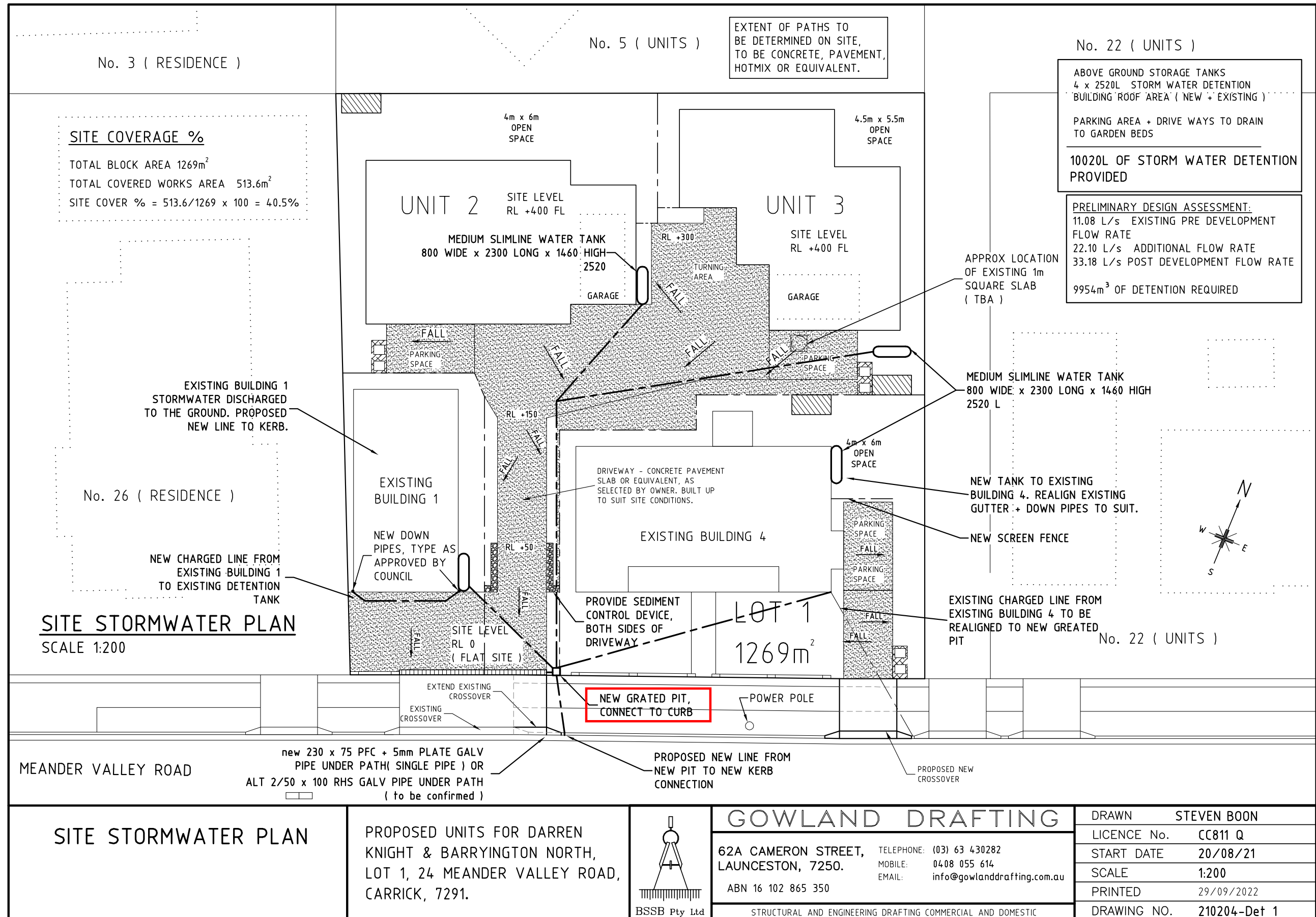
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STRUCTURAL AND ENGINEERING DRAFTING COMMERCIAL AND DOMESTIC

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LICENCE No	CC811 Q STEVEN BOON
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SCALE	1:200
PRINTED	29/09/2022
DRAWING NO.	210204-Def 2 RFI







TOTAL IMPERVIOUS AREA  
824.3m OR 64.96%

TOTAL PERVIOUS AREA  
444.7m OR 35.04%

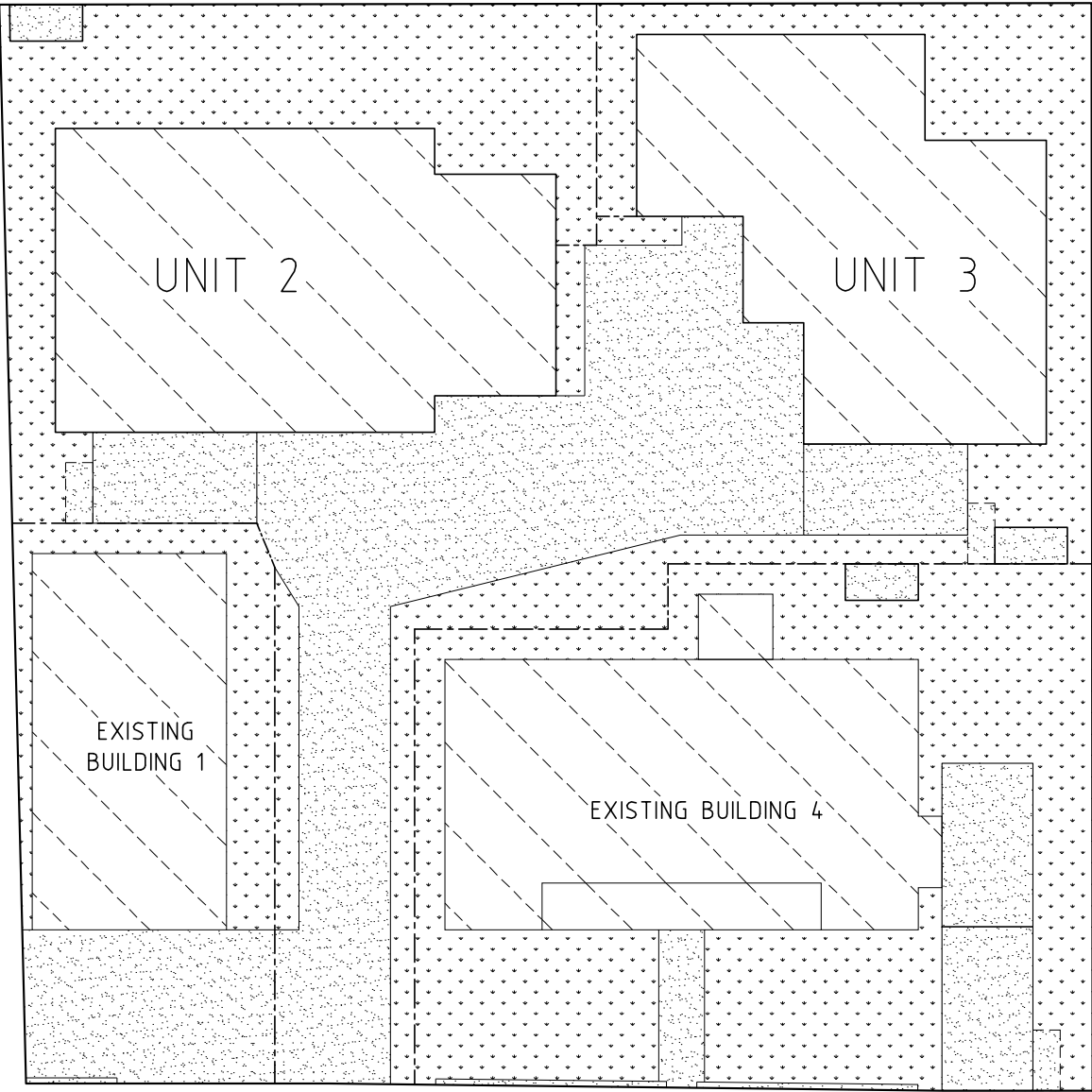
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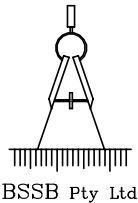
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- HOTMIX / CONCRETE / PAVEMENT
- BUILDING / ROOF AREA



GARDEN AREA PLAN  
SCALE 1:200

SITE AREA PLAN -  
TOTAL SITE AREAS

PROPOSED UNITS FOR DARREN  
KNIGHT & BARRYINGTON NORTH,  
LOT 1, 24 MEANDER VALLEY ROAD,  
CARRICK, 7291.



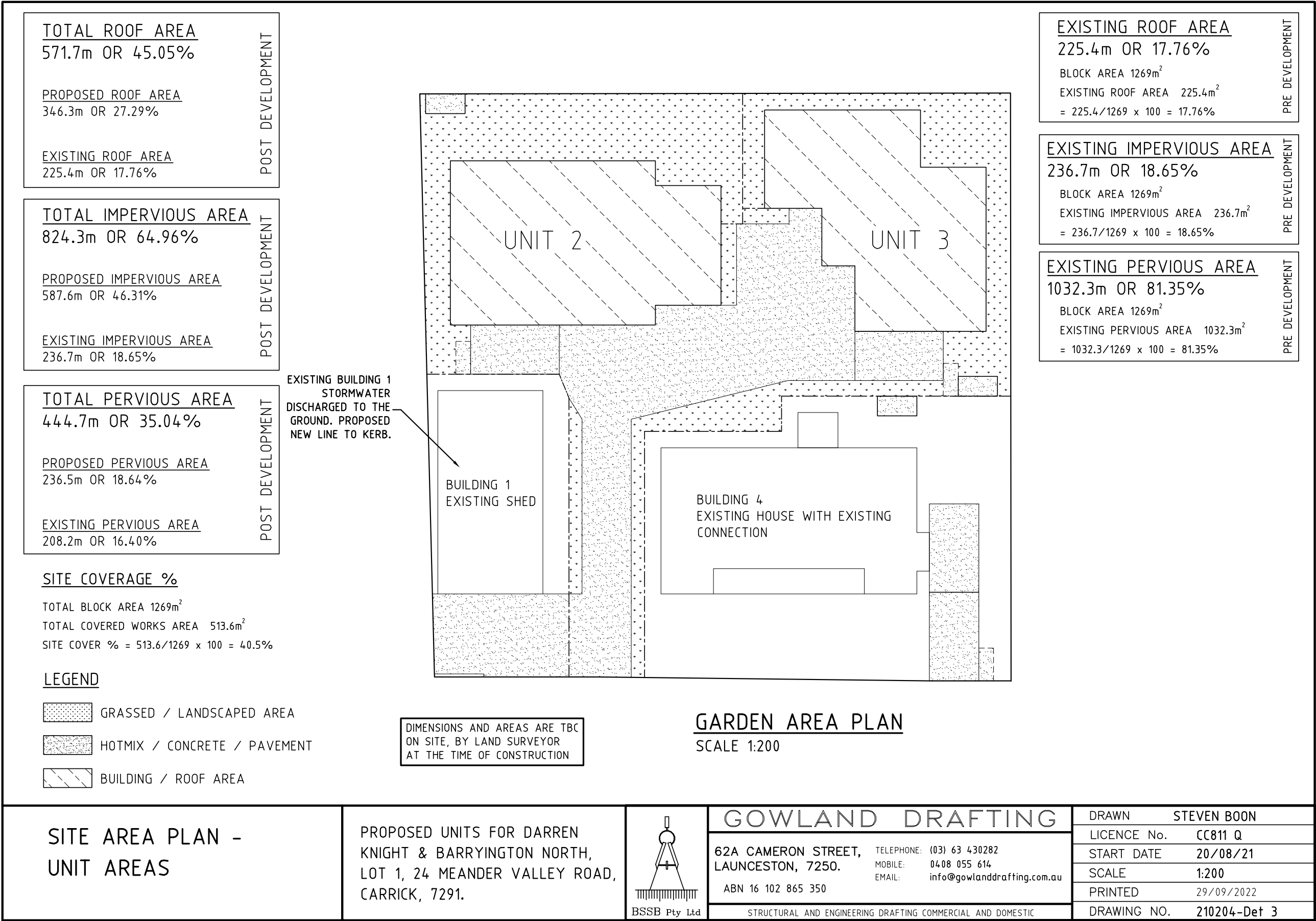
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LICENCE No.	CC811 Q
START DATE	20/08/21
SCALE	1:200
PRINTED	29/09/2022
DRAWING NO.	210204-Det 2





**24 Meander Valley Rd  
Carrick. Tas. 7291**

**Statement of Heritage Impact Summary  
for  
Repairs and Maintenance to House and Outbuilding  
And, Development for Two Additional Dwellings**

**August 2022**



## 12.1.7 Application Documents

### Contents

1.0	General Overview	3
2.0	Outline of Proposed Development	4
3.0	The Cultural Significance of the Place	5
4.0	Impact on Cultural Heritage Significance	9
5.0	Appendices	12

*Cover – Fig. 1 - Former School House/Outbuilding (Shed) – GPA Photos 2021*

### **A Summary Statement of Heritage Impact for Repairs and Maintenance to House and Outbuilding, and, Development for Two Additional Dwellings at 24 Meander Valley Rd, Carrick:**

#### **1.0 General Overview**

From the Heritage Tasmania Register Datasheet ID Number 11013:

**" Setting:** The Former School at 24 Meander Valley Highway is situated in the main street in Carrick. It is set back a little from the street boundary behind a set of medium sized deciduous shrubs and a modern picket fence built with brick posts and concrete base. The old schoolhouse is an integral element in the historical Carrick landscape.

**Description:** The former schoolhouse is a Victorian Georgian weatherboard building of symmetrical form with a hipped corrugated iron roof. At either end of the central verandah under a bell-caste roof, the original classrooms project forward forming hipped wings in a Palladium form. A skillion roofed section extends rearward. The front façade contains early timber twelve-pane double-hung sash windows. Underneath the Colorbond metal roof is an earlier shingle roof. The cottage contains three fireplaces with red brick chimneys. The verandah floor is concrete. At either end of the verandah is a four panel door.

A large shed is situated at the western side of the property containing vertical oiled boarded walls, corrugated asbestos roof, an asbestos sheeting ceiling and a large timber double door with original fittings. Three buildings are located at the rear of the property. Two of these are clad in asbestos sheeting. One is used as a garage and the other structure contains the remains of a kitchen with an original large brick chimney and fireplace. The third building is a smaller corrugated iron shed housing an original 40 foot well and operating pump. According to the current resident, the well is brick lined."

Only the largest of the rear buildings remains. The others have been demolished by the previous owners sometime between 2006 (aerial photo of Carrick) and 2021. **There is no clear indication of the location of the noted well and further site investigation is required (refer also Section 4.0).**

The main building has had few changes within the original areas but has a small 20thC addition to the rear. However, the integrity of the building has been preserved over a long period of time and remains in fair to good condition. The shed located at the western boundary of the property is in moderately good condition with the original fabric remaining intact but did include Super-Six asbestos cement roof sheeting. Proposed maintenance, repairs and roof replacement (since completed) to the buildings are fully outlined in Sections 2.0 and 4.0.

The proposal for works includes the demolition of the remaining outbuilding to the rear of the main dwelling and the addition of two more smaller dwellings to the property to create a medium density, strata title development.

Further historical information and detail of the proposed new works' impact on the significant original fabric, the aesthetic of the original/existing, and, significant outbuilding forming the development of the property follows in Sections 2.0 and 4.0.

## 12.1.7 Application Documents

### 2.0 Outline of Proposed Works

#### 2.1 The **proposed general works** cover such items as:

Main House:

- Floor repairs;
- Roof repairs;
- Repainting;
- Addition of pathway and concrete slab parking spaces.

Oil Board Shed:

- Replacement of the Super-Six asbestos roof sheeting (completed and covered under separate exemption application and approval - Exemption #3782; 15-2-2022);
- General repairs to external wall cladding and re-oiling;
- Repairs to window and door joinery and re-oiling/repainting.

The **proposed demolition works:**

Outbuilding/Shed:

- Proposed to be demolished to allow for Unit 2 and full access to the rear of the site for the proposed new dwellings.

The **proposed strata title works:**

New Dwellings:

- Construction of two additional dwellings and access driveway.

**2.2** Refer to **Drawings 210204-P1 to 210204-P14 inclusive and 210204-Det1, Det 2 and Det 3** attached in appendices for documented proposals for the general new works and proposed new strata title dwellings. Maintenance, repairs and replacement works to the significant buildings are within the limits of general maintenance, other than what has already been approved previously for the oil board shed roof replacement.

Design intent for the new buildings and impact on the significant buildings is outlined following.



*Fig. 2 - Street view of buildings – GPA Photos 2021*

### 3.0 The Cultural Significance of the Place

The **Tasmanian Heritage Register Entry is ID #11013**. The House and Shed is an acknowledged place of cultural significance and is Permanently Registered.

#### Statement of Significance:

"The former school house in Carrick is significant as a representative example of a mid C19th education building, reflecting educational practice and the development of Carrick as a regional service centre during the mid C19th. The building form and appearance demonstrates the educational use and the tradition of having separate classrooms for boys and girls, in this case, at opposite ends of the building. The outbuildings are significant examples of structures that supported cottage industries which were established in rural communities during the late C19th and early C20th to provide people with extra income."

The entry identifies that the property meets the following Cultural Heritage Criteria from the Historic Cultural Heritage Act 1995 -

Criteria (a):

**"The place is important to the course or pattern of Tasmania's history.**

This former school house is significant as it demonstrates the evolution of educational practice within regional Tasmanian towns during the mid C19th, and the growth of Carrick as a regional service centre."

Criteria (c):

**"The place has the potential to yield information that will contribute to an understanding of Tasmania's history.**

The out buildings and layout of the school house are significant, as they have potential to provide further research into early schooling and later cottage industries in rural areas. Such cottage industries include the confectionary and motor mechanic industry in a small rural centre servicing a major highway across the State."

Criteria (d):

**"The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.**

It is a fine and predominantly intact representative example of a regional Victorian era school, demonstrating the segregation of boys and girls into separate classrooms."

As noted on the Heritage Tasmania data sheet: the data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.



## 12.1.7 Application Documents

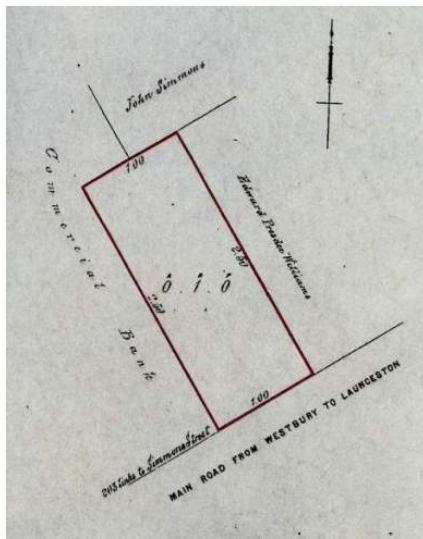
24 Meander Valley Road is an integral part of the Carrick streetscape, and an original highway or main road connecting the townships of the area. It is one of a number of other State listed residences, shops and buildings in Carrick. It is a prominent feature as a wide, single weatherboard building, with a large oil board shed, set toward the front boundary on Meander Valley Road.

**History Summary** (Courtesy Heritage Tasmania Datasheet *with GPA Additions Referenced and in Italics*):

The property known as 24 Meander Valley Road, formerly known as the Bass Highway, was originally part of the land grant to Thomas Reibey in 1818. Part of this land (585 acres) was sold to Thomas Symmons in September 1848 and in December 1857 one acre (*actually 1 Rood only*) of this land was sold off to William *McKinley Shoemaker* (as shown on 4/5474) for 35 pounds. (Conveyance Records: 3/3917, 3/3918 and 4/5474).

*A William McKinlay (McKinlay (Bootmaker) as shown on marriage record) married Esther Davis at his residence in Carrick, 1869. He was 49 years old and potentially a man of moderate means as an established/older bootmaker.*

McKinlay may have been the builder of the school. The exact date of its construction is unknown. It is possible that the school's construction was around 1869. In 1874, McKinlay sold the place to Edward Presdee Williams for 10 pounds, much less than the original cost.



Extract from Historic Folio-124-134 (The List)– Title Plan

*It was discussed that an option for a public school could be in a building adapted for schoolroom and master's residence on the Edward's Estate.<sup>1</sup> Which was most likely a brick building and shop discussed a year earlier.<sup>2</sup> A curious coincidence that a Mrs Edwards ran a private school as noted below at this time. According to Walch's*

<sup>1</sup> Weekly Examiner 4 Jan 1873, Pg 2.

<sup>2</sup> Cornwall Advertiser 2 Feb 1872, Pg 2.

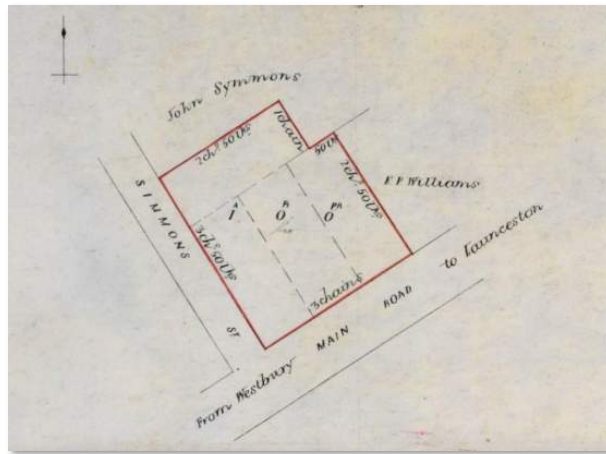
## 12.1.7 Application Documents

Almanac and local historian Beryl Stevenson, a private school operated in the cottage from 1869 until 1883 under a Mrs Edwards (Walch's Almanac: 1869-1883) (Stevenson: 1995: 63). Stevenson suggests that the school was run for boys and girls, each gender being taught their respective subjects at either ends of the building (Stevenson: 1995: 63).

*In an article in The Mercury, June 1883<sup>3</sup>, it was noted that a private school was kept in the township for over 20 years by Mrs Edwards and her daughter. On the occasion of the daughter's marriage it was "given up".*

*In 1877 E. P. Williams subsequently purchased 3 roods<sup>4</sup> which was added to the 1 rood of land already purchased from McKinley (McKinlay).*

Williams who had developed his profession as a tailor sold the place in 1901 to Cherry Viney<sup>5</sup>, the wife of James Viney of the well-known pioneer family in the Hagley /Westbury district which owned multiple properties in Longford and Westbury (Scott: 1985: 98).



Extract from Historic Folio-124-134 (The List)– Title Plan

When Cherry died her daughter, Mary Stone, was left the property for her lifetime. After Mary's death, the property passed to her brothers and sisters, who subsequently sold the property to Mary's husband William Stone, a labourer, for 120 pounds (CT: 202/155). William and Mary are buried in the St Andrews Anglican cemetery in Carrick (TAMIOT 1999: Slide 7).

In 1947, the land (*in its entirety*) and house were sold to the Hay family (*specifically to Harry France Hay by Ida Mary Victoria Hopkins (surviving devisee under the will of William Stone)*). In 1949 the property went from Harry Hay to his wife Rhonda Brenda Ethel Hay (died 2010)<sup>6</sup>. The Hay family ran private businesses from the property and it remained in the family's hands until recently (*first quarter*

<sup>3</sup> The Mercury, 29 June 1883, Pg3

<sup>4</sup> Historic Folio-14-140, The List – Purchase of additional land by Williams 1877.

<sup>5</sup> Historic Folio-124-134, The List – Sale of land by Edward Williams to Cherry Viney 1901.

<sup>6</sup> Historic Folio-202-155, The List – Sale of land by Ida Hopkins to Hay Family 1947 and 1949 on Page 2.

## 12.1.7 Application Documents

*21<sup>st</sup>C - CT: Vol 3198 Fol 100*). Businesses included a Snowball confectionery factory and later mechanics workshop (Hay 2008). Both businesses were operated from the timber building on the western side of the property. Physical evidence is still apparent, including wood boxes used in the packaging of the confectionary that are still stowed above the ceiling of the shed. *A pulley system and trap through the mezzanine floor and rear door access also remain intact.*

*A newspaper report in 1948<sup>7</sup> on Council matters (Inspector's Report) a confectionery factory was noted as being a new building with plans submitted. This may be the date for the oil board shed.*

The property (known as 24 Meander Valley Road) remains a residence with the outbuildings being used as personal storage facilities for the current tenants. The land was subdivided recently (first quarter 21<sup>st</sup>C), reducing the block size to 1296 metres and in differing width and depth configuration to earlier plans.

*At some period between 2006 (See Aerial Photo Below) and 2021 (the current owners' purchase) the two smaller outbuildings have been demolished. The well location can be roughly ascertained from the description on the Datasheet and the aerial photo, but, visual evidence on the ground is not immediately evident. Debris from the demolition may have been put down the well and grass grown over.*



*Extract from Aerial Photo – Libraries Tasmania NS6337-1-81, 2006*

*Interestingly, a very similar building form remains on the northern outskirts of Deloraine on Emu Bay Road. The building consists of a single level with double projections and verandah between, hipped roof and weatherboard cladding. It would be valuable to review the history of this building to ascertain any further similarities or connections e.g. builder.*

---

<sup>7</sup> Examiner, 10 March 1948, Pg 10.

### 4.0 Impact on Cultural Significance.

The proposed works cover modest maintenance, repairs and upgrade to the significant Main House; modest works for maintenance, repairs and upgrade with major replacement of the roof sheeting (previously approved with an exemption and completed) to the significant Shed; demolition of the remaining Outbuilding/Shed to the rear of the Main House; and, construction of two new dwelling units.

The detailed list from Section 2.1 with detailed comment on potential impact on heritage values, significant original fabric, and aesthetics, is as follows -

The **proposed general works, upgrades and new works** on the site cover such items as:

#### **19<sup>th</sup>C Main House:**

- Floor repairs;
- Roof repairs;
- Repainting;
- Addition of pathway and concrete slab parking spaces.

Each of the repair works proposed, along with repainting of the timberwork of the main significant residence, are not proposed to include major replacement or any demolition works, only minor repairs and making good of all original and existing fabric. The intent is only to halt any further deterioration of the fabric and replace only those sections of timber which are no longer serviceable or structurally sound. This pertains especially to the internal floor timbers. The roof timbers are generally in good repair.

Repainting will allow improved protection of the original and existing timber and metal roof fabric.

**Harmful impact on significant original/existing external and internal fabric and aesthetics is assessed as low and the positive impact of the proposed maintenance works considered essential** to be carried out as soon as possible to maintain the building in a sound condition.

**Impact on original/existing external fabric** with the installation of a new pathway and concrete pads for carparking **is assessed as being nil/very low.**

It is important to note that the residence is being maintained as a residence to continue its use into the future as a home, as it has been for many years.

#### **20<sup>th</sup>C Oil Board Shed:**

- Replacement of the Super-Six asbestos roof sheeting (completed and covered under separate exemption application and approval - Exemption #3782; 15-2-2022);
- General repairs to external wall cladding and re-oiling;
- Repairs to window and door joinery and re-oiling/repainting.

The replacement of the roof has successfully been carried out with all asbestos sheeting being removed totally from the site and the building now fully weatherproof through the roof.

## 12.1.7 Application Documents

The further proposed works, along with re-oiling of the wall cladding and re-oiling/repainting of the timberwork of the doors and windows, are not proposed to include major replacement or any demolition works, only minor repairs and making good of all original and existing fabric. Again, as for the main house, the intent is only to halt any further deterioration of the significant fabric and replace only those sections of timber cladding or framing which are no longer serviceable or structurally sound.

**Harmful impact on significant original/existing external and internal fabric and aesthetics is assessed as low and the positive impact of the proposed maintenance works considered essential** to be carried out as soon as possible to maintain the building in a sound condition.

The oil board shed has had a variety of uses over the last 90 odd years that have not been residential. The intention is to allow for future continuance of the variety of uses which could include: a coffee shop (pre-packaged food only); coffee cart located within the building to allow covered sitting areas; artist's studio and gallery; or, other retail/service use consistent with the aesthetics, simplicity and minimal structure of the building. The building is no longer suitable for any form of food production (as it was in the past as a confectionery factory) without potential harmful impact on the interior of the building in attempting to meet current health standards.

### ***Outbuilding/Shed:***

- Proposed to be demolished to allow for Unit 2 and full access to the rear of the site for the proposed new dwellings.

The existing building is not as old nor as significant as the two main buildings and has substantial structural issues. If it was possible to re-use this building in some way it would require significant structural improvement to meet current requirements. It also greatly restricts the potential for positioning of new dwellings of sufficient size and appointment to be considered good quality housing.

**Impact on significant original and existing fabric is assessed as moderate.**

In the vicinity of this shed and one that previously existed on the site is possibly a well which has been noted in documents and descriptions. A general search was made but no location was found as it appears to have been infilled some year in the past. It may become evident once earthworks are commenced and it is recommended that its location be recorded to form part of the history of the place.

### ***Proposed New Dwelling Units:***

- Construction of two additional dwellings, landscaping and access driveway.

The proposed plans show the original and significant oil board shed and residence as Buildings 1 and 4. Their location is not altered in relation to the street and no buildings or large elements are proposed to be constructed in front or to the side of either building. All the new works proposed toward the front of the site are at ground or low level and inclusive of carparking slabs, paths and driveway, and, landscaping only.

## 12.1.7 Application Documents

The two new units are discrete in location at the rear of the site with only Unit 2 being partially visible from the street. This view is further ameliorated by the landscaping either side of the main driveway. This landscaping also defines the new from the original and significant buildings and allows some privacy to each original building. As indicated, Unit 3 is well concealed behind the main significant building.

The roofs of both buildings are pitched and sheeted to compliment the hipped form, roof pitch and corrugated metal roof sheeting of the main building. The height of the roofs is also only marginally higher than the significant buildings in pure elevation terms, but with allowance for perspective, that height would appear less when viewing from the street. The two significant buildings remain visually dominant.

Wall cladding to Unit 2 is vertical and reflective of the oil shed exterior. Paint/finishes colours are intended to be selected from a mid-range palette that does not copy the deeper oil board colour, but, is aesthetically recessive enough so as not to draw attention to the new building's presence.

Similarly, Unit 3 material choice, as a horizontal board, is reflective of the main building's timber weatherboard cladding. Paint/finishes colours are intended to be chosen from a mid-range palette that does not copy the lighter weatherboard colour of the residence, but, is aesthetically recessive enough so as not to draw attention to that new building's presence (even though less visible from the street).

Both units are well distanced from the significant buildings to allow those building to be clearly seen in at least two elevations (three for the residence, a fence obscures the shed's third/western elevation). Only the rears are not visible from the street. This allows their prominence, as the significant buildings on the site, to be maintained.

**Harmful impact on significant original/existing external and internal fabric is assessed as being nil and impact on aesthetics of the significant buildings is assessed as low.**



### 5.0 Appendices.

The following are attached as the Appendices:

#### Drawings:

210204-P1	Drawing – Site Plan
210204-P2	Drawing – Site Landscape Plan
210204-P3	Drawing – Site Area Plans
210204-P4	Drawing – Google Site Plans
210204-P5	Drawing – Existing Floor Plans
210204-P6	Drawing – Existing Elevations Building 1
210204-P7	Drawing – Existing Elevations Building 4
210204-P8	Drawing – Floor Plan Unit 2
210204-P9	Drawing – Floor Plan Unit 3
210204-P10	Drawing – Elevations Unit 2
210204-P11	Drawing – Elevations Unit 2
210204-P12	Drawing – Elevations Unit 3
210204-P13	Drawing – Elevations Unit 3
210204-P14	Drawing – Shadow Assessment
210204-Det 1	Drawing – Site Stormwater Plan
210204-Det 2	Drawing – Site Area Plan – Total Site Areas
210204-Det 3	Drawing – Site Area Plan – Unit Areas

## 12.1.7 Application Documents

### Photographs:



24 Meander Valley Road, Carrick – Road Elevation of Site with Buildings – GPA Photos 2021.



24 Meander Valley Road, Carrick – Road Elevation Main Building – GPA Photos 2021.

Statement of Heritage Impact on 24 Meander Valley Rd, Carrick  
Gayle Plunkett Architect

August 2022  
Appendices

Document Set ID: 1646012  
Version: 1, Version Date: 24/08/2022

## 12.1.7 Application Documents



24

Meander Valley Road, Carrick – Road Elevation Main Building 2 – GPA Photos 2021.



24 Meander Valley Road, Carrick – Road Elevation Shed Building – GPA Photos 2021.

Statement of Heritage Impact on 24 Meander Valley Rd, Carrick  
Gayle Plunkett Architect

August 2022  
Appendices

Document Set ID: 1646012  
Version: 1, Version Date: 24/08/2022

## 12.1.7 Application Documents



24 Meander Valley Road, Carrick – Road Elevation Shed Building 2 – GPA Photos 2021.



24 Meander Valley Road, Carrick – Side Elevation Shed Building – GPA Photos 2021.

Statement of Heritage Impact on 24 Meander Valley Rd, Carrick  
Gayle Plunkett Architect

August 2022  
Appendices

Document Set ID: 1646012  
Version: 1, Version Date: 24/08/2022



## 12.1.7 Application Documents



24 Meander Valley Road, Carrick – Rear Elevation Shed Building – GPA Photos 2021.



24 Meander Valley Road, Carrick – Full Rear Elevation Main Building – GPA Photos 2021.

Statement of Heritage Impact on 24 Meander Valley Rd, Carrick  
Gayle Plunkett Architect

August 2022  
Appendices

Document Set ID: 1646012  
Version: 1, Version Date: 24/08/2022

## 12.1.7 Application Documents



24 Meander Valley Road, Carrick – Side/Rear Elevation Main Building – GPA Photos 2021.



24 Meander Valley Road, Carrick – Rear/Side Elevation Main Building – GPA Photos 2021.

Statement of Heritage Impact on 24 Meander Valley Rd, Carrick  
Gayle Plunkett Architect

August 2022  
Appendices

Document Set ID: 1646012  
Version: 1, Version Date: 24/08/2022





**24 Meander Valley Road, Carrick  
Place ID - 11013**

**Addendum to Statement of Heritage Impact  
Summary – Well**

**March 2023**

*NOTE: At the time of the initial inspection the focus was on the main buildings remaining. The site was heavily overgrown and without the shed as described on the Heritage Tasmania Datasheet the location of the well was not easily ascertained. Hence the note regarding further investigation in Section 1.0 of the Statement of Heritage Impact Summary. Subsequently further photos were taken after the site was cleared, the well location was determined, and the owner has received requests for further information. This addendum to the report is in response to that.*

<b>Project Works Around Well and Potential Impact</b>	
<b>A. Proposed Works Adjacent and Over:</b>	
	<ul style="list-style-type: none"> <li>• A parking space is planned to be over the location of the well.</li> <li>• Unit 3 garage wall is the closest to the well's northern edge.</li> <li>• The wall and footing will be located approximately 400mm away from the top edge of the well cover.</li> <li>• The footing depth would nominally be 400mm.</li> <li>• Loading from that footing would generally fan out from the bottom of that footing at a 45 Deg angle.</li> </ul>
<b>B. Potential Impact:</b>	
	<ul style="list-style-type: none"> <li>• Dead and live loads from a vehicle crossing over the top of the well would impose some considerable load on any cover over the well.</li> <li>• Loads would need to be transferred beyond the outer perimeter of the well wall. The well is contained within the existing 900 x 900 concrete edge and capping. The current depth of the well has not been ascertained but was noted as being 40 foot (Nom 12 m) previously.</li> <li>• The loads would be transferred both vertically around the outer edge from vehicle loads and at an angle from the garage wall.</li> <li>• Dependent on the well wall stability and construction integrity the impact may vary from substantial to moderate. Substantial leading to potential future collapse and moderate causing some movement.</li> </ul>
<b>C. Recommendations:</b>	
	<ul style="list-style-type: none"> <li>• The engineer designing the footings for Unit 3 and the slab for the parking area should be advised of the well and the potential for severe impact from dead and live loads.</li> <li>• Potentially the footing section closest to the well could be 'bridging' between bored piers or another construction type to allow the potential angled load to transfer well away from the well walls.</li> <li>• Likewise, the live loads from a vehicle crossing could be transferred to either side of the well. A slab would allow more even disbursement of loads. Any well cover or grate would need to be designed to take substantial load.</li> <li>• Alternately, the parking area could be moved over toward the fence and be a minimal width of 2.6 m leaving the well clear of live load potential.</li> </ul>

## 12.1.7 Application Documents

### Photos:



*Well capping and tap behind the main significant building.*



*Another view of the well capping.*

## 12.1.7 Application Documents



*Well capping and tap.*



*Main building, well capping and rubble remaining from possibly the kitchen building.*

*NOTE: As noted in the Statement of Heritage Impact Summary (Aug 2022) the only main house outbuilding left on the site at that time was a large shed. The former building with a chimney and smaller sheds were gone. There were bricks stacked against the back wall of the oil board shed (see Photos in that report) and these may have been part of the chimney. These seem to have disappeared between earlier photos before settlement (in report) and later ones (for exemption application) when oil board shed was to be re-roofed (asbestos sheeting removed).*





## TRAFFIC IMPACT ASSESSMENT REPORT

Report prepared for:

24 Meander Valley Road  
Carrick TAS 7291

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### Appendix

Concept Layout Plan

## 1. Introduction

---

### 1.1 Overview

RJK Consulting Engineers has been commissioned by Darren Knight to undertake a Traffic Impact Assessment (TIA) relating to proposed development at 24 Meander Valley Road, Carrick. Specifically, this TIA addresses the access provision of the proposed development in addressing Codes C2 & C3 of the Tasmanian Planning Scheme – Meander Valley. The proposed layout is provided in this report for reference.

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

### 1.2 Scope of Works

As advised by the client, advice from the planning department is a traffic assessment would be required to assess traffic impacts and any issues arising from the new access points, in particular:

- Impact on the surrounding road network
- The intersection with Meander Valley Road and
- Any recent crash statistics in the vicinity

It will also demonstrate:

- That the level of use, number, location, and design of access maintains an acceptable level of safety for all road users, including pedestrians and cyclists;
- Any changes required to accommodate the additional traffic.

### 1.3 Report Objectives

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

- Safety and capacity;
- Equity and social justice;
- Efficiency and the environment and;
- Traffic projections for 10 years.

RJK's objectives for this study include:

- Review and collate background documents in relation to the development;
- Assessing access performance in accordance with code E4;
- Identify any mitigating measures required as a result of the proposal.

### 1.4 Reference Documents & Data Sources

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

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

- [www.THELIST.tas.gov.au](http://www.THELIST.tas.gov.au);
- DSG 'Traffic Impact Assessment (TIA) Guidelines';
- DSG Tasmanian State Road Hierarchy;
- Tasmanian Planning Scheme - Meander Valley;
- Transport and Main Roads Road Planning and Design Manual – Edition 2; Vol 3;
- Various Austroads publications.



## 2. Site Description

---

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

### 2.1 Site Location & Description

The site is located on Lot 148963/1 is approx. 1269m<sup>2</sup> in size and zoned as General Residential. It is situated on the northern side of Meander Valley Road, Carrick. The subject site is identified in **Figure 1**.

There is currently 1 driveway access point located on the western side of the site which has direct access to Meander Valley Road. There is an existing dwelling, a large shed to the west of the dwelling and a smaller shed located to the rear of the dwelling. The road width at the access point on Meander Valley Road is approx. 12.5m with the carriageway width being approx. 7.35metres, due to parking areas located on either side of the road.

**Figure 1 - Site Location**





### 3. Proposed Development & Planning Scheme

#### 3.1 Development Details

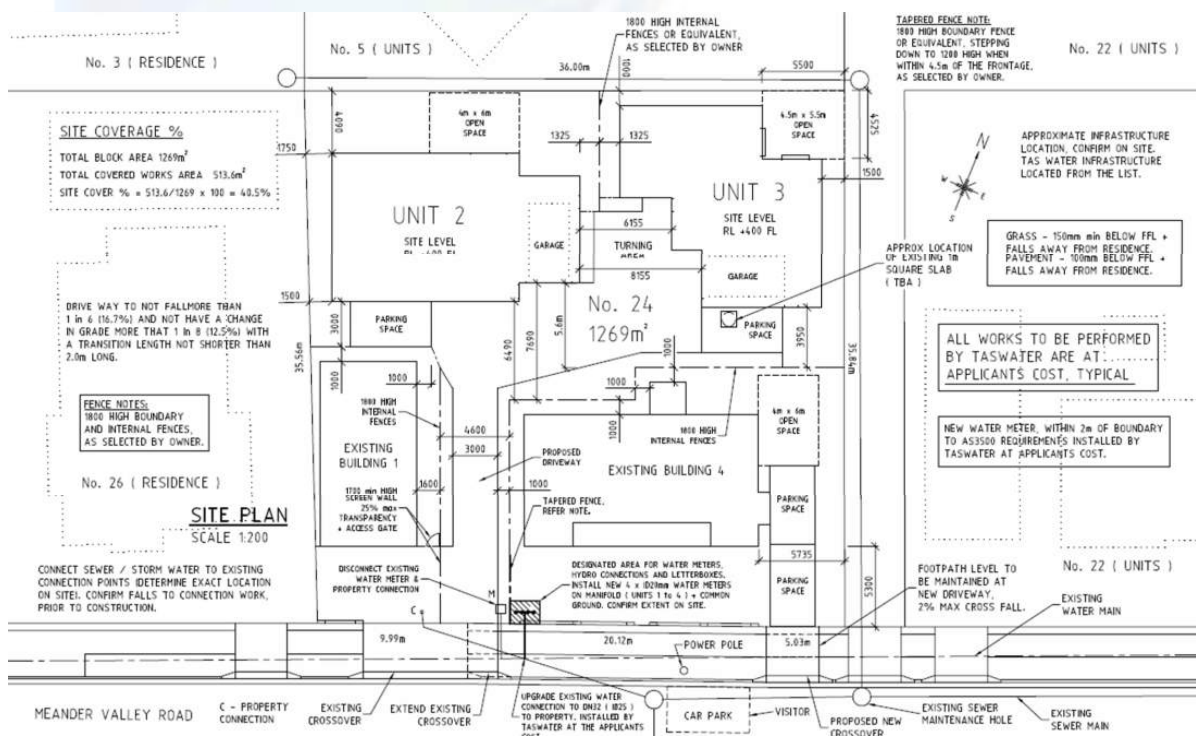
The development as proposed provides for a renovation of the existing building, refurbishment of a large shed building and 2 proposed new units as per the layout plan below.

There is currently an access point for the existing house which will service the proposed units 2 and 3 along with the shed. It is proposed to create a new crossover to service the existing building. As there is a requirement for a new driveway access for the existing building, the new access will need to meet the Austroads Standards in terms of construction. This proposed access will also need to be constructed in accordance with IPWEA LGAT municipal standard drawings in terms of dimensions, etc. and will need to be a level sealed junction of suitable material in keeping with the urban road profile. These standard drawings can be found on the LGAT website as reference.

The interface at the roadside edge appears ideal for the proposed development and alignments can easily be matched in.

It is noted that Meander Valley Road can easily accommodate additional vehicle movements arising from this development, based on likely low vehicle numbers existing and generated additional (with satisfactory manoeuvre of existing arrangements during site visits).

**Figure 2 - Proposed site plan/layout**



#### 3.2 Council Planning Scheme

The proposed development involves land currently zoned General Residential in accordance with the Tasmanian Planning Scheme - Meander Valley.

## 4. Existing Conditions

### 4.1 General Transport Network

The local transport system consists of the following roads:

- Meander Valley Road
- Simmons Street
- East Street.

These roads are discussed in detail in the following sections.

**Figure 3 - Local road network**



### 4.1.1 Meander Valley Road

Is a Category 5 road connecting towns; Hadsphen, Hagley, Carrick, and Deloraine. In the vicinity of the site the speed limit is 60km/hr. The road in the vicinity of the site is urban in nature, sealed, single lane each way with parking areas on both sides of the road. The road also has concrete kerb and channel on either side of the road. The carriage width is approx. 7.35m. The default speed in the vicinity of the site is 60km/hr.

### 4.1.2 Simmons Street

Is an urban no through road (cul-de-sac) providing access to and from Meander Valley Road for approx. 22 residences. It is situated approx. 39m to the west of the existing crossover for the subject site. The road is rural in nature, is sealed with swale drains on either side of the road. The default speed is 50km/hr.

### 4.1.3 East Street

Connecting Meander Valley Road with Bishopsbourne Road via Percy Street, East Street traverses in a southerly direction from Meander Valley Road on the opposite side of the road to the development, approx. 52m from the existing crossover for the subject site. Travelling south it intersects with Liffey Street with priority to East Street and South Street and Seymour Street which both connect with East Street at T-junctions, with priority to East Street. East Street then connects with Percy Street to the west. The default speed is 50km/hr.

**Figure 4 - Looking east from Simmons Street towards the development**



**Figure 5 - Looking west from East Street towards the development**

## 4.2 Road Safety Performance

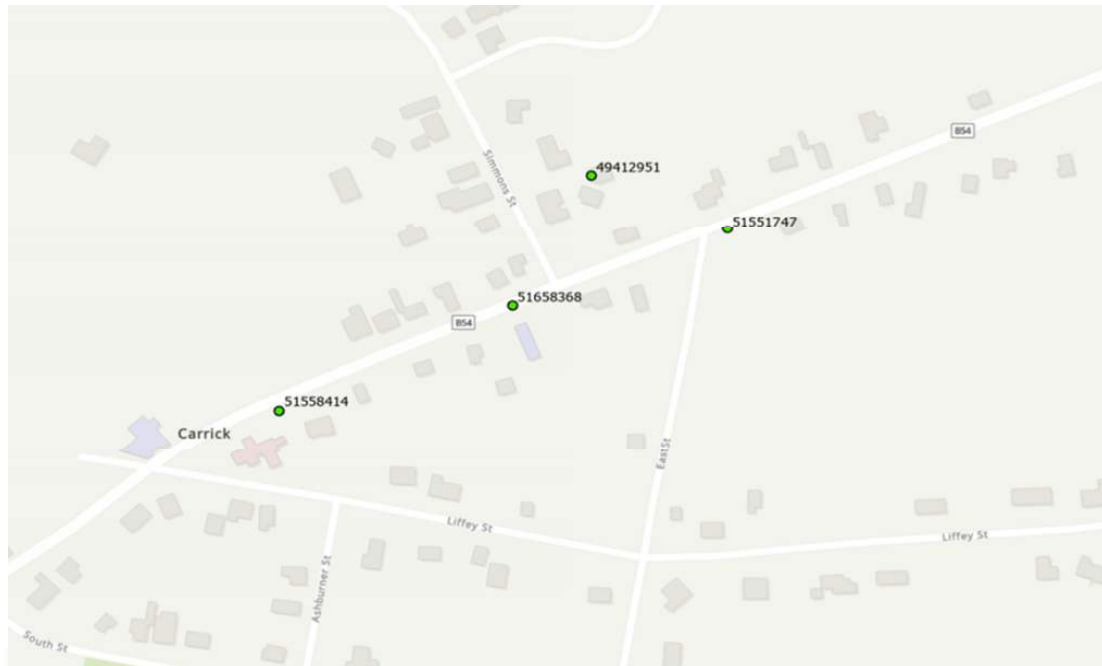
### 4.2.1 Crash History

Crash data provides valuable road safety performance information for the road network. This information can assist with identifying any possible safety deficiencies. Crash data was obtained from DSG for the last 5 years for Meander Valley Road in the vicinity of the proposed development, which showed no crashes in the direct vicinity of 24 Meander Valley Road, with one on the other side of the junction with Simmons Street (to the west) and the other to the east just past the junction with East Street (to the east). See *Table 1* for Crash History Data and *Figure 4* for Crash Locations

**Table 1 – Crash History Data**

Crash No.	Crash Date	Severity	Description	Location	Light Cond.	Surface	Units	Unit Types
49412951	14/07/2018	Property Damage Only	149 - Other maneuvering	Off road at Carrick	Darkness (no street light)	Sealed	1	Light vehicle
51551747	02/02/2022	Property Damage Only	n/a	Meander Valley Road, Carrick	Daylight	Sealed	2	Light vehicle / Light vehicle
51558414	06/02/2022	Property Damage Only	n/a	Meander Valley Road, Carrick	Daylight	Sealed	2	Light vehicle / Light vehicle
51658368	22/04/2022	Property Damage Only	169 - Other on path	Meander Valley Road, Carrick	Daylight	Sealed	2	Light vehicle / Light vehicle



**Figure 6 – Crash Locations**

#### 4.2.2 Traffic Activity Data

Traffic data was available via State Growth traffic stats website <https://tasmaniatrafficdata.drakewell.com/>.

The counter is located 270m to the east of the junction with East Street with the latest data from 21 – 28 April 2022. Refer to section 6 for further comment.

#### 4.3 Road Safety Review

Based on sight observations and the information regarding crash history, the road network in this area functions satisfactorily and provides appropriate width and manoeuvrability based on road hierarchy and the limited traffic numbers.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered.

#### 4.4 Public Transport

Buses service Carrick providing connections to Launceston and schools with the bus stop located outside The Carrick Inn. Buses operated by Metro run every 3 hours whilst Redline operate a service 5 times a week.



## 5. Traffic Assessment

As outlined in Section 3 the proposed development includes 3 units with the site accessed via Meander Valley Road.

### 5.1 Sight Distances

SISD is the minimum sight distance which should be provided on the road at any intersection. A sight specific assessment on the site was undertaken with consideration of Sight Distance as per AS 2890.1. Under section 3.2.4 of AS 2890.1.

SISD is indicated by either the posted speed limit or the 85th percentile of vehicle speed along the access route to the site. The applicable speed limit for the access locations is 60km/h. Refer to **Table 2** below for sight distances for Meander Valley Road access points:

**Table 2: SISD**

Location	Required SISD	SISD Left	SISD Right
Access 1 (existing)	105m	In excess of 200m	In excess of 200m
Access 2 (proposed)	105m	In excess of 200m	In excess of 200m

As noted from measurements taken on site and photos, SISD is achieved for both the existing and the proposed accesses.

**Figure 7 – Existing crossover located on the western side of the development**



**Figure 8 – Looking left from existing crossover location**



**Figure 9 – Looking right from existing crossover location**





**Figure 10 – Proposed crossover and access located on the eastern side of the development**



**Figure 11 - Looking left from proposed access location**



*Figure 12 – Looking right from proposed access location*



RJK  
CONSULTING  
ENGINEERS

## 6. Traffic Generation and Assignment

### 6.1 General

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now (considered for time of application – 2023) and in ten years (2033).

### 6.2 Traffic Growth

The rate of background traffic growth on Meander Valley Road for projection purposes is taken to be 2%, as per ABS supplied trend analysis of population growth data.

Historic traffic data from April 2021 was available for Meander Valley Rd, with the data taken just east of the junction with East Street. This identified an annual average daily traffic (AADT) count of 3,236. The speed of traffic is recognised as the default limit of 60km/hr.

### 6.3 Trip Generation & Distribution

In order to analyse the impact of the development on the existing transport infrastructure, it is necessary to assess the number of trips likely to be generated to and from the site and where they are likely to travel. To determine an appropriate rate to forecast trip generation information has been sought from;

- RTA Guide to Traffic Generating Developments;
- Austroads Guide to Traffic Management Part 12; and
- Department of Main Roads' Road Planning and Design Manual: Chapter 3.

### 6.4 Trip Generation

The development comprises of 1 x 3 bedroom dwelling (existing building) and 2 new 2 bedroom dwellings. Traffic generated from the site is likely to provide a minor increase in vehicle movements along Meander Valley Road and the wider network, adding around 22.2 Vehicles per day (refer RTA Low Density Residential) dwellings which indicates 7.4 per dwelling).

<u>Lot / Unit</u>	<u>Beds</u>	<u>Access Location</u>	<u>Vehicles P/Day</u>
Unit 1 (building 4 on plan)	3	Meander Valley Road	7.4
Unit 2	2	Meander Valley Road	7.4
Unit 3	2	Meander Valley Road	7.4

The existing Meander Valley Road can easily accommodate this small increase in traffic, based on site inspections and authors understanding and local knowledge of the area and site.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered. The increase in additional vehicles represents an increase of less than 0.5%.



## 7. Impact on Road Network

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### 7.1 Impact on Liveability, Safety & Amenity of the Local Area

The traffic introduced by the proposal (22.2 vph) is minimal and can be easily absorbed by the road at peak times with gaps in the traffic flow. The proposal has negligible impact on the operation of Meander Valley Road.

Impact on road users is minimal including public transport, pedestrians, cyclists and motorists. Traffic generated by the proposal will not impact above ground services nor will increase environmental impacts such as noise, visual and pedestrian amenity. Meander Valley Road has footpaths on both sides of the street and street lighting is present with no requirement for additional roadside furniture such as directional signs and fencing.

### 7.2 Parking Assessment

Not required to be assessed.

### 7.3 Sight Distances

A sight specific assessment on the site was undertaken to review sight distance with consideration of the MVC Planning Scheme requirements and in accordance with Clause 3.4 of *Austroads Guide to Road Design part 3: Geometric Design*. Sight distance is measured along the carriageway from the approaching vehicle to the conflict point.

The posted speed limit on this section of Meander Valley Road is 60km/hr. Sight distance requirements are summarised in *Austroads Guide to Road Design – Part 4A* (2010) Table 3.2 and indicate a required SISD of 105m for 60km/hr. As noted from photos and measured on site for the proposed site accesses, SISD is achieved in both directions and is in excess of 250m each way.

### 7.4 Pedestrian and Bicycle Movements

No changes are proposed for consideration to the external pedestrian and bicycle movements areas.

### 7.5 Road Safety & Traffic Service

Due to the sight distance deemed to be met in regard to the Planning Scheme, road safety appears not to be compromised by the establishment of the entrance and exit points.

Traffic service is believed to be adequate with the existing infrastructure based on the low traffic volumes.

### 7.6 Surrounding Road Impacts

The assessment of the impact of the proposed development on the street network has been undertaken.

Due to the limited additional traffic being generated from the development, volumes are not considered material and would have limited impact on the wider road network. As such an assessment of additional road network parameters beyond the site are outside the formal responsibility of this report.

