

Meander Valley Council

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

# **AGENDA**

**COUNCIL MEETING**

**Tuesday 21<sup>st</sup> April 2015**

## **COUNCIL MEETING VISITORS**

Visitors are most welcome to attend Council meetings.

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

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

## **SECURITY PROCEDURES**

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



PO Box 102, Westbury,  
Tasmania, 7303

Dear Councillors

I wish to advise that a general meeting of the Meander Valley Council will be held at the Westbury Council Chambers, 26 Lyall Street, Westbury, on *Tuesday 2<sup>1<sup>st</sup></sup> April 2015 at 1.30pm.*

Greg Preece  
**GENERAL MANAGER**

## Table of Contents

CONFIRMATION OF MINUTES:.....	5
COUNCIL WORKSHOPS HELD SINCE THE LAST MEETING: .....	5
DECLARATIONS OF INTEREST: .....	6
TABLING OF PETITIONS:.....	6
PUBLIC QUESTION TIME .....	8
COUNCILLOR QUESTION TIME .....	8
DEPUTATIONS BY MEMBERS OF THE PUBLIC .....	12
NOTICE OF MOTIONS BY COUNCILLORS .....	12
DEV 1 VISITOR ACCOMMODATION AND STORAGE – 69 MEANDER VALLEY ROAD, WESTBURY.....	14
DEV 2 AMENDMENT TO THE MEANDER VALLEY INTERIM PLANNING SCHEME 2013 – HADSPEN REZONING OF LAND AND SPECIFIC AREA PLAN .....	37
GOV 1 MEETING REQUEST FROM LAUNCESTON CITY COUNCIL RE: COUNCIL AMALGAMATIONS.....	44
GOV 2 LOCAL GOVERNMENT REFORM.....	46
GOV 3 ANNUAL PLAN – QUARTERLY REVIEW – MARCH 2015 .....	50
GOV 4 DELORAINE FOOTBALL GROUND – GROUND NAMING SPONSORSHIP .....	52
GOV 5 NOTICE OF MOTION – REMOVAL OF FENCE, TRAIN PARK, DELORAINE – CR RODNEY SYNFLD.....	54
ED & S 1 NOTICE OF MOTION – AGENDA ITEM FOR THE 2015 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT – CR TANYA KING .....	60
ED & S 2 BASS HIGHWAY SIGNAGE AT WESTBURY.....	63
CORP 1 FINANCIAL REPORTS TO 31 MARCH 2015 .....	69
INFRA 1 NEW POLICY NO. 85 - OPEN SPACE .....	71
<b>ITEMS FOR CLOSED SECTION OF THE MEETING:.....</b>	<b>75</b>
GOV 6 APPLICATIONS FOR LEAVE OF ABSENCE.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>

**Evacuation and Safety:**

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

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

Agenda for a general meeting of the Meander Valley Council to be held at the Council Chambers Meeting Room, 26 Lyall Street, Westbury, on Tuesday 21 April 2015 at 1.30pm.

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

Councillor xx moved and Councillor xx seconded, *“that the minutes of the Ordinary and Closed meeting of Council held on 10 March, 2015, be received and confirmed.”*

**COUNCIL WORKSHOPS HELD SINCE THE LAST MEETING:**

Date :	Items discussed:
24 March 2015	<ul style="list-style-type: none"> <li>• Weeds Officer Request</li> <li>• Roadside Shoulder Spraying – Rural Roads</li> <li>• New Policy - Open Space</li> <li>• Policy Review – Policy No. 37 – Tree Management</li> <li>• Asset Management</li> <li>• Meander – “Futures Plan”</li> <li>• 2016 State Rotary Conference</li> </ul>
8 April 2015	<ul style="list-style-type: none"> <li>• Hadspen Growth Area Amendment</li> <li>• Deloraine Rotary Tree Planting Proposal</li> <li>• Fire Protection Plans – Fire Management Area Committees</li> </ul>

**DECLARATIONS OF INTEREST:**

**TABLING OF PETITIONS:**

## **PUBLIC QUESTION TIME**

### **General Rules for Question Time:**

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

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

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

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

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

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

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

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

There will be no debate on any questions or answers.

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

Questions on notice and their responses will be minuted.

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

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

### **Notes**

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

For further information please telephone 6393 5300 or visit [www.meander.tas.gov.au](http://www.meander.tas.gov.au)

## PUBLIC QUESTION TIME

### 1. QUESTIONS TAKEN ON NOTICE – MARCH 2015

Nil

### 2. QUESTIONS WITHOUT NOTICE – APRIL 2015

## COUNCILLOR QUESTION TIME

### 1. COUNCILLOR QUESTIONS TAKEN ON NOTICE – MARCH 2015

#### 1.1 Cr Bob Richardson

##### a) Re: Autumn Events & Touring Guide

Why does Westbury's Irish Festival not appear in Tourism Northern Tasmania's "Backstage Pass" brochure?

*Response by Rick Dunn, Director Economic Development & Sustainability*

*The 'Backstage Pass' publication is produced by Tourism Northern Tasmania. Council officers have no input into the publication's content. It is my understanding that event organisers and accommodation providers pay a fee to be included in the publication and the offer to participate is made via an advertising prospectus produced by Tourism Northern Tasmania.*

##### b) When is Road Safety Week to be held in 2015?

*Response by David Pyke, Director Governance & Community Development*

*National Road Safety Week will be held in Tasmania from Sunday 3 May to Saturday 9 May.*

### 2. COUNCILLOR QUESTIONS ON NOTICE – APRIL 2015

#### 2.1 Cr Bob Richardson

1. It is understood that Council is about to commence a road shoulder spraying program across the Municipality's rural roads and town streets. Further it is also believed that some 350km will be sprayed.

- (a) Will Council advise when their area is likely to be sprayed/contaminated?
- (b) Can Council confirm that some 350km of roadside edge will be sprayed?
- (c) Can Council confirm that the herbicides/poisons to be used are Roundup (glyphosate) and Brush-off?
- (d) What is the active ingredient (s) of Brush-off?



*Response by Matthew Millwood, Director Works*

- (a) *Not specifically for any given road or property – the spraying program commencement date and anticipated duration has been advertised*
- (b) *Approximately 370 kilometres of road shoulder across the rural road network is identified to be sprayed*
- (c) *Yes, these are the herbicides that will be used for the shoulder spraying program*
- (d) *Metsulfuron-Methyl*

2. If glyphosate is one of the poisons/herbicides to be used, is Council aware that the United Nation's International Agency for Research on Cancer has determined that Roundup (glyphosate) is probably, not possibly, but probably, carcinogenic?

*Response by Matthew Millwood, Director Works*

*Council is aware of the IARC's classification that glyphosate is 'probably' carcinogenic.*

That advice was contained in an article in the Sunday 22<sup>nd</sup> March, 2015, edition of The Examiner (article attached with correspondence).

ie, it is (highly) likely that Roundup (glyphosate) causes cancer.

3. Is Council aware of this?

*Response by Matthew Millwood, Director Works*

*Council is aware of the IARC's classification that glyphosate is 'probably' carcinogenic.*

4. If so, how does this sit with sections of the (Tasmanian) Local Government Act which requires Council in effect, to promote the health and welfare of its residents?

*Response by Matthew Millwood, Director Works*

*The Agricultural and Veterinary Chemicals (Control of Use) Act 1995, Agricultural and Veterinary Chemicals (Control of Use) Orders 2001, Code of Practice for Ground Spraying and Code of Practice for Spraying in Public Places specify, regulate and/or provide guidance for chemicals usage. Providing Council undertakes chemical use in accordance with the abovementioned, Council would not be in breach of the (Tasmanian) Local Government Act, be considered negligent in its actions or be placing the health and welfare of any resident at risk.*

5. What alternatives to carcinogenic herbicides are there for Council to control/manage roadside verges?

*Response by Matthew Millwood, Director Works*

*There are alternatives to the herbicides currently being used but these are considered unviable. For example, acetic acids could be used as an alternative to Roundup but it has the following deficiencies - suited for smaller plants (broadleaf) rather than perennial grasses, will only burn the foliage and therefore not systemic (won't kill the plant root) and*

*can have associated health risks. Fatty acids and essential oils are also alternatives but have similar inferior performance characteristics.*

It is understood that addressing road verges by mechanical means, rather than by spraying, adds some \$60,000 to the annual cost.

6. Can this be confirmed?

*Response by Matthew Millwood, Director Works*

*The shoulder spraying program has assisted to reduce this year's roadside slashing costs by approximately this dollar amount. These savings should not be associated with the costs to mechanically remove vegetation from the road shoulder area.*

7. Given that there are some 10,000 rateable properties in the Meander Valley, is it not the case that to abandon use of sprays would increase rates by at 11.5 cents per week per property?

*Response by Matthew Millwood, Director Works*

*This calculation is based on this year's projected roadside slashing savings and does not reflect or forecast the annual operational cost variances associated with abandonment of herbicide use.*

8. Knowing the likelihood that glyphosate is cancer-causing, would it not be culpable of Council to continue using glyphosate-based sprays?

*Response by Matthew Millwood, Director Works*

*Refer to response to question 4.*

**Addendum:** The Concise Oxford Dictionary defines:-

"probably: That may be expected to happen or prove true, likely;

"culpable: criminal, blameworthy."

### **3. COUNCILLOR QUESTIONS WITHOUT NOTICE – APRIL 2015**

#### **3.1 Cr Bob Richardson**

##### **Sporting Success: Westbury and Surrounds**

Since the last Council meeting the sporting fraternity of Westbury and surrounds has chalked up some impressive performances.

#### **1. Cricket**

- (i) - The Westbury Shamrocks recorded an impressive season's results:-  
The first-grade team won the NTCA premierships, making 3 out of the past four. Captain Dane Anderson led Jono Chapman, Daniel Murfet, Richard Howe, Josh Adams, Sean

Stevenson, Shaun Leatherbarrow, Michael Lucic, Nathan Parkin, Joe Cullen, Dave Rogers and Justin Curbishley to an innings win over South Launceston.

Club President Michael Claxton also reported that the 2nds were third, the thirds premiers and the fourths runners-up. Mr Claxton said that the Club hosted to Milo Cricket skills development centres; next year the Shamrocks are exploring the establishment of two additional underage teams and a women's team.

All players and coaches/administrators are volunteers.

(ii) Kingborough won the Tasmanian (Southern League) cricket premiership, spearheaded by former Westbury team member, Jason Shelton (of Bracknell).

## 2. Lawn Bowls

Westbury Bowls Club fielded teams in 5 Division this season.

- After being promoted this year from Division 2, the Division 1 side missed the grand final by just one shot in the preliminary final;
- the Division 4 side won its Grand Final. It then contested the Division 4 State Final – and won. It was the only Northern Division side to win a State Final; and
- Division 7 won its grand final.

The two mid-week sides also performed well;

- the Division 2 side missed the Grand Final, but got to the preliminary final; and
- Division 4 won the Grand Final.

Club President and Secretary Rod Plunkett and John McNab indicated the Club's successful year was a reflection on the camaraderie of the approximately 70 members. The Club fully owns and maintains its facilities and all work is done voluntarily.

3 Northern pennants and 1 State Flag !

## 3. The Thoroughbred Industry

Whitemore thoroughbred breeder and trainer, Graeme McCulloch, bred Group 1 winner, Mongolian Kahn. Mongolian Khan won both the New Zealand Derby and the \$2m AJC Sydney Derby.

This is the first time a horse has won this double since 1986, when Bonecrusher was successful.

These sporting feats are a credit to the men, women and young people of the District.

Will Council acknowledge those successes ?

## **DEPUTATIONS BY MEMBERS OF THE PUBLIC**

### **NOTICE OF MOTIONS BY COUNCILLORS**

GOV 5            REMOVAL OF FENCE, TRAIN PARK, DELORAINE - CR RODNEY SYNFIELD

ED & S 1        AGENDA ITEM FOR 2015 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT - CR  
TANYA KING

## CERTIFICATION

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

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



**Greg Preece**  
**GENERAL MANAGER**

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

## COUNCIL MEETING AS A PLANNING AUTHORITY

The Mayor advises that for items DEV1 to DEV2 Council is acting as a Planning Authority under the provisions of the *Land Use Planning and Approvals Act 1993*.

## **DEV 1 VISITOR ACCOMMODATION AND STORAGE – 69 MEANDER VALLEY ROAD, WESTBURY**

### **1) Introduction**

This report considers application PA\15\0074 for Visitor Accommodation (Caravan Park and associated building and signs) and Storage (building) for land located at 69 Meander Valley Road, Westbury (CT 43423/2).

### **2) Background**

#### **Applicant**

Lateral Architecture obo A DeVeth

#### **Planning Controls**

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

#### **Use & Development**

The application is to develop a caravan/campervan park and storage area on an internal lot. The plans show 17 serviced and 4 un-serviced bays. Each bay is 10m x 6m in area. The serviced bays have access to power, reticulated water and sewerage. The un-serviced bays cater for self-contained campervans. Tent camping is not permitted in the park.

The purpose built storage building (48m x 10m x 5.5m (h)) provides 8 bays (each 10 x 6m), caters for caravan and campervan storage. Shed A has been demolished (retrospective approval required). Shed B is to be retained – partly as the amenity block and office; and partly as a private workshop.

Other features include a gazebo and landscaped area for the enjoyment of the customers. The entire site is enclosed by existing 2.4m high security fencing. The site plan shows a wastewater 'dump point' at the end of the access strip.

The park would operate in a self-service manner. A part-time care taker would collect money once each afternoon.

Two pole signs are proposed on each side of the entrance into the property. Each sign face is 1.5m x 1m and features the business name, telephone number, logo and highlights the entrance location. The overall height of the signs is approximately 1.8m.

The 8m wide access strip contains a 6m wide driveway and 1m wide footpaths to each side. Two small incidental signs (shared zone/speed signs) are located at the beginning of the footpaths.

## Site & Surrounds

The 8042m<sup>2</sup> internal lot is located within the Westbury Township. The property fronts onto Meander Valley Road. The 84m long access strip abuts onto Kolmark P/L and vacant land (former outdoor yard associated with Westbury Rural Services). To the north, the property abuts onto the railway line. To the east is Pearn's Steam World complex; while to the west and south-west are private residential properties.

The subject land is highlighted in the aerial photo below.

### Shed A

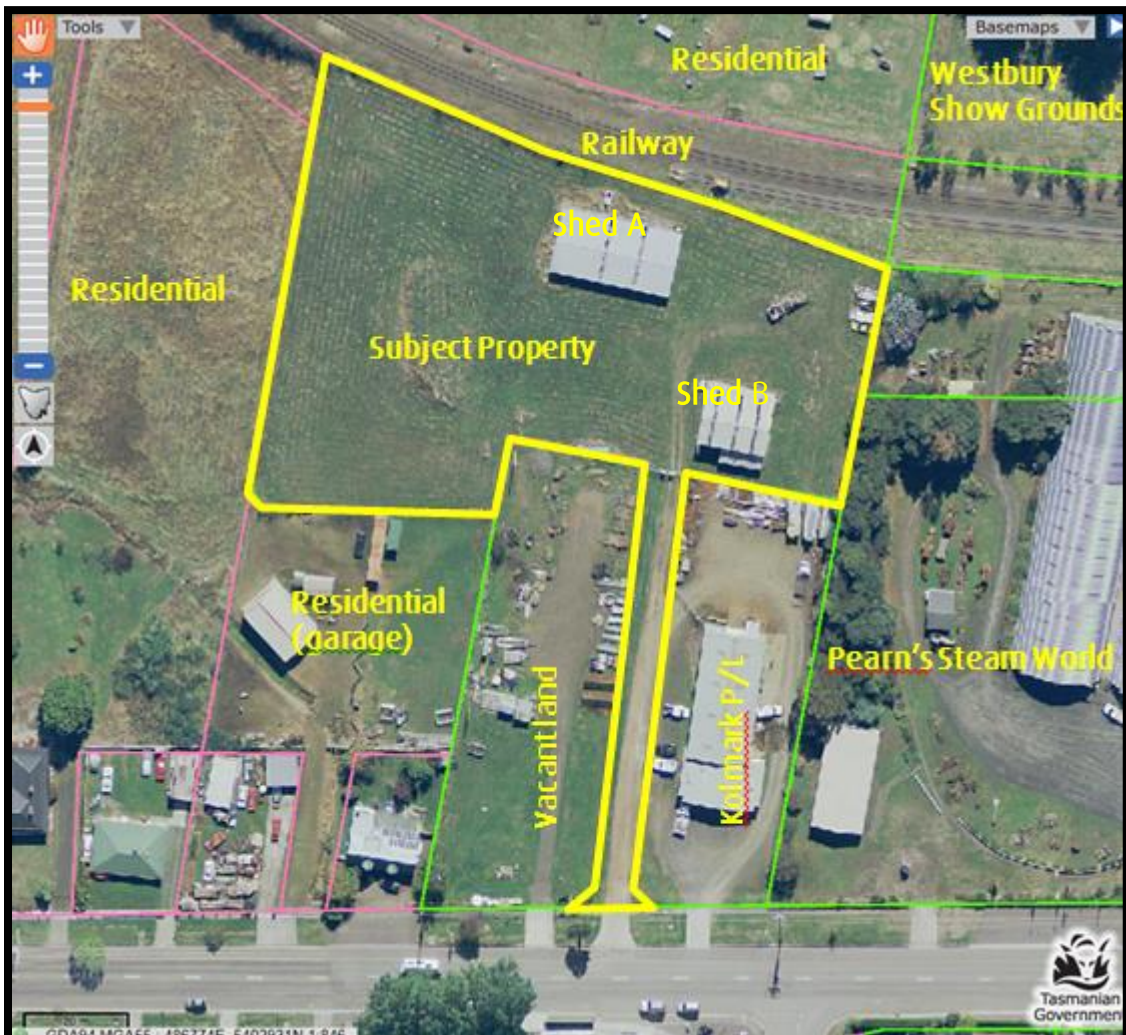


Photo 1: aerial photo showing the location of the subject title (Source: The List 2015)



Photo 2: arrow showing site of building (Shed A) that was demolished (concrete slab remaining)



Photo 3: showing building (Shed B) to be retained



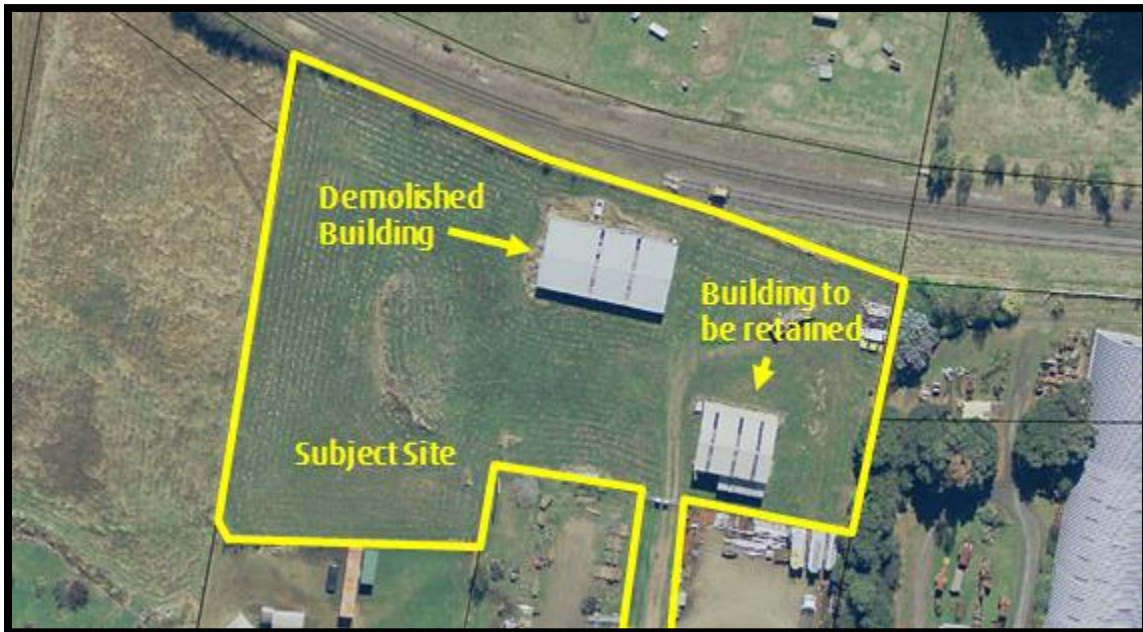


Photo 4: aerial photo showing the building that has been demolished and the building to be retained.

### Statutory Timeframes

Valid application:	4 March 2015
Advertised:	14 March 2015
Closing date for representations:	30 March 2015
Request for further information:	Not Applicable
Information received:	Not Applicable
Extension of time granted:	31 March 2015
Extension of time expires:	22 April 2015
Decision Due:	21 April 2015

### 3) Strategic/Annual Plan Conformance

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

### 4) Policy Implications

Not Applicable

### 5) Statutory Requirements

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

### 6) Risk Management

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

## **7) Consultation with State Government and other Authorities**

The application was referred to TasWater. A Submission to Planning Authority Notice (TWDA 2015/00330-MVC) was received on the 24 March 2015 (attached document).

## **8) Community Consultation**

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

## **9) Financial Impact**

Not Applicable

## **10) Alternative Options**

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

## **11) Officers Comments**

### **Zone**

The subject property is zoned Urban Mixed Use (see Figure 1 below). The land surrounding the site is located in the Urban Mixed Use. Meander Valley Road (to the south) and the railway line (to the north) are both zoned Utilities.

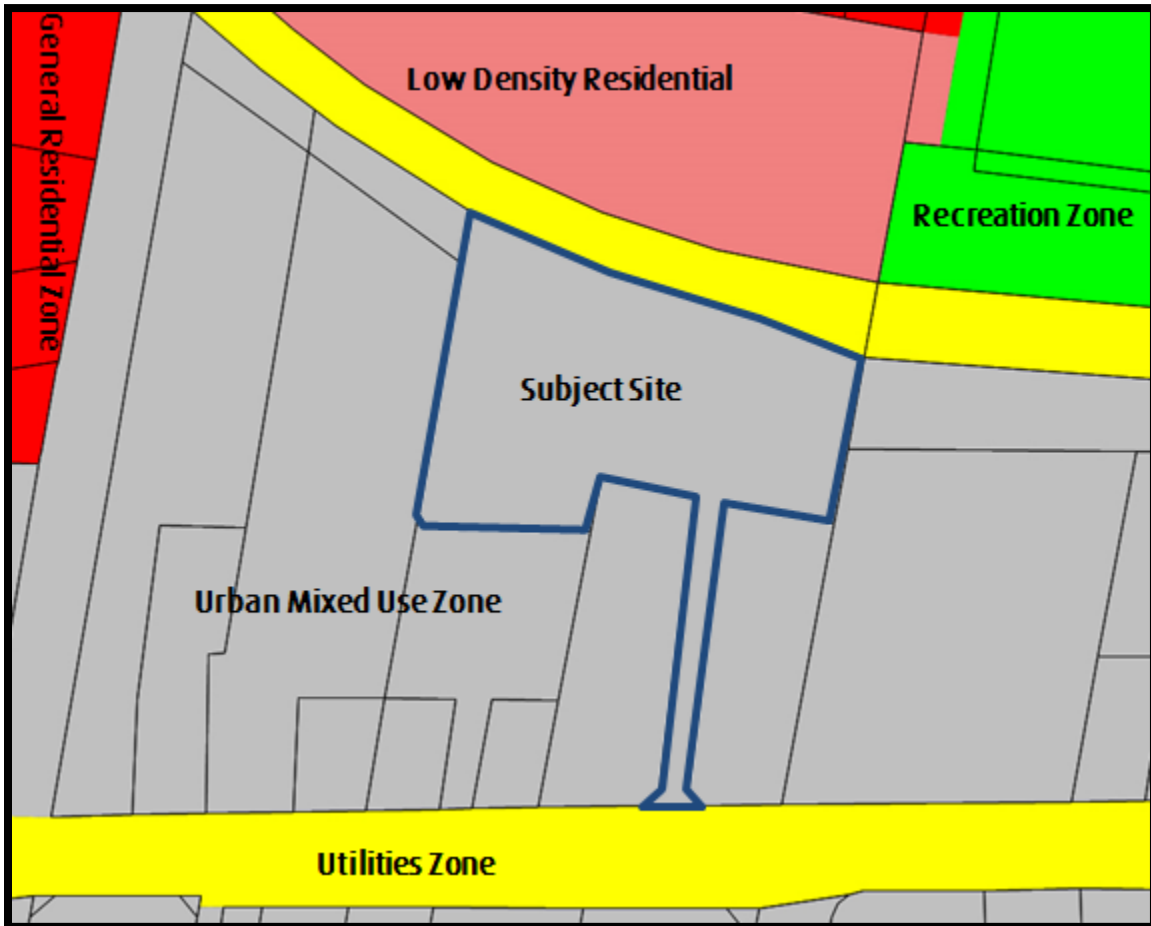


Figure 1: Zoning of subject titles and surrounding land

**Use Class**

In accordance with Table 8.2 the proposed Use Class is:

- Visitor Accommodation
- Storage

In the Urban Mixed Use Zone, both uses are listed as Discretionary uses under Section 15.2 – Use Table. As such, the proposed uses are assessed against the Zone Purpose including the Local Area Objectives and Desired Future Character Statements. The use standards in the zone and the applicable codes are also considered relative to each applicable issue.

**15.1 Zone Purpose**

The purpose of the Urban Mixed Use Zone is:

- 15.1.1.1 To provide for integration of residential, retail, community services and commercial activities in urban locations.
- 15.1.1.2 To provide for a diverse range of urban uses that support the role of activity centres by creating demand, vitality and viability within adjacent activity centres.

### 15.1.2 Local Area Objectives (Westbury)

- a) To maintain the current level of mixed use activities.
- b) To maximize economic opportunities for reuse of heritage character buildings or other underutilised buildings.

### 15.1.3 Desired Future Character Statements (Westbury)

- a) The current strip of mixed uses along Meander Valley Road reflects an historic pattern of development which has resulted in a high degree of interspersed residential, community and business/commercial/tourism uses.
- b) This pattern continues through to the historic 'town centre', though occurs at a slightly higher density within the heritage building fabric.
- c) The mixed visual character of the urban mixed use area is to be maintained in a scale and density respectful to any heritage characteristics.

#### **Comment:**

The application proposes to develop a caravan park with associated storage facilities. The proposed site is located within a small commercial node – with Pearn's Steam World, Kolmark P/L and Westbus to the east and Westbury Rural Supplies to the south.

The footpath fronting the subject property connects the site to the main retail centre of Westbury and beyond to the Village Green and Town Common.

The proposal includes the reuse of part of an existing building as an amenity block. The proposed new storage building is to be located behind this existing building. The gazebo is 6 x 4 x 3.68m high and as such is considered a minor structure. In addition, being an internal lot, the visual impact of the proposed development is further reduced.

Based on the above, the development is consistent with the Zone Purpose, Local Area Objectives and Desired Future Character Statements.

#### **Applicable Standards**

This assessment considers all applicable planning scheme standards.

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

Where use and development relies on performance criteria, discretion is used for that particular standard. To determine whether discretion should be exercised to grant approval,

the proposal must be considered against the objectives of the applicable standard and the requirements of Section 8.10.

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

### Compliance Assessment

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

<b>Urban Mixed Use Zone</b>		
Scheme Standard	Comment	Assessment
<b>15.3.1 Amenity</b>		
A1	Staff member attends each afternoon.	Complies
A2	The signs are not illuminated.	Complies
A3	Not applicable – as for multiple dwellings only	Not Applicable
<b>15.4.1 Building Design and Siting</b>		
A1	Land 8042m <sup>2</sup> , workshop 172m <sup>2</sup> , shed 480m <sup>2</sup> , gazebo 24m <sup>2</sup> = 8.4% site coverage - less than 50% site coverage	Complies
A2	Height: shed – 6m; workshop/amenity block height is unchanged; fence 2.4m; gazebo 3.7m.	Complies
A3	Front boundary setback – 80+m	Complies
A4	Shed located 2m from both side and rear setback. Existing 2.4m high fence - on boundary.	Complies
A5	Internal lot with an 80m access strip – shed faces Meander Valley Road.	Complies

<b>E4 Road and Railway Assets Code</b>		
Scheme Standard	Comment	Assessment
<b>E4.2 Application of this Code</b>		
	The proposal intensifies the use of the access	Code Applicable
<b>E4.6.1 Use and road or rail infrastructure</b>		
A1	Meander Valley Road is not a Category 1 or 2 road (Category 5). Site within 50m of a railway.	Relies on Performance Criteria
A2	21 sites and 8 storage bays – more than 40 movements. TIA provided with written comment from State Growth.	Relies on Performance Criteria
A3	Not Applicable	Not applicable

<b>E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways</b>		
A1	Development for storage shed and gazebo within 50m of the railway line.	Relies on Performance Criteria
<b>E4.7.2 Management of Road and Accesses and Junctions</b>		
A1	No change in access location	Complies
A2	Not Applicable	
<b>E4.7.3 Management of Rail Level Crossings</b>		
A1	Access does not cross the railway line	Not Applicable
<b>E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings</b>		
A1	Existing access complies	Complies

<b>E6 Car Parking and Sustainable Transport Code</b>		
Scheme Standard	Comment	Assessment
<b>E6.2 Application of this Code</b>		
E6.2.1	Code applies to all use and development.	Code is applicable
<b>E6.6.1 Car Parking Numbers</b>		
A1	1 per unit	Complies
<b>E6.6.3 Taxi Drop-off and Pickup</b>		
A1	Not Applicable - Less than 50 car parking spaces required	Not Applicable
<b>E6.6.4 Motorbike Parking Provisions</b>		
A1	Not applicable	
<b>E6.7.1 Construction of Car Parking Spaces and Access Strips</b>		
A1	Proposed Gravel base is semi-permeable. Manoeuvring area not sealed.	Complies Relies on Performance Criteria
<b>E6.7.2 Design and Layout of Car Parking</b>		
A1	Parking in front of building line	Relies on Performance Criteria
A2	Access strip is 6m wide. Internal access strips and parking spaces greater than standard. Turning acceptable for specific length vehicles.	Complies
<b>E6.7.3 Car Parking Access, Safety and Security</b>		
A1	Security lighting shown Visible from other caravan patrons	Complies
<b>E6.7.4 Parking for Persons with a Disability</b>		
A1	Parking spaces large enough to comply	Complies
A2	As above	Complies
<b>E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup</b>		
A1	Storage bays meet dimension requirements	Complies
<b>E6.8.1 Pedestrian Walkways</b>		
A1	1m wide walkway on each side of the access strip – with signage. No protective devices shown	Relies on Performance Criteria

E11 Environmental Impacts and Attenuation Code		
Scheme Standard	Comment	Assessment
E11.6.1 Attenuation Distances		
A1	No acceptable solution	Relies on Performance Criteria.
A2	Not Applicable	

E14 Signage Code		
Scheme Standard	Comment	Assessment
E14.2 Application of this Code		
	2 pole signs	Code applicable
E14.6.7 Pole Signs		
A1	Land zoned Urban Mixed Use	Complies
A2	2 pole signs applied for (greater than 1) 2 smaller signs are Incidental Signs and are exempt	Relies on Performance Criteria

### Performance Criteria

E4 Road and Railway Assets Code	
Section E4.6.1 Use and road or rail infrastructure	
<p><b>Objective:</b>  <i>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>	
<p><b>Performance Criteria:</b>  P1  <i>Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.</i></p>	
<p><b>Comment:</b>  The existing access is off Meander Valley Road, which is a category 5 road. The application does not include any new access or junction.</p>	
<p><b>Performance Criteria:</b>  P2  <i>For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i></p>	
<p><b>Comment:</b>  The application included a Traffic Assessment prepared by Terry Eaton dated February 2015. This assessment concluded that:  <i>"A traffic assessment for a proposed Caravan Park and associated caravan storage</i></p>	

*indicates compliance with the provisions of Section E4.0 of the Meander Valley Interim Planning Scheme provided the driveway widening is undertaken in compliance with the Meander Valley Council guidelines".*

State Growth provided written support for the conclusion and recommendations of the Traffic Assessment.

**Recommendation:**

The existing driveway access from the property boundary to the kerb and channel on Meander Valley Road must be upgraded to provide a minimum width of 6 metres in accordance with IPWEA Standard Drawing TSD-R09-v1.

The new internal driveway must be constructed with a sealed surface from the edge of the concrete driveway to a minimum distance of 10 metres inside the property.

The development is consistent with the Objectives.

**Section E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways**

**Objective:**

*To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:*

- a) ensure the safe and efficient operation of roads and railways; and*
- b) allow for future road and rail widening, realignment and upgrading; and*
- c) avoid undesirable interaction between roads and railways and other use or development.*

**Performance Criteria:**

*P1*

*Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:*

- a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and*
- b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and*
- c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and*
- d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.*

**Comment:**

The application includes the development of a purposely built shed for the storage of caravans and campervans; and a gazebo. Both buildings are located wholly within the property boundary, so will not impact on train sight distances. In addition, both buildings comply with the setback requirement for this zone.



Impacts from vibrations will be addressed through the building permit process.

The development is considered consistent with the Objectives.

## E6 Car Parking and Sustainable Transport Code

### Section E6.7.1 Construction of Car Parking Spaces and Access Strips

**Objective:**

*To ensure that car parking spaces and access strips are constructed to an appropriate standard.*

**Performance Criteria:**

*P1*

*All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.*

**Comment:**

The proposal is for the bays and vehicle manoeuvring areas to be a pervious gravel base. The Acceptable Solution is an impervious weather seal.

Council's Infrastructure Department have reviewed the proposal and to ensure that the car parking, bays and vehicle manoeuvring areas are usable in all weather conditions, on site stormwater management is required. The closest stormwater infrastructure is located in Meander Valley Road. In addition, the delineation of parking spaces and bays will assist operations in the absence of a staff member.

**Recommendation:**

- Delineation of parking spaces on unsealed gravel surfaces including the use of raised pavement markers must be provided to the satisfaction of Council's Director Infrastructure Services.
- All stormwater must be collected and directed to Council's stormwater system on Meander Valley Road to the satisfaction of Council's Director Infrastructure Services. Works are to include sediment control.

The development can be conditioned to be consistent with the Objectives.

### Section E6.7.2 Design and Layout of Car Parking

**Objective:**

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

**Performance Criteria:**

*P1*

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

*a) the layout of the site and the location of existing buildings; and*

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

**Comment:**

The application includes 2 car parking (staff parking and one self-sufficient bay) located to the front of the existing building (see Figure 2 below). The location of the subject car parking spaces are located over 80m from Meander Valley Road and obscured by existing building and infrastructure of 67 Meander Valley Road.

The development is considered consistent with the Objectives.

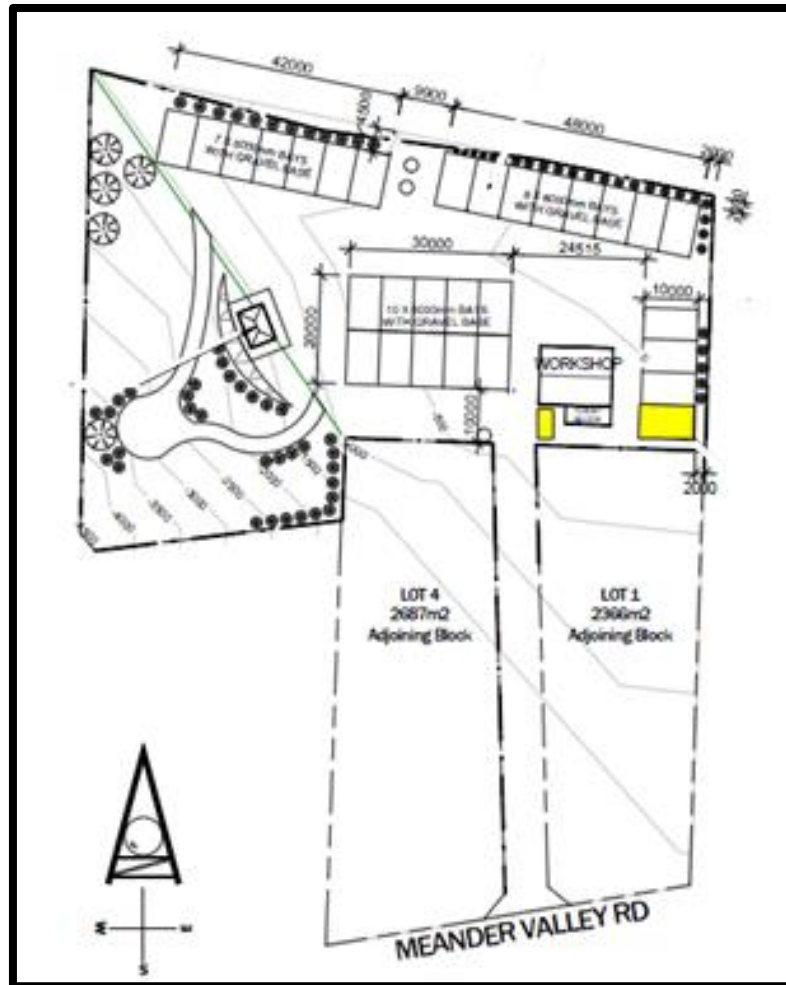


Figure 2: showing car parking spaces forward of the building line (highlighted in yellow)

**E6.8 Provisions for Sustainable Transport**

**Section E6.8.1 Pedestrian Walkways**

**Objective:**

*To ensure pedestrian safety is considered in development.*

**Performance Criteria:**

P1

*Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.*

**Comment:**

The submitted site plan shows a 1m wide Pedestrian Zone on both sides of the internal driveway (see Figure 3 below). The western side of the access strip has an existing fence. There is no fence on the eastern side, and no fence is proposed. The access strip is currently used informally for access purposes by 67 Meander Valley Road (Kolmark). This arrangement poses a safety risk to pedestrian movement along the eastern pedestrian walkway.

Council's Infrastructure Department have reviewed the proposal, and to ensure pedestrian safety, it is recommended that a pedestrian walkway be restricted to the western side of the access strip only, with appropriate delineation.

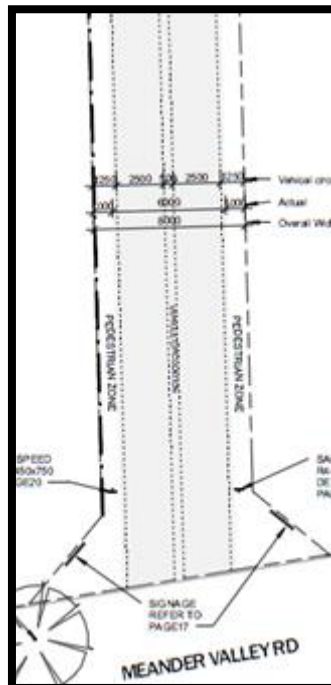


Figure 3: showing the proposed layout of the access strip.



Photo 5: showing the access off Meander Valley Road.

**Recommendation:**

- The applicant must provide a minimum footpath width of 1.50 metres from Meander Valley Road along the western side of the internal access road with appropriate marker posts or bollards to provide delineation and protection for pedestrians to the satisfaction of Council’s Director Infrastructure Services.

The development can be conditioned to be consistent with the Objectives.

<b>E11 Environmental Impacts and Attenuation Code</b>
<b>Section E11.6.1 Attenuation Distances</b>
<p><b>Objective:</b>  <i>To ensure that potentially incompatible use or development is separated by a distance sufficient to ameliorate any adverse effects.</i></p>
<p><b>Performance Criteria:</b>  <i>P1</i>  <i>Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:</i>  <i>a) degree of encroachment; and</i>  <i>b) nature of the emitting operation being protected by the attenuation area; and</i>  <i>c) degree of hazard or pollution that may emanate from the emitting operation;</i>  <i>and</i>  <i>d) the measures within the proposal to mitigate impacts of the emitting activity to the</i></p>

*sensitive use.*

**Comment:**

A caravan park is classified as a sensitive use. Kolmark P/L is a metal fabrication business located at 67 Meander Valley Road (adjacent to the subject site). As Kolmark is within 500m of the proposed caravan site, an Environmental Impact Assessment (Noise) Report (March 2015) was submitted.

NOTE: The applicant submitted an Environmental Impact Assessment (Noise) Report (January 2015) and written advice from TasRail (dated 20 February 2015) as part of the application documents. A revised Environmental Impact Assessment (Noise) Report (March 2015) was subsequently submitted.

The report considered the use of the caravan park in two components – daytime and night time.

- Daytime

The daytime use was considered as a commercial activity – with caravans arriving and departing, and customers use of communal facilities and moving around the site. The noise generated from Kolmark during the daytime includes equipment (e.g. electrical power tools such as grinders, a radio and truck movement). The poor insulation properties of caravans would allow for greater noise transmission of sound through the walls, windows and air gaps. The report states that the commercial nature of the caravan park during the day time *“...is not expected to be concerned with the minor level of noise created by Kolmark”*.

- Night time

The night time use was considered as a residential premise – for sleeping purposes, with a sleep period starting at 10pm. Currently, Kolmark does not generally operate between 5.30pm to 7am.

Odour is not considered to be a potential nuisance.

The report concluded that *“any daytime noise created from Kolmark is not likely to create a noise nuisance to visitors as the site itself will generate its own low level noise during the daytime with people and vehicles moving about the site”*.

The development is considered consistent with the Objectives.

## **E14 Signage Code**

### **Section E14.6.7 Pole Signs**

***Performance Criteria:***

*P2*

*The sign must:*

- a) not unreasonably reduce sunlight to the window or private open space of an adjoining property; and*
- b) not unreasonably spill light over the site boundary; and*

*c) have a display area and height that are not visually intrusive; and  
d) does not unduly obstruct, or distract, vehicular or pedestrian traffic.*

**Comment:**

The proposal is to erect 2 signs on each side of the entrance. The Acceptable Solution is for 1 pole sign only. Each sign is approximately 1.7m in overall height. The dimension of each sign face is 1.5m x 1m. The design features the name of the business, telephone number and entrance location. The proposed colour scheme is black on white.

The location and dimensions of the signs will not impact on the available sunlight to residential properties. In addition, the signs are not illuminated.

The proposed signs are located within the title boundary. In Photos 6 and 7 below, the person standing indicates the approximate location and height of the signs. The signs are located in a node of commercial activity. Pearn's Steam World and Westbus both have pole signs in close proximity to the front boundaries. Westbury Rural Services have dominant signage to the front boundary. Based on the proposed design, size and dimension of the proposed signs and other signage in the surrounding area, the subject signs would not be visually intrusive.

Being an internal lot, the signs would assist customers in locating the access to the property. The location of the signs will not impact on sight distance requirements for safe movement of traffic at the access.

The development is considered consistent with the Objectives.



Photo 6: person standing showing approximate location of sign at western side of access strip



Photo 7: person standing showing approximate location of sign at eastern side of access strip

#### 9.4 Demolition

The application includes retrospective approval for the demolition of a building. The building was removed prior to the application being lodged, the concrete slab remains. Being an essential component of the proposed development, the demolition forms part of the assessment in total. The property is not heritage listed. A recommendation for approval of the application inherently includes the demolition of this building.

#### Representation

One representation from TasRail was received during the advertising period (see attached documents). The representation included TasRail's correspondence to JMG (the author of the noise report) dated 20 February 2015.

A summary of the representation is as follows:

Attached correspondence dated 20 February 2015:

- *TasRail is concerned about the potential for future complaints about horn noise from guests and residents at the caravan park;*
- *The timetable and frequency of train movements is not fixed and is likely to increase in the future;*

- *The new fleet of locomotives have a significantly louder horn noise which would underestimate the railway noise readings.*

Email:

- *"Section 4.1 Railway Assets Code...development fails to address is how it proposes to screen or buffer  $L_{(max)}$ , measured at 105dB(A) in the report. While there is some scope to engineer or design to reduce noise impacts in residential buildings, there is obviously less opportunity to achieve noise reduction in caravans or camping conditions".*
- *"Section 4.2 Railway Operation...Use of the state rail network will potentially increase over time...Future use within 50 metre discretionary use area should therefore allow for multiple freight services throughout night time hours of 10:00pm to 7:00am...Future planning should also therefore provide for an increased frequency of train movements...TasRail's view is that train noise is likely to be an issue for Council, TasRail and guests who would be subject high levels of night time noise".*

**Comment:**

NOTE: The document that the Environmental Impact Assessment (Noise) Report 2015 and the representation (email) refer to is the Draft Revised Road and Railway Assets Code 2013. This document has been subsequently superseded by the current Road and Railway Assets Code within the scheme.

The purpose of the Road and Railway Assets Code includes ...c) *reduce amenity conflicts between roads and railways and other use or development.*

The submitted Environmental Impact Assessment (Noise) Report (March 2015) assessed the potential impact of noise from the abutting railway. The report states that there is between 3 and 5 trains per day passing the site. The latest train passes between 12 midnight and 1am. The train noise is likely to be highly discernible from the background noise level during the day, night and evening periods.

The report considered the use of the caravan park in two components – daytime and night time.

- Daytime

The daytime use was considered as a commercial activity – with caravans arriving and departing, and customers using of communal facilities and moving around the site. Due to this use, *"...the daytime trains should not present significant issues for this site during the day"*.

- Night time

The report states that there are 1 or 2 trains that are likely to pass in the night time. These trains pass at 8.30pm and midnight. The report notes that train times may vary. When considering a sleep period starting at 10pm, only the midnight train would disturb the sleep of customers. The report states that *"it is expected that the train noise will mostly certainly disturb the sleep of persons residing on the site in caravans"*. Based on sites being for short term stays only, the report concludes that one disturbance is considered reasonable.



The report does not provide any mitigation measures and concludes that the site is suitable for the use as a short term stay caravan park.

In addition, Council's Environmental Health Officer provided the following comments:

*Given the dBA readings noted in the JMG report, it is very difficult to say that the noise from a passing train would not cause a nuisance, albeit short-lived. EMPCA defines environmental nuisance as the emission of a pollutant that unreasonably interferes with, or is likely to interfere with, a person's enjoyment of their environment. Factors such as volume, intensity, duration, time and place are considered when determining whether noise emissions constitute an environmental nuisance.*

*In this case, the volume and intensity of the train noise is noted to be high in the report, however the noise is infrequent and of short duration. It is also worth noting here that Council does not have any record of any complaints regarding train noise from the surrounding residents in Westbury, nor any record of complaints from residents of the caravan park in Deloraine by which the train line also passes.*

*Taking all these factors into consideration, there is not ample reason from an Environmental Health perspective to refuse the application on the basis for potential environmental nuisance impacts, particularly as the caravan park will not be offered for long-term stay, nor will there be any permanent caravan sites. However the concerns raised in the letter from TasRail should not be discounted entirely. If a Planning Permit is granted for the development of a caravan park, consideration should be given to including a condition on the permit to stipulate that signage must be erected to alert caravan park patrons of the potential noise disturbance from passing trains which may occur at any time within a 24 hour period, 7 days a week.*

The applicant has stated in an email dated 13 March 2015 that in regard to train noise that *"...all due care and communication of this fact to the patrons will be undertaken. Such as warning signs and verbal communication to the patrons where possible"*.

**Recommendation:**

- Signage must be erected to alert caravan park patrons of the potential noise disturbance from passing trains which may occur at any time within a 24 hour period, 7 days a week.

**Conclusion**

In conclusion, it is considered that the application for Visitor Accommodation and Storage can be effectively managed by conditions and should be approved.

**AUTHOR:** Leanne Rabjohns  
TOWN PLANNER

**12) Recommendation**

*That the application for use and development for Visitor Accommodation and Storage for land located at 69 Meander Valley Road, Westbury (CT 43423/2) by Lateral Architecture obo A DeVeth, requiring the following discretions:*

<i>E4.6.1</i>	<i>Use and road or rail infrastructure</i>
<i>E4.7.1</i>	<i>Development on and adjacent to Existing and future Arterial Roads and Railways</i>
<i>E6.7.1</i>	<i>Construction of Car Parking and Access Strips</i>
<i>E6.7.2</i>	<i>Design and layout of car Parking</i>
<i>E6.8.1</i>	<i>Pedestrian Walkways</i>
<i>E11.6.1</i>	<i>Attenuation Distances</i>
<i>E14.6.7</i>	<i>Pole Signs</i>

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

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

- a) Lateral Architecture – additional information – not dated;
- b) Lateral Architecture – job number LA-14-42 – drawing numbers 03-21 – dated 04-12-14;
- c) Terry Eaton – Traffic Assessment – dated February 2015;
- d) JMG – Environmental Impact Assessment (noise) Report – dated March 2015;

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

2. Prior to the commencement of any works:

- a) amended plans must be submitted for approval to the satisfaction of Council's Town Planner. Drawing numbers LA-14-42, sheets 4 and 8 are to be amended to show a pedestrian walkway 1.5m wide to the western side of the access strip with appropriate marker posts or bollards to provide delineation, to the satisfaction of Council's Director of Infrastructure Services. When approved, the plans will be endorsed and will then form part of the permit.
- b) design drawings (including sediment control) are to be submitted showing the means of connection from the car parking space, bays and internal roads to Council's stormwater mains, to the satisfaction of Council's Director of Infrastructure Services.

3. Prior to the commencement of the use, the following are required:

- a) The existing vehicular crossover must be constructed to a minimum width of 6 metres and concreted in accordance with LGAT standard drawing TSD-R09-V1 (attached), to the satisfaction of Council's Director of Infrastructure Services.
- b) The internal driveway must be constructed with a sealed surface from the edge of the concrete driveway to a minimum distance of 10 metres inside the property, to the satisfaction of Council's Director of Infrastructure Services.

- c) Delineation of parking spaces on unsealed gravel surfaces must be installed, including the use of raised pavement markers, to the satisfaction of Council's Director of Infrastructure Services.
  - d) All stormwater works (as per Condition 2.b) must be completed, to the satisfaction of Council's Director of Infrastructure Services.
  - e) Signage must be erected onto the outside wall of the amenity facilities building alerting patrons of the potential noise disturbance from passing trains which may occur at any time within a 24 hour period, 7 days a week, to the satisfaction of Council's Town Planner.
4. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No2015/00330-MVC attached).

Note:

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

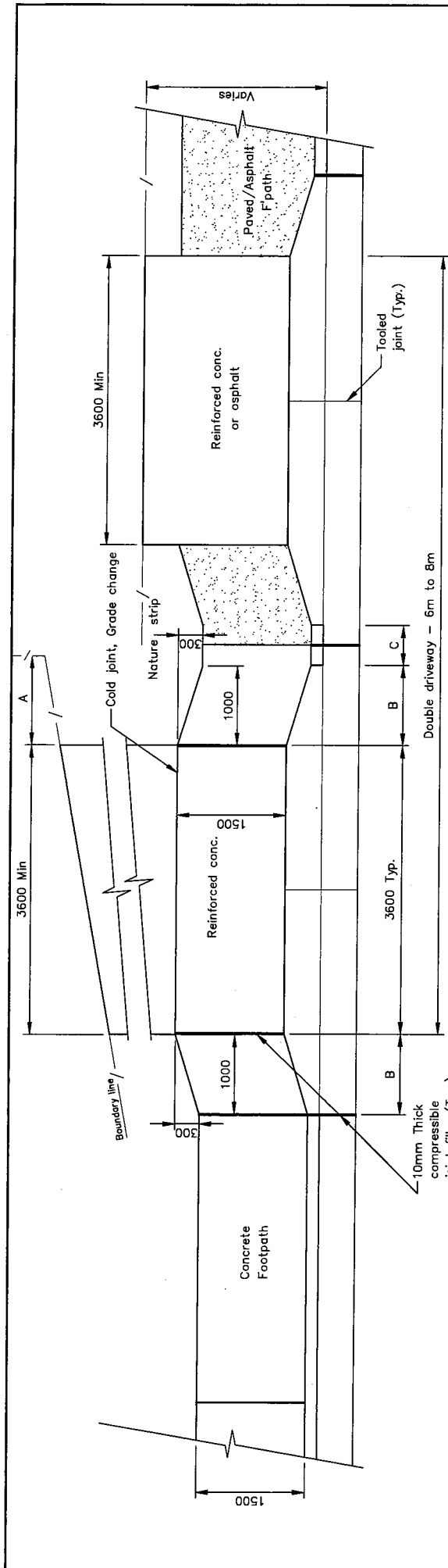
- a) Building permit
- b) Plumbing permit

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

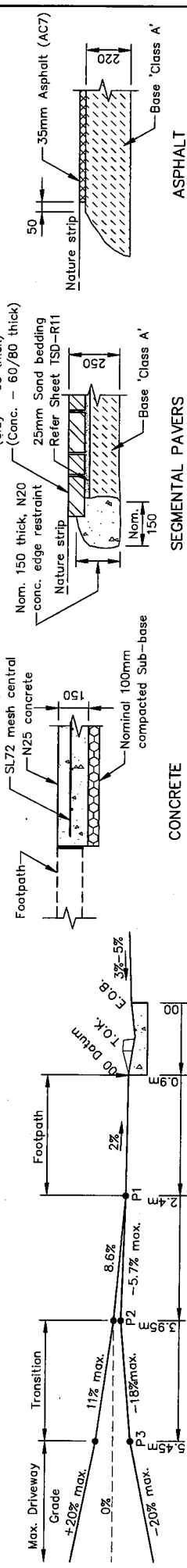
2. This permit takes effect after:
  - a) The 14 day appeal period expires; or
  - b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.
  - c) Any other required approvals under this or any other Act are granted.
3. This permit is valid for two (2) years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

- unearthed and other possible relics from destruction,
- b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania Fax: (03) 6233 5555 Email: [aboriginal@heritage.tas.gov.au](mailto:aboriginal@heritage.tas.gov.au)); and
  - c) The relevant approval processes will apply with State and Federal government agencies.

## **DECISION:**

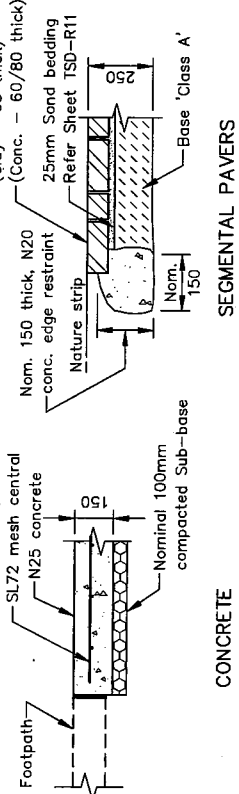


**TYPICAL PLAN (DOMESTIC)**  
('TYPE KC' KERB SHOWN)



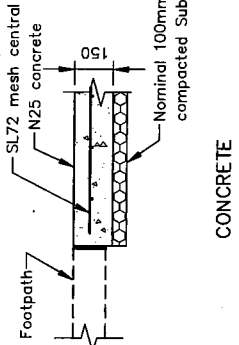
**TYPICAL DRIVEWAY PROFILE**  
SUITS 'B85' / 'B99' VEHICLES  
('TYPE KC' KERB / FOOTPATH AT KERB SHOWN)

**TYPICAL PLAN (DOMESTIC)**  
('TYPE KC' KERB SHOWN)



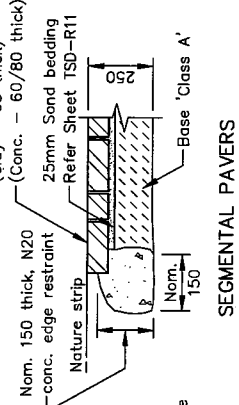
**CONCRETE**

**TYPICAL PLAN (DOMESTIC)**  
('TYPE KC' KERB SHOWN)



**SEGMENTAL PAVERS**

**TYPICAL PLAN (DOMESTIC)**  
('TYPE KC' KERB SHOWN)



**ASPHALT**

Dim.	Description	Notes
A	Boundary Offset	New Subdivisions - 1000mm min. Established areas - Match existing
B	Transition (Wing)	Types 'KC' and 'KCM': B = 1000mm
C	Min. kerb Length	Delete transitions and construct continuous crossing if 'C' IS < 500mm

**PAVEMENT DETAILS**  
(For Sub-grade C.B.R. ≥ 4.0%)

**CONSTRUCTION NOTES**

- Concrete surfaces - Edge tooled, broom finish.
- The Principal may increase depth of base course(s) for subgrade strength (C.B.R. < 4.0%)
- Extend 10mm compressible joint filler through concrete footpaths only (Refer sheet TSD-R11, Footpaths).

**DESIGN NOTES**

- Design driveway profiles (tabulated) are in accordance with the requirements of 'AS/NZS 2890.1 : 2004' using 'Standard Design Vehicles':
  - B85 Vehicle - Domestic driveways (including 1 - 2 units)
  - B99 Vehicle - Light commercial, large unit development.
- An approved engineering design is required for varying site conditions and for driveways used by 'Non Standard' vehicles; detailing the structural, plan geometry and vertical profile requirements.

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

XRref File: TSD-R09-v1.dwg

REFERENCES

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TAS Division  
**IPWEA**  
INSTITUTE OF PUBLIC WORKS  
ENGINEERING AUSTRALIA



Local Government Association Tasmania

**STANDARD DRAWING**  
URBAN ROADS  
DRIVEWAYS

970 Box 1027, Hobart, Tasmania 7001, 1251, Wellington Street, Hobart, Tasmania 7000  
TEL: 03 6233 3344 FAX: 03 6233 3346 Email: [enquiries@ipwea.gov.au](mailto:enquiries@ipwea.gov.au)  
DRAWN BY: 30-11-2013 TSD-R09-v1

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Index No.	502350 0480
Doc No.	
Date No.	930663
Project No.	276 M R 7745 MVC

## Submission to Planning Authority Notice

Council Planning Permit No.	PA\15\0074	Council notice date	5/03/2015
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### TasWater details

TasWater Reference No.	TWDA 2015/00330-MVC	Date of response	24/03/2015
TasWater Contact	Colin Skinner (DB)	Phone No.	6345 6334

### Response issued to

Council name	MEANDER VALLEY COUNCIL
Contact details	planning@mvc.tas.gov.au

### Development details

Address	69 Meander Valley Rd , Westbury	Property ID (PID)	7683633
Description of development	Caravan Park and Storage		

### Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Lateral Architecture	LA-1442 Dwg No, 18, 19		12/12/2014

### Conditions

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(1) TasWater imposes the following conditions on the permit for this application:

#### CONNECTIONS, METERING & BACKFLOW PREVENTION

##### ADVICE

If the occupancy rate is at full capacity, a 20mm dia. property water connection is unlikely to supply adequate flow and pressure for the serviced caravan sites and the amenities block.

A motorhome 'dump point' is rated as a **High** hazard in the Australian Standard AS/NZS 3500.1:2003 Plumbing and drainage – Water services.

To protect the TasWater potable water supply system from backflow contamination and to ensure it is safe to drink, TW requires a Boundary Backflow Prevention Device to be installed at the property boundary.

#### CONDITIONS

1. A suitably sized water supply with metered connection / sewerage system and connection to services this caravan site development must be designed and constructed to TasWater's satisfaction and be in accordance with, TasWater's metering policies any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to the commencement of the 'use' the Developer must ensure the internal stormwater and sewer drains, within the site, are separate and independent from one another. Stormwater must not be discharged from the site to the TasWater sewer reticulation.
4. Prior to the commencement of the 'use' the Developer must ensure a boundary backflow prevention device and water meter is installed, to the satisfaction of TasWater.

## HEADWORKS CHARGES

### ADVICE

If the Certificate for Certifiable Works is applied for in the period 1 April 2014 to 31 March 2016, the headworks amount(s) will be waived in line with the prevailing State Government Policy. Please visit [www.development.tas.gov.au](http://www.development.tas.gov.au) for further information.

### CONDITION

5. Prior to TasWater issuing a Certificate for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge of \$25,715.08 to TasWater for water infrastructure for 9.38 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
6. Prior to TasWater issuing a Certificate for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge of \$15,435.10 to TasWater for sewerage infrastructure for 11.08 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
7. In the event that Council approves a staging plan, prior to TasWater issuing a Certificate for Certifiable Works (Building) and/or (Plumbing) for each stage, the applicant or landowner as the case may be, must pay headworks charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

### DEVELOPMENT ASSESSMENT FEES

8. The applicant or landowner as the case may be, must pay a development assessment and Consent to register a Legal Document fee to TasWater for this proposal of:
  - a) \$389.10 for development assessment;as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator until the date they are paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater which will be when application for Certificate(s) for Certifiable Work (Building) and/or (Plumbing) is made.

### Advice

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

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

For detailed information on how headworks have been calculated for this development please contact the TasWater contact as listed above.

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

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

## Declaration

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

If you need any clarification in relation to this document, please contact TasWater. Please quote the TasWater reference number. Phone: 13 6992, Email: [development@taswater.com.au](mailto:development@taswater.com.au)

## Authorised by



**Jason Taylor**

Development Assessment Manager



## Leanne Rabjohns

---

**From:** Michelle Hall <michelle@lateralarchitecture.com.au>  
**Sent:** Friday, 13 March 2015 9:48 AM  
**To:** Leanne Rabjohns  
**Subject:** PA\15\0074 - 14383 Visitor accommodation (Caravan park) at 69 Meander Valley Road, Westbury

Hi Leanne,

I believe you have all the reports etc. now that you need for this project.

We are clear in understanding that all reports were favorable apart from the TAS Rail report that reflected their concerns for the noise that may be created by any trains that pass.  
However, after talking to the client, we are still very willing to continue with the application.

We are clear that TAS Rail have passed on their concerns about this possible noise, and take no responsibility for that fact. We are clear that no one has the right to contact or hold them responsible in any way for this matter. The owner and the Visitor Centre (Caravan Park) are happy to take full responsibility for any noise issues caused by the passing of trains near the complex; and all due care and communication of this fact to the patrons will be taken. Such as warning signs and verbal communication to the patrons where possible.

Please can you proceed with the planning applications and let us know immediately with the progress or lack of, of the application.

Thanks you for your co-operation in this matter.

Kind Regards

**Michelle Hall**

Principal Director  
**Lateral Architecture**  
104A Invermay Road  
Launceston, Tasmania, Australia 7248  
ph. (03) 6326 6100  
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CONFIDENTIALITY NOTICE AND DISCLAIMER



Dear Sir/ Madam,

**RE: Land Use Planning and Approval Act 1993 –Section 51(1AC) Request for Additional Information - 69 Meander Valley Road, Westbury**

We are writing to provide information previously requested for planning approval. Several issues are still in progress to be resolved but we would like to provide you with the following known information.

**1. Detail on Proposed operations of the caravan Park and Storage Park**

The definition of *Bay* is a designated area for individual caravan /campervan to be parked and leisure activities. Caravan can occupy one to maximum two bays depending on their sizes. There are four sets of bays in the park:

**a. Serviced Bay (7x6m Bays and 10 x6000mm Bays at the west of the site)**

These bays are serviced with supply of power and fresh water, and grey water disposal point.

**b. Storage Bay (8x6000mm Bays at the Northeast of the site)**

This is to cater for storage of caravans/ campervan and to be kept safe. These bays are not serviced.

**c. Self Sufficient Bay (4x6000mm Bays at the Southeast of the site)**

This is to cater self-sufficient campervans which does not require any external services. These bays are not serviced.

The park operates in a self-serving manner. Visitors pay their entrance fee at the automatic toll box with ticket printed. Therefore there is no on site caretaker. Campers will not be purchasing anything. Only a part-time offsite caretaker who will collect money once each afternoon. Tent camping is not permitted in the park.

**3. Signage**

There will be two entrance signage erected at the entrance. Please Refer to *Page 8 Plan* for location and *Page 20 Signage* for detail.

There will be two road signage indicating the entrance and exit of the share zone with speed limit, in accordance to AS1742.4.

**4. Use of Shed**

The existing workshop is private and purely used by the owner As stated above ,only one staff member will be operating the park in a casual position, which including collection of fee and attending to maintenance occasionally. Therefore no permanent accommodation is required.

**7. Planning**

**a. Driveway and Traffic Arrangements**

We nominated the park as a shared zone. Pedestrian protective device are designed in accordance to AS1742.4 and AS1742.10 for shared zone, which include 2 signage that indicate the entrance and exit of the zone and distinctive difference of road surface at the entrance.



# Lateral ARCHITECTURE

104 INVERMAY ROAD,  
INVERMAY. 7248  
PH. (03) 6326 6100

Adequate width of roads is provided. Please find Page 04-08 attached for details of Turning Circles, potential vehicle area, internal circulations areas, and width of access strips etc.

## b.Parking

Potential parking layout, staff parking space: Please refer to page 04-08 in attached drawing.

Bays are to be delineated by erected power supply poles.

Since each bay is 6m wide, it is sufficient to cater the use of disable people. Hence we suggest that disable parking is not required.

## c.Others

Security lighting, propose fence detail: Please refer to page04-08 in attached drawing.

Area to be impervious seal and area to be pervious gravel base: Please refer to page 09 in attached drawing.

## 8. Stormwater Arrangement

Please refer to page 18-19 in attached drawing.

The client has provided a letter (attached) which was given to him by the 'Steam World Company', asking to allow the stormwater that is currently off the existing workshop to remain in their use. Also if possible the stormwater off the new storage area carport be also directed into their property for use.

## 9. Details of building to be demolished

Shed A, shown in Existing Plan at Page 3 is to be demolished, no service was connected. Please find Photos Attached for Detail.

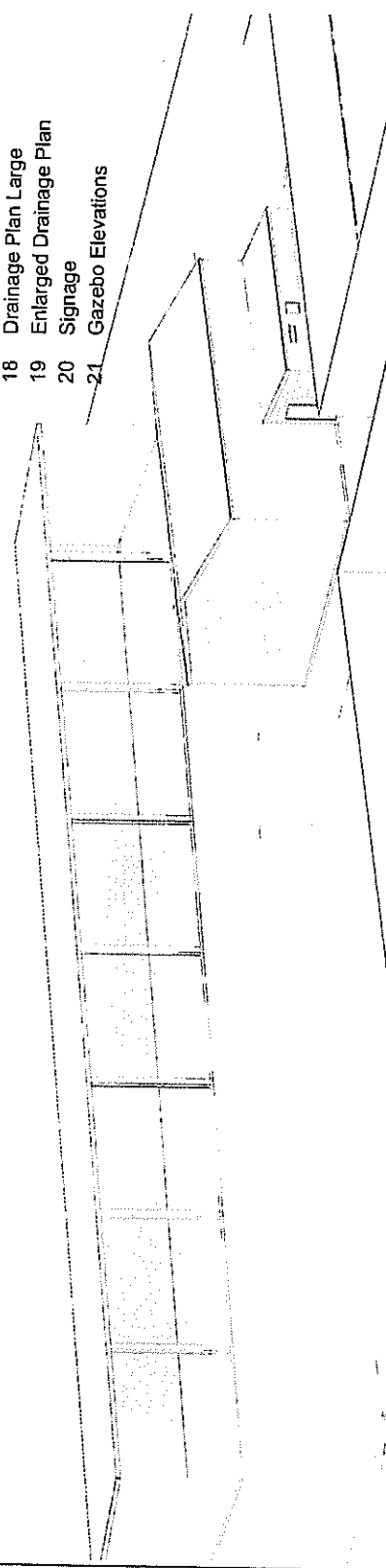
2. Noise Report, 5.Bal Rating and 6.Traffic Impact Assessment (TIA) are still in progress.

Regards,

Michelle Hall  
Principal Director  
Lateral Architecture

Sheet List

01	Cover Page	06-02-15
02	Construction Notes	06-02-15
03	Site Plan	04-12-14
04	Reference Site Plan	12-12-14
05	Enlarged Site Plan - Part 1	12-12-14
06	Enlarged Site Plan - Part 2	12-12-14
07	Enlarged Site Plan - Part 3	12-12-14
08	Enlarged Site Plan - Part 4	12-12-14
09	Planting Scheme & Ground Cover	04-12-14
10	Existing Floor Plan	27-10-14
11	Proposed Floor Plan (Shed)	27-10-14
12	Proposed Floor Plan (workshop)	27-10-14
13	Proposed Roof Plan	27-10-14
14	North & East Elevations (Shed)	27-10-14
15	South & West Elevations (Shed)	27-10-14
16	North & East Elevations (Workshop Only)	27-10-14
17	South & West Elevations (Workshop Only)	27-10-14
18	Drainage Plan Large	12-12-14
19	Enlarged Drainage Plan	12-12-14
20	Signage	12-12-14
21	Gazebo Elevations	19-02-15



# PROPOSED NEW CARAVAN AND STORAGE PARK FOR MR ALBERT DE VETH

- Climate Zone 7
- Soil Classification
- Design Wind Speed
- Energy Rating
- Refer Energy Assessment attached.
- BAL Rating T.B.A. by Third party.
- LOW

IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION DATE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

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 LOCAL COUNCIL MEANDER VALLEY COUNCIL  
 ACCREDITED TRADE NUMBER - CC-282 Z  
 PROPOSED NEW CARAVAN AND STORAGE PARK  
 69 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VETH  
 FOLD REFERENCE: Vol. 43/23/2

# Lateral ARCHITECTURE

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 ANK 75 141 790 276

DESIGNER:	R.Hall
DRAWN:	A.Morris
CHECKED:	M.Hall
DATE:	04-12-14
REVISED:	04-12-14
XREF NO:	LA-14-42
DRAWING NO:	01

**CONSTRUCTION NOTES:**

- PLASTER;
- PLASTERBOARD INTERIOR LININGS, ON METAL TOPHAT SECTIONS @450CS;
- VILLBOARD 2 IN WET AREAS;
- SCOTIA CORNICE MOLDING, TO CEILING AND WALL JUNCTIONS WHERE REQUIRED BY OWNER;
- WINDOW AND EAVE LINTELS;
- TIMBER WINDOW HEADS NOT UNDER ROOF POINT LOAD;
- 180 X 45 F17 SPAN 9000
- 140 X 45 F17 SPAN 2200
- FOR LINTELS WHICH SUPPORT ROOF LOADS REFER TO ENGINEER

**PREVENTION OF FALLS:**

- WHERE A PERSON IS EXPOSED TO THE HAZARD OF FALLING FROM A STRUCTURE DURING CONSTRUCTION OR WHILE CLEANING OR MAINTENANCE WORK IS CARRIED OUT, THE BUILDER SHALL PROVIDE:
  - A WORK SYSTEM DESIGNED TO PREVENT SUCH FALLS;
  - WHERE A SAFETY ANCHORAGE POINTS ARE USED THEY MUST BE POSITIONED ON THE STRUCTURE SO THAT A BELTLINE OR SAFETY HARNESSES MAY BE ATTACHED BEFORE PROCEEDING TO A POINT WHERE IT IS POSSIBLE TO FALL;
  - ANCHORAGE POINTS FOR THE ATTACHMENT OF SAFETY HARNESSES MUST COMPLY WITH AS2896;
  - THE ANCHORAGE POINTS AND ASSOCIATED STRUCTURE SHALL BE CAPABLE OF WITHSTANDING A FORCE OF AT LEAST 16kN (1500KG);
  - THE BUILDER SHALL INFORM THE OWNER PRIOR TO OCCUPANCY OF THE BUILDING THAT A FALL ARREST SYSTEM IS CONSTRUCTED AND MUST BE USED IN ACCORDANCE WITH AS2826 WHEN EXPOSED TO THE HAZARD OF FALLING FROM THE BUILDING OR STRUCTURE.

**STAIR NOTE:**

- MINIMUM REQUIREMENTS:
  - STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS;
  - 150mm MAXIMUM RISE, 250mm RISE, 275mm TREAD;
  - 1000mm BALUSTRADE, TO COMPLY WITH N.C.C. PART 3.9.2;
  - ENSURE 2040mm MINIMUM HEAD CLEARANCE FROM TOE OF TREAD TO OPENING ABOVE.

**SPECIFIC NOTES:**

- WATER RESISTANT PLASTERBOARD OR HARDIES VILLABOARD TO BE USED IN ALL WET AREAS. FLOOR TO BE TREATED WITH APPROPRIATE WATERPROOFING PRODUCTS TO ENSURE COMPLIANCE WITH N.C.C. PART 3.8.1 AND AUSTRALIAN STANDARD AS 3740.
- "FRYDA" METAL VENTS (230 X 75) TO BE USED ALL AROUND SUB-FLOOR, MAXIMUM SPACING 1046mm, 600mm FROM EACH END, TO COMPLY WITH N.C.C. CLAUSE 3.4.1.
- COLORBOND CLADDING FITTED TO ROOF AND WALL CLADDING AND N.C.C. 3.5.1.

NOTE: THE BUILDER SHALL TAKE RESPONSIBILITY FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL COUNCIL AND STATE AUTHORITIES. THE BUILDER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL COUNCIL AND STATE AUTHORITIES. THE BUILDER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL COUNCIL AND STATE AUTHORITIES. THE BUILDER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL COUNCIL AND STATE AUTHORITIES.

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**BUILDERS NOTES:**

- DO NOT SCALE DRAWINGS
- CHECK ALL DIMENSIONS AND VERIFY LEVELS, PRIOR TO SETOUT AND COMMENCEMENT OF ANY BUILDING WORK
- ANY NOTED DISCREPANCIES ON ANY DRAWINGS PERTAINING TO THIS PROJECT SHOULD BE NOTIFIED TO THE DESIGNER BEFORE ANY FURTHER WORKS CONTINUE.
- ALL TIMBER FRAMING TO COMPLY WITH THE CURRENT AS1684 (RESIDENTIAL TIMBER FRAMED CONSTRUCTION SIMPLIFIED - NON CYCLONIC AREAS) AND THE N.C.C. AND LOCAL COUNCIL REQUIREMENTS.
- ALL CONSTRUCTION TO COMPLY WITH THE LATEST N.C.C. BUILDING CODE OF AUSTRALIA
- ALL DRAINAGE TO COMPLY WITH LATEST N.C.C. PLUMBING CODE OF AUSTRALIA, STANDARDS AUSTRALIA AND LOCAL COUNCIL DRAINAGE AND PLUMBING REQUIREMENTS.
- SUPPLY HARDWARE AND LINKED SMOKE DETECTORS WITH BATTERY BACKUP, WHERE REQUIRED UNDER N.C.C. 3.7.2
- ALL WET AREA ROOMS, SUCH AS W.C., BATHROOMS AND LAUNDRIES WHICH DO NOT CONTAIN PERMANENT VENTILATED WINDOWS, MUST BE INSTALLED WITH A FIXED WIRED IN EXHAUST FANS TO COMPLY WITH N.C.C. 3.8.5 FOR VENTILATION

**SLAB AND FOOTING NOTE**

- SLAB AND FOOTINGS DESIGNED IN ACCORDANCE WITH AS 2870, TO "H" SOIL CLASSIFICATION, AND WIND CLASSIFICATION TO AS 4055 WIND RATING: N2, Vw = 33m/s SHOULD SOIL TEST OR WIND CLASSIFICATION BE HIGHER THAN NOTED, REFER ENGINEER FOR DESIGN.

**WINDOW SCHEDULE NOTE:**

- S1615 = S: SLIDING, 18: 1800mm HIGH, 15:1510 WIDE.
- A1508 = A: A/WNING, 15: 1500mm HIGH, 09:910 WIDE.
- D = DOUBLE HUNG, F = FIXED, C = CASEMENT.

**CROSS OVER NOTE:**

- NEW COUNCIL CROSS OVER TO BE DESIGNED AND CONSTRUCTED BY REGISTERED COUNCIL CONTRACTOR
- CROSS OVER DESIGNS ARE NOT IN LATERAL BUILDING DESIGNS OR SPATIAL ODDITY'S SCOPE OF WORK

**NOTE:**

**ALL CONSTRUCTION TO COMPLY WITH THE NATIONAL CONSTRUCTION CODE BUILDING CODE OF AUSTRALIA AND PLUMBING CODE OF AUSTRALIA AS WELL AS ALL RELEVANT AUSTRALIAN STANDARDS AND LOCAL COUNCIL REQUIREMENTS.**

**BRACING AND TIEDOWN NOTES:**

- TIMBER FRAMING AND ATTACHMENTS:
  - TIMBER FRAMING AND ATTACHMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAILS IN SECTION 9 OF AS1684.4 DRAWINGS AND MATERIALS SUPPLIERS DETAILS.
- BRACING OF THE TIMBER FRAME:
  - SPACING OF THE TIMBER FRAME AND ATTACHMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAILS IN SECTION 9 OF AS1684.4 DRAWINGS AND MATERIALS SUPPLIERS DETAILS.
- TIEDOWN OF THE TIMBER FRAME AND ATTACHMENTS:
  - TIEDOWN OF THE TIMBER FRAME AND ATTACHMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAILS IN SECTION 9 OF AS1684.4 DRAWINGS AND MATERIALS SUPPLIERS DETAILS. NOMINAL FIXINGS AS SHOWN IN TABLE 9.3 SHALL APPLY AND ARE NOT REPEATED HERE.
- WIND BRACING:
  - ALL WALL AND ROOF BRACING TO COMPLY WITH CURRENT N.C.C. PART 3.4.3 AND AS1684 (RESIDENTIAL TIMBER FRAMED CONSTRUCTION SIMPLIFIED - NON CYCLONIC AREAS)

**NOTE TO TRUSS MANUFACTURER:**

- ALL ROOF TRUSS DESIGN & DETAILS TO BE SUPPLIED TO LOCAL AUTHORITY.
- PROVIDE LOCATION OF ALL GIRDER TRUSSES TO BUILDER TO ENSURE REINFORCEMENT OF LINTELS OVER OPENINGS WHERE SUCH TRUSSES MAY FAIL AND CREATE POINT LOAD.

**BUSHFIRE ATTACH LEVEL REQUIREMENTS:**

- COMPLY WITH N.C.C. 3.7.4 & AS 3959-2009: CONSTRUCTION IN BUSHFIRE PRONE AREAS
- LOW CONSTRUCTION REQUIREMENTS:
  - This block is situated in a residential building area, hence assessment as LOW risk of bush fire.
  - This Standard does not provide construction requirements for buildings assessed in bushfire-prone areas in accordance with Section 2 as being BAL—LOW.
  - NOTE: There are a number of Standards that specify requirements for construction; however, where this Standard does not provide construction requirements for a particular element, the other Standards apply.
  - The Bushfire Attack Level BAL—LOW is based on insufficient risk to warrant specific bushfire construction requirements. It is predicated on low threat vegetation and nonvegetated areas (see Clause 2.2.3.2).



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CHECKED:	M.L.Hall
DATE:	04-12-14
REVISION:	04-12-14
JOB NO:	LA-14-42
DRAWING NO:	02

Council Approval  
 Local Council: Westmead Valley Council  
 Accredited Planning Officer: CC-282 Z  
 Title: PROPOSED NEW CARAVAN AND GARAGE PARK  
 69 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VETH  
 FOLIO REFERENCE: Vol. 43423/2





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SCALE:	1:500
JOB NO:	LA-14-42
DRAWING NO:	

## 04



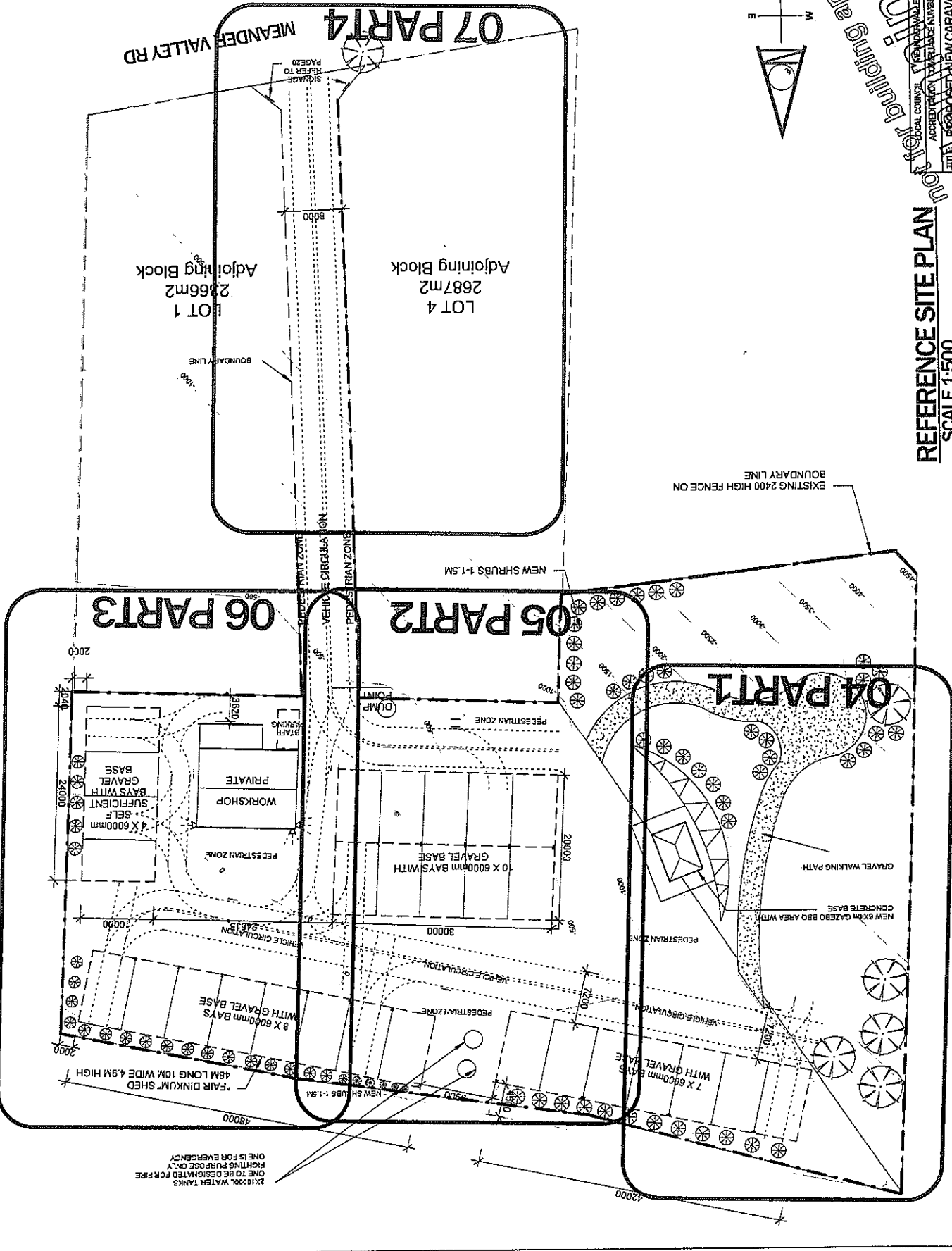
Building Approval  
PROPOSED NEW CARAVAN AND STORAGE PARK  
89 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOUO REFERENCE: Vol. 434232

REFERENCE SITE PLAN  
SCALE 1:500

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2X1000L WATER TANKS  
ONE TO BE DESIGNATED FOR FIRE  
RIGHTING PURPOSE ONLY  
ONE IS FOR EMERGENCY

"FAIR DINKUM" SHED 4.9M HIGH  
4.8M LONG 10M WIDE

7 X 6000mm BAYS  
WITH GRAVEL BASE

8 X 6000mm BAYS  
WITH GRAVEL BASE

10 X 6000mm BAYS WITH  
GRAVEL BASE

4 X 6000mm SELF  
GRAVEL BAYS WITH  
GRAVEL BASE

WORKSHOP  
PRIVATE

PEDESTRIAN ZONE  
VEHICLE CIRCULATION  
NEW SHRUBS 1-1.5M

EXISTING 2400 HIGH FENCE ON  
BOUNDARY LINE

ADJOINING BLOCK  
2687m<sup>2</sup>  
LOT 4

ADJOINING BLOCK  
2366m<sup>2</sup>  
LOT 1

MEANDER VALLEY RD

07 PART 4

06 PART 3

05 PART 2

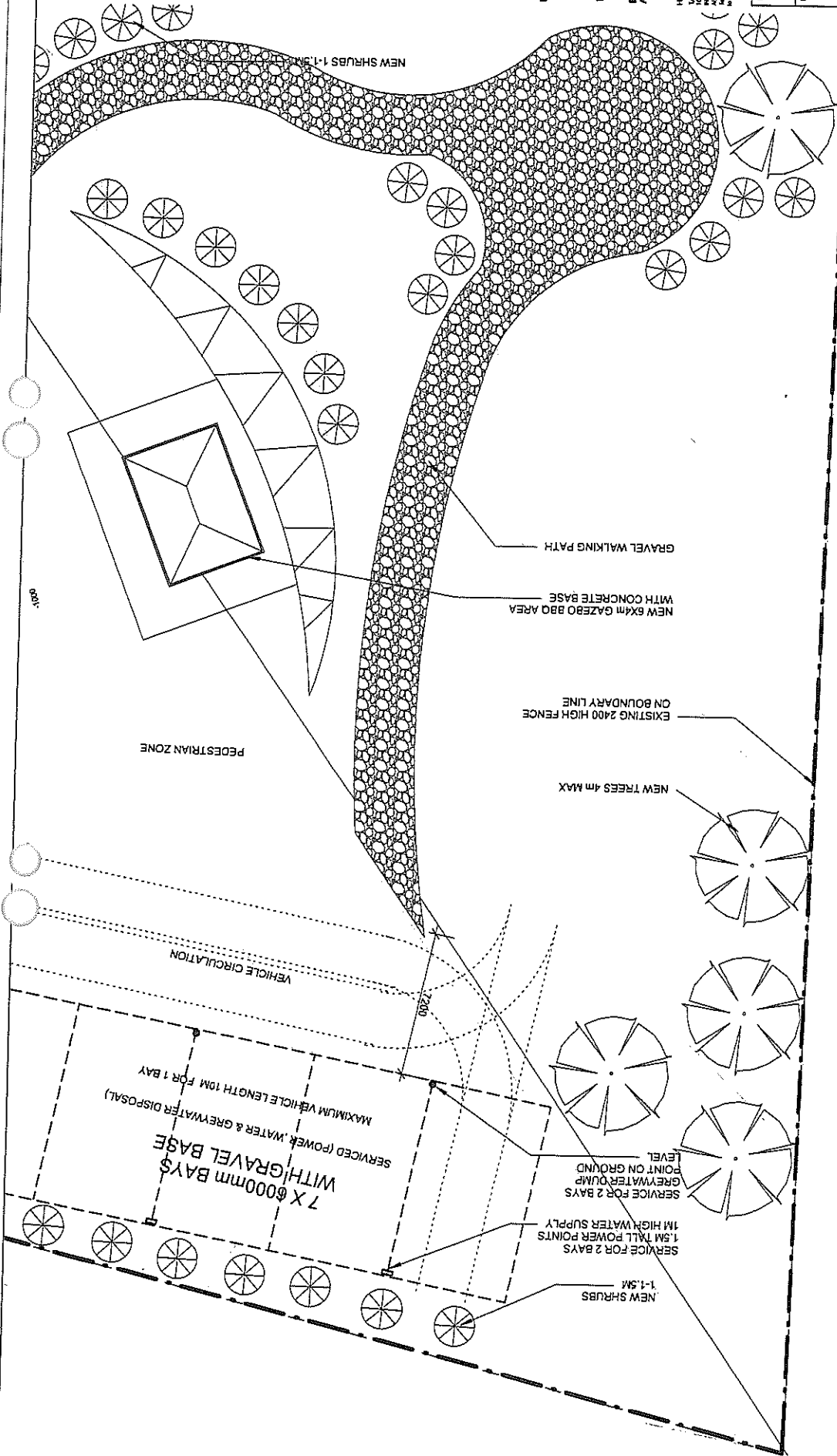
04 PART 1

BOUNDARY LINE

BOUNDARY LINE

BOUNDARY LINE

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DRAWN:	K.Law
CHECKED:	M.L.Hall
DATE:	04-12-14
REVISIONS:	As indicated
JOB NO.:	LA-14-42
DRAWING NO.:	05



**ENLARGED SITE PLAN - PART 1**  
SCALE 1:200

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not for building approval

LOCAL COUNCIL OF THE VALLEY COUNCIL  
AGGREGATION REFERENCE NUMBER - CC-2882 Z  
PROJECT - NEW CARAVAN AND STORAGE PARK  
69 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOLIO REFERENCE: Vol. 43423/2

DEV 1

**LEGEND**

- POWER POINT
- VEHICLE CIRCULATION AREA (GRAVEL BASE)
- NEW 2.4M FENCE
- PARKING BAY BOUNDARY
- TURNING CIRCLE GUIDE

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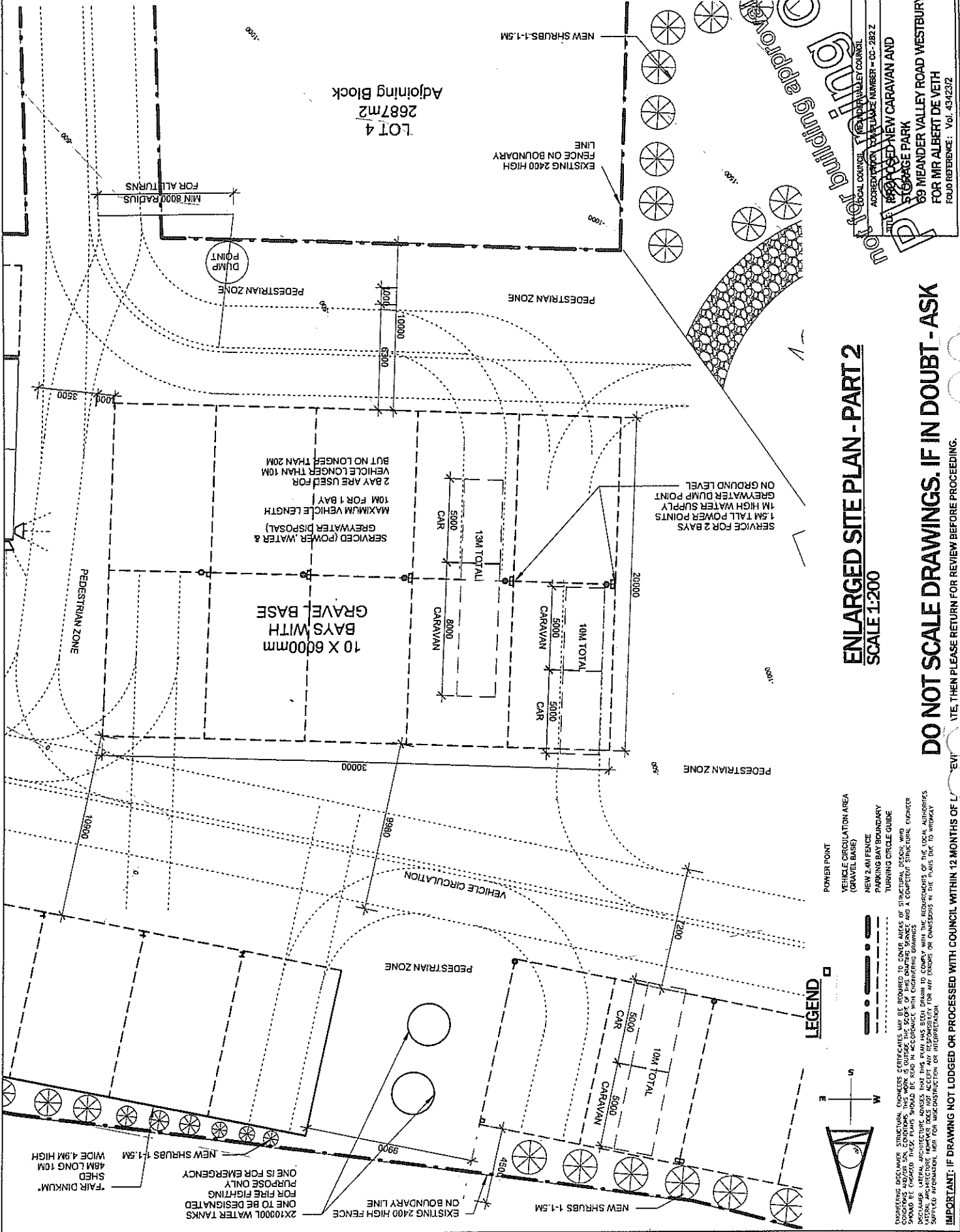


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CHECKED:	M.L.Hall
DATE:	04-12-14
REVISION:	As indicated
JOB NO:	LA-14-42
DRAWING NO:	0.6



## ENLARGED SITE PLAN - PART 2 SCALE 1:200

not for building approval  
 LOCAL COUNCIL AND DISTRICT COUNCIL  
 ADDRESS: 69 MEANDER VALLEY ROAD WESTBURY  
 TITLE: 69 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VETH  
 FOLIAGE REFERENCE: Vol. 43425/2

**LEGEND**

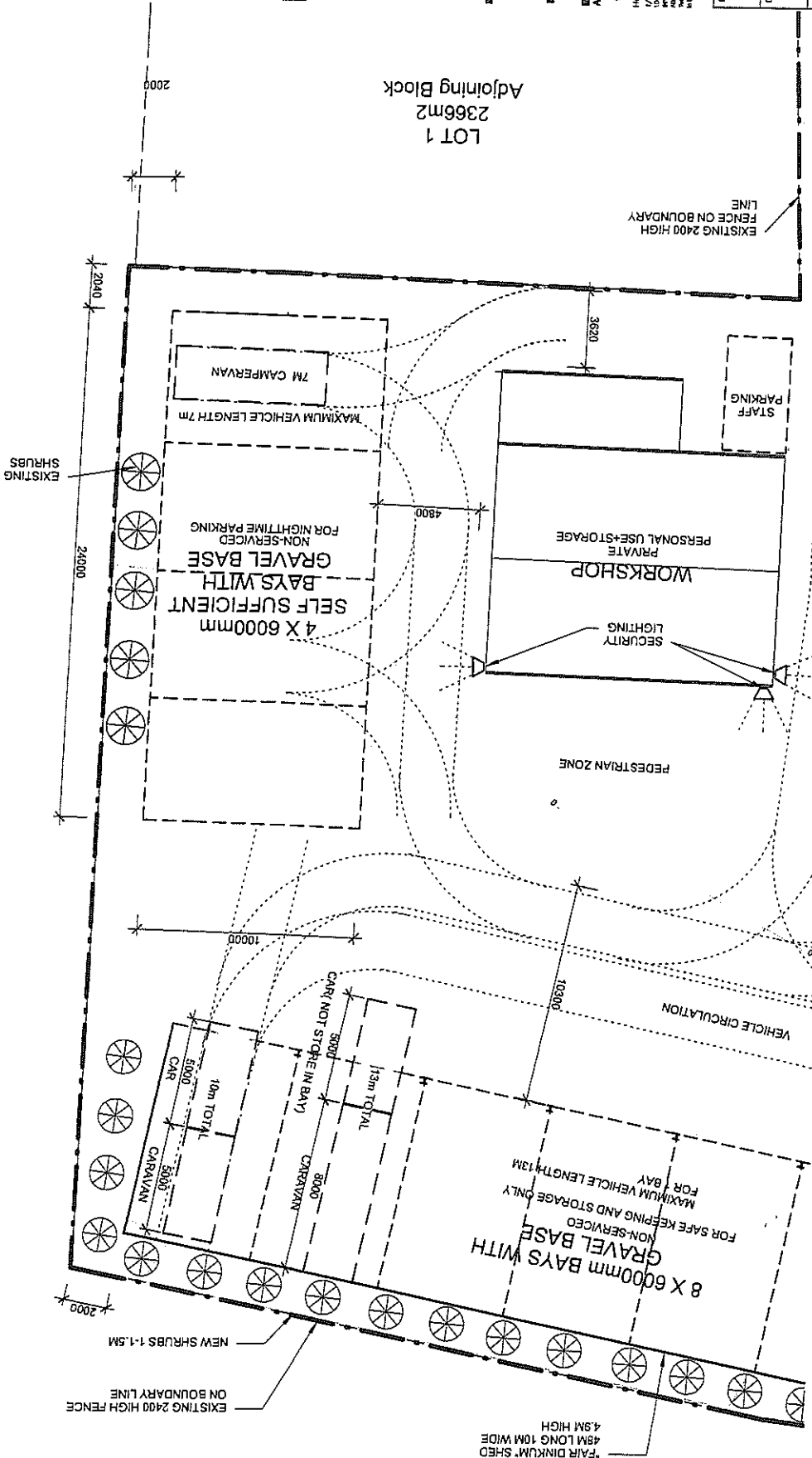
- POWER POINT
- VEHICLE CIRCULATION AREA (GRAVEL BASE)
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- TURNING CIRCLE GUIDE

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DRAWN:	K. Law
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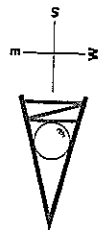


not for building approval  
ACCREDITED  
LOCAL COUNCIL  
ACCREDITATION REFERENCE NUMBER = CC-282 Z  
69 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOUO REFERENCE: Vol. 434232

**ENLARGED SITE PLAN - PART 3**  
SCALE 1:200

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- LEGEND**
- POWER POINT
  - VEHICLE CIRCULATION AREA (GRAVEL BASE)
  - NEW 2.4M FENCE
  - PARKING BAY BOUNDARY
  - TURNING CIRCLE GUIDE



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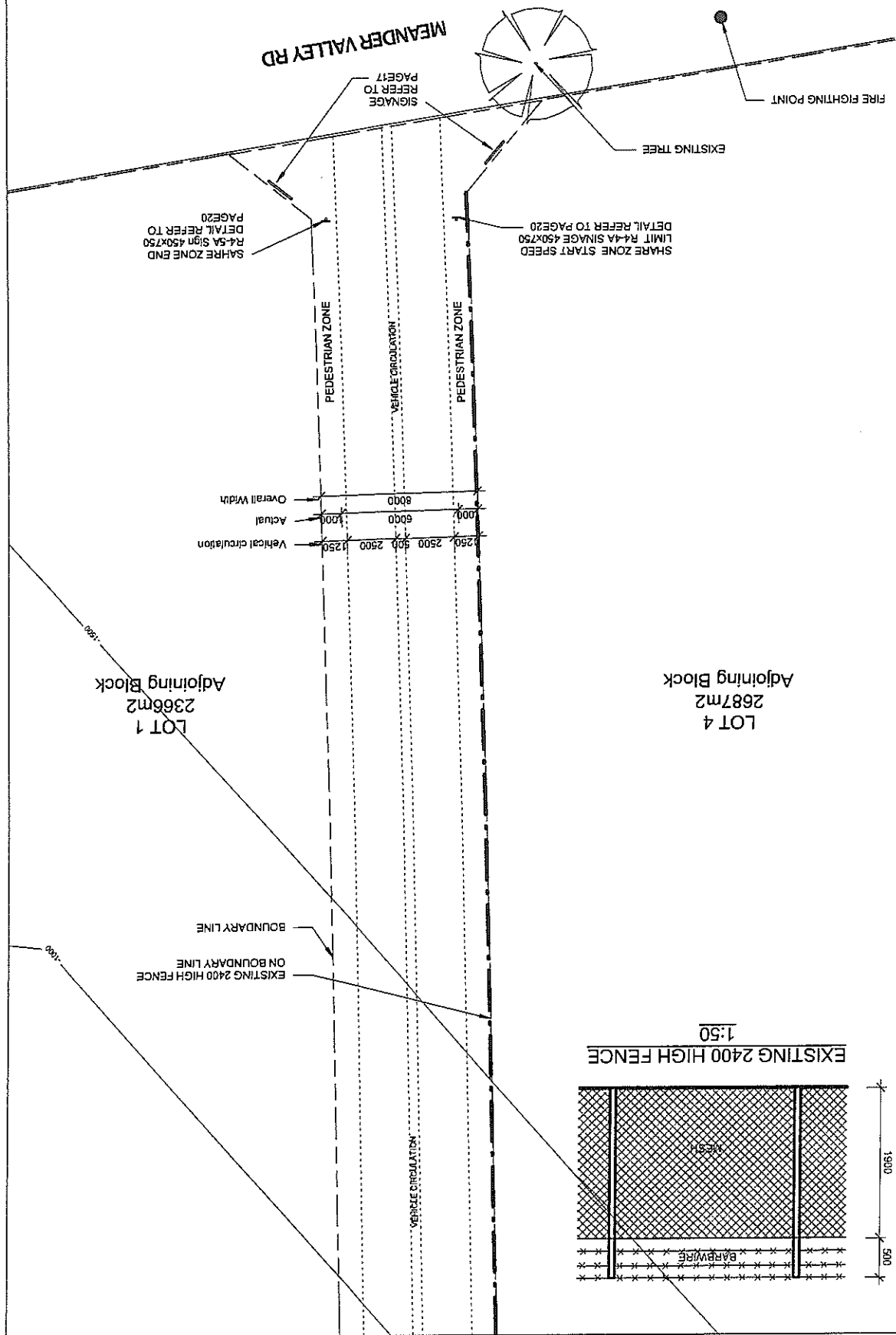
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DRAWN:	K.Law
CHECKER:	M.L.Hall
DATE:	04-12-14
PROJECT NO.:	LA-14-42
AS INDICATED:	As indicated
JOB NO.:	LA-14-42
DRAWING NO.:	0.8

**not for building approval**

LOCAL COUNCIL: **THE RANGITIKI COUNCIL**  
ALLOCATION REFERENCE NUMBER: 03-282 Z

**PROPOSED NEW CARAVAN AND STORAGE PARK**  
65 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH

FOUO REFERENCE: VOI\_434231Z



**ENLARGED SITE PLAN - PART 4**  
SCALE 1:200

**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**  
IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE ARCHITECTURE FIRM. IF YOU ARE NOT SURE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

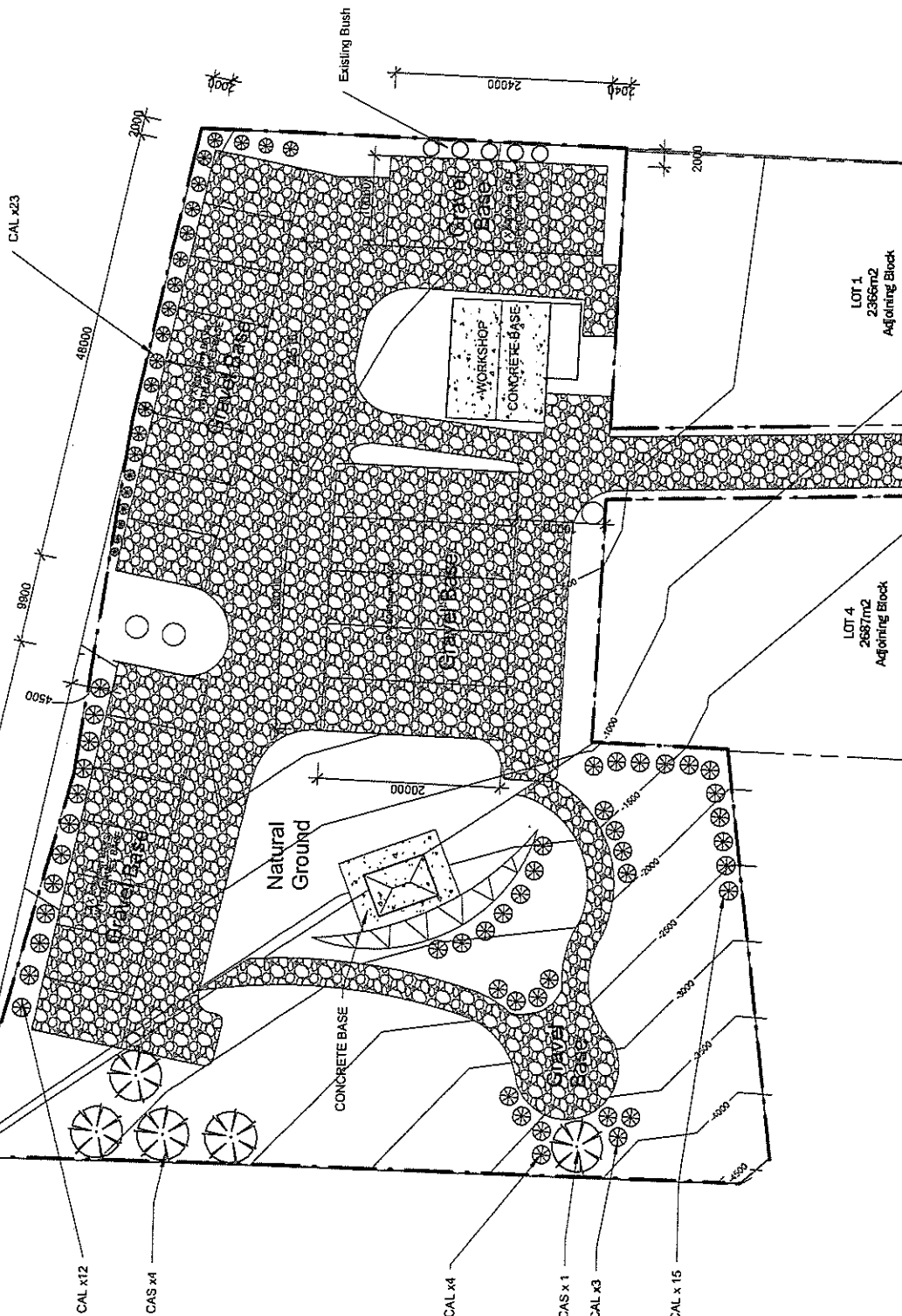
**LEGEND**

- POWER POINT
- VEHICLE CIRCULATION AREA (GRAVEL BASE)
- NEW 2.4M FENCE
- PARKING BAY BOUNDARY
- TURNING CIRCLE GUIDE

ENGINEERS: DECLINE STRUCTURE ENGINEERS MAY BE REQUIRED TO COVER AREAS OF STRUCTURAL DESIGN, WHO SHOULD BE ENGAGED. THESE PLANS SHOULD BE READ IN ACCORDANCE WITH ENGINEERING DRAWINGS. CIVIL ENGINEERS: LATERAL ARCHITECTURE ADVISES THAT THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY. ENGINEERS: LATERAL ARCHITECTURE ADVISES THAT THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY. ENGINEERS: LATERAL ARCHITECTURE ADVISES THAT THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY. ENGINEERS: LATERAL ARCHITECTURE ADVISES THAT THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY.

**IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF DATE OF REVIEW, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.**

DESIGNER:	R.Hall
DRAWN:	K.Law
CHECKER:	M.L.Hall
DATE:	04-12-14
REVISED DATE:	04-14-14
SCALE:	1:500
JOB NO:	LA-14-42
DRAWING NO:	09

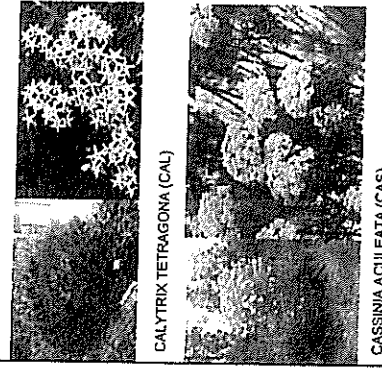


**PLANTING SCHEME & GROUND COVER**  
 SCALE 1:500  
 not for planning approval

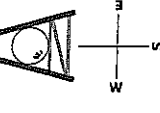
LOCAL COUNCIL  
 ADDRESS: 69 MEANDER VALLEY ROAD WESTBURY  
 PHONE: 08 9421 1111  
 FAX: 08 9421 1112  
 WEBSITE: www.westbury.vic.gov.au

FOR MR ALBERT DE VETH  
 FOLD REFERENCE: Vol. 4342372




Planting Schedule								
Abbreviation	Species	Family	Common Name	Size	Flora Colour	Flowering Season	Leafs	Quantity
CAL	Calytrix	Tetragona	Fringe Myrtle	1-1.5m	White/Pink	Spring	Evergreen	57
CAS	Cassinia	Aculeata	Dolly bush / Dogwood	2-4m	White	Summer	Evergreen	5

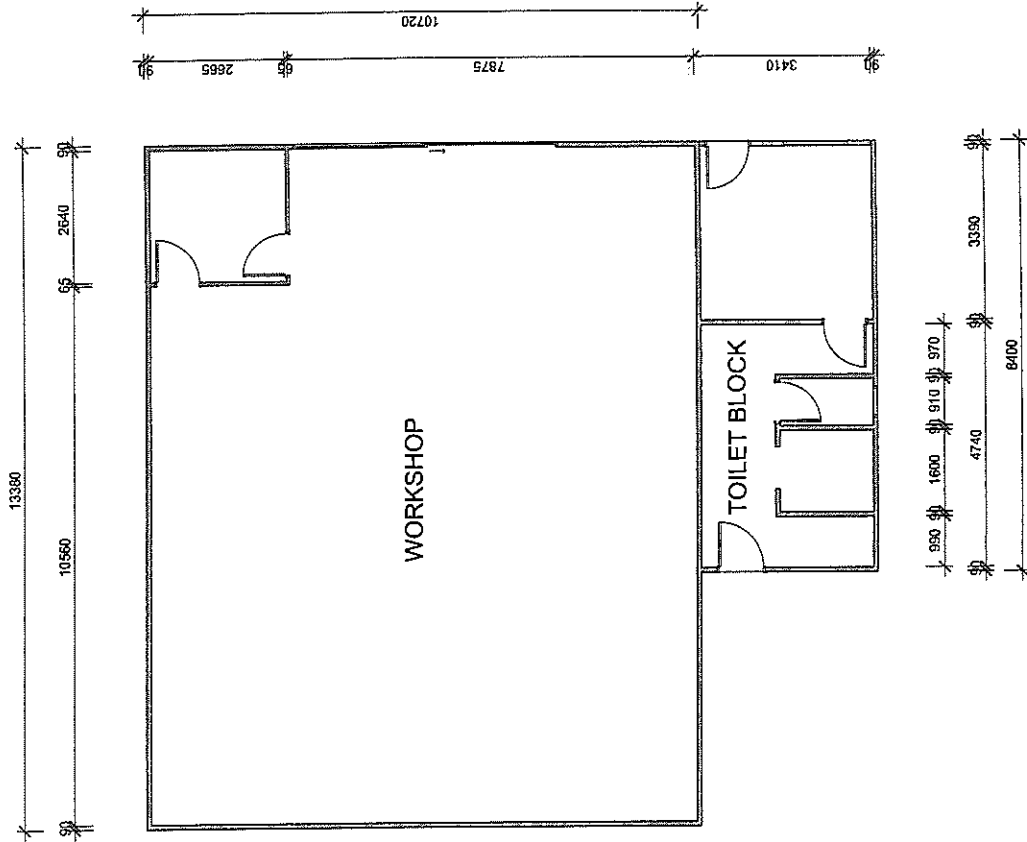
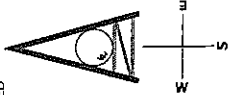


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 IMPORTANT: IF DRAWING NOT LOGGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION DATE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.



**LEGEND:**

-  = DENOTES BRICK VENEER WALLS TO BE DEMOLISHED
-  = DENOTES EXISTING STUD WALLS TO BE DEMOLISHED
-  = DENOTES EXISTING WALLS TO REMAIN



**EXISTING FLOOR PLAN**  
SCALE 1:100

Area	m <sup>2</sup>	sq
SHED A	264.43	28.46
SHED B	167.16	17.99

(SHED A TO BE DEMOLISHED)

**NOTE:**  
REMOVE EXISTING WINDOWS AND  
STORE AT OWNERS REQUEST.

PROFESSIONAL DECLARATION: THIS PLAN, DRAWINGS & COMMENTS MAY BE REQUIRED TO COVER AREAS OF STRUCTURAL DESIGN, WHICH ARE NOT COVERED BY THIS PLAN. THE CLIENT SHOULD BE ADVISED THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH ENGINEERING DRAWINGS PRACTICE AND A COMPETENT STRUCTURAL ENGINEER SHOULD BE EMPLOYED TO CHECK THESE PLANS SHOULD BE READ IN ACCORDANCE WITH ENGINEERING DRAWINGS PRACTICE. I, THE ARCHITECT, ADVISE THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES AND I AM NOT PROVIDING ANY GUARANTEE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREIN FOR THE PURPOSES OF INTERPRETATION.

**IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.**

**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**

Planning Approval  
 Local Council: West Wimmera Council  
 Accreditation: CC-288 Z  
 Title: 1990 USED-NEW CARAVAN AND STORAGE PARK  
 69 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VETH  
 FOLD REFERENCE: Vol. 434/232

Lateral ARCHITECTURE  
 ARCHITECTURE



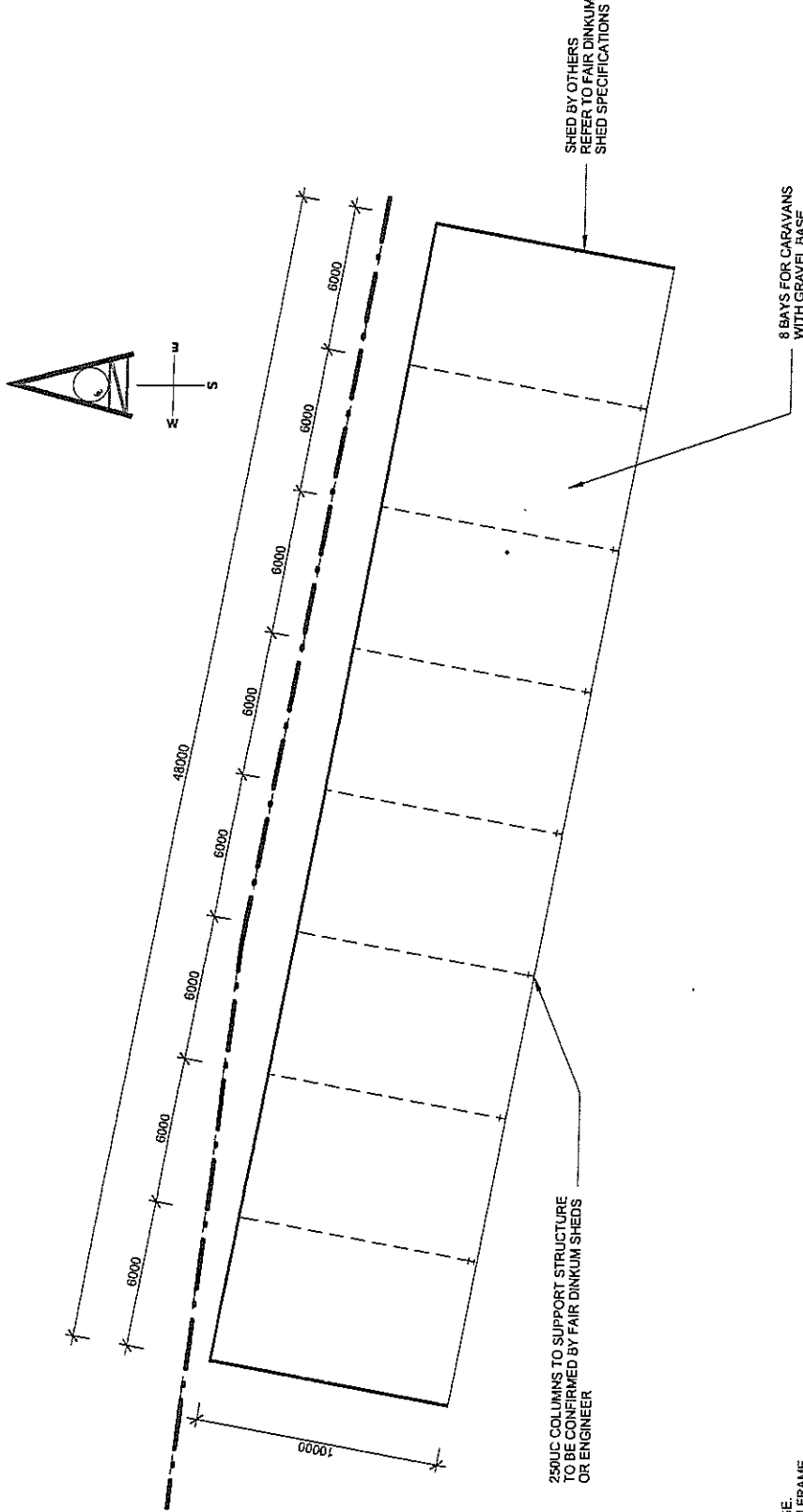
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 1044 Leveque Road, 7248  
 Park, VIC 3207  
 Tel: 03 940 4444  
 Fax: 03 940 4444  
 Email: info@lateral.com.au

DESIGNER:	R.Hall
DRAWN:	A.Morris
CHECKED:	M.L.Hall
DATE:	04-12-14
REVISION:	
SCALE:	1:100
JOB NO:	LA-14-42
DRAWING NO:	

1.0

**LEGEND:**

- = DENOTES NEW BRICK VENEER WALLS TO BE CONSTRUCTED.
- = DENOTES NEW STUD WALLS TO BE CONSTRUCTED.
- = DENOTES TASTICS ELECTRICAL FANS.
- = DENOTES WIRED IN SMOKE DETECTORS POSITIONS.



**PROPOSED FLOOR PLAN (SHED)**  
SCALE 1:200

	sq m	sq ft
TOTAL AREA	470.20	50.61
Shed	167.16	17.99
Workshop		

(EXCLUDING DECK/CARPORT etc.)

**NOTE:**

- ENERGY ASSESSMENT**
- 6.0 STARS.
- NO DOWNLIGHTS ARE IN THE HOUSE
- ALL WINDOW GLAZING - ALUMINIUM FRAME
- DOUBLE GLAZED WITH LOW E (COMFORT PLUS) GLASS.
- EXTERNAL WALL INSULATION: R2.5 BATTIS OR SIMILAR.
- SUSPENDED FLOOR INSULATION: R2.0 POLYESTER BATTIS UNDER FLOOR.
- CEILING INSULATION: R4.0 BATTIS
- ROOF: COLORBOND WITH REL & BRADFORD ANTI CON 55 BLANKET.
- MINIMUM REQUIREMENTS:**
- STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS. 190mm MAX. RISE, 250mm RUN, 275mm TREAD, 1000mm BALLUS TRADE, ENSURE 2040mm MIN. GAP CLEARANCE FROM TOE OF TREAD TO OPENING
- DOVE ARE TO COMPLY WITH N.C.C. PART 3.9.2.
- WINDOW SCHEDULE NOTE:**
- S1815 = S: SLIDING, 18: 1800mm HIGH, 15:1510 WIDE.
- A1509 = A: AWNING, 15: 1500mm HIGH, 09:910 WIDE.
- F = DOUBLE HUNG, F = FIXED, C = CASEMENT.

ENGINEERING DESIGNER, STRUCTURAL ENGINEERS CERTIFICATE MAY BE REQUIRED TO COVER AREAS OF SETTLEMENT, SPECIAL SOILS SHOULD BE UNDERTAKEN THESE RANGE FROM 10% TO 20% OF THIS DRAWING, SURVEY AND A COMPLETE STRUCTURAL ENGINEER'S DECLARATION. (ARCHITECTURE ADVISES THAT THIS PLAN HAS BEEN PREPARED WITH ENGINEERING DESIGNERS' SUPERVISORY RESPONSIBILITY DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLAN DUE TO INADEQUATE INFORMATION, TIME FOR SUBSTITUTION OR INTERPRETATION.

**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**  
IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION DATE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

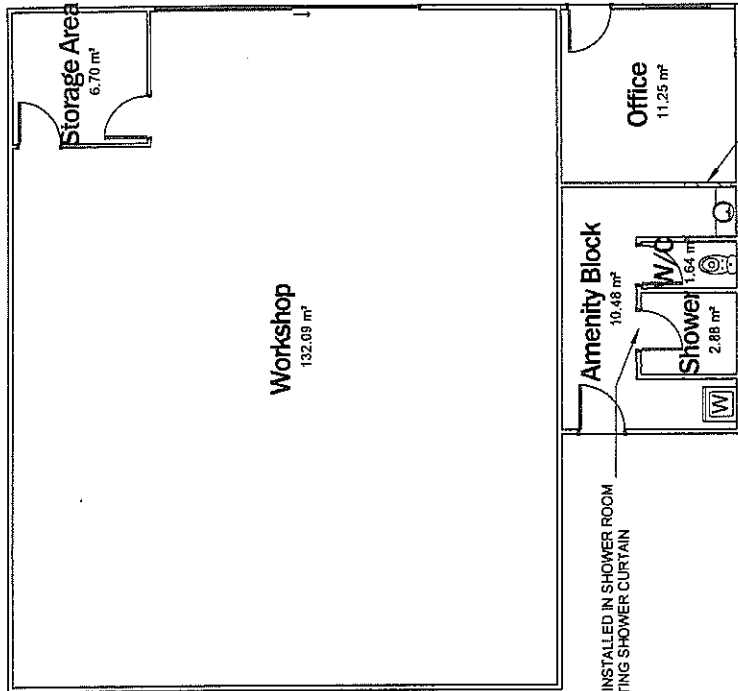
Water Building Approval  
ACREDITED PLAN NUMBER = CC-282 Z  
PROPOSED NEW CARAVAN AND STORAGE PARK  
69 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOLD REFERENCE: Vol. 43423Z

DESIGNER: R.Hall	DRAWN: A.Morris	CHECKED: M.L.Hall	DATE: 04-12-14	REVISION: 1: 200	DRAWING NO: LA-14-42
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 Tel: (08) 949 339  
 Mob: 75 43 99 460  
 www.lateralarchitecture.com.au

**LEGEND:**

- = DENOTES NEW BRICK VENEER WALLS TO BE CONSTRUCTED.
- = DENOTES NEW STUD WALLS TO BE CONSTRUCTED.
- = DENOTES TASTICS ELECTRICAL FANS.
- = DENOTES WIRED IN SMOKE DETECTORS POSITIONS.



NEW 300 DEEP x 900 WIDE WINDOW TO PROVIDE VENTILATION.

EXISTING DOOR TO BE REMOVED. WALL BLOCKED IN, AND MADE GOOD.

**PROPOSED FLOOR PLAN (WORKSHOP)  
SCALE 1:100**

	m <sup>2</sup>	sq
TOTAL AREA	470.20	50.61
Shed	167.16	17.99
Workshop		

(EXCLUDING DECK/CARPORT etc.)

**NOTE:**

- ENERGY ASSESSMENT
- 6.0 STAIRS.
- NO DOWNLIGHTS ARE IN THE HOUSE.
- ALL WINDOW GLAZING - ALUMINIUM FRAME.
- DOUBLE GLAZED WITH LOW E (COMFORT PLUS) GLASS.
- EXTERNAL WALL INSULATION: R2.5 BATTS OR SIMILAR.
- SUSPENDED FLOOR INSULATIONS: R2.0 POLYESTER BATTS UNDER FLOOR.
- CEILING INSULATION: R4.0 BATTS.
- ROOF: COLORBOND WITH RFL & BRADFORD ANTICON 55 BLANKET.
- MINIMUM REQUIREMENTS:
- STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS. 190mm MAX. RISE. 250mm RUN.
- 275mm TREAD, 1000mm BALUSTRADE. ENSURE 2040mm MIN. HEAD CLEARANCE FROM TOE OF TREAD TO OPENING ABOVE ARE TO COMPLY WITH N.C.C. PART 3.9.2.

**WINDOW SCHEDULE NOTE:**

- S1815 = S: SLIDING, 18: 1800mm HIGH, 15:1510 WIDE.
- A1509 = A: AWNING, 15: 1500mm HIGH, 09:910 WIDE.
- D = DOUBLE HUNG, F = FIXED, C = CASEMENT.

EXISTING REGULATORS, EXISTING REGULATORS MAY BE REQUIRED TO COVER AREAS OF STRUCTURAL DEFECT, WHO CONDITIONS AND/OR SOA CONDITIONS. THE WORK IS CONTINGENT UPON THE WORKING OF THE LOCAL AUTHORITY. SHOULD BE ENGAGED THESE PLANS SHOULD BE READ IN ACCORDANCE WITH ENGINEERING DRAWINGS. CONSULT LATERAL ARCHITECTURE SERVICES THAT THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES SUPPLIED INFORMATION, NOT FOR MISCONSTRUCTION OR INTERPRETATION.