## 8. Planning Scheme Response

The Tasmanian Planning Scheme - Meander Valley, Codes C2.6 & C3.5 requires addressing of safety issues for traffic for the development. Based on the above the following responses are offered:

### C2.6 Development Standards for Buildings and Works

#### C2.6.2 Design and layout of parking areas

Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria	Response
<p><b>A1.1</b> Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) Comply with the following:</p> <ul style="list-style-type: none"> <li>(i) Have a gradient in accordance with <i>Australian Standard AS2890 – Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> <li>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</li> <li>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</li> <li>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</li> </ul> <p>(b) Comply with <i>Australian Standard AS2890 – Parking facilities Parts 1-6</i>.</p> <p><b>A1.2</b> Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> <li>(a) Be located as close as practicable to the main entry point to the building;</li> <li>(b) To incorporated into the overall car park design; and</li> <li>(c) Be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS2890.6:2009 parking facilities, Off-street parking for people with disabilities</i>. No more than the existing number of accesses, whichever is the greater.</li> </ul>	<p><b>P1</b> All parking, access ways, manoeuvring and circulation spaces must be designed an readily identifiable to provide convenient, safe and efficient parking, having regard to :</p> <ul style="list-style-type: none"> <li>(a) The characteristics of the site;</li> <li>(b) The proposed slope, dimensions and layout;</li> <li>(c) Useability in all weather conditions;</li> <li>(d) Vehicle and pedestrian traffic safety;</li> <li>(e) The nature and use of the development;</li> <li>(f) The expected number and type of vehicles;</li> <li>(g) The likely use of the parking areas by person with a disability;</li> <li>(h) The nature of traffic in the surrounding area;</li> <li>(i) The proposed means of parking delineation; and</li> <li>(j) The provision of Australian Standard As2890.1:2004 – Parking facilities, Part 1: Off-street car parking and AS2890.2:2002 Parking facilities, part 2: Off-street commercial vehicle facilities.</li> </ul>	<p><b>Meets A1.1 &amp; A1.2.</b></p>

**C2.6.3 Number of accesses for vehicles**

Objective: That:

- (a) Access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number to vehicle accesses.
- (b) Accesses do not cause an unreasonable loss of amenity of adjoining uses; and
- (c) The number of accesses minimise impacts on the streetscape.

Acceptable Solutions	Performance Criteria	Response
<b>A1</b> The number of accesses provided for each frontage must: <ul style="list-style-type: none"> <li>(a) Be no more than 1;</li> <li>(b) No more than the existing number of accesses, whichever is the greater.</li> </ul>	<b>P1</b> The number of accesses for each frontage must be minimised, having regard to: <ul style="list-style-type: none"> <li>(a) Any loss of on-street parking; and</li> <li>(b) Pedestrian safety and amenity;</li> <li>(c) Traffic safety;</li> <li>(d) Residential amenity on adjoining land; and</li> <li>(e) The impact on the streetscape.</li> </ul>	<b>Address P1:</b> <b>As a new driveway is proposed site distance has been addressed and meets SISD in both cases. The level of increase in traffic is less than 0.5%.</b>

**C2.6.5 Pedestrian access**

Objective: That pedestrian access within parking areas is provided in a safe and convenient manner

Acceptable Solutions	Performance Criteria	Response
<b>A1.1</b> Uses that require 10 or more car parking spaces must: <ul style="list-style-type: none"> <li>(a) Have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:               <ul style="list-style-type: none"> <li>(i) A horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</li> <li>(ii) Protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</li> </ul> </li> <li>(b) Be signed and line marked at points where pedestrians cross access ways or parking aisles.</li> </ul> <b>A1.2</b> In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	<b>P1</b> Safe and convenient pedestrian access must be provided within parking areas, having regard to: <ul style="list-style-type: none"> <li>(a) The characteristics of the site;</li> <li>(b) The nature of the use;</li> <li>(c) The number of parking spaces;</li> <li>(d) The frequency of vehicle movements;</li> <li>(e) The needs of persons with a disability;</li> <li>(f) The location and number of footpath crossings;</li> <li>(g) Vehicle and pedestrian traffic safety;</li> <li>(h) The location of any access ways or parking aisles; and</li> <li>(i) And protective devices proposed for pedestrian safety.</li> </ul>	<b>Meets A1.1 - less than 10 or more parking spaces.</b>

**C2.6.6 Loading bays**

Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

Acceptable Solutions	Performance Criteria	Response
<b>A1.</b> The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS2890.2:2002, parking facilities, part 2: Off-street commercial vehicle facilities</i> , for the type of vehicles likely to use the site.	<b>P1</b> Loading bays must have an area and dimensions suitable for the use, having regard to: <ul style="list-style-type: none"> <li>(a) The types of vehicles likely to use the site;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimension of the site;</li> <li>(e) the topography;</li> <li>(f) Vehicle and pedestrian traffic safety;</li> <li>(g) The location of any access ways or parking aisles; and</li> <li>(h) And protective devices proposed for pedestrian safety.</li> </ul>	<b>Not applicable.</b>
<b>A2</b> The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS2890.2:2002, parking facilities, part 2: Off-street commercial vehicle facilities</i> .	<b>P2</b> Access for commercial vehicle to and from the site must be safe, having regard to: <ul style="list-style-type: none"> <li>(a) the types of vehicles associated with the use;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimensions of the site;</li> <li>(e) the location of the site and nature of traffic in the area of the site;</li> <li>(f) the effectiveness or efficiency of surrounding road network; and</li> <li>(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</li> </ul>	

**C3.0 Road and Railway Assets Code****C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction**

Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solutions	Performance Criteria	Response
<b>A1.1</b> For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: <ul style="list-style-type: none"> <li>(a) a new junction;</li> <li>(b) a new vehicle crossing; or</li> <li>(c) a new level crossing.</li> </ul>	<b>P1</b> Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: <ul style="list-style-type: none"> <li>(a) any increase in traffic caused by the use;</li> </ul>	<b>Not applicable.</b>

## 12.1.7 Application Documents

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<p><b>A1.2</b> For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p><b>A1.3</b> For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p><b>A1.4</b> Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1; or</p> <p>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>(b) the nature of the traffic generated by the use;</p> <p>(c) the nature of the road;</p> <p>(d) the speed limit and traffic flow of the road;</p> <p>(e) an alternative access to a road;</p> <p>(f) the need for the use;</p> <p>(g) any traffic impact assessment; and</p> <p>(h) any advice received from the rail or road authority.</p>	
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## 9. Summary

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This Traffic Impact Assessment (TIA) has been prepared by Ridsen Knightley of RJK Consulting Engineers on behalf of Darren Knight for 24 Meander Valley Road, Carrick within Meander Valley Council, Tasmania. The intention of the Traffic Impact Assessment is to support a Development Application and provide improved facilities for users of the development.

The report is summarised as follows:

- The assessment has reviewed the immediate road network serving the area, road conditions and crash history. No significant traffic safety issues were apparent;
- The relative increase in traffic associated with the proposal will be minimal and is acceptable noting adequate SISD is achieved and does not compromise safety;
- The proposed development network is generally in accordance with Tasmanian Planning Scheme - Meander Valley;
- The increased traffic experienced by Meander Valley Road is assessed as within the acceptable range in terms of impact on local amenity. The local road network is assessed as being able to cope with the increased traffic activity;
- An additional cross over will not compromise safety nor apply deficient SISD and is supported by this report

It is therefore concluded that the proposed development is supportable on traffic planning grounds and the proposed development will operate satisfactorily. This report demonstrates that the proposed development can be satisfactorily accommodated within the existing road network and the future road hierarchy adopted for the area.

## 10. Regulatory Feedback

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### 10.1 Council Feedback

Traffic count data was made available via the DSG traffic data website:

<https://tasmaniatrafficdata.drakewell.com/>.

### 10.2 DSG Feedback

DSG provided crash statistics, with no crashes in the immediate vicinity of the subject site.



## 11. Conclusion

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This TIA has investigated the potential impacts for the creation of the residential development.

Key conclusions are:

- The proposed new access is to be located as per the attached plan. The new access and existing access are to be upgraded/constructed to council Urban Standards as per the Tasmanian Standard drawing series;
- Traffic services is deemed adequate for by the road and access arrangements as proposed and will be satisfactory in servicing the development;
- Sight distance for the new accesses is deemed to comply with the Austroads requirement, and sound SISD is available generally based on the site assessment;
- No other Planning Scheme requirements are outstanding.

I, Ridsen Knightley as a qualified chartered engineer and Fellow of Engineers Australia conclude based on the assessment of information available, that the traffic aspects associated with the development are adequate and meet the requirements for traffic, safety and service. I also note that there appears to be no other potential adverse effects on existing traffic situations, subject to the recommendations and conclusions noted.

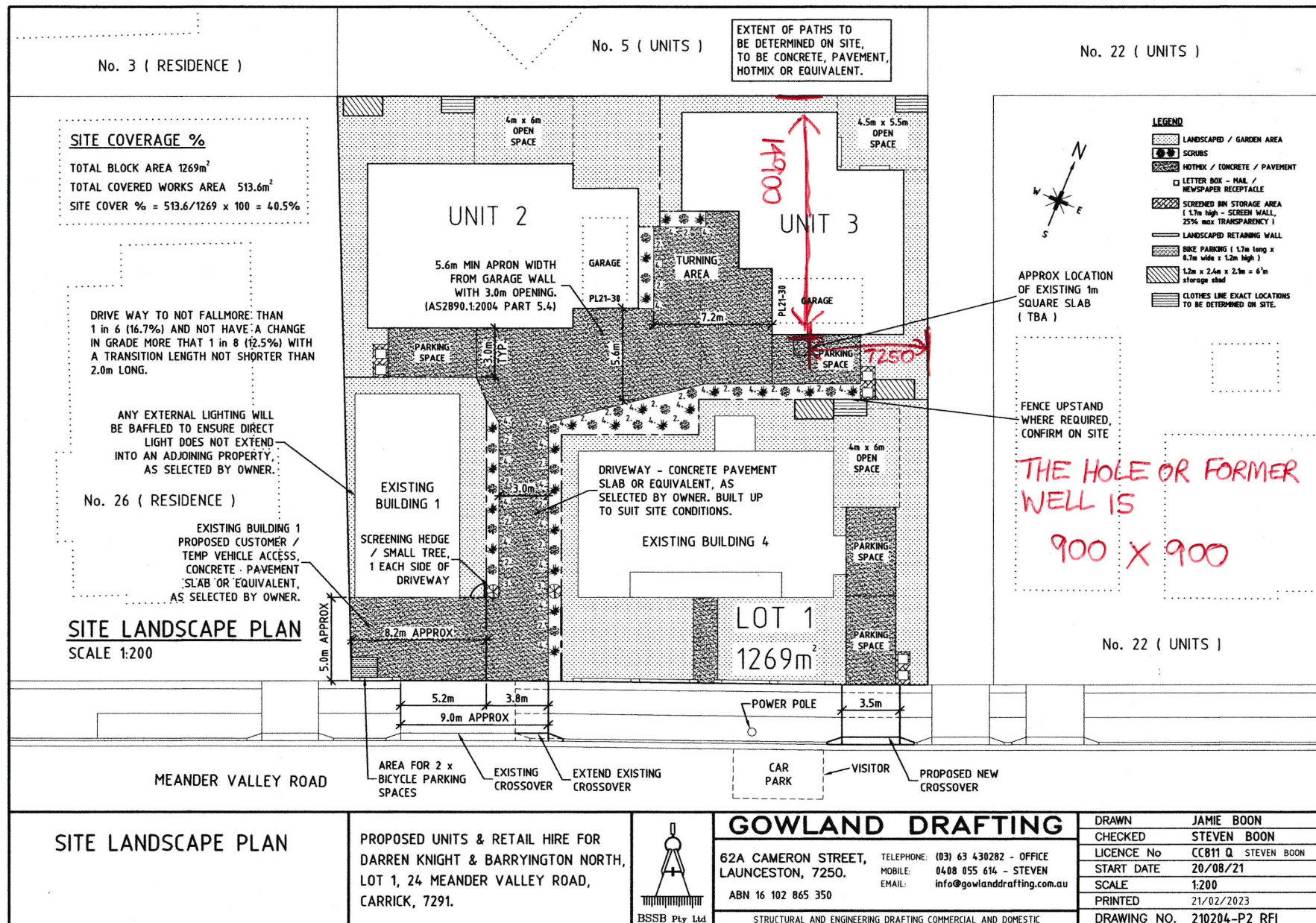


**Ridsen Knightley**

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



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CONSULTING  
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### Department of State Growth

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4 Salamanca Place, Hobart TAS  
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Email [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)  
Ref: SRA-23-56



Jamie Boon  
Gowland Drafting  
By email: [jamie.boon4@gmail.com](mailto:jamie.boon4@gmail.com)

Dear Jamie

#### **Crown Landowner Consent Granted - 24 Meander Valley Road, Carrick**

I refer to your recent request for Crown landowner consent relating to the development application at 24 Meander Valley Road for Subdivision, new and amended crossovers and 2 new units

I, Fiona McLeod, Director Asset Management, the Department of State Growth, having been duly delegated by the Minister under section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 29 January 2023, and the approved documents, as accessible via the link below:

<https://files.stategrowth.tas.gov.au/index.php/s/GixGmtITm6Hf8Ze>

A copy of the Instrument of Delegation from the Minister authorising the delegate to sign under section 52 of the Act can also be accessed via the above link.

Please access and download these documents for your records as soon as possible as this link will expire six months from the date of this letter.

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

#### **Access – construction or alteration (Access works permit required)**

In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit [https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings/new\\_or\\_altered\\_access\\_onto\\_a\\_road\\_driveways](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways) or contact [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au).

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.



## 12.1.8 Agency Consultation - Department Of State Growth

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### **Other types of works (pipeline, etc.) OR Construction of infrastructure in the road reserve/on Crown land (Works permit required)**

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit [https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings) or contact [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au)

### **Discharge of Stormwater or drainage into the State road drainage system (Ministerial consent required)**

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 17B of the *Roads and Jetties Act 1935* to concentrate and discharge drainage to the State road reserve.

The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve.

If any enlargement of the existing State road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.

The proponent is responsible for the ongoing maintenance of their own infrastructure.

For further information please contact Road Assets at [roadassets.utilities@stategrowth.tas.gov.au](mailto:roadassets.utilities@stategrowth.tas.gov.au).

Pursuant to Section 16 of the *Roads and Jetties Act 1935*, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely



Fiona McLeod

**DIRECTOR ASSET MANAGEMENT**

Delegate of

**Minister for Infrastructure and Transport**

Michael Ferguson MP

20 February 2023

cc: General Manager, Meander Valley Council



Tasmanian Heritage Council

Tasmanian Heritage Council  
GPO Box 618 Hobart Tasmania 7000  
Tel: 1300 850 332  
[enquiries@heritage.tas.gov.au](mailto:enquiries@heritage.tas.gov.au)  
[www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)

PLANNING REF: PA\23\0050  
THC WORKS REF: #7965  
REGISTERED PLACE NO: #11013  
FILE NO: 15-06-14 THC  
APPLICANT: Daren Mark Knight, Barrington North Pty Ltd  
DATE: 23 March 2023

### NOTICE OF HERITAGE DECISION

*(Historic Cultural Heritage Act 1995)*

The Place: Former School House, 24 Meander Valley Road, Carrick (CPR8541).  
Proposed Works: Multiple Dwellings (2 units), and site landscaping.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PA\23\0050, advertised on 04/03/2023, subject to the following conditions:

1. (i) **The new fences to the sides of the new shared driveway, from the front roadside boundary to the front of the former schoolhouse and shed building (i.e., minimum 5300mm length) must be of painted open picket fence construction to a maximum height of 1200mm.**  
(ii) **The site's western side boundary between the roadside boundary and front of the Existing Building 1 must have an open picket fence with garden bed/planter sufficient to maintain a hedge or garden planting to that part of the heritage place.**

Reason for condition

To ensure that the works are in keeping with the character of the place, consistent with the appropriate outcomes in Section 12 of the *Works Guidelines*.

2. (i) **The new Unit 2 and Unit 3 letter boxes that are proposed to the front of the former schoolhouse (Existing Building 4) are not approved and must be relocated to the shared space.**  
(ii) **The new water meters and electricity connections must be concealed from public view from Meander Valley Road.**

Reason for condition

To ensure that the works are in keeping with the character of the place, consistent with the appropriate outcomes in Section 11 of the *Works Guidelines*.

## 12.1.9 Agency Consultation - Tasmanian Heritage Council

3. **The new sealed driveway and parking areas to the east and western sides of the former schoolhouse must:**
- (i) be lower than the finished floor level of the heritage building (Existing Building 4);**
  - (ii) have a surface finish of an exposed aggregate in a mid to dark tone, or other treatment (e.g., asphalt) that is visually recessive in the context of the heritage structures; and,**
  - (iii) be confined to the areas shown in the approved plans.**

Reason for condition

To ensure that the works are in keeping with the character of the place, consistent with the appropriate outcomes in Sections 9.5 and 13 of the *Works Guidelines*.

4. **(i) The site of the historic well that is located at the rear of the heritage place must be identified and accurately indicated on a survey plan. A copy of that survey plan must be provided to Heritage Tasmania.**
- (ii) The well must be protected and/or covered in a manner that ensures the retention of that feature at the heritage place.**

Reason for condition

To ensure that significant landscape features are managed in accordance with Section 13.7 of the *Works Guidelines*.

5. **(i) The ‘proposed general works’ that are described to be conducted to the former schoolhouse: Main House (i.e., floor repairs; roof repairs; and repainting) must be completed in accordance with Section 2.1 of the submitted Heritage Impact Statement and must be completed prior to the issue of an Occupancy Permit for any of the new dwellings.**
- (ii) A detailed schedule of the heritage repairs must be provided to, and be to the satisfaction of Heritage Tasmania’s Works Manager prior to the commencement of any works.**

Reason for condition

To ensure a heritage benefit and ensure that the heritage repairs are delivered in accordance with the submitted Heritage Impact Statement.

Should you require clarification of any matters contained in this notice, please contact Chris Bonner on 1300 850 332.



Ian Boersma  
**Works Manager – Heritage Tasmania**  
*Under delegation of the Tasmanian Heritage Council*



## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	PA\23\0050	<b>Council notice date</b>	26/08/2022
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2022/01390-MVC	<b>Date of response</b>	31/08/2022
<b>TasWater Contact</b>	Robert Stapleton	<b>Phone No.</b>	0417279866
<b>Response issued to</b>			
<b>Council name</b>	MEANDER VALLEY COUNCIL		
<b>Contact details</b>	planning@mvc.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	24 MEANDER VALLEY RD , CARRICK	<b>Property ID (PID)</b>	2745903
<b>Description of development</b>	Multiple Dwellings x 4 (Existing dwelling and shed and 2 x new units)		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
Gowland Drafting	"Site Plan" / Dwg: 210204-P1	-	20/08/2021
<b>Conditions</b>			
<p><b>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</b></p> <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><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>A suitably sized water supply with metered connection and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. <b>Advice:</b> The near side 32mm water main is oversubscribed and may not adequately supply the proposed development. The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show the new meter assembly connecting to the far side 100mm water main.</li> <li>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.</li> <li>Prior to commencing construction of the development, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</li> </ol> <p><b>56W CONSENT</b></p> <ol style="list-style-type: none"> <li>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 two metres of TasWater infrastructure.</li> </ol> <p><b>DEVELOPMENT ASSESSMENT FEES</b></p> <ol style="list-style-type: none"> <li>The applicant or landowner as the case may be, must pay a development assessment fee of</li> </ol>			



\$376.68, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

#### Advice

##### General

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit <https://www.taswater.com.au/building-and-development/development-application-form>

##### Service Locations

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

A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

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

##### 56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to 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. These plans will need to also include a cross sectional view through the footings which clearly shows;

- (a) Existing pipe depth and proposed finished surface levels over the pipe;
- (b) 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;
- (c) A note on the plan indicating how the pipe location and depth were ascertained.

#### Declaration

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

#### TasWater Contact Details

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



## Planning Authority Report

### 10 & 12 Neptune Drive & 2 Panorama Road, Blackstone Heights

<b>Proposal</b>	Subdivision (5 lots into 8 lots. 1 road lot & construction of a road & associated services)
<b>Report Author</b>	George Walker Town Planner - Consultant
<b>Authorised by</b>	Krista Palfreyman Director Development & Regulatory Services
<b>Application reference</b>	PA\23\0046
<b>Decision due</b>	10 May 2023
<b>Decision sought</b>	It is recommended that Council approves this application. <i>See section titled "Planner's Recommendation" for further details.</i>

#### Applicant's Proposal

<b>Applicant</b>	R Harrison
<b>Property</b>	10 & 12 Neptune Drive & 2 Panorama Road, BLACKSTONE HEIGHTS (CT's: 121359/1, 112632/3, 146423/1, 146423/2 & 169236/2)
<b>Description</b>	The applicant seeks planning permission for: <ol style="list-style-type: none"><li>1. Subdivision of 5 lots into 8 lots; and</li><li>2. Construction of a road and associated lot accesses and service infrastructure.</li></ol>

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

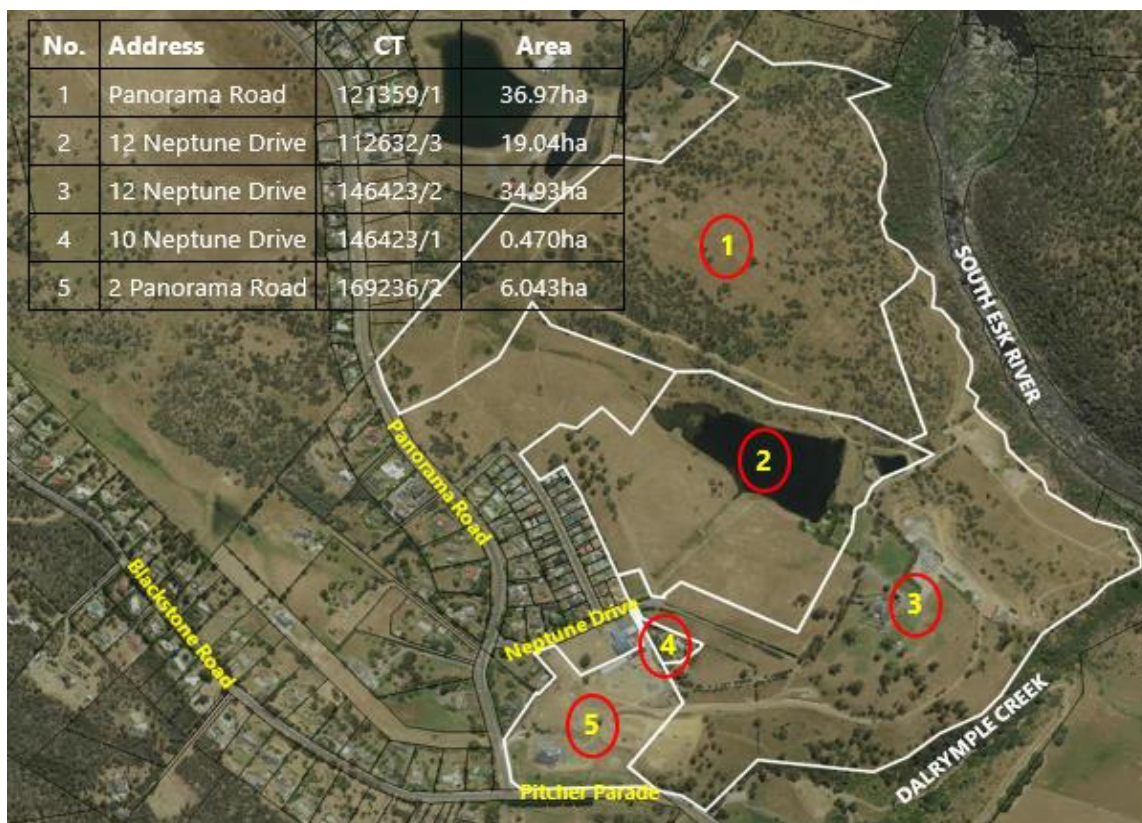


Photo 1: Aerial image showing the location and spatial extent of the site.

## Planner's Report

**Planning Scheme** Tasmanian Planning Scheme - Meander Valley ("the Scheme")

**Zoning** Local Business and Low Density Residential Zones

**Applicable Overlays**

- C7.0 – Priority Vegetation Area; and
- C15.0 – Landslip Hazard Area.

**Existing Land Use** Residential and retail

**Summary of Planner's Assessment** Development for the purposes of subdivision is not required to be categorised into a Use Class and has a Permitted status as default.

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

10.6.2 - P1 Roads

10.6.3 - P2 Services (sewer connection)

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

C7.7.2 - P1 Subdivision within a priority vegetation area

C15.7.1 - P1 Subdivision within a landslip hazard area

Before exercising a discretion, Council must consider the relevant Performance Criteria, as set out in the Planning Scheme.

*See attachment titled "Planner's Advice - Performance Criteria" for further discussion.*

### **Performance Criteria & Applicable Standards**

This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Scheme.

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

### **Public Response**

Three responses ("representations") were received from the public. Of these, all three are objections.

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

### **Agency Consultation** TasWater

The application was referred to TasWater on 23 August 2023. A Submission to Planning Authority Notice (SPAN) was received on 28 February 2023.

*See attachment titled "Agency Consultation – TasWater" for further information.*

#### TasNetworks

The application was referred to TasNetworks on 23 August 2022. TasNetworks has provided the following response:

*"Based on the information provided, the development is likely to adversely affect TasNetworks' operations. TasNetworks has High Voltage Infrastructure easements on both existing titles which should be addressed as part of the application."*

*As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks on 1300 137 008 or our Early Engagement team at [early.engagement@tasnetworks.com.au](mailto:early.engagement@tasnetworks.com.au) at their earliest convenience."*

*See attachment titled "Agency Consultation – TasNetworks" for further information.*

### **Internal Referrals** *Infrastructure Services*

#### **Traffic:**

The Traffic Impact Assessment (TIA) prepared by Traffic and Civil Services shows that with Council planned upgrades of intersections at Country Club Avenue / Casino Rise and Pitcher Parade / Panorama Road and other upgrades to intersections by the developer, there will not be an adverse effect on the safety or efficiency of the road network.

#### **Stormwater:**

Preliminary calculations show that stormwater from the site will be managed into Council's underground network. Final engineering modelling by the developer will be required to determine if upgrades to Council's infrastructure is required.

The Conditions and Notes recommended by Infrastructure Services have been included in the planner's recommendation.

#### *Environmental Health*

No referral required.

## Planner's Recommendation to Council

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

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

For further information, see *Local Government Act 1993, s65, Local Government (Meeting Procedures) Regulations 2015, s25(2)* and *Land Use and Approvals Act 1993, s57*.

## Recommendation

This application by R Harrison for a Subdivision (5 lots into 8 lots. 1 road lot & construction of a road & associated services) on land located at 10 & 12 Neptune Drive & 2 Panorama Road, BLACKSTONE HEIGHTS (CT's: 121359/1, 112632/3, 146423/1, 146423/2 & 169236/2), is recommended for approval generally in accordance with the Endorsed Plans, and recommended Permit Conditions and Permit Notes.

## Endorsed Plan

- a) PDA Surveyors, Engineers and Planners; Dated: 15/12/2022; Plan of Subdivision; Job No: 49680; Drawing No: P15 (inclusive of enlargement plan);
- b) Traffic and Civil Services; Dated: 11 February 2023; Traffic Impact Assessment for 2 Panorama Road, Blackstone Heights 8 Lot Subdivision;
- c) Livingston Natural Resource Services; Dated: 6 December 2022; Bushfire Hazard Management Report: Subdivision; Version 2; and
- d) Geoton Pty Ltd Geotechnical Consultants; Dated: 21 December 2022; Landslide Risk Assessment 2 Panorama Road, Blackstone Heights; Reference No: GL22700Ab.

## Permit Conditions

1. Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision, permitted by this permit unless:
  - a. Such covenants or controls are expressly authorised by the terms of this permit or by the consent in writing of Council; and
  - b. Such covenants or similar controls are submitted for and receive written approval by Council prior to submission of a Plan of Survey and associated title documentation is submitted to Council for sealing.



2. Prior to commencement of works, detailed engineering design documentation for stormwater services, road and vehicle crossing construction, including the extension of any Council services required to the satisfaction of Council's Director Infrastructure Services and in accordance with the recommendations of the endorsed Traffic Impact Assessment prepared by Traffic and Civil Services are to be submitted to Council. Detailed engineering documentation must be prepared by a suitably qualified civil engineer or other person approved by Council's Director Infrastructure Services. The design documentation must incorporate the following:
  - a. Required upgrades to Council's infrastructure as a result of the development;
  - b. A sealed turning head in accordance with Condition 3;
  - c. Driveways in accordance with Condition 4 and 5; and
  - d. The new road is to be a commercial road in accordance with Tasmanian Standard Drawing TSD-R06.
3. An asphalt sealed, commercial turning head at the end of Neptune Drive is to be constructed in accordance with Tasmanian Standard Drawing TSD-R08 to the satisfaction of Council's Director Infrastructure Services. Refer Note 1.
4. The new vehicle crossings for Lots 2, 3 and 4 must be constructed in accordance with Tasmanian Standard Drawing TSD-R16 to the satisfaction of Council's Director Infrastructure Services.
5. The new vehicle crossings for Lots 5, 6 and 7 must be constructed in accordance with Tasmanian Standard Drawing TSD-R09 and R14 to the satisfaction of Council's Director Infrastructure Services.
6. Drainage easements are to be created over all piped stormwater infrastructure within new allotments in favour of Council. Easement widths are to comply with Tasmanian Subdivision Guidelines, or as approved by Council's Director Infrastructure Services.
7. A certificate of compliance by an accredited person, must be submitted to the satisfaction of Council, confirming all measures required under the endorsed Bushfire Hazard Management Report (prepared by Livingston Natural Resource Services) are completed.
8. Prior to sealing of the Final Plan of Survey the following must be completed to the satisfaction of Council:
  - a. The infrastructure works must be completed as shown in the application documents and endorsed plans or as modified by the Council approved

detailed engineering drawings and specifications, to the satisfaction of Council's Director Infrastructure Services and in accordance with Conditions 2, 3, 4 and 5.

- b. Provision of as-constructed documentation of infrastructure work to be taken over by Council, to the satisfaction of Council's Director Infrastructure Services. Refer to Note 3.
  - c. Easements shown on the Final Plan of Survey, in accordance with Condition 6.
  - d. The document of compliance submitted in accordance with Condition 7.
9. The lots must be maintained at all times in accordance with the endorsed Bushfire Hazard Management Plan (prepared by Livingston Natural Resource Services).
10. All roads in the Subdivision must be conveyed to the Council upon the issue of the Certificate under Section 10 (7) of the *Local Government (Highways) Act 1982*. All costs involved in this procedure must be met by the developer. Refer Note 2.
11. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2022/01372-MVC attached).

### Permit Notes

- 1. A temporary turning head may be approved to be placed within Lot 7, with a right of carriageway in favour of Meander Valley Council placed on the title.
- 2. The subdivision creates a new road that will become Meander Valley Council's assets. Please arrange for the road lots to be transferred to Meander Valley Council upon registration of the titles. This will be noted as a defect at practical completion and may delay the release of any bond money associated with the subdivision.
- 3. Council will provide details on the process for achieving practical completion for each stage of construction of the subdivision and the documentation required at the time of providing approval for the engineering design relevant to each stage.
- 4. The development is likely to affect TasNetworks' operations. As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended to contact TasNetworks on 1300 137 008 or the Early Engagement team at [early.engagement@tasnetworks.com.au](mailto:early.engagement@tasnetworks.com.au) at the developers earliest convenience.
- 5. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact Council.

6. This permit takes effect after:
  - a. The 14-day appeal period expires; or
  - b. Any appeal to the Tasmanian Civil & Administrative Tribunal (TASCAT) is determined or abandoned; or
  - c. Any other required approvals under this or any other Act are granted.
7. Planning appeals can be lodged with TASCAT Registrar within 14 days of Council serving notice of its decision on the applicant. For further information, visit the TASCAT website.
8. This permit is valid for two years only from the date of approval. It will lapse if the development is not substantially commenced. Council has discretion to grant an extension by request.
9. All permits issued by the permit authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Office on request.
10. If any Aboriginal relics are uncovered during works:
  - a. All works to cease within delineated area, sufficient to protect unearthed or possible relics from destruction;
  - b. Presence of a relic must be reported to Aboriginal Heritage Tasmania; and
  - c. Relevant approval processes for state and federal government agencies will apply.

## Attachments

1. Public Response - Summary of Representations [12.2.1 - 4 pages]
2. Representation 1 - E Shegog [12.2.2 - 1 page]
3. Representation 2 - G Pitt (a) [12.2.3 - 1 page]
4. Representation 2 - G Pitt (b) [12.2.4 - 1 page]
5. Representation 3 - C Horne [12.2.5 - 1 page]
6. Planner's Advice - Applicable Standards [12.2.6 - 15 pages]
7. Planner's Advice - Performance Criteria [12.2.7 - 9 pages]
8. Application Documents [12.2.8 - 153 pages]
9. Agency Consultation - TasWater [12.2.9 - 3 pages]
10. Agency Consultation - TasNetworks [12.2.10 - 3 pages]

## 12.2.1 Public Response - Summary Of Representations

### Public Response

#### Summary of Representations

A summary of concerns raised by the public about this planning application is provided below. Three ("representations") were received during the advertised period. One representation (Representation 3) was submitted on 31 March 2023 being outside the advertising period. Under delegated authority from the Planning Authority, this representation has been accepted in accordance with section 57(5) of the *Land Use Planning and Approvals Act 1993*.

This summary is an overview only and should be read in conjunction with the full responses (see attached). In some instances, personal information may be redacted from individual responses.

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

#### Representation 1

*Name*        *E Shegog*

*Concern*

- a) Concerns relating to the provision of inaccurate and inconsistent traffic flow information;*
- b) Concern regarding the lack of information about what development will occur in the future on the proposed new lots;*
- c) Concern in relation to the Natural Values Report excluding a full and comprehensive assessment of the natural values associated with proposed Lot 8;*
- d) Concern regarding existing use and development that occur on the site including works and heavy vehicle movement;*
- e) Concern with respect to covenants which apply to some lots within the site and the area.*

#### Planner's Response

- a) The following response has been provided by Council's Infrastructure Services:

## 12.2.1 Public Response - Summary Of Representations

*The estimated existing traffic was calculated using appropriate methods and is within the range of Council's traffic counts conducted in the area. The discrepancies between the Traffic Impact Assessment (TIA) undertaken for this development and a TIA conducted in 2020 is due to growth and possibly due to lower vehicle numbers during COVID. The discrepancy noted between the current TIA and a previous TIA may be due to different locations along the road. The estimated traffic generated from the development is in line with industry standards. It is noted that this development is for 3 additional lots only (5 lots to 8 lots). The TIA has estimated the traffic generated from each of the lots assuming the commercial lots are highly developed. The low density lots have been assessed based on having one dwelling per lot which is consistent with the application.*

In addition, it is recognised that the TIA has addressed and determined that the proposed subdivision satisfies the applicable Standards of the Scheme with respect to traffic safety.

The TIA identified offsite road junction upgrades at:

- Neptune Drive and the new road junction; and
- Panorama Road and Neptune Drive junction.

These upgrades are required to be undertaken by the developer to improve traffic safety as per recommended Conditions 2 & 8.

- b) The application is for the subdivision of land only. It is not required to include any indication or speculation of how each proposed new lot will be used or developed. Any future use and development will be subject to a new application which is required to address and be assessed against the Scheme.
- c) The Natural Values Report was only required to address the area of the subdivision where works are required which, in this case, was the area between proposed Lot 4 and 6. Proposed Lot 8 does not require any works within the Priority Vegetation Area that applies to the lot and therefore satisfies Acceptable Solution C7.7.2 A1(e) of the Natural Assets Code.
- d) The application is not required to address any existing use and development that has occurred or is occurring at the site.



## 12.2.1 Public Response - Summary Of Representations

- e) Matters relating to existing covenants are not contemplated by the Scheme and are not required to be given any weight in determining the application.

### Representation 2 (a & b)

*Name*            *G Pitt*

*Concern*        *The representation included the same concerns identified in (a) to (d) of Representation 1. Additional concerns included within Representation 2 are:*

- a) Concern regarding the adequacy of the Bushfire Report and Bushfire Hazard Management Plan.*
- b) Concern regarding the amendment which was approved for the land in 2020. Specifically, amendment 2-2020 changed the zoning from low density residential to local business and inserted a local business specific area plan in part of the area which is now designated to be subdivided for housing. The intent of the SAP was not for subdivision. The Amendment 2-2020 states that there are no standards for subdivision contained in the SAP.*

### Planner's Response

- a) The Bushfire Report and Bushfire Hazard Management Plan (BHMP) was prepared by an accredited person. Section 51(2)(d)(i) of the *Land Use Planning and Approvals Act 1993* specifies that, in determining an application for a permit, the Planning Authority must accept a BHMP prepared by an accredited person.

Accordingly, Council is unable to alter the recommendations contained within the BHMP.

- b) The amendments approved in 2020 are incorporated into the following specific area plans (SAP) of the Scheme:
- MEA-S21.0 Blackstone Heights Neighbourhood Centre Specific Area Plan; and
  - MEA-S23.0 Neptune Drive Specific Area Plan.

Both SAPs do not include any subdivision provisions. Accordingly, all subdivision development standards revert to the underlying zones which have been assessed.

## 12.2.1 Public Response - Summary Of Representations

### Representation 3

*Name*                      *C Horne*

*Concern*                a) *Concern regarding existing use and development that occur on the site including works and heavy vehicle movement.*

**Planner's Response**        a) The application is not required to address any existing use and development that has occurred or is occurring at the site. This is a matter that can be dealt with by Council through other statutory mechanisms.

All aspects of the proposed subdivision must occur in accordance with the conditions that have been recommended as part of the Permit in the event Council choose to approve grant of a Permit.

**Note:** The planning application was advertised in a local newspaper and on Council's website for a statutory period of 14 days from 4 March 2023 to 21 March 2023. The property was also signposted.

## 12.2.2 Representation 1 - E Shegog

**Leanne Rabjohns**

**From:** [REDACTED]  
**Sent:** Tuesday, 21 March 2023 4:32 PM  
**To:** Planning @ Meander Valley Council  
**Subject:** Development Application – Ross Harrison PA\23\0046

**Caution:** This email came from outside of MVC - only open links and attachments you're expecting.

I refer to the development application Ross Harrison PA\23\0046.

I am lodging a representation opposing the subdivision and development based on:

- the provision of inaccurate and inconsistent traffic flow information.
- Lack of information about what will actually occur in the development
- The reference in the application contained in the Natural Values Report that the "8 lot & road lot subdivision from 5 existing titles, Lots 5-8 which are proposed boundary adjustments only were covered in a Natural Values Report 12 Neptune Drive, Livingston Natural Resource Services, 17/7/2020". The 2022 report did not cover the majority of lot 8. It covered the Panorama Rd facing ground only and therefore the full Natural Values report has not been conducted. For example, there is no reference to the wedge tail eagles in this report which live and feed in this area and there is a nest/s located locally. As well as a significant amount of other displaced wildlife whose current home/refuge/nesting sites are on the hill in lot 8

I refer to the traffic assessment report conducted by Traffic & Civil Services and note that it refers to the land as been Low Density Residential. As far as I am aware, this is not the case as the land was re-zoned during 2022. This is incorrect and needs to be corrected with the assessment re-done taking the revised zoning into consideration.

The traffic assessments are inaccurate and inconsistent and make a mockery of the planning system.

- The traffic assessment takes no account of the developments already approved (over 650 houses) not including the Federal Group recently approved subdivision which is another 450 lots, and is totally inconsistent in the evidence provided to support this application versus the previous report. It assumes an inflit rate of 1% which is clearly unsatisfactory.
- The same organisation did the traffic report to support the change in land use from low density residential to high density residential.
- See comparison figures below. These are examples only and more exist within the document.
- The 2023 application on Page 19 of TCS report refers to a VDP of 2231, (lots 5,6,7 and 8)
- The previous application TCS Report refers to a VDP of 3465 for the development (lots 5,6,7 and 8)
- See the numbers below. These are taken from the 2 reports. They show significant discrepancies between the assumptions and actuals.
  - In the intervening period no major house development has occurred in Blackstone Heights
    - There is only one road in and out
- If the accuracy of the traffic data provided to support the application is inaccurate, how can we assess any other information provided.

2020	2022
Traffic Growth TCS Report	Traffic Growth TCS Report
The rate of background traffic growth in the Blackstone Heights area for projection purposes is assumed to be 1% to allow for future infill development due to other development.	The rate of background traffic growth in the Blackstone Heights area for projection purposes is assumed to be 1% to allow for future infill development due to other development.
• Estimated daily traffic (2020)	• Estimated daily traffic (2022)
o Panorama Road – 1,200 vpd, 120vph	o Panorama Rd – 1,700 vpd, 140vph (AM) & 195vph (PM).
o Blackstone Road – 1,900 vpd, 190vph	o Blackstone Road – 2,830 vpd, 312vph (AM) & 254vph (PM).
o Casino Rise – 3,000 vpd, 300vph	o Casino Rise – 3,150 vpd, 315vph approaching Country Club Ave.
o Country Club Avenue – 7,000 vpd, 700vph	o Country Club Avenue – 5,500 vpd, 550vph approaching Casino Rise.
• Estimated daily traffic (2030)	• Estimated daily traffic (2032)
o Panorama Road – 1,325 vpd, 132vph	o Panorama Road – 1,870 vpd, 154vph (AM) & 215vph (PM).
o Blackstone Road – 2,100 vpd, 210vph	o Blackstone Road – 3,110 vpd, 343 vph (AM) & 280vph (PM).
o Casino Rise – 3,300 vpd, 330vph	o Casino Rise – 3,465 vpd, 347vph approaching Country Club Ave.

## 12.2.3 Representation 2 - G Pitt (A)

**Leanne Rabjohns**

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**From:** [REDACTED]  
**Sent:** Tuesday, 21 March 2023 2:38 PM  
**To:** Planning @ Meander Valley Council  
**Subject:** PA 23.0046

Caution: This email came from outside of MVC - only open links and attachments you're expecting.

Dear Council

I am not sure if this needs to be a representation or not, but as I understand it, Amendment 2-2020 changed the zoning from low density residential to local business and inserted a local business specific area plan in part of the area which is now designated to be subdivided for housing. The intent of the SAP was not for sub division.

The Amendment 2-2020 states that there are no standards for sub division contained in the SAP.

So now that the developed has decided to subdivide, what are the standards that will be applied by the council/planning authority?

Regards

George Pitt

[REDACTED]

## 12.2.4 Representation 2 - G Pitt (B)

The 500-lot subdivision is assumed to be a mixture of dwelling houses and medium density flat buildings. The traffic generation of the proposal is outlined in figure 25. Figure 25 – Traffic Generation for subdivision Traffic Impact Assessment 21 | Page  
The proposal identified tourism activities accessed through Canopus Dr. The traffic assessment does not appear to assume tourism development in traffic assessment and subsequent traffic movements out of Canopus Dr and past the Glover intersection.

5.3 Trip Assignment Based on the layout of the lots it is estimated that: • % of traffic will travel to and from Panorama Road via Canopus Drive 0.7% of 333vph is 24vph • 23% of traffic will travel to and from Panorama Road via Glover Avenue 0.23% of 333vph is 78vph • 70% of traffic will travel to and from Panorama Road via Neptune Drive 0.70% of 333vph is 232vph

Question: What are these assumptions based on and does that reflect the actual proposal – eg the access through Canopus Dr to tourist development.

6.6.1 Environmental No environmental impacts were identified in relation to: • Noise, Vibration and Visual Impact • Community Severance and Pedestrian Amenity • Hazardous Loads • Air Pollution, Dust and Dirt and Ecological Impacts • Heritage and Conservation values

Question: Is there a formal process by which each of these impacts are assessed?

Blackstone Heights is a quiet community. Residents choose to live here for the peacefulness of the area. Increasing traffic volumes resulting from the proposed developments will have an environmental impact.

- Noise – Increased traffic increases noise and the congestion will increase the duration of that noise, particularly at intersections – why is this not assessed?
- Vibration – during construction truck movements will increase and result in vibration and impact on residents.
- Air pollution will be impacted by increased traffic and delays and congestion at intersections – why has this not been assessed

6.6.1 Use and road or rail infrastructure Acceptable solution A2: For roads with a speed limit of 60 km/hr or less the use must not generate more than a total of 40 vehicle entry and exit movements per day. A2 is not satisfied, the proposal is estimated to generate and direct 3,465vph to Panorama Rd.

Performance criteria P2: For roads with a speed limit of 60 km/hr 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. Austraads compliant junction layouts can be retrofitted for safe and efficient operation of Panorama Road. P2 can be satisfied.

The traffic assessment and proposed solution for traffic movements appears to be at odds with the planning requirements. How is the safety aspect assessed with an additional 3465 movements per day entering Panorama Rd when the limit is meant to be 40?

### Fire evacuation

The MVC Planning Scheme states:

E1.6.2 Subdivision: Public and fire fighting access

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

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

The proposal does not appear to demonstrate how these criteria will be met, specifically (a) and (e).

I refer to the Meander Valley Council Minutes October 2020 in reference to the approval of a 95 lot subdivision in Blackstone Heights, off Panorama Rd, where he stated:

Summary of Comment by Cr Frank Nott:

With my concerns for the safety and risk to residents and road users in an extensive 95 lot development I sought additional information, including from the General Manager and Director of Infrastructure. Further investigation and modelling was necessary to address: 1. Provision and time frames for other road exits in the event of a major bushfire; 2. Improvements to road networks/intersections where 'bottlenecks' would occur with greater traffic volumes and in emergencies; and 3. Status of Panorama Road for drivers, cyclists and pedestrians with drains on both sides and without footpaths where a fatality occurred in December 2016.

So, where is the assessment ensuring the increased number of residents can be evacuated effectively in the event of a bushfire with only one access road?

### Summary

In 2016 there were 478 dwellings in Blackstone Heights. In October 2020 another 95 were approved and this proposal includes another potential 650. (Yet it is noted that the traffic assessment assumes 500).

The traffic assessment is minimal and undertaken at a time of day and year that ensures existing traffic numbers are understated.

With one road into Blackstone Heights and taking into the account the proposed developments in Blackstone Heights and nearby (Federal Hotels) this traffic assessment is inadequate and will result in significant and widespread impacts on the residents of Blackstone Heights including potential loss of property values.

The traffic assessment, at best, is flawed and therefore the conclusions cannot be relied on for decision making purposes.

Thanks

George Pitt



## 12.2.5 Representation 3 - C Horne

**Krista Palfreyman**

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**From:** [REDACTED]  
**Sent:** Friday, 31 March 2023 1:21 PM  
**To:** Planning @ Meander Valley Council  
**Subject:** Resident concerns over PA\23\0046 10 & 12 Neptune Drive & 2 Panorama Road

Caution: This email came from outside of MVC - only open links and attachments you're expecting.

Hello there,

I am a resident of Glover Avenue and have concerns that works have started well before the planning notice was placed on-site for advertisement of the subdivision.

I believe this would not be in line with the current Planning scheme? There would be no building approval given for this work to be undertaken. Not sure how conditions that would be out-lined within the Planning Permit/Development Approval are going to be enforced and adhered too?

I would also like to mention that roadworks has been started at the end of Glover Avenue (Title Reference 112632/1 as shown within above-mentioned planning application). The road was made into the paddock many years ago and has been fenced off from the public. It looks like they have pegged out some subdivision development works and are excavating out a roadway which was not included in the above-mentioned Planning Application?

Again, concern is raised that this works is going ahead with no advertisement, planning permits or approval conditions.

Please consider my concerns above and let me know the outcomes.

Regards,  
Cameron.

## 12.2.6 Planner's Advice - Applicable Standards

### Planner's Advice: Applicable Standards

#### Background

The proposal involves the subdivision of five lots into eight lots. The existing lots comprise a total area of 97.45ha and are dispersed between Pitcher Parade, Panorama Road, Neptune Drive and the South Esk River ('the site' refer to Figure 1).

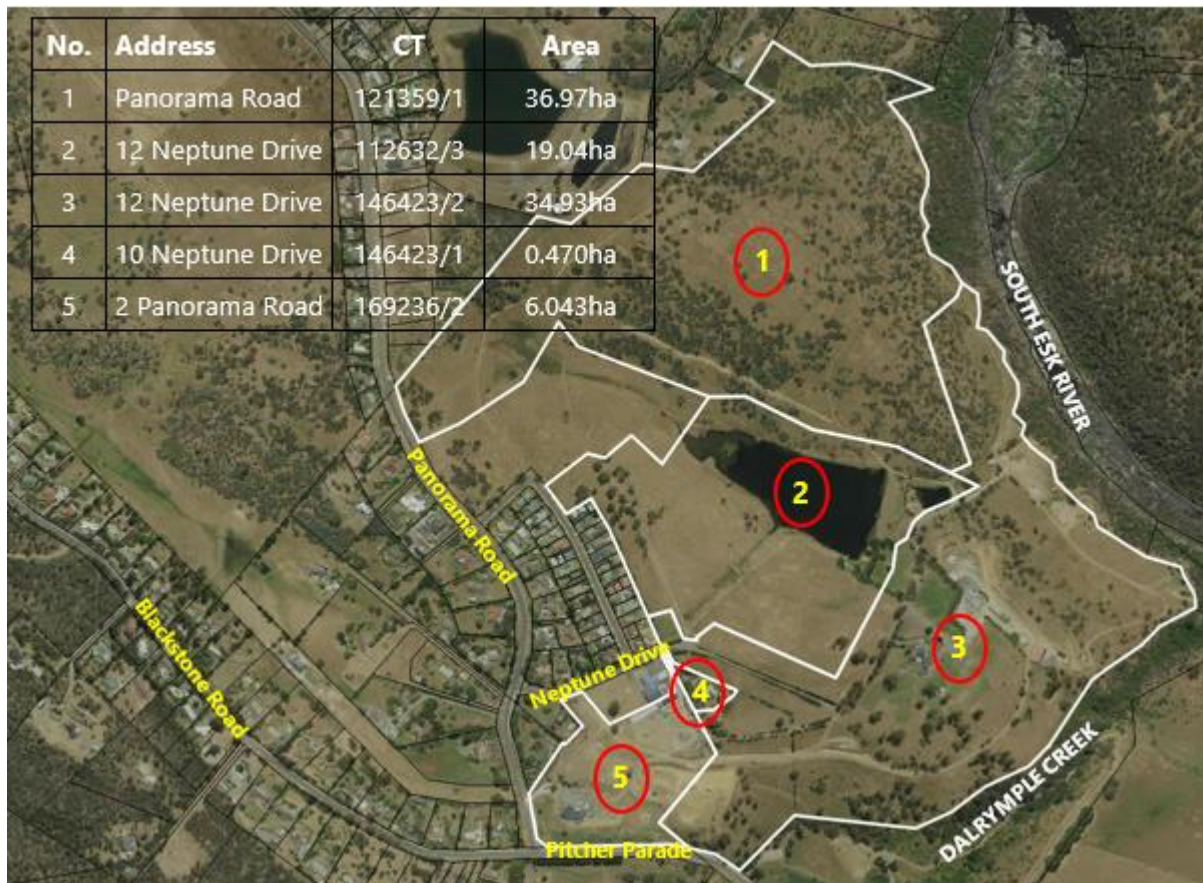


Figure 1: Aerial image showing the location and spatial extent of the site including details of individual lots.

By way of reference to Figure 1, Lots 1 and 2 are vacant, Lot 3 and 4 contain dwellings and Lot 5 contains the recently completed and now operational Café and IGA Supermarket.

The site is assigned to the Low Density Residential and the Local Business zones (refer to Figure 2).



## 12.2.6 Planner's Advice - Applicable Standards

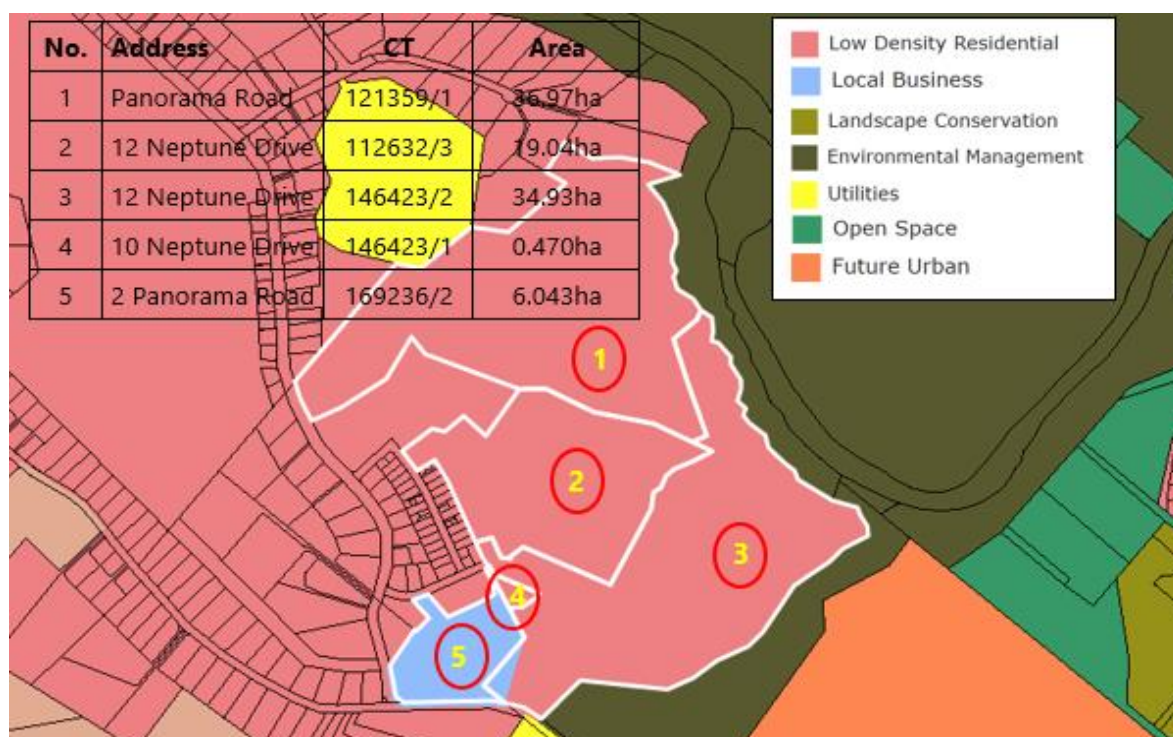


Figure 2: Zone map identifying the zoning of the site as well as adjoining and adjacent land.

The site is also subject to the Blackstone Heights Neighbourhood Centre Specific Area Plan and the Neptune Drive Specific Area Plan (SAPs - refer to Figure 3). It is observed that the SAPs do not contain any subdivision provisions and therefore there are not applicable standards within each SAP.



Figure 3: Aerial image illustrating the spatial extent of the specific area plans that apply to the site.

### 12.2.6 Planner's Advice - Applicable Standards

The proposed subdivision entails the reconfiguration of existing lot boundaries and the creation of three (3) additional lots. Details of the proposed subdivision are provided in Figures 4 and 5 and Table 1 below.

Proposed Lot No.	Area	Frontage	Zone	Use and Development
1	2.25ha	291m	Local Business	Café & IGA Supermarket
2	1.2ha	168m	Local Business	Vacant
3	1.18ha	171m	Local Business	Existing storage building
4	2.05ha	212m	Local Business and Low Density Residential	Vacant
5a <sup>1</sup>	2.20ha	45m	Low Density Residential	Vacant
5b	0.470ha	6m	Low Density Residential	Single dwelling
6	24.43ha	25m	Low Density Residential	Single dwelling
7a <sup>2</sup>	2.82ha	21m	Low Density Residential	Vacant
7b	19ha	-	Low Density Residential	Vacant
8a <sup>3</sup>	3.39ha	-	Low Density Residential	Vacant
8b	36.91ha	105m	Low Density Residential	Vacant
Road Lot	0.66ha	N/A	Local Business and Low Density Residential	Local road

*Table 1: Details of each proposed lot.*

<sup>1</sup> Proposed Lots 5a and 5b together form Lot 5.

<sup>2</sup> Proposed Lots 7a and 7b together form Lot 7.

<sup>3</sup> Proposed Lots 8a and 8b together form Lot 8.

## 12.2.6 Planner's Advice - Applicable Standards

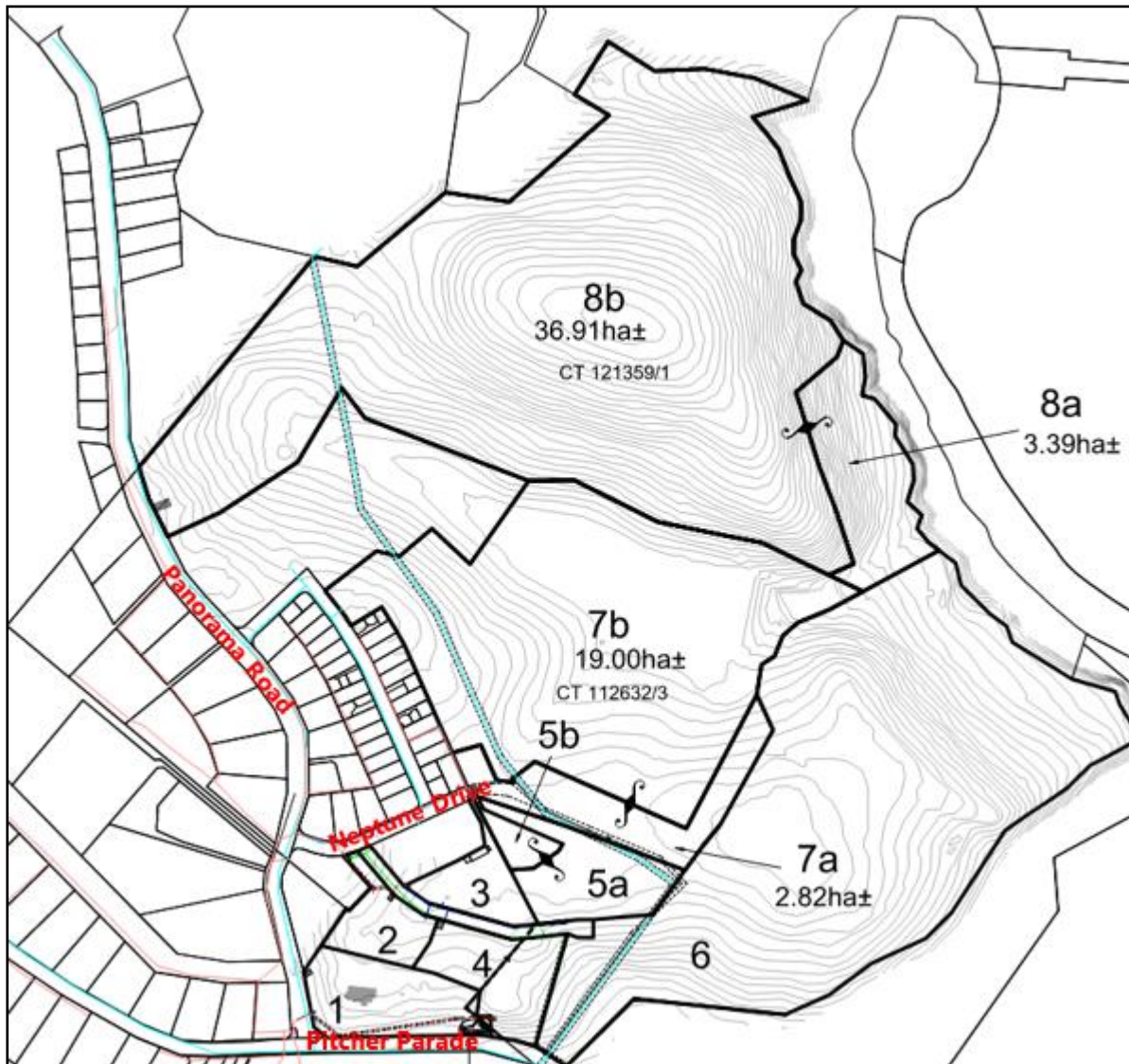


Figure 4: Overall plan of subdivision showing each lot within the proposed subdivision.



## 12.2.6 Planner's Advice - Applicable Standards

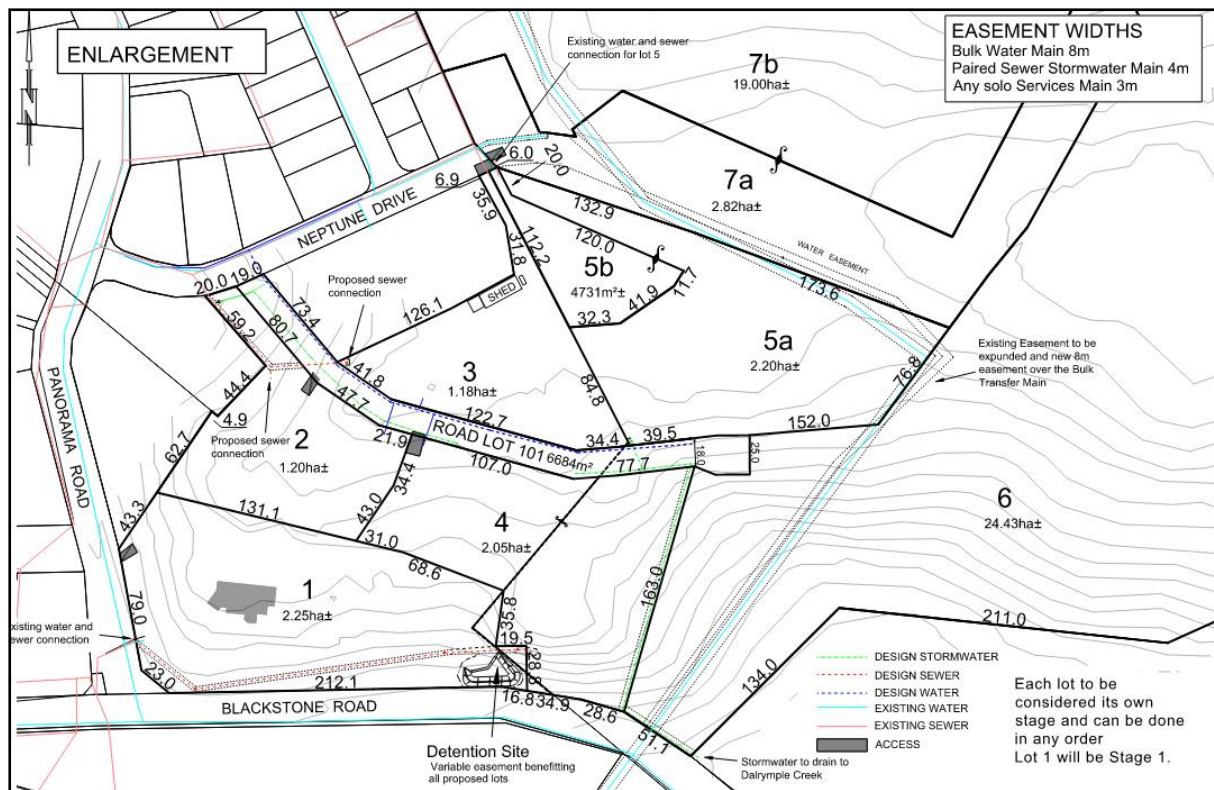


Figure 5: Part plan of subdivision showing the location and size of proposed Lots 1 to 7b (inclusive).

### Summary of Planner's Advice

This application was assessed against General Provisions Standards, as well as the Applicable Standards for this Zone and any relevant Codes.

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

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

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

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

General Provisions Standards

**Scheme  
Standard**

**Planner's Assessment**

7.10.1 *An application for development that is not required to be categorised into one of the Use Classes under subclause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under subclause 7.3.1, may be approved at the discretion of the planning authority.*

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

The proposal involves the subdivision of land within the Low Density Residential and Local Business zones. The proposed subdivision does not involve any use and it will create new lots that will contain existing uses located within the site. The proposed subdivision will facilitate new or reconfigured lots within respective zones which are capable of being developed for permissible uses within each zone, subject to a future application. Accordingly, the proposed subdivision is not expected to cause an unreasonable detrimental impact on adjoining uses of the amenity of the surrounding area.

7.10.3 *In exercising its discretion under subclauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:*

(a) *the purpose of the applicable zone;*

The proposed subdivision is consistent with the purpose of the Low Density Residential and Local Business zones insofar as it will facilitate and provide for future use and development permissible within each zone.

(b) *the purpose of any applicable code;*

The proposed subdivision is consistent with the purpose of the Bushfire-Prone Areas Code insofar as an assessment has been prepared by a bushfire practitioner which certifies that the proposed subdivision complies with all applicable acceptable solutions of the Code.

General Provisions Standards

**Scheme  
Standard**

**Planner's Assessment**

The proposed subdivision is consistent with the purpose of the Road And Railway Assets Code insofar as the accompanying Traffic Impact Assessment has determined that the proposed subdivision satisfies all applicable standards of the Code.

The proposed subdivision is consistent with the Natural Assets Code insofar as the site does not contain priority vegetation (which is distinct from a priority vegetation area) and the proposed development will therefore not result in impacts upon priority vegetation or significant habitat.

The proposed subdivision is consistent with the purpose of the Landslip Hazard Code on the basis that the accompanying Landslip Hazard Report demonstrates that the applicable standards of the code are satisfied.

(c) *any relevant local area objectives; and*

The site is not subject to any local area objectives.

(d) *the purpose of any applicable specific area plan.*

The site is not subject to a specific area plan.

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### Low Density Residential Zone

#### Scheme Standard

#### Planner's Assessment

#### Assessed Outcome

##### 10.6.1 Lot Design

A1	Proposed Lots 5, 6, 7 and 8 will be contained wholly within the Low Density Residential Zone and approximately 7,100m <sup>2</sup> of the eastern end of proposed Lot 4 will be contained within the Low Density Residential Zone.	Complies
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Each proposed lot within the Low Density Residential Zone will have the following area:

Lot	Area
4	7,100m <sup>2</sup>
5	2.673ha
6	24.43ha
7	21.82ha
8	40.3ha

Each proposed lot is capable of containing a 10m by 15m building envelope. A review of the 5m contours indicates that the building envelopes are capable of being located on an area of each respective lot that has a gradient no greater than 1 in 5 (20%). Building envelopes are also able to be located away from known easements and title restrictions.

With respect to proposed Lot 5 and 6 all new lot boundaries will be located a distance which will satisfy Acceptable Solutions 10.4.3 A1 and A2 for existing buildings.

## 12.2.6 Planner's Advice - Applicable Standards

Low Density Residential Zone		
<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
A2	As detailed in Table 1, all lots assigned to the Low Density Residential Zone will be provided with a frontage that will have a minimum width of 20m.	Complies
A3	Each proposed lot will be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of Council being the road authority for Panorama Road, Neptune Drive and the proposed new road.	Complies
<hr/>		
10.6.2	<i>Roads</i>	
A1	The proposed subdivision includes a new road.	<b>Relies on Performance Criteria</b>
<hr/>		
10.6.3	<i>Services</i>	
A1	Each proposed lot will have a connection to a full water supply.	Complies
A2	Proposed Lots 7 and 8 will not be provided with a connection to a reticulated sewerage system.	<b>Relies on Performance Criteria</b>
A3	Each proposed lot is capable of connecting to a public stormwater system.	Complies
<hr/>		



## Local Business Zone

**Scheme  
Standard****Planner's Assessment****Assessed Outcome**14.5.1 *Lot design*

- A1 Proposed Lots 1, 2 and 3 will be contained wholly within the Local Business Zone and approximately 1.38ha of the western end of proposed Lot 4 (approximately 67% of the total lot area) will be contained within the Local Business Zone.

Complies

Each proposed lot within the Local Business Zone will have the following area:

Lot	Area
1	2.25ha
2	1.2ha
3	1.18ha
4	1.38ha

Each proposed lot is capable of containing a 10m by 12m building envelope (refer to images below with the prescribed building envelopes annotated indicatively by the solid red rectangle. Building envelopes are also able to be located away from known easements and title restrictions and clear of setbacks required by clause 14.4.2 A1 and A2.

With respect to proposed Lot 3 all new lot boundaries will be located a distance which will satisfy Acceptable Solutions 14.4.2 A1 and A2.

- A2 As detailed in Table 1, all lots assigned to the Local Business Zone will be provided with a frontage that will have a minimum width of 3.6m.

Complies

- A3 Each proposed lot will be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of Council being the road authority for Panorama

Complies

## 12.2.6 Planner's Advice - Applicable Standards

Local Business Zone		
<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
	Road, Neptune Drive and the proposed new road.	
10.6.3	<i>Services</i>	
A1	Each proposed lot will have a connection to a full water supply.	Complies
A2	Each proposed lot will have a connection to a reticulated sewer system.	Complies
A3	Each proposed lot is capable of connecting to a public stormwater system.	Complies

C3.0 Road and Railway Assets Code		
<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
C3.5.1	<i>Traffic generation at a vehicle crossing, level crossing or new junction</i>	
A1.1	Neptune Drive, Panorama Road and Blackstone Road are not a category 1 or limited access road.	Not Applicable
A1.2	The proposal requires the construction of a new junction, road and vehicle crossings. Written consent for the new road works has not been provided by Council for the purposes of this provision.	<b>Relies on Performance Criteria</b>
A1.3	The proposal does not involve the construction of a private level crossing.	Not Applicable

## 12.2.6 Planner's Advice - Applicable Standards

### C3.0 Road and Railway Assets Code

<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
A1.4	The proposal does not involve use and will therefore not result in any traffic movements from existing vehicle crossings.	Not Applicable
A1.5	Neptune Drive, Panorama Road and Blackstone Road are not major roads.	Not Applicable
C3.7.1	<i>Subdivision for sensitive uses within a road or railway attenuation area</i>	
A1	The site is not located within a road or railway attenuation area.	Not Applicable

### C7.0 Natural Assets Code

<i>Scheme Standard</i>	<b>Planner's Assessment</b>	<b>Assessed Outcome</b>
C7.7.1	<i>Subdivision within a waterway and costal protection area or a future coastal refugia area</i>	
A1	The subdivision involves land mapped as a waterway protection area (refer to image below). Notwithstanding, the proposal does not involve any works within the waterway protection area satisfying subclause A1(e).	Complies

C7.0 Natural Assets Code

*Scheme  
Standard*

Planner's Assessment

Assessed Outcome



C7.7.2 *Subdivision within a priority vegetation area*

A1 The proposal involves subdivision within a priority vegetation area where works are proposed (see image below).

**Relies on Performance  
Criteria**

## 12.2.6 Planner's Advice - Applicable Standards

### C7.0 Natural Assets Code

*Scheme  
Standard*

Planner's Assessment

Assessed Outcome





C15.0 Landslip Hazard Code

**Scheme  
Standard**

**Planner's Assessment**

**Assessed Outcome**

C15.7.1 *Subdivision within a landslip hazard area*

A1

The proposed subdivision involves the construction of a new sewer and stormwater main within the low and medium hazard landslip area contained within the proposed detention basin lot and the southern end of proposed Lot 4.

A landslip hazard report is required to satisfy the Performance Criteria.

**Relies on  
Performance Criteria**

## 10.0 Low Density Residential Zone

10.6.2 Roads	
Planning Scheme Provision	<b>Objective</b> <p><i>That the arrangement of new roads within a subdivision provides:</i></p> <ul style="list-style-type: none"> <li><i>(a) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community;</i></li> <li><i>(b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and</i></li> <li><i>(c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.</i></li> </ul>
	<b>Performance Criteria P1</b> <p><i>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) any relevant road network plan adopted by council;</i></li> <li><i>(b) the existing and proposed road hierarchy;</i></li> <li><i>(c) the need for connecting roads and pedestrian paths, to common boundaries with adjoining land, to facilitate future subdivision potential;</i></li> <li><i>(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;</i></li> <li><i>(e) minimising the travel distance between key destinations such as shops and services and public transport routes;</i></li> <li><i>(f) access to public transport;</i></li> <li><i>(g) the efficient and safe movement of pedestrians, cyclists and public transport;</i></li> <li><i>(h) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;</i></li> <li><i>(i) the topography of the site; and</i></li> <li><i>(j) the future subdivision potential of any balance lots on adjoining or adjacent land.</i></li> </ul>

### Summary of Planner's Advice

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

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

## 12.2.7 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<p><b>10.6.2</b> <b>Performance</b> <b>Criteria P1</b></p>	<p>The proposed subdivision includes provision of a new road that will partially extend into the Low Density Residential Zone. The road will extend from the southern side of Neptune Drive.</p> <p>Assessment against the corresponding Performance Criteria is therefore required which is provided below.</p>
<p><b>10.6.2</b> <b>Performance</b> <b>Criteria</b> <b>P1(a)</b></p>	<p>Council does not have an adopted road network plan.</p>
<p><b>10.6.2</b> <b>Performance</b> <b>Criteria</b> <b>P1(b)</b></p>	<p>Neptune Drive is identified as a local road. The proposed new road will also be designated as a local road which will be consistent with the existing road hierarchy within the area which includes a series of local roads extending from Panorama Road, Pitcher Parade and Blackstone Road.</p>
<p><b>10.6.2</b> <b>Performance</b> <b>Criteria</b> <b>P1(c)</b></p>	<p>The proposed road will terminate at proposed Lot 6. The road is capable of being extended to facilitate further subdivision of the Low Density zone land that will be contained within proposed Lot 6. This will allow a new road to be constructed along with other pedestrian and/or cycling infrastructure to provide connectivity with developable land should this be required in the future.</p>
<p><b>10.6.2</b> <b>Performance</b> <b>Criteria</b> <b>P1(d)</b></p>	<p>The proposed subdivision will provide connectivity to the surrounding road and pedestrian network by the inclusion of a footpath within the proposed new road network.</p>
<p><b>10.6.2</b> <b>Performance</b> <b>Criteria</b> <b>P1(e)</b></p>	<p>The proposed road and associated pedestrian footpaths is located within the most practical and efficient location within the site with respect to providing connectivity to the broader road and pedestrian footpath network relative to each proposed lot.</p>

## 12.2.7 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
<b>10.6.2 Performance Criteria P1(f)</b>	<p>The proposed new road will provide vehicle and pedestrian access to an established public transport network, being the Metro bus route, which includes Neptune Drive.</p>
<b>10.6.2 Performance Criteria P1(g)</b>	<p>The proposed new road will be designed and constructed with footpaths that will connect to the broader footpath and cycling network (albeit there is no designated cycling paths within the local road network, rather cyclists use existing road or footpath infrastructure).</p>
<b>10.6.2 Performance Criteria P1(h)</b>	<p>The proposed new road will not be an arterial or collector roads.</p>
<b>10.6.2 Performance Criteria P1(i)</b>	<p>The land that is proposed to be subdivided is unaffected by significant topographical constraints to the degree that it would affect the efficient and safe movement of pedestrians, cyclists and vehicles.</p>
<b>10.6.2 Performance Criteria P1(j)</b>	<p>The proposed subdivision will not produce balance land. The subdivision potential of the Low Density Residential zoned land within proposed Lot 6 is low to medium and future connectivity will be proposed to this land by the proposed subdivision.</p> <p>The proposal satisfies the Performance Criteria of the Standard.</p>

## 12.2.7 Planner's Advice - Performance Criteria

Planning Scheme Provision	10.6.3 Services
	<b>Objective</b>
	<i>That the subdivision of land provides services for the future use and development of the land.</i>
	<b>Performance Criteria P2</b> <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.</i>

### Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P2, and is consistent with the objective.

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

Scheme Provision	Planner's Assessment
<b>10.6.3 Performance Criteria P2</b>	Proposed Lot 7 and 8 will have sufficient area to accommodate an on-site wastewater system that is capable of being designed to adequately facilitate future use and development of the land. It is observed that these lots are also capable of connecting to the reticulated sewerage system which is adjacent to the frontage of each of the lots should this be required to facilitate future use and development.



### 3.0 Road and Railway Assets Code

Planning Scheme Provision	<b>C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction</b>
	<b>Objective</b> <i>To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>
	<b>Performance Criteria P1</b> <i>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</i> <ul style="list-style-type: none"> <li><i>(a) any increase in traffic caused by the use;</i></li> <li><i>(b) the nature of the traffic generated by the use;</i></li> <li><i>(c) the nature of the road;</i></li> <li><i>(d) the speed limit and traffic flow of the road;</i></li> <li><i>(e) any alternative access to a road;</i></li> <li><i>(f) the need for the use;</i></li> <li><i>(g) any traffic impact assessment; and</i></li> <li><i>(h) any advice received from the rail or road authority.</i></li> </ul>

#### Summary of Planner's Advice

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

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

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b>Performance Criteria P1</b>	A Traffic Impact Assessment (TIA) accompanied the application. The TIA provided relevant information to address the Code which has been used in response to each of the Performance Criteria.
<b>Performance Criteria P1(a)</b>	<p>The TIA determined that the proposed subdivision would result in an increase in traffic along the proposed new road and within the local road network, generally. The TIA concluded that the increase in traffic caused by the proposed subdivision can be safely accommodated within the local road network subject to the following junction improvements:</p> <ul style="list-style-type: none"> <li>• Installation of a BAR junction at the Neptune Drive and proposed new road junction;</li> </ul>

## 12.2.7 Planner's Advice - Performance Criteria

<b><i>Scheme Provision</i></b>	<b>Planner's Assessment</b>
	<ul style="list-style-type: none"> <li>• Retrofit the Panorama Road and Neptune Drive junction with a CH(s) junction;</li> <li>• Retrofit the Blackstone Road and Panorama Road junction with a BAR junction; and</li> <li>• Retrofit the Country Club Avenue and Casino Rise junction with a CHR(s) junction.</li> </ul> <p>The TIA will become an endorsed document and form part of any permit ensuring that the recommendations contained within the TIA become a condition of any approval (refer recommended condition 2).</p>
<b><i>Performance Criteria P1(b)</i></b>	The TIA determined that the nature of traffic generated by the proposed subdivision will predominately be light vehicles which are able to be catered for within the proposed new road and the broader local road network.
<b><i>Performance Criteria P1(c)</i></b>	The TIA concluded that the nature of the proposed new road will be suitable for its proposed function.
<b><i>Performance Criteria P1(d)</i></b>	The TIA determined that the existing speed limits within the road network are appropriate for the level of traffic that currently exists and is likely to be generated as a result of the proposed subdivision.
<b><i>Performance Criteria P1(e)</i></b>	There are no other practical alternative accesses to a road.
<b><i>Performance Criteria P1(f)</i></b>	The need for the proposed road is to provide access to land that is able to be developed for business and residential purposes.
<b><i>Performance Criteria P1(g)</i></b>	The TIA has not found any reason to disallow the proposed subdivision on traffic safety grounds.

## 12.2.7 Planner's Advice - Performance Criteria

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b>Performance Criteria P1(h)</b>	The proposed subdivision including the TIA has been assessed by Council's Infrastructure Services. The proposed subdivision has been recommended for approval subject to the listed conditions relating to the road network.

## 7.0 Natural Assets Code

<b>Planning Scheme Provision</b>	<b>C7.7.2 Subdivision within a priority vegetation area</b>
	<b>Objective</b>
	That: <ul style="list-style-type: none"> <li>(a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and</li> <li>(b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.</li> </ul>
	<b>Performance Criteria P1.1</b>
	Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for: <ul style="list-style-type: none"> <li>(a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;</li> <li>(b) subdivision for the construction of a single dwelling or an associated outbuilding;</li> <li>(c) subdivision in the General Residential Zone or Low Density Residential Zone;</li> <li>(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;</li> <li>(e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or</li> <li>(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.</li> </ul>
	<b>Performance Criteria P1.2</b>
	Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to: <ul style="list-style-type: none"> <li>(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;</li> <li>(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;</li> </ul>

## 12.2.7 Planner's Advice - Performance Criteria

- (c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;*
- (d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;*
- (e) any on-site biodiversity offsets; and*
- (f) any existing cleared areas on the site.*

### Summary of Planner's Advice

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

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

<i><b>Scheme Provision</b></i>	<b>Planner's Assessment</b>
<i><b>Performance Criteria P1.1</b></i>	Clause P1.1(c) is satisfied on the basis that the proposed subdivision is in the Low Density Residential Zone. It is noted that the Code does not apply to the Local Business Zone.
<i><b>Performance Criteria P1.2</b></i>	Subclause P1.2 is not applicable on the basis that area that is mapped as a priority vegetation area does not contain priority vegetation within the meaning of clause C7.3.1 as determined by the accompanying Natural Values Assessment. Accordingly, subclause P1.2 is not applicable in accordance with clause 5.6.2(c) of the Scheme.

## 15.0 Landslip Hazard Code

<b>Planning Scheme Provision</b>	<b>C15.7.2 Subdivision within a landslip hazard area</b>
	<b>Objective</b> <i>That subdivision within a landslip hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from a landslip.</i>
	<b>Performance Criteria P1</b> <i>Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area must not create an opportunity for use or development that cannot achieve a tolerable risk from landslip, having regard to:</i> <ul style="list-style-type: none"> <li><i>(a) any increase in risk from a landslip for adjacent land;</i></li> <li><i>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;</i></li> <li><i>(c) the need to minimise future remediation works;</i></li> <li><i>(d) any loss or substantial compromise, by a landslip, of access to the lot on or off site;</i></li> <li><i>(e) the need to locate building areas outside the landslip hazard area;</i></li> <li><i>(f) any advice from a State authority, regulated entity or a council; and</i></li> <li><i>(g) the advice contained in a landslip hazard report.</i></li> </ul>

### Summary of Planner's Advice

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

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

<b>Scheme Provision</b>	<b>Planner's Assessment</b>
<b>Performance Criteria P1</b>	A Landslide Risk Assessment accompanied the application. It determined that a tolerable level of risk can be achieved in accordance with clause C15.7.1 of the Scheme.



# APPLICATION FORM

## PLANNING PERMIT

### Land Use Planning and Approvals Act 1993



Meander Valley Council  
Working Together

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

**OFFICE USE ONLY**

Property No: 12421 Assessment No: 10 - 1300 - 0100

DA\ 23/0074 PA\ 23/0046 PC\

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

#### PROPERTY DETAILS:

Address: 2 Panorama + 12 Neptune Certificate of Title: 112632/3  
121359/1  
146423/2  
169236/2

Suburb: Blackstone Rd Lot No:

Land area: 96.98 ha m<sup>2</sup> / ha

Present use of land/building: residential, storage, general retail & hire (vacant, residential, rural, industrial, commercial or forestry)

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

#### DETAILS OF USE OR DEVELOPMENT:

- Indicate by ✓ box
- ☐ Building work ☐ Change of use ☒ Subdivision ☐ Demolition
- ☐ Forestry ☐ Other

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

Description of work: Subdivision 10 lots.

Use of building:  (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area:  m<sup>2</sup> New building height:  m

Materials: External walls:  Colour:

Roof cladding:  Colour:

## 12.2.8 Application Documents



### RESULT OF SEARCH

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



#### SEARCH OF TORRENS TITLE

VOLUME 146423	FOLIO 1
EDITION 2	DATE OF ISSUE 12-Jan-2011

SEARCH DATE : 01-Mar-2023

SEARCH TIME : 10.04 AM

#### DESCRIPTION OF LAND

Parish of LAUNCESTON Land District of CORNWALL  
Lot 1 on Sealed Plan 146423  
Derivation : Part of 500 Acres Located to P. Dalrymple  
Prior CT 44703/3

#### SCHEDULE 1

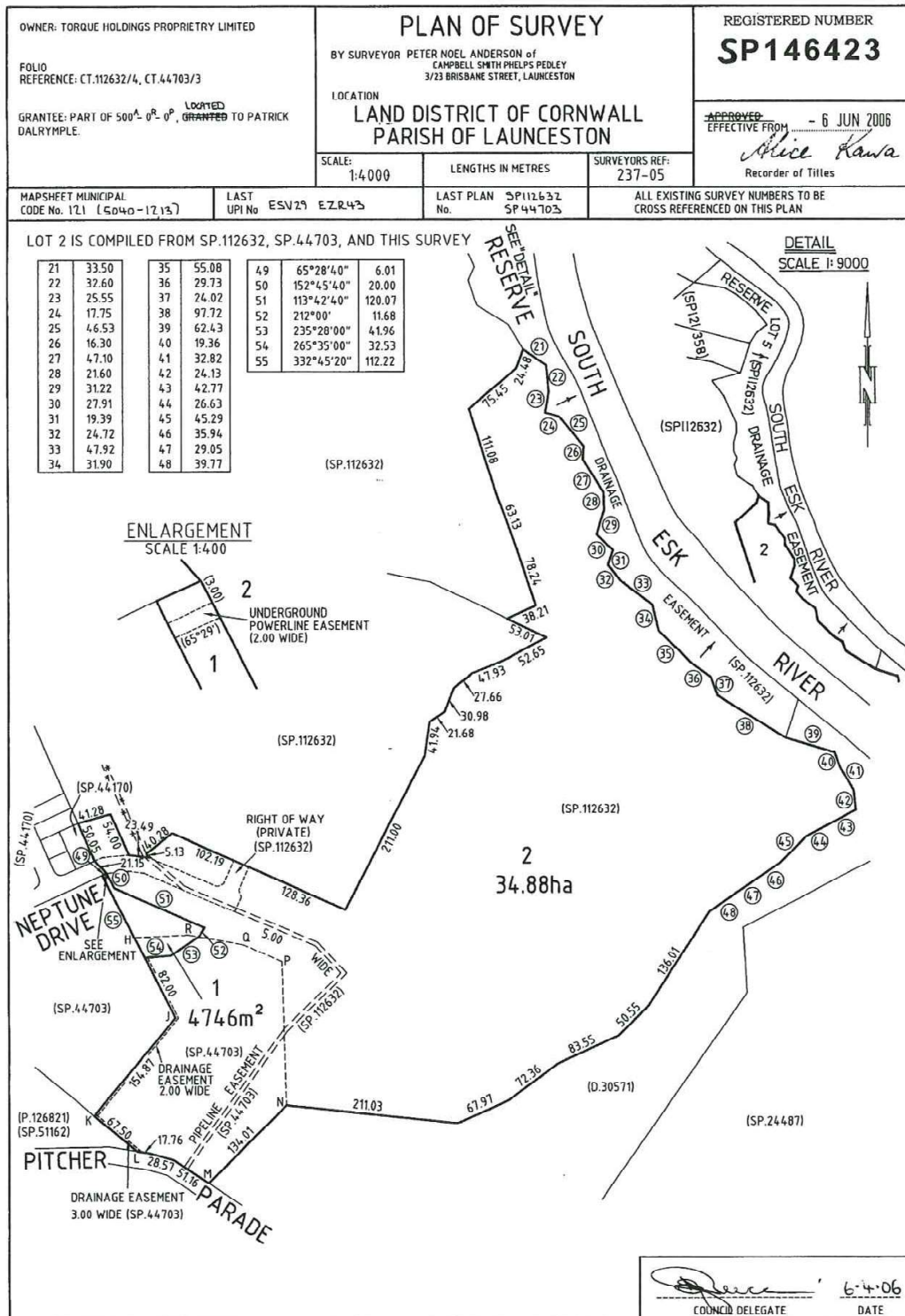
C627124 TRANSFER to TORQUE HOLDINGS PTY LTD Registered  
30-Sep-2005 at 12.01 PM

#### SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
SP146423 EASEMENTS in Schedule of Easements  
SP146423 COVENANTS in Schedule of Easements  
SP 44703 COVENANTS in Schedule of Easements  
SP 44703 FENCING COVENANT in Schedule of Easements  
C991901 MORTGAGE to Westpac Banking Corporation Registered  
12-Jan-2011 at noon

#### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<p><b>SCHEDULE OF EASEMENTS</b></p> <p><b>NOTE:</b> THE SCHEDULE MUST BE SIGNED BY THE OWNERS &amp; MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</p>	<p>Registered Number</p> <p><b>SP 146423</b></p>
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PAGE 1 OF 2 PAGE/S

## EASEMENTS AND PROFITS

~~Each lot on the plan is together with:~~

- (1) ~~such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and~~
- (2) ~~any easements or profits a prendre described hereunder.~~

~~Each lot on the plan is subject to:-~~

- (1) ~~such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and~~
- (2) ~~any easements or profits a prendre described hereunder.~~

~~The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.~~

## EASEMENTS

Lot 2 is subject to a pipeline easement as defined in Sealed Plan 112632 <sup>and B746999</sup> over the "pipeline easement 5.00 wide" passing through Lot 2, in favour of the Rivers and Water Supply Commission.

Lot 2 is subject to a right of carriageway in favour of Lot 3 on Sealed Plan 112632 over the "right of way (private)" shown passing through Lot 2.

Lot 1 is subject to an underground power line easement in favour of Aurora Energy Pty Ltd or its successors over the "underground powerline easement 2.00 wide" shown passing through Lot 1.

In this Schedule "underground powerline easement" means the full and free right and liberty for Aurora Energy Pty Ltd and its successors and its and theirs servants, agents and contractors at all times hereafter:

- (a) To lay, inspect, alter, repair, renew, maintain and use the land shown as "underground powerline easement" on the plan (the servient land) wires, cables, apparatus and appliances (the said lines) not less than 400 mm below the natural surface of the ground comprising the servient land for the transmission and distribution of electric energy and for purposes incidental thereto.
- (b) To cause or permit electrical energy to flow or be transmitted through and along said lines.
- (c) To cut away remove and keep clear the said lines from all obstructions which may in anyway endanger or interfere with the proper operation of the said lines.
- (d) To enter into and upon the servient land and if necessary to cross the remainder of the said land for the purpose of access and regress to and from the servient land for all or any of the above purposes with or without all necessary plant and equipment, machinery and vehicles of every kind and making good all damage occasioned thereby.

(USE ANNEXURE PAGES FOR CONTINUATION)

<p>SUBDIVIDER: TORQUE HOLDINGS PTY LTD</p> <p>FOLIO REF: CERTIFICATES OF TITLE 112632/4 &amp; 44703/3</p> <p>SOLICITOR &amp; REFERENCE: WILL EDWARDS LAWYERS</p> <p>W. D. EDWARDS:</p>	<p>PLAN SEALED BY: MEANDER VALLEY COUNCIL</p> <p>DATE: 6<sup>th</sup> April 2006</p> <p>01300/2005</p> <p>REF NO. _____</p> <p>_____ Council Delegate</p>
<p><b>NOTE:</b> The Council Delegate must sign the Certificate for the purposes of identification.</p>	

# SCHEDULE OF EASEMENTS

RECORDER OF TITLES


Issued Pursuant to the Land Titles Act 1980

<p align="center"><b>ANNEXURE TO SCHEDULE OF EASEMENTS</b></p> <p align="center">PAGE 2 OF 2 PAGES</p>	<p align="center">Registered Number</p> <p align="center"><b>SP 146423</b></p>
<p>SUBDIVIDER: TORQUE HOLDINGS PTY LTD FOLIO REFERENCE: 112632/4 &amp; 44703/3</p>	

## COVENANTS

Lot 1 and that part of Lot 2 which was formerly comprised in Folio of the Register Volume 44703 Folio 3 are burdened by the covenants more fully set forth in sealed plan 44703.

EXECUTED by TORQUE HOLDINGS PTY LTD (A.C.N. 009 510 981) as registered proprietor of the properties comprised in Certificates of Title Volume 112632 Folio 4 and Volume 44703 Folio 3 in accordance with Section 127 of the Corporations Act 2001 in the presence of:



(Sole Director/Secretary)

## EASEMENTS (continued)

Lot 1 on the plan is together with a right of drainage over the Drainage Easement 2.00 wide shown passing through Lot 2 on the plan.

That part of Lot 2 on the plan which formerly comprised Lot 4 on Sealed Plan 112632 is together with a right of drainage over the Drainage Easement (SP112632) shown on the plan.

Lot 2 on the plan is subject to a right of drainage (appurtenant to Lot 1 on the plan) over the Drainage Easement 2.00 wide shown passing through such lot.

Lot 2 on the plan is subject to a right of drainage (appurtenant to Lot 2 on Sealed Plan 44703) over the Drainage Easement 3.00 wide shown passing through such lot.

**NOTE:** Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 146423	FOLIO 2
EDITION 2	DATE OF ISSUE 07-Aug-2006

SEARCH DATE : 01-Mar-2023

SEARCH TIME : 09.25 AM

DESCRIPTION OF LAND

Parish of LAUNCESTON Land District of CORNWALL  
 Lot 2 on Sealed Plan 146423  
 Derivation : Part of 500 Acres Located to P. Dalrymple  
 Prior CTs 112632/4 and 44703/3

SCHEDULE 1

B825995 &amp; C627124 TRANSFER to TORQUE HOLDINGS PTY LTD

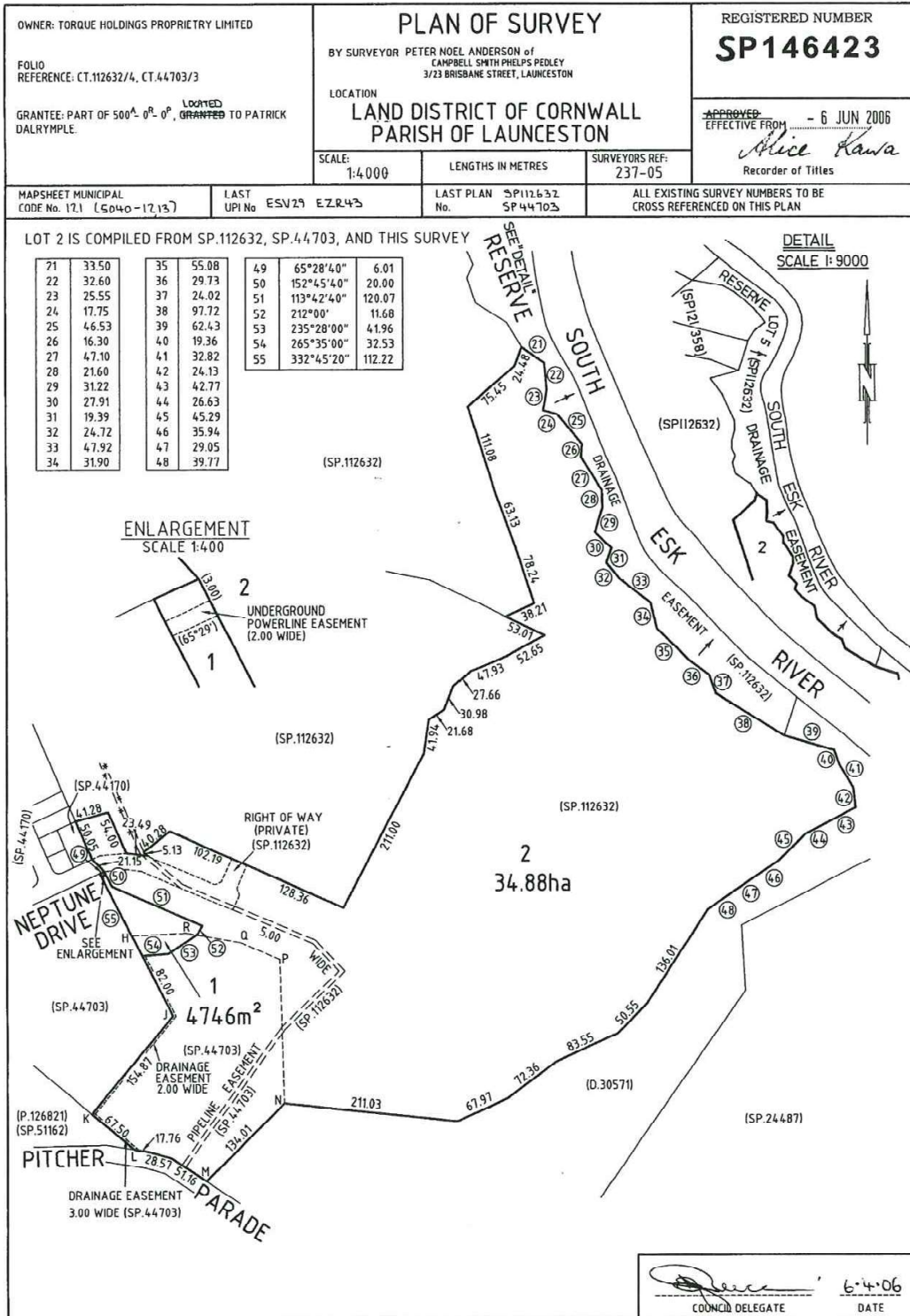
SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
 SP146423 EASEMENTS in Schedule of Easements  
 SP146423 COVENANTS in Schedule of Easements  
 SP 44703 COVENANTS in Schedule of Easements  
 SP 44703 & SP112632 FENCING COVENANT in Schedule of Easements  
 SP112632 COUNCIL NOTIFICATION under Section 83(5) of the Local  
 Government (Building and Miscellaneous Provisions)  
 Act 1993.  
 C106434 MORTGAGE to Westpac Banking Corporation Registered  
 24-Jul-1998 at 12.02 PM  
 C662852 MORTGAGE to Westpac Banking Corporation Registered  
 07-Aug-2006 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<b>SCHEDULE OF EASEMENTS</b>  <b>NOTE:</b> THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	Registered Number  <b>SP 146423</b>
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PAGE 1 OF 2 PAGE/S

## EASEMENTS AND PROFITS

Each lot on the plan is together with:

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

## EASEMENTS

and B746999

Lot 2 is subject to a pipeline easement as defined in Sealed Plan 112632 over the "pipeline easement 5.00 wide" passing through Lot 2. in favour of the Rivers and Water Supply Commission.

Lot 2 is subject to a right of carriageway in favour of Lot 3 on Sealed Plan 112632 over the "right of way (private)" shown passing through Lot 2.

Lot 1 is subject to an underground power line easement in favour of Aurora Energy Pty Ltd or its successors over the "underground powerline easement 2.00 wide" shown passing through Lot 1.

In this Schedule "underground powerline easement" means the full and free right and liberty for Aurora Energy Pty Ltd and its successors and its and theirs servants, agents and contractors at all times hereafter:

- (a) To lay, inspect, alter, repair, renew, maintain and use the land shown as "underground powerline easement" on the plan (the servient land) wires, cables, apparatus and appliances (the said lines) not less than 400 mm below the natural surface of the ground comprising the servient land for the transmission and distribution of electric energy and for purposes incidental thereto.
- (b) To cause or permit electrical energy to flow or be transmitted through and along said lines.
- (c) To cut away remove and keep clear the said lines from all obstructions which may in anyway endanger or interfere with the proper operation of the said lines.
- (d) To enter into and upon the servient land and if necessary to cross the remainder of the said land for the purpose of access and regress to and from the servient land for all or any of the above purposes with or without all necessary plant and equipment, machinery and vehicles of every kind and making good all damage occasioned thereby.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: TORQUE HOLDINGS PTY LTD FOLIO REF: CERTIFICATES OF TITLE 112632/4 & 44703/3 SOLICITOR & REFERENCE: WILL EDWARDS LAWYERS W. D. EDWARDS:	PLAN SEALED BY: MEANDER VALLEY COUNCIL DATE: 6 <sup>th</sup> April 2006 DA300/2005 REF NO.  Council Delegate
<b>NOTE:</b> The Council Delegate must sign the Certificate for the purposes of identification.	

# SCHEDULE OF EASEMENTS

RECORDER OF TITLES


Issued Pursuant to the Land Titles Act 1980

<p align="center"><b>ANNEXURE TO SCHEDULE OF EASEMENTS</b></p> <p align="center">PAGE 2 OF 2 PAGES</p>	<p align="center">Registered Number</p> <p align="center"><b>SP 146423</b></p>
<p>SUBDIVIDER: TORQUE HOLDINGS PTY LTD FOLIO REFERENCE: 112632/4 &amp; 44703/3</p>	

## COVENANTS

Lot 1 and that part of Lot 2 which was formerly comprised in Folio of the Register Volume 44703 Folio 3 are burdened by the covenants more fully set forth in sealed plan 44703.

EXECUTED by TORQUE HOLDINGS PTY LTD (A.C.N. 009 510 981) as registered proprietor of the properties comprised in Certificates of Title Volume 112632 Folio 4 and Volume 44703 Folio 3 in accordance with Section 127 of the Corporations Act 2001 in the presence of:



(Sole Director/Secretary)

## EASEMENTS (continued)

Lot 1 on the plan is together with a right of drainage over the Drainage Easement 2.00 wide shown passing through Lot 2 on the plan.

That part of Lot 2 on the plan which formerly comprised Lot 4 on Sealed Plan 112632 is together with a right of drainage over the Drainage Easement (SP112632) shown on the plan.

Lot 2 on the plan is subject to a right of drainage (appurtenant to Lot 1 on the plan) over the Drainage Easement 2.00 wide shown passing through such lot.

Lot 2 on the plan is subject to a right of drainage (appurtenant to Lot 2 on Sealed Plan 44703) over the Drainage Easement 3.00 wide shown passing through such lot.