**IMPORTANT:** IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LATEST REVISION, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**

not for building approval  
 LOCAL COUNCIL: WESTERN VALLEY COUNCIL  
 ACCREDITATION: TRADE NUMBER - CC-282 Z  
 1997 CLOSED-NEW CARAVAN AND STORAGE PARK  
 69 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VETH  
 FOLD REFERENCE: Vol. 49423/2

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 LVA Interior Architects  
 15A Invermay Road,  
 Invermay, Victoria 3860  
 A/NZ 73 132 740 378  
 Telephone: (03) 5325 6810  
 lateral@lateralarchitects.com.au

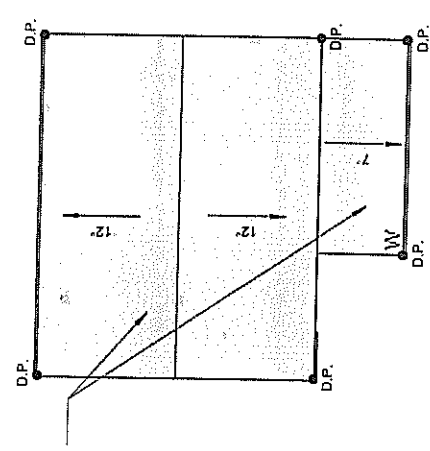
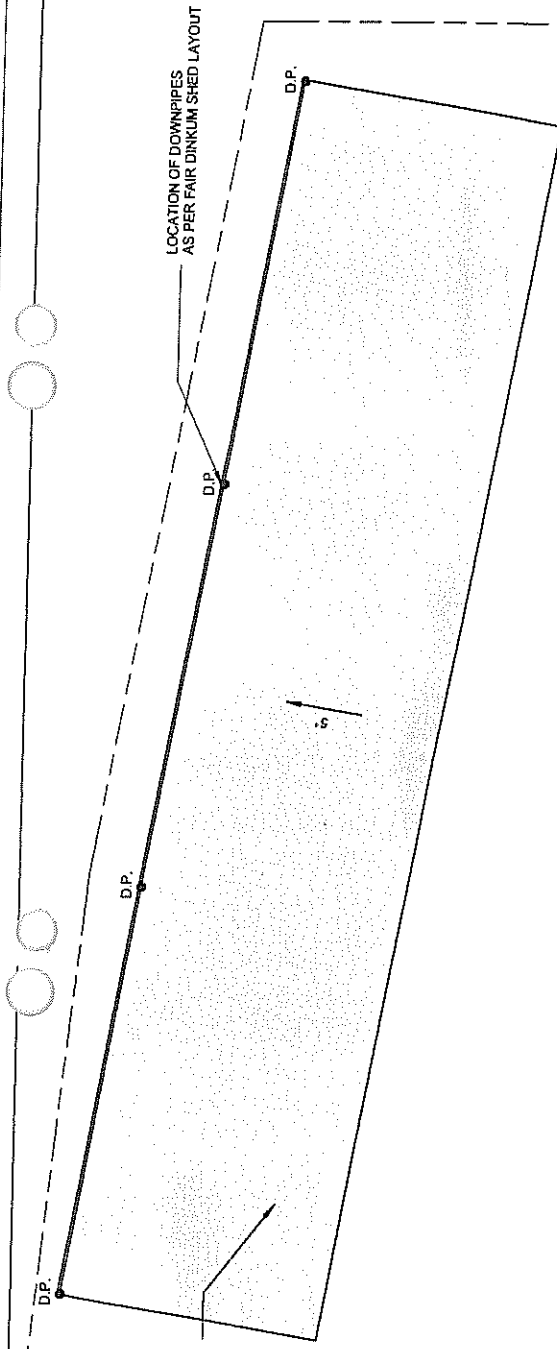
DESIGNER:	R.Hall
DRAWN:	A.Morris
CHECKED:	M.L.Hall
DATE:	04-12-14
REVISION:	04-12-14
SCALE:	1:100
JOB NO:	LA-14-42
DRAWING NO.:	1.2

**LEGEND:**

- D.P. ○ = DENOTES DOWNPIPES
- SP. ○ = DENOTES SPREADERS

COLORBOND GUTTERS ON COLORBOND ROOF AS PER FAIR DINKUM SHED SPECIFICATIONS

LOCATION OF DOWNPIPES AS PER FAIR DINKUM SHED LAYOUT



**PROPOSED ROOF PLAN**  
SCALE 1:200

**NOTE:**  
COLORBOND CLADDING FITTED TO ROOF AS PER AS1562 INSTALLATION OF ROOF AND WALL CLADDING AND N.C.C. 3.5.1.

ENGINEERING DOCUMENTS: STRUCTURAL ENGINEERS CERTIFICATES MAY BE REQUIRED TO COVER ASPECTS OF FOUNDATION, PILING, BRICK SHEDS OR SHEDS OR SHEDS. THESE PLANS SHOULD BE CHECKED BY THE USER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, APPROVALS AND REGULATORY APPROVALS FROM THE RELEVANT AUTHORITIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, APPROVALS AND REGULATORY APPROVALS FROM THE RELEVANT AUTHORITIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, APPROVALS AND REGULATORY APPROVALS FROM THE RELEVANT AUTHORITIES.

**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**  
IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION DATE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

not for building approval  
 LOCAL COUNCIL: MEANDER VALLEY COUNCIL  
 ACCREDITATION NUMBER: CC-282Z  
 TITLE: PROPOSED NEW CARAVAN AND STORAGE PARK  
 69 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VETH  
 FOLIO REFERENCE: Vol. 63423Z

DESIGNED BY:	R.Hall
DRAWN BY:	A.Morris
CHECKED BY:	M.L.Hall
DATE:	04-12-14
REVISION:	
JOB No:	1:200
DRAWING No:	LA-14-42

13

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 100/100 Laidlaw Road  
 WINDRAVE, TASMANIA 7510  
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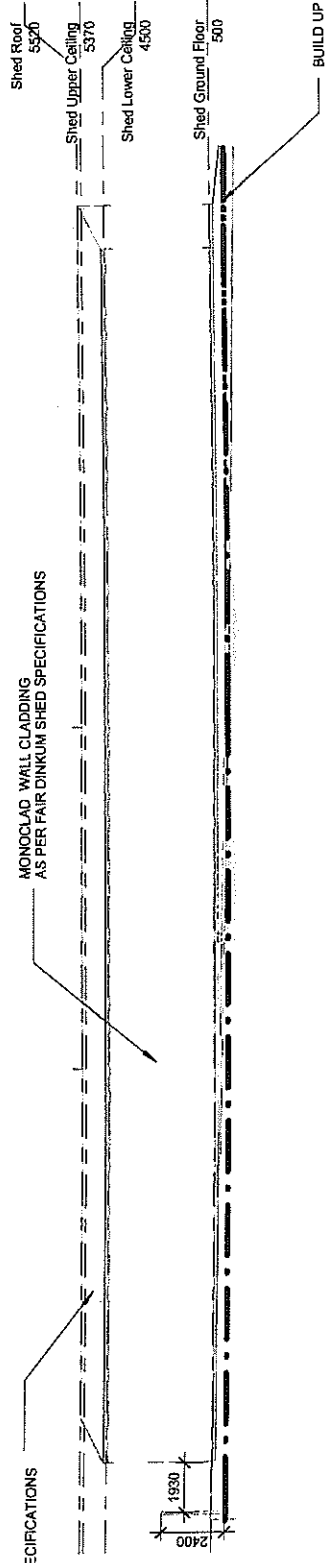




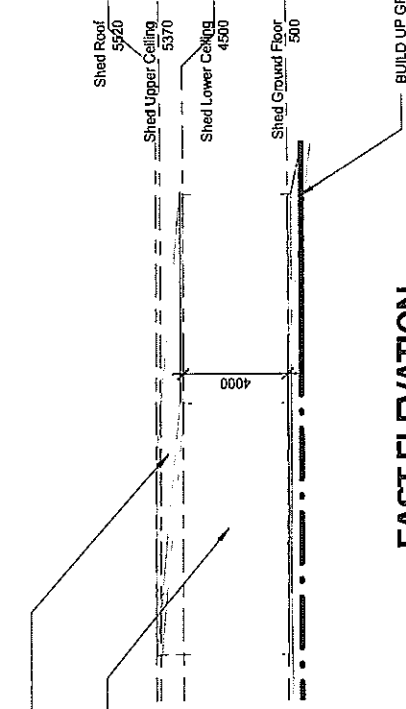
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 Hillary Teak  
 10/1, Havelock  
 10/1, Invermay Road,  
 Invermay, Otago, 9100  
 Phone: 03 533 6410  
 Email: hteak@lateral.co.nz

DESIGNER:	R.Hall
DRAWN:	A.Morris
CHECKER:	ML.Hall
DATE:	04-12-14
PROJECT:	14-14-42
SCALE:	1:200
JOB NO:	LA-14-42
DRAWING NO:	1.4

not for building approval  
 DISTRICT COUNCIL OF NORTH VALLEY  
 ACCREDITED CONTRACT NUMBER - CD-282 Z  
 TITLE: PROPOSED NEW CARAVAN AND STORAGE PARK  
 69 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VEITH  
 FOUND REFERENCE: Vol. 434232



**NORTH ELEVATION**  
 SCALE 1:200



**EAST ELEVATION**  
 SCALE 1:200

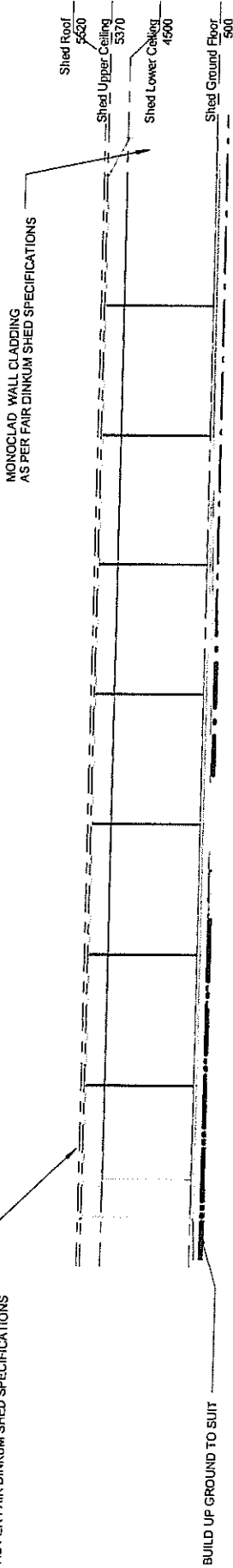
**NOTE:**  
 MINIMUM REQUIREMENTS:  
 STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS. 150mm MAX. RISE, 250mm RUN, 275mm TREAD, 100mm BALUSTRADE, ENSURE 200mm MIN. HEAD CLEARANCE FROM TOE OF TREAD TO OPENING ABOVE ARE TO COMPLY WITH N.C.C. PART 3.9.2.  
 COLORBOND CLADDING FITTED TO ROOF AS PER AS1562 INSTALLATION OF ROOF AND WALL CLADDING AND N.C.C. 3.5.1.  
 LEVELS PROVIDED ARE FOR LATERAL ARCHITECTURES PURPOSES ONLY, AND ARE NOT TO BE USED AS CONSTRUCTION LEVELS. BUILDER MUST CONFIRM ALL LEVELS AND SLOPES OR BLOCK ON SITE BEFORE CONSTRUCTION.  
 ENGINEERING DECLARATION: STRUCTURAL ENGINEERS CERTIFICATES MAY BE REQUIRED TO COVER AREAS OF STRUCTURAL DESIGN, WHO SHOULD BE PROVIDED THESE PLANS SHOULD BE MADE IN ACCORDANCE WITH THE BUILDING ACT 2004 AND THE BUILDING REGULATIONS 2004. LATERAL ARCHITECTURE ADVISES THAT THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES. HOWEVER, LATERAL ARCHITECTURE DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLANS DUE TO INDIVIDUAL SUPPLIER INFORMATION, FOR THE DISCREPANCY OR MISINTERPRETATION.  
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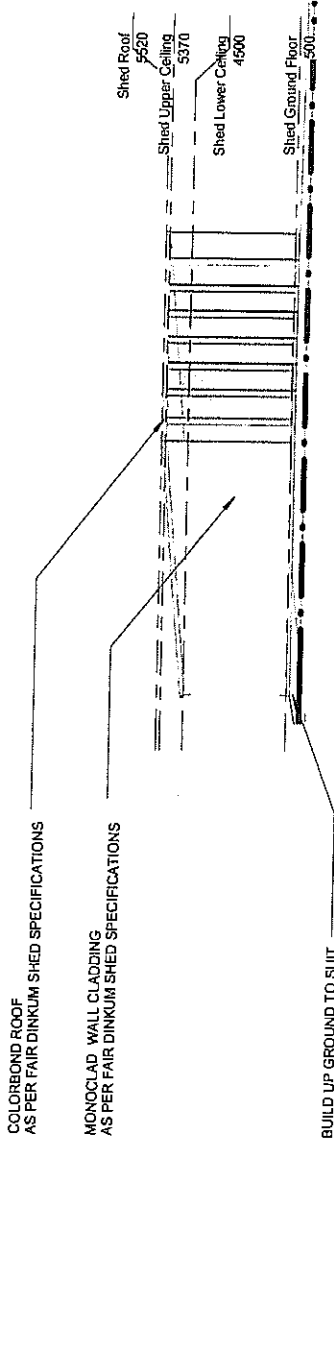


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PH: 53 42 740 376  
100 Meander Valley Road  
Westbury, VIC 3646

DESIGNER:	R. Hall
DRAWN:	A. Morris
CHECKED:	M.L. Hall
DATE:	04-12-14
REVISED:	04-14
SCALE:	1:200
JOB NO.:	LA-14-42
DRAWING NO.:	15



**SOUTH ELEVATION**  
SCALE 1:200



**WEST ELEVATION**  
SCALE 1:200

**NOTE:**

MINIMUM REQUIREMENTS:  
STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS. 1900mm MAX. RISE, 250mm RUN, 275mm TREAD, 1000mm BALUS TRADE. ENSURE 2040mm MIN. HEAD CLEARANCE FROM TIE OF TREAD TO OPENING ABOVE ARE TO COMPLY WITH N.C.C. PART 3.9.2.

COLORBOND CLADDING FITTED TO ROOF AS PER AS1562 INSTALLATION OF ROOF AND WALL CLADDING AND N.C.C. 3.5.1.

LEVELS PROVIDED ARE FOR LATERAL ARCHITECTURES PURPOSES ONLY AND ARE NOT TO BE USED AS CONSTRUCTION LEVELS. BUILDER MUST CONFIRM ALL LEVELS AND SLOPES ON BLOCK ON SITE BEFORE CONSTRUCTION.

EVERYONE DESIGNER STRUCTURAL ENGINEERS ENGINEERS WITH IN FORMED TO COVER ASKS OF STRUCTURAL DESIGN, AND CONDITIONS MAYOR FOR CONSTRUCTION THIS WORK IS OUSIDE THE SCOPE OF THE DRAWING AND A COMPLETE STRUCTURE, DESIGNER, DECLARED LATERAL ARCHITECTURE. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION OF ANY OTHER WORKS. THE DRAWING IS NOT TO BE USED FOR CONSTRUCTION OF ANY OTHER WORKS. THE DRAWING IS NOT TO BE USED FOR CONSTRUCTION OF ANY OTHER WORKS.

**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**

**IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION DATE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.**

TITLE: 69 MEANDER VALLEY ROAD WESTBURY STORAGE PARK  
 FOR MR ALBERT DE VETH  
 FOLIO REFERENCE: Vol. 434232  
 LOCAL COUNCIL: MEANDER VALLEY COUNCIL  
 ACCREDITATION: MEANDER VALLEY COUNCIL - CC-2822

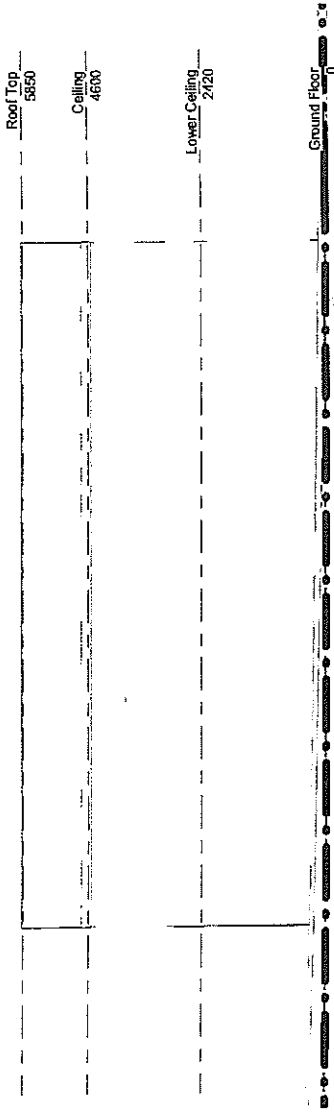


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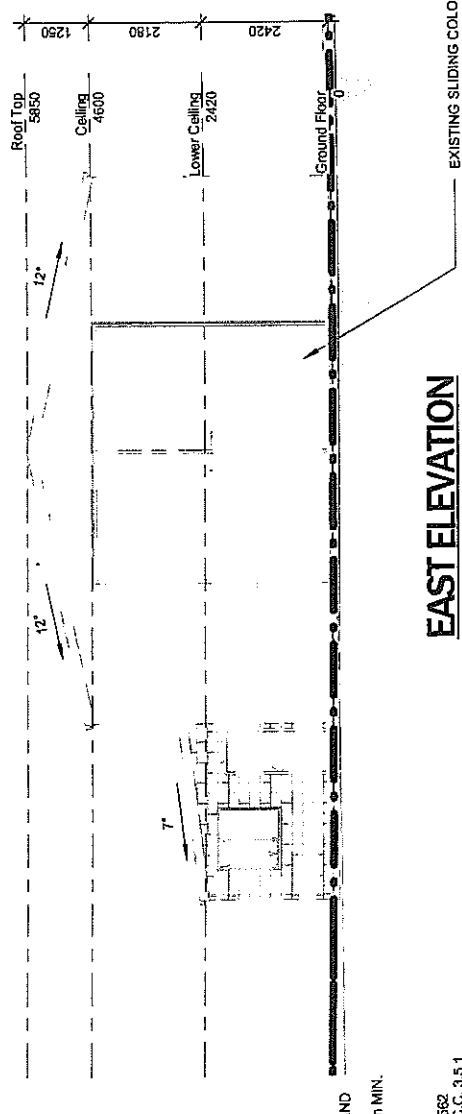
DESIGNER:	R. Hall
DRAWING:	A.M. Morris
CHECKER:	M.L. Hall
DATE:	04-12-14
REVISION:	1-100
SCALE:	1:100
PROJECT NO.:	LA-14-42
DRAWING NO.:	7

1.6

NOT FOR BUILDING APPROVAL  
LOCAL COUNCIL: PNEUMONIA VALLEY COUNCIL  
ADDRESS: 104A HIGHWAY STREET, AURORA, ON L4G 7W9  
ACCELERATION CLAUSE NUMBER = CC-282 Z  
TITLE: PROPOSED NEW CARAVAN AND STORAGE PARK  
89 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOUO REFERENCE: VOL. 4342312



**NORTH ELEVATION**  
SCALE 1:100

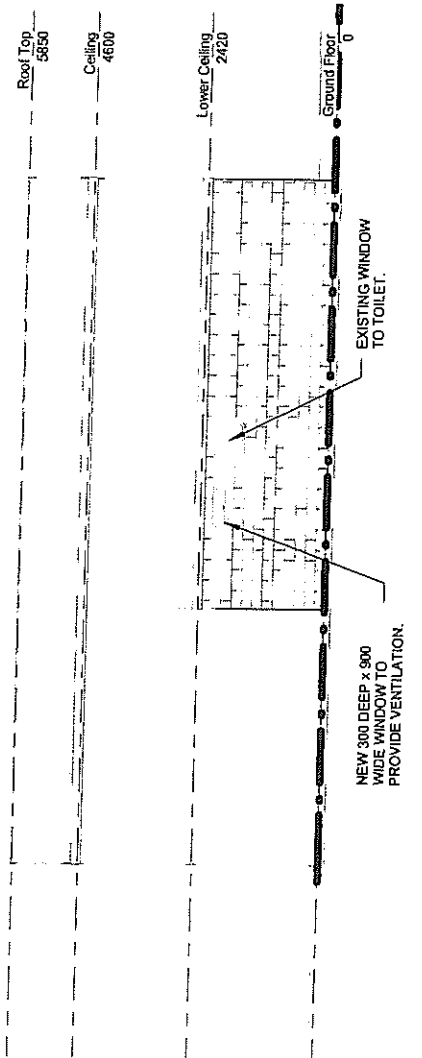


**EAST ELEVATION**  
SCALE 1:100

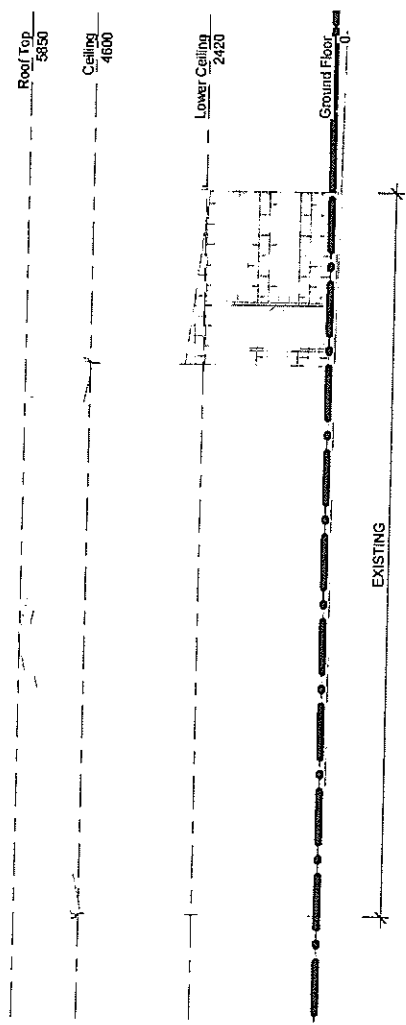
**NOTE:**  
MINIMUM REQUIREMENTS:  
STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS. 1500mm RISE, 250mm RUN, 275mm TREAD, 1000mm BETWEEN RISES. ENSURE 200mm MIN. HEAD CLEARANCE FROM TOP OF TREAD TO OPENING ABOVE ARE TO COMPLY WITH N.C.C. PART 3.9.2.  
COLORBOND CLADDING FITTED TO ROOF AS PER AS1682 INSTALLATION OF ROOF AND WALL CLADDING AND N.C.C. 3.5.1.  
LEVELS PROVIDED ARE FOR LATERAL ARCHITECTURES PURPOSES ONLY, AND ARE NOT TO BE USED AS CONSTRUCTION LEVELS. BUILDER MUST CONFIRM ALL LEVELS AND SLOPES OR BLOCK ON SITE BEFORE CONSTRUCTION.  
ENGINEERING STRUCTURAL ENGINEERS CERTIFICATES MAY BE REQUIRED TO COVER AREAS OF STRUCTURAL DESIGN, WHO SHOULD BE ENGAGED THESE PLANS SHOW AN E2 ROAD IN ACCORDANCE WITH MUNICIPAL DRAINAGE. DISCLAIMER: LATERAL ARCHITECTURE ADVISES THAT THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES SUPPLIED INFORMATION. LATERAL ARCHITECTURE DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLANS DUE TO INADEQUATE INFORMATION, USE FOR CONSTRUCTION OR INFORMATION.  
**IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LATE REVIEW, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.**

**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**

DESIGNER:	R.Hall
DRAWN:	A.Morris
CHECKED:	M.L.Hall
DATE:	04-12-14
REVISED:	04-12-14
SCALE:	1:100
JOB NO:	LA-14-42
DRAWING NO:	17



**SOUTH ELEVATION**  
SCALE 1:100



**WEST ELEVATION**  
SCALE 1:100

**NOTE:**

**MINIMUM REQUIREMENTS:**  
 STAIR TO COMPLY WITH LATEST N.C.C. CLAUSE 3.9.1 AND COUNCIL STANDARDS. 190mm MAX. RISE 250mm RUN, 275mm TREAD. 1000mm BALLUSTRADE ENSURE 2040mm MIN. HEAD CLEARANCE FROM TOE OF TREAD TO OPENING ABOVE ARE TO COMPLY WITH N.C.C. PART 3.9.2.  
 COLORBOND CLADDING FITTED TO ROOF AS PER A1562 INSTALLATION OF ROOF AND WALL CLADDING AND N.C.C. 3.5.1.  
 LEVELS PROVIDED ARE FOR LATERAL ARCHITECTURES PURPOSES ONLY, AND ARE NOT TO BE USED AS CONSTRUCTION LEVELS. BUILDER MUST CONFIRM ALL LEVELS AND SLOPES ON BLOCK ON SITE BEFORE CONSTRUCTION.  
 ENGINEERING DRAWING CONTRACTORS SPECIFICATES ARE BE REFERRED TO CHECK AREAS OF STRUCTURE DESIGN WITH SHOULD BE ENSURED FOR CONFORMANCE THIS WORK IS OUTSIDE THE SCOPE OF THIS DRAWING. STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING, SANITARY, ARCHITECTURE ADVICE THAT THIS IS ACCORDANCE WITH ENGINEERING DRAWINGS. ENGINEER'S SIGNATURE AND SEAL MUST BE PRESENT ON ALL DRAWINGS. THE ARCHITECT'S OFFICE DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE DRAWINGS OR FOR ANY MISCONSTRUCTION OR INTERPRETATION.  
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**not for building approval**  
 LOCAL COUNCIL: WESTON VALLEY COUNCIL  
 ACCREDITED CONTRACTOR LICENSE NUMBER: CC-282 Z  
 TITLE: 1980 USED NEW CARAVAN AND STORAGE PARK  
 FOR MR ALBERT DE VETH  
 FOLD REFERENCE: Vol. 43423/2

# Lateral ARCHITECTURE

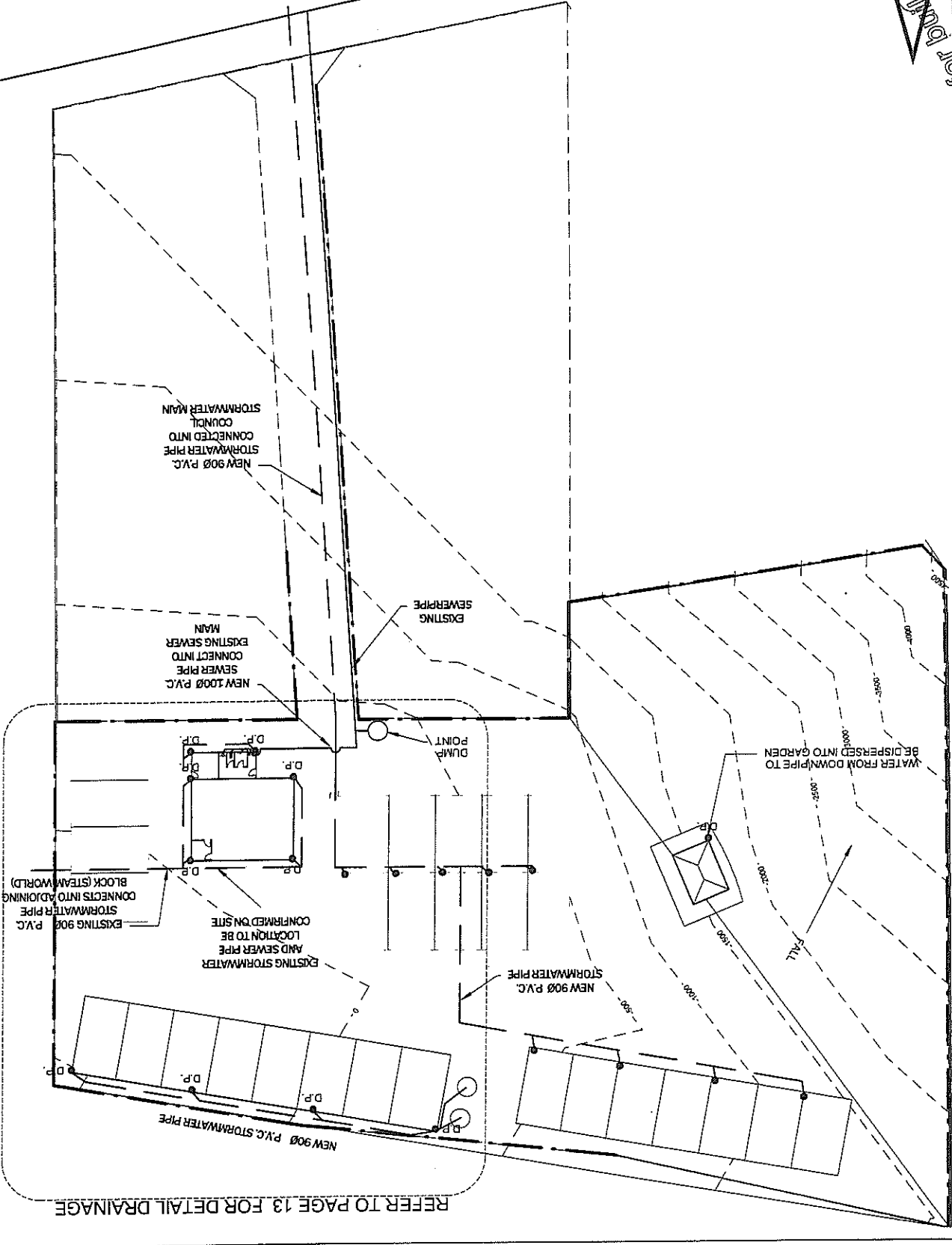


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17A Inland Architecture  
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Aurora, VIC 3070, Australia  
Mobile: (03) 8226 0810  
lateral@lateralarch.com.au

DESIGNER:	R.Hall
DRAWN:	K.Law
CHECKED:	M.L.Hall
DATE:	04-12-14
PROJECT:	PROPOSED NEW CARAVAN AND STORAGE PARK
SCALE:	1:500
JOB NO:	LA-14-42
DRAWING NO.:	

1.8

MEANDER VALLEY RD  
TASWATER SEWER MAIN



REFER TO PAGE 13 FOR DETAIL DRAINAGE

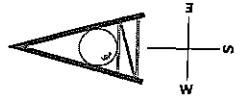
## DRAINAGE PLAN SCALE 1:500

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not for building approval  
LOCAL COUNCIL: TASWATER VALLEY COUNCIL  
ACCELERATION EXEMPTION NUMBER = CD-2832  
PROPOSED NEW CARAVAN AND STORAGE PARK  
89 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOUD REFERENCE: VOL. 43/42/02

**NOTE:**  
 ALL DRAINAGE TO COMPLY WITH THE LATEST PLUMBING CODES AND THE LATEST N.C.C. PLUS ALL COUNCIL REQUIREMENTS. THIS DRAINAGE PLAN IS PURELY DIAGRAMMATIC, AND MAY BE ALTERED IF SITE CONDITIONS REQUIRE.



**ENLARGED  
 DRAINAGE PLAN  
 SCALE 1:200**

**LEGEND:**

- 1. W.C.
- 2. SINK
- 3. V. BATH
- 4. BATH
- 5. SHOWER
- 6. TROUGH
- 7. WASH. MACH.
- I.O. INSPECTION OPENING
- D.P. DOWN PIPE
- F.W. FLOOR WASTE
- E.V. EDUCT VENT
- C.R.G. OVERFLOW RELIEF GULLY
- G.V. GROUND VENT

**NOTE:**

CONFIRM ON SITE THE CORRECT LOCATION OF EXISTING SEWER AND STORMWATER PIPES, PRIOR TO SETOUT OF DRAINAGE WORK.  
 CHECK CONDITION OF ALL EXISTING SEWER AND STORMWATER PIPES. REPLACING ANY THAT ARE NOT SATISFACTORY, BEFORE CONNECTING NEW PIPES INTO EXISTING. ALL DRAINAGE TO COMPLY TO COUNCIL REQUIREMENTS.  
 PLACE A SLOTTED SUB-SOIL DRAIN BEHIND GROUND FLOOR WALL, WHERE NECESSARY, CONNECT TO EXISTING STORM WATER PIPE.

EXISTING EXCAVATED STRUCTURE APPROXIMATE TO BE REMOVED TO CORRECT LEVELS OF STRUCTURE. OVERSEE, WITH CONSULTING ENGINEER, THE WORK TO BE DONE TO CORRECT THE LEVELS OF STRUCTURE. THIS WORK SHOULD BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY. THIS PLAN HAS BEEN DRAWN TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITY. THE LOCAL AUTHORITY HAS ADVISED THAT THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION OR INTERPRETATION. SUPPLEMENTARY INFORMATION FOR THE LOCAL AUTHORITY IS AVAILABLE ON REQUEST.

**IMPORTANT:** IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION DATE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

WATER RUN-OFF FROM SHED TO BE COLLECTED INTO ON SITE WATER TANKS

2 x 10,000 L TANKS  
 ONE TO BE DESIGNATED FOR  
 FIRE FIGHTING PURPOSES ONLY

EXISTING 900 P.V.C. SEWER PIPE  
 (CONNECTED INTO COUNCIL STORMWATER MAIN)

EXISTING STORMWATER AND SEWER PIPE  
 LOCATION TO BE CONFIRMED ON SITE

EXISTING 900 P.V.C. STORMWATER PIPE  
 CONNECTS INTO ADJOINING BLOCK (STEAM WORLD)

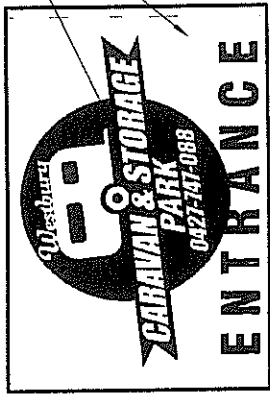
NEW 1000 P.V.C. SEWER PIPE  
 CONNECT INTO EXISTING SEWER MAIN

DESIGNER:	R.Hall
DRAWN:	A.Morris
CHECKER:	M.L.Hall
DATE:	04-12-14
REVISED:	
SCALE:	1:200
REF. NO.:	LA-14-42
DRAWING NO.:	

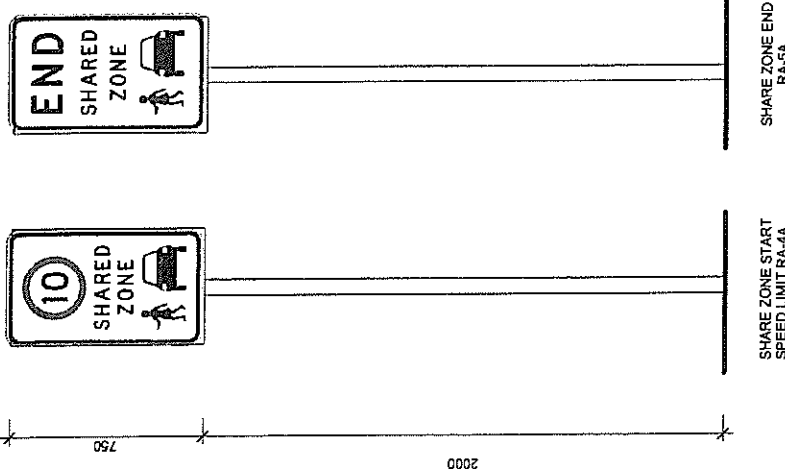
**DO NOT SCALE DRAWINGS. IF IN DOUBT - ASK**

FOR MR ALBERT DE VETH  
 STORAGE PARK  
 NEW CARAVAN AND  
 ACCREDITED VALLEY COUNCIL  
 LOCAL COUNCIL (RENEWAL NUMBER CC-282 Z)

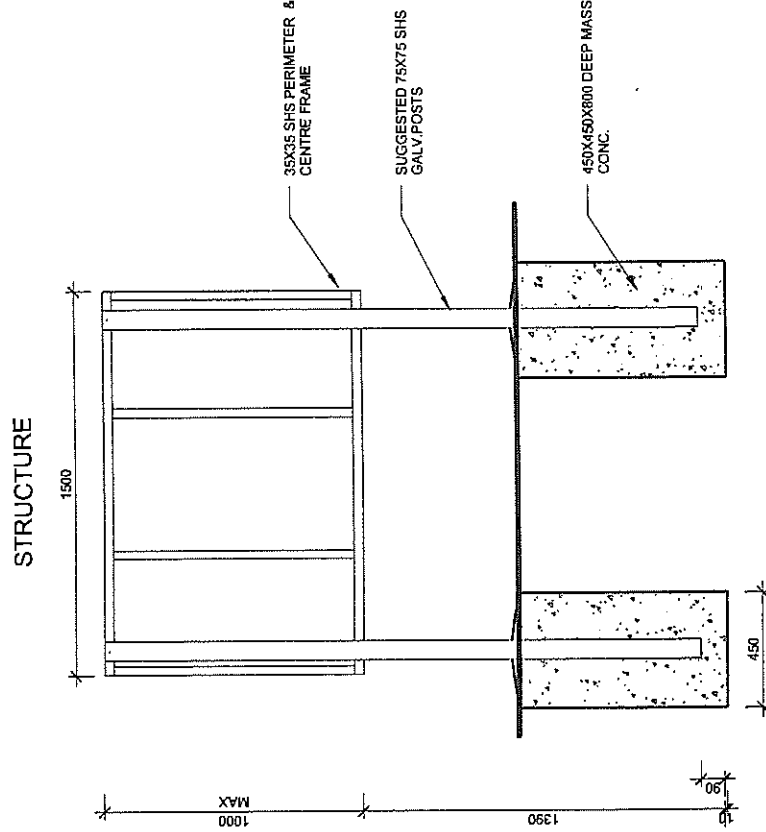
GRAPHIC DISPLAY



BLACK STICKERS TO AUSTRALIAN STANDARDS  
"SLOGAN WRITER WHITE" WHITE COLORBOND



IN ACCORDANCE TO AS1742.4



**SIGNAGE**  
SCALE 1:50

ARCHITECTURE  
**Lateral**

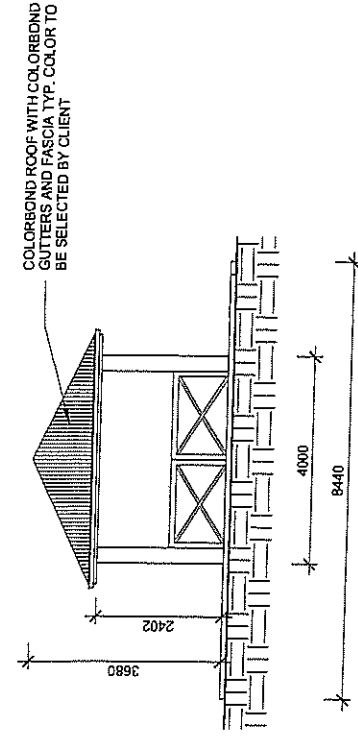
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Melbourne VIC 3000  
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www.lateralarchitecture.com

DESIGNER:	R.Hall
DRAWN:	K.Law
CHECKED:	M.L.Hall
DATE:	04-12-14
PROJECT NO.:	14-14-42
SCALE:	1:20
JOB NO.:	LA-14-42
DRAWING NO.:	2.0

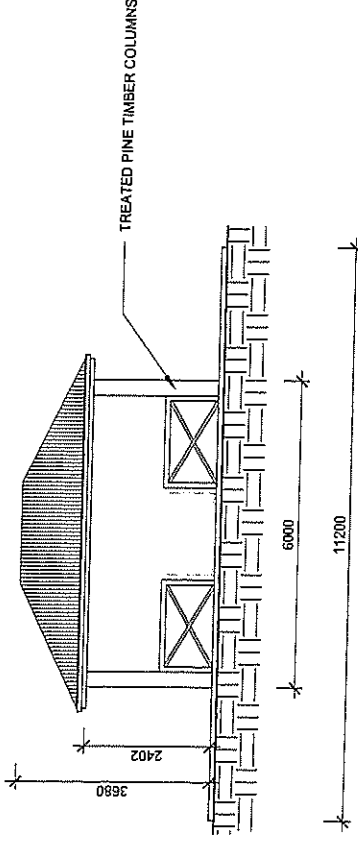
not for building approval  
Municipal Council  
ACCELERATED VALUATION NUMBER - 00-288Z  
PROPOSED NEW CARAVAN AND STORAGE PARK  
89 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOOD REFERENCE: Vol. 43/251Z

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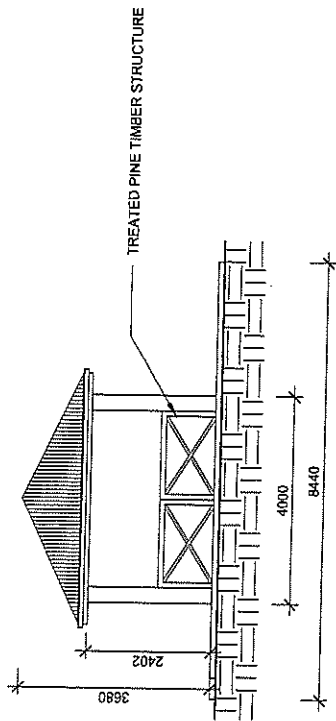
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ENGINEERING DECLARATION: STRUCTURAL ENGINEERS CERTIFICATE MAY BE REQUIRED TO COVER AREAS OF STRUCTURAL DESIGN, WHICH SHOULD BE ENGAGED THROUGH THE ENGINEERING SERVICE AND A COMPETENT STRUCTURAL ENGINEER. THE ENGINEER'S SERVICE SHOULD BE ENGAGED THROUGH THE ENGINEERING SERVICE AND A COMPETENT STRUCTURAL ENGINEER. THE ENGINEER'S SERVICE SHOULD BE ENGAGED THROUGH THE ENGINEERING SERVICE AND A COMPETENT STRUCTURAL ENGINEER. THE ENGINEER'S SERVICE SHOULD BE ENGAGED THROUGH THE ENGINEERING SERVICE AND A COMPETENT STRUCTURAL ENGINEER.



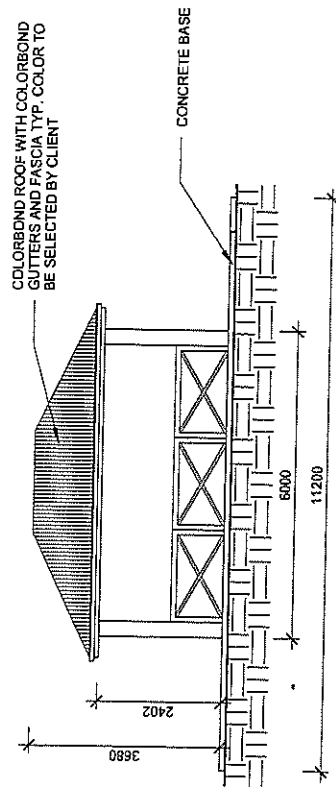
**NORTH GAZEBO ELEVATION**  
SCALE 1:100



**EAST GAZEBO ELEVATION**  
SCALE 1:100



**SOUTH GAZEBO ELEVATION**  
SCALE 1:100



**WEST GAZEBO ELEVATION**  
SCALE 1:100

DEV 1

ENGINEERING DECLARATION: STRUCTURAL ENGINEERING CONSULTANTS HAVE BEEN ADVISED BY CLIENT, REVIEWED DESIGN, AND DRAWINGS FOR THE PROJECT. ENGINEERING CONSULTANTS HAVE REVIEWED THE SCOPE OF THIS DOCUMENTATION, AND A COMPETENT STRUCTURAL ENGINEER HAS REVIEWED THE DRAWINGS FOR CONFORMANCE WITH ENGINEERING STANDARDS. ENGINEERING CONSULTANTS DO NOT ACCEPT ANY RESPONSIBILITY OR LIABILITY FOR ANY ERRORS OR OMISSIONS IN THE DRAWINGS OR INTERPRETATION THEREOF. IMPORTANT: IF DRAWING NOT LODGED OR PROCESSED WITH COUNCIL WITHIN 12 MONTHS OF LAST REVISION DATE, THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

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not for Building Approval  
**Planning Approval**  
**Development Approval**  
**CONCISE ENGINEERING**  
 LOCAL COUNCIL (NEWCASTLE VALLEY COUNCIL)  
 ACCREDITATION CERTIFICATE NUMBER = CC-282Z  
 TITLE: **PROPOSED NEW CARAVAN AND STORAGE PARK**  
 89 MEANDER VALLEY ROAD WESTBURY  
 FOR MR ALBERT DE VETH  
 PLOID REFERENCE: Vol. 43-23/2

DESIGNER:	R. Hall
DRAWN:	A. Morris
CHECKED:	M.L. Hall
DATE:	04-12-14
REVISION:	
SCALE:	1:100
APP. NO.:	LA-14-42
DRAWING NO.:	21

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**Lateral ARCHITECTURE**



# Traffic Assessment

---

Proposed Caravan and Storage Park

69 Meander Valley Road, Westbury

SUBMITTED BY:

TERRY EATON  
Traffic Engineer

29 Carey's Road  
Bridgenorth Tas 7277

TEL/FAX: (03) 6330 151

FEBRUARY 2015

---

# CONTENTS

1. INTRODUCTION .....	3
2. THE SITE .....	3
3. THE PROPOSAL .....	4
4. MEANDER VALLEY ROAD .....	5
5. TRAFFIC DATA.....	6
6. ASSESSMENT.....	6
7. CONCLUSION .....	7

## Attachments

1. Proposed Site Plan

---

## 1. Introduction

A proposal is being advanced to develop a Caravan and Storage Park at 69 Meander Valley Road, Westbury. As provided for in the Meander Valley Interim Planning Scheme, consideration is required for compliance with section E4.0 Road and Railway Assets Code. This report is provided for that purpose.

The report has been undertaken by Terry Eaton, an experienced traffic engineer, with the report preparation including discussions with the developer's architect and a site visit.

## 2. The Site

The site is an internal lot of area some 6,000m<sup>2</sup> at the rear of two commercial / business use lots with access between these two lots, access lane some 18 metres wide with the lot extending west behind land in use as residential. The rear boundary abuts the rail line.

The driveway is generally centrally located within the access lane and is gravel surfaced (some 4.0 metres wide). The concrete driveway crossing is some 9.5 metres wide at the kerb, tapering back to 5 metres at the footpath.

Development on the land is a shed (1,500m<sup>2</sup>) centrally located across the lot and close to the rail line boundary. The lot surface is a mix of hardstanding and grassed areas.



Abutting uses to the access strip are:

- i. machinery / farm facilities storage to the west, fenced at the access with separate access driveway.

- 
- ii. industrial and mechanical project design office and workshop to the east. There is no boundary to this use with angle parking (12 spaces) abutting the access strip. This lot shares the driveway for No. 69 as access to the parking bays. Additional parking (6 spaces) are available at the frontage with separate driveway access.

The driveway is straight and in profile an upgrade from the road.

Sight distance at the site driveway has been measured at some 130 metres to the east and in excess of 180 metres to the west.

Opposite the site driveway is a rural supplies store.

The Northwest rail line is to the rear.

### 3. The Proposal

The proposal is to develop the site as a Caravan Park plus provision for storage of vacant vans. Site development to include:

- 17 serviced caravan bays at 6 metres wide by 10 metres deep to provide for car and van (consideration to change 1 bay for toilet / washing amenities block).
- 8 caravan storage bays under cover
- 4 camper van serviced sites
- workshop / office
- landscaped recreation area

The area available indicating generous width is available (up to some 10 metres) to provide for van manoeuvring and circulation except for the 4 camper van sites at the eastern edge of the site with driveway width 4.8 metres, limiting site use to vehicles up to some 8.0 metres length.

---

#### 4. Meander Valley Road

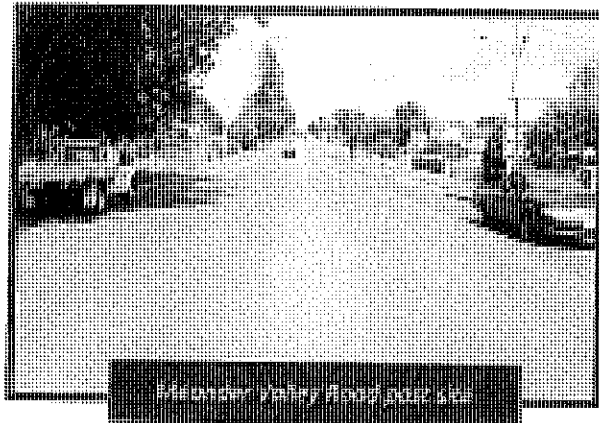
This road is classified as a Category 5 "Other Road" in the state road hierarchy. The road provides a collector function for Westbury and could be considered as part of a sub-arterial link between Launceston and Deloraine.

At the site frontage, the road is constructed with a sealed pavement some 12.3 metres wide, providing for one through traffic lane for each direction some 3.75 metres wide and kerbside parking for both sides.

Kerb and channel with footpaths on both sides located at the boundary at the frontage with a 6.0 metre nature strip between the footpath and kerb.

The alignment is straight with profile as a downgrade from east to west at some 4%. The driveway is some 33 metres west of the centre line for the southside Taylor Street junction.

The site is within a 60km/h speed zone.



---

## 5. Traffic Data

### *Meander Valley Road*

Limited traffic data suggests a weekday traffic volume of some 2,000 to 2,400 vehicles for this section of Meander Valley Road. Indicative traffic growth at 1% per annum and peak hour at 10% of the weekday volume, distributed 50/50 by direction.

- **Site Generation**

Limited information is available for Caravan Park generation, some recent information for a 90 space mobile home site at Neath, NSW, suggests a typical rate of 4 daily vehicle movements per site. It is considered that for a location at Westbury, with more casual use than likely for the Neath development a generation rate of 4 vehicle movements per site would represent a "worst case" scenario.

For analysis the eight storage bays are seen as generating minor traffic use and accordingly the daily traffic generation as assessed for the 21 site spaces, i.e. peak daily traffic estimated up to some 90 vehicles with peak hourly use at 10 vehicle movements has been adopted. Indications are that caravan arrivals are generally concentrated into the late afternoon with departures generally over the mid-morning period.

## 6. Assessment

Assessment in accord with schedule 4.0 Road and Railway Assets Code of the Meander Valley Interim Planning Scheme indicates:

**E4.3.1 P2**      The assessment is that the proposed site use may generate up to 90 vehicles per day. The proposal is to use an existing access way with the driveway upgraded for 2-way use. No traffic service issues are contemplated due to the relatively low through traffic volume and the assessed site traffic generation.

---

Sight distances at the driveway, minimum value 130 metres is well in excess of the Table E4.7.4 requirement of 105 metres

The relative wide traffic lanes, open view for pedestrians on the footpath at the driveway, approach sight distance and relatively low traffic generation for the development suggest no change to the present level of safety for road users.

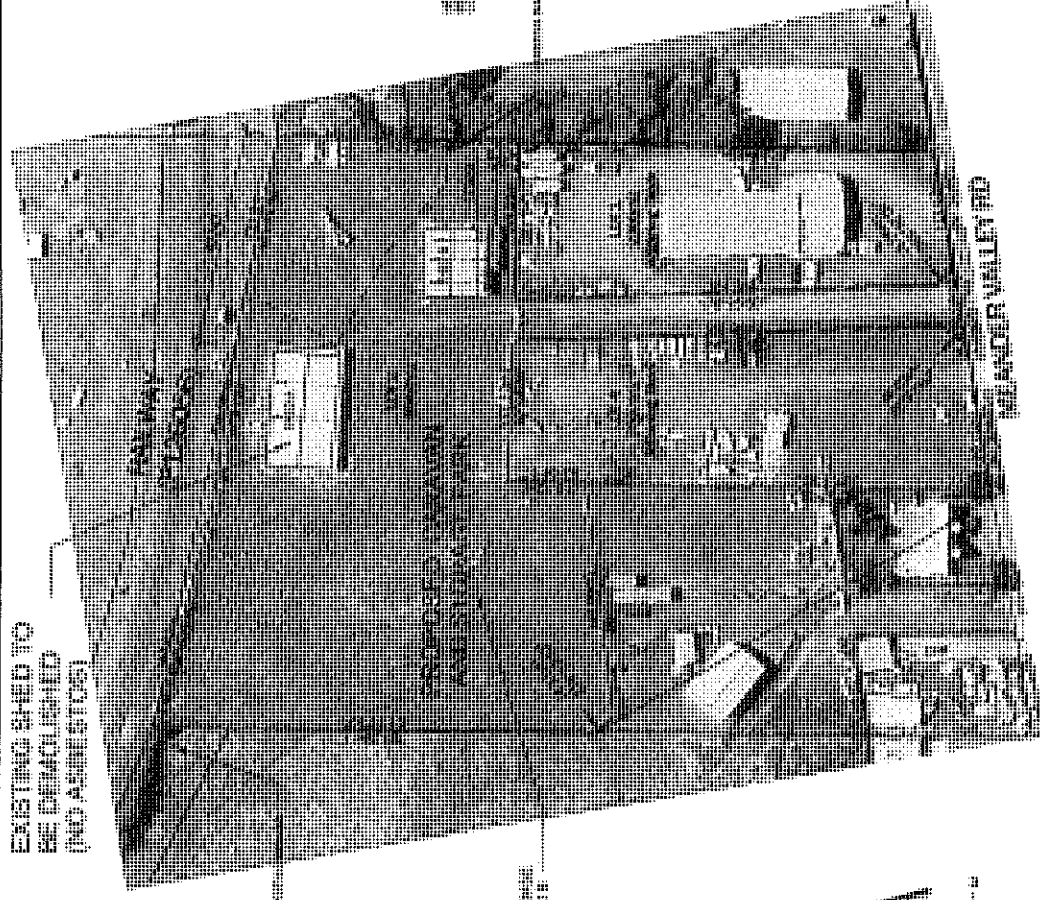
- E4.7.1 A1** Not applicable as the development is in a 60 km/h zone
- E4.7.2 A1** Complies as only one access within a 60 km/h speed zone
- E4.7.3** Not applicable
- E4.7.4 A1** Complies, refer to E4.6.1 P2

## 7. Conclusion

A traffic assessment for a proposed Caravan Park and associated caravan storage indicates compliance with the provisions of section E4.0 of the Meander Valley Interim Planning Scheme provided the driveway widening is undertaken in compliance with Meander Valley Council guidelines.

**Terry Eaton**

EXISTING SHED TO  
BE DEMOLISHED  
(NO ADDRESS)



ALL GRAVEL BAYS  
EXCEPT SHEET #:

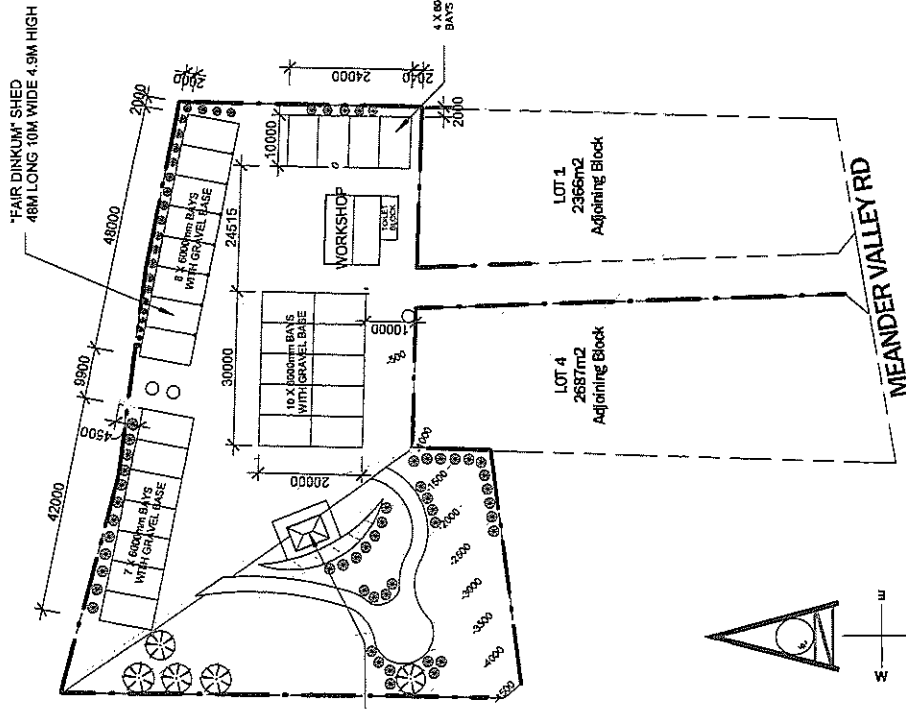
**EXISTING SITE PLAN**  
SCALE 1:1000

**NOTE:**  
FINAL POSITION OF NEW BUILDING TO BE  
CONFIRMED BY REGISTERED SURVEYOR,  
BEFORE COMMENCEMENT OF WORKS.

BOUNDARY LINE TO BE CONFIRMED ON SITE BY  
SURVEYOR, OR AN AUTHORISED PERSON.  
ANY EXTERNAL WALL CLOSER THAN 900mm TO  
BOUNDARY MUST BE FIRE RATED.

ENGINEERING DESIGNER: STRUCTURAL ENGINEERS CERTIFICATES MAY BE REQUIRED TO COVER AREAS OF STRUCTURAL OPENING. WORD  
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**PROPOSED SITE PLAN**  
SCALE 1:1000

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: THEN PLEASE RETURN FOR REVIEW BEFORE PROCEEDING.

Valley Trust  
7/11/2014  
2014 Kennedy Road,  
MORNINGTON PENINSULA, VIC 3190  
AUSTRALIA  
Tel: 03 9402 7100  
Fax: 03 9402 7101  
www.lateralarchitecture.com.au

DESIGNER:	R.Hall
DRAWN:	A.Morris
CHECKER:	M.L.Hall
DATE:	04-12-14
REVISED DATE:	04-12-14
SCALE:	1:1000
JOB NO:	LA-14-42
DRAWING NO:	03

LOCAL COUNCIL: MEANDER VALLEY COUNCIL  
ACCREDITATION: CONVEYANCE NUMBER - CC-282 Z  
TITLE: PROPOSED NEW CARAVAN AND  
STORAGE PARK  
69 MEANDER VALLEY ROAD WESTBURY  
FOR MR ALBERT DE VETH  
FOID REFERENCE: Vol. 43423/2



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**From:** Hills, Garry (StateGrowth) [<mailto:Garry.Hills@stategrowth.tas.gov.au>]  
**Sent:** Thursday, 5 February 2015 12:21 PM  
**To:** Terry Eaton  
**Cc:** [steve.jordan@mvc.tas.gov.au](mailto:steve.jordan@mvc.tas.gov.au)  
**Subject:** RE: TA 69 Meander Valley Rd

Hi Terry,

State Growth have no concerns with this proposal and support the conclusion and recommendation of the TA.

Note that the proponent will need to apply for a State Road access works permit prior to any physical construction works (i.e. driveway widening) within the State Road reserve.

Cheers, Garry

**Garry Hills** | Senior Traffic Engineering Officer  
Transport Infrastructure Services Division | Department of State Growth  
287 Wellington Street, Launceston TAS 7250 | GPO Box 536, Hobart TAS 7001  
Phone: (03) 6777 1940  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

**ENVIRONMENTAL IMPACT  
ASSESSMENT (NOISE) REPORT**

Site  
**69 MEANDER VALLEY ROAD,  
WESTBURY**

for  
**Mr. Albert De Veth**

**Project No. J149017EL**

**January 2015**

**Johnstone McGee & Gandy**  
incorporating Dale P Luck & Associates

ISO | Quality  
9001 | Certified

**CONTENTS**

1. INTRODUCTION ..... 1  
 2. SCOPE OF THE ASSESSMENT ..... 1  
 3. METHOD OF MEASUREMENT ..... 1  
 4. NOISE IMPACTS ON CARAVAN PARK VISITORS ..... 2  
 5. KOLMARK – METAL FABRICATION ..... 3  
 6. BACKGROUND NOISE ..... 4  
 7. DOMINANT WIND DIRECTION ..... 5  
 8. COMPARISON OF BACKGROUND AND SOURCES NOISE..... 5  
 9. CONCLUSION..... 7

APPENDIX A – Site Plan  
 APPENDIX B - Photos

**Issuing Office:** 49-51 Elizabeth Street, Launceston 7250

Document Issue Status							
Ver.	Issue Date	Description	Originator	Checked	Approved		
1	27-01-15	EIA NOISE REPORT	CP	<i>[Signature]</i>	CP	<i>[Signature]</i>	RB

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- Compliance with BCA is not part of the scope of this report. The report may include references to BCA as a guide to likely compliance/non-compliance of a particular aspect but should not be taken as definitive nor comprehensive in respect of BCA compliance.
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## 1. INTRODUCTION

Johnstone, McGee and Gandy were engaged to complete an assessment of the potential noise and odour impacts from Kolmark and noise impacts from the nearby railway. Data logging of background and source noises at various locations across the site was completed and attended readings were also completed.

## 2. SCOPE OF THE ASSESSMENT

The scope of the assessment was guided by the further information requested by Meander Valley Council in the letter dated 6 November 2014. Item 2 of the letter states;

"Noise report prepared by a suitably qualified person to address the potential noise/odour nuisance impact from the adjoining metal fabrication business"

The potential noise and odour impacts from the metal fabrication business, known as Kolmark was assessed. From a discussion with Meander Valley Council Town Planner the noise from the railway line should also be assessed for the potential impact on caravan park visitors. Some discussion with TasRail staff has occurred and measurements of the railway noise was completed. Further written advice has been sought from TasRail.

## 3. METHOD OF MEASUREMENT

A type 2 RION sound level meter with data logging equipment was used to measure noise levels over one week at various locations around the site. A RION Calibrator was used prior to and at the conclusion of every measurement. The noise measurements were completed in accordance with the *Noise Measurement Procedures Manual* (DEPHA, Tas, 2008).

The data logger was set up on the northern and southern boundaries. Four (4) attended measurements were completed near the northern and southern boundaries and central part of the site.

### 3.1 NOISE MEASUREMENT PROCEDURES MANUAL

#### Railway Noise

Noise measurement of the background and source noise was completed in accordance with the *Noise Measurement Procedures Manual* (DEPHA, Tas, 2008). Section 19 of the manual in regard to railway noise requires that the following measurements to be completed;

- $L_{eq}$  (24h) and
- $L_{max}$

These measurements were completed using a RION type 2 data logger over a week long period.

Due to the close proximity of the site to the railway line there was expected to be a noticeable difference between the background noise level and the train noise. Therefore, the  $L_{max}$  is a more important predictor of noise impact than  $L_{eq}$  over a 24

hour period. In addition, the frequency of train noise, the number of train passing's in a 24 hour period and the length of time that the train noise is noticeable above the background noise level are valuable for assessment for the caravan park use.

### **Kolmark Noise**

Attended noise measurements were completed and data logged measurements of the noise from Kolmark. These measurements were completed in accordance with *Noise Measurement Procedures Manual* (DEPHA, Tas, 2008).

## **4. NOISE IMPACTS ON CARAVAN PARK VISITORS**

The Environment Protection Policy (Noise) (Tas, 2009) principles for appropriate development require that approved noise generating are protected from encroachment of noise sensitive use.

Section 10 of the Policy states;

"Approved noise generating activities should be protected from encroachment by noise sensitive use or development" (p.5)

The majority of residential dwellings located along the Meander Valley Road section of railway line are located within 40 to 60 metres from the centre of the railway line, as measured using Google Earth (2015). Three premises were located 13-20 metres (+/-5m), from the centre line of the railway line. The residential properties which are adjacent to the railway line are setback 30 to 60 metres from the railway line.

### **4.1 RAILWAY ASSETS CODE**

Section E4.5.4 of the Railway Assets Code (February 2013) requires that sensitive uses must be not less than 50 metres from an existing railway line. In accordance with performance criteria for section E4.5.4 the following factors have been considered;

- 50 metre setback from the railway line;
- Topography
- Prevailing wind direction
- Air quality
- Noise levels
- Location and design of the proposed building/caravans
- Results of noise measurements
- The number of train passing's in a 24 hour period
- The advice of the rail authority

The 50 metre setback line is shown on the attached Site Plan. Most of the proposed caravan sites would be located within that 50m zone.

#### **4.2 RAILWAY OPERATION**

The approximate times for the railway passing's, which were provided by TasRail are as follows;

- **Monday to Friday**
  - 9am
  - 12.30pm
  - 3pm
  - 8.30pm
  - 12 midnight/1am
- **Saturday and Sunday**
  - 1 to 2 day trains
  - 12 midnight/1am

#### **5. KOLMARK – METAL FABRICATION**

A discussion with Tim Freeman, proprietor of Kolmark metal fabrication business at 37 Meander Valley Road revealed the following information about the business.

1. The equipment used on the premises includes;
  - hand held tools such as hammers,
  - guillotine and presses,
  - electrical power tools such as grinders and welders.

The equipment which is expected to generate the most noise is grinders.

2. The general operating hours of the business are as follows;
  - Monday to Friday 7am to 5.30pm
  - Saturday 7am to 5pm
  - Sunday 7am to 5pm
3. The business has been operating at this site for approximately 12 years;
4. The business manufactures smaller items compared to the larger metal fabrication businesses which manufacture larger items. As a result there is expected to be less noise generated on their premises compared to larger manufacturing businesses;
5. Approximately 50% of their work is completed offsite.

During attended noise readings notes were taken regarding the audible and recorded noise from the premises. The use of various electrical power tools inside the Kolmark workshop with the roller door closed generated noise levels of 44-52 db. What sounded like a grinder also had high frequency components to it. The intermittent use of what sounded like a hammer was audibly noticeable and created noise around 44-45dB. These noises were observed and recorded at various locations including approximately 30 metres from the

Kolmark workshop and 8 metres inside the northern property boundary of 69 Meander Valley Road (see measurement location 4, Dwg P1) and near the northern boundary. Other noises observed from Kolmark included large trucks leaving the site (45-46dB) and a radio inside the workshop was clearly audible on the far north western boundary.

Spray painting and the use of a metal press in the rear yard of Kolmark was also observed. During these activities the workshop door was open and radio noise was more audible.

### **5.1 NOISE IMPACTS ON SURROUNDING RESIDENTS**

The movement of caravans on the site after hours may create light and noise impacts on the residential properties located below the site on Meander Valley Road. There will not be restrictions on the arrival and departure times of caravans. This is likely to be difficult to control after hours with the site unattended after hours and the gates open.

## **6. BACKGROUND NOISE**

The site is affected by general residential noise and traffic noise on Meander Valley Road and train movement on the nearby railway line. However, the train noise has been assessed as a potential noise source and is not included in the general background readings. The road traffic noise because of its frequency is considered part of the background noise level.

Background Time Intervals	Southern Boundary (near Kolmark)	Northern Boundary (near Railway line)	Adopted (lowest) background
Day 7am to 6pm	42.4	39.2	39.2
Evening 6pm to 10pm	37	37.8	37
Night 10pm to 7am	32.7 (12-5am 28.8)	31.1	31.1

During attended background readings when Kolmark was not operating the background noise was dominated by traffic on Meander Valley Road and particularly larger vehicles. Noise from houses which are located at a lower elevation of the subject site was also audible on the site with general activity in the rear yards of these properties audible on the subject site. Therefore, noise carried easily from the properties on Meander Valley Road to the south of the site towards the subject site. The dominant wind direction during the attended readings were south easterly which may have assisted the propagation of noise towards the subject site. However, southerly winds are not expected to be dominant throughout the year compared to more frequent northerly winds.

There is a slight rise in background noise from 6am in the morning which suggests that LA<sub>90</sub> is influenced by traffic noise from Meander Valley Road. During attended readings traffic noise recorded dB levels between 45 and 55.

## 7. DOMINANT WIND DIRECTION

The Bureau of Meteorology reports the following recorded wind directions for Launceston Airport (see Fig 1 below). This is the closest location for recorded wind rose data available. The most prevalent wind directions in the past have been north and north westerly winds with less frequent southerly and south westerly winds. During attended noise measurements south westerly winds were present. This wind direction is favourable to carrying noise from the Kolmark premises towards the subject site.

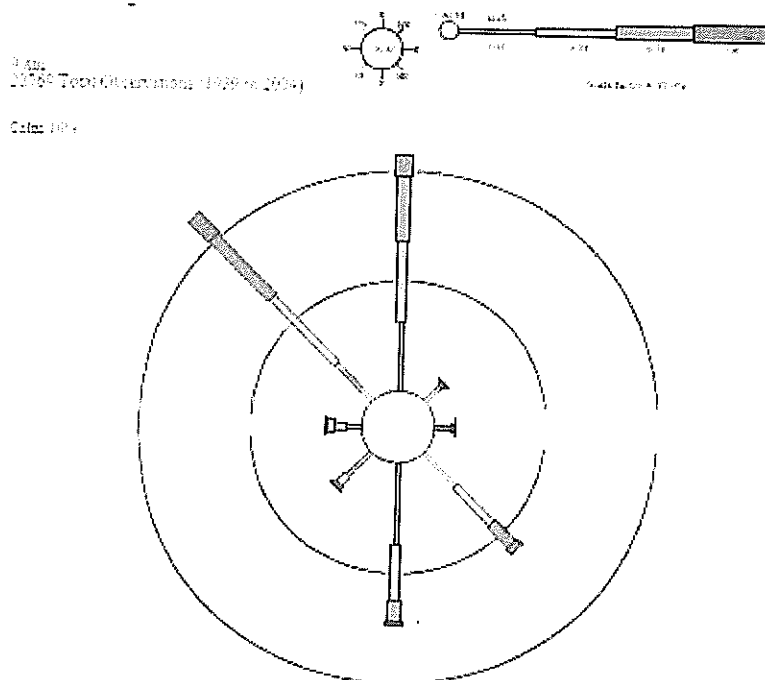


Figure 1 – Source: Bureau of Meteorology, Wind Rose Data for Launceston 1939 to 2004

During northerly winds the noise from Kolmark will transmit more easily to the subject site and less easily during southerly winds.

## 8. COMPARISON OF BACKGROUND AND SOURCES NOISE

### KOLMARK

The noise from Kolmark measured on the 13 January 2015 showed that the noise created inside the workshop was between 45 and 52dB. This level was not dissimilar to the noise created by a truck passing along Westbury Road or dogs barking at a nearby residence. However, the type of noise such as the intermittent hitting of a hammer or the stopping and starting of a grinder is likely to create greater nuisance than the hum of nearby traffic along Meander Valley Road. In addition, it is likely that the noise created from Kolmark may be greater than 52 dB depending on the amount of activity in the workshop and is expected to



be louder than 52dB with the workshop door open. In comparison a truck leaving the Kolmark site recorded 63 dB at measurement location 4.

A maximum dB of 52dB was observed during attended readings during the use an electric grinder with the roller door closed. However, it is likely that a greater decibel level may be produced with the roller door open and with more than one person operating in the workshop. Comparing the source noise of 52dB to the background noise of 31 to 39dB results in a difference of between 12.8 during the day to 20.9 dB during the night time period. The night time period is not that relevant as Kolmark does not operate after 10pm. However, the daytime noise from Kolmark is expected to be a minimum of 12 decibels greater than the background noise which is expected to be discernible and easily audible on the subject site. Whilst the readings were taken in the open some adjustment can be made for the insulation properties of a typical caravan and therefore the likely noise experienced from inside a caravan. It is expected that most caravans will have less sound insulation properties than a permanent dwelling. The poor insulation properties will allow a greater transmission of sound through the walls, windows and air gaps. However, the exact amount of noise transmission is difficult to estimate due to the variability of construction of caravans and the location of the vans on the site.

Background		Kolmark	Difference (+/-)	Noticeable (Y/N)
Day	39.2	52	12.8	Y
Evening	37	52	15	Y
Night	31.1	52	20.9	Y

**RAILWAY**

Between 3 and 5 trains pass the site in a 24 hour period. The train passings are spread throughout the day and the latest train is passing though around 12 midnight or 1am. The train will be noticeable to visitors residing on the site in caravans and is likely to cause sleep disturbance. The train passing can be relatively short with one passing recorded at 50 seconds however the train passing will varying depending on the length of train. The planned positioning of the caravans would place the caravans within 10-15 metres of the train line. This is relatively close and some consideration should be considered for safety in the event of a derailment. A letter requesting advice from TasRail has been forwarded to Michael Innes after a discussion with Michael. Advice on the proximity of the caravan sites to the railway line is sought from TasRail.

Background		Railway	Difference (+/-)	Likely to be discernible from the background (Y/N)
Day	39.2	105	65.8	Y
Evening	37	105	68	Y
Night	31.1	105	73.9	Y

## 9. CONCLUSION

The subject site experiences moderate background noise levels throughout the day due mostly to moderate road traffic on Westbury Road. As observed, noise transmits relatively easily towards the subject site from Meander Valley Road and nearby residences during a southerly wind. Northerly winds however are the dominant winds. The background noise level during the day is 39.2.

The activity at Kolmark in the workshop is likely to generate annoying noise to persons residing in the caravans during the daytime, particularly if they are sleeping. The intermittent use of power tools and radio noise is likely to be heard within caravans parked on the subject site. In particular, the caravans parked near the southern boundary will be most affected. However, during a southerly wind event noise from the workshop is more easily transmitted across the site towards the northern boundary. Radio noise from workshop was clearly audible on the northern boundary when the rear roller door was open.

It is possible that sleep may be disturbed by loud intermittent noises such as that emitted from the Kolmark workshop. If we apply the EPP Noise Policy limit of 30dB for preventing sleep disturbance at night time then work activity at Kolmark after 10pm is likely to exceed this limit. However, Kolmark have reported that their work hours are up to 5.30pm. Therefore, sleep disturbance of a night time is not expected to be caused by Kolmark based on Kolmark's current operating hours. However, it is likely that daytime sleep disturbance may occur during the daytime period caused by the intermittent use of powered and non-powered tools in the workshop.

The train noise of 105dB will also exceed the recommended night time noise limit of 30dB. There is not a daytime limit specified for inside bedrooms however a 30dB indicator limit is suggested for preventing daytime sleep disturbance in hospitals and this could be applied.

The suitability of the site for short term accommodation will depend on the acceptable amount of daytime disturbance from Kolmark and day and night time disturbance from train passing's. There are other caravan parks which are located close to railway lines such as Deloraine Apex Caravan Park which is located within 5-10 metres of the railway line (see Figure 1). The train noise will most certainly disturb the sleep of persons residing on the site in caravans. The noise from Kolmark during the day is likely to create annoyance during the day but not of a night time due to the current day time operating hours.

There are no odour issues from Kolmark. The hand spraying of metal structures is not expected to create any nuisance to caravan park users.

Signed

**JOHNSTONE MCGEE & GANDY PTY LTD**

Carmel Parker B.Sc (App)

**SENIOR ENVIRONMENTAL SCIENTIST**

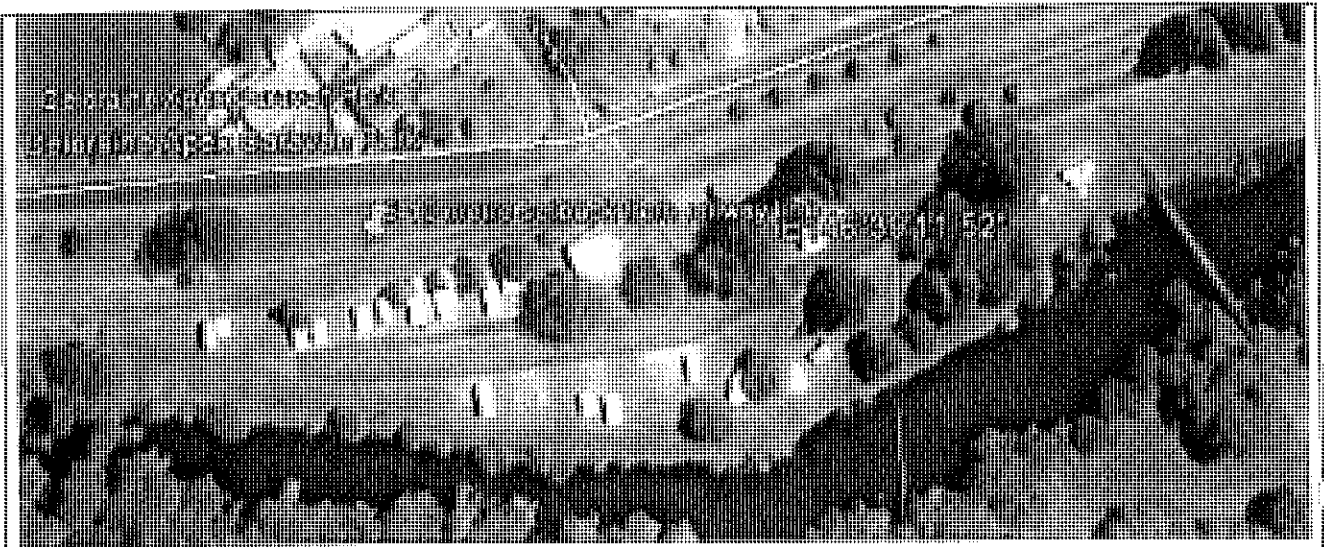


Figure 2: Belovine Caravan Park Source: Google Earth 2015



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Ms Carmel Parker  
Senior Environmental Scientist  
117 Harrington Street  
Hobart TAS 7000

Dear Ms Parker

**RE: Proposed caravan Park at 69 Meander Valley Road, Westbury**

Thank you for letter and report received by email on 9 February 2015 requesting written advice from TasRail regarding the proposed caravan park development at 69 Meander Valley Road, Westbury.

TasRail's Corporate Relations General Manager noted the following points by email to Amy Morris of Lateral Architecture regarding this matter on 18 February 2015:

- TasRail is concerned about the potential for future complaints about horn noise from guests and residents at the caravan park;
- The timetable and frequency of train movements is not fixed and is likely to increase in the future;
- The new fleet of locomotives have a significantly louder horn noise which would underestimate the railway noise readings

As noted in the report, recorded readings of railway noise of 105dB significantly exceed *the inside daytime limit* of 30dB. The report itself concludes "the train noise will almost certainly disturb the sleep of persons residing on the site in caravans".

The Road and Railway Code adopts 50 metres as the threshold distance for sensitive use for noise and vibration impacts caused by rail traffic for good reason. Although the Deloraine Caravan Apex Park is cited as an example of a caravan park that is within 50 metre of a railway, it was established prior to the code, and does not justify future planning (and potentially problematic) decisions in the future.

Noise reduction options are obviously going to be more limited in a caravan park than for an enclosed building which have more scope for engineering solutions, ie double glazing windows, sound insulation, and other design and considerations.

It should also be noted that TasRail operates its freight services 24/7 with a majority of services operating at night and in the early hours of the morning to accommodate customer requirements and shipping schedules. Future planning should also therefore provide for an increased frequency of train movements.

The reports findings endorse TasRail's view that train noise is likely to be an issue for the proposed caravan park, and therefore it is not a suitable use for this location and proximity to the rail line.

If Council would like to discuss this matter further please contact me on telephone 6227 5212 or by email [landmanagement@tasrail.com.au](mailto:landmanagement@tasrail.com.au)

Yours sincerely,



Michael Ince  
**MANAGER PROPERTY SERVICES**  
20 February 2015

**ENVIRONMENTAL IMPACT ASSESSMENT  
(NOISE) REPORT**

Site  
**69 MEANDER VALLEY ROAD, WESTBURY**

for  
**Mr. Albert De Veth**

**Project No. J149017EL**

**March 2015**

Johnstone McGee & Gandy  
incorporating Dale P Luck & Associates

ISO 9001	Quality Certified
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**CONTENTS**

1. INTRODUCTION ..... 1  
 2. SCOPE OF THE ASSESSMENT ..... 1  
 3. METHOD OF MEASUREMENT ..... 1  
 4. NOISE IMPACTS ON CARAVAN PARK VISITORS ..... 2  
 5. KOLMARK – METAL FABRICATION ..... 3  
 6. BACKGROUND NOISE ..... 4  
 7. DOMINANT WIND DIRECTION ..... 5  
 8. COMPARISON OF BACKGROUND AND SOURCES NOISE..... 5  
 9. CONCLUSION ..... 7  
 10. RECOMMENDATIONS ..... 8  
 REFERENCES ..... 10

APPENDIX A – Site Plan  
 APPENDIX B - Photos

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## 1. INTRODUCTION

Johnstone, McGee and Gandy were engaged to complete an assessment of the potential noise and odour impacts from Kolmark and noise impacts from the nearby railway. Data logging of background and source noises at various locations across the site was completed and attended readings were also completed.

## 2. SCOPE OF THE ASSESSMENT

The scope of the assessment was guided by the further information requested by Meander Valley Council in the letter dated 6 November 2014. Item 2 of the letter states;

"Noise report prepared by a suitably qualified person to address the potential noise/odour nuisance impact from the adjoining metal fabrication business"

The potential noise and odour impacts from the metal fabrication business, known as Kolmark was assessed. From a discussion with Meander Valley Council Town Planner the noise from the railway line should also be assessed for the potential impact on caravan park visitors. Some discussion with TasRail staff has occurred and measurements of the railway noise was completed. Further written advice has been sought from TasRail.

## 3. METHOD OF MEASUREMENT

A type 2 RION sound level meter with data logging equipment was used to measure decibels levels (A-weighted) over a one week period at several locations around the site. A RION Calibrator was used prior to and at the conclusion of every measurement. The noise measurements were completed in accordance with the *Noise Measurement Procedures Manual* (DEPHA, Tas, 2008).

The data logger was set up on the northern and southern boundaries. Four (4) attended measurements were completed near the northern and southern boundaries and central part of the site.

### 3.1 NOISE MEASUREMENT PROCEDURES MANUAL

#### Railway Noise

Noise measurement of the background and source noise was completed in accordance with the *Noise Measurement Procedures Manual* (DEPHA, Tas, 2008). Section 19 of the manual in regard to railway noise requires that the following measurements to be completed;

- $L_{eq}$  (24h) and
- $L_{max}$

These measurements were completed using a RION type 2 data logger over a one week period.



Due to the close proximity of the site to the railway line there was expected to be a noticeable difference between the background noise level and the train noise. Therefore, the  $L_{max}$  is a more important predictor of noise impact than  $L_{eq}$  over a 24 hour period. In addition, the frequency of train noise, the number of train passing's in a 24 hour period and the length of time that the train noise is noticeable above the background noise level are valuable for assessment for the caravan park use.

#### Kolmark Noise

Attended noise measurements were completed and data logged measurements of the noise from Kolmark. These measurements were completed in accordance with *Noise Measurement Procedures Manual* (DEPHA, Tas, 2008).

#### 4. NOISE IMPACTS ON CARAVAN PARK VISITORS

The Environment Protection Policy (Noise) (Tas, 2009) principles for appropriate development require that approved noise generating are protected from encroachment of noise sensitive use.

Section 10 of the Policy states;

"Approved noise generating activities should be protected from encroachment by noise sensitive use or development" (p.5)

The majority of residential dwellings located along the Meander Valley Road section of railway line are located within 40 to 60 metres from the centre of the railway line, as measured using Google Earth (2015). Three premises were located 13-20 metres ( $\pm 5m$ ), from the centre line of the railway line. The residential properties which are adjacent to the railway line are setback 30 to 60 metres from the railway line.

#### 4.1 RAILWAY ASSETS CODE

Section E4.5.4 of the Railway Assets Code (February 2013) requires that sensitive uses must be not less than 50 metres from an existing railway line. In accordance with performance criteria for section E4.5.4 the following factors have been considered;

- 50 metre setback from the railway line;
- Topography
- Prevailing wind direction
- Air quality
- Noise levels
- Location and design of the proposed building/caravans
- Results of noise measurements
- The number of train passing's in a 24 hour period
- The advice of the rail authority

The 50 metre setback line is shown on the attached Site Plan. Most of the proposed caravan sites would be located within that 50m zone.

#### **4.2 RAILWAY OPERATION**

The approximate times for the railway passing's, which were provided by TasRail are as follows;

- **Monday to Friday**
  - 9am
  - 12.30pm
  - 3pm
  - 8.30pm
  - 12 midnight/1am
- **Saturday and Sunday**
  - 1 to 2 day trains
  - 12 midnight/1am

#### **5. KOLMARK – METAL FABRICATION**

A discussion with Tim Freeman, proprietor of Kolmark metal fabrication business at 37 Meander Valley Road revealed the following information about the business.

1. The equipment used on the premises includes;
  - hand held tools such as hammers,
  - guillotine and presses,
  - electrical power tools such as grinders and welders.The equipment which is expected to generate the most noise are grinders.
2. The general operating hours of the business are as follows;
  - Monday to Friday 7am to 5.30pm
  - Saturday 7am to 5pm
  - Sunday 7am to 5pm
3. The business has been operating at this site for approximately 12 years;
4. The business manufactures smaller items compared to the larger metal fabrication businesses which manufacture larger items. As a result there is expected to be less noise generated on their premises compared to larger manufacturing businesses;
5. Approximately 50% of their work is completed offsite.

During attended noise measurements notes were taken regarding the audible and recorded noise from the premises. The use of various electrical power tools inside the Kolmark workshop with the roller door closed generated noise levels of 44-52 dBA. What sounded

like a grinder also had high frequency components to it. The intermittent use of what sounded like a hammer was audibly noticeable and created noise around 44-45dBA. These noises were observed and recorded at various locations including approximately 30 metres from the Kolmark workshop and 8 metres inside the northern property boundary of 69 Meander Valley Road (see measurement location 4, Dwg P1) and near the northern boundary. Other noises observed from Kolmark included large trucks leaving the site (45-46dBA) and a radio inside the workshop was clearly audible on the far north western boundary. Spray painting and the use of a metal press in the rear yard of Kolmark was also observed. During these activities the workshop door was open and radio noise was more audible.

**5.1 NOISE IMPACTS ON SURROUNDING RESIDENTS**

The movement of caravans on the site after hours may create light and noise impacts on the residential properties located below the site on Meander Valley Road. There will not be restrictions on the arrival and departure times of caravans. This is likely to be difficult to control after hours with the site unattended after hours and the gates open.

**6. BACKGROUND NOISE**

The site is affected by general residential noise and traffic noise on Meander Valley Road and train movement on the nearby railway line. However, the train noise has been assessed as a potential noise source and is not included in the general background readings. The road traffic noise because of its frequency is considered part of the background noise level.

Background Time Intervals	Southern Boundary (near Kolmark)	Northern Boundary (near Railway line)	Adopted (lowest) background
Day 7am to 6pm	42.4	39.2	39.2
Evening 6pm to 10pm	37	37.8	37
Night 10pm to 7am	32.7 (12-5am 28.8)	31.1	31.1

During attended background readings when Kolmark was not operating the background noise was dominated by traffic noise on Meander Valley Road. Activity in the rear yards of properties on Meander valley Road was audible on the subject site. Therefore, noise carried easily from the properties on Meander Valley Road to the south of the site towards the subject site. The dominant wind directions during the attended readings were south easterly which may have assisted the propagation of noise towards the subject site. However, southerly winds are not expected to be dominant throughout the year compared to more frequent northerly winds.

There is a slight rise in background noise from 6am in the morning which suggests that LA<sub>90</sub> is influenced by traffic noise from Meander Valley Road. During attended readings traffic noise recorded dBA levels between 45 and 55.

## 7. DOMINANT WIND DIRECTION

The Bureau of Meteorology historical wind rose data for Launceston Airport (see Fig 1 below) was downloaded. This is the closest location for recorded wind rose data available. The most prevalent wind directions recorded between 1939 and 2004 were north and north westerly winds with less frequent southerly and south easterly winds. During attended noise measurements south easterly winds were present. This wind direction is favourable to carrying noise from the Kolmark premises towards the subject site.

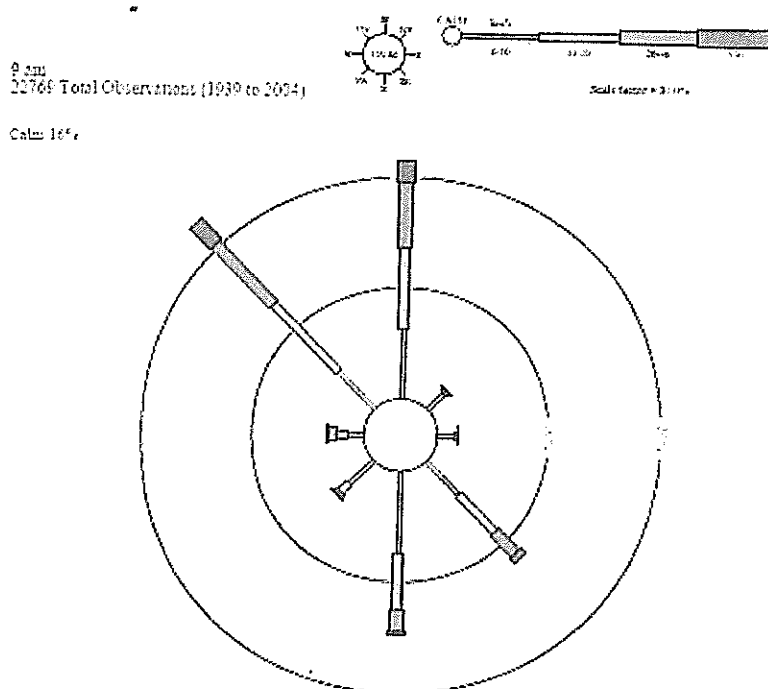


Figure 1 – Source: Bureau of Meteorology, Wind Rose Data for Launceston 1939 to 2004

During northerly winds the noise from Kolmark will propagate less easily to the subject site and more easily during southerly winds.

## 8. COMPARISON OF BACKGROUND AND SOURCES NOISE

### KOLMARK

Noise from Kolmark which was measured on the 13 January 2015 on the subject site recorded dBA levels of between 45 and 52dBA. This level was not dissimilar to the noise created by a truck passing along Westbury Road or dogs barking at a nearby residence. However, the type of noise such as the intermittent hitting of a hammer or the stopping and starting of a grinder is likely to create greater nuisance than the hum of nearby traffic along

Meander Valley Road. In addition, it is likely that the noise created from Kolmark may be greater than 52 dBA depending on the amount of activity in the workshop and is expected to be louder than 52dBA with the workshop door open. In comparison a truck leaving the Kolmark site recorded 63 dBA at measurement location 4.

A maximum of 52dBA was observed during attended readings during the use an electric grinder with the roller door closed. However, it is likely that a greater decibel level may be produced with the roller door open and with more than one person operating in the workshop. Comparing the source noise of 52dBA to the background noise of 31 to 39dBA results in a difference of between 12.8 during the day to 20.9 dBA during the night time period. The night time period is not that relevant as Kolmark does not operate after 10pm. However, the daytime noise from Kolmark is expected to be a minimum of 12 decibels greater than the background noise which is expected to be discernible and easily audible on the subject site. Whilst the readings were taken in the open some adjustment can be made for the insulation properties of a typical caravan and therefore the likely noise experienced from inside a caravan. It is expected that most caravans will have less sound insulation properties than a permanent dwelling. The poor insulation properties will allow a greater transmission of sound through the walls, windows and air gaps. However, the exact amount of noise transmission is difficult to estimate due to the variability of construction of caravans and the location of the vans on the site. However, once the site is occupied with caravans and additional shed walls in place the noise from Kolmark is likely to be less noticeable. It is likely that a reduction of 10dBA could easily be achieved by the presence of caravans and additional shed walls on the site. In any event the commercial nature of the caravan site during the day is not expected to be concerned with the minor level of noise created by Kolmark.

**Table 2 : Comparison of Background Noise to Kolmark Noise**

Background		Kolmark	Difference (+/-)	Noticeable (Y/N)
Day	39.2	52	12.8	Y
Evening	37	52	15	Y
Night	31.1	52	20.9	Y

**RAILWAY**

Between 3 and 5 trains pass the site in a 24 hour period. The train passings are spread throughout the day and the latest train is passing through around 12 midnight or 1am. The train will be noticeable to visitors residing on the site in caravans and the midnight train is likely to cause sleep disturbance. The train passing can be relatively short with one passing recorded at 50 seconds however the train passing will vary depending on the length of train. The planned positioning of the caravans would place the caravans within 10-15 metres of the train line. This is relatively close and some consideration should be considered for safety in the event of a derailment. A letter requesting advice from TasRail has been forwarded to Michael Innes after a discussion with Michael. Advice on the proximity of the caravan sites to the railway line is sought from TasRail.

Background		Railway	Difference (+/-)	Likely to be discernible from the background (Y/N)
Day	39.2	105	65.8	Y
Evening	37	105	68	Y
Night	31.1	105	73.9	Y

## 9. CONCLUSION

The subject site experiences moderate background noise levels throughout the day due mostly to moderate road traffic on Westbury Road. As observed, noise transmits relatively easily towards the subject site from Meander Valley Road and nearby residences during a southerly wind. Northerly winds however are the dominant winds. The background noise level during the day is 39.2dBA.

It is likely that noise created at Kolmark could be heard by persons residing in the caravans during the daytime, particularly caravans located near the southern boundary. In particular, some noise from Kolmark will be most discernible for persons residing in caravans parked near the southern boundary. However, during a southerly wind event noise from the workshop is more easily transmitted across the site towards the northern boundary and noise may be heard from time to time depending on the type of power tool used and if the workshop door is open. Radio noise from workshop was clearly audible on the northern boundary when the rear roller door was open. However, when we account for buildings and caravans on the site there will be a reduction in the transmissibility of noise across the site with the caravans acting as a barrier to the noise propagation. Once we account for daytime noise creation on the subject site and the construction of sheds on parts of the site it is likely that the noise from Kolmark would be only slightly discernible of around 2-5dBA above the background noise level. Therefore, daytime noise is not expected to be a problem for visitors to the caravan park due to other noises created by other users on the site. Kolmark does not operate of an evening or night time therefore no night or evening impacts are expected from Kolmark.

The train noise which was measured at a maximum of 105dBA is likely to be highly discernible from the background noise level during the day, night and evening periods. The train passing is expected to be 65.8 to 73.9 dBA greater than the background noise level. For a noise to be audibly discernible a small increase of only 5 dBA above the background is required (NSW, EPA, 2000). The NSW Industrial Noise Policy refers to 5 DBA above the background as the intrusive limit. Although this may be used as a guide to the likelihood of nuisance it is also important to note that the caravan site should be assessed as a commercial use during the daytime and in the authors opinion would not require the same sensitive status as a permanent residential dwelling during the day time period.

The suitability of the site for short term accommodation will depend on the acceptable amount of daytime noise from Kolmark and day and night time noise from the train passing. It is expected that the train noise will most certainly disturb the sleep of persons residing on the site in caravans. However, this disturbance will occur only once during the sleep hours of 10pm to 7am with the earliest train passing around 9am.

There are other caravan parks which are located close to railway lines such as Deloraine Apex Caravan Park which is located within 5-10 metres of the railway line (see Figure 1).

There are no odour issues which arise from Kolmark's operation which are likely to affect caravan park users. The hand spraying of metal structures is not expected to create any nuisance to caravan park users.

## 10. RECOMMENDATIONS

The overarching issue to be addressed by this Report is whether or not the two noise sources, namely Kolmark and the railway are likely to constitute an environmental nuisance under the Environmental Management and Pollution Control Act 1994 (the Act).

The following factors have been considered;

- The definition of nuisance under the Act;
- The use of the caravan park during the daytime and evening
- The daytime operation of Kolmark
- The day and night-time operation of the railway

Environmental nuisance is defined in section 3 of the Act and the offence of creating an environmental nuisance and is further defined in section 53 of the Act. The determination of environmental nuisance will require weighing up a range of factors as specified in the definitions below. The daytime activity of Kolmark is likely to be less discernible from the background noise when the caravan park is operational and creating its own daytime noise. Although the noise from Kolmark was clearly audible on the site it is likely to be less audible when buildings are placed on the site and caravans are occupying the site. The caravan site itself will operate similar to a commercial activity rather than a sensitive use during the day.

Section 3 of the Act states;

"environmental nuisance means –

(a) the emission, discharge, depositing or disturbance of a pollutant that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment; and

(b) any emission, discharge, depositing or disturbance specified in an environment protection policy to be an environmental nuisance;"

Section 53 (3) of the Act

"...the emission is to be taken to unreasonably interfere with a person's enjoyment of the environment if it is unreasonable having regard to –

(a) its volume, intensity or duration; and

(b) the time, place and other circumstances in which it is emitted; and

(c) in the case of noise emitted from residential premises, whether it is, or is likely to be, audible in a habitable room in any other residential premises.

In assessing the overall likely impact of the two noise sources the factors outlined in section 53 above have been considered. The volume and intensity of noise from Kolmark will be less noticeable when the caravan site is operational. The use of the caravan site during the day and the placement caravans and sheds on the site will reduce the noticeable noise from Kolmark. The train noise volume and intensity will be very high and noticeable during the day, evening and night. However, there will only be one late night train passing during the night time period.

Therefore, it is the author's opinion that the caravan park will operate like a commercial site during the daytime and more like a residential site during the night and evening. It is for this reason that greater lenience may be applied to daytime noise levels. It is expected that during the day caravans will be arriving and departing and people moving about the site to undertake activities such as cooking in communal BBQ area and carrying out laundering and outdoor activities. The caravan site is therefore likely to generate daytime noise from daily activities of visitors on the site. The activities of visitors on the site therefore would not be conducive to create a quiet environment for daytime sleep for visitors. Given that this activity itself will generate low level noise from these daytime activities it is then unreasonable to expect the site to be assessed the same as one would for a sensitive use such as a residential premises. It is for this reason that the noise from Kolmark and the daytime trains should not present significant issues for this site during the day.

The site will be used for sleeping purposes during the night and therefore should be assessed similar to a residential premises but not quite the same as a permanent dwelling. There are one or two trains that are likely to pass during the night-time period. The train passings do not occur at exactly the same time every day and may vary slightly. Therefore, the train passing which occurs at 8.30pm and 12 midnight are the only two trains that are likely to pass during the period that visitors to the caravan park are likely to be sleeping. If the 8.30pm train is later it may encroach into the night-time period although this is unlikely as it would need to be as late as 10pm which is the start of the sleep period for some adults. The 12 midnight train will be passing when many visitors are likely to be sleeping. As stated previously the passing of the train at approximately 12 midnight will most certainly create sleep disturbance for visitors of the caravan park. It is important to note however that the caravan park will not be offered for long term stay and there will not be any permanent caravan sites (A. De Veth, pers. comm, 13-1-15). The impact therefore on sleep is likely to occur once during the sleep period and for a short term stay. Based on the fact that the sites will be for short stays and that one disturbance is likely to occur during the sleep cycle it may be considered reasonable that this commercial activity could be considered




acceptable for this site. The daytime use is similar to a commercial activity with noise generated by visitors on the site. Therefore, any daytime noise from Kolmark is not likely to create a noise nuisance to visitors as the site itself will generate its own low level noise during the daytime with people and vehicles moving about the site.

It is the author's opinion that the site is suitable for the use as a short term stay caravan park. It is recommended that restrictions may be placed over the arrival and departure of caravans on the site so that nearby residents are not affected by night time noise and lights from the caravan park.

Signed

**JOHNSTONE MCGEE & GANDY PTY LTD**



Carmel Parker B.Sc (App)

**SENIOR ENVIRONMENTAL SCIENTIST**

#### REFERENCES

1. NSW Environmental Protection Authority, *NSW Industrial Noise Policy*, 2000.
2. Tasmanian Department of Environment, Parks, Heritage and the Arts, *Environment Protection Policy (Noise) 2009*
3. Tasmanian Department of Environment, Parks, Heritage and the Arts, *Noise Measurement Procedures Manual*, 2008.
4. *Environmental Management and Pollution Control Act 1994*, [www.austlii.edu.au](http://www.austlii.edu.au)

APPENDIX A

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Drawing P1 : Measurement Locations and Site Plan

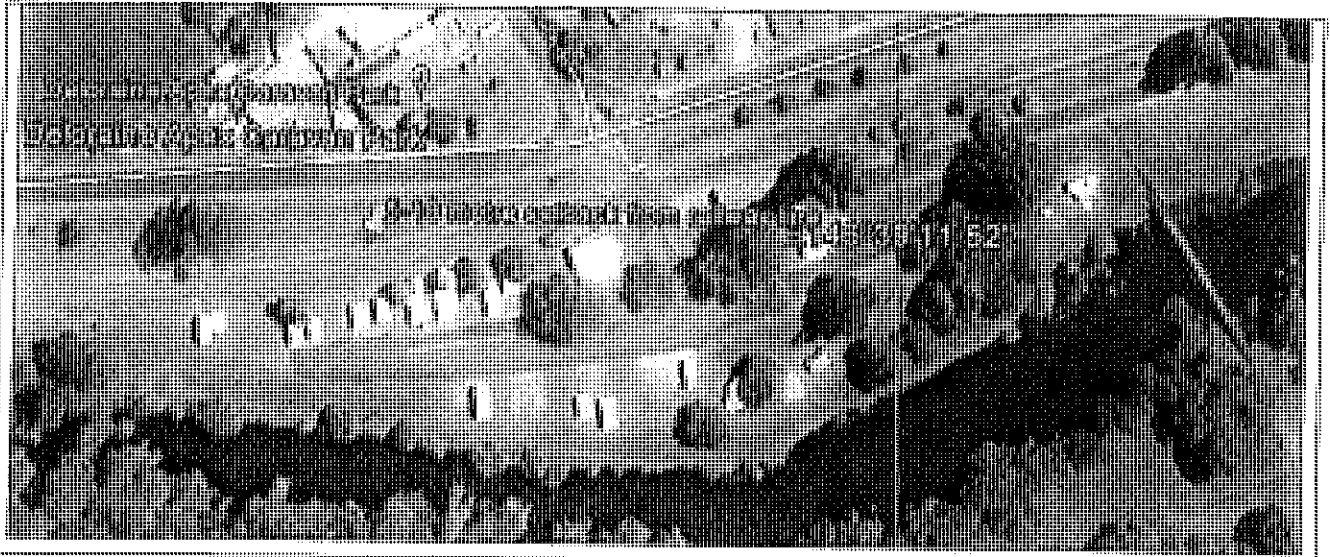
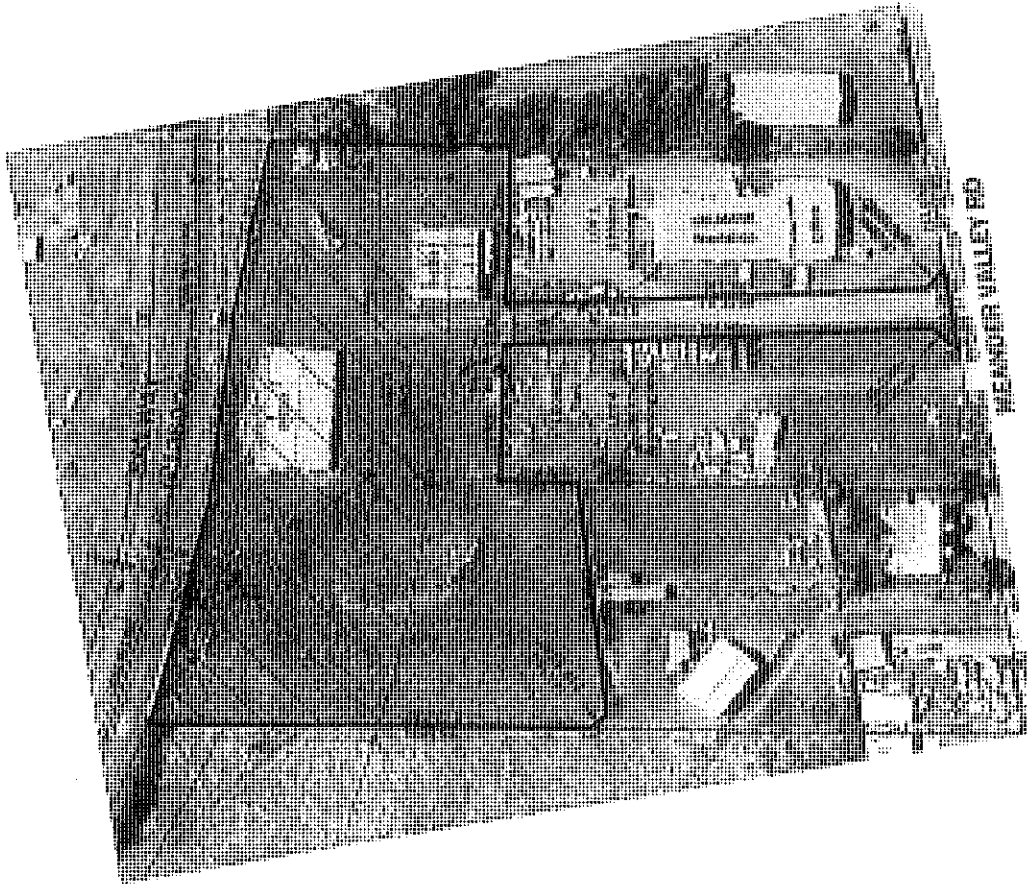


Figure 2: Deloraine Caravan Park Source: Google Earth 2015

**LEGEND**

- ⊕ NOISE MEASUREMENT LOCATION
- ▨ 50 METRE SET-BACK FROM RAILWAY



**SITE PLAN**  
SCALE: 1:1000

**PRELIMINARY PRINT**

A 12/10/2014 PRELIMINARY ISSUE ONLY  
REV DATE REMARK  
SAFETY IN DESIGN REPORT  
In accordance with the Engineers Notice & Entry Act and its regulations, and in accordance with the provisions of the Environmental Planning and Assessment Act 1979, this report has been prepared for the purpose of providing information to the relevant authorities for their consideration.

**JMG**  
Engineers & Planners  
Johnstone McGee & Gandy Pty. Ltd.  
Incorporating Gandy P/Luck & Associates  
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**PROJECT**  
PROPOSED NEW CARAVAN  
AND STORAGE PARK

**TITLE**  
NOISE MEASUREMENT  
LOCATIONS AND  
SITE PLAN

Accepted Discipline Head	Date
Project Team Leader	Date
Design Manager	Date
Checked	Date

The document is to be used for the purposes of providing information to the relevant authorities for their consideration. It is not to be used for any other purpose without the written consent of the relevant authorities.

**SCALES @ A3** | **DESIGNED BY** | **DRAWN BY**

**1:1000** | **CP** | **ALL**

**14/10/14** | **PLOT DATE** | **27/10/14**

**PROJECT NO.** J149017EL  
**PLOT DETAILS** J149017EL/DWG

**DWG NO.** P1 | **REVISION** A

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**APPENDIX B**

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**Photos**

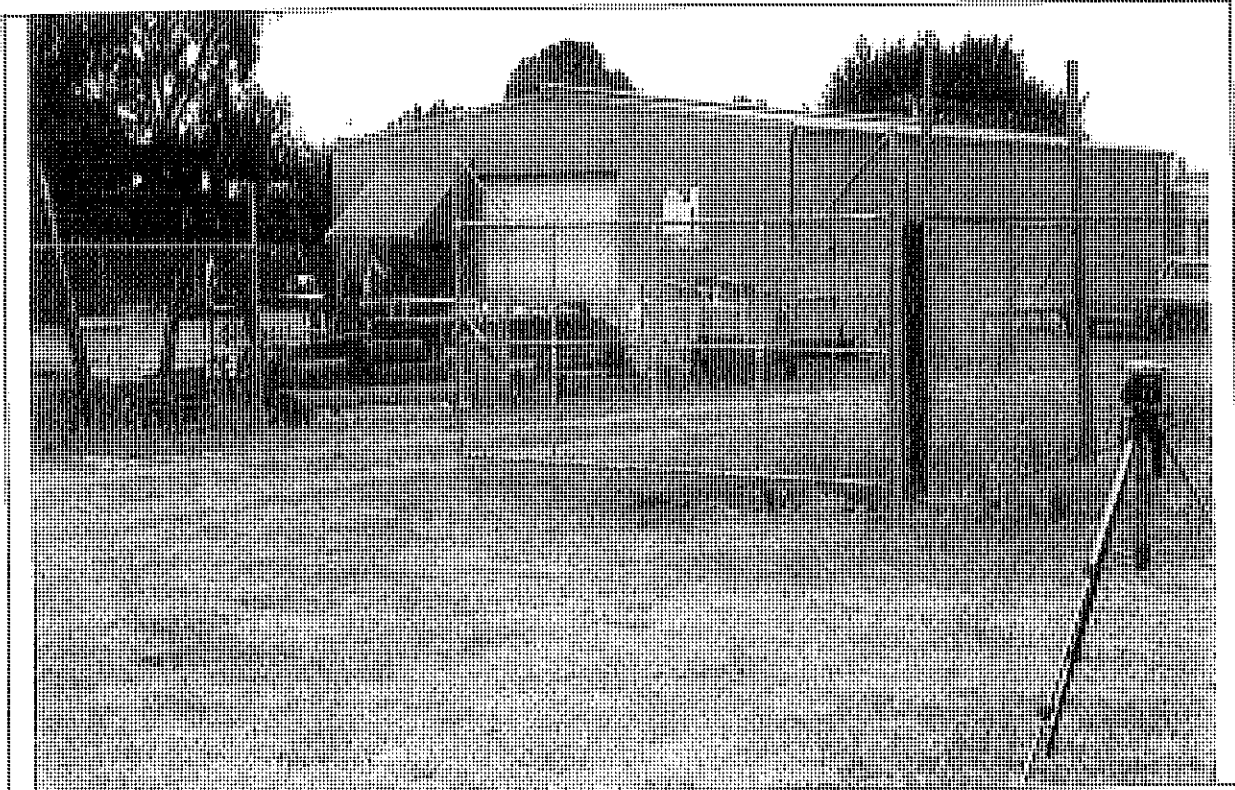


Photo 1: Southern boundary looking towards Kolmark

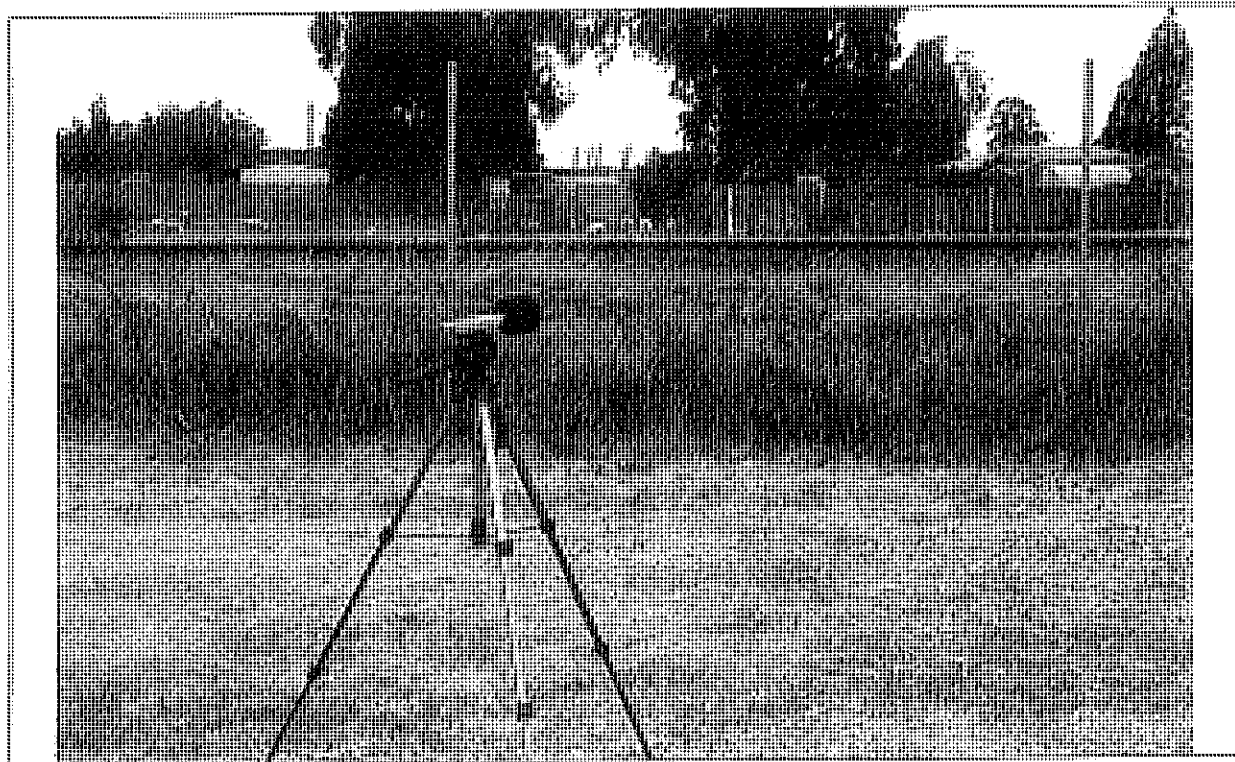


Photo 2: Northern boundary adjacent to the railway line

**From:** Jo Oliver  
**Sent:** 31 Mar 2015 09:00:28 +1100  
**To:** Natasha Whiteley  
**Subject:** FW: Notice of Objection to Planning Approval - Discretionary Use – Visitor Accommodation (Caravan Park & associated Buildings) at 69 Meander Valley Road, Westbury (CT: 43423/2)  
**Attachments:** 2015 - TR-MVC-0232 Response Letter.pdf

---

**From:** Ben Fryett [mailto:Ben.Fryett@tasrail.com.au]  
**Sent:** Monday, 30 March 2015 5:03 PM  
**To:** Jo Oliver  
**Subject:** Notice of Objection to Planning Approval - Discretionary Use – Visitor Accommodation (Caravan Park & associated Buildings) at 69 Meander Valley Road, Westbury (CT: 43423/2)

Attention: General Manager  
Meander Valley Council  
PO Box 102  
Westbury TAS 7303  
[planning@mvc.tas.gov.au](mailto:planning@mvc.tas.gov.au)

Dear Sir,

**Notice of Objection to Application for Planning Approval for Land Adjoining Railway Asset**

Thank you for Council's notification received by mail on 16 March 2015 regarding an application for a development: Discretionary Use – Visitor Accommodation (Caravan Park & associated Buildings) at 69 Meander Valley Road, Westbury (CT: 43423/2). In response we now lodge an objection to the proposed planning approval.

A copy of a letter outlining TasRail's concerns with the proposed development dated 20 February 2015, addressed to the consultant JMG Engineers & Planners is attached for your information.

I refer to various sections of the EIE (Noise) report for 69 Meander Valley Road March 2015:

**Section 4.1 Railway Assets Code.**

The purpose of the Code is to ensure safety and reduce conflicts between sensitive uses and railways. Performance Criteria in the Code requires "*Sensitive uses must be screened or separated from existing railways and future railways to avoid or minimise any adverse effects of existing or predicted noise, vibration, and air emissions*".

The key issue which the development fails to address is how it proposes to screen or buffer  $L_{(max)}$ , measured at 105 dB(A) in the report. While there is some scope to engineer or design to reduce noise impacts in residential buildings, there is obviously less opportunity to achieve noise reduction in caravans or camping conditions.

## Section 4.2 Railway Operation

The report refers a snapshot of current rail freight use. Use of the state rail network will potentially increase over time, particularly with proximity to the Devonport rail terminal (currently not used for Intermodal freight) and initiatives to promote rail based freight over time. Future use within the 50 metre discretionary use area should therefore allow for multiple freight services throughout night time hours of 10:00pm to 7:00am.

### Railway – (Page 6)

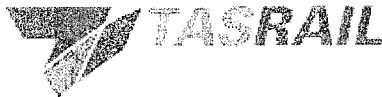
The report refers to disturbed sleep based on one train movement (*the midnight train*) when in fact there could be two or three trains during the night in the future. Future planning should also therefore provide for an increased frequency of train movements.

The Road and Railway Assets Code applies and it is for Council to determine if the proposed development satisfies the Acceptable Solutions or meet the Performance Criteria in the Code. TasRail's view is that train noise is likely to be an issue for Council, TasRail and guests who would be subject high levels of night time noise.

If Council would like to discuss this matter further please contact Michael Ince, Manager – Property Services on telephone 6227 5212 or by email [landmanagement@tasrail.com.au](mailto:landmanagement@tasrail.com.au)

Yours faithfully,

**Ben Fryett**



Corporate Services Manager |  
Phone: 03 6335 2567 | Mobile: 0458 711 365  
11 Techno Park Drive, Kings Meadows, Tasmania, 7249  
[Ben.Fryett@tasrail.com.au](mailto:Ben.Fryett@tasrail.com.au)



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**RUOK?** | trackSAFE

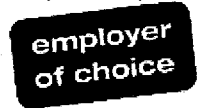
**16 April 2015**  
**Rail R U OK?Day**

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**Jo Oliver** | Senior Town Planner  
**Meander Valley Council**  
*working together*

T: 03 6393 5300 | F: 03 6393 1474 | E: [jo.oliver@mvc.tas.gov.au](mailto:jo.oliver@mvc.tas.gov.au) | W: [www.meander.tas.gov.au](http://www.meander.tas.gov.au)

26 Lyall Street (PO Box 102), Westbury, TAS 7303



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Council Reference: PA\15\0090

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Kings Meadows TAS 7249  
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F 03 6227 5220  
E [landmangement@tasrail.com.au](mailto:landmangement@tasrail.com.au)  
[www.tasrail.com.au](http://www.tasrail.com.au)

Ms Carmel Parker  
Senior Environmental Scientist  
117 Harrington Street  
Hobart TAS 7000

Dear Ms Parker

**RE: Proposed caravan Park at 69 Meander Valley Road, Westbury**

Thank you for letter and report received by email on 9 February 2015 requesting written advice from TasRail regarding the proposed caravan park development at 69 Meander Valley Road, Westbury.

TasRail's Corporate Relations General Manager noted the following points by email to Amy Morris of Lateral Architecture regarding this matter on 18 February 2015:

- TasRail is concerned about the potential for future complaints about horn noise from guests and residents at the caravan park;
- The timetable and frequency of train movements is not fixed and is likely to increase in the future;
- The new fleet of locomotives have a significantly louder horn noise which would underestimate the railway noise readings

As noted in the report, recorded readings of railway noise of 105dB significantly exceed *the inside daytime limit* of 30dB. The report itself concludes "the train noise will almost certainly disturb the sleep of persons residing on the site in caravans".

The Road and Railway Code adopts 50 metres as the threshold distance for sensitive use for noise and vibration impacts caused by rail traffic for good reason. Although the Deloraine Caravan Apex Park is cited as an example of a caravan park that is within 50 metre of a railway, it was established prior to the code, and does not justify future planning (and potentially problematic) decisions in the future.

Noise reduction options are obviously going to be more limited in a caravan park than for an enclosed building which have more scope for engineering solutions, ie double glazing windows, sound insulation, and other design and considerations.

It should also be noted that TasRail operates its freight services 24/7 with a majority of services operating at night and in the early hours of the morning to accommodate customer requirements and shipping schedules. Future planning should also therefore provide for an increased frequency of train movements.

The reports findings endorse TasRail's view that train noise is likely to be an issue for the proposed caravan park, and therefore it is not a suitable use for this location and proximity to the rail line.

If Council would like to discuss this matter further please contact me on telephone 6227 5212 or by email [landmanagement@tasrail.com.au](mailto:landmanagement@tasrail.com.au)

Yours sincerely,

A handwritten signature in cursive script that reads "Michael Ince".

Michael Ince  
**MANAGER PROPERTY SERVICES**  
20 February 2015

## **DEV 2 AMENDMENT TO THE MEANDER VALLEY INTERIM PLANNING SCHEME 2013 – HADSPEN REZONING OF LAND AND SPECIFIC AREA PLAN**

### **1) Introduction**

This purpose of this report is to amend the Meander Valley Interim Planning Scheme 2013 to expand the Hadspen township. The amendment includes the rezoning of land to the south of Meander Valley Road and the inclusion of a Specific Area Plan applicable to the expansion area.

The detailed report relating to the proposed amendment is included as an attachment.

### **2) Background**

The intention to expand the Hadspen township has been included in Council's strategic planning documents since 2005, when it was recognised in the Meander Valley Land Use and Development Strategy that residential land supply would not cater for future anticipated demand.

This strategy committed to investigating and pursuing expansion of the settlement to the south of Meander Valley Road when the remaining vacant Residential zoned land at Cook Street was developed. The subsequent approval of subdivision of this land and take-up of available lots resulted in Council commencing the strategic expansion process in 2010.

In October 2011 Council endorsed the Hadspen Outline Development Plan (ODP) to establish the strategic direction for the expansion of the Hadspen township and the form that this would take. The process included extensive community and stakeholder consultation.

In November 2014 Council commissioned the preparation of a master plan to further refine the concepts contained in the Hadspen ODP into a more detailed, prospective development layout.

These documents provide the foundations for the proposed structure and provisions to be included in the planning scheme amendment.

An aerial photo of the area that the amendment applies to is shown below in Figure 1.0.



Figure 1.0 – Aerial photo of amendment site

### Statutory Timeframes

Decision – Initiation and Certification:	21 April 2015
Advertising:	Saturday 25 April 2015 and Saturday 2 May 2015
Closing date for representations:	25 May 2015

### 3) Strategic/Annual Plan Conformance

Council's Strategic Plan 2014 – 2024 identifies Future Directions for a number of relevant issues:

#### 1 A sustainable natural and built environment

The proposed amendment supports the following Strategic Outcomes:

- 1.1 *Contemporary planning supports and guides growth and development across Meander Valley.*
- 1.2 *Liveable townships, urban and rural areas across the local government area with individual character.*
- 1.3 *The natural, cultural and built heritage of Meander Valley is protected and maintained.*

- 1.4 *Meander Valley is environmentally sustainable.*
- 1.5 *Public health and the environment is protected by the responsible management of liquid and solid waste at a local and regional level.*
- 1.6 *Participate and support programs that improve water quality in our waterways.*

## **2 A thriving local economy**

The proposed amendment supports the following Strategic Outcomes:

- 2.1 *The strengths of Meander Valley attract investment and provide opportunities for employment.*
- 2.2 *Economic development in Meander Valley is planned, maximising existing assets and investment in infrastructure.*
- 2.3 *People are attracted to live in the rural townships, rural living areas and urban areas of Meander Valley.*

## **4 A healthy and safe community**

The proposed amendment supports the following Strategic Outcomes:

- 4.1 *The health and wellbeing needs of all sectors in the community are planned, met and managed.*
- 4.2 *Infrastructure, facilities and programs encourage increased participation in all forms of active and passive recreation.*
- 4.3 *Public health and safety standards are regulated managed and maintained*

## **5 Contemporary Leadership and community governance**

The proposed amendment supports the following Strategic Outcomes:

- 5.3 *Evidence based decision-making engages the community and is honest, open and transparent.*
- 5.4 *Meander Valley Councillors and employees have the knowledge, skills and attitude to responsibly undertake community governance and operational responsibilities.*

## **6 Planned Infrastructure Services**

The proposed amendment supports the following Strategic Outcomes:

- 6.1 *The future of Meander Valley infrastructure assets is assured through affordable planned maintenance and renewal strategies.*
- 6.2 *Regional infrastructure and transport is collaboratively planned and managed by all levels of government.*

- 6.3 *The Meander Valley transport network meets the present and future needs of the community and business.*
- 6.4 *Open space, parklands, recreation facilities, cemeteries and public buildings are well utilised and maintained.*
- 6.5 *Stormwater and flooding cause no adverse impacts*
- 6.6 *Infrastructure services are affordable and meet the community's needs into the future.*

The amendment supports the above listed future directions and is compliant with Council's Community Strategic Plan.

#### **4) Policy Implications**

A number of Council policies will be applicable if the Specific Area Plan comes into effect and development proceeds in the Hadspen Urban Growth Area, including:

- Policy 11 – Public Open Space Contributions
- Policy 13 – Subdivision Servicing
- Policy 20 - Infrastructure Contributions
- Policy 78 – New & Gifted Assets

#### **5) Statutory Requirements**

Under Section 34(1) of the Land Use Planning and Approvals Act 1993, Council may initiate and certify an amendment to the planning scheme.

In certifying an amendment to the planning scheme, Council must demonstrate that the amendment is in accordance with Sections 32 and 30(0) of the Act. To do this Council must:

- Provide the strategic rationale for the proposed amendment;
- Detail the site and the surrounding uses;
- Provide a full description of the proposed rezoning of land and any provisions to be inserted into the Scheme;
- Demonstrate that the application does not revoke or amend overriding local provisions or common provision of the Scheme;
- Determine that the proposal is in accordance with the State Policies made under section 11 of the State Policies and Projects Act 1993;
- Establish that the proposal is in accordance with the Regional Land Use Strategy of Northern Tasmania; and
- Demonstrate that the application can further the objectives set out in Schedule 1 of the Act;
- Consider the safety requirements set out in the standards prescribed under the Gas Pipe lines Act 2000.

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

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

## **6) Risk Management**

Risk is managed through the appropriate consideration of future development controls for the site. This is discussed further in the attached report.

## **7) Consultation with State Government and Other Authorities**

As part of the strategic process, consultation has been undertaken with the following agencies:

- Taswater
- Department of State Growth (formerly DIER)
- Metro Tasmania
- Department of Education
- TasNetworks (formerly Transend & Aurora)
- Aboriginal Heritage Office
- Department of Health and Human Services
- Housing Tasmania
- Department Primary Industry, Parks, Water and Environment
- Sport and Recreation Tasmania
- TasFire
- Tas Ambulance
- Tas Police

## **8) Community Consultation**

Extensive community and local business consultation has been undertaken to develop the initial Outline Development Plan. Further consultation has been undertaken with landowners in the development of the master plan.

Community input can be further submitted upon the initiation and certification of this amendment through the formal public notification process. At that time, the public will have an opportunity to comment on the proposal. Any comments received will be reported to Council at the conclusion of the exhibition period, where any potential modifications will be considered and forwarded to the Tasmanian Planning Commission.

## **9) Financial Impact**

If Council resolves to seek a planning scheme amendment, arrangements relating to developer contributions, the funding of trunk infrastructure and securing public open space are all matters that will need further consideration by Council.

Council officers will prepare a separate agenda item to bring before Council in the near future.

## 10) Alternative Options

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

## 11) Officers Comments

The report included as Attachment A - *Amendment to the Meander Valley Interim Planning Scheme 2013 - Hadspen Rezoning of Land and Specific Area Plan*, describes the amendment in detail and addresses the requirements of the legislation. The report is the principal document for Council's consideration of the amendment.

The amendment certification documents are included at Attachment B.