**NOTE:** Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



## 12.2.8 Application Documents



### RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



#### SEARCH OF TORRENS TITLE

VOLUME 112632	FOLIO 3
EDITION 5	DATE OF ISSUE 24-Jul-1998

SEARCH DATE : 01-Mar-2023

SEARCH TIME : 09.26 AM

#### DESCRIPTION OF LAND

Parish of LAUNCESTON, Land District of CORNWALL  
Lot 3 on Sealed Plan 112632  
Derivation : Part of 500 Acres Located to P. Dalrymple  
Prior CT 44872/1

#### SCHEDULE 1

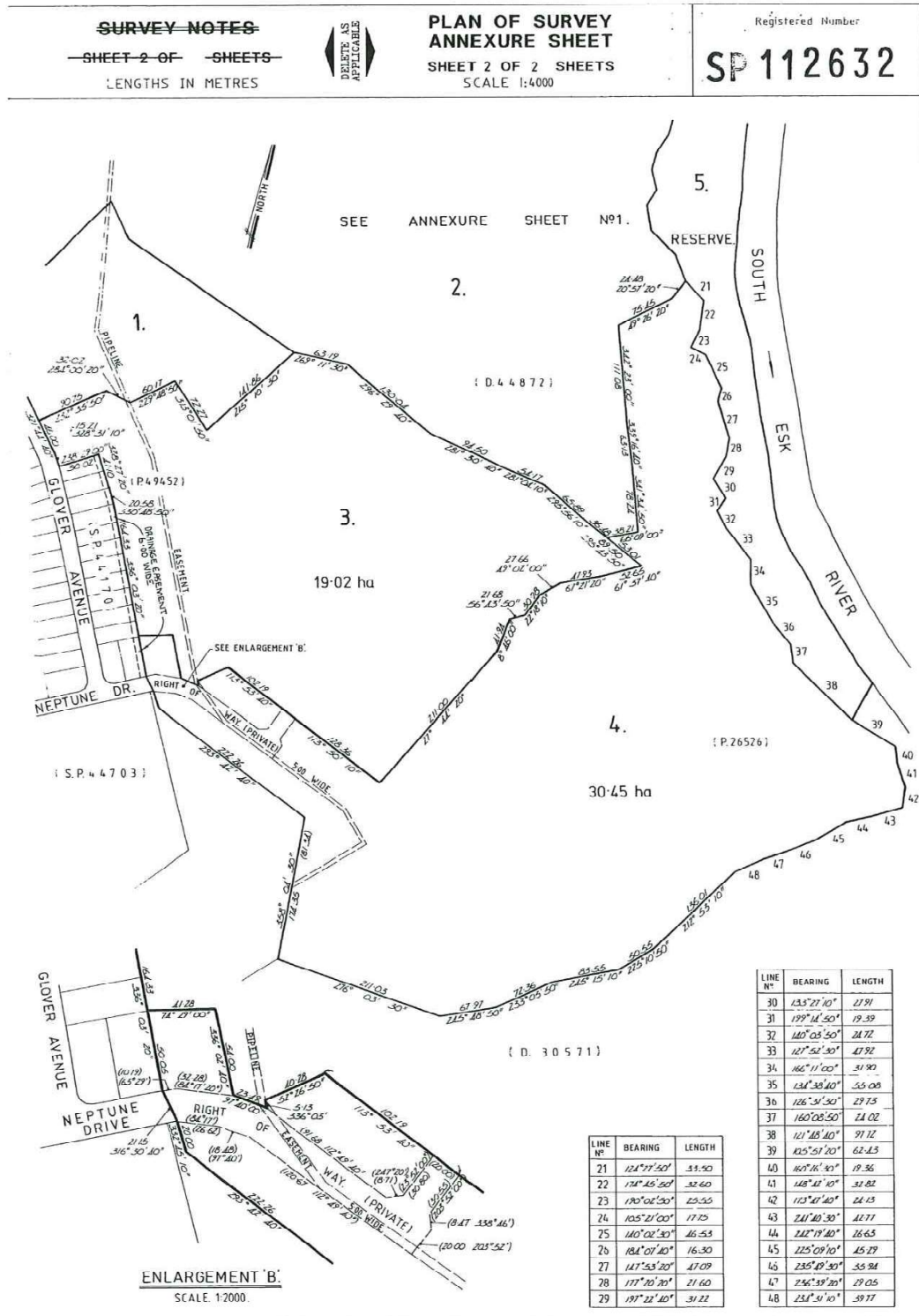
B825995 TRANSFER to TORQUE HOLDINGS PROPRIETARY LIMITED  
Registered 28-Apr-1997 at 12.01 PM

#### SCHEDULE 2

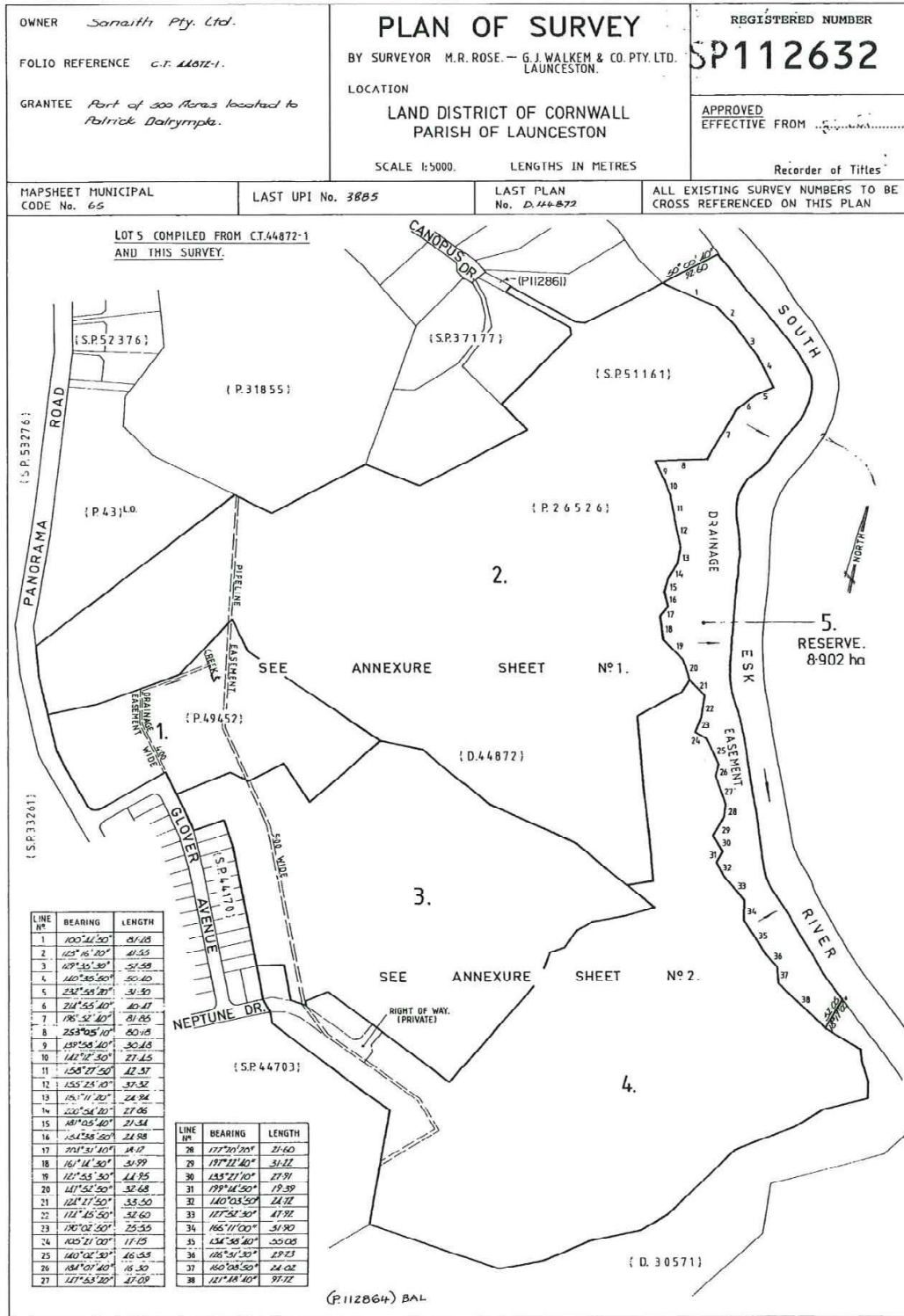
Reservations and conditions in the Crown Grant if any  
SP 112632 EASEMENTS in Schedule of Easements  
SP 112632 FENCING COVENANT in Schedule of Easements  
SP 112632 COUNCIL NOTIFICATION under Section 83(5) of the  
Local Government (Building and Miscellaneous  
Provisions) Act 1993.  
C106434 MORTGAGE to Westpac Banking Corporation Registered  
24-Jul-1998 at 12.02 PM

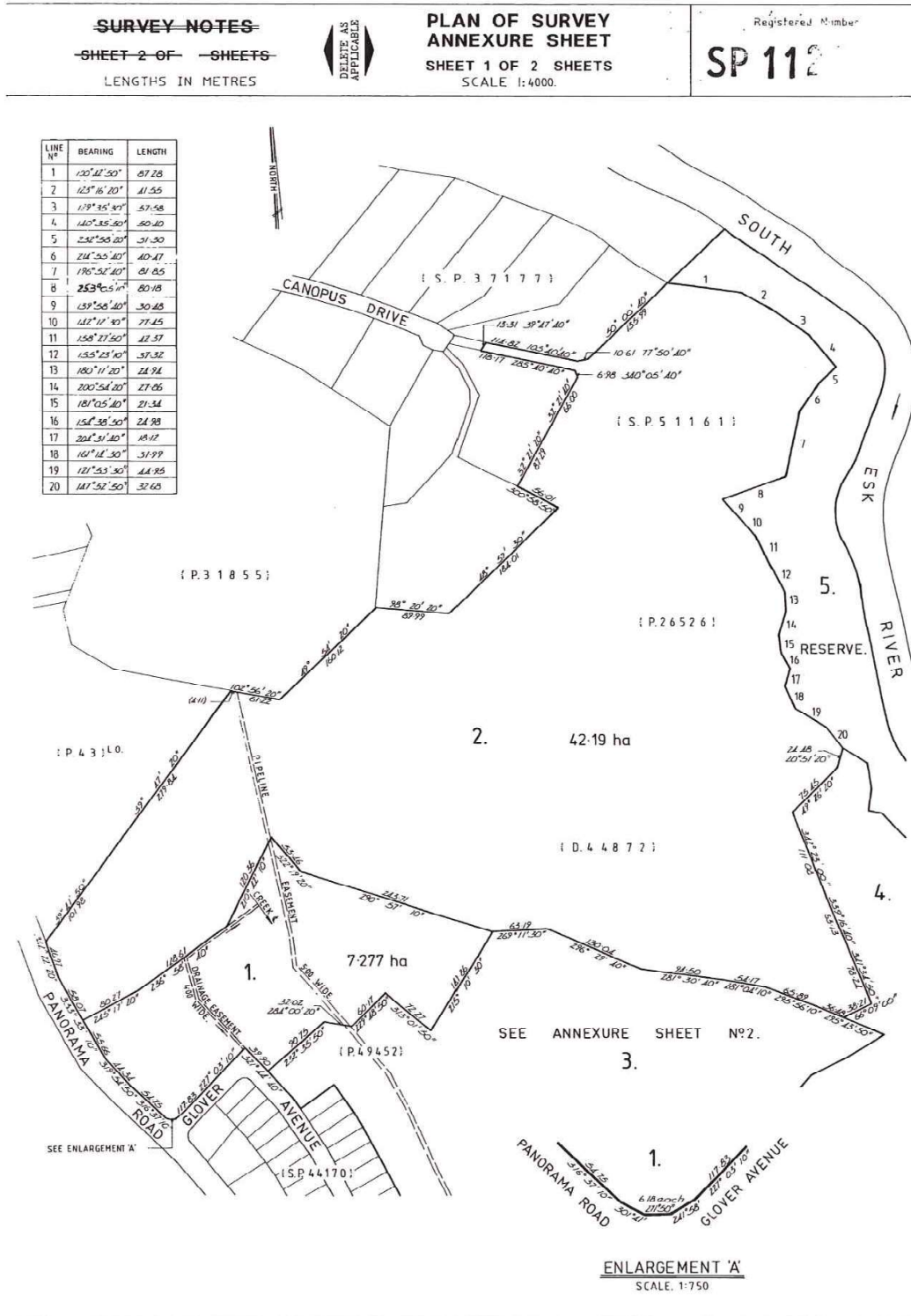
#### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations










# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<p align="center"><b>SCHEDULE OF EASEMENTS</b></p> <p>NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS &amp; MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</p>	<p align="center">REGISTERED NUMBER</p> <p align="center"><b>SP112632</b></p>
<p align="center"><b>EASEMENTS AND PROFITS</b></p> <p align="right">PAGE 1 OF 4 PAGES</p> <p>Each lot on the plan is together with:-          (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and          (2) any easements or profits a prendre described hereunder.          Each lot on the plan is subject to:-          (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and          (2) any easements or profits a prendre described hereunder.          The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.</p> <p><u>LOT 1</u> is subject to a right of drainage (appurtenant to Lot 36 on Sealed Plan 44170) over the DRAINAGE EASEMENT 4.00 WIDE shown passing through Lot 1.</p> <p><u>LOT 1</u> is subject to a pipeline easement over the strip of land marked PIPELINE EASEMENT 5.00 WIDE shown passing through Lot 1.</p> <p><u>LOT 2</u> is together with a right of drainage over the DRAINAGE EASEMENT of variable width which comprises the whole of Lot 5.</p> <p><u>LOT 2</u> is subject to a pipeline easement over the strip of land marked PIPELINE EASEMENT 5.00 WIDE shown passing through Lot 2.</p> <p><u>LOT 3</u> is together with a right of drainage over the DRAINAGE EASEMENT 6.00 WIDE marked P.Q. on diagram No. 44872 and shown passing through Lots 19 to 30 inclusive on Sealed Plan 44170, on the plan</p> <p><u>LOT 3</u> is together with a right of carriageway over the RIGHT OF WAY (PRIVATE) shown passing through Lot 4.</p> <p><u>LOT 3</u> is subject to a pipeline easement over the strip of land marked PIPELINE EASEMENT 5.00 WIDE shown passing through Lot 3.</p> <p><u>LOT 4</u> is together with a right of drainage over the DRAINAGE EASEMENT 6.00 WIDE marked P.Q. on diagram No. 44872 and shown passing through Lots 19 to 30 inclusive on Sealed Plan 44170, on the plan.</p> <p><u>LOT 4</u> is together with a right of drainage over the DRAINAGE EASEMENT of variable width which comprises the whole of Lot 5.</p> <p><u>LOT 4</u> is subject to a pipeline easement over the strip of land marked PIPELINE EASEMENT 5.00 WIDE shown passing through Lot 4.</p>	
<p>SUBDIVIDER : Farrow Mortgage Services Pty. Ltd. (in LIQUIDATION) as Mortgagee of SANETH PTY. LTD.</p> <p>FOLIO REF : VOLUME 44872 FOLIO 1</p> <p>SOLICITOR &amp; REFERENCE : MURDOCH CLARKE COSGROVE &amp; DRAKE (PK F9413506)</p>	<p>PLAN SEALED BY : MEANDER VALLEY COUNCIL</p> <p>DATE : 27th JULY 1994</p> <p>18/93          REF No.  General Manager</p>
<p>NOTE: THE COUNCIL GENERAL MANAGER MUST SIGN THE CERTIFICATE FOR THE PURPOSE OF IDENTIFICATION.</p>	



# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<p align="center"><b>SCHEDULE OF EASEMENTS</b></p> <p align="center">PAGE 2 OF 4 PAGES</p>	<p align="center">Registered Number</p> <p align="center"><b>SP 112632</b></p>
<p><u>LOT 4</u> is subject to a right of carriageway (appurtenant to Lot 3 on the Plan) over the RIGHT OF WAY (PRIVATE) shown passing through Lot 4.</p> <p><u>LOT 5</u> is subject to a right of drainage (appurtenant to Lots 2 and 4 on the Plan) over the DRAINAGE EASEMENT of variable width which comprises the whole of Lot 5.</p> <p><b><u>FENCING COVENANT</u></b></p> <p>The Owner of each Lot on the plan covenants with the Vendor (Saneith Pty. Ltd.) that the Vendor shall not be required to fence.</p> <p><b><u>INTERPRETATION</u></b></p> <p>"Pipeline Easement" means the full right and liberty for The Rivers and Water Supply Commission (hereinafter called "the Commission") pursuant to the provisions of The Water Act 1957 at all times with workmen and others and machinery to enter upon the strip of land marked "PIPELINE EASEMENT 5.00 WIDE" and to open break up and excavate the said strip of land and to lay and maintain either thereon or therein water pipes, valves and fittings for the purposes of the said Act and to run and pass water through and along the same and from time to time to inspect, cleanse, repair and maintain the same and when and where necessary to lay new pipes in substitution for and in addition thereto and to do all necessary works and things in connection therewith or as may be authorised by the said Act without doing unnecessary damage to the said strip of land and leaving the same in a clean and tidy condition PROVIDED ALWAYS THAT:</p> <ol style="list-style-type: none"> <li>1. The owner of the said strip of land and its successors in title (hereinafter called "the Owner") shall not without the written consent of the Commission first had and obtained erect any building or structure on the said strip of land nor shall they do or permit to be done thereon any manner of thing which shall damage or be likely to cause damage to the water pipes, valves or fittings now or hereafter laid or constructed therein or thereon and shall not in anywise prevent or interfere with the proper exercise and benefit of the easement hereunder by the Commission or its workmen, servants, contractors and agents and all other persons duly authorised by the Commission.</li> <li>2. The Owner shall be entitled to construct roads and carry out normal agricultural pursuits on and over the said strip of land PROVIDED THAT the Owner does not interfere with the use or enjoyment of the easement by the Commission.</li> <li>3. The Commission shall not be required to fence any part of the said strip of land.</li> <li>4. The Commission shall repair all damage caused by it or its servants or workmen to the fences of the Owner who shall be at liberty to erect any fence across the said strip of land wherever it may reasonably require the same PROVIDED THAT the Commission at its own expense shall be at liberty to provide in such fence a gate suitable to its purposes.</li> <li>5. The Commission shall be liable to the Owner for all actual damage or loss to or of the Owner occasioned by the construction or repairing of the water, pipes, valves and fittings or otherwise in the exercise of any of the rights granted to the Commission hereunder provided that the Owner presents a written claim therefor to the Commission within thirty days after the actual causing of such damage.</li> </ol>	

# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<h2 style="margin: 0;">SCHEDULE OF EASEMENTS</h2> <p style="margin: 10px 0;">PAGE 3 OF 4 PAGES</p>	<p>Registered Number</p> <h1 style="margin: 0;">SP 112632</h1>
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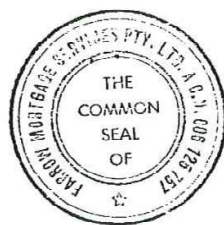
  

6. In the event that the Owner shall cause damage to the Commission's water pipes, valves and fittings the Owner shall be liable to the Commission for the actual cost to the Commission of the repair of the water pipes, valves and fittings so damaged.

7. The Commission shall make good all damage caused to the surface of the said strip of land and to gates, buildings or other structures on the said strip of land or the adjoining land of the Owner resulting from the construction or repairing of the water pipes, valves and fittings or otherwise from the exercise of any of the rights granted to the Commission hereunder.

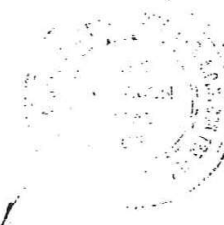
**THE COMMON SEAL of FARROW MORTGAGE SERVICES PTY. LTD. (IN LIQUIDATION)**  
**ACN 006 125 757** for and on behalf of  
**SANEITH PTY. LTD. ACN 009 524 565**  
 (being the registered proprietor of  
 Certificate of Title Volume 44872 Folio  
 1) pursuant to Section 78 of the Land  
 Titles Act 1980 was hereunto affixed in  
 the presence of **JAMES PATRICK DOWNEY** for  
 and on behalf of **ANTHONY GEORGE HODGSON**  
 (Liquidator of Farrow Mortgage Services  
 Pty. Ltd. (In Liquidation)) pursuant to  
 an order of the Supreme Court of Victoria  
 made 11th March 1992 in the further  
 presence of:

Signature of Witness *[Signature]*.....  
 Name of Witness DEBBIE L. BUSH  
 Address of Witness MELBOURNE  
 Occupation of Witness ACCOUNTANT



**THE COMMON SEAL of FARROW MORTGAGE SERVICES PTY. LTD. (IN LIQUIDATION)**  
**ACN 006 125 757** as Mortgagee pursuant to  
 Mortgage B348729 was hereunto affixed in  
 the presence of **JAMES PATRICK DOWNEY** for  
 and on behalf of **ANTHONY GEORGE HODGSON**  
 (Liquidator of Farrow Mortgage Services  
 Pty. Ltd. (In Liquidation)) pursuant to  
 an order of the Supreme Court of Victoria  
 made 11th March 1992 in the further  
 presence of:

Signature of Witness *[Signature]*.....  
 Name of Witness DEBBIE L. BUSH  
 Address of Witness MELBOURNE  
 Occupation of Witness ACCOUNTANT





<p><b>SCHEDULE OF EASEMENTS</b></p> <p>PAGE 4 OF 4 PAGES</p>	<p>Registered Number</p> <p><b>SP 112632</b></p>
<p>SIGNED by TRUST BANK A.R.B.N. 052 531 567 as Mortgagee under Mortgage B416388 by its Attorneys and under Power of Attorney Registered No. 67/4762 (and the said and declare that they have received no notice of revocation of the said Power in the presence of:</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> <p>Signature of Witness <i>[Signature]</i></p> <p>Name of Witness <i>[Name]</i></p> <p>Address of Witness <i>[Address]</i></p> <p>Occupation of Witness <i>[Occupation]</i></p> </div> <div style="width: 45%; text-align: center;"> <p><i>[Signature]</i></p> <p>PRINCIPAL DEED</p> <p><i>[Signature]</i></p> <p>PRINCIPAL DEED</p> </div> </div>	

**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 169236	FOLIO 2
EDITION 2	DATE OF ISSUE 27-Jul-2021

SEARCH DATE : 01-Mar-2023

SEARCH TIME : 09.23 AM

DESCRIPTION OF LAND

Parish of LAUNCESTON Land District of CORNWALL

Lot 2 on Sealed Plan 169236

Derivation : Part of 500 Acres Located to Patrick Dalrymple &amp;

Part of 1536 Acres Gtd to Thomas Scutt Kelsey

Prior CT 149075/2

SCHEDULE 1

C676769 TRANSFER to TORQUE HOLDINGS PTY LTD Registered  
25-Jun-2008 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP169236 EASEMENTS in Schedule of Easements

SP169236 COVENANTS in Schedule of Easements

SP169236 FENCING PROVISION in Schedule of Easements

SP44703 &amp; SP149075 COVENANTS in Schedule of Easements

SP 44703 FENCING COVENANT in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

## RECORDED OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



Search Date: 01 Mar 2023      Search Time: 09:23 AM      Volume Number: 169236      Revision Number: 01      Page 1 of 1

Department of Natural Resources and Environment Tasmania      [www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)

# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<b>SCHEDULE OF EASEMENTS</b>	Registered Number <b>SP 169236</b>
<b>NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS &amp; MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</b>	

PAGE 1 OF 4 PAGE/S

## EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

~~lots 1 and 2 (inclusive) on the plan which together formerly comprised Lot 2 on Sealed Plan No. 149075 are burdened by the easements and restrictive covenants set forth in Sealed Plan No. 149075.~~

Lot 2 is subject to a Wayleave Easement in favour of Tasmanian Networks Pty Ltd over the area "WAYLEAVE EASEMENT 12.00 WIDE" shown on the plan.

For the purpose of this schedule Wayleave Easement and restriction as to user of land means:

FIRSTLY the full and free right and liberty for Tasmanian Networks Pty Ltd and its successors and its and their servants, agents, invitees and contractors ("TasNetworks") at all times:

- (a) TO clear the lands marked "WAYLEAVE EASEMENT" on the plan (described as "the servient land") and to lay, erect, construct, inspect, install, maintain, repair, modify, add to, replace, remove and operate in, upon, through, over, along and under the servient land the following:
  - (i) Towers, poles, wires, cables, apparatus, appliances, and all other ancillary and associated equipment which includes telecommunication equipment (described collectively as "electricity infrastructure")

for, or principally for, the transmission and distribution of electrical energy and for any incidental purposes.

- (b) TO operate and maintain electricity infrastructure on the servient land.
- (c) TO cut away remove and keep clear of the electricity infrastructure all trees and other obstructions or erections of any nature whatsoever which may at any time:

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Torque Holdings Pty Ltd FOLIO REF: volume 149075 folio 2 SOLICITOR & REFERENCE: Rae & Partners Lawyers Will Edwards (KLW)	PLAN SEALED BY: Meander Valley Council DATE: 10.8.2015 PALM 10243 REF NO. _____ Council Delegate
<b>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</b>	



<p align="center"><b>ANNEXURE TO SCHEDULE OF EASEMENTS</b></p> <p align="center">PAGE 2 OF <del>4</del> PAGES 4</p>	<p align="center">Registered Number</p> <p align="center"><b>SP 169236</b></p>
<p>SUBDIVIDER: TORQUE HOLDINGS PTY LTD FOLIO REFERENCE: 149075/2</p>	

- (i) overhang, encroach upon or be in or on the servient land; or
- (ii) which may in the opinion of TasNetworks endanger or interfere with the proper operation of the electricity infrastructure.
- (d) TO enter the servient land for all or any of the above purposes and to cross the remainder of the land with any and all necessary plant, equipment, machinery and vehicles for the purpose of access and egress to and from the servient land, and where reasonably practicable, in consultation with the registered proprietor/s (except when urgent or emergency repair work is needed).

SECONDLY the benefit of a covenant for TasNetworks and with the registered proprietor/s for themselves and their successors not to:

- (i) erect any buildings; or
  - (ii) place any structures, objects or vegetation;
- within the servient land without the prior written consent of TasNetworks.

TasNetworks may rescind their consent if in the opinion of TasNetworks there are safety, access or operational concerns.

## FENCING PROVISION

In respect to the Lots shown on the Plan the Vendor (Torque Holdings Pty Ltd) shall not be required to fence.

Executed by **TORQUE HOLDINGS PTY LTD** (being the registered proprietor of the land comprised in folio of the register volume 149075 folio 2) in accordance with section 127 of the Corporations Act 2001:



Ross Robert Harrison  
Sole Director/Sole Secretary

**NOTE:** Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<p><b>ANNEXURE TO SCHEDULE OF EASEMENTS</b></p> <p>PAGE 3 OF 4 PAGES 4</p>	<p>Registered Number</p> <p><b>SP 169236</b></p>
<p>SUBDIVIDER: TORQUE HOLDINGS PTY LTD</p> <p>FOLIO REFERENCE: 149075/2</p>	

I, the undersigned, being the Attorney for the Mortgagees, with  
 whom I am personally acquainted or as to whose  
 signature I am otherwise satisfied, signed this  
 instrument in my presence:

Signature of Witness: Anura Srivastava  
 Name of Witness: Anura Srivastava  
 Address of Witness: 150 Collins Street, Melbourne

SIGNED by John Hanslow as attorney for  
 Westpac Banking Corporation under power  
 of attorney Registered No. 72/5446.

(Signature) [Signature]  
 Tier Three Attorney  
 By executing this instrument the attorney states that the  
 attorney has received no notice of the revocation of the  
 power of attorney.

**NOTE:** Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

## RECORDED OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

Search Date: 01 Mar 2023

Search Time: 09:23 AM

Volume Number: 169236

Revision Number: 01

Page 4 of 4

## 12.2.8 Application Documents



### RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



#### SEARCH OF TORRENS TITLE

VOLUME 121359	FOLIO 1
EDITION 4	DATE OF ISSUE 24-Jul-1998

SEARCH DATE : 01-Mar-2023

SEARCH TIME : 09.27 AM

#### DESCRIPTION OF LAND

Parish of LAUNCESTON, Land District of CORNWALL

Lot 1 on Plan 121359

Derivation : Part of 500 Acres Located to P. Dalrymple  
Prior CT 112632/2

#### SCHEDULE 1

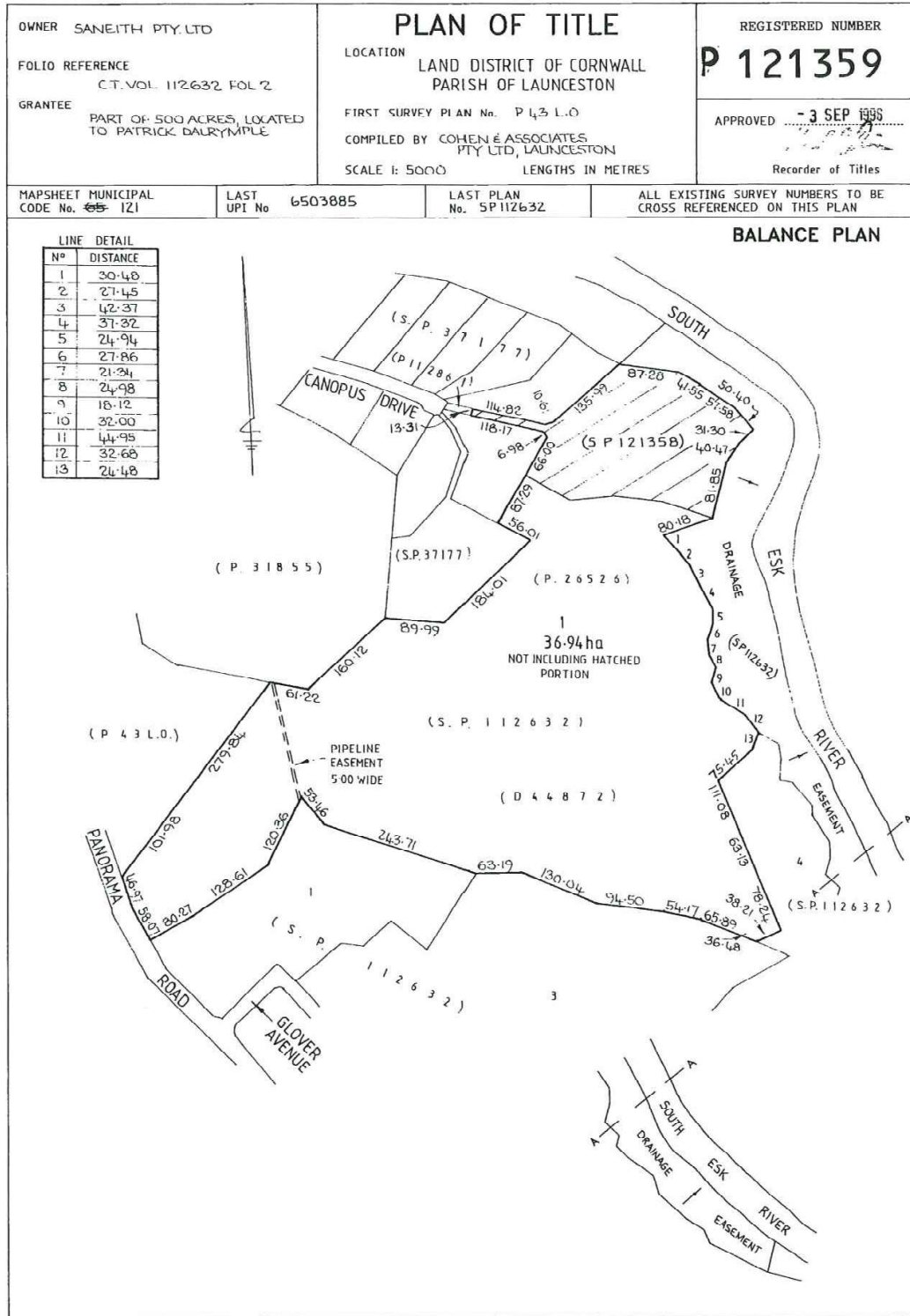
C64818 TRANSFER to TORQUE HOLDINGS PROPRIETARY LIMITED  
Registered 14-Jan-1998 at noon

#### SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
SP 112632 Benefiting Easement:Right of drainage over the  
drainage easement shown on Plan No.121359.  
SP 112632 Burdening Easement:Pipeline Easement for the Rivers  
and Water Supply Commission over the Pipeline  
Easement 5.00 wide shown on Plan No.121359.  
SP 112632 FENCING COVENANT in Schedule of Easements  
SP 112632 COUNCIL NOTIFICATION under Section 83(5) of the  
Local Government (Building and Miscellaneous  
Provisions) Act 1993.  
C106434 MORTGAGE to Westpac Banking Corporation Registered  
24-Jul-1998 at 12.02 PM

#### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





**2 PANORAMA ROAD, BLACKSTONE HEIGHTS**

**8 LOT SUBDIVISION**

**TRAFFIC IMPACT ASSESSMENT**

**FEBRUARY 2023**





Traffic Impact Assessment



## 2 Panorama Road, Blackstone Heights 8 Lot Subdivision

### TRAFFIC IMPACT ASSESSMENT

- Draft
- February 2023

Traffic & Civil Services  
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1 Cooper Crescent  
RIVERSIDE  
Launceston TAS 7250 Australia  
P: +61 3 634 8168  
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### Traffic Impact Assessment



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## 12.2.8 Application Documents

### Traffic Impact Assessment



### Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	11 <sup>th</sup> Feb 2023	R Burk	R Burk	11 <sup>th</sup> Feb 2023	Draft

### Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Allan Brooks (PDA) , Ross Harrison client

<b>Printed:</b>	11 February 2023
<b>Last saved:</b>	11 February 2023 02:56 PM
<b>File name:</b>	2 Panorama Road - 8
<b>Author:</b>	Richard Burk
<b>Project manager:</b>	Ross Harrison
<b>Name of organisation:</b>	Ross Harrison
<b>Name of project:</b>	2 Panorama Road - 8
<b>Name of document:</b>	2 Panorama Road - 8
<b>Document version:</b>	Draft
<b>Project number:</b>	



# 1. Introduction

## 1.1 Background

This TIA reviews the proposal to develop an 8-lot subdivision at 2 Panorama Road, Blackstone Heights. The review considers the road network, road safety and impact of traffic generated by the development.

This Traffic Impact Assessment (TIA) should be submitted with the development application for the proposal and has been prepared based on Department of State Growth guidelines and provides details as follows:

- Anticipated additional traffic and pedestrian movements.
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic.

## 1.2 Objectives

A traffic impact assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- Future development with traffic projections for 10 years

## 1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on the surrounding road network, including:

- Junction of Neptune Drive with proposed road
- Junction of Panorama Road with Neptune Drive
- Junction of Panorama Road with Blackstone Road
- Junction of Country Club Avenue with Casino Rise

## 1.4 References

- RTA Guide to Traffic Generating Developments – 2002
- Austroads Guidelines
  - Road Design Part 4A: Unsignalised & Signalised Intersections 2021
  - Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- Tasmanian Planning Scheme - Meander Valley 2021





## 2. Site Description

2 Panorama Road, Blackstone Heights property has a cleared undulating natural surface suitable for the proposed subdivision. The site is some 13km by road from the Launceston CBD. Figure 1 shows the location of the proposed development, Figure 2 the adjacent Council Road network and Figure 3 shows the proposed lot layout.

**Figure 1 – Development Location**



Source: The List, DPIPWE

**Figure 2 – Road network in the vicinity of the development site.**



Source: The List, DPIPWE

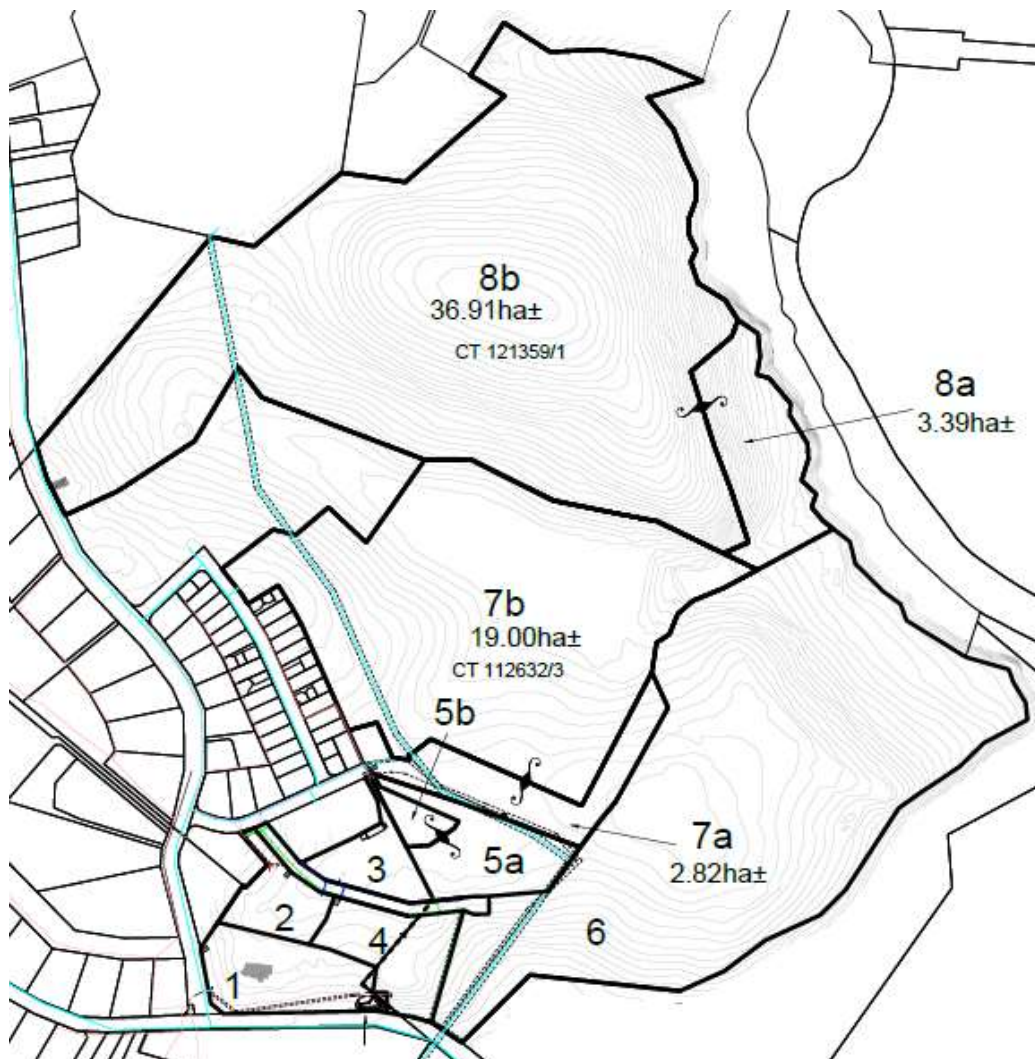


### 3. Development, Planning Scheme and Road Owner objectives.

#### 3.1 Description of Proposed Development

The proposal is to develop the site with an 8-lot subdivision, see Figure 3 and Appendix A .

**Figure 3 – Proposed 8 Lot subdivision of 2 Panorama Road**



## 12.2.8 Application Documents

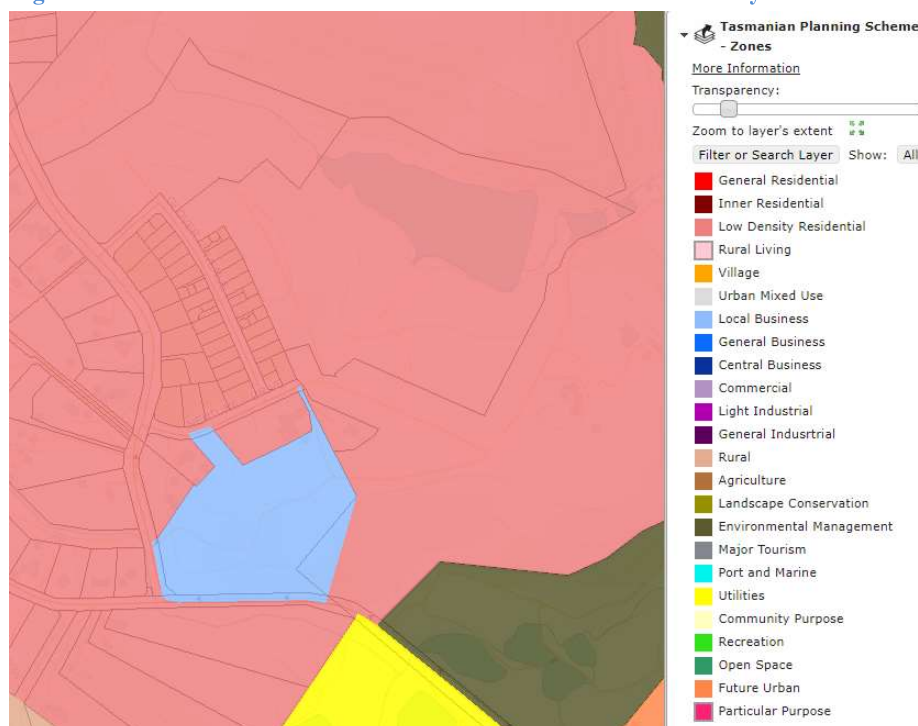
### Traffic Impact Assessment



### 3.2 Council Planning Scheme

The proposal involves land currently zoned *Low Density Residential* in accordance with the Tasmanian Planning Scheme – Meander Valley 2021, see Figure 4.

**Figure 4 – Lots 1-4 zoned Local Business & lots 5-8 zoned Low Density Residential**



Source: *The List*, DPIPWE

### 3.3 Local Road Network Objectives

The Meander Valley Council Strategic Plan 2014-2024 outlines the future strategic directions for the Meander Valley municipality. The plan assists Council's future planning and aligns with the following Strategic Objectives in the plan:

- Contemporary planning supports and guides growth and development across Meander Valley
- The Meander Valley transport network meets the present and future needs of the community and business.
- The future of Meander Valley infrastructure assets is assured through affordable planned maintenance and renewal strategies.
- Meander Valley is environmentally sustainable.



## 4. Existing Conditions

### 4.1 Road Network

The development site at Blackstone Heights is accessible via the Council Road network consisting of Country Club Avenue, Blackstone Road (Casino Rise), Panorama Road and Neptune Drive.

#### 4.1.1 Country Club Avenue

Country Club Avenue is a suitable standard Collector Road connecting Casino Rise – Blackstone Road with Westbury Road. Country Club Avenue is not part of the Tasmanian 26m B Double Network and has a 60km/h posted speed limit.

#### 4.1.2 Blackstone Road (Casino Rise)

Blackstone Road is a suitable standard Collector Road connecting Casino Rise to Panorama Road. The road has a 60km/h posted speed limit.

#### 4.1.3 Panorama Road

Panorama Road is a suitable standard road with a Collector function connecting Blackstone Heights with Blackstone Road. The road has a 60km/h posted speed limit.

#### 4.1.4 Neptune Drive

Neptune Drive is a suitable standard residential street providing access to Panorama Road. The General Urban Residential Speed Limit of 50km/h applies.

#### 4.1.5 Panorama Road / Neptune Drive

Figures 5-7 show the features of the Panorama Road / Neptune Drive junction including:

- Simple Left and Right turn layout
- Neptune Drive has a trafficable width of 10m.
- Panorama Road has a trafficable width of 7.8m with 0.5m unsealed shoulders.
- Kerb and Channel is provided both sides of Neptune Drive
- Kerb and Channel is provided on the Southeast side of Panorama Road
- A Rural standard roadside drain is provided on the west side of Panorama Road
- Concrete footpath is provided on the Southeast side of Panorama Road
- Concrete footpath is provided on the South side of Neptune Drive



## 12.2.8 Application Documents

### Traffic Impact Assessment



**Figure 5 – Aerial view of Panorama / Neptune Drive junction**



A Rural CHR(s) is justified, see figure 40 layout.

Source: *The List*, DPIPWE

**Figure 6 – Looking right along Panorama Road from Neptune Drive**



Sight distance to the right is 170m.

**Figure 7 – Looking left along Panorama Road from Neptune Drive**



Sight distance to the left is 90m.

Trees behind property line limit sight distance



### Traffic Impact Assessment



#### 4.1.6 Panorama Road / Blackstone Road junction

Figures 8- 12 show the features of the Panorama Road / Blackstone Road junction. Features include:

- Simple Left and Right turn layout
- Blackstone Road has a trafficable width of 7.5m with 0.5m unsealed shoulders
- Panorama Road has a trafficable width of 7.8m with 0.5m unsealed shoulders
- Kerb and Channel is provided on the east side of Panorama Road
- Rural standard roadside drains both sides of Blackstone Road
- Concrete footpath is provided on the northern side of Blackstone Road, east of the junction

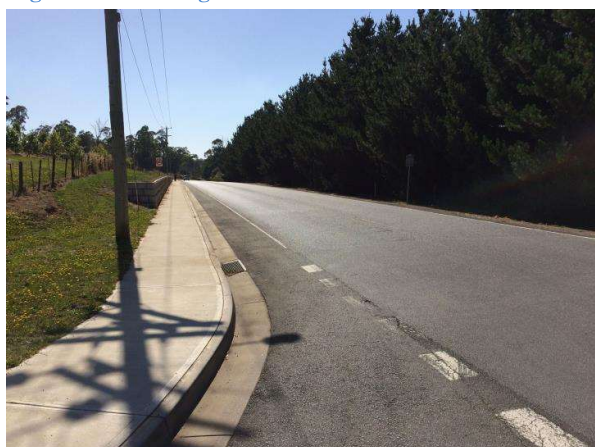
**Figure 8 – Aerial view of Panorama / Blackstone Road junction**



**A Rural CHR(s) junction layout is recommended to support the proposed development, see figure 40 layout.**

Source: *The List, DPIPWE*

**Figure 9 – Looking left onto Blackstone Road from Panorama Road**



**Sight distance to the left is 300m.**

## 12.2.8 Application Documents

### Traffic Impact Assessment



**Figure 10 – Looking right onto Blackstone Road from Panorama Road**



**Sight distance to the right is 200m.**

**Figure 11 – Looking west along Blackstone Road towards Panorama Road Junction**



**Figure 12 – Hazard on Blackstone Road opposite Panorama Road Junction**



**The culvert will need to be extended to provide width for a BAR junction.**

**The existing situation is a roadside hazard**

## 12.2.8 Application Documents

### Traffic Impact Assessment



#### 4.1.7 Country Club Avenue/ Casino Rise junction

Figures 13 - 16 show the features of the Country Club Avenue / Casino Rise junction. Features include:

- Basic left and Right turn junction layout
- Country Club Avenue is 12.2m wide with 3.5m traffic lanes and 2.6m parking lanes in each direction .
- Panorama Road has a trafficable width of 7.8m with 0.5m unsealed shoulders
- Country Club Avenue has kerb and channel provided both sides of the road and there is a concrete footpath on the northern side of Country Club Avenue east of the junction.
- Casino Rise has kerb and channel both sides and is some 10.4m wide with a footpath on the eastern side

**Figure 13 – Aerial view of Country Club Avenue / Casino Rise junction**



Source: *The List*, DPIPWE

**Figure 14 – Looking left onto Country Club Avenue from Casino Rise**



**Sight distance to the left is 200m.**



## 12.2.8 Application Documents

### Traffic Impact Assessment



**Figure 15 – Looking right onto Country Club Avenue from Casino Rise**



**Sight distance to the right is 200m.**

**Figure 16 – Looking west along Country Club Avenue towards Casino Rise junction**



**This junction has a Simple Left and a form of Basic Right (BAR) layout.**

**The BAR is 6.2m wide from the centreline to the face of kerb, wide enough for a vehicle to pass a vehicle propped to turn right. This arrangement should be supported with No Stopping signs.**

## 12.2.8 Application Documents

### Traffic Impact Assessment



#### **4.2 Traffic Activity**

##### **4.2.1 Panorama Road**

TCS traffic survey data (July 2022), see Appendix B, provides evidence for:

- AM peak of 140 vph
- PM peak of 195 vph
- AADT of some 1,700 vpd.

##### **4.2.2 Blackstone Road**

TCS traffic survey data (July 2022), see Appendix B, provides evidence for:

- AM peak of 312vph
- PM peak of 254 vph
- AADT of some 2,830 vpd.

##### **4.2.3 Casino Rise**

MVC traffic survey data (April 2017), see Appendix C, provides evidence for AADT of 3,000 vpd approaching Country Club Avenue.

##### **4.2.4 Country Club Avenue (At Westbury Rd)**

MVC traffic survey data (April 2017), see Appendix C, provides evidence for AADT of :

- 7,000 vpd approaching Westbury Road.
- 5,500 vpd approaching Casino Rise.

#### **4.3 Crash History**

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

The reported 5-year crash history for Panorama Road south of Glover Avenue Drive provides no evidence of a crash propensity as at July 2022.





### 5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2033).

#### 5.1 Traffic Growth

The rate of background traffic growth in the Blackstone Heights area for projection purposes is assumed to be 1% to allow for future infill development due to other development.

- Estimated daily traffic (2022) – See Appendix B & C
  - Panorama Rd – 1,700 vpd, 140vph (AM) & 195vph (PM).
  - Blackstone Road – 2,830 vpd, 312vph (AM) & 254vph (PM).
  - Casino Rise – 3,150 vpd, 315vph approaching Country Club Ave.
  - Country Club Avenue – 5,500 vpd, 550vph approaching Casino Rise.
  
- Estimated daily traffic (2032)
  - Panorama Road – 1,870 vpd, 154vph (AM) & 215vph (PM).
  - Blackstone Road – 3,110 vpd, 343 vph (AM) & 280vph (PM).
  - Casino Rise – 3,465 vpd, 347vph approaching Country Club Ave.
  - Country Club Avenue – 6,050 vpd, 605vph approaching Casino Rise.

## 12.2.8 Application Documents

### Traffic Impact Assessment



#### 5.2 Trip Generation

It is assumed the 8-lot subdivision will be developed with a mixture of business and Low-Density residential housing. The traffic generation of the proposal is outlined in Figures 17a, 17b and 17c using 30% , 40% and 50% of Local Business Lot Area for GFA respectively as requested by Council.

Traffic generation for the 50% case is used for analysis for worst case impacts.

**Figure 17a – Traffic Generation for subdivision with 30% of Local Business Lot Area**

Lot	Zone	Lot Area	GFA	GFA / Lot Area	Daily Trip Generation**	Peak Hour Trip Generation***
		(m2)	(m2)	(%)	(vpd)	(vph)
1	Local Bus.	22,500	6,750	30	675	68
2	Local Bus.	12,000	3,600	30	360	36
3	Local Bus.	11,800	3,540	30	354	35
4	Local Bus.	20,500	6,150	30	615	62
5	Low Density Res.	26,731			67	7
6	Low Density Res.	244,300			611	61
7	Low Density Res.	218,200			546	55
8	Low Density Res.	402,900			1007	101
<b>Total</b>		<b>958,931</b>			<b>4,234</b>	<b>423</b>

Assumed traffic generation rates ( RTA Guide to Traffic Generating Developments):

Local Business	10vpd / 100m2 of GFA 1vph / 100m2 of GFA
Low Density Residential	10 vpd/ 4,000m2 of land 1 vph/ 4,000m2 of land

## 12.2.8 Application Documents

### Traffic Impact Assessment



Figure 17b – Traffic Generation for subdivision with 40% of Local Business Lot Area

Lot	Zone	Lot Area	GFA	GFA / Lot Area	Daily Trip Generation**	Peak Hour Trip Generation***
		(m2)	(m2)	(%)	(vpd)	(vph)
1	Local Bus.	22,500	9,000	40	900	90
2	Local Bus.	12,000	4,800	40	480	48
3	Local Bus.	11,800	4,720	40	472	47
4	Local Bus.	20,500	8,200	40	820	82
5	Low Density Res.	26,731			67	7
6	Low Density Res.	244,300			611	61
7	Low Density Res.	218,200			546	55
8	Low Density Res.	402,900			1007	101
<b>Total</b>		<b>958,931</b>			<b>4,902</b>	<b>490</b>

Assumed traffic generation rates ( RTA Guide to Traffic Generating Developments):

Local Business	10vpd / 100m2 of GFA
	1vph / 100m2 of GFA
Low Density Residential	10 vpd/ 4,000m2 of land
	1 vph/ 4,000m2 of land

## 12.2.8 Application Documents

### Traffic Impact Assessment



Figure 17c – Traffic Generation for subdivision with 50% of Local Business Lot Area

Lot	Zone	Lot Area	GFA	GFA / Lot Area	Daily Trip Generation**	Peak Hour Trip Generation***
		(m2)	(m2)	(%)	(vpd)	(vph)
1	Local Bus.	22,500	11,250	50	1125	113
2	Local Bus.	12,000	6,000	50	600	60
3	Local Bus.	11,800	5,900	50	590	59
4	Local Bus.	20,500	10,250	50	1025	103
5	Low Density Res.	26,731			67	6
6	Low Density Res.	244,300			611	4
7	Low Density Res.	218,200			546	5
8	Low Density Res.	402,900			1007	52
<b>Total</b>		<b>958,931</b>			<b>5,570</b>	<b>402</b>

Assumed traffic generation rates ( RTA Guide to Traffic Generating Developments):

Local Business	10vpd / 100m2 of GFA
	1vph / 100m2 of GFA
Low Density Residential	10 vpd/ 4,000m2 of land
	1 vph/ 4,000m2 of land

Lots 2, 4 & 6 contribute 167 vph to the Proposed Rd

Lots 2, 3, 4, 5, 6 & 7 contribute 237 vph to Neptune Drive

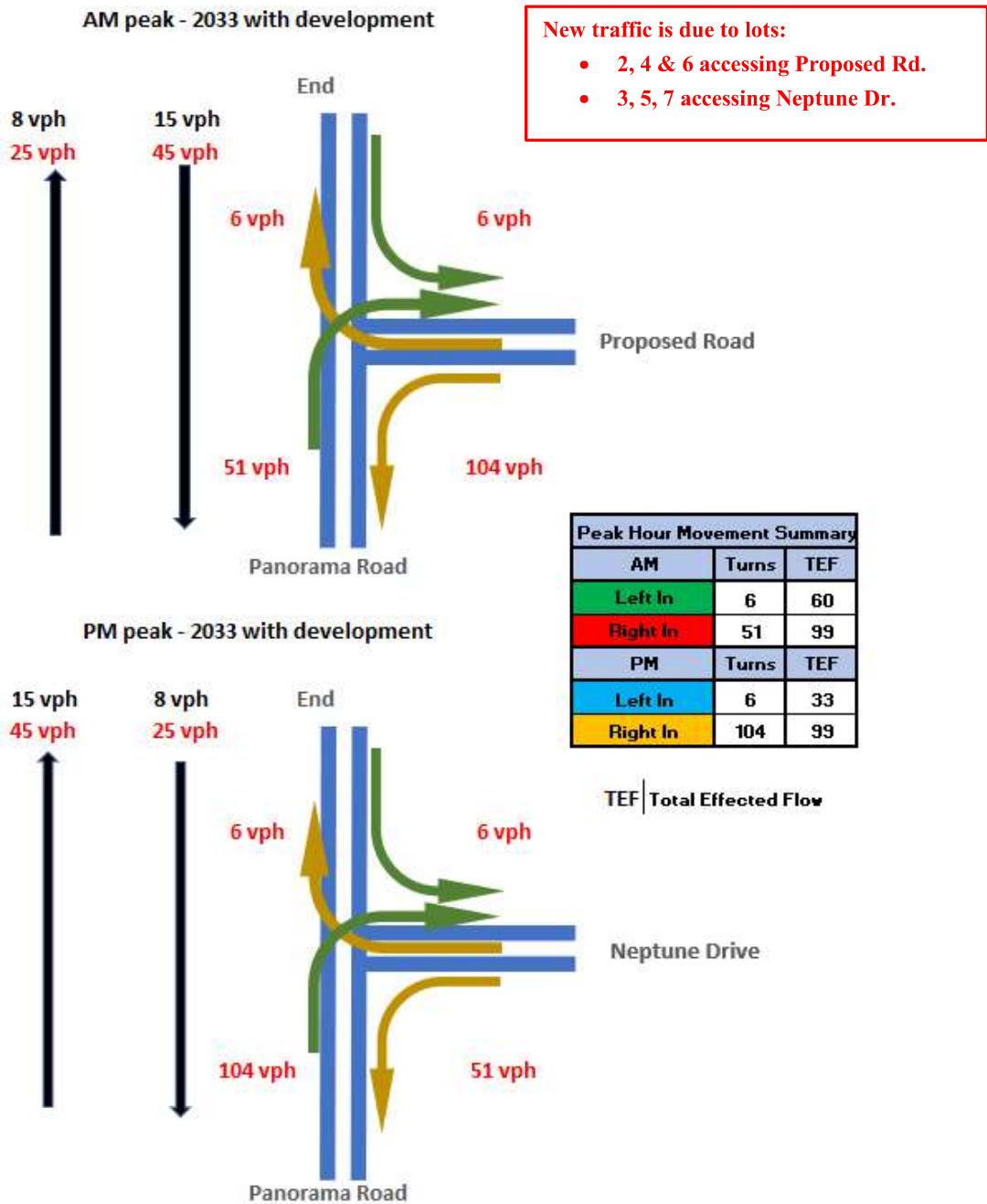
Lot 1, 2, 3, 4, 5, 6, 7 & 8 contributes 402 vph to Panorama & Blackstone Road



## 5.3 Trip Assignment

Figures 18 - 21 show the projected 2033 peak hour traffic assignments for impacted junctions.

**Figure 18 – Neptune Drive – Proposed Road Junction 2033**





## 12.2.8 Application Documents

### Traffic Impact Assessment



Figure 19 – Panorama Road junction with Neptune Drive 2033

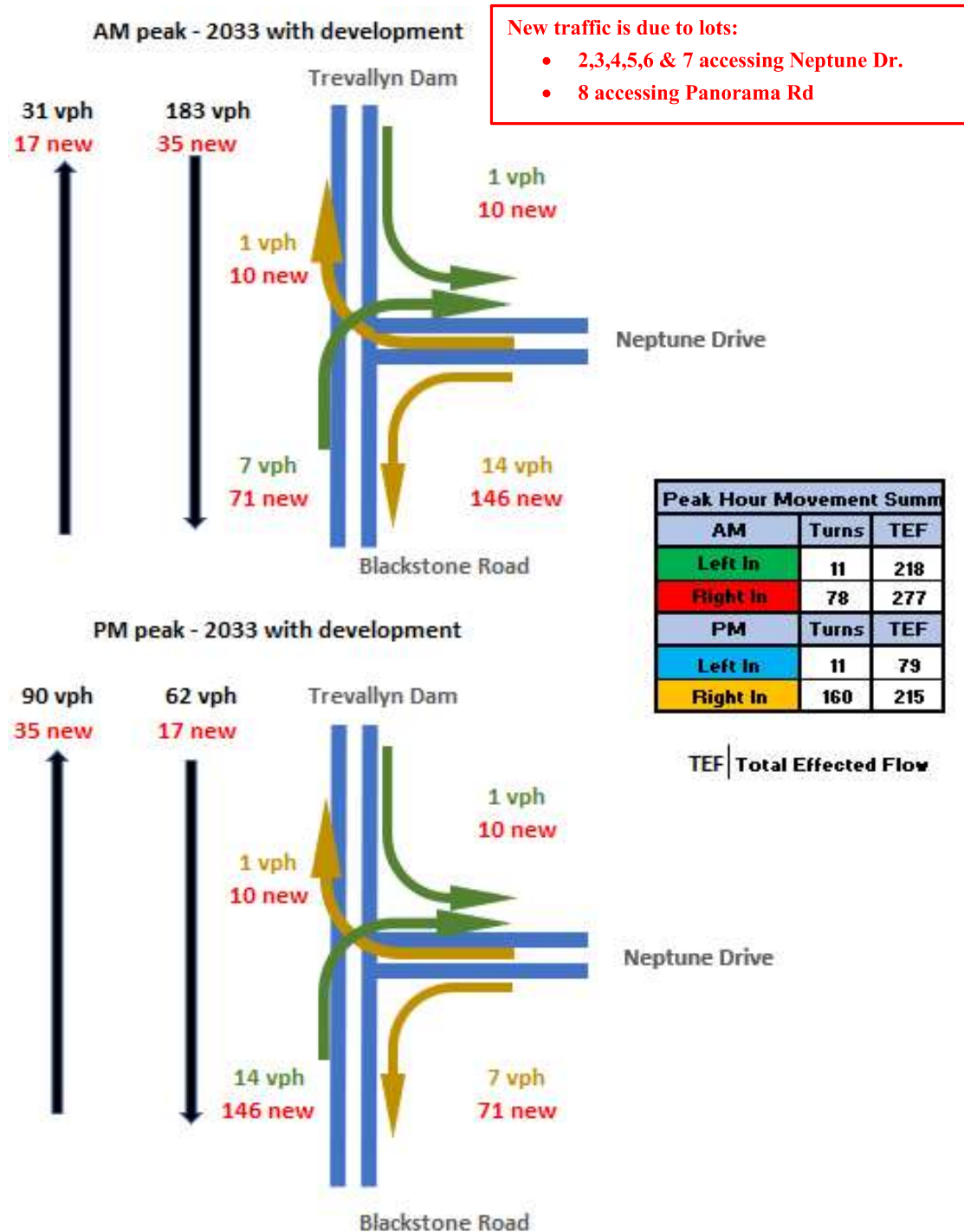




Figure 20 – Panorama Road junction with Blackstone Road 2033

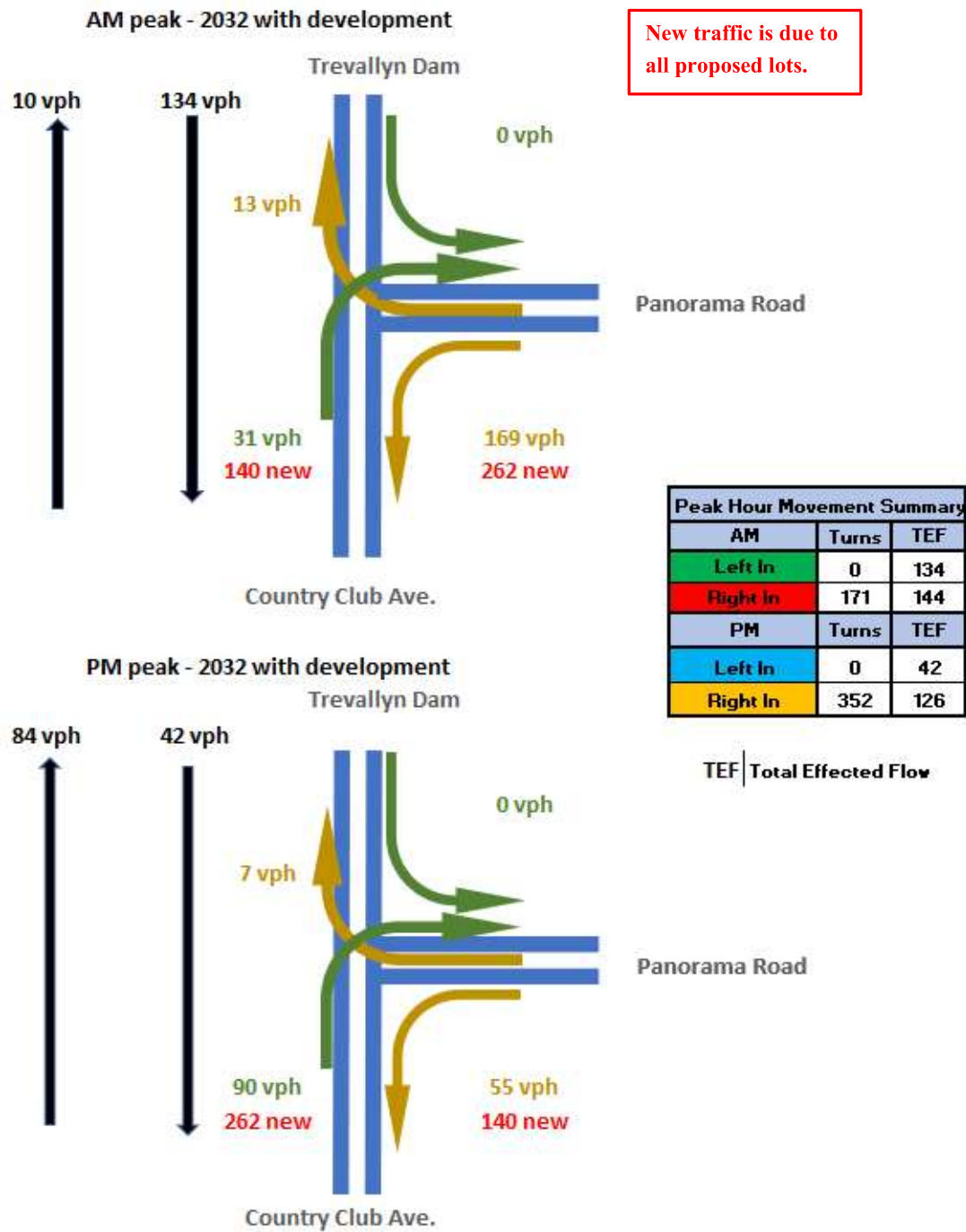
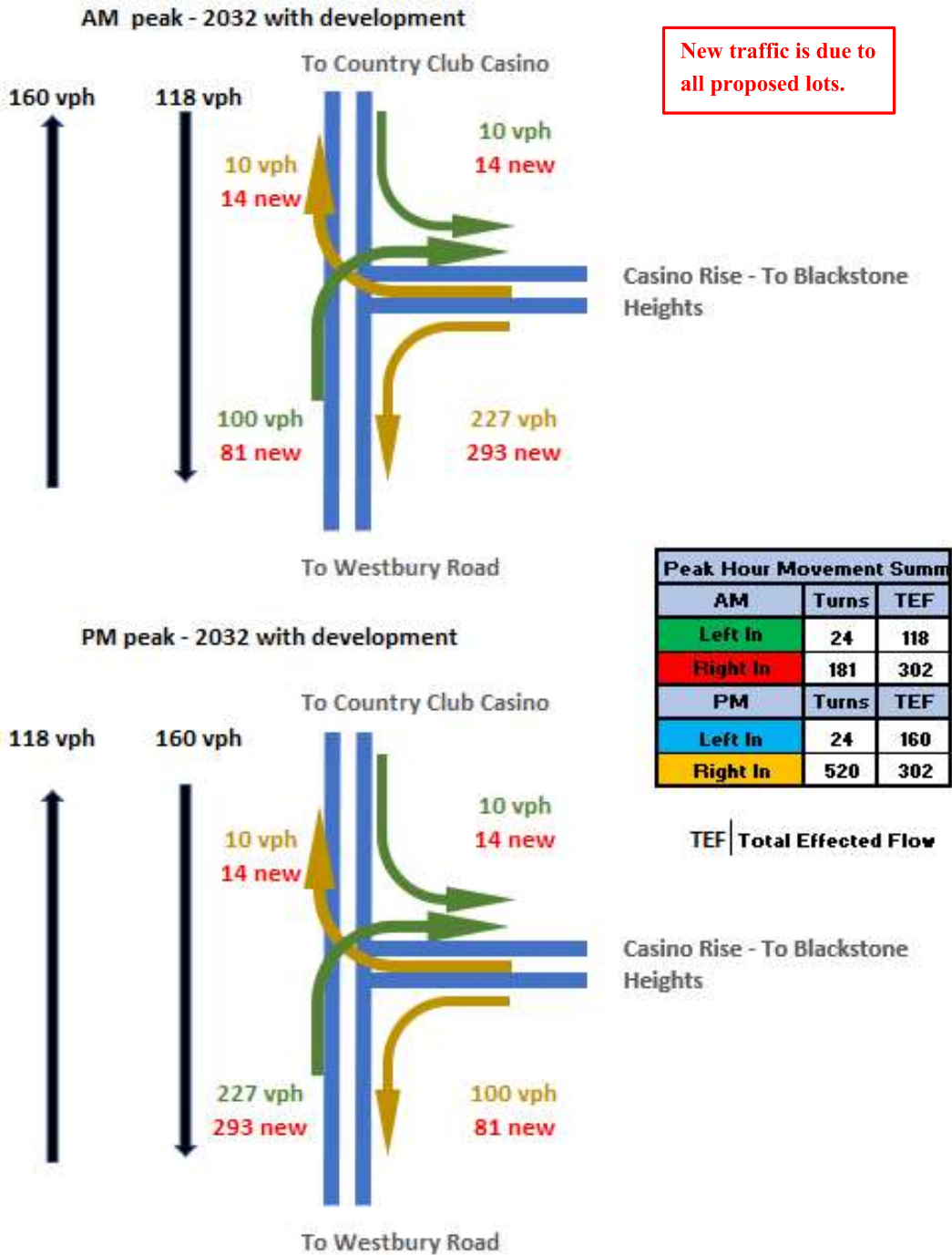




Figure 21 – Casino Rise junction with Country Club Avenue 2033





## 6. Impact on Road Network

### 6.1 Sight Distance

Sight distance requirements are summarised in Figure 22. The sight distance to the left on Neptune Drive is not compliant and precautions need to be taken to mitigate the risks. The object preventing compliant sight distance is a cluster of trees on #4 Panorama Road behind the property line. Trimming the trees back will help, but possibly not make SISD compliant.

Figure 22 – Sight Distance Requirements Summary

Junction (Major Rd - Minor Rd)	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance		
			Austroads SISD (m)	Available	
				Left(m)	Right(m)
Neptune Drive - Proposed Road	50	50	97	110	170
Panorama Road - Neptune Drive	60	60	123	90*	170
Blackstone Road - Panorama Road	60	60	123	300	200
Country Club Avenue - Casino Rise	60	60	123	200	200

\* Trees behind boundary line on 4 Panorama Road require trimming and T junction warning sign required to mitigate risk.

Compliant

Marginal

Non Compliant

### 6.2 Junction warrants

Junction treatments are based on Austroads Guidelines which take into account the speed and volume of through and side road traffic. Figures 23-26 are the applicable warrant charts and the marked zones show the junction layouts required and projected traffic activity for 2032.

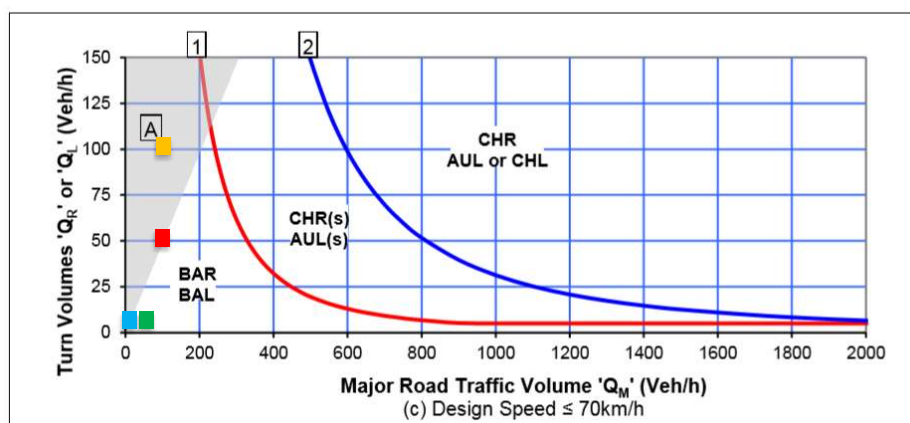
### Traffic Impact Assessment



#### 6.2.1 Neptune Drive – Proposed Road junction

From Figure 23 an Austroads Basic Right Turn (BAR) junction layout is warranted once all the lots are developed due to strong right turn demand during the PM peak, see Appendix D for layout.

Figure 23 – Junction Layout Warrant for projected traffic activity in 2033



Peak Hour Movement Summary		
AM	Turns	TEF
Left In	6	60
Right In	51	99
PM	Turns	TEF
Left In	6	33
Right In	104	99

TEF | Total Effected Flow



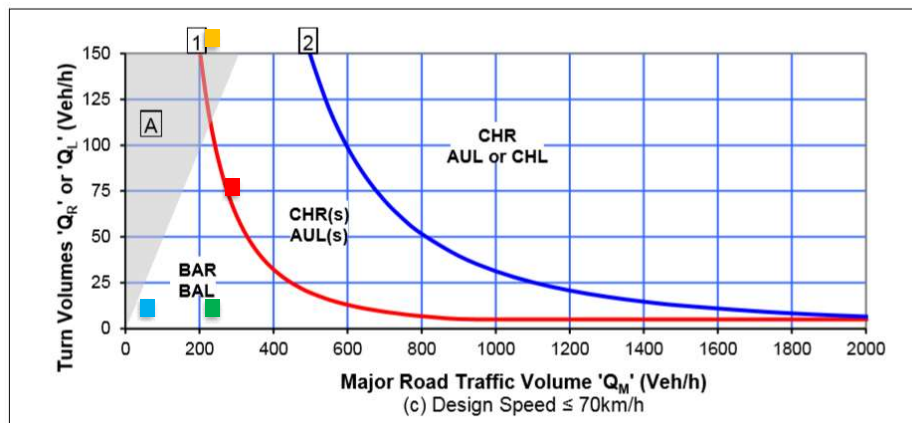
### Traffic Impact Assessment



#### 6.2.2 Panorama Road – Neptune Drive junction

From Figure 24 an Austroads Basic CHR(S) junction layout is warranted once half the lots are developed due to strong right turn demand during the PM peak in particular, see Appendix D for layout.

Figure 24 – Junction Layout Warrant for projected traffic activity in 2033



Peak Hour Movement Summ		
AM	Turns	TEF
Left In	11	218
Right In	78	277
PM	Turns	TEF
Left In	11	79
Right In	160	215

TEF | Total Effected Flow

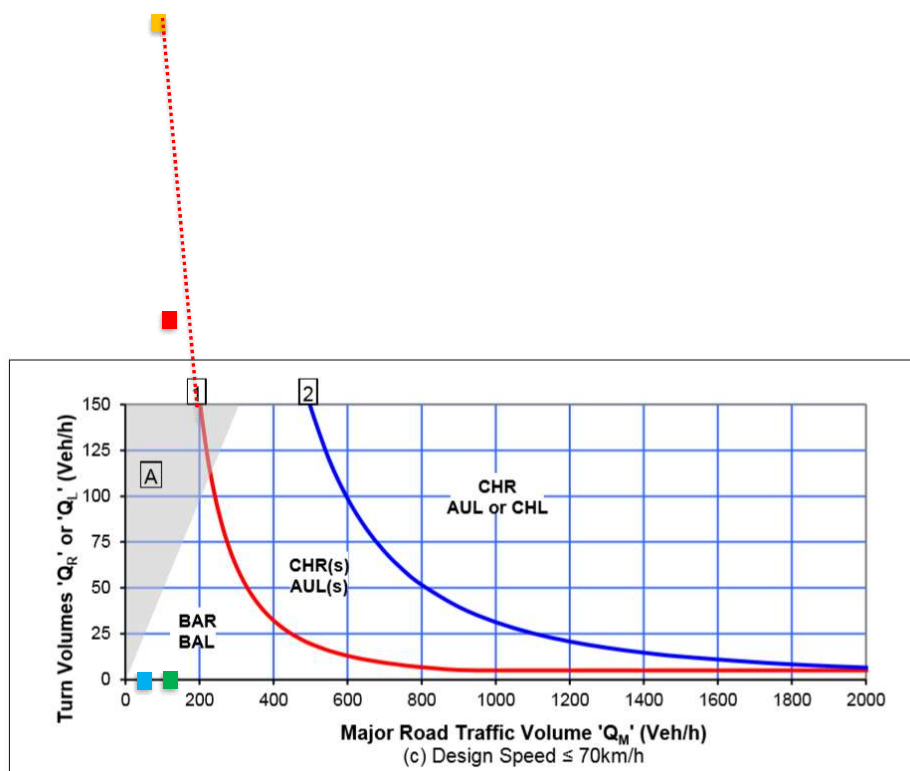
### Traffic Impact Assessment



#### 6.2.3 Blackstone Road - Panorama Road junction

From Figure 25 an Austroads Basic Right Turn (BAR) junction layout is warranted once half the lots are developed, see Appendix D for layout.

Figure 25 – Junction Layout Warrant for projected traffic activity in 2033



Peak Hour Movement Summary		
AM	Turns	TEF
Left In	0	134
Right In	171	144
PM	Turns	TEF
Left In	0	42
Right In	352	126

TEF | Total Effected Flow

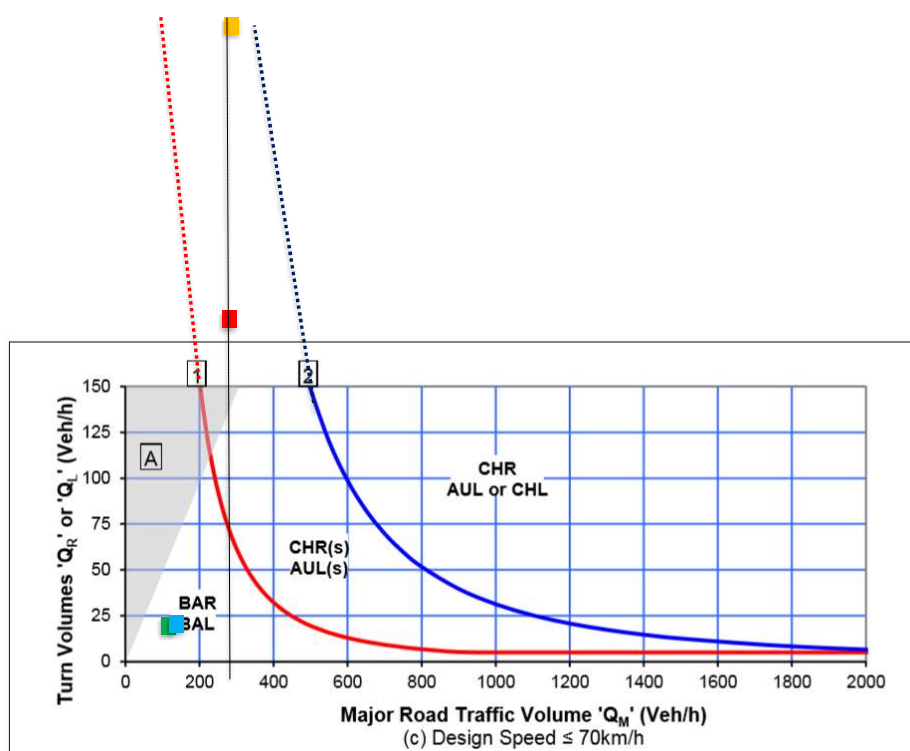
### Traffic Impact Assessment



#### 6.2.4 Junction of Country Club Avenue and Casino Rise

From Figure 26 an Austroads Channelised Short CHR(s) junction layout is warranted once half the lots are developed, see Appendix D for layout.

**Figure 26 – Junction Layout Warrant for projected traffic activity in 2033**



Peak Hour Movement Summ		
AM	Turns	TEF
Left In	24	118
Right In	181	302
PM	Turns	TEF
Left In	24	160
Right In	520	302

TEF | Total Effected Flow

## 12.2.8 Application Documents

### Traffic Impact Assessment



#### 6.2.5 Intersection Analysis of Country Club Ave / Casino Rise Junction

As the junction will have high through and turning traffic volumes at peak times it has been analysed with SIDRA INTERSECTION 9+ Intersection Analysis Software. Figure 27 summarises the results. The junction model is attached in Appendix E and the movement summaries are attached in Appendix F. See Appendix G for LOS definitions.

The intersection analysis demonstrates that there are no traffic capacity issues with the proposal.

**Figure 27 – Country Club Avenue / Casino Rise Junction Analysis Summary**

Junction Approach		Operation 2033			
		Delay (secs)	Queue (m)	LOS	DOS
Country Club Avenue (East)	AM	3.4	7.5	A	0.202
Casino Rise		6.2	15.6	A	0.403
Country Club Avenue (West)		1.0	0.0	A	0.071
Country Club Avenue (East)	PM	5.5	19.4	A	0.423
Casino Rise		6.8	5.3	A	0.185
Country Club Avenue (West)		0.7	0.0	A	0.092

#### 6.3 Applicable junction layout standards

Austroads compliant urban junction layout standards are attached in Appendix D. These standards are applicable to State and Council Roads.

## 12.2.8 Application Documents

### Traffic Impact Assessment



#### **6.4 Road Safety Review**

##### **6.4.1 Neptune Drive**

No issue were identified.

##### **6.4.2 Panorama Road**

Review of Panorama Road included junctions with Neptune Drive and Blackstone Road. The following issues were identified:

- The sight distance for Neptune Drive left along Panorama Road is marginally less than required. Mitigation with tree trimming and a Junction warning sign is considered sufficient.
- The culvert headwall and steep drop off opposite the Blackstone Road / Panorama Road junction is a roadside hazard.

##### **6.4.3 Casino Rise**

The 45km/h advisory sign on Casino Rise, 370m north of the Country Club Avenue junction is concealed by branches from an adjacent tree.

##### **6.4.4 The Country Club Avenue / Casino Rise junction**

From review of the existing Country Club Avenue / Casino Rise junction layout it was identified that there is inadequate provision for safe right turn movement to Casino Rise for the current level of traffic activity.





#### 6.5 Austroads Safe System Assessment

The impact on Panorama Road has been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of crash exposure, likelihood, and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

From safe system assessment, assuming the required junction layout improvements are made, Panorama Road has been determined to be very well aligned with the safe system objective with a crash risk score of 17/448, which is a very low score, see Figures 28 and 29.

**Figure 28 – Austroads Safe System Assessment alignment between crash score and risk**





Figure 29 – Safe System Assessment of Panorama Road

Safe System Assessment		Panorama Road 2032 assuming junction improvements						
Exposure		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist
	Justification (AADT 7,429 vpd)	Moderate traffic volume	Moderate traffic volume	Moderate traffic volume	Low heavy vehicle activity	Low pedestrian activity	Low cyclist activity	Low motorcyclist activity
Likelihood	Score / 4	2	2	2	2	1	1	1
	Justification (7.8m seal and 0.5m unsealed shoulders)	Adequate delineation, road width, road alignment and sight distance	Adequate delineation, road width, road alignment and sight distance	Appropriate junction layout	Adequate delineation, road width, road alignment and sight distance	Some footpath	No specific facilities provided	Good consistent road surface condition
Severity	Score / 4	1	1	1	1	1	1	1
	Justification (60km/h speed limit)	Low speed	Low speed	Low speed	Low speed	High speed for pedestrians	High speed for cyclists	Medium speed for motorcyclists
Product	Score / 4	1	1	1	1	3	3	3
	Total Score / 64	2	2	2	2	3	3	3
		Total / 448						
		17						

## 12.2.8 Application Documents

### Traffic Impact Assessment



### 6.6 Tasmanian Planning Scheme – Meander Valley 2021

#### Road and Railway Assets Code C3

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

**Acceptable Solution A1.1 – Not applicable** as the relevant roads are not Category 1.

**Acceptable Solution A1.2** – *For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

The proposal involves the existing road network and a new road and junction. Written consent from the road owner (Meander Valley Council) has not been issued. This TIA has been prepared to assist Council in assessing the proposal. **A1.2 is currently not satisfied.**

**Acceptable Solution A1.3 – Not applicable** as no rail network is involved.

**Acceptable solution A1.4:** *Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:*

- (a) *The amounts in Table C3.1*
- (b) *Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and*

**A1.4 is not satisfied** from Table C3.1 as proposal is estimated to generate 5,570 vpd which is more than 40 vehicle movements per day for vehicles up to 5.5m long.

**Performance Criteria P1:** *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

- (a) *any increase in traffic caused by the use.*
  - (b) *the nature of the traffic generated by the use.*
  - (c) *the nature of the road.*
  - (d) *the speed limit and traffic flow of the road.*
  - (e) *any alternative access to a road.*
  - (f) *the need for the use.*
  - (g) *any traffic impact assessment; and*
  - (h) *any advice received from the rail or road authority.*
- (a) Traffic due to the proposal can be safely accommodated with junction improvements:
- Neptune Dr / Proposed Rd junction install BAR junction.
  - Panorama Rd / Neptune Dr junction i.e retrofit of CH(s) junction.

## 12.2.8 Application Documents

### Traffic Impact Assessment



- Blackstone Rd / Panorama Rd junction i.e retrofit of BAR junction.
- Country Club Ave./ Casino Rise junction i.e retrofit of CHR(s) junction.

Warranted Austroads junction layouts provide for safe and efficient operation.

- (b) the nature of the traffic generated by the use is light vehicles which are catered for by the proposal.
- (c) The nature of the roads is suitable for proposed function.
- (d) The existing speed limits are appropriate.

The major movements on the road considered in this TIA are at the right turn lanes during the PM peaks. Figure 30 shows the impact of the proposal with full development by 2033. Note that all right turns are estimated to operate at LOS A.

There are no traffic capacity issues due to the proposal.

**Figure 30 – Right turn lane capacity 2033.**

Junction	Right turn lane traffic on priority road (vph) PM Peak			Degree of Saturation	Level of Service
	2023	Due to Proposal	2033	2033	
Neptune Drive / Proposed Road	0	104	104	0.08	A
Panorama Road / Neptune Drive	14	146	160	0.13	A
Blackstone Road / Panorama Road	90	262	352	0.28	A
Country Club Avenue / Casino Rise	227	293	520	0.42	A

- (e) any alternative access to a road:

There is no viable alternative access.

- (f) the need for the use.

The use is required for residential access in a General Residential zone.

- (g) any traffic impact assessment; and

This TIA finds no reason to disallow the proposal due to traffic impacts.

- (h) any advice received from the rail or road authority.

No rail infrastructure is impacted by the proposal.

In summary the effect of increased turning movements at the junctions considered can be catered for by provision of the recommended right turn facilities for safe and efficient operation. **P1 is satisfied.**

**A1.5:** Vehicular traffic must be able to enter and leave a major road in a forward direction.

**A1.5 is satisfied.**

## 12.2.8 Application Documents

### Traffic Impact Assessment



#### **C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area**

**Not applicable**, as the proposal does not involve habitable buildings for sensitive uses within a road or railway attenuation area.

#### **C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area**

**Not applicable**, as the proposal does not involve subdivision for sensitive uses within a road or railway attenuation area.

### **6.7 Other requirements**

#### **6.7.1 Environmental**

No adverse environmental impact is anticipated in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads, Air Pollution and Dust and Dirt
- Ecological Impacts and Heritage and Conservation

#### **6.7.2 Street Lighting and Furniture**

Street lighting should be provided on the proposed internal roads.

### **6.8 Property access standard**

Driveways should be constructed in accordance with the LGAT Standard Drawings:

- Construct urban residential driveways consistent with TSD-R09 for lots 5,6,7 & 8.
- Construct commercial driveways for heavy vehicles consistent with TSD-R16 for lots 1,2,3 & 4.

LGAT Standard Drawings are available online:

<https://www.lgat.tas.gov.au/webdata/resources/files/LGAT%20Standard%20Drawings%20Release%20Version%20Dec%202013.pdf>

### **6.9 Tasmanian Subdivision Guideline Considerations**

No issues have been identified.





#### 6.10 Services

The proposed road provides for road users and infrastructure services, see Figure 2.

#### 6.11 Transport Planning Considerations

##### 6.11.1 Right turn from Country Club Avenue to Casino Rise

Figure 26 demonstrates that the right turns onto Casino Rise warrant an Urban CHR(S) junction layout as a minimum. Given the Collector function of Country Club Avenue and projected future growth upgrading the junction to an Urban CHR layout is feasible.

##### 6.11.2 Proposed Road

The proposed road is some 340m in length to cater for access to lots 2, 4 & 6 . A Type 4 Urban local road in accordance with LGAT Standard Drawing Urban Roads TSD-R06 i.e with 8.9m road width, kerb and channel and footpath one side should be provided.

##### 6.11.3 Liveability, Safety and Amenity Guidelines

Guidelines for the safety and amenity of a residential areas include:

- Residential precincts need to be bounded by traffic routes and/or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cater for cyclist & pedestrian demands with path or cycle networks.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with more than 3,000 vpd passing traffic

These guidelines are from *TE&M Chapter 2.2: Design of New Urban Networks*. The proposal achieves the liveability, safety and amenity targets described above.

## 12.2.8 Application Documents

### Traffic Impact Assessment



### **6.12 Provisions for all road users**

#### **6.12.1 Light Vehicles**

Traffic safety and capacity requirements for light vehicles have been considered and a suitable junction layout recommended in terms of traffic safety and capacity.

#### **6.12.2 Heavy Vehicles**

Residential construction vehicles and buses would be the only heavy vehicles using the proposed roads and adequate access would be available.

#### **6.12.3 Public Transport**

The proposal does not involve or disaffect existing public transport operation.

#### **6.12.4 Vulnerable Road Users**

##### **Pedestrians**

The new proposed roads should have footpaths on one side to cater for pedestrians.

##### **Cyclists**

The proposal caters for cyclists generally with no specific facilities proposed.

##### **Motorcyclists**

The proposal does not disaffect motorcyclists.



## 7. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the impact of the proposed 8 lot subdivision of 2 Panorama Road, Blackstone Heights.

The assessment has reviewed the crash history on the local road network, the junctions directly affected and road safety. Compliance with the Tasmanian Planning Scheme - Meander Valley 2021 - Road and Railway Assets Code C3.

### 7.1 Crash History

The five-year crash history does not indicate any crash propensity.

### 7.2 Junctions

The increase in traffic generated by the proposal impacts the junctions in the area and from traffic projections the following improvements are required to support the development:

- **Neptune Drive / Proposed Road junction** - An Urban BAR layout.
- **Panorama Road / Neptune Drive junction** - An Urban CHR(S) layout.
- **Blackstone Road / Panorama Road junction** - An Urban BAR layout.
- **Country Club Ave. / Casino Rise junction** - An Urban CHR(S) layout.

### 7.3 Road Safety

From a road safety audit of Country Club Avenue /Casino Rise junction, Blackstone Road , Panorama Road and Neptune Drive the following road safety issues were identified:

- The culvert headwall and steep drop off opposite the Panorama Road at the Blackstone Road junction is an existing roadside hazard.
- The 45km/h advisory sign on Casino Rise, 370m north of the Country Club Avenue junction is concealed by branches from an adjacent tree.
- The Country Club Avenue / Casino Rise junction standard for the right turn into Casino Rise is deficient for the level of traffic activity .

### 7.4 Austroads Safe System Assessment

From Safe System Assessment of Panorama Road, a crash risk score of 17/488 has been calculated indicating a very low crash risk.

### 7.5 Tasmanian Planning Scheme – Meander Valley 2021

Evidence is provided demonstrating the proposal complies with Code C3 requirements.

## 12.2.8 Application Documents

### Traffic Impact Assessment



#### 7.6 Recommendations

From review of the overall situation the following recommendations are made:

- *Council retrofit an Urban CHR(s) at the Country Club Ave / Casino Rise junction*
- *Council retrofit an Urban BAR at the Blackstone Road / Panorama Road junction including culvert extension, new headwall and barrier fence to accommodate the widening required.*
- *Retrofit an Urban CHR(S) junction at the Panorama Road / Neptune Drive junction including tree trimming and installation of a Junction (W2-4(R)) warning sign 100m in advance of the Panorama Road / Neptune Drive junction to mitigate marginally deficient sight distance.*
- *Retrofit an Urban BAR junction at the Neptune Drive / proposed road junction.*
- *Provide a Type 4 Commercial local road in accordance with LGAT Standard Drawing Urban Roads TSD-R06 i.e with 10.0m road width with kerb and channel and footpath one side for the proposed subdivision road.*
- *Install street lighting on the proposed road to Council standard.*
- *Construct urban residential driveways consistent with the LGAT Standard Drawing TSD-R09 for lots 5,6,7 & 8.*
- *Construct commercial driveways for heavy vehicles consistent with the LGAT Standard Drawing TSD-R16 for lots 1,2,3 & 4.*

Overall, it has been concluded that the proposed development can be managed with junction improvements to not result in any traffic capacity or safety issues so traffic can continue to operate safely and efficiently on the surrounding road network.

Based on the findings of this report and subject to the recommendations above, the proposal is supported on traffic grounds.

## 12.2.8 Application Documents

Traffic Impact Assessment

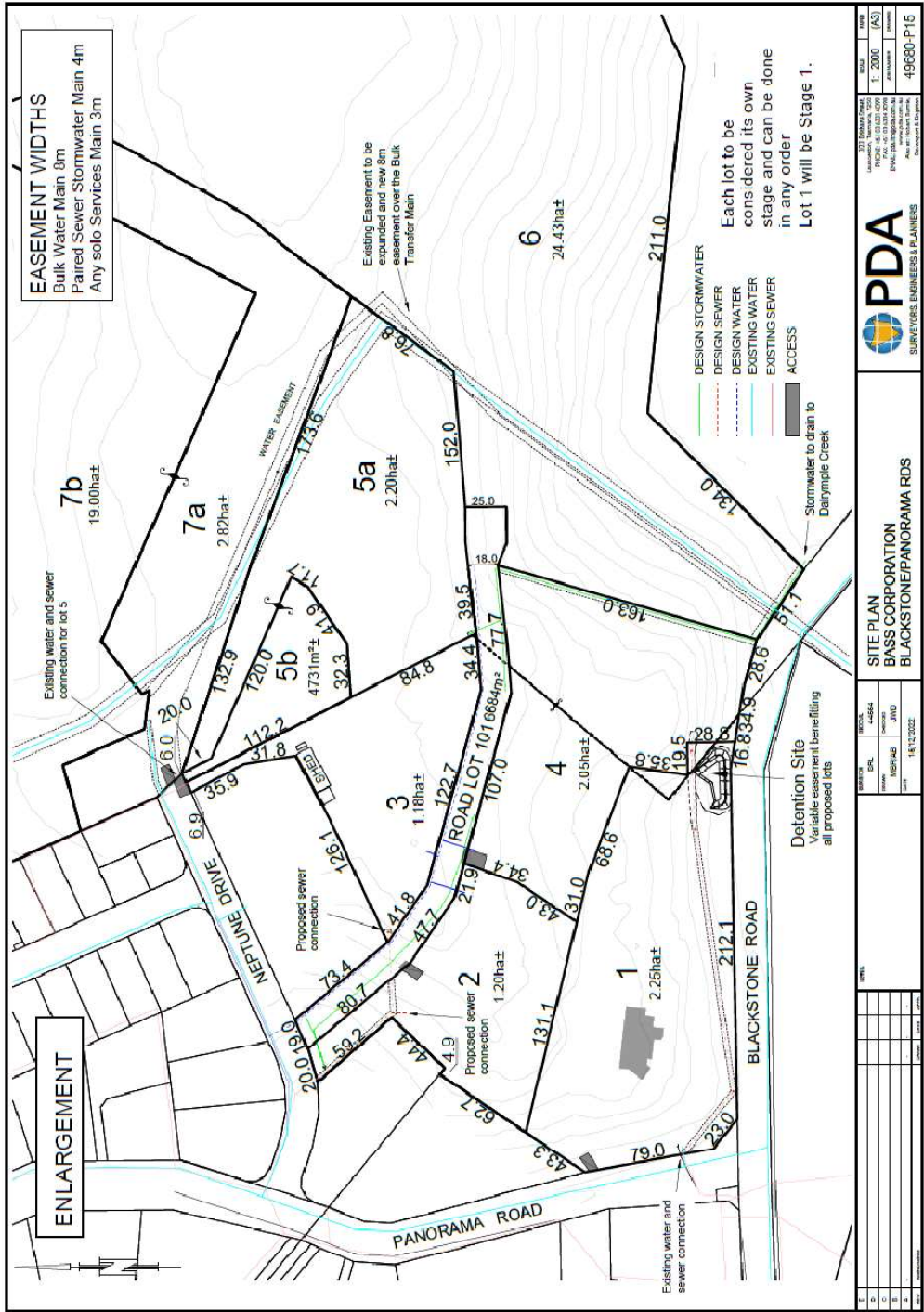


### Appendices





Traffic Impact Assessment

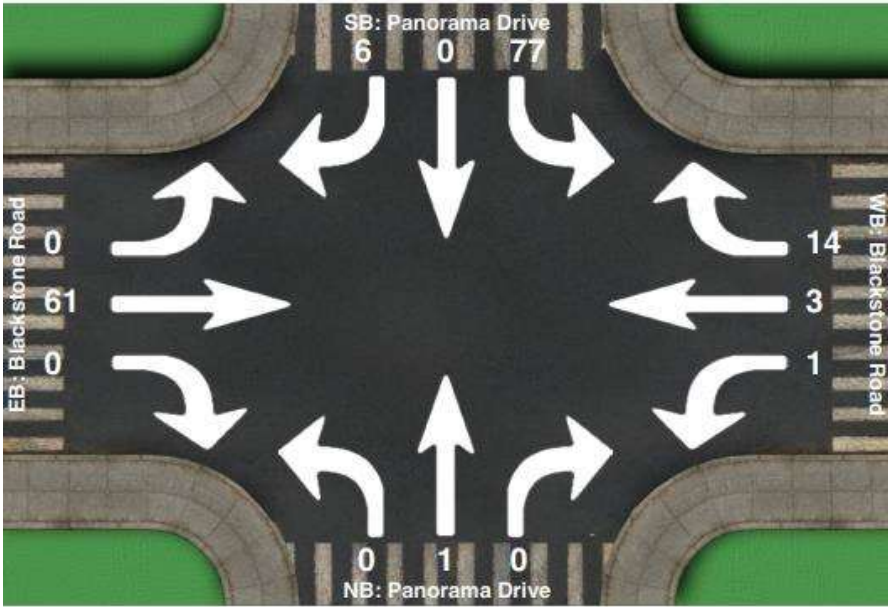




Appendix B – Blackstone/Panorama Rd Counts

Intersection Count Summary

Location: Panorama Drive at Blackstone Road, Launceston  
GPS Coordinates: Lat=-41.470012, Lon=147.088648  
Date: 2022-07-08  
Day of week: Friday  
Weather: Fine  
Analyst: Sid Saxby



Intersection Count Summary

08:00 - 08:30

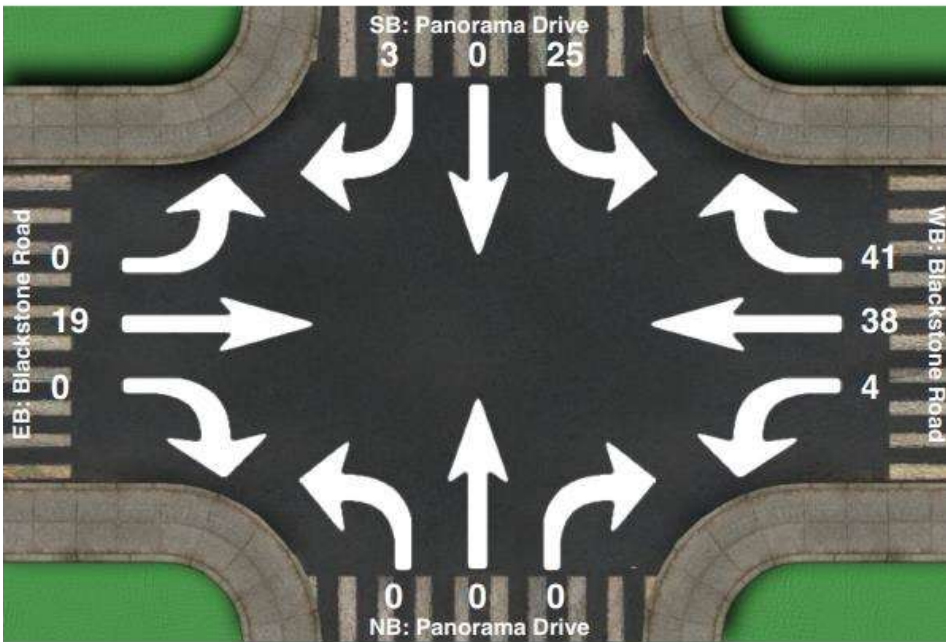
	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	77	0	6	1	3	14	0	1	0	0	61	0	163

Traffic Impact Assessment



Intersection Count Summary

Location: Panorama Drive at Blackstone Road, Launceston  
GPS Coordinates: Lat=-41.470012, Lon=147.088648  
Date: 2022-07-08  
Day of week: Friday  
Weather: Fine  
Analyst: Sid Saxby



Intersection Count Summary

16:59 - 17:29

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	25	0	3	4	38	41	0	0	0	0	19	0	130



## Traffic Impact Assessment



## Appendix C – Country Club/Casino Rise Counts

### Traffic Turning Count Survey PM peak

### Wednesday 30<sup>th</sup> January 2019

#### Turn Count Summary

**Location:** Casino Rise at Country Club Ave, Prospect Vale

**GPS Coordinates:** Lat=-41.481544, Lon=147.110261

**Date:** 2019-01-30

**Day of week:** Wednesday

**Weather:**

**Analyst:** Daniel

#### Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:24	8	0	0	0	8	26	0	0	0	0	8	0	50
17:30	34	0	4	0	26	61	0	0	0	2	19	0	146
17:45	13	1	1	0	26	37	0	0	0	4	14	0	96

#### Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:24	8	0	0	0	8	25	0	0	0	0	8	0	49
17:30	32	0	4	0	26	61	0	0	0	2	19	0	144
17:45	13	1	1	0	26	36	0	0	0	4	13	0	94

#### Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:24	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	1	0	0	0	0	1	0	2

#### Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:24	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

#### Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
17:24	0	0	0	1	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0



## 12.2.8 Application Documents

Traffic Impact Assessment



### Intersection Count Summary

17:24 - 17:54

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	55	1	5	0	60	124	0	0	0	6	41	0	292

### Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	53	1	5	0	60	122	0	0	0	6	40	0	287
Truck	2	0	0	0	0	2	0	0	0	0	1	0	5
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

### Pedestrians Summary

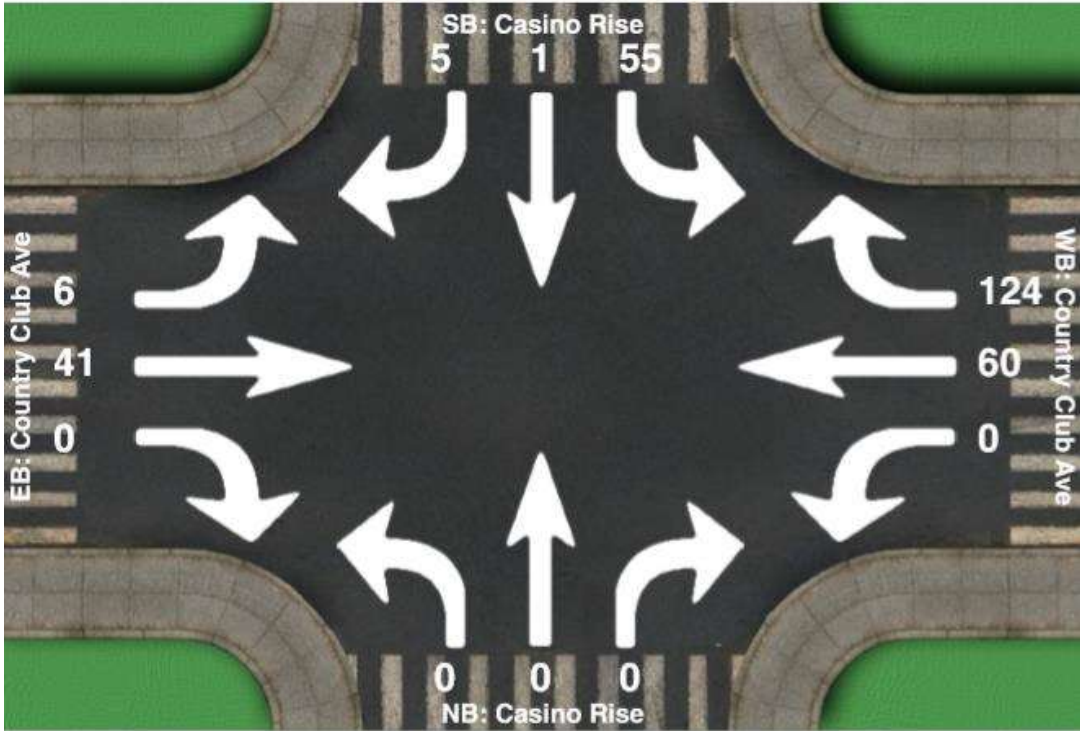
	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	1	0	1	0	0	0	0	0	0	1

Traffic Impact Assessment



Intersection Count Summary

Location: Casino Rise at Country Club Ave, Prospect Vale  
GPS Coordinates: Lat=-41.481544, Lon=147.110261  
Date: 2019-01-30  
Day of week: Wednesday  
Weather:  
Analyst: Daniel



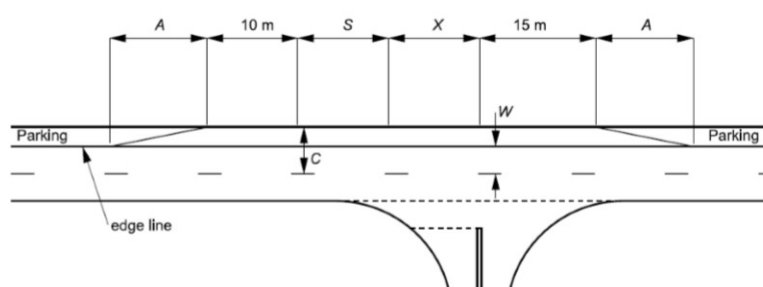
Intersection Count Summary

17:24 - 17:54

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	55	1	5	0	60	124	0	0	0	6	41	0	292

## Appendix D – Austroad Urban Junction Layouts

### Basic Right Turn junction layout dimensions



Notes: This diagram does not show any specific bicycle facilities. Where required bicycle facilities should be provided in accordance with this Part.

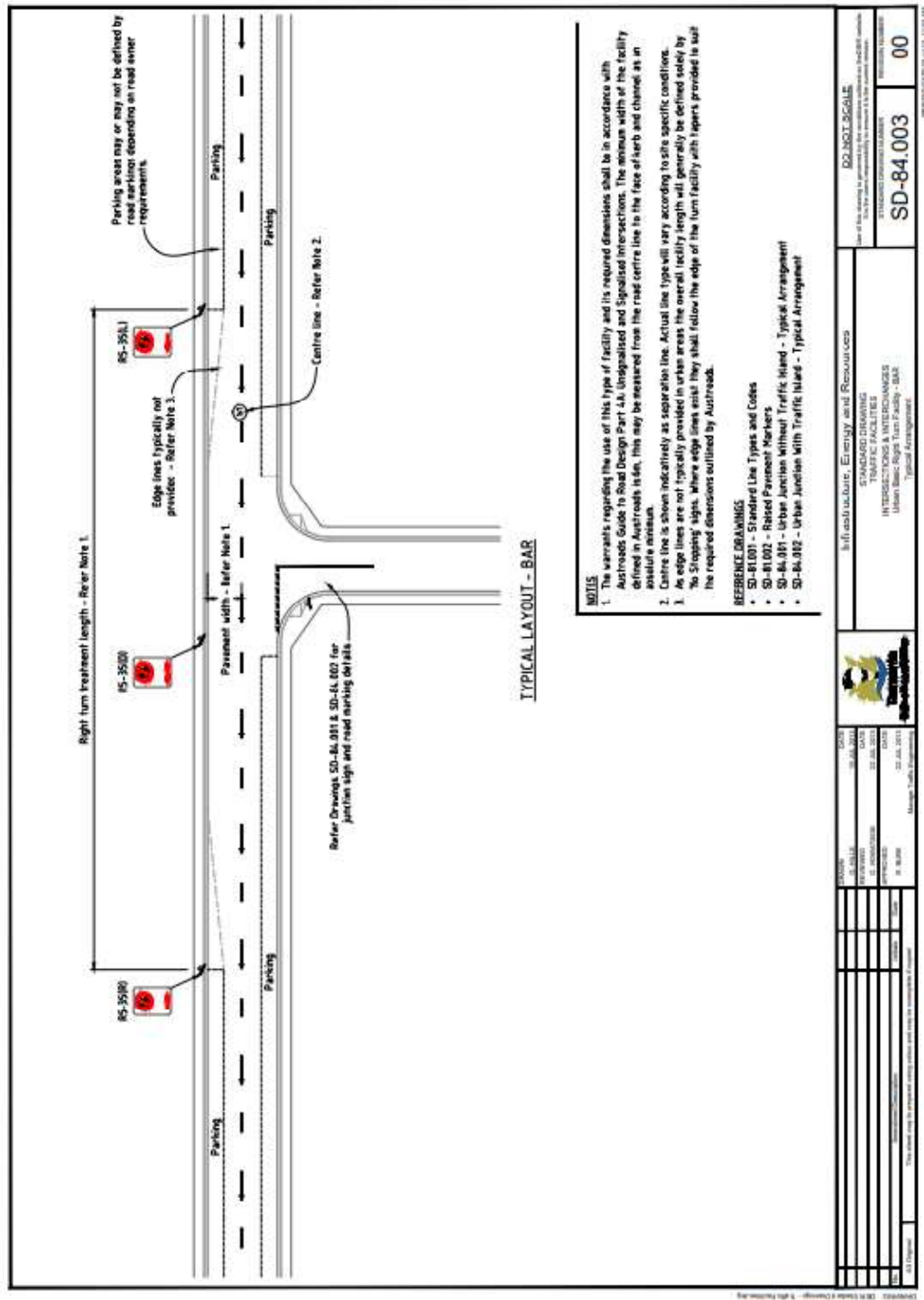
The dimensions of the treatment are defined thus:

- $W$  = Nominal through lane width (m) (including widening for curves). Width to be continuous through the intersection.
- $C$  = On straights – 6.0 m minimum
  - 6.5 m minimum for 19 m semi-trailers and B-doubles
  - 7.0 m minimum for Type 1 and Type 2 road trains
 On curves – widths as above + curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle).
- $A$  = 
$$\frac{0.5V(C - W)}{3.6}$$

Increase length  $A$  on tighter curves (e.g. where side friction demand is greater than the maximum desirable). Where the design through vehicle is larger than or equal to a 19 m semi-trailer, the minimum speed used to calculate  $A$  is 80 km/h.
- $V$  = Design speed of major road approach (km/h).
- $S$  = Storage length to cater for one design turning vehicle (m) (minimum length 12.5 m).
- $X$  = Distance based on design vehicle turning path, refer to Design Vehicles and Turning Path Templates (Austroads 2013f).



Austrroads Urban BAR junction layout







Traffic Impact Assessment



## Appendix E – SIDRA Intersection 9 + Model Country Club Avenue – Casino Rise Junction

### SITE LAYOUT

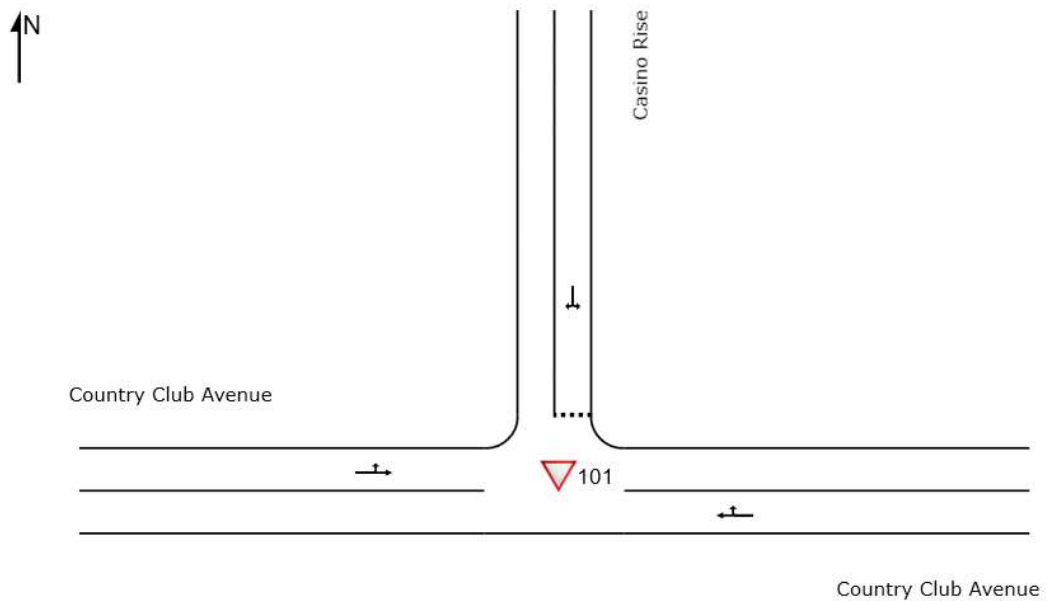
▽ Site: 101 [Country Club Avenue - Casino Rise Junction (Site Folder: General)]

Country Club Avenue - Casion Rise Junction

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.





## Appendix F – SIDRA Intersection 9+ Movement Summary

### Country Club Avenue – Casino Rise Junction

#### MOVEMENT SUMMARY

Site: 101 [CCA-CR AM 2033 (Site Folder: General)]

Country Club Avenue – Casino Rise Junction

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance										
Mov ID	Turn	Input Volumes [Total veh/h]	HV %	Demand Flows [Total veh/h]	HV %	Dep. Satm v/c	Aver. Delay sec	Level of Service	95% Back of Queue [Veh.]	95% Back of Queue Dist. m
East: Country Club Avenue										
5	T1	160	0.0	168	0.0	0.202	0.4	LOS A	1.1	7.5
6	R2	181	0.0	191	0.0	0.202	6.1	LOS A	1.1	7.5
Approach		341	0.0	359	0.0	0.202	3.4	NA	1.1	7.5
North: Casino Rise										
7	L2	520	0.0	547	0.0	0.403	6.1	LOS A	2.2	15.6
9	R2	24	0.0	25	0.0	0.403	9.0	LOS A	2.2	15.6
Approach		544	0.0	573	0.0	0.403	6.2	LOS A	2.2	15.6
West: Country Club Avenue										
10	L2	24	0.0	25	0.0	0.071	5.6	LOS A	0.0	0.0
11	T1	118	0.0	124	0.0	0.071	0.0	LOS A	0.0	0.0
Approach		142	0.0	149	0.0	0.071	1.0	NA	0.0	0.0
All Vehicles		1027	0.0	1081	0.0	0.403	4.6	NA	2.2	15.6

Traffic Impact Assessment



**MOVEMENT SUMMARY**

▽ Site: 101 [CCA-CR PM 2033 (Site Folder: General)]

Country Club Avenue - Casion Rise Junction  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance										
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Delay	Level of Service	95% BACK OF QUEUE		
		[ Total veh/h	HV] %	[ Total veh/h	HV] %	Sec		[ Veh. veh	Dist ] m	
East: Country Club Avenue										
5	T1	118	0.0	124	0.0	0.9	LOS A	2.8	19.4	
6	R2	520	0.0	547	0.0	6.5	LOS A	2.8	19.4	
Approach		638	0.0	672	0.0	5.5	NA	2.8	19.4	
North: Casino Rise										
7	L2	181	0.0	191	0.0	6.1	LOS A	0.8	5.3	
9	R2	24	0.0	25	0.0	11.7	LOS B	0.8	5.3	
Approach		205	0.0	216	0.0	6.8	LOS A	0.8	5.3	
West: Country Club Avenue										
10	L2	24	0.0	25	0.0	5.6	LOS A	0.0	0.0	
11	T1	160	0.0	168	0.0	0.0	LOS A	0.0	0.0	
Approach		184	0.0	194	0.0	0.7	NA	0.0	0.0	
All Vehicles		1027	0.0	1081	0.0	4.9	NA	2.8	19.4	



### Appendix G – Level of Service Descriptions

<b>Level of service A</b>	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
<b>Level of service B</b>	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
<b>Level of service C</b>	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
<b>Level of service D</b>	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
<b>Level of service E</b>	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
<b>Level of service F</b>	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

## 12.2.8 Application Documents



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

ABN 71 217 806 325  
pda.ltn@pda.com.au  
www.pda.com.au

Our Ref: 49680

1<sup>st</sup> February 2023

Meander Valley Council  
PO Box 102  
Westbury TAS 7303

Attention: Jarred Allen

Dear Jarred,

This analysis estimates flow from the catchments into the stormwater network in each road, in Neptune Drive, Panorama Road and Blackstone Road. The site is located on Neptune Drive, Blackstone Heights, however also has frontage to Blackstone Road and Panorama Road. The site catchment discharges partially to Neptune Drive, Panorama Road, Blackstone Road and directly into Dalrymple Creek, which is not considered in this report. The site is currently zoned local business, and the assumption has been made that the site will be developed up to 80% impervious, in keeping with impervious fractions in industrial areas. An image of the underground stormwater network surrounding the site is shown below to provide context for the site.