**AUTHORS:** Jo Oliver    Martin Gill  
                  SENIOR TOWN PLANNER                                  DIRECTOR DEVELOPMENT SERVICES

                  Craig Plaisted  
                  ECONOMIC DEVELOPMENT PROJECT OFFICER

## 12) Recommendation

*That under Section 34 of the Land Use Planning and Approvals Act 1993, the following amendments to the Meander Valley Interim Planning Scheme 2013 are initiated and in accordance with Section 35 are certified as being in accordance with Sections 30(0) and 32 of the Act:*

**1.    *Rezone Certificates of Title:***

<i>13381/1</i>
<i>17137/1</i>
<i>19016/2</i>
<i>19016/3</i>
<i>19016/5</i>
<i>52360/1</i>
<i>52360/2</i>
<i>106365/1</i>
<i>117185/1</i>
<i>117185/4</i>
<i>152021/1</i>
<i>167173/1</i>

*in accordance with the attached certification documents:*



2. *Insert F2 - Hadspen Growth Area Specific Area Plan into Part F of the Planning Scheme in accordance with the attached certification documents:*
3. *Amend the planning scheme map to add the outline and notation of the area contained in Specific Area Plan (SAP F2) in accordance with the attached certification documents.*

**DECISION:**

# **ATTACHMENT A**



# **Meander Valley Interim Planning Scheme 2013 Amendment 01/2015**



## **Hadspen Rezoning of Land and Specific Area Plan**

April 2015

<b>Contents</b>	<b>Page No.</b>
<b>1. Introduction</b>	<b>4</b>
1.1 Site	4
1.2 Certificates of Title	5
1.3 Planning Instrument	7
<b>2. Existing Planning Controls</b>	<b>7</b>
<b>3. Strategy</b>	<b>9</b>
3.1 Regional Land Use Strategy	9
3.2 Greater Launceston Plan	11
3.3 Regional Housing Study	12
3.5 Meander Valley Land Use and Development Strategy 2005	13
3.6 Hadspen Outline Development Plan	14
<b>4. Site and Surrounding Uses</b>	<b>16</b>
4.1 Surrounding Land Uses	20
4.2 Existing Site Conditions	21
4.2.1 Road Network	21
4.2.2 Buildings and Structures	27
4.2.3 Sand Extraction	28
4.2.4 Topography and Drainage	30
4.2.5 Land Capability	32
4.2.6 Bushfire-Prone Area	33
4.2.7 Geotechnical Assessment	33
4.2.8 Flora and Fauna Assessment	34
4.2.9 Aboriginal Heritage	38
4.2.10 Local Heritage	38
4.2.11 Sewer, Water and Stormwater Services	38
4.2.12 Gas Pipeline	40
4.2.13 Flood Prone Area	41
<b>5. Amendment Meander Valley Interim Planning Scheme</b>	<b>43</b>
5.1 General	43
5.2 Zoning of Land	44
5.2.1 Local Business Zone	44
5.2.2 Urban Mixed Use Zone	45
5.2.3 General Residential Zone	45
5.2.4 Low Density Residential Zone	45
5.2.5 Rural Living Zone	46

5.2.6	Open Space Zone	46
5.2	Specific Area Plan	47
<b>6.</b>	<b>Land Use Planning and Approvals Act 1993</b>	<b>54</b>
6.1	Land Use Conflicts	54
6.2	Impact of the Amendment on the Region as an Entity	56
6.3	Overriding Local Provisions and Common Provisions	57
6.3.1	Common Provisions	57
6.3.2	Overriding Provisions	
6.4	State Policies	57
6.4.1	State Policy on the Protection of Agricultural Land 2009	58
6.4.2	State Coastal Policy 1996	61
6.4.3	State Policy on Water Quality Management 1997	61
6.4.4	National Environment Protection Measures	63
6.5	Regional Land Use Strategy of Northern Tasmania 2013	63
6.6	Gas Pipelines Act 2000	72
6.7	Schedule 1 of the Land Use Planning & Approvals Act 1993	72
6.7.1	Schedule 1 Part 1	72
6.7.2	Schedule 1 Part 2	74
<b>7.</b>	<b>Conclusion</b>	<b>76</b>

## **Appendix A**

Certificates of Title

## **Appendix B**

Department of State Growth

## **Appendix C**

Bushfire Assessment

## **Appendix D**

Geotechnical Assessment

## **Appendix E**

Flora and Fauna Assessment

## **Appendix F**

Aboriginal Heritage Assessment

## **Appendix G**

Hadspen Outline Development Plan

**Appendix H**

Hadspen Growth Area Master Plan

**Appendix I**

SAP2 – Hadspen Specific Area Plan

The assistance of



is gratefully acknowledged.

## 1. INTRODUCTION

The Meander Valley Council (the Council) seeks to amend the Meander Valley Interim Planning Scheme 2013 (the Scheme) with the purpose of guiding and controlling the future expansion of Hadspen as devised by the *2011 Hadspen Outline Development Plan* (Hadspen ODP) and the *Growth Area Master Plan* (Master Plan).

More specifically, this amendment seeks to:

- Rezone land from Rural Resource to a mix of Local Business, Urban Mixed Use, General Residential, Low Density Residential and Rural Living; and
- Insert a specific area plan into the Scheme with purpose of guiding future use and development associated with the expansion of the Hadspen Township and the adjoining land zoned Rural Living.

The Council may initiate and certify an amendment to the Scheme pursuant to section 30(O) of the *Land Use Planning and Approvals Act 1993 (the Act)*.

Accordingly to support this Amendment, the submission is prepared to:

- Provide the strategic rationale for the proposed amendment;
- Detail the site and the surrounding uses;
- Provide a full description of the proposed rezoning of land and specific area plan to be inserted into the Scheme;
- Demonstrate that the application does not revoke or amend overriding local provisions or common provisions of the Scheme;
- Determine that the proposal is in accordance with the State Policies made under section 11 of the *State Policies and Projects Act 1993*;
- Establish that the proposal is in accordance with the Regional Land Use Strategy of Northern Tasmania;
- Demonstrate that the application can further the objectives set out in Schedule 1 of the Act; and
- Considered the safety standards prescribed under the *Gas Pipe lines Act 2000*.

### 1.1 Site

The site subject to the Amendment is shown on Figure 1. This comprises an area of approximately 340 ha and is bounded by the South Esk River, Meander Valley Road and the Bass Highway.

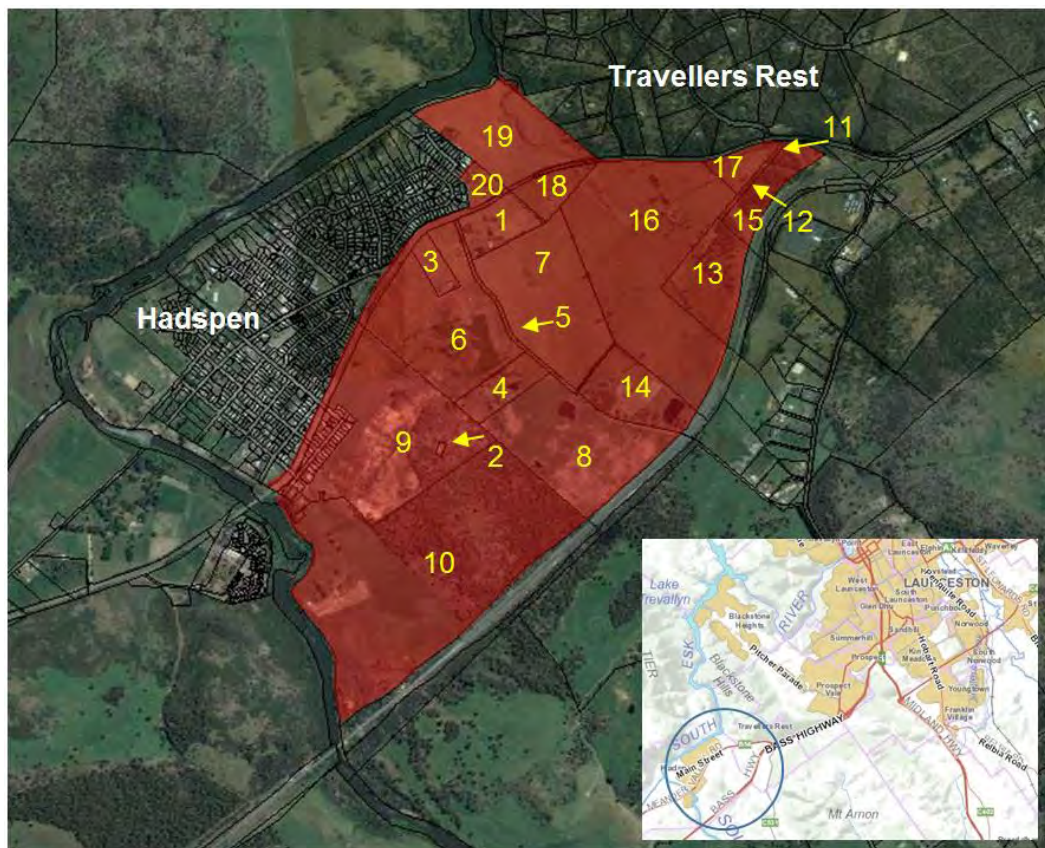


Figure 1: Aerial photograph of the site showing location of titles (source: theLIST)

## 1.2 Certificates of Title

The site subject to this Amendment is identified by a series of certificate of titles and held in multiple land ownership as outlined in Table 1 below. (Please note: the properties zoned General Residential are not listed in Table 1 as this area is fully developed, however they are scheduled in the certification documents).

**Table 1:** Certificate of title information including address, area, current zoning and applicable planning scheme overlays.

	<i>Certificate of Title</i>	<i>Address</i>	<i>Area (ha)</i>	<i>Zone</i>	<i>Overlay</i>
1	13381/1	19 Saunders Drive, Hadspen	6.7	Rural Living	
2	17137/1	Scott Street, Hadspen	0.2	Rural Resource	
3	19016/2	30 Saunders Drive, Hadspen	3.2	Rural Resource	
4	19016/3	74 Saunders Drive,	6.2	Rural Resource	Priority Habitat



		<i>Hadspen Road</i>			
5	19016/5	<i>Hadspen Road</i>		<i>Rural Resource and Rural Living</i>	
6	52360/1	<i>Meander Valley Road, Hadspen</i>	31.0	<i>Rural Resource</i>	
7	52360/2	<i>Meander Valley Road, Hadspen</i>	30.0	<i>Rural Living</i>	
8	106365/1	<i>Meander Valley Road, Hadspen</i>	30.4	<i>Rural Resource</i>	<i>Priority Habitat</i>
9	117185/1	<i>Bartley Street, Hadspen</i>	41.0	<i>Rural Resource</i>	<i>Priority Habitat</i>
10	117185/4	<i>9A Scott Street, Hadspen</i>	90.6	<i>Rural Resource</i>	<i>Priority Habitat</i>
11	53754/1	<i>Road</i>			
12	53754/2	<i>361 Meander Valley Road, Travellers Rest</i>	0.9	<i>Rural Living</i>	<i>Salinity Risk Priority Habitat</i>
13	101130/1	<i>361 Meander Valley Road, Travellers Rest</i>	13.0	<i>Rural Living</i>	
14	103064/1	<i>121 Saunders Road, Hadspen</i>	12.2	<i>Rural Living</i>	<i>Priority Habitat</i>
15	112696/1	<i>8 Pateena Road, Travellers Rest</i>	7.4	<i>Rural Living</i>	<i>Salinity Risk Priority Habitat</i>
16	113939/1	<i>427 Meander Valley Road, Travellers Rest</i>	56.5	<i>Rural Living</i>	<i>Salinity Risk</i>
17	125302/1	<i>389 Meander Valley Road, Travellers Rest</i>	3.9	<i>Rural Living</i>	<i>Salinity Risk</i>
18	152021/2	<i>495 Meander Valley Road, Hadspen</i>	5.0	<i>Rural Living</i>	<i>Salinity Risk</i>

19	152021/1	494 Meander Valley Road, Hadspen	21.3	Rural Resource	
20	167173/1	514 Meander Valley Road, Hadspen	2.57	Rural Resource	

### 1.3 Planning Instrument

The use and development of the site is controlled by the Meander Valley Interim Planning Scheme 2013.

## 2. Existing Planning Controls

The site is currently zoned as Rural Resource, General Residential and Rural Living (refer to Figure 2 and Table 1). The Scheme Overlay Maps identifies that the site contains priority habitat, is adjacent to the scenic management corridor and contains some land at risk of urban salinity (Refer to Figure 2). The overlays potentially trigger the application of the Biodiversity Code, Scenic Management Code and the Urban Salinity Code to use and development.

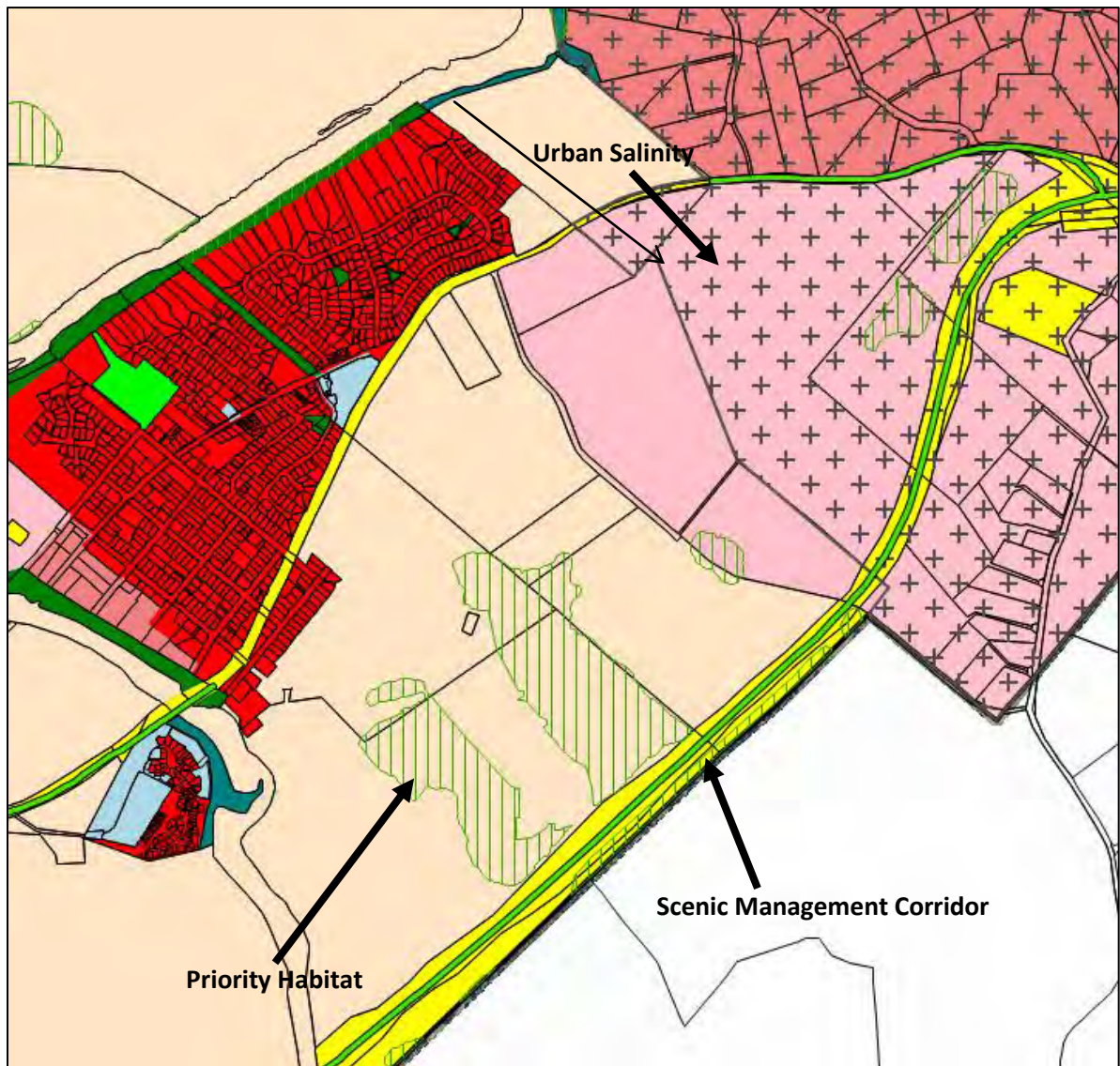


Figure 2: Zone and Overlay Maps, Meander Valley Interim Planning Scheme 2013

### 3. STRATEGY

#### 3.1 Regional Land Use Strategy

The Regional Land Use Strategy (RLUS) is the statutory regional plan for Northern Tasmania. It applies to all land in the northern region of Tasmania. It sets out the strategy and policy basis to facilitate and manage change, growth, and development to 2032.

Across the Northern Region the RLUS guides land use, development and infrastructure decisions made by State and local government, and by key infrastructure providers.

Section 2 Part B of the RLUS sets out the Goals and Strategic Directions for the Northern Region.

Goal 2 has particular relevance to the current proposal to rezone land in Hadspen, the goal is:

*Enhance community and social development through liveability measures to create healthy, strong and vibrant urban and rural settlements in accordance with regional land use categories and related regional planning policies*

This goal is underpinned by Strategic Direction 4:

*Develop an Urban Growth Boundary Area and settlement strategy by achieving the following strategy objectives:*

- *Establish an urban settlement hierarchy based on the most appropriate locations for future population growth and urban centres within an Urban Growth Boundary Area; and*
- *Coordinate investment of services to existing and future settlements to ensure maximum integration,*

Hadspen has been identified as an urban growth area through the preparation of a number of local and regional strategic land use documents, including:

- Meander Valley Land Use and Development Strategy 2005
- Hadspen Outline Development Plan 2011
- Greater Launceston Plan 2014
- Northern Region Housing Needs Study 2014

Section 3.3 of the RLUS defines the role of the urban growth area as:

*Urban Growth Areas will identify sufficient land to sustainably meet the region's urban development needs to 2032, considering population, housing, employment projections and reasonable assumptions*

The RLUS forecasts that by 2032 the population of the region will grow by approximately 23,500 persons and 10,000 dwellings. The Hadspen Urban Growth Area will meet some of the regional development needs to 2032.

Section 3.4 of the RLUS sets out the key planning principles to enable land to be included in an urban growth area. These principles state that land should:

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

The Hadspen Urban Growth Area demonstrates these characteristics, in particular the principle of logical expansion of an existing urban area.

Section 4 Part D of the RLUS sets out the Regional Planning Policies including the Regional Settlement Network Policy.

The regional outcomes defined in this section are:

- *Reinforce Urban Growth Boundary Areas with an efficient urban settlement pattern strategy to ensure sustainable use of land across the region;*
- *Consolidate the roles of the Greater Launceston Urban Area and the surrounding sub-regional urban centres; and*
- *Create well planned communities supported by an activity centre network that gives people good access to public transport and links residential areas to employment locations.*

The proposal to rezone the Hadspen Urban Growth Area supports and furthers the achievement of these outcomes.

The proposed expansion of Hadspen within an identified urban growth area reinforces the role of Hadspen as a satellite settlement linked to, and servicing the demand for residential diversity in, the greater Launceston area. As such, the expansion of Hadspen consolidates the existing settlement pattern in the region.

The proposed specific area plan, supported by the objectives of the Hadspen ODP and Master Plan, expands the role of Hadspen, a local community within the greater Launceston urban area, by establishing a new local activity centre and facilitating the provision of a new community hub around a key transport network.

The expansion of Hadspen also supports the following Settlement Network Strategies set out in the Regional Settlement Network Policy:

- Provide for a diversity of land uses;
- Support well-planned communities with good access to public transport that links residential areas to employment, facilities and services; and

- Respond to local and regional environmental values and avoid unsustainable impacts on the natural environment, landscape, regional ecosystems, open spaces as well as productive agricultural and rural land.

### **3.2 Greater Launceston Plan**

The RLUS includes the following key strategy:

*Development of the Greater Launceston Urban Area will support the policy and initiatives of the Greater Launceston Plan (GLP) to ensure the efficient and consolidated functioning, servicing and future development of Greater Launceston in line with the GLP Regional Framework Plan.*

The executive summary of the GLP provides the following summary of the document.

The GLP is a community vision and evidence-based framework for the sustainable development of Launceston and its suburbs and surrounding localities over the next 20 years and beyond.

The GLP comprises several key components:

- A vision and strategic pathway for the preferred future of greater Launceston;
- A policy framework to achieve the vision;
- Metropolitan structure principles which set out the logic and rationale for the physical structuring, planning and development of the greater Launceston area;
- A strategic plan which provides an overarching physical framework to guide the sustainable development of the greater urban area over the next 20 years and beyond; and
- An implementation framework to provide guidance on the staging, monitoring and progressive implementation of the GLP.

Section 4 *Land Provision Requirements* in the GLP provides an analysis of projected demand for residential and retail purposes in greater Launceston out to 2036.

The GLP projects that an additional:

- 1,800 hectares would be required to meet residential land demand; and
- 20 hectares would be required to meet demand for retail and commercial purposes.

Section 4.6 *Land Provision Requirements* breaks this demand model down into demand scenarios for local government areas. The GLP states that forecast residential land requirements for the period 2013-2036 (including a seven year rolling reserve) in Part A of the Meander Valley Local Government Area is:

- 1370 lots (approximately 11.2% of the greater Launceston demand)

Meander Valley Council does not wholly subscribe to the distribution conclusions of the GLP due to the historical pattern and rate of urban land take-up when supply is available, however the GLP broadly recognises demand in urban areas of Meander Valley. The Hadspen Urban Growth Area has provision for about 900- 1000 lots.

Section 5 *Regional Framework Plan* of the GLP includes *Figure 5.8 Regional Framework Plan: Integrated Residential Development*. This plan includes Hadspen within the South West Growth Corridor.

Section 5.10.5 *Urban Growth Areas* of the GLP also identifies Hadspen as a planned community within the urban growth area of the South West Growth Corridor.

Section 7 *Implementation Framework* in the GLP includes a table entitled – Urban Growth Areas: Summary of Implementation Requirements. The actions for the Meander Valley Local Government Area identifies the following high priority:

***Planning Scheme Amendment to rezone land identified in the Hadspen Outline Development Plan to general residential and low density residential.***

### **3.3 Regional Housing Study**

The Northern Tasmanian Housing Study:

- Evaluates housing needs in Northern Tasmania.
- Provides strategic advice on residential housing development to 2031; its ideal locations and form; and initiatives that can create a more efficient and innovative housing market in the region. This will help inform the Regional Land Use Strategy (RLUS).

The Northern Region of Tasmania encompasses eight northern municipalities inclusive of the urban area of Launceston. It includes the study area of the Greater Launceston Plan and many of the findings and recommendations here reflect on, or respond to, the outcomes of this earlier work.

The Northern Tasmanian Housing Study provides range of population growth projections. The most likely growth scenario; low but steady population growth of about 0.5% would the see regions population grow from about 143,580 in 2013 to 158,190 in 2031.

This represents an increase of about 14,610 persons.

Under this scenario the likely demand for new dwellings, based on an average household size of 2.1 people per dwelling, over the period is about **7,000 new dwellings**.

Section 4 of the Northern Tasmanian Housing Study provides an analysis of the 'optimal land development structure' for the region to meet demand for residential development.

Land suitability for Greenfield development in greater Launceston is discussed in Section 4.3. Land suitability for Greenfield development is assessed against:

- Service accessibility; and
- Construction and development costs

This section of the Housing Study provides the following conclusion about the suitability of the Hadspen Urban Growth Area:

***Outside of the contiguous urban area of Launceston, the settlement of Hadspen shows the highest level of suitability for Greenfield residential development.***

### **3.4 Meander Valley Land Use and Development Strategy 2005**

The Meander Valley Land Use and Development Strategy 2005 was prepared to guide sustainable land use and development within the Meander Valley local government area until 2012.

The strategy outlines:

- objectives for the development of our settlements, the provision of infrastructure, the growth of our economy and the protection of our environment.
- how applications for use and development will be treated in the future planning scheme and the basis on which future land use decisions will be made.

The strategy was prepared following a period of significant population growth in the existing urban areas of Meander Valley.

The population in Hadspen had grown by 38.5% between 1996 and 2001. Hadspen alongside Prospect Vale were areas subject to where significant residential subdivision during the 1990's.

During the period between 2001 and 2011 the population in Hadspen has continued to grow from 1,848 to 2,063 or about 11.5%.

In 2005 the following scenario was documented in the Meander Valley Land Use and Development Strategy 2005:

*Hadspen has 13.4 ha of residentially zoned land available for development under the Meander Valley Planning Scheme 1995. The sites at Winton (3.0 ha) and Hadspen Park Drive (1.4 ha) are currently being developed. Together these will yield 37 blocks. Remaining sites are land off Cook street (8 ha), and at 43 Main Street (1 ha).*

*Council will maintain the zoning of these sites. When developed, excluding smaller infill sites, Hadspen will be fully developed between the Bass Highway and the South Esk River. All future development in Hadspen will be directed south of the Bass Highway.*

With the exception of Cook Street these sites are now fully developed. The subdivision at Cook Street is now completed and the majority of the initial stages



have been developed. On current take up rates the subdivision will be fully developed with 3 years.

The Meander Valley Land Use and Development Strategy 2005 outlines the following strategy for Hadspen:

*To cater for long-term growth Council proposes to expand Hadspen south of Meander Valley Road. This area is partly developed by Scott Street and has few limitations for development of residential land.*

*Developing this area presents opportunity to plan future provision of improved facilities in Hadspen. To ensure this is done adequately and that sufficient community input is received Council will prepare an outline development plan prior to zoning any land.*

### **3.5 Hadspen Outline Development Plan**

The Hadspen Outline Development Plan includes the following description in the introduction:

*An Outline Development Plan (ODP) is a document that guides the future development of a town or suburb. It lays the foundation upon which regulatory zoning can be devised and the development or subdivision process begun.*

Council commenced the Hadspen ODP in 2011.

Section 2.4 of the Hadspen ODP discusses housing market conditions and housing demand in Part A of the Meander Valley Local Government Area (Hadspen, Blackstone and Prospect Vale). The recommendations in this section were informed by analysis undertaken in the Northern Tasmania Regional Profile 2010, prepared by Eyles and McCall. This analysis indicated that:

- Between 1996 and 2006 Northern Tasmania's population grew by 3068 residents. Meander Valley Part A accounted for 1511 of these residents or 49.3%.
- During this period Meander Valley Part A achieved natural population growth of over 4%.
- Meander Valley Part A was the only Northern Local government area to increase the number of families with children.

Working with this profile the Hadspen ODP estimated that prior to 2016 there would be 'land shortage in Meander Valley Part A unless additional land is made available for development'.

Section 6 of the Hadspen ODP provides indicative population projections which are linked to the release of land in Hadspen:

*Indicative population projections have been developed based on estimated lot yields against four land use typologies. Each typology has different density, age mix, take*

*up rates and vacancy assumptions. Based on this modelling, at build out, it is estimated that the Hadspen population will be around 4,000-5,000 people. It will still be young, but move towards the Tasmanian State average over time.*

These assumptions reflect the observed growth trends when residential land was available in the Meander Valley Part A area.

Based on this the HODP estimates:

*Demand for new housing will rise gradually, averaging 40-50 lots per year, with a peak of 60-70 in around 2025.*

This demand scenario is probably on the high side now. Growth in Tasmania generally has slowed. Current growth in Hadspen based on land release and take up in Cook Street, Hadspen indicates that demand is in the range of 15 – 20 lots per year.

In planning to accommodate this projected growth, the Hadspen ODP was prepared so that it reflected Council and State Government policy objectives, best practice planning principles and the views of the local community, landowners and key stakeholders.

It also took into account site constraints and opportunities, and demand for housing in the region. Broadly, the plan makes provision for:

- A doubling of the existing population
- New town centre incorporating medical suites, chemist, larger supermarket and specialty shops
- Reduced speed along Meander Valley Road and making use of the road reserve width to create a central spine with shared used path and low key parklands
- Primary school and new recreation oval
- A mix of housing lot sizes
- Retained hilltop bushland and landscape gradient
- Linear parklands, water sensitive urban design and extended foreshore reserve
- Tourism precinct
- Retirement units and independent living;
- Good pedestrian/cycle linkages – including access to Rutherglen; and
- Encouraging best practice urban design – sense of rurality and village feel, solar orientation, and building energy efficiency.

#### 4. SITE AND SURROUNDING USES

The site is located approximately 15km to the south-west of Launceston adjacent to the Hadspen Township. Meander Valley Road and the Bass Highway along with the South Esk River clearly define the perimeter of the site which sits to the south-east of the existing township. The site held in multiple ownership, forms an area of approximately 340ha which is bounded by the:

- Hadspen township and Meander Valley Road to the north-west;
- Rural living development to the north-east known as Travellers Rest;
- Bass Highway, rural living land and rural resource land to the south-east; and
- South Esk River to the south-west.

A large proportion of the site is cleared and utilised for grazing (refer to Photographs 1, 2, 3,4 and 5) with the site in recent years east of Saunders Road being converted to rural living. In conjunction with these activities, a series of dwellings, farm buildings and structures have been constructed at different times on the site.

While the site is generally characterised by a rural landscape, residential development has established on the southern side of Meander Valley Road forming an extension of the south-western residential area of Hadspen (refer to Figure 4). This portion of the site, comprising an area of approximately 4.4ha is serviced by the existing public road of Scott Street and is fully developed.

Sand excavation has previously occurred on the site, leaving the land associated with this activity in poor condition. While this activity has ceased for more than 5 years, the land has not been rehabilitated to date.

The site also contains the TasWater Reservoir which is the primary supply of water to the Hadspen Township. The elevated slopes of the site, located to the west of Saunders Road (refer to Figure 2) are vegetated with native forest and also contains the TasWater Reservoir. This forest has been severely degraded through clearing, dieback and weeds infestation and is considered to be in poor condition. Pockets of native vegetation, as recognised by the Scheme as priority habitat, are also contained on the site east of Saunders Road on the land zoned Rural Living.

Flood inundation is experienced on the lower areas of the site around the Beams Hollow which is a natural drainage path traversing the site east of Saunders Road.

The following section provides further details regarding the surrounding land uses and the existing site conditions.



Figure 3: Perspective view of the Site outlining the proposal area

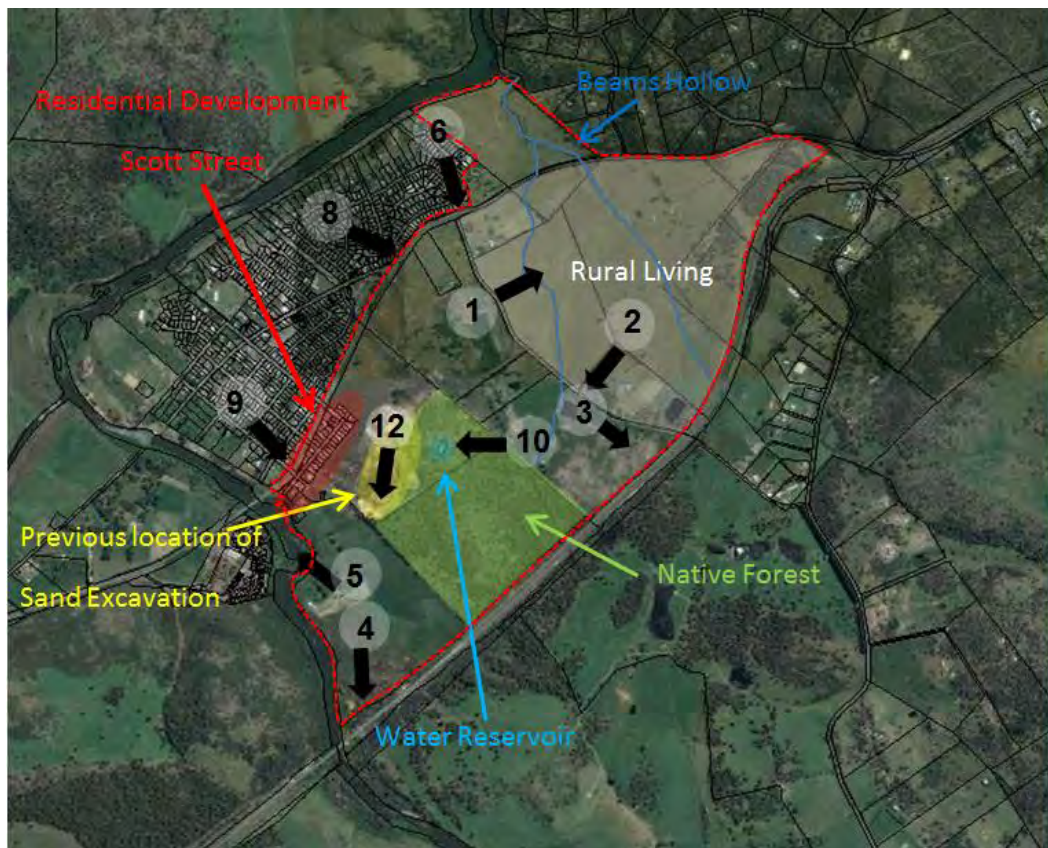


Figure 4 – Key features of the site and photogrpah locations



**Photograph 1: Grazing land, photograph taken from the end of Saunders Road looking south towards the Bass Highway**



**Photograph 2: Looking across the wetland area to Bass Highway and the South Esk River from the homestead located at 9A Scott Street, Hadspen**



**Photograph 3: Saunders Road taken at the end of the road looking west towards native forest**



**Photograph 4: Looking towards the South-Esk River from the homestead at 9A Scott Street, Hadspen**



Photograph 5: From Saunders Drive looking northeast.

#### 4.1 Surrounding Land Uses

The Hadspen Township, home to some 2000 residents, is located to the north-west of the site and is largely characterised by urban residential development around the South Esk River (refer to Figure 5). The extent of this urban area is clearly limited by the River and its flood plain and the existing road infrastructure of Meander Valley Road. While the urban area of the township is contained within this area, the south-western portion of the residential area of Hadspen has extended beyond the southern side of Meander Valley Road.

The residential area of Hadspen is characterised primarily by detached dwellings interspersed with multiple dwellings. Residential lots within the township typically have areas ranging from around 500m<sup>2</sup> to 1000m<sup>2</sup>, with larger lots scattered throughout this area particularly around the perimeter of the existing township.

The main local business area of Hadspen is adjacent to the Main Street and Meander Valley Road junction. This area contains the Hadspen Holiday Park and a small supermarket.

An area known as Rutherglen, is located on the south-western side of the site and is separated by the South Esk River. Rutherglen is largely a residential area located

around the existing food services, function centre and visitor accommodation. The tourism facilities are under new ownership and are currently undergoing renovations.

Low density residential development known as Travellers Rest is located to the north-west of the site with rural living development located to the south-east of the site. The residential area of Travellers Rest is characterised by lifestyle blocks in a bush setting. The rural living development south of the Bass Highway and Pateena Road is also characterised by large lifestyle lots. These residential areas form a continuous extension of the site zoned Rural Living east of Saunders Road.

Land to the south-west of the site is divided by the Bass Highway which largely comprise agricultural land and vegetation.

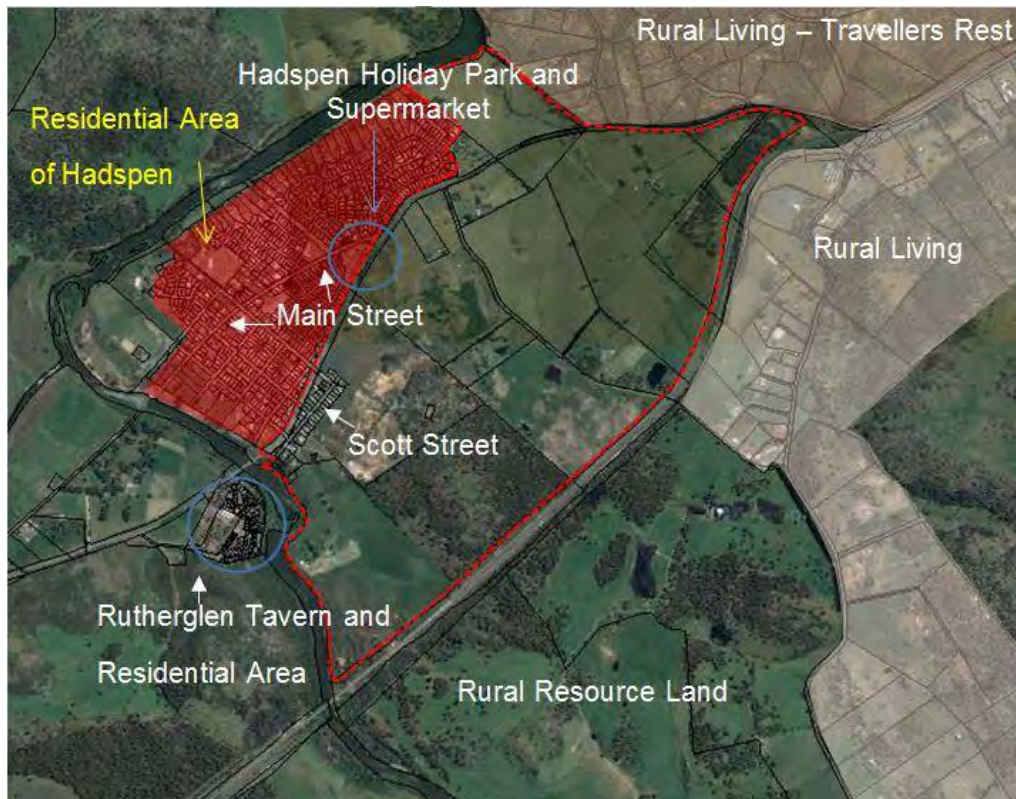


Figure 5: Surrounding Land Uses

## 4.2 Existing Site Conditions

### 4.2.1 Road Network

Figure 6 below shows the road hierarchy of the site, with Meander Valley Road and the Bass Highway forming the main arterial roads around the site. The Meander Valley Road and the Bass Highway are both controlled and maintained by the Department of State Growth.



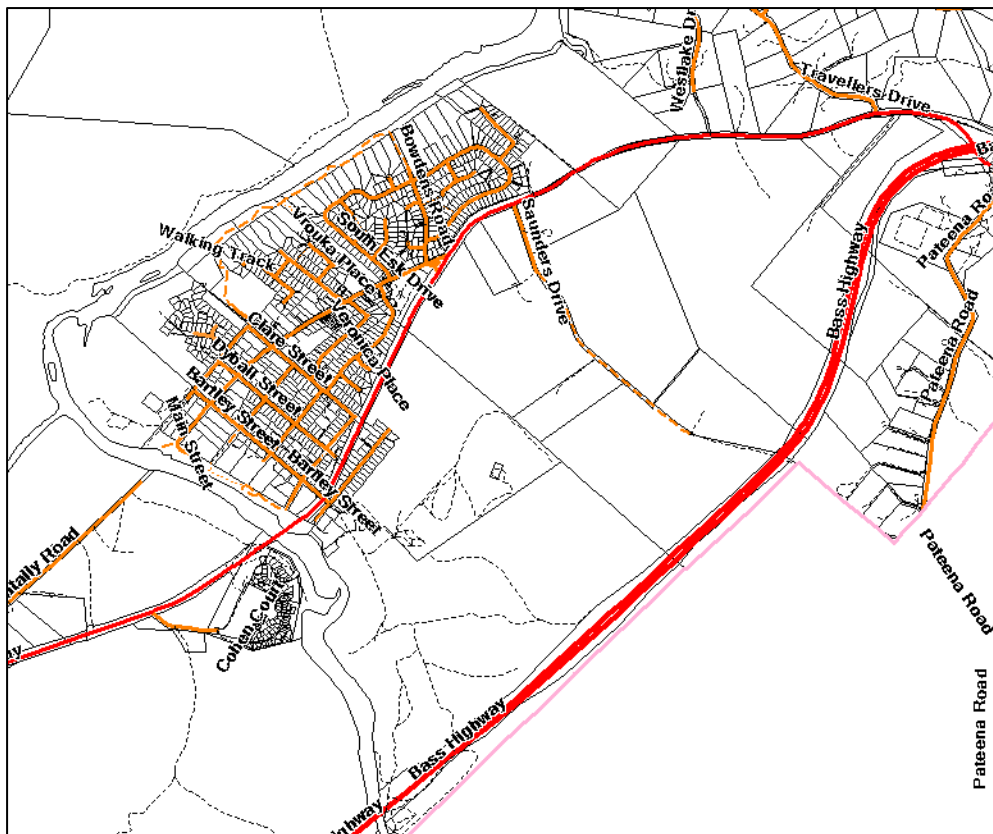


Figure 6: Road Hierarchy

#### 4.2.1.1 Meander Valley Road

The Department of State Growth have provided historical data and advice relating to the use of Meander Valley Road. The trend graphs below indicate that traffic volumes:

- from Hadspen, toward the Bass Highway are 6000 vehicle movements per day;
- from Carrick, toward Hadspen, are 3100 vehicles per day.

Whilst there will be contributions to the traffic load from side roads from the rural areas and some traffic deviating back to the Bass Highway before reaching Hadspen, this indicates that the existing population of Hadspen generates approximately 3000 vehicles per day.

The amendment will result in the effective doubling of the population of Hadspen and the current counts can be used as a reasonable guide as to expected traffic volumes. This would indicate that approximately 9000 vehicles per day would be expected to travel eastwards on Meander Valley Road. This volume is equal to that which occurred on the Meander Valley Road prior to the opening of the Bass Highway and is within the capacity of the road. The Department advises that there are no congestion concerns at the on-ramp to the Bass Highway and that it has capacity to accept the anticipated additional traffic. Initial advice from the former Department of Infrastructure, Energy and Resources (DIER) and the trend analysis are included at Appendix B.

New intersections to link collector roads from the future development area to Meander Valley Road will be designed within the framework of typical design guidelines, and take into consideration both short term traffic volumes from initial stages of development and geometric requirements to suit longer term traffic volumes. Traffic engineering analysis and design will be undertaken for new intersections. Meander Valley Road has an unusually wide road corridor which is an advantage in the establishment of new infrastructure, such as a signalised intersection or roundabout treatments as preferred traffic management options.

The main junction to Hadspen is currently formed at Meander Valley Road and Main Street. This junction and its relationship with the site is illustrated in Figure 4 and Photographs 6 -8. The photographs demonstrate the substantial road reserve width.



**Photograph 6: Meander Valley Road and Main Street Junction looking west with Holiday Park in view.**



**Photograph 7: Meander Valley Road and Main Street Junction looking across the site**



**Photograph 8: Meander Valley Road and Main Street Junction looking east.**

#### 4.2.1.2 Council Maintained Roads

Saunders Road and Scott Street are the only two Council maintained roads that currently service the site. These provide access to a number of properties across the site in addition to the individual access points provided to properties from Meander Valley Road.

##### Saunders Road

Saunders Road forms a T-junction with Meander Valley Road (refer to Photographs 9 and 10) and has a length of approximately 1km. This provides access to the following properties:

- Meander Valley Road, Hadspen (CT52360/1);
- 19 Saunders Road, Hadspen (CT13381/1);
- 30 Saunders Road, Hadspen (CT19016/2);
- 74 Saunders Road, Hadspen (CT19016/3); and
- 121 Saunders Road, Hadspen (CT103064/1).

Saunders Road will require upgrading to service increased traffic volumes.



Photograph 9: Junction of Saunders Road and Meander Valley Road



**Photograph 10: Looking back along Saunders Road toward Meander Valley Road at the end of the public maintained portion of the road**

### **Scott Street**

Scott Street forms a T-junction with Meander Valley Road (refer to Photograph 11) and 5) and has a length of 350m. This is a residential street, which provides access to the internal properties at 9A Scott Street and the land identified on CT117185/4.



**Photograph 11: Scott Street junction with Meander Valley Road, showing access into the site beyond**

#### **4.2.2 Buildings and Structures**

There are a series of dwellings and farm buildings located across the site. The location of buildings and structures is shown in Figure 7. Residential uses are generally characterised by detached dwellings on lot areas exceeding 5 ha.



Figure 7: Indicative location of farm buildings, structures and dwellings across the site.

### 4.2.3 Sand Extraction

Sand excavation occurred on the site for a number of years on land identified on CT117185/1. This activity, which ceased more than 5 years ago, contributed to the degradation of the land and its current condition (refer to Photographs 12 - 14). The buildings associated with this activity still remain on the site.



**Photograph 12: Southern end of sand mining area looking north.**



**Photograph 13: Southern end of sand mine area, showing buildings associated with this activity to the right.**





**Photograph 14: Degraded land on the lower slopes below the Reservoir**

#### **4.2.4 Topography and Drainage**

The topography of the site comprises mostly undulating land with the elevated area covered with native forest. Some steeper embankments occur adjacent to Saunders Road and in some gullies that are mapped as watercourses. The highest point of the elevated area is at an altitude of 220m AHD. From this point, the elevation of the site decreases towards the river, Meander Valley Road and the Bass Highway. The lowest point of the site, at an altitude of 140m AHD, is located within the triangular portion of land between the Meander Valley Road and the Bass Highway.



**Figure 8 – Topography at 10m contour intervals**

There are a number of water course lines and overland flow paths across the site, generally following the natural depressions of the topography (refer to Figure 9). Beams Hollow is one of the major drainage lines traversing the site on the eastern side of Saunders Road. This area around Beams Hollow is subject to flood inundation.

Drainage lines and overland flow paths are established on the south-western side of the hillside moving towards the South Esk River. The other overland flow path is from the northern side of the hillside towards Meander Valley Road.



Figure 9 – Watercourses and water bodies

#### 4.2.5 Land Capability

Figure 10 shows that a large proportion of the site is mapped as Class 4 land with two smaller portions of land identified as Class 4&5 and Class 5& 6 land.

*The Land Capability Handbook, Guidelines for the Classification of Agricultural Land in Tasmania*, describes land classified as **Class 4** as:

*“Land primarily suitable for grazing but which may be used for occasional cropping. Severe limitations restrict the length of cropping phase and/or severely restrict the range of crops that could be grown. Major conservation treatments and/or careful management is required to minimise degradation.”*

**Class 5** is described as:

*“This land is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be possible. The land may have slight to moderate limitations of for pastoral use. The effects of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.”*

**Class 6** is described as:

*“Land marginally suitable for grazing because of severe limitations. This land has low productivity, high risk of erosion, low natural fertility or other limitations that*

*servery restrict agricultural use. This land should be retained under its natural vegetation cover”.*

There are no areas identified as prime agricultural land.

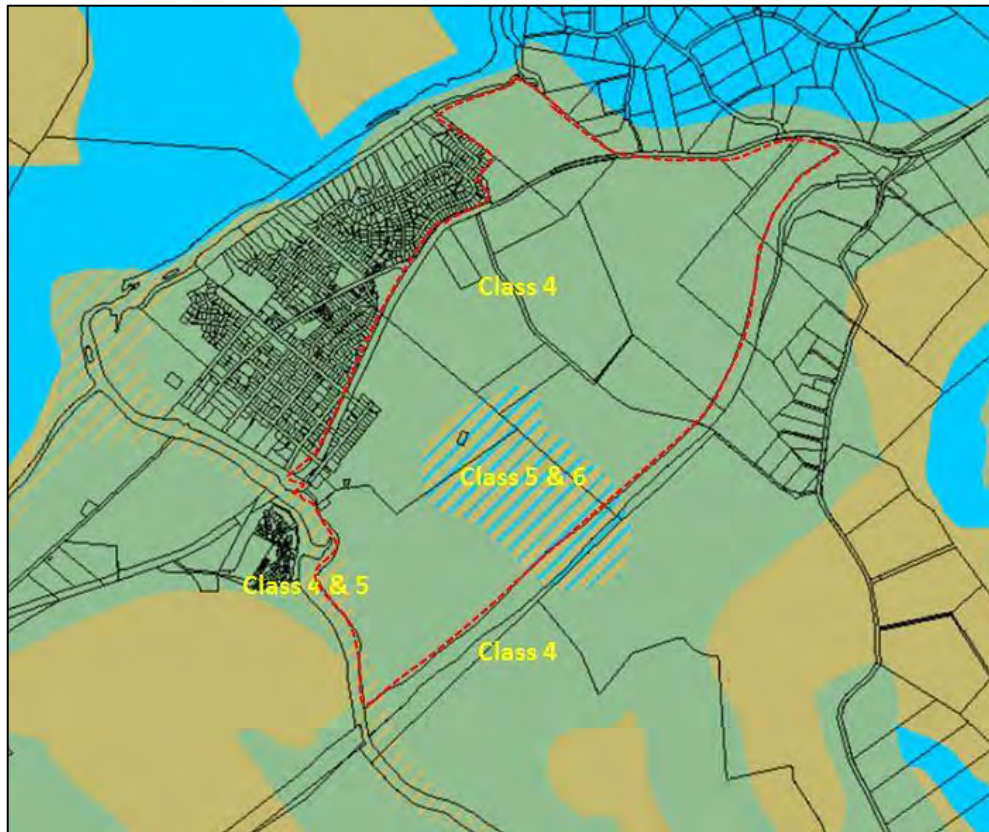


Figure 10: Land Capability of the Site (source: theLIST)

#### **4.2.6 Bushfire-Prone Area**

The site is identified as being in a bushfire-prone area. The retention of the bushland and natural corridors of vegetation as public open space will have broader implications for surrounding development. This is discussed in the Bushfire Assessment Report attached in Appendix C.

#### **4.2.7 Geo-technical Assessment**

The site is identified on the State Landslide Hazard mapping as being potentially subject to landslide hazard, with areas indicated as medium and low risk of a landslide hazard.

A preliminary assessment of the site undertaken by William Cromer - Engineering Geologist has found that the site presents a low risk of landslide if the standards for good hillside construction practice are followed.

Some areas of steeper slopes and embankments adjacent to roads and gullies will require further geotechnical assessment and design if they are to be developed for roads and buildings.

The assessment is attached at Appendix D.

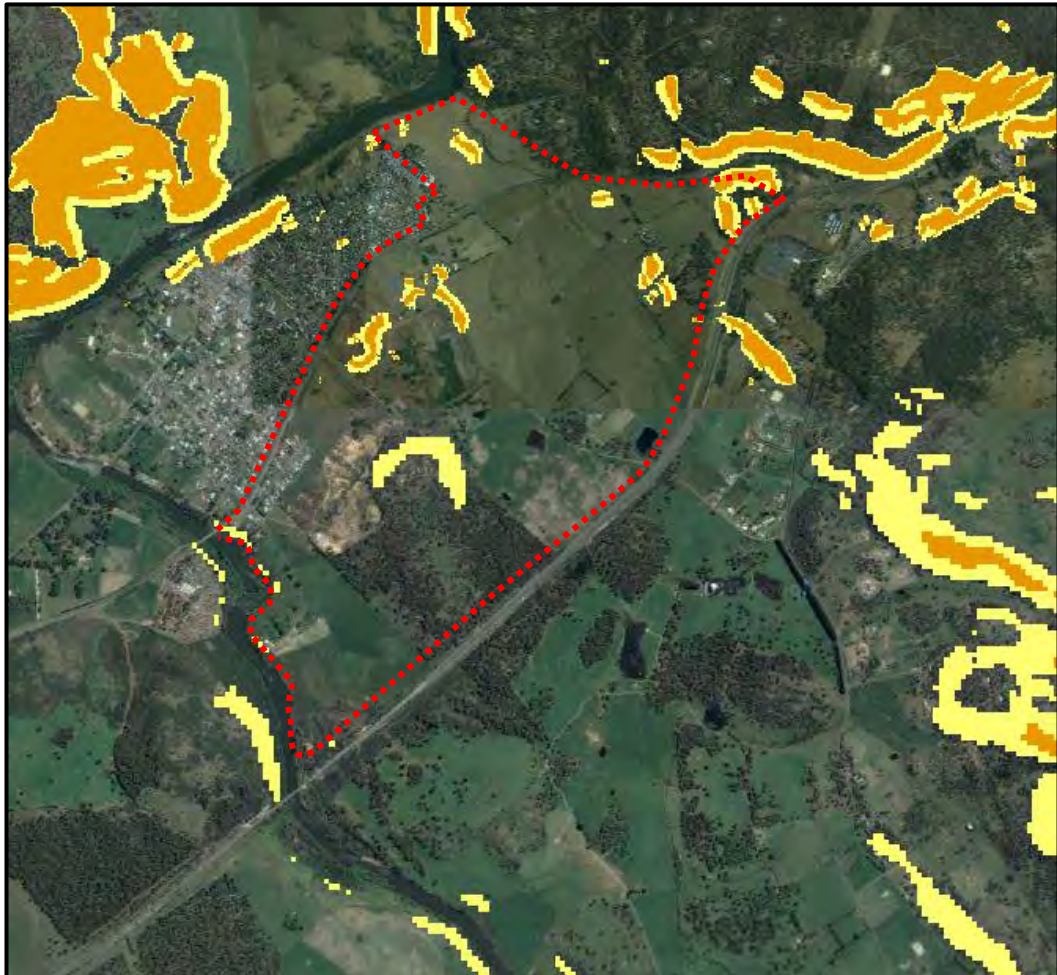


Figure 11: Landslide Hazard Planning Map, Department of Premier and Cabinet (source: theLIST)

#### 4.2.8 Flora and Fauna Assessment

An assessment of the flora and fauna has been undertaken for the site by AK Consultants. This assessment has identified the type and extent of vegetation communities, their condition and their relative value for habitat. A map of the vegetation communities over the aerial photograph is included below at Figure 12. The AK Consultant map is included at Figure 13.

The assessment identifies that the areas of native vegetation forest contain threatened species and vegetation communities, however rates the condition of the communities as being low.

A significant portion of the threatened vegetation will be contained within the bushland reserve to be taken as public open space. This will ensure that future management of the area will improve the condition of that part of the community. The balance areas are proposed to be contained in the Low Density Residential and Rural Living zones, which along with the requirements of the Biodiversity Code, provide for site specific consideration of the impacts development on biodiversity values. Future development, should ideally protect the threatened species, which is achievable with the low densities envisaged for the zones.

There is potential to improve the condition of the vegetation communities across greater numbers of landowners with the considered design of subdivision layouts, with lots incorporating hazard management areas and vegetation protection areas. In this manner, habitat values for fauna can also be maintained or improved.

The Flora and Fauna Assessment is attached at Appendix E.



**Figure 12 – Tasveg 3.0 communities over the site and surrounding area**

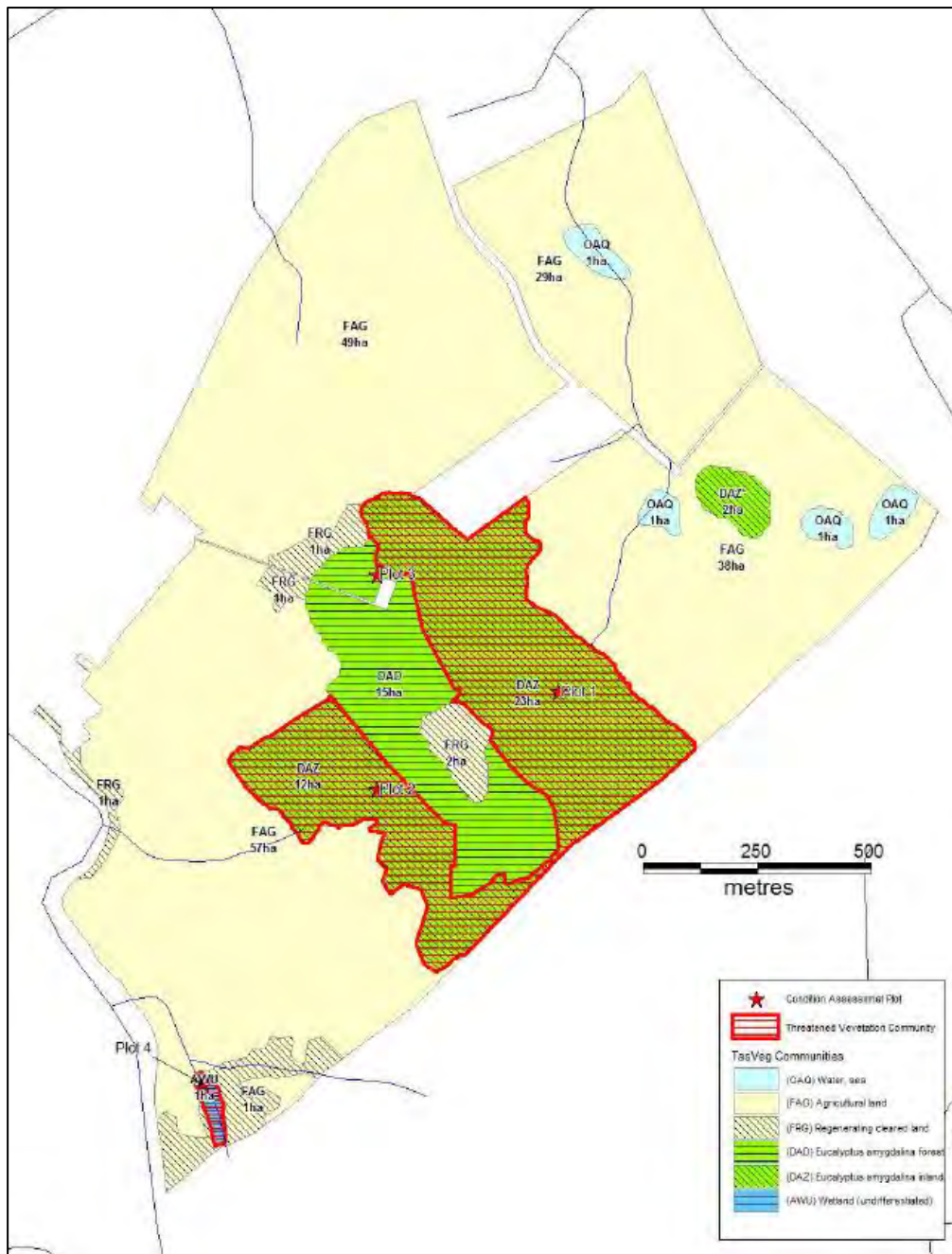


Figure 13: Vegetation Communities (TASVEG 3.0 – AK Consultants 2014)



**Photograph 15**



**Photographs 15 and 16: Showing disturbed native forest on elevated portion of the site**



#### 4.2.9 Aboriginal Heritage

A search of the Tasmanian Aboriginal Site Index for aboriginal heritage values within the site has been completed by the Tasmanian Aboriginal Heritage Office (AHT). The results are attached at Appendix F. AHT have advised that there are no known sites of Aboriginal Heritage.

Future development of the site will be subject to the requirements of the Aboriginal Relics Act 1975.

#### 4.2.10 Local Heritage

There are no local heritage values identified for the site.

#### 4.2.11 Sewer, Water and Stormwater Services

The extent of the reticulated mains water, sewer and stormwater network for the site is shown below in Figure 14.

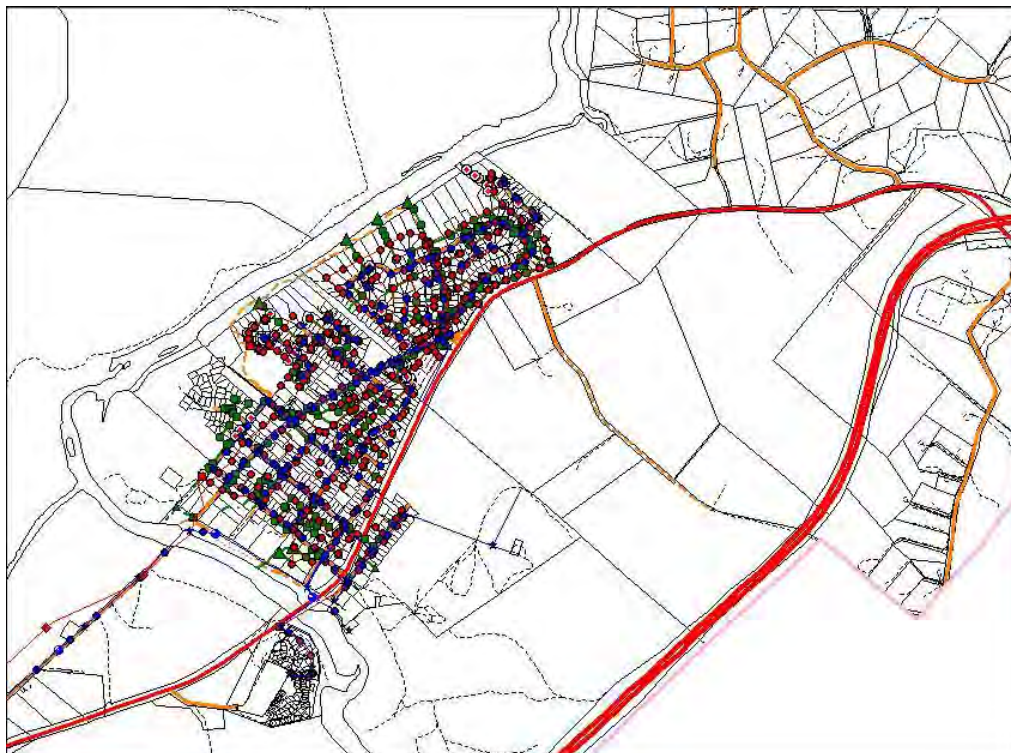


Figure 14 – Location of reticulated water, sewer and stormwater services.

There are Taswater water supply trunk mains within the site, connecting the Hadspen reservoir to the treatment facility at Blackstone Heights and to Carrick. This is shown below in Figure 15.

The TasWater Reservoir is located on a small title of land on the elevated area of the site and is the primary water supply to the Hadspen Township. This Reservoir is accessed via an internal track from Scott Street Hadspen. (Refer Photograph 17)



Photograph 17: TasWater Reservoir, looking west over Hadspen.

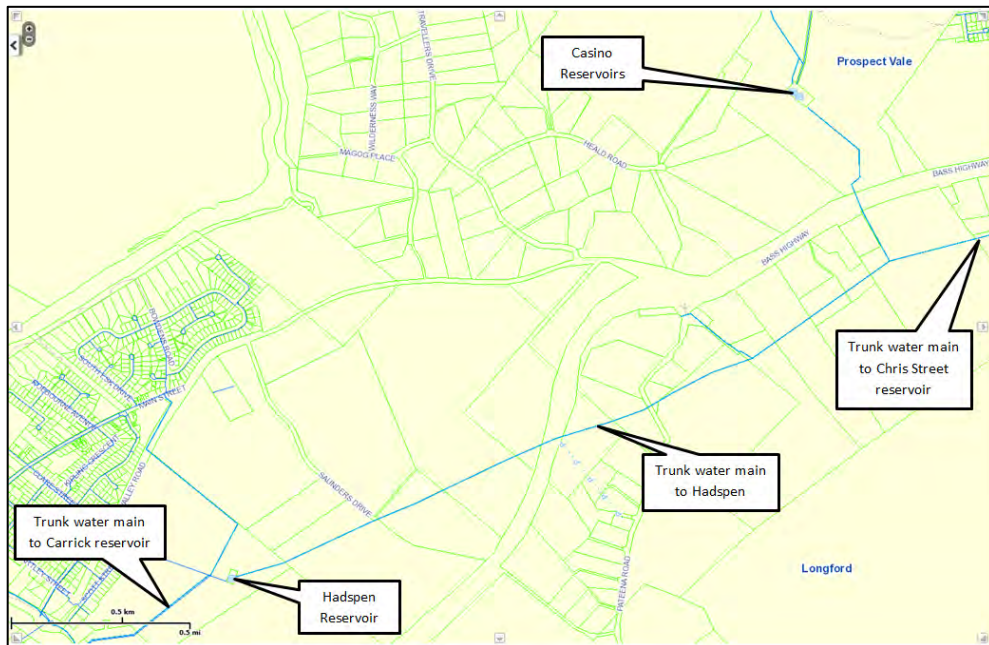


Figure 15 – Location Plan of Water Infrastructure (Taswater April 2014)

### **Taswater Sewer and Water Infrastructure Capacities**

Taswater advise that at present, there is insufficient capacity in the Carrick Sewage Treatment Plant to accept any additional wastewater beyond land that is already zoned for development. Any urban expansion of Hadspen will require upgraded sewage infrastructure and treatment including:

- A new sewer rising main from Hadspen to Carrick;
- A new pump station;
- Likely upgrade of the Carrick Sewage Treatment Plant to mechanical treatment. (It is noted that Taswater currently conduct a wastewater re-use scheme for the Carrick STP with increases to re-use potentially being a treatment option.)

Taswater advise that additional storage capacity will be required for water supply with an additional reservoir, however the existing trunk main to Blackstone Heights is sufficient.

### **Stormwater**

Stormwater assets are located in Scott Street, however this line has limited capacity to accept additional stormwater loads. The proposed Water Sensitive Urban Design system for stormwater is discussed in the description of the amendment in Section 4.

#### **4.2.12 Gas Pipeline**

The gas pipeline infrastructure corridor as prescribed by the *Gas Pipelines Act 2000* is not located in the vicinity of the site as shown on Figure 16.

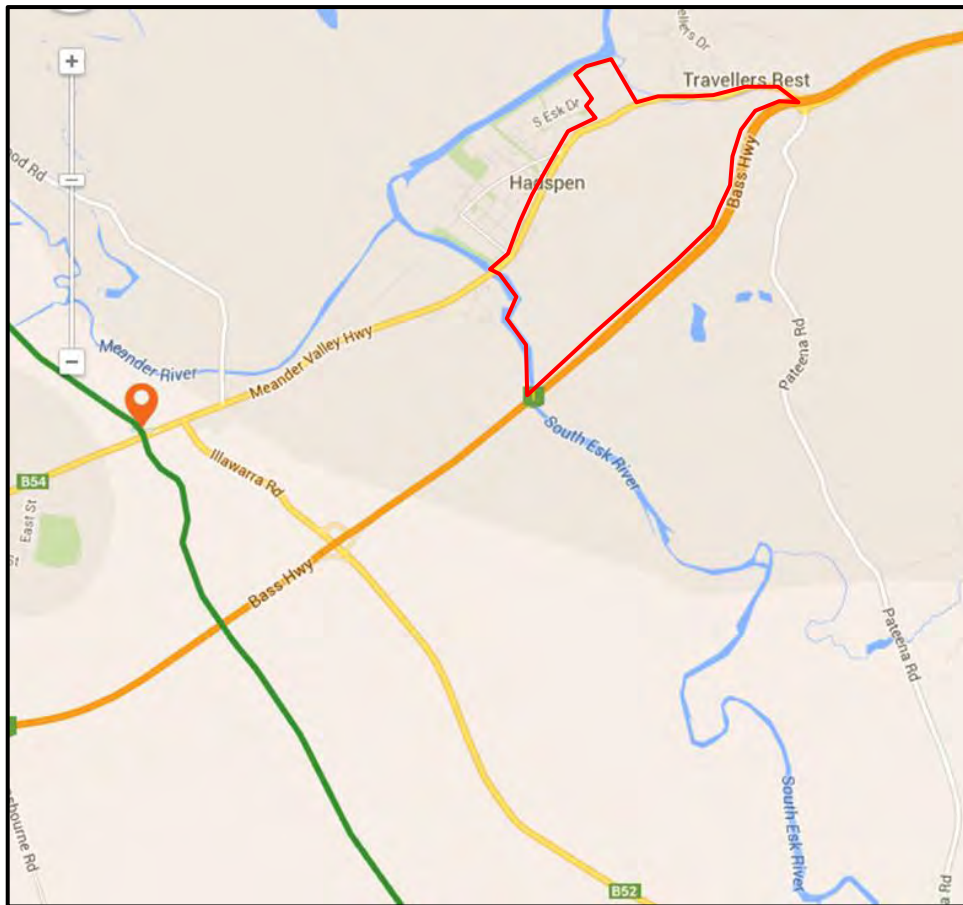


Figure 16: Gas Pipeline Corridor

#### 4.2.13 Flood Risk

Flood modelling has previously been undertaken for the Hadspen settlement. (Refer to Figure 17). However, this modelling only relates to the sweep of the South Esk River near the confluence with the Meander River and does not automatically translate to the amendment site.

Beams Hollow is known to flood in peak storm events, covering the Meander Valley Road, most recently in 2011. Meander Valley Council is currently undertaking additional flood risk modelling for key settlement areas which assist in providing a better appreciation of potential flood levels through Beams Hollow. The area potentially affected by flooding is proposed to be zoned Rural Living and Low Density Residential and has an undulating topography.

The provisions of Code E5 – Flood Prone Land will continue to apply to the land and will ensure that development outcomes will take potential flood risk into account.



**Figure 17: Current Flood Mapping for Hadspen**

## **5 AMENDMENT MEANDER VALLEY INTERIM PLANNING SCHEME**

### **5.1 GENERAL**

Planning Directive 1 - Tasmanian Planning Scheme Template provides for the inclusion of a Specific Area Plan where the circumstances of a particular area warrant specific planning controls to deliver the strategic planning objectives and these objectives cannot be achieved through the standard zone and code provisions contained in the planning scheme. To deliver a more refined planning response, the structure of the Template provides that the provisions of a Specific Area Plan override the controls contained in the zones and codes, to the extent of any difference.

The strategic planning process undertaken in 2011 for the Hadspen Outline Development Plan identified numerous key issues that were specific to the future development of the area of land to the south of the existing settlement:

- the protection of the function of the town centre as the key retail and service core and restructuring of a town centre to link with the existing settlement;
- the 'urban village' area as a graduated zone to the surrounding residential area providing higher densities and mixed uses, including the interim protection of a potential future educational facility. This zone would require a reduced range of standard uses to protect the function of the town centre;
- the identification of the bush reserve for public open space and key recreational linkages;
- pedestrian and bicycle connectivity;
- the function of the traffic network including public transport provisions and key intersections with Meander Valley Road;
- Water Sensitive Urban Design (WSUD) principles to be incorporated into the design of stormwater treatment and key pathways for stormwater dispersal;
- infrastructure and utility provision;
- bushfire protection;
- minimum lot sizes to provide for the desired character of the area;
- graduated impact of development toward higher elevations and the interface with the bush reserve;
- natural character of recreational trails and WSUD lines.

The Hadspen Outline Development Plan identified suitable zones to provide for the development outcomes, however it became clear that the standard provisions of these zones would not deliver the desired outcomes for the site that were a product of considerable community consultation, strategic analysis and technical assessment.

As such, the proposed amendment is a combination of the rezoning of land and a Specific Area Plan to refine the use and development objectives and associated use

and development provisions. This will ensure a considered planning response to the development of this significant area and its integration with the existing township.

## **5.2 ZONING OF LAND**

The proposed rezoning of land reflects the future land use character that was identified through the Hadspen Outline Development Plan and the more detailed physical development analysis identified in the Hadspen Growth Area Master Plan.

The amendment proposes to rezone the existing Rural Resources Zone and Rural Living Zone across 12 titles to the following zones:

Local Business Zone	3.1 hectares
Urban Mixed Use Zone	11 hectares
General Residential Zone	95.6 hectares
Low Density Residential Zone	59 hectares
Rural Living Zone	62.8 hectares

### **5.2.1 Local Business Zone**

Hadspen is identified in the RLUS as being at the local or neighbourhood level of service for an activity centre. The zone purpose statements of the Local Business Zone best describe the strategic outcomes being sought for the restructure of a new town centre for Hadspen:

- *To provide for business, professional and retail services which meet the convenience needs of a local area.*
- *To limit use and development that would have the effect of elevating a centre to a higher level in the retail and business hierarchy. Limits are imposed on the sizes of premises to ensure that the established hierarchy is not distorted.*
- *To maintain or improve the function, character, appearance and distinctive qualities of each of the identified local business centres and to ensure that the design of development is sympathetic to the setting and compatible with the character of each of the local business centres in terms of building scale, height and density.*
- *To minimise conflict between adjoining commercial and residential activities.*
- *To ensure that vehicular access and parking is designed so that the environmental quality of the local area is protected and enhanced.*
- *To provide for community interaction by encouraging developments such as cafes, restaurants, parks and community meeting places.*

The proposed area to be rezoned Local Business Zone takes into account the area that would be required for local level services such as a medium sized supermarket, speciality shops and food services, business services and vehicle parking.

### **5.2.2 Urban Mixed Use Zone**

The area surrounding the new the new town centre is to act as a transitional zone with a mix of residential and other uses to promote activity with a relationship to the centre. This area is to provide for higher densities to maximise opportunities for walking to services within an 'urban village' type environment.

The zone purpose statements of the Urban Mixed Use Zone best describe the strategic outcomes being sought for the transitional area around the town centre:

- *To provide for integration of residential, retail, community services and commercial activities in urban locations.*
- *To provide for a diverse range of urban uses that support the role of activity centres by creating demand, vitality and viability within adjacent activity centres.*

### **5.2.3 General Residential Zone**

A large area has been identified as being suitable for standard urban densities of development with the area generally representing the extent of servicing by gravity, thereby maximising development efficiency.

The zone purpose statements of the General Residential Zone best describe the strategic outcomes being sought for the principal urban area:

- *To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.*
- *To provide for compatible non-residential uses that primarily serve the local community.*
- *Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.*
- *To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.*

### **5.2.4 Low Density Residential Zone**

The peripheral areas are identified as providing for a lower density of development. The lower density requirement is a response to constraints in servicing, the need to incorporate bushfire protection and the protection of scenic character to the higher elevated slopes, transitioning to the bushland public open space at the crest of the hill.

The zone purpose statements of the Low Density Residential Zone best describe the strategic outcomes being sought for the visible, higher areas of the landscape:



- *To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.*
- *To provide for non-residential uses that are compatible with residential amenity.*
- *To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.*

### **5.2.5 Rural Living Zone**

The consultation process for the Outline Development Plan identified that a very important community value was the 'rural outlook' of the Hadspen township and the containment of the settlement. It was considered that this character underpins the amenity values of the Hadspen residents.

The edges of the development area are identified as providing for a lower level of development and should continue to be subject to the small scale rural uses that exist currently to maintain the rural living character. The area is subject to flooding hazard, is bordered to the south and east by the Bass Highway and to the west and north by the South Esk River, all of which constrains the ability to develop or farm the land.

The zone purpose statements of the Rural Living Zone best describe the strategic outcomes being sought for the outer areas of the settlement:

- *To provide for residential use or development on large lots in a rural setting where services are limited.*
- *To provide for compatible use and development that does not adversely impact on residential amenity.*
- *To provide for rural lifestyle opportunities in strategic locations to maximise efficiencies for services and infrastructure.*
- *To provide for a mix of residential and low impact rural uses.*

### **5.2.6 Open Space Zone**

The bushland at the crest of the hill is identified as an opportunity for public open space in a natural bushland environment, which will complement the river edge public open space that currently runs along parts of the South Esk River with connection back to the town centre.

The zone purpose statements of the Open Space Zone best describe the strategic outcomes for a bushland passive recreation area:

- *To provide land for open space purposes including for passive recreation and natural or landscape amenity.*

### **5.3 SPECIFIC AREA PLAN**

The boundary of the Specific Area Plan is drawn to encompass land that is considered to contribute to the strategic outcomes determined through the Hadspen Outline Development Plan process. This takes in land that is currently appropriately zoned and will not need to change zoning, however importantly applies the strategic objectives across the contained landscape that is the extent of a restructured and enhanced township. This ensures that the approach to, and consideration of, use and development is consistent and equitable.

The Specific Area Plan is attached in full at Appendix J.

The Specific Area Plan deviates from the proposed zone provisions to:

- describe the specific objectives for the functional components of the area and the preferred future character through detailed Local Area Objectives and Desired Future Character Statements;
- amend the range and status of uses allowable in the Local Business Zone and Urban Mixed Use Zone to protect the function, character and viability of a new town centre;
- amend the range of uses in the Utilities Zone to provide for an enhanced, shared use of the wide road reserve of Meander Valley Road for utilities, passive recreation and transport facilities;
- provide interim protection for a potential education/school site;
- provide more specific density controls and priorities for the Urban Mixed Use Zone that result from the Hadspen Outline Development Plan and Hadspen Growth Area Master Plan and directly relate to the Local Area Objectives and Desired Future Character Statements;
- provide more specific building development controls in the Urban Mixed Use Zone that directly relate to the Local Area Objectives and Desired Future Character Statements;
- provide for a specific public plaza outcome in the development of the new town centre;
- ensure that the subdivision of land will facilitate the functional and character objectives for the area;
- ensure that public open space is provided in manner that is functional and maximises the opportunities for public amenity through a high quality, connected network.

#### **Local Business Zone**

The Hadspen Outline Development Plan identified preferred development layout options over a parcel of land that is constrained to one side by a watercourse and also ideally located to provide a connection through to the existing business centre at a restructured main town centre junction, prominent on Meander Valley Road. This creates a compact town centre where the principal preferred use identified is a larger supermarket than the one that currently services the town, in conjunction with specialty shops and other community/professional services.

In order to prevent fragmentation of this high profile, central site or its potential premature conversion for a commercial use that does not provide local retail services, the range of no permit required and permitted uses needs to be limited to only those that directly deliver the supermarket and local retail service objectives. The specific Local Area Objectives and Desired Future Character Statements for the Local Business Zone describe the expectations for the development and restructuring of the new town centre.

To ensure the objectives are achieved, a Use Table for the Local Business Zone is included in the Specific Area Plan which amends the standard use table as follows:

No Permit Required uses:

- including *Natural and Cultural Values Management* and *Passive Recreation* uses due to a key WSUD line being located within the zone and the objective requiring a public plaza space.

Permitted uses:

- Adding a qualification to *Business and Professional Services*, *Food Services* and *General Retail and Hire* uses to require a direct association with a supermarket;
- Removing *Visitor Accommodation* use.

Discretionary uses:

- Removing the Rutherglen qualification for *Business and Professional Services*;
- Removing *Storage* and making the use prohibited;
- Inserting *Visitor Accommodation*.

A development standard has been included at F2.9.3 to require a modest public plaza space within the town centre, consistent with the Hadspen Outline Development Plan and objectives to create an active town centre. This space may be included in private commercial development or may be public open space managed by Council.

Subdivision:

It is noted that all subdivision is discretionary development through the General Suitability development standard, consistent with the structure of the Scheme. Subdivision provisions for this zone rely more on the achievement of the specific objectives for the town centre and through the General Suitability provisions, as there are numerous options available for the creation and arrangement of commercial uses. As such there is no minimum lot size for this zone as to nominate a minimum size would be arbitrary and unnecessary regulation.

### **Urban Mixed Use Zone**

The area proposed for Urban Mixed Use zoning is identified in the Outline Development Plan as having an 'urban village' function and character. This is quite different to the other areas of Urban Mixed Use Zone which are existing, historical mixed use areas with the current provisions reflecting those circumstances.

The proposed zone is a 'greenfield' site where objectives relate to creating a higher density, mixed use area that supports the town centre and transitions to the suburban development areas.

To ensure the objectives are achieved, a Use Table for the Urban Mixed Use Zone is included in the Specific Area Plan which amends the standard use table as follows:

No Permit Required uses:

- Including *Natural and Cultural Values Management* and *Passive Recreation* uses due to a key WSUD line and recreation trail being located within the zone.
- Removing *Business and Professional Services*, *Food Services* and *General Retail and Hire* uses.

Permitted uses:

- Removing *Hotel Industry* and *Transport Depot and Distribution* uses;
- Including *Business and Professional Services use*;
- Including *Educational and Occasional Care* use, qualified for a school or childcare on the identified Education Site.
- Including a qualification for *Residential* use for multiple dwellings, communal residence, aged care home, respite centre and retirement village, single dwellings on lots of 450m<sup>2</sup> or less and home based business.

Discretionary uses:

- Removing *passive recreation*;
- Including *Hotel Industry and Transport Depot and Distribution*, qualified for a bus terminal or taxi stand.

### F2.8.1 Education Site

A use standard has been included relating to the Education Site shown on the Specific Area Plan map. This is to provide a permitted pathway should a school facility be feasible and preserve the site for the interim period until it can be determined if a new school is feasible for Hadspen. The standard also provides for childcare facilities as this is an appropriate location for this use and they are commonly co-located with schools.

## F2.9 Development Standards

Development standards have been included for density controls and building siting and design specific to this area:

### F2.9.1 Density Control

The current density controls in the Urban Mixed Use Zone relate to a maximum density threshold and an interspersed character of single and multiple dwellings, due to the character of the existing areas that it applies to. The priorities for this zone are to encourage higher densities overall with an 'urban village' character, therefore a density range is set as the standard for dwellings that relate to smaller

lots and standard 'townhouse' type development. The limitation on multiple dwellings on consecutive lots is also removed in the Specific Area Plan.

#### F2.9.2 Building Design and Siting

Standards have been included for site coverage, building height and frontage setbacks to be consistent with the objectives for the zone.

The objectives for the zone describe an increased density when compared with the suburban areas. Currently site coverage is 50% for the zone, which is the same as that of the General Residential Zone. This will make a comparative increase in density difficult to achieve. As such, the Specific Area Plan increases the allowable site coverage to 60%, which will appropriately provide for the required private open space and a reasonable ground floor area for dwellings.

Building Height is increased from 8 metres to 8.5 metres, consistent with PD4.1, as it is inconsistent to have a lesser height in a higher density area than that of the adjoining suburban area.

The current frontage setback standard is 6 metres, relating to the average setbacks of existing development within the current zones. This setback is incompatible with the objectives for higher densities in the zone and as such, the Specific Area Plan reduces the setback to a 3 metre maximum.

Subdivision:

The current minimum lot size is 800m<sup>2</sup> relating to the character of the existing zones. This is incompatible with the objectives for higher densities in the zone and as such, the Specific Area Plan reduces the minimum lot size to 450m<sup>2</sup>.

#### **General Residential Zone**

The Specific Area Plan applies the normal General Residential Zone standards for use, building development and the minimum lot size.

The overarching objectives and requirements of the Specific Area Plan relating to subdivision are discussed below.

#### **Low Density Residential Zone**

The Specific Area Plan applies the normal Low Density Residential Zone standards for use and building development.

A minimum lot size of 5000m<sup>2</sup> is identified as providing for reduced visual impacts on the higher elevations and accommodating the required bushfire hazard management areas.

The overarching objectives and requirements of the Specific Area Plan relating to subdivision are discussed below.

#### **Rural Living Zone**

The Specific Area Plan applies the normal Rural Living Zone standards for use and building development.

A minimum lot size of 2 hectares is identified as providing for some potential lot yields with a reduced visual impact at the edges of the settlement, taking into

account areas subject to flooding and the required bushfire hazard management areas.

The overarching objectives and requirements of the Specific Area Plan relating to subdivision are discussed below.

### **Open Space Zone**

The Specific Area Plan applies the normal Open Space Zone standards for use and development.

The overarching objectives and requirements of the Specific Area Plan relating to subdivision are discussed below.

### **Utilities Zone**

The road reserve of the Meander Valley Road is included in the Specific Area Plan due to its integral role in providing for utilities, road network infrastructure, stormwater and shared use pedestrian and bicycle pathways.

To ensure the objectives are achieved, a Use Table for the Utilities Zone is included in the Specific Area Plan which amends the standard use table as follows:

No Permit Required uses:

- including *Natural and Cultural Values Management* and *Passive Recreation* uses due to a key WSUD line being located within the zone and the objectives for the shared use of Meander Valley Road for recreational purposes;
- Including *Transport Depot and Distribution*, qualified for a bus terminal or taxi stand;
- Including vehicle parking to provide for centralised public parking adjacent to the town centre;
- Removing the qualification for minor utilities on *Utilities* use to provide for potential utility service mains to be installed within the road reserve.

Permitted uses:

- Removing all uses

Discretionary uses:

- Removing all uses

### **Subdivision**

Central to the delivery of the Local Area Objectives and Desired Future Character Statements is the design and implementation of subdivision across the proposed zones and the integration of various components.

Whilst minimum lot sizes provide a general indication of development distribution and density, it is the combination of the stated objectives and common elements relating to the transport network, provision of services, Water Sensitive Urban Design treatment of stormwater, public open space and recreation trails that ultimately create the sustainable and liveable environment envisaged by the

strategic planning for the expansion of Hadspen. The current subdivision standards of each zone cannot separately provide for the interconnected outcomes.

The Specific Area Plan co-ordinates the Local Area Objectives and Desired Future Character Statements with specific requirements for subdivision:

#### F2.9.4.1 General Suitability

All subdivision is discretionary and subject to assessment against the specific objectives taking into account matters such as:

- Topography
- Established use and development
- The road network
- Availability of utilities
- Requirements for public open space
- Hydrology and drainage
- Ecological or cultural heritage values
- Natural hazards

#### F2.9.4.2 Lot Requirements

A consolidated list of all minimum lot requirements for the area is provided in an Acceptable Solution:

Local Business Zone	No minimum lot size
Urban Mixed Use Zone	450m <sup>2</sup>
General Residential Zone	700m <sup>2</sup>
Low Density Residential zone	5000m <sup>2</sup>
Rural Living Zone	2 hectares
Open Space Zone	No minimum lot size

#### F2.9.4.3 Provision of Water and Sewage Services

When the upgrades of the Taswater water supply and Carrick Sewage Treatment Plant are completed, subdivision within the urban zones will be able to connect to reticulated water and sewage services. The standard ensures that urban zoned land will not be inappropriately subdivided into lower density lots and that services are appropriately provided.

### F2.9.4.4 Provision of Stormwater Services

The Specific Area Plan requires that a stormwater system based on the principles of Water Sensitive Urban Design (WSUD) is co-ordinated across the plan area so that peak storm events are accommodated, the long term management and maintenance of the system is appropriate whilst providing for sustainable environmental outcomes.

### F2.9.4.5 Road Network

The Specific Area Plan requires that the road network takes into account the particular topography across the plan area and provide for a connected, and predominantly looping, road hierarchy that distributes traffic to the town centre and identified junctions with Meander Valley Road. The road network is to be designed to integrate with pedestrian and bicycle use and the recreational trails where the two intersect.

### F2.9.4.6 Public Open Space

The Specific Area Plan requires that a connected network of public open space, incorporating the bushland reserve and walking and cycling trails, is co-ordinated across the plan area and integrates with recreation pathways within the existing township. Public Open Space is to provide a high level of amenity and safety and has a complementary function with the WSUD treatment of stormwater.

## **Codes**

All normal standards for use and development within the Codes apply. The Specific Area Plan does not deviate from any of the Code standards.



## **6. LAND USE PLANNING AND APPROVALS ACT 1993**

This amendment made under Division 2 of the Act, may include the removal or the insertion of a local provision(s) providing that this is consistent with the Regional Land Use Strategy of Northern Tasmania.

Section 32 of Division 2 requires that this proposed amendment to the Scheme, in the opinion of the Council demonstrate that it must:

- As far as practical, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area;
- Not conflict with the common provisions or any overriding local provisions of the Scheme; and
- Have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

In initiating this amendment, the Council must also satisfy itself that this amendment to the Scheme:

- Seeks to further the objectives set out in Schedule 1 of the Act;
- Is in accordance with the requirements of State Policies made under section 11 of the State Policies and Projects Act 1993;
- Has regard to the strategic plan of the Council referred to in Division 2 of Part 7 of the Local Government Act 1993; and
- Has regard to the safety requirements set out in the standards prescribed under the *Gas Pipelines Act 2000*.

The following section of this report demonstrates that this proposed amendment is in accordance with these requirements.

### **6.1 Land Use Conflicts**

Pursuant to section 32(1)(e), the Council must be satisfied that the proposed amendment, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the Scheme applying to the adjacent area.

#### **Comment:**

The site is contained between two arterial roads and the South Esk River, ensuring that future residential uses are clearly separated from agricultural land located on the southern side of the Bass Highway. Similarly the South Esk River and native forest to the south-west of the site protects the future growth area from any potential for conflict with this adjacent land.

The urban growth area will form a logical extension of the existing Hadspen Township. The core of the urban growth area, providing services and facilities to residents, will be co-located with the local business area on the northern side of

Meander Valley Road. The SAP will facilitate the expansion of existing services and facilities offered, building a dynamic and vibrant specialist centre for Hadspen.

Meander Valley Road currently dissects the future growth area from the existing settlement. This carriageway has a current speed limit which is not conducive to a walking or cycling environment. The development of the urban growth area will see the speed environment slowed, avoiding the potential for conflicts between these land uses.

The proposed SAP will facilitate a mix of residential development around the core of the proposed specialist centre. Higher residential development is promoted around the core of the urban growth area with lower densities promoted towards the outer areas of the site. Residential development at lower densities will create a suitable transition from the higher densities to the rural living area west of Saunders Road. Additionally, residential development provided at lower densities at the interface of the growth area with the Bass Highway will provide the necessary separation between a main arterial road and the settlement area.

The relationship of the proposed growth area and its interaction with adjacent land is examined Section 4 of this Report and confirms that the proposed amendment has taken the necessary steps to avoid land use conflicts.

Northern Midlands Council:

The boundary with the adjoining Northern Midlands Council is approximately 100 m to the south of the site, across the Bass Highway, and approximately 650 metres to Pateena Road (refer Figure 18). The site is otherwise a significant distance from the West Tamar and Launceston City Council boundaries. The land use character and zoning of the area within the Northern Midlands Council area is of a similar pattern to the land that is proposed to be rezoned and its surrounds, with grazing or vegetated rural land and rural residential areas zoned Rural Living.



Figure 18 – Local Government Area Boundary

The proposed Rural Living zoning to the periphery of the site which has a very low density, and the substantive separation caused by the Bass Highway will result in the negligible likelihood that land use conflicts will occur across the local government boundary.

## 6.2 Impact of the Amendment on the Region as an Entity

The amendment supports regional planning policies relating to providing for population growth in a sustainable manner. Hadspen is recognised as a key settlement within the Greater Launceston system.

Particularly, the liveability of settlements is an important objective to create *strong and vibrant urban and rural settlements*. Encouraging population growth toward *Urban Growth Boundary Areas with an efficient urban settlement pattern*, promotes sustainable outcomes for:

- The regional environment, as it avoids dispersed development impacts;
- The regional economy, as it provides for increased services and activity in consolidated centres;
- Regional communities, as social outcomes can be strengthened with increased services and enhanced urban environments.

The expansion of Hadspen into a sustainable settlement will provide for all of these outcomes.

### **6.3 Overriding Local Provision and Common Provisions**

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

#### **6.3.1 Common Provisions**

The common provisions in the Scheme are as follows:

- Planning Directive No 1 – the Format and Structure of Planning Schemes;
- Planning Directive 4.1 Standards for Residential Development in the General Residential Zone; and
- Planning Directive No 5: Bushfire-Prone Areas Code.

The amendment will insert a Specific Area Plan to control the future use and development of land associated with the expansion of Hadspen Township. To facilitate this Specific Area Plan the underlying zoning of the site must also be modified. The Specific Area Plan and rezoning of land will be in a format and structure that is consistent with Planning Directive No 1.

The amendment involves rezoning land from Rural Resource to General Residential. Planning Directive 4.1, as referred to above, applies to land zoned General Residential. The relationship between the provisions of the Planning Directive 4.1 and SAP are considered in Section 4 of this report. This discussion demonstrates that the SAP is not in conflict with any common provision of Planning Directive 4.1.

A Bushfire Hazard Assessment has been undertaken for the site, ensuring that areas to be rezoned can satisfy the requirements of the Planning Directive No 5 and therefore will not conflict with these provisions.

#### **6.3.2 Overriding Provisions**

A planning purposes provisions was issued on the 10 October 2013 for the Meander Valley Interim Planning Scheme by the then Minister, the Hon Brian Green MP.

The planning purpose notice allows for various local provisions to override the common provisions of the Scheme (outlined above).

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

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

Similarly, the planning purpose notice also allows a local provision to override a mandatory common provision of Clause 10 General Residential Zone where there is conflict between this code and the codes listed below:

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

The Specific Area Plan will be a local provision inserted into the Scheme. This will not modify any of the common or overriding provisions of the Scheme.

#### **6.4 State Policies**

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

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

The National Environmental Protection Measures are automatically adopted as State Policies under the *State Policies and Projects Act 1993*.

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997;
- Tasmanian State Coastal Policy 1996; and
- The National Environmental Protection Measures (NEPMS).

The following section examines the State Policies as they apply to this amendment.

##### **6.4.1 State Policy on the Protection of Agricultural Land 2009**

The purpose of the State Policy on the Protection of Agricultural Land 2009 is,

*“to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land”.*

##### **Comment:**

The site is mapped as a combination of classes 4, 4&5 and 5&6 under the Land Capability Survey of Tasmania. The land is not prime agricultural land.

Approximately 157 hectares is utilised for dry land grazing over two separate holdings to the western and eastern extent of the plan area. The largest area is located to the east on the flood plain of Beams Hollow. The remaining land is either not used (some of which is degraded due to previous sand mining) or being used for rural residential or utility purposes. Figure 5 indicates the locations of buildings on the various titles across the site.

The land has limited capability for the sustainable development of agriculture. The land is not of a sufficient area to support viable dry land grazing and does not have the capability to support cropping activities due to soil type coupled with an undulating topography. The land is internally fragmented and constrained by the Bass Highway to the south and east, the South Esk River to the west and the Hadspen township and the low density residential area of Travellers Rest to the north. The land has no capacity to connect with nearby rural land to increase holding sizes. Currently land owners rely on off-site income.

The land constitutes 0.15% of the Potentially Available Agricultural Land (PAAL) mapped for the Meander Valley and 0.015% of the PAAL mapped for the Northern Region as part of the Northern Region Agricultural Profile undertaken for the Northern Region Planning Initiative. (Refer Figure 19 below)

The description of PAAL in the report emphasises that it is a first pass, objective methodology to identify land that should be subject to a more site specific analysis to determine how the context of the area including issues of land area, land capability, water availability, connectivity and constraint by other land uses, affects the ability to farm.

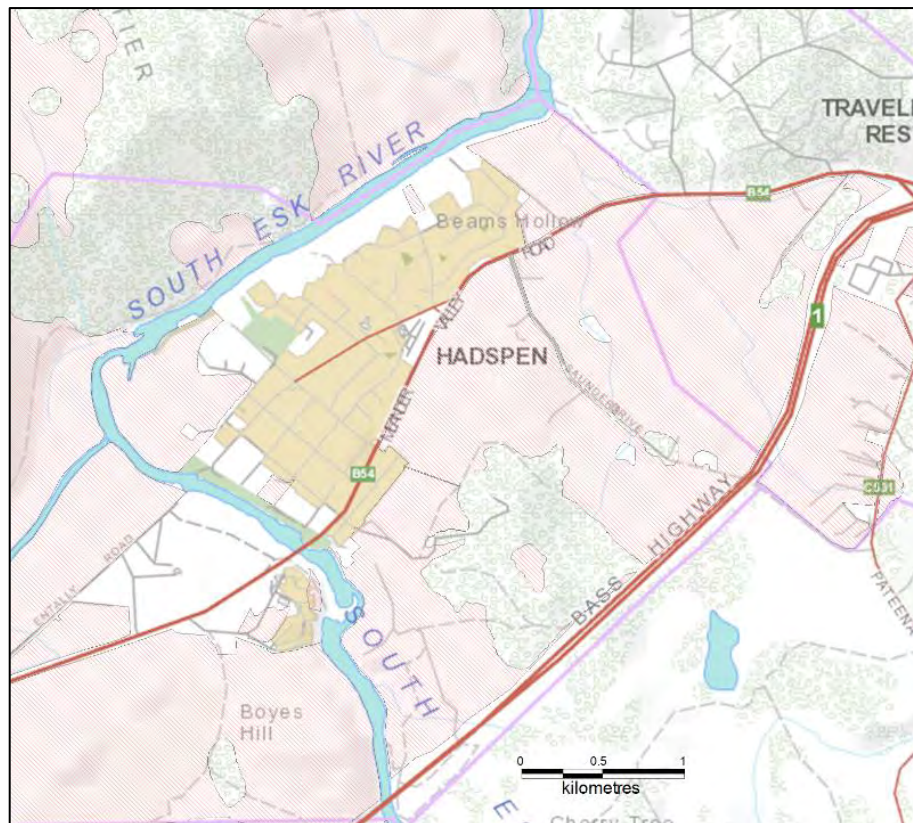


Figure 19 – Potentially Available Agricultural Land (pink hatching - AK Consultants, Northern Region Agricultural Profile 2010)

The land is considered in detail against the principles of the PAL Policy. Principles 2, 3, 4, 6 and 9 relate to prime agricultural land and the regulation of agricultural uses and are not relevant to this amendment. The remaining principles are addressed below:

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

**Comment:**

The site is currently highly constrained by topographical features and non-agricultural land uses surrounding the site and within the site.

*Principle 5 - Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.*

**Comment:**

The amendment does not propose to utilise agricultural land for residential purposes. Agricultural land is defined as “all land that is in agricultural use or has the potential for agricultural use, that has not been zoned or developed for another use or would

*not be unduly restricted for agricultural use by its size, shape and proximity to adjoining non-agricultural uses.”*

It can be reasonably argued that the land is not agricultural land by virtue of the fact that it is highly restricted for viable agricultural use.

*Principle 7 - The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.*

**Comment:**

The current levels of dry land grazing are negligible when considered in the context of agricultural production in the Meander Valley and the broader region. As discussed above, it can be reasonably argued that the land is not agricultural land subject to conversion, however when considering other regional policies for sustainable urban growth, the strategic benefits outweigh the actual scale of potential conversion.

*Principle 8 - Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.*

**Comment:**

The land is not located within an irrigation district.

#### **6.4.2 Tasmanian State Coastal Policy 1996**

The State Coastal Policy 1996 (Policy) is created under the State Policies and Projects Act 1993.

**Comment:**

The Policy is not applicable.

#### **6.4.3 State Policy on Water Quality Management 1997**

The State Policy on Water Quality Management is concerned with achieving ‘*sustainable management of Tasmania’s surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania’s Resource management and Planning System*’.

Particularly, the following sections are relevant to the proposed amendment:

31. *Control of erosion and stormwater runoff from land disturbance*



- 31.1 Planning schemes should require that development proposals with the potential to give rise to off-site polluted stormwater runoff which could cause environmental nuisance or material or serious environmental harm should include, or be required to develop as a condition of approval, stormwater management strategies including appropriate safeguards to reduce the transport of pollutants off-site.*
- 31.2 Stormwater management strategies required pursuant to clause 31.1 should address both the construction phase and operational phase of the development and use of land and have the maintenance of water quality objectives (where these have been defined) as a performance objective*
- 31.5 Planning schemes must require that land use and development is consistent with the physical capability of the land so that the potential for erosion and subsequent water quality degradation is minimised.*
- 33. Urban runoff*
- 33.1 Regulatory authorities must require that erosion and stormwater controls are specifically addressed at the design phase of proposals for new developments, and ensure that best practice environmental management is implemented at development sites in accordance with clause 31 of this Policy.*
- 33.2 State and Local Governments should develop and maintain strategies to encourage the community to reduce stormwater pollution at source.*

**Comment:**

The specific requirement in the amendment for Water Sensitive Urban Design treatment of stormwater throughout the site directly supports the key principles for management under the policy.

A key management issue for urban areas is the management of surface water runoff prior to entry into watercourses. The system proposed for the expansion area for Hadspen has been modelled for the volume and velocity of stormwater for peak events. The system is to be constructed as a public system, incorporating best practice measures to manage surface waters such that sediments in runoff water are minimised, water is filtered through vegetation and wetlands and the velocity of stormwater is reduced through detention. These treatments ultimately result in higher quality stormwater runoff, prior to discharge to the river.

By incorporating the principal measures for the natural treatment of stormwater within road reserves and public open space, the long term quality of stormwater runoff is more efficiently and securely managed.

#### **6.4.4 National Environmental Protection Measures**

The National Environmental Protection Measures relate to:

- Ambient air quality;
- Ambient marine, estuarine and fresh water quality;
- The protection of amenity in relation to noise;
- General guidelines for assessment of site contamination;
- Environmental impacts associated with hazardous wastes; and
- The re-use and recycling of used materials.

#### **Comment:**

The listed NEPMs are not applicable to this amendment.

#### **6.5 Regional Land Use Strategy of Northern Tasmania**

An amendment to the Scheme can be supported where it is consistent with the *Regional Land Use Strategy of Northern Tasmania*.

The Minister for Planning, pursuant to section 30C(3) of the Act, initially declared the *Regional Land Use Strategy of Northern Tasmania – Version 3.0*, Northern Tasmania Development, Launceston prepared by JMG on 27 October 2011 (RLUS). A revised version (Version 4.0) was declared by the Minister for Planning, by notice in the Tasmanian Government Gazette, on 16 October 2013.

The strategic direction and goals for future development of the region is set by Parts B and C of this document. The SAP facilitates a vibrant and desirable urban settlement and integrates local provisions into the Scheme that:

- Create open space and recreational opportunities for the new settlement area;
- Directs the location of services and facilities to build a liveable community; and
- Builds on an urban environment respectful of the rural and river setting.

The amendment directly supports the goals and strategies articulated by Parts B and C of the RLUS.

Part D of the RLUS sets out the desired regional outcomes for the region by articulating the:

- *Planning directions / principles necessary to achieve those outcomes;*
- *Specific policies to be applied to guide state and local government planning processes and decision making; and*
- *Specific regional planning projects and programs to be actioned and initiated further and implemented over the life of the plan (Page 37, RLUS).*

The Desired Regional Outcomes are described under the following headings:

- 1 Regional Settlement Network;

- 2 Regional Activity Centre Network;
- 3 Regional Infrastructure Network;
- 4 Regional Economic Development;
- 5 Social Infrastructure and Community; and
- 6 Regional Environment.

The Regional Settlement Network, the Regional Activity Centre Network and Social Infrastructure and Community are considered most relevant to this amendment.

**Regional Settlement Network**

Section E.2.4 outlines the specific policies and actions that will implement the overarching objectives of the Regional Settlement Network Policy:

The table below identifies the policies and actions that will be implemented through the planning scheme amendment to rezone land in the Hadspen Urban Growth Area.

<b>Policy</b>	<b>Action</b>
<b>Regional Settlement Network</b>	
<p><b>RSN – P1</b></p> <p>Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).</p>	<p><b>RSN – A1</b></p> <p>Ensure there is an adequate supply of well located and serviced residential land to meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.</p>
	<p><b>RSN – A2</b></p> <p>Ensure that the zoning of land provides the flexibility to reflect appropriately the nature of settlements or precincts within a settlement and the ability to restructure under-utilised land.</p>
<p><b>Comment</b></p> <p>Development of the Hadspen Urban Growth Area:</p> <ul style="list-style-type: none"> <li>• will contribute to the supply of residential land to meet projected demand in the greater Launceston area</li> </ul>	

<ul style="list-style-type: none"> <li>• will be guided by the planning and design objectives set out in:             <ul style="list-style-type: none"> <li>○ Greater Launceston Plan</li> <li>○ Hadspen Outline Development Plan</li> <li>○ Hadspen Growth Area Masterplan</li> </ul> </li> </ul> <p>The proposed specific area plan and land use zones for the Hadspen Urban Growth Area incorporate a range of uses and potential housing densities that reflect the capability of the land, the role of the settlement and the preferred outcomes of the existing of the Hadspen community.</p>	
<b>Housing Dwelling and Densities</b>	
<p><b>RSN – P5</b></p> <p>Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will include an increased proportion of multiple dwellings at infill and redevelopment locations across the region’s Urban Growth Areas to meet residential demand.</p>	<p><b>RSN – A9</b></p> <p>Ensure that zoning provisions within municipal planning schemes provide for a higher proportion of the region’s growth to occur in suitably zoned and serviced areas. The application of Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations.</p>
<p><b>Comment</b></p> <p>The proposed planning scheme amendment will introduce zoning provisions into the planning scheme which will accommodate regional growth.</p> <p>It is proposed to introduce the Urban Mixed Use in the area nominated as the local activity centre in the Hadspen Outline Development Plan.</p>	
<p><b>RSN – P7</b></p> <p>Include in new development areas diversity in land uses, employment opportunities and housing types at densities that support walkable communities, shorter vehicle trips and efficient public transport services.</p>	<p><b>RSN –A11</b></p> <p>Ensure planning schemes provide detailed planning provisions to encourage well-designed new urban communities.</p>
	<p><b>RSN A12</b></p> <p>Apply the Urban Mixed Use Zone to areas within or adjacent to Activity Centres that are appropriate for a mix of uses, including higher density residential development.</p>

<p><b>Comment</b></p> <p>The proposed planning scheme amendment will incorporate detailed planning provisions that reflect the objectives set out in the Hadspen Outline Development Plan and the Hadspen Growth Area Masterplan. The Specific Area Plan provides clear direction about establishment of community spaces, the use of WSUD in an integrated open space and pedestrian network, the need for appropriate solar orientation of in subdivision patterns, and a mix of land uses in and around the local activity centre.</p> <p>The proposed Specific Area Plan provides for higher density residential development around community spaces and commercial areas.</p>	
<p><b>Integrated Land Use and Transport</b></p>	
<p><b>RSN – P8</b> Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.</p>	<p><b>RSN – A13</b> Prioritise amendments to planning schemes to support new Urban Growth Areas and redevelopment sites with access to existing or planned transport infrastructure. This will support delivery of transit oriented development outcomes in activity centres and identified transit nodes on priority transit corridors.</p>
<p><b>Comment</b></p> <p>The proposed planning scheme will support the development of a new urban growth area on an existing public transport route adjacent to a key arterial road network including the Bass Highway.</p>	
<p><b>Residential Design</b></p>	
<p><b>RSN-P16</b> Ensure quality residential design that is sensitive to, and complements, the historic character and lifestyle of the Region’s towns and enhances residential amenity</p>	
<p><b>RSN-P17</b> Ensure all development, infrastructure and public facilities (including bus interchanges), and incorporate urban design</p>	

<p>principles, including orientation, siting and passive climate control.</p>	
<p><b>RSN-P19</b> Provide accessible and high quality public open space in all new 'Greenfield' and infill development by creating well-designed public places.</p>	
<p><b>Comment</b></p> <p>There are no specific actions that follow these policies in the RLUS but the proposed planning scheme amendment and the objective incorporated into the provisions of the specific area plan reflect the policies set out above.</p> <p>The specific area plan includes significant public open space linked by green pedestrian and cycle corridors, access to the existing river frontage and path network in Hadspen.</p> <p>The proposed land use zoning across the growth area provides for a graduated reduction of density away from the activity centre, and 'bush' lots adjacent to existing vegetation stands.</p> <p>The provisions of the Specific Area Plan prescribe a road orientation that will maximise the solar opportunities for any future subdivision layout.</p>	

### **Regional Activity Centre Network**

The desired regional outcome for the Regional Activity Centre Network is:

*Develop and reinforce an attractive, sustainable and vibrant Regional Activity Centre network to support sustainable urban settlements and communities. Regional activity centres will be well designed urban places as specific locations for employment, infill housing, retail, commercial and community facilities with good access to high-frequency transit such as bus interchanges and bus route corridors. (Page 63, RLUS).*

Hadspen has a small centre which is focused on serving the day-to-day needs of a residential population of approximately 2500 persons and is defined as a 'Neighbourhood or Town Centre' under the hierarchy of the RLUS.

Policy	Action
<p><b>RAC-P4</b> Promote and support the role of lower order activity centres, particularly neighbourhood and rural town centres, in revitalising and strengthening the local community and sustaining a viable population base for regional and rural communities and the development of new neighbourhood and local centres where this is warranted by local population growth within the Urban Growth Boundary Areas.</p>	<p><b>RAC-A5</b> Ensure the lower order activity centres are sustained through a local residential strategy or development plan that strengthens their role and function by maintaining and consolidating retail attractions, local employment opportunities and public amenities and services to create vibrant and sustainable regional and rural communities.</p>
<p><b>Comment</b></p> <p>The strategic planning for a new town centre reinforces an increased level of local service. The Specific Area plan ensures that the local function of the activity centre is protected whilst planning for enhanced amenity to create a vibrant and attractive town centre.</p>	
<p><b>RAC-P5</b> Ensure safe and amenable access for all members of the community to Activity Centres by supporting active transport opportunities to encourage people to walk, cycle and use public transport to access Activity Centres.</p>	<p><b>RAC-A6</b> Ensure planning schemes have consistent policy, planning and design provisions to support and maximise public transport and pedestrian and cycle access to the hierarchy of activity centres;</p>
<p><b>Comment</b></p> <p>The Specific Area Plan emphasises and ensures a connected network for walking, cycling and a public transport loop that links to the activity centre.</p>	
<p><b>RAC-P6</b> Improve the integration of public transport with Activity Centre planning, particularly where it relates to higher order activity centres.</p>	<p><b>RAC-A8</b> Ensure planning schemes support integrated land use and transport planning principles to reinforce the role and function of the Regional Activity Centres network.</p>

<p><b>Comment</b></p> <p>Public transport is currently provided to Hadspen. The Specific Area Plan requires the inclusion of a public transport loop appropriate to accessible buses as part of the transport network.</p>	
<p><b>RAC-P8</b> Ensure high quality urban design and pedestrian amenity within Regional Activity Centres by acknowledging the significance of place making, activity diversity and the improvement of amenity through coordinated urban design and planning as necessary elements in the development and management of attractive, sustainable and socially responsive regional activity centres.</p> <p>The desired urban design outcomes include:</p> <ul style="list-style-type: none"> <li>• improvements in the presentation, safety and amenity of the public realm and built environment; and</li> <li>• provision of outdoor urban spaces and streetscape environments (shopfronts, etc.) that create a diversity of land use activities and maximise public and private investments.</li> </ul>	<p><b>RAC-A10</b> Ensure planning schemes have a consistent requirement for sustainable place making and urban design outcomes for new development in existing and designated future activity centres and precincts.</p>
<p><b>Comment</b></p> <p>The Specific Area Plan includes objectives and standards requiring the provision of a public urban space that links to the walking and cycling network and provides a high level of urban amenity.</p>	
<p><b>RAC-P10</b> Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within</p>	<p><b>RAC-A13</b> Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and</p>



<p>the hierarchy of activity centres.</p>	<p>corridors.</p> <p><b>RAC-A14</b> Planning scheme controls on uses, height and residential density should reflect the Regional Activity Centres Network.</p>
<p><b>Comment</b></p> <p>The Specific Area Plan provides for a range of uses with qualifications to clarify priority and protection of local service functions. The objectives and development standards for the activity centre and surrounding urban mixed use area provides for higher densities and integration with the connected network.</p>	
<p><b>RAC-P11</b> Develop activity centres with street frontage retail layouts instead of parking lot dominant retailing, with the exception of Specialist Activity Centres where the defined character or purpose requires otherwise.</p>	
<p><b>Comment</b></p> <p>The objectives of the Specific Area Plan and the normal standards of the Local Business Zone specifically provide for active street fronts.</p>	
<p><b>RAC-P12</b> Regional Activity centres should encourage local employment, although in most cases this will consist of small scale businesses servicing the local or district areas.</p>	<p><b>RAC-A15</b> Provide for home based businesses through planning schemes to ensure they allow for small businesses to establish and operate, while facilitating relocation into activity centres at an appropriate size and scale of operation.</p>
<p><b>Comment</b></p> <p>The activity centre and the surrounding mixed use area enables home based business and range of uses to encourage local employment.</p>	
<p><b>RAC-P13</b> Ensure that there is effective access to a hierarchy of social facilities and amenities. Within this context there is an</p>	<p><b>RAC-A16</b> Consider whether an activity centre is on an existing or proposed priority transit network or other high frequency</p>

important provisioning and access role for the activity centre network.	transit corridor when making a decision on a relevant planning scheme amendment or development application.
<p><b>Comment</b></p> <p>The arrangement of the activity centre and its relationship with the surrounding mixed use area, including an educational site, provides for co-location and integration social facilities. The location is premised on a centralised and efficient access to key transport routes.</p>	

The discussion throughout this report has given due consideration of the activity centre objectives in the context of the proposed growth area of Hadspen. The local provisions integrated into the SAP provide an adequate level of services consistent with the desired regional outcome for the Regional Activity Centre Network.

**Social Infrastructure and Community**

The desired regional outcome for the Social Infrastructure and Community is:

*To provide high quality social facilities, and living environments to meet the education, health, care and living needs and facilitate resilient and liveable communities that have healthy, happy, and productive lives (Page 100, RLUS).*

Policy	Action
<b>Social Infrastructure</b>	
<p><b>SI-P02</b> Provide social infrastructure that is well located and accessible in relation to residential development, public transport services, employment and educational opportunities.</p>	<p><b>SI-A03</b> Allow for increased housing densities in locations that are accessible to shops, transport networks, shops and other community services and facilities.</p> <p><b>SI-A04</b> Ensure that planning schemes facilitate the provision of social housing in residential areas.</p>
<p><b>Comment</b></p> <p>The Specific Area Plan particularly reinforces priorities for increased densities around the activity centre in a mix of land uses that is intended to encourage economic development and local employment. The provisions for residential use prioritise higher density types of housing.</p>	
<p><b>SI-P03</b> Provide multi-purpose, flexible and adaptable social</p>	<p><b>SI-A05</b> Planning schemes are to facilitate the co-location of community</p>

<p>infrastructure that can respond to changing and emerging community needs over time.</p>	<p>facilities and services and encourage multipurpose, flexible and adaptable social infrastructure.</p>
<p><b>Comment</b></p> <p>The objectives and provisions of the Urban Mixed Use which contains the Education Site, fully envisages and provides for co-location of uses.</p>	
<p><b>SI-P05</b> Protect the operation of existing and planned education/training facilities from conflicting land uses.</p>	<p><b>SI-A07</b> Ensure that existing and planned education and training facilities are appropriately zoned and protected from conflicting land uses.</p>
<p><b>Comment</b></p> <p>The Specific Area Plan includes a site for a potential educational facility and provides interim protection for the use of that site for this purpose.</p>	

The discussion throughout this report has given due consideration of the required social infrastructure in context of the proposed growth area of Hadspen. The local provisions integrated into the SAP provide an adequate level of services consistent with the desired regional outcome for Social Infrastructure and Community.

## 6.6 Gas Pipelines Act 2000

Pursuant to Section 20(1) (e) of the Act provides that the Council must be satisfied that the amendment has regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

The infrastructure corridor containing the gas pipeline is not located in the vicinity of the site as shown on Figure 6. The amendment is in accordance with this requirement.

## 6.7 Schedule 1 of the Land Use Planning and Approvals Act 1993

Section 20(1)(a) of the Act provides that the Council is to be satisfied that the proposed amendment seeks to further the objectives set out in Schedule 1. The objectives in Schedule 1 and their relevance to this amendment are addressed below.

### 6.7.1 Schedule 1 Part 1

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

**Comment**

The amendment promotes the objectives for sustainable development of land within a highly modified environment. The proposed planning scheme provisions and zoning of land provide for the consideration of biodiversity and water quality.

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

**Comment**

The amendment is submitted at an appropriate point in time as the last remaining urban land supply in Hadspen is being developed. Consistent with the recognition of Hadspen's role in regional strategic planning documents as a key settlement, the considered expansion of the settlement will provide for fair, orderly and sustainable development.

- (c) *To encourage public involvement in resource management and planning;*

**Comment**

The strategic planning process for the expansion of Hadspen undertook extensive community consultation for the initial Outline Development Plan that included surveys, stakeholder consultation and community workshops. Further opportunity for public input will be available through the notification of the amendment.

- (d) *To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) above.*

**Comment**

As stated above, consolidated urban expansion in manner that provides for increased services and enhanced liveability will facilitate economic development outcomes.

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

**Comment**

The strategic planning process for the expansion of Hadspen has included a wide range of stakeholder consultation. In implementing the planning objectives for the expansion area, Council will continue liaise with stakeholders and the community.

### **6.2.2 Schedule 1 Part 2**

- (a) *To require sound strategic planning and co-ordinated by state and local Government;*

#### **Comment**

The strategic planning process for the expansion of Hadspen has evolved through several strategic documents. Initially recognised in the Meander Valley Land Use and Development Strategy 2005, the vision for a larger Hadspen was refined through the preparation of the Hadspen Outline Development Plan in 2011, incorporated into regional strategic planning documents and progressed to more practical implementation in the Hadspen Growth Area Master Plan. This process has required the liaison and co-operation between State and Local Government.

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

#### **Comment**

The amendment proposes to include a Specific Area Plan in the Interim Planning Scheme that sets out the objectives and use and development controls for the area to ensure it is developed in accordance with the shared vision.

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

#### **Comment**

The environmental values of the land that is proposed to be rezoned and the potential impacts of development have been assessed in detail. The amendment includes specific provisions relating to the protection of water quality, providing natural bushland for public open space and rehabilitating degraded areas with vegetated amenity corridors.

Broader social and economic effects are discussed above in response to regional planning policies. However the amendment also includes provisions to create high quality social outcomes in the restructuring of a new town centre to provide for a community 'heart'.

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

**Comment**

The Specific Area Plan objectives that direct the manner in which the expansion of Hadspen is undertaken, directly correlate with regional policies for local activity centres and the consolidation of settlements within Urban Growth Boundaries. The regional policies align with Council's and the community's vision for an enhanced township.

The amendment is consistent with State policies. Refer to discussion on each applicable State Policy above.

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

**Comment**

The amendment considers approval pathways for future development and facilitates permitted development as much as possible, without undermining the ability to achieve the objectives and vision for the area.

Taswater and the EPA will determine the most appropriate method to achieve the required infrastructure upgrades.

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

**Comment**

The vision for the expansion of Hadspen and the proposed planning scheme amendment that implements it, has the principal intention to create a sustainable town that has a high quality of life for its residents through enhanced services, an attractive environment and recreational opportunities.

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

**Comment**

There are no known historic or cultural values on the site.

Protecting the visual aesthetics of the natural bushland to the higher slopes through public open space and density provisions, supports a key community value of maintaining the 'rural outlook' of Hadspen.

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

#### **Comment**

The amendment considers in detail, the capacity of current infrastructure and utilities to cater to the predicted development. Upgrades of sewer and water supply infrastructure will be required, which is described in Section 4.2.11.

When considered in the context of a lot yield that will likely be between 900 – 1000 lots, the costs per lot will be in the order of \$5,000 -\$10,000 per lot. This level of cost distribution is sustainable in the context of the costs of development and likely return on lot yield.

The amendment specifically provides for a public open space and stormwater network that will be managed and maintained by Council.

*(i) To provide a planning framework which fully considers land capability;*

#### **Comment**

Land capability for agricultural use has been considered and is discussed above under the State Policy on the protection of Agricultural Land.

The amendment, together with the other standards of the planning scheme, includes specific objectives to ensure that development does not result in the degradation of land or the adjacent river environment. The development of the area in fact, provides opportunity to repair currently degraded land and improve environmental outputs.

## **7. Conclusion**

The proposal to expand the settlement of Hadspen through the considered use of land zoning together with site specific planning provisions through a Specific Area Plan to be inserted into the Planning Scheme, represents best practice strategic planning.

The proposal is unique in that it provides for the full range of housing choice in urban, suburban, low density and rural living environments within a contained form that avoids the fragmentation that is common to the edges of settlements.

Opportunities to build sustainable towns that are attractive and provide for vibrant communities are rare. The proposed Planning Scheme amendment ensures that the future for Hadspen enhances the amenity and liveability of the settlement for new and existing residents, whilst providing for efficient services and infrastructure.

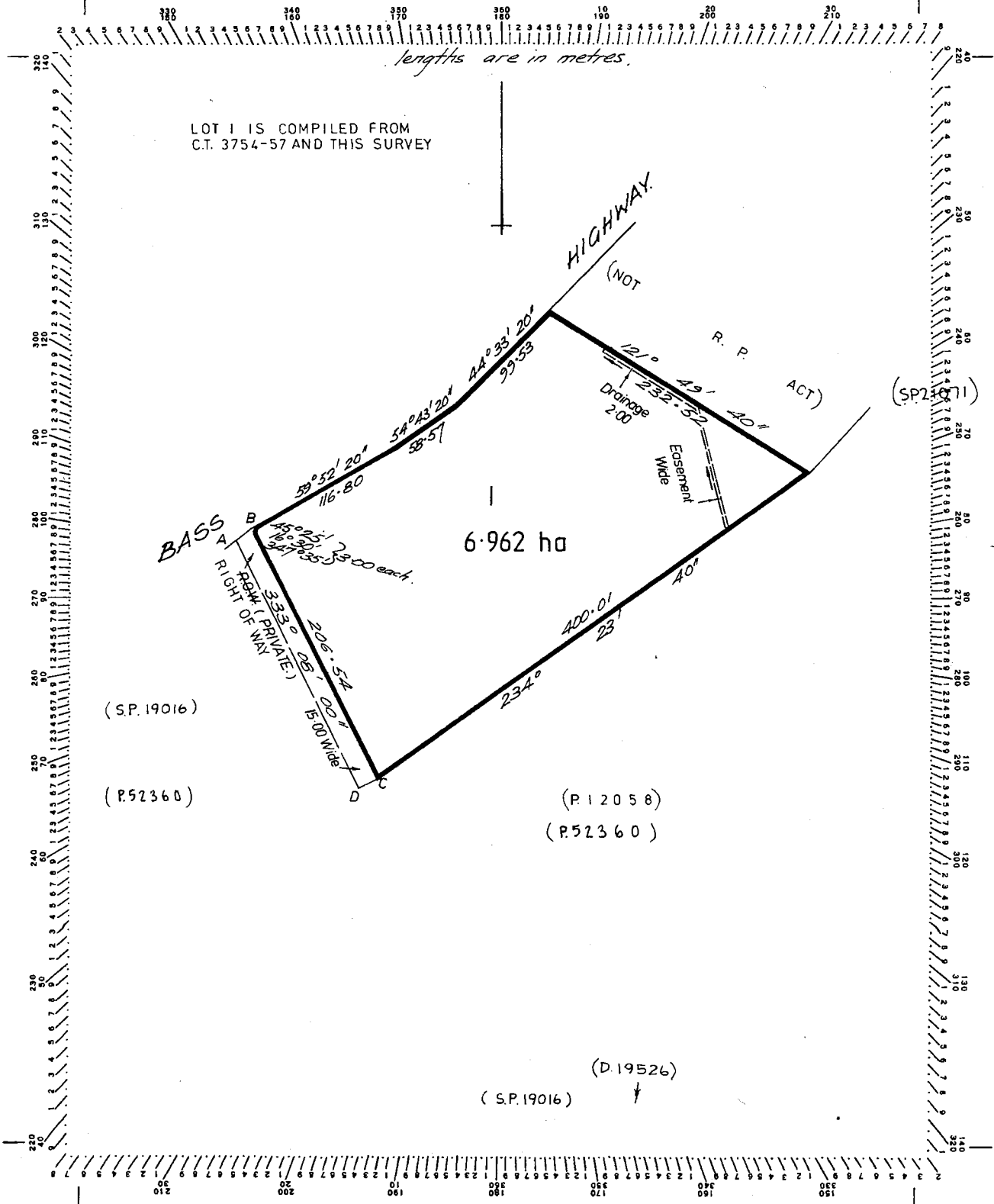
The report demonstrates that the proposed amendment meets all statutory requirements.