### OFFICES ALSO AT:

**HOBART**  
127 Bathurst St,  
Hobart, TAS 7000  
(03) 6234 3217

**KINGSTON**  
6 Freeman St,  
Kingston, TAS 7050  
(03) 6229 2131

**HUONVILLE**  
10/16 Main Rd,  
Huonville, TAS 7109  
(03) 6264 1277

**BURNIE**  
6 Queen St,  
Burnie, TAS 7320  
(03) 6431 4400

**DEVONPORT**  
77 Gunn St,  
Devonport, TAS 7310  
(03) 6423 6875

**DELORAINÉ**  
16 Emu Bay Rd,  
Deloraine, TAS 7304  
(03) 6362 2993

**SWANSEA**  
3 Franklin St,  
Swansea, TAS 7190  
(03) 6130 9099



## 12.2.8 Application Documents



SURVEYORS, ENGINEERS & PLANNERS

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

ABN 71 217 806 325  
pda.ltn@pda.com.au  
www.pda.com.au

Analysis was undertaken in DRAINS to determine the peak flow from each of these three catchments. The 20% AEP event was reviewed, with a 16.3% increase as an allowance for climate change. The ARR IL CL infiltration model has been selected for the site. Verification against the Rational Method was undertaken to ensure order of magnitude estimated was consistent, with variance in post development flow being within 5% for the Blackstone Road catchment and closer with all other catchments. Results are shown below.

Catchment	Area (Ha)	Predevelopment discharge (m <sup>3</sup> /s)	Postdevelopment discharge (m <sup>3</sup> /s)	Increase in flow (m <sup>3</sup> /s)
Neptune Drive	1.129	0.103	0.201	0.098
Panorama Road	1.110	0.101	0.198	0.097
Blackstone Road	3.823	0.349	0.682	0.333

Yours faithfully,  
**PDA Surveyors, Engineers & Planners**  
Per:

Jarryd Field  
Senior Design Engineer

### OFFICES ALSO AT:

**HOBART**  
127 Bathurst St,  
Hobart, TAS 7000  
(03) 6234 3217

**KINGSTON**  
6 Freeman St,  
Kingston, TAS 7050  
(03) 6229 2131

**HUONVILLE**  
10/16 Main Rd,  
Huonville, TAS 7109  
(03) 6264 1277

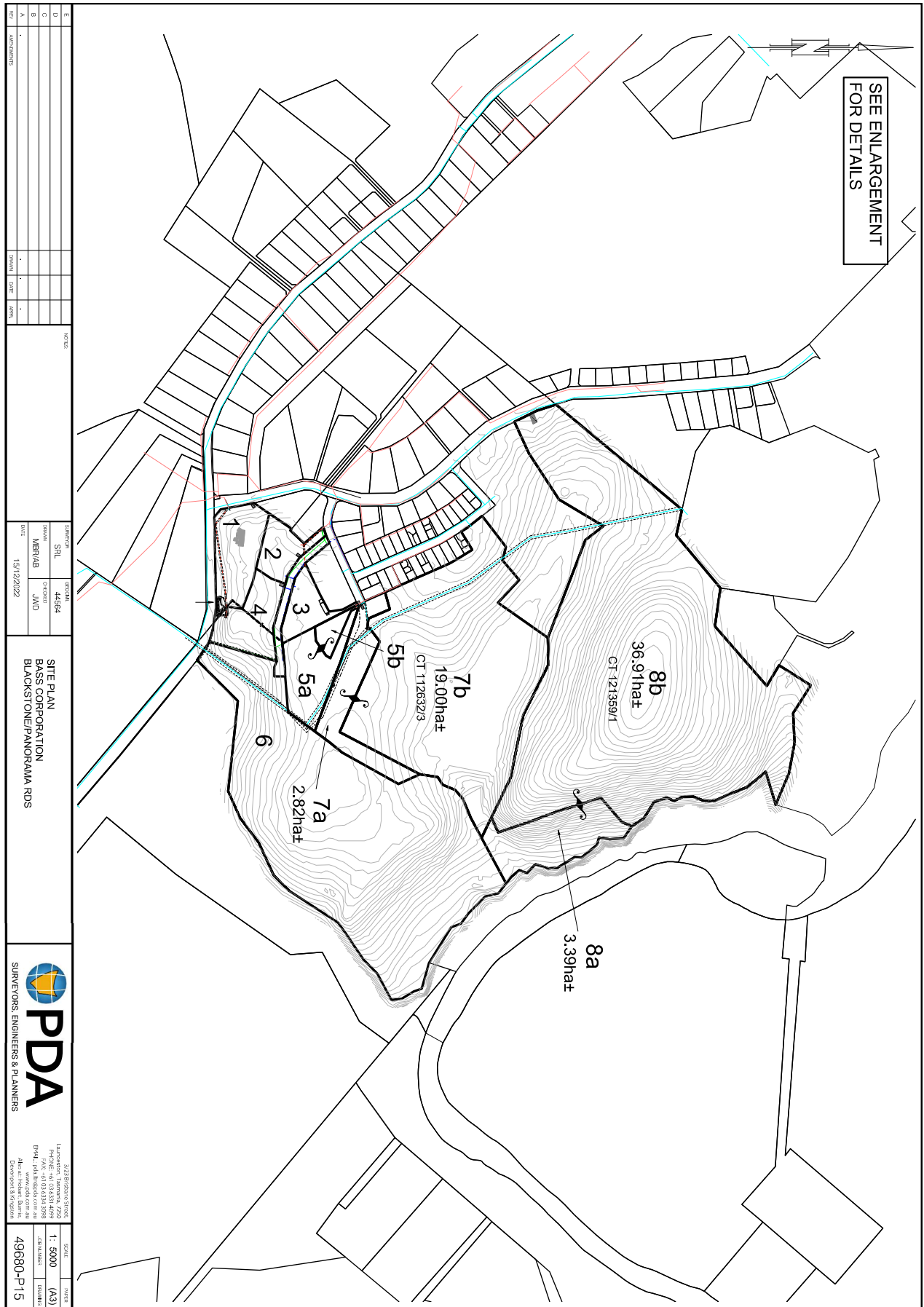
**BURNIE**  
6 Queen St,  
Burnie, TAS 7320  
(03) 6431 4400

**DEVONPORT**  
77 Gunn St,  
Devonport, TAS 7310  
(03) 6423 6875

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16 Emu Bay Rd,  
Deloraine, TAS 7304  
(03) 6362 2993

**SWANSEA**  
3 Franklin St,  
Swansea, TAS 7190  
(03) 6130 9099

### 12.2.8 Application Documents





## Natural Values Report

**Report for:** PDS Surveyors

**Property Location:** 2 Panorama Road, Blackstone

**Prepared by:** Scott Livingston  
Livingston Natural Resource Services  
299 Relbia Road  
Relbia, 7258

**Date:** 6<sup>th</sup> December 2022  
**Version** 2



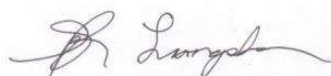
## 12.2.8 Application Documents

<b>Client:</b>	PDA Surveyors – Torque Holdings Pty Ltd			
<b>Property identification</b>	<b>Address</b>	<b>volume</b>	<b>folio</b>	<b>pid</b>
	12 Neptune Dr Blackstone Heights	112632	3	2702399
	Panorama Rd Blackstone Heights	121359	1	1894931
	12 Neptune Dr Blackstone Heights	146423	2	2702399
	10 Neptune Dr Blackstone Heights	146423	1	2702380
	2 Panorama Rd Blackstone Heights	169236	2	3416220
<b>Proposal:</b>	8 lot & road lot subdivision from 5 existing titles.			
<b>Planning Scheme</b>	Current zoning: Local Business and Low Density Residential - Tasmanian Planning Scheme - Meander Valley. <i>Portions of the proposal area are mapped as Priority Habitat under Tasmanian Planning Scheme- Meander Valley Natural Assets Code.</i>			
<b>Assessment comments:</b>	A field inspection was conducted on the 10 <sup>th</sup> March 2022. This field assessments were used to confirm or otherwise the desktop study findings. This report summarises the findings of the desktop and field assessment.			
<b>Version</b>	2			

**Assessment by:**

Scott Livingston,

Master Environmental Management,  
Forest Practices Officer (Planning)  
Natural Resource Management Consultant.





## 12.2.8 Application Documents

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### INTRODUCTION

---

8 lot & road lot subdivision from 5 existing titles. Lots 5-8 which are proposed boundary adjustments only were covered in a Natural Values Report 12 Neptune Drive, Livingston Natural Resource Services, 17/7/2020, these lots have no likely clearing of native vegetation associated with subdivision and are not addressed by this report. The report deals with lots 1-4 (study area) where future development is likely to occur.

An initial desktop assessment was undertaken followed by a field inspection on the 10<sup>th</sup> March 2022 to confirm or otherwise the desktop study findings.

### METHODS

---

A Natural Values report was accessed from the DPIWE website on 26/4/2022. This report covers known sightings within 5km and fauna species whose predicted range boundaries overlay the site.

A site visit on 10/3/2022 was undertaken by Scott Livingston. All areas of the site were assessed. The assessment was inspected with a spaced wandering meander technique, with all areas of variation within the site vegetation inspected.

The survey was conducted in March, which is late in the flowering period of many flora species. No survey can guarantee that all flora will be recorded in a single site visit due to limitations on seasonal and annual variation in abundance and the presence of material for identification. While all significant species known to occur in the area were considered, species such as spring or autumn flowering flora may have been overlooked. A sample of all vegetation communities, aspects and variations in topographic location was achieved.

All mapping and Grid References in this report use GDA 94, Zone 55, with eastings and northings expressed as 6 & 7 digits respectively.

Flora taxonomy nomenclature used is consistent with Census of Vascular Plants of Tasmania, Tasmanian Herbarium 2015, From Forest to Fjaeldmark, Descriptions of Tasmania's Vegetation (Edition 2) Harris & Kitchener, 2005, Little Book of Common Names for Tasmanian Plants, Wapstra et al.

### NATURAL VALUES

---

#### DESCRIPTION

The study area is hardstand, landscaped areas and has a café/ grocer complex under construction on proposed lot 1. There is a small area of native vegetation in the south-eastern corner of proposed lot 4. The study area slopes south and west from 160m ASL to 140m ASL at the southern boundary. The underlying geology is Jurassic dolerite with a portion of Cenozoic cover sequences along Panorama Road.

## 12.2.8 Application Documents

### **KNOWN VALUES**

The study area is mapped in TasVeg 4.0 as (FUR) Urban areas, (FAG) with a small area of (NBA) Bursaria – Acacia woodland and scrub on the proposed lot 4 eastern portion, the site visit found the area to be (FUM) Urban miscellaneous except for a small area (300m<sup>2</sup>) in the south-eastern corner which is considered (DVG) *Eucalyptus viminalis* grassy forest and woodland as it is contiguous with that community on lot 6.

NVA records one threatened flora species within 500m *Calystegia sepium subsp. Sepium*, swamp bindweed, has been recorded from riverbanks and the margins of forests in the north of the State around the Tamar region, where it mainly occurs in *Melaleuca ericifolia* swamp forest and amongst *Phragmites australis* swamp land, no suitable habitat for this species occurs on site.

NVA records one threatened fauna species within 500m *Permales gunnii*, eastern barred bandicoot, the highly disturbed site provides no suitable habitat for this species

### **PLANNING SCHEME OVERLAY**

---

A 1.3 ha portion of the subdivision, predominately within lot 4, is mapped as Priority Habitat under the Natural Assets Code, a 100m<sup>2</sup> area of Lot 1 is within the Waterway and Coastal Protection Area, however the protection area includes Panorama Road and already cleared areas on lot 1 and no impact is likely on the watercourse. The native vegetation within the study area does not provide significant habitat for threatened species, no priority vegetation as defined in the natural assets code is within the study area.

### **PLANNING SCHEME COMPLIANCE**

---

#### **C7.7.2 Subdivision within a priority vegetation area**

##### **P1.1**

*Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:*

- (a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmanian Fire Service or an accredited person;*
- (b) subdivision for the construction of a single dwelling or an associated outbuilding;*
- (c) subdivision in the General Residential Zone or Low Density Residential Zone;*
- (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;*
- (e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or*
- (f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.*

#### **Response**

*Natural Values Report*

*Livingston Natural Resource Services*

## 12.2.8 Application Documents

- a) The majority of the site contains no native vegetation
- b) Local Business zoning may allow for multiple buildings
- c) The eastern portion of Lot 4 is in the Low Density Residential Zone, the majority is in Local Business Zone
- d) The Local Business zone is consistent with development of site.
- e) The majority of the site contains no native vegetation. The small area of native vegetation will likely be retained, and if removed will have minimal impact on natural values and is not considered to be priority vegetation as defined in the Natural Assets Code.

### P1.2

*Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:*

- (a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;*
- (b) any particular requirements for the works and future development likely to be facilitated by the subdivision;*
- (c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;*
- (d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;*
- (e) any on-site biodiversity offsets; and*
- (f) any existing cleared areas on the site.*

### Response

- a) The majority of site earthworks are complete.
- b) As above
- c) No additional clearing of native vegetation is required for Bushfire Hazard Management (SRL 22/23S2 Bushfire Hazard Management report 2 Panorama Road) v2
- d) No mitigation requirements apply
- e) No biodiversity offsets are required.
- f) The majority of the site is already cleared. Any additional clearing will be minor and within areas modified by understorey clearing and weed infestations that are not considered to meet the definition of priority vegetation as defined in the Natural Assets Code.

### REFERENCES

---

Department of Primary Industry Parks Water and Environment (DPIPWE). (accessed 26/4/022). *Natural Values Report, Derived from the Natural Values Atlas, online database.*

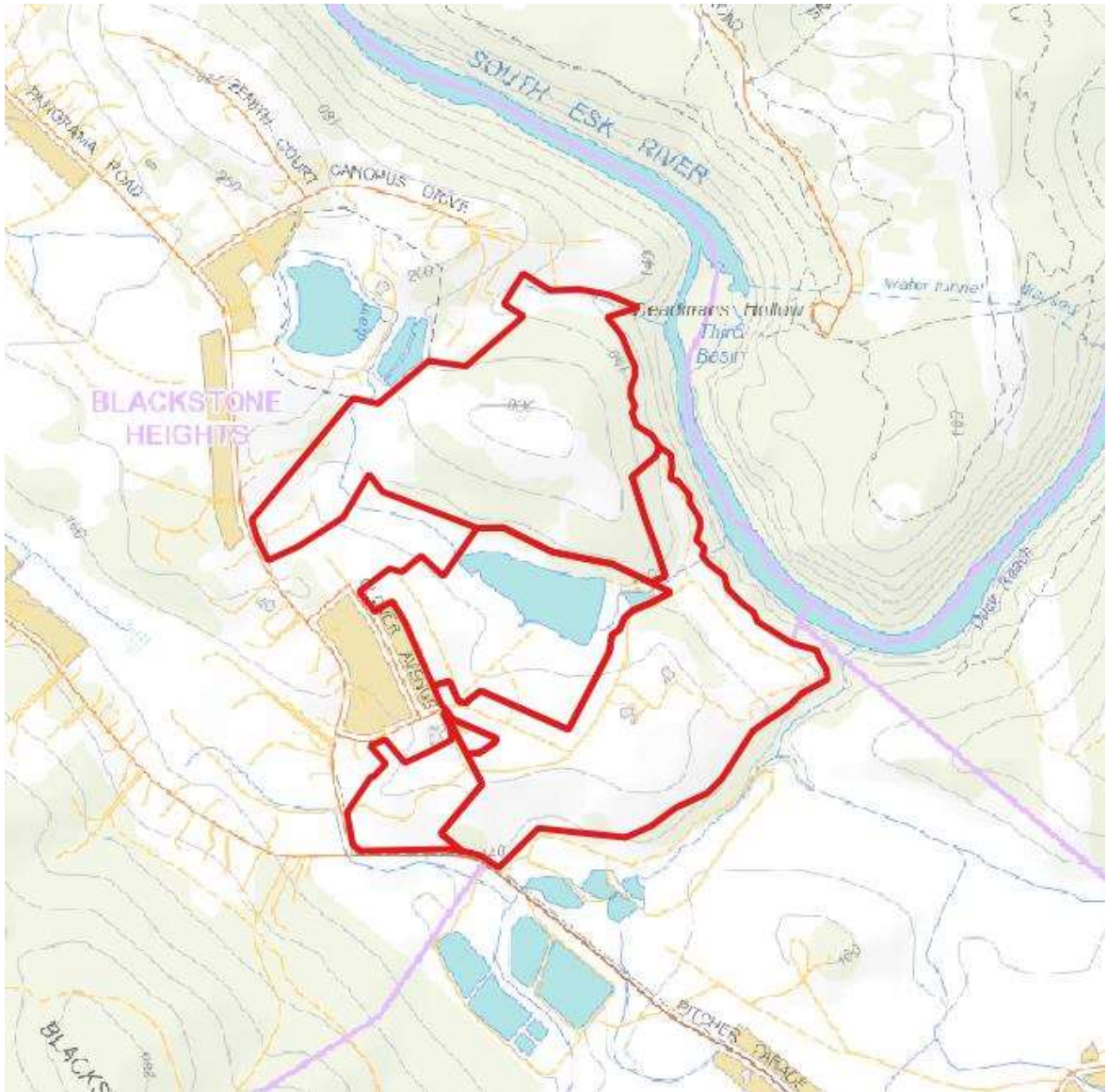
DPIPWE. Thelist.tas.gov.au , spatial datasets

DPIPWE. Tasmanian Vegetation Monitoring and Mapping Program TASVEG 4.0. Department of Primary Industries, Parks, Water and Environment.

Tasmanian Planning Scheme- Meander Valley

**APPENDIX 1 – MAPS**

---



**Figure 1: Location Map existing titles in red,**





**Figure 2: Aerial image**



**Figure 3: Natural Assets Code Overlay- all lots**



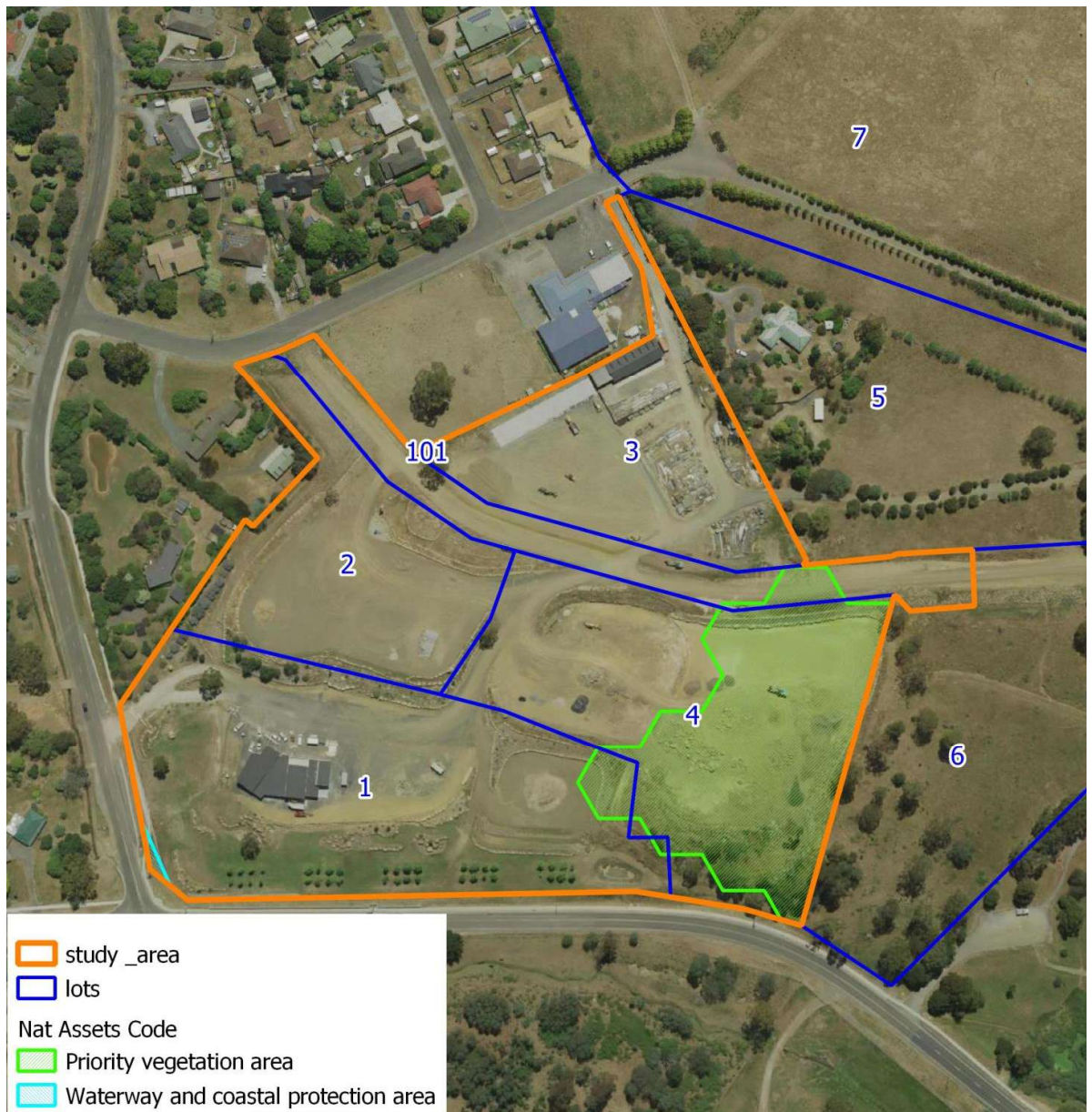


Figure 4 Natural Assets Code Overlay - study area

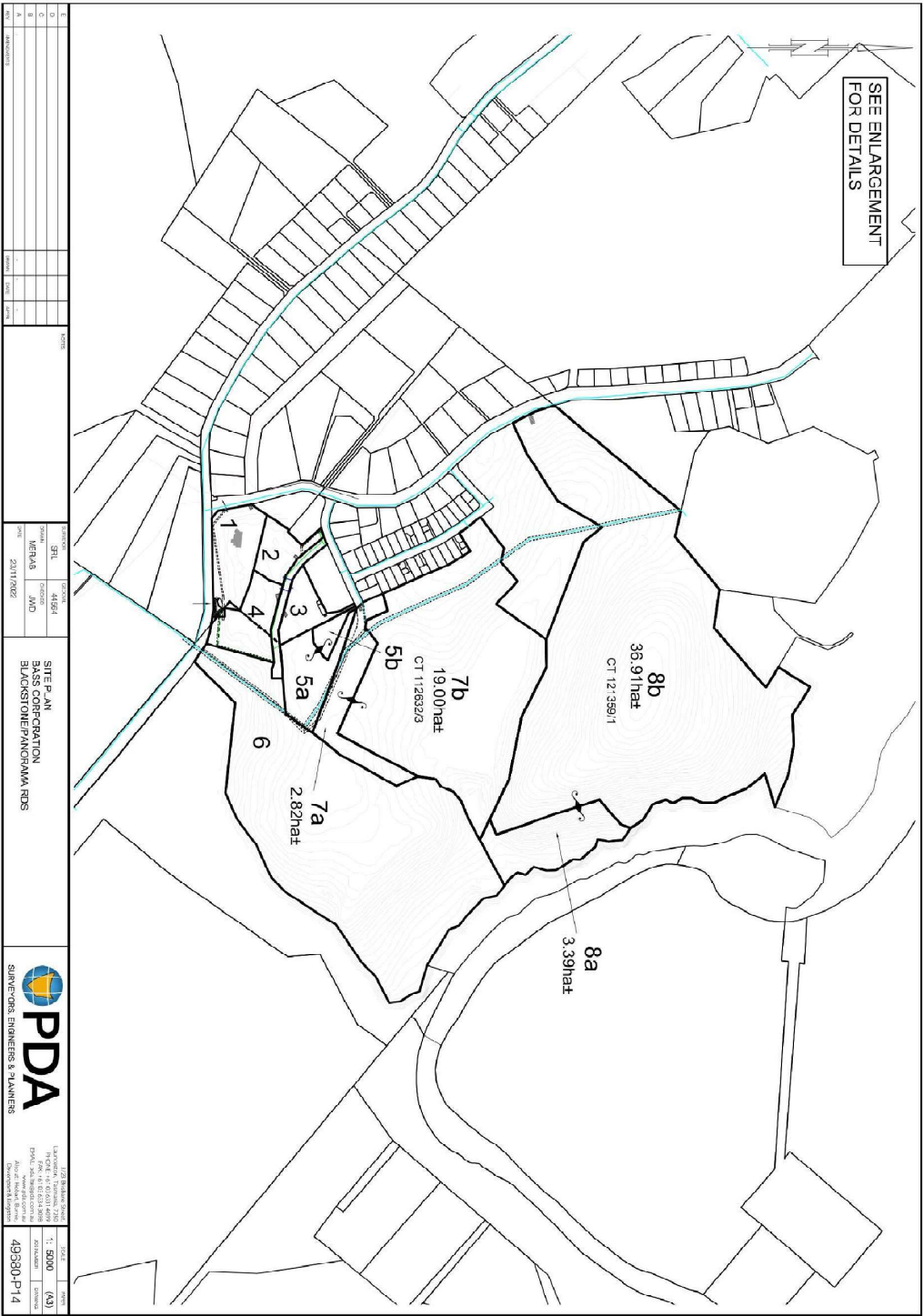


Figure 5: Plan of subdivision

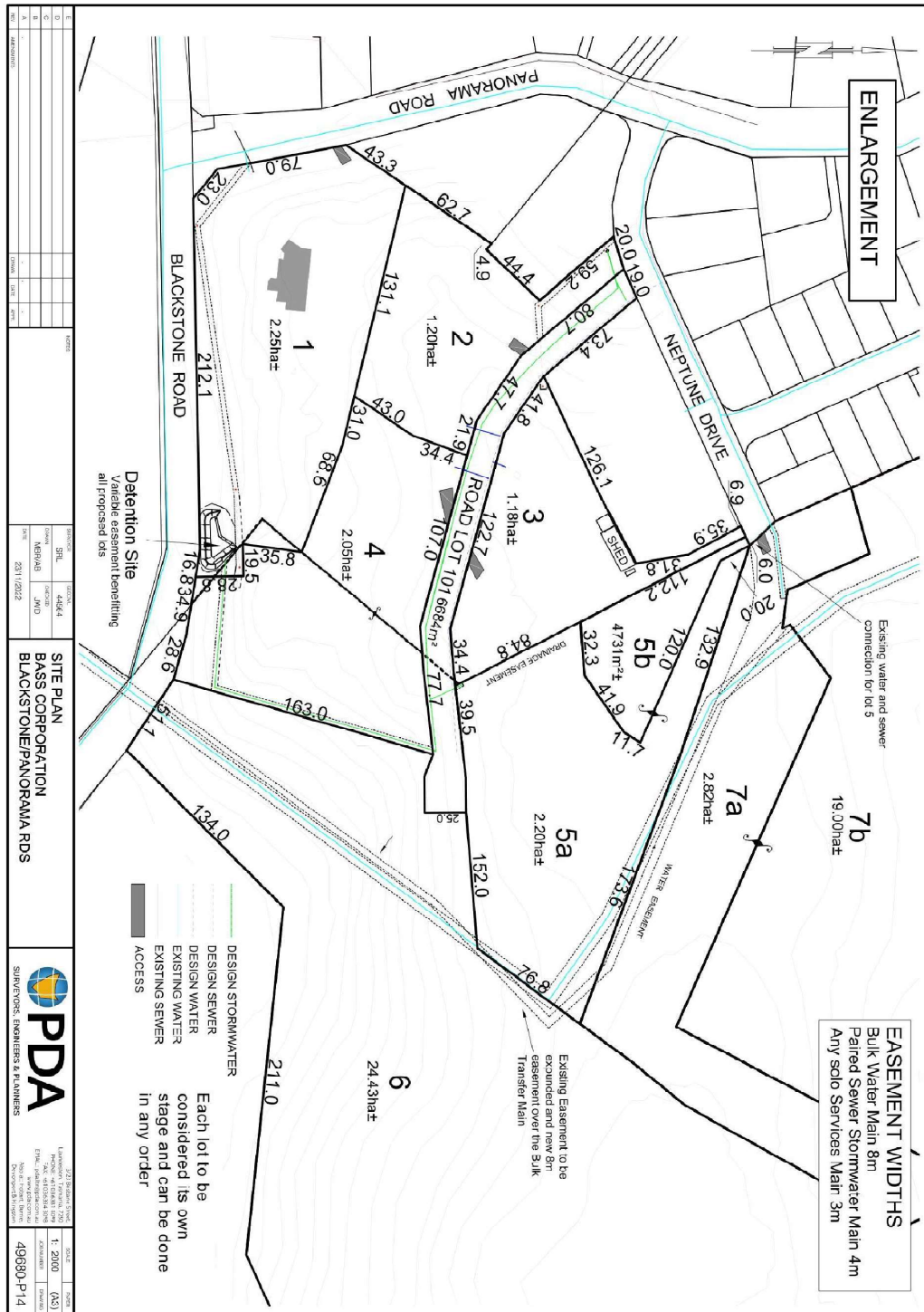
Natural Values Report

Livingston Natural Resource Services

Figure 6: plan of subdivision - detail lot 1-4

Natural Values Report

Livingston Natural Resource Services





**APPENDIX 2 – PHOTOS**

---



**Figure 7: north along lot 4 –boundary**



**Figure 8: south along lot 4 –boundary**



## 12.2.8 Application Documents



**Figure 9: east along lot 4 southern boundary**



**Figure 10: south across site**

## 12.2.8 Application Documents



**Figure 11: north across site**

## 12.2.8 Application Documents

**GEOTON** Pty Ltd  
Geotechnical Consultants

Geoton Pty Ltd ABN 81 129 764 629  
PO Box 522 Prospect TAS 7250  
Unit 24, 16-18 Goodman Court  
Invermay TAS 7248  
Tel (+61) (3) 6326 5001  
[www.geoton.com.au](http://www.geoton.com.au)

21 December 2022

Reference No. GL22700Ab

Torque Holdings Pty Ltd  
PO Box 90  
PROSPECT VALE TAS 7250

**Attention:** Mr Ross Harrison

Dear Sir

**RE:   Landslide Risk Assessment  
      2 Panorama Road, Blackstone Heights**

We have pleasure in submitting herein our report detailing the results of the geotechnical investigation conducted at the above site.

Should you require clarification of any aspect of this report, please contact Sean Shahandeh or the undersigned on 03 6326 5001.

For and on behalf of Geoton Pty Ltd



**Tony Barriera**

Director – Principal Geotechnical Engineer



### Landslide Risk Assessment

## 1 INTRODUCTION

At your request, a limited scope investigation has been conducted for Torque Holdings Pty Ltd at the site of the proposed subdivision at 2 Panorama Road, Blackstone Heights.

It is understood that the Council has indicated that as the works are located within an area of doubtful stability, a Landslide Risk Assessment is required to satisfy the Landslide Hazard Code of the Tasmanian Planning Scheme (TPS) – Meander Valley.

### 1.1 Proposed Development

A site plan of the proposed subdivision development was provided, prepared by PDA Surveyors, Job No. 49680-P14, dated 23/11/2022. We understand that the proposed subdivision development will comprise 11 business and low-density residential lots.

The area of works within a low to medium landslide hazard band (i.e. the site) is an oval shape stormwater detention basin approximately 25m by 12m, constructed in recent years and located along the southern boundary of the site, upslope of Blackstone Road (Figure 1).

## 2 BACKGROUND

### 2.1 Geology

The MRT Digital Geological Atlas 1:25,000 Series, indicates that the site is underlain by Jurassic Period predominantly deeply-weathered dolerite.

### 2.2 Landslide Susceptibility

Examination of the MRT Tasmanian Landslide Map Series, Launceston – Landslide Inventory Map, 1:25,000 scale, indicates that two small-scale debris slides with unknown activity, IDs. 1061 and 1062, are located approximately 700m and 650m to the northeast of the site respectively. There is also a rotational debris slide with unknown activity, ID. 1060, approximately 710m to the north of the site.

An extract of the Landslide Inventory map is provided as Figure 2.

Examination of the MRT Tasmanian Landslide Map Series, Launceston – Geomorphology Map, 1:25,000 scale, indicates that the site is mapped with slope angles of between 2° and 13° and mapped as deeply-weathered dolerite. The steeper slopes immediately upslope of the detention basin are mapped with slope angles of between 13° and 35°.

An extract of the Geomorphology map is provided as Figure 3.

Examination of the MRT Tasmanian Landslide Map Series, Launceston Slide Susceptibility Map, shows that the site and steeper slopes immediately upslope of the site are mapped within a source area, i.e. an area of a hillside with the potential to form a slope failure, identified largely on the basis of slope angle and geology. A narrow band immediately upslope of the source areas are mapped as a regression area, i.e. “an area up-slope of a source area that could fail following a landslide movement



### Landslide Risk Assessment

(a.k.a. retrogression or set-back area)", and areas immediately down-slope of the source areas are mapped as a runout area i.e. "An area down-slope of a source area where the moving earth, debris or rock can potentially travel".

An extract of the Landslide Susceptibility map is provided as Figure 4.

## 3 FIELD INVESTIGATION

The field investigation was conducted on 20 December 2022 and involved a site walkover and the drilling of 5 boreholes by 4WD mounted auger rig to the investigated or auger refusal depths of 0.6m to 5.5m.

Insitu vane shear strength tests were conducted in the clay layers encountered in the investigation.

The logs of the boreholes are included in Appendix A, with their locations shown on Figures 1 and 5 attached.

## 4 SITE CONDITIONS

### 4.1 Site Description

The site is located on southerly-facing slopes on the northern side of Blackstone Road.

The detention basin is located along the southern boundary of the site, upslope of Blackstone Road. The slopes above the detention basin are typically moderately steep to steep, with the elevation increasing up to 12m within the upslope portions of the site.

The detention basin has been excavated and shaped into the ground; therefore, the detention basin does not have an above-ground embankment that will be subject to an embankment failure (Plate 1).

Rock armour protection has been placed to line the detention basin, as well as along the lower part of the steep escarpment directly uphill of the detention basin (Plate 2).

The batter slope downhill of the detention basin has a maintained slope angle of 1 Vertical to 2.5 Horizontal (1V:2.5H) to Blackstone Road (Plate 3).

The slopes within the site and surrounds are typically smooth subdued convex slopes, with no springs or seeps identified on the site or evidence of recent landslide activity.

### 4.2 Subsurface Conditions

The investigation indicated that the subsurface conditions varied slightly across the site.

Boreholes BH1 to BH4 encountered a mix fill of silty clay or clayey silt to the refusal depths of 0.5m to 0.9m.

Borehole BH5 encountered a mix fill of silty clay and clayey silt to a depth of 0.7m, overlying natural silty to sandy clay to a depth of 5.1m, underlain by extremely weathered materials to the investigated depth of 5.5m.

Auger refusal within Boreholes BH1 to BH4 was inferred to be on boulders.

### Landslide Risk Assessment

Minor groundwater was encountered within Borehole BH5 at a depth of 5.1m at the interface between silty clay and extremely weathered material.

Full details of soil conditions encountered are presented on the borehole logs.

## 5 GEOLOGICAL MODEL

From a review of available reports, geological maps and information collected during the investigation, a general geological model of the areas within the landslide hazard band has been inferred. Generally, the site comprises shallow fill underlain by Jurassic Period predominantly deeply-weathered dolerite.

## 6 LANDSLIDE RISK ASSESSMENT

Based on the geological and geomorphological settings of the site, the following possible landslide scenarios are identified:

- Deep-seated/large-scale landslide occurs within the Jurassic Period predominantly deeply-weathered dolerite.
- Shallow/small-scale landslide occurs within the fill or Jurassic Period predominantly deeply-weathered dolerite; and
- Runout failure from a soil landslide occurring on steeper slopes immediately upslope affecting the proposed development and Blackstone Road.

The qualitative likelihood, consequence and risk terms used in this report for risk to property are given in Appendix B. The risk terms are defined by a matrix that brings together different combinations of likelihood and consequence. Risk matrices help to communicate the results of risk assessment, rank risks, set priorities and develop transparent approaches to decision making. The notes attached to the tables and terms and the comments on response to risk in Appendix B are intended to help explain the risk assessment and management process.

In light of the findings of this investigation, with the site being underlain by dolerite rock, the likelihood of large-scale failures occurring on the site affecting a proposed residential development at this site is considered Barely Credible.

Furthermore, a small-scale failure occurring within steeper escarpment slopes affecting Blackstone Road is considered Unlikely. Therefore the likelihood of a runout failure impacting Blackstone Road occurring will also be considered as Unlikely.

Accordingly, the likelihoods estimated for the possible landslide scenarios are summarised in Table 1 as follows.

## 12.2.8 Application Documents

### Landslide Risk Assessment

**Table 1: Summary of Estimated Pre-existing Landslide Hazard**

Possible Landslide Scenarios	Indicative Annual Probability (pa)	Indicative Recurrence Interval (yrs)	Descriptor (AGS 2007c)
Deep-seated/large-scale landslide occurs within the Jurassic Period predominantly deeply-weathered dolerite	10 <sup>-6</sup>	1,000,000	Barely Credible
Shallow/small-scale landslide occurs within the fill or Jurassic Period predominantly deeply-weathered dolerite	10 <sup>-4</sup>	10,000	Unlikely
Runout failure from a soil landslide occurring on steeper slopes immediately upslope affecting Blackstone Road	10 <sup>-4</sup>	10,000	Unlikely

#### 6.1.1 Landslide Consequences

The proposed development is the element at risk for this assessment. The landslide consequences for different scenarios are summarised in Table 2 as follows.

**Table 2: Summary of Consequences for Different Landslide Scenarios**

Possible Landslide Scenarios	Assessed Landslide Consequences	Descriptor (AGS 2007c)
Deep-seated/large-scale landslide occurs within the Jurassic Period predominantly deeply-weathered dolerite	The landslide may significantly impact the proposed subdivision development and Blackstone Road, causing major damage	Major
Shallow/small-scale landslide occurs within the fill or Jurassic Period predominantly deeply-weathered dolerite	The landslide may impact Blackstone Road, causing minor to medium damage	Minor to Medium
Runout failure from a soil landslide occurring on steeper slopes immediately upslope affecting Blackstone Road	The landslide may impact Blackstone Road, causing minor to medium damage	Minor to Medium

#### 6.1.2 Landslide Risk to Infrastructure

Based on the outcomes of the landslide hazard and landslide consequence assessments detailed above, the assessed landslide risks to infrastructure (Blackstone Road) are summarised in Table 3 as follows.

## 12.2.8 Application Documents

### Landslide Risk Assessment

**Table 3: Summary of Assessed Landslide Risks to Property (AGS 2007c)**

Possible Landslide Scenarios	Assessed Landslide Hazards	Assessed Landslide Consequences	Qualitative Landslide Risk to Property
Deep-seated/large-scale landslide occurs within the Jurassic Period predominantly deeply-weathered dolerite	Barely Credible	Major	<b>Very Low</b>
Shallow/small-scale landslide occurs within the fill or Jurassic Period predominantly deeply-weathered dolerite	Unlikely	Minor to Medium	<b>Low</b>
Runout failure from a soil landslide occurring on steeper slopes immediately upslope affecting Blackstone Road	Unlikely	Minor to Medium	<b>Low</b>

The qualitative landslide risk, therefore, is assessed as **Very Low to Low**.

The **acceptable** qualitative risk to property criteria suggested by AGS is **LOW**, given that the element at risk is a proposed development located on an existing slope.

Therefore, a tolerable level of risk can be achieved in accordance with Section C15.7.1 (Subdivision within a landslip hazard area) of the Landslide Hazard Code of the Tasmanian Planning Scheme – Meander Valley.

An Engineering Certificate addressing the Landslide Code is provided in Appendix C.

## 7 LIMITATIONS

Although the borehole data provides an indication of subsurface conditions at the site, variations in soil conditions may occur in areas of the site not specifically covered by the field investigation.

The boreholes were backfilled shortly after being drilled and not allowing time for groundwater seepage flows to develop. Groundwater seepages or higher groundwater levels can occur during and/or after a prolonged period wet weather or a heavy rainfall event.

The findings contained within the report are the result of discrete/specific sampling methodologies used in accordance with normal practices and standards, with some variations as indicated in the report. To the best of our knowledge, they represent a reasonable interpretation of the general condition of the site. Under no circumstances, however, can it be considered that these findings represent the actual state of the site at all points.

## 12.2.8 Application Documents

Landslide Risk Assessment

### References:

Australian Geomechanics Society (2007) – Practice note guidelines for landslide risk management 2007, Australian Geomechanics Journal, Vol 42, No. 1

AS 1726 - 2017 Geotechnical Site Investigation

Land Information System Tasmania (LIST).

<https://maps.thelist.tas.gov.au/listmap/app/list/map>

Mineral Resources Tasmania (2013) – Tasmanian Information on Geoscience and Exploration Resources (TIGER) System.

<http://www.mrt.tas.gov.au/portal/database-searches>

### Attachments:

Limitations of report

Figure 1: Locality Plan

Figure 2: Landslide Inventory

Figure 3: Geomorphology

Figure 4: Landslide Susceptibility

Figure 5: Site Plan

Site Photographs

Appendix A: Borehole Logs & Explanation Sheets

Appendix B: Qualitative Terminology for Use in Assessing Risk to Property

Appendix C: Certificate Forms





### Geotechnical Consultants - Limitations of report

These notes have been prepared to assist in the interpretation and understanding of the limitations of this report.

#### **Project specific criteria**

The report has been developed on the basis of unique project specific requirements as understood by Geoton and applies only to the site investigated. Project criteria are typically identified in the Client brief and the associated proposal prepared by Geoton and may include risk factors arising from limitations on scope imposed by the Client. The report should not be used without further consultation if significant changes to the project occur. No responsibility for problems that might occur due to changed factors will be accepted without consultation.

#### **Subsurface variations with time**

Because a report is based on conditions which existed at the time of subsurface exploration, decisions should not be based on a report whose adequacy may have been affected by time. For example, water levels can vary with time, fill may be placed on a site and pollutants may migrate with time. In the event of significant delays in the commencement of a project, further advice should be sought.

#### **Interpretation of factual data**

Site assessment identifies actual subsurface conditions only at those points where samples are taken and at the time they are taken. All available data is interpreted by professionals to provide an opinion about overall site conditions, their likely impact on the proposed development and recommended actions. Actual conditions may differ from those inferred to exist, as it is virtually impossible to provide a definitive subsurface profile which includes all the possible variabilities inherent in soil and rock masses.

#### **Report Recommendations**

The report is based on the assumption that the site conditions as revealed through selective point sampling are indicative of actual conditions throughout an area. This assumption cannot be substantiated until earthworks and/or foundation construction is almost complete and therefore the report recommendations can only be regarded as preliminary. Where variations in conditions are encountered, further advice should be sought.

#### **Specific purposes**

This report should not be applied to any project other than that originally specified at the time the report was issued.

#### **Interpretation by others**

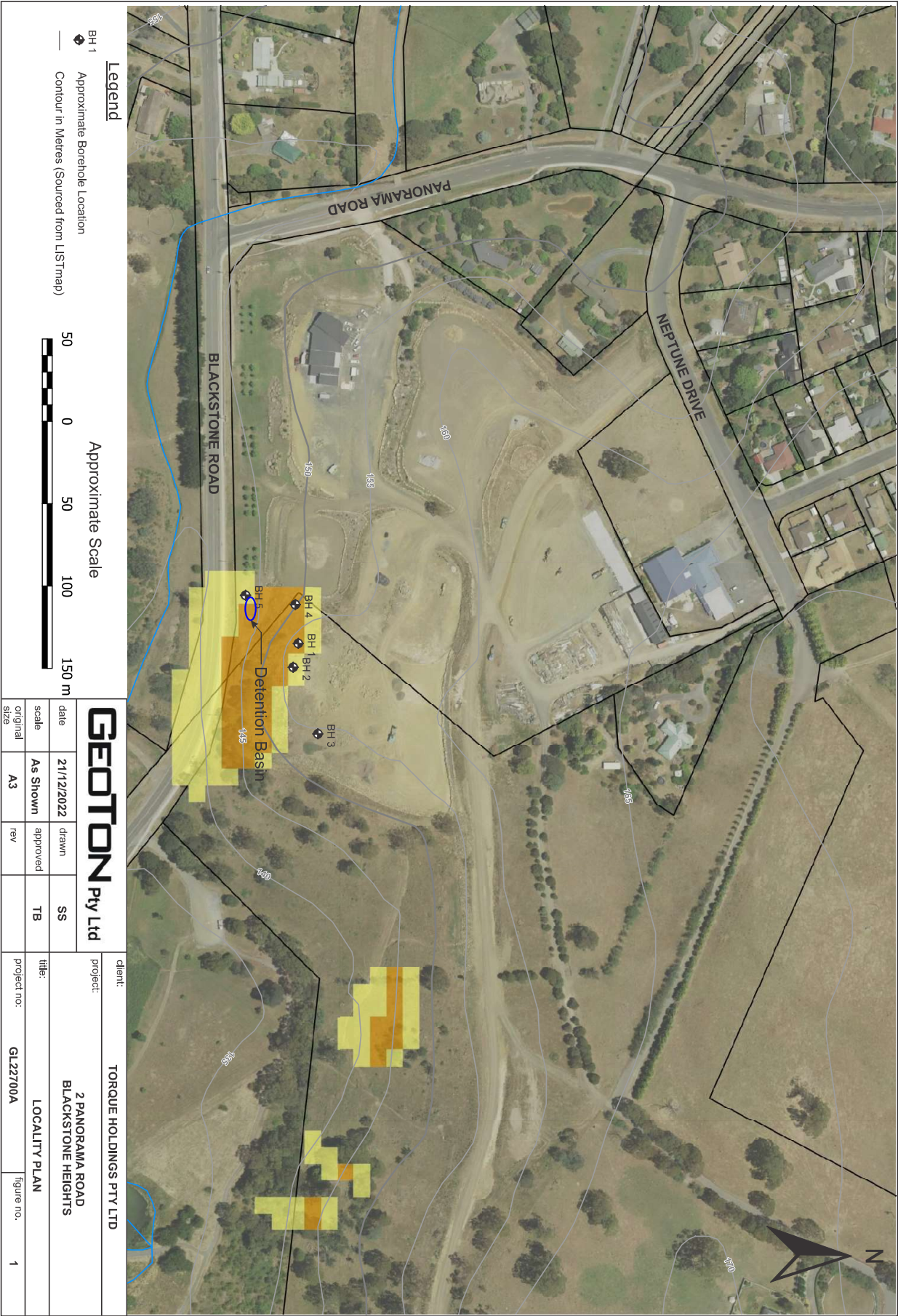
Geoton will not be responsible for interpretations of site data or the report findings by others involved in the design and construction process. Where any confusion exists, clarification should be sought from Geoton.

#### **Report integrity**

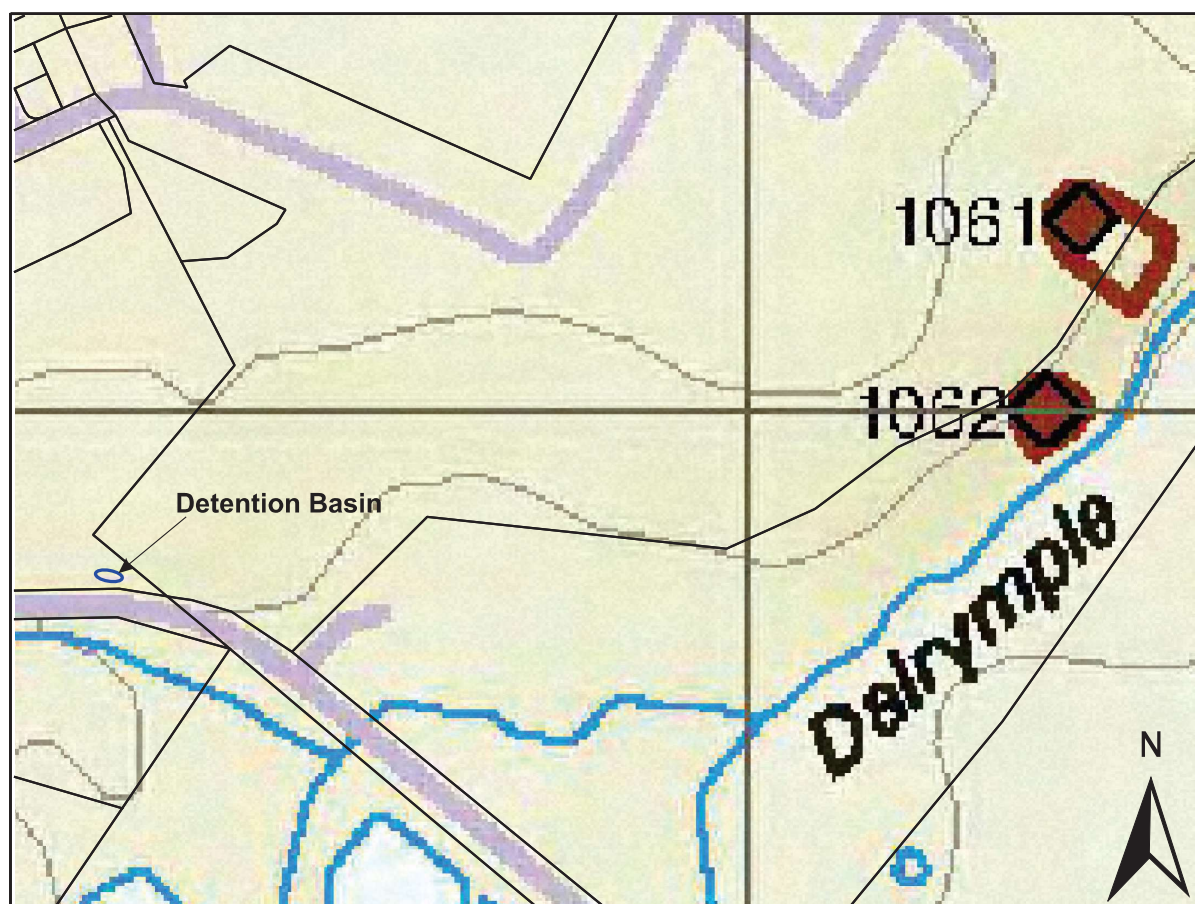
The report as a whole presents the findings of the site assessment and the report should not be copied in part or altered in any way.

#### **Geoenvironmental issues**

This report does not cover issues of site contamination unless specifically required to do so by the client. In the absence of such a request, Geoton take no responsibility for such issues.







MAP EXTRACT FROM - MRT TASMANIAN  
LANDSLIDE MAP SERIES : LAUNCESTON -  
LANDSLIDE INVENTORY

75 0 75 150 225 m

### Landslide Features

	Landslide, recent or active		Recent or active earth or debris flow.		Earth or debris flow, activity unknown.
	Landslide, activity unknown		Recent or active rock or soil slide.		Rock or soil slide, activity unknown
	Possible landslide		Recent or active rock fall.		Rock fall, activity unknown.
			Recent or active unclassified.		Unclassified type, activity unknown.
			Possible landslide, activity not specified.		Block or complex spread, activity unknown.