# **APPENDIX A**

## **CERTIFICATE OF TITLE**

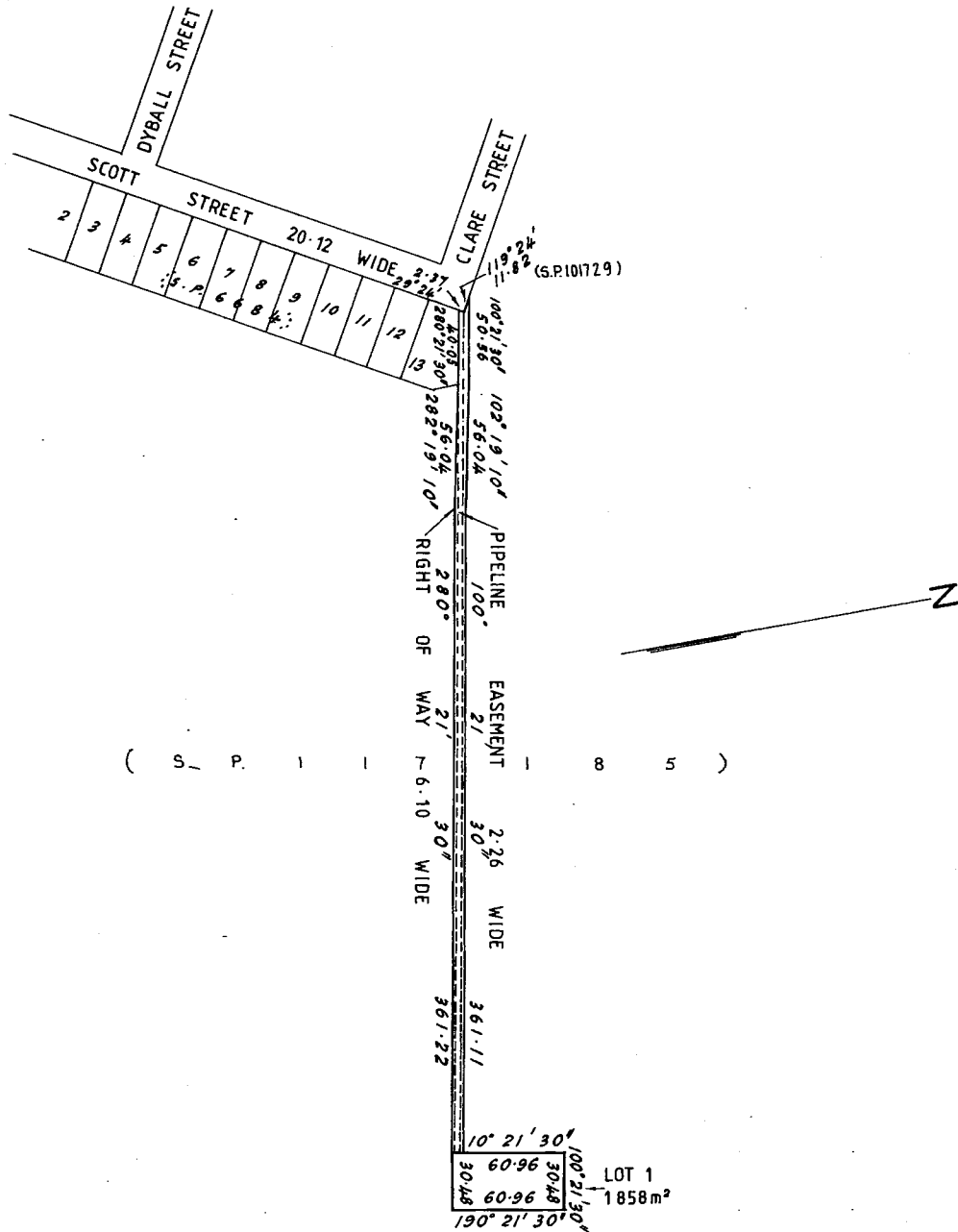
Owner: 7	PLAN OF SURVEY by Surveyor <i>A.G. Craig</i> of land situated in the	Registered Number <b>13381</b> <b>SP</b>
Title Reference: <i>C.T. 3754-57</i>	LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON	Effective from <b>22 MAY 1980</b>
Grantee: <i>Part of 1000<sup>A</sup> granted to Alexander Clerk</i>	scale <i>1:3000</i>	<i>J. Boucaw</i> ACTING DEPUTY Recorder of titles



105-1110

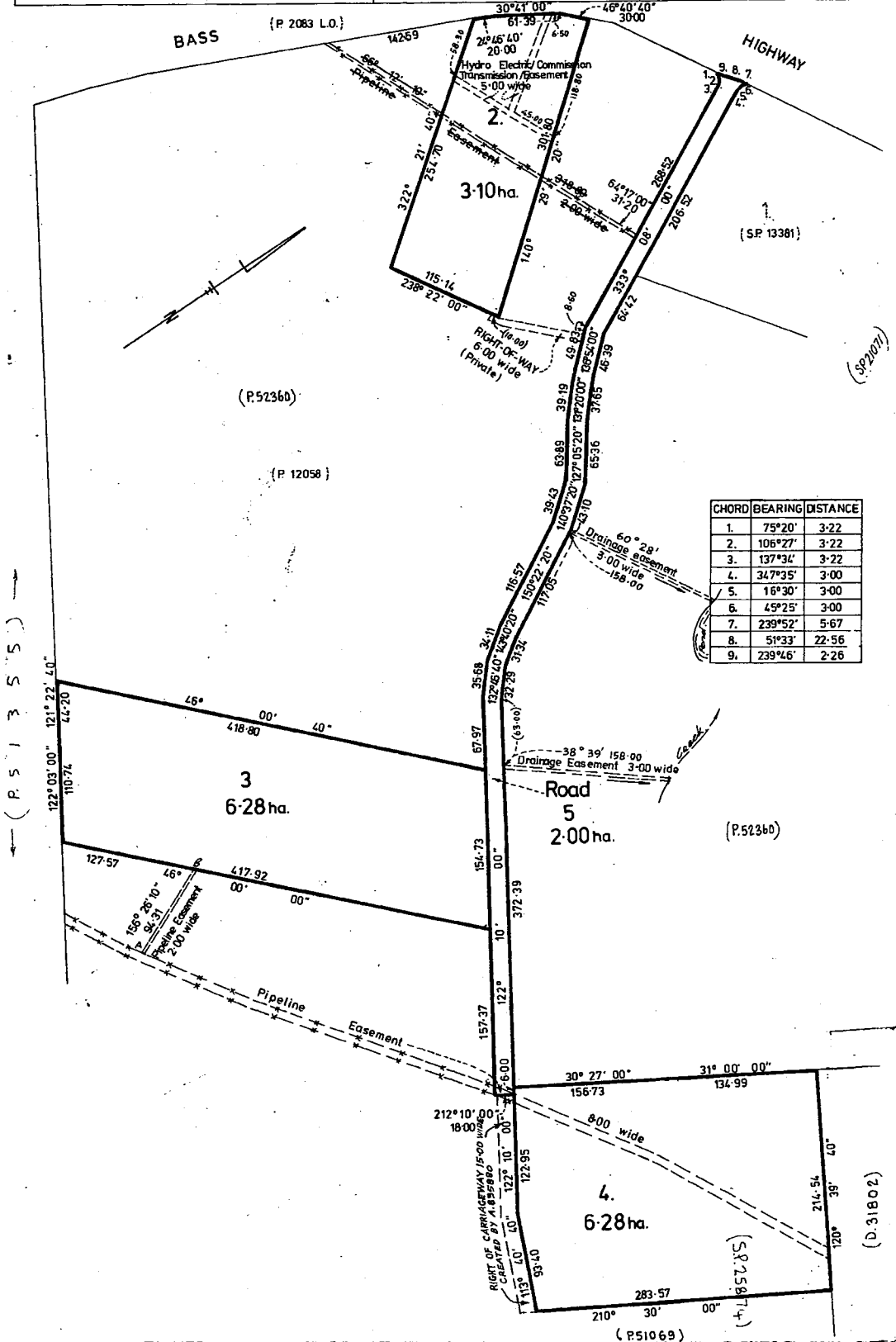
P 17137

Owner:	PLAN OF SURVEY by Surveyor <i>Edward M. Rae Pedley</i> of land situated in the	Registered Number: <b>P17137</b>
Title Reference: <i>Conveyance N° 32/5566</i>	LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON	Effective from: .....
Grantee: <i>Part of 1000 acres Granted to Alexander Clerk</i>	Scale 1:2000 Measurements in Metres	Recorder of Titles



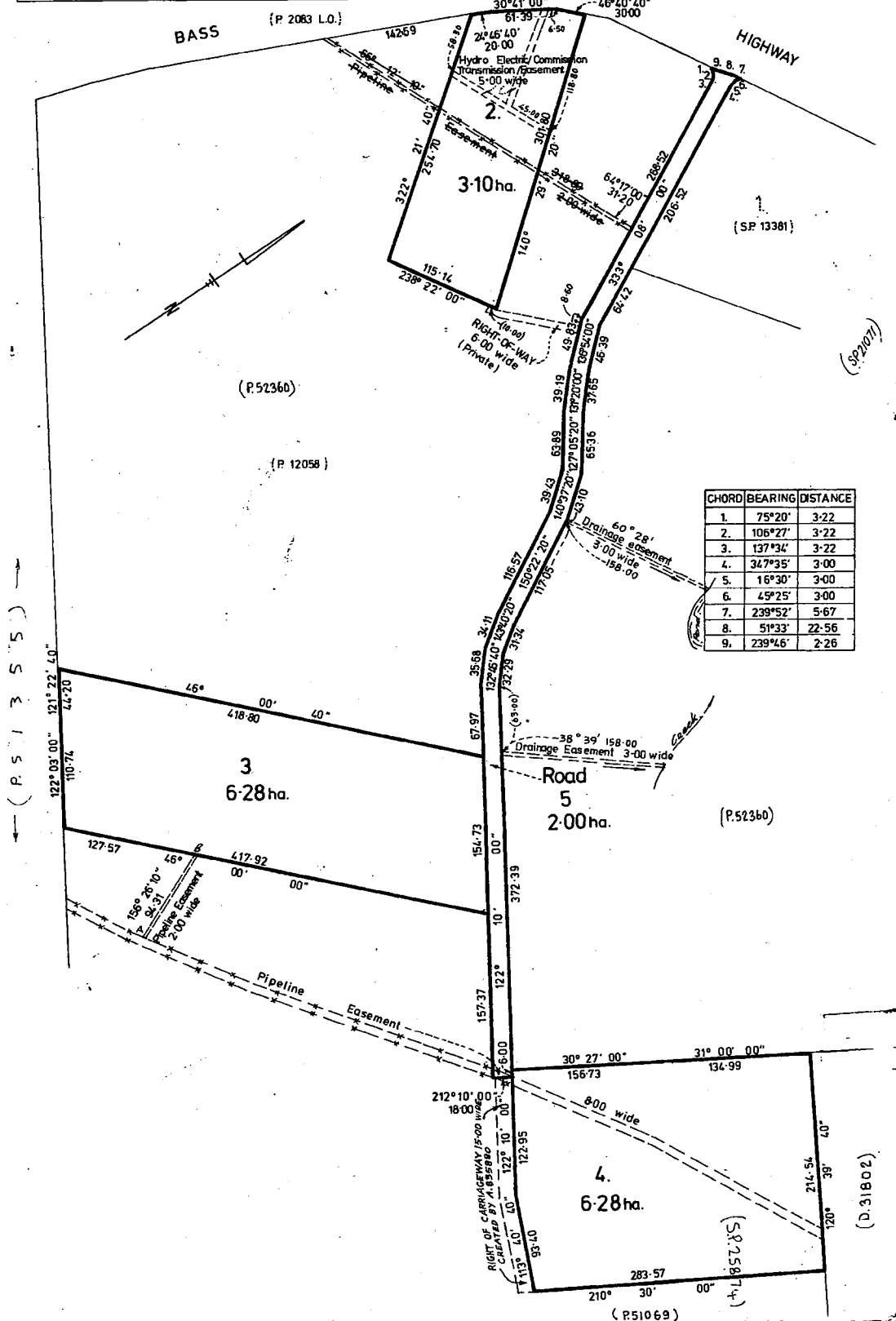
SP 19016 18 SEP 1982

Owner:	PLAN OF SURVEY by Surveyor T. N. Woolford of land situated in the	Register Number: <b>S.P19016</b>
Title Reference: 3832 96 Cert. of Title Vol. 3754 Fol. 52	LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON & TOWN OF HADSPEN	Effective from 28 JAN 1983
Grantee: Part of 1000 acres granted to Alexander Clerk	SCALE 1:3000	ACTING DEPUTY Recorder of Titles <i>J. Brown</i>



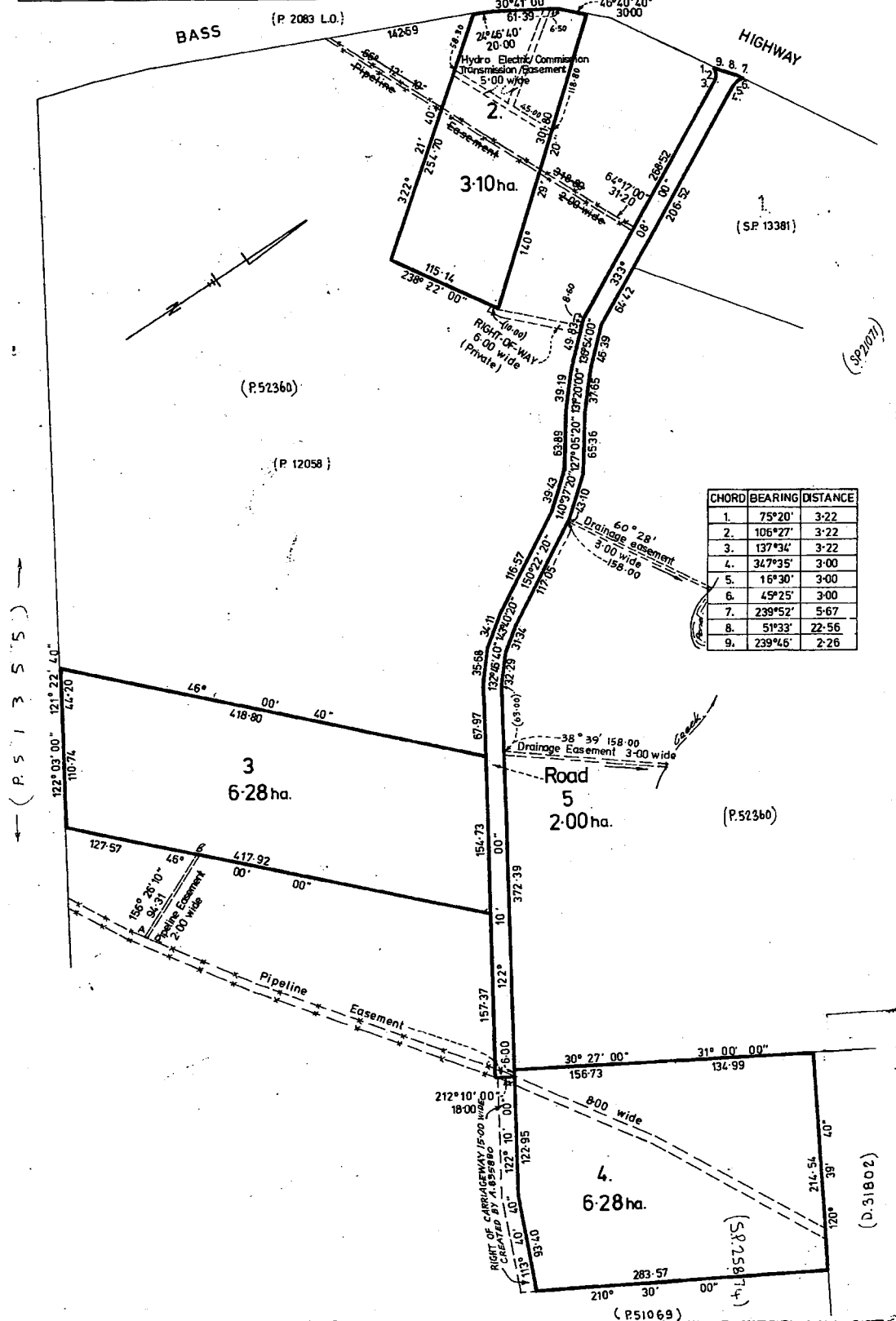
SP 19016 18 SEP 1982

Owner:	PLAN OF SURVEY T. N. Woolford by Surveyor of land situated in the	Register Number: <b>S.P19016</b>
Title Reference: 3832 96 Cert. of Title Vol. 3754 Fol. 52	LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON & TOWN OF HADSPEN	Effective from 28 JAN 1983
Grantee: Part of 1000 acres granted to Alexander Clerk	SCALE 1: 3000	<i>J. Brown</i> ACTING DEPUTY Recorder of Titles



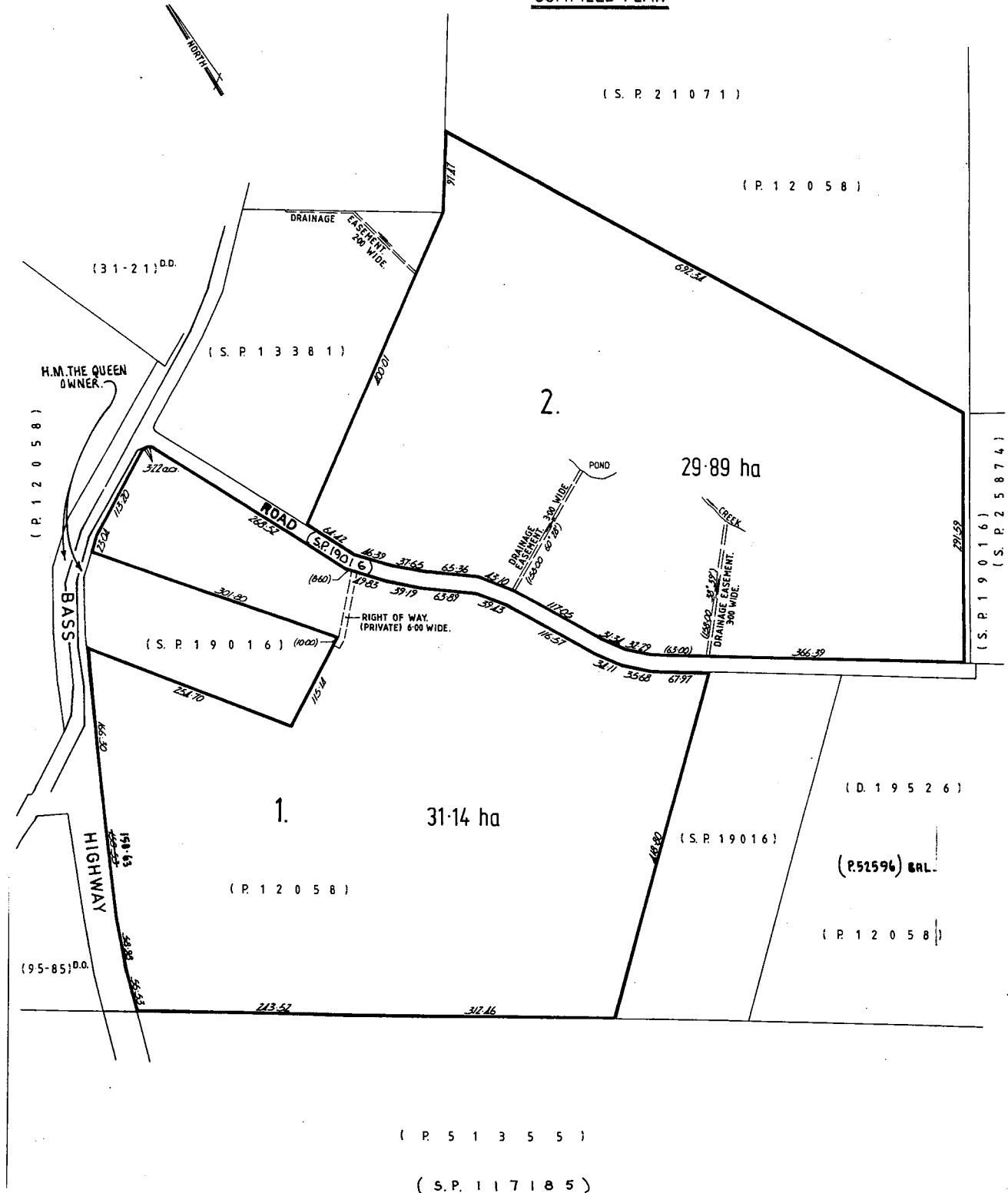
SP 19016 18 SEP 1982

Owner:	PLAN OF SURVEY T. N. Woolford by Surveyor of land situated in the	Register Number: <b>S.P.19016</b>
Title Reference: 3832 96 Cert. of Title Vol. 3754 Fol. 52	LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON & TOWN OF HADSPEN	Effective from 28 JAN 1983
Grantee: Part of 1000 acres granted to Alexander Clerk	SCALE 1:3000	<i>J. Brown</i> ACTING DEPUTY Recorder of Titles



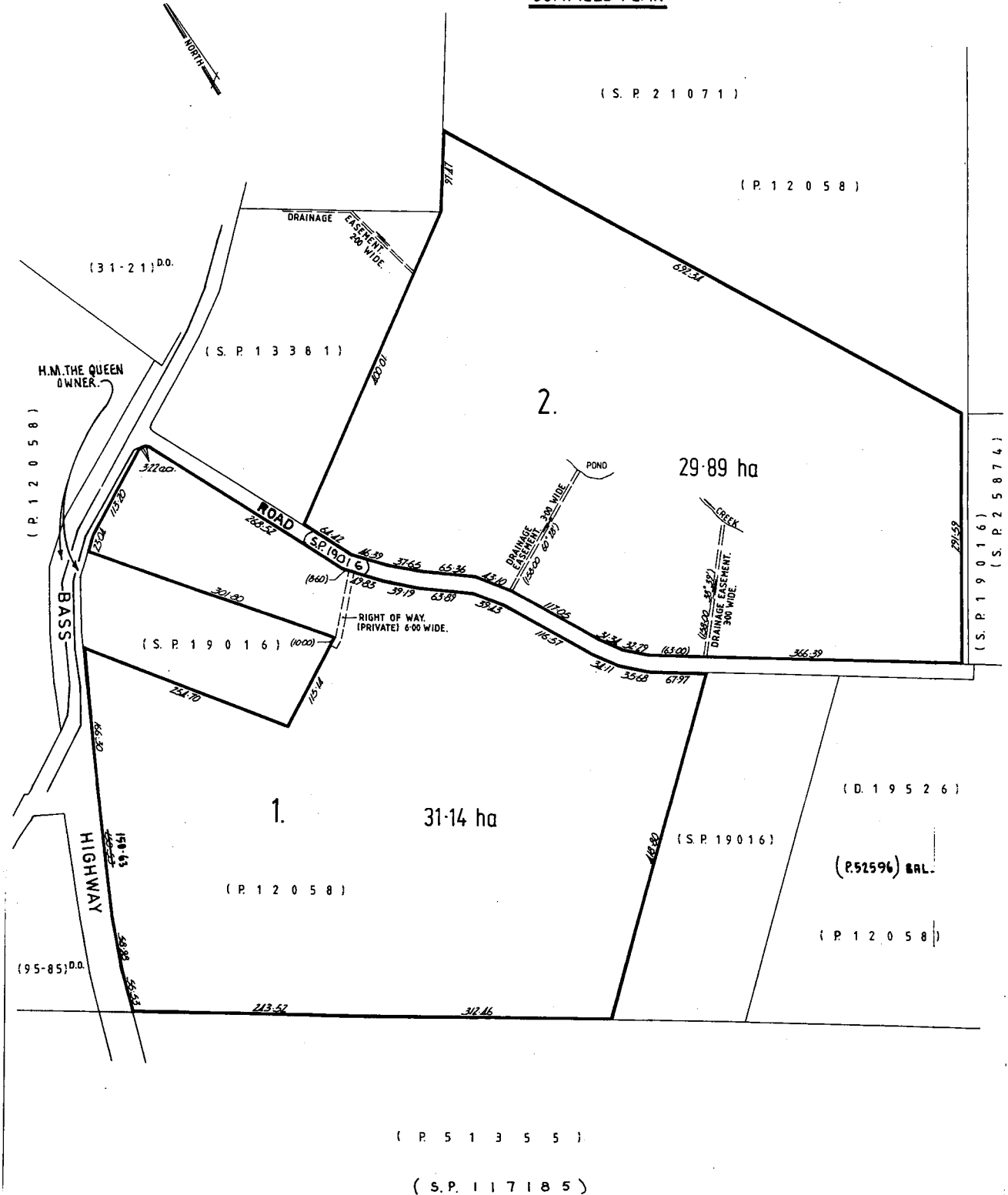
Owner:	<p><b>PLAN OF SURVEY</b></p> <p>by Surveyor..... of land situated in the</p> <p><b>LAND DISTRICT OF CORNWALL</b> <b>PARISH OF LAUNCESTON</b> <b>&amp; TOWN OF HADSPEN</b></p> <p>SCALE 1:4000. MEASUREMENTS IN METRES</p>	Registered Number: <b>P52360</b>
Title Reference: <i>c.T. 1002-23.</i>		Approved
Grantee: <i>Part of 1000 Acres Gtd. to Alexander Clark.</i>		Effective from: .....
		Recorder of Titles

COMPILED PLAN



Owner: P. 7	<b>PLAN OF SURVEY</b> by Surveyor..... of land situated in the	Registered Number: <b>P52360</b>
Title Reference: C.T. 1002-23.	LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON & TOWN OF HADSPEN SCALE 1:4000. MEASUREMENTS IN METRES	Approved Effective from: ..... Recorder of Titles
Grantee: Part of 1000 Acres Gtd. to Alexander Clark.		

COMPILED PLAN







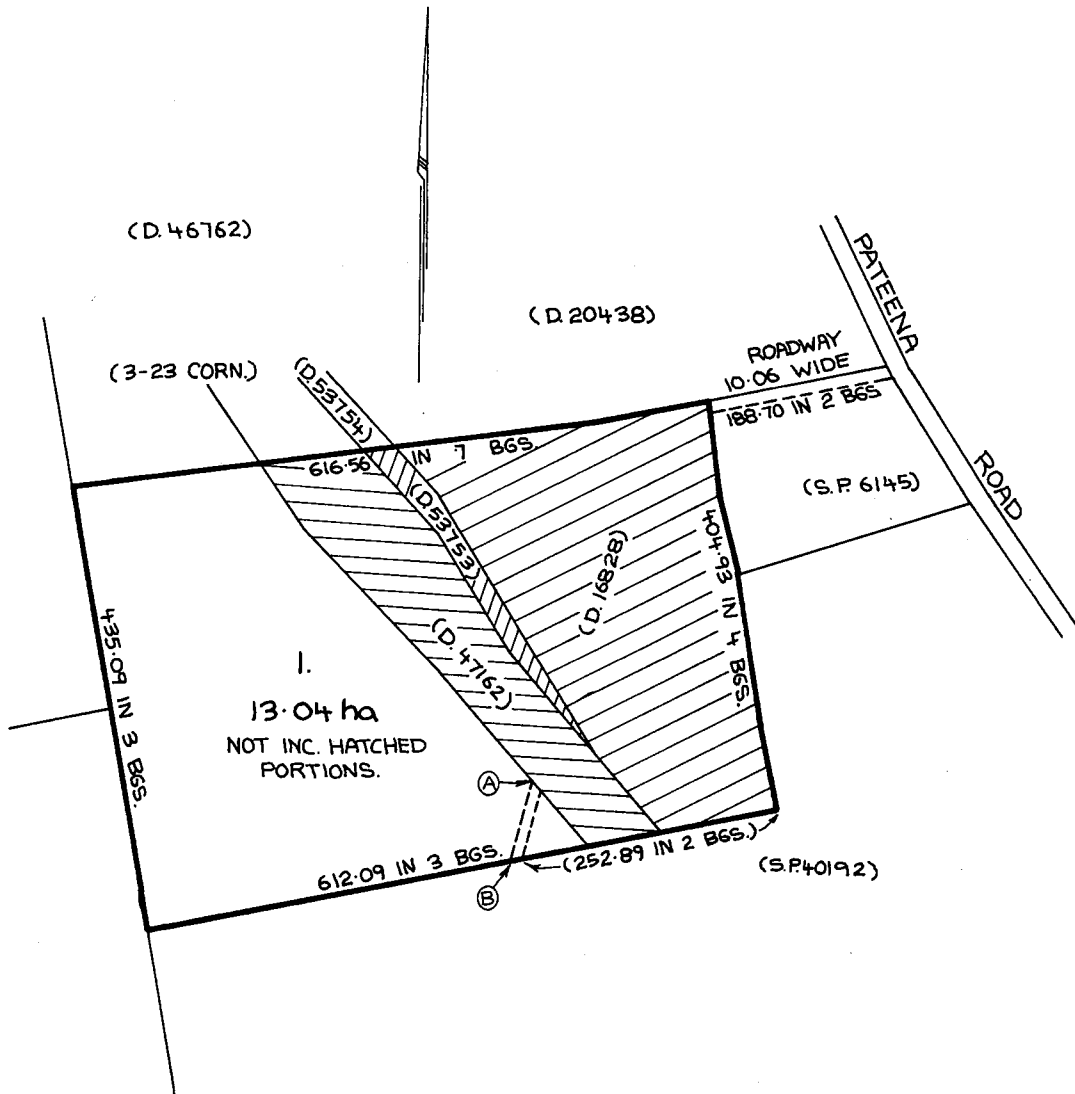




Owner:	<b>PLAN OF TITLE</b> of land situated in the <b>LAND DISTRICT OF CORNWALL</b> <b>PARISH OF LAUNCESTON</b> COMPILED FROM... 4... 27... CORN... SCALE 1: 5000 MEASUREMENTS IN METRES	Registered Number: <b>D.101130</b>
Title Reference: C.T. 2573 - 34		Approved: 21 JUL 1992 <i>M. H. ...</i> Recorder of Titles
Grantee:		

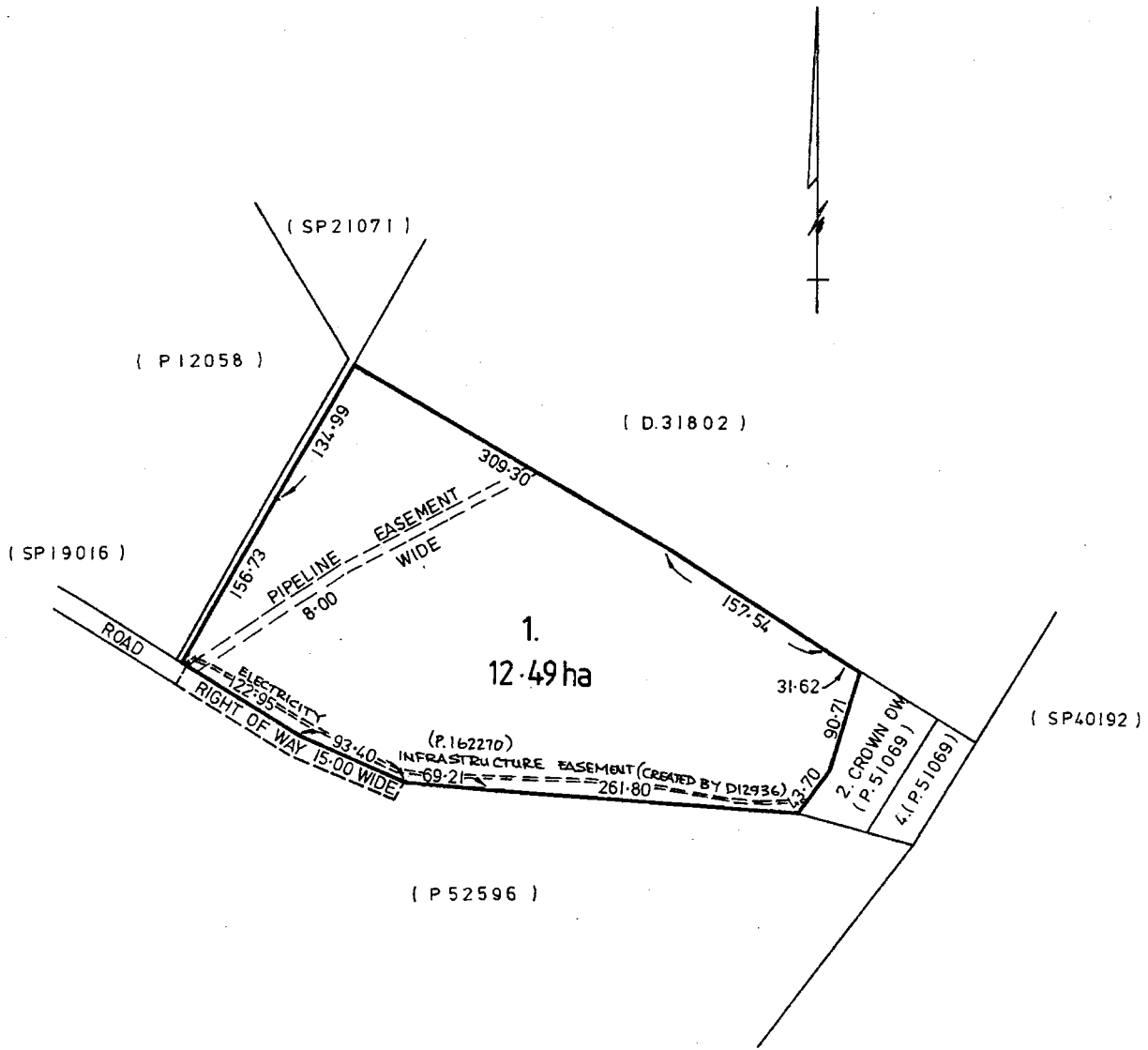
TASMAR MUNICIPAL CODE NO. 65	LAST TASMAR UPI NO. 0198	LAST SURVEY PLAN NO. D.48600
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

BALANCE PLAN



OWNER FOLIO REFERENCE C.T. 4206-92 GRANTEE	<b>PLAN OF TITLE</b>		REGISTERED NUMBER <b>D103064</b>
	LOCATION <b>CORNWALL LAUNCESTON</b>	COMPILED FROM SP25874, P. 51069 COMPILED BY	APPROVED <b>12 NOV 1992</b> <i>Michael Dine</i> Recorder of Titles
STATE MUNICIPAL CODE No. 65	LAST UPI No. 1725	LAST SURVEY PLAN No. SP. 25874	SCALE 1:4000 LENGTHS IN METRES
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN			

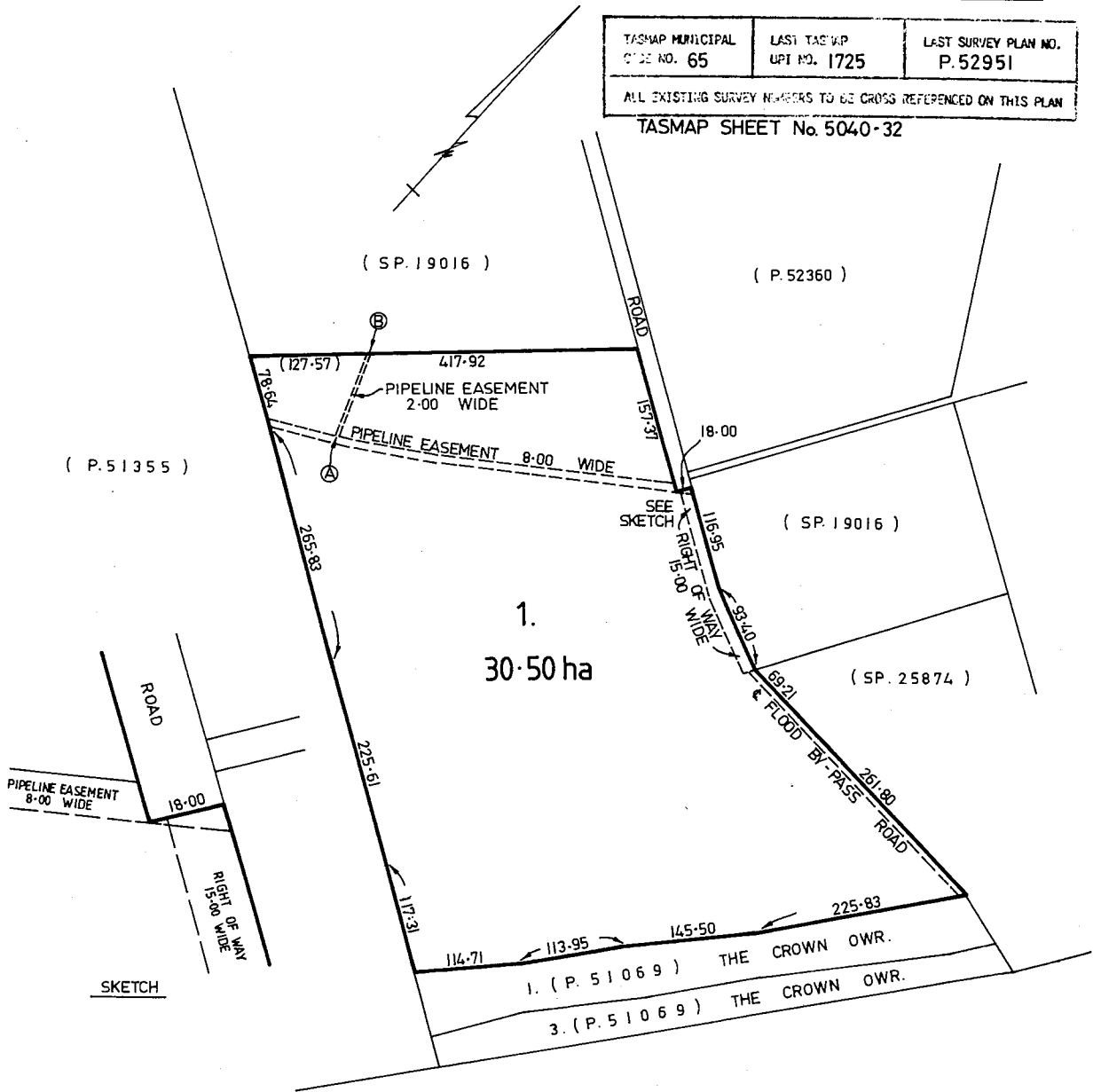
**BALANCE PLAN**




Owner:	<b>PLAN OF TITLE</b> of land situated in the <b>TOWN OF HADSPEN &amp;  CORNWALL -LAUNCESTON</b>	REGISTERED NUMBER <b>D 106365</b>
Title Reference: C.T. 52951 -1		Approved <b>28 JUN 1993</b> <i>Michael Dain</i>
Grantee:		Recorder of Titles
COMPILED FROM P. 52596 COMPILED BY ..... SCALE 1: 5000 MEASUREMENTS IN METRES		

**BALANCE PLAN**

TASMAP MUNICIPAL CODE NO. 65	LAST TASMAP UPT NO. 1725	LAST SURVEY PLAN NO. P. 52951
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN <b>TASMAP SHEET No. 5040-32</b>		

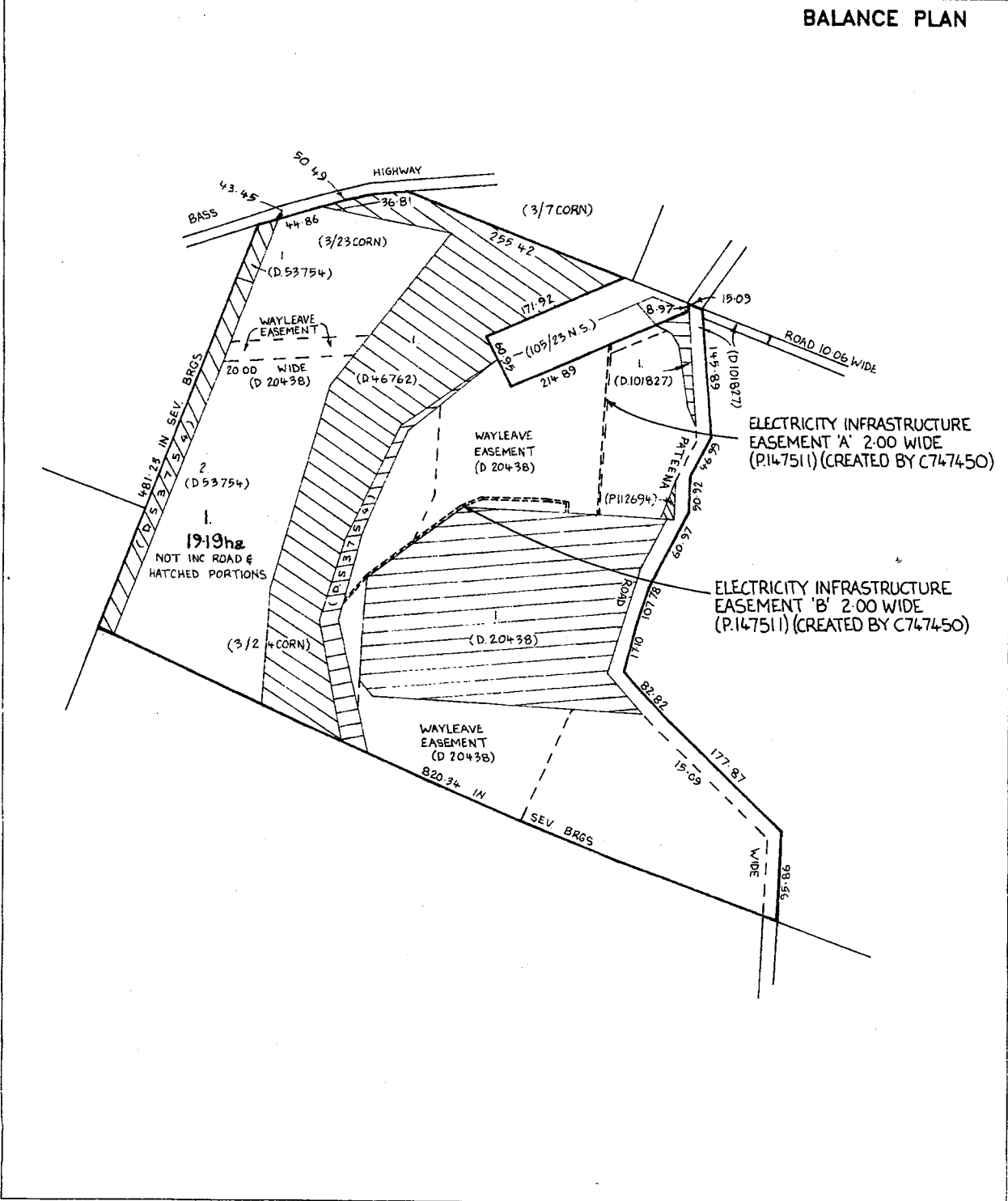


(D.109561)

OWNER  FOLIO REFERENCE CT 103799-1  GRANTEE	<b>PLAN OF TITLE</b>		REGISTERED NUMBER <b>D 112696</b>
	LOCATION <del>CITY OF LAUNCESTON</del> LAND DISTRICT - CORNWALL/PARISH - LAUNCESTON FIRST SURVEY PLAN No. (3/23 3/24 L.O.)  COMPILED BY  SCALE 1:4000 LENGTHS IN METRES	APPROVED 27 MAR 1995   Recorder of Titles	

MAPSHEET MUNICIPAL CODE No. 65	LAST UPI No 1730.1736	LAST PLAN No. D 103799	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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### BALANCE PLAN

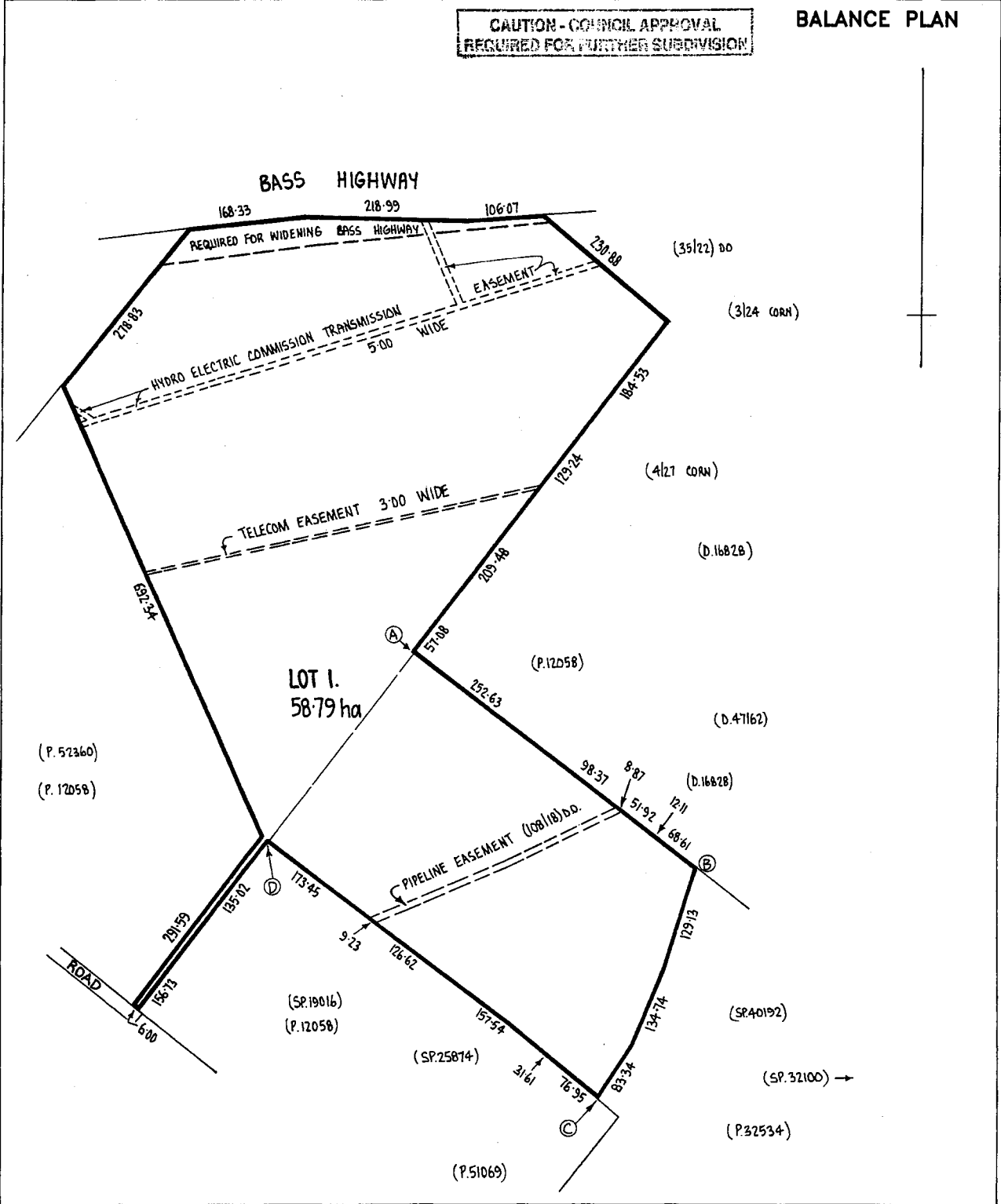


A 142

OWNER RE - ADHESION ORDER B.746515	<b>PLAN OF TITLE</b>		REGISTERED NUMBER <b>P 113939</b>
FOLIO REFERENCE CT. 31802/1 CT. 31802/2 CT. 21071/6	LOCATION <b>CORNWALL : LAUNCESTON</b>		APPROVED <b>22 SEP 1994</b> <i>Michael Stein</i> Recorder of Titles
GRANTEE	FIRST SURVEY PLAN No. (SP.21071) & (D.31802)		
	COMPILED BY LTD		
	SCALE 1: 5000 LENGTHS IN METRES		
MAPSHEET MUNICIPAL CODE No. 65 (12)	LAST UPI No 1728 & 1739	LAST PLAN No. SP.21071 & D.31802	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

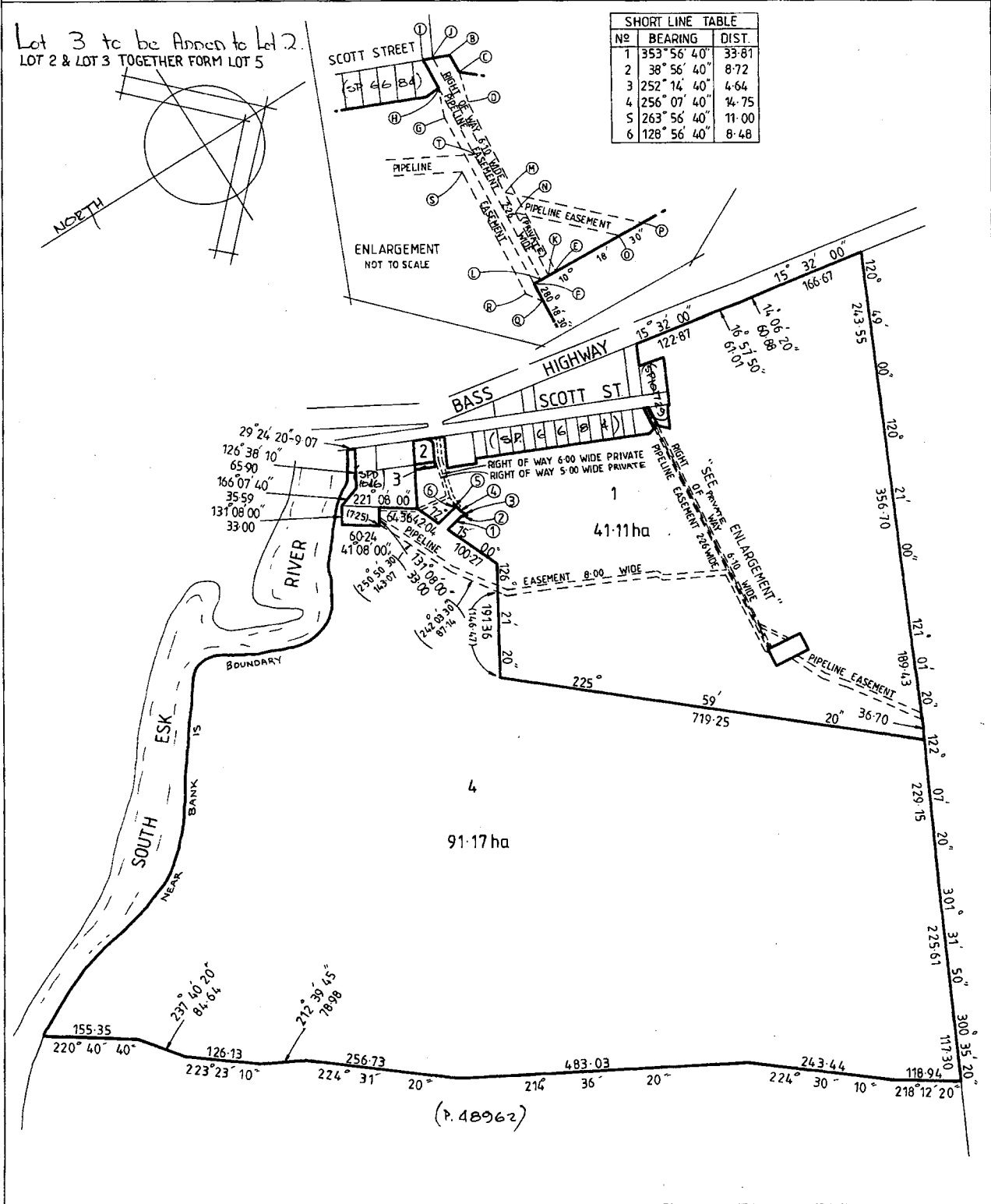
**CAUTION - COUNCIL APPROVAL  
REQUIRED FOR FURTHER SUBDIVISION**

**BALANCE PLAN**



A-143

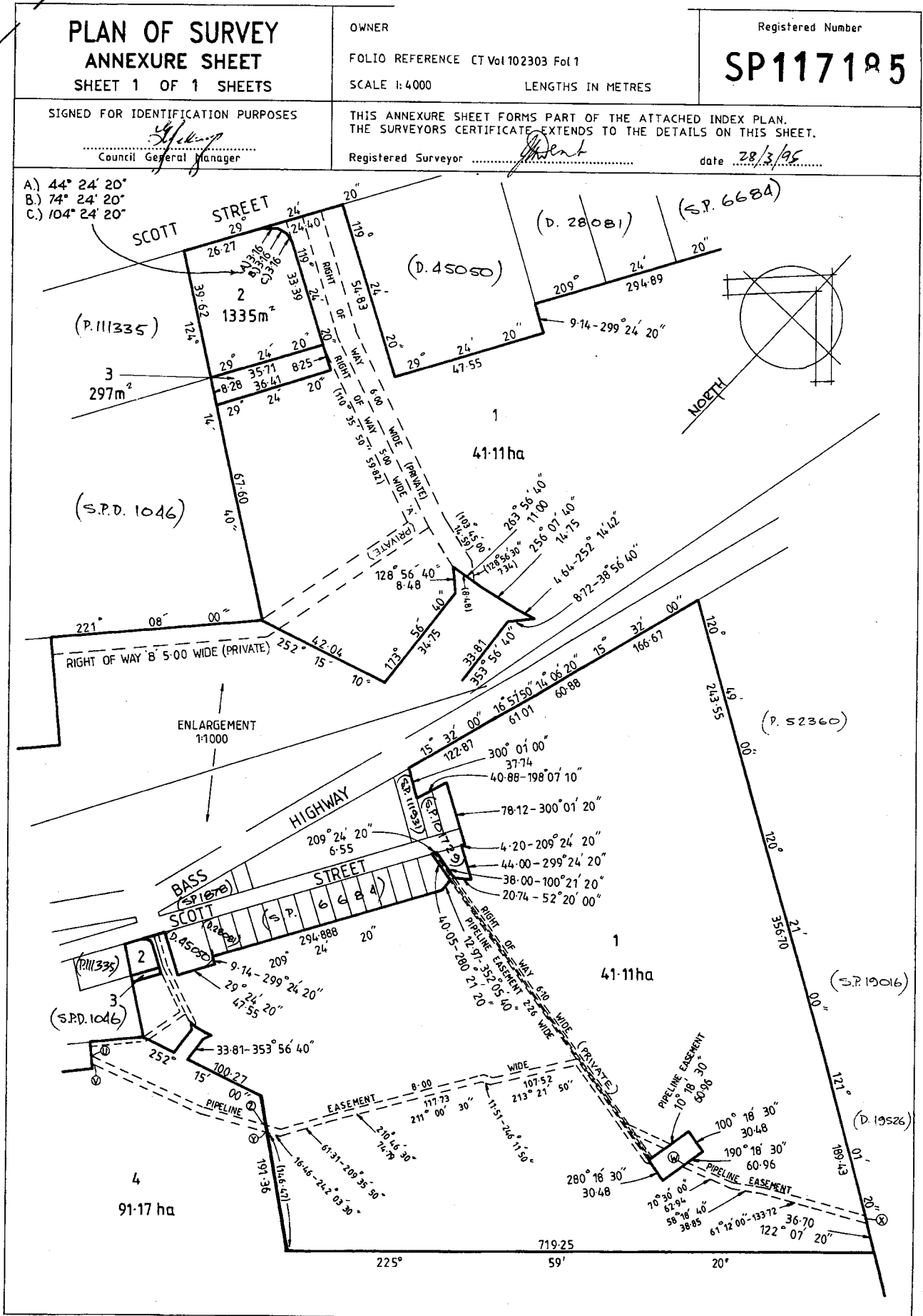
GRANTEE PART OF 1000 ac GRANTED TO A. CLERK. ALEXANDER	<b>PLAN OF SURVEY</b>		REGISTERED NUMBER <b>SP117185</b>
	BY SURVEYOR JOHN WILLIAM DENT of CAMPBELL, SMITH PHELPS PERREY PTY LTD of 60 ELPHIN RD., LAUNCESTON, of land situated in the LOCATION LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON TOWN OF HADSPEN		APPROVED EFFECTIVE FROM 26 JUN 1995 Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 65	LAST UPI No. 1720, 1699	LAST PLAN No. P.102303	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
SCALE 1:6000		LENGTHS IN METRES	



NO	BEARING	DIST.
1	353° 56' 40"	33.81
2	38° 56' 40"	8.72
3	252° 14' 40"	4.64
4	256° 07' 40"	14.75
5	263° 56' 40"	11.00
6	128° 56' 40"	8.48

A-148

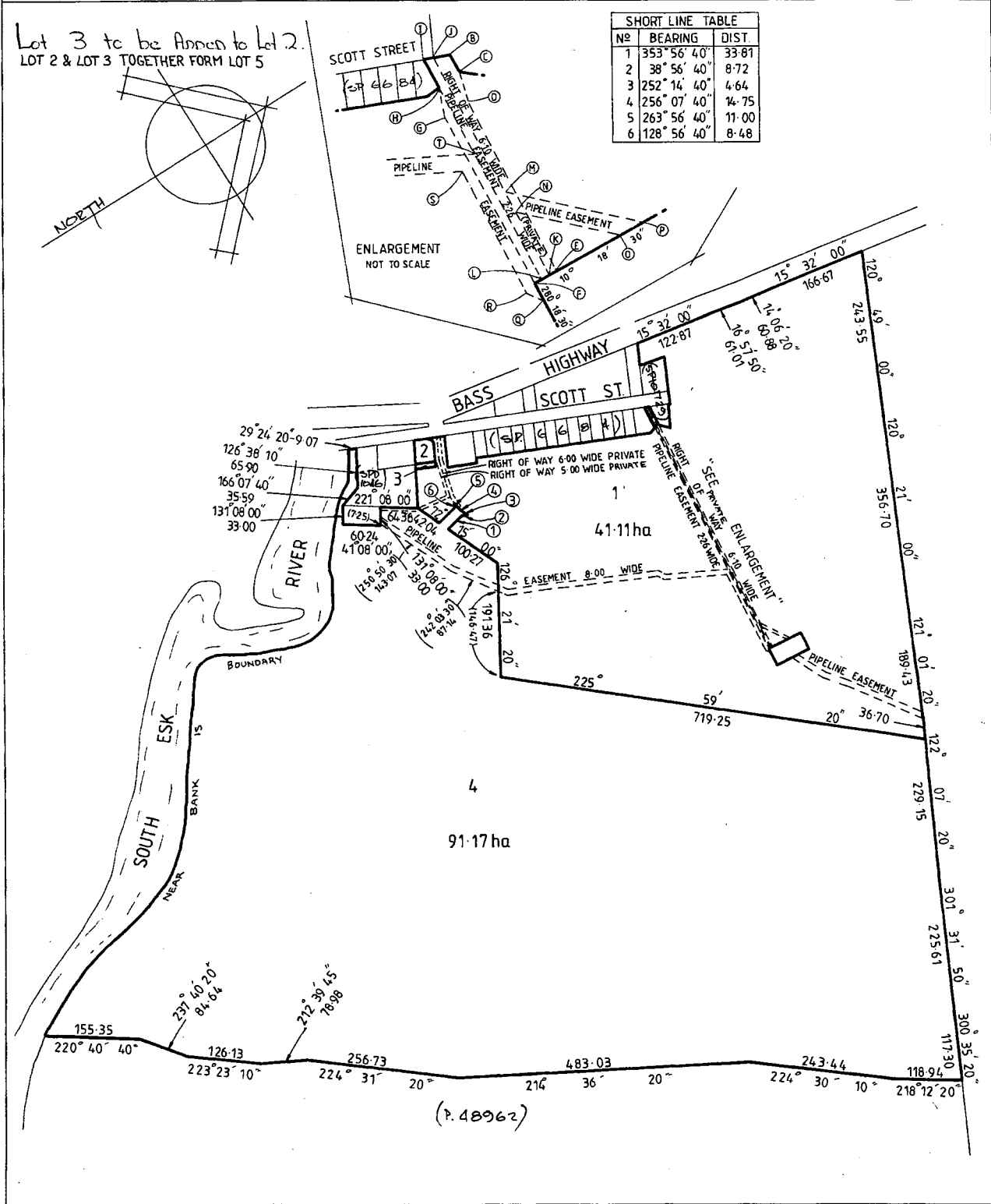




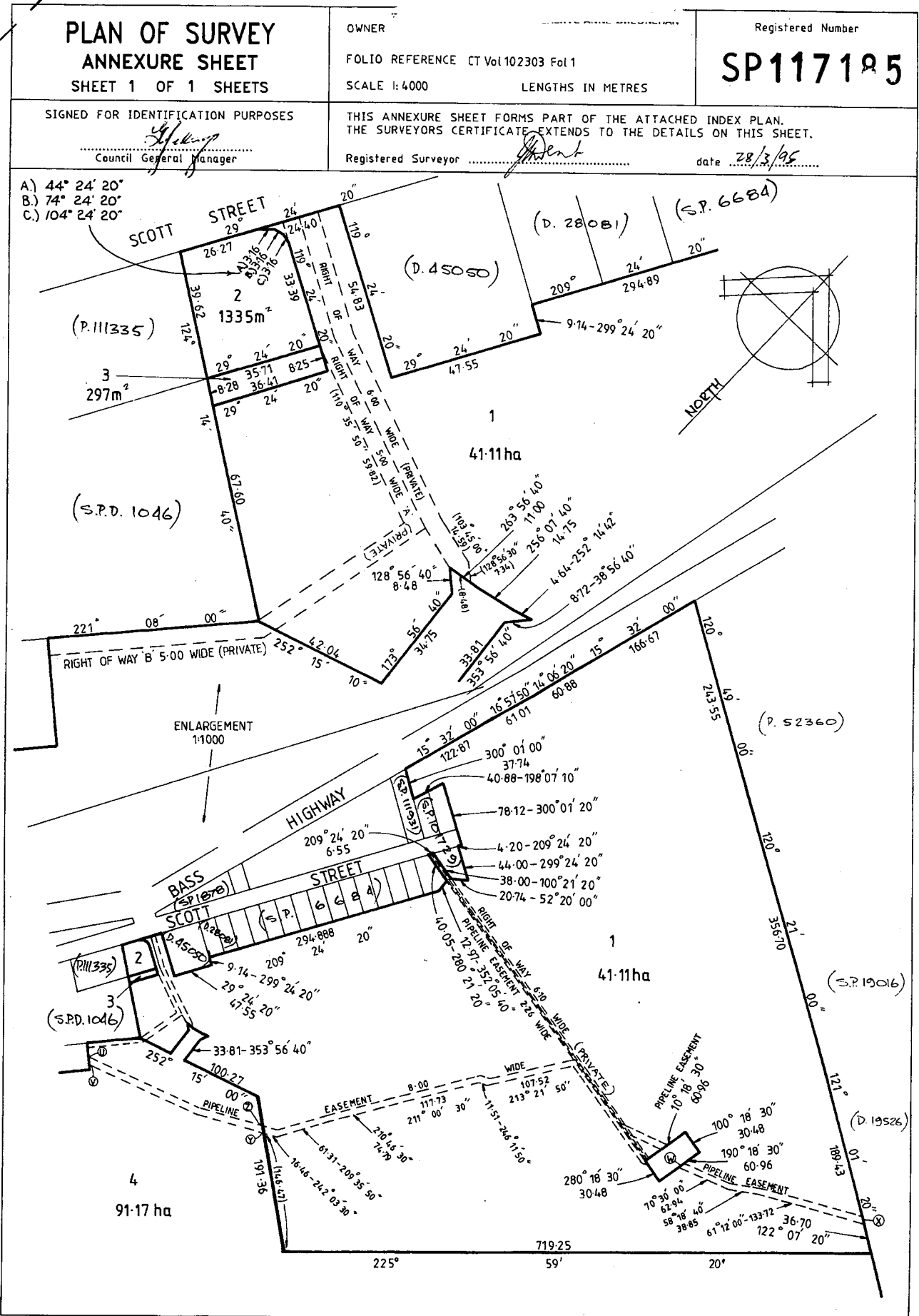
A-144

GRANTEE PART OF 1000 ac GRANTED TO A. CLERK. ALEXANDER	<h2 style="margin:0;">PLAN OF SURVEY</h2> BY SURVEYOR JOHN WILLIAM DENT of CAMPBELL SMITH PHELPS PEREY PTY LTD of 60 ELPHIN RD., LAUNCESTON, of land situated in the LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON TOWN OF HADSPEN SCALE 1:6000      LENGTHS IN METRES	REGISTERED NUMBER <h1 style="margin:0;">SP117185</h1> APPROVED EFFECTIVE FROM 26 JUN 1995 Recorder of Titles
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MAPSHEET MUNICIPAL CODE No. 65	LAST UPI No. 1720, 1699	LAST PLAN No. P.102303	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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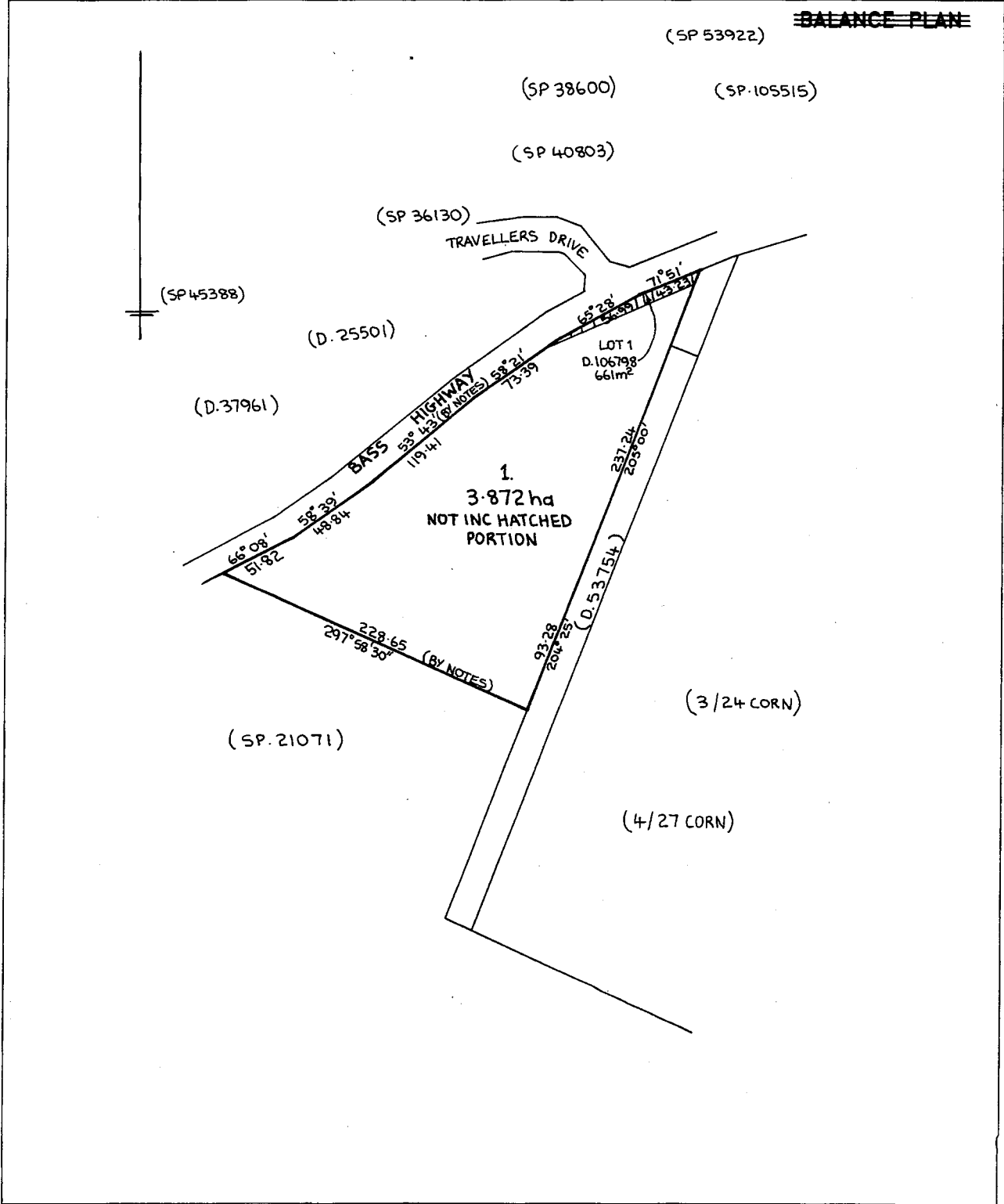


A-148



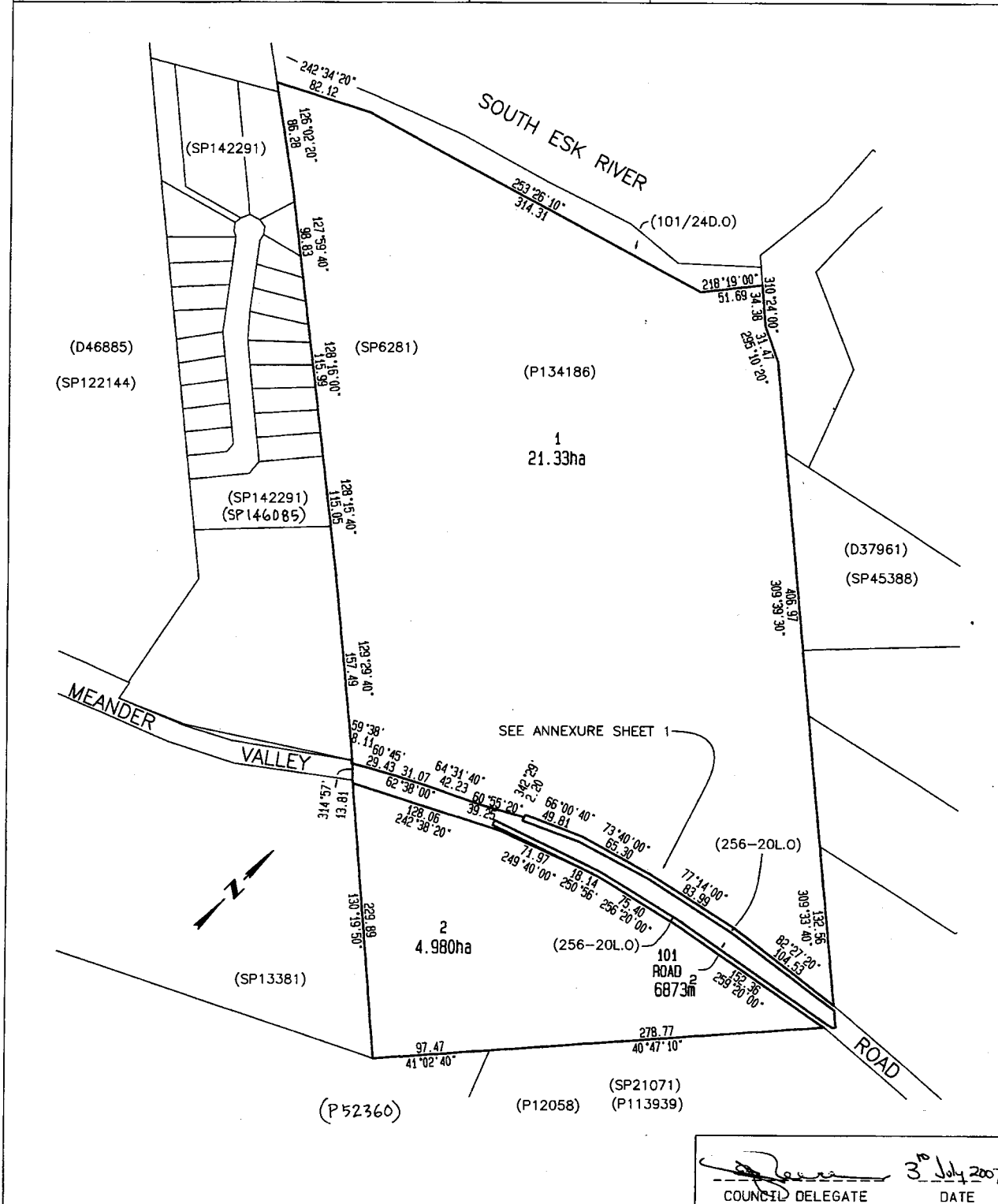
A-164

OWNER L.T. ACT 1980		PLAN OF TITLE		REGISTERED NUMBER
FOLIO REFERENCE W 4317				P 125302
GRANTEE PART OF LOT 121, 327 ACRES GRANTED TO J.H. REIBEY		LOCATION CORNWALL - LAUNCESTON	APPROVED 1.9. AUG. 1996.....	
		FIRST SURVEY PLAN No. 35/22 D.O.	 Recorder of Titles	
		COMPILED BY		
		SCALE 1: 2500	LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 121	LAST UPI No 6501729	LAST PLAN No.(D.106738)	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

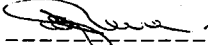



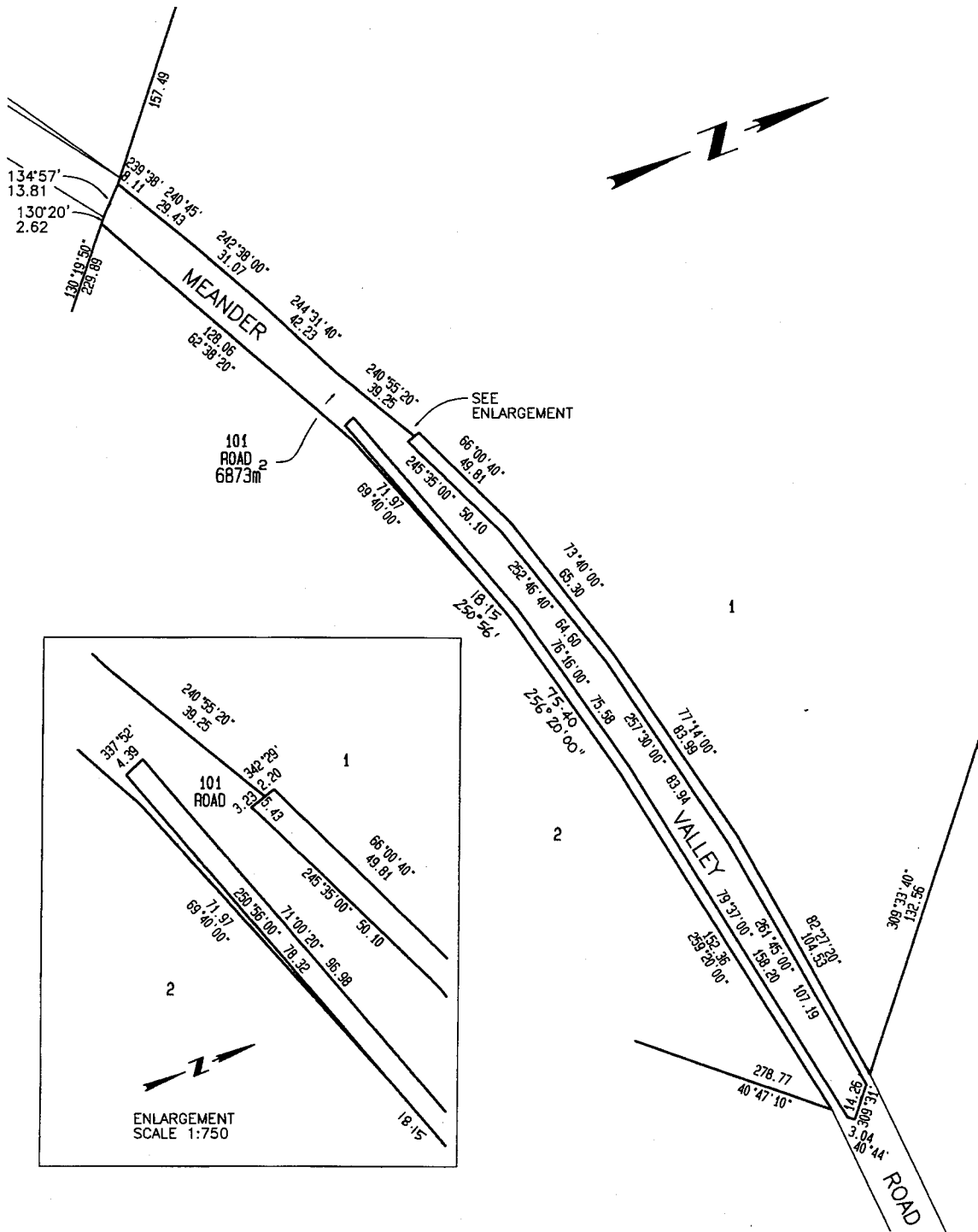
A-143  
D.B.

<p>OWNER</p> <p>FOLIO REFERENCE C.T 134186-1 C.T 6281-2</p> <p>GRANTEE PART OF 50 ACRES, LOCATED TO THOMAS BEAMS</p>	<h3>PLAN OF SURVEY</h3> <p>BY SURVEYOR A.J PHILLIPS</p> <p>LOCATION LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON</p> <p>SCALE 1: 3000.      LENGTHS IN METRES</p>	<p>REGISTERED NUMBER</p> <h2>SP152021</h2> <p>APPROVED FROM 16 AUG 2007</p> <p><i>Alice Kavan</i> Recorder of Titles</p>	
MAPSHEET MUNICIPAL CODE No.(5040-22.32) 29	LAST ERA 99 UPI No 6501287	LAST PLAN SP6281 No. P134186	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

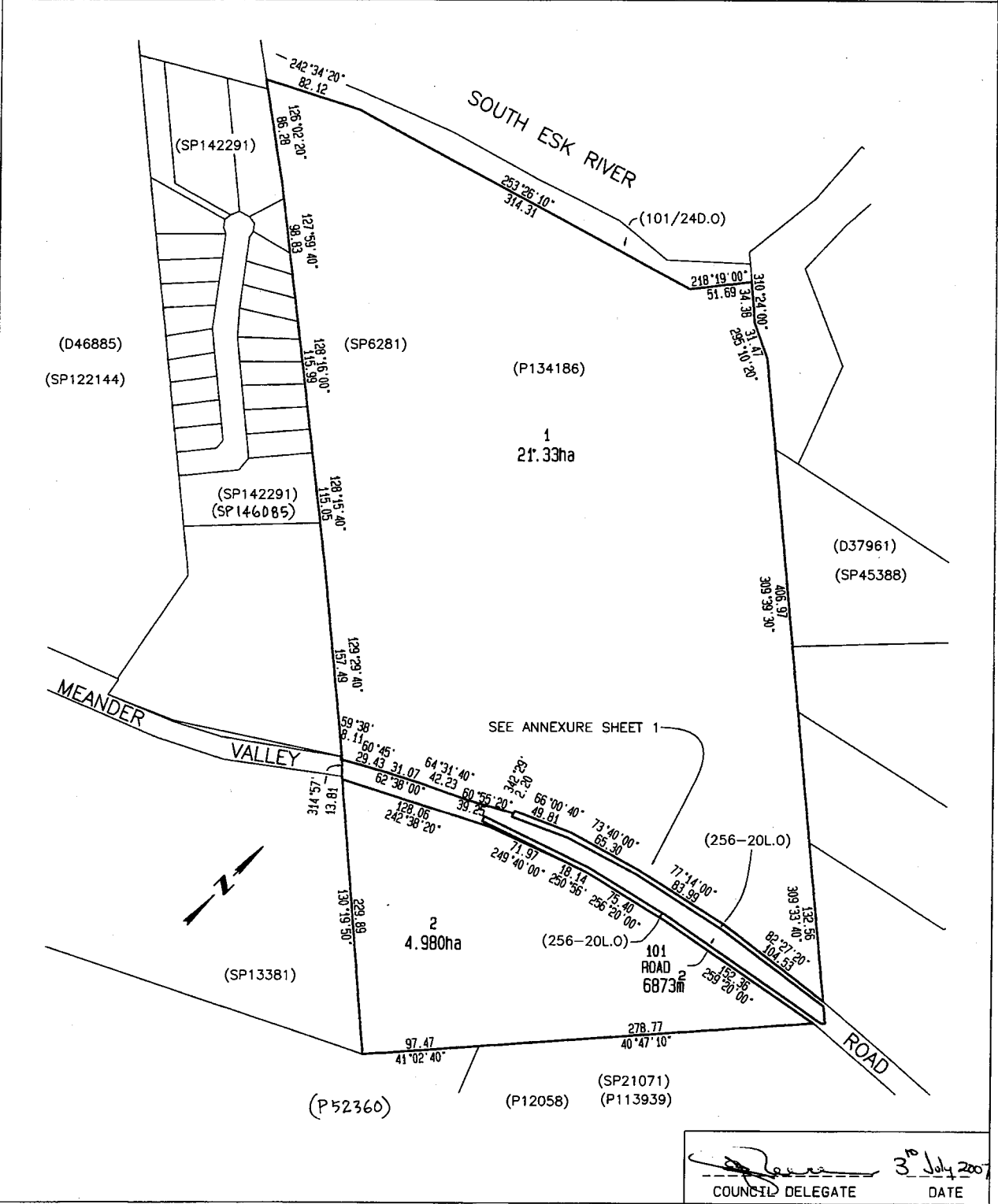


*[Signature]* 3<sup>rd</sup> July 2007  
COUNCIL DELEGATE      DATE

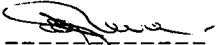

<p>PLAN OF SURVEY ANNEXURE SHEET SHEET 1 OF 1 SHEET</p>	<p>OWNER FOLIO REFERENCE C.T 134186-1 C.T 6281-2 SCALE 1:1500 LENGTH IN METRES</p>	<p>Registered Number <b>SP 152021</b></p>
<p>SIGNED FOR IDENTIFICATION PURPOSES  Council Delegate</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET.  Registered Land Surveyor</p>	<p><del>APPROVED</del> EFFECTIVE FROM ..... 2nd MAY 2007 Date Recorder of Titles</p>

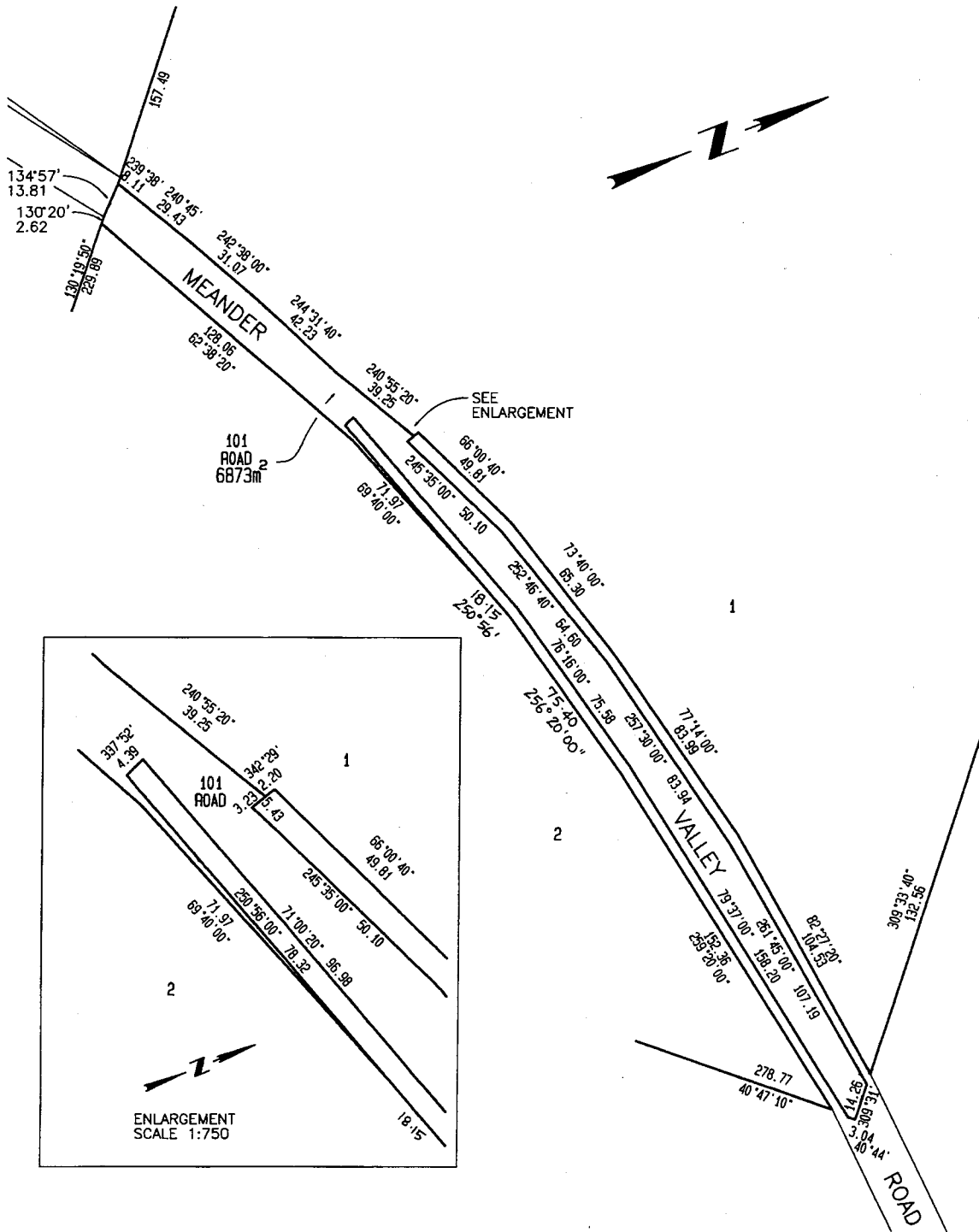


OWNER		PLAN OF SURVEY BY SURVEYOR A.J PHILLIPS LOCATION LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON		REGISTERED NUMBER <b>SP152021</b>
FOLIO REFERENCE C.T 134186-1 C.T 6281-2				APPROVED FROM 16 AUG 2007 <i>Alice Kawa</i> Recorder of Titles
GRANTEE PART OF 50 ACRES, LOCATED TO THOMAS BEAMS		SCALE 1: 3000. LENGTHS IN METRES		
MAPSHEET MUNICIPAL CODE No.(5040-2232) 29	LAST ERA99 UPI No 6501287	LAST PLAN SP6281 No. P134186	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	



*Alice Kawa* 3<sup>rd</sup> July 2007  
COUNCIL DELEGATE DATE

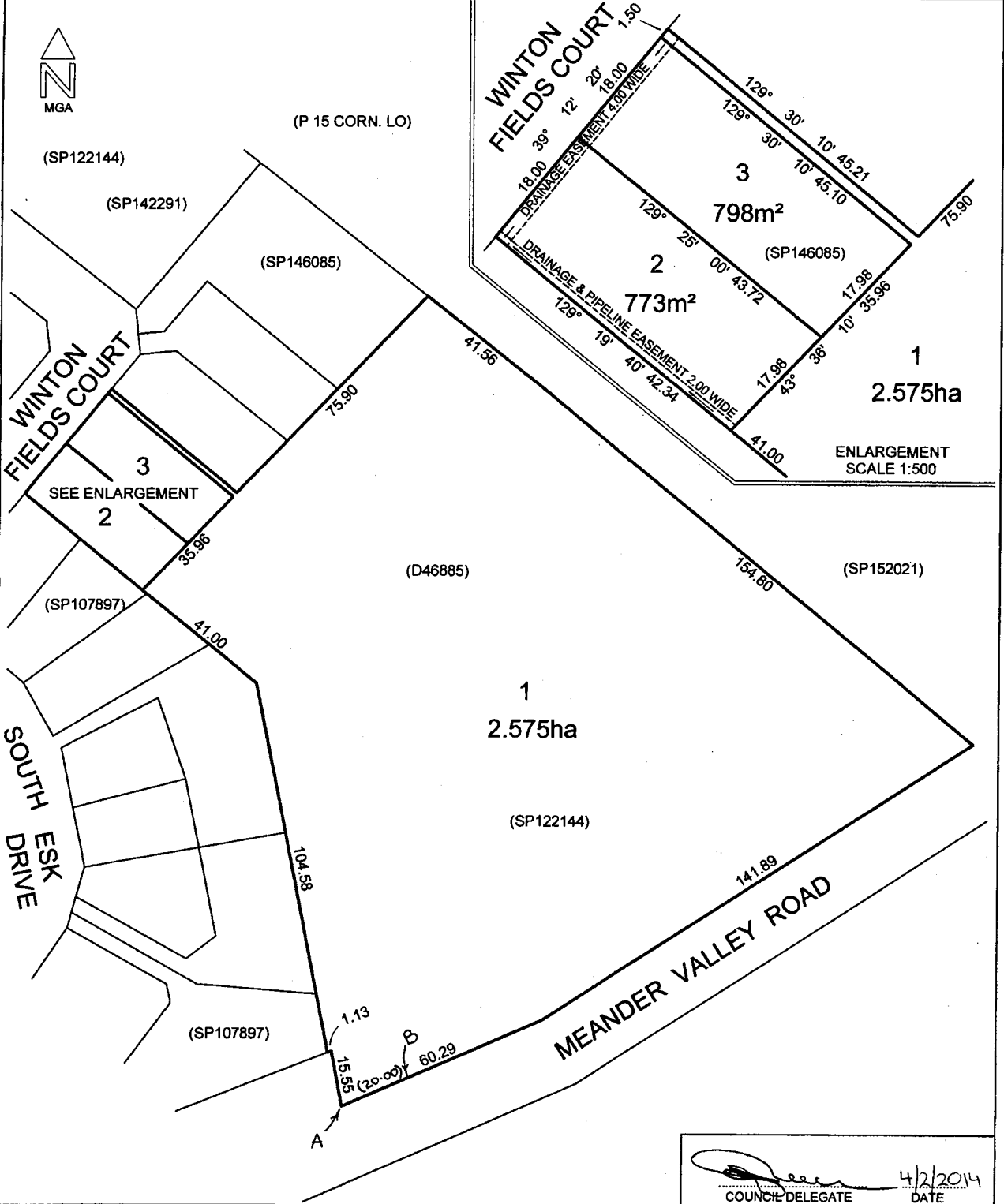
<p>PLAN OF SURVEY ANNEXURE SHEET SHEET 1 OF 1 SHEET</p>	<p>FOLIO REFERENCE C.T 134186-1 C.T 6281-2 SCALE 1:1500 LENGTH IN METRES</p>	<p>Registered Number <b>SP 152021</b></p>
<p>SIGNED FOR IDENTIFICATION PURPOSES  Council Delegate 30 July 2007 Date</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN &gt; THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET  Registered Land Surveyor 2nd MAY 2007 Date</p>	<p><del>APPROVED</del> EFFECTIVE FROM ..... Recorder of Titles</p>





<p>OWNER:</p> <p>FOLIO REFERENCE: F/R 146085-4 F/R 122144-1</p> <p>GRANTEE: PART OF 1000 ACRES GRANTED TO ALEXANDER CLERK</p>	<p><b>PLAN OF SURVEY</b> BY SURVEYOR DALLAS McCULLOCH D.J.McCULLOCH &amp; ASSOCIATES RIVERSIDE, TASMANIA 7250</p> <p>LOCATION <b>TOWN OF HADSPEN &amp; LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON</b></p> <p>SCALE 1 : 1000                      LENGTHS IN METRES</p>	<p>REGISTERED NUMBER <b>SP167173</b></p> <p><del>APPROVED</del>                      6 MAR 2014 EFFECTIVE FROM</p> <p><i>Alice K...</i> Recorder of Titles</p>
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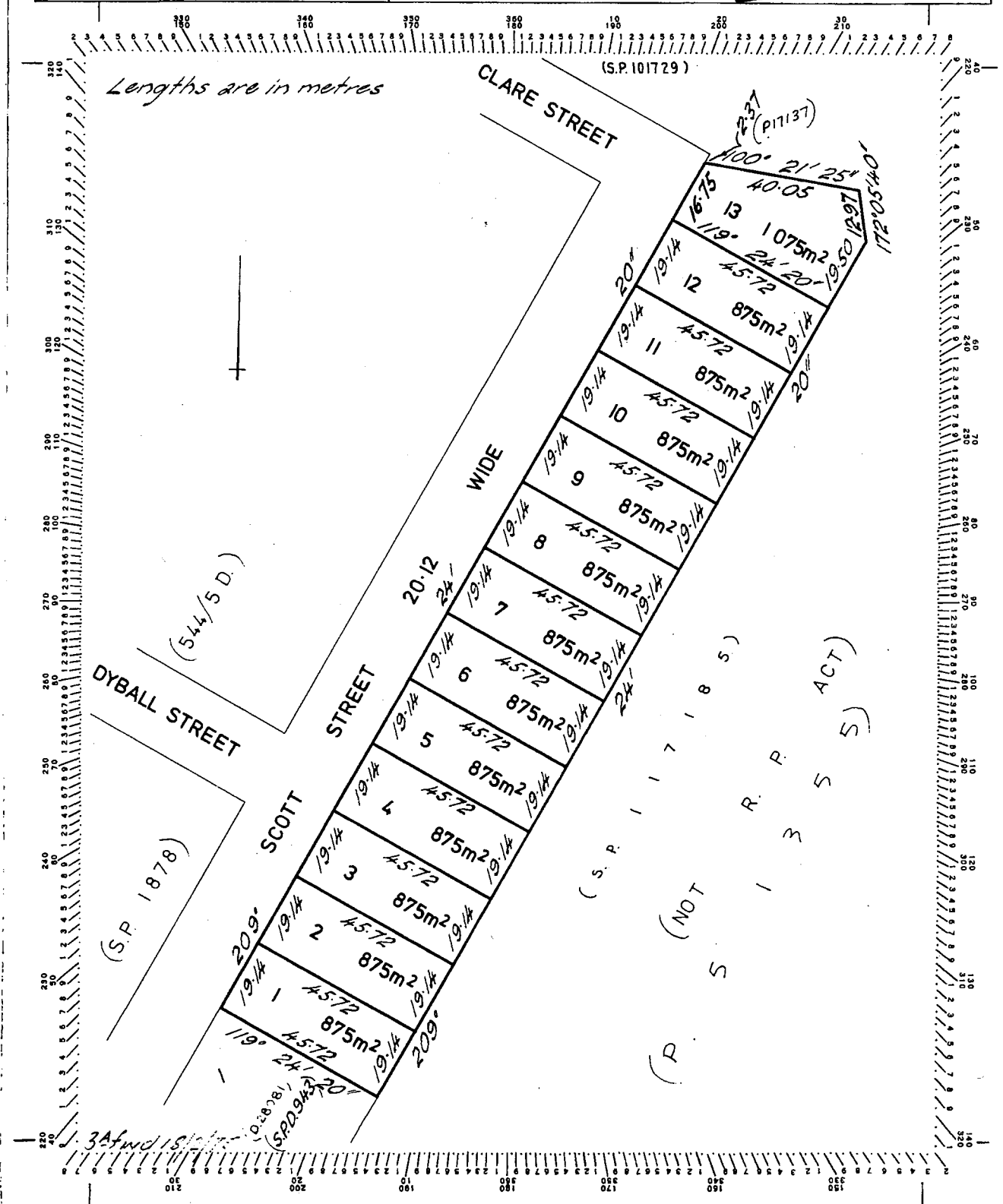
MAPSHEET MUNICIPAL CODE No. 121 (5040-32)	LAST UPI No.	LAST PLAN No. SP146085 SP122144	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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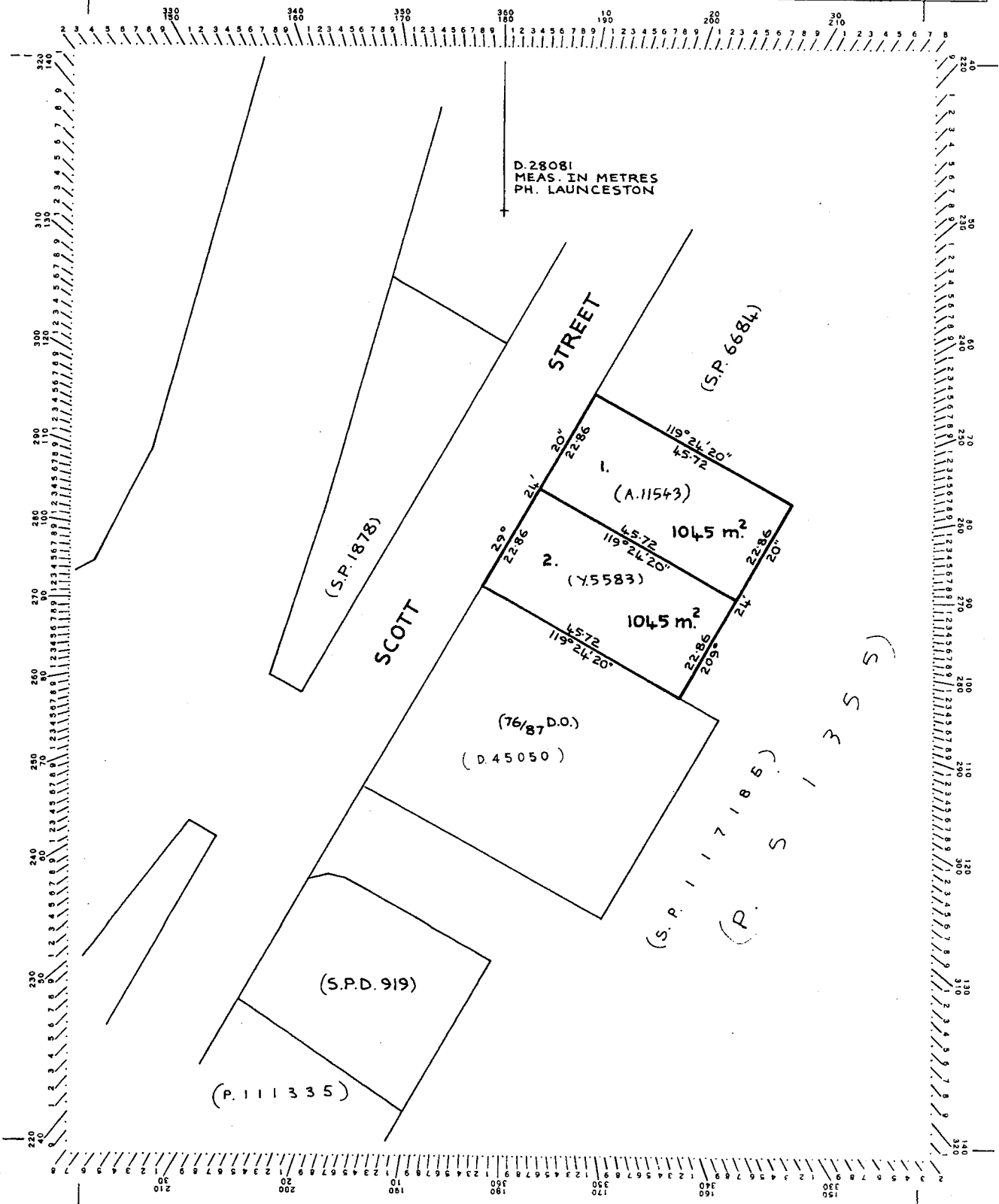
C.T. 3455-84 6684 S.P. 6684

Owner:	PLAN OF SURVEY by Surveyor <i>Paul Anthony Phelps</i> of land situated in the	Registered Number: <b>S.P. 6684</b>
Title Reference: <i>Conveyance No 32/5566</i>	LAND DISTRICT OF CORNWALL	Effective from: <i>4-4-75</i>
Grantee: <i>Part of 1000 acres Granted to Alexander Clerk</i>	PARISH OF LAUNCESTON	<b>l/d</b> Recorder of titles

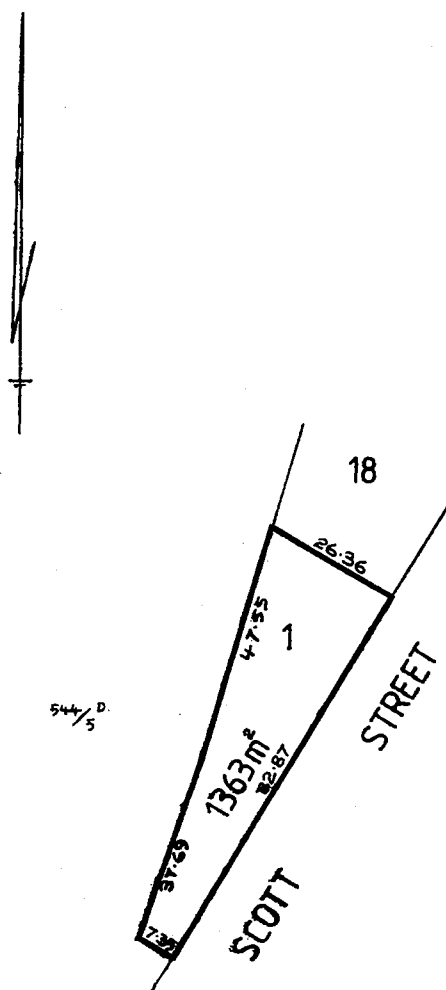
Scale 1:1000



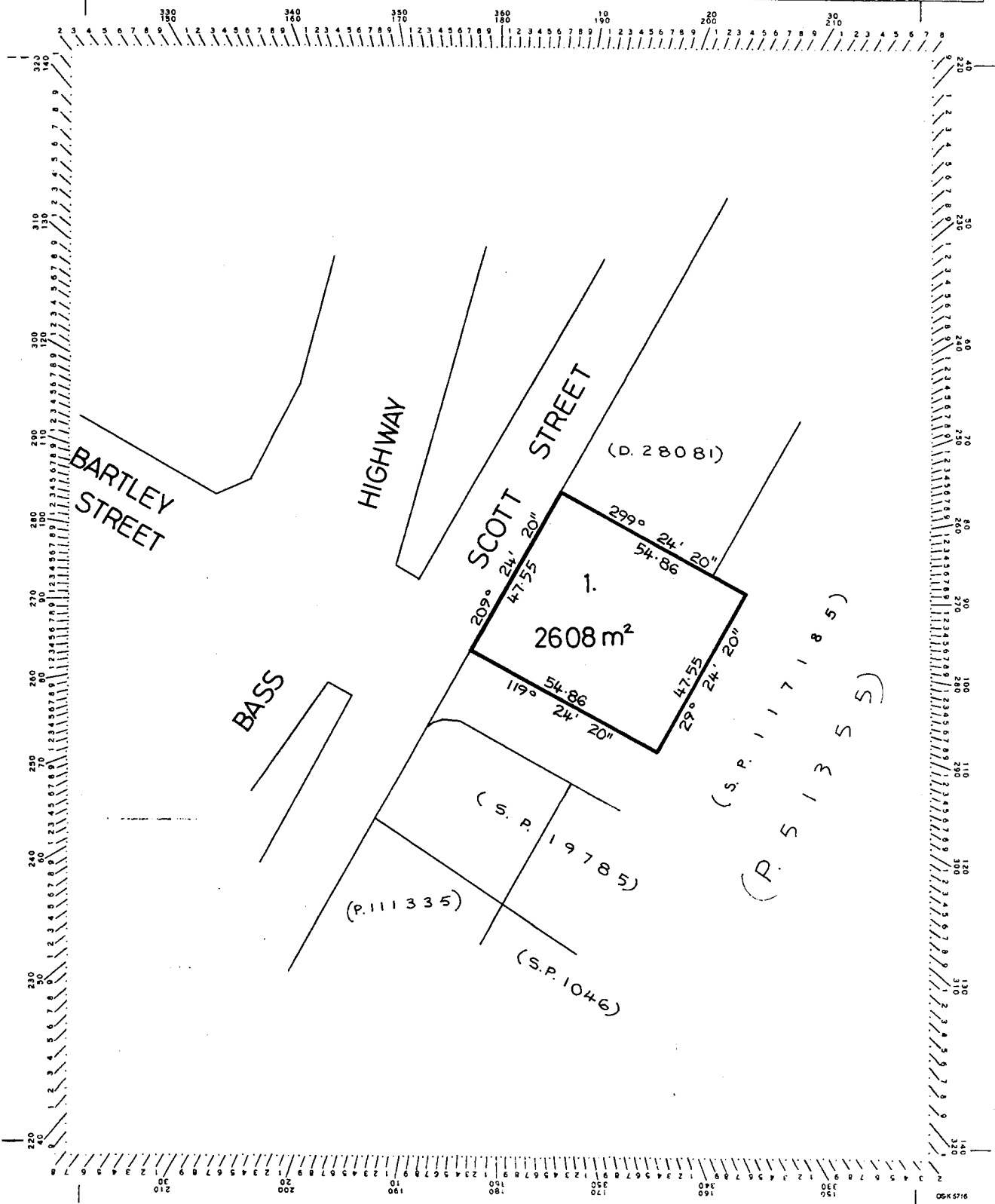
Owner:	PLAN OF SURVEY of land situated in the <b>LAND DISTRICT OF CORNWALL</b> <b>PARISH OF LAUNCESTON</b> TOWN OF HADSPEN COMPILED FROM... (S.P.D. 943)	Registered Number: <b>D. 28081</b>
Title Reference: Y. 5583		Approved: <b>14 FEB 1986</b>
Grantee: PART OF 1000-0-0 ALEXANDER CLERK		ACTING Recorder of Titles <i>Anthony Lee</i>
SCALE 1: 800 MEASUREMENTS IN METRES		



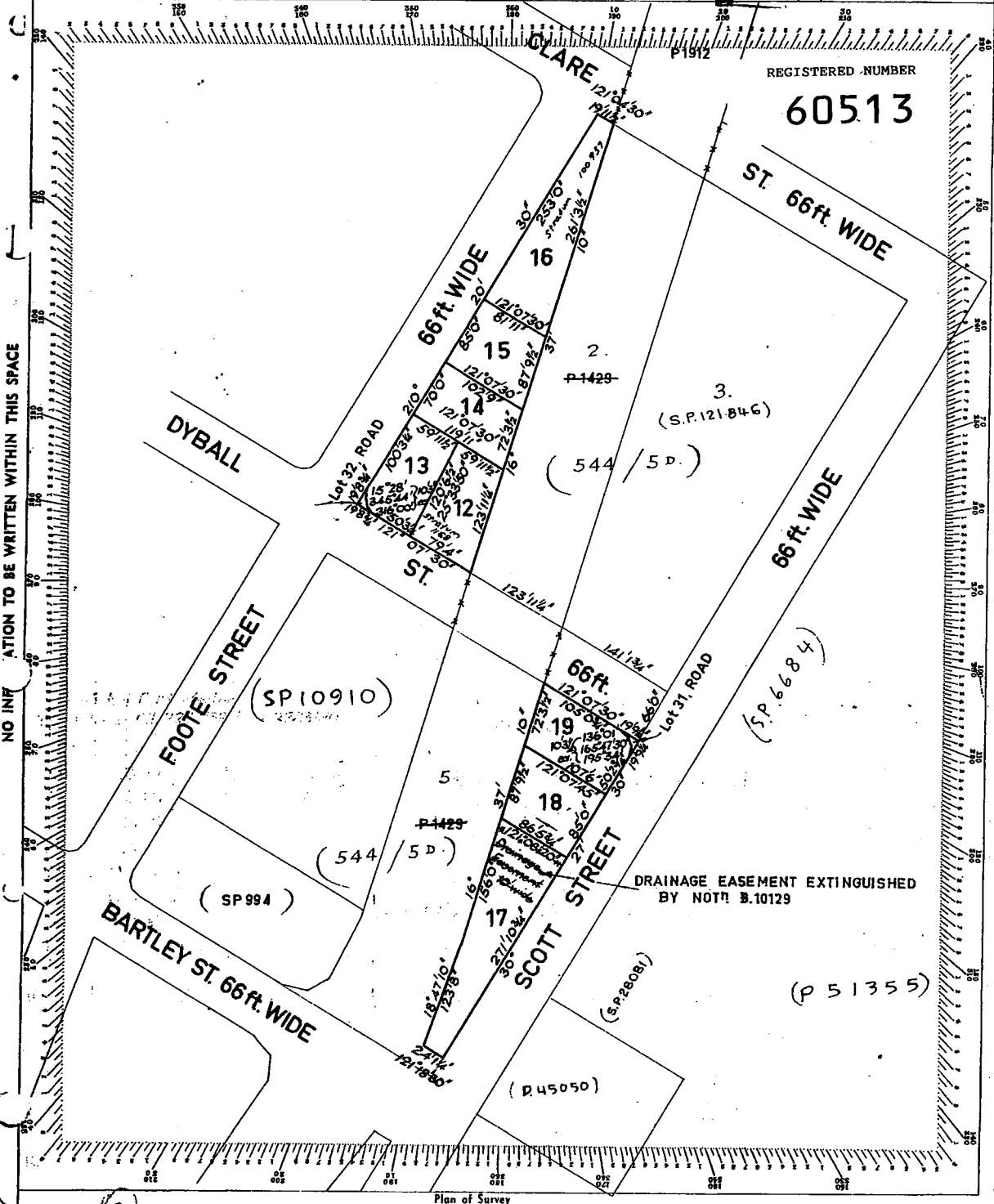
Owner:	<p style="text-align: center;">PLAN OF TITLE of land situated in the</p> <p style="text-align: center;">TOWN OF HADSPEN</p> <p style="text-align: center;">COMPILED FROM... S.P. 187.8</p> <p>SCALE 1: 1000      MEASUREMENTS IN METRES</p>	Registered Number:  <h1 style="text-align: center;">D. 35266</h1>
Title Reference: C.T. 2393 - 14		Approved.....
Grantee:		Recorder of Titles



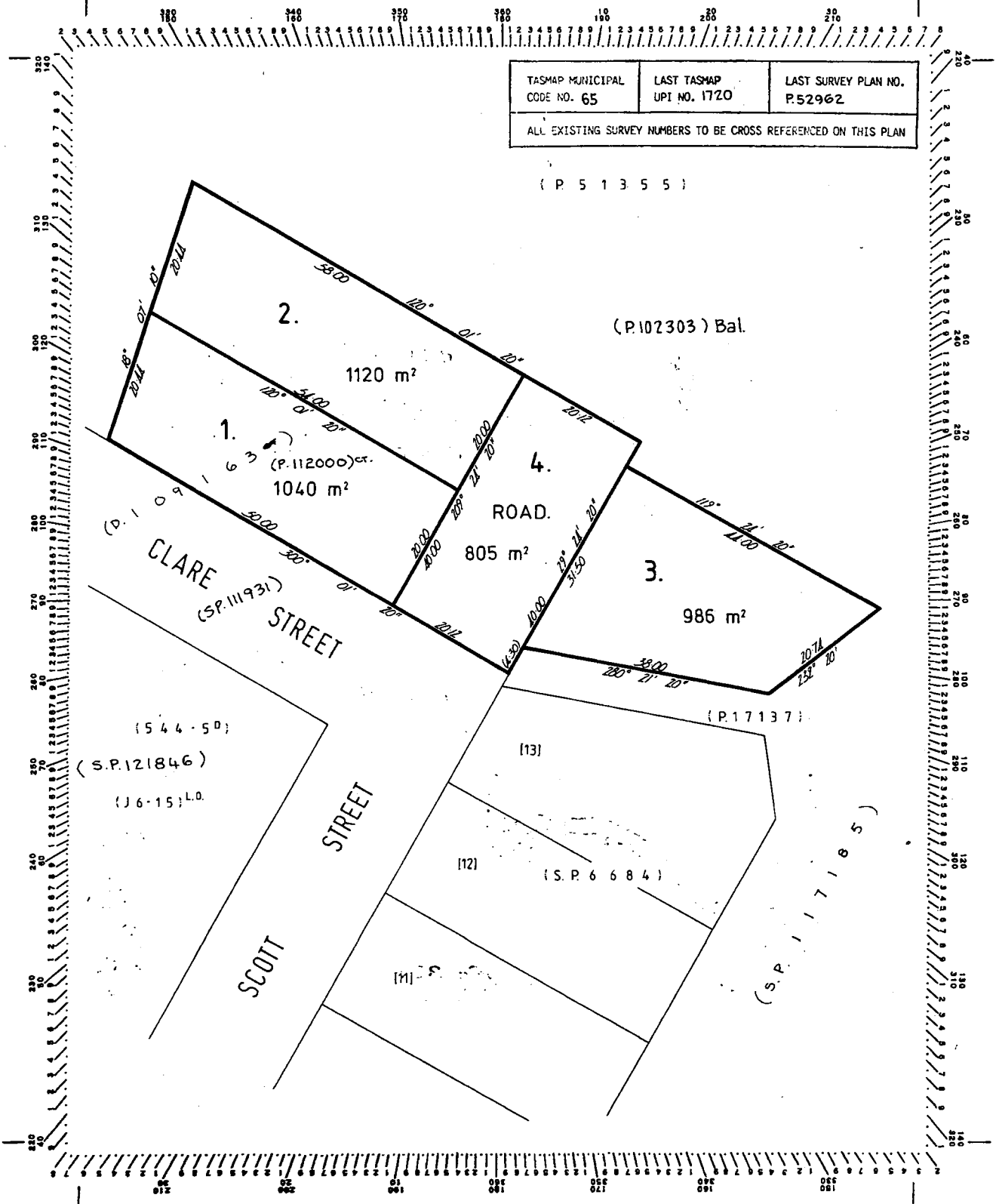
Owner:	PLAN OF SURVEY of land situated in the <b>TWN. OF HADSPEN</b>  COMPILED FROM 76/87 DO  SCALE 1:1000 MEASUREMENTS IN METRES	Registered Number: <b>D.45050</b>
Title Reference: Y. 12223		Approved: <b>24 JUL 1990</b> <i>M. J. ...</i>
Grantee: PART OF 1000-0-0 GTD TO ALEXANDER CLERK.		Recorder of Titles



Owner: Title Reference <i>C.T. 2285/38 &amp; C.T. 2283/40</i>				Registered Number <b>S.P. 1878</b>	
PLAN OF SURVEY by Surveyor <i>PAUL A. PHELPS</i>				Filed by: <i>Westbury</i> on ..... at <i>10-15</i>	
of land situated in the <b>TOWN OF HADSPEN</b> <b>SECTIONS K &amp; J</b>				Register No. <i>00180</i> Receiving Clerk .....	
Grantee: <i>Part of 1'-1'-8" Philip Davis and Part of 3'-2'-36" &amp; 4'-3'-0"-30" H. B. Bower</i>				Effective from <i>4-9-1968</i>	
Scale: <i>100 feet</i> to an inch				Registrar of Deeds <i>R. Maslin</i>	

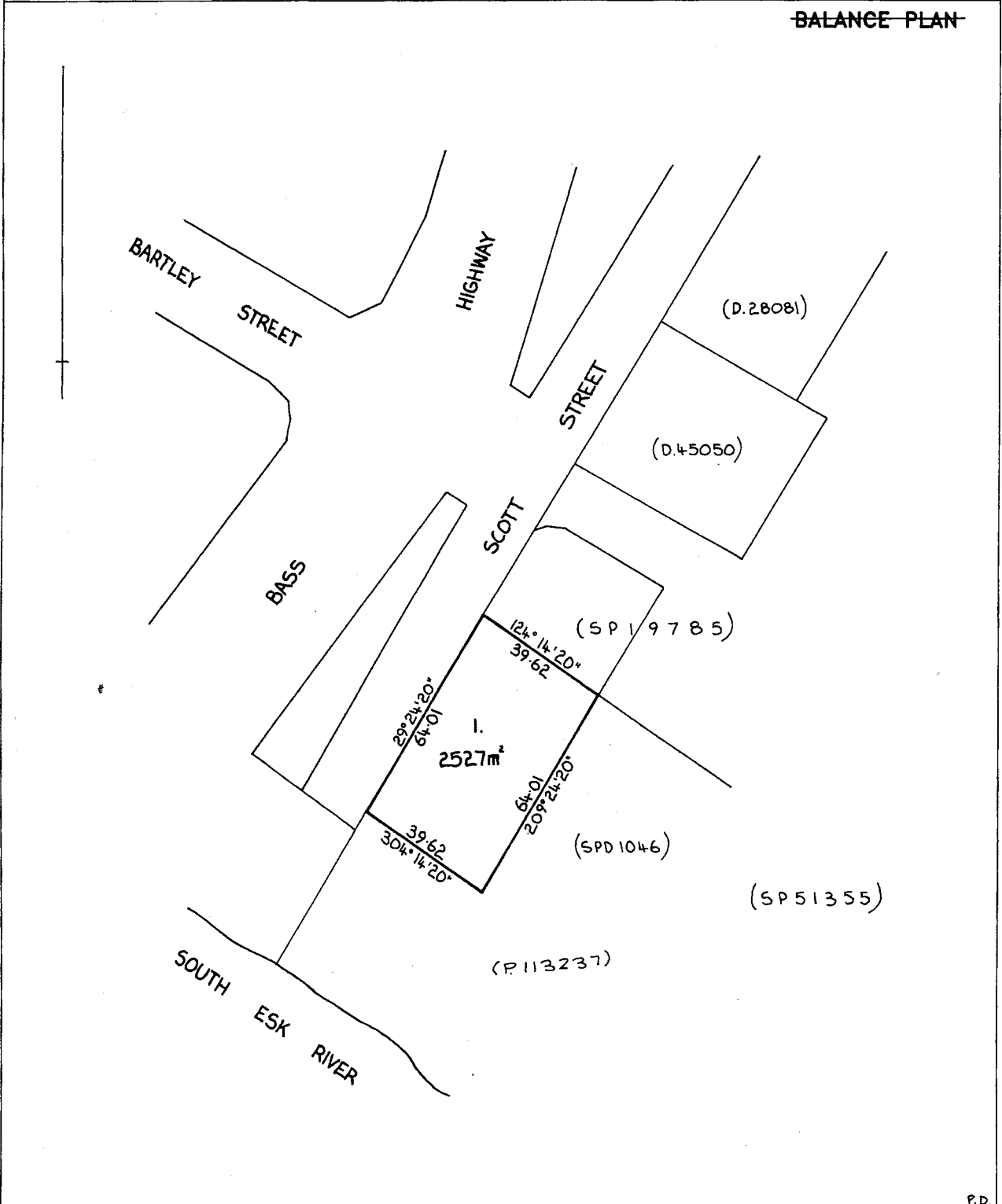


Owner:	<b>PLAN OF SURVEY</b> by Surveyor G.J. WALKEM — G.J. WALKEM & CO. P/L of land situated in the  <b>TOWN OF HADSPEN.</b>  SCALE 1:600.      MEASUREMENTS IN METRES	REGISTERED NUMBER
Title Reference: C.T. 1211-82.		<b>sp101729</b>
Grantee: Part of 1000 Acres Gtd. to Alexander Clark.		Approved Effective from 26 OCT 1992  Recorder of Titles



OWNER		PLAN OF TITLE		REGISTERED NUMBER	
FOLIO REFERENCE A13420				P 111335	
GRANTEE PART OF 1000AC GTD TO ALEXANDER CLERK		LOCATION TOWN OF HADSPEN		APPROVED 12 MAY 1994	
		FIRST SURVEY PLAN No. 58/34 D.O.		<i>M. J. ...</i> Recorder of Titles	
		COMPILED BY			
		SCALE 1: 1000		LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 65	LAST UPI No 1698	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

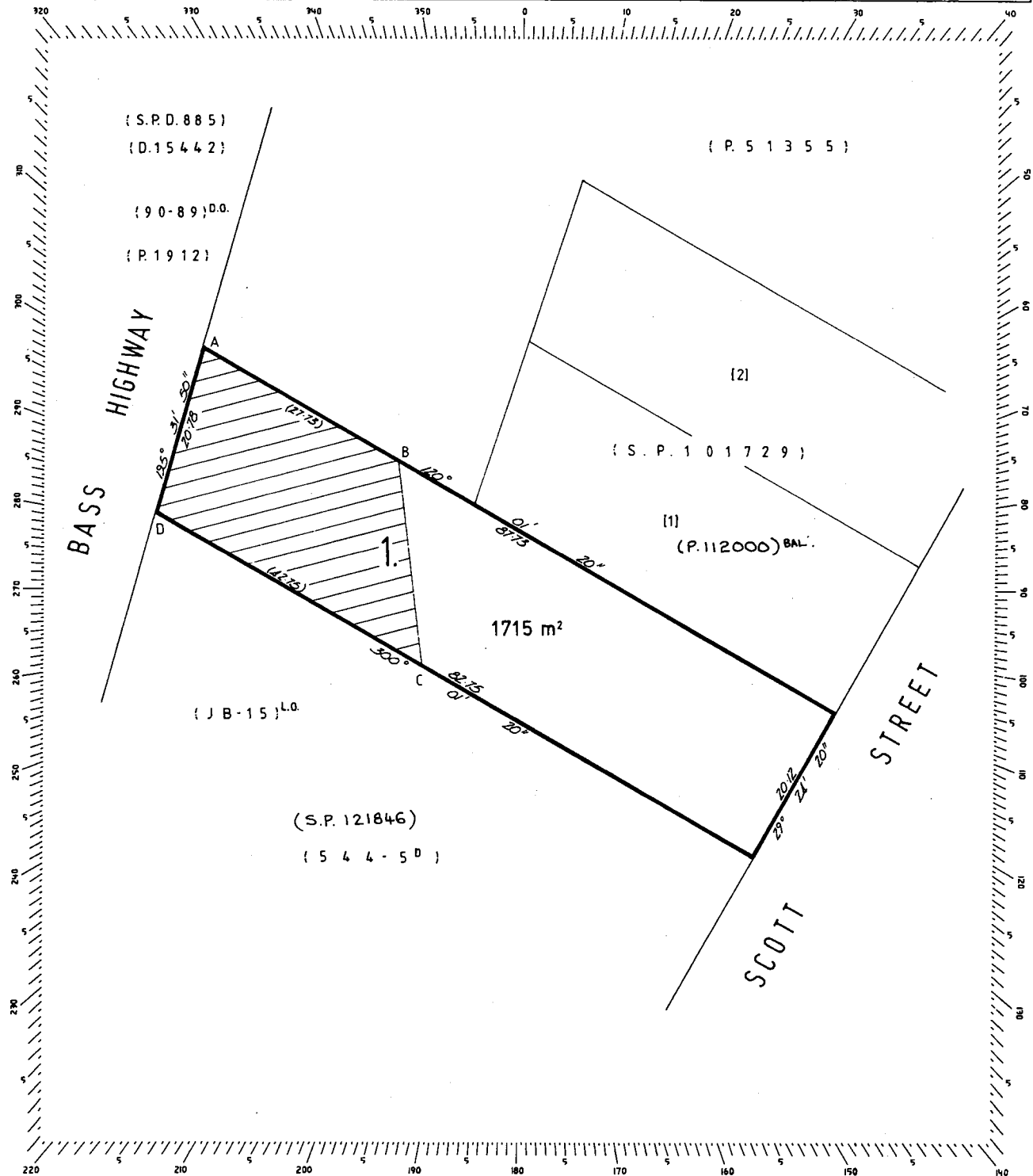
**BALANCE PLAN**

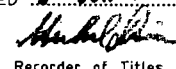


P.D. A-143



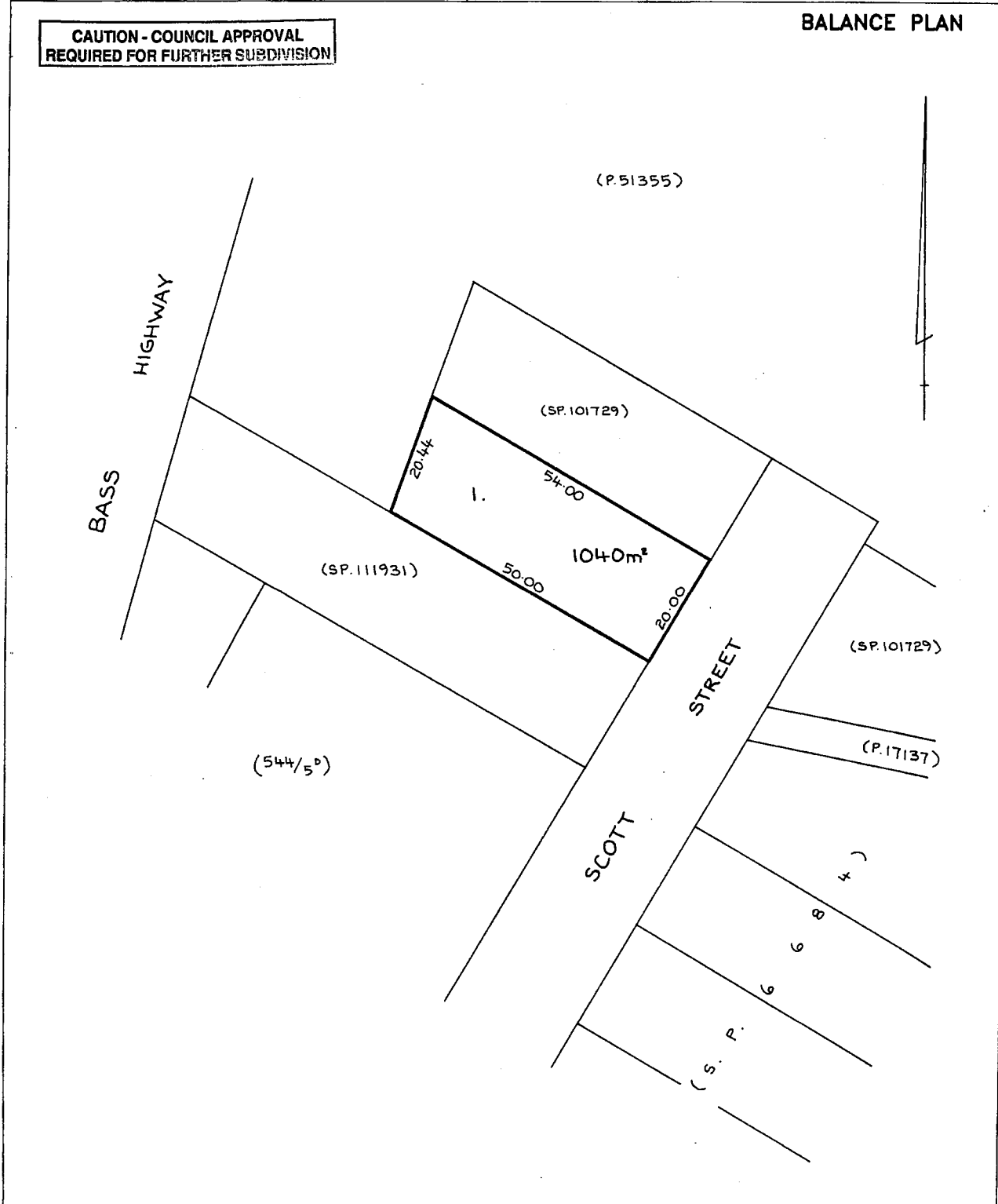
OWNER <i>IL -</i>		PLAN OF SURVEY	REGISTERED NUMBER
FOLIO REFERENCE CT.109163/1			BY SURVEYOR G.J.WALKEM. G.J.WALKEM & CO. PTY. LTD. LAUNCESTON.
GRANTEE WHOLE OF LOT 41348 (1722m <sup>2</sup> ) GTD TO JASON TIMOTHY BRESNEHAN & ALISON JANE MURRAY		LOCATION TOWN OF HADSPEN.	
STATE MUNICIPAL CODE No. 65		LAST UPI No. 42113	LAST SURVEY PLAN No. D.109163
		ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	



OWNER  FOLIO REFERENCE CT. 109163/1  GRANTEE PART OF 1000 ACRES GTD TO ALEXANDER CLERK		<b>PLAN OF TITLE</b> LOCATION TOWN OF HADSPEN  FIRST SURVEY PLAN No. SP.101729 COMPILED BY L.T.O.  SCALE 1:600                      LENGTHS IN METRES		REGISTERED NUMBER <b>P 112000</b>  APPROVED <u>9 JUN 1994</u>  Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 65	LAST UPI No 42133	LAST PLAN No. D.109163	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

**CAUTION - COUNCIL APPROVAL  
 REQUIRED FOR FURTHER SUBDIVISION**

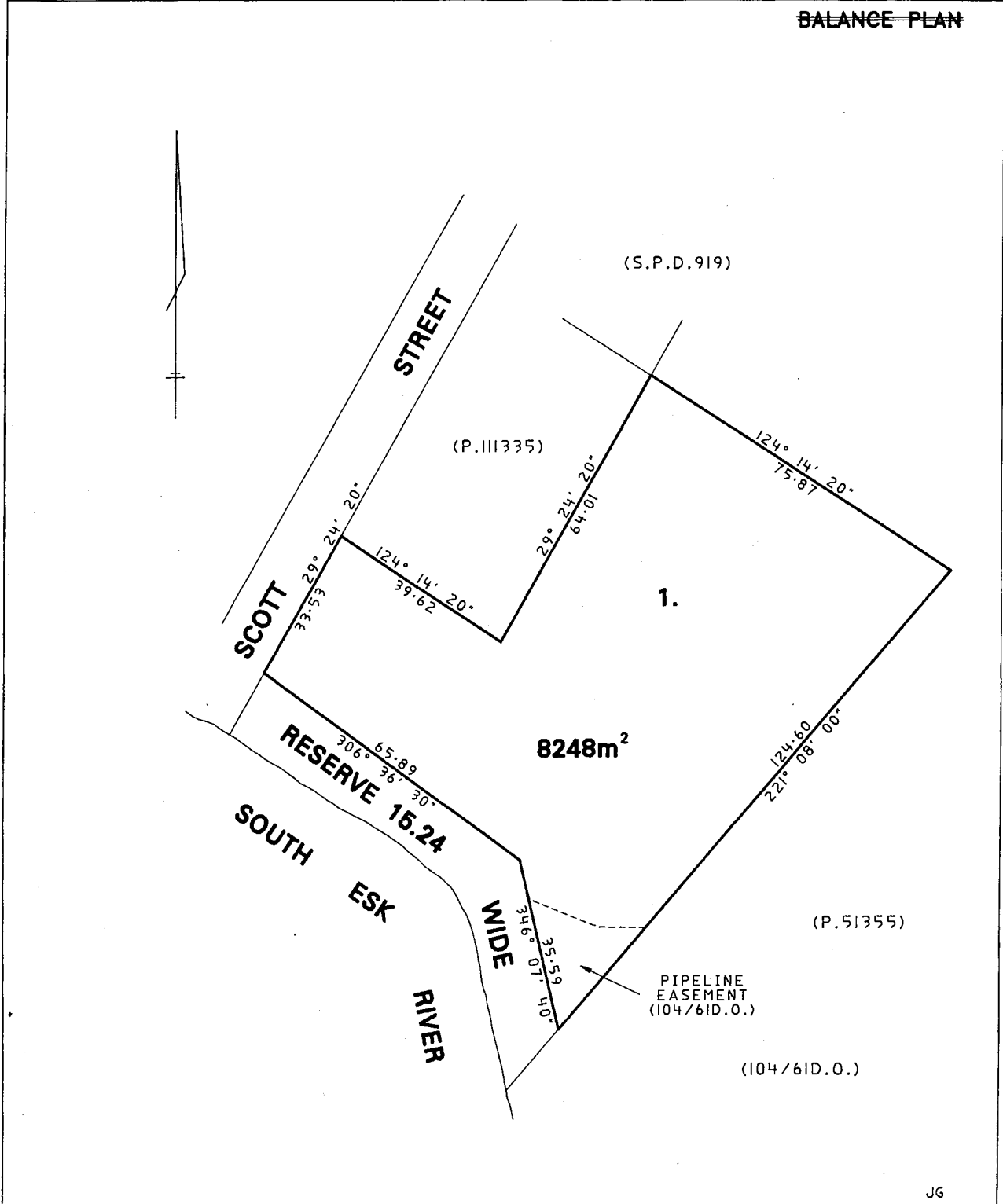
**BALANCE PLAN**



A-143 PBP.

OWNER		PLAN OF TITLE		Registered Number	
FOLIO REFERENCE A.15240				P.113237	
GRANTEE		LOCATION		APPROVED - 7 SEP 1994	
PART OF 1000-0-0 GTD TO ALEXANDER CLERK		TOWN OF HADSPEN		 Recorder of Titles	
		FIRST SURVEY PLAN No. S.P.D.1046			
		COMPILED BY			
		SCALE 1: 750		LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 65	LAST UPI No 1697	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

~~BALANCE PLAN~~

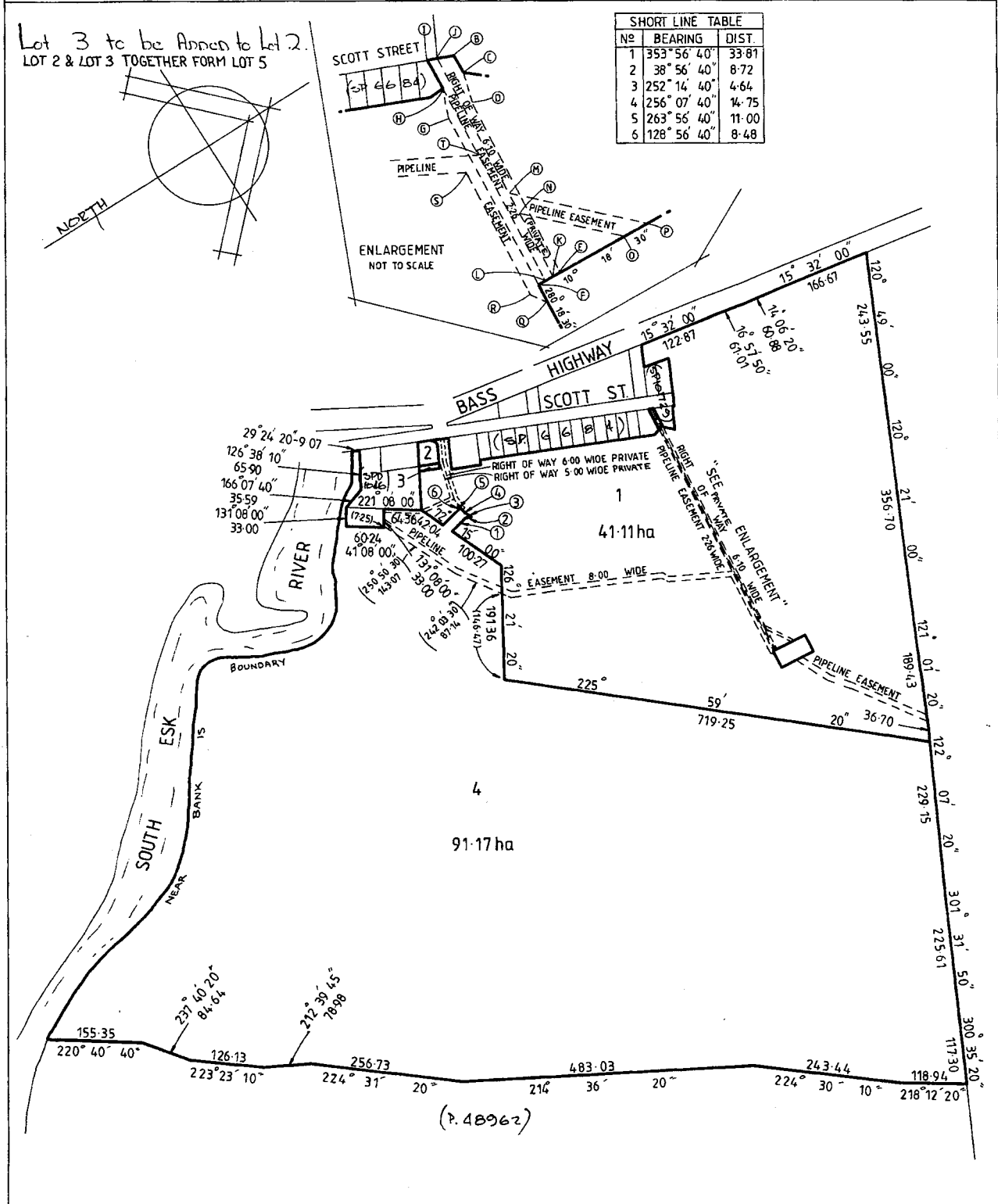


It is hereby certified that this plan was  
prepared from information held in the Registry  
of Deeds under number SPD 1044 and converted  
to metric units.

Dated this 7th day of SEPTEMBER 1894.

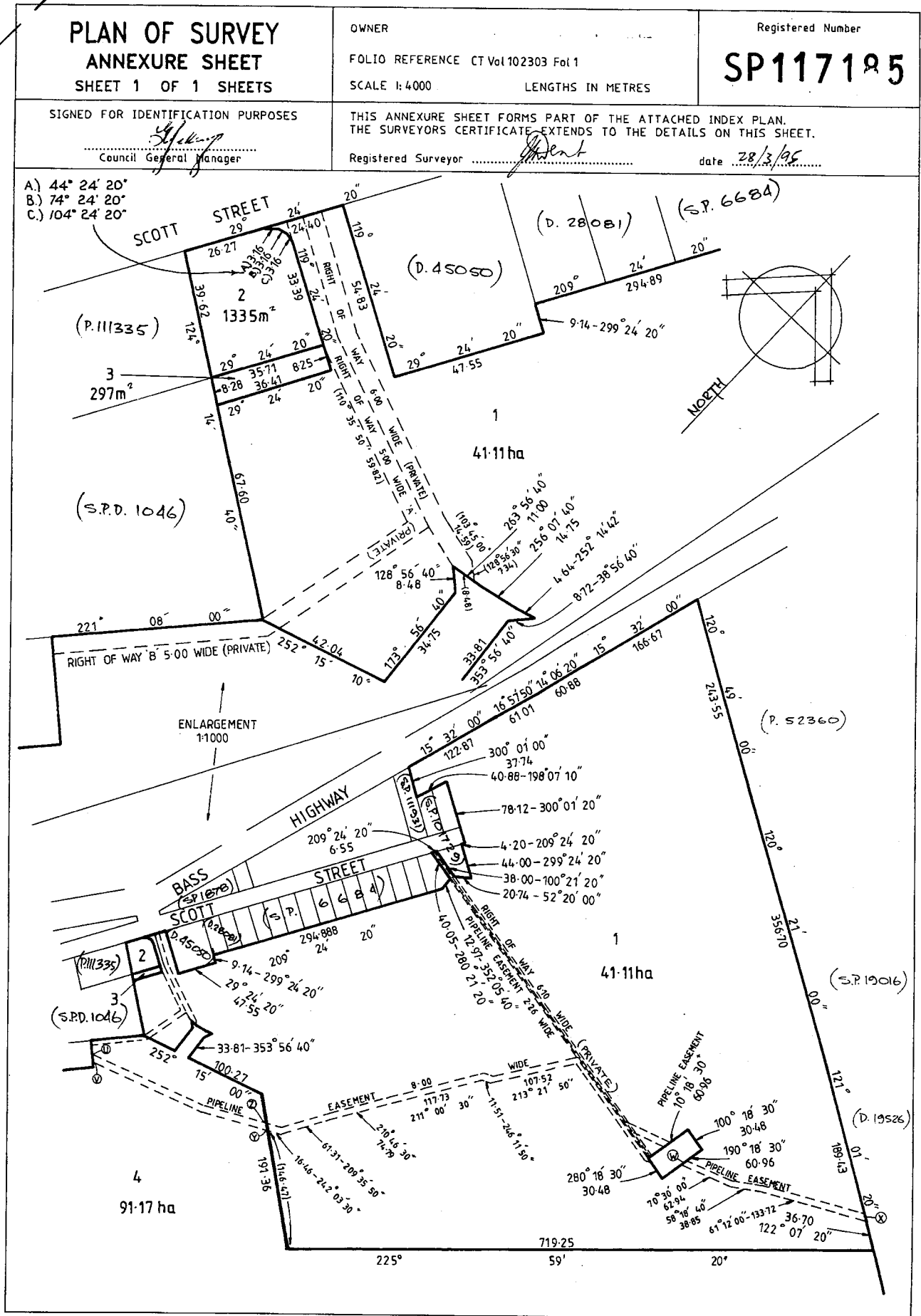
*M. Young*  
Per Chief Draftsman  
Land Titles Office

OWNER  GRANTEE PART OF 1000 ac GRANTED TO A. CLERK. ALEXANDER	<p align="center"><b>PLAN OF SURVEY</b></p> <p>BY SURVEYOR JOHN WILLIAM DENT of CAMPBELL, SMITH PHELPS PERREY PTY LTD of 60 ELPHIN RD., LAUNCESTON, of land situated in the LOCATION LAND DISTRICT OF CORNWALL PARISH OF LAUNCESTON</p> <p align="center">TOWN OF HADSPEN</p> <p>SCALE 1:6000      LENGTHS IN METRES</p>	REGISTERED NUMBER <b>SP117185</b>	
		APPROVED EFFECTIVE FROM 26 JUN 1995 <i>John Dent</i> Recorder of Titles	
MAPSHEET MUNICIPAL CODE No. 65	LAST UPI No. 1720, 1699	LAST PLAN No. P.102303	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

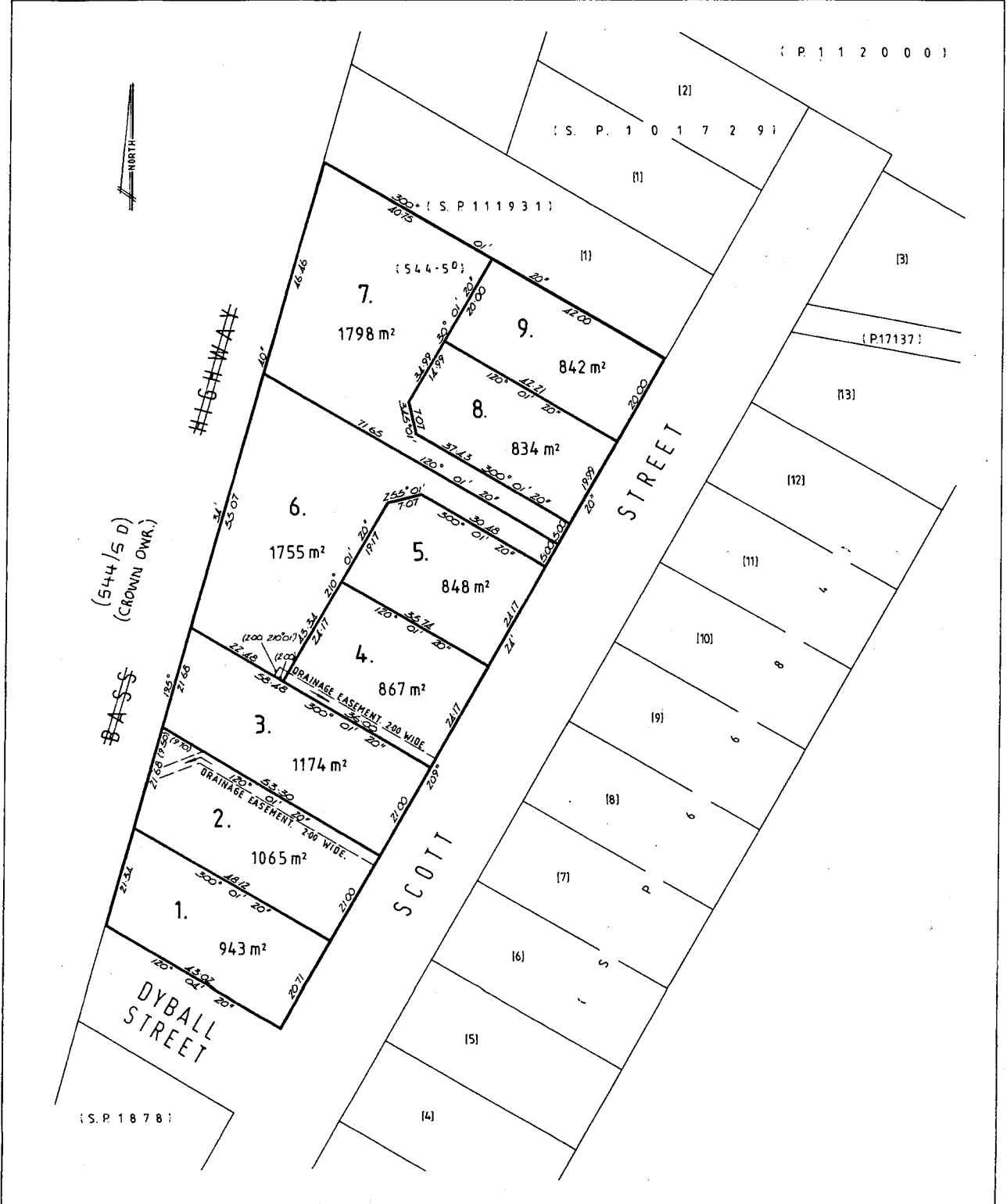


SHORT LINE TABLE		
No	BEARING	DIST.
1	353° 56' 40"	33.81
2	38° 56' 40"	8.72
3	252° 14' 40"	4.64
4	256° 07' 40"	14.75
5	263° 56' 40"	11.00
6	128° 56' 40"	8.48

A-148

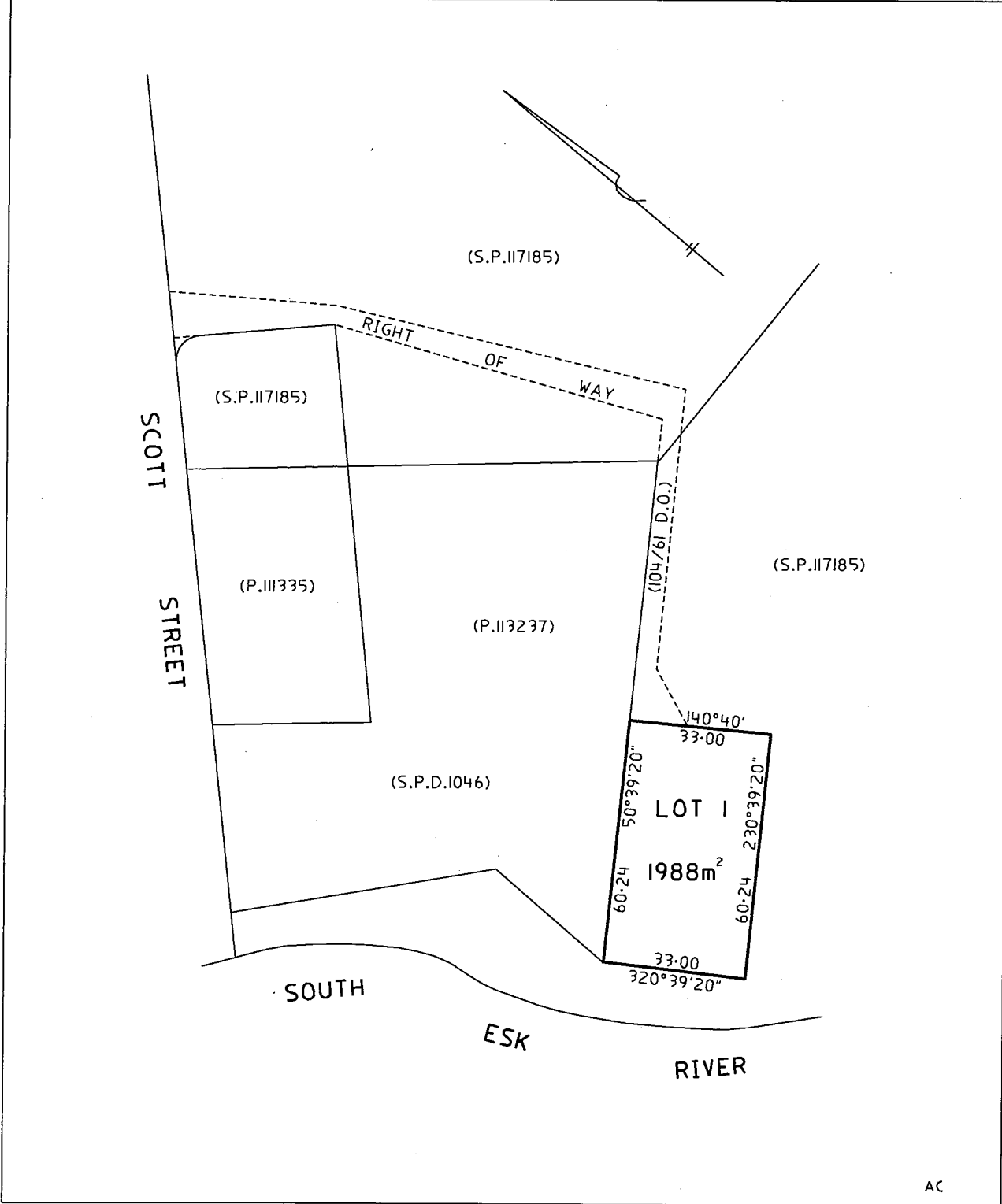


OWNER Estate of		PLAN OF SURVEY BY SURVEYOR D.J. McCULLOCH G. J. WALKEM & CO. P/L LAUNCESTON.		REGISTERED NUMBER
FOLIO REFERENCE C.T. 208252-3.				SP 121846
GRANTEE Part of Lot 1, Gtd. to Philip Davis & Part of Lot 3, 2, 36 Gtd. to Harry Barbauld Bowen.		LOCATION TOWN OF HADSPEN. SECTION J.		APPROVED EFFECTIVE FROM 7-MAY 1996
MAPSHEET MUNICIPAL CODE No. 121		LAST UPI No. G501696	LAST PLAN No. P. 208252	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



A-148

OWNER		PLAN OF TITLE		Registered Number	
FOLIO REFERENCE A23864				P.147869	
GRANTEE PART OF 1000 ACRES GRANTED TO ALEXANDER CLERK		LOCATION CITY OF LAUNCESTON		APPROVED 10 AUG 2006	
		FIRST SURVEY PLAN No. 104/61 D.O.		<i>Alice Kawa</i>	
		COMPILED BY L.D.R.B.		Recorder of Titles	
		SCALE 1: 900		LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 12: 5040-32	LAST UPI No 6501716	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



AC



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1470

TASMANIA

REAL PROPERTY ACT, 1862, as amended



CERTIFICATE OF TITLE

Register Book

Vol. Fol.

2581 36

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

*Mitchinson*

Recorder of Titles.



DESCRIPTION OF LAND

TOWN OF HADSPEN

ONE ROD FOURTEEN PERCHES AND THREE TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf )

VIVIAN ROSS SPENCER of Hadspen, Clerk, and

MARJORIE ANNE SPENCER, his wife

ENTRY CANCELLED.

ACTING Recorder of Titles

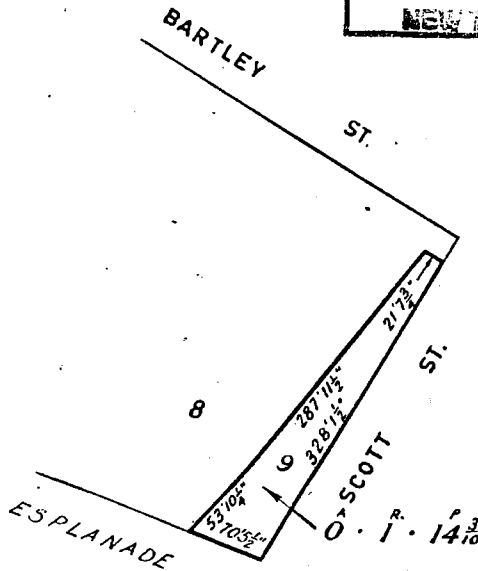
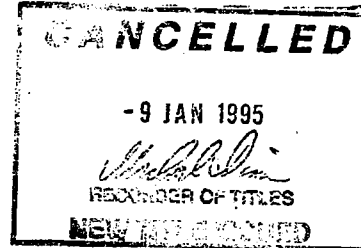
SECOND SCHEDULE (continued overleaf )  
NIL

RECORDED OF TITLES ARE NO LONGER SUBSISTING.

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER

215151



Part of Jacs.1rd.3ps. Sec.M. Gtd. to E.Ridley Meas. in Ft. & In.

FIRST Edition. Registered - 3 FEB 1970

Derived from C.T.Vol.2283 Fol.35. Transfer A329618- S.A.Morton & ano

# **APPENDIX B**

**DEPARTMENT OF STATE GROWTH**

# Department of Infrastructure, Energy and Resources

INFRASTRUCTURE STRATEGY DIVISION

Enquiries Sean McPhail  
Ph 6233 4763 Fax 6233 3937  
Email sean.mcphail@dier.tas.gov.au Web www.dier.tas.gov.au  
Your Ref Our Ref 2011/131252



Tasmania

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

Index No. 509 01 002			
Doc No.			
Batch No.			
RCVD	12 SEP 2011	MVC	
Action Officer	RD	Dept.	ED
EO	<input checked="" type="checkbox"/>	OD	BOX

## DRAFT HADSPEN OUTLINE DEVELOPMENT PLAN

Dear Mr Preece

Thank you for the opportunity to comment on the draft Hadspen Outline Development Plan (the Plan).

The Department of Infrastructure, Energy and Resources (DIER) supports the preparation of outline development plans to provide guidance on the future development and associated infrastructure needs of an area.

While an established community, Hadspen is located some distance from major employment centres in Launceston, and from key social and economic services. Transport options, including bus services, are limited. DIER's preference is to support growth in accessible locations, including those close to existing transport services – for example, high-frequency bus routes, cycleways and pedestrian linkages – and with good access to key services such as shops, schools and major employment centres. This approach provides a greater range of transport modes for residents, reduces car dependence and can also reduce overall distances travelled. It also reduces the demand for service and infrastructure upgrades at a significant cost.

The Plan would benefit from a detailed traffic study to better understand the impacts of the proposal. Meander Valley Secondary Road is a State Government owned road and is currently limited access. The proposed Plan would significantly change the function of this Road to a lower-speed local road, and include new direct accesses. If the Plan proceeds in its current form, DIER would seek to formalise discussions with the Council to transfer ownership of this Road to Council, reflecting the works proposed and the change in function to a local road, but also removing the need for DIER to approve any new accesses. I understand discussions regarding transfer of the road to Council have occurred at officer level, but funding to support future upgrades remains an issue.

DIER has made additional specific comments on the Plan (see attached). We would be happy to discuss or clarify any of these comments further (see appropriate contact details above).

Thank you for the opportunity to comment.

Yours sincerely

David Spence  
GENERAL MANAGER INFRASTRUCTURE STRATEGY

9  
September 2011

## **Department of Infrastructure, Energy and Resources**

### **Comments on the Draft Hadspen Outline Development Plan – August 2011**

#### **General**

The Plan outlines that opportunities exist for expansion of the town due to its proximity to Launceston. Hadspen is not particularly close to Launceston being 15km from the CBD. Future growth areas should ideally be located to make best use of existing infrastructure, public transport, retail and social services and be in proximity to employment centres. The location of growth areas in such areas assists in reducing car-based travel to employment and service centres and the potential for creating transport disadvantaged communities.

The identification of Hadspen as a growth area also appears a little premature without a more strategic look at Greater Launceston. A broader assessment is necessary to determine the best opportunities for growth areas (both greenfield and infill development) with much better access to existing services. It was hoped that the Northern Regional Land Use Strategy would undertake this analysis; however this has not occurred to date.

The goals of the Plan include minimising commuting distances; however, it would appear to deliver the contrary. Studies quoted in the draft Plan state that the current employment self containment ratio is very low with 95% of residents commuting to work outside of Hadspen. Without establishing a reasonable level of employment within the town, people will still need to commute for work; largely to Launceston and its suburbs.

The Plan suggests that between 190-225 jobs could be based in Hadspen within the expanded town centre. The Plan envisages that around 45-55 of these jobs would be essential service workers (health, education, emergency) and 100 jobs during the construction phase (therefore staged and not ongoing). That leaves around 90-125 jobs to be created that are ongoing. This would not provide enough employment within the town to substantially improve self containment.

The 2006 ABS journey to work data for Hadspen and the surrounding area indicates that the majority of people (about 78%) travel to work in Launceston and its suburbs with around 32% of these travelling to inner Launceston for work. The journey to work data indicates that travel to work is spread across many locations within Launceston with no one location being the main destination. This largely reflects the fact that a relatively high proportion of people work in the construction, manufacturing and transport sectors, as quoted in the Plan. With a doubling of the population this trend may well continue; however, no analysis has been undertaken on this.

#### **Public Transport & Active Transport (Walking & Cycling)**

Hadspen is currently serviced by a single bus route with an hourly weekday service and a two hourly Saturday service, with no night time or Sunday service. The cost of extending the bus service to Hadspen would be high given the distance to, and low population density of Hadspen, and difficulties redesigning the current Prospect loop system.

The existing bus service within Hadspen has a relatively low patronage, likely reflecting the various different commuting locations, and the dominant type of employment, with a high proportion of people involved in the construction and transport sectors. The latter, for example, tends to see a high use of private transport given the need to carry tools and equipment and the need to travel to different and changing locations.

The proposed bus route in Figure 11 does not reflect Hadspen's context, showing a high level of penetration that is not commensurate with Hadspen's population density or the overall metropolitan public transport system and priorities. It is similar to a route that operated prior to 2007 which carried very few passengers and was not cost effective.

Cycling is also likely to be largely unattractive for most residents and trips, given the distance to Launceston CBD (15km). Studies have indicated that a cycle trip of up to 10km is considered viable for transport; however, this is heavily reliant on terrain. The route from Hadspen through Travellers Rest and inwards to Punchbowl has been identified as part of the Launceston principal urban cycling network but it was not considered as a high priority route, primarily due to the difficult terrain, but also because other routes have a much greater concentration of destinations and population.

The Plan notes the connection constraints between the western and eastern banks of the South Esk River (ie. between Rutherglen/Entally House and the town centre). Meander Valley Secondary Road (MVSR) Bridge does not have sufficient width at present to provide for a safe pedestrian/cycle connection across the river. The cost of providing such a connection would be high if it is intended to extend the width of the current bridge, and DIER is not in a position to fund this upgrade. It is therefore suggested that the intentions for the western bank (ie. identified as a potential tourism precinct), including access, be reviewed and this constraint incorporated into any future plans.

### **Meander Valley Secondary Road**

The MVSR is currently a State Road with a Limited Access (LA) proclamation. The LA proclamation runs from a point 1.37km east of Bartley Street to a point 1.16km east of the Illawarra Main Road (refer to attached proclamation plans). The LA status of the MVSR means that the number of public road junctions (proclaimed places) is restricted to those shown in the plans. Additional proclaimed places must be approved and added to the proclamation by statutory process. In the case of the Plan, it appears that four additional proclaimed places are currently proposed, generally around the new town centre (refer to the attached marked up copy of Figure 17 from the Plan).

While it is appreciated that the LA was proclaimed at a time when the MVSR was the Bass Highway alignment, further reducing the LA controls requires consideration of the overall strategy for the MVSR, balanced against the aims of the Plan and the need to ensure that traffic safety and operation are appropriately managed into the future.

The provision of additional junctions through a lowered speed zone may be acceptable, provided individual direct property accesses are avoided and appropriate access restrictions are embodied in any planning scheme provisions introduced to implement the Plan. If this were to occur, DIER would seek transfer of road ownership to Council, allowing council to remove the need to obtain DIER access/works permits for future development along this section, but also acknowledging the change in function of the road from a strategic corridor to a local road serving local traffic movements. DIER

would not take on the responsibility of the MVSR in the form presented in the Plan (ie. a reduced speed urban environment).

The transfer of MVSR to Council has been discussed at officer level with Council's Director Infrastructure Services and there appears to be no objection to such an arrangement. However, Section 7.3 of the Plan notes that external funds are needed for essential infrastructure and services. While not explicitly stated in the Plan, it is anticipated that Council would seek funding from DIER, however please note that DIER does not currently have any available funding to support the transfer.

### **Traffic Assessment**

If the Plan were to proceed, a traffic study would be required to better understand the actual impacts of the development options envisaged in the Plan. The study could look at the traffic generation associated with the staging proposed and identify any required upgrades (ie. turning lanes) considered against the long term conceptual junction arrangements contained in the Plan. Turning paths in and out of some of the town centre options (Figures 12 and 13) would need to be assessed.

Development in the latter stages of the Plan will also need to consider adequate noise protection buffers or design measures from the nearby Bass Highway corridor. This should be identified as a constraint in the Plan.

Despite a projected doubling of the population, it is assumed that the majority of commuter traffic would still travel to/from Launceston (i.e. east along MVSR). Consideration should also be given to traffic volumes to and from the west, which may have some impact on the MVSR/Illawarra Main Road and Illawarra Main Road/Bass Highway interchange ramps junctions.

Flooding closures on the MVSR at Beams Hollow would also mean that at times all Hadspen traffic would need to access the town from the west. Beams Hollow is subject to seasonal flooding and this section of the MVSR has been closed for periods three times this year. While DIER has no plans to upgrade this section of the MVSR in the long term, if Council did consider taking ownership, raising the road level to a higher flood frequency would reduce the instance of road closures in the future.

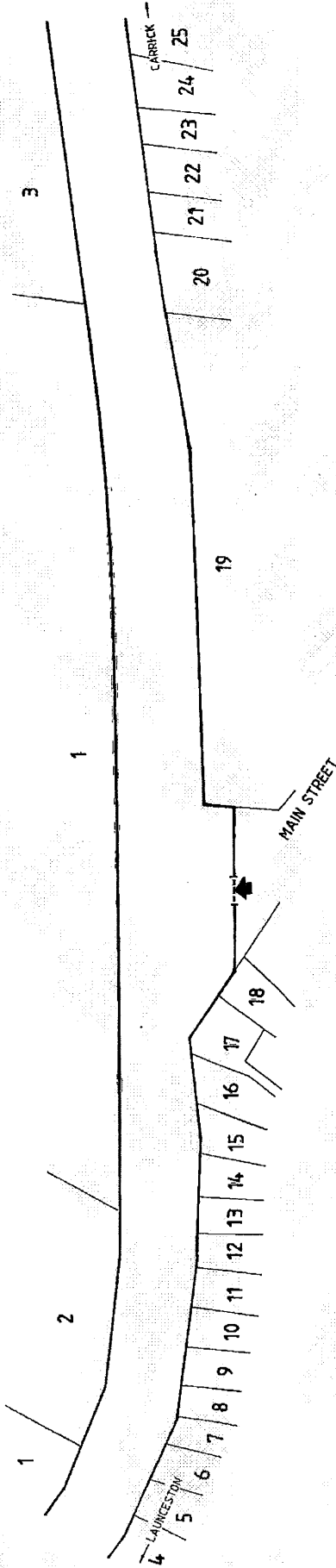
The Plan notes an intention to minimise the use of roundabouts (Section 6.4.3), however strong consideration should be given to the provision of roundabouts at the existing town junctions with MVSR (ie. Main Street – east end, and Bartley Street – west end). Roundabouts would facilitate convenient, safe access to both the existing north side and potential new south side of Hadspen from MVSR. They could also act as 'entry statements' at each approach to the town and provide a suitable demarcation between the approaching higher speed environment and the calmed 'town centre' environment. In particular the current MVSR/Main Street junction layout is often raised as a perceived safety concern due to its 'Y' configuration and short right turn deceleration space.

While the potential development of a primary school is longer term, further consideration should be given to the layout. Given its proximity to the town centre and shopping area, the design of the school should allow for good access and adequate internal parking, bus and parent drop-off and pick-up zones clear of the 'on-street' environment.

PLAN FOR PROCLAMATION OF MEANDER VALLEY HIGHWAY  
Hadspen Deviation

SECTION 52A ROADS & JETTIES ACT 1935

1	F P & J C BRUNACCI	CT 52360/1	14	M S TAPSELL & V R SMITH	CT 44439/196
2	K M & D S CHAPMAN	CT 4002/22	15	P W & I CULLEN	CT 44439/197
3	S J BRESNEHAN	CT 102303/1	16	HADSPEN DEVELOPMENT CO PTY LTD	CT 44439/198
4	T J & L PATTERSON	CT 103964/43	17	W J & A L WALFORD	CT 44439/199
5	HADSPEN DEVELOPMENT CO PTY LTD	CT 103964/44	18	A J & S L MARSHALL	CT 43403/134
6	N J CROFT & K A CUBIT	CT 103964/45	19	RE & S NORTON	CONV. 47/2482
7	J B COX & A L WILLIAMS	CT 103964/46	20	D M & S G PULLAR	CT 3449/53
8	HADSPEN DEVELOPMENT CO PTY LTD	CT 103964/47	21	C S MOORE & L A HODGETTS	CT 2513/69
9	K L & K A SPEERS	CT 44439/191	22	M W ROGERS & P S HARDY	CT 2513/70
10	J P & S D VERMEY	CT 44439/192	23	J R & E A KILBY	CT 2513/71
11	D R & A J LONG	CT 44439/193	24	T R HEIER & L M DANIEL	CT 2513/72
12	G S WILLIAMS & J M BLAKE	CT 44439/194	25	D V & K F PREECE	CT 2513/72
13	M VAN DER VELDE	CT 44439/195			



This plan indicates:  
 a) the boundaries of Meander Valley Highway, which is a limited access road, and  
 b) the proclaimed places of access to that limited access road.

The plan does not purport to provide detailed identification of either road or property boundaries. For accurate establishment of the boundaries reference should be made to the Department of Transport & Works, Tasmania.

Property boundaries are shown thus: ———  
 Boundary of limited access road is shown thus: ———  
 Proclaimed places of access are shown thus: ———

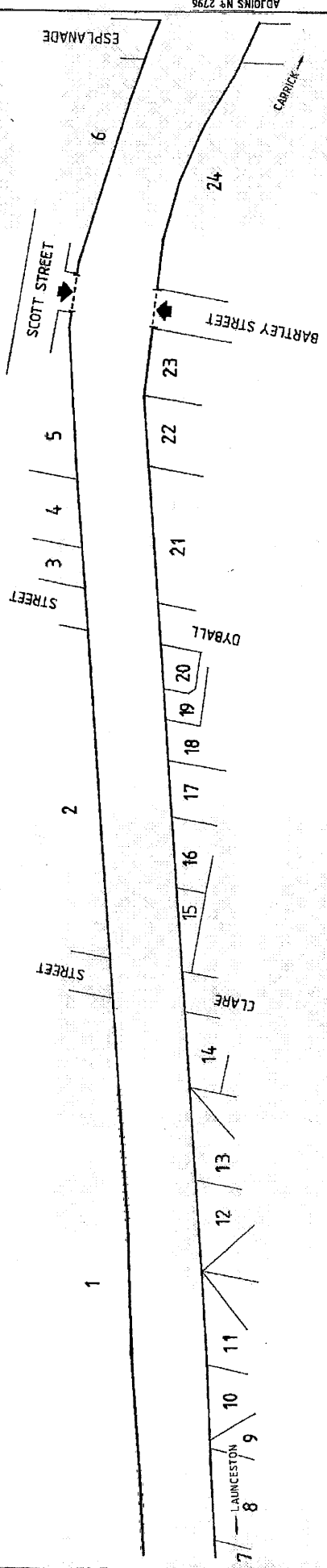
# PLAN FOR PROCLAMATION OF MEANDER VALLEY HIGHWAY

## Hadspen Deviation

SECTION 52A ROADS & JETTIES ACT 1935

LAND DISTRICT OF CORNWALL  
TOWN OF HADSPEN

- |    |                             |    |                     |          |
|----|-----------------------------|----|---------------------|----------|
| 1  | S J BRESNEHAN               | 13 | R A & R E PARRY     | 251B/95  |
| 2  | B E AYERS                   | 14 | DIRECTOR OF HOUSING | 4556/76  |
| 3  | N A WILLIAMS                | 15 | R E & G B SIMMONS   | 100937/1 |
| 4  | B L ATKINSON & C A HINGSTON | 16 | R E & G B SIMMONS   | 100937/2 |
| 5  | D J EVANS                   | 17 | R C SIMMONS         | 6051B/15 |
| 6  | M J HANCOCK                 | 18 | R E & G B SIMMONS   | 2393/11  |
| 7  | D V & K F PREECE            | 19 | W A & A B CHUGG     | 3869/23  |
| 8  | S & D G SWINBELLS           | 20 | W A & A B CHUGG     | 3869/22  |
| 9  | D M ROOKE                   | 21 | J R & E E GIBSON    | 3869/25  |
| 10 | C O & P R PENNO             | 22 | T G & L S McDERMOTT | 3686/19  |
| 11 | D K & C A DOWN              | 23 | C W & J M SAUNDERS  | 4624/56  |
| 12 | M G SCOTT                   | 24 | R M & H R WELDON    | 2581/37  |



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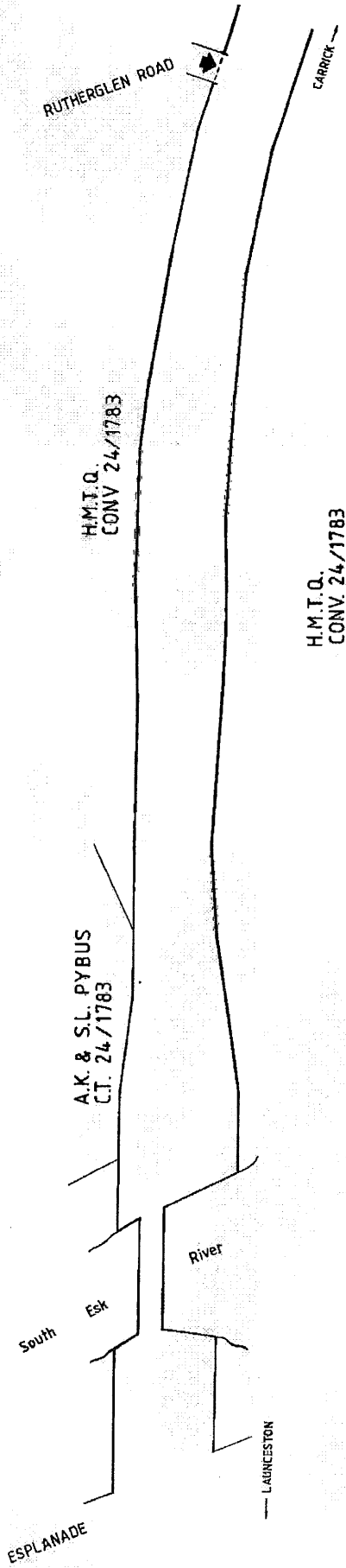
Property boundaries are shown thus: ———  
 Boundary of limited access road is shown thus: ———  
 Proclaimed places of access are shown thus: ———



PLAN FOR PROCLAMATION OF MEANDER VALLEY HIGHWAY  
Hadspen Deviation

LAND DISTRICT OF CORNWALL  
TOWN OF HADSPEN

SECTION 52A ROADS & JETTIES ACT 1935



This plan indicates:  
a) the boundaries of Meander Valley Highway, which is a limited access road, and  
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Property boundaries are shown thus:   
Boundary of limited access road is shown thus:   
Proclaimed places of access are shown thus: 

ADJOINS Nº 2797

ADJOINS Nº 2795

PLAN FOR PROCLAMATION OF MEANDER VALLEY HIGHWAY  
Hadspen Deviation

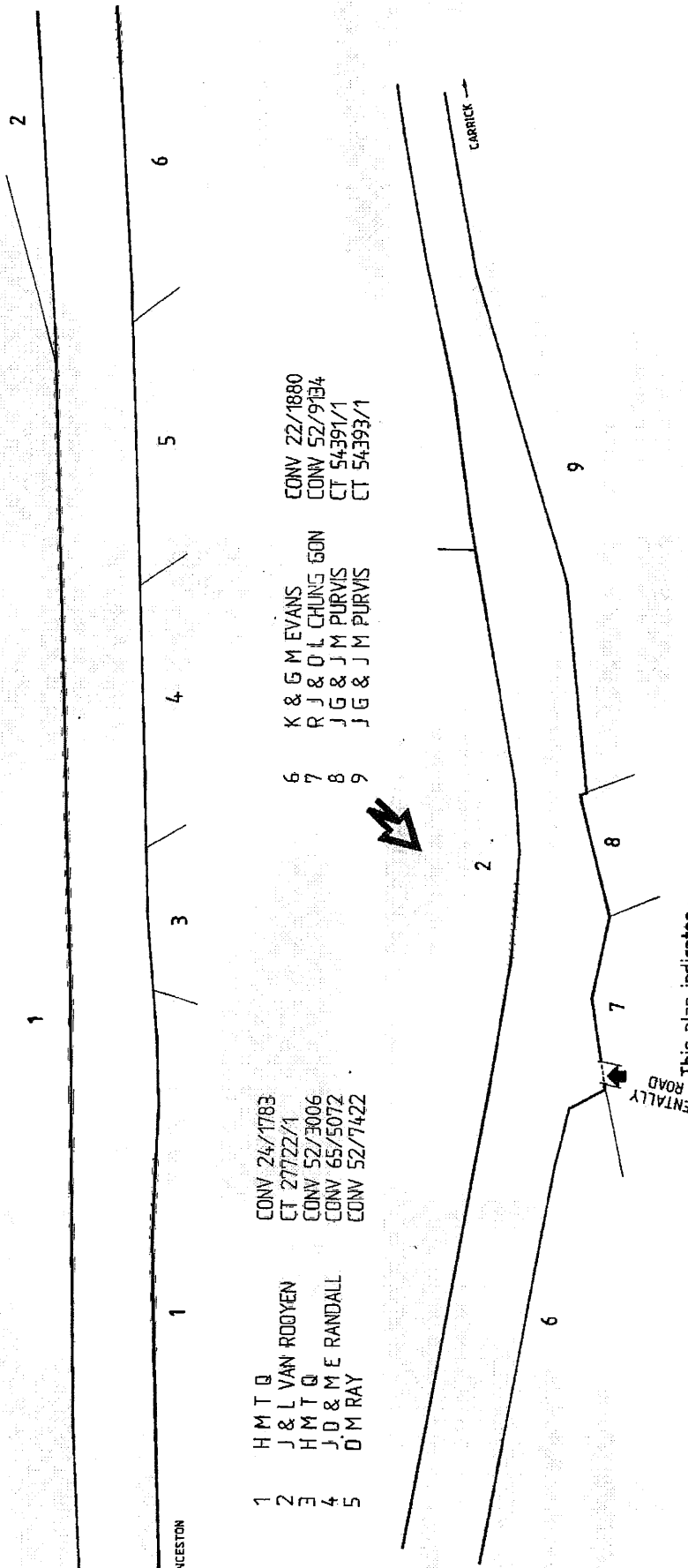
SECTION 52A ROADS & JETTIES ACT 1935

LAND DISTRICT OF WESTMORELAND  
PARISH OF CARRICK

RUTHERGLEN ROAD

LAUNCESTON

CARRICK



1 H M T Q CONV 24/1783  
J & L VAN ROOYEN CT 27722/1  
2 H M T Q CONV 52/3006  
3 J D & M E RANDALL CONV 65/5072  
4 D M RAY CONV 52/7422

6 K & G M EVANS CONV 22/1880  
7 R J & O L CHUNG 60N CONV 52/9734  
8 J G & J M PURVIS CT 54391/1  
9 J G & J M PURVIS CT 54393/1

This plan indicates:

- a) the boundaries of Meander Valley Highway, which is a limited access road, and
- b) the proclaimed places of access to that limited access road.

Property boundaries are shown thus: ————

Boundary of limited access road is shown thus: ————

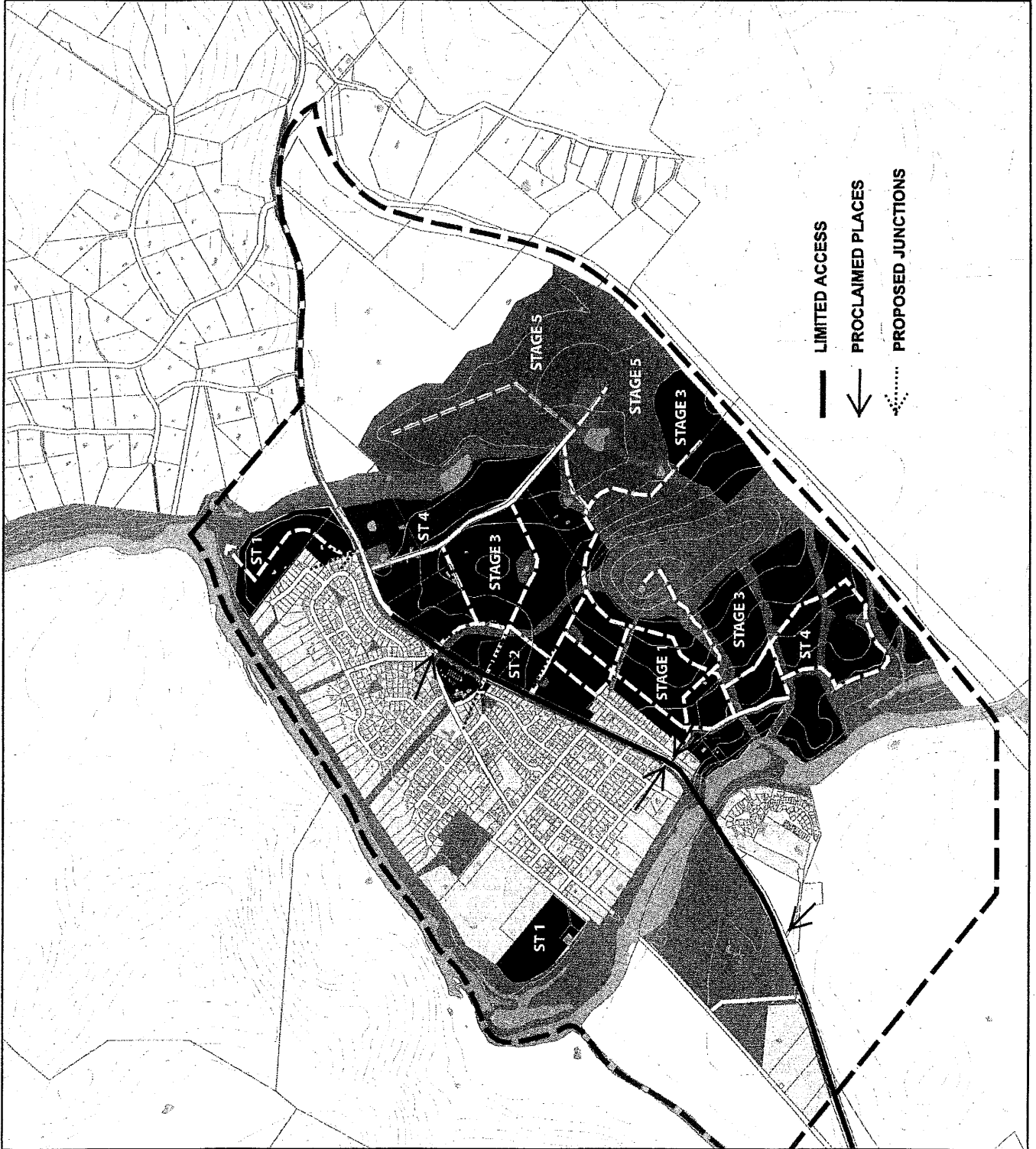
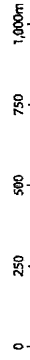
Proclaimed places of access are shown thus: ————

The plan does not purport to provide detailed identification of either road or property boundaries. For accurate establishment of the boundaries reference should be made to the Department of Transport & Works, Tasmania.

**Figure 17: Hadsphen Development Stages**

- STUDY AREA
- STAGE 1
- STAGE 2 - Town Centre & School
- STAGE 3
- STAGE 4
- STAGE 5

JOB : HADSPHEN OUTLINE DEVELOPMENT PLAN  
 CODE : MIND001  
 DATE : AUGUST 2011  
 SCALE : 1:15,000 @ A3



## Jo Oliver

---

**From:** Newham, Stephen (StateGrowth) <Stephen.Newham@stategrowth.tas.gov.au>  
**Sent:** Monday, 13 April 2015 11:02 AM  
**To:** Dino De Paoli  
**Cc:** Jo Oliver  
**Subject:** RE: Meander Valley Road - Traffic Count Data  
**Attachments:** A2025120 Trend Report.pdf; A2025140 Trend Report.pdf

Hello Dino,

Site a2025120 represents a Uniform Traffic Segment of: Meander Valley SR - Link 4 Ch 3.08 to Link 7 Ch 2.23 (Pateena Rd to Main St East Junction. Approx 2.51 km long).

AADT in 2014 was 6000, with 7.1% Commercial Vehicles.

This Site is located approx. 50m east of Main St East Junction (L7/Ch 2.18).

---

Site a2025140 represents a Uniform Traffic Segment of: Meander Valley SR - Link 7 Ch 2.23 to Link 24 Ch 2.07 (Main St East Junction to South St (Carrick). Approx 6.67 km long).

AADT in 2014 was 3154, with 6.6% Commercial Vehicles.

This Site is located approx. 270m east of East St, Carrick, at the eastern 60km/h sign (L24/Ch 1.22).

---

Attached are two Trend Reports.

The 'Uniform Traffic Segments' (UTS) are a coarse approximation only - traffic volumes along a road usually vary at every point of access

AADT = Annual Average Daily Traffic i.e. the number of vehicles (including commercials) summed over all the available lanes in both directions at the specified site, averaged over all days of the year

The AADT is approximate only. Usually, it has been estimated by seasonally adjusting a sample traffic count taken over only seven consecutive days in the specified year

The number of commercials has not been seasonally adjusted. Commercials in this context are Austroads Vehicle Classification System Class 3 and higher

If you need any more information or explanation, please get back to me

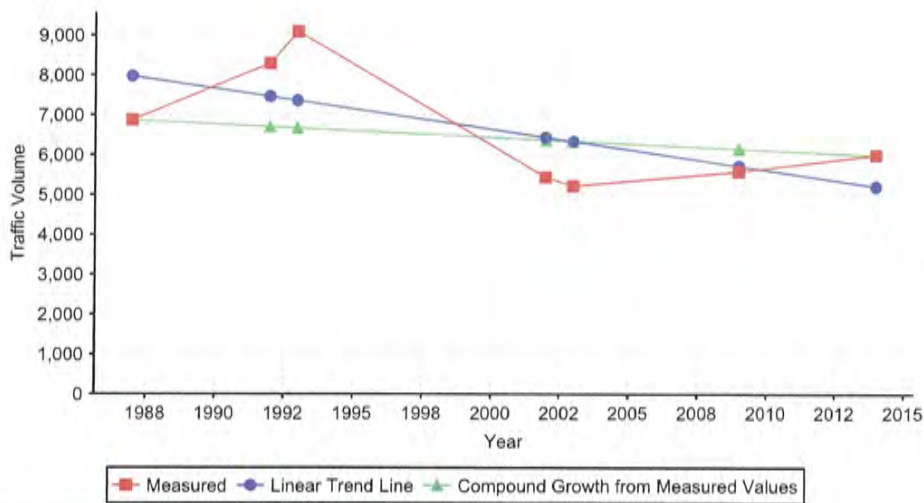
Thanks

**Stephen Newham** | Traffic Information Officer  
Traffic Engineering Branch | Department of State Growth  
Level 5, 10 Murray Street, Hobart 7000 | GPO Box 536, Hobart TAS 7001  
Phone: (03) 6166 3324 | Email: [stephen.newham@stategrowth.tas.gov.au](mailto:stephen.newham@stategrowth.tas.gov.au)  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

*Please note that I work Monday to Wednesday*

### Trend Analysis of Traffic Volume

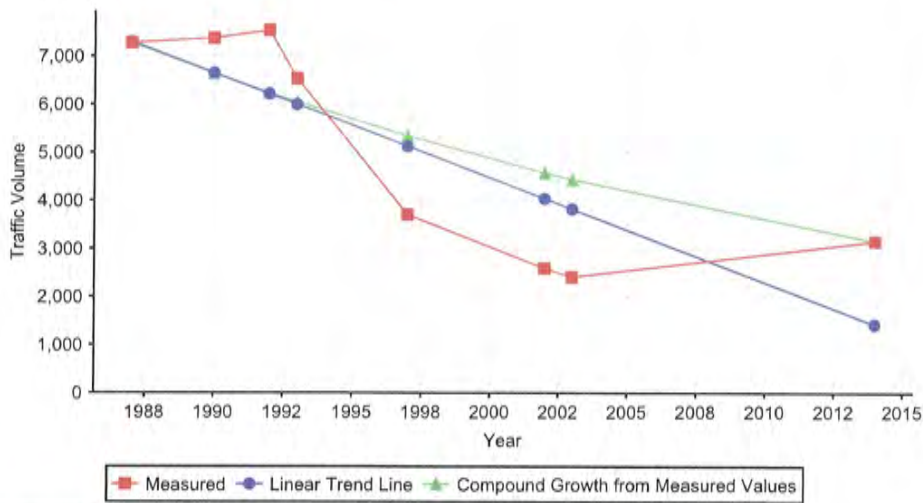
Site No a2025120



Traffic Volume				
Measured	Compound Growth	Measured Values	From Linear Trend Line	Year
6,874	6,874		7,973	1987
8,294	6,703		7,462	1992
9,088	6,669		7,360	1993
5,440	6,374		6,439	2002
5,223	6,342		6,337	2003
5,586	6,153		5,723	2009

### Trend Analysis of Traffic Volume

Site No a2025140



Compound Growth Calculated from Linear Trend Line  
-5.8 %

$R^2 = 0.69$

Warning: Linear  $R^2 < 0.9$

Traffic Volume				Year
Measured	Compound Growth	Measured Values	From Linear Trend Line	
7,278	7,278	7,300		1987
7,372	6,632	6,648		1990
7,534	6,234	6,213		1992
6,534	6,044	5,996		1993
3,702	5,340	5,126		1997
2,588	4,574	4,038		2002

# **APPENDIX C**

## **BUSHFIRE RISK ASSESSMENT**



Meander Valley Council

WORKING TOGETHER



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***Bushfire Hazard - Strategic Level  
Assessment for the Hadspen Outline  
Development Plan Area***

---





Figure 1: Landscaped looking from White Hill, north westerly to existing Hadspen residential area.



Figure 2: Landscape looking from Grassy Hut Tier, south easterly to existing Hadspen residential area and proposed area of development.

**This Bushfire Hazard - Strategic Level Assessment Report was Prepared By:**

**Company:** Ground Proof Mapping Pty Ltd

**Company Address:** Level 2, 97A York Street, Launceston

**Postal Address:** PO Box 1027, Launceston, 7250

**Contact:** Justin Cashion

**Contact Phone Number:** 0487 476 479

**Contact Email:** justin@groundproofmapping.com.au

**ABN:** 75 159 326 735

**Date of Onsite Inspection:** 30th October 2014

**Disclaimer:** The information and data collected in the preparation of this assessment is current on the date of onsite inspection. GPM P/L do not warrant or represent that the information contained within this assessment report is free from errors or omissions and accepts no responsibility for any loss, damage, cost or expense (direct or indirect) incurred as result of a person taking action in respect to any representation, statement or advice referred to in this report. This report is only to be used for the purpose of which it was commissioned.



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*TABLE OF CONTENTS*

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<b>Glossary &amp; Acronyms</b>	5
<b>Executive Summary</b>	8
<b>Introduction</b>	9
- Objectives	9
- Design Features for Bushfire Risk Reduction via Urban Planning	9
- Assessment Process	10
- Summary of Location, Community Demographics, Zoning & Adjoining Land Tenures	10
<b>Establishing the Context</b>	14
- Hadspen Outline development Plan	14
- Planning Context	14
- Pre-existing Fire Control Advantages	15
- Previous Fire History and Mitigation Works	15
<b>Identifying the Risks</b>	16
- Bushfire Threat	16
- Vegetation Types, Fuel Rating, Flammability & Sensitivity	17
- Slope	18
- Prevailing Fire Weather Conditions	18
- Potential Fire Sources for the Hadspen ODP Area	19
<b>Analysing &amp; Evaluating Bushfire Risk</b>	25
- Analysing Bushfire Risk (BRAM)	25
- Likelihood	25
- Consequences	25
- Overall Risk	25
<b>Treating the Risk</b>	27
- Proposed Development Layout and Bushfire Considerations and Recommendations	27
- Planned Recreation and Open Public Space Areas	27
- Recommendations	27
- Linear Parks, Wet Lands and Living Streams	28
- Recommendations	29
- Water Supply and Requirements for Bushfire Fighting	31
- Recommendations	31
- Access and Egress Requirements for Residents and Emergency Personnel and Vehicles	32

- Recommendations	33
- Hazard Management Areas	34
- Recommendations	34

<b>References</b>	36
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**Appendices**

- Appendix 1 – Pre-existing Fire Control Advantages Location Map
- Appendix 2 – Bushfire Threats Location Map
- Appendix 3 – BRAM outputs

GLOSSARY & ACRONYMS

Term	Definition
Assets	Anything valued by people which includes buildings, crops, and forests and in many cases the environment.
BAL	A means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per square metre, which is the basis for establishing the requirements for construction to improve protection of building elements from attack by a bushfire (AS 3959-2009).
BAL ratings	Used as the basis for establishing the requirements for construction to improve protection of a (proposed) building from bushfire attack. There are 6 BAL ratings; low, 12.5, 19, 29, 40 and FZ.
Burn plan	The plan which is approved for the conduct of prescribed burning. It contains a map identifying the area to be burnt and incorporates the specifications and conditions under which the operation is to be conducted.
Burning program	A program of prescribed burns scheduled for a designated area over a nominated time, normally looking ahead over one fire season (for the coming spring to the following autumn), but can also look ahead five years or more.
Burning rotation	The period between reburning of a prescribed area for management purposes.
Burning unit	A specified land area for which prescribed burning is planned.
Bushfire Risk Assessment Model (BRAM)	A computer based modelling tool that uses a series of inputs to assess the risk of bushfires to a specific area. The BRAM has a capacity to produce a series of outputs. It was developed and is managed by Tasmanian Parks & Wildlife Service.
Bushfire	Unplanned vegetation fire. A generic term which includes grass, forest and scrub fires both with and without a suppression objective.
Bushfire management	All those activities directed to prevention, detection, damage mitigation, and suppression of bushfires. Includes bushfire legislation, policy, administration, law enforcement, community education, training of fire fighters, planning, communications systems, equipment, research, and the multitude of field operations undertaken by land managers and emergency services personnel relating to bushfire control.
Bushfire-prone area	Means: land that is within the boundary of a bushfire-prone area shown on an overlay on a planning scheme map; and where there is no overlay on a planning scheme map, or where the land is outside the boundary of a bushfire-prone area shown on an overlay on such a map, land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1 hectare.
Bushfire-prone vegetation	Means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.
Community Bushfire Protection Plan (CPP)	A bushfire plan for community members, to support their personal Bushfire Protection Plans. The focus of this plan is on safety options.
Community Bushfire Response Plan (CRP)	A bushfire incident plan for Incident Management Teams, TFS brigades and emergency management agencies. This plan is designed to assist response, management, planning and recovery.
Consequence	Consequences are defined as a qualitative rating of damage from fire to values.
Defendable space	An area of land around a building where vegetation is modified and managed to reduce the effects of flame contact and radiant heat associated with a bushfire.
Elevated fuel	The standing and supported combustibles not in direct contact with the ground and consisting mainly of foliage, twigs, branches, stems, bark and creepers.
Fine fuel	Fuel such as grass, leaves, bark and twigs less than 6mm in diameter that ignite readily and are burnt rapidly when dry.
Fire behaviour potential	The factors that affect the development and propagation of a fire.
Fire break	Any natural or constructed discontinuity in a fuel bed used to segregate, stop, and control the spread of a bushfire, or to provide a fire line from which to suppress fire.
Fire Danger Index (FDI)	A relative number denoting an evaluation rate of the potential fire rate of spread, or fire suppression difficulty for specific combinations of temperature, relative humidity, wind speed and drought effects.
Fire Danger Rating (FDR)	A relative class denoting an evaluation of fire rate of spread, or fire suppression difficulty for specific combinations of temperature, relative humidity, drought effects and wind speed. Rated as low/moderate, high, very high, severe, extreme or catastrophic indicating the relative evaluation of bushfire danger.
Fire frequency	A general term referring to the recurrence of fire in a given area over time.
Fireground	The area in the vicinity of a fire suppression operations, and the area immediately threatened by the fire. It includes burning and burnt areas; constructed and

	proposed fire lines; the area where firefighters, vehicles, machinery and equipment are located when deployed; roads and access points under traffic management control; tracks and facilities in the area surrounding the actual fire; and may extend to adjoining area directly threatened by the fire.
Fire line intensity	The rate of energy release per unit length of fire front usually expressed in kilowatts per metre (Kw/m).
Fire regime	The history of fire use in a particular vegetation type or area including the frequency, intensity and season of burning.
Fire risk	Processes, occurrences or actions that increase the likelihood of fires occurring.
Fire season	The period during which wildfires are likely to occur, spread and do sufficient damage to warrant organised fire control.
Fire trail	A formed track which provides access for firefighting vehicles, is built to specific standards, has no other intended purpose and is not generally available for public access
FMAC	Fire Management Area Committee
Forest	An area, incorporating all living and non-living components, that is dominated by trees having usually a single stem and a mature or potentially mature stand height exceeding 2 metres and with existing or potential crown cover of overstorey strata about equal to or greater than 20%.
FT	Forestry Tasmania
Fuel	Any material such as grass, leaf litter and live vegetation which can be ignited and sustains a fire. Fuel is usually measured in tonnes per hectare.
Fuel continuity	The degree or extent of continuous or uninterrupted distribution of fuel particles in a fuel bed thus affecting a fire's ability to sustain combustion and spread. This applies to aerial fuels as well as surface fuels.
Fuel load	The oven dry weight of fuel per unit area. Commonly expressed as tonnes per hectare.
Hazard management zone / area	Means the zone / area, between a habitable building or building area and bushfire-prone vegetation, which provides access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire.
Likelihood	Likelihood is defined as a qualitative method to assess the likelihood rating to the consequences occurring.
Low intensity fire	A fire which travels slowly and only burns lower storey vegetation, like grass and lower tree branches, with an average intensity of less than 500 kW.m <sup>-1</sup> and flame height less than 1.5m. Usually causes little or no crown scorch and is easily controlled.
Mitigation Plan	Plan or document to identify, articulate and manage risk at area level.
Mosaic	Used in reference to the spatial arrangement of burnt and unburnt fuels at either a local or a landscape scale.
ODP	Outline Development Plan.
Patch burning	Burning in patches to prepare sites for group planting or sowing or to form a barrier to subsequent fires.
Prescribed burning	The controlled application of fire under specified environmental conditions to a predetermined area and at the time, intensity, and rate of spread required to attain planned resource management objectives. It is undertaken in specified environmental conditions.
Preparedness	The results of measures to ensure, if an emergency occurs, that communities, resources and services are capable of responding to, and coping with the effects.
Prevention	The results of measures taken in advance of an emergency aimed at decreasing or eliminating its impact on the community and the environment.
PWS	Parks and Wildlife Service.
Response	The results of strategies and services to control, limit or modify the emergency to reduce its consequences.
Risk	The exposure to the possibility of such things as economic or financial loss or gain, physical damage, injury or delay, as a consequence of pursuing a particular course of action. The concept of risk has two elements, i.e. the likelihood of something happening and the consequences if it happens.
Risk acceptance	The informed decision to accept a risk, based on the knowledge gained during the risk assessment process.
Risk analysis	A systematic use of available information to determine how often specific events may occur and the magnitude of their likely consequences.
Risk assessment	The systematic process of identifying, analysing and evaluating risk.
Risk criteria	Standards (or statements) by which the results of risk assessments can be assessed. They are inexact and should be seen as guidelines rather than rules.
Risk evaluation	The process of comparing the outcomes of risk analysis to the risk criteria in order to determine whether a risk is acceptable or tolerable.
Risk identification	The process of recognising, identifying and describing risks.

Risk treatment	A process to select and implement appropriate measures undertaken to modify risk.
Slope	The slope under the classified vegetation.
SFMC	State Fire Management Council.
TFS	Tasmanian Fire Service
Wildfire	An unplanned vegetation fire. A generic term which includes grass fires, forest fires and scrub fires.
Woodland	A subset of forest plant communities in which the trees form only an open canopy (between 20% and 50% crown cover), the intervening area being occupied by lower vegetation, usually grass or scrub
WSUD	Water Sensitive Urban Design

## *Executive Summary*

---

This assessment report was commissioned by the Meander Valley Council to determine the landscape bushfire hazard outcomes based on the implementation of the Hadspen Outline Development Plan (ODP). The identified ODP area includes the existing town site, Rutherglen, Entally Estate and the land between Meander Valley Road and the Bass Highway. The interface with Travellers Rest and the South Esk River foreshore has also been taken into consideration.

The purpose of this assessment is to support the Meander Valley Council's application for rezoning of the land, determination of appropriate lot sizes and the spatial and management requirements for future public land from the perspective of managing bushfire risk.

This report has determined, after a complete assessment of the proposed development, taking into account landscape risk assessment modelling, onsite assessment of the ODP and surrounding areas, that there is no inherent increase in bushfire risk from this proposal. Due to the areas geographical isolation, the ability to treat the predominant fire source features that currently exist and by incorporating specific design elements into the proposed development there is no reason from a fire management perspective that prevents the rezoning of this land by the Meander Valley Council.

Bushfire has been a constant and natural phenomenon in Australia for many thousands of years. South-eastern Australia, including Tasmania, is particularly prone to fire and is regarded as one of the most bushfire-affected regions in the world. Although fire forms an important part of the environment and remains essential for biodiversity and renewal; its effects can be catastrophic if uncontrolled. Tasmania has experienced periodic bushfire events that have caused devastating loss to life and property. The protection of life and property remains the underpinning principle applied by agencies to combat bushfire risk. The importance of strategic fire management planning in relation to future development, regardless of land tenure, has been highlighted by recent bushfire events in south-eastern Australia. Protecting buildings and communities from bushfire requires a holistic approach to risk management. The planning system promotes strategic planning and is the most effective mitigation strategy.

The assessment has been completed at a landscape level and has taken into account a variety of fire management characteristics that may have an impact on development of this size and nature. The assessment does not break down into fine detail (although referenced), specific development processes that exist under the current Meander Valley Interim Planning Scheme 2013. The planning scheme outlines the requirements for use or development of land in accordance with the Land Use Planning and Approvals Act 1993 (the Act) and sets out the provisions that apply to use or development of land. Part E Codes, specifically E1 – Bushfire Hazard Code specifies the development standards for new development in relation to *AS 3959 Construction of Buildings in Bushfire Prone Areas*.

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## INTRODUCTION

---

### **Objectives:**

To support the Meander Valley Council's application for rezoning of the land within accordance with the Hadspen Outline Development Plan. The design should ensure that the siting and layout of development reduces the risk to life, property and community infrastructure from bushfire. History provides evidence of how effective protection measures are when they are considered at a strategic level and adopted at large, making the community much more resilient.

To achieve this objective, the following scope of works was undertaken:

- An assessment of the current level of bushfire hazard for the area identified in the ODP for residential and commercial development;
- Recommendations for hazard management areas across the different zoning levels.
- An assessment of fire risk associated with planned recreation or open public space areas and corridors and recommended setbacks and hazard management zones for these areas.
- An assessment of water supply and requirements for bushfire fighting.
- An assessment of accessibility of the area for bushfire fighting and recommendations that provide suitable access and egress for emergency vehicles in bushfire fighting situations.
- Advice in regards to the future ongoing management and maintenance of public reserves to assist with managing bushfire risk.

### **Design Features for Bushfire Risk Reduction via Urban Planning:**

Bushfires, also known as wildfires, can present significant risks to life and property at the interfaces between urban and rural areas. However, the risks and consequences of bushfire hazards can often be reduced or avoided if appropriate measures are set in place to improve the resilience of buildings and communities. An important way of improving resilience in these urban-bushland and urban-rural interface areas is the initial design of buildings, roads, gardens and other features in ways that reduce bushfire risks.

Based on the research, nine planning principles can be identified from international contexts for the guidance of buildings and settlement design in bushfire prone areas. In this paper, the principles are organised under two categories: reducing vulnerability and co-ordinating and improving response. This applied and place-based approach provides clear pathways to applied resilience via urban planning, adapted to the context of each site.

By incorporating disaster management considerations, land-use planning has the capacity to guide the design of settlements to reduce disaster risks, while still allowing some growth in medium risk areas. A summary of the nine design principles to follow are listed below:

#### **Reducing Vulnerability:**

*Principle 1* - Consideration of the overall context and landscape impacts on exposure from overall fire likely behaviour.

*Principle 2* - Determination of adequate separation from heat and flame sources, given topography, vegetation, likely weather and any other relevant factors.

*Principle 3* – Management or modification of vegetation, landscaping or other fuel sources such as outbuildings.

*Principle 4* – Management of the density, location and design of structures, including reducing vulnerability to ember attack, and integration of building and planning standards appropriate to context and siting.

*Principle 5* – Protection of infrastructure, and care for land uses with greater vulnerability e.g. schools.

#### **Co-ordinating and Improving Response:**

*Principle 6* – Consideration of the availability, capacity, location and travel times of emergency services if available.

*Principle 7* – Facilitation of the efficient access and egress of emergency services, including integration of separation spaces as spaces for active defence or evacuation locations.

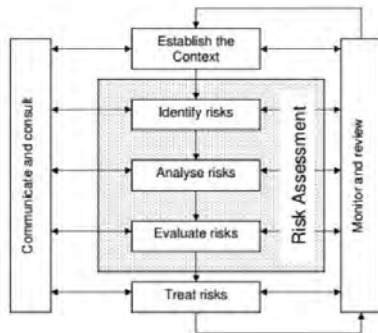
*Principle 8* – Ensure water availability for firefighting, including appropriate location, supply, connectivity and signage.

*Principle 9* – Deal with civilian response actions, including the range of possible actions such as finding refuge, actively defending or evacuating properties.



**Assessment Process:**

The diagram below summarises the process that was followed in the assessment process.



**Establish the Context:** Manage sustainable development to minimise the risk of exposure to wildfires.

**Identify Risks:** Ignition potential, suppression capabilities, fire behaviour & potential values at risk.

**Analyse Risks:** BRAM modelling.

**Evaluate Risks:** Desktop exercise and field surveys and data collection.

**Treat Risks:** Implement sound development principles and prevention measures into development design.

**Communicate and Consult:** MVC Council Planners and Potential Developers.

**Monitor and Review:** Evaluation of performance and outcomes based on recommendations.

**Summary of Location, Community Demographics, Zoning & Adjoining Land Tenures:**

Hadspen is located in the eastern part of the Meander Valley Municipality, approximately 10 kilometres south west of the Launceston CBD. Hadspen has a current population of approximately 2,000 and the township functions as a dormitory commuter suburb for greater Launceston. Approximately 22% of the population is aged 0 – 14 years and approximately 13% of the population is aged 65+ years. The median age of the population is 36 years. There are approximately 800 occupied private dwellings in the area. There is a limited seasonal population variation, however the South Esk River is popular with recreational users over this period. The area has little industry or commercial characteristics and is primarily a residential area.

**Predominant Interface Type:** Type 1 – Structures adjoining bushland fuels.

**Community Classification:** Residential.

**Predominant Vegetation Groups (TasVeg 3.0):** Agricultural Land, Dry Eucalypt Forest & Woodland, Native Grassland and areas of Weed Infestation (a summary of fire attributes for the main vegetation types assessed is documented further in this report).

**Predominant Topographic Characteristics (Slope Classes):** Flat to Gentle (0 - 10°) inside the ODP area.

**Land Tenure within the Area:** Predominantly Private Freehold with some areas of Public Reserve, Historic Sites and Local Government.

**Land Managers within the Area:** Private, Meander Valley Council and Parks & Wildlife Service (PWS).

**Current Fire and Emergency Management Plans:** Meander Valley Emergency Management Plan and PWS Northern Region Strategic Fire Management Plan.

**Community Communications:** Mobile phone reception is considered “good”. Radio reception for ABC Local Radio (91.7FM) and the Tasmanian Fire Service (TFS) media partner LA FM (89.3) is also considered “good”. VHF Radio reception is considered to be “good” within areas of the ODP but “poor” in some “shadow” locations within the Travellers rest area.

**Designated Nearby Safer Place (NSP):** Hadspen Recreational Park and memorial Centre – Clare Street, Hadspen.

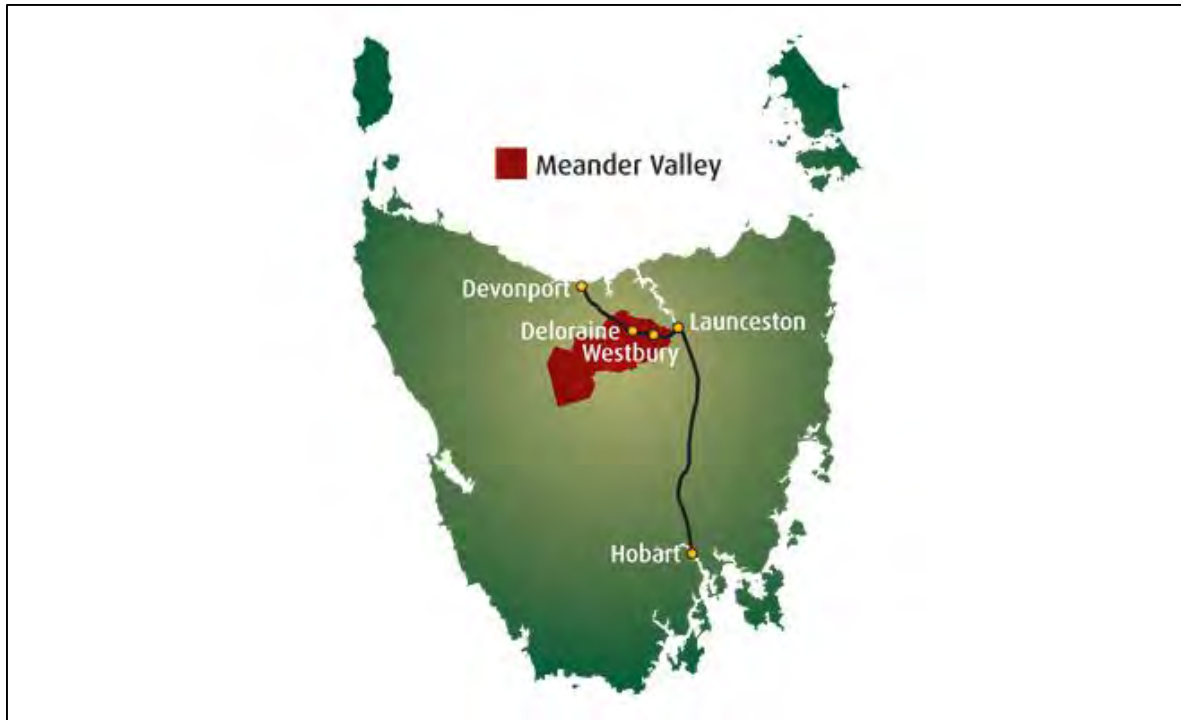


Figure 3: Meander Valley Municipality Location – Tasmanian Perspective.



Figure 4: Hadspen Location – Meander Valley Municipality Perspective.

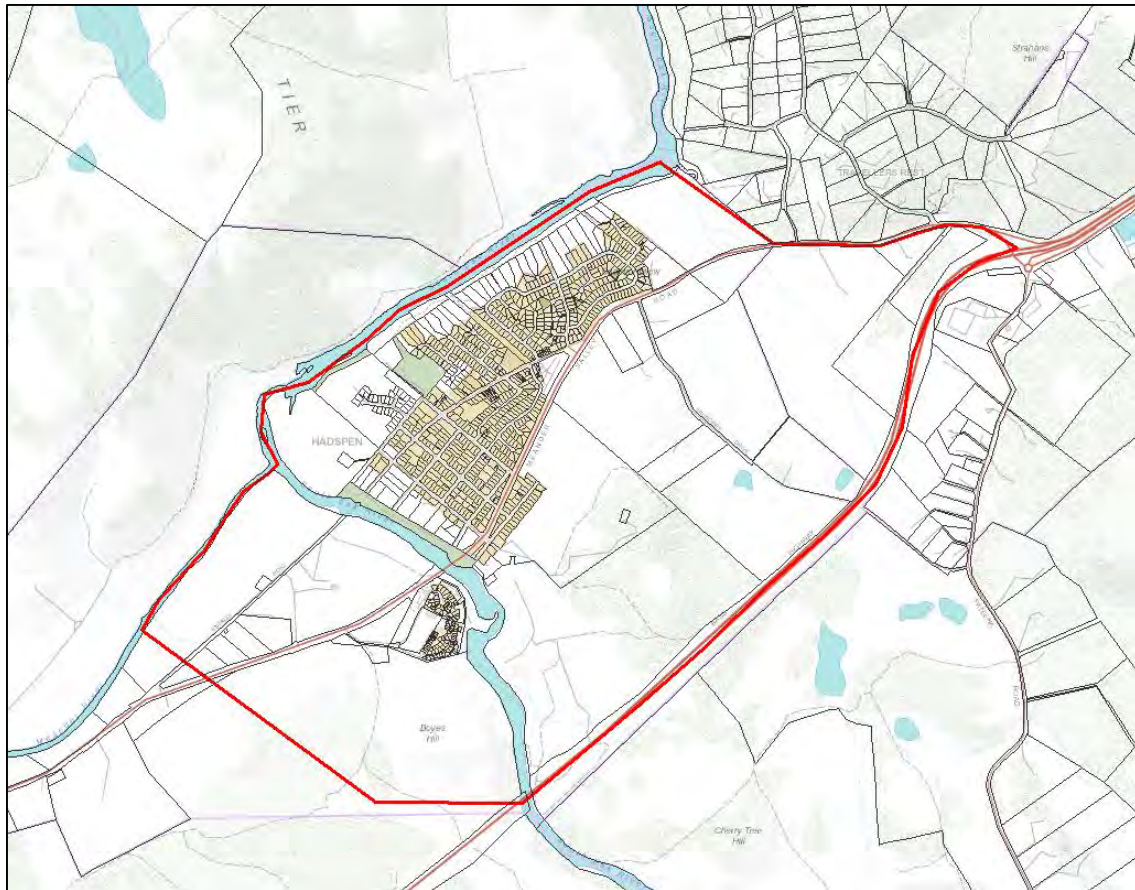


Figure 5: Area of the Hadspen Outline Development Plan.

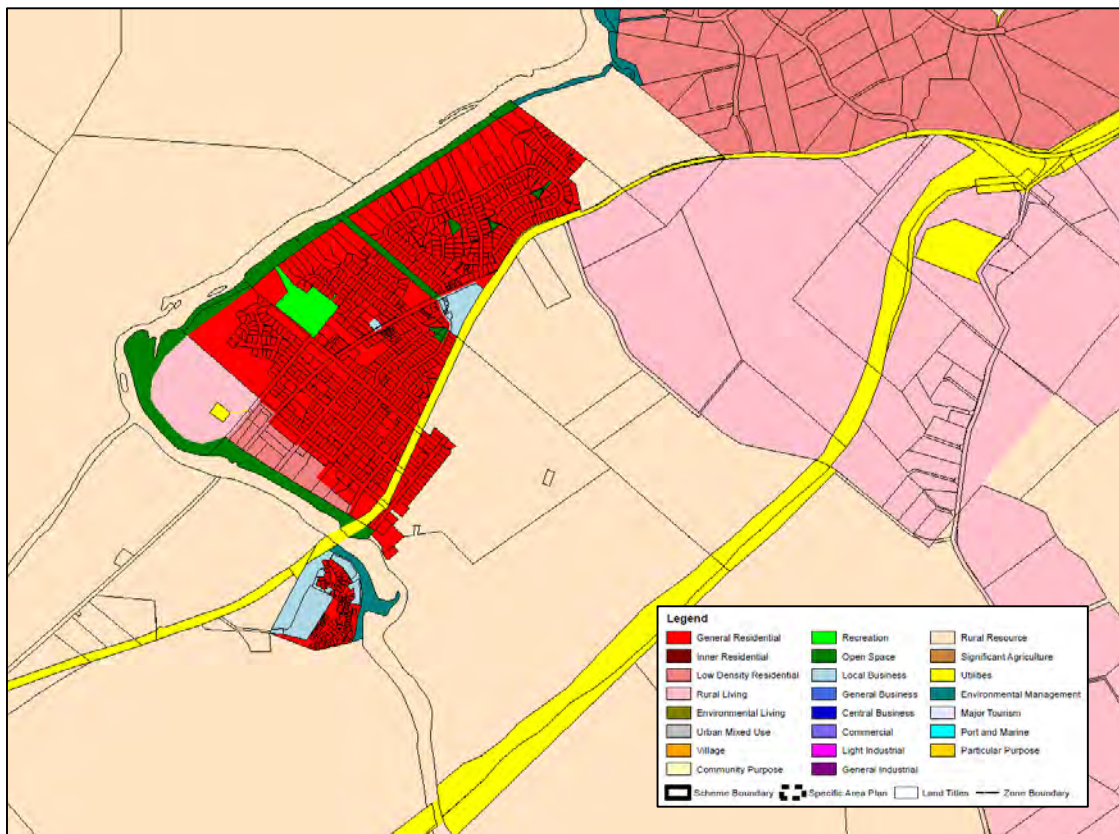


Figure 6: Meander Valley Interim Planning Scheme 2013 Zone Boundaries.

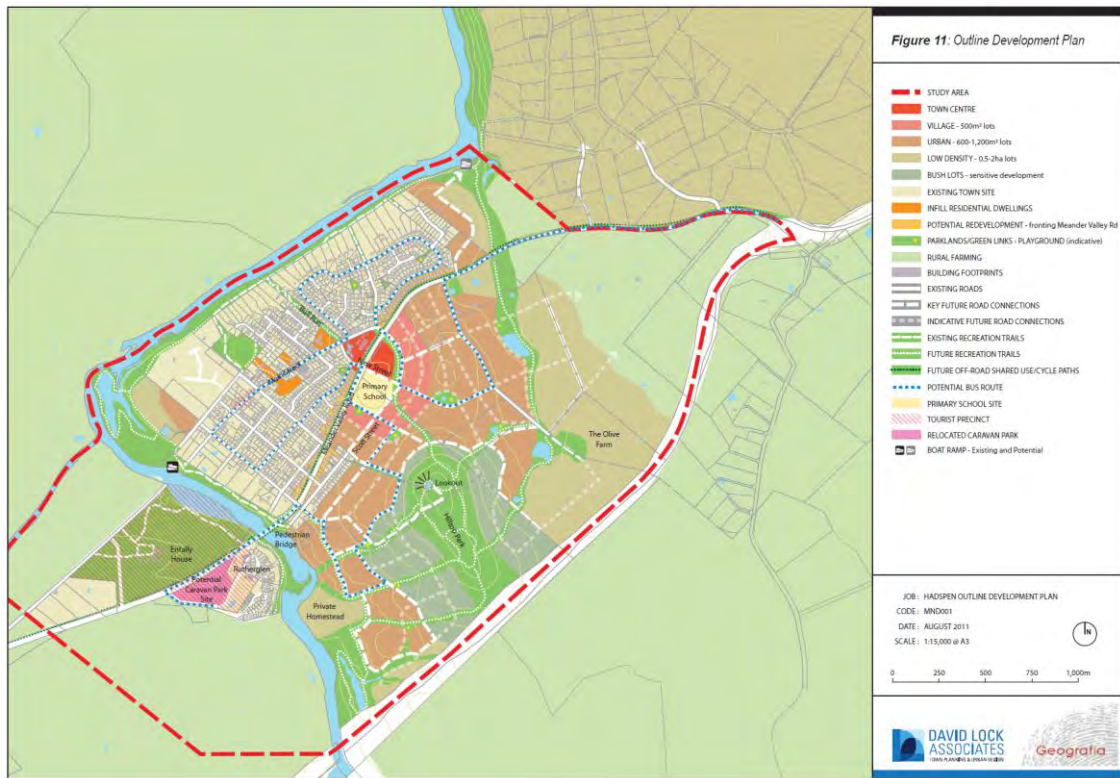


Figure 7: Hadspen ODP.

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## ESTABLISHING THE CONTEXT

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### **Hadspen Outline Development Plan (ODP):**

Recognising the need for improved amenities as well as the opportunity for growth, the Meander Valley Council commissioned Geografia and David Lock Associates to prepare an Outline Development Plan for the township. The Outline Development Plan guides the future development of Hadspen. It defined the foundation upon which regulatory zoning can be devised, the subdivision process, set out development exclusion zones and considered broader social, economic and environmental objectives.

The three fundamental principles in regards to fire and future development are Defendable Space, Access and Water. This report takes into account these principles and considers the following specific Constraints and Opportunities as outlined in the Outline Development Plan:

#### **Constraints**

- Constraint 2 – Topography and Geomorphology.
- Constraint 3 – Water Courses.
- Constraint 4 – Vegetation.
- Constraint 10 – Agriculture.
- Constraint 12 – Water and Sewerage Infrastructure.

#### **Opportunities**

- Opportunity 2 – Adoption of Best Practice Planning Principles
  - i. Principle 1 – Evidence Based planning.
  - ii. Principle 2 – Create Communities not Housing Estates.
  - iii. Principle 3 – Building Safer Communities.
  - iv. Principle 5 – Creating Healthy Communities
  - v. Principle 6 – Water Sensitive Urban Design.
  - vi. Principle 8 – Creating Compact and Mixed Use Town and Neighbourhood Centres.
  - vii. Principle 9 – Integrating Transport Systems.
  - viii. Principle 11 – Enhance and Respect Local Landscape and Cultural Values.
- Opportunity 6 – Geomorphology.
- Opportunity 7 – Land Ownership.
- Opportunity 9 – Housing Diversity.
- Opportunity 15 – Landscape Vista.
- Opportunity 17 – Linear Parks.
- Opportunity 19 – Bushland / Parklands.
- Opportunity 20 – Wetlands and Living Streams.

### **Planning Context:**

There are numerous State Government policies and legislative acts that influence the future planning of Hadspen and ensuring that best practice planning principles are adopted. Broadly, there is a requirement to develop a plan that is in keeping with the principles of sustainable development and preserves areas of cultural and environmental significance as well as provide opportunity for economic growth. In preparation of this report, the following documents were reviewed to ensure consistency with outlined principles:

- Meander Valley Interim Planning Scheme 2013.
- Draft Community Strategic Plan 2014 – 2024.
- Meander Valley Economical report 2013.
- Northern Tasmanian Settlement Strategy 2010.
- Meander Valley Councils land Use and Development Strategy 2005.
- Meander Valley Vegetation Management Strategy 2009.

New development must meet all relevant objectives of planning schemes to:

- Strengthen community resilience to bushfire.
- Ensure consideration of the location, design and construction of development and the implementation of bushfire protection measures in areas of bushfire hazard by considering:
  - The location of existing features such as roads, dams, maintained open space and other areas with minimal fuel between the development and the bushfire hazard.
  - Maximising separation distances between the development and the bushfire hazard.
  - Positioning, aligning and designing the building to minimise exposure to the potential bushfire hazard
  - Incorporating landscaping features and the layout of the development.
  - Avoiding 'other' fuel sources.
  - Minimise the need for long access and egress routes.
  - Provide safe access and egress for emergency services.
  - Locate habitable buildings as close as practicable to the property entrances.
- Ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.

The development of other buildings such as schools, hospitals, child care centres, aged care facilities requires more detailed planning, as they may have occupants with increased vulnerability as well as having a greater number of people likely to be using them on a regular basis as compared to a private dwelling. These developments need the maximum defensible space available and to be located as far from the bushfire hazard as possible.

#### **Pre-Existing Fire Control Advantages (Appendix 1 Map):**

There are a number of pre-existing fire control advantages that contribute to the overall bush fire risk within the area identified in the ODP.

- Geographic isolation of development site from fire risks.
- The South Esk River runs along the Northern and Western boundaries of the ODP area. This is a Class 1 river and its width would halt the travel of ground fire from these directions.
- The Bass Highway exists on the Southern boundary and its width would prevent the spread of ground fire coming from the Southern side of the Highway.
- Meander Valley Road provides a break on some of the Northern boundary of the ODP area and it also would help in preventing ground fire spreading from the area of Travellers Rest.
- The South Esk River provides a large, non-seasonal water supply for both, ground and air attack suppression.
- Meander Valley Road provides for good access and egress for residents and emergency vehicles.
- Adjoining to the North West of the area of predominant development is large expansive areas of existing residential development that consists of primarily managed ground, thus low threat vegetation.

#### **Previous Fire History and Mitigation Works:**

There has been no recorded, significant wildfire within this area in the last 5 years. There has been no recorded, significant fire mitigation works carried out within this area in the last 5 years, however the Tasmanian Fire Service has commenced some mitigation planning and associated planned burning in the area of Travellers Rest (North, North East of the ODP area) as this report was assessment and report was being undertaken.

## *Identifying the Risks*

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### **Bushfire Threat:**

Research into the impacts of bushfires in Australia indicates that approximately 85% of house losses occur within 100 metres of bushland. Building survival is influenced by many interacting factors. The four main ways that buildings are destroyed during a bushfire are:

- Ember attack.
- Radiant heat.
- Direct flame contact.
- Fire-driven wind.

Ember attack is the most common way that houses catch fire during a bushfire. Research conducted after major fires indicates that up to 80% of house losses are due to ember attack. Ember attack occurs when small burning twigs, leaves and bark are carried by the wind, landing in and around a building.

This is one of the only sources of fire that may impact upon the development area and the probability is very low due to the kilometre range from the source.

Radiant heat is the heat created from combustion during a bushfire. It can:

- Ignite surfaces without direct flame contact or ember attack, due to the heat being received from the fire.
- Dry out vegetation ahead of the bushfire so that it burns more readily.
- Crack and break windows, allowing embers to enter a building.
- Distort and melt materials such as plastic.

The transfer of heat from a bushfire through conduction is negligible. Convection is the transfer of heat through the movement of heated air. Most of the heat transferred from a bushfire is from convection currents of hot air. This process forms a convection column of rising hot air and a smoke plume above the fire. The convection column can carry ash, embers and pieces of burning fuel.

Direct flame contact occurs when flames from the fire front touch a building. This is referred to as 'flame zone'. Nearly 20% of house loss in bushfires occurs where houses are located directly adjacent to bushland. With specific design elements incorporated into the development the potential for direct flame contact is inherently non-existent.

Fire-driven wind can be very destructive to buildings in a bushfire because it:

- Carries embers.
- Can cause trees to fall onto buildings
- Can break windows.
- Can loosen roof tiles and allow embers to enter the roof space.
- Can, under severe conditions, blow roofs off houses.

Fire intensity varies significantly depending on the characteristics of the surrounding landscape. Critical factors affecting fire intensity include the length of time a fire has to grow and develop, the quantity, arrangement and continuity or fragmentation of vegetation cover and the topography the fire is burning within. The bushfire risk on a specific site can vary considerably depending on the:

- Slope.
- Type, amount, arrangement and location of vegetation.
- Existing development on and around the site nature of the surrounding area.
- Prevailing fire weather conditions - direction of fire approach to take into account the wind directions that contribute to major bushfires in Tasmania.
- Ignition potential.

**Vegetation Types, Fuel Rating, Flammability & Sensitivity:**

Bushfire threat is assessed by considering a number of components. Vegetation types and flammability is one of these components. The vegetation assessment of these sites was carried out by assessing available information such as TasVeg 3.0 Mapping (DPIPWE), Natural and Cultural Values Report by AKS Consultants and through onsite field visits. The table below outlines the vegetation types, flammability (likelihood), the sensitivity of that vegetation type to fire and the fuel hazard ratings for those communities that exist within and surrounding the ODP area.

Vegetation Type	Flammability (Likelihood)	Sensitivity	Fuel Hazard Rating
<i>Eucalyptus amygdalina</i> forest and woodland on dolerite (DAD)	H	L	VH
<i>Eucalyptus amygdalina</i> inland forest and woodland on Cainozoic deposits (DAZ)*	H	L	VH
<i>Eucalyptus viminalis</i> grassy forest and woodland (DVG)	H	L	VH
Lowland grassland complex (GCL)	H	L	Dependant on Status
Weed infestation (FWU)	VH	L	Extreme
<i>Melaleuca ericifolia</i> swamp forest (NME)*	L	VH	N/A
<i>Acacia dealbata</i> forest (NAD)	M	H	N/A
Agricultural land (FAG)	M	L	N/A
Plantations for silviculture (FPL)	M	E	N/A
Urban Areas (FUR)	Not Rated	Not Rated	N/A

**Notes:**

1. \* Threatened Vegetation Community
2. L – Low, M – Moderate, H – High, VH – Very High, E – Extreme
3. N/A – Not assessed

**Interpreting Fuel Hazard Ratings**

The aim of the fuel hazard rating system is to provide a consistent and easily applied methodology for assessing the level of fuel hazard for planned burning and wildfire management. The system used is based on a system developed by the Department of Sustainability and Environment in Victoria (Hines et al. 2010). Studies have shown that fuel hazard is better correlated with fire behaviour than fuel load (t/ha).

The overall fuel hazard rating is a combination of the effects of the four fuel layers:

- Surface fuels.
- Near-surface fuels.
- Elevated fuels.
- Bark fuels.

Each of these fuel hazard layers are assessed on a five point scale (i.e. low, moderate, high, very high or extreme) based on their fuel type, structure and continuity. In general, where fuels are being managed for asset protection, the aim is to normally ensure that the level of fuel hazard is low or moderate.

**Surface fuels**

Dead fuel lying on or very near the ground surface. These fuels generally lie horizontally and have relatively high fuel moistures and poor aeration. This means that this fuel layer typically burns relatively slowly under planned burning conditions.

**Near-surface fuels**

A mixture of dead and live fuel which is above the surface fuel layer. These fuels are typically about 0.5 to 1 m tall (but may occasionally be up to 2m, e.g. in some areas where bracken occurs) are both vertical and horizontal, and are well aerated. This layer has the largest influence on the rate of fire spread.

**Elevated fuels**

Made up of shrubs and small trees. These fuels are typically about 1 to 2 m tall (but may occasionally be up to 10 m in wet forests).

**Bark**

The most important bark types are stringy bark and candle (ribbon) bark. Bark is the dominant influence on spotting with stringy bark having the potential to provide huge numbers of short range spot fires and candle bark longer range spot fires.



**Overall Fuel Hazard**

The influences of these four fuel stratum can be combined using the overall fuel hazard score. The usual method for doing this is to calculate the overall fuel hazard score then combine it with the level of fire danger to predict the ability of fire crews to manage fires. Some examples are given in the following table.

Overall Fuel Hazard Score	Level of Fire Danger up to which well-equipped crews should be able to suppress fires
Low	Extreme
Moderate	Very high
High	High
Very high	Moderate
Extreme	Frequently fail to suppress fires, regardless of the level of fire danger.

Established ‘urban’ areas that contain or are within close proximity to significant areas of high fuel ratings, consist of buildings that will be exposed to radiant heat and localised flame contact from individual elements burning in the landscape rather than a definable fire front. These include elements such as neighbouring buildings, clumps of vegetation and sheds.

This has less of an influence in regards to the Hadspen ODP area, as it adjoins pre-existing residential allotments with managed ground consisting of limited fuel ignition sources.

**Slope:**

Slope has a direct effect on rate of spread (ROS) and hence increased fire behaviour. For every 10°, the rate of spread is doubled (for the same fuel type). Steep land increases wind at the heads of gullies and hence can increase fire behaviour. Wind channelling can also occur on areas with steep slopes. Topography can be used to help minimise the spread of bushfire into and within a development by locating buildings away from steep slopes, saddles or ridge tops. Appropriate location and siting of a new development is one of the most effective and cost-efficient ways of reducing bushfire risk and the proposal complies with this outcome.

Slope classes within the majority of the ODP plan area are less than 20°, thus slope will have very little influence on the progression of fire within the development area.

**Prevailing Fire Weather Conditions:**

A fire season is defined as the period of time in which fires are most likely to occur. Fire seasons can vary geographically across Tasmania and Launceston’s season covers a longer period of time than areas in the west and northwest of Tasmania but in general, less time than the eastern and south eastern sections of Tasmania. The fire season in the Northern Region of Tasmania extends from October through to April.

During the fire season, strong northerly to westerly winds that often precede cold fronts can contain dry air from the interior of the Australian Mainland. This combination of strong winds and low relative humidity creates the ideal meteorological conditions for major bushfires. If a high pressure system is blocked in the Tasman sea, strong, hot north westerly winds can persist for several days and be followed by a “Blow Up” day when large fires cannot be controlled. These north westerly winds are usually followed by a cooler west to south westerly change when the front passes, often associated with some rain. This wind change can turn the previous flank of the bushfire into the head fire which can continue to burn with high intensity until the cooler temperatures and higher humidity, brought by the change increased fuel moisture levels. This weather situation is shown on the synoptic chart below:

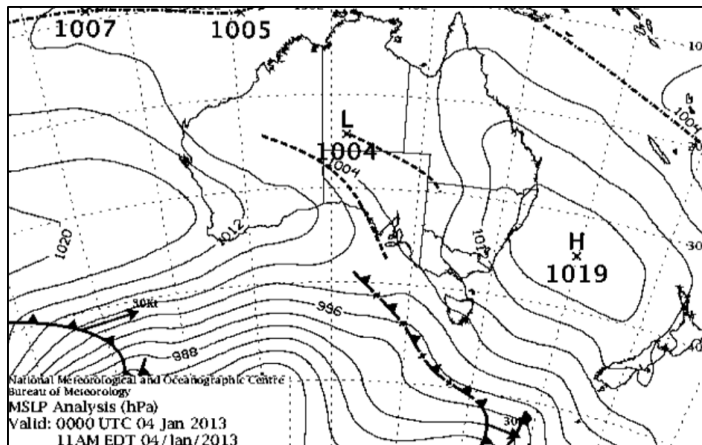


Figure 8: Typical fire weather pattern map.

South westerly winds can also be intense, hot and dry and also lead to dangerous fire conditions, although this weather pattern predominantly is associated with milder temperatures. Easterly and north easterly winds are likely to have a higher relative humidity but can still pose an issue.

The prevailing fire weather conditions must be taken into account when determining bushfire risk for a planned development.

**Potential Fire Sources for the Hadspen ODP Area (Appendix 2 Map):**

After taking all the identified bushfire risk attributes into consideration, four (4) areas have been identified as a potential source of bushfire that may affect this development. They are summarised below:

1. Ember Attack from the North West (Grassy Hut Tier) – Approximately 1 kilometre to the North West is large consolidated tracts of Dry Eucalypt Forest and Woodland, interspersed with areas of agricultural grassland, native grasses and areas of weed infestation (primarily gorse – *Ulex europaeus*). This area is quite undulating with areas of steep slopes and has had minimal bush fire mitigation carried out. Fuel rating within this area is considered to be very high.

The primary threat is the areas of Dry Eucalypt Forest and Woodland. Areas of this have been previously selectively harvested which has added to the accumulation of large quantities of fuel on the ground. This debris combined with the areas of weed infestation, offer a path for an intense fire to start on the ground and to reach the canopy. With the prevailing fire weather coming from this direction, associated with very strong winds, there is some potential for fire to start and impact the entire ODP area.

By incorporating specific design elements and managing flammable native vegetation within the development area, fuel sources for ignition by ember attack will be minimised.

The location of the South Esk River provides a very good boundary that would prevent a ground fire encroaching into the existing residential area of Hadspen, thus a ground fire has very little chance of impacting on the areas of planned development.



Figure 9: Typical of the vegetation on Grassy Hut Tier.

2. Ember Attack from the North and North East (Blackstone and Strahans Hill) – Approximately 1 kilometre to the North and North East is large consolidated tracts of Dry Eucalypt Forest and Woodland, interspersed with residential dwellings. This covers the municipal areas of Travellers Rest and Blackstone Heights. This area is quite undulating with areas of steep slopes and has had minimal bushfire mitigation carried out (although programs have started to be implemented during spring 2014). Fuel rating within this area is considered to be very high to extreme.

The primary threat is the areas of Dry Eucalypt Forest and Woodland. There is an accumulation of large quantities of fuel on the ground. This fuel allows a path for an intense fire to start on the ground and to reach the canopy. Although milder climatic conditions are generally associated with weather from this direction, with strong winds there is minor potential for a fire to start an impact the entire ODP area through ember attack.

By incorporating specific design elements and managing flammable native vegetation within the development area, fuel sources for ignition by ember attack will be minimised.

The location of the Meander Valley Road provides a very good boundary that would prevent a ground fire encroaching into the existing residential area of Hadspen an areas of planned development.



Figure 10: Typical vegetation within the Travellers Rest (Strahan Hill & Blackstone Heights) area.

3. Ember Attack from the South West (Boyes Hill) – Less than 1 kilometre to the South West are large consolidated areas of weed infestation (primarily gorse). This surrounds and lies to the South of the Rutherglen Village. There is potential for ignition to start in this area and with an extreme fuel rating, combined with strong, dry South Westerly winds, there is a threat for a fire to start and impact the Southern section of the ODP area from an ember attack. The spotting distances would be expected to be less than those from Dry Eucalypt Forest and Woodland vegetation community types.

By incorporating specific design elements and managing flammable native vegetation within the development area, fuel sources for ignition by ember attack will be minimised. It should be noted that gorse clearing is being undertaken in this area and further removal will lessen the risk.

The location of the South Esk River provides a very good boundary that would prevent a ground fire encroaching into the existing residential area of Hadspen and areas of planned development.



Figure 11: Typical vegetation on Boyes Hill surrounding Rutherglen Village.

4. Ground Fire and Ember Attack from the East and South East (White Hill) – Within the ODP area and within 100 metres of existing residential development on the Eastern side of Scott Street is a large consolidated area of Dry Eucalypt Forest and Woodland, interspersed with areas of native grassland and large patches of weed infestation (primarily gorse). This vegetation stretches East to the Bass Highway. Vegetation to the East of the Bass Highway consists of a mosaic of Dry Eucalypt Forest and Woodland and Agricultural Land. The predominant threat is the vegetation within the ODP area. This area has very high to extreme fuel ratings as a result of previous woodcutting (debris piles left), high gorse infestation, and areas of bracken, native grasses and general litter accumulation. The slopes in this area vary from 5° - 15°. The fuel is quite continuous.

This continuous fuel allows a path for an intense fire to start on the ground and to reach the canopy. Although milder climatic conditions are generally associated with weather from this direction, with strong winds, there is potential for a fire to start and impact the entire ODP area from both ground fire and ember attack.

Ignition potential in this area could be from:

- Internally through a number of sources such as landowner or general public.
- There is a pull off area on the Bass Highway adjacent to White Hill.
- DIER slashing of the road reserve.

The White Hill area is an area that can successfully be mitigated where the potential for this area to be a fire source can be reduced to a minimal and acceptable level. This is discussed in further detail in this report.



*Figure 12: Typical vegetation on White Hills (south western aspect).*



*Figure 13: Typical of vegetation on White Hill (eastern aspect).*



*Figure 14: Typical of vegetation on White Hill (north eastern aspect).*



*Figure 15: Typical of vegetation on White Hill (north western aspect).*



*Figure 16: Typical of gorse infestation on White Hill.*



*Figure 17: Typical of native grassland area interspersed across White Hill.*

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## ANALYSING & EVALUATING BUSHFIRE RISK

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### Analysing the Bushfire Risk Utilising BRAM:

There are a variety of risk assessment processes and systems available, however the Bushfire Risk Assessment Model (BRAM) developed and managed by PWS (DPIPWE) has been identified in Tasmania as the most appropriate. It is a computer based geographical information system (GIS) modelling tool that uses a series of inputs (spatial data, fire behaviour equations & climate records etc.) to assess the spatial risk of a bushfire to a specific area. The BRAM has a capacity to produce a series of outputs outlined below and these results have been produced from a detailed run of the model (by David Taylor PWS / DPIPWE on February 20<sup>th</sup> 2014).

Following the Australian Standard of risk (AS/NZS 31000:2009), bushfire risk has been considered spatially, assessing a combination of likelihood and consequence (PWS 2011). The Bushfire Risk Assessment Model (BRAM) model data was used to analyse the landscape level risk for the plan area. To determine overall risk the NERAG (National Emergency Risk Assessment Guidelines August 2009) was used. The level of risk is determined by combining consequences and likelihood.

It must be noted that BRAM and therefore the consequences, likelihood and risk outputs are based on available spatial data. The analysis has been undertaken on a state-wide basis, and maps are presented as complete for Tasmania. Notwithstanding limitations, the model does provide an objective spatial analysis of bushfire risk in a landscape consequence, but can be less reliable for a specific site as in this case, resulting in a higher risk rating that potentially exists.

### Likelihood:

Likelihood is defined as a qualitative method to assess the likelihood rating to the consequences occurring. The likelihood of an event was generated by the average combinations of the output generated from the following spatial information: ignition potential, suppression capabilities and fire behaviour potential, followed by assigning these output values to categories in a likelihood matrix. This is taken to mean the likelihood of a fire occurring in a specific area which surpasses the ability of the fire agencies to contain within the first 24 hours.

### Consequences (values at risk):

Consequences are defined as a qualitative rating of damage from fire to values. The consequences were taken directly from the output generated through the Values at Risk spatial layer output. Values at Risk are defined as objects or locations that hold a relative economic, social or environmental worth. These values are further broken down into the following categories:

1. Constructed – values that have been built or constructed by humans including structures both historical and modern (existing residential area of Hadspen).
2. Forestry / Agriculture – this is a relative economic value classification of managed land, research monitoring plots along with locations of production sites (not a factor within the majority of the ODP area).
3. Natural – the items in this classification are specific flora, fauna or geo-conservation locations which have been identified that require special protection from impacts of wildfires (only an issue in the White Hill location).

### Overall Risk:

For the Hadspen ODP area, the BRAM outputs are as follows;

- Overall Values at Risk = **MAJOR / CATASTROPHIC** (driven higher by community and critical infrastructure)
- Overall Likelihood = **UNLIKELY / LIKELY**
- Suppression Capabilities = **IMMEDIATE / MODERATE**
- Fire Behaviour Potential = **LOW / MODERATE**
- Flammability = **MODERATE / HIGH**
- Head Fire Intensity = **MODERATE / HIGH**
- Overall Ignition Potential = **EXTREME**
- Fire Probability = **HIGH**



A representation of risk is developed when you combine the factors of likelihood and consequence. The generated output map of risk shows qualitative areas of risk, not areas of perceived risk. The model assists in objectively defining areas where genuine risk is present. In-depth analysis will indicate what factor is driving the risk for a given area.

The BRAM modelling for the ODP site indicates the following overall bushfire risk as in the **High – Extreme** category as shown in the qualitative risk matrix below:

		Consequences (Values at Risk)				
		1	2	3	4	5
Likelihood	5	High	High	Extreme	Extreme	Extreme
	4	Mod	High	High	Extreme	Extreme
	3	Low	Mod	High	Extreme	Extreme
	2	Low	Low	Mod	High	Extreme
	1	Low	Low	Mod	High	High

It is important to note that this BRAM assessment takes into account the current status of the area. Given the proposal of development, it would be expected that the overall risk would significantly decrease as ignition sources are treated, and vegetation within the area modified to low risk, thus reducing fire behaviour potential, flammability and head fire intensity.

The BRAM output maps that were produced for this assessment are shown in Appendix 3.

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## TREATING THE RISK

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### **Proposed Development Layout and Bushfire Considerations and Recommendations:**

There are a number of things to consider and the following development principles addressed:

- Planned Recreation and Public Open Space Areas (Bushland and Parklands).
- Linear Parks, Wetlands and Living Streams.
- Water Supply and requirements for bushfire fighting.
- Access and egress requirements for residents and emergency personnel and vehicles.
- Hazard management areas for the various zoning levels.

### **Planned Recreation and Public Open Space Areas:**

The creation of a passive recreation and bushland reserve around the White Hills area with trails, tracks and a lookout will help focus energies on creating a sense of community and ownership of public spaces. This however needs to be balanced against the natural and cultural considerations of this area as well as the bushfire threat that this area presents.

This area has been identified (in its current state) as a considerable bushfire threat.

### **Recommendations:**

With a co-ordinated approach multiple land management objectives, can be achieved. Changes in the fire regime (season, frequency and intensity) can cause progressive changes in plant community's structure and a reduction in biodiversity. Planned fire is used as a means to restore fire disturbance patterns on the landscape by the introduction of controlled burns that closely mimic the natural range of fire variation in the area. An implementation program of an appropriate fire regime can be used to manage indigenous flora and fauna habitats in a sustainable manner and maintain biodiversity. Manipulation of ecological processes such as species composition, regeneration of senescent vegetation and the creation of suitable conditions for native seed germination is provided through this regime. It can also provide protection for species of conservation value by maintaining habitat elements that are critical for their survival.

In some instances, planned burning for vegetation management may not be able to be undertaken. This could be due to the area being zoned as a fire exclusion zone. These zones are generally located adjoining or within areas consisting of high value assets, where under no circumstance, should planned burning be used. The water reservoir on White Hills is the only area that has been identified as requiring alternative treatment. Another reason for not using planned burning is where weeds may become an issue and the fuel management is actually compromised over a period of time with an increase in fuel loads. These areas should be identified in a vegetation management plan if they exist.

Fire is highly effective at stimulating vegetative and seedling regeneration resulting in rapid re-establishment and frequently enhance weed dominance. Many woody weeds sprout rapidly from rootstock after fire, often coppicing densely. Herbaceous species respond in a similar way, regenerating from growth buds on a network of robust underground rhizomes. Seed germination is usually prolific after fire, a response which necessitates prompt control measures, on-going monitoring and site maintenance.

Therefore where weeds are a problem, prescribed burning should only be carried out after weeds have been treated, and follow up weed control can be carried out. In general weed infested bushland areas should not be burnt if resources for post-fire weed control are not available. The exemption to this is high fire hazard areas close to buildings where burning is the only feasible method of hazard reduction.

Alternatives may include but not limited to the following;

- Slashing and/or mowing
- Mulching
- Chipping
- Hand Removal
- Mechanical Removal

The reserved area should have a Vegetation Management Plan produced which covers the issues of fire management (fuel reduction), natural values protection (biodiversity), weed management and regeneration and should cover the following principles:

1. Specify individual units within the reserve based on existing natural or constructed boundaries (additional constructed boundaries may be required). These should be treated on a mosaic basis over a defined period of time, with priority units being those with the highest bushfire risk.
2. Reduce the fuel ratings to a minimum of Low in each unit through either fuel reduction or alternative vegetation removal methods.
3. Eradication of the heavily weed infested areas including gorse and radiata pine wildlings.
4. Promote new healthy regeneration to improve the natural stand.
5. Ensure that future development such as a public lookout and picnic amenities should be taken into consideration and appropriate defendable spaces from bushfire prone vegetation implemented.

The above principles for each individual unit can be achieved with timely implementation of appropriate vegetation management works schedule.

#### **Linear Parks, Wet Lands, Ephemeral Streams and Stormwater Management System:**

As the population grows and development spreads, it has been identified that there will be a requirement for additional public open space. There is an opportunity to create a network of linear parks as part of the new development that builds on and links the existing river foreshore parklands, "buffer zone / bull run" and natural creek / drainage lines to the White Hills bushland / recreation area. The adoption of Water Sensitive Urban Design (WSUD) and ephemeral stream principles proposed will be incorporated into the linear parklands and treated as one. This zone will also incorporate storm water management. Adjoining small grasses areas with play equipment can also be incorporated into the design to serve as local parks.

There is a need to ensure that the design of landscaped and revegetation areas do not increase the potential fire hazard. This can be achieved by avoiding corridors of vegetation that will allow the passage of bushfire into the new development. The design principles when undertaking landscaping are to:

- Ensure there is a reduction in fine fuel load between a bushfire hazard and any structures.
- Break up the continuity of fine fuel between bushland and any structures.
- Provide an area free of fine fuel around structures where wind-blown burning debris are unlikely to ignite spot fires during a wildfire.
- Minimise the risk of building ignition by radiant heat or direct flame contact during a wildfire.
- Provide access for firefighters during a wildfire.
- Provide a control line for firefighting operations.
- Provide a relatively safe refuge area for firefighters and residents during a wildfire.

The defendable space consists of an inner building protection zone known as the asset protection zone (APZ) and an outer zone known as the fuel modified buffer zone (FMBZ).

#### **Asset Protection Zone (APZ):**

The APZ provides a space around assets with minimal fine fuel (comprises of dead plant matter less than 6mm diameter and live plant matter less than 2mm diameter) that allows them to be defended from bushfires. It also reduces the risk of wind-blown burning embers from starting spot fires close to assets. The APZ extends outwards from the side(s) of the asset being protected.

Establishment of an APZ requires the removal of almost all the fine fuel on the ground surface, and isolation of any remaining fuels in the shrub layer to ensure that they are discontinuous both vertically and horizontally. Shrubs can be retained within the asset protection zone, however trees should be avoided where possible. Any accumulations of dry fine fuel must be removed before, and regularly during, the annual bushfire danger period.

General recommendations for fuel management within the APZ for these areas include, but are not restricted to:

- Only mown lawn, bare ground (hardstand areas, driveways, paths etc.) immediately adjacent to buildings (within 2 to 5 metres).
- Maximum shrub cover less than 20%. These should be fire resistant shrubs.
- Remove combustible materials such as vegetation debris heaps and flammable fuel stores etc., outside the APZ and not deposited within the FMBZ or nearby bushland where it can increase the fire hazard.

- Incorporate non-flammable areas, such as hardstand areas, paths, walking tracks etc., into the APZ.
- Shrubs should be isolated or in small clumps; avoid continuous groupings.
- Planting of trees should be avoided in this zone.

**Fuel Modified Buffer Zone (FMBZ):**

The FMBZ forms a buffer adjacent to the APZ and has fine fuel loads reduced sufficiently to ensure that a high intensity bushfire will not reach the APZ. It also helps protect assets from radiant heat.

General recommendations for landscaping and maintaining the FMBZ include:

- Understorey shrub cover should not be more than 30% total cover, and the cover should be discontinuous (grasses in and immediately surrounding ephemeral streams is allowed).
- Trees and large shrubs should be pruned to remove branches within 2 m of the ground.

When removing vegetation by hand to create a FMBZ, the order of preference for vegetation removal should be:

1. Noxious weeds.
  2. Other environmental weeds.
  3. Other introduced species (except special ornamental plantings).
  4. Rough barked indigenous trees and shrubs.
  5. Indigenous trees and shrubs that hold dead leaves and twigs in their canopy.
  6. Relatively flammable sclerophyllous species.
- 
- Retain individuals of any threatened plant species.
  - Reduce fine fuel loads in FMBZ's to less than 5 tonnes per hectare (fine fuels consist of dead plant matter less than 6 mm in diameter and live plant matter less than 2 mm in diameter).
  - Slash grassland areas so that fuels are below 100 mm in height approximately 50% to 60% cured (exception is grasses in and immediately surrounding ephemeral streams).
  - Remove combustible materials such as vegetation debris heaps and flammable fuel stores etc., outside the FMBZ and not deposited within the nearby bushland where it can increase the fire hazard.
  - Tree clumping's should be at least 10 m apart.
  - No trees to be planted within 10 m of the head works of the streams (adjoining White Hill bushland reserve).

**Recommendations:**

The layout of the storm water WSUD's to comply with the above principles are shown below:

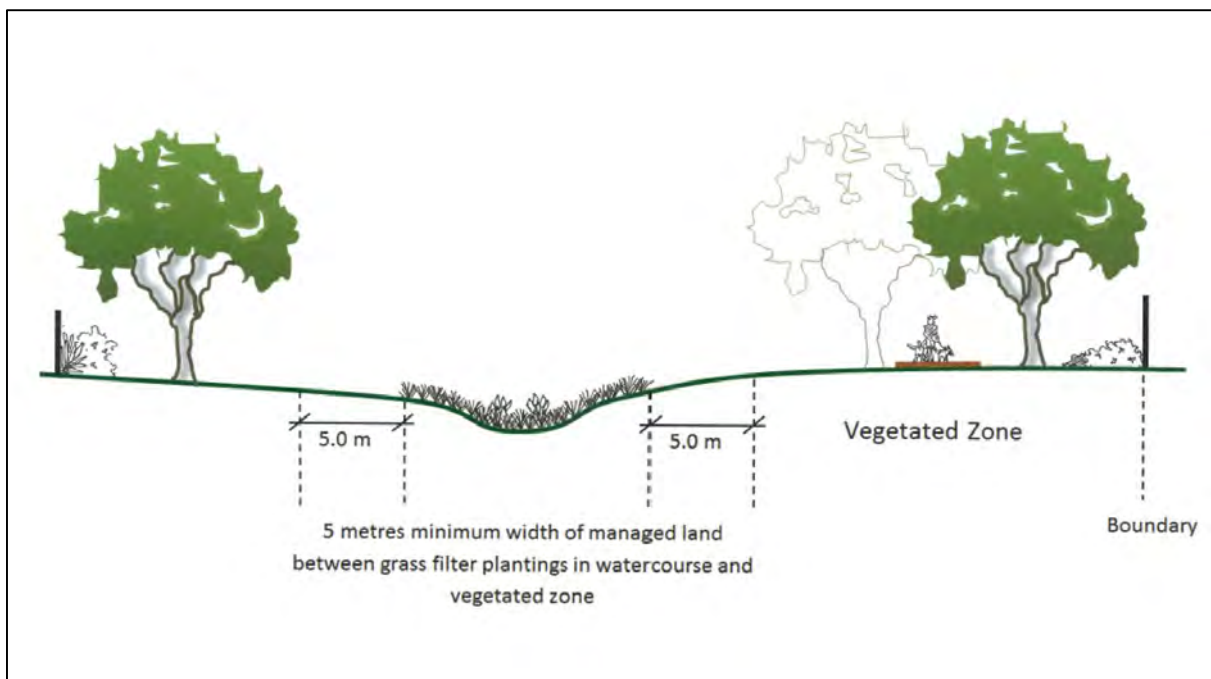
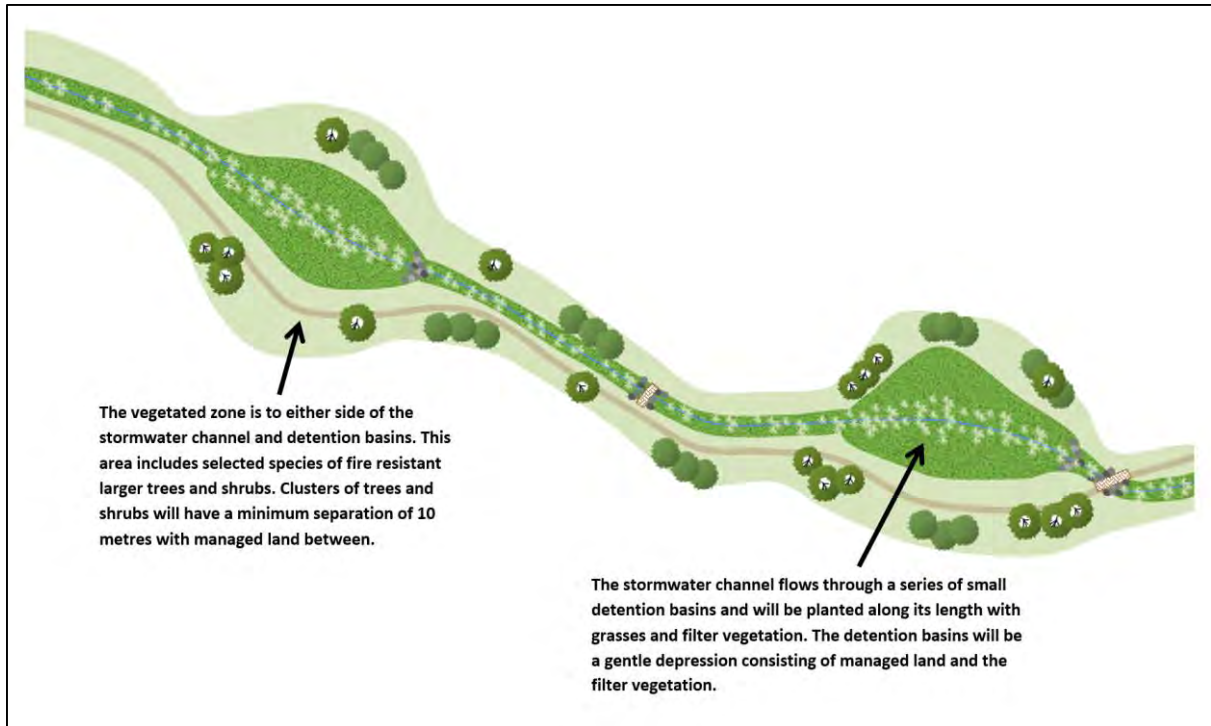


Figure 18: Diagrams showing layout of Storm water WSUD areas.

Landscaping of these areas with fire resistant plants or plants with low flammability is recommended. Where high and moderate flammability plants are utilised in vegetation of the FMBZ, it is imperative that they should be well maintained and should have any dead material removed immediately before it accumulates. As a guide, coarse, wide leaves are generally less flammable. When planting of new trees in the FMBZ, there is a preference for smooth barked trees that have less potential for spotting. It is only recommended to plant low flammability plants in the APZ.

Utilising plants outlined in the “Fire Resisting Garden Plants” booklet produced by the Tasmanian Fire Service (TFS) and found on the Tasmanian Fire Service (TFS) website @ [www.fire.tas.gov.au](http://www.fire.tas.gov.au) is recommended.

These areas will be dissected by access and egress roads that still allow for the uninterrupted passage of ground fire for the full length of the ephemeral stream (concentrated in and immediately adjacent the stream only). No tree plantings should be undertaken with 10 m of these crossing points. This measure should ensure the safe passage of residents and emergency vehicles at these crossing points even if the stream vegetation is on fire.