**GEOTON** Pty Ltd

client: TORQUE HOLDINGS PTY LTD

project: 2 PANORAMA ROAD  
BLACKSTONE HEIGHTS

date: 21/12/2022 drawn: SS

scale: As Shown approved: TB

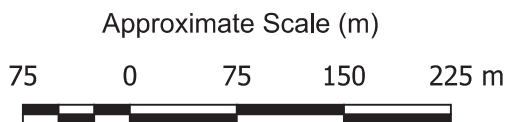
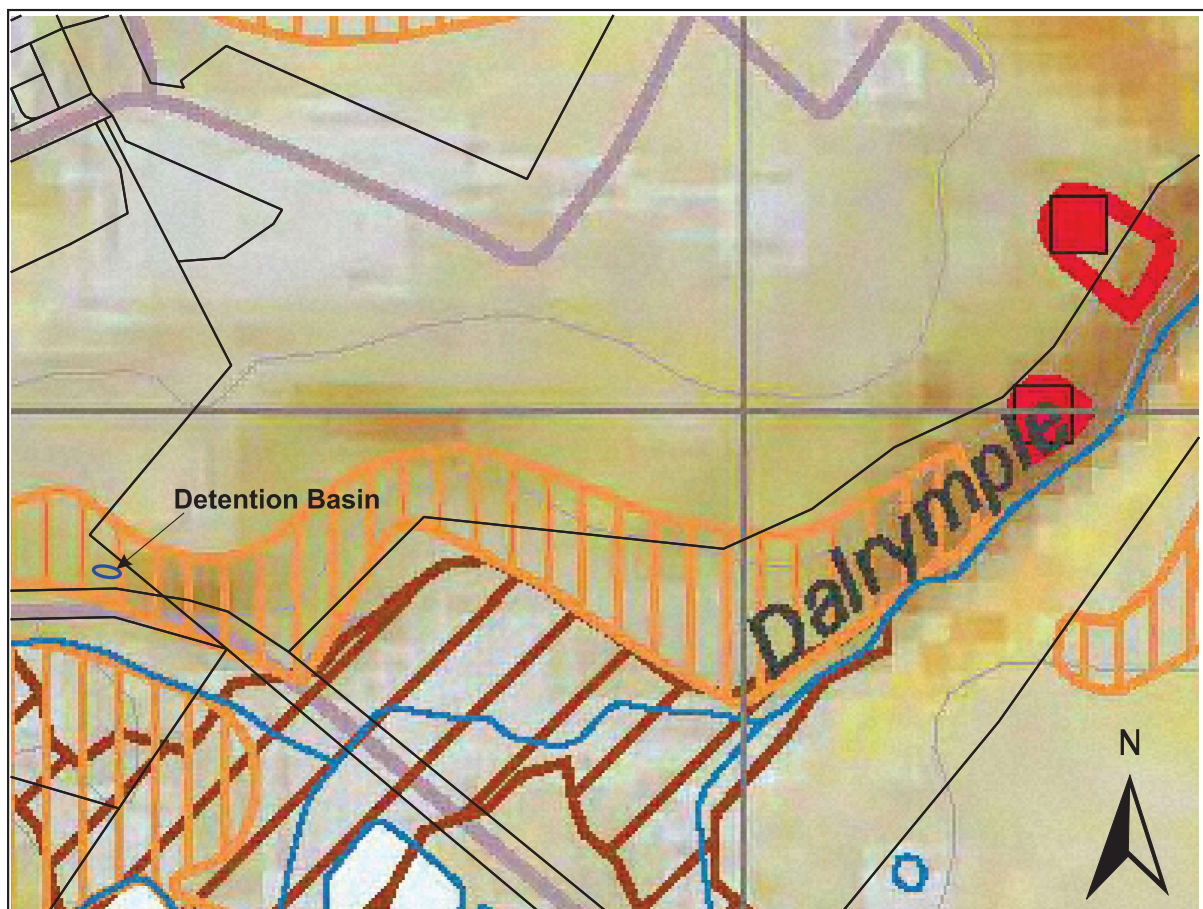
title: LANDSLIDE INVENTORY SHEET

original size: A4 rev:

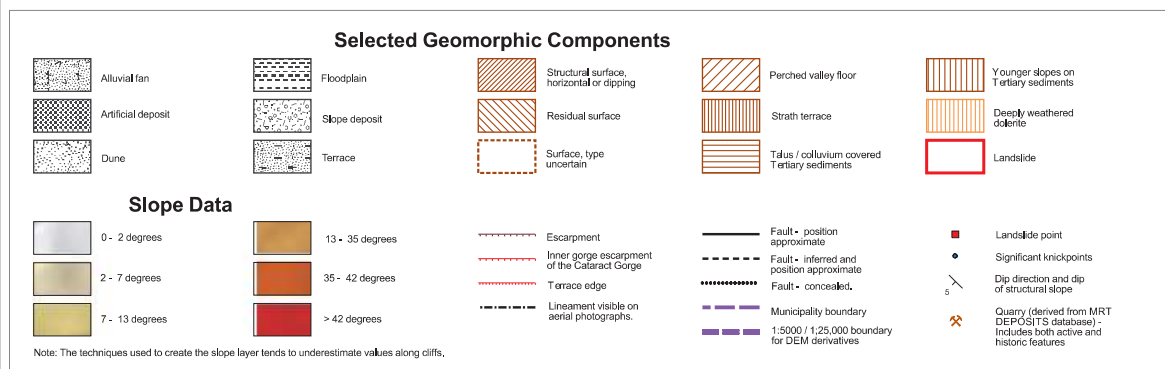
project no: GL22700A

figure no. 2

## 12.2.8 Application Documents

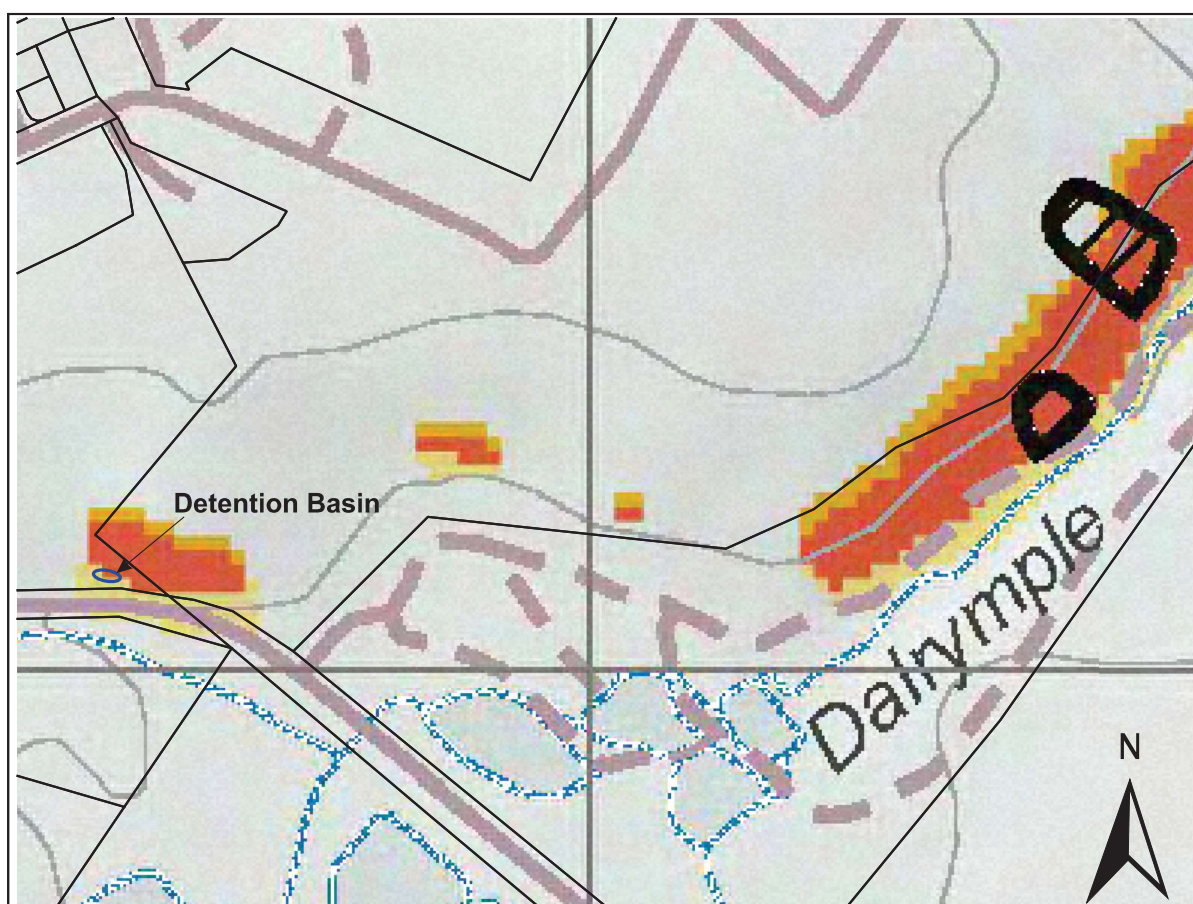


MAP EXTRACT FROM - MRT TASMANIAN  
LANDSLIDE MAP SERIES : LAUNCESTON -  
GEOMORPHOLOGY



<div>GEOTON</div> <div>Pty Ltd</div>				client: TORQUE HOLDINGS PTY LTD	
				project: 2 PANORAMA ROAD BLACKSTONE HEIGHTS	
date	21/12/2022	drawn	SS		
scale	As Shown	approved	TB	title: GEOMORPHOLOGY SHEET	
original size	A4	rev		project no: GL22700A	figure no. 3





### Susceptibility Zones for First Time Failure

- Regression area
- Source area
- Runout area

**Regression area:** An area up-slope of a source area that could fail following a deep-seated landslide movement (a.k.a retrogression or set-back area)

**Source area:** An area of hillside with the potential to form a slope failure, identified largely on the basis of slope angle and geology

**Runout area:** An area down-slope of a source area where the moving earth, debris or rock can potentially travel

MAP EXTRACT FROM - MRT TASMANIAN  
LANDSLIDE MAP SERIES : DEVIOT -  
SLIDE SUSCEPTIBILITY

### Susceptibility Zones for Landslide Reactivation

- Landslide, recent or active
- Landslide, activity unknown
- Possible landslide, activity unknown

**GEOTON** Pty Ltd

client: TORQUE HOLDINGS PTY LTD

project: 2 PANORAMA ROAD  
BLACKSTONE HEIGHTS

date: 21/12/2022 drawn: SS

scale: As Shown approved: TB

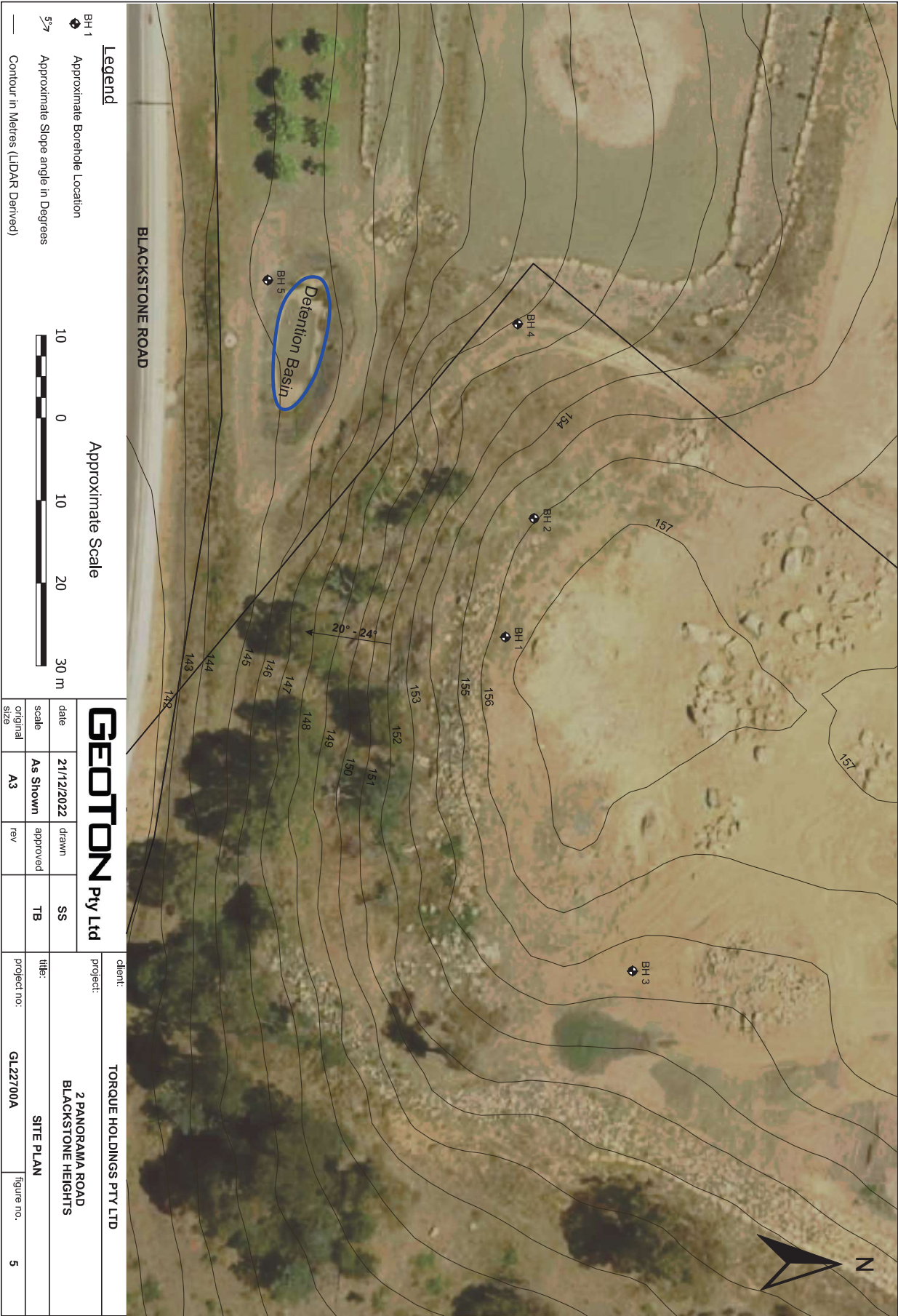
title: SLIDE SUSCEPTIBILITY

original size: A4 rev:

project no: GL22700A

figure no. 4







## 12.2.8 Application Documents



**PLATE 1 - View of the detention basin looking to the northeast**



**PLATE 2 - View of the slopes immediately upslope of the detention basin**

<b>GEOTON</b> Pty Ltd				client: TORQUE HOLDINGS PTY LTD	
				project: 2 PANORAMA ROAD BLACKSTONE HEIGHTS	
title: PHOTOGRAPH					
date:	21/12/2022	original size	A4		
				project no: GL22700A	figure no. PLATES 1 & 2



## 12.2.8 Application Documents



**PLATE 3 - View of the slopes along Blackstone Road immediately downslope of the detention basin**

<div>GEOTON</div> <div>Pty Ltd</div>				client: TORQUE HOLDINGS PTY LTD			
				project: 2 PANORAMA ROAD BLACKSTONE HEIGHTS			
title: PHOTOGRAPH							
date:	21/12/2022	original size	A4	project no:	GL22700A	figure no.	PLATE 3

## Appendix A

### **Borehole Logs**

## 12.2.8 Application Documents

**GEOTON** Pty Ltd  
Geotechnical Consultants

PO Box 522 Prospect TAS 7250  
Unit 24, 16-18 Goodman Court, Invermay TAS  
T (03) 6326 5001

### ENGINEERING BOREHOLE LOG

Borehole no. BH1  
Sheet no. 1 of 1  
Job no. GL22700A

Client :		Torque Holdings Pty Ltd				Date : 20/12/2022	
Project :		Landslide Risk Assessment				Logged By : SS	
Location :		2 Panorama Road, Blackstone Heights					
Drill model :		GDR-MK1		Easting:		Slope: 90°	
Hole diameter :		95mm		Northing:		Bearing: -	
				RL Surface :		Datum :	

Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADT	N				0.50		FILL - Clayey SILT, low plasticity, brown	M	Fr	V = Refusal (on cobble)
							with cobbles and boulders			
					1.00		Borehole BH1 refusal @ 0.9m on inferred boulder			
					1.50					
					2.00					
					2.50					
					3.00					
					3.50					
					4.00					
					4.50					
					5.00					
					5.50					
					6.00					



## 12.2.8 Application Documents

**GEOTON** Pty Ltd  
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### ENGINEERING BOREHOLE LOG

Borehole no. BH2  
Sheet no. 1 of 1  
Job no. GL22700A

Client :		Torque Holdings Pty Ltd				Date : 20/12/2022	
Project :		Landslide Risk Assessment				Logged By : SS	
Location :		2 Panorama Road, Blackstone Heights					
Drill model :		GDR-MK1		Easting:		Slope: 90°	
Hole diameter :		95mm		Northing:		Bearing: -	
				RL Surface :		Datum :	

Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency	density, index	Structure, additional observations
ADT	N				0.50		FILL - Clayey SILT, low plasticity, brown with cobbles	M	Fr		FILL
					1.00		Borehole BH2 refusal @ 0.5m on inferred boulder				
					1.50						
					2.00						
					2.50						
					3.00						
					3.50						
					4.00						
					4.50						
					5.00						
					5.50						
					6.00						

## 12.2.8 Application Documents

### **GEOTON** Pty Ltd Geotechnical Consultants

PO Box 522 Prospect TAS 7250  
Unit 24, 16-18 Goodman Court, Invermay TAS  
T (03) 6326 5001

### **ENGINEERING BOREHOLE LOG**

Borehole no. BH3  
Sheet no. 1 of 1  
Job no. GL22700A

Client :		Torque Holdings Pty Ltd				Date : 20/12/2022	
Project :		Landslide Risk Assessment				Logged By : SS	
Location :		2 Panorama Road, Blackstone Heights					
Drill model :		GDR-MK1		Easting:		Slope: 90°	
Hole diameter :		95mm		Northing:		Bearing: -	
				RL Surface :		Datum :	

Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency	density, index	Structure, additional observations
ADT	N				0.50		FILL - Silty CLAY, medium plasticity, brown/grey, trace fine to coarse grained sand, trace fine gravel	M	VSt		FILL
						Trace cobbles	V > 140kPa				
					1.00		Borehole BH3 refusal @ 0.5m on inferred boulder				
					1.50						
					2.00						
					2.50						
					3.00						
					3.50						
					4.00						
					4.50						
					5.00						
					5.50						
					6.00						



## 12.2.8 Application Documents

### **GEOTON** Pty Ltd Geotechnical Consultants

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### **ENGINEERING BOREHOLE LOG**

Borehole no. BH5  
Sheet no. 1 of 1  
Job no. GL22700A

Client :		Torque Holdings Pty Ltd				Date : 20/12/2022	
Project :		Landslide Risk Assessment				Logged By : SS	
Location :		2 Panorama Road, Blackstone Heights					
Drill model :		GDR-MK1		Easting:		Slope: 90°	
Hole diameter :		95mm		Northing:		Bearing: -	
				RL Surface :		Datum :	

Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADT N	N	[Penetration Scale]	[Water Level]		0.50		Fill - Clayey SILT/Silty CLAY, brown/grey	M	St	FILL
					1.00	CH	Silty CLAY - high plasticity, pale brown	M	St	FILL NATURAL W ≈ PL V = 85kPa
					1.50			M	VSt	
					2.00	CL	Sandy CLAY - low plasticity, pale brown/ pale orange, fine to coarse grained sand	M	VSt/ Fr	V = 110kPa
					2.50					
					3.00	CI/ CH	Silty CLAY - medium to high plasticity pale brown/pale orange	M	St	W > PL
					3.50					
					4.00					
					4.50					
					5.00					
					5.50	XW	Extremely weathered material, Clayey SAND properties, fine to coarse grained, pale brown mottled white	M/W	D	Very hard drilling
					6.00		Borehole BH5 near refusal @ 5.5m			

## 12.2.8 Application Documents



### Investigation Log Explanation Sheet

#### METHOD – BOREHOLE

TERM	Description
AS	Auger Screwing*
AD	Auger Drilling*
RR	Roller / Tricone
W	Washbore
CT	Cable Tool
HA	Hand Auger
DT	Diatube
B	Blank Bit
V	V Bit
T	TC Bit

\* Bit shown by suffix e.g. ADT

#### METHOD – EXCAVATION

TERM	Description
N	Natural exposure
X	Existing excavation
H	Backhoe bucket
B	Bulldozer blade
R	Ripper
E	Excavator

#### SUPPORT

TERM	Description
M	Mud
N	Nil
C	Casing
S	Shoring

#### PENETRATION

1	2	3	4	
				No resistance ranging to Refusal

#### WATER

Symbol	Description
	Water inflow
	Water outflow
	17/3/08 water on date shown

#### NOTES, SAMPLES, TESTS

TERM	Description
U <sub>50</sub>	Undisturbed sample 50 mm diameter
U <sub>63</sub>	Undisturbed sample 63 mm diameter
D	Disturbed sample
N	Standard Penetration Test (SPT)
N*	SPT – sample recovered
N <sub>c</sub>	SPT with solid cone
V	Vane Shear
PP	Pocket Penetrometer
P	Pressumeter
B <sub>s</sub>	Bulk sample
E	Environmental Sample
R	Refusal
DCP	Dynamic Cone Penetrometer (blows/100mm)
PL	Plastic Limit
LL	Liquid Limit
LS	Linear Shrinkage

#### CLASSIFICATION SYMBOLS AND SOIL DESCRIPTION

Based on AS 1726:2017

#### MOISTURE

TERM	Description
D	Dry
M	Moist
W	Wet

#### CONSISTENCY/DENSITY INDEX

TERM	Description
VS	very soft
S	soft
F	firm
St	stiff
VSt	very stiff
H	hard
Fr	friable
VL	very loose
L	loose
MD	medium dense
D	dense
VD	Very dense



## 12.2.8 Application Documents



### Soil Description Explanation Sheet (1 of 2)

#### DEFINITION

In engineering terms, soil includes every type of uncemented or partially cemented inorganic or organic material found in the ground. In practice, if the material can be remoulded or disintegrated by hand in its field condition or in water it is described as a soil. Other materials are described using rock description terms.

#### CLASSIFICATION SYMBOL AND SOIL NAME

Soils are described in accordance with the AS 1726: 2017 as shown in the table on Sheet 2.

#### PARTICLE SIZE DEFINITIONS

NAME	SUBDIVISION	SIZE (mm)
BOULDERS		>200
COBBLES		63 to 200
GRAVEL	Coarse	19 to 63
	Medium	6.7 to 19
	Fine	2.36 to 6.7
SAND	Coarse	0.6 to 2.36
	Medium	0.21 to 0.6
	Fine	0.075 to 0.21
SILT		0.002 to 0.075
CLAY		<0.002

#### MOISTURE CONDITION

##### Coarse Grained Soils

**Dry** Non-cohesive and free running.

**Moist** Soil feels cool, darkened in colour.  
Soil tends to stick together.

**Wet** As for moist but with free water forming when handling.

##### Fine Grained Soils

**Moist, dry of Plastic Limit –  $w < PL$**

Hard and friable or powdery.

**Moist, near Plastic Limit –  $w \approx PL$**

Soils can be moulded at a moisture content approximately equal to the plastic limit.

**Moist, wet of Plastic Limit –  $w > PL$**

Soils usually weakened and free water forms on hands when handling.

**Wet, near Liquid Limit –  $w \approx LL$**

**Wet, wet of Liquid Limit –  $w > LL$**

#### CONSISTENCY TERMS FOR COHESIVE SOILS

TERM	UNDRAINED STRENGTH $s_u$ (kPa)	FIELD GUIDE
Very Soft	$\leq 12$	Exudes between the fingers when squeezed in hand
Soft	12 to 25	Can be moulded by light finger pressure
Firm	25 to 50	Can be moulded by strong finger pressure
Stiff	50 to 100	Cannot be moulded by fingers
Very Stiff	100 to 200	Can be indented by thumb nail
Hard	>200	Can be indented with difficulty by thumb nail
Friable	–	Can be easily crumbled or broken into small pieces by hand

#### RELATIVE DENSITY OF NON-COHESIVE SOILS

TERM	DENSITY INDEX (%)
Very Loose	$\leq 15$
Loose	15 to 35
Medium Dense	35 to 65
Dense	65 to 85
Very Dense	> 85

#### DESCRIPTIVE TERMS FOR ACCESSORY SOIL COMPONENTS

DESIGNATION OF COMPONENT	IN COARSE GRAINED SOILS		IN FINE GRAINED SOILS	TERM
	% Fines	% Accessory coarse fraction	% Sand/ gravel	
Minor	$\leq 5$	$\leq 15$	$\leq 15$	Trace
	>5, $\leq 12$	>15, $\leq 30$	>15, $\leq 30$	With
Secondary	>12	>30	>30	Prefix

#### SOIL STRUCTURE

ZONING		CEMENTING	
Layer	Continuous across the exposure or sample.	Weakly cemented	Easily disaggregated by hand in air or water.
Lens	Discontinuous layer of different material, with lenticular shape.	Moderately cemented	Effort is required to disaggregate the soil by hand in air or water.
Pocket	An irregular inclusion of different material.		

#### GEOLOGICAL ORIGIN

##### WEATHERED IN PLACE SOILS

Extremely weathered material	Structure and/or fabric of parent rock material retained and visible.
Residual soil	Structure and/or fabric of parent rock material not retained and visible.

##### TRANSPORTED SOILS

Aeolian soil	Carried and deposited by wind.
Alluvial soil	Deposited by streams and rivers.
Colluvial soil	Soil and rock debris transported downslope by gravity.
Estuarine soil	Deposited in coastal estuaries, and including sediments carried by inflowing rivers and streams, and tidal currents.
Fill	Man-made deposit. Fill may be significantly more variable between tested locations than naturally occurring soils.
Lacustrine soil	Deposited in freshwater lakes.
Marine soil	Deposited in a marine environment.

## Soil Description Explanation Sheet (2 of 2)

### SOIL CLASSIFICATION INCLUDING IDENTIFICATION AND DESCRIPTION

FIELD IDENTIFICATION PROCEDURES (Excluding particles larger than 63 mm and basing fractions on estimated mass)					GROUP SYMBOL	PRIMARY NAME	
COARSE GRAINED SOIL More than 65% of soil excluding oversize fraction is larger than 0.075 mm	(A 0.075 mm particle is about the smallest particle visible to naked eyes)	GRAVEL More than half of coarse fraction is larger than 2.36 mm	CLEAN GRAVEL (Little or no fines)	Wide range in grain size and substantial amounts of all intermediate particle sizes	GW	GRAVEL	
				Predominantly one size or a range of sizes with some intermediate sizes missing	GP	GRAVEL	
			GRAVEL WITH FINES (Appreciable amount of fines)	Non-plastic fines (for identification procedures see ML and MH below)	GM	Silty GRAVEL	
				Plastic fines (for identification procedures see CL, CI and CH below)	GC	Clayey GRAVEL	
		SAND More than half of coarse fraction is smaller than 2.36 mm	CLEAN SAND (Little or no fines)	Wide range in grain size and substantial amounts of all intermediate sizes	SW	SAND	
				Predominantly one size or a range of sizes with some intermediate sizes missing	SP	SAND	
			SAND WITH FINES (Appreciable amount of fines)	Non-plastic fines (for identification procedures see ML and MH below)	SM	Silty SAND	
				Plastic fines (for identification procedures see CL, CI and CH below)	SC	Clayey SAND	
FINE GRAINED SOIL More than 35% of soil excluding oversize fraction is smaller than 0.075 mm	(A 0.075 mm particle is about the smallest particle visible to naked eyes)	IDENTIFICATION PROCEDURES ON FRACTIONS <0.075 mm					
		SILT & CLAY (low to medium plasticity, LL ≤ 50)	DRY STRENGTH	DILATANCY	TOUGHNESS		
			None to Low	Slow to Rapid	Low	ML	SILT
			Medium to High	None to Slow	Medium	CL, CI	CLAY
		SILT & CLAY (high plasticity, LL > 50)	Low to Medium	Slow	Low	OL	ORGANIC SILT
			Low to Medium	None to Slow	Low to Medium	MH	SILT
			High to Very High	None	High	CH	CLAY
			Medium to High	None to Very Slow	Low to Medium	OH	ORGANIC CLAY
		Highly Organic Soil	Readily identified by colour, odour, spongy feel and frequently by fibrous texture.			Pt	PEAT

● LL – Liquid Limit.

• LL – Liquid Limit.

### COMMON DEFECTS IN SOILS

TERM	DEFINITION	DIAGRAM	TERM	DEFINITION	DIAGRAM
PARTING	A surface or crack across which the soil has little or no tensile strength. Parallel or sub parallel to layering (e.g. bedding). May be open or closed.		SOFTENED ZONE	A zone in clayey soil, usually adjacent to a defect in which the soil has a higher moisture content than elsewhere.	
FISSURE	A surface or crack across which the soil has little or no tensile strength, but which is not parallel or sub parallel to layering. May be open or closed. May include desiccation cracks.		TUBE	Tubular cavity. May occur singly or as one of a large number of separate or inter-connected tubes. Walls often coated with clay or strengthened by denser packing of grains. May contain organic matter.	
SHEARED SEAM	Zone in clayey soil with roughly parallel near planar, curved or undulating boundaries containing closely spaced, smooth or slickensided, curved intersecting fissures which divide the mass into lenticular or wedge-shaped blocks.		TUBE CAST	An infilled tube. The infill may be uncemented or weakly cemented soil or have rock properties.	
SHEARED SURFACE	A near planar curved or undulating, smooth, polished or slickensided surface in clayey soil. The polished or slickensided surface indicates that movement (in many cases very little) has occurred along the defect.		INFILLED SEAM	Sheet or wall like body of soil substance or mass with roughly planar to irregular near parallel boundaries which cuts through a soil mass. Formed by infilling of open defects.	

## Appendix B

### **Qualitative Terminology for Use in Assessing Risk to Property**

## QUALITATIVE TERMINOLOGY FOR USE IN ASSESSING RISK TO PROPERTY

### QUALITATIVE MEASURES OF LIKELIHOOD

Approximate Annual Indicative Value	Approximate Annual Probability Notional Boundary	Implied Indicative Landslide Recurrence Interval		Description	Descriptor	Level
10 <sup>-1</sup>	5x10 <sup>-2</sup>	10 years	20 years	The event is expected to occur over the design life.	ALMOST CERTAIN	A
10 <sup>-2</sup>		100 years		The event will probably occur under adverse conditions over the design life.	LIKELY	B
10 <sup>-3</sup>	5x10 <sup>-3</sup>	1000 years	200 years	The event could occur under adverse conditions over the design life.	POSSIBLE	C
10 <sup>-4</sup>	5x10 <sup>-4</sup>	10,000 years	2000 years	The event might occur under very adverse circumstances over the design life.	UNLIKELY	D
10 <sup>-5</sup>	5x10 <sup>-5</sup>	100,000 years	20,000 years	The event is conceivable but only under exceptional circumstances over the design life.	RARE	E
10 <sup>-6</sup>	5x10 <sup>-6</sup>	1,000,000 years	200,000 years	The event is inconceivable or fanciful over the design life.	BARELY CREDIBLE	F

**Note:** (1) The table should be used from left to right; use Approximate Annual Probability or Description to assign Descriptor, not vice versa.

### QUALITATIVE MEASURES OF CONSEQUENCES TO PROPERTY

Approximate Cost of Damage Indicative Value	Notional Boundary	Description	Descriptor	Level
200%	100%	Structure(s) completely destroyed and/or large scale damage requiring major engineering works for stabilisation. Could cause at least one adjacent property major consequence damage.	CATASTROPHIC	1
60%	40%	Extensive damage to most of structure, and/or extending beyond site boundaries requiring significant stabilisation works. Could cause at least one adjacent property medium consequence damage.	MAJOR	2
20%	10%	Moderate damage to some of structure, and/or significant part of site requiring large stabilisation works. Could cause at least one adjacent property minor consequence damage.	MEDIUM	3
5%	1%	Limited damage to part of structure, and/or part of site requiring some reinstatement stabilisation works.	MINOR	4
0.5%		Little damage. (Note for high probability event (Almost Certain), this category may be subdivided at a notional boundary of 0.1%. See Risk Matrix.)	INSIGNIFICANT	5

- Notes:**
- (2) The Approximate Cost of Damage is expressed as a percentage of market value, being the cost of the improved value of the unaffected property which includes the land plus the unaffected structures.
  - (3) The Approximate Cost is to be an estimate of the direct cost of the damage, such as the cost of reinstatement of the damaged portion of the property (land plus structures), stabilisation works required to render the site to tolerable risk level for the landslide which has occurred and professional design fees, and consequential costs such as legal fees, temporary accommodation. It does not include additional stabilisation works to address other landslides which may affect the property.
  - (4) The table should be used from left to right; use Approximate Cost of Damage or Description to assign Descriptor, not vice versa

Geoton Pty Ltd (adapted from Australian Geomechanics Vol 42 No 1 March 2007)

## QUALITATIVE TERMINOLOGY FOR USE IN ASSESSING RISK TO PROPERTY (CONTINUED)

### QUALITATIVE RISK ANALYSIS MATRIX – LEVEL OF RISK TO PROPERTY

LIKELIHOOD	Indicative Value of Approximate Annual Probability	CONSEQUENCES TO PROPERTY (with Indicative Approximate Cost of Damage)				
		1: CATASTROPHIC 200%	2: MAJOR 60%	3: MEDIUM 20%	4: MINOR 5%	5: INSIGNIFICANT 0.5%
A – ALMOST CERTAIN	10 <sup>-1</sup>	VH	VH	VH	H	M or L (5)
B - LIKELY	10 <sup>-2</sup>	VH	VH	H	M	L
C - POSSIBLE	10 <sup>-3</sup>	VH	H	M	M	VL
D - UNLIKELY	10 <sup>-4</sup>	H	M	L	L	VL
E - RARE	10 <sup>-5</sup>	M	L	L	VL	VL
F - BARELY CREDIBLE	10 <sup>-6</sup>	L	VL	VL	VL	VL

**Notes:**

- (5) For Cell A5, may be subdivided such that a consequence of less than 0.1% is Low Risk.  
 (6) When considering a risk assessment it must be clearly stated whether it is for existing conditions or with risk control measures which may not be implemented at the current time.

### RISK LEVEL IMPLICATIONS

	Risk Level	Example Implications (7)
VH	VERY HIGH RISK	Unacceptable without treatment. Extensive detailed investigation and research, planning and implementation of treatment options essential to reduce risk to Low; may be too expensive and not practical. Work likely to cost more than value of the property.
H	HIGH RISK	Unacceptable without treatment. Detailed investigation, planning and implementation of treatment options required to reduce risk to Low. Work would cost a substantial sum in relation to the value of the property.
M	MODERATE RISK	May be tolerated in certain circumstances (subject to regulator's approval) but requires investigation, planning and implementation of treatment options to reduce the risk to Low. Treatment options to reduce to Low risk should be implemented as soon as practicable.
L	LOW RISK	Usually acceptable to regulators. Where treatment has been required to reduce the risk to this level, ongoing maintenance is required.
VL	VERY LOW RISK	Acceptable. Manage by normal slope maintenance procedures.

**Note:**

- (7) The implications for a particular situation are to be determined by all parties to the risk assessment and may depend on the nature of the property at risk; these are only given as a general guide



## Appendix C

### **Certificate Forms**

## 12.2.8 Application Documents


### PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

<b>FORM</b>	<b>A</b>	Page 1 of 2																			
<b>Geotechnical Declaration and Verification Development Application</b>																					
Office Use Only		Regulator: <Add in or change to appropriate name>																			
<p><b>To be submitted with a development application. If this form is not submitted with the geotechnical report the report will be refused.</b></p> <p>This form is essential to verify that the geotechnical report has been prepared in accordance with &lt;Regulator's geotechnical DCP&gt; and that the author of the geotechnical report is a geotechnical engineer or engineering geologist as defined by &lt;Regulator's geotechnical DCP&gt;. Alternatively, where a geotechnical report has been prepared for subdivision or is greater than two years old or by a professional person not recognised by &lt;Regulator's geotechnical DCP&gt;, then this form may be used as technical verification of the geotechnical report if signed by a geotechnical engineer or engineering geologist as defined by &lt;Regulator's geotechnical DCP&gt;.</p>																					
<b>Section 1 Related Application</b>																					
Reference		What is the Council development application number?																			
DA Site Address		2 Panorama Road, Blackstone Heights																			
DA Applicant		Torque Holdings Pty Ltd																			
<b>Section 2 Geotechnical Report</b>																					
Details		Title: Landslide Risk Assessment																			
		Author's Company/ Organisation Name: Geoton Pty Ltd	Report Reference No: GL22700A																		
		Author: Tony Barriera/ Sean Shahandeh	Dated: 21 / 12 / 2022																		
<b>Section 3 Checklist</b>																					
<p>Geotechnical Requirements (Tick as appropriate, either Yes or No)</p> <table style="width: 100%;"> <tr> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> </table>		Yes	No	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>The following checklist covers the minimum requirements to be addressed in a geotechnical report. This checklist is to accompany the report. Each item is to be cross-referenced to the section or page of the geotechnical report which addresses that item.</b></p> <p>A review of readily available history of slope instability in the site or related land</p> <p>An assessment of the risk posed by all reasonably identifiable geotechnical hazards</p> <p>Plans and sections of the site and related land</p> <p>Presentation of a geological model</p> <p>Photographs and/or drawings of the site</p> <p>A conclusion as to whether the site is suitable for the development proposed to be carried out either conditionally or unconditionally</p> <p>If any items above are ticked No, an explanation is to be included in the report to justify why. N/A</p>			
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**Note:** <Add reference>: Add in the relevant section or page number of the listed geotechnical report which addresses each item.

## 12.2.8 Application Documents

### PRACTICE NOTE GUIDELINES FOR LANDSLIDE RISK MANAGEMENT 2007

<b>FORM</b>	<b>A</b>	Page 2 of 2			
<b>Geotechnical Declaration and Verification Development Application</b>					
<b>Section 4 List of Drawings referenced in Geotechnical Report</b>					
Design Documents	Description	Plan or Document No.	Revision or Version No.	Date	Author
	Subdivision layout	49680-P14	-	23/11/2022	PDA Surveyors
<b>Section 5 Declaration</b>					
Declaration (Tick all that apply) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>  <input checked="" type="checkbox"/> No <input type="checkbox"/> <input checked="" type="checkbox"/> No <input type="checkbox"/>  <input checked="" type="checkbox"/> No <input type="checkbox"/>  <input type="checkbox"/> N/A <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/> No <input type="checkbox"/>	<p>I am a geotechnical engineer or engineering geologist as defined by the &lt;Regulator's geotechnical DCP&gt; and on behalf of the company below, I:</p> <p>am aware that the geotechnical report I have either prepared or am technically verifying (referenced above) is to be submitted in a support of a development application for the proposed development site (referenced above) and its findings will be relied upon by Meander Valley Council in determining the development application.</p> <p>prepared the geotechnical report referenced above in accordance with the AGS (2007c) as amended and Tasmanian Planning Scheme – Meander Valley Council.</p> <p>am willing to technically verify that the Geotechnical Report referenced above has been prepared in accordance with the AGS (2007c) as amended and Tasmanian Planning Scheme (TPS) – Meander Valley Council.</p> <p>am willing to technically verify that the geotechnical report prepared for the development application for the site confirms the land will achieve the level of &lt;tolerable risk&gt; of slope instability as a result of the considerations described in Meander Valley Council Planning Scheme taking into account the total development and site disturbances proposed.</p> <p>am willing to technically verify that the geotechnical report prepared for the site and related land being greater than two years old confirms the land will achieve the level of &lt;tolerable risk&gt; of slope instability as a result of the considerations described in Section C15.6.1 of Tasmanian Planning Scheme – Meander Valley Council taking into account the total development and site disturbances proposed.</p> <p>have professional indemnity insurance in accordance with Tasmanian Planning Scheme – Meander Valley Council of not less than \$5 million, being in force for the year in which the report is dated, with retroactive cover under this insurance policy extending back to the engineer's first submission to Meander Valley Council.</p>				
<b>Section 6 Geotechnical Engineer or Engineering Geologist Details</b>					
Company/ Organisation Name	Geoton Pty Ltd				
Name (Company Representative)	Surname: Barriera		Mr /Mrs /Other: Mr		
	Given Names: Antonio Jose				
	Chartered Professional Status: CPEng, NER		Registration No: 471929		
			Dated: 21/12/2022		

Reference: AGS (2007c) "Practice Note Guidelines for Landslide Risk Management". Australian Geomechanics Society, Australian Geomechanics, V42, N1, March 2007.

Note: N/A = Not Applicable.

# Bushfire Hazard Management Report: Subdivision

**Report for:** PDA Surveyors

**Property Location:** 2 Panorama Road, Blackstone Heights

**Prepared by:** Scott Livingston  
  
Livingston Natural Resource Services  
299 Relbia Road  
Relbia, 7258

**Date:** 6<sup>th</sup> December 2022

**Version** 2



## 12.2.8 Application Documents

**Client:** PDA Surveyors – Torque Holdings Pty Ltd

**Property identification:**

Address	volume	folio	pid
12 Neptune Dr Blackstone Heights	112632	3	2702399
Panorama Rd Blackstone Heights	121359	1	1894931
12 Neptune Dr Blackstone Heights	146423	2	2702399
10 Neptune Dr Blackstone Heights	146423	1	2702380
2 Panorama Rd Blackstone Heights	169236	2	3416220

Current zoning: Local Business, Low Density Residential Tasmanian Planning Scheme - Meander Valley.

**Proposal:** 8 lot and road lot subdivision from 5 existing titles.

**Assessment** A field inspection of the site was conducted to determine the Bushfire Risk and Bushfire Attack Level.

Assessment by: Scott Livingston

Master Environmental Management, Natural Resource Management Consultant.

Accredited Person under part 4A of the Fire Service Act 1979: Accreditation # BFP-105.



## 12.2.8 Application Documents

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### LIMITATIONS

This report only deals with potential bushfire risk and does not consider any other potential statutory or planning requirements. This report classifies the type of vegetation at the time of inspection and cannot be relied upon for future development or changes in the vegetation of the assessed area.

### Version

This report and attached BHMP supersede SRL 22/25S dated 16/5/2022. The changes reflect lot boundary amendments.

## 12.2.8 Application Documents

### DESCRIPTION

A 8 lot and road lot subdivision from 5 existing titles 112632/3, 121359/1, 146423/2, 146423/1, 169236/2 at 2 Panorama Drive, 10 & 12 Neptune Drive, Blackstone Heights. The land is *mapped as Bushfire Prone in Tasmania Planning Scheme- Meander Valley Code Overlays*.

The subdivision creates 4 new lots from 169236/2 and a portion of 146423/2, and adjusts the boundaries of other titles. Lots 1-4 are largely low threat vegetation, lots 5 & 6 contain existing habitable buildings with associated low threat areas, and the balance grassland and some woodland. Lot 7 is grassland with a large dam. Lot 8 is grassland, woodland and some forest.

Surrounding land is residential to the northwest and west, pasture to the east and south. The area is serviced by a reticulated water supply and the lots have frontage to Panorama Road Canopus and Neptune Drive.

### BAL AND RISK ASSESSMENT

The land is mapped as Bushfire Prone Area in planning scheme overlays.

The following Table covers lots 1-4, Lots 5-8 are addressed below.

#### **VEGETATION AND SLOPE : lots 1-4**

Lot		North	East	South	West
1	Vegetation within 100m of lot boundaries	0-100m low threat	0-100m low threat / grassland mosaic (on lots)	0-20m low threat (road) 20-100m grassland	0-100m low threat
	Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 0-5°	Downslope 0-5°
	BAL Rating at boundary	BAL Low	BAL FZ	BAL 12.5	BAL Low
	BAL Rating with HMA and setbacks	BAL 12.5 / Low			
2	Vegetation within 100m of lot boundaries	0-100m low threat	0-100m low threat	0-100m low threat	0-100m low threat
	Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 5-10°	upslope/flat
	BAL Rating at boundary	BAL Low	BAL Low	BAL Low	BAL Low
	BAL Rating with HMA and setbacks	BAL Low			
		<b>Northeast northern portion</b>	<b>Northeast southern portion</b>	<b>South</b>	<b>Northwest</b>

## 12.2.8 Application Documents

3	Vegetation within 100m of lot boundaries	0-35m low threat, 35m – 100m grassland	0-100m grassland	0-100m low threat	0-100m low threat
	Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 5-10°	upslope/flat
	BAL Rating at boundary	BAL 12.5	BAL FZ	BAL Low	BAL Low
	BAL Rating with HMA and setbacks	BAL 12.5 / Low			
		<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
4	Vegetation within 100m of lot boundaries	0-18m low threat, 18-100m low threat (eastern portion), 18-100m grassland (western portion)	0-100m grassland/ woodland mosaic	0-100m low threat	0-100m low threat
	Slope (degrees, over 100m)	upslope/flat	upslope/flat	Downslope 5-10°	upslope/flat
	BAL Rating at boundary	BAL 12.5	BAL FZ	BAL Low	BAL Low
	BAL Rating with HMA and setbacks	BAL 12.5 / BAL 19			

### Lots 5-8

Lot 5 has an existing habitable building and gains land to the north (16m) and east (100m), increasing the ability to manage fuel loads, there is no increase in risk to the building from subdivision.

Lot 6 has existing buildings including a habitable building and no boundary change is within 50m of the habitable building, there is no increase in risk from bushfire from the subdivision.

Lot 7 has no existing buildings, the lot is around 22ha and no development within the lot is proposed at the subdivision, bushfire requirements for future habitable buildings can be addressed at building planning stage or at any future subdivision.

Lot 8 has no existing buildings, the lot is around 41ha and no development within the lot is proposed at the subdivision, bushfire requirements for future habitable building can be addressed at building planning stage or at any future subdivision.

Lots 5-8 are considered exempt under is considered exempt under E1.6.1 A1 (a) / C13.6.1 A1(a), E1.6.2 A1 (a) / C13.6.2 A1 (a) & E1.6.3 A2 (a) / C13.6.3 A2 (a) and no bushfire requirements apply to those lots at subdivision.

## 12.2.8 Application Documents

### **BUILDING AREA BAL RATING**

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and has also considered slope gradients.

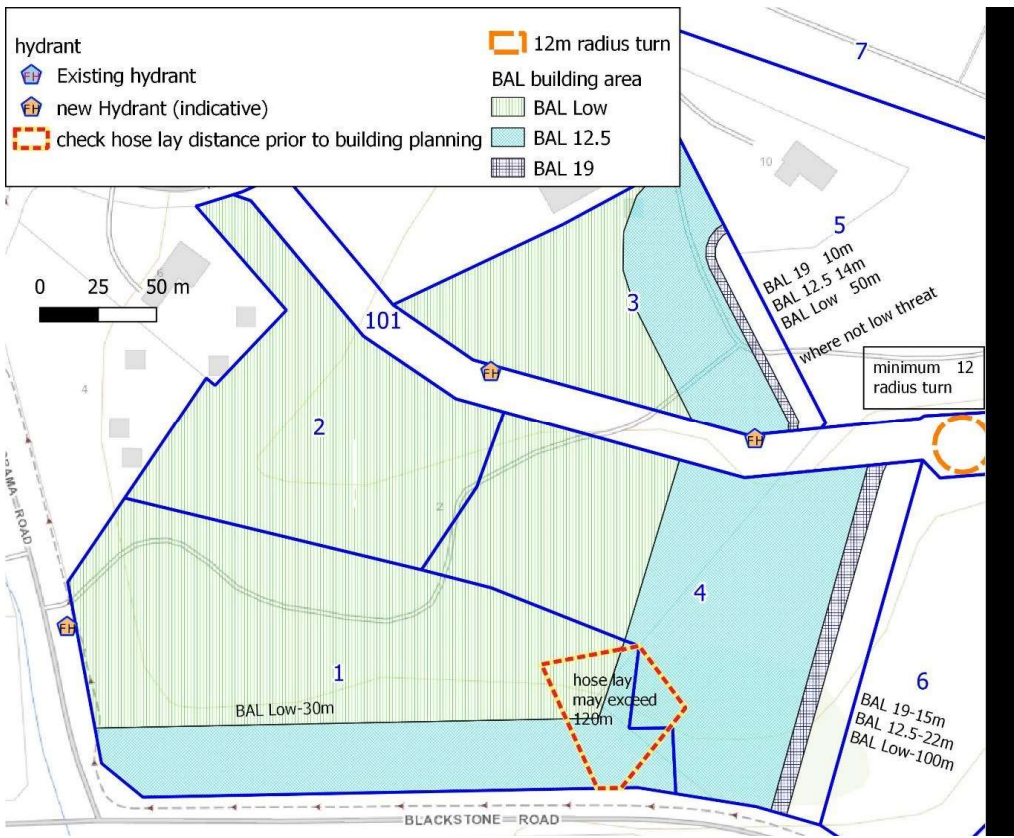
Where no setback is required for fire protection other Planning Scheme setbacks may need to be applied, other constraints to building such as topography have not been considered.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2018, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

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

### **Setbacks**

	BAL Rating	Setback
Lot 1	BAL Low	30m from southern boundary
	BAL 12.5	none required
Lot 2	BAL Low	none required
Lot 3	BAL Low	50m from boundary of balance lot
	BAL 12.5	14m from boundary of balance lot
	BAL 19	10m from boundary of balance lot
Lot 4	BAL 12.5	14m from boundary of balance lot
	BAL 19	10m from boundary of balance lot
	BAL 12.5	22m from eastern boundary
	BAL 19	15m from eastern boundary



any habitable building partly within the BAL Low and BAL 12.5/19 areas must be fully constructed to no lower than BAL 12.5.

**HAZARD MANAGEMENT AREAS**

All land within lots 1-4 must be maintained as low threat from the construction of a habitable building on any adjacent lot and maintained in perpetuity. Low threat vegetation includes hardstand, maintained lawns (mown to < 100mm), gardens and orchards.

**ROADS**

Lot 1 has existing access from Panorama Road. Lot 2 & 3 have frontage to Neptune Drive and the proposed Road 4 will be serviced by the new road. The road on lot 101 is partially constructed a temporary turning head of 12m radius to be constructed prior to sealing of titles for lot 4 unless the road is extended and provides an alternate turn facility. Subdivision roads must meet the requirements of table C13.1 *Bushfire-Prone Areas Code*.

Table C13.1 Standards for Roads

Element	Requirement
---------	-------------



## 12.2.8 Application Documents

A.	Roads.	<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> <li>(a) two-wheel drive, all-weather construction;</li> <li>(b) load capacity of at least 20 tonnes, including for bridges and culverts;</li> <li>(c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;</li> <li>(d) minimum vertical clearance of 4m;</li> <li>(e) minimum horizontal clearance of 2m from the edge of the carriageway;</li> <li>(f) cross falls of less than 3 degrees (1:20 or 5%);</li> <li>(g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;</li> <li>(h) curves have a minimum inner radius of 10m;</li> <li>(i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width;</li> <li>(j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and</li> <li>(k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard, AS 1743-2001 Road signs-Specifications</i>.</li> </ul>
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### PROPERTY ACCESS

No access to water supply is required lots comply with element A of Table C13.2 Standards for Property Access *Bushfire-Prone Areas Code*, no specified design and construction requirements apply.

### FIRE FIGHTING WATER SUPPLY

The subdivision is partially serviced by hydrants on a reticulated supply. New hydrants must be installed to meet the requirements of 13.4 of the *Bushfire-Prone Areas Code* must be in place prior to the commencement of construction of a habitable building .

If a habitable building is greater than 120m hose lay from a hydrant, additional hydrants compliant with table 13.4 or Static water supplies compliant with table C13.5 of the *Bushfire Prone Areas Code* must be in place prior to commencement of construction. Hydrants may be within lots provided access meets requirements.

**Table C13.4 Reticulated Water Supply for Fire Fighting**

Element		Requirement
A.	Distance between building area to be protected and water supply.	<p>The following requirements apply:</p> <ul style="list-style-type: none"> <li>(a) the building area to be protected must be located within 120m of a fire hydrant; and</li> <li>(b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.</li> </ul>

## 12.2.8 Application Documents

B.	Design criteria for fire hydrants.	<p>The following requirements apply:</p> <p>fire hydrant system must be designed and constructed in accordance</p> <p>(a) with <i>TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition</i>; and</p> <p>(b) fire hydrants are not installed in parking areas.</p>
C.	Hardstand.	<p>A hardstand area for fire appliances must be provided:</p> <p>(a) no more than 3m from the hydrant, measured as a hose lay;</p> <p>(b) no closer than 6m from the building area to be protected;</p> <p>(c) with a minimum width of 3m constructed to the same standard as the carriageway; and</p> <p>(d) connected to the property access by a carriageway equivalent to the standard of the property access.</p>

Table C13.5

C		C
E		R
A.	Distance between building area to be protected and water supply	<p>The following requirements apply:</p> <p>a) The building area to be protected must be located within 90 metres of the water connection point of a static water supply; and</p> <p>b) The distance must be measured as a hose lay, between the water point and the furthest part of the building area.</p>
B.	Static Water Supplies	<p>A static water supply:</p> <p>a) May have a remotely located offtake connected to the static water supply;</p> <p>b) May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times;</p> <p>c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems;</p> <p>d) Must be metal, concrete or lagged by non-combustible materials if above ground; and</p> <p>e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by:</p> <p>(i) metal;</p> <p>(ii) non-combustible material; or</p> <p>(iii) fibre-cement a minimum of 6 mm thickness.</p>

## 12.2.8 Application Documents

<b>C</b>		<b>C</b>
<b>E</b>		<b>R</b>
<b>C.</b>	Fittings, pipework and accessories (including stands and tank supports)	<p>Fittings and pipework associated with a water connection point for a static water supply must:</p> <ul style="list-style-type: none"> <li>(a) Have a minimum nominal internal diameter of 50mm;</li> <li>(b) Be fitted with a valve with a minimum nominal internal diameter of 50mm;</li> <li>(c) Be metal or lagged by non-combustible materials if above ground;</li> <li>(d) Where buried, have a minimum depth of 300mm (compliant with <i>AS/NZS 3500.1-2003 Clause 5.23</i>);</li> <li>(e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment;</li> <li>(f) Ensure the coupling is accessible and available for connection at all times;</li> <li>(g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length);</li> <li>(h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and</li> <li>(i) Where a remote offtake is installed, ensure the offtake is in a position that is: <ul style="list-style-type: none"> <li>(i) Visible;</li> <li>(ii) Accessible to allow connection by fire fighting equipment;</li> <li>(iii) At a working height of 450 – 600mm above ground level; and</li> <li>(iv) Protected from possible damage, including damage by vehicles</li> </ul> </li> </ul>
<b>D.</b>	Signage for static water connections	<p>The water connection point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must</p> <ul style="list-style-type: none"> <li>(a) comply with: <i>Water tank signage requirements within AS 2304-2011 Water storage tanks for fire protection systems</i>; or</li> <li>(b) comply with <i>water tank signage requirements within Australian Standard AS 2304-2011 Water storage tanks for fire protection systems</i>; or</li> <li>(c) comply with the <i>Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service.</i></li> </ul>
<b>E.</b>	Hardstand	<p>A hardstand area for fire appliances must be provided:</p> <ul style="list-style-type: none"> <li>(a) No more than three metres from the water connection point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like);</li> <li>(b) No closer than six metres from the building area to be protected;</li> </ul>

### CONCLUSIONS

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A 8 lot and road lot subdivision from 5 existing titles 112632/3, 121359/1, 146423/2, 146423/1, 169236/2 at 2 Panorama Drive, 10 & 12 Neptune Drive, Blackstone Heights. The land is *mapped as Bushfire Prone in Tasmania Planning Scheme- Meander Valley Code Overlays*.

The subdivision creates 4 new lots from 169236/2 and a portion of 146423/2, and adjusts the boundaries of other titles. Lot 5-8 are considered exempt under E1.4(a) / C13.4.1(a), and no bushfire requirements apply to that lot. Lots 1-4 have substantial building areas at BAL 19 or less. All of Lots 1-4, lot 101 and roads and verges must be maintained as low threat vegetation in perpetuity.

The proposed road must meet the standards of Table C13.1 of the Bushfire Prone areas Code prior to sealing to titles for Lot 4. Habitable buildings must be within 120m hose lay of a hydrant. Proposed Lots 1-4 will require additional fire hydrants prior to the commencement of construction of a habitable building on any of Lots 1-4.

### REFERENCES

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Standards Australia. (2018). *AS 3959-20018 Construction of Buildings in Bushfire Prone Areas*.

Planning Commission (2021), *Tasmanian Planning Scheme - Meander Valley*

APPENDIX 1 – MAPS

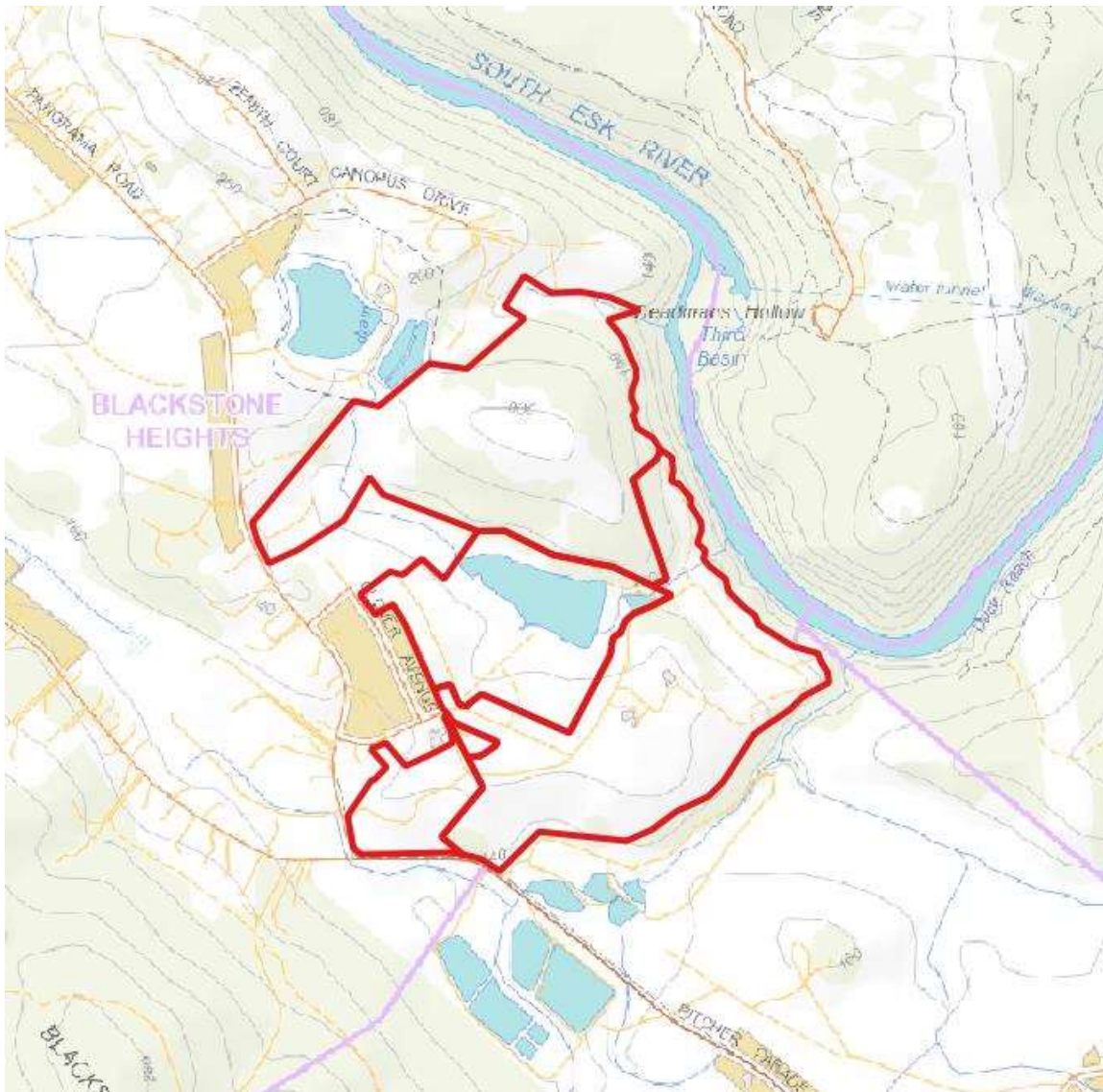


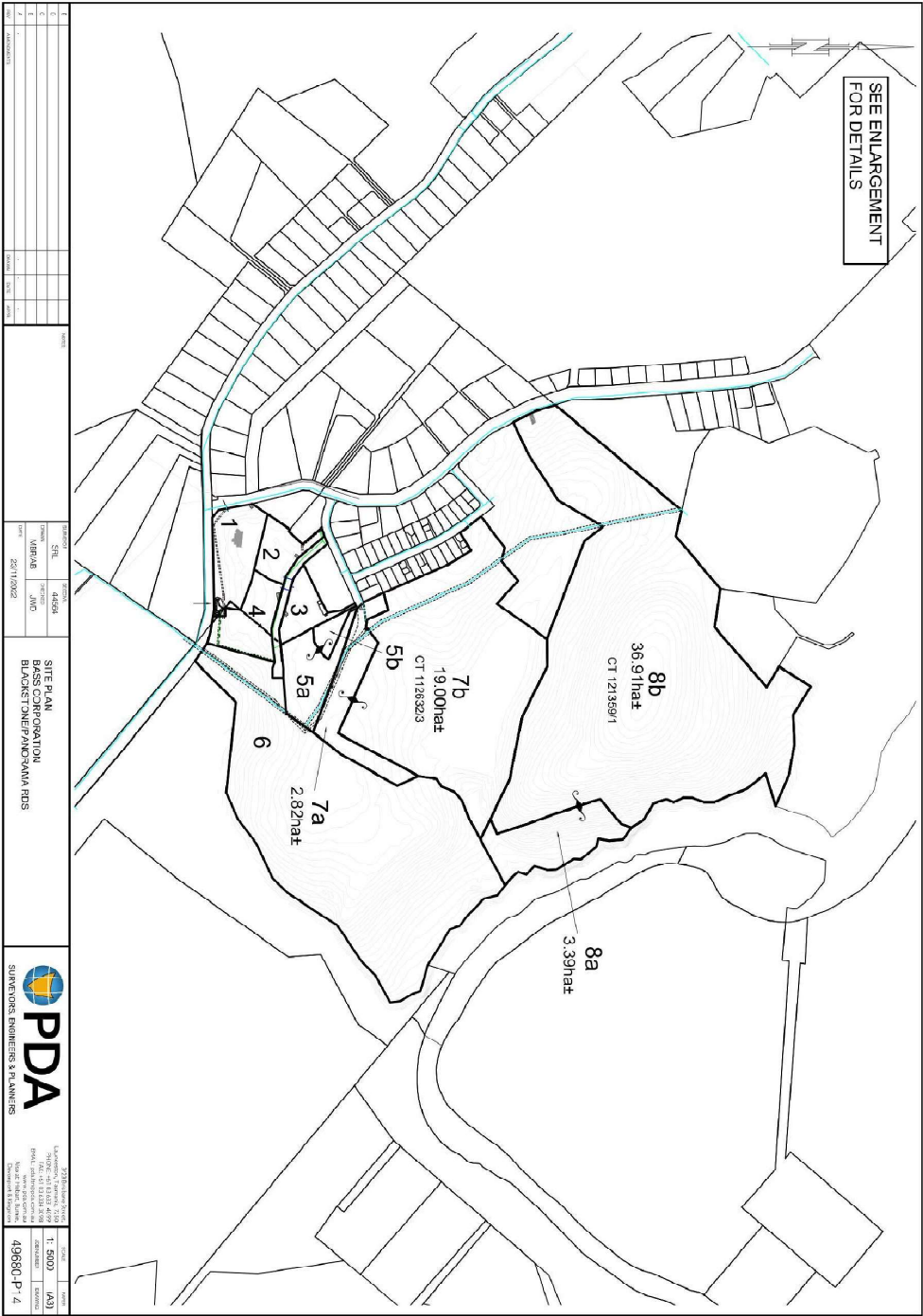
Figure 1: Location, existing titles in red





**Figure 2: Aerial Image**

Figure 3: Proposed Subdivision Plan



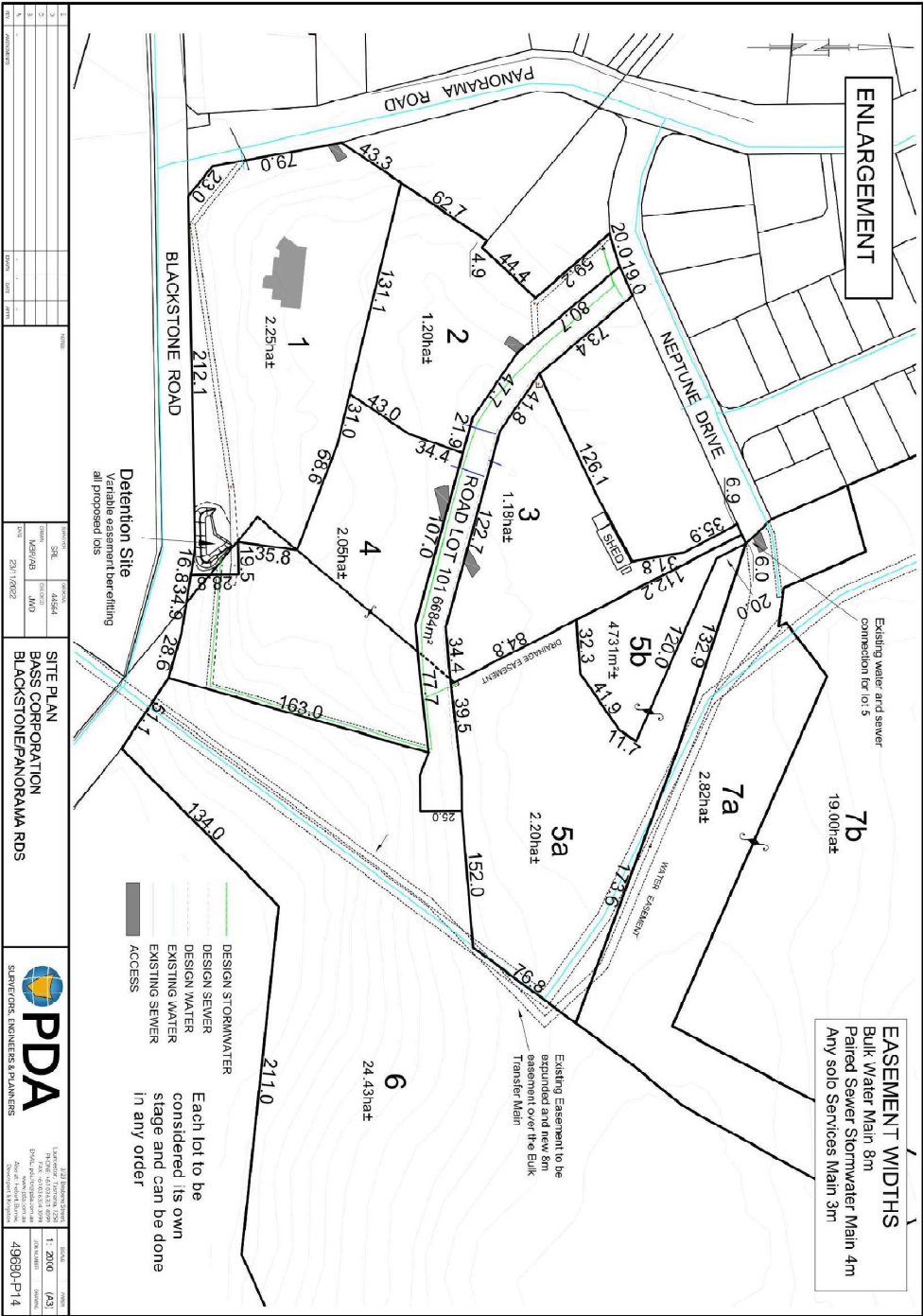


Figure 4: Plan of subdivision, detail



APPENDIX 2 – PHOTOS

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**Figure 5: North along lot 4 boundary**



**Figure 6: South along lot 4 boundary**



## 12.2.8 Application Documents



**Figure 7: South across lot 1**



**Figure 8: North across lot 1**



## 12.2.8 Application Documents



**Figure 9: Access from Panorama Road, lot 1**



**Figure 10: Access from Neptune Drive, road 101 & lot 2**

## 12.2.8 Application Documents



**Figure 11: East across lot 7**



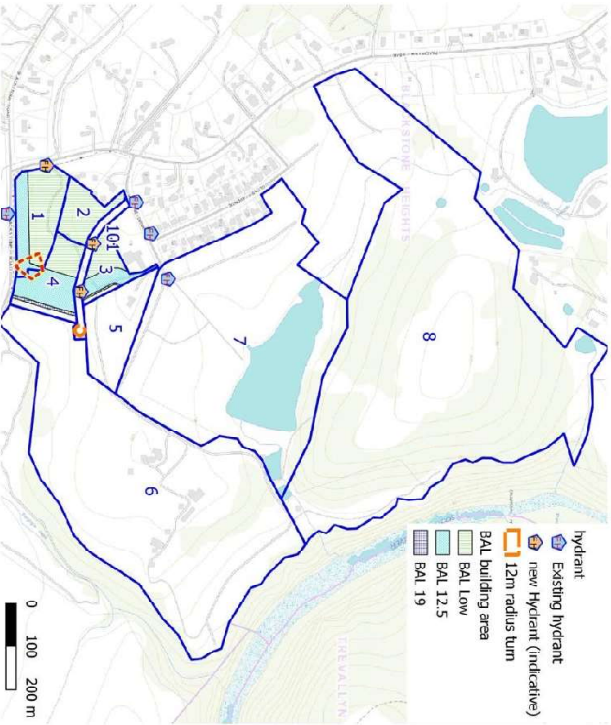
Bushfire Hazard Management Plan:

Construction: BAL Low, 12.5, BAL 19 as shown.

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

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

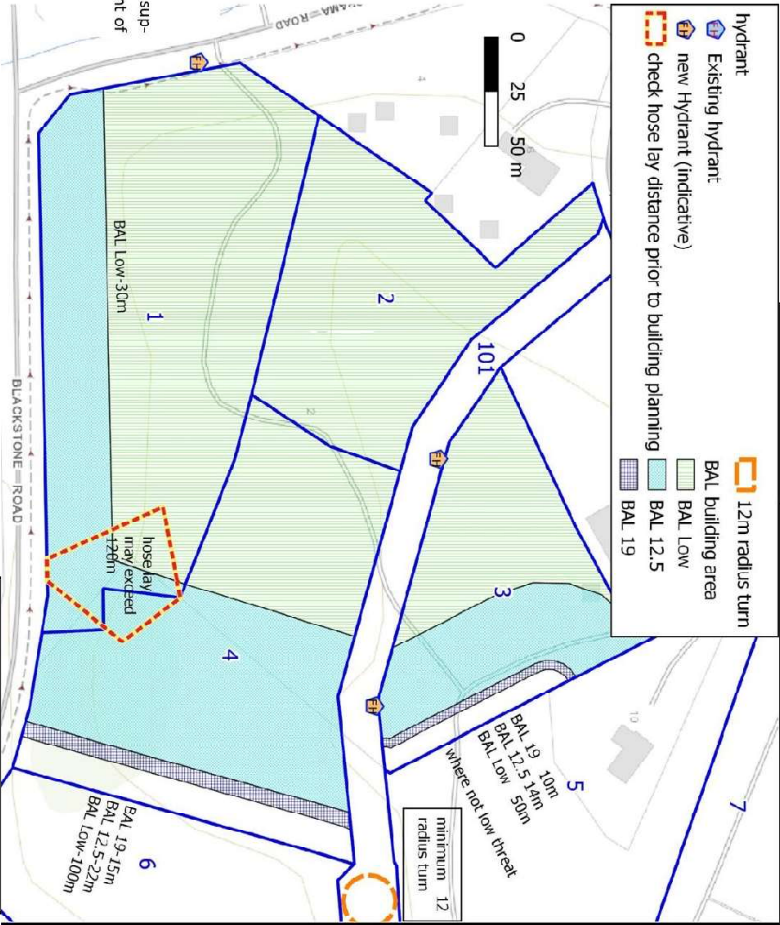
Proposed Development	Subdivision, 8 lots & road from 5 lots.
Plan of Subdivision	PDA Surveyors, Plan of Subdivision,
Property Owner	Torque Holdings Pty Ltd
Address	2 Panorama Road, 10 & 12 Neptune Drive Blackstone Heights
CT	112632/3, 121359/1, 146423/2, 146423/1, 169236/2
PID	1894931, 2702380, 2702399, 3416220



Hazard Management Areas (HMA)

Hazard management areas include the area to protect the buildings as well as the access and water supplies. All land within Lots 1-4 must be maintained in a minimum fuel condition from commencement of construction of a habitable building on any of Lots 1-4

Water Supply and Roads



This BHP has been prepared to satisfy the requirements of the Tasmanian Planning Scheme -Meander Valley and Director's Determination for Bushfire Hazard Areas v1.1 2021. This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report 2 Panorama Road Blackstone Heights v2, Livingston Natural Resource Services

Scott Livingston  
Accreditation: BFP - 105; 1, 2, 3A, 3B, 3C  
Date 6/12/2022  
SR122/2352  
*[Signature]*

**BUSHFIRE-PRONE AREAS CODE****CERTIFICATE<sup>1</sup> UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993****1. Land to which certificate applies**

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

**Street address:**

2 Panorama Road, Blackstone Heights  
10 & 12 Neptune Dr Blackstone Heights

**Certificate of Title / PID:**

112632/3 2702399  
121359/1 1894931  
146423/2 2702399  
146423/1 2702380  
169236/2 3416220

**2. Proposed Use or Development**

**Description of proposed Use  
and Development:**

8 Lot subdivision from 5 existing titles

**Applicable Planning Scheme:**

Tasmanian Planning Scheme - Meander Valley

**3. Documents relied upon**

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report 2 Panorama Road, Blackstone Heights v2	Scott Livingston	6/12/2022	2
Bushfire Hazard Management Plan, 2 Panorama Road, Blackstone Heights v2	Scott Livingston	6/12/2022	2

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

## 12.2.8 Application Documents

Plan of Subdivision	PDA Surveyors	7/2/2022	P14
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### 4. Nature of Certificate

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

<input type="checkbox"/>	<b>E1.4 / C13.4 – Use or development exempt from this Code</b>	
	<b>Compliance test</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

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

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

<input checked="" type="checkbox"/>	<b>E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>



## 12.2.8 Application Documents

<input checked="" type="checkbox"/>	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk <b>Lot 5-8</b>
<input checked="" type="checkbox"/>	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 : <b>Lot 1-4</b>
<input type="checkbox"/>	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

<input checked="" type="checkbox"/>	<b>E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input checked="" type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk <b>Lot 5-8</b>
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables <b>Lot 1-4</b>

<input checked="" type="checkbox"/>	<b>E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input checked="" type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk <b>Lot 5-8</b>
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table <b>Lot 1-4</b>
<input checked="" type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input checked="" type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk <b>Lot 5-8</b>
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

## 12.2.8 Application Documents

### 5. Bushfire Hazard Practitioner

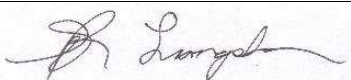
<b>Name:</b>	Scott Livingston	<b>Phone No:</b>	0438 951 021
<b>Postal Address:</b>	299 Relbia Road, Relbia 7258	<b>Email Address:</b>	scottlivingston.lnrs@gmail.com
<b>Accreditation No:</b>	BFP – 105	<b>Scope:</b>	1, 2, 3A, 3B, 3C

### 6. Certification

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

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

**Signed:**  
certifier



**Name:**

Scott Livingston

**Date:** 6/12/2022

**Certificate Number:** SRL 22/25S2

(for Practitioner Use only)



## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	PA.230046 PA\23\0046	<b>Council notice date</b>	23/08/2022
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2022/01372-MVC	<b>Date of response</b>	28/02/2023
<b>TasWater Contact</b>	David Boyle	<b>Phone No.</b>	0436 629 652
<b>Response issued to</b>			
<b>Council name</b>	MEANDER VALLEY COUNCIL		
<b>Contact details</b>	planning@mvc.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	12 NEPTUNE DR, BLACKSTONE HEIGHTS	<b>Property ID (PID)</b>	2702399
<b>Description of development</b>	Subdivision 10 Lots		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
PDA Surveyors	49680-P15 / SITE PLAN		15/12/2022
<b>Conditions</b>			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</li> <li>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</li> <li>3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</li> </ol> <p><b>ASSET CREATION &amp; INFRASTRUCTURE WORKS</b></p> <ol style="list-style-type: none"> <li>4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.</li> <li>5. Prior to applying for a Permit to Construct, to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.</li> <li>6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.</li> <li>7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.</li> <li>8. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or</li> </ol>			



upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

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

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

11. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.
12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

### **FINAL PLANS, EASEMENTS & ENDORSEMENTS**

14. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.  
*Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.*
15. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.
16. In the event that the property sewer connection for affected lots cannot control the lot for a gravity connection, the Plan of Subdivision Council Endorsement Page for those affected lots is to note, pursuant to Section 83 of the Local Government (Building and Miscellaneous Provisions) Act 1993,



that TasWater cannot guarantee sanitary drains will be able to discharge via gravity into TasWater's sewerage system.

*Advice: See WSA 02—2014-3.1 MRWA Version 2 section 5.6.5.3 Calculating the level of the connection point*

### DEVELOPMENT ASSESSMENT FEES

17. The applicant or landowner as the case may be, must pay a development assessment fee of \$376.68 and a Consent to Register a Legal Document fee of \$239.90 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.  
  
The payment is required within 30 days of the issue of an invoice by TasWater.
18. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

### Advice

#### General

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit <https://www.taswater.com.au/building-and-development/development-application-form>

### Declaration

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

### TasWater Contact Details

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



## 12.2.10 Agency Consultation - Tasnetworks

### Brenton Josey

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**From:** Council Referrals <Council.Referrals@tasnetworks.com.au>  
**Sent:** Friday, 2 September 2022 2:25 PM  
**To:** Planning @ Meander Valley Council  
**Subject:** RE: CN22-165292 - PA\23\0046- Referral to TasNetworks – 12 Neptune Drive 2 Panorama Road, Blackstone Heights – 10 lot subdivision

Caution: This email came from outside of MVC - only open links and attachments you're expecting.

Hi,

Thank you for your email on 26/08/2022 referring the abovementioned development.

Based on the information provided, the development is likely to adversely affect TasNetworks' operations. TasNetworks has High Voltage Infrastructure easements on both existing titles which should be addressed as part of the application.

As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks on 1300 137 008 or our Early Engagement team at [early.engagement@tasnetworks.com.au](mailto:early.engagement@tasnetworks.com.au) at their earliest convenience.

Kind Regards,

**Belinda Lehner**  
Connections Team  
PH: 03 6324 7583



1 Australis Drive, Rocherlea 7250  
PO Box 419, Launceston TAS 7250  
[www.tasnetworks.com.au](http://www.tasnetworks.com.au)  
[@TasNetworks](https://twitter.com/TasNetworks)  
[/TasNetworks](https://www.facebook.com/TasNetworks)

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**From:** Planning @ Meander Valley Council <planning@mvc.tas.gov.au>  
**Sent:** Tuesday, 23 August 2022 12:02 PM  
**To:** Council Referrals <Council.Referrals@tasnetworks.com.au>  
**Subject:** CN22-165292 - PA\23\0046- Referral to TasNetworks – 12 Neptune Drive 2 Panorama Road, Blackstone Heights – 10 lot subdivision

**WARNING:** This email originated from an **EXTERNAL** source. Please do not click links, open attachments or reply unless you recognise the sender and know the content is safe.

23 August 2022

TasNetworks

## 12.2.10 Agency Consultation - Tasnetworks

PH Box 7009

Email: [Council.Referrals@tasnetworks.com.au](mailto:Council.Referrals@tasnetworks.com.au)

Dear Sir/Madam,

PA\23\0046- Referral to TasNetworks – 12 Neptune Drive & 2 Panorama Road, Blackstone Heights – 10 lot subdivision

Council is processing an application for planning approval for use and development at the above address.

The property is in the General Residential Zone under Tasmanian Planning Scheme – Meander Valley.

The proposed development is for a 10 lot subdivision.

In accordance with Section 44L of the Electricity Supply Industry Act 1995. Please respond within 10 Business days in accordance with section 44M.

Due to the amount of lots the application proposes, this has been referred to you.

A copy of the application and supporting information is in the dropbox link below.

<https://www.dropbox.com/sh/88y1u37dkme9ep7/AADl0ufafDuwVXzGH8Lw7j98a?dl=0> [dropbox.com]

Can you please also advise if there are any concerns concerning the proposed development.

If you have any queries regarding this application, please do not hesitate to contact Council's Planning Department on 6393 5320 quoting reference number PA\23\0046.

Yours sincerely,

Leanne Rabjohns  
Town Planner – Development and Regulatory Services



Alex Bowles, Development Administration Officer  
P: 03 6393 5360 E: [alex.bowles@mvc.tas.gov.au](mailto:alex.bowles@mvc.tas.gov.au)  
26 Lyall Street Westbury, TAS 7303 | PO Box 102, Westbury Tasmania 7303  
[www.meander.tas.gov.au](http://www.meander.tas.gov.au) [meander.tas.gov.au]

Council's Development Services teams are experiencing significantly higher than normal workloads at the moment. We are working hard to maintain normal service delivery, however delays in response times are being experienced. We are continuing to take enquiries but appreciate your patience when timeframes are longer than usual or are required to be extended.

### Notice of confidential information

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Planning @ Meander Valley Council

## 12.2.10 Agency Consultation - Tasnetworks



P: 6393 5300 E: [planning@mvc.tas.gov.au](mailto:planning@mvc.tas.gov.au)

26 Lyall Street Westbury, TAS 7303 | PO Box 102, Westbury Tasmania 7303

[\[meander.tas.gov.au\]](http://meander.tas.gov.au) [www.meander.tas.gov.au](http://www.meander.tas.gov.au) [\[meander.tas.gov.au\]](http://meander.tas.gov.au)

## Development & Regulatory Services

### 2023-24 Dog Registration Fees

**Report Author** Krista Palfreyman  
Director Development & Regulatory Services

**Decision Sought** Approval of recommended dog registration fees and charges for the 2023-24 financial year.

**Vote** Simple Majority

#### Recommendation to Council

That Council adopts the recommended dog registration fees and charges for 2023-24.

#### Report

The purpose of this report is for Council to adopt dog registration fees and charges for 2023-24. The dog registration fees and charges are determined at the May Council meeting so the 2023-24 fees can be published by the end of the first week in June and registration renewals issued.

The fees set by Council for the 2022-23 financial year are set out in Table 1.

Registration	Regular Fee (*GST inclusive)	If paid by 31 July 2022
Domestic Dog not Desexed	\$70.00	\$52.00
Domestic Dog Desexed	\$24.00	\$15.00
Working Dog	\$24.00	\$15.00
Greyhound	\$24.00	\$15.00
Purebred (for breeding)	\$24.00	\$15.00
Pensioner's Dog (one per pension card)	\$24.00	\$15.00

<b>Registration</b>	<b>Regular Fee (*GST inclusive)</b>	<b>If paid by 31 July 2022</b>
Guide Dog/Hearing Dog (on production of suitable evidence by applicant)	Nil	Nil
Dangerous Dog	\$610.00	Not Applicable
Guard Dog	\$70.00	\$52.00
<b>Other</b>	<b>Regular Fee (*GST inclusive)</b>	<b>If paid by 31 July 2022</b>
Renewal of Kennel Licence	\$50.00	Not Applicable
New Kennel Licence	\$136.00	
Fee to make a nuisance dog complaint	\$24.00	
Dangerous Dog Collars	Cost*	
Impounding Fee	\$35.00	
Impounding Fee – Second Time and subsequent occasions	\$62.00	
Daily Maintenance Fee	\$26.00*	
Replacement Lifetime Tag	\$10.00	

*Table 1: 2022-23 Dog Registration Fees and Charges.*

The Council continues to run a comprehensive service in this program. Council is one of the few remaining Local Government authorities in the region that provides a 24/7 call out service.

In order for the program to continue to provide the same level of service to our community, it is recommended that the dog registration fees and charges are increased, and that these increases reflect the Council Cost Index (CCI) for 2023. The CCI is prepared by the Local Government Association of Tasmania (LGAT) and captures the cost increases associated with the delivery of Local Government services recognising that the Consumer Price Index alone does not reflect cost increases across the range of Council services.



The CCI for 2023 is 8.1%. It is recommended that fees are increased by CCI and rounded to the nearest dollar.

This year Council is introducing lifetime registration fees in accordance with the Dog Management Policy. With the introduction of lifetime tags in 2021, this is the next step that will allow dog owners to pay a one-off registration fee for the life of their dog and remove the need for annual renewal. This fee has been calculated on the average lifespan of a dog being 10 years and charging at 60% of the 10 year total.

The percentage increase proposed for the impounding fee is greater than CCI, resulting from the completion of a bench marking exercise with other Councils in the region. The addition of a weekend rate for the daily maintenance fee is also recommended due to the significant cost to Council to provide this service.

It is recommended that an additional dangerous dog registration fee be added for ongoing years beyond the initial declaration registration. This is in recognition that the initial declaration involves a significant amount of work to ensure the requirements of the *Dog Control Act 2003* (the Act) are met including the standard of the enclosure, appropriate equipment and signage are supplied, and a high level of education is provided to owners regarding their responsibilities. While the Rangers continue to inspect all properties with registered declared dangerous dogs to ensure the enclosures are maintained to an appropriate standard in accordance with the Act, the workload for ongoing years is notably reduced.

Council is also looking to add a fee for microchipping. Our officers have recently completed training to be able to implant microchips. This will help Council and our community meet the legislative requirement of dogs needing to be microchipped prior to being released from an animal management facility.

The recommended dog registration fees and charges for the 2023-24 financial year are provided in Table 2.

<b>Registration</b>	<b>Regular Fee (*GST inclusive)</b>	<b>If paid by 31 July 2023</b>
Lifetime Domestic Dog not Desexed	\$450.00	Not Applicable
Lifetime Domestic Dog Desexed	\$155.00	Not Applicable
Domestic Dog not Desexed	\$75.00	\$56.00
Domestic Dog Desexed	\$26.00	\$16.00
Working/Hunting Dog (on production of suitable evidence by applicant)	\$26.00	\$16.00
Racing Greyhound (on production of suitable evidence of registration with TGRB)	\$26.00	\$16.00
Purebred (for breeding on production of suitable evidence of registration with TCA)	\$26.00	\$16.00
Pensioner's Dog (one dog per pension card)	\$26.00	\$16.00
Guide Dog/Hearing Dog/Assistance Dog (on production of suitable evidence by applicant)	Nil	Nil
Dangerous Dog Initial Registration	\$610.00	Not Applicable
Dangerous Dog Ongoing Registration	\$305.00	Not Applicable
Guard Dog	\$75.00	\$56.00
<b>Other</b>	<b>Fee(*GST inclusive)</b>	
Renewal of Kennel Licence	\$54.00	
New Kennel Licence Application	\$147.00	
Fee to make a nuisance dog complaint	\$26.00	
Dangerous Dog Collar	\$60.00*	
Dangerous Dog Sign	\$71.00*	
Microchipping Fee	\$50.00	
Impounding Fee	\$60.00	
Impounding Fee – Second Time and subsequent occasions	\$100.00	
Daily Maintenance Fee – weekday	\$28.00*	
Daily Maintenance Fee – weekend	\$60.00*	
Replacement Lifetime Tag	\$10.00	

*Table 2: Recommended 2023-24 Dog Registration Fees and Charges.*

**Attachments** Nil

**Strategy** Supports the objectives of Council's strategic future direction 4: a healthy and safe community.

See Meander Valley Community Strategic Plan 2014-24. [Click here](http://www.meander.tas.gov.au/plans-and-strategies) or visit [www.meander.tas.gov.au/plans-and-strategies](http://www.meander.tas.gov.au/plans-and-strategies) to view.

**Policy** Council Policy No. 43 – Dog Management

**Legislation** *Local Government Act 1993: s205.*

**Consultation** Not applicable

**Budget & Finance** If approved, the dog registration fees are anticipated to raise estimated revenue of \$97,000 for the 2023-24 financial year.

**Risk Management** Not applicable

**Alternative Motions** Council may elect to approve the proposed fees structure with amendments.

## Development & Regulatory Services

### 2023-24 Environmental Health Fees

**Report Author** Krista Palfreyman  
Director Development & Regulatory Services

**Decision Sought** Approval of recommended environmental health fees and charges for the 2023-24 financial year.

**Vote** Simple majority

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#### Recommendation to Council

That Council adopts the recommended environmental health fees and charges for 2023-24.

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#### Report

The purpose of this report is for Council to adopt the environmental health fees and charges for 2023-24.

Councils fees and charges are set in conjunction with the annual budget process. However, the environmental health fees and charges are determined at the May Council meeting so the 2023-24 fees can be published by the end of May to enable registration renewals to be issued in June.

The fees set by Council for the 2022-23 financial year are set out in Table 1 (Note: licence fees required by legislation do not include GST).

<b>Food Premises (Except for bona fide not for profit organisations) Annual Registration/Renewal of Registration</b>	<b>Fees/Charges (*GST inclusive)</b>
P3 ^ (see explanation below)	\$62.00
P1 and P2 ^ (see explanation below)	\$185.00
Late fee if application for renewal not received by 31 July 2022	\$56.00
Additional inspections due to non-compliance	\$126.00*
<b>Temporary Food Stall Registration (Except for bona fide not for profit organisations)</b>	<b>Fees/Charges (*GST inclusive)</b>
One-off event	\$38.00
Up to 6 months	\$62.00
6 – 12 months	\$93.00
Late fee if not received before event	\$44.00
<b>Public Health</b>	<b>Fees/Charges (*GST inclusive)</b>
Place of Assembly Licence – Public events, 1 day	\$80.00
Place of Assembly Licence – Public events, greater than 1 day	\$252.00
Registration of Private Water Supplier	\$105.00
Other premises requiring licencing under Public Health Act 1997	\$105.00
Request for inspection and written reports on food premises for prospective purchasers	\$126.00*
<b>Mobile Food Vehicles</b>	<b>Fees/Charges (*GST inclusive)</b>
Vendor's Permit	\$185.00

*Table 1: 2022-23 Environmental Health Fees and Charges.*

In order for the program to continue to provide the same level of service to our community, it is recommended that the environmental health fees are increased, and that the fee increase reflects the Council Cost Index (CCI) for 2023. The CCI is prepared by the Local Government Association of Tasmania (LGAT) and captures the cost increases associated with the delivery of Local Government services recognising that the Consumer Price Index alone does not reflect cost increases across the range of Council services.



The CCI for 2023 is 8.1%. It is recommended that fees are increased by CCI and rounded to the nearest dollar. The recommended environmental health fees and charges for the 2023-24 financial year are provided in Table 2.

<b>Food Premises (Except for bona fide not for profit organisations) Annual Registration/Renewal of Registration</b>	<b>Fees/Charges (*GST inclusive)</b>
P3 <sup>^(see explanation below)</sup>	\$67.00
P1 and P2 <sup>^(see explanation below)</sup>	\$200.00
Late fee if application for renewal not received by 31 July 2022	\$60.00
Additional inspections due to non-compliance	\$136.00*
<b>Temporary Food Stall Registration (Except for bona fide not for profit organisations)</b>	<b>Fees/Charges (*GST inclusive)</b>
One-off event	\$41.00
Up to 6 months	\$67.00
6 – 12 months	\$100.00
Late fee if not received before event	\$48.00
<b>Public Health</b>	<b>Fees/Charges (*GST inclusive)</b>
Place of Assembly Licence – Public events, 1 day	\$86.00
Place of Assembly Licence – Public events, greater than 1 day	\$272.00
Registration of Private Water Supplier	\$115.00
Other premises requiring licencing under Public Health Act 1997	\$115.00
Request for inspection and written reports on food premises for prospective purchasers	\$136.00*
<b>Mobile Food Vehicles</b>	<b>Fees/Charges (*GST inclusive)</b>
Vendor's Permit	\$200.00

*Table 2: Recommended 2023-24 Environmental Health Fees and Charges.*

The categories of food premises listed in the environmental health fees and charges reflect the Tasmanian Food Business Risk Classification System (TFBRCS). Based on the national food safety risk profiling framework, food businesses are to be classified into five categories according to the types of food handled by the business, together with the size and method of its food handling activities.

The TFBRCs also includes food businesses that are classified as P3-N or P4, largely businesses handling or processing non-potentially hazardous foods. As in previous years, it is proposed that food businesses classified as P3-N or P4 are not included in Council's fees and charges.

A Vendor's Permit, issued under the *Vehicle and Traffic Act 1999*, is required in addition to a Registration of a Food Business for mobile food vehicles wishing to operate from a public street or from Council owned or managed property. Mobile food vehicles based in other municipalities may apply for and obtain a Vendor's Permit to trade in the Meander Valley area.

**Attachments** Nil

**Strategy** Supports the objectives of Council's strategic future direction 4: a healthy and safe community.

See Meander Valley Community Strategic Plan 2014-24. [Click here](http://www.meander.tas.gov.au/plans-and-strategies) or visit [www.meander.tas.gov.au/plans-and-strategies](http://www.meander.tas.gov.au/plans-and-strategies) to view.

**Policy** Not applicable

**Legislation** *Local Government Act 1993*: s205.

**Consultation** Not applicable

**Budget & Finance** If approved, the environmental health fees are anticipated to raise estimated revenue of \$43,000 for the 2023-24 financial year.

**Risk Management** Not applicable

**Alternative Motions** Council may elect to approve the proposed fees structure with amendments.

## Corporate Services

### Council Audit Panel: Receipt of Meeting Minutes

**Report Author** Jonathan Harmey  
Director Corporate Services

**Decision Sought** Council received the minutes of the March Audit Panel meeting.

**Vote** Simple majority

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#### Recommendation to Council

That Council receives the minutes of the Audit Panel meeting held on 28 March 2023.

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#### Report

The purpose of this report is for Council to receive the minutes of the Council Audit Panel meeting held on 28 March 2023.

The minutes of the meeting have been reviewed and endorsed by the General Manager and Council Audit Panel Chair. The minutes are provided for Council's information, as required under its Audit Panel Charter.

**Attachments** 1. Audit Panel Minutes - 28 March 2023 [14.1.1 - 5 pages]

**Strategy** Supports the objectives of Council's strategic future direction 5: innovative leadership and community governance.

See Meander Valley Community Strategic Plan 2014-24. [Click here](#) or visit [www.meander.tas.gov.au/plans-and-strategies](http://www.meander.tas.gov.au/plans-and-strategies) to view.

**Policy** The recommendation fulfils the requirements outlined in Council's Audit Panel Charter confirmed at the July 2022 Council Meeting.

**Legislation** *Local Government Act 1993: s85, 85A and 85B.*  
*Local Government (Audit Panels) Orders.*


**Consultation** Not applicable

**Budget & Finance** Not applicable

**Risk Management** Not applicable

**Alternative Motions** Council can elect to approve the recommendation with amendment.

## 14.1.1 Audit Panel Minutes - 28 March 2023

 <p>Meander Valley Council Working Together</p>	<b>Audit Panel Minutes</b>
<b>Meeting Time &amp; Date: 10:30am 28 March 2022</b>	<b>Venue: Meander Valley Council – Council Chambers</b>
<b>Present:</b>	
Chairman Andrew Gray	Councillor Ben Dudman
Mr Ken Clarke	
<b>In Attendance:</b>	
John Jordan, General Manager	Tania Sharman – Workplace Health & Safety Officer
Jon Harmey, Director Corporate Services	Susan Ellston, Finance Officer
Dino De Paoli, Director Infrastructure Services	Stephen Morrison - Tasmanian Audit Office (via Zoom)
Krista Palfreyman, Director Development & Regulatory Services	Jess James – Tasmanian Audit Office (via Zoom)
Justin Marshall, Team Leader Finance	
<b>Apologies:</b>	
Councillor Kevin House	Matthew Millwood, Director Works

### ORDER OF BUSINESS

#### 13. Consider any available audit reports

The following report was tabled-

1. MVC - Financial Audit Strategy (draft) - Year ending 30 June 2023

Stephen Morrison and Jess James from the Tasmanian Audit Office (TAO) joined via Zoom meeting at 10:50 am. Stephen gave an overview of the Financial Audit Strategy Document and commented that not much had changed from last years report. Stephen noted that the risks of Information Technology (IT) has changed procedures for the TAO due to the issue of an amended Auditing Standard; and they will be increasing focus this year on IT.

The financial audit will aim to be completed by 23 September 2023. There have been no significant changes impacting the financial statements disclosures for this year.

There were no questions from the Audit Panel and the TAO left the meeting at 11:10 am.

Report was received and Noted.

ITEM
<b>1. Declaration of Pecuniary Interests/conflict of interest</b> Nil.
<b>2. Adoption of Previous Minutes</b> It was resolved that the minutes of the meeting held on 20 December 2022 be received and confirmed.



<p><b>3. Outstanding from previous meeting - Action Sheet</b></p> <p><b>3.1 – Policy No. 23</b> – Responsibilities of Council Representatives – Further review required.</p> <p><b>3.2.1 – Policy No. 66</b> – Security for Incomplete Works in Subdivisions – Further review required.</p> <p><b>3.2.2 – Policy No. 81</b> – Online Communications (social media-Councillors) – Further review required.</p> <p><b>3.3 – Policy No. 37</b> – Vegetation Management – Further review required.</p> <p><b>3.4</b> – The JLT Waste Transfer Station (WTS) External Audit – Corrective actions 3 &amp; 4 are outstanding. Corrective actions will be presented at June 2023 Audit Panel Meeting</p> <p><b>3.5 – Review management’s implementation of audit recommendations</b> - To be presented at June 2023 Audit Panel Meeting</p> <p><b>3.6 – Review most current results and report any relevant findings to Council</b> - Refer to additional analysis of the year-to-date financial performance included in the monthly financial report.</p> <p>Received and Noted.</p>
<p><b>Governance and Strategy</b></p>
<p><b>4. Review 10-Year Financial Plan</b></p> <p>Councils Long Term Financial Plan was last adopted on 14 June 2022. The document will again be updated again when forming the 2023-24 financial year budget. Updates will be required to include Council decisions that have occurred to the Operating and Capital Budget Estimates and reflect any strategic decisions that have been made since June.</p> <p>Received and Noted.</p>
<p><b>5. Review Financial Management Strategy (Sustainability)</b></p> <p>The Financial Management Strategy &amp; Long-Term Financial Plan September 2023-2032 was last confirmed at the 14 June 2022 Council Meeting and was tabled for discussion.</p> <p>Report was Received and Noted.</p>
<p><b>6. Review preliminary Budget parameters and assumptions</b></p> <p>Council officers are commencing development of the 2023-24 budget estimates to be workshopped with the new elected member group, some factors that will impact the budget include:</p> <ul style="list-style-type: none"> <li>– The Tasmanian Council Cost Index increased 8.11% for the year.</li> <li>– CPI (Hobart) to December experienced an increase of 7.7%</li> <li>– Rating increases required to ensure ability to fund increases in operating costs and also longer term sustainability</li> <li>– Pending landfill operational decisions and approval of the tender for management of existing waste facilities.</li> <li>– Timing of grant funding towards flood rectification works.</li> <li>– Depreciation changes from the Stormwater and Building revaluations in 2022-23</li> <li>– Wages including negotiated enterprise agreement increase of 4% and any FTE changes.</li> <li>– Repayment of Tascorp loan and receipt of third party loaned funds.</li> <li>– The timing of capital grant funding.</li> </ul>

	<ul style="list-style-type: none"><li>– Continuation of expected Taswater distributions.</li></ul> <p>Received and Noted.</p>
<b>7.</b>	<b>Review policies and procedures</b>  <b>Policy No. 24 – Councillor Expense Entitlements, Attendance at Conferences and Training</b> – Carried forward to next meeting.  Received and Noted.
<b>Financial and Management Reporting</b>	
<b>8.</b>	<b>Review most current results and report any relevant findings to Council</b> The Financial Report for the period ended 31 January 2023 was tabled for discussion.  Noting the Flood grants are not included in the final figure of the report.  Report was received and Noted.
<b>9.</b>	<b>Review any business unit or special financial reports</b> Nothing to Report
<b>Internal Audit</b>	
<b>10.</b>	<b>Consider any available audit reports</b> <ul style="list-style-type: none"><li>– Home based work policy is in place and being complied with. Currently draft audit is with General Manger for review.</li><li>– Poor process for disclosure and management of staff conflicts of interest leading to partial decision making. Currently draft audit is with General Manger for review.</li></ul> <p>Received and Noted.</p>
<b>11.</b>	<b>Review management’s implementation of audit recommendations</b> <ul style="list-style-type: none"><li>– Contractor management process roll out is complete and process seems to be working well. Contractor compliance is much better than prior to the audit.</li><li>– Waiting on Director Infrastructure to provide update on Actions from Major projects variations controls audit.</li><li>– JLT Waste transfer station Management Audit – Director Infrastructure to follow up on outstanding items x 5.</li></ul> <p>Received and Noted.</p>
<b>12.</b>	<b>Review the adequacy of internal audit resources for consideration in Council’s annual budget and review performance of internal auditors</b> <ul style="list-style-type: none"><li>– ICT External Audit out for expressions of interest to two suppliers.</li></ul> <p>Received and Noted.</p>

<b>External Audit</b>	
<b>13. Consider any available audit reports</b>	Details at the commencement of the meeting.
<b>14. Consider any performance audit reports that will be undertaken by the Tas Audit Office and address implications for the Council</b>	Nothing to Report.
<b>Risk Management and Compliance</b>	
<b>15. Monitor ethical standards and any related party transactions to determine the systems of control are adequate and review how ethical and lawful behaviour and culture is promoted within the Council</b>	<p>No concerns to report.</p> <p>Overview provided to new elected members on declaration of conflicts of interest. Council code of conduct approved at the 14 March 2023 Council Meeting. Related Party disclosures and declarations to be completed in June 2023. As part of new employees' induction, they are provided with online video from the Integrity Commission "Ethical Decisions at Work" and the Manager Governance undertakes a session with the employee on Fraud Control.</p> <p>Received and Noted</p>
<b>16. Review the procedures for Council's compliance with relevant laws, legislation and Council policies</b>	Nothing to report.
<b>17. Review internal and fraud management controls</b>	<p>Capacity to do more however resourcing in IT is low at them moment. Council is comfortable with the level of performance.</p> <p>Received and Noted.</p>
<b>18. Review delegation process and exercise of these</b>	<p>The Director Development &amp; Regulatory Services is currently undertaking a review of Council's delegations to the General Manager, taking into account the LGAT standard delegations. This will be workshopped with the elected members when the review is completed.</p> <p>Received and Noted.</p>
<b>19. Review tendering arrangements and advise Council</b>	<p>No progress to date. The review will be progressed including recommendations from the Synetic Audit.</p> <p>Received and Noted.</p>
<b>20. Monitor any major claims or lawsuits by or against the Council and complaints against the Council</b>	No matters to report.

<b>21. Oversee the investigation of any instances of suspected cases of fraud or other illegal and unethical behaviour</b>
No matters to report.
<b>Other Business</b>
<b>22. Review issues relating to National competition policy</b> The consideration for Council with the NCP relates to Council permitting overnight RV stays at the Bracknell River Reserve and Deloraine Racecourse. In 2019 Council undertook a review of the requirements and found that even if it were argued that Council was competing in the same market as private operators (which was a matter of debate) we were identified to occupy less than the required 10% of the market within 60 kilometres, which was the requirement. As we have received no advice on changes to the legislative requirements and Council's processes in overnight RV stays have not changed, this position is considered to remain.  Received and Noted.
<b>Meeting close</b>  This meeting closed at 11:45 am
<b>Next Meeting</b>  The next meeting is to be held on Tuesday 27 June 2023 at 10:30 am

## Infrastructure Services

### Amendments to Policy No.66 Security for Incomplete Works in Subdivisions

**Report Author** Dino De Paoli  
Director Infrastructure Services

**Decision Sought** That Council confirms the continuation of Policy No. 66 - Security for Incomplete Works in Subdivisions, as amended, and presented as Attachment 1.

**Vote** Simple majority

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#### Recommendation to Council

That Council confirms the continuation of Policy No. 66 - Security for Incomplete Works in Subdivisions, as amended, and presented as Attachment 1.

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#### Report

Policy No.66 is often applied by Council's Infrastructure Department for residential and commercial/industrial subdivision work.

The circumstances leading to security being accepted for incomplete subdivision work relate mostly to weather delays (e.g. undertaking pavement sealing work). On occasion this is due to a developers private commercial arrangements. Council officers have a focus of working with developers to achieve positive outcomes for them while mitigating future risk to Council. It is noted that officers will need to be proactive in managing the completion of outstanding works moving forward to ensure the developer meets their obligations in a timely manner.

The proposed draft amendments include reference to the payment of an application and processing fee to Council for approval of bonds for incomplete work. This fee is intended to offset officer time taken to process applications and also arrange for the return of security once outstanding work is completed. A fee of \$542 (Excluding GST) will be recommended to Council for approval as part of the upcoming budget approval process.



The amendments to the Policy remove references to the value of incomplete work and reduce the time to complete outstanding work from 12 months to 6 months.

The proposed amendments to the Policy were discussed at the December 2022 Audit Panel Meeting and Council Workshop on 2 May 2023.

All recommended changes are displayed in the attachment as a marked-up version of the existing Policy.

**Attachments** 1. Policy No 66 Security for Incomplete Works in Subdivisions with markup [15.1.1 - 2 pages]

**Strategy** Supports the objectives of Council's strategic future direction 6: planned infrastructure services.

See Meander Valley Community Strategic Plan 2014-24. [Click here](#) or visit [www.meander.tas.gov.au/plans-and-strategies](http://www.meander.tas.gov.au/plans-and-strategies) to view.

**Policy** Not applicable

**Legislation** Not applicable

**Consultation** Not applicable

**Budget & Finance** Adoption of the amended policy does not require additional budget or financial support.

**Risk Management** Not applicable

**Alternative Motions** Not applicable

## POLICY MANUAL

**Policy Number: 66**

**Security for Incomplete Works in Subdivisions**

**Purpose:**

The purpose of this Policy is to outline the application of security in relation to incomplete works in subdivisions.

**Department:**

Infrastructure Services

**Author:**

Dino De Paoli, Director

**Council Meeting Date:**

9 May 2023 12 June 2018

**Minute Number:**

TBA/2023 109/2018

**Next Review Date:**

**May 2027 June 2022 (as set, or every four years or as required)**

### POLICY

#### **1. Definitions**

Security: Bond and cash, or bond and bank guarantee.

Incomplete works: All subdivision works associated with roads, stormwater drainage, footpaths, driveways, public lighting and earthworks, that have commenced but are yet to be completed, or are not constructed to Council's standard.

#### **2. Objective**

The objective of this policy is to ensure infrastructure and associated works are completed in subdivisions at an appropriate point in time.

#### **3. Scope**

The policy shall apply to all approved subdivision applications.

#### **4. Policy**

1. Where the value of the incomplete works in subdivisions is less than \$20,000 No security will be accepted in lieu of the works being completed unless extenuating circumstances or engineering justifications are accepted by the Director Infrastructure Services.
2. Where security is accepted by Council, the value of incomplete works in subdivisions is in excess of \$20,000 the developer will be required to lodge security before the final plan is sealed by Council. In addition, the following conditions will apply:

**Policy Name: Related Party Disclosures**

**Version 1  
Page 1**

## 15.1.1 Policy No 66 Security For Incomplete Works In Subdivisions With Markup

- a) The developer will be allowed ~~six~~(6)12 months to complete the works or at an approved point in time as ~~agreed~~set by the Director Infrastructure Services. If the outstanding works are not completed to the satisfaction of Council's Director Infrastructure Services ~~within the required timeframe~~, the security ~~will~~may be called in to allow Council to complete the outstanding works, ~~subject to site specific circumstances~~.
- b) The value of the security will be an amount equivalent to the estimated cost of outstanding works ~~if constructed 12 months from the date of the agreement~~ plus ~~a maximum of~~ 50% to cover costs related to indexation of works, ~~and~~ Council management costs and other unforeseen costs.
- c) The estimated cost will be ~~as approved by Council and~~ determined using the tendered rates for the project, ~~or~~ the Rawlinsons Construction Cost Guide or another ~~agreed~~ method for costing ~~of civil infrastructure works~~.
- d) Sealing of the subdivision plan will be subject to the consent of all other relevant authorities.
- e) ~~Payment of an application and processing fee to Council for approval of bonds for incomplete subdivision work.~~

### **5. Legislation**

*Land Use Planning and Approvals Act 1993*  
*Local Government (Building and Miscellaneous Provisions) Act 1993*  
*Local Government (Highways) Act 1982*  
*Urban Drainage Act 2013*

### **6. Responsibility**

The Director Infrastructure Services is responsible for ensuring compliance with the policy.

## Motion to Close Meeting

**Motion** Close the meeting to the public for discussion of matters in the list of agenda items below.

Refer to *Local Government (Meeting Procedures) Regulations 2015: s15(1)*.

**Vote** Absolute majority

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## Closed Session Agenda

### Confirmation of Closed Minutes

Refer to *Local Government (Meeting Procedures) Regulations 2015: s34(2)*.

### Leave of Absence Applications

Refer to *Local Government (Meeting Procedures) Regulations 2015: s15(2)(h)*.

### Community Events Calendar and Resourcing (FY 2023-24)

Refer to *Local Government (Meeting Procedures) Regulations 2015: s15(2)(a)* regarding personnel matters, including complaints against an employee of the council and industrial relations matters.

### Draft 2023-24 Capital Works Program

Refer to *Local Government (Meeting Procedures) Regulations 2015: s15(2)(b)* regarding information that, if disclosed, is likely to confer a commercial advantage or impose a commercial disadvantage on a person with whom the council is conducting, or proposes to conduct, business.

Refer to *Local Government (Meeting Procedures) Regulations 2015: s15(2)(c)* regarding commercial information of a confidential nature that, if disclosed, is likely to - (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the council; or (iii) reveal a trade secret.

### Release of Public Information

Refer to *Local Government (Meeting Procedures) Regulations 2015: s15(8)*.

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## Meeting End

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