Where the ephemeral streams adjoin the bushland vegetation at the White Hill reserve, extra measures need to be implemented at the head works, which stops the fire from spreading into this retained vegetation. This area should be only consist of mown lawn, bare ground (hardstand areas, driveways, paths etc.) for a minimum radius of 10m. No trees or shrubs are to be planted in this area. Gated entrances that allow for vehicular and public access are an allowable option. These areas of managed ground could be extended to incorporate playgrounds etc.

#### **Water Supply and Requirements for Bushfire Fighting:**

It is imperative that the proposed development ensures the provision of an adequate supply of water to facilitate firefighting and property protection during and after the passage of a bushfire. Water is essential for firefighting. The amount and reliability of water is critical when considering development. Reticulated water supplies may be compromised during major fire events and this also needs to be considered.

Water is currently supplied via the Hadspen Reservoir located on White Hills (part of the planned recreation and open public space area). This supplies potable water to the Hadspen Township via an existing feeder line. Water is pumped from the Mount Leslie treatment plant to the Casino reservoirs and gravity fed to the Hadspen reservoir. It is worth noting that dwellings can only be serviced 20 metres lower than the Hadspen water reservoir.

#### **Recommendations:**

As much of the area as possible should be provided with a reticulated water supply and hydrants. Installation depths should must comply with the Water Supply Code of Australia WSA 03-2011. To ensure operation of the standpipe, fire plugs must be installed between 100 and 200 millimetres from the top cover plate to the top of the lugs.

To ensure that firefighters can rapidly locate water supplies in an emergency, hydrants must be identified as specified in Identification of Street Hydrants for Firefighting Purposes.

Hydrants should be installed at 200m apart on all roads / streets. This will ensure that all exterior elements of buildings are within reach of a 120 metre long hose connected to the hydrant. The fire hydrants should have a minimum flow rate of 600 litres per minute and minimum pressure of 200kPa.

Where a reticulated water supply doesn't comply with the above specifications or cannot be connected to, a dedicated static water supply is required. Each separate building should have a minimum of 10,000 litre supply in a water tank available for firefighting purposes at all times. The water tank and above ground pipes and fittings used for a stored water supply must be made of non-rusting, non-combustible, non-heat-deforming materials and must be situated more than 6m from a building and within 3 metres of an all-weather hardstand. The water tank must have an opening in the top of not less than 250mm diameter or be fitted with a 64mm Storz coupling capable of delivering 270L per minute. It must also be located so that all exterior elements of the building are within 120m long hose reach.

All below-ground water pipelines must be installed to at least the following depths:

- Subject to vehicle traffic: 300 millimetres.
- Under dwellings or concrete slabs: 75 millimetres.
- All other locations: 225 millimetres.

The water supply must be readily identifiable from the building or appropriate signage must be provided which:

- Has an arrow pointing to the location of the water supply.
- Has dimensions of not less than 310 millimetres high and 400 millimetres long.
- Is red in colour, with a blue reflective marker attached.
- Is labelled with a 'W' that is not less than 15 centimetres high and 3 centimetres thick.

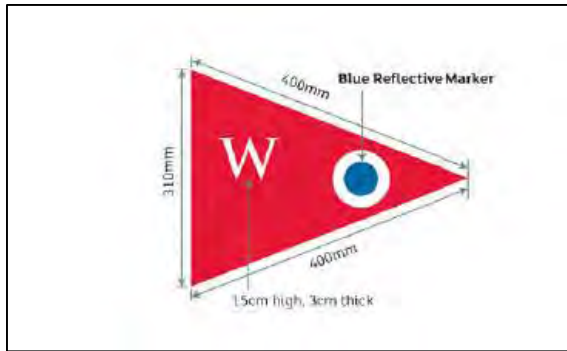


Figure 19: Water Supply diagram.

In a domestic situation a water supply for firefighting purposes may be in the same tank as other water supply provided they are separated with different outlets.

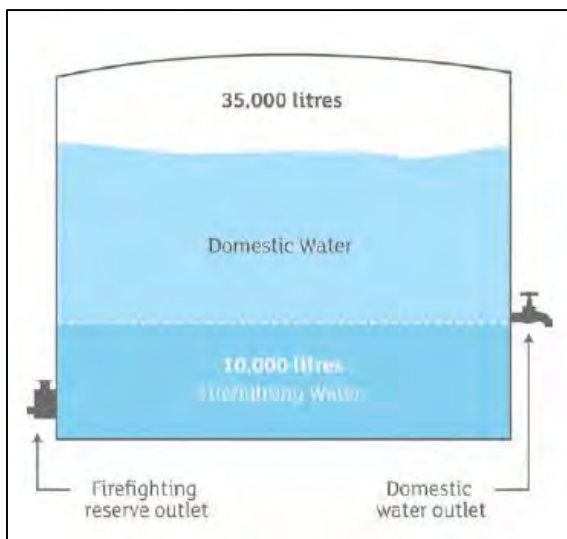


Figure 20: Combined domestic and firefighting water supply tank diagram.

All other specifications should be in accordance with NCC 3.7.4.2.

#### **Access and Egress Requirements for Residents and Emergency Personnel and Vehicles:**

The principles for access and egress are to:

- Provide safe access to properties for emergency and other vehicles at all times.
- Minimise the need for long access and egress routes.
- Locate habitable buildings as close to practicable to property entrances.
- Dead end roads must not exceed 200 metres in length or service more than nine lots.

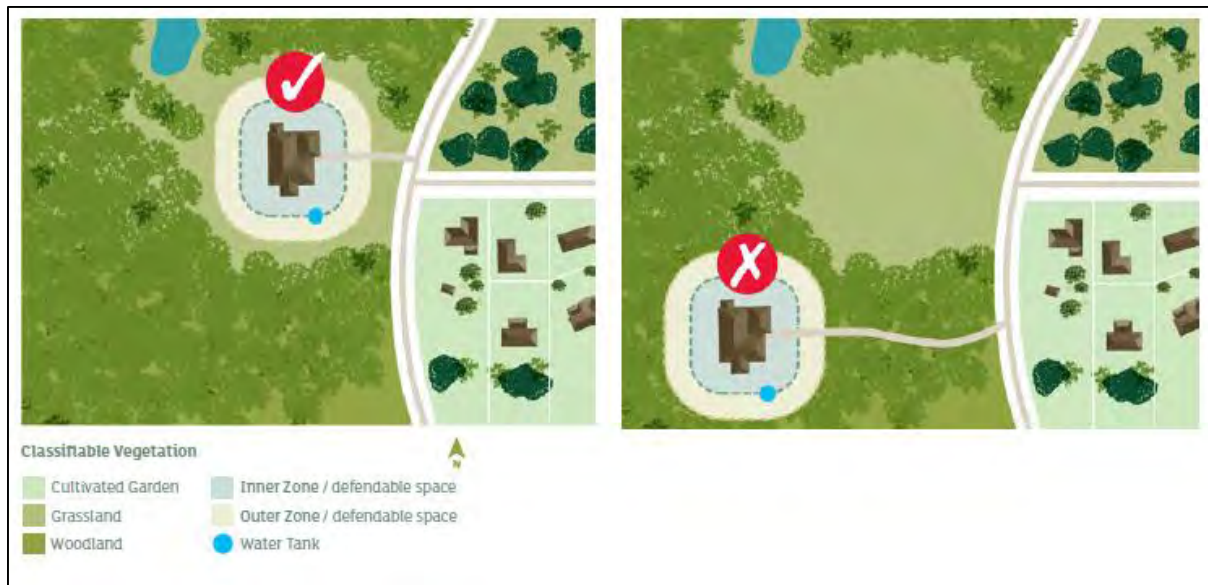


Figure 21: Access diagram.

### **Recommendations:**

It is expected that all public roads that access the development will be constructed to IPEWA Standards and facilitate access by firefighters.

For subdivision development of 10 lots or more or where a subdivision interfaces with unmanaged vegetation, the need for a perimeter road to be provided should be considered. This can be achieved through appropriate staging, where there is always a perimeter road between current development and the bushfire prone vegetation. This is achievable for what is outlined in the Hadspen ODP for the majority of the Village and Urban lots but will not apply for the Bush lots. These lots will be treated as per TAS 3.7.4.1 outlined further in this report.

Where this is not possible, procedure should be put in place that the adjoining agricultural grassland is managed (mown to a nominal height of 100 millimetres) for a width of a minimum of 14 metres at all times, until a perimeter road is constructed. This will allow for a defendable space (hazard management area) that equates to construction levels for dwellings to comply with Bushfire Attack Level (BAL 12.5), under *AS 3959 Construction of Buildings in Bushfire Prone Areas*. At BAL 12.5, development is expected

Where construction of private roads is required for the bush lots, the following should apply:

A Class 1 building in a designated bushfire prone area and the firefighting water supply access point must be accessible by a private access road which is designed, constructed and maintained to a standard not less than a modified 4C Access Road as per TAS 3.7.4.1 Vehicular Access. A Modified 4C Access Road is an all-weather road which complies with the Australian Road research Board "Unsealed Roads manual – Guidelines to Good Practice", 3<sup>rd</sup> Edition, March 2009 as a classification 4C Access Road and the following modified requirements:

- Single lane private access roads longer than 100m in length, with less than a 6m carriageway width must have 20m long passing bays of 6m carriageway width not more than 100m apart.
- A private access road longer than 100m must be provided with a driveway encircling the building, or a hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long, or a trafficable circular turning area of 10m radius (shoulders, seal or other consolidate edges may be acceptable) constructed at the termination of the driveway.
- Culverts and bridges must be designed for a minimum vehicle load of 20 tonnes.
- Vegetation must be cleared for a height of 4m, above the carriageway, and 2m each side of the carriageway.
- The driveway shall be built to BCA standards and shall not exceed 1:4 (25%) gradient.
- Access clearance will be a minimum of 4 metres high and 2 metres each side, with vegetation hindering access or of a flammable nature, removed within this area.
- Private access will be provided to the proposed dwelling with no point of the habitable building being greater than 30 metres from the termination of the access measured as a hose lay.
- The private road will provide access to a hardstand area.



- Culverts and other road structures (if required) should be designed for a minimum vehicle load of 20 tonnes. The maximum design speed should be 15 km/hr. and the pavement type should be all-weather construction.

**Hazard Management Areas for “Bush Lots”:**

Hazard Management Areas (defendable space) for new dwellings is be administered through the Meander Valley Interim Planning Scheme 2013. The planning scheme outlines the requirements for use or development of land in accordance with the Land Use Planning and Approvals Act 1993 (the Act) and sets out the provisions that apply to use or development of land. Part E Codes, specifically E1.0 – Bushfire Hazard Code specifies the development standards for new development in relation to AS 3959 Construction of Buildings in Bushfire Prone Areas.

When assessing the minimum size of the “Bush Lots”, each lot size should enable for the dwelling to have hazard management area (defendable space) corresponding with the required distances for BAL 12.5 (minimum standard where construction is able to withstand ember attack and radiant heat below 12.5 kW/m<sup>2</sup>. This is illustrated in the diagram below.

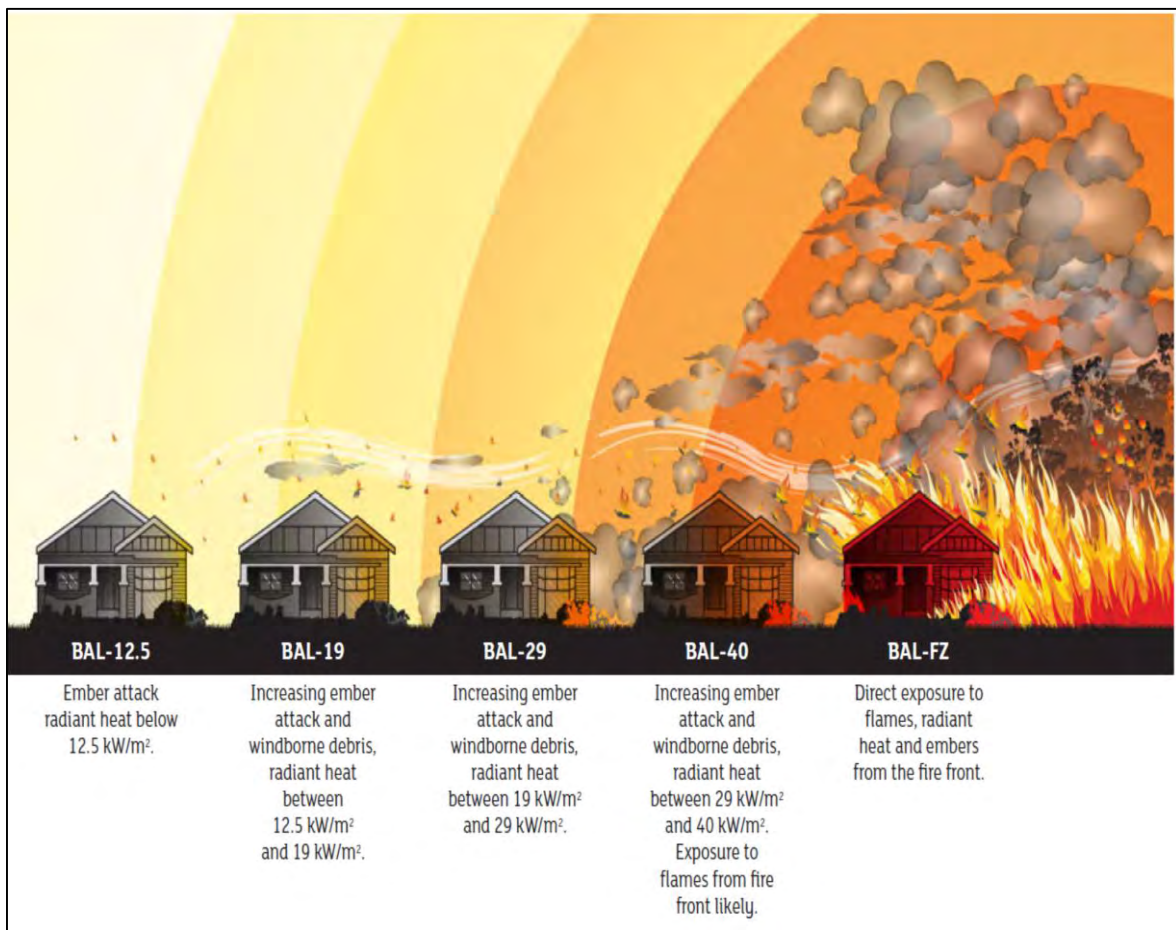


Figure 22: BAL construction levels and response to different levels of risk.

**Recommendations:**

All bush lots will be exposed to woodland vegetation. It will be a requirement that each allotment will contain its defined hazard management area within its allotment boundaries. This will prevent the requirement of Part 5 agreements.

The following diagram outlines the minimum space requirements for the construction of dwellings to a BAL 12.5 rating, specific to different slope classes. Allotment sizes need to be planned to comply with these requirements as illustrated in the diagram below.



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- State Special Emergency Management Plan - State Fire Protection Plan – Issue 2.2, May 2013, Tasmanian Fire Service (State Fire Commission).
- Operational Guidelines and Review of Current Knowledge – Planned Burning in Tasmania – September 2009, DPIPWE (PWS), Tasmanian Fire Service (TFS) & Forestry Tasmania (FTAS).
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- Marsden-Smedley J. B. (2009) Planned Burning in Tasmania, operational guidelines and review of current knowledge. Fire Management Section, Parks and Wildlife Service, Department of Primary Industries, Water and the Environment, Hobart.
- TFS (2005) Guidelines for Development in Bushfire Prone Areas of Tasmania. Tasmania Fire Service, Hobart.
- Standards Australia Limited. (2011). AS 3959 – 2009 (Incorporating Amendment No’s 1, 2 & 3) – Construction of buildings in bush fire-prone areas.
- AS/NZS ISO 31000:2009 - Risk Management – Principles and Guidelines.
- Tasmanian Planning Commission. (2012). Planning Directive No. 5. Bushfire-Prone Areas Code.
- Hadspen Outline Development Plan – A 20 Year Blueprint for Sustainable Development – Geografia and David Lock Associates for Meander Valley Council – August 2011.
- Draft Community Strategic Plan 2014 – 2024.
- Meander Valley Economical report 2013.
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- Meander Valley Vegetation Management Strategy 2009.
- Hadspen (including Travellers Rest) Community Bushfire Response Plan – Tasmanian Fire Service 2012.
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- Nine Design Features for Bushfire Risk reduction Via Urban Planning – Australian Journal of Emergency Management – Volume 29, No. 3, 2014.

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**Important:**  
 PROJECTION: Universal Transverse Mercator (UTM).  
 HORIZONTAL DATUM: Geocentric Datum of Australia 1994(GDA94)  
 MAP GRID: Mapping Grid of Australia (MGA94)



**Disclaimer:**  
 Whilst GPM (and its agents) make every reasonable effort to locate and identify features on the land which is the subject of this map not all features either above or below the surface have been located. Users are advised to independently verify all data for accuracy and completeness prior to use.

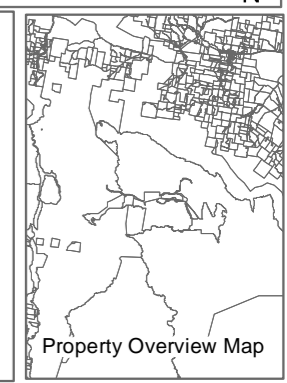
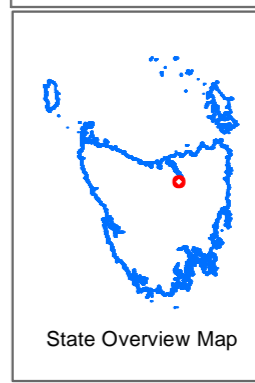
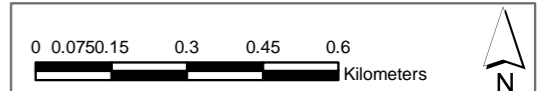
**Appendix No. 1**  
**Pre-existing Fire Control Advantages**  
**Location Map**

**Client:** Meander Valley Council  
**Production Date:** 07/10/2014  
**Produced By:** Justin Cashion

**Notes:**

**Legend**

- Area of ODP
- Existing Residential with Managed Ground
- Bass Highway
- Meander Valley Road
- South Esk River



State Overview Map

Property Overview Map



**Important:**  
 PROJECTION: Universal Transverse Mercator (UTM).  
 HORIZONTAL DATUM: Geocentric Datum of Australia 1994(GDA94)  
 MAP GRID: Mapping Grid of Australia (MGA94)

**Disclaimer:**  
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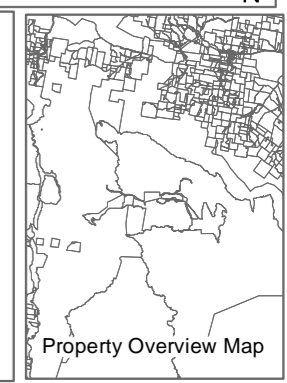
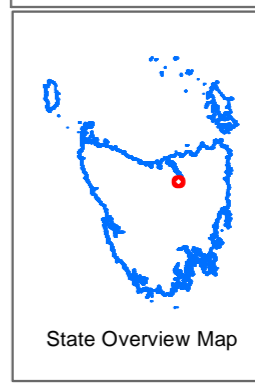
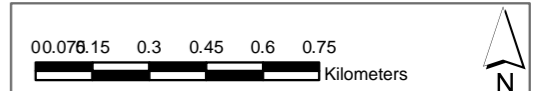


**Appendix No. 2  
 Bushfire Threats  
 Location Map**

**Client:** Meander Valley Council  
**Production Date:** 07/10/2014  
**Produced By:** Justin Cashion  
**Notes:**

**Legend**

- Area of ODP
- Ember & Ground Attack - White Hill
- Ember Attack - Boyes Hill & Rutherglen Village
- Ember Attack - Strahans Hill, Travellers Rest & Blackstone
- Ember Attack - Grassy Hut Tier



Appendix No.3 – BRAM Outputs.

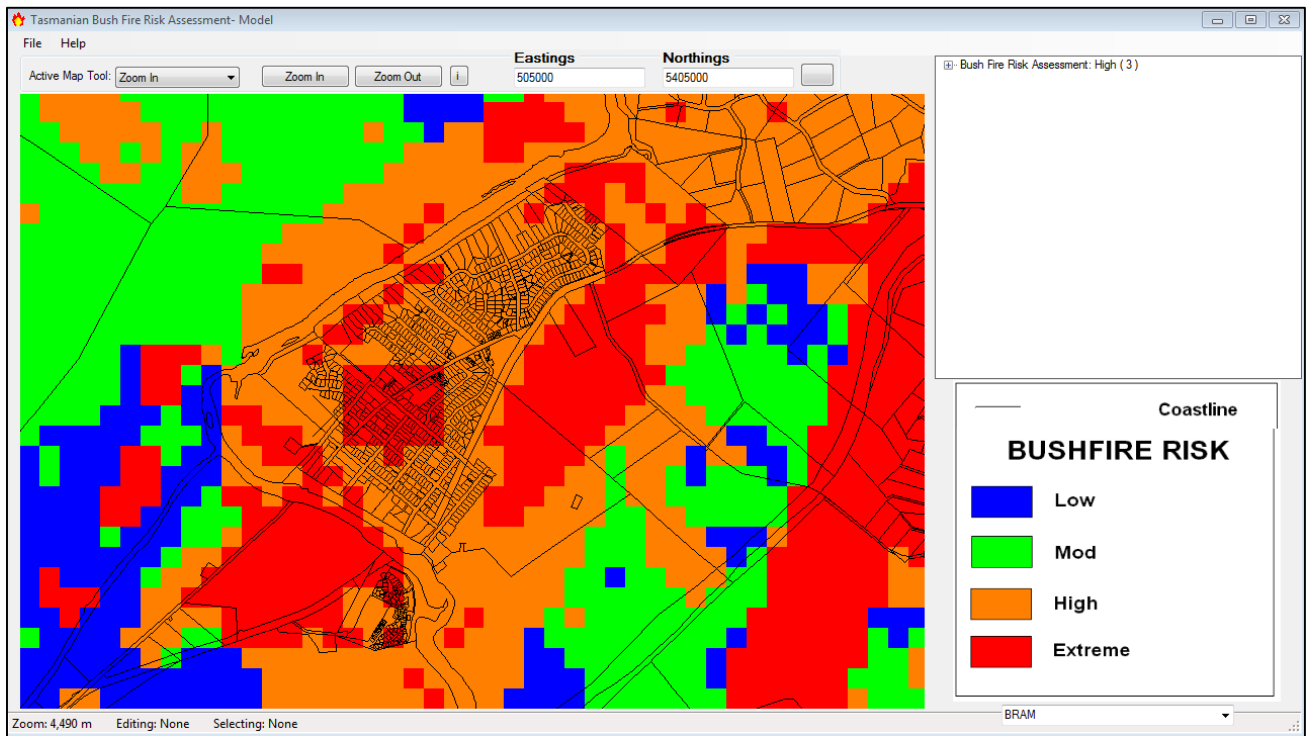


Figure 1: Overall Bushfire Risk.

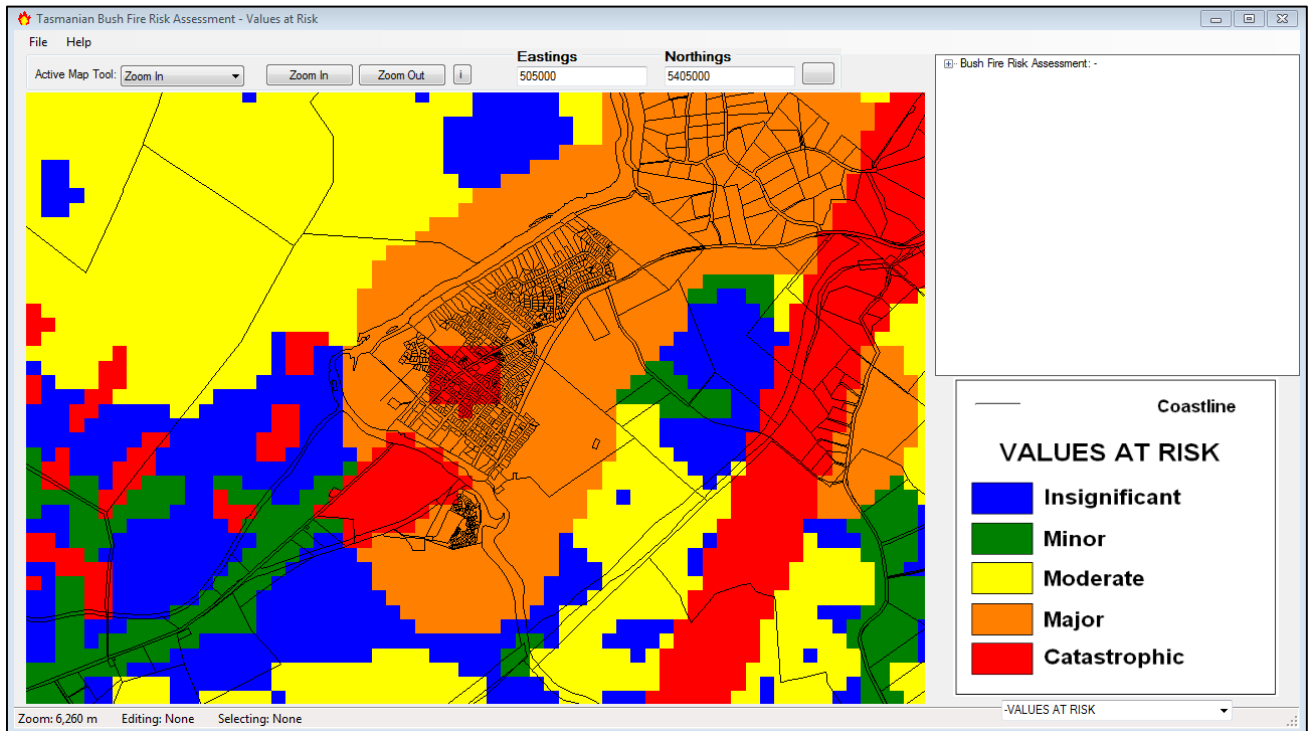


Figure 2: Overall Values at Risk (this is heightened by the location of the local community and critical infrastructure).

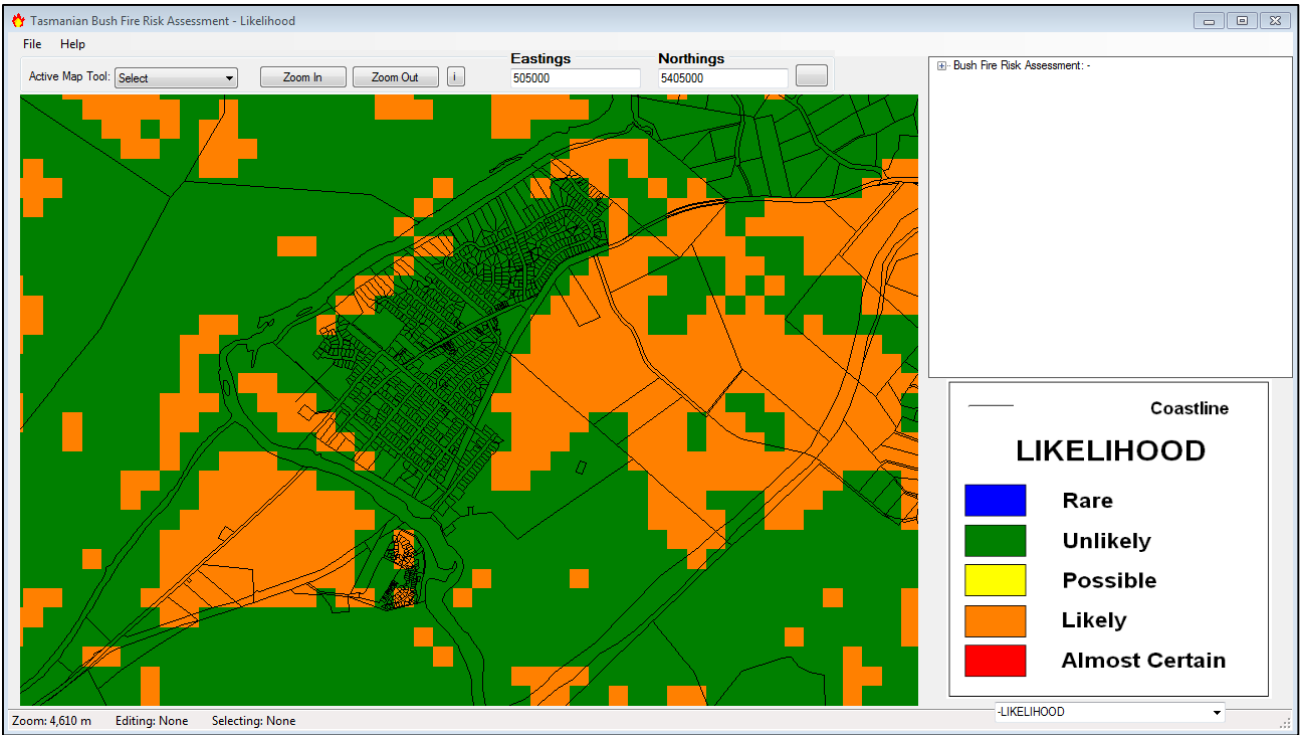


Figure 3: Overall Likelihood of a bushfire to occur.

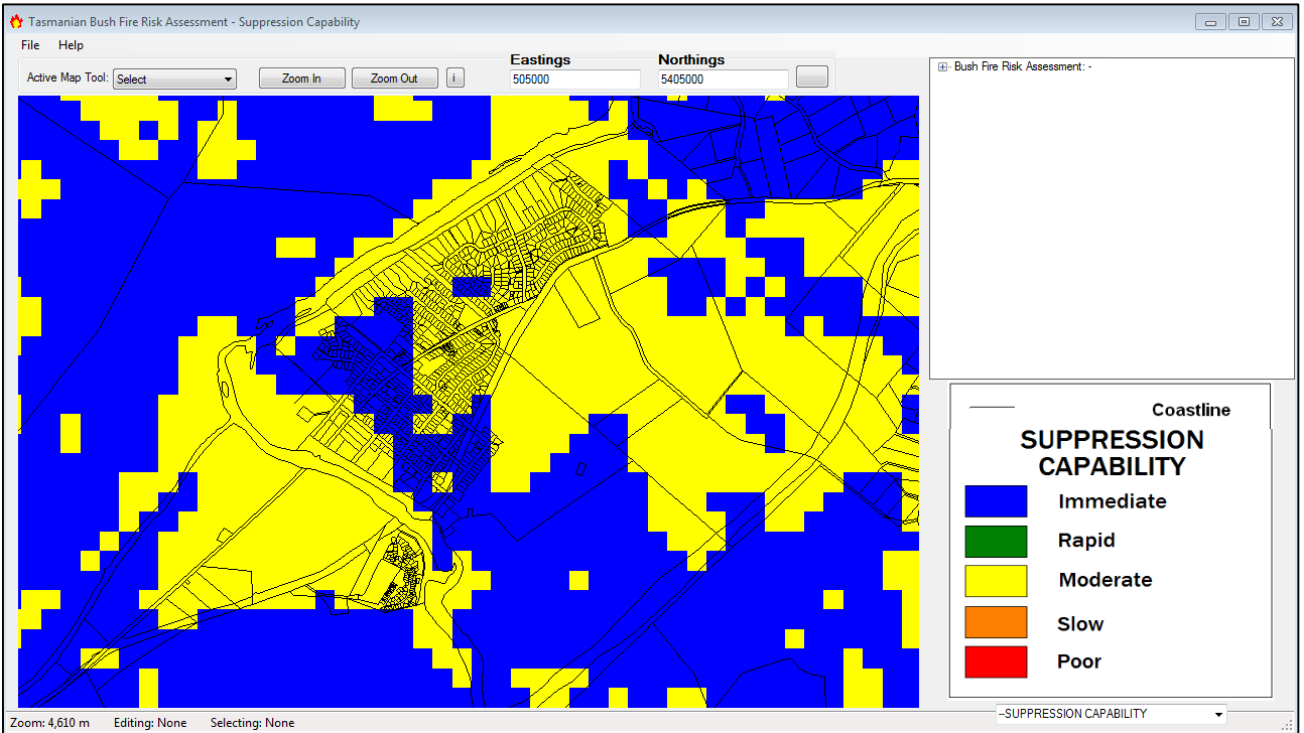


Figure 4: Overall Suppression Capability.



Figure 5: Ground Attack Suppression Capability.

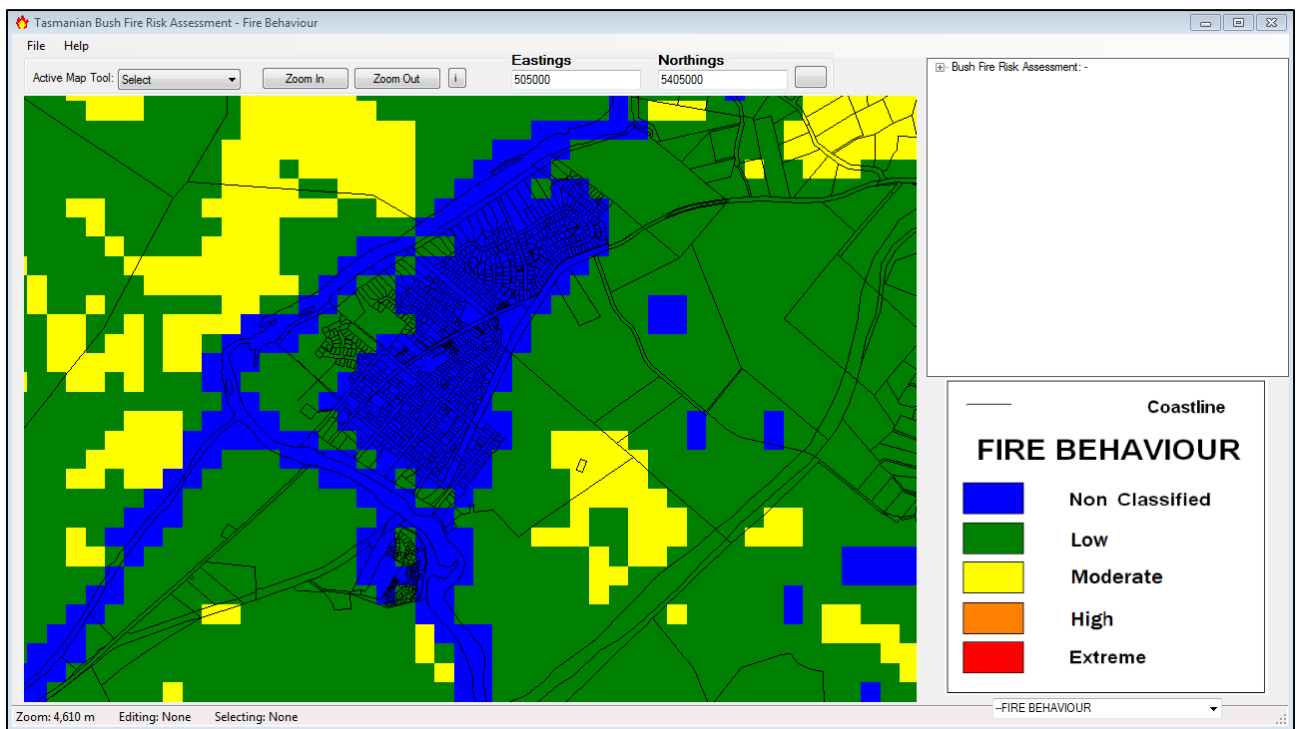


Figure 6: Overall Fire Behaviour.



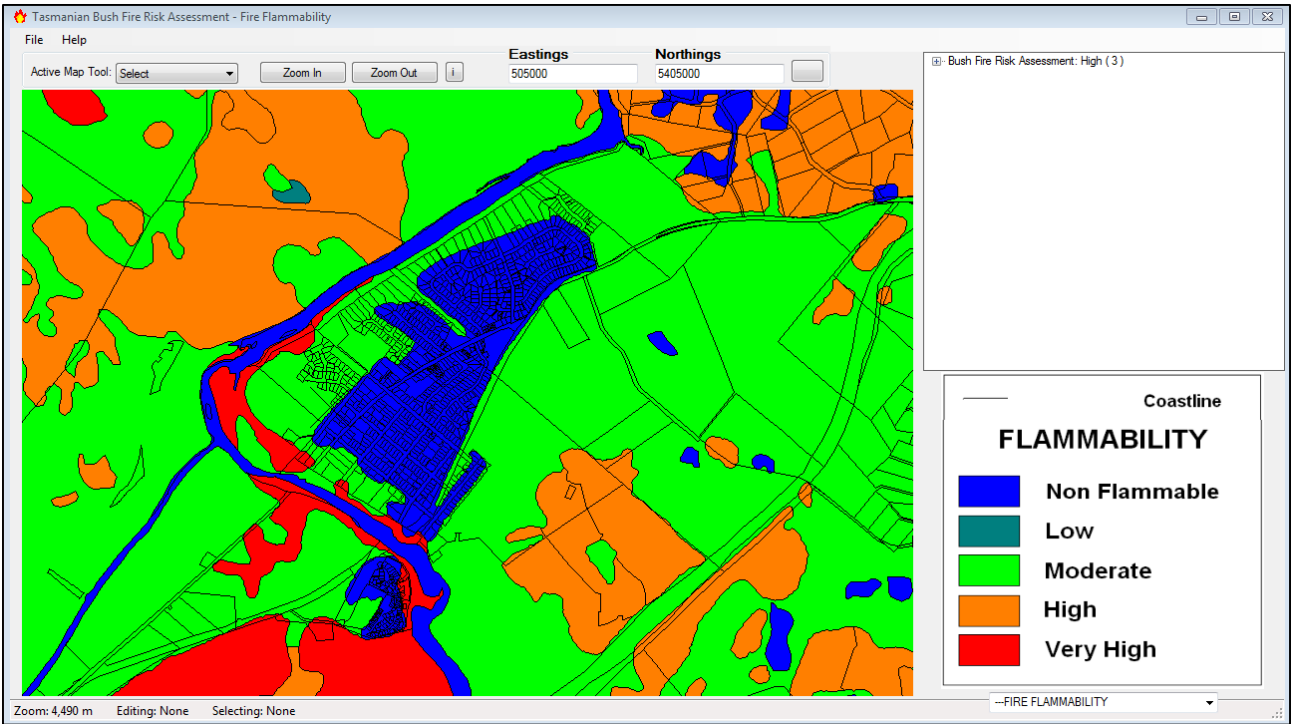


Figure 7: Flammability.

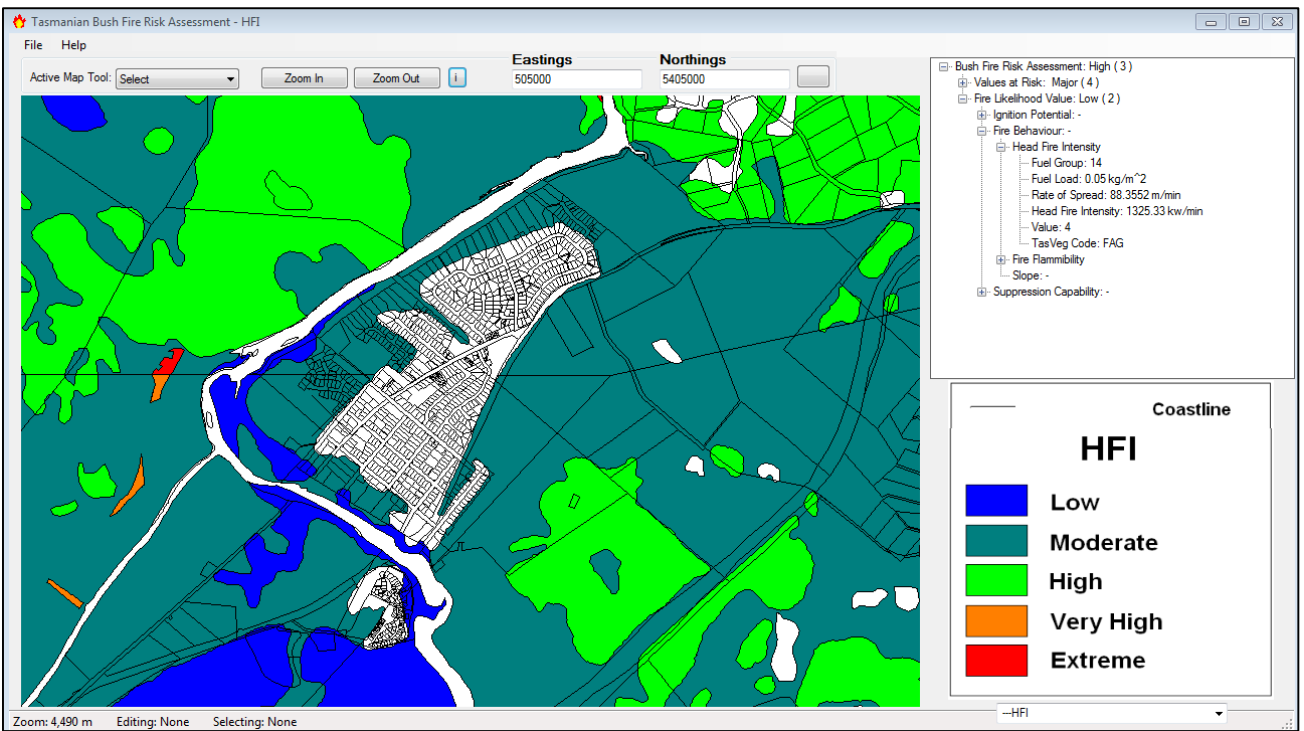


Figure 8: Head Fire Intensity.

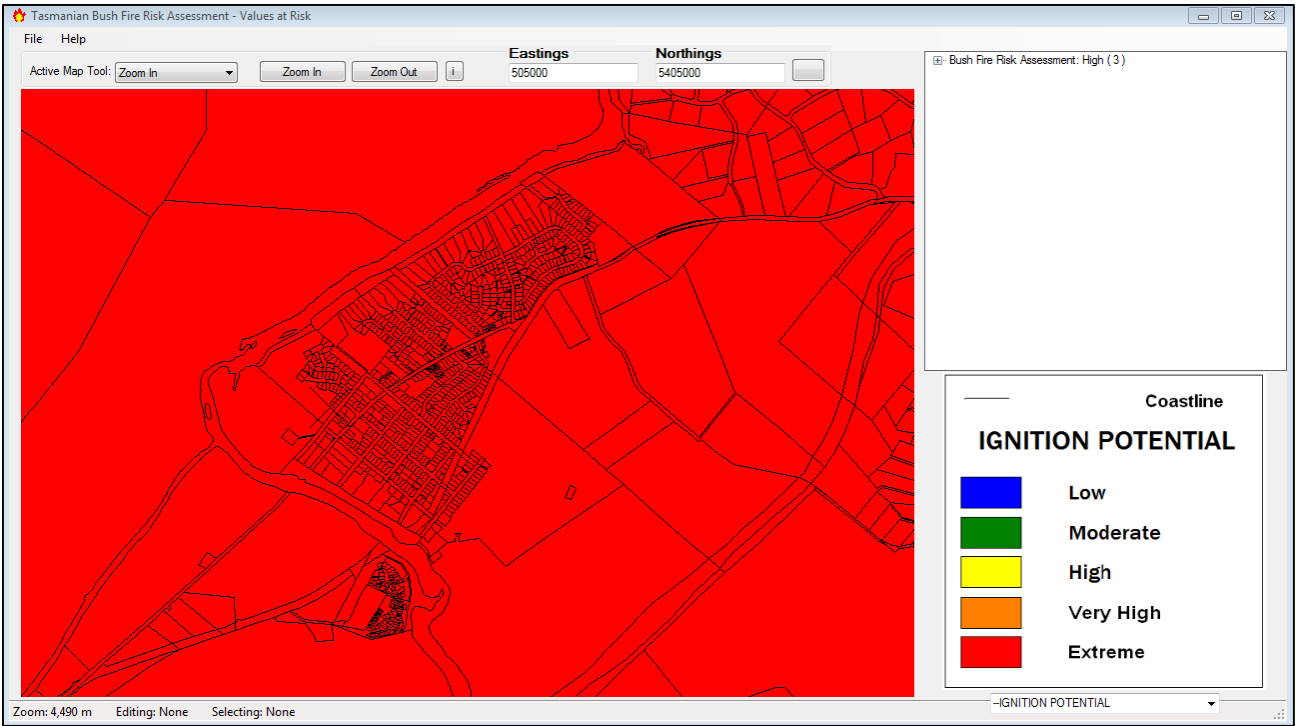


Figure 9: Overall Ignition Potential.

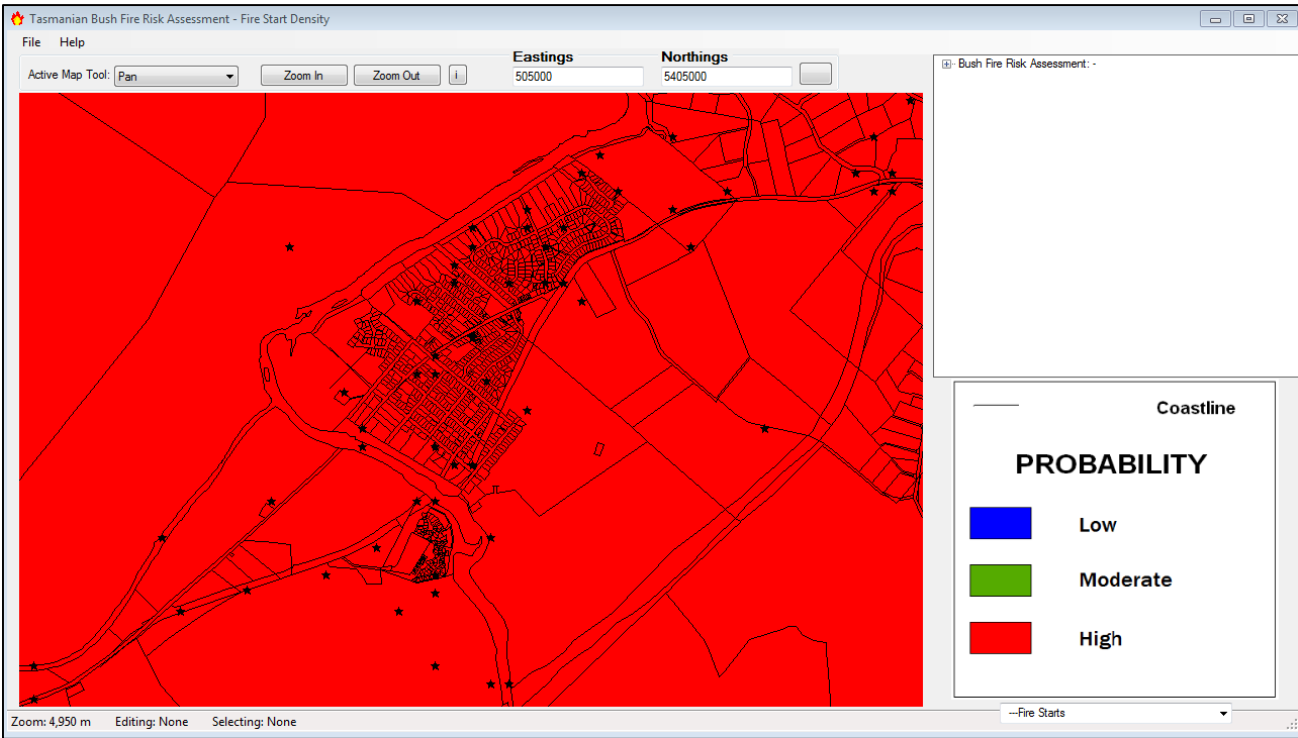


Figure 10: Ignition Probability.

# **APPENDIX D**

## **GEO TECHNICAL ASSESSMENT**



MEANDER VALLEY COUNCIL

PRELIMINARY GEOTECHNICAL ASSESSMENT  
HADSPEN GROWTH AREA  
APRIL 2015





**Cover photo**

View NE from test pit HGA7 across a shallow depression in Area B in the proposed Hadspen Growth Area,  
1 April 2015





**Refer to this report as**

Cromer, W. C. (2015). *Preliminary geotechnical assessment, Hadspen Growth Area*. Unpublished report for Meander Valley Council by William C Cromer Pty Ltd, 13 April 2015 (32 pages).

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**William C Cromer Pty. Ltd. may make this report available to Mineral Resources Tasmania to enhance the geotechnical database of Tasmania.**





# 1 INTRODUCTION

## 1.1 BACKGROUND

In March 2015, William C Cromer Pty Ltd (WCC) was commissioned (Attachment 1) by Meander Valley Council (MVC) to conduct a preliminary geotechnical assessment of about 250ha of mainly agricultural land proposed for residential and commercial development between the Meander Valley Road and Bass Highway at Hadspen (the “Hadspen Growth Area”, Attachments 2 and 3).

In particular, the WCC commission required an appraisal of:

- the general suitability of the area for development
- any natural features of the area that ought to be avoided for development, and
- areas which should be subject to more detailed geotechnical investigations before finalising the form of the development

From a geotechnical perspective, areas of particular interest included low and medium landslide hazard bands within the study area. The hazard bands are shown on two of the three maps in Attachment 2.

The geotechnical assessment is intended to complement the Hadspen Growth Area Master Plan<sup>1</sup>.

## 1.2 SCOPE OF WCC INVESTIGATIONS

Geotechnical investigations described in this report included:

- a desk-top review of relevant publically-available maps and reports, and documents supplied by MVC,
- inspection of the study area with Senior Planner at MVC Ms J. Oliver on 31 March 2015, and
- the digging, logging, photography and sampling of nine excavator test pits in three areas of low to medium landslide hazard bands (the test pits were denoted HGA1 – 9; HGA = “Hadspen Growth Area”). The test pit locations are shown on the four maps in Attachments 2 and 3.

Laboratory work<sup>2</sup> conducted by WCC including dispersion testing of four subsoil clay samples from test pits.

<sup>1</sup> Aecom (2015). *Hadspen Growth Area Master Plan*. Report prepared by Aecom Australia Pty Ltd for Meander Valley Council (7 January 2015).

<sup>2</sup> WCC's laboratory is not NATA-registered. Moisture contents were done in general accordance with AS1289 2.1.1, and shrink-swell testing from Section 2.3 of AS2870-2011.





## 2 DESCRIPTION OF THE STUDY AREA

### 2.1 TOPOGRAPHY

Map 3 in Attachment 2 shows 0.5m contours of the study area – effectively a shadow map at the scale presented.

Relief is about 90m, from 130mASL long the South Esk River, to about 120m at the water reservoir on the prominent hill in the centre of the area.

Almost all the area comprises gently undulating land with slope angles less than about 5°. The steepest slopes are in Areas A, B and C corresponding to low-moderate landslide hazard bands (Attachment 2) but slopes remain moderate in the 10 – 15° range.

### 2.2 SURFACE DRAINAGE AND FLOODING

#### 2.2.1 Surface drainage

The Class 1<sup>3</sup> South Esk River is the southern boundary to the study area, which contains Class 2, 3 and 4 catchments with un-named ephemeral<sup>4</sup> or intermittent streams (map 2 of Attachment 2).

The smaller Class 4 catchments (#4 and #5) along the southern side of the area have no defined drainage channels in their upper and middle reaches. In their lower reaches, gradients steepen where the now-ephemeral streams have cut through a former higher terrace of the South Esk River.

All streams report to the South Esk River.

#### 2.2.2 Flooding

A review of flood potential in the study area is outside the scope of this geotechnical assessment. Drainage corridors, stormwater flow paths and indicative swale sizing have been reviewed by MVC, and have been schematically included in Figure 12 of Aecom's (2015) Master Plan cited above.

### 2.3 GEOLOGY AND SOILS

#### 2.3.1 Published geology

The published geology of the study area (Attachment 2) comprises NNW – SSE trending uplands of Jurassic-age dolerite basement, and unconsolidated and weakly consolidated Tertiary-age sediments in low-lying areas. The sediments comprise non-marine sands, clays, gravels and combinations of these, deposited in fluvial and lake conditions. In the nearby Launceston basin, and near Hagley, they attain thicknesses of several hundred metres, and similar thicknesses may be present at Hadspen.

#### 2.3.2 Published geology confirmed

The site inspection walk-over and limited test pitting supports the published geology (Attachment 4 photos).

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<sup>3</sup>Watercourse classification in accordance with Table 8 of the Forest Practices Code (2000). See Forest Practices Board (2000). Class 1 watercourses are rivers, lakes, etc named on 1:100,000 topographic maps; Class 2 watercourses exclude Class 1 types and have catchments greater than 100ha; Class 3 watercourses have catchments between 50 and 100ha; Class 4 watercourses have catchments less than 50ha.

<sup>4</sup> Wikipedia states "A perennial stream or perennial river is a stream or river (channel) that has continuous flow in parts of its stream bed all year round during years of normal rainfall. "Perennial" streams are contrasted with "intermittent" streams which normally cease flowing for weeks or months each year, and with "ephemeral" channels that flow only for hours or days following rainfall. During unusually dry years, a normally perennial stream may cease flowing, becoming intermittent for days, weeks, or months depending on severity of the drought. The boundaries between perennial, intermittent, and ephemeral channels are indefinite, and subject to a variety of identification methods adopted by local governments, academics, and others with a need to classify stream-flow permanence."







### 2.3.3 Sand mining

Tertiary/Quaternary fluvial, and possibly Quaternary aeolian sand, draped over the Jurassic dolerite basement on higher ground in and around Area C has been mined in the recent past, but there are no current sand mining leases over the site.

Mining stripped the surface metre or so, and has resulted in accelerated sheet and gully erosion of the hillsides (Photos 25 – 28 in Attachment 4).

Historical Google Earth satellite imagery shows that extensive stripping of topsoil has also occurred on paddocks to the N and E of Area C.

### 2.3.4 Soil profiles

Undisturbed soils over the study area comprise uniform sand and duplex sand/clay profiles over Jurassic dolerite, and mainly sandy profiles over Tertiary sediments.

Profiles typical of soils in Areas A, B and C are shown in the photographs in Attachment 4, and are regarded as reasonably typical of soils throughout the study area.

### 2.3.5 Soil dispersion

Tunnel erosion indicative of dispersive soils was not evident during the site inspection or test pitting. Four clays from test pits HGA1, HGA2, HGA3 and HGA6 were tested for dispersion<sup>5</sup>. Three of them were non-dispersive (Emerson Class Numbers 4, 5 or 6 and 8). A clay from a depth of 1.3m in pit HGA6 in Area 2 was Emerson Class #3 (ie it dispersed only after remoulding).

It is inferred from site inspection and limited testing that dispersive soil will not be a significant issue for development.

### 2.3.6 Soil reactivity

Reactive clayey soils shrink and swell under changing soil moisture conditions and can affect building footings. No shrink-swell testing was done for the current report but it is expected that a range of clay reactivities will be encountered during development.

## 2.4 GEOTECHNICAL RISK ASSESSMENT

### 2.4.1 Geotechnical issues

In Table 1, a range of geotechnical issues has been canvassed for the development of the study area. The likelihood of each issue has been assessed, its consequences to development are suggested, the level of risk associated with each is proposed, and where appropriate, recommendations are made to treat (manage) the risk<sup>6</sup>.

Rated risks for the currently largely undeveloped study area range from Very Low to High. Excluding flood risk on the South Esk River, the High risks relate to the potential for foundation movement due to reactive or low-strength soils at building sites and road alignment. These issues are readily addressed by standard methods of hillside development and AS2870 *Residential slabs and footings* site classifications for buildings.

<sup>5</sup> The technique is outlined in AS/NZS1547:2012 *On-site domestic-wastewater management*, Section E7

<sup>6</sup> It is up to stakeholders to decide whether any evaluated risk is acceptable or not. A rough guide might be to consider all Very low and Low geotechnical risks as acceptable and not requiring treatment, Moderate risks to be acceptable or tolerable and may require treatment, and High and Very high risks as tolerable or intolerable, and generally requiring treatment. Treatment is designed to reduce risks to acceptable or tolerable levels. It may include Accepting the risk, Avoiding the risk (ie abandoning the project), Reducing the likelihood of the hazard occurring (ie stabilisation measures to control triggering circumstances), Reducing the consequences (eg suitable construction design), Monitoring and warning systems (which might help reduce the consequences of the hazard), Transferring the risk (eg requiring another authority to accept the risk or compensate for the risk, such as insurance companies), and Postponing a decision (eg if there is insufficient certainty about the risk, it might be better to do further investigations).





All risks are able to be managed so that (a) Very Low and Low risks remain Acceptable, and (b) higher risks are reduced to and maintained at, Low and Acceptable levels.

#### 2.4.2 Published evidence of slope instability

There is no published evidence of slope instability, and no known landslides, in the study area.

#### 2.4.3 Landslide hazard bands<sup>7</sup>

Areas A and B are shown as incorporating low and medium landslide hazard bands, and Area C contains a low hazard band.

#### 2.4.4 Field evidence for slope instability

Test pitting for the present report was focussed on investigating the geology and soils on steeper ground in Areas A, B and C, to assess whether the landslide hazard bands were reasonable classifications of landslide susceptibility.

##### In Area A

Test pits HGA1 and HGA2 exposed shallow duplex soils over strongly fractured and/or weathered dolerite bedrock at depths less than a metre. This, together with the moderate slope angles, indicate a very low landslide susceptibility and the Low and Moderate landslide hazard bands should be removed.

##### In Area B

Test pits HGA5, HGA6 and HGA7 exposed shallow duplex soils over Tertiary sands or sandstone at depths of about a metre. This, together with the moderate slope angles, indicate a very low landslide susceptibility and the Low and Moderate landslide hazard bands should be removed.

##### In Area C

Test pits HGA3 and HGA4 on north-facing slopes in Area C exposed duplex sand/clay profiles over clayey silt (with dolerite boulders) at depths of 1.5 – 2m. This latter material may be colluvial in origin, or perhaps Tertiary sediment or weathered dolerite bedrock. Given this uncertainty, and the 10 – 15° slopes, the Low landslide hazard band should remain in the vicinity of these pits.

Test pit HGA8 on west-facing slopes in Area C exposed a sand/clay duplex profile over dolerite bedrock. Dolerite crops out on adjacent slopes. Test pit HGA9 exposed 0.7m of sand over dolerite bedrock. This, together with the moderate slope angles, indicate a very low landslide susceptibility and the Low landslide hazard band on this hillside should be removed.

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<sup>7</sup> In conjunction with Mineral Resources Tasmania, the Department of Premier and Cabinet has introduced landslide hazard bands as overlays on topographic or other Tasmanian maps. The bands describe relative susceptibility to landsliding. The five landslide hazard bands and their levels of landslide susceptibility are:

##### Acceptable band

A landslide is a rare event based on current understanding of the hazard, but it may occur in some exceptional circumstances.

##### Low band

This area has no known landslides, however it has been identified as being susceptible to landslide by Mineral Resources Tasmania (MRT).

##### Medium band

The area has known landslide features, or is within a landslide susceptibility zone, or has legislated controls to limit disturbance of adjacent unstable areas.

##### Medium-active band

The area has known recently active<sup>7</sup> landslide features.

##### High band

The site is within a declared Landslip A area.





### 3 CONCLUSIONS

It is concluded that from a geotechnical perspective,

- The area is generally suitable for development.
- No areas need to be avoided for development except for flood-prone land bordering the South Esk River.
- It is good hillside engineering practice to avoid excessive cut and fill on sloping ground. In this respect, consideration should be given to retaining, where feasible, current road alignments in the study area. Road alignments which may traverse higher ground underlain by dolerite might encounter excavability issues in hard bedrock.
- For the purposes of land zoning in the Hadspen Growth Area, there are no areas which currently ought to be subject to more detailed geotechnical investigations. However, at later subdivisional /development stages,

geotechnical investigations for residential development and road construction will be required where watercourses in catchments 4 and 5 steepen in valleys leading to the South Esk River,

potential developmental issues in the Low landslide hazard band recommended for retention along the northern border of Area C can be addressed by appropriate AS2870 site classification and good hillside engineering practices, and

site-specific AS2870 classification and/or geotechnical investigation will also be a requirement of regulatory approval for all building works

**W. C. Cromer**  
Principal

**This report is and must remain accompanied by the following attachments:**

- |               |   |
|---------------|---|
| Attachment 1. | Letter of engagement from Meander Valley Council (1 page)                                       |
| Attachment 2. | Location, satellite imagery, landslide hazard bands, topography and published geology (4 pages) |
| Attachment 3. | Master plan (1 page)  |
| Attachment 4. | Site photographs (14 pages)   |
| Attachment 5. | Dispersion photos (1 page)  |





**Table 1 Summary of geotechnical issues, risks and consequences to development, and suggested risk treatment practices**

	Issue	Likelihood of occurrence	Consequences to development	Level of risk to development	Risk treatment
1	Surface soil erosion	Possible	Minor	Moderate	Control upslope surface runoff with table drains and culverts; control shallow subsurface seepages; divert to natural watercourses.
2	Tunnel erosion	Unlikely	Minor	Low	As for issue 1
3	Soil creep	Unlikely	Minor	Low	As for Issue 1. Minimise excavations and oversteepened slopes; use adequate batters or drained retaining walls
4	Shallow-seated landslide or debris slide	Possible in N part of Area C; elsewhere Rare	Medium; elsewhere	Moderate	Ensure good hillside engineering practices (see AGS Geoguides <sup>8</sup> ). Design footings etc in accordance with appropriate AS2870:2011 site classification. Minimise cut and fill. Where feasible, retain existing road alignments.
5	Rock/earth topples and falls	Barely credible	Minor	Very low	No action required
6	Deep-seated landslide	Rare	Major	Low	No action required
7	Foundation movement due to reactive or unstable soils	Locally Likely	Low to Medium	Moderate to High	Conduct appropriate AS2870 (2011) site classification at each future building site. Design footings accordingly.
8	Low strength materials (eg uncontrolled fill, soft soils)	Locally Likely	Low to Medium	Moderate to High	As for Issue 7.
9	Vegetation removal	Unlikely	Minor	Low	Revegetate where appropriate. Avoid removing or planting large trees in clayey soils close to houses.
10	Flooding or waterlogging	Flooding Almost Certain along South Esk River; elsewhere Possible	Minor to Medium (South Esk River); elsewhere Minor to Medium	High to Very High (South Esk River); elsewhere Moderate	Employ existing flood mitigation measures on South Esk River; elsewhere ensure adequate stormwater controls at subdivision level
11	Riverbank collapse	Excluding South Esk River, Rare	Insignificant	Very Low	No action required
12	Site contamination from previous activities	Locally possible	Insignificant	Low	Visual inspection during development, and clean up as required.
13	On-site domestic wastewater disposal	Not applicable			
14	Earthquake risk	Almost certain (magnitude <5); Likely (magnitude>5)	Insignificant to Minor	Low to Moderate	Generally accept risk. A similar range of risks exists throughout Tasmania.
15	Sea level rise	Not applicable			No action required
16	Storm surge	Not applicable			No action required
17	Shoreline recession	Not applicable			No action required

1. The assessments are unavoidably subjective to varying degrees.
2. See next page for an explanation of the terms used in this table.
3. Further reading: Australian Geomechanics Society Subcommittee (2007). Landslide Risk Management Aust. Geomechanics 42(1) March 2007, pp 1 – 219.

<sup>8</sup> [http://irm.australiangeomechanics.org/wp-content/uploads/2012/04/ags\\_2007e1.pdf](http://irm.australiangeomechanics.org/wp-content/uploads/2012/04/ags_2007e1.pdf)





## Attachment 1

(1 page)

### Letter of engagement from Meander Valley Council

# Meander Valley Council

W E S T B U R Y    D E V E L O P M E N T

13 March 2015

William C Cromer Pty Ltd  
74A Channel Highway  
TAROONA 7053

Dear Bill

**RE: Request for Services - Geotechnical Assessment of the South Hadspen Development Area**

Thank you for meeting with me to discuss the Hadspen proposal.

I confirm following our discussion that Council would like to engage your services for a geotechnical assessment of the area to the south east of the Meander Valley Road that Council proposes to rezone for future urban development. I note that I have provided you with a copy of the draft Master Plan which indicates the extent and nature of future development that forms the basis of the planning scheme amendment that Council will be lodging.

For the purposes of the amendment, a geotechnical assessment would need to give an indication of:

- the general suitability of the area for development;
- any features that should be avoided;
- areas that should be subject to more detailed geotechnical investigations to determine the final form of any subdivision.

It is a higher level assessment than the detail that would be required for subdivision design. The planning scheme amendment can be written to include any particular geotechnical considerations that may arise through the initial geotechnical assessment.

Could you please provide a cost estimate, schedule of days you intend to conduct investigations on site and the extent of works required for field investigations. Council will make the appropriate arrangements with the land owners for access and explain the works to be carried out. I note that we discussed timeframes in order to receive the assessment summary by the agenda close date of 13 April 2005. It will be important to understand if we are dealing with any significant impediments that may prevent the proposal from progressing as early as possible, however the report document can be submitted at the time the agenda is published.

Council will provide you with its available documentation prepared for this site. Please do not hesitate to contact me if there is any other information you require.

Yours faithfully

Jo Oliver  
Senior Town Planner

ABN: 65 904 844 993  
Council Offices: 26 Lyall Street, Westbury (8.30am - 5.00 pm)  
Postal Address: PO Box 102, Westbury TAS 7303  
General Enquiries: Tel: (03) 6393 5300 Fax: (03) 6393 1474  
General Email: mail@mvc.tas.gov.au Web: www.meander.tas.gov.au



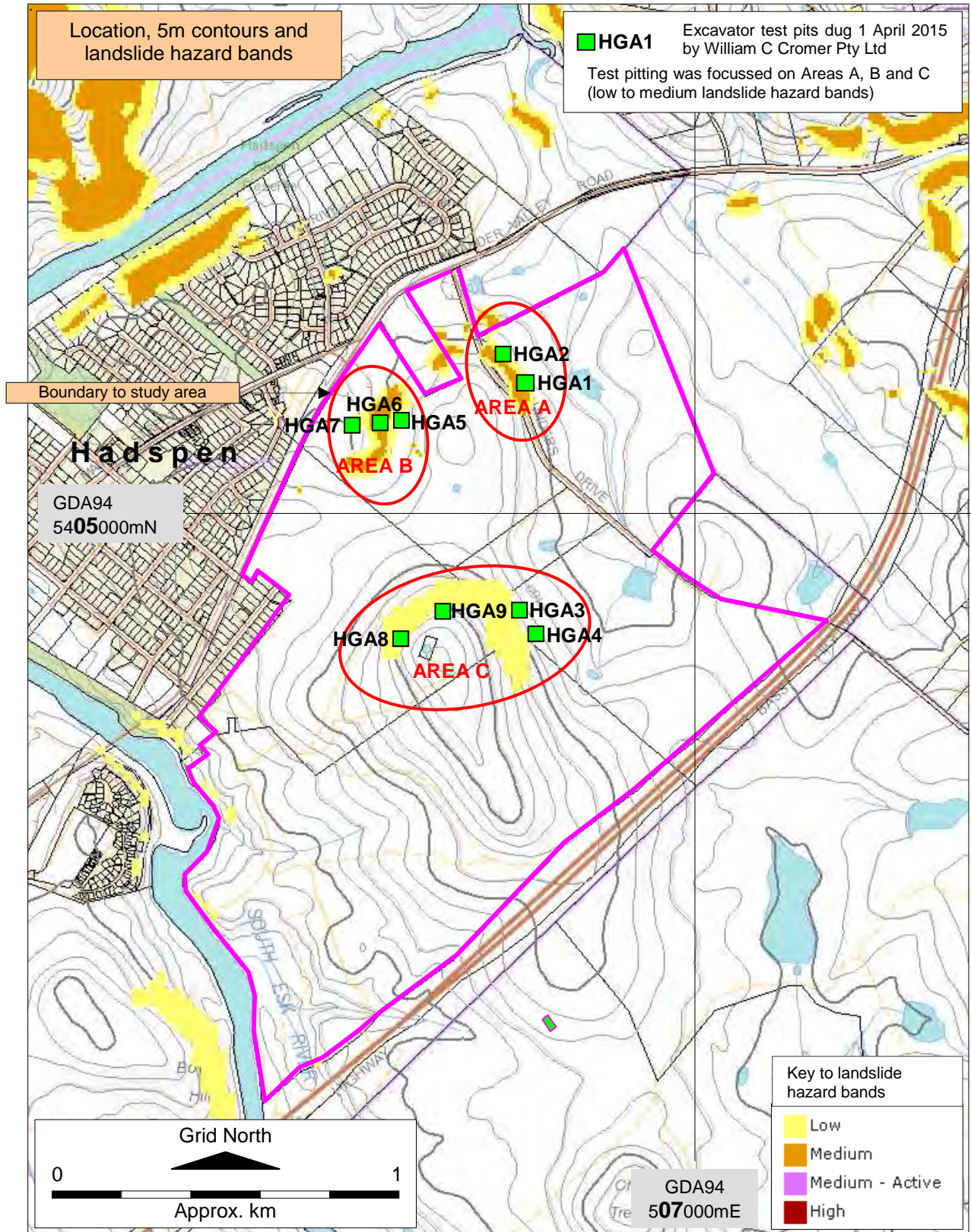


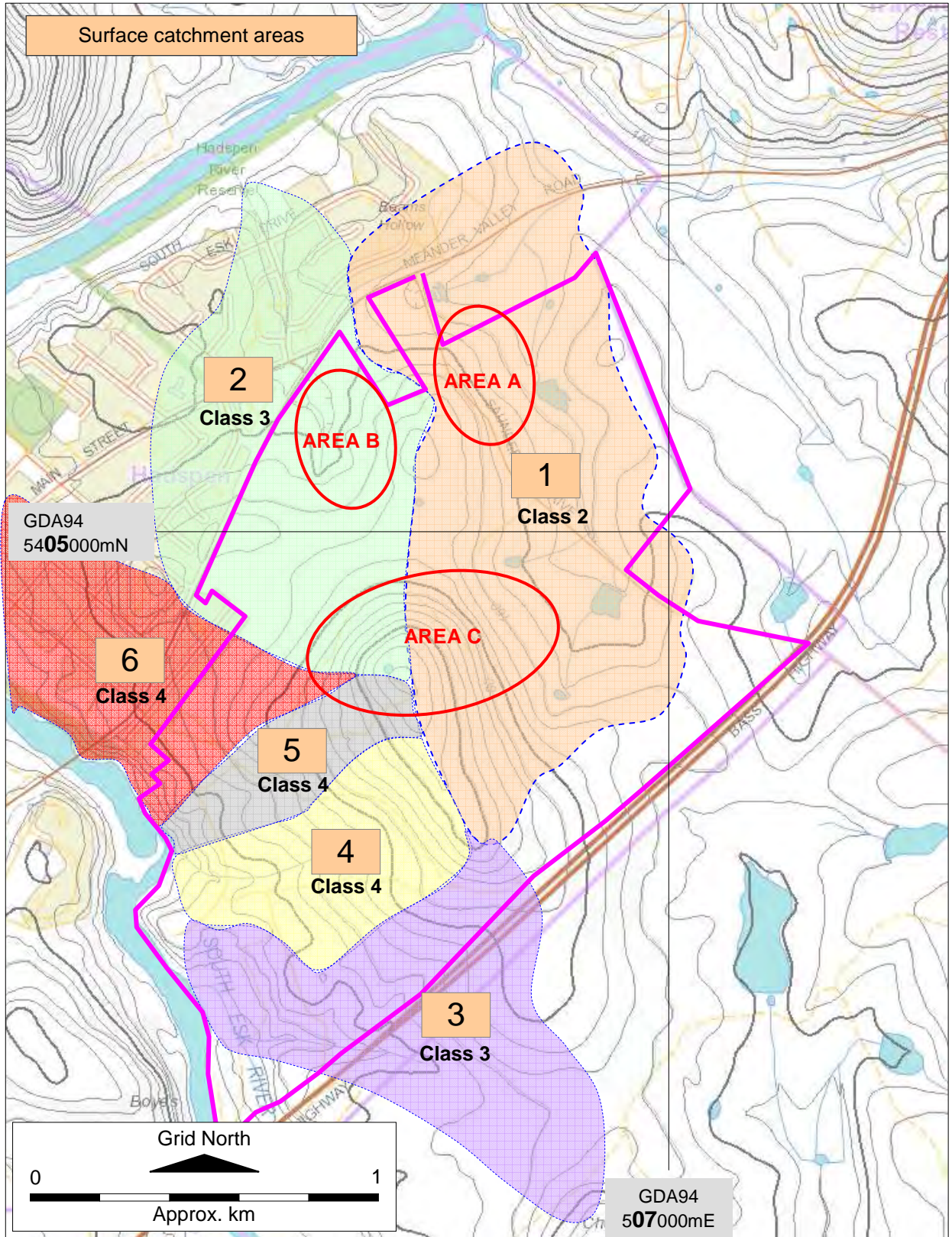
## Attachment 2

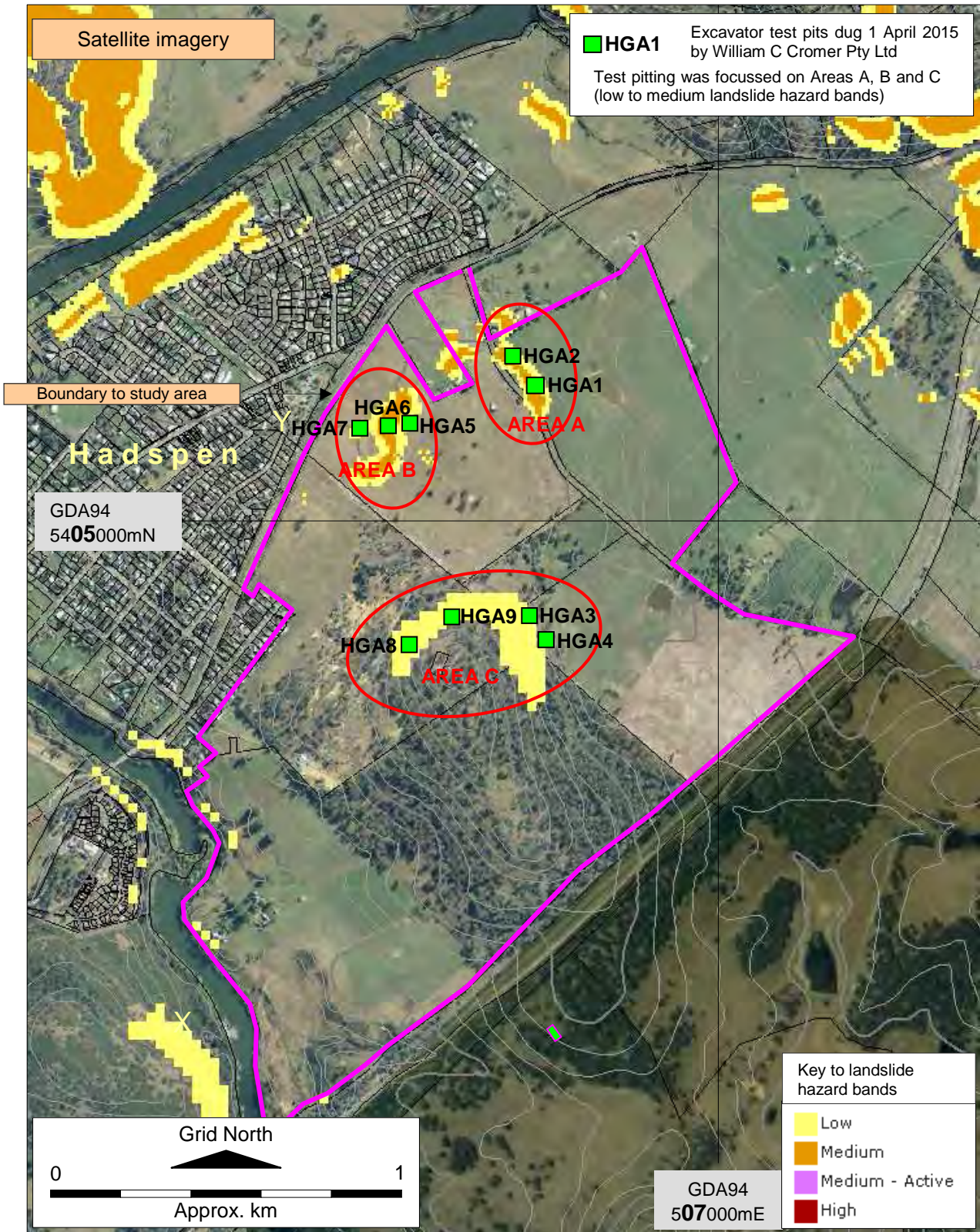
(4 pages)

### Location, satellite imagery, landslide hazard bands, topography and published geology

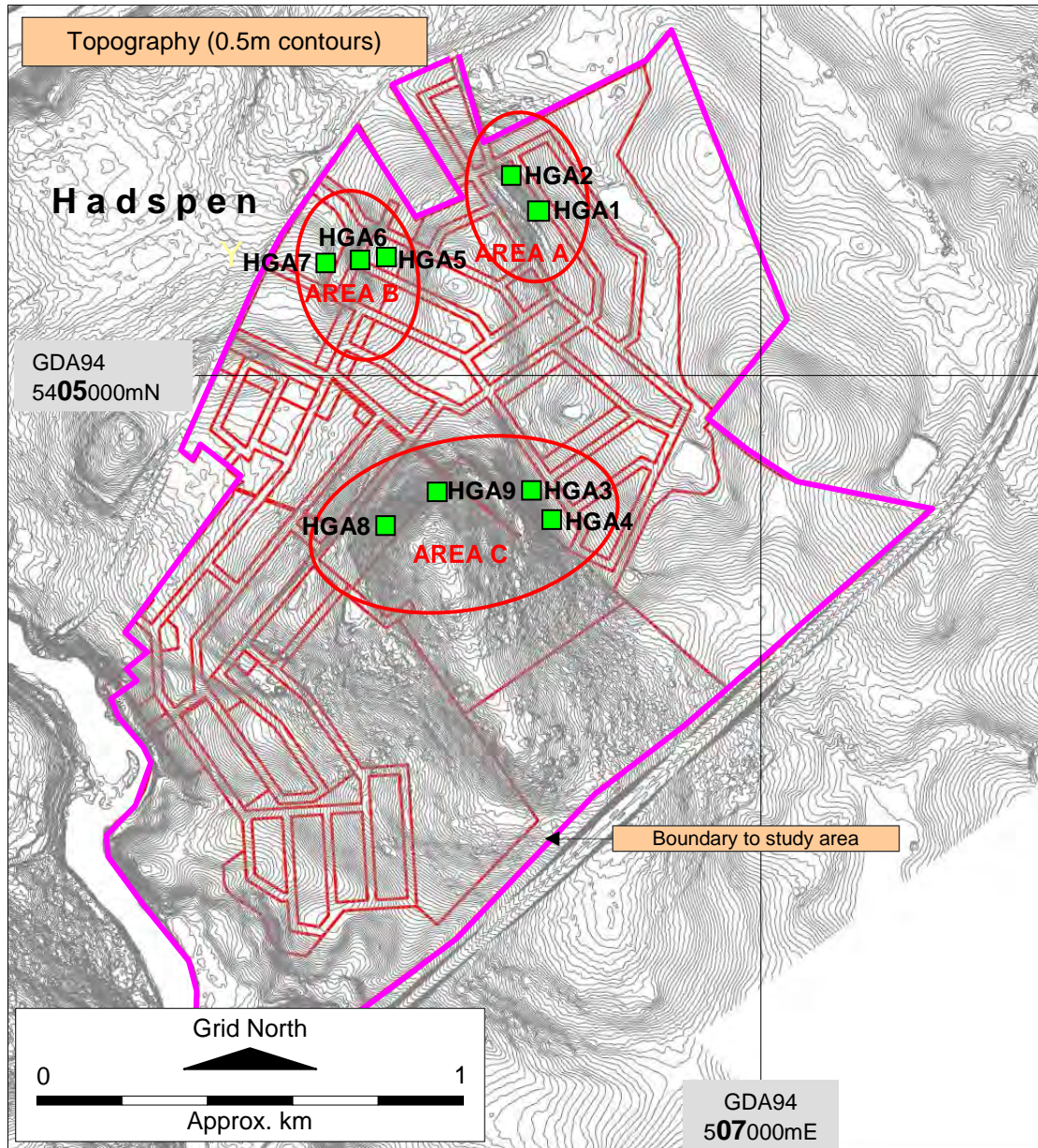
Source: [www.theList.tas.gov.au](http://www.theList.tas.gov.au) and Mineral Resources Tasmania

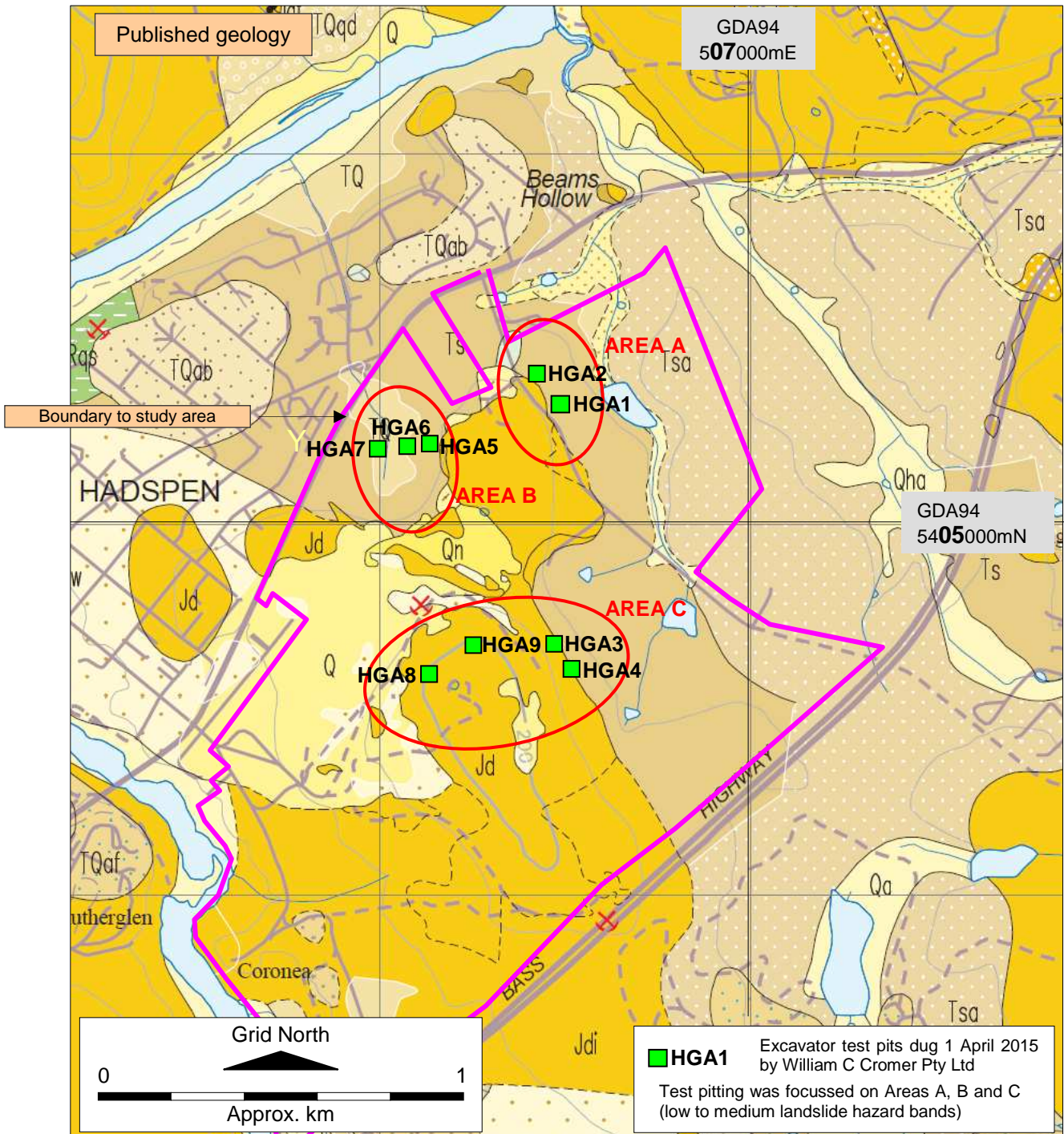












Geology source: FORSYTH, S.M. and CALVER, C.R. (compilers) 2005. Digital Geological Atlas 1:25 000 Scale Series. Sheet 5040. Prospect. Mineral Resources Tasmania.

Key to rock colours

Green = Triassic sedimentary rocks; Bright orange (symbol Jd) = Jurassic dolerite; Brown = Tertiary sediments (Ts = undifferentiated lower Tertiary nonmarine sediments; Tsa = with ferricrete layers, concretions); TQ = undifferentiated Tertiary/Quaternary sediments; Yellow = Quaternary sediments (symbol Q; Qa = alluvial sediments; Qn = pisolitic ironstone gravel)



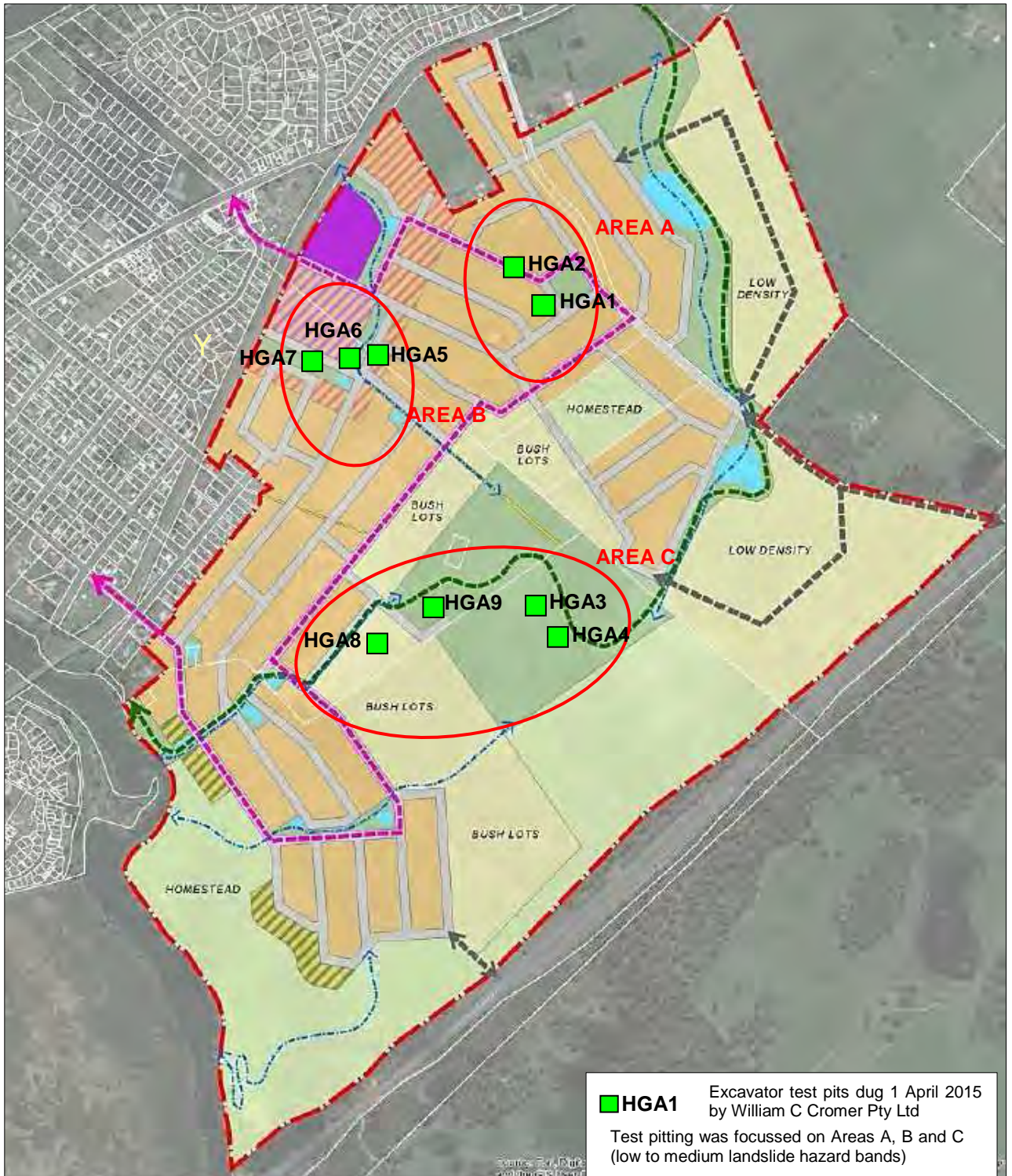


### Attachment 3

(1 page)

### Master Plan

Source: Amended from Aecom *Hadspen Growth Area Master Plan* (page 10)



MASTER PLAN

HADSPEN GROWTH AREA





**Attachment 4**  
(14 pages)  
**Site and test pit photos**



01. View SW towards Area A near Saunders Drive, 1 April 2015. Dolerite bedrock was exposed at shallow depth in both test pits. This area is low geotechnical risk.

02. View NW from Saunders Drive over Area A (in foreground).





The staff is graduated in one-metre long segments with alternating red and black numbers. The numbers are decimetres. The smallest markings are centimetres.





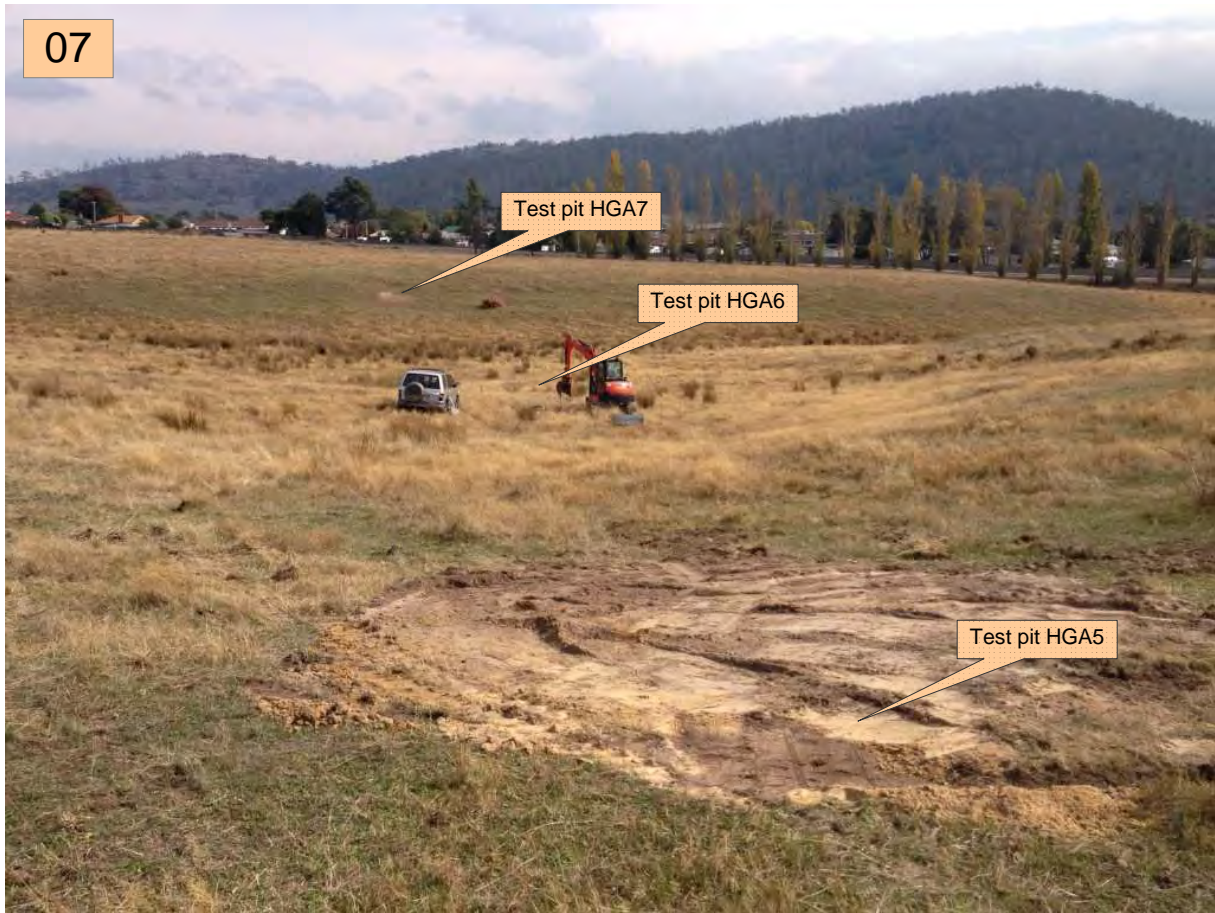
05

Dolerite bedrock



06





07. View W towards Area B, 1 April 2015. Low plasticity Tertiary sediments underlie the area, which is low geotechnical risk.

08. View E over Area B. Test pit HGA7 is in the foreground.









13



14





15. View SW towards Area C from Saunders Drive, 1 April 2015. Dolerite bedrock was exposed beneath sand at shallow depth in both test pits. This area is low geotechnical risk.

16. View NW from Area C towards Saunders Drive.





17

Dolerite bedrock



18





19

Dolerite bedrock



20







23



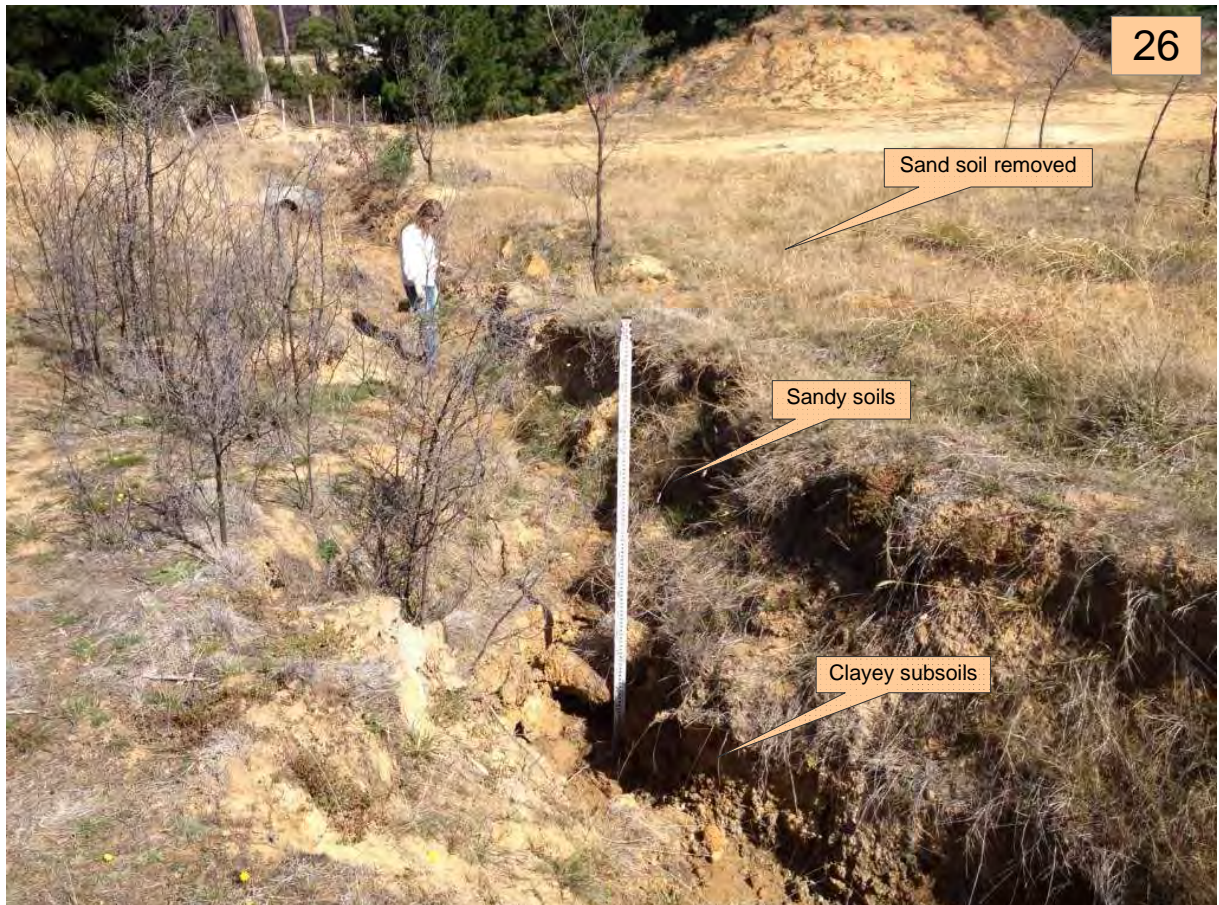
24





25. View E over abandoned sand mining lease, southern side of Area C. The disturbed sandy soils (overlying dolerite) are erodible.

26. View N from the abandoned sand mining lease down an erosion gully in sandy soils over clayey subsoils over dolerite.







27. View NW over abandoned sand mining area, western side of Area C. The disturbed sandy soils (overlying dolerite) are erodible.

28. View SW from the abandoned sand mining area





29 and 30. Looking east (29) and west (30) across the broad valleys draining catchments 4 and 5 (map 2 in Attachment 2). Subdivision and road construction in this area – where streams have cut through a former higher terrace of the South Esk River – will require geotechnical investigations.

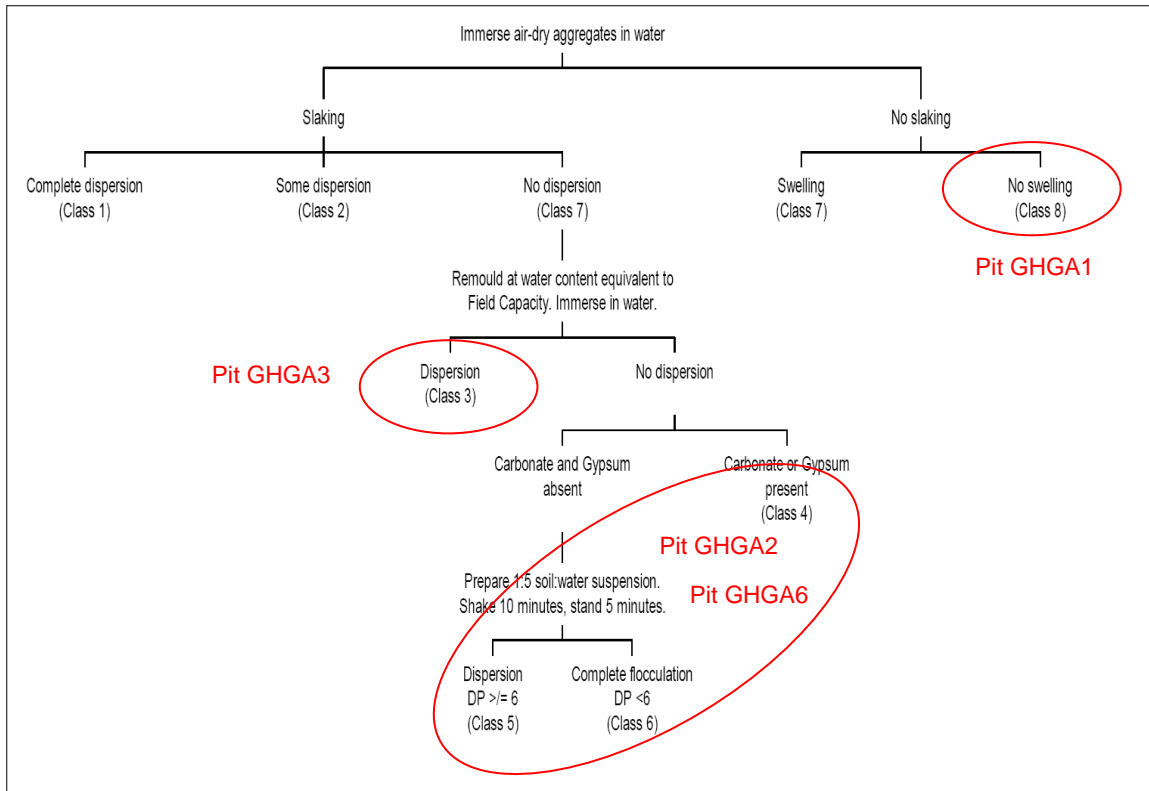
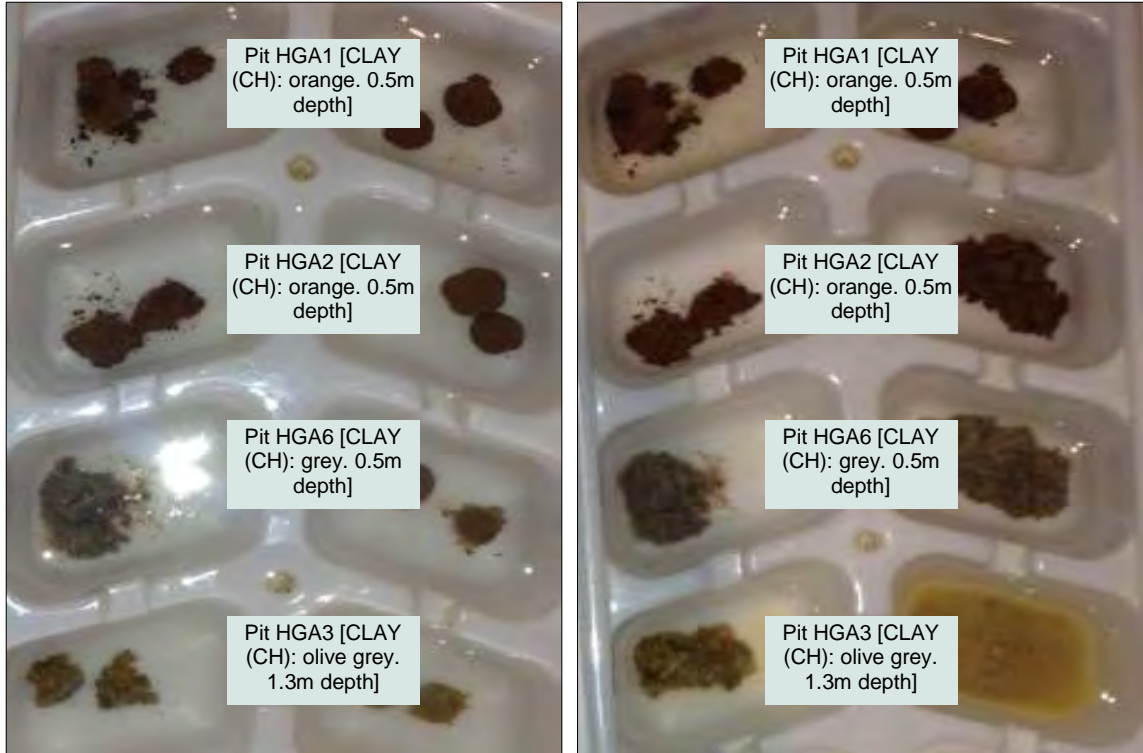




## Attachment 5 (1 page) Dispersion photos

Immediately after immersion

24 hours after immersion



# **APPENDIX E**

## **FLORA AND FAUNA REPORT**

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# NATURAL VALUES AND VEGETATION CONDITION ASSESSMENT REPORT PROPOSED RESIDENTIAL DEVELOPMENT HADSPEN

**Prepared for:** Meander Valley Council

**Property  
Location:** Hadspen

**Prepared by:** Scott Livingston and Samantha Gadsby  
AK Consultants,  
40 Tamar Street,  
LAUNCESTON, TAS. 7250

**Date:** 26/11/2104



## CONTENTS

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<b>SUMMARY .....</b>	<b>2</b>
<b>INTRODUCTION.....</b>	<b>2</b>
<b>LIMITATIONS .....</b>	<b>2</b>
<b>THREATENED FLORA .....</b>	<b>3</b>
<b>THREATENED FAUNA .....</b>	<b>3</b>
<b>INVASIVE SPECIES .....</b>	<b>5</b>
<b>VEGETATION COMMUNITIES.....</b>	<b>5</b>
<b>VEGETATION CONDITION ASSESSMENT .....</b>	<b>6</b>
<b>VEGETATION TYPE AND METHODOLOGY .....</b>	<b>6</b>
<b>ASSESSMENT RESULTS AND DISCUSSION.....</b>	<b>7</b>
<b>CONCLUSIONS.....</b>	<b>8</b>
<b>REFERENCES.....</b>	<b>9</b>
<b>APPENDIX 1 – MAPS.....</b>	<b>10</b>
<b>APPENDIX 2 – PHOTOS .....</b>	<b>13</b>
<b>APPENDIX 3 – FLORA SPECIES IDENTIFIED (PLOTS SITES ONLY).....</b>	<b>16</b>

## SUMMARY

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**Client:** Meander Valley Council

### Property

**Identification:** Three adjoining properties; PID numbers 1540578, 1635307, 7835748, 7179250 and 7835756.

### Assessment

**Requirements:** Natural Values Assessment to inform the rezoning application and master plan development. This includes a desktop review of data for the site including a previous report by Bushways Environmental Services, Tasmania and an assessment of the vegetation communities their status, condition and location and threatened species habitat and localities. Constraints of the assessment and threatened species that might not be visible at the time of the survey and potential mitigation and or management recommendations for natural values within the Hadspen outline Development Plan.

### Inspection

**Comments:** Field inspections were undertaken by Scott Livingston and Samantha Gadsby on 14/10/14.

**Conclusion:** The native vegetation on the site contains threatened forest and non forest communities, and or threatened flora and provides suitable habitat for threatened fauna. The site contains two threatened vegetation communities, 5 threatened flora species and potential habitat for 6 threatened fauna species. Permits will be required for any development that may impact on these species. Offsets for protection of these values may be required. No flora species listed under the Commonwealth Environment Protection and Biodiversity Conservation Act have been recorded on the site but potential habitat exists for listed fauna species. The western portion of the DAZ (threatened vegetation community) contains no identified threatened flora, and is degraded through disturbance and the presence of dense infestations of gorse.

## INTRODUCTION

---

This report provides an assessment of the environmental values of Meander Valley Council's proposed rezoning application and master plan development on three adjoining properties at Hadspen. The site located to the south east of Hadspen on three adjoining properties with a total area of 238ha (PID numbers 1540578, 1635307, 7835748, 7179250 and 7835756).

While the majority of native vegetation at the site has been cleared and grazed, there are still substantial areas of native vegetation in good condition, with the largest remnant located on the sites highest elevation (220m above sea level). A wetland also exist on the floodplain of the Hadspen River on the south west boundary.

## LIMITATIONS

---

Surveys have been undertaken in both autumn (May 2011, Bushways) and spring (October 2014, AK Consultants). No plant survey can guarantee that all flora will be recorded even with multiple visits due to limitation on sampling techniques, seasonal and annual variations in abundance. Ephemeral species such as summer flowering herbs and grasses may have been overlooked, in particular areas of dense gorse make searching and identification difficult. Non vascular plants such as mosses, lichen and liverworts have not been included in either survey, none. Surveys for threatened fauna is limited to identification of “potential habitat”, and the detection of tracks, scats and other signs.

## THREATENED FLORA

The Natural Values Atlas (accessed 11/11/14) shows 5 records for threatened flora species on and within 500 metres of the site (Table 3).

**Table 3. Threatened flora previously recorded within 500 metres of the site (Natural Values Atlas)**

Species	Common name	State Schedule (TSP Act)	National Schedule (EPBC Act)	Easting	Northing	Accuracy	Record Date
<i>Brunonia australis</i>	blue pincushion	rare		147.07924	-41.51486	+/- 100m	01-Dec-2001
<i>Haloragis heterophylla</i>	variable raspwort	rare		147.06962	-41.52087)	+/- 6m	17-May-2011
<i>Juncus amabilis</i>	gentle rush	rare		147.06956	-41.52	+/- 6m	17-May-2011
<i>Tricoryne elatior</i>	yellow rushlily	vulnerable		147.06801	-41.51516	+/- 1000m	28-Dec-1937

*Austrostipa nodosa* (knotty speargrass) and *Anthropodium strictum*, Chocolate lily, show in Bushways report and Natural Values Atlas report as threatened (rare) but has recently been delisted. During the site visit an additional threatened flora species, *Hypoxis varginata*, sheathing yellow star (rare), was identified on plot 2 and surrounding areas.

*Tricoryne elatior*, yellow rushlily record for the site is old (1937) and accuracy is given as +/- 1000m, neither recent survey of the site has relocated this species.

Threatened flora species *Brunonia australis*, and *Hypoxis varginata* are found within both the eastern DAZ and DAD communities in scattered patches. Other species are found association with the wetland and in regenerating wetter sections of the South Esk River floodplain. No threatened flora species were located within the western portion of the DAZ community. The dense gorse infestations reduced visibility and made searching difficult, the heavy shading from gorse is likely to have greatly reduced the potential for the low growing threatened species found in this community.

## THREATENED FAUNA

The Natural Values Atlas (accessed 11/11/14) shows records for the Grey goshawk, *Accipiter novaehollandiae*, Eastern barred bandicoot, *Perameles gunnii*, Tasmanian devil, *Sarcophilus harrisii* and masked owl, *Tyto novaehollandiae* within 500 metres of the site. Habitat suitability modelling and records within 5km of the site indicate a potential for the threatened fauna shown in Table 4 to occur on the site.



**Table 4: Threatened Fauna based on Range Boundaries**

Species	Common name	State Schedule (TSP Act)	National Schedule (EPBC Act)	Known within 5km	Habitat Comments from site visit
<i>Accipiter novaehollandiae</i>	grey goshawk	endangered	-	Yes	Unsuitable ( requires wet forest) limited foraging potential.
<i>Aquila audax</i>	wedge-tailed eagle	endangered	Endangered (P)	Yes	Possible foraging habitat but no nesting potential.
<i>Beddomeia launcestonensis</i>	Hydrobiid snail (cataract gorge)	Endangered	-	No	No suitable habitate
<i>Catadromus lacordairei</i>	Green-lined ground beetle	vulnerable	-	No	Potential habitat associated with wetlands
<i>Dasyurus maculatus subsp. maculatus</i>	spotted-tailed quoll	rare	Vulnerable	Yes	Suitable habitat
<i>Galaxias fontanus</i>	swan galaxias	endangered	Endangered	No	Unlikely to occur in adjacent reaches of South Esk River.
<i>Haliaeetus leucogaster</i>	White bellied sea-eagle	vulnerable	-	Yes	No suitable nesting, no suitable large water bodies in vicinity
<i>Litoria raniformis</i>	green and golden frog	vulnerable	vulnerable	Yes	Potential habitat associated with wetlands
<i>Perameles gunnii</i>	eastern barred bandicoot		vulnerable	Yes	Suitable habitat
<i>Pasmaditta jungermanniae</i>	Snail (cataract gorge)	vulnerable	-	No	No suitable habitat
<i>Prototroctes maraena</i>	Australian grayling	vulnerable	vulnerable	No	Unlikely to occur in adjacent reaches of South Esk River.
<i>Pseudemoia pagenstecheri</i>	tussock skink	vulnerable	-	No	May occur in association with tussock grassland on the floodplain
<i>Sarcophilus harrisii</i>	tasmanian devil	endangered	endangered	Yes	Possible foraging, some potential denning sites in rock outcrops on hilltop
<i>Tyto novaehollandiae</i>	masked owl	pe	pvu	Yes	Potential foraging habitat and occasional trees with large

Species	Common name	State Schedule (TSP Act)	National Schedule (EPBC Act)	Known within 5km	Habitat Comments from site visit
					hollows for nesting sites

## INVASIVE SPECIES

Invasive species recorded within the plots are listed in Table 6 below. Radiata pine, although not present in the plots, were observed on the property. Plot 3 had the highest number of weed species with several garden invasives identified where an amount of garden material had been dumped including daffodils and fuchsias. Plots 2 and 3 had the highest coverage of weeds both with approximately 25% of the plots covered. This coverage was mainly contributed to by large gorse plants. Weed species which were identified in the plots are listed in Table 5.

**Table 5. Weed species**

Species	Common name	Weed of National significance (WONS)	Present in Plots
<i>Ulex europaeus</i>	Gorse	Yes	1,2,3,4
<i>Rubus fruticosus</i>	Blackberry	Yes	2,4
<i>Onopordum acanthium</i>	Scotch Thistle	-	2,4
<i>Agrostis capillaris</i>	Browntop bent	-	3
<i>Silybum marianu</i>	Variegated thistle	-	3
<i>Arctotheca calendula</i>	Cape weed	-	3
<i>Pinus radiata</i>	Radiata pine		
	Willow		
	hawthorn		
	bullrush		

In regard to introduced fauna species deer were observed on the property during the site visit as well as evidence of rabbits.

## VEGETATION COMMUNITIES

The vegetation communities on the property shown in Appendix 1 and the table below are based on TASveg 3.0 and updated from ground survey and aerial imagery (Nearmap)

**Table 6. Vegetation Communities**

Vegetation	Area (ha)
(DAZ) Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits (eastern)	23.4
(DAZ) Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits (western)	12.1
(DAZ*) Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits	1.8
(DAD) Eucalyptus amygdalina forest and woodland on dolerite	15.2

(AWU) Wetland (undifferentiated)	0.6
(FRG) Regenerating cleared land	9.1
(OAQ) Water, sea	3
(FAG) Agricultural land	173
<b>Total</b>	<b>238.2</b>

A 1.8 ha patch on the eastern portion of the property has been mapped as DAZ\*, this patch is severely degraded and has an understorey composed of exotic pasture and is not considered to be representative of a DAZ community, however it has been retained in mapping to show the extent of tree cover.

Vegetation in the vicinity of the wetland and riparian strip has been mapped as regenerating cleared land, it is in fact a mixture of many vegetation communities from *Eucalyptus viminalis dry grassy forest* to weed infestations, however these occur as patches below a mappable size (generally 1ha minimum) The larger eucalypts in this vegetation community provide significant habitat value through the presence of large hollows.

## VEGETATION CONDITION ASSESSMENT

---

### VEGETATION TYPE AND METHODOLOGY

TasVeg 3.0 and ground truthing were used to assess the vegetation communities on the site. The vegetation communities DAZ (*Eucalyptus amygdalina* inland forest and woodland on Cainozoic deposits) and DAD (*Eucalyptus amygdalina* forest and woodland on dolerite) make up the forest vegetation on the site while a small ASF (Fresh water aquatic sedgeland and rushland) community exists on the south east and south west corner boundary. Both DAZ and ASF are listed as threatened under Tasmanian legislation. The remainder of the site is agricultural land with a long history of grazing.

A Vegetation Condition Assessment using the TASVEG Vegetation Condition Manual (Michaels 2006) was undertaken at four plots within the different forest vegetation types) and the wetlands (non-forest) vegetation type (see Appendix 1 for plot locations). Each of the four plots were 1ha in size and were randomly selected.

The Vegetation Condition Assessment assessed the sites for the following condition criteria;

**Large Trees** – number and health of canopy trees with a DBH greater than the TASVEG benchmark.

**Tree canopy cover** – percentage area that would be under a shadow cast by the foliage of the canopy trees if the sun were directly above and the health of that tree canopy against a predicted ‘healthy’ projective foliage cover diagram.

**Dominant life form cover** – the percentage cover of the dominant life form.

**Understorey life forms** – the presence, number and cover of understorey life forms and whether they may be considered ‘substantially modified’

**Phytophthora cinnamomi** – the presence or absence of *P. cinnamomi* disease symptoms

**Lack of weeds** – percentage weed (projective foliage) cover in the zone and the proportion of this cover due to high threat weeds

**Recruitment** – evidence, adequacy (and diversity) of recruitment.

**Persistence Potential**– natural regenerative capability and sustainability of the native non-forest vegetation depending on the intactness of community structure and composition.

**Organic litter** – percentage ground cover of organic litter and proportion of this litter comprised of material from native species.

**Logs** – length of logs and ‘large logs’ (diameter > 50% of the benchmark large tree DBH) present.

The assessment also considered the landscape context of the following criteria;

**Patch size** – the size of the patch of which the zone forms a part with consideration of the degree of disturbance in the patch (where applicable).

**Neighbourhood** – the amount and configuration of native vegetation within 5km proximity of the zone.

**Distance to core area** – the distance from the site to estimation of the distance to the nearest ‘core area’ (patch of native bush > 50 ha).

In order to provide an indication of the long-term viability of the site at a landscape scale, acknowledging that small, isolated patches have lower viability than large patches with corridors to other large patches.

### ASSESSMENT RESULTS AND DISCUSSION

The results of the Vegetation Condition Assessment for both the forest and non-forest vegetation types are detailed in Tables 1 and 2 accordingly.

The landscape context score was the same for all sites. With patch size greater than 20 ha but significantly disturbed and the distance to core area contiguous and significantly disturbed.

**Plot 1. DAZ**, The site condition score was relatively low (38/75) due to a lack of large trees and an over 10% cover of weeds, with over %50 of weed species being high threat. There was also a low understorey diversity compared to the DAZ benchmark. Although 29 different species were recorded within the plot (see Appendix 2 for species list), the low numbers and cover of shrub, moss and lichens and soil crust cover reduced the understorey summary substantially. Organic litter and logs scores were low.

**Plot 2. DAZ** The second DAZ plots site condition was even lower than the first (28/75) even though the same number of species was recorded. This score can be attributed to a substantially lower understorey summary with less than 50% of benchmark life forms present. Again this is due to the lack of shrub species within the plot as well as large sedges and rushes and the absence of ground ferns, mosses and lichens and soil crust. Weed competition and a lack of coarse woody debris (logs) also contributed to the low score.

**Plot 3. DAD** This plot was in the DAD vegetation type, and scored highest of all the forest plots. This can be attributed to a higher percentage of large canopy trees. Higher diversity of woody species at the plot also contributed to a higher recruitment score.

**Plot 4.** Located in the wetland in the south western corner of the site, this site condition score is based on a non-forest assessment. The plot had low species diversity less than 50% of the benchmark organic litter cover.

**Table 7. Forest Vegetation Condition Assessment**

Component	Site Condition Score								Landscape Context Score				Total Score /100
	Large Trees	Tree Canopy Cover	Lack of Weeds	Understorey Summary	Recruitment	Organic Litter	Logs	Total /75	Patch Size	Neighbourhood	Distance to Core Area	Total /25	
<b>Max Score</b>	10	5	15	25	10	5	5	10	10	5	100	10	5
<b>Site</b>													

Plot 1 (DAZ)	4	3	4	15	5	3	4	<b>38</b>	8	5.0	4	<b>17</b>	<b>55</b>
Plot 2 (DAZ)	6	3	4	5	5	3	2	<b>28</b>	8	5.0	4	<b>17</b>	<b>45</b>
Plot 3 (DAD)	7	2	4	15	10	5	3	<b>46</b>	8	5.0	4	<b>17</b>	<b>63</b>

**Table 8. Non-forest Vegetation Condition Assessment**

Component	Site Condition Score							Landscape Context Score				Total Score /100
	Dominant Life Form Cover	Life form summary	Lack of weeds	Persistence Potential	Organic Litter	Sub Total	Sub total x 1.07	Patch Size	Neighbourhood	Distance to Core Area	Sub Total	
<b>Max Score</b>	15	25	15	10	5	70	75	10	10	5	25	100
<b>Site</b>												
Plot 4	15	7	15	4	3	44	47	8	5	4	17	64

## CONCLUSIONS

All the native vegetation on the site contains threatened vegetation communities, or contains threatened flora or provides suitable habitat for threatened fauna. The site contains two threatened vegetation communities, 5 threatened flora species and potential habitat for 6 threatened fauna species. Permits will be required for any development that may impact on these species. Offsets for protection of these values may be required. No flora species listed under the Commonwealth Environment Protection and Biodiversity Conservation Act have been recorded on the site but potential habitat exists for listed fauna species.

The wetland area while manmade has a good suite of species and provide habitat for threatened species such as Green & golden frog. Threatened species occur in the wetter areas of the floodplain which are regenerating to sedge lands. The western portion of the DAZ (threatened vegetation community) contains no identified threatened flora, and is degraded through disturbance and the presence of dense infestations of gorse. Development within this area with an offset provided by enhancement of protection of the DAD, eastern DAZ communities, wetland and riparian/floodplain areas with weed control and cessation of harvesting for firewood, control of stock, may have a net benefit to conservation of the natural values.

## REFERENCES

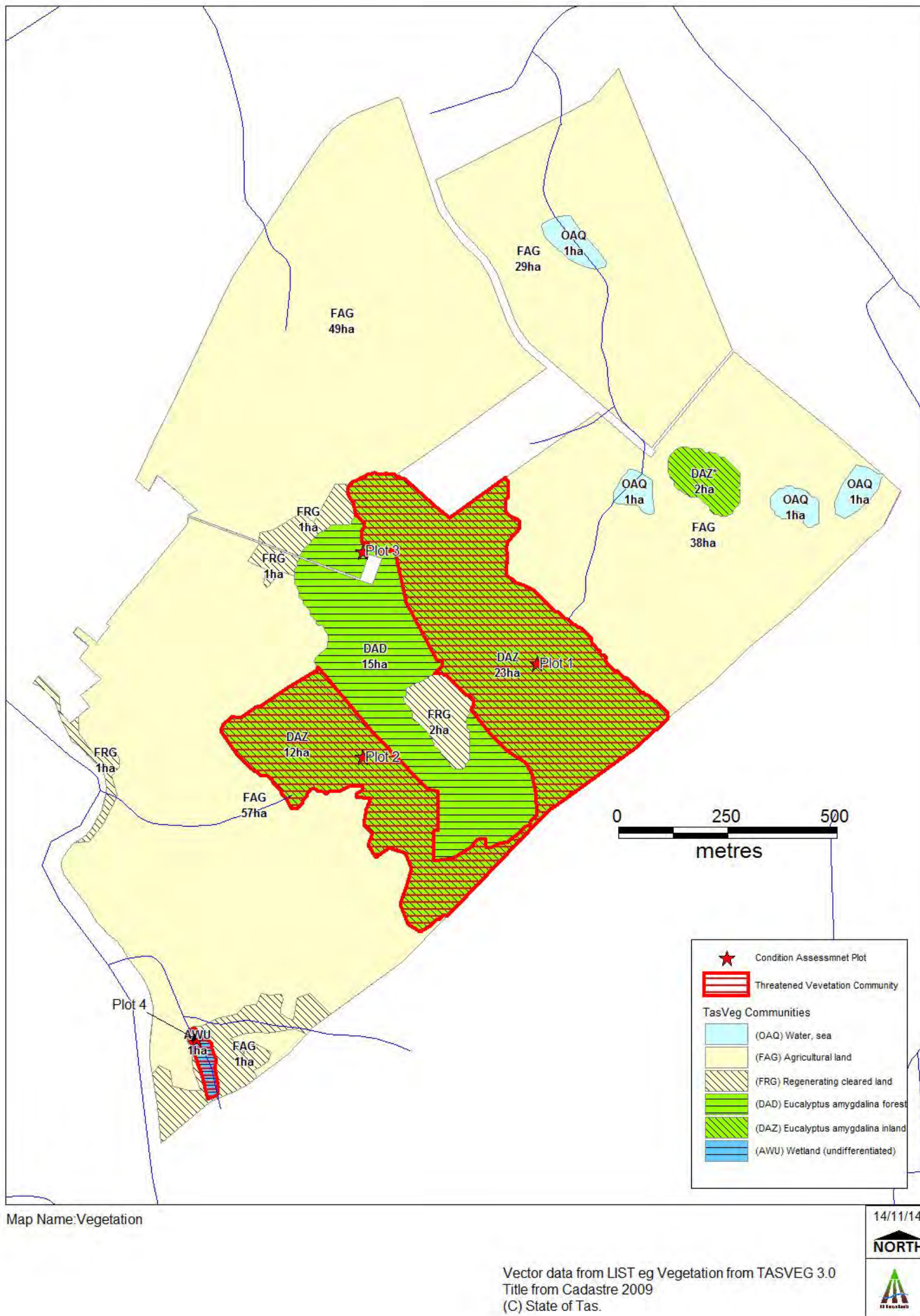
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Bushways Environmental Services Tasmania (2011) Proposed Residential Development Hadspen Natural Values Assessment, May 2011. Bushways Environmental Services Tasmania.

Michaels, K. (2006a) *A Manual for Assessing Vegetation Condition in Tasmania*, Version 1.0. Resource Management and Conservation, Department of Primary Industries, Water and Environment, Hobart.

Natural Values Atlas, October 2014, DPIPWE, Hobart

APPENDIX 1 – MAPS





Map Name: Threatened Flora Locations

Base Image by NearMap

Threatened Flora	
<span style="color: red;">●</span> Brunonia australis	(8)
<span style="color: green;">●</span> Haloragis heterophylla	(1)
<span style="color: blue;">●</span> Hypoxis variegata	(2)
<span style="color: magenta;">●</span> Juncus amabilis	(1)
<span style="color: yellow;">●</span> Tricoryne elatior	(1)

14/11/14

**NORTH**





Map Name: Satellite Imagery

Base Map image by NearMap (for all Raster data)

14/11/14

**NORTH**



APPENDIX 2 – PHOTOS

---



**Plate: 1: Plot 1, regrowth eucalypts**



**Plate: 2: regenerating cleared land (hilltop)**



**Plate: 3: Plot 2, recently burnt gorse understory**



**Plate: 4 dense gorse infestations on western edge of DAZ**



**Plate: 5: wetland**

APPENDIX 3 – FLORA SPECIES IDENTIFIED (PLOTS SITES ONLY)

	Species	Common Name	Status
<b>Canopy Trees</b>	<i>Eucalyptus amygdalina</i>	black peppermint	
	<i>Eucalyptus viminalis</i>	white gum	
<b>Immature Trees</b>	<i>Eucalyptus amygdalina</i>	black peppermint	
	<i>Eucalyptus viminalis</i>	White gum	
<b>Tree large shrub</b>	<i>Acacia Dealbata</i>	wattle	
	<i>Exocarpus cupressiformis</i>	native cherry	
	<i>Salix alba</i>	willow	introduced
<b>Shrub</b>	<i>Bursaria spinosa</i>	prickly box	
	<i>Acacia dealbata</i>	wattle	
	<i>Exocarpus cupressiformis</i>	native cherry	
	<i>Salix alba</i>	willow	introduced
	<i>Kennedia prostrata</i>	running Postman	
	<i>Acrotiche serrulata</i>	ants delight	
	<i>Bossiaea cinera</i>	showy bossia	
	<i>Hibbertia riparia</i>	erect guinea flower	
	<i>Hibbertia procumbens</i>	spreading guinea flower	
	<i>Pimelea spp.</i>	riceflower	
	<i>Acaena novae-zelandiae</i>	common buzzy	
	<i>Solanum laciniatum</i>	kangaroo apple	
<b>Herb</b>	<i>Bulbine bulbosa</i>	Golden bulbine lily	
	<i>Anthropodium strictum</i>	Chocolate lily	Recently delisted
	<i>Brunonia australis</i>	Blue pincushion	TSP rare
	<i>Viola hederacea</i>	native violet	
	<i>Drosera pygmaea</i>	dwarf sundew	
	<i>Drosera peltata</i>	sundew	
	<i>Gonocarpus tetregynus</i>	common raspwart	
	<i>Acetosella vulgaris</i>	sheep sorrel	
	<i>Oxalis perennans</i>	grassland woodsorrel	
	<i>Orchidaceae</i>	orchids	
	<i>Geranium potentilloides</i>	mountain cranesbill	
	<i>Neopaxia spp.</i>	white purslane	
	<i>Triglochin spp.</i>	waterribbons	
	<i>Persicaria hydropiper</i>	water pepper	
	<i>Rumex spp.</i>	dock	
	<i>Hypoxis vaginata</i>	sheathing yellow star	TSP rare
<b>Grass</b>	<i>Themeda triandra</i>	kangaroo grass	
	<i>Poa spp.</i>	silver tussock grass	
	<i>Austrostipa sp.</i>	spear grass	
	<i>Austrodanthonia sp.</i>	wallaby grass	
	<i>Ehrharta stipoides</i>	weeping grass	
	<i>Briza maxima</i>	quaking grass	
<b>Large Sedge Rush</b>	<i>Lepidosperma sp.</i>	swordsedge	
	<i>Typha latifolia</i>	bulrush	
<b>Medium Sedge Rush</b>	<i>Lomandra longifolia</i>	sagg	
	<i>Cyperus lucidus</i>	leafy flatsedge	

	<i>Gahnia spp.</i>	sawsedge	
	<i>Carex appressa</i>	tall sedge	
	<i>Carex gaudichaudiana</i>	fan sedge	
	<i>Juncus amabilis</i>	gentle rush	TSP rare
	<i>Juncus procerus</i>	tall rush	
<b>Ground Fern</b>	<i>Pteridium esculentum</i>	bracken	
<b>Scrambler/Climber</b>	<i>Comesperma volubile</i>	blue love creeper	
	<i>Comesperma spp.</i>	milk wort	

---

# **APPENDIX F**

## **ABORIGINAL HERITAGE ASSESMENT**

**Jo Oliver**

---

**From:** Marshall, Adam (Heritage) <Adam.Marshall@heritage.tas.gov.au>  
**Sent:** Tuesday, 20 May 2014 1:57 PM  
**To:** Craig Plaisted  
**Subject:** AHTP1722 - Aboriginal Heritage Desktop Assessment - Hadspen Outline Development Plan – Meander Valley Council

---

**RE: ABORIGINAL HERITAGE DESKTOP ASSESSMENT  
Hadspen Outline Development Plan – Meander Valley Council**

---

Dear Craig

Aboriginal Heritage Tasmania (AHT) has completed a search of the Tasmanian Aboriginal Site Index (TASI) regarding the proposed Outline Development Plan (ODP) at Hadspen and can advise that there are no Aboriginal heritage sites recorded within the proposed ODP. The surrounding landscape however (being close to the South Esk River, a known culturally rich area) is conducive to Aboriginal heritage. Therefore the absence of previously recorded sites on TASI cannot be taken as an indication that there are no Aboriginal sites present as the area has never been surveyed. There are a number of known Aboriginal heritage sites recorded on the western banks of the South Esk River, including isolated artefacts, artefact scatters and a stone quarry.

Due to the high probability of Aboriginal heritage, an Aboriginal heritage investigation is required once a detailed plan of any future projects are available. The investigation will identify whether the proposed project or related infrastructure will impact on any Aboriginal heritage and to offer mitigation advice. This investigation must be undertaken jointly by a Consulting Archaeologist and Aboriginal Heritage Officer.

AHT does not provide recommendations as to the use of a particular heritage practitioner; however to assist you in engaging a consultant, a *Register of Consulting Archaeologists* and an *Aboriginal Heritage Officer Contact List* containing the names and contact details of consultants who are prepared to work in Tasmania, along with a *Consultancy Brief* template can be found on AHT's website [www.aboriginalheritage.tas.gov.au](http://www.aboriginalheritage.tas.gov.au). This template forms the basis for the work to be carried out and will help define the survey requirements for both you as the proponent as well as the consultant. It also sets out AHT's expectations regarding Aboriginal heritage investigations and reporting standards.

Please be aware that all Aboriginal heritage investigations throughout Tasmania must meet AHT's *Guide to the Aboriginal Heritage Assessment Process*. A copy of the Guide and further relevant information regarding the Aboriginal heritage assessment process can be found on the AHT's website [www.aboriginalheritage.tas.gov.au](http://www.aboriginalheritage.tas.gov.au). Any assessment that does not meet AHT's requirements as outlined in the Guide will be deemed unacceptable and returned. An unacceptable investigation or report will not be able to form the basis for a request for a permit under the *Aboriginal Relics Act 1975*. It is your responsibility to ensure that the consultant you engage is able to follow the *Guide to the Aboriginal Heritage Assessment Process*. It is therefore strongly advised that you seek referee reports on the capacity of the consultant to do the work required.

Once the Aboriginal heritage investigation has been completed a copy of the report must be forwarded to AHT for review/comment.

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

Kind Regards,



**Adam Marshall**

**Aboriginal Heritage Advisor**

**Aboriginal Heritage Tasmania**

Department of Primary Industries, Parks, Water and Environment  
5th Floor, Marine Board Building, 1 Franklin Wharf  
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# **APPENDIX G**

## **HADSPEN OUTLINE DEVELOPMENT PLAN**

# **HADSPEN OUTLINE DEVELOPMENT PLAN**

A 20 Year Blueprint for Sustainable Development

Prepared by Geografia and David Lock Associates for Meander Valley Council

October 2011



Disclaimer: The Hadspen Outline Development Plan has been prepared by Geografia ([www.geografia.com.au](http://www.geografia.com.au)) in association with David Lock Associates ([www.dla.com.au](http://www.dla.com.au)) for the Meander Valley Council and is intended for their use. While every effort is made to provide accurate and complete information, Geografia and David Lock Associates do not warrant or represent that the information contained is free from errors or omissions and accepts no responsibility for any loss, damage, cost or expense (whether direct or indirect) incurred as result a person taking action in respect to any representation, statement, or advice referred to in this report. The Final ODP is subject to endorsement by the Meander Valley Council who reserves the right to amend the plan as circumstances change.



## Contents

1.0 Introduction .....	5
1.1 What is an Outline Development Plan? .....	5
1.2 How was the Outline Development Plan prepared? .....	5
1.3 Study Area .....	5
2.0 Planning Context .....	7
2.2 Demographics, Housing and Employment .....	8
2.3 Community Facilities and Services .....	8
2.4 Housing Market Conditions and Demand .....	8
3.0 Constraints and Opportunities .....	10
3.1 Constraints .....	10
3.2 Opportunities .....	12
4.0 Best Practice Planning Principles .....	14
5.0 Community Consultation .....	15
6.0 Hadspen Outline Development Plan .....	16
6.1 Population .....	16
6.2 Land Use/Built Form .....	18
6.3 Environment .....	23
6.4 Movement .....	24
6.5 Servicing .....	27
6.6 Employment and Affordability .....	27
7. Implementation .....	28
7.1 Staging .....	28
7.2 Governance .....	28
7.3 Developer Contributions and Funding .....	28
7.4 Design Guidelines .....	28
7.5 Next Steps .....	28
8.0 References .....	31

## Figures

<i>Figure 1: Hadspen Location Map</i>	5
<i>Figure 2: Hadspen ODP Process Diagram</i>	6
<i>Figure 3: Study Area</i>	6
<i>Figure 4: Meander Valley Planning Scheme 1995</i>	7
<i>Figure 5: Hadspen Demographic Age Profile (2006)</i>	8
<i>Figure 6: Hadspen Community Facilities</i>	9
<i>Figure 7: Constraints Map</i>	11
<i>Figure 8: Opportunities Map</i>	13
<i>Figure 9: Community Sentiment Word Cloud</i>	15
<i>Figure 10: Hadspen Projected Population Growth</i>	16
<i>Figure 11: Hadspen Outline Development Plan</i>	17
<i>Figure 12: Town Centre Development Option 1</i>	19
<i>Figure 13: Town Centre Development Option 2</i>	20
<i>Figure 14: Town Centre/New Street Perspective</i>	21
<i>Figure 15: Meander Valley Road Cross Section</i>	26
<i>Figure 16: Indicative Dwelling Construction Rate</i>	28
<i>Figure 17: Hadspen Development Stages</i>	29

## Tables

<i>Table 1: Importance of Planning Features .....</i>	15
<i>Table 2: Lot Yields and Population Estimates .....</i>	30

# 1.0 Introduction

Hadspen is located in the eastern part of the Meander Valley Municipality, 15 kilometres west of the Launceston CBD (Figure 1). With a current population of approximately 2,000, the township functions as a dormitory commuter suburb for greater Launceston.

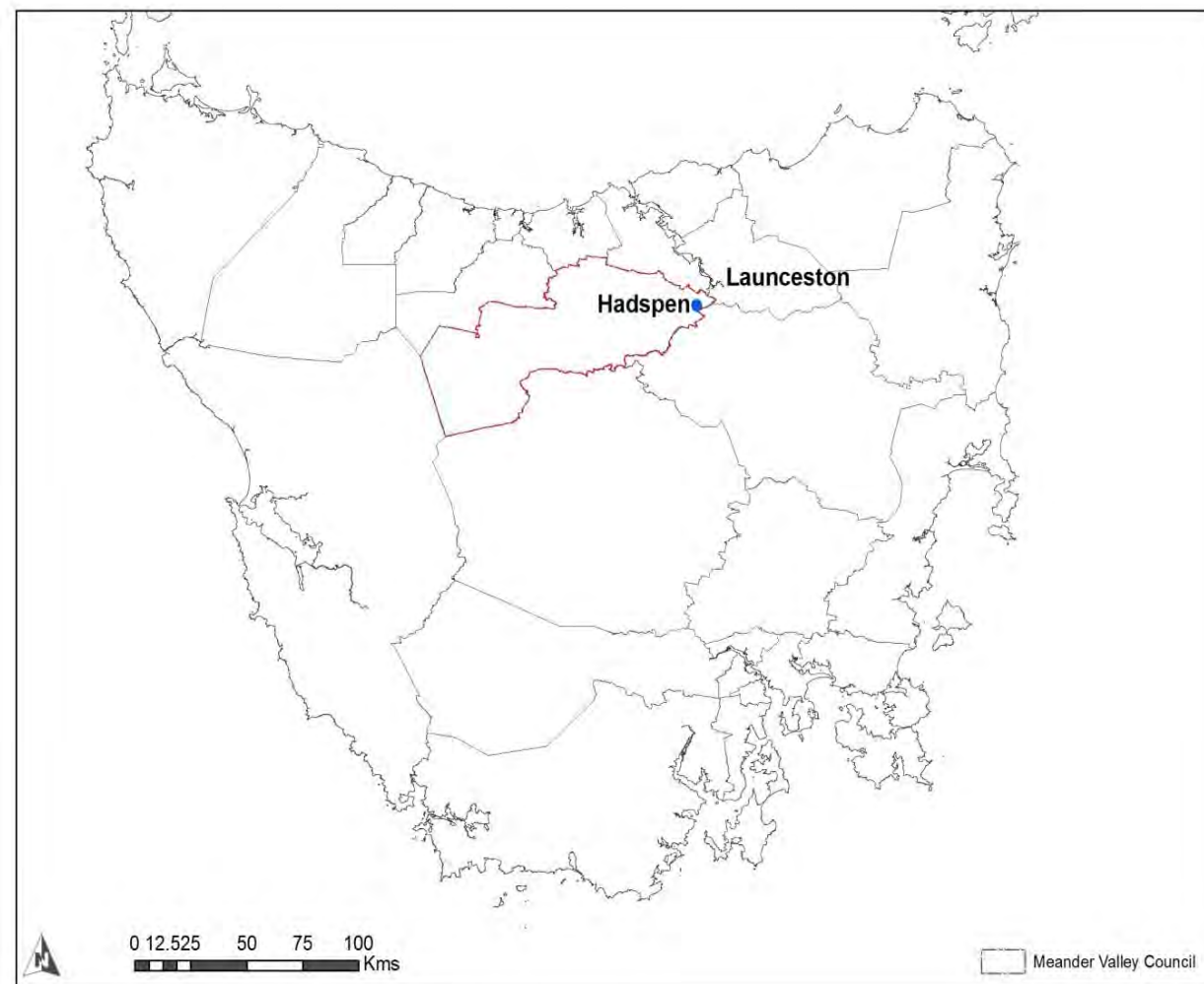


Figure 1: Hadspen Location Map

With historic buildings, accessibility to the Bass Highway, rural backdrop, sense of community and natural amenities such as the South Esk River, the town has numerous positive attributes. There are, however, few facilities or services in the town and it lacks a distinct identity. In addition to infill opportunities in the existing township there is more than 200 hectares of land to the south of the Meander Valley Road that can potentially be developed.

Recognising the need for improved amenities as well as the opportunity for growth, the Meander Valley Council commissioned Geografia and David Lock Associates to work with the community, landowners and other stakeholders to prepare an Outline Development Plan for the township.

## 1.1 What is an Outline Development Plan?

An Outline Development Plan (ODP) is a document that guides the future development of a town or suburb. It lays the foundation upon which regulatory zoning can be devised and the development or subdivision process begun. It also sets out development exclusion zones (e.g. parks, areas of ecological value, river frontages, drainage sites and areas required for community purposes) and considers broader social, economic and environmental objectives.

## 1.2 How was the Outline Development Plan prepared?

The first phase of the planning process focused on documenting the physical, social, community, economic and environmental attributes of the study area. In parallel, consultation with the community, landowners, State Government representatives, Council and other stakeholders was undertaken and a project website ([www.hadspenplan.com](http://www.hadspenplan.com)) established. Site constraints and opportunities were identified from which planning options and demographic projections were developed (see Figure 2 overleaf).

Based on additional consultation, a preferred town layout has been prepared (with 2 town centre options) to act as a **Blueprint for Sustainable Development** in Hadspen over the next 20 years.

## 1.3 Study Area

The Hadspen ODP study area includes the existing town site, Rutherglen, Entally Estate and the land between Meander Valley Road and Bass Highway. The interface with Travellers Rest and river foreshore has also been taken into consideration (Figure 3).

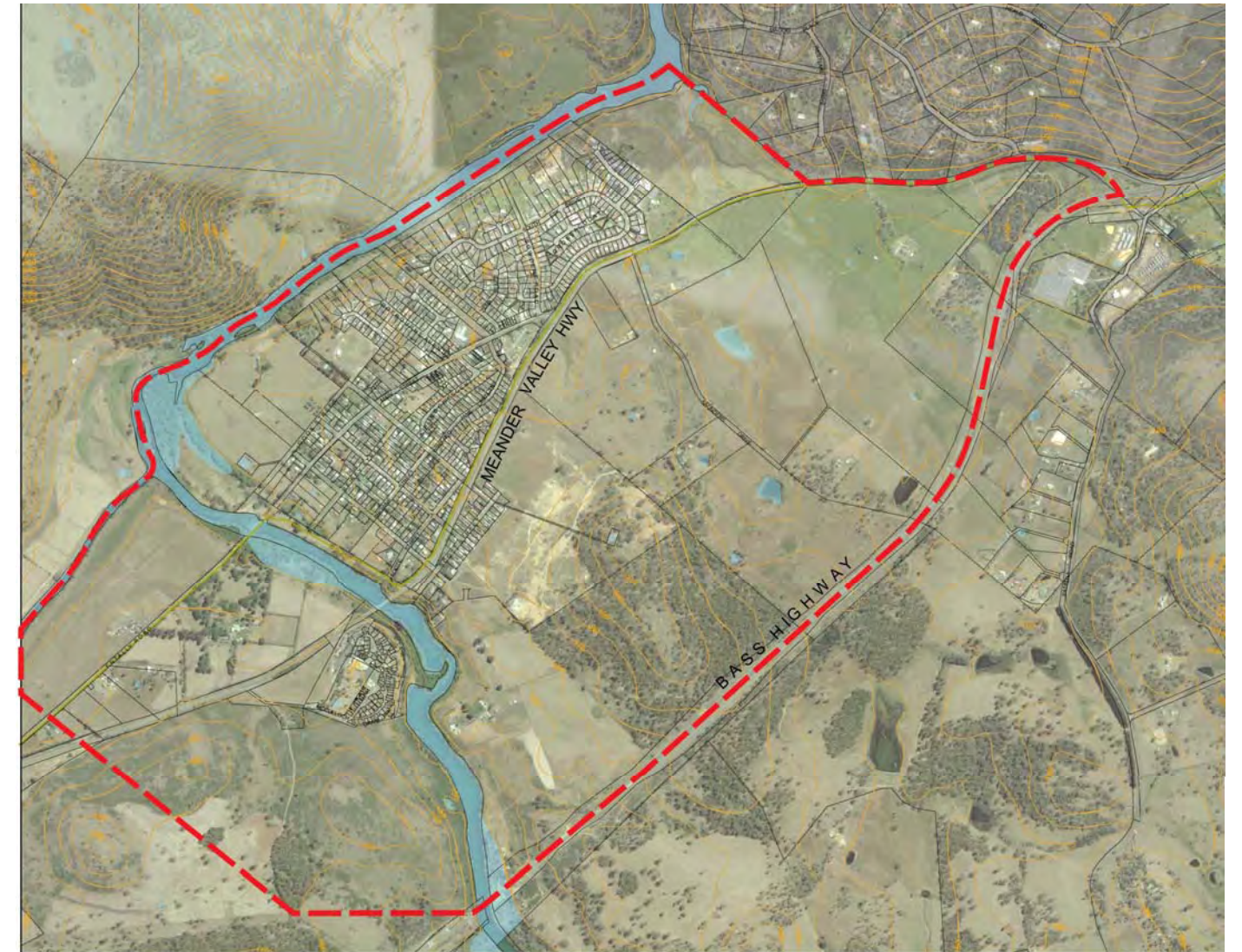
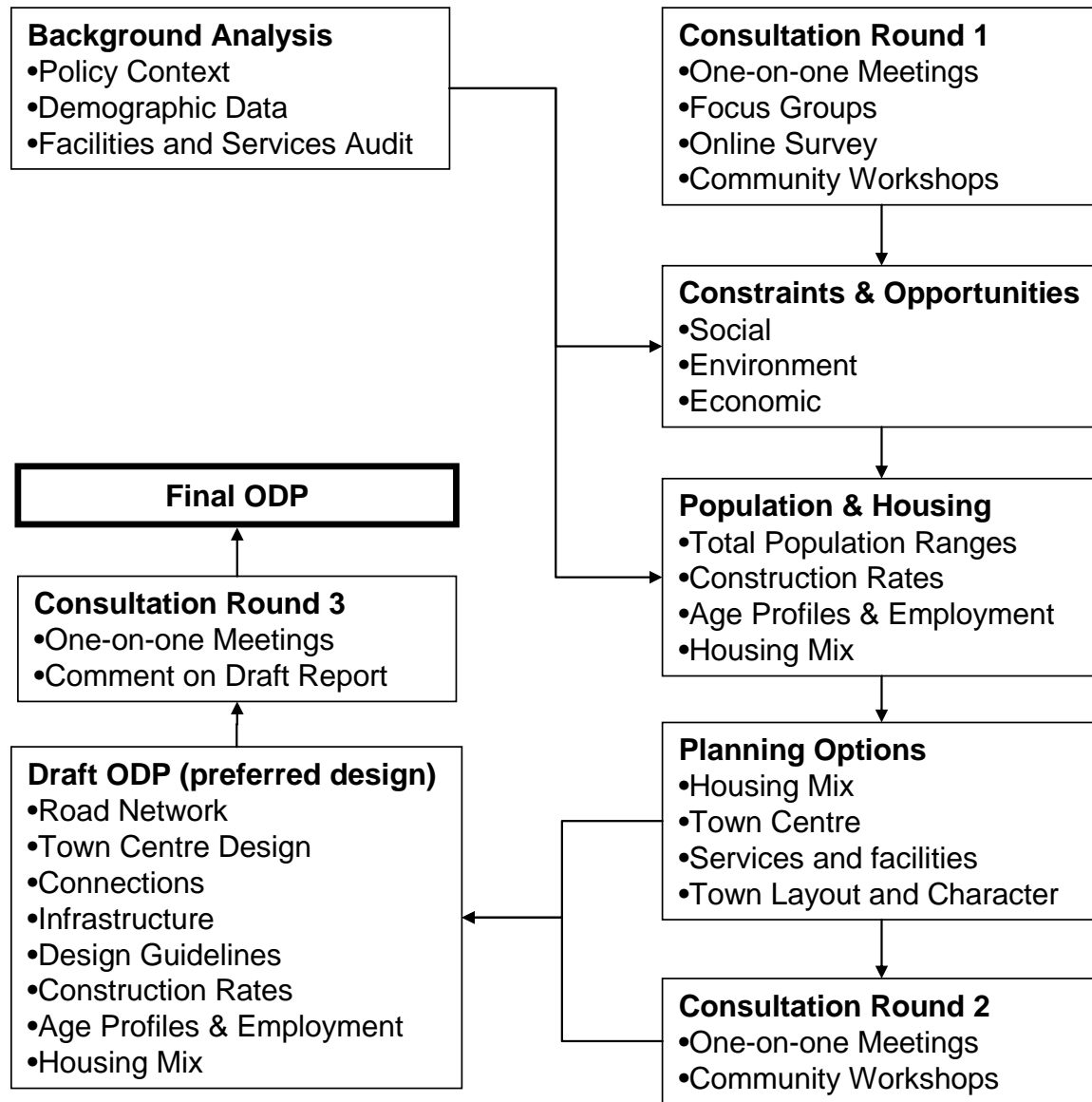


Figure 2: Hadspen ODP Process Diagram

Figure 3: Study Area



## 2.0 Planning Context

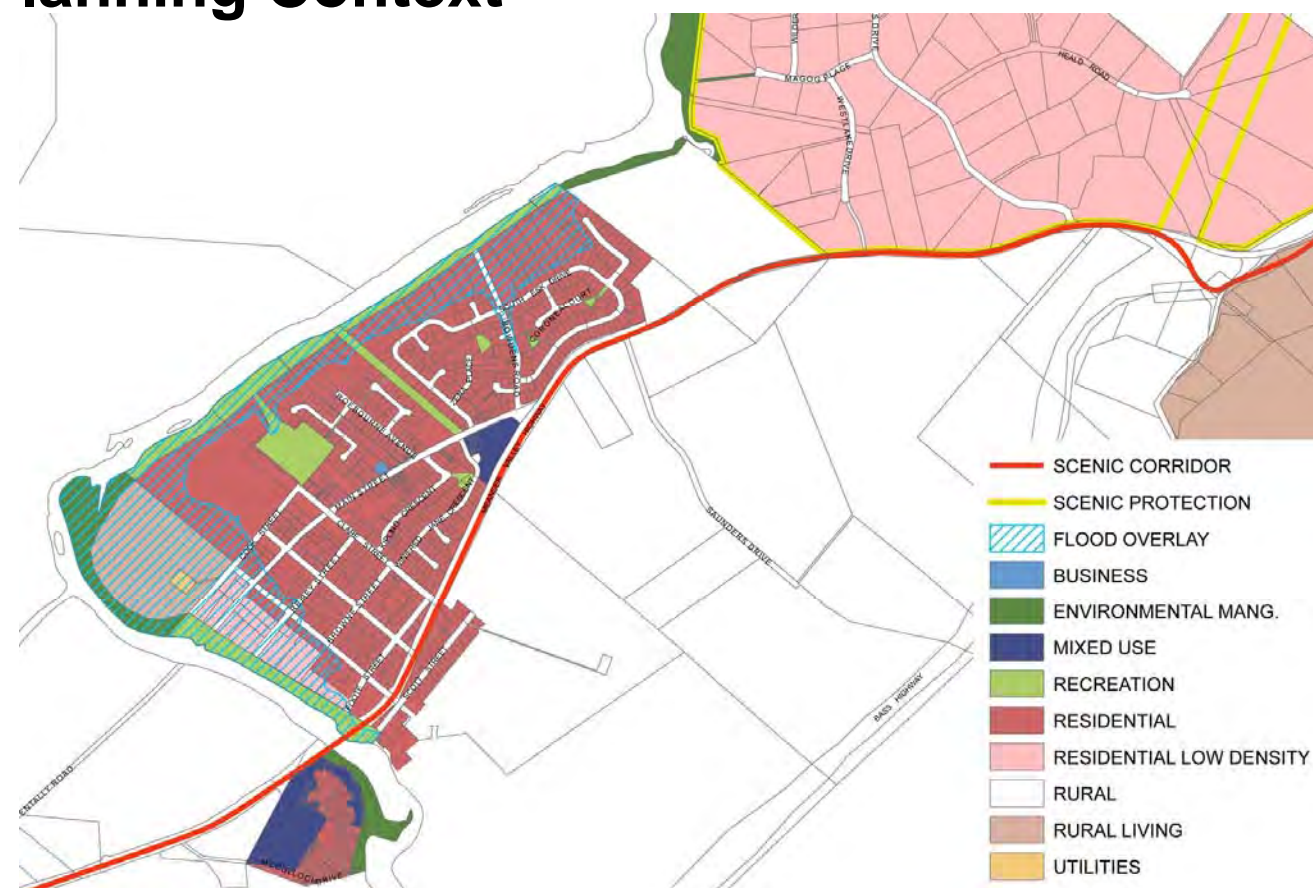


Figure 4: Draft Meander Valley Planning Scheme 2007

### 2.1 Planning Context

#### Tasmanian State Government

There are numerous State Government policies and legislative acts that have a bearing on the future planning of Hadspen. Broadly there is a requirement to develop a plan that is in keeping with the principles of sustainable development and preserves areas of cultural and environmental significance as well as provide opportunities for economic growth. There is also a necessity to ensure that the community is well serviced by an appropriate level of transport, community, sporting/recreation, cycling and pedestrian amenity and that best practice planning principles are adopted.

#### Northern Tasmanian Regional Land Use Planning Project

The Northern Tasmanian Regional Land Use Planning Project is a strategy to identify, state, regional and local priorities around a common planning structure. It involves the preparation of a regional planning strategy and a Regional model planning scheme. The *Northern Tasmania Settlement Strategy (2010)* which has been prepared as part of this process recognises that regions are made up of a hierarchy of networked settlements. While the scale and function of these settlements differ, they are interdependent. Hadspen is identified as an 'Amenity Centre' while Prospect Vale is a 'Suburban Centre'. Carrick and Hagley are identified as 'Rural Centres' and Westbury an 'Economic Enabler'.

#### Meander Valley Council Strategic Plan

The *Meander Valley Council Strategic Plan 2004-2014* lays out a long term vision for the future of the municipality. Foremost is recognition of the Council's rural and environmental assets; the need to grow; and a pledge to work in partnership with the community. There is also a commitment to managing the tension between growth and conservation through a new town planning scheme, maintaining the character of townships, and the effective management of essential infrastructure.

#### Meander Valley Planning Scheme 1995

The Meander Valley Planning Scheme's overarching objective is to ensure that the municipality "develops and progresses while the amenity, environment, lifestyle and range of products and services available in the area are retained, improved, extended and remain affordable."

In addition to the efficient provision of infrastructure and services for new development, the Scheme recognises the role of eastern townships as dormitory commuter suburbs to Launceston. There is also an explicit goal to minimise commuting distances and encourage local employment.

Hadspen is recognised in the Scheme as a 'Neighbourhood Centre', with development contained within the existing town footprint until a plan for growth has been prepared for land to the south of the Meander Valley Road (Figure 4). Prospect Vale is to service the Hadspen community's higher order needs. The Town Planning Scheme was reviewed in 2007 but the process was suspended in 2009 until such time as the State Government finalises its *Regional Planning Project*.

#### Meander Valley Council's Land Use and Development Strategy 2005

The Land Use and Development Strategy was prepared to guide the sustainable development of townships and settlements in the Meander Valley, taking into consideration strategic environmental, community and economic issues. Its objective was to inform the revision of the Planning Scheme, which

it states is overly descriptive and out of step with contemporary planning trends and legislation.

The Land Use and Development Strategy states that the main issues for Hadspen are: 1) a lack of distinct identity; and 2) limited investment in services in recent years despite modest growth. The Strategy advocates an interim focus on consolidation of development within the existing townsite followed by expansion to the south of Meander Valley Road. This is to occur once an ODP has been prepared that addresses the following:

- Creating a sense of place for the township;
- Providing for future economic development including retail and community facilities;
- Identifying a school site;
- Identifying housing types and densities;
- Outlining how the expanded area will integrate with the existing settlement and Meander Valley Road;
- Limitations to growth including water storage and sewerage capacity;
- Providing for infrastructure and servicing; and
- Identifying open space needs, traffic movements and pedestrian/cycling routes.

Land to the south of Meander Valley Road including an area in Cook Street and to the north east of Winton Fields Ct/South Esk Drive are identified as likely first stage development areas .

## 2.2 Demographics, Housing and Employment

At the time of the 2006 Census Hadspen's population was 1,928, up from 1,842 in 2001. It is currently estimated at 2,120 representing 15% growth over the last decade. The most defining demographic feature of the town is the high proportion of young families (i.e. the proportion of 0-14 year olds and 25-44 year olds) compared with the Tasmanian average (Figure 5). Hadspen is also markedly younger than most of greater Launceston. This spatial pattern is also reflected in the median household size which is higher in Prospect Vale and Hadspen compared to inner Launceston.

The employment profile of Hadspen residents shows a higher than average proportion of people working in the construction, manufacturing and transport sectors. The employment self containment ratio (i.e. the proportion of working residents who are employed locally) is, however, very low, with over 95% percent of the resident workforce commuting to work outside the town.

## 2.3 Community Facilities and Services

There are limited community services and facilities in Hadspen, with many people required to travel outside to meet their recreation, commercial, retail, health and employment needs. Facilities and services that do exist (Figure 6) are in need of significant investment, expansion or upgrade.

## 2.4 Housing Market Conditions and Demand

The Australian Bureau of Statistics suggests that Hadspen will grow by 128 from 2011-2016 (ABS, 2004) or an average of 10 new lots per year – this does not however take into account land made available for development as a result of this ODP.

Between 2006/7 and 2007/8 the City of Launceston averaged 240 new dwellings and Meander Valley Council near on 100. The whole of northern Tasmania, generated on average 688 sales per annum during the same period.

The Meander Valley Council Land Use and Development Strategy suggests that the eastern portion (Part A) of the Meander Valley Municipality will require an additional 1,251 new households to 2016, comprising of 125 ha of land. As of 2005 there were 102.5 ha of vacant residential land in Prospect Vale. This suggests that prior to 2016 there will be a land shortage in this part of the municipality unless additional land is made available for development.

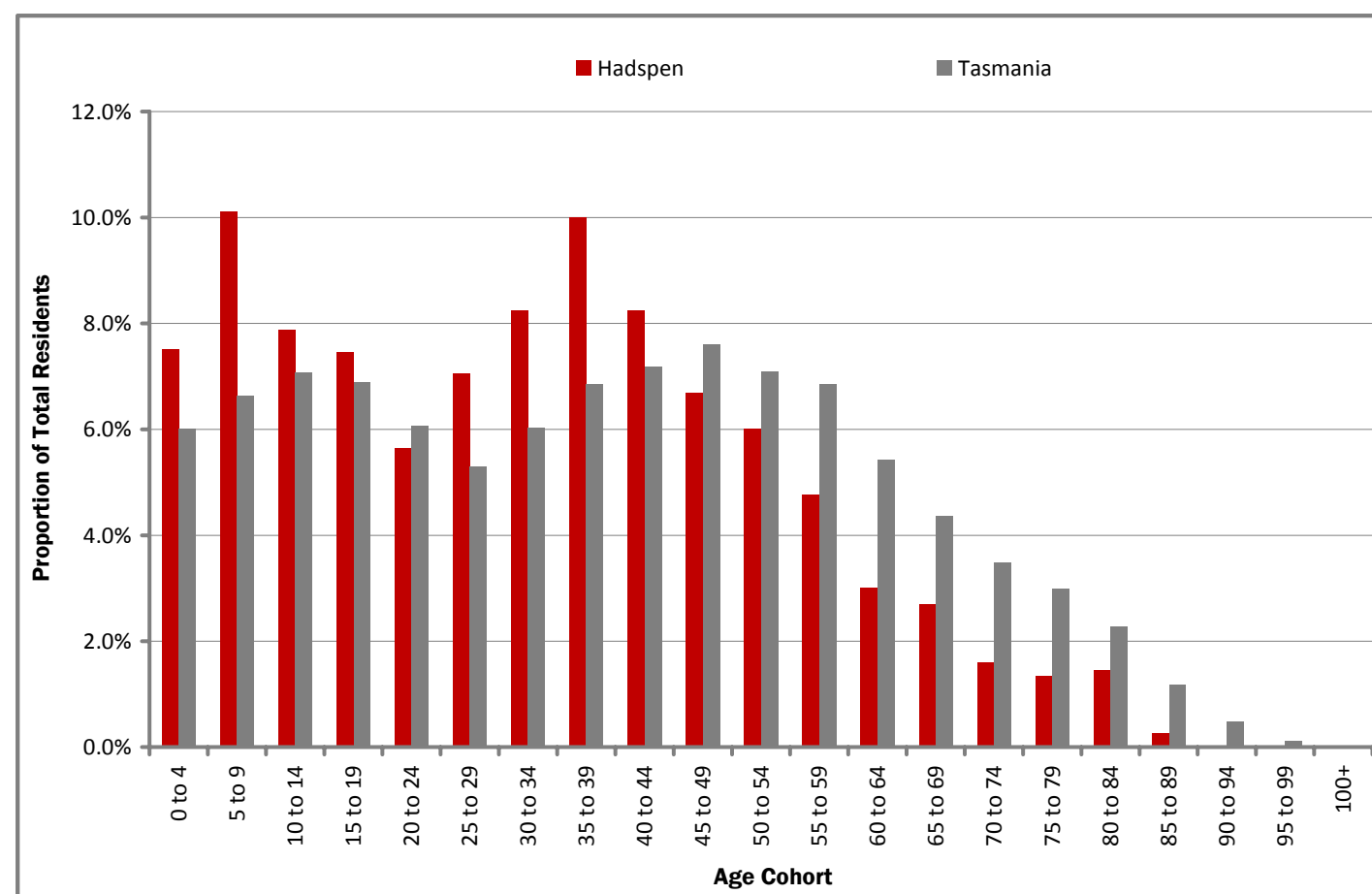
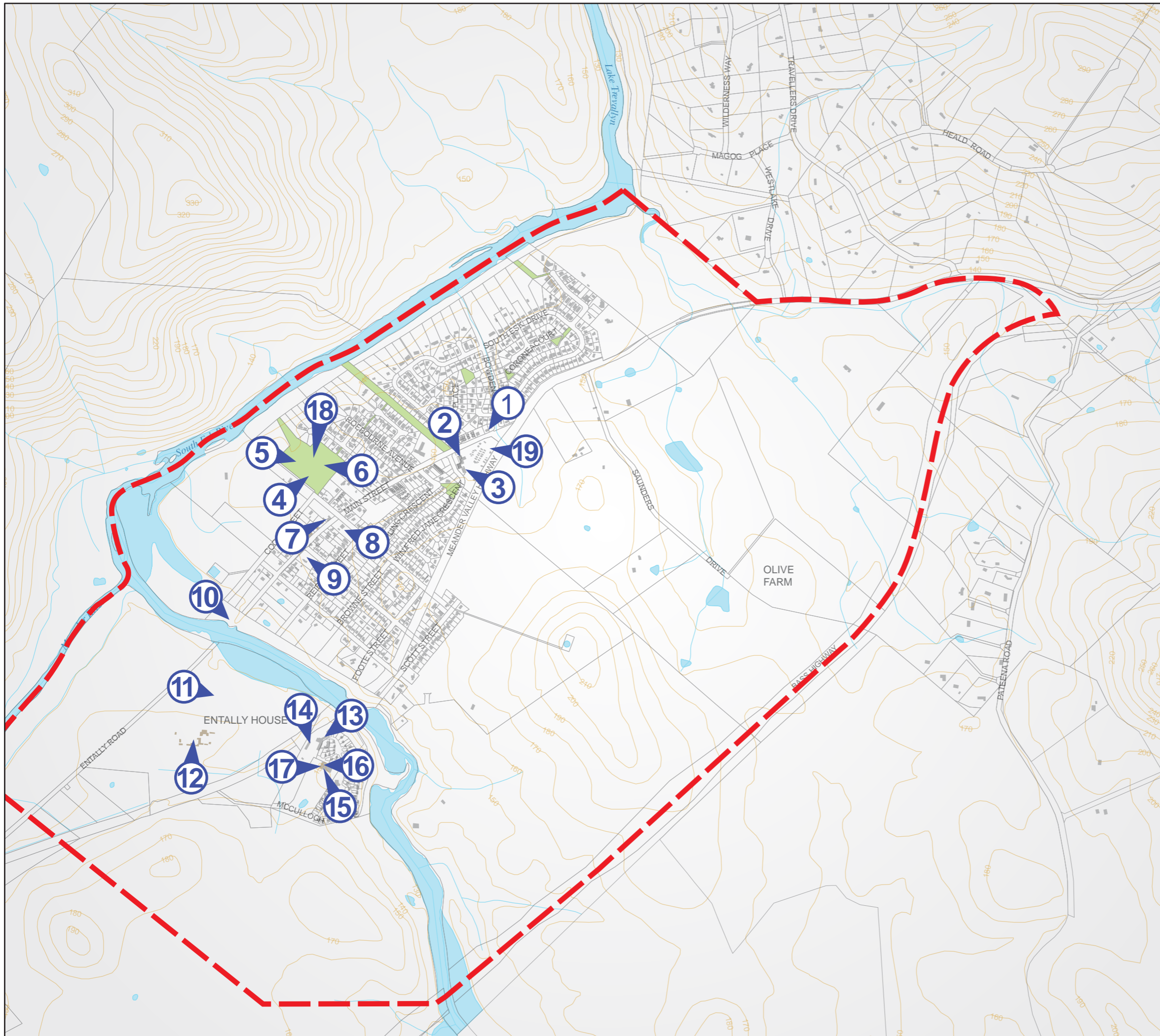


























Figure 5: Hadspen Demographic Age Profile (2006)

**Figure 6: Hadspen Community Facilities**

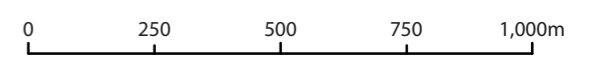


-  STUDY AREA
-  CONTOURS (10M)
-  BUILDING FOOTPRINTS
-  RIVERS / LAKES
-  PUBLIC OPEN SPACE

EXISTING COMMUNITY FACILITIES

-  Hadspen Volunteer Fire Station
-  Hadspen IGA
-  Hadspen Shops
-  Tennis Club
-  Hadspen BMX Track
-  Hadspen Oval
-  Red Feather Inn
-  Uniting Church + Cemetery
-  Anglican Church + Cemetery
-  Lions Park Boat Ramp
-  Entally Oval
-  Entally House
-  Rutherglen Function Rooms
-  Rutherglen Accommodation
-  Rutherglen Pub
-  Rutherglen Bistro / Cafe
-  Rutherglen Bottle Shop
-  Hadspen Memorial Complex
-  Hadspen Caravan Park

JOB : HADSPEN OUTLINE DEVELOPMENT PLAN  
 CODE : MND001  
 DATE : MAY 2011  
 SCALE : 1:15,000 @ A3



## 3.0 Constraints and Opportunities

### 3.1 Constraints

Figure 7 (overleaf) provides a map of the major site constraints. These can be summarised as:

#### *Constraint 1: Floodplain*

- At the juncture of the Meander and South Esk Rivers, Hadspen is subject to seasonal flooding.
- While detailed flood modelling is yet to be undertaken, as a proxy measure the 139.5m contour highlights a significant floodplain development constraint.
- Development will need to be constrained in most of this area, though some larger lot development with building controls (location within lot and housing form) may be possible in select areas.

#### *Constraint 2: Topography and Geomorphology*

- The topography of the land to the south of the Meander Valley Road is generally well suited to development.
- There are, however, a number of steep declines that restrict development including areas along the South Esk River and the central hill top.

#### *Constraint 3: Water Courses*

- The South Esk and Meander Rivers are obvious constraints to development.
- There are also a number of creek lines and dams that are a constraint to development.

#### *Constraint 4: Vegetation*

- There are areas of remnant vegetation around the southern hilltop, which contain some threatened species.
- There is riparian vegetation along the South Esk and Meander Rivers that will need to be maintained and enhanced.
- Gorse is prevalent in some riparian areas.

#### *Constraint 5: Heritage*

- There are several heritage listed buildings in the town site, including Entally House and a precinct on Main Street comprising the Church of the Good Shepherd & Cemetery, Red Feather Inn, the Old Gaol and several cottage houses.
- There is an indigenous artefacts scatter to the north of the town site, outside the study area.

#### *Constraint 6: Landscape Vistas*

- The area to the north of the townsite is well vegetated, steep terrain which is a defining element of the town's character and should be preserved.
- Entally House's heritage values are partially determined by its historical views and the surrounding agricultural landscape. This may impact on development in its immediate vicinity.
- Residents of Travellers Rest and Rutherglen have views over the town site, including much of the area earmarked for potential development.

#### *Constraint 7: Meander Valley Road*

- The speed limit along Meander Valley Road is currently 100km/hr, which creates a significant barrier to potential development to the south. The intersection with Main Street has an accident history.
- The area around Beams Hollow is subject to seasonal flooding and slippery/icy conditions in the colder months.
- The width of the Road reservation (40m) combined with back fences along large parts of its length; provide a poor interface with potential development to the south.

#### *Constraint 8: Power Lines*

- Transend has a partial power line easement in the eastern corner of the study area which it is looking to extend.

#### *Constraint 9: Gas Pipeline*

- There is a high pressure gas pipeline running along the northern side of the Meander Valley Road as it passes through Hadspen.
- Development within the 20m easement is restricted to low impact uses (landscaping and paths), with no buildings permitted.

#### *Constraint 10: Agriculture*

- Tasmania has strict regulations in relation to the use of prime agricultural land for other uses.
- No such restrictions exist for the Hadspen study area with the majority of agriculture land capacity rated Class 4.
- There is an olive farm in the study area, just north of the Bass Highway.

#### *Constraint 11: Town Centre*

- The existing commercial town centre is physically restricted due to the location of the Caravan Park.
- The limited parking and the current street layout creates some traffic conflict.

#### *Constraint 12: Water and Sewerage Infrastructure*

- There is currently a water reservoir on the hill top with a feeder line to the existing town site.
- Housing can only be serviced 20 metres lower than the water reservoir.
- There is a pump house to the south of Scott Street and a sewerage pump station at the end of Cook Street.
- Both water and sewerage infrastructure is at capacity and will require \$3-4 million in upgrades to service town expansion.

#### *Constraint 13: Town Connectivity*

- There are no safe pedestrian linkages between Rutherglen, Entally and the main town site.
- There are no pedestrian connections between the main town site and Traveller's Rest.
- There are missing recreational trails along the river, though the alignment is constrained by flooding and topography.
- There are no formalised crossing points over Meander Valley Road to housing development to the south.

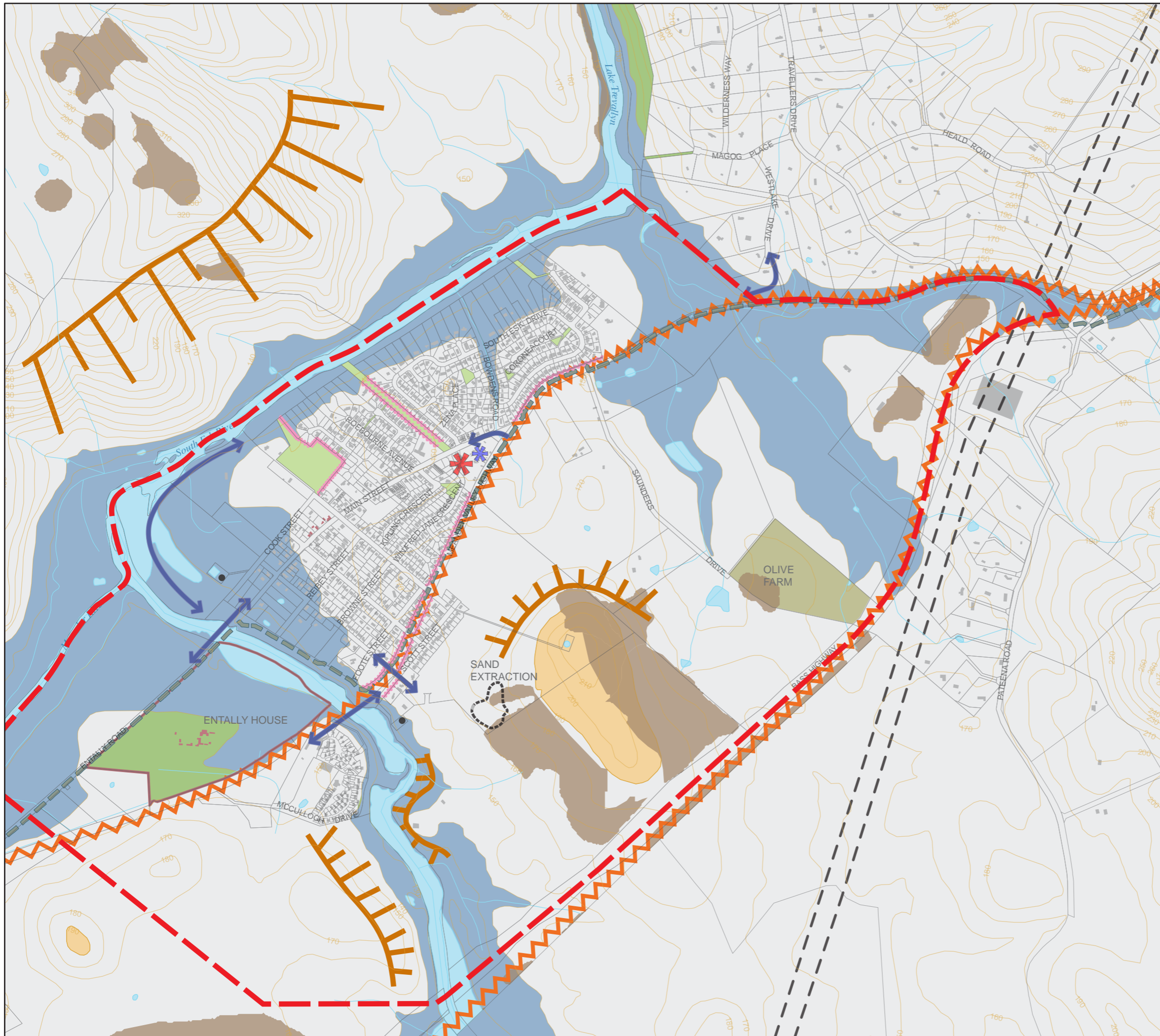
#### *Constraint 14: Passive Surveillance and Safety*

- There are a number of places within the town site where rear fences provide the primary interface with the public realm resulting in a lack of surveillance from surrounding residents and reduced levels of perceived safety. These include: the 'bull-run', Meander Valley Road and the Hadspen Memorial Centre recreation grounds.

#### *Constraint 15: Town Identity*

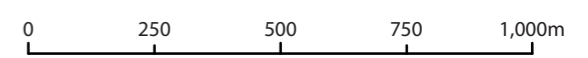
- The existing town entries on the Meander Valley Road at Main Street and Bartley Street are tired or easily missed.
- The town centre is poorly defined as it is not visible from Meander Valley Road nor is there a clear demarcation between commercial, residential and tourism activities.

**Figure 7: Constraints**



- - - STUDY AREA
- ~ CONTOURS (10M)
- BUILDING FOOTPRINTS
- RIVERS / LAKES
- PUBLIC OPEN SPACE
- SAND EXTRACTION
- HERITAGE BUILDING/ESTATE
- WATER SUPPLY CONSTRAINED
- OLIVE FARM
- ~ HIGHWAY
- ~ REAR FENCE
- ↔ LIMITED CONNECTIONS
- - - TASGAS PIPELINE EASEMENT
- FLOOD PLAIN
- ~ STEEP TERRAIN
- THREATENED VEGETATION
- - - POWERLINE EASEMENT
- \* TOWN CENTRE - PHYSICALLY CONSTRAINED
- \* CARAVAN PARK
- PUMP STATION

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 CODE : MND001  
 DATE : MAY 2011  
 SCALE : 1:15,000 @ A3



### 3.2 Opportunities

Figure 8 (overleaf) provides a map of the major site opportunities. These can be summarised as:

#### *Opportunity 1: Proximity to Launceston*

- Close proximity to Launceston and easy access to the Bass Highway make Hadspen ideal for future growth.

#### *Opportunity 2: Adoption of Best Practice Planning Principles*

- With greenfield development there is an opportunity for future housing and infrastructure development in Hadspen to showcase best practice urban design and community development principles.

#### *Opportunity 3: Population Growth*

- Population growth creates the opportunity for an expanded range of community facilities and services including more retail outlets, primary school, health services and recreation amenity.

#### *Opportunity 4: Town Centre*

- With increased demand comes the opportunity to redevelop the existing town centre to create a range of additional commercial and retail outlets.

#### *Opportunity 5: Meander Valley Road*

- While the speed limit is currently high along Meander Valley Road, there is an opportunity to reduce the speed and integrate the existing town site with greenfield development to the south.
- The width of the road reserve also creates the opportunity to develop a central 'spine' through shared path and low key parklands.

#### *Opportunity 6: Geomorphology*

- The sand foundations of the land to the south of the Meander Valley Road are ideal for housing development, limiting the need to import fill and thereby reducing costs.
- This is a unique situation in the greater Launceston area, making Hadspen an ideal candidate for future development.
- There is an existing sand quarry to the south of Meander Valley Road which could be used in the short-medium term for local development, avoiding the necessity to import fill.

#### *Opportunity 7: Land Ownership*

- The majority of the land to the south of Meander Valley Road is owned by three landowners which makes integrated subdivision an easier proposition.

#### *Opportunity 8: Infill Development*

- In addition to the current subdivision underway at Cook Street, there are several additional infill development opportunities in Main Street including the TasHerd site, former petrol station and a large vacant lot in the heritage precinct.

#### *Opportunity 9: Housing Diversity*

- With new development there is an opportunity to create a more diverse mix of housing typologies that cater for a broader demographic.
- Part of the mix may include some cottage lots, lifestyle/retirement villages, independent living units and/or group housing.

#### *Opportunity 10: Heritage*

- The heritage precinct in Main Street and Entally Estate create opportunities to further build on the area's character.
- Entally Estate is also a tourism attraction and ideal location for expanded community events and sporting activities.

#### *Opportunity 11: Town Connectivity*

- There is the opportunity to better connect the town through a more integrated path network that includes pedestrian and cycle linkages to Entally Estate and Rutherglen.
- There is an opportunity with population growth to expand the extent and frequency of existing public transport services.

#### *Opportunity 12: River Foreshore*

- There is the opportunity to create a more extensive river foreshore parkland that extends around the main South Esk River bend to the traffic bridge, then crossing over to the western side of the river in front of Rutherglen.
- The rivers are a major recreation amenity that is part of the area's unique character.
- There is a well used existing boat ramp at the end of Cook Street and opportunity for a second ramp further downstream.

#### *Opportunity 13: Rutherglen*

- Rutherglen has a number of privately owned community facilities including the former indoor sports hall, café, function rooms, and tennis courts that are being upgraded by the owners.

#### *Opportunity 14: Tourism Precinct*

- There is an opportunity to create a tourism precinct around Rutherglen and Entally Estate that includes improved community amenity and the possible relocation of the town centre caravan park.

#### *Opportunity 15: Landscape Vista*

- Nestled in the Meander Valley with bushland and rural surrounds the opportunity exists to build on this in the look and feel of new developments.

#### *Opportunity 16: Olive Farm*

- The Olive Farm forms part of the town's rural character and a potential tourism attraction.

#### *Opportunity 17: Linear Parks*

- There is an opportunity to create a network of linear parks in the township that builds on the existing river foreshore parklands, 'buffer zone/bull-run' and natural creek/drainage lines.

#### *Opportunity 18: Town Entry*

- The town entry is currently tired and poorly services the town, however, an opportunity exists to create a new town entry statement, possibly incorporating public art.

#### *Opportunity 19: Bushland / Parklands*

- An opportunity exists to create a passive recreation and bushland reserve around the hilltop with trails, tracks and lookout.

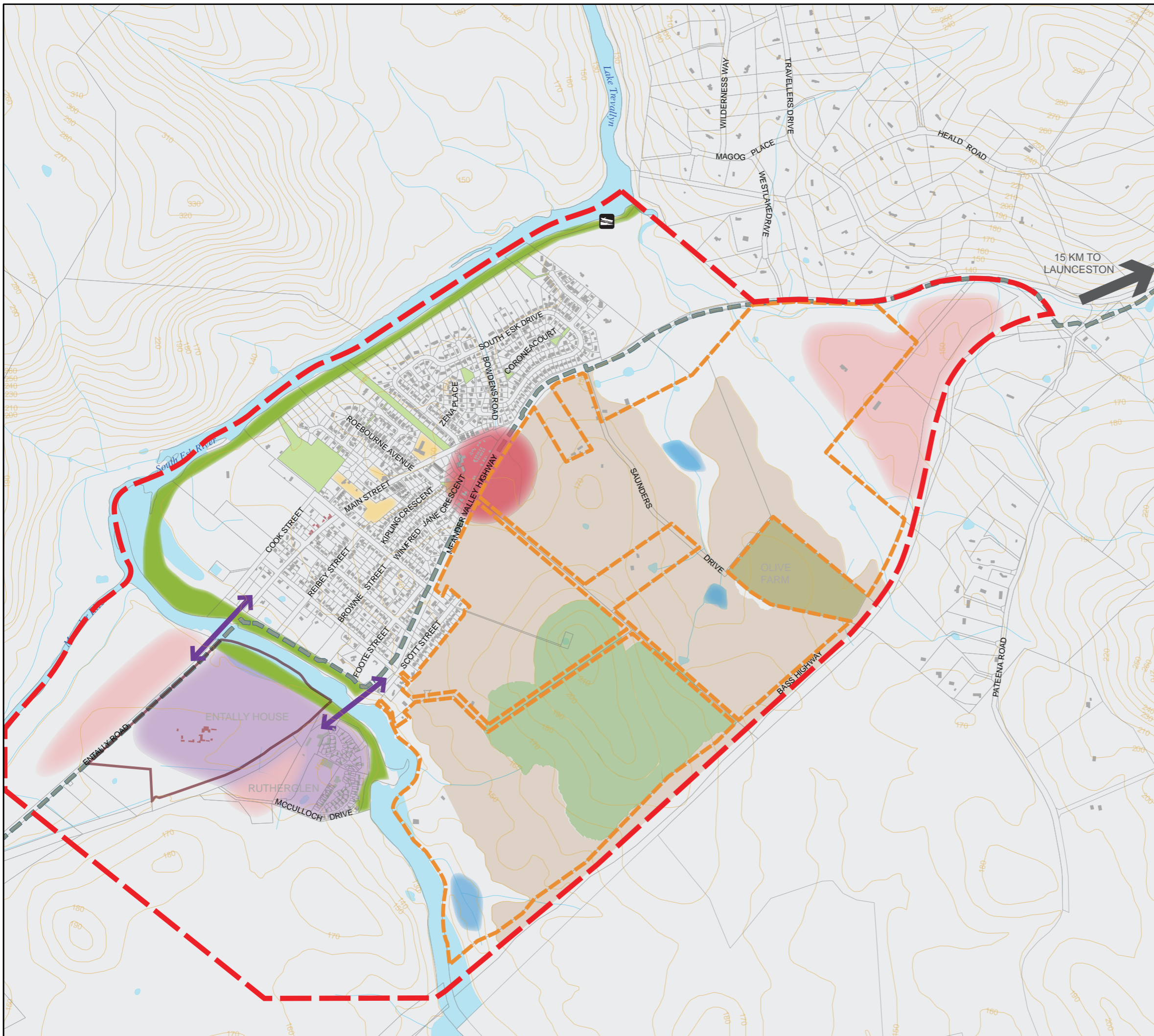
#### *Opportunity 20: Wetlands and Living Streams*





















- The existing creek lines, dams and wetland area at the juncture of the Bass Highway and South Esk River create an opportunity for the adoption of Water Sensitive Urban Design (WSUD) and living streams principles incorporated into linear parklands.

#### *Opportunity 21: Reticulated Gas*

- With the gas easement running through the town site, the opportunity exists to reduce the pressure of the pipeline and deliver reticulated gas to new (and possibly) existing residents.

**Figure 8: Opportunities**



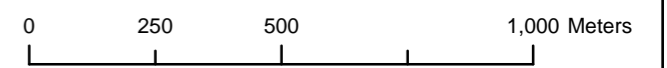
-  STUDY AREA
-  CONTOURS (10m)
-  BUILDING FOOTPRINTS
-  RIVERS / LAKES
-  PUBLIC OPEN SPACE
-  HERITAGE BUILDING/ESTATE
-  OLIVE FARM
-  HILLTOP PARKLANDS
-  INFILL DEVELOPMENT
-  LOW KEY RESIDENTIAL
-  DEVELOPABLE AREAS
-  ACCESS TO LAUNCESTON VIA BASS HIGHWAY
-  LARGE LAND HOLDINGS
-  POTENTIAL FUTURE TOWN CENTRE
-  POSSIBLE TOURISM PRECINCT
-  WETLANDS / LIVING STREAMS
-  FORESHORE PARKLANDS
-  GAS SUPPLY OPPORTUNITY
-  OPPORTUNITIES FOR PEDESTRIAN BRIDGE
-  POTENTIAL BOAT RAMP LOCATION

JOB: HADSPEN OUTLINE DEVELOPMENT PLAN

CODE: MND001

DATE: MAY 2011

SCALE: 1:15,000 @A3



## 4.0 Best Practice Planning Principles

In considering the future development of Hadspen, it is critical that best practice planning, urban design and community development principles are adopted. Principles of particular relevance for Hadspen are detailed below.

### *Principle 1: Evidence Based Planning*

- Ensure that planning solutions are underpinned by a well researched evidence-base and rigorous demand-supply analysis.

### *Principle 2: Create Communities not Housing Estates*

- Ensure that urban design and town layout creates nodes of activity and meeting places that help build a sense of community.
- Physical solutions to be supported by events and activities, and sporting, community and club development.

### *Principle 3: Building Safe Communities*

- Focus energies on creating a sense of community and ownership of public spaces.
- Maximise 'eyes on the street' through active street frontages with high levels of passive surveillance (Crime Prevention Through Environmental Design or CPTED).

### *Principle 4: Creating Diverse Communities*

- Minimise the dominance of a single demographic cohort.
- Ensure a variety of dwelling types and services.

### *Principle 5: Creating Healthy Communities*

- Create walkable and pedestrian friendly landscapes.
- Deliver an appropriate level of active recreation amenity.

### *Principle 6: Water Sensitive Urban Design*

- Integrate stormwater treatment into the landscape by creating vegetated 'living streams' and, where appropriate, 'constructed wetlands'.
- Use of natural topography such as creek lines and ponding areas.

### *Principle 7: Maximise Local Employment*

- Where appropriate, encourage local business.
- Encourage home based business and promote supporting IT infrastructure.

### *Principle 8: Creating Compact and Mixed Use Town and Neighbourhood Centres*

- Minimise the sprawl of retail and business activities through concentrated nodal development with rear parking, narrow streets and 'main street' feel.
- Encourage a mix of complementary land uses in town centres including consideration of small lot housing in the immediate surrounds.

### *Principle 9: Integrating Transport Systems*

- Locate public transport nodes within community activity centres (e.g. town centres) and maximise walkability to feeder routes.
- Create a nested hierarchy of local roads with a legible street layout.

### *Principle 10: Infrastructure Cost Sharing and Multiple Use Facilities*

- Maximise infrastructure cost sharing between providers.
- Promote multiple use facilities and shared space between clubs and organisations.

### *Principle 11: Enhance and Respect Local Landscape and Cultural Values*

- Work with, rather than against, the natural landscape, built heritage and environmental assets.
- Create a sense of identity that reflects a town's past and its future aspirations.

### *Principle 12: Maximising Housing Affordability*

- Incorporate affordable housing options into new development that is a combination of pricing, subsidised rentals and housing diversity.
- Consider affordable living options that include lower construction costs, group housing and reduced vulnerability to petrol prices through provision of local services and employment.

### *Principle 13: Maximise Opportunities for 'Ageing in Place'*

- Ensure there are opportunities for 'intergenerational housing', 'downsizing' and 'independent living'.
- Encourage 'ageing in place' through universal design, affordable housing and provision of essential health services.

### *Principle 14: Create Legible Streets*

- Street layout to maximise permeability.
- Prominent buildings to be located at the termination of street vistas.

### *Principle 15: Solar Passive Design*

- Minimise cul-de-sacs to maximise opportunities for solar passive orientation.
- Use materials, insulation, double glazing and other design features to minimise use of heating and cooling appliances.

### *Principle 16: Create Accessible and Connected Communities*

- Ensure buildings and civic spaces are universally accessible to people of all physical abilities, incomes, ages and cultural backgrounds.
- Create a network of cycle and pedestrian paths.



## 5.0 Community Consultation

As part of the planning process a number of community and stakeholder consultation sessions were undertaken. These included one-on-one meetings (x 20), community workshops (x 4), focus group meetings (x 4) and an online survey (103 responses). Detailed results are documented in the *Hadspen ODP Background Discussion Paper*.

Throughout the consultation period there was a clear message that the community would like to see the township grow. There was, however, a general consensus that they didn't want it to become too large, and that it must keep its rural/village feel. The most important elements they would like to see in future plans for Hadspen are safety and security, creating a sense of community, better community facilities and services, and making a town that is easier to get around (Table 1). Priority areas were seen as doctor/pharmacy, childcare, river foreshore upgrades and a primary school. See Figure 9 for a summary word cloud of community sentiment.

Table 1: Importance of Planning Features – Online Survey

	Very important	Somewhat important	Not very important
Creating a sense of community	70.8% (68)	26.0% (25)	3.1% (3)
More sporting and community organisations	21.6% (21)	68.0% (66)	10.3% (10)
A central meeting place	18.4% (18)	62.2% (61)	19.4% (19)
Protecting the environment	62.9% (61)	34.0% (33)	3.1% (3)
Making a town that is easy to get around	60.8% (59)	34.0% (33)	5.2% (5)
Slowing down traffic on Meander Valley Highway	32.3% (32)	32.3% (32)	35.4% (35)
Better community services and amenity	70.0% (70)	28.0% (28)	2.0% (2)
Street beautification	31.3% (31)	50.5% (50)	18.2% (18)
Attracting more shops	47.0% (47)	35.0% (35)	18.0% (18)
Sustainable urban design	48.5% (47)	44.3% (43)	7.2% (7)
Safety and security	89.8% (88)	9.2% (9)	1.0% (1)



Figure 9: Community Sentiment Word Cloud

## 6.0 Hadspen Outline Development Plan

The Hadspen ODP has been prepared so that it reflects Council and State Government policy objectives, best practice planning principles and the views of the local community, landowners and key stakeholders. It also takes into account site constraints and opportunities, and demand for housing in the region.

Broadly, the plan makes provision for:

- A doubling of the existing population;
- New town centre incorporating medical suites, chemist, larger supermarket and specialty shops;
- Reduced speed along Meander Valley Road and making use of the road reserve width to create a central spine with shared used path and low key parklands.
- Primary school and new recreation oval;
- A mix of housing lot sizes;
- Retained hilltop bushland and landscape gradient;
- Linear parklands, water sensitive urban design and extended foreshore reserve;
- Tourism precinct;
- Retirement units and independent living;
- Good pedestrian/cycle linkages – including access to Rutherglen; and

- Encouraging best practice urban design – sense of rurality and village feel, solar orientation, and building energy efficiency. (see Figure 11: Hadspen Outline Development Plan, opposite)

Hadspen population will be around 4,000-5,000 people. It will still be young, but move towards the Tasmanian State average over time (Figure 10).

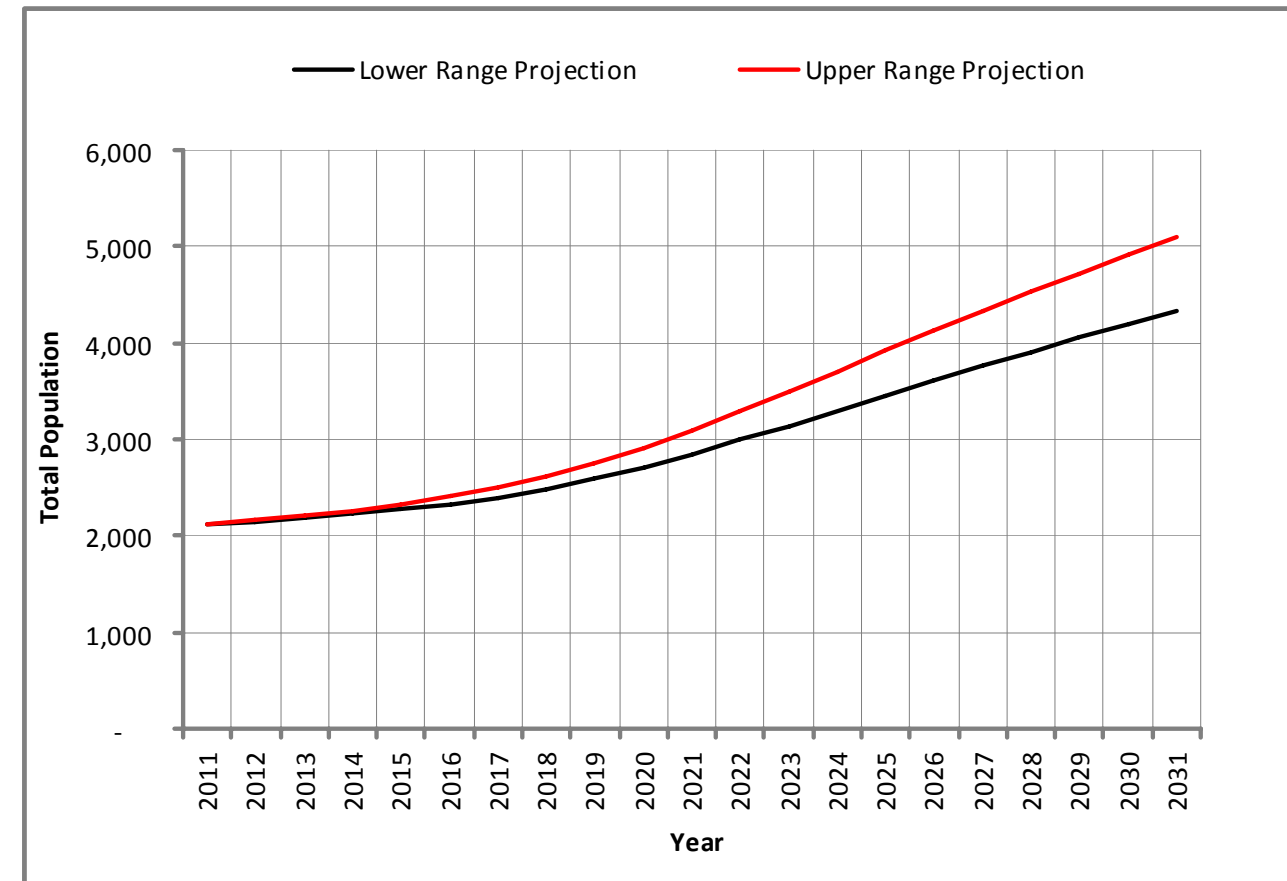


Figure 10: Hadspen Projected Population Growth

### 6.1 Population

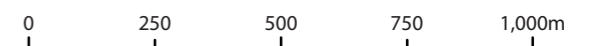
Indicative population projections have been developed based on estimated lot yields against four land use typologies (see Table 2, Section 7, pg 30). Each typology has different density, age mix, take up rates and vacancy assumptions. Based on this modelling, at build out, it is estimated that the

**Figure 11: Outline Development Plan**



- - - STUDY AREA
- TOWN CENTRE
- VILLAGE - 500m<sup>2</sup> lots
- URBAN - 600-1,200m<sup>2</sup> lots
- LOW DENSITY - 0.5-2ha lots
- BUSH LOTS - sensitive development
- EXISTING TOWN SITE
- INFILL RESIDENTIAL DWELLINGS
- POTENTIAL REDEVELOPMENT - fronting Meander Valley Rd
- PARKLANDS/GREEN LINKS - PLAYGROUND (indicative)
- RURAL FARMING
- BUILDING FOOTPRINTS
- EXISTING ROADS
- KEY FUTURE ROAD CONNECTIONS
- - - INDICATIVE FUTURE ROAD CONNECTIONS
- - - EXISTING RECREATION TRAILS
- - - FUTURE RECREATION TRAILS
- - - FUTURE OFF-ROAD SHARED USE/CYCLE PATHS
- - - POTENTIAL BUS ROUTE
- PRIMARY SCHOOL SITE
- TOURIST PRECINCT
- RELOCATED CARAVAN PARK
- BOAT RAMP - Existing and Potential

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 CODE : MND001  
 DATE : AUGUST 2011  
 SCALE : 1:15,000 @ A3



## 6.2 Land Use/Built Form

### 6.2.1 Retail/Commercial

Based on the population projections and consideration of Hadspen's role within the broader regional retail hierarchy (i.e. a neighbourhood centre), it is estimated that the town centre could grow to capture up to 35% of residents' retail spend. The remainder would be serviced by larger centres in Launceston and Prospect Vale. On this basis Hadspen is expected to support up to 3,600m<sup>2</sup> of retail floorspace.

This may comprise of;

- A small to medium sized supermarket (1500-2,500m<sup>2</sup>);
- Food service outlets (cafes, restaurants, take-away food, etc);
- Newsagent/post office outlet;
- Chemist/pharmacy;
- Hairdresser;
- Bottle shop; and
- Specialty shops.

It is anticipated that an additional 2,400m<sup>2</sup> non-retail space would be required and comprise of real estate agents and some professional services – as well as a medical suite and a community health/family centre.

In sum, the total floorspace by build out could be around 6,000m<sup>2</sup>. This would require a similar area for car-parking. In total, approximately one hectare (1ha) of land will be required to be set aside as a town centre.

### 6.2.2 Town Centre

The existing town centre is constrained and cannot expand in its current configuration. Several options have been considered including the TasHerd site and vacant land opposite the Red Feather Inn. These have been excluded on the grounds that access, size, orientation and retail functionality are not suitable.

Two additional options are considered viable (Figures 12 & 13, pgs 19 & 20). Both options focus on creating a 'main street' precinct that straddles Meander Valley Road. This will require a reduction in speed limits and the extension of Winifred Jane Crescent ('New Street') at the rear of the Caravan Park.

#### *Option 1: Relocation of Caravan Park and Redevelopment of Existing Town Centre*

In this scenario the caravan park would be relocated (possibly to a site adjacent to Rutherglen) and the existing town centre redeveloped on the corner of 'New Street' and Meander Valley Road. Retail outlets would front 'New Street' and a slip access lane created along the northern edge of Meander Valley Road. Speed limits would be reduced to 50km/hr. The remainder of the site could be redeveloped as housing.

*Pros:* Compact, mixed use town centre that is well integrated with the existing and future townsite; creation of a tourism precinct around Rutherglen and Entally Estate via relocation of the Caravan Park.

*Cons:* Transitional and staging difficulties, business risk for caravan park and current shop owners.

#### *Option 2: Creation of a Town Centre to the Immediate South of Meander Valley Road*

In this scenario the caravan park would remain in its current location, though its frontage and entrance may change. The town centre would be constructed in a site to the immediate south of the Meander Valley Road. Retail outlets would front the south east corner of Meander Valley Road/'New Street' opposite a newly constructed primary school. A slip access lane would be created along the northern (or possibly southern) edge of Meander Valley Road. Speed limits would be reduced to 50km/hr. The existing retail component of the town centre could be redeveloped as housing and / or the expansion of the caravan park.

*Pros:* Compact, mixed use town centre that has more space for expansion; an easier transition for existing businesses; more integrated with proposed school site.

*Cons:* Slightly further away for existing residents; less opportunity for creation of a tourism precinct around Rutherglen/Entally Estate.

As both options have merit, for the immediate future it is recommended that both sites be preserved until the feasibility of the caravan park relocating is determined and the views of potential shopping centre developers have been fully explored. Further consideration will also be required for staging and transitional arrangements.

Figure 12: Town Centre Option 1



- SUPERMARKET
- RETAIL SHOPS AND SERVICES
- COMMUNITY HEALTH CENTRE
- PRIMARY SCHOOL
- RESIDENTIAL

JOB: HADSPEN OUTLINE DEVELOPMENT PLAN  
 CODE: MND001  
 DATE: JULY 2011  
 SCALE: 1:1,000 @ A3

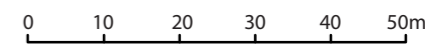


Figure 13: Town Centre Option 2



- SUPERMARKET
- RETAIL SHOPS AND SERVICES
- COMMUNITY HEALTH CENTRE
- PRIMARY SCHOOL
- CARAVAN PARK
- RESIDENTIAL

OPEN SPACE  
WATER  
SENSITIVE  
DESIGN

JOB : HADSPEN OUTLINE DEVELOPMENT PLAN  
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 SCALE : 1:1,000 @ A3

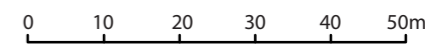




Figure 14: Town Centre/'New' Street Perspective

## 6.2.3 Housing Typologies

In keeping with best practice planning principles a mix of house lot sizes and typologies are envisaged for Hadspen. As a general principle, densities will be higher around the town centre, which transition to standard suburban and then lower densities with a 'rural outlook' (see indicative transect images overleaf).

### *Village Lots*

Village lots are to be concentrated in a relatively small precinct around the town centre. Lot sizes are most likely to range from 450-600m<sup>2</sup>. The character is to be in keeping with a village atmosphere, with minimum street setbacks and a housing form resembling traditional Tasmanian cottages.

### *Infill Lots*

There are several vacant sites in the existing township that present infill opportunities, particularly along Main Street. Where possible higher density living, group dwellings and / or independent living units should be encouraged.

### *Standard Lots*

Standard suburban lots will comprise the vast majority of new developments. Likely sizes are to be between 600-850m<sup>2</sup>. Housing setbacks will need to be determined, but where possible limited to the length of a standard car plus clearance. There will be some demand for double storey houses.

### *Bush Lots*

Bush lots will be limited to areas with steep and rocky terrain, and concentrated in an arc around the proposed hilltop parkland reservation. Lots are likely to be between 1-1.5ha, and comprise of a housing form that 'touches the earth lightly' (e.g. block mounted or stilt construction). Materials should blend with the surrounding bushland. Due to their size, and the likely demographic of land owners, these lots will have additional opportunities for sustainable design, grey water recycling low embodied energy building materials, solar panels and onsite sewerage.

### *Low Density Lots*

Low density lots with a rural outlook/feel will mostly be developed in areas around the Olive Farm and towards the Bass Highway. It is likely that low density lots will range in size from 0.5-2ha, dependent on market demands. Due to their size, additional environmental design opportunities exist for these lots such as sustainable design, grey water recycling, low embodied energy building materials, solar panels and onsite sewerage.

### *Farm Lots*

Outside the above mentioned housing typologies, it is envisaged that existing farming land (west of Rutherglen) will be retained in its current rural use for the foreseeable future. The land to the east of Beams Hollow and around the Olive Farm will could be zoned for rural living/hobby farm purposes.

## 6.2.4 Medical and Community Health Centre

There is a clear desire from the community for a doctors' surgery. General provision standards are one doctor for every 1,200 residents. Assuming a third of residents would still go elsewhere for their primary medical needs, there will be demand for at least two doctors and some allied health services in Hadspen. On that basis, a medical suite comprising 2-3 consulting rooms could be justified. This in turn would support a pharmacy.

As the community is likely to continue to be dominated by young families, consideration should be given to a Community Health and Family Centre. This facility would be in the order of 300-400m<sup>2</sup> and comprise of 3-4 consulting rooms, preferably located in a central location adjacent the primary school and proposed medical centre.

## 6.2.5 Childcare

Common childcare provision standards are approximately 1 placement for every 4.5 children aged 0-4 years. There currently 200 0-4 year olds in Hadspen, which is projected to increase to 360-430 by 2031. There is therefore a current demand for approximately 45 childcare placements in Hadspen, which will increase to 80-95 by build out. There are several location options, with the most ideal being within the proposed Community Health and Family Centre.

## 6.2.6 Primary School

A centrepiece of the Hadspen ODP is the development of a primary school site (3.5-4ha) adjacent to the redeveloped town centre. The proposed site is relatively flat and would comprise a full sized, shared use sports oval with change rooms. School buildings and class rooms would need to be nestled up to the new main street to create a compact town centre (Figure 14, pg 21).

In terms of need, the projected population growth of Hadspen, coupled with the number of young families and the possibility of school rationalisation in the Meander Valley, make a strong case for a shared use primary school with co-located community services.

A government primary school is generally required for every 1,500-1,800 households. For Hadspen there are a number of considerations including the function and student numbers at Hagley Farm Primary School and Summerdale Primary School (Prospect). Generally, the Tasmanian Department of Education considers the minimum school size at 350. There are currently 230 primary school aged children living in Hadspen.

At build out, Hadspen's primary school age population is projected to be double its current size, reaching between 430 and 530 children. Depending on the final configuration of schools in the district, an additional school to service the local population will be required within 5-10 years. Staging should be considered.



### *6.2.7 Sports Oval*

The existing sports ground will meet community needs in the short term, particularly given that there are currently no winter sports clubs. However, the oval does have some drainage issues that will need to be addressed. Consideration should also be given to use of Entally Estate for training purposes; though upgrades will be required. In the longer term, an additional oval (preferably full sized) will be required, as the nearest sports ovals at Prospect Vale are at capacity. Ideally this facility would be co-located with a primary school. There has been some suggestion from the community that an indoor sports facility be built. As common standards indicate a facility of this nature requires a catchment of 15,000-20,000 people, this cannot be justified. There is, however, the opportunity for an upgraded indoor sports facility at Rutherglen to service this perceived need. Consideration should also be given to an additional tennis court, and 2-3 outdoor netball/basketball courts (preferably co-located with the proposed primary school).

### *6.2.8 Tourism Precinct*

A tourism precinct should be formalised around Rutherglen and Entally Estate. Linkages between the two facilities should be improved. In the event that Town Centre Option 1 is pursued, then the existing caravan park will need to be accommodated.

### *6.2.9 Retirement/Lifestyle Village*

To ensure existing and future residents have the opportunity to 'age in place', consideration should be given for a small-medium size retirement and / or lifestyle village with independent living. Possible locations include the TasHerd site, the vacant lot in the heritage precinct or a site to the south of Meander Valley Road within easy walking distance to the town centre.

## **6.3 Environment**

### *6.3.1 Parklands/River Foreshore*

As the population grows, there will be a requirement for additional public open space. The vast majority of these needs are to be met through a network of green linkages connecting the river foreshore to a hilltop nature reserve via a series of linear parks. Linear parks will also form part of the drainage system (WSUD) though adjoining small grassed areas with play equipment should also be constructed to serve as local parks. The "buffer zone/bull run" is an important green space connection and low key fitness equipment could be installed along with a proposed skate amenity.

The existing river foreshore should be completed around to Meander Valley Road Bridge, though due to flooding the foreshore at the bend may need to be narrowed to a simple gravel path. The foreshore should extend from the bridge to the foreshore in front of Rutherglen.

Other considerations are the upgrade of the Lions Park parking and turnaround facilities. Further investigation should be carried out into the feasibility of a second boat ramp near the South Esk River Bend adjacent Travellers Rest (with access from Meander Valley Road, possibly via proposed linear parklands) (refer to Figure 11: Hadspen Outline Development Plan).

### *6.3.2 Hill Top Reserve*

The existing vegetation around the hilltop (with telco tower and water reservoir) should be retained as part of a bushland reserve. A lookout and basic picnic amenities should also be installed. There has been a suggestion that the area could serve as an environmental education camp – a use that should be further investigated.

### *6.3.3 Wetlands/Living Streams*

A network of wetlands and living streams should be established and form part of the linear park system. Existing creek/drainage lines and dams/ponding areas should be retained. As part of this, stormwater drainage should be integrated into the existing landscape where possible using the principles of WSUD, thereby avoiding the necessity of hard engineering solutions.

The existing 'constructed wetland' in the low lying area near the juncture of the Bass Highway and South Esk River should be preserved and further rehabilitated.



TOWN CENTRE

VILLAGE LOTS

STANDARD LOTS

LAND USE TYPOLOGY TRANSECT



**BUSH LOTS**



**RURAL LIVING LOTS**



**WSUD/LIVING STREAMS**

**LAND USE TYPOLOGY TRANSECT**

**6.4 Movement**

**6.4.1 Pedestrian and Cycle Linkages**

As cycling, walking and running are the fastest growing recreation activities in Australia, a priority need will be cycle and walking paths. New development should consist of an integrated paths network. Pedestrian linkages to Rutherglen are a priority and preliminary investigations suggest that with some minor modifications a footpath could be installed along the Meander Valley Road Bridge.

**6.4.2 Meander Valley Road**

Meander Valley Road will need to be downgraded and speed slowed to 60km/hr as it passes through Hadspen, and 40-50km/hr as it passes through the town centre/school precinct. Due to the width of the road reserve, the opportunity exists to create a central 'town spine' with shared use path and low key parklands. The existing trees should be retained and extended along Meander Valley Road to Rutherglen/Entally Estate. Over time, existing housing should be encouraged to face Meander Valley Road (Figure 15 below).

**6.4.3 Road Network and Traffic Calming**

A high permeability road network has been set out for proposed new developments. Cul de sacs should be avoided where possible and streets designed to ensure pedestrian safety. In Low Density zones, soft engineering solutions (e.g. no curbing) should be encouraged to retain a rural feel. To ensure intersections are pedestrian and cycle friendly, roundabouts should be minimised, especially along Meander Valley Road.

**6.4.4 Public Transport**

Public transport will be essential for the transport disadvantaged and to improve the sustainability of the town. The current bus route will need to be revised as the township grows. An indicative route has been devised based on maximising the number of households within walking distance of stops (Figure 11: Hadspen Outline Development Plan). The frequency of services will also need to increase, including additional weekend services.

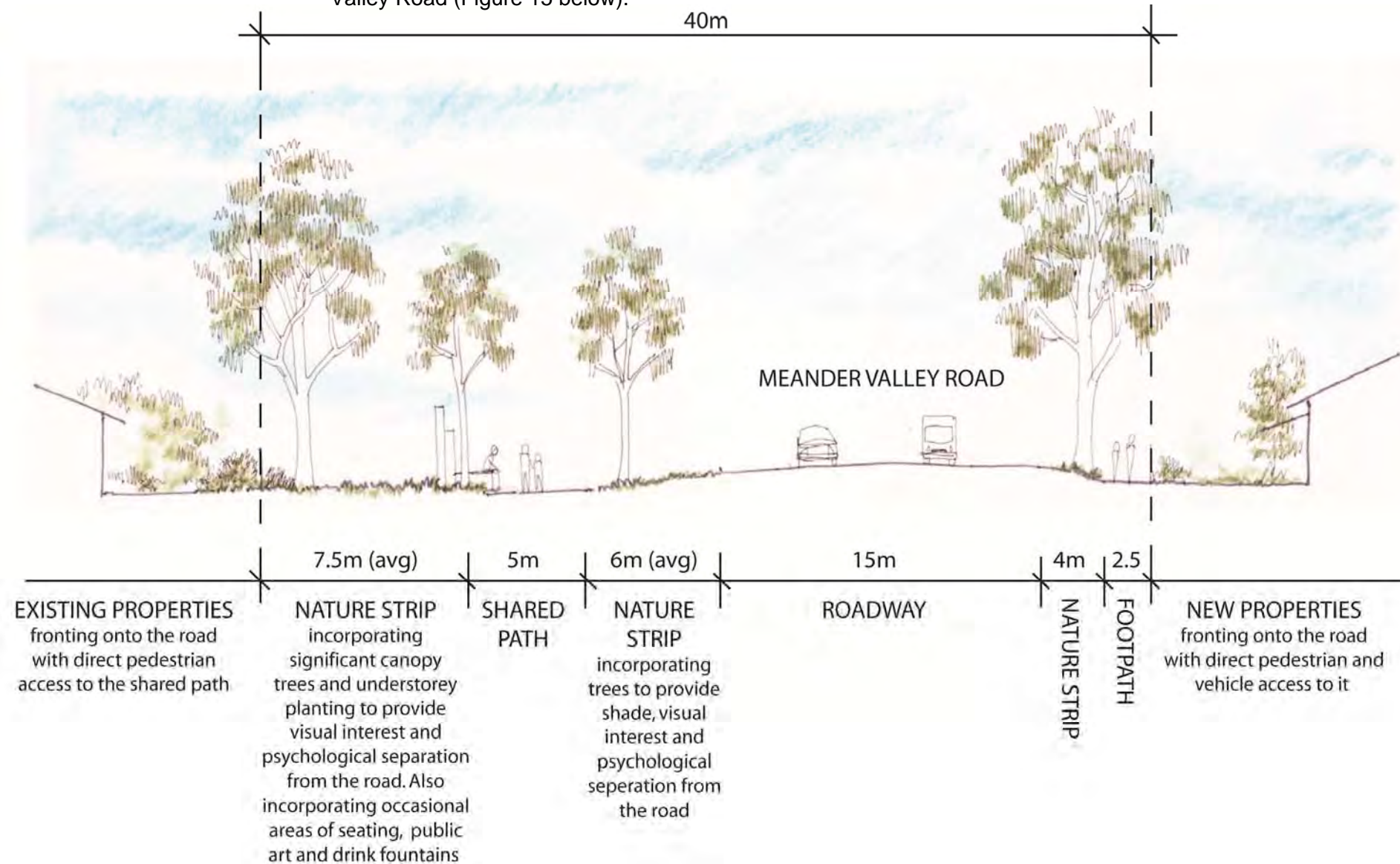


Figure 15: Meander Valley Road Cross Section (looking east towards Launceston)

## 6.5 Servicing

### 6.5.1 Utilities

As the population grows there will be a need to upgrade the capacity of the existing water and sewerage system. Ben Lomond Water has indicated that the Carrick Sewerage Pump Station will need to be upgraded, as well as Hadspen's water storage reservoir. To minimise up front costs, these upgrades should be staged where possible. A high pressure gasline passes through Hadspen along the Meander Valley Road, but it isn't reticulated. Efforts should be made to install an "off take" to maximise the potential for reticulated gas.

### 6.5.2 Emergency Services

Responsible agencies have indicated that a permanent police presence or career fire service is not justified in Hadspen, even taking into account projected growth. The existing Volunteer Fire Services facility on Main Street should suffice, and police will continue to operate from Launceston stations. An ambulance service outpost should, at the least, be given further consideration.

## 6.6 Employment and Affordability

### 6.6.1 Local Employment

Based on the total population coupled with an expanded town centre, new school, medical centre, some additional employment in tourism, and taking into account broader trends (such as telecommuting and home based business), it is possible that between 190 and 225 jobs may be based in the town at build out. This includes between 45 and 55 essential service workers (health, education, emergency), and around 100 construction industry workers during the development phase.

### 6.6.2 Affordable Living

Affordable land and housing will be critical for development take up and to meet broader State and Meander Valley Council objectives. An integrating strategy is required that comprises:

- Minimising development costs through smart design such as use of sand foundations, use of the existing sand quarry, WSUD based drainage, and onsite sewerage in larger lots;
- Making allowance for group dwellings and independent living;
- Enhancing public transport services;
- Maximising solar passive design to minimise energy costs;
- Delivering reticulated gas to as many households as possible; and

- Maximising the local retail, employment, education, health and recreation options to reduce travel costs.

## 7. Implementation

### 7.1 Staging

Staging will need to be negotiated between Council and developers. This should be based on overall demand, land prices and equal opportunities for competition between landowners, developers and builders. Initially it is proposed that the land already nominated in the Meander Valley Council's Land Use and Development Strategy (namely land around Scott Street) be the first stage (Figure 17). Low Density and Bush Lots could come on line at any stage. It is likely that it will be at least 5 years before the Town Centre redevelopment is viable, but ultimately this will depend on the commercial decisions of a developer and / or Council's intervention. Demand for new housing will rise gradually, averaging 40-50 lots per year, with a peak of 60-70 in around 2025 (Figure 16).

### 7.2 Governance

The ODP has a range of complex and time consuming issues to be resolved. Council will need to appoint a dedicated project/place manager (the equivalent of a 0.5 full time position) for at least the next 2-3 years. Their role will be to oversee the necessary town planning scheme amendments, finalise the town centre design, seek commitments from the State Government for the primary school, attract investment, commission design guidelines, negotiate reserve management issues, oversee community development initiatives and keep the community and other stakeholders informed of progress.

To ensure community and stakeholder buy-in there will need to be some form of advisory board or committee of Council.

### 7.3 Developer Contributions and Funding

There will be a requirement to negotiate affordable developer contributions and there are a number of possible models and arrangements such as per lot contributions and secured loans. Efforts to secure funding from external sources for essential infrastructure and services will also need to be a focus for Council officers to minimise these costs.

### 7.4 Design Guidelines

To ensure a quality development in keeping with best practice planning principles, design guidelines should be developed and appropriate covenants considered. These should not be overly descriptive, take account of recent State Government residential building requirements and aim to achieve the following;

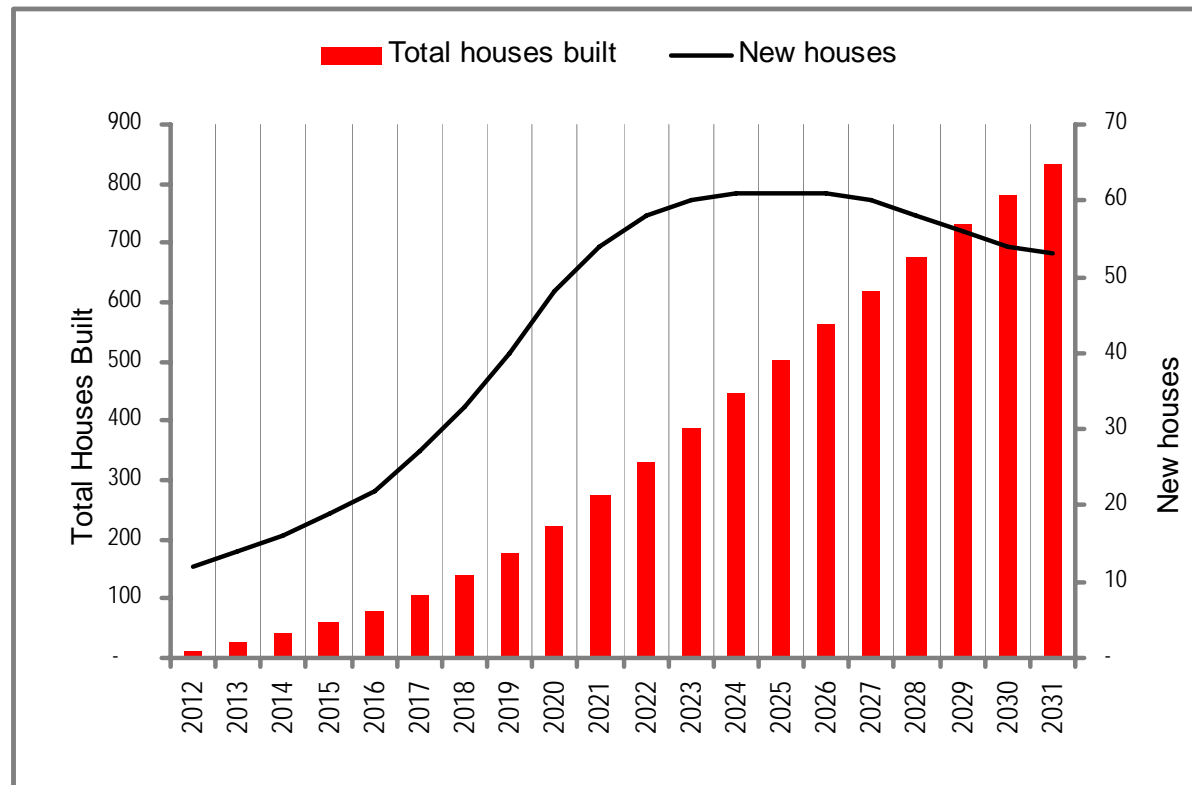
- Designing out crime by maximising opportunities for passive surveillance;
- Encouraging energy efficiency through building materials and solar orientation;
- Creating opportunities for water sensitive urban design;
- Minimising setbacks and maximising street frontage;
- Protecting existing vistas;
- Retaining the area's rural and village character; and
- Minimising the use and height of retaining walls.

### 7.5 Next Steps

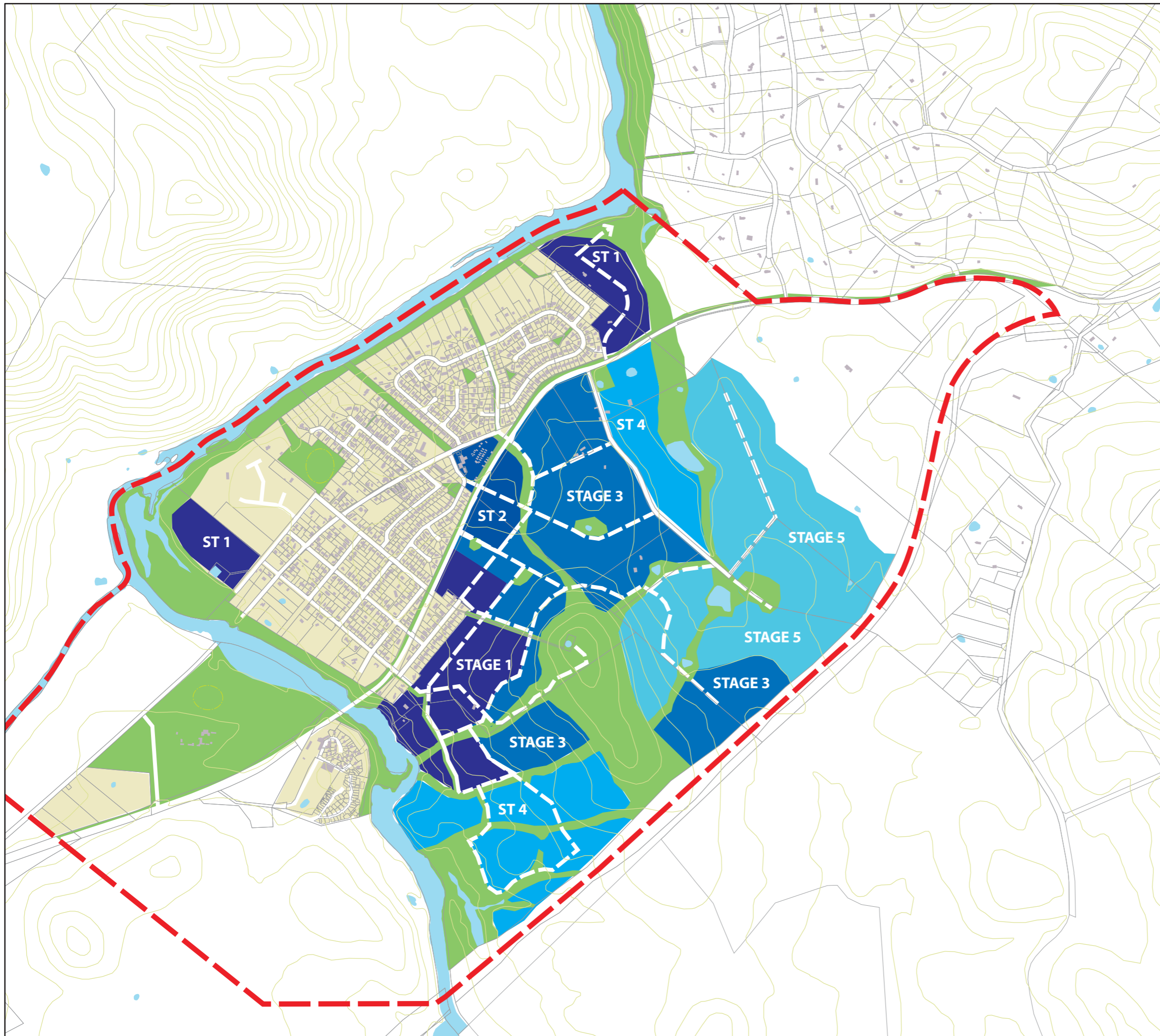
In priority order, the next steps for the realisation of the vision for Hadspen outlined in this ODP document are:







1. Community, State Government and Council endorsement.
2. Town Planning Schemes Amendments.
3. Negotiate cost sharing for major infrastructure upgrades with Ben Lomond Water, TasGas, the landowners and Council.
4. Investigation of the feasibility of the Caravan Park relocating to Rutherglen.
5. Preparation of urban design guidelines and promotion of best practice.
6. State Government commitment to the proposed Hadspen primary school.
7. Securing interest for a town centre shopping centre developer.

Figure 16: Indicative Dwelling Construction Rate



**Figure 17: Hadspen Development Stages**



-  STUDY AREA
-  STAGE 1
-  STAGE 2 - Town Centre & School
-  STAGE 3
-  STAGE 4
-  STAGE 5

\* all areas are subject to further detailed flood modelling

JOB : HADSPEN OUTLINE DEVELOPMENT PLAN  
CODE : MND001  
DATE : SEPTEMBER 2011  
SCALE : 1:15,000 @ A3

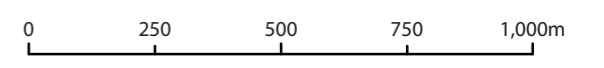


Table 2: Hadspen Lot Yields and Population Estimates

	Bush Lot	Low Density Lot	Standard Lot	Urban Village	TOTALS
% Separate House	100%	98%	96%	76%	n.a
% Flat/Unit	0%	1%	2%	12%	n.a
% Semi-Detached	0%	1%	2%	13%	n.a
Dwelling Density Low (Dw/Ha)	0.67	0.5	11.76	16.67	n.a
Dwelling Density High (Dw/Ha)	1.00	2	16.67	22.22	n.a
Gross New Developable Area	41.83	90.62	102.39	12.99	248
Net New Developable Area	28	60	51	6	145
Total Dwellings (Low)	18	30	602	108	759
Total Dwelling (High)	28	120	853	144	1,145
Vacancy Rate	4%	4%	4%	4%	n.a
Total Occupied Dwellings Low	18	29	578	104	728
Total Occupied Dwellings High	27	115	819	139	1,099
Ave. Household Size (Low)	2.85	2.85	2.82	2.47	n.a
Ave. Household Size (High)	2.92	2.92	2.93	2.61	n.a
Population Low	50	82	1,633	257	2,022
Population High	77	335	2,404	362	3,178



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# **APPENDIX H**

## **HADSPEN GROWTH AREA MASTER PLAN**



# Hadspen

## Growth Area Master Plan

## Hadspen

### Growth Area Master Plan

Client: Meander Valley Council

ABN: 65 904 844 993

Prepared by

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## Table of Contents

1.0	Introduction	1
1.1	Background and Purpose of the Master Plan	1
1.2	Study Area	1
2.0	Planning Policy and Background Reports	5
2.1	Policy Context	5
2.2	Background Reports and Data	8
3.0	The Master Plan	15
3.1	Vision	15
3.2	Approach	15
3.3	Key Master Plan Features	17
4.0	Conclusion	26
	References	27
	Appendix A	
	Contour Plan	A
	Appendix B	
	Opportunities and Constraints Plans	B
	Appendix C	
	Natural Values Plan	C
	Appendix D	
	Hadspen Growth Area Master Plan	D

## List of Figures

Figure 1	Hadspen Location Map (source: Hadspen ODP, 2011)	1
Figure 2	Study Area	2
Figure 3	Site topography and photograph key	4
Figure 4	Hadspen Outline Development Plan	6
Figure 5	Existing wetland area adjacent to riverside (AK Consultants, 2014))	7
Figure 6	View across the site towards bushland area and hillside (Bushways Environmental Services Tasmania, 2011)	8
Figure 7	Threatened Species within Study Area (AK Consultants, 2014)	10
Figure 8	Typical bushland within Study Area (Ground Proof Mapping, 2014)	11
Figure 9	Hazard management for bush lots (AK Consultants, 2014)	12
Figure 10	Hazard Management for dwellings to BAL 12.5, based on slope (Ground Proof Mapping , 2014)	12
Figure 11	Stormwater Flow Path Schematic	14
Figure 12	Hadspen Growth Area Master Plan	16
Figure 13	Example of local street road layout	18
Figure 14	Potential village lot integration with open space and streetscape	19
Figure 15 and Figure 16	The town centre will need to create the type of place that the community of Hadspen is attracted to and socialise and congregate in as they go about accessing services that are located there	21
Figure 17	Potential swale design	22
Figure 18	Hadspen WSUDs system reflecting bushfire management requirements (source Meander valley Council, 2014)	23
Figure 19	Potential low impact path construction for hillside	24
Figure 20	Integrated WSUD and parkland	25
Figure 21	View south-west from Saunders Road to hillside (Bushways Environmental Services Tasmania, 2011)	26

## 1.0 Introduction

### 1.1 Background and Purpose of the Master Plan

The historic township of Hadspen is located approximately 15km south-west of Launceston (refer to Figure 1). It has a population of approximately 2000 people. Forming part of the Greater Launceston region, the township offers a clear opportunity for urban expansion and population growth.

The Hadspen Outline Development Plan (ODP) was published in October 2011. This overarching plan outlined a 20 year blueprint for the sustainable development of Hadspen prior to the initiation of more detailed planning projects. To build on the vision and land use recommendations set out within the ODP, Meander Valley Council commissioned AECOM to prepare a Growth Area Master Plan for Hadspen to facilitate the township's expansion through the creation of a unique and high quality vision which will enable Hadspen to differentiate itself from other rural townships in the region.

The Hadspen Growth Area Master Plan (the Master Plan) provides a vision and strategy for the future development of Hadspen that will be used by the Council and land owners to guide and deliver Hadspen's growth. The Master Plan will develop an attractive proposition that responds to local market needs and creates a desirable urban environment for both residents and visitors alike. It provides Council, the community and potential investors' direction into how Hadspen will be developed in the future.

The Master Plan outlines a preferred development scenario for Hadspen, integrating land use, access and connectivity, open space, stormwater management and community infrastructure to achieve a liveable and sustainable Hadspen.

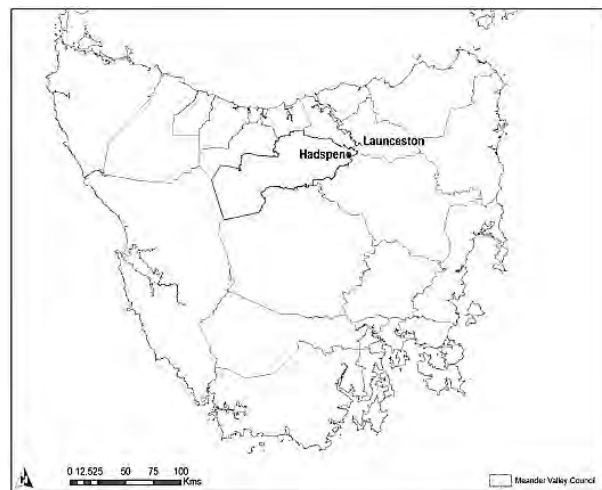


Figure 1 Hadspen Location Map (source: Hadspen ODP, 2011)

### 1.2 Study Area

Figure 2 defines the Master Plan study area which comprises the land between Meander Valley Road and the Bass Highway to the south-east of the existing township of Hadspen. The study area is approximately 232 hectares in size and is bounded by Meander Valley Road to the north-west, rural land to the north-east, the Bass Highway to the south-east and the South Esk River to the south-west.


The study area is under the ownership of a number of private landholders, with three key properties forming the majority of the site. A large proportion of the site has been cleared and it has been used for grazing for many years. There are a number of farm dwellings and buildings and portions of the site have been heavily mined for sand.

The study area is centred around the water reservoir that provides Hadspen's water supply, on the highest point at an altitude of approximately 220m AHD. This elevated area supports native forest although the native vegetation across the study area has been degraded by past clearing or cutting over, grazing, eucalypt dieback and weed infestation. The land decreases in elevation to become undulating grazing land as it approaches the South Esk River to the south and a drainage line to the north. This area is predominantly cleared and founded on areas of both rocky and sandy terrain. The study area also contains a number of dams and includes wetlands on the floodplain of the South Esk River. Appendix A and Figure 3 provide an overview of the study area's topography and vegetation cover.



AERIAL HADSPEN GROWTH AREA

Figure 2 Study Area

**KEY**  
 Study Area

PROJECT ID 6035531  
 LAST MODIFIED GW 28 JAN 2015

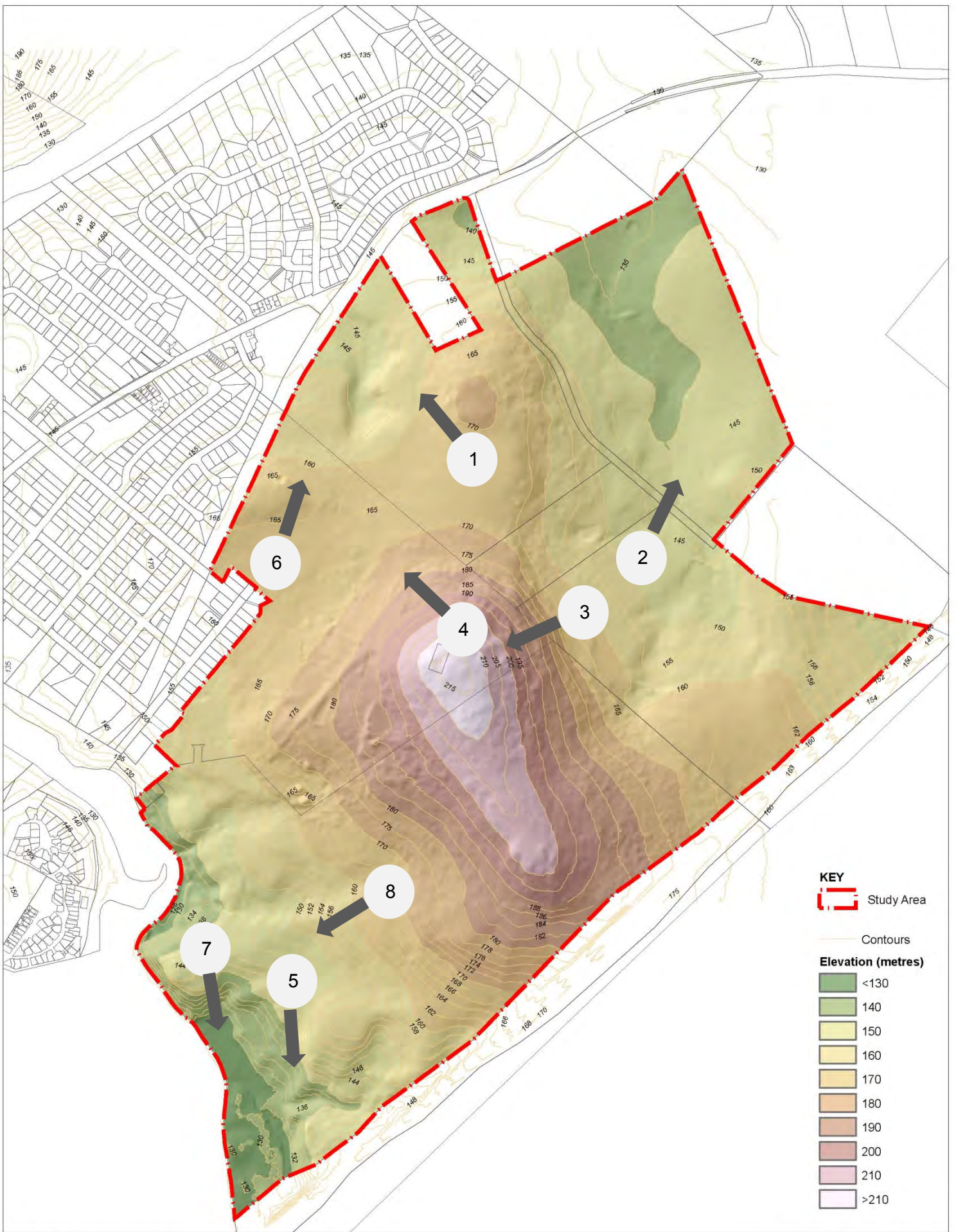
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CONTOURS & ELEVATION

HADSPEN GROWTH AREA

Figure 3 Site topography and photograph key

PROJECT ID 6036301  
 LAST MODIFIED GW 28 JAN 2015

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## 2.0 Planning Policy and Background Reports

### 2.1 Policy Context

#### *Hadspen Outline Development Plan (ODP) 2011*

The Hadspen ODP (Geografia, David Lock Associates, 2011) was developed to guide future development of the township, forming a basis upon which regulatory zoning could be applied and the development or subdivision process commenced. The ODP set out key exclusion zones and considered broader social, economic and environmental objectives. The Hadspen Outline Development Plan made provision for a doubling of the population and represents a blueprint for the sustainable development of Hadspen over the next 20 years.

As part of the assessment, constraints and opportunities within Hadspen were analysed, including the Master Plan study area. Appendix B provides excerpts from the ODP's constraints and opportunities mapping.

The most notable constraints within the study area include the:

- steep terrain on the hillside at the centre of the site and along the riverside;
- significant stormwater volumes which flow from the hilltop to a range of dams/drainage lines and the river requiring management of water quality and sediment entering the waterways;
- patches of threatened remnant vegetation on and around the hillside;
- low-lying flood prone land along the riverside and main drainage corridors;
- water supply constraints on the hillside (servicing can only occur to 20m below reservoir);
- sewerage infrastructure which is near capacity and which will require upgrading as part of any future development within Hadspen; and
- limited connectivity between the existing town and the Master Plan study area, which is exacerbated by the high speed limits in place along Meander Valley Road (100km/hr) which severs the Master Plan study area from the existing township.

The main opportunities within the study area include the:

- locational advantages of being close to Launceston;
- number of large landholdings making an integrated subdivision more viable;
- ability to extend the town centre and improve the provision of commercial, retail and community facilities and services;
- opportunity to utilise Meander Valley Road to create a central 'spine' to the expanded Hadspen township;
- development of parklands and tourism;
- potential to utilise the river foreshore for recreation and connectivity;
- potential to utilise Water Sensitive Urban Design techniques;
- opportunity create a passive recreation and bushland reserve around the hilltop;
- scenic vista's obtainable from many parts of the site.

The ODP presented a high level Outline Development Plan (refer to Figure 4 below), which set out some preliminary strategies for the future development of the Master Plan study area.

It proposes an extended town centre, adjacent to a new primary school, which would be centrally located within the expanded Hadspen township. It also identifies areas for public use and for residential development comprising village, urban and sensitive 'bush' lots, extensive parklands, green links and public transport corridors.

A preliminary staging plan was also proposed in the ODP. These principles will be drawn upon in the development of a more precise strategy for the Master Plan area.

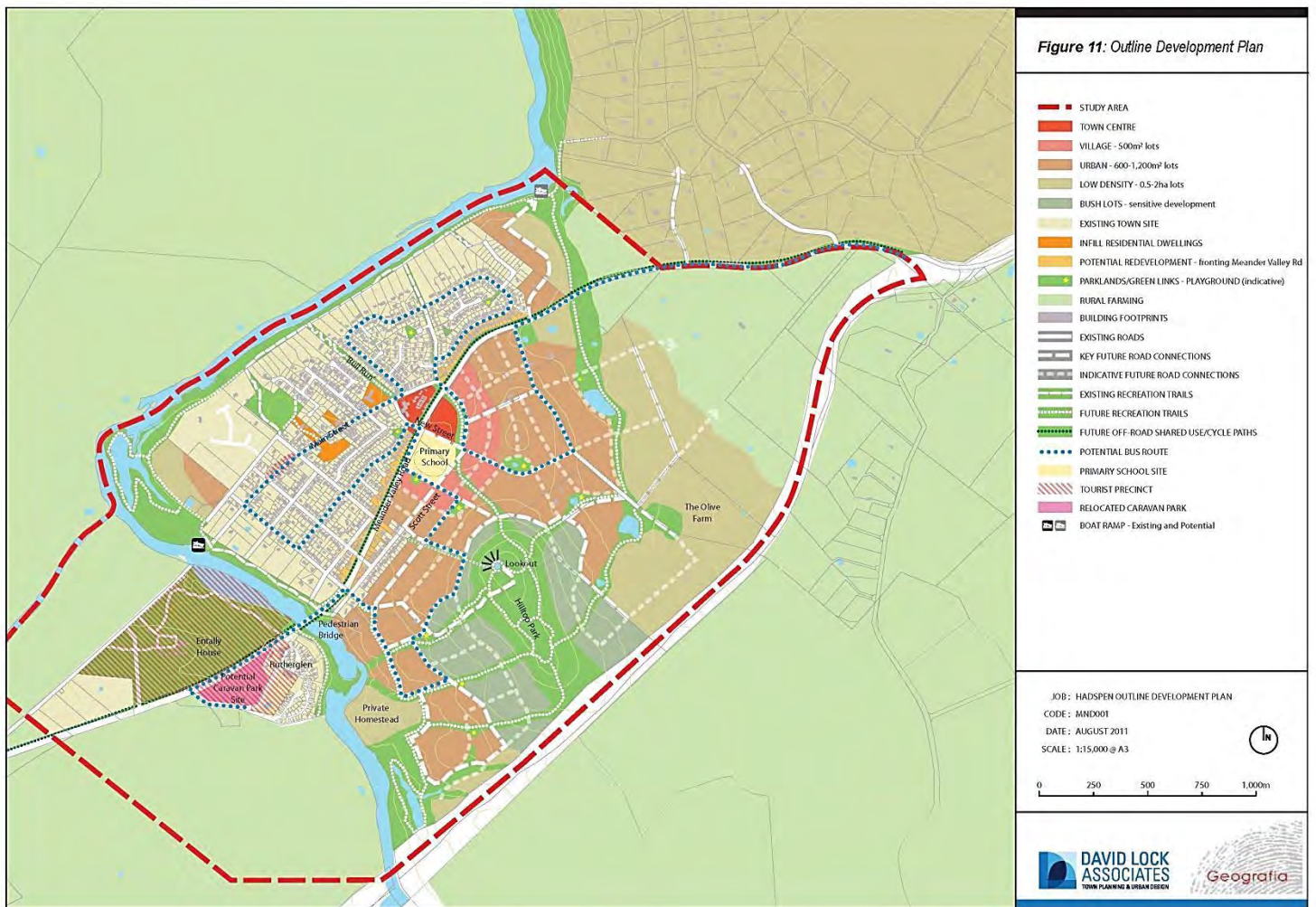


Figure 4 Hadspen Outline Development Plan

### *Meander Valley Interim Planning Scheme 2013*

The Master Plan study area is primarily contained within the Rural Resource Zone under the Meander Valley Interim Planning Scheme (the Scheme), with a small portion to the north-east located within the Rural Living Zone.

Hadspen is recognised within the Scheme as being a key centre of urban expansion.

Flood risk constraints in certain areas are noted though future development is to provide an opportunity to maximise the amenity and recreational values offered by the proximity to the South Esk River. This may be achieved through improved connectivity and provision of good quality open space.

The Scheme states that the development of Hadspen's local business centre (contained within the Local Business Zone) is to be maintained at a low impact level until such time as a comprehensive development plan is undertaken. The Hadspen Growth Area Master Plan addresses this requirement. The Master Plan will be integrated into the Scheme as a 'Specific Area Plan', for which zoning and associated regulatory controls will be specified accordingly.

Within and adjacent to the extended town centre, an Urban Mixed Use zoning is envisaged due to its flexibility in allowing for the integration of residential, retail, community services and commercial activities. This would also enable the allocated school site to be utilised for a range of alternative or co-located uses without the need for zoning amendments.

The proposed higher density residential areas (urban and village lots) are expected to be contained within the General Residential Zone and lower density lots (bush and low density lots) within the Low Density Residential Zone.

Significant land holdings, such as the homestead site along the riverfront, may be more appropriately allocated to the Rural Living Zone, enabling a range of farming and rural enterprises to occur.

Newly created parkland and footpaths and linkages proposed within the Master Plan will be contained within the Open Space Zone to reflect the passive recreational use, the natural and landscape values and water sensitive urban design (WSUD) corridors.



**Figure 5** Existing wetland area adjacent to riverside (AK Consultants, 2014)

## 2.2 Background Reports and Data

The Master Plan is supported by a number of detailed investigations that build upon documentation prepared by the Council and which should be considered in conjunction with the Master Plan.

Key elements of existing studies and strategies include:

- Natural Values Assessment;
- Bushfire Hazard Assessment;
- Aboriginal Heritage Assessment;
- Storm Water Management Assessment;
- Activity Centre Development Assessment;
- Topographical Surveys/ LIDAR elevation data; and
- Lot yield data.



**Figure 6** View across the site towards bushland area and hillside (Bushways Environmental Services Tasmania, 2011)

### *Natural Values and Vegetation Condition Assessment Report 2014*

A number of Natural Values Assessments have been undertaken for the study area (AK Consultants, 2014; Bushways Environmental Services Tasmania, 2011). Whilst the majority of native vegetation within the study area has been cleared and grazed, there are still substantial areas of native vegetation in good condition, with the largest remnant located on the highest elevation of the study area (220m above sea level) comprising Dry Eucalypt Forest and Woodland and Native Grassland. Riparian vegetation and a wetland also exist on the floodplain of the South Esk River.

The condition of native vegetation varies across the site due to disturbances such as sand mining, vegetation clearing and grazing by deer. Extensive infestation by Gorse, Blackberry and Willow are also evident. The report suggests that some Eucalypts appear to be dying on the hilltop, possibly due to drought stress.

The site contains two threatened vegetation communities, five threatened flora species (refer to Figure 7) and potential habitat for six threatened fauna species (refer to Appendix C). If clearing the habitat of these species were proposed, further surveys should be undertaken to establish the presence and size of any populations. Permits may be required for any development that may impact on these species. Offsets for protection of these values may be required.

No flora species listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 have been recorded on the site but potential habitat exists for listed fauna species.

The Master Plan provides the opportunity to address a number of identified issues across the study area, including:

- rehabilitation of some bushland areas and protection of threatened vegetation communities and threatened species habitat
- establishment of a reserve on the hilltop;
- management and control of declared and environmental weeds;
- creation of habitat and recreational places around dams and retention basins and drainage corridors;
- rehabilitation of the quarry area; and
- fire management.



Figure 7 Threatened Species within Study Area (AK Consultants, 2014)

### **Bushfire Hazard - Strategic Level Assessment for the Hadspen Outline Development Plan Area**

A Bushfire Hazard Assessment (Ground Proof Mapping, 2014) was undertaken to determine landscape bushfire hazard outcomes based on the implementation of the Hadspen ODP.

Bushfire threat is assessed by considering a number of components, including vegetation types and flammability, slope (which impacts on the rate of spread and fire behaviour where for every 10° the rate of spread is doubled for the same fuel type) and prevailing fire weather conditions.

The elevated hill located centrally within the study area contains a large, consolidated area of Dry Eucalypt Forest and Woodland, interspersed with areas of native grassland and large patches of weed infestation (primarily gorse). The vegetation adjoins the Bass Highway.

This area has very high to extreme fuel ratings as a result of previous woodcutting (with debris piles left in situ), high gorse infestation and areas of bracken, native grasses and general litter accumulation. The slopes in this area vary from 5° - 15°.

A number of specific recommendations are made within the report and these have been considered when developing the Master Plan.

The greatest impact relates to the proposed bush lots. The size of bush lots must enable a dwelling to incorporate a hazard management area (defendable space), which must correspond to the required distance for Bushfire Attack level (BAL) 12.5. The BAL rating is the minimum standard where construction can withstand ember attack and radiant heat below 12.5 kW/m<sup>2</sup>. Examples of hazard management are shown in Figure 9 and Figure 10.

In addition, landscaped and vegetated areas such as those areas utilising Water Sensitive Urban Design (WSUD) techniques within proposed linear parklands must include bushfire management measures and defendable space.

Specific development processes exist under the *Meander Valley Interim Planning Scheme 2013* and any future subdivision will need to be considered in terms of Bushfire Risk Assessment.



**Figure 8** Typical bushland within Study Area (Ground Proof Mapping, 2014)



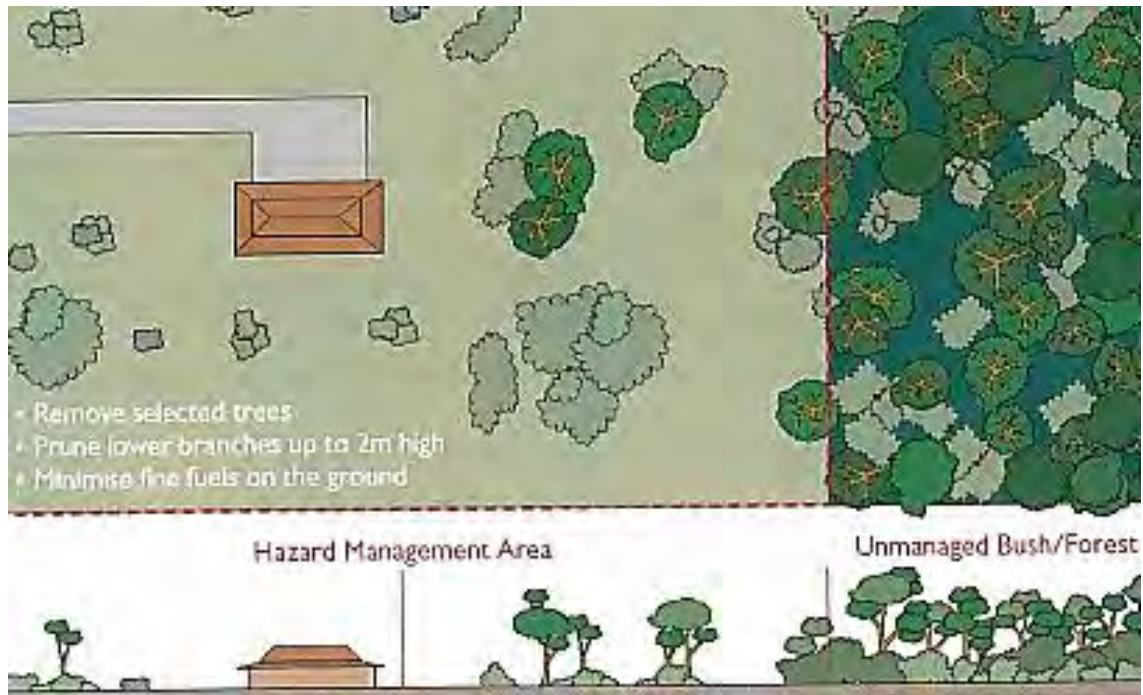


Figure 9 Hazard management for bush lots (AK Consultants, 2014)



Figure 10 Hazard Management for dwellings to BAL 12.5, based on slope (Ground Proof Mapping , 2014)

### *Aboriginal Heritage Desktop Assessment 2014*

Aboriginal Heritage Tasmania (AHT) completed a search of the Tasmanian Aboriginal Site Index and confirmed there were no Aboriginal heritage sites recorded within the ODP study area (Aboriginal Heritage Tasmania, 2014).

It was noted that the surrounding landscape (being close to the South Esk River, a known culturally rich area) is conducive to Aboriginal heritage.

Given the high probability of Aboriginal heritage, an Aboriginal heritage investigation will be required when more detailed development plans (i.e. subdivision proposals) are prepared.

### *Activity Centre Development in Hadspen 2014*

An Activity Centre Development assessment was undertaken in relation to the Hadspen Town Centre (Tim Nott Economic Analysis + Strategy).

The development of the town centre's functions was analysed, reviewing average retail floorspace provision in order to forecast future retail demand. Considering the hierarchy of various retail centres in the region, it was possible to estimate how much of that demand might be satisfied in Hadspen.

Hadspen is considered a 'Neighbourhood Centre' within the activity centre hierarchy, where the typical population catchment is from 2000-5000 people. As it grows, the town could expect to capture up to 35% of the retail spending of its catchment population, with the remainder captured by nearby larger centres.

The report concludes that by 2031 the total floorspace provision within Hadspen's town centre could be up to 4,600m<sup>2</sup>. This would comprise of a mixture of retail and non-retail space, plus an allowance for car parking.

The assessment estimates that 1 hectare of land would be required for the Hadspen town centre to expand over the next 20 years. This Master Plan reflects this requirement to ensure that the retail provision will meet the needs of the growth area population in the future.

### *Stormwater Assessment 2014*

Meander Valley Council undertook a range of assessments based on the study area's topography, slope and drainage corridors in order to produce a Stormwater Flow Path and Indicative Stormwater Swale Sizing Schematics (refer to Figure 11). This is based upon an integrated water sensitive urban design approach that envisages a more sustainable approach to stormwater infrastructure.

These assessments provide a sound baseline for Master Plan development, particularly in relation to transport corridors and block orientation, drainage corridors and linear parkland.



Figure 11 Stormwater Flow Path Schematic

## 3.0 The Master Plan

### 3.1 Vision

The following vision statement has been developed:

*The Hadspen Master Plan will guide and support its sustainable future growth, providing environmental benefits, economic development and positive outcomes for the Hadspen community as a whole. Hadspen will become a unique and sustainable community for its residents and visitors, building on the intrinsic natural beauty of its surroundings.*

A number of key short-medium term project goals underpin this vision:

- **One Hadspen:** Connected Halves: The existing township is sited to the west of Meander Valley Road, which is a significant barrier between 'old' Hadspen and the future growth area. The Master Plan seeks to provide a number of connections between the two halves and thereby 'stitch' them together to create a single township with a centrally located town centre.
- **Hadspen Town Centre:** Develop an extended and enhanced Hadspen town centre to respond to and support the future growth of Hadspen, including enhanced shopping, medical and community facilities.
- **Sustainability:** Development across the study area will be designed, built and managed to ensure sustainable environmental, economic and social outcomes may be achieved. There will be a focus on the implementation of water sensitive urban design outcomes, safe streets that encourage sustainable transport modes and the delivery of a range of housing options in a high-quality urban environment.

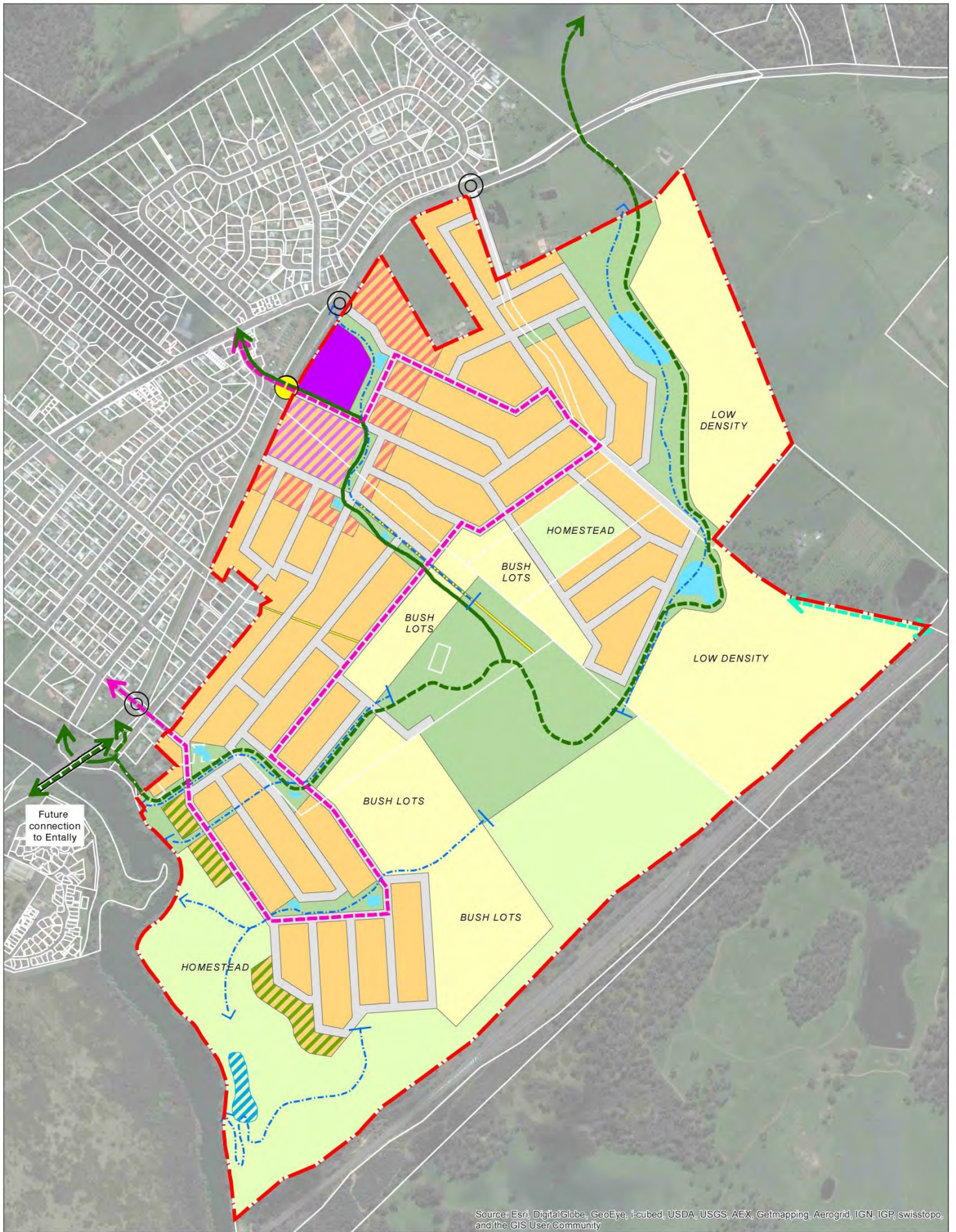
Through its implementation, the Master Plan will create greater certainty for residents and landowners regarding the future directions of the township over the next twenty years. The Hadspen Growth Area Master Plan is presented in Figure 12 and Appendix D.

### 3.2 Approach

Preparation of the Master Plan has involved a comprehensive review of previous studies and available information, site visits and investigations and consultation with key public and private stakeholders.

Some key considerations in developing the Master Plan included:

- the functionality of design including that it is safe and fit for purpose, and that it applies appropriate standards to the layout of roads, paths, infrastructure, and bushfire and stormwater management;
- future resident's and visitor's experience of the area in terms of their arrival, orientation and movement through the site whether on foot, bicycle or in a vehicle;
- the visual and sensory qualities of the neighbourhood and surrounding environment, maximising public amenity and aesthetic appeal;
- the attractiveness and spirit of the place and how the area can become a source of pride for the community;
- the protection of the natural values of the site and the creation of opportunities to buffer these through appropriate layout and the management of stormwater;
- the inclusion of bushfire management principles in terms of access, orientation and land use;
- the incorporation of environmentally sustainable principles, vital in the achievement of a 'future proof' site;
- transport and the opportunity to use and incorporate public transport options into the development and to increase bicycle and pedestrian access to and within the site;
- sustainable funding, capital expenditure and maintenance; and
- viable staging.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**MASTER PLAN**

**HADSPEN GROWTH AREA**

<p><b>KEY</b></p> <ul style="list-style-type: none"> <li> Study Area</li> <li> Potential Emergency Access Road</li> <li> Bus Route</li> <li> Key Walking Trail</li> <li> Key WSUD Lines</li> </ul>		<ul style="list-style-type: none"> <li> Roundabout</li> <li> Signalled Intersection</li> <li> Existing Wetlands</li> <li> Waterbodies</li> </ul>		<p><b>Landuse</b></p> <ul style="list-style-type: none"> <li> Urban</li> <li> Village Lots</li> <li> Low Density/ Bush Lots</li> <li> Homestead - Rural</li> <li> Urban Lots</li> <li> Potential School Site</li> <li> Commercial</li> <li> Existing Easement</li> <li> Open Space/WSUD</li> <li> Local Streets</li> </ul>	
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PROJECT ID 60335331  
 LAST MODIFIED GW 13 APR 2015



Map Document: (P1603X)603353314\_Tech work area\4.99 GIS\02\_Maps\20150407\_RevD\_Layout\_A3.mxd

**Figure 12 Hadspen Growth Area Master Plan**

### 3.3 Key Master Plan Features

#### *Access and Connectivity*

The Master Plan identifies a road network throughout the study area indicating the general alignments and the principle areas that are to be connected whilst reflecting the site's topography and bushland areas. The key elements of the road network are:

#### **Better Meander Valley Road connections**

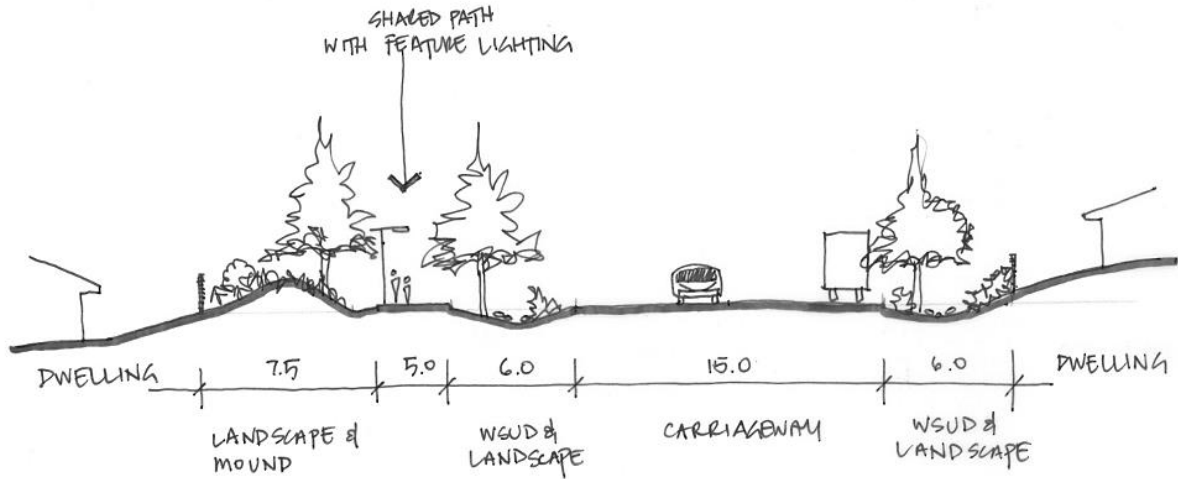
- Up to three 'cross town' link roads running east-west connecting the old and new residential and town centre areas. The existing intersection at Meander Valley Road/Scott Street and the study area will be maintained. Main Street will present a further major entry point and a new street running off Winifred Jane Crescent adjacent to the Caravan Park will provide a further linkage to the extended town centre area.
- Further direct accesses onto Meander Valley Road are proposed, including the existing Saunders Road access, though this road is realigned within the study area.
- All new access points are contingent on the speed reduction of Meander Valley Road and handover of the road's management to Meander Valley Council which will enable intersection treatments that reduce vehicle speeds and promote pedestrian crossings. In particular this would include:
  - Scott St – roundabout which can slow vehicle entry into the town also provide a landscape 'gateway' feature into Hadspen,
  - Winifred-Jane Crescent (extension) – preferred signalised intersection that provides for safer and more convenient pedestrian crossing immediately next to the town centre and future school,
  - Main St– roundabout which provides for cross-town vehicle crossings as well as pedestrian and cycling movements, and
  - Saunders Rd – roundabout which can slow vehicle entry into the town also provide a landscape 'gateway' feature into Hadspen.
- An enhanced streetscape within the Meander Valley Road road reservation with a high quality shared user path, improved lighting, enhanced streetscape planting and integrated water sensitive urban design (refer to Meander Valley Road Cross Section diagram opposite).
- A new Meander Valley Road to South Esk River trail connection using the Scott Street road reserve to allow pedestrian and cycling across the bridge to Entally House.

#### **Interconnected local streets**

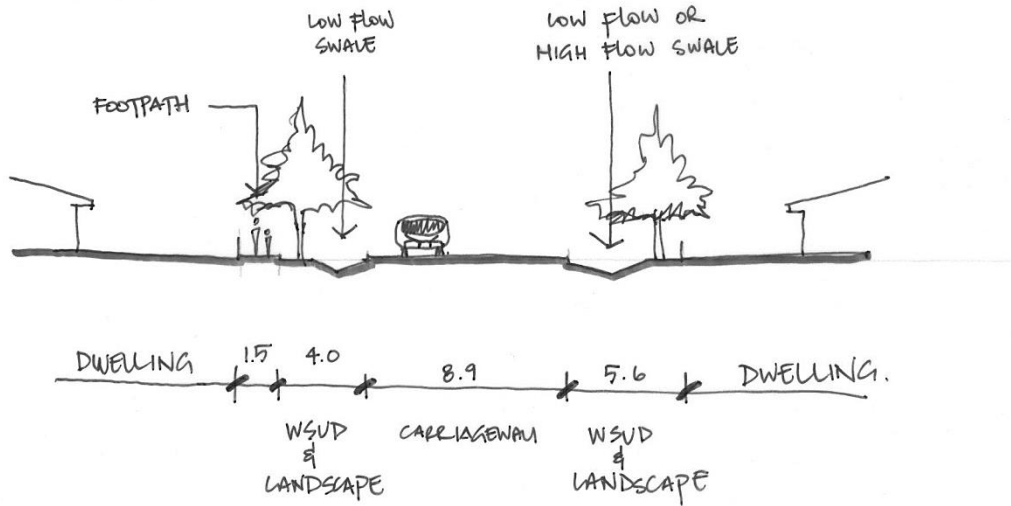
- Internal streets are designed to respond to site topography and enable solar orientation of blocks in future subdivision and lot layouts.
- The interconnected nature of the layout ensures that all lots have an alternative means of escape in the event of a bushfire and will promote and facilitate local walking trips.
- Street blocks are a maximum of 250 metres in length to allow for better community connections and easier access to local amenities.
- Generally streets incorporate 20 metre wide road reservations with an 8.9 metre wide carriageway, a 1.5 metre wide footpath and nature strips of 4.0 metres and 5.6 metres to accommodate low and high flow swales (refer to Local Street Cross Section diagram opposite).

#### **Continuous bus route**

- An indicative bus route provides proximity (within a 5 minute walk) to all urban areas of the Master Plan area.
- The route connects across to the existing Hadspen township in two places, as well as providing access to the commercial centre and school site.
- The actual route and frequency of bus services will need to be reviewed on an ongoing basis to reflect the development of the study area, particularly denser urban lots, the extended town centre and opening of the school which will be largely dependent on population growth.



Meander Valley Road Cross Section – 40 metre wide



Local Street Cross Section – 20 metre wide



Figure 13 Example of local street road layout

### **Urban Development and Land Use**

The Master Plan delineates land use and density boundaries for the future urban development of the site. Urban development has been limited in areas of higher environmental and landscape value containing remnant vegetation or drainage corridors, as well as in areas of steep slope, bushfire hazard and river flooding.

Three key residential land use types are incorporated within the Master Plan as follows:

#### **Urban**

- These lots will contain urban density development with lots generally in the range of 500 - 1000m<sup>2</sup>.
- Village Lots – In the area immediately surrounding the multi-purpose town centre residential density may be increased further given the accessibility to services and public transport. This will encourage a greater diversity of housing types available and may include multiple dwellings and townhouse developments (refer to Figure 14).
- Urban lots with additional bushfire management requirements – Indicated in areas where there are direct interfaces with rural land or low density areas. These urban lots are reliant upon the inclusion of additional bushfire management measures on the adjoining homestead site which will need to be negotiated and agreed with the homestead landowner before the lots can be created.
- Wherever possible these lots have been orientated to within 20 degrees/30 degrees of north to allow for better passive solar orientation of future dwellings.

#### **Low Density and Bush Lots**

- These lots are leafy and semi-rural in character with minimum lot sizes of over 1000m<sup>2</sup>, though lot sizes will largely be dictated by topography and bushfire management requirements.
- Lots will need to incorporate bushfire management buffers within lot boundaries, which will reduce the developable area on site for a dwelling (as outlined under section 2.2.).

#### **Rural**

- These lots are lands retained by the existing landowner not to be further subdivided.
- One of these sites site incorporates a large portion of flood prone riverside land, and a wetland area and an area of remnant bushland on the hilltop are also to be retained within this rural landholding. This will require appropriate arrangements for bushfire and stormwater management.



**Figure 14** Potential village lot integration with open space and streetscape



### Development Schedule

The Master Plan delivers the potential for a range of residential development types. The schedule below indicates the potential yield for the Master Plan area when fully developed.

It should be noted that if the school site is developed for residential lots in the event that a school is not required, the typical lot size expected would be comparable to the Urban - Village Lots.

Land	Net Developable Area (ha)	Typical Size (m <sup>2</sup> )	Total Yield
Urban	54.7 ha	750m <sup>2</sup>	729
Urban - School site	2.8 ha	See note	n/a
Urban - Bushfire management	2.6 ha	750m <sup>2</sup>	35
Urban – Village Lots	5.1 ha	450m <sup>2</sup>	113
Low Density and Bush Lots	58.4 ha	2,000m <sup>2</sup>	292
Homesteads	42.8 ha	n/s	2
Total			1171

*Note: Net Developable Area excludes road space*

**Town Centre**

The extended town centre will contain the retail, business and community services and facilities required to meet the needs of the local population.

Development of the town centre will be reliant on future population growth and investment in the area.

The Master Plan identifies a site directly adjacent to the town centre for the development of a primary school, however this site is also suitable for urban lots should a school not be required and is therefore not acquired for this purpose by the relevant authority.

The commercial site will also need to accommodate WSUD elements to appropriately manage stormwater from the Master Plan area. Detailed design of this element will inform the ultimate size of the developable land.

The town centre site will require an overall urban design framework to be developed at the time that subdivision and development of the site is considered to ensure the delivery of a town centre that provides for the community’s social as well as retail and service needs (See Figure 15 and Figure 16). This should include:

- Pedestrian priority throughout the town centre and continuous and generous pedestrian paths,
- Incorporation of a public plaza space that is highly visible, universally accessible and provides opportunity for community interaction, possibly integrated with the adjacent WSUD elements,
- Active frontages of buildings to streets and public open spaces to improve safety and pedestrian amenity,
- An integrated approach to the design and detailing of buildings and the public realm (hard and soft landscape architecture) to deliver an cohesive design outcome, and
- Car parking integrated throughout the site to minimise its impact on the quality of streets and public spaces.



**Figure 15 and Figure 16 - The town centre will need to create the type of place that the community of Hadspen is attracted to and socialise and congregate in as they go about accessing services that are located there**

Land	Area (ha)	Typical Size (m2)	Total Yield
Commercial Land	2.1 ha	See note	n/a

*Note: One site which may be further subdivided to provide a series of building envelopes to accommodate a range of uses within an integrated town centre urban environment.*

### *Water Sensitive Urban Design (WSUD)*

Given the site's topography and surroundings, a key focus of the Master Plan is to manage stormwater in a safe and sustainable manner whilst maximising the opportunity to enhance the visual qualities of the site and improve amenity for future residents and visitors to Hadspen.

The future development of the study area will result in significant increases in roof cover and hard surfacing from roads which will compound issues of stormwater runoff across the land. Historic sand mining has resulted in areas of sediment movement and slope instability which needs to be addressed as part of any future subdivision.

The incorporation of Water Sensitive Urban Design (WSUD) techniques will reduce the impact of development, particularly in terms of water quality, sediment control and flooding.

In addition, waterway corridors and overland flow paths provide multiple benefits such as open space connections, active transport corridors and recreational or activity areas (refer to Figure 17).



**Figure 17** Potential swale design

The aim of WSUD is to capture water throughout the system so that it leaves the site in the same volume, at the same time and velocity and of the same quality as when it entered it.

This can be more difficult to achieve in areas where vegetation cover has been removed (predominantly the case across the study area) or where hard surfacing replaces vegetation and pollution occurs (e.g. roads or parking areas).

The study area contains three main catchment areas to the north, south and east running down from the highpoints around the water reservoir and hillside.

The Master Plan recommends that:

- all stormwater running to the south be redirected to and through an existing wetland system adjacent to the South Esk River in the south-east corner of the study area. Stormwater running south-west will be directed towards a further two WSUDs drainage corridors which will drain to the South Esk River, following existing drainage lines to the north of the existing homestead;
- stormwater running north will be redirected to an existing drainage route which is well established and incorporates a number of existing dams which will serve as detention basins;
- run-off towards the west will be redirected towards an existing low lying area and large dam with the establishment of a number of small storage basins as the site descends, and
- all WSUD swales and drainage line will need to incorporate appropriate bushfire management measures to ensure these features do not increase bushfire risk (refer to Figure 18).

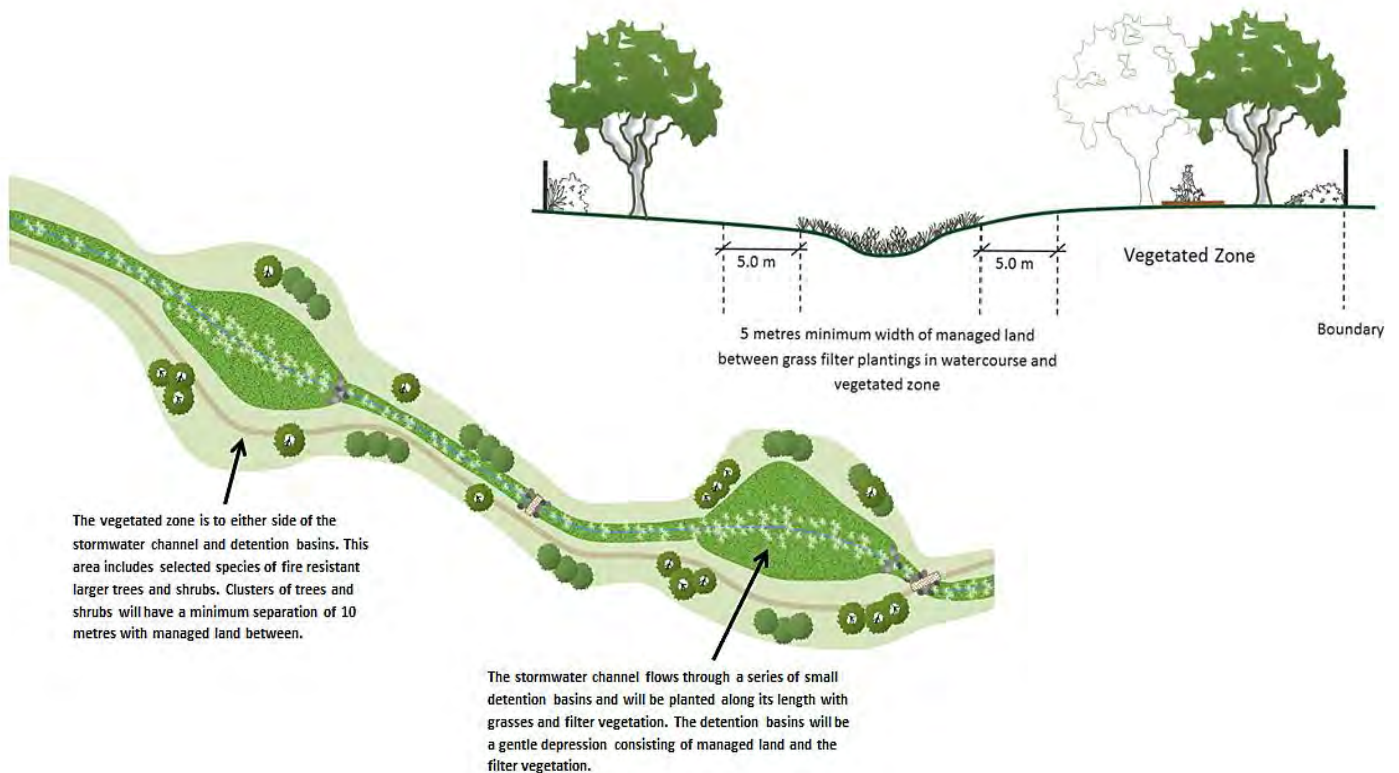


Figure 18 Hadspen WSUDs system reflecting bushfire management requirements (source Meander valley Council, 2014)

## Open Space

The Master Plan defines a key recreational walking trail that enables movement across the site following the WSUD network and taking in key features such as the viewing area at the highest point of the site.

The key elements of the open space network are:

- development of hilltop parkland with trails, tracks and a lookout, generally in the area adjacent to the water reservoir, where steepest topography and remnant vegetation is located (refer Figure 19);
- the completion of key trail route that connects the hilltop parkland to the riverside via key creek and drainage lines and making connections to the town centre, existing Hadspen township and the bridge crossing to Entally House,
- incorporation of Water Sensitive Urban Design (WSUD) techniques into the linear parklands. Open space areas adjacent to key WSUD drainage corridors incorporate swales and drainage basins. Adjoining landscaped and grassed areas with play equipment can also be integrated into the design to serve as local parks (refer to Figure 20);
- development of a parkland area (and recreation trail) adjacent to the riverside, potentially enabling a future linkage to existing riverside parkland within Hadspen where topography and environmental conditions permit;
- protection of an existing wetland area under ownership of the homestead site, where public access may be enabled in the future.

The creation of passive recreation opportunities throughout the study area will help to create a sense of community and engender ownership of public spaces.



**Figure 19** Potential low impact path construction for hillside

Source: Queens Domain Master Plan, 2013)



Figure 20 Integrated WSUD and parkland

## 4.0 Conclusion

Meander Valley Council commissioned AECOM to prepare a Growth Area Master Plan for Hadspen to facilitate the township's expansion through the creation of a unique and high quality vision which will enable Hadspen to differentiate itself from other rural townships in the region.

The Master Plan builds on the vision and land use recommendations set out within the 2011 Hadspen Outline Development Plan which set out a 20 year plan for the sustainable development of Hadspen.

The Master Plan has been developed to respond to identified constraints and opportunities within the study area to ensure long term sustainable development is achieved.

Inevitably, development issues and opportunities will change as development progresses and new demands occur as more information becomes available. The Master Plan is therefore developed to be sufficiently flexible to respond to such future changes.

The Master Plan outlines a preferred development scenario for the key growth area in Hadspen, integrating land use, access and connectivity, open space and stormwater management and community infrastructure to achieve a liveable and sustainable Hadspen.



Figure 21 View south-west from Saunders Road to hillside (Bushways Environmental Services Tasmania, 2011)

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# Appendix A Contour Plan



**KEY**  
 Study Area  
 Contours

CONTOURS

HADSPEN GROWTH AREA

PROJECT ID 69305331  
 LAST MODIFIED GW 28 JAN 2015

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# Appendix B

## Opportunities and Constraints Plans

**Figure 8: Opportunities**

-  STUDY AREA
-  CONTOURS (10m)
-  BUILDING FOOTPRINTS
-  RIVERS / LAKES
-  PUBLIC OPEN SPACE
-  HERITAGE BUILDING/ESTATE
-  OLIVE FARM
-  HILLTOP PARKLANDS
-  INFILL DEVELOPMENT
-  LOW KEY RESIDENTIAL
-  DEVELOPABLE AREAS
-  ACCESS TO LAUNCESTON VIA BASS HIGHWAY
-  LARGE LAND HOLDINGS
-  POTENTIAL FUTURE TOWN CENTRE
-  POSSIBLE TOURISM PRECINCT
-  WETLANDS / LIVING STREAMS
-  FORESHORE PARKLANDS
-  GAS SUPPLY OPPORTUNITY
-  OPPORTUNITIES FOR PEDESTRIAN BRIDGE
-  POTENTIAL BOAT RAMP LOCATION

JOB: HADSPEN OUTLINE DEVELOPMENT PLAN

CODE: MND001

DATE: MAY 2011

SCALE: 1:15,000 @A3

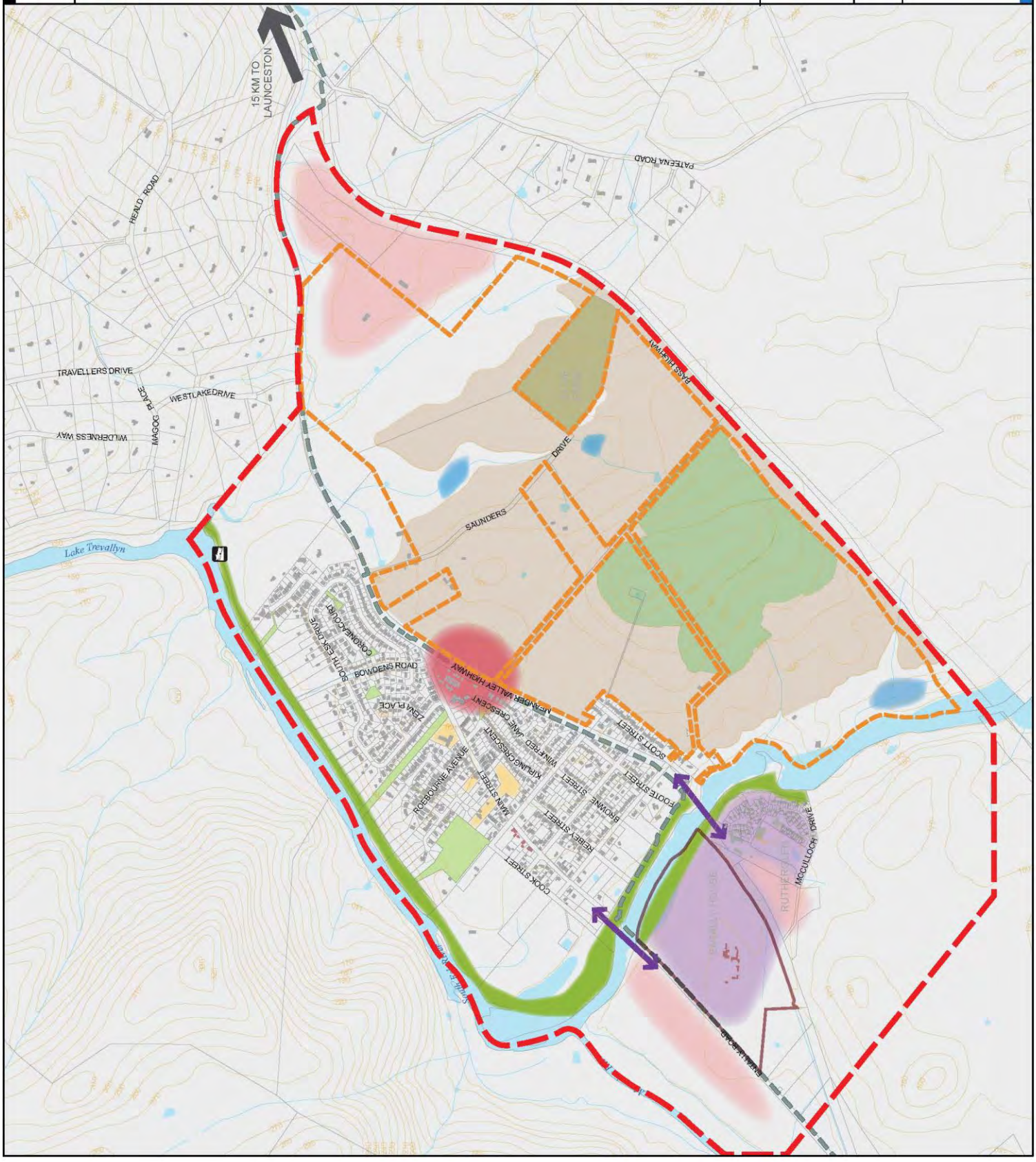




















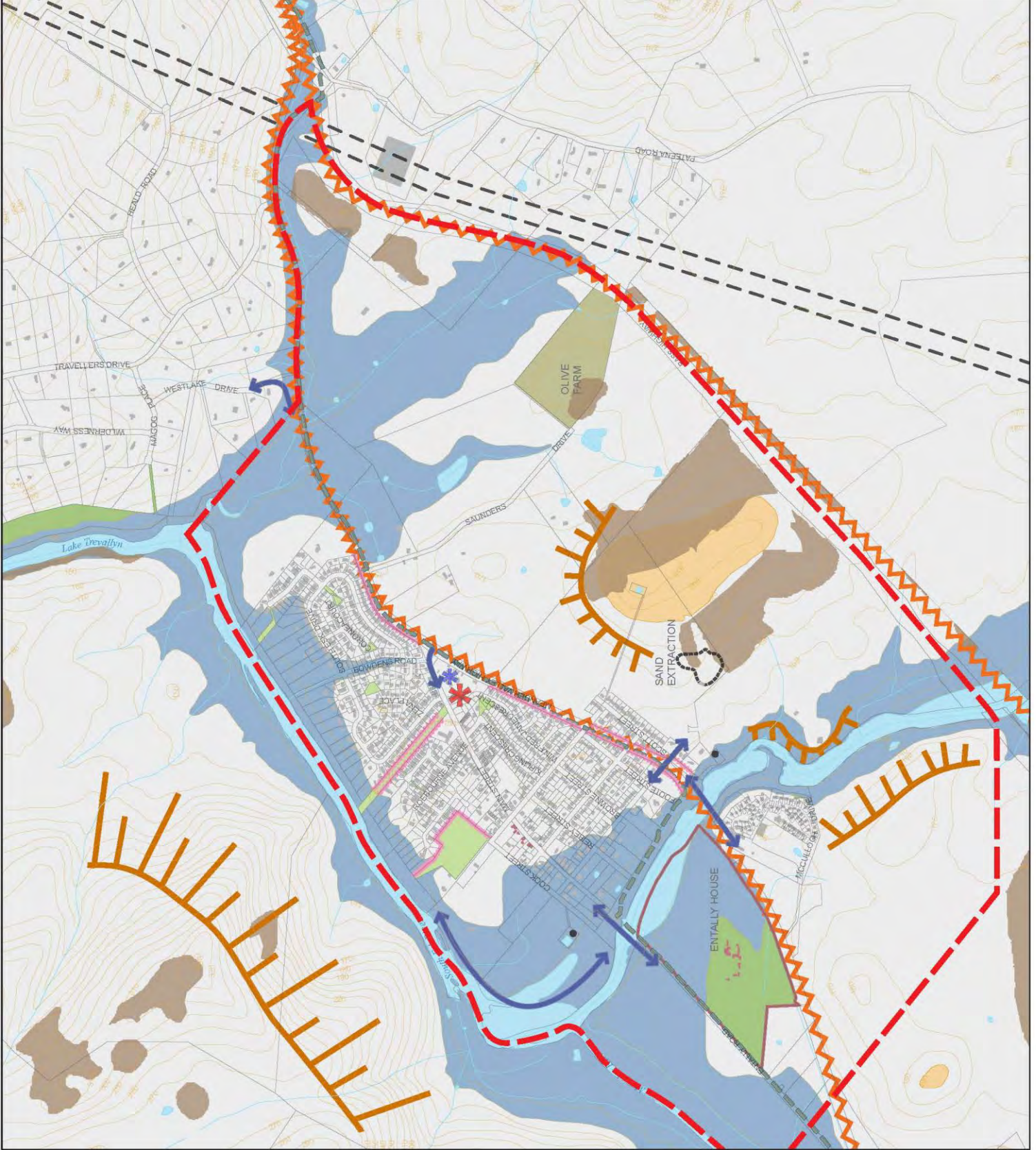


Figure 7: Constraints

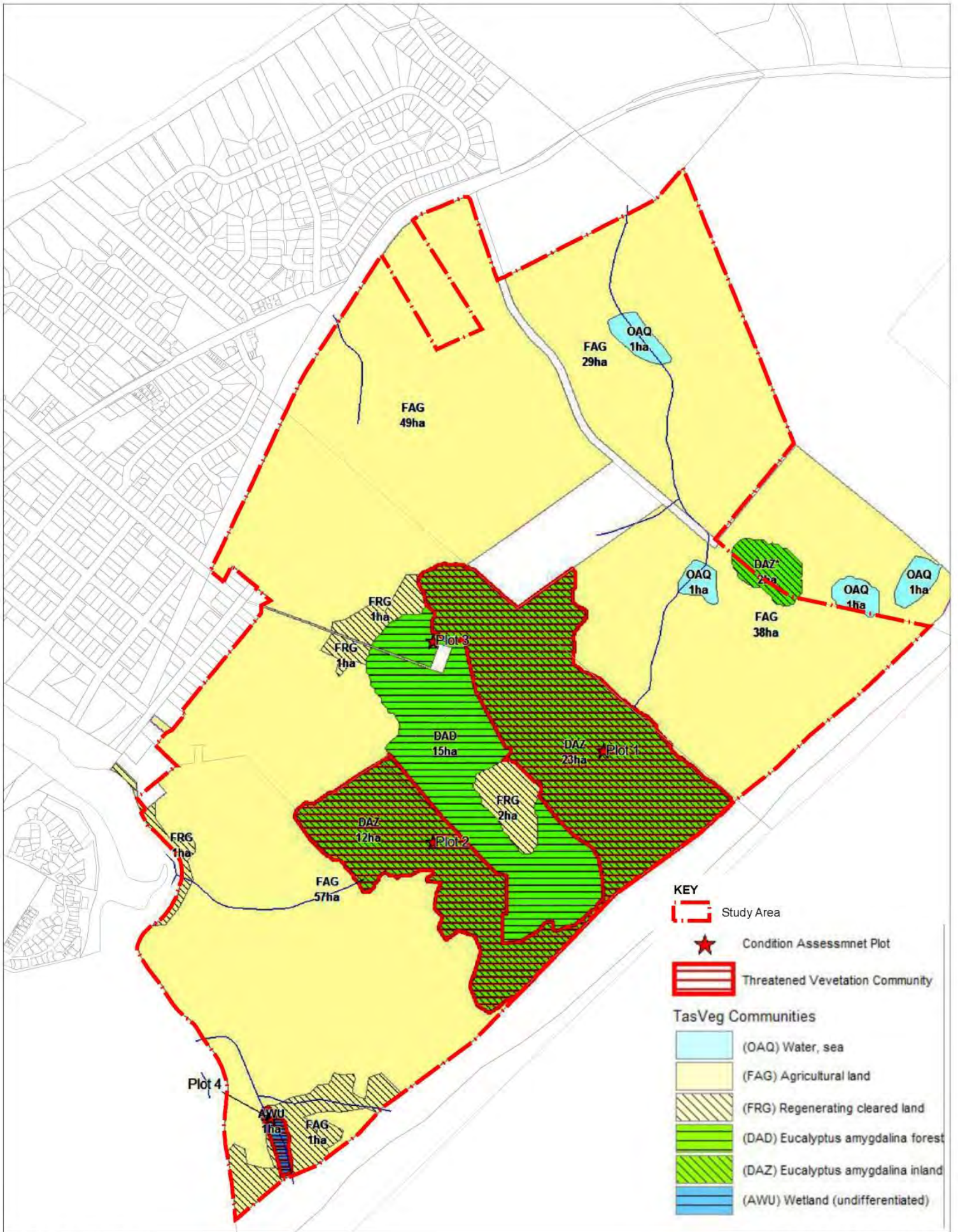
-  STUDY AREA
-  CONTOURS (10M)
-  BUILDING FOOTPRINTS
-  RIVERS / LAKES
-  PUBLIC OPEN SPACE
-  SAND EXTRACTION
-  HERITAGE BUILDING/ESTATE
-  WATER SUPPLY CONSTRAINED
-  OLIVE FARM
-  HIGHWAY
-  REAR FENCE
-  LIMITED CONNECTIONS
-  TASSAS PIPELINE EASEMENT
-  FLOOD PLAIN
-  STEEP TERRAIN
-  THREATENED VEGETATION
-  POWERLINE EASEMENT
-  TOWN CENTRE - PHYSICALLY CONSTRAINED
-  CARAVAN PARK
-  PUMP STATION

JOB: HADSPEN OUTLINE DEVELOPMENT PLAN  
 CODE: MIND001  
 DATE: MAY 2011  
 SCALE: 1:15,000 @ A3



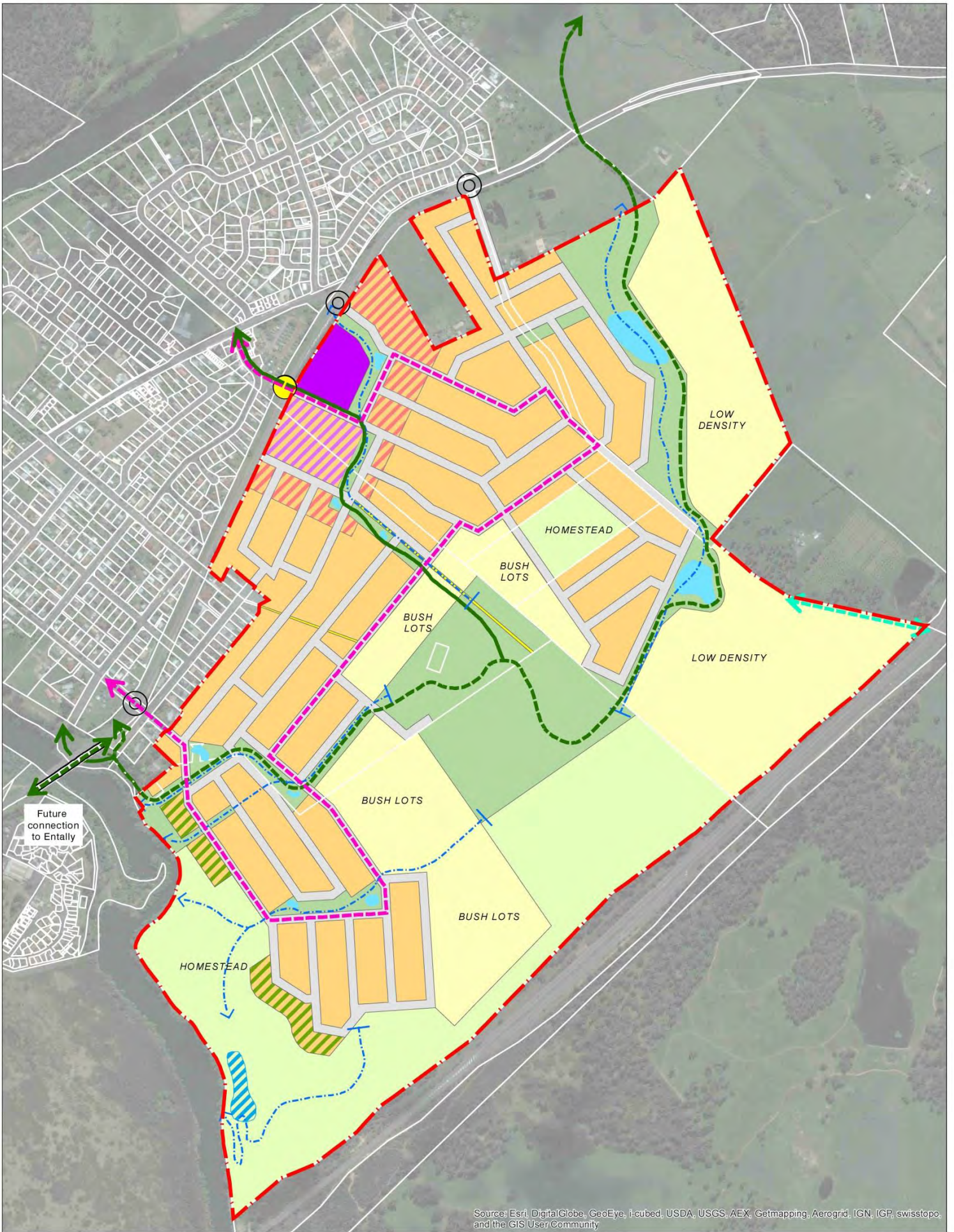
# Appendix C

## Natural Values Plan



Appendix D  
Hadspen Growth Area Master Plan





**MASTER PLAN**

**HADSPEN GROWTH AREA**

**KEY**

- Study Area
- Potential Emergency Access Road
- Bus Route
- Key Walking Trail
- Key WSUD Lines
- Roundabout
- Signalled Intersection
- Existing Wetlands
- Waterbodies

**Landuse**

- Urban
- Village Lots
- Low Density/ Bush Lots
- Homestead - Rural
- Urban Lots
- Potential School Site
- Commercial
- Existing Easement
- Open Space/WSUD
- Local Streets

PROJECT ID 60335331  
 LAST MODIFIED GW 13 APR 2015



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# **APPENDIX I**

## **SAP2 HADSPEN SPECIFIC AREA PLAN**

## **F2 Hadspen Specific Area Plan**

### **F2.1 Purpose of Specific Area Plan**

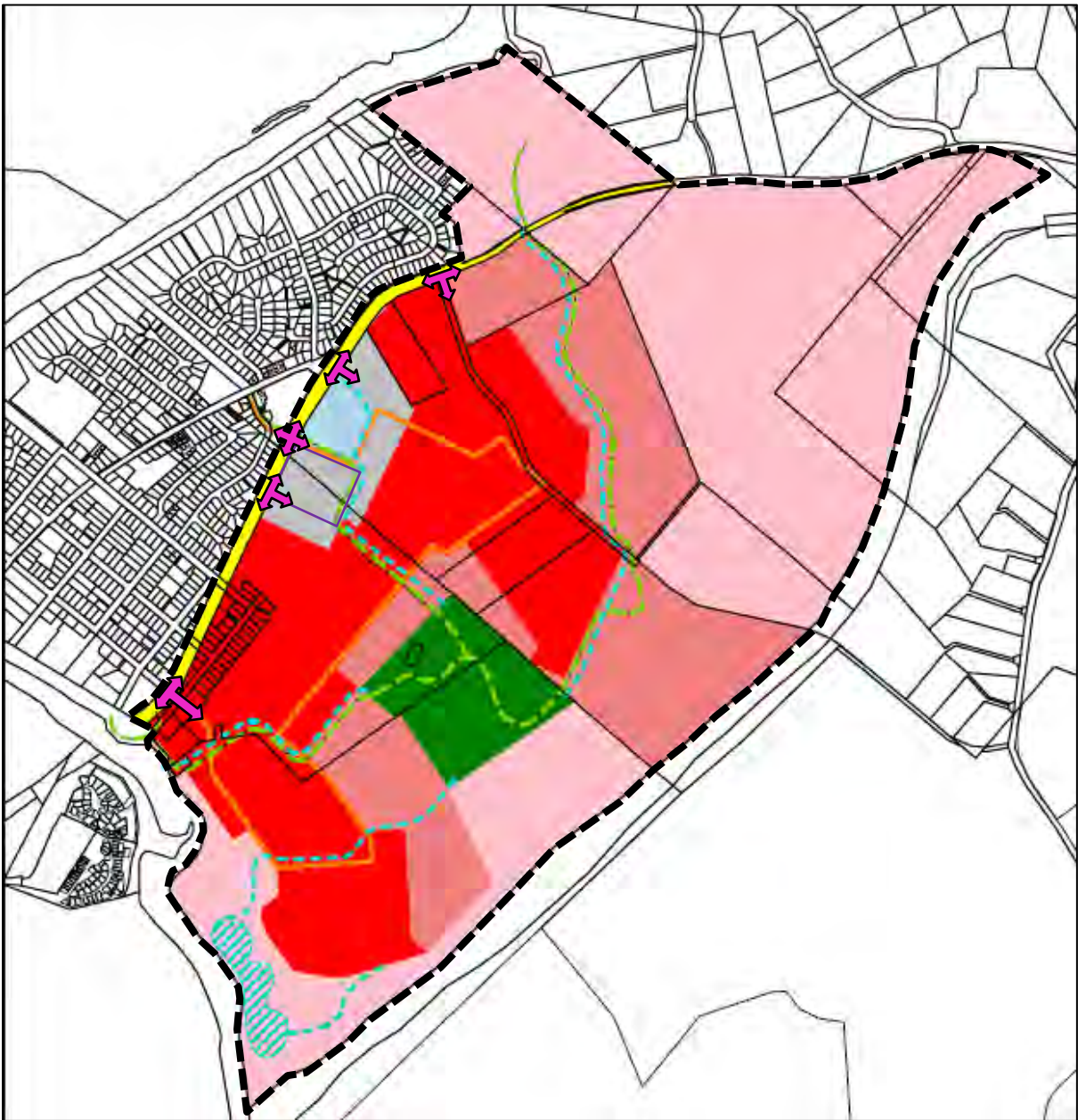
F2.1.1 The purpose of this specific area plan is to:

- a) provide for the development of the area consistent with the local area objectives and desired future character statements;
- b) provide for the co-ordinated subdivision of land;
- c) co-ordinate the provision of infrastructure and public open space.















### **F2.2 Application of Specific Area Plan**

F2.2.1 The specific area plan applies to the area of land designated as SAP 2 Specific Area Plan on the Planning Scheme maps and in Figure 2.2.1

Figure 2.2.1 – SAP 2



Legend

- |   |                           |   |                              |
|---|---------------------------|---|------------------------------|
|  | Main Town Centre Junction |  | General Residential Zone     |
|  | Secondary Junction        |  | Low Density Residential Zone |
|  | Key Recreation Trail      |  | Rural living Zone            |
|  | Key WSUD Stormwater Line  |  | Open Space Zone              |
|  | WSUD Wetland Easement     |  | Local Business Zone          |
|  | Public Transport Loop     |  | Urban Mixed Use Zone         |
|  | SAP Boundary              |  | Utilities Zone               |
|  | Education Site            |   |                              |

## F2.3 Local Area Objectives

### Local Business Zone

- a) Protect the function of the Local Business Zone town centre as the local retail and service centre by principally providing for local service uses, allowing for some visitor attraction uses.
- b) The principal purpose of the Local Business Zone to provide for a supermarket, supported by speciality shops and services, is to be protected.
- c) Active, pedestrian focussed street fronts and meeting places are to be given priority over vehicle parking and are to be supported by centralised parking to service the activity centre.
- d) Provide a highly visible, town centre junction that provides a clear focus of activity upon approach and serves to integrate the existing centre with new development into a restructured central precinct.

### Urban Mixed Use Zone

- a) To protect the function of the town centre, commercial and retail uses are to be smaller in scale and specialist in service, interspersed with, or in combination with, community service uses and higher density residential uses.
- b) Multiple use facilities are supported.
- c) The Education Site is to be protected for the purpose of a school for a period of 5 years from the date of commencement of this Specific Area Plan, unless or until there is certainty that a school facility is not feasible for the area or a development plan demonstrates the provision of mixed use community facilities.

### General Residential Zone

- a) To provide for the standard range of uses in the zone.
- b) Commercial uses are not to weaken the function of the town centre by drawing local service activities away from the centre.

### Low Density Residential Zone

- a) To provide for the standard range of uses in the zone.
- b) Commercial uses are not to weaken the function of the town centre by drawing local service activities away from the centre.

### Rural Living Zone

- a) To provide for the standard range of uses in the zone.
- b) Commercial uses are not to weaken the function of the town centre by drawing local service activities away from the centre.

### Utilities Zone

- a) The reserve of Meander Valley Road is to provide for coordinated, multiple functions including:
  - i) the principal, central traffic corridor;
  - ii) utilities;
  - iii) pedestrian and bicycle connectivity to the activity centre; and
  - iv) recreational amenity.

#### Open Space Zone and Recreation

- a) The bushland is to be reserved for public open space and is to be part of a connected network of recreation trails.
- b) Key recreational trails are to provide opportunities for pedestrian or cycling as a recreational pursuit through a looping network that links with the river, town centre and the existing township.
- c) Facilities are to support the use of the site for passive recreation.

#### Connectivity

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

### F2.4 Desired Future Character Statements

#### Local Business Zone

- a) The activity centre is to have a compact, higher density urban form that is well integrated with the existing centre across Meander Valley Road through the use of landscaping treatment, traffic calming and other urban design features that clearly indicate pedestrian and vehicular connectivity.
- b) The town centre is to be a high quality, urban environment integrating the design and layout of buildings and connecting public spaces through the use of hard and soft landscape architecture.
- c) The town centre is to provide a highly visible, focal public space that connects to the broader network of pedestrian, bicycle and recreational trails.

#### Urban Mixed Use Zone

- a) The density of development and smaller scale, mix of uses is to act as an 'urban village' transitional area between the commercial focus of the town centre and the suburban residential area.
- b) Development around the secondary junctions with Meander Valley Road is to be of an appropriate scale and nature to complement the 'urban village' and local service nature of the town centre.
- c) The Urban Mixed Use Zone, including the Education Site if utilised for a school, is to contribute to active street frontages where it interfaces with the town centre by locating buildings and pedestrian access toward street frontages and vehicular access and parking generally directed to the rear of lots.
- d) Higher density development is prioritised to maximise opportunities for walking and cycling to services.
- e) Development height is to be generally limited to two storeys

#### General Residential Zone

- a) The zone is to provide for standard densities and types of suburban residential development, integrated with the preferred network of public open space, vegetated amenity corridors and roads.

#### Low Density Residential Zone

- a) The zone is to provide for a graduated visual impact of development toward the bush reserve and the higher, elevated slopes and in transitioning to the adjoining Rural Living Zone through either individually, or a combination of:
  - i) developing at lower densities than the General Residential Zone;
  - ii) minimising the amount of vegetation clearance for hazard management areas;
  - iii) providing widened, vegetated amenity corridors along contours and alongside roads that visually and functionally integrates with public recreation trails and key WSUD lines.

#### Rural Living Zone

- a) The zone takes in the periphery of the Specific Area Plan and is to be a very low density to graduate the visual impact of the edge of the settlement toward rural land, the Bass Highway and nearby rural residential areas at Travellers Rest and Pateena Road.

#### Open Space Zone

- a) The bush reserve is to be maintained and enhanced as natural bushland environment.
- b) Public facilities will be designed to blend with the natural landscape and be unobtrusive when viewed from lower elevations.
- c) The bush reserve will not be impacted at the edges by any need for adjoining hazard management areas.

#### Utilities Zone

- a) Meander Valley Road will act as a central connectivity corridor, utilising its additional verge width for shared use paths and low key parklands in combination with the location of services.

#### Public Open Space

- a) Public open space areas will be designed and maintained to further the principles for Community Protection Through Environmental Design (CPTED) incorporating passive surveillance and visibility throughout the open space areas from public vantage points.
- b) Recreational trails will maintain a natural appearance linking with, and complementary to, the bushland reserve and provide clear legibility as a network through layout and design.
- c) The design and appearance of public open space is to be complementary to its dual function with the WSUD treatment of stormwater.



F2.5 Use Table - Local Business Zone

<b>No Permit Required</b>	
<b>Use Class</b>	<b>Qualification</b>
Natural & Cultural Values Management	
Passive Recreation	
<b>Permitted</b>	
<b>Use Class</b>	<b>Qualification</b>
Business and professional services	If directly associated with a supermarket complex
Food Services	If directly associated with a supermarket complex
General retail and hire	If for a supermarket
	If for specialty shops directly associated with a supermarket complex
Utilities	If for minor utilities
<b>Discretionary</b>	
<b>Use Class</b>	<b>Qualification</b>
Business and professional services	
Community meeting and entertainment	
Educational and occasional care	
Emergency services	
Food services	
General retail and hire	If not for a full line department store
Manufacturing and processing	
Residential	
Service industry	
Utilities	If not for minor utilities
Visitor accommodation	
<b>Prohibited</b>	
All other uses	

## F2.6 Use Table - Urban Mixed Use Zone

<b>No Permit Required</b>	
<b>Use Class</b>	<b>Qualification</b>
Natural & Cultural Values Management	
Passive Recreation	
<b>Permitted</b>	
Business and professional services	
Educational and occasional care	If a school located on the Education Site
Food services	
Residential	If for multiple dwellings, communal residence, aged care home, respite centre, retirement village If for single dwellings on lots of 450m <sup>2</sup> or less If for home based business
<b>Discretionary</b>	
Bulky goods sales	
Community meeting & entertainment	
Educational and occasional care	
Emergency services	
General retail and hire	
Hotel industry	
Manufacturing and processing	
Research and development	
Recycling and waste disposal	
Residential	
Storage	
Tourist operation	

Transport depot and distribution	If a bus terminal or taxi stand
Vehicle parking	
Visitor accommodation	
Utilities	
<b>Prohibited</b>	
All other uses	

## F2.7 Use Table - Utilities Zone

<b>No Permit Required</b>	
<b>Use Class</b>	<b>Qualification</b>
Natural & Cultural Values Management	
Passive Recreation	
Transport depot and distribution	If a bus terminal or taxi stand
Utilities	
Vehicle Parking	
<b>Prohibited</b>	
All other uses	

## F2.8 Use Standards

### F2.8.1 Education Site

<p>Objective:</p> <p>a) The Education Site is to be protected for the purpose of a school, potentially in conjunction with a childcare centre, for a period of 5 years from the date of commencement of this Specific Area Plan, unless there is certainty that a school facility is not feasible.</p>	
Acceptable Solution	Performance Criteria
<p>A1 The use of the Education Site is for a school or childcare centre.</p>	<p>P1 The use of the Education Site must have regard to:</p> <p>a) the future feasibility of the site for the establishment of a school; or</p> <p>b) a development plan that demonstrates the provision of mixed use community facilities in a layout that can accommodate potential future school buildings and facilities.</p>

## F2.9 Development Standards

### F2.9.1 Urban Mixed Use Zone – Density Control

<p>Objective:</p> <p>a) To provide for residential densities that are consistent with the local area objectives and desired future character for land within the Specific Area Plan.</p>	
Acceptable Solution	Performance Criteria
<p>A1.1 Dwellings are constructed with a minimum site area per dwelling of 225m<sup>2</sup> and a maximum site area per dwelling of 450m<sup>2</sup>.</p> <p>A1.2 The development is for multiple dwellings on single or adjoining lots or single dwellings on lots of 450m<sup>2</sup> or less.</p>	<p>P2 The density of residential development is to appropriately support the objectives for higher densities in the zone and the intended character of the area, having regard to:</p> <p>a) topographical constraints;</p> <p>b) infrastructure or servicing constraints;</p> <p>c) the density of the surrounding area;</p> <p>d) proximity to services and public transport;</p> <p>e) whether the development provides for a significant social or community housing benefit.</p>

F2.9.2 Urban Mixed Use Zone – Building Design and Siting

<p>Objective:</p> <ul style="list-style-type: none"> <li>a) To ensure that the siting and design of development is consistent with the local area objectives and desired future character for land within the Specific Area Plan.</li> <li>b) To protect the residential amenity of lots by ensuring that the height, setbacks, siting and design of buildings provides adequate privacy, separation, open space and sunlight for residents.</li> <li>c) To provide for private open space that is appropriate to a higher density residential environment.</li> </ul>	
<p>A1 Site Coverage must not exceed 60%</p>	<p>P1 Dwellings must have:</p> <ul style="list-style-type: none"> <li>a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> <li>(i) outdoor recreational space consistent with the projected requirements of the occupants and take into account any communal open space or nearby public open space; and</li> <li>(ii) operational needs, such as clothes drying and storage.</li> </ul> </li> </ul>
<p>A2 Building Height must not exceed 8.5 metres</p>	<p>P2 The design and siting of buildings must:</p> <ul style="list-style-type: none"> <li>a) not cause unreasonable loss of amenity by: <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 lot; or</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</li> <li>(iii) overshadowing of an adjoining vacant lot; or</li> <li>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; or</li> <li>(v) overlooking of habitable room windows or private open space of an adjoining dwelling.</li> </ul> <p>b) have regard to the intended or prevailing character of the surrounding area.</p>
A3 Buildings must have a setback from a frontage of 3 metres or less.	P3 A building must have a setback from a frontage that is compatible with the intended or prevailing character of the surrounding area, having regard to: <ul style="list-style-type: none"> <li>a) any topographical constraints;</li> <li>b) the function of the road</li> <li>c) the visual impact of the building when viewed from the road or pedestrian pathways.</li> </ul>

### F2.9.3 Local Business Zone – Public Space

Objective:	
a) Development of the town centre is to be consistent with the Local Area Objectives and Desired Future Character Statements through the inclusion of a plaza or similar space that serves as a public gathering place.	
Acceptable Solution	Performance Criteria
A1 Development includes the provision of a minimum of 250m <sup>2</sup> dedicated public plaza that is not a pedestrian thoroughfare.	P2 Suitable public gathering areas are to be provided having regard to: <ul style="list-style-type: none"> <li>a) the nature of the proposed uses;</li> <li>b) the interface with outdoor pedestrian areas and other public open space;</li> <li>c) the visibility of the space;</li> </ul>

	<ul style="list-style-type: none"> <li>d) the interface with roads and vehicular access ways;</li> <li>e) the public amenity of the space.</li> </ul>
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F2.9.4 Subdivision

F2.9.4.1 General Suitability

<p>Objective:</p> <p>The division and consolidation of estates and interests in land is to create lots that are consistent with the Purpose, Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution</p>	<p>P1 Each new lot must be suitable for use and development in an arrangement that is consistent with the Specific Area Plan, having regard to the combination of:</p> <ul style="list-style-type: none"> <li>a) slope, shape, orientation and topography of land;</li> <li>b) any established pattern of use and development;</li> <li>c) connection to the road network;</li> <li>d) availability of or likely requirements for utilities;</li> <li>e) requirements for public open space and vegetated amenity corridors;</li> <li>f) hydrology and requirements for drainage;</li> <li>g) any requirement to protect ecological, scientific, historic, cultural or aesthetic values; and</li> <li>h) potential exposure to natural hazards.</li> </ul>

#### F2.9.4.2 Lot Requirements

Objective:													
a) To provide for lot sizes that are consistent with the Purpose, Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.													
Acceptable Solution	Performance Criteria												
<p>A1 Each lot must have a minimum area in accordance with Table F2.9.3.2 below:</p> <p><b>Table F2.9.3.2</b></p> <table border="1"> <tr> <td>Local Business Zone</td> <td>No minimum lot size</td> </tr> <tr> <td>Urban Mixed Use Zone</td> <td>450m<sup>2</sup></td> </tr> <tr> <td>General Residential Zone</td> <td>700m<sup>2</sup></td> </tr> <tr> <td>Low Density Residential zone</td> <td>5000m<sup>2</sup></td> </tr> <tr> <td>Rural Living Zone</td> <td>2 hectares</td> </tr> <tr> <td>Open Space Zone</td> <td>No minimum lot size</td> </tr> </table>	Local Business Zone	No minimum lot size	Urban Mixed Use Zone	450m <sup>2</sup>	General Residential Zone	700m <sup>2</sup>	Low Density Residential zone	5000m <sup>2</sup>	Rural Living Zone	2 hectares	Open Space Zone	No minimum lot size	<p>P1 Each lot must provide sufficient useable area and dimensions, consistent with the Specific Area Plan, to allow for:</p> <p>a) buildings to be erected in a hazard free location; and</p> <p>b) on-site parking and manoeuvrability; and</p> <p>c) adequate private open space; and</p> <p>d) reasonable vehicular access from the carriageway of the road to a building area on the lot.</p>
Local Business Zone	No minimum lot size												
Urban Mixed Use Zone	450m <sup>2</sup>												
General Residential Zone	700m <sup>2</sup>												
Low Density Residential zone	5000m <sup>2</sup>												
Rural Living Zone	2 hectares												
Open Space Zone	No minimum lot size												

#### F2.9.4.3 Provision of Water and Sewage Services

Objective:	
a) To provide for the connection of lots within the Local Business, Urban Mixed Use and General Residential Zones to a reticulated sewer.	
b) To provide for the connection of lots within the Local Business, Urban Mixed Use and General Residential Zones to a reticulated water supply.	
c) To provide lots within the Low Density Residential and Rural Living Zones with reticulated water and sewer services where feasible.	
<p>A1 Each lot must be connected to a reticulated:</p> <p>a) water supply; and</p> <p>b) sewage system.</p>	<p>P3 Each lot created must be:</p> <p>a) in a locality for which reticulated services are not available or capable of being connected; and</p> <p>b) capable of accommodating an on-site wastewater management system.</p>



F2.9.4.4 Provision of Stormwater Services

<p>Objective:</p> <ul style="list-style-type: none"> <li>a) Subdivision is to provide for stormwater treatment through the principles of Water Sensitive Urban Design (WSUD) and principally directing stormwater to the identified Key WSUD Stormwater Lines and Wetland Dispersal Area.</li> <li>b) The stormwater system is to be designed to accommodate peak storm events and avoid flooding of development areas.</li> <li>c) The design of the WSUD stormwater system is to appropriately integrate into public open space and the road network by enhancing the 'natural environment' visual amenity of the public areas and taking public safety into account.</li> <li>d) The WSUD stormwater system is to be designed to minimise the long term maintenance obligations for Public Open Space</li> </ul>	
<p>A5 No Acceptable Solution</p>	<p>P5 The stormwater system is to be designed to accommodate the peak stormwater loads from lots and roads through a combination of the following elements as appropriate:</p> <ul style="list-style-type: none"> <li>a) An open swale network that can appropriately accommodate stormwater volumes and velocity;</li> <li>b) Vegetation planting to slow and filter stormwater;</li> <li>c) Constructed baffles to slow stormwater and prevent erosion;</li> <li>d) Detention basins to slow and gradually release stormwater resulting from higher impact storm events.</li> </ul>

F2.9.4.5 Road Network

<p>Objective:</p> <ul style="list-style-type: none"> <li>a) Subdivision is to provide for key junctions with Meander Valley Road consistent with the Specific Area Plan.</li> <li>b) The Main Town Centre Junction is the principal junction that is the focal point of the town centre and forms the principal link to the existing township.</li> <li>c) Secondary Junctions are a limited number of collector road junctions from the development areas that distribute traffic to Meander Valley Road.</li> <li>d) The principal alignment of the road network is north-east to south-west and north-west to south-east to align with the contours of the land.</li> <li>e) The road network is to provide for a hierarchy of local roads and collector roads in a connected, looping layout that maximises permeability and access to the town centre and Meander Valley Road.</li> </ul>
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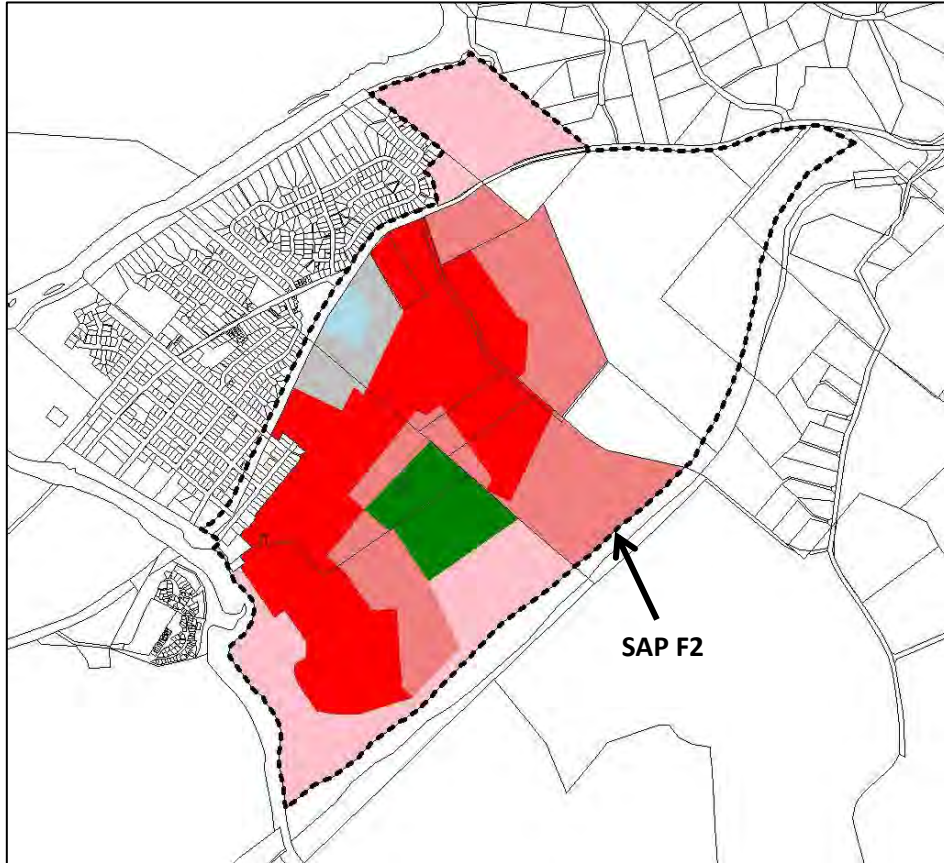
<p>f) The road network is to provide for shared use together with bicycle and pedestrian mobility.</p> <p>g) Where public open space and recreation trails cross roads, clear visual elements and traffic calming measures are to be incorporated into the design to indicate a slower traffic speed environment and pedestrian crossings.</p> <p>h) The road network is to provide for a public transport loop at an appropriate standard to accommodate accessible buses and bus stops.</p>	
<p>A1 No acceptable solution</p>	<p>P1 The road network is to be designed to provide an accessible and safe neighbourhood road system having regard to:</p> <ul style="list-style-type: none"> <li>a) the topography of the land;</li> <li>b) a hierarchy of anticipated traffic volumes on local, collector and arterial roads;</li> <li>c) integration with pedestrian, bicycle and recreation routes;</li> <li>d) an appropriate speed environment and any traffic calming that may be warranted;</li> <li>e) standards for accessible public transport and emergency service vehicles.</li> </ul>

F2.9.4.6 Public Open Space

<p>Objective:</p> <p>a) Subdivision is to provide for a network of public open space that is consistent with the Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.</p>	
<p>A1 No acceptable solution</p>	<p>P1 The public open space network is to be designed to provide a high level of amenity and connectivity having regard to:</p> <ul style="list-style-type: none"> <li>a) the topography of the land;</li> <li>b) requirements for vegetated amenity corridors;</li> <li>c) integration of shared use for pedestrians and bicycles;</li> <li>d) integration of WSUD stormwater requirements;</li> <li>e) public safety;</li> <li>f) provision of clear legibility at road crossings.</li> </ul>

# **ATTACHMENT B**

**Certification Map**



**Map Amendments**

1/ Rezone Certificates of Title as follows:

13381/1	Rural Living Zone to Low Density Residential Zone	52360/2	Rural Living Zone to General Residential Zone and Low Density Residential Zone
17137/1	Rural Resource Zone to Open Space Zone	106365/1	Rural Resource Zone to General Residential Zone and Low Density Residential Zone
19016/2	Rural Resource Zone to General Residential Zone	117185/1	Rural Resource Zone to General Residential Zone, Low Density Residential Zone, Urban Mixed Use Zone and Open Space Zone
19016/3	Rural Resource Zone to General Residential Zone and Low Density Residential Zone	117185/4	Rural Resource Zone to General Residential Zone, Low Density Residential Zone, Rural Living Zone and Open Space Zone
19016/5	Rural Resource Zone and Rural Living Zone to General Residential Zone and Low Density Residential Zone	152021/1	Rural Resource Zone to Rural Living Zone
52360/1	Rural Resource Zone to General Residential Zone, Low Density Residential Zone, Urban Mixed Use Zone and Local Business Zone	167173/1	Rural Resource Zone to Rural Living Zone

- 2/ Amend the planning scheme map to add the outline and notation of the area contained in Specific Area Plan - SAP F2

### Ordinance Amendments

- 1/ Insert **F2 - Hadspen Specific Area Plan** (Attachment A) into Part F of the Planning Scheme.

The Specific Area Plan applies to the following Certificates of Title:

13381/1	147869/1	6684/13
17137/1	113237/1	101729/3
19016/2	111335/1	215151/1
19016/3	117185/5	35266/1
19016/5	45050/1	60513/18
52360/1	28081/2	60513/19
52360/2	28081/1	121846/1
106365/1	6684/1	121846/2
117185/1	6684/2	121846/3
117185/4	6684/3	121846/4
53754/1	6684/4	121846/5
53754/2	6684/5	121846/6
101130/1	6684/6	121846/7
103064/1	6684/7	121846/8
112696/1	6684/8	121846/9
113939/1	6684/9	111931/1
125302/1	6684/10	112000/1
152021/2	6684/11	101729/2
152021/1	6684/12	

## Attachment A – F2 Hadspen Specific Area Plan

## **F2 Hadspen Specific Area Plan**

### **F2.1 Purpose of Specific Area Plan**

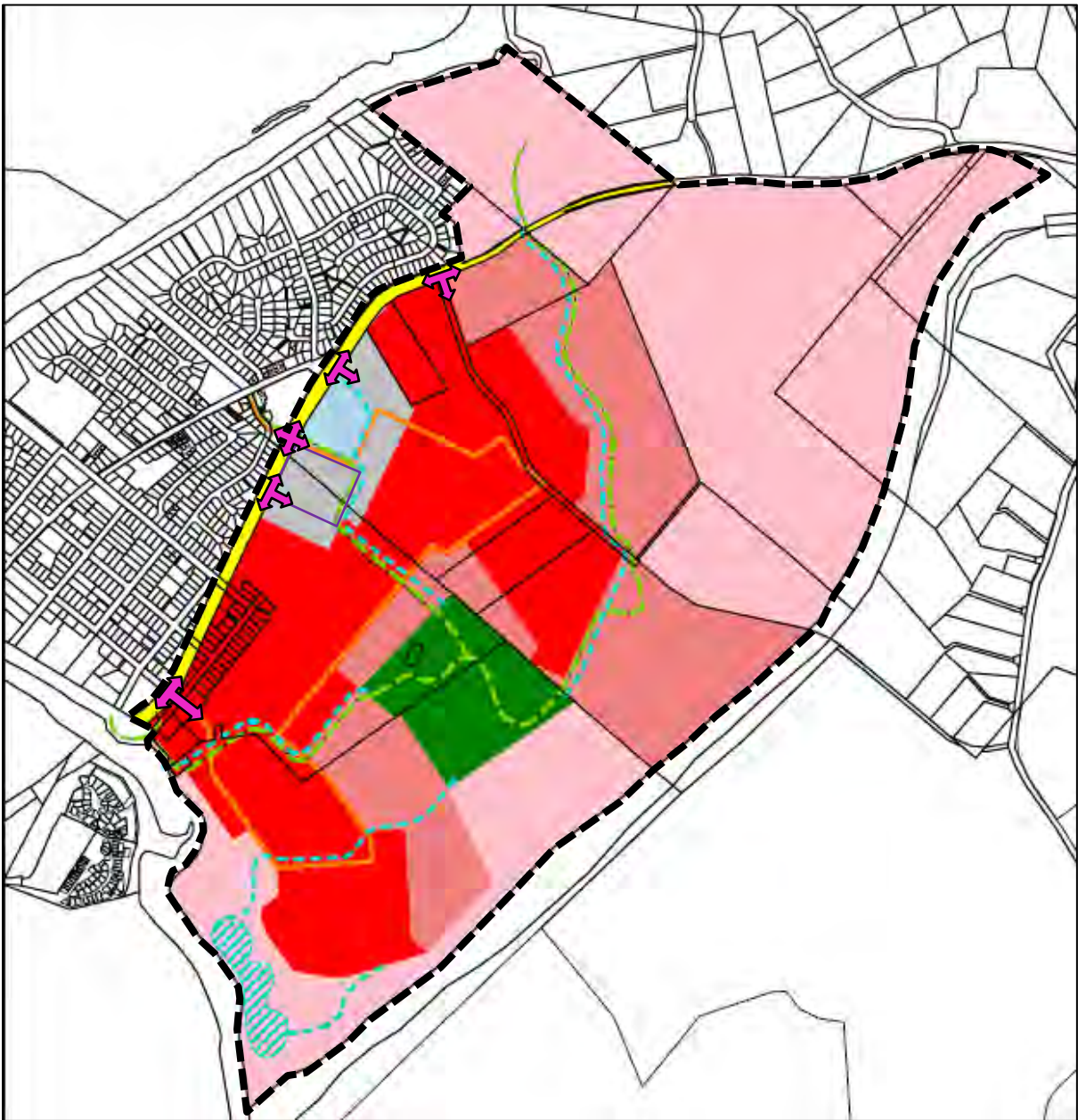
F2.1.1 The purpose of this specific area plan is to:

- a) provide for the development of the area consistent with the local area objectives and desired future character statements;
- b) provide for the co-ordinated subdivision of land;
- c) co-ordinate the provision of infrastructure and public open space.















### **F2.2 Application of Specific Area Plan**

F2.2.1 The specific area plan applies to the area of land designated as SAP 2 Specific Area Plan on the Planning Scheme maps and in Figure 2.2.1

Figure 2.2.1 – SAP 2



Legend

- |   |                           |   |                              |
|---|---------------------------|---|------------------------------|
|  | Main Town Centre Junction |  | General Residential Zone     |
|  | Secondary Junction        |  | Low Density Residential Zone |
|  | Key Recreation Trail      |  | Rural living Zone            |
|  | Key WSUD Stormwater Line  |  | Open Space Zone              |
|  | WSUD Wetland Easement     |  | Local Business Zone          |
|  | Public Transport Loop     |  | Urban Mixed Use Zone         |
|  | SAP Boundary              |  | Utilities Zone               |
|  | Education Site            |   |                              |



## F2.3 Local Area Objectives

### Local Business Zone

- a) Protect the function of the Local Business Zone town centre as the local retail and service centre by principally providing for local service uses, allowing for some visitor attraction uses.
- b) The principal purpose of the Local Business Zone to provide for a supermarket, supported by speciality shops and services, is to be protected.
- c) Active, pedestrian focussed street fronts and meeting places are to be given priority over vehicle parking and are to be supported by centralised parking to service the activity centre.
- d) Provide a highly visible, town centre junction that provides a clear focus of activity upon approach and serves to integrate the existing centre with new development into a restructured central precinct.

### Urban Mixed Use Zone

- a) To protect the function of the town centre, commercial and retail uses are to be smaller in scale and specialist in service, interspersed with, or in combination with, community service uses and higher density residential uses.
- b) Multiple use facilities are supported.
- c) The Education Site is to be protected for the purpose of a school for a period of 5 years from the date of commencement of this Specific Area Plan, unless or until there is certainty that a school facility is not feasible for the area or a development plan demonstrates the provision of mixed use community facilities.

### General Residential Zone

- a) To provide for the standard range of uses in the zone.
- b) Commercial uses are not to weaken the function of the town centre by drawing local service activities away from the centre.

### Low Density Residential Zone

- a) To provide for the standard range of uses in the zone.
- b) Commercial uses are not to weaken the function of the town centre by drawing local service activities away from the centre.

### Rural Living Zone

- a) To provide for the standard range of uses in the zone.
- b) Commercial uses are not to weaken the function of the town centre by drawing local service activities away from the centre.

### Utilities Zone

- a) The reserve of Meander Valley Road is to provide for coordinated, multiple functions including:
  - i) the principal, central traffic corridor;
  - ii) utilities;
  - iii) pedestrian and bicycle connectivity to the activity centre; and
  - iv) recreational amenity.

#### Open Space Zone and Recreation

- a) The bushland is to be reserved for public open space and is to be part of a connected network of recreation trails.
- b) Key recreational trails are to provide opportunities for pedestrian or cycling as a recreational pursuit through a looping network that links with the river, town centre and the existing township.
- c) Facilities are to support the use of the site for passive recreation.

#### Connectivity

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

### F2.4 Desired Future Character Statements

#### Local Business Zone

- a) The activity centre is to have a compact, higher density urban form that is well integrated with the existing centre across Meander Valley Road through the use of landscaping treatment, traffic calming and other urban design features that clearly indicate pedestrian and vehicular connectivity.
- b) The town centre is to be a high quality, urban environment integrating the design and layout of buildings and connecting public spaces through the use of hard and soft landscape architecture.
- c) The town centre is to provide a highly visible, focal public space that connects to the broader network of pedestrian, bicycle and recreational trails.

#### Urban Mixed Use Zone

- a) The density of development and smaller scale, mix of uses is to act as an 'urban village' transitional area between the commercial focus of the town centre and the suburban residential area.
- b) Development around the secondary junctions with Meander Valley Road is to be of an appropriate scale and nature to complement the 'urban village' and local service nature of the town centre.
- c) The Urban Mixed Use Zone, including the Education Site if utilised for a school, is to contribute to active street frontages where it interfaces with the town centre by locating buildings and pedestrian access toward street frontages and vehicular access and parking generally directed to the rear of lots.
- d) Higher density development is prioritised to maximise opportunities for walking and cycling to services.
- e) Development height is to be generally limited to two storeys

#### General Residential Zone

- a) The zone is to provide for standard densities and types of suburban residential development, integrated with the preferred network of public open space, vegetated amenity corridors and roads.

#### Low Density Residential Zone

- a) The zone is to provide for a graduated visual impact of development toward the bush reserve and the higher, elevated slopes and in transitioning to the adjoining Rural Living Zone through either individually, or a combination of:
  - i) developing at lower densities than the General Residential Zone;
  - ii) minimising the amount of vegetation clearance for hazard management areas;
  - iii) providing widened, vegetated amenity corridors along contours and alongside roads that visually and functionally integrates with public recreation trails and key WSUD lines.

#### Rural Living Zone

- a) The zone takes in the periphery of the Specific Area Plan and is to be a very low density to graduate the visual impact of the edge of the settlement toward rural land, the Bass Highway and nearby rural residential areas at Travellers Rest and Pateena Road.

#### Open Space Zone

- a) The bush reserve is to be maintained and enhanced as natural bushland environment.
- b) Public facilities will be designed to blend with the natural landscape and be unobtrusive when viewed from lower elevations.
- c) The bush reserve will not be impacted at the edges by any need for adjoining hazard management areas.

#### Utilities Zone

- a) Meander Valley Road will act as a central connectivity corridor, utilising its additional verge width for shared use paths and low key parklands in combination with the location of services.

#### Public Open Space

- a) Public open space areas will be designed and maintained to further the principles for Community Protection Through Environmental Design (CPTED) incorporating passive surveillance and visibility throughout the open space areas from public vantage points.
- b) Recreational trails will maintain a natural appearance linking with, and complementary to, the bushland reserve and provide clear legibility as a network through layout and design.
- c) The design and appearance of public open space is to be complementary to its dual function with the WSUD treatment of stormwater.

F2.5 Use Table - Local Business Zone

<b>No Permit Required</b>	
<b>Use Class</b>	<b>Qualification</b>
Natural & Cultural Values Management	
Passive Recreation	
<b>Permitted</b>	
<b>Use Class</b>	<b>Qualification</b>
Business and professional services	If directly associated with a supermarket complex
Food Services	If directly associated with a supermarket complex
General retail and hire	If for a supermarket
	If for specialty shops directly associated with a supermarket complex
Utilities	If for minor utilities
<b>Discretionary</b>	
<b>Use Class</b>	<b>Qualification</b>
Business and professional services	
Community meeting and entertainment	
Educational and occasional care	
Emergency services	
Food services	
General retail and hire	If not for a full line department store
Manufacturing and processing	
Residential	
Service industry	
Utilities	If not for minor utilities
Visitor accommodation	
<b>Prohibited</b>	
All other uses	

## F2.6 Use Table - Urban Mixed Use Zone

<b>No Permit Required</b>	
<b>Use Class</b>	<b>Qualification</b>
Natural & Cultural Values Management	
Passive Recreation	
<b>Permitted</b>	
Business and professional services	
Educational and occasional care	If a school located on the Education Site
Food services	
Residential	If for multiple dwellings, communal residence, aged care home, respite centre, retirement village If for single dwellings on lots of 450m <sup>2</sup> or less If for home based business
<b>Discretionary</b>	
Bulky goods sales	
Community meeting & entertainment	
Educational and occasional care	
Emergency services	
General retail and hire	
Hotel industry	
Manufacturing and processing	
Research and development	
Recycling and waste disposal	
Residential	
Storage	
Tourist operation	

Transport depot and distribution	If a bus terminal or taxi stand
Vehicle parking	
Visitor accommodation	
Utilities	
<b>Prohibited</b>	
All other uses	

## F2.7 Use Table - Utilities Zone

<b>No Permit Required</b>	
<b>Use Class</b>	<b>Qualification</b>
Natural & Cultural Values Management	
Passive Recreation	
Transport depot and distribution	If a bus terminal or taxi stand
Utilities	
Vehicle Parking	
<b>Prohibited</b>	
All other uses	

## F2.8 Use Standards

### F2.8.1 Education Site

Objective: a) The Education Site is to be protected for the purpose of a school, potentially in conjunction with a childcare centre, for a period of 5 years from the date of commencement of this Specific Area Plan, unless there is certainty that a school facility is not feasible.	
Acceptable Solution	Performance Criteria
A1 The use of the Education Site is for a school or childcare centre.	P1 The use of the Education Site must have regard to: a) the future feasibility of the site for the establishment of a school; or b) a development plan that demonstrates the provision of mixed use community facilities in a layout that can accommodate potential future school buildings and facilities.

## F2.9 Development Standards

### F2.9.1 Urban Mixed Use Zone – Density Control

Objective: a) To provide for residential densities that are consistent with the local area objectives and desired future character for land within the Specific Area Plan.	
Acceptable Solution	Performance Criteria
A1.1 Dwellings are constructed with a minimum site area per dwelling of 225m <sup>2</sup> and a maximum site area per dwelling of 450m <sup>2</sup> .  A1.2 The development is for multiple dwellings on single or adjoining lots or single dwellings on lots of 450m <sup>2</sup> or less.	P2 The density of residential development is to appropriately support the objectives for higher densities in the zone and the intended character of the area, having regard to: a) topographical constraints; b) infrastructure or servicing constraints; c) the density of the surrounding area; d) proximity to services and public transport; e) whether the development provides for a significant social or community housing benefit.

F2.9.2 Urban Mixed Use Zone – Building Design and Siting

<p>Objective:</p> <ul style="list-style-type: none"> <li>a) To ensure that the siting and design of development is consistent with the local area objectives and desired future character for land within the Specific Area Plan.</li> <li>b) To protect the residential amenity of lots by ensuring that the height, setbacks, siting and design of buildings provides adequate privacy, separation, open space and sunlight for residents.</li> <li>c) To provide for private open space that is appropriate to a higher density residential environment.</li> </ul>	
<p>A1 Site Coverage must not exceed 60%</p>	<p>P1 Dwellings must have:</p> <ul style="list-style-type: none"> <li>a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> <li>(i) outdoor recreational space consistent with the projected requirements of the occupants and take into account any communal open space or nearby public open space; and</li> <li>(ii) operational needs, such as clothes drying and storage.</li> </ul> </li> </ul>
<p>A2 Building Height must not exceed 8.5 metres</p>	<p>P2 The design and siting of buildings must:</p> <ul style="list-style-type: none"> <li>a) not cause unreasonable loss of amenity by: <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 lot; or</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</li> <li>(iii) overshadowing of an adjoining vacant lot; or</li> <li>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; or</li> <li>(v) overlooking of habitable room windows or private open space of an adjoining dwelling.</li> </ul> <p>b) have regard to the intended or prevailing character of the surrounding area.</p>
A3 Buildings must have a setback from a frontage of 3 metres or less.	P3 A building must have a setback from a frontage that is compatible with the intended or prevailing character of the surrounding area, having regard to: <ul style="list-style-type: none"> <li>a) any topographical constraints;</li> <li>b) the function of the road</li> <li>c) the visual impact of the building when viewed from the road or pedestrian pathways.</li> </ul>

### F2.9.3 Local Business Zone – Public Space

Objective:	
a) Development of the town centre is to be consistent with the Local Area Objectives and Desired Future Character Statements through the inclusion of a plaza or similar space that serves as a public gathering place.	
Acceptable Solution	Performance Criteria
A1 Development includes the provision of a minimum of 250m <sup>2</sup> dedicated public plaza that is not a pedestrian thoroughfare.	P2 Suitable public gathering areas are to be provided having regard to: <ul style="list-style-type: none"> <li>a) the nature of the proposed uses;</li> <li>b) the interface with outdoor pedestrian areas and other public open space;</li> <li>c) the visibility of the space;</li> </ul>

	<ul style="list-style-type: none"> <li>d) the interface with roads and vehicular access ways;</li> <li>e) the public amenity of the space.</li> </ul>
--	---

F2.9.4 Subdivision

F2.9.4.1 General Suitability

<p>Objective:</p> <p>The division and consolidation of estates and interests in land is to create lots that are consistent with the Purpose, Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.</p>	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution	<p>P1 Each new lot must be suitable for use and development in an arrangement that is consistent with the Specific Area Plan, having regard to the combination of:</p> <ul style="list-style-type: none"> <li>a) slope, shape, orientation and topography of land;</li> <li>b) any established pattern of use and development;</li> <li>c) connection to the road network;</li> <li>d) availability of or likely requirements for utilities;</li> <li>e) requirements for public open space and vegetated amenity corridors;</li> <li>f) hydrology and requirements for drainage;</li> <li>g) any requirement to protect ecological, scientific, historic, cultural or aesthetic values; and</li> <li>h) potential exposure to natural hazards.</li> </ul>

#### F2.9.4.2 Lot Requirements

Objective:													
a) To provide for lot sizes that are consistent with the Purpose, Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.													
Acceptable Solution	Performance Criteria												
<p>A1 Each lot must have a minimum area in accordance with Table F2.9.3.2 below:</p> <p><b>Table F2.9.3.2</b></p> <table border="1"> <tr> <td>Local Business Zone</td> <td>No minimum lot size</td> </tr> <tr> <td>Urban Mixed Use Zone</td> <td>450m<sup>2</sup></td> </tr> <tr> <td>General Residential Zone</td> <td>700m<sup>2</sup></td> </tr> <tr> <td>Low Density Residential zone</td> <td>5000m<sup>2</sup></td> </tr> <tr> <td>Rural Living Zone</td> <td>2 hectares</td> </tr> <tr> <td>Open Space Zone</td> <td>No minimum lot size</td> </tr> </table>	Local Business Zone	No minimum lot size	Urban Mixed Use Zone	450m <sup>2</sup>	General Residential Zone	700m <sup>2</sup>	Low Density Residential zone	5000m <sup>2</sup>	Rural Living Zone	2 hectares	Open Space Zone	No minimum lot size	<p>P1 Each lot must provide sufficient useable area and dimensions, consistent with the Specific Area Plan, to allow for:</p> <p>a) buildings to be erected in a hazard free location; and</p> <p>b) on-site parking and manoeuvrability; and</p> <p>c) adequate private open space; and</p> <p>d) reasonable vehicular access from the carriageway of the road to a building area on the lot.</p>
Local Business Zone	No minimum lot size												
Urban Mixed Use Zone	450m <sup>2</sup>												
General Residential Zone	700m <sup>2</sup>												
Low Density Residential zone	5000m <sup>2</sup>												
Rural Living Zone	2 hectares												
Open Space Zone	No minimum lot size												

#### F2.9.4.3 Provision of Water and Sewage Services

Objective:	
a) To provide for the connection of lots within the Local Business, Urban Mixed Use and General Residential Zones to a reticulated sewer.	
b) To provide for the connection of lots within the Local Business, Urban Mixed Use and General Residential Zones to a reticulated water supply.	
c) To provide lots within the Low Density Residential and Rural Living Zones with reticulated water and sewer services where feasible.	
<p>A1 Each lot must be connected to a reticulated:</p> <p>a) water supply; and</p> <p>b) sewage system.</p>	<p>P3 Each lot created must be:</p> <p>a) in a locality for which reticulated services are not available or capable of being connected; and</p> <p>b) capable of accommodating an on-site wastewater management system.</p>

F2.9.4.4 Provision of Stormwater Services

<p>Objective:</p> <ul style="list-style-type: none"> <li>a) Subdivision is to provide for stormwater treatment through the principles of Water Sensitive Urban Design (WSUD) and principally directing stormwater to the identified Key WSUD Stormwater Lines and Wetland Dispersal Area.</li> <li>b) The stormwater system is to be designed to accommodate peak storm events and avoid flooding of development areas.</li> <li>c) The design of the WSUD stormwater system is to appropriately integrate into public open space and the road network by enhancing the 'natural environment' visual amenity of the public areas and taking public safety into account.</li> <li>d) The WSUD stormwater system is to be designed to minimise the long term maintenance obligations for Public Open Space</li> </ul>	
<p>A5 No Acceptable Solution</p>	<p>P5 The stormwater system is to be designed to accommodate the peak stormwater loads from lots and roads through a combination of the following elements as appropriate:</p> <ul style="list-style-type: none"> <li>a) An open swale network that can appropriately accommodate stormwater volumes and velocity;</li> <li>b) Vegetation planting to slow and filter stormwater;</li> <li>c) Constructed baffles to slow stormwater and prevent erosion;</li> <li>d) Detention basins to slow and gradually release stormwater resulting from higher impact storm events.</li> </ul>

F2.9.4.5 Road Network

<p>Objective:</p> <ul style="list-style-type: none"> <li>a) Subdivision is to provide for key junctions with Meander Valley Road consistent with the Specific Area Plan.</li> <li>b) The Main Town Centre Junction is the principal junction that is the focal point of the town centre and forms the principal link to the existing township.</li> <li>c) Secondary Junctions are a limited number of collector road junctions from the development areas that distribute traffic to Meander Valley Road.</li> <li>d) The principal alignment of the road network is north-east to south-west and north-west to south-east to align with the contours of the land.</li> <li>e) The road network is to provide for a hierarchy of local roads and collector roads in a connected, looping layout that maximises permeability and access to the town centre and Meander Valley Road.</li> </ul>
--

<p>f) The road network is to provide for shared use together with bicycle and pedestrian mobility.</p> <p>g) Where public open space and recreation trails cross roads, clear visual elements and traffic calming measures are to be incorporated into the design to indicate a slower traffic speed environment and pedestrian crossings.</p> <p>h) The road network is to provide for a public transport loop at an appropriate standard to accommodate accessible buses and bus stops.</p>	
<p>A1 No acceptable solution</p>	<p>P1 The road network is to be designed to provide an accessible and safe neighbourhood road system having regard to:</p> <ul style="list-style-type: none"> <li>a) the topography of the land;</li> <li>b) a hierarchy of anticipated traffic volumes on local, collector and arterial roads;</li> <li>c) integration with pedestrian, bicycle and recreation routes;</li> <li>d) an appropriate speed environment and any traffic calming that may be warranted;</li> <li>e) standards for accessible public transport and emergency service vehicles.</li> </ul>

F2.9.4.6 Public Open Space

<p>Objective:</p> <p>a) Subdivision is to provide for a network of public open space that is consistent with the Local Area Objectives and Desired Future Character Statements of the Specific Area Plan.</p>	
<p>A1 No acceptable solution</p>	<p>P1 The public open space network is to be designed to provide a high level of amenity and connectivity having regard to:</p> <ul style="list-style-type: none"> <li>a) the topography of the land;</li> <li>b) requirements for vegetated amenity corridors;</li> <li>c) integration of shared use for pedestrians and bicycles;</li> <li>d) integration of WSUD stormwater requirements;</li> <li>e) public safety;</li> <li>f) provision of clear legibility at road crossings.</li> </ul>



## **GOV 1 MEETING REQUEST FROM LAUNCESTON CITY COUNCIL RE: COUNCIL AMALGAMATIONS**

### **1) Introduction**

The purpose of this report is to seek Council's position in respect to a request by Mayor Albert van Zetten to meet with the Mayor and Mayors of adjoining Councils, to discuss voluntary amalgamations.

### **2) Background**

On 25 March 2015 the Mayor received a letter from Mayor van Zetten of the Launceston City Council to meet to discuss voluntary amalgamations. The letter is attached to this report.

The request has arisen as a result of the presentation made by the Minister for Planning and Local Government, Peter Gutwein MP, on the subject in February 2015.

Subsequent to Mayor van Zetten's letter, Council has been contacted with dates and times for a proposed meeting. The Mayor has also sought more information regarding the meeting and the City Council's view on what amalgamations would look like for the northern region.

### **3) Strategic/Annual Plan Conformance**

Complies with Council's Future Direction of Innovative leadership and community governance.

### **4) Policy Implications**

Not Applicable

### **5) Statutory Requirements**

Not Applicable

### **6) Risk Management**

Not Applicable

### **7) Consultation with State Government and other Authorities**

Not Applicable

### **8) Community Consultation**

Not Applicable

## 9) Financial Impact

Not Applicable

## 10) Alternative Options

Council can decide not to authorise the Mayor to meet with Mayor van Zetten to discuss the topic of Local Government reform.

## 11) Officers Comments

The request from Mayor van Zetten, at this stage, is for discussion on the topic of voluntary amalgamations. It would be appropriate for the Mayor to meet with Mayor van Zetten of Launceston City Council to discuss the issue of amalgamations and resource sharing.

An open and frank discussion with our neighbouring councils may be beneficial for all, shedding light on possible opportunities and would be consistent with the Minister's request that all options be considered and discussed.

**AUTHOR:** Greg Preece  
GENERAL MANAGER

## 12) Recommendation

*It is recommended that the Mayor meet with Mayor van Zetten of Launceston City Council to discuss the topic of Local Government reform.*

**DECISION:**



## **GOV 2 LOCAL GOVERNMENT REFORM**

### **1) Introduction**

The purpose of this report is for Council to consider its willingness to investigate a resource sharing model and/or voluntary amalgamation model for local government in Tasmania.

### **2) Background**

The Northern Midlands Council, Meander Valley Council and West Tamar Council have had informal discussions regarding the voluntary amalgamations and resource sharing proposal presented by the Minister for Planning and Local Government, Peter Gutwein MP in February 2015.

Minister Gutwein's proposal outlined four principles that must be met for amalgamations to be considered:

- Amalgamations must be in the best interest of ratepayers;
- Improve the level of services for communities;
- Preserve and maintain local representation; and
- Ensure the financial status of the entities is strengthened.

Mayors and General Managers from Meander Valley, Northern Midlands and West Tamar councils met on 1 April to discuss local government reform. At the meeting, it was agreed that the process should first commence with a benchmarking exercise of financial and service delivery measures using an independent consultant with local government experience for each Council.

The Mayors all agreed to take an agenda item to their respective Council's April meetings and seek Council approval to enter into more formal discussions about identifying strategic shared service opportunities.

All three Mayors at the meeting indicated that it was unlikely that their Councils would support voluntary amalgamations.

### **3) Strategic/Annual Plan Conformance**

Complies with Council's Future Direction of Innovative leadership and community governance.

### **4) Policy Implications**

Not Applicable

## **5) Statutory Requirements**

Local Government Act 1993

## **6) Risk Management**

It is critical that the three councils engage an independent consultant to carry out the benchmarking project to ensure openness and transparency. With projects of this nature it is important to analyse the positives and negatives arising from the investigations.

Each Council must be open to the provision of data to allow its analysis in a consistent fashion that will support meaningful performance measures and benchmarks. Without a consistent approach and process mapping, data collection and input costings the benchmarking project will fail.

## **7) Consultation with State Government and other Authorities**

As the Minister for Local Government initiated the discussion on local government reform, it is important that the councils keep the Minister for Planning and Local Government, the Hon. Peter Gutwein MP, informed on the progress of the enterprise wide service review and benchmarking project.

## **8) Community Consultation**

Community consultation would be integral in determining an outcome from the service review and benchmarking project. Outcomes from this project will be utilised to inform future strategic discussion with the community.

Local government faces increasingly demanding and complex community expectations with limited resources and competing demands, it is critical that councils find new ways to plan and deliver services so that local government is sustainable and able to flourish. Strategic collaboration and partnerships are ways that councils can respond to these challenges.

## **9) Financial Impact**

At the meeting held on 1 April, it was agreed that the respective councils be asked to consider the preparation of an enterprise wide service review and benchmarking project.

The project would be completed using an independent consultant with local government experience.

At the time of writing this report, costs are being sought from consultants to undertake this work.

It is recommended that the initial work and its associated costs are met by the respective councils and that the funding on offer by the State Government may be utilised to implement a possible outcome from the benchmarking project.

The State Government will provide financial assistance towards the development of feasibility studies: funding of up to \$25,000 for an amalgamation/shared services proposal involving two councils, or up to \$50,000 for a proposal involving three or more councils. It is understood that initially the State Government funding would only be provided on the basis that it is matched dollar for dollar by the participating councils. It is understood that this may be negotiable.

## 10) Alternative Options

Council can elect not to accept the recommendation or accept the recommendation with modifications.

## 11) Officers Comments

The potential opportunity from the enterprise wide services review and benchmarking project is the delivery of a strategic collaborative arrangement that uses resources wisely to meet the long-term needs of the community.

Strategic collaboration takes many forms including alliances, partnerships and business clusters, with a purpose to reduce duplication of services, provide cost savings, access innovation, enhance skills development and open the way for local communities to share ideas and connect with others. Strategic collaboration offers participating councils a way to achieve their goals and objectives in cost effective and innovative ways. Strategic collaboration is not about reducing staff numbers or council autonomy.

The benchmarking project is the first step towards Council considering the appropriateness of entering into a collaborative arrangement with an agreed long-term strategic relationship and a shared common future that is mutually beneficial.

The outcomes of this project will determine the future direction as regards to shared services with participating councils and/or facilitate identification of other possible partner councils.

**AUTHOR:** Greg Preece  
GENERAL MANAGER

## 12) Recommendation

*It is recommended that Council*

- i) agrees to collaborate with the councils of Northern Midlands and West Tamar in a benchmarking exercise of financial and service delivery measures utilising the services of an independent consultant.*
- ii) authorise the General Manager to engage a project consultant with local government experience.*

**DECISION:**

## **GOV 3 ANNUAL PLAN – QUARTERLY REVIEW – MARCH 2015**

### **1) Introduction**

The purpose of this report is to consider the March quarterly review of the Annual Plan.

### **2) Background**

Section 71 of the Local Government Act 1993 requires Council to prepare an Annual Plan. This plan provides details of the works and programs to be undertaken by Council and is the organisation's commitment to both Councillors and the community that these works and programs will be delivered.

### **3) Strategic/Annual Plan Conformance**

This performance report relates directly to the achievement of the Annual Plan.

### **4) Policy Implications**

Not Applicable

### **5) Statutory Requirements**

It is a requirement of the Local Government Act 1993 that Council prepares and approves an Annual Plan.

### **6) Risk Management**

Not Applicable

### **7) Consultation with State Government and other Authorities**

There is no requirement to consult with the Tasmanian Government when preparing this quarterly review.

### **8) Community Consultation**

There is no requirement to consult with the community when preparing this review.

### **9) Financial Impact**

Not Applicable

### **10) Alternative Options**

Not Applicable

## 11) Officers Comments

An excellent result has been achieved for the September quarter with all 136 targets being met.

**AUTHOR:** Greg Preece  
GENERAL MANAGER

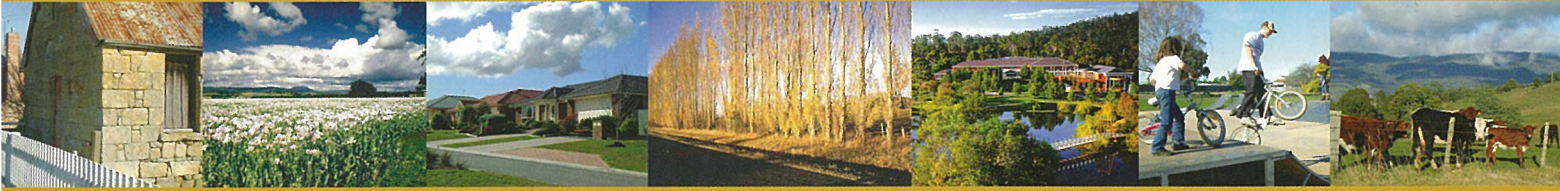
## 12) Recommendation

*It is recommended that Council receive and note the Annual Plan review for the March 2015 quarter.*

**DECISION:**



**2014/2015**  
**March**  
**Quarterly Review**



Meander Valley Council



# Meander Valley Council Annual Plan 2014/2015

## Index

Overview .....	2
Fast Facts about the Meander Valley .....	3
Budget Estimates .....	4
Rating Policy .....	5
Policy Review .....	6
Document Review .....	7

### GOVERNANCE & COMMUNITY SERVICES

Program Number and Title:	1.1 Secretarial & Administration Support	10
Program Number and Title:	1.2 Risk Management	12
Program Number and Title:	1.3 Employee Health and Safety Management	13
Program Number and Title:	1.4 Other Governance Functions	15
Program Number and Title:	1.5 Community Development	17
Program Number and Title:	1.6 Services to Young People	19
Program Number and Title:	1.7 Recreation & Sport Services	21
Program Number and Title:	1.8 Indoor Recreation Facilities Management	22

### CORPORATE SERVICES

Program Number and Title:	2.1 Financial Services	23
Program Number and Title:	2.2 Financial Management & Reporting	25
Program Number and Title:	2.3 Information Technology	27
Program Number and Title:	2.4 Information Management	28
Program Number and Title:	2.5 Human Resources	29

### INFRASTRUCTURE SERVICES

Program Number and Title:	3.1 Emergency Services	31
Program Number and Title:	3.2 Transport	33
Program Number and Title:	3.3 Property Services	36
Program Number and Title:	3.4 Parks and Recreation	40
Program Number and Title:	3.5 Asset Management and GIS	43
Program Number and Title:	3.6 Waste Management & Resource Recovery	47
Program Number and Title:	3.7 Stormwater Management	50

### DEVELOPMENT SERVICES

Program Number and Title:	4.1 Land Use and Planning	52
Program Number and Title:	4.2 Building Control	54
Program Number and Title:	4.3 Environmental Health	55
Program Number and Title:	4.4 Plumbing and Drainage Control	57
Program Number and Title:	4.5 Animal Control	58

### WORKS

Program Number and Title:	5.1 Parks, Reserves, Sports Grounds and Cemeteries	59
Program Number and Title:	5.2 Roadside Verges and Nature Strips	61
Program Number and Title:	5.3 Roads	62
Program Number and Title:	5.4 Toilets, Street Cleaning and Litter Collection	64
Program Number and Title:	5.5 Urban Stormwater	65
Program Number and Title:	5.6 Plant	66
Program Number and Title:	5.7 Works & Maintenance Program	68

### ECONOMIC DEVELOPMENT & SUSTAINABILITY

Program Number and Title:	6.1 Natural Resource Management	69
Program Number and Title:	6.2 Economic Development	71



# Meander Valley Council Annual Plan 2014/2015

## Overview

The Annual Plan outlines the programs and services Council intends to deliver throughout the year. These programs and services consist of a mixture of new and upgraded services, replacing existing or simply maintaining what already exists.

The coming year will see Council complete a review of key future strategic planning and operations documents and deliver the following projects –

- complete the review of Council's Strategic Plan and finalise Council's first Delivery Plan;
- continue with community engagement and finalise Council's waste management strategy;
- complete the activities required to have Council's Planning Scheme declared;
- complete the Prospect Vale/Blackstone Heights Structural Plan and commence projects in the Westbury Outline Development Plan;
- continue to implement projects outlined in the Hadspen Outline Development Plan and commence the process for the rezoning of land;
- undertake the construction of the Westbury Road/Vale Street Roundabout;
- develop stormwater system management plans in line with the risk assessment action plan.

Council will undertake a regular inspection program for Place of Assembly and Food Premises Licences, and co-ordinate immunisation clinics.

There is an ongoing commitment to continue Council's involvement in the Northern Tasmania Development and Council officers will continue to work with other Councils to deliver uniformity of standards, processes and resource sharing.

Once again an extensive Capital Works Program, valued at \$6.44 million will be delivered. Of this work, \$3.70 million is allocated for reconstruction or replacement of assets with the balance for new or upgraded assets. The value of these works is in line with the projections in the Long Term Financial Plan.

# Meander Valley Council Annual Plan 2014/2015

## Fast Facts about the Meander Valley

Rateable assessments	9,770
Capital value of properties	\$3,093,452,100
Adjusted Assessed annual value of properties	\$141,145,922
Residential population	19,543
Geographical area	3,821 sq kms
Number of Councillors	9
Sealed Roads	550kms
Unsealed Roads	254kms
Bridges	217



Meander Valley is a large and diverse area of Tasmania's northern region, which offers an assortment of enticing lifestyle opportunities. The varying landscape ranges from alpine mountain peaks to extensively forested areas, productive agricultural lands, historic towns and villages, and even an urban community of Launceston. There are abundant small businesses and major enterprises, such as Country Club Tasmania and Tasmanian Alkaloids which offer great employment prospects to locals.

The Meander Valley skyline is dominated by the mountains of the Great Western Tiers and World Heritage Area, which form a dramatic backdrop to a rural landscape that in many areas is divided by traditional English hedges. Small townships and villages are found throughout the area. The seamless combination of mountains and rural landscapes, villages and townships gives Meander Valley its' unique look and feel; something that visitors recognise as distinctly Tasmanian.

# Meander Valley Council Annual Plan 2014/2015

## Budget Estimates

	2013-2014	2014-2015
<b>Revenue:</b>		
Rate Revenue	9,739,100	10,262,600
Fees and User Charges	1,051,800	1,106,900
Contributions and Donations	320,000	326,800
Interest	1,131,300	1,086,300
Grants and Subsidies	2,933,500	5,623,900
Other Revenue	880,500	945,000
<b>Total Operating Revenue:</b>	<b>16,056,200</b>	<b>19,351,500</b>
<b>Operating Expenditure:</b>		
Employee Costs	5,439,500	5,868,300
Maintenance and Working Expenses	5,729,400	5,777,700
Interest on Loans	261,300	311,300
Depreciation	5,041,900	5,168,400
Payments to Government Authorities	954,600	990,800
Other Payments	171,000	225,200
<b>Total Operating Expenditure:</b>	<b>17,597,700</b>	<b>18,341,700</b>
<b>Operating Surplus/Deficit:</b>	<b>(1,541,500)</b>	<b>1,009,800</b>
<b>Underlying Surplus/(Deficit)</b>	<b>(40,000)</b>	<b>39,400</b>
<b>Capital Expenditure</b>	<b>6,056,600</b>	<b>7,871,000</b>
<b>Repayment of Loans:</b>	<b>-</b>	
<b>Asset Sales:</b>	<b>285,000</b>	<b>285,000</b>
<b>Closing Cash Balance:</b>	<b>17,834,900</b>	<b>18,325,200</b>
<b>Net assets:</b>	<b>274,856,000</b>	<b>278,825,300</b>

# Meander Valley Council Annual Plan 2014/2015

## Rating Policy

The following rating policies will apply for 2014-2015:

Payment Method:	Ratepayers are provided with the option of paying their rates in full, with no discount for early payment, or paying their rates in four approximately equal instalments due on 29 August 2014, 31 October 2014, 30 January 2015 and 31 March 2015.
Penalties for late payment:	Any late payment of rates and charges will be subject to daily interest at a rate equivalent to 9.35% per annum.
General rate:	All rateable properties are applied a General Rate of 5.9398 cents in the \$ of AAV with a minimum charge of \$135.
Waste Management:	For properties without a kerbside collection service the charge is \$15. For each separate service where kerbside garbage and/or green-waste & recycling collection is provided the charge is \$143 for the standard collection of one 80L mobile garbage bin and one mobile recycling bin or \$175 for the extra capacity collection of one 140L mobile garbage bin and one mobile recycling bin or \$335 for one 240L mobile garbage and one mobile recycling bin.
Fire Levies:	All properties within the municipal area are rated based on the income requirements of the State Fire Commission.  Properties within the Launceston Permanent Brigade District are applied a rate of 1.3330 cents in the \$ of AAV with a minimum of \$37.  Properties within the Volunteer Brigade Districts are applied a rate of 0.3785 cents in the \$ of AAV with a minimum of \$37.  All other properties are applied a rate of 0.3477 cents in the \$ of AAV with a minimum of \$37.

## S U M M A R Y

### March 2015 Quarterly Review

Area	Number of Targets (excl Canc)	No of Targets Met (excl Canc)	Conformance
1. Governance	37	37	100%
2. Corporate Services	18	18	100%
3. Infrastructure Services	40	40	100%
4. Development Services	15	15	100%
5. Works	17	17	100%
6. Economic Development	9	9	100%
<b>OVERALL TOTALS</b>	<b>136</b>	<b>136</b>	<b>100%</b>

Action Definitions for Reporting Purposes:  
Ongoing; In Progress; Achieved; Cancelled; Deferred; Not Achieved



## POLICY REVIEW

POLICY REVIEWS	By 30 September	By 31 December	By 31 March	By 30 June
<b>Governance:</b> <ul style="list-style-type: none"> <li>• Appointment and responsibilities of Council representatives</li> <li>• Personal Information Protection</li> </ul>	23	67		
<b>Corporate Services:</b> <ul style="list-style-type: none"> <li>• Nil</li> </ul>				
<b>Infrastructure Services:</b> <ul style="list-style-type: none"> <li>• Tree Management</li> </ul>			37	
<b>Development Services:</b> <ul style="list-style-type: none"> <li>• Real Estate Advertising Signs</li> <li>• Roadside Vendors</li> <li>• Bonds &amp; Bank Guarantees - Subdivisions</li> </ul>	34		57	66
<b>Works:</b> <ul style="list-style-type: none"> <li>• Nil</li> </ul>				
<b>Economic Development &amp; Sustainability</b> <ul style="list-style-type: none"> <li>• Nil</li> </ul>				

## DOCUMENT REVIEW

OPERATION Document Reviews	By 30 September	By 31 December	By 31 March	By 30 June
<b>Governance:</b> Style Manual Delegations Special Committees of Council Community Grants Policy & Guidelines Customer Service Charter Meander Valley Community Safety Plan 2011-2014		Style Manual Delegations Special Committees of Council	Community Grants Policy & Guidelines	Customer Service Charter Meander Valley Community Safety Plan 2011-2014
<b>Corporate Services:</b> Nil				
<b>Infrastructure Services:</b> Asset Management Strategy Capital Works Priority Process			Asset Management Strategy	Capital Works Priority Process
<b>Development Services:</b> Nil				
<b>Works:</b> Skills Register		Skills Register		
<b>Economic Development &amp; Sustainability</b> Nil				

## Meander Valley Council Annual Plan 2014/2015

Due for review (other than annually):

Business Continuity Plan (biennial, next review 2016/17)

Code of Tendering and Contracts (every four years, next review 2017/18)

Human Resource Policy Manual (every 3 years – next review 2016/17)

Public Interest Disclosures Act 2002 - Model Procedures (every three years, next review 2017/18)

Code of Conduct (within 12-months of an ordinary election, next review 2015/16)

Customer Service Charter (biennial, next review 2014/15)

Meander Valley Community Safety Plan 2011 -2014 (every 3 years – next review 2014/15)

Sport & Recreation Action Plan 2012-2015 (every 3 years – next review 2015/16)

Emergency Management Plan (every 2 years – next review 2015/16)

Rating Policy (every 4 years – next review August 2016)

Economic Development Strategy 2012-2017 (every 5 years – next review 2017/18)

Capital Works Priority Process (every 2 years – next review 2014/15)

# Meander Valley Council Annual Plan 2014/2015



## Governance and Community Services

Directorate	1. Governance & Community Services	Program number and title	1.1 Secretarial & Administrative support
Program Objective	To undertake functions to ensure compliance with legislative requirements		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Deliver Annual Plan	Prepare quarterly review <b>Achieved</b>	Prepare quarterly review <b>Achieved</b>	Prepare quarterly review <b>Achieved</b>	Prepare quarterly review. Prepare 2015/16 Annual Plan	<b>5.6.1</b> – Implement processes to ensure compliance with the Local Government Act and other relevant legislation
2	Prepare Annual Report	Complete draft for printing <b>In Progress</b>	Complete report and present at AGM <b>Achieved</b>			<b>5.6.1</b> – Implement processes to ensure compliance with the Local Government Act and other relevant legislation
3	Conduct Annual General Meeting (AGM)		Advertise, organise & conduct AGM <b>Achieved</b>			<b>5.6.1</b> – Implement processes to ensure compliance with the Local Government Act and other relevant legislation
4	Prepare Council Meeting Agendas and Minutes, Briefing Reports and Workshop Agendas	Prepare for each meeting <b>Achieved</b>	Prepare for each meeting <b>Achieved</b>	Prepare for each meeting <b>Achieved</b>	Prepare for each meeting	<b>5.6.1</b> – Implement processes to ensure compliance with the Local Government Act and other relevant legislation
5	Policy Review	Review as per schedule <b>Achieved</b>	Review as per schedule <b>Achieved</b>	Review as per schedule <b>Achieved</b>	Review as per schedule	<b>5.6.1</b> – Implement processes to ensure compliance with the Local Government Act and other relevant legislation
6	Conduct Australia Day (AD) event	Review AD criteria. Call for nominations  <b>In Progress</b>	Assess nominations. Plan civic function  <b>Achieved</b>	Conduct a civic function on AD  <b>Achieved</b>		<b>3.2.2</b> - Support local events and activities that respond to a community need



# Meander Valley Council Annual Plan 2014/2015



7	Operations Document Review	Review as per schedule <b>Achieved</b>	Review as per schedule <b>Achieved</b>	Review as per schedule <b>Achieved</b>	Review as per schedule	<b>5.6.1</b> – Implement processes to ensure compliance with the Local Government Act and other relevant legislation
8	Conduct Council Elections	Update General Managers roll <b>Achieved</b>	Conduct election <b>Achieved</b>			<b>5.6.9</b> - Assist with the orderly conduct of the Council election

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	N/A	MVC	Personal Assistant
2	\$3,000	MVC	Personal Assistant
3	N/A	MVC	Personal Assistant
4	N/A	MVC	Personal Assistant
5	N/A	MVC	General Manager
6	\$5,000	MVC	Personal Assistant
7	N/A	MVC	General Manager
8	\$84,000	MVC	Director Gov & Community Services

## Action performance targets

No.	Performance target
4	Agenda is prepared and distributed 4 days before each Council meeting. Draft meeting minutes are completed and distributed within 4 days of each Council meeting
5	Policies reviewed by Council
7	Documents reviewed by Council

# Meander Valley Council Annual Plan 2014/2015



Directorate	1. Governance & Community Services	Program number and tile	1.2 Risk Management
Program Objective	Minimise risk to our people and the public		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Implement Risk Management Framework	Action the framework <b>Achieved</b>	Action the framework <b>Achieved</b>	Action the framework <b>Achieved</b>	Action the framework	<b>5.6.2</b> – Implement and review the Risk Management Framework
2	Implement the Internal Audit Program	Review of Audit outcomes <b>In Progress</b>	Conduct Audit <b>In Progress</b>	Review of Audit outcomes <b>Achieved</b>	Conduct Audit	<b>5.6.2</b> – Implement and review the Risk Management Framework
3	Conduct Risk Management Committee meeting	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting	<b>5.6.2</b> – Implement and review the Risk Management Framework
4	Review Business Continuity Plan (BCP)		Review BCP <b>Deferred</b>	BCP approved by Council <b>In Progress</b>		<b>5.1.1</b> - Review and management of Councils Business Continuity Plan
5	Co-ordinate functions of the Audit Panel	Audit panel preparation <b>In Progress</b>	Conduct meeting <b>In Progress</b>	Conduct meeting <b>In Progress</b>	Conduct meeting	<b>5.6.8</b> - Develop and implement operation of the internal Audit Panel – establish and implement internal audit process

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$25,000	MVC and Consultant	Director Gov & CS
2	N/A	MVC and Consultant	Director Gov & CS
3	N/A	MVC	Director Gov & CS
4	N/A	MVC	Director Gov & CS
5	\$15,000	MVC and independent resource	Director Gov & CS

## Action performance targets

N/A

# Meander Valley Council Annual Plan 2014/2015



Directorate	1. Governance & Community Services	Program number and tile	1.3 Employee Health & Safety Management
Program Objective	To provide a safe place of work for our people and to measure and monitor our employer obligations.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Health & Safety Committee operation	Conduct quarterly meeting <b>Achieved</b>	Conduct quarterly meeting <b>Achieved</b>	Conduct quarterly meeting <b>Achieved</b>	Conduct quarterly meeting	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
2	Conduct Driver training course	Organise course  <b>In Progress</b>	Course held  <b>Achieved</b>	Review effectiveness of course  <b>Achieved</b>		<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
3	Deliver a Health & Wellbeing Program	Conduct quarterly meeting & implement programs <b>Achieved</b>	Conduct quarterly meeting & implement programs <b>Achieved</b>	Conduct quarterly meeting & implement programs <b>Achieved</b>	Conduct quarterly meeting & implement programs	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
4	Conduct emergency evacuation drills		Conduct drill – Council Office & GWTVC <b>Achieved</b>		Conduct drill – Council Office & GWTVC	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
5	Conduct Staff Survey	Implement Action Plan  <b>Achieved</b>	Issue survey  <b>Achieved</b>	Report to staff on results of survey. Prepare action plan  <b>Achieved</b>	Implement action plan	<b>5.4.3</b> - Effectively manage and support Councils human resources
6	Employee Consultative Committee operation	Conduct quarterly meeting <b>Achieved</b>	Conduct quarterly meeting <b>Achieved</b>	Conduct quarterly meeting <b>Achieved</b>	Conduct quarterly meeting	<b>5.4.3</b> - Effectively manage and support Councils human resources

# Meander Valley Council Annual Plan 2014/2015



## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	N/A	MVC	Director Gov & CS & H & S Committee
2	\$3,500	Contract	Director Gov & CS & H & S Committee
3	\$15,000	MVC & Contract	Director Gov & CS & H & Wellbeing Committee
4	N/A	MVC	Director Gov & CS & Fire Wardens
5	\$4,000	MVC & Contract	General Manager
6	N/A	MVC	General Manager

# Meander Valley Council Annual Plan 2014/2015



Directorate	1. Governance & Community Services	Program number and tile	1.4 Other Governance functions
Program Objective	To provide good governance		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Review Community Strategic Plan	Draft plan to Council for endorsement <b>In Progress</b>	Community feedback on Plan <b>In Progress</b>	Finalise plan and Council approval <b>Achieved</b>		<b>5.1.2</b> Review Community Strategic Plan
2	Participation in NTD	Attend NTD Local Government Committee Meeting <b>Achieved</b>	Attend NTD Local Government Committee Meeting <b>Achieved</b>	Attend NTD Local Government Committee Meeting <b>Achieved</b>	Attend NTD Local Government Committee Meeting	<b>5.5.6</b> Participate and support the operation of Northern Tasmania Development
3	Prepare a Council Delivery Plan	Present initial plan to Council for approval <b>Achieved</b>		Update Delivery Plan <b>Achieved</b>	Present Plan to Council for approval	<b>5.1.3</b> Co-ordinate and preparation of Council's integrated planning and reporting framework
4	Participate in Northern Tasmania Sub Regional Alliance	Attend quarterly meeting <b>Achieved</b>	Attend quarterly meeting <b>Achieved</b>	Attend quarterly meeting <b>Achieved</b>	Attend quarterly meeting	<b>5.5.8</b> Participate and support the operation of Northern Tasmanian Sub-Regional Alliance
5	Convene meetings of the Customer Service Group	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting	<b>5.1.3</b> Co-ordinate and preparation of Council's integrated planning and reporting framework
6	Convene meetings of the Merit User Group	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting	<b>5.1.3</b> Co-ordinate and preparation of Council's integrated planning and reporting framework
7	Provide support to the TRAP Special Committee	Conduct meeting & report on outcomes <b>Achieved</b>	Conduct meeting & report on outcomes <b>Achieved</b>	Conduct meeting & report on outcomes <b>Achieved</b>	Conduct meeting & report on outcomes	<b>4.2.3</b> Provide support to Council's Townscape, Reserves and Parks (TRAP) Special Committee

# Meander Valley Council Annual Plan 2014/2015



8	Conduct Community Satisfaction Survey				Conduct survey	5.1.4 Regularly review community satisfaction with Council service levels
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## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$5,000	MVC & Contract	General Manager
2	\$60,000	MVC	General Manager
3	N/A	MVC	General Manager
4	N/A	MVC	General Manager
5	N/A	MVC	Director Gov & CS
6	N/A	MVC	Director Gov & CS
7	N/A	MVC	Director Gov & CS
8	\$8,000	Consultant	Director Gov & CS

## Action performance targets

N/A

# Meander Valley Council Annual Plan 2014/2015



Directorate	1. Governance & Community Services	Program number and title	1.5 Community Development
Program Objective	Working with the community for the benefit of all		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Facilitate the operation of the Meander Valley Community Safety Group	Conduct meeting & report on progress <b>Achieved</b>	Conduct meeting & report on progress <b>Achieved</b>	Conduct meeting & report on progress <b>Achieved</b>	Conduct meeting & report on progress	<b>4.1.1</b> - Assist in the promotion of community safety and health issues across the local government area
2	Deliver the Community Grants Program (including community, special events and sport and recreation)	Acquit Round 1 and advertise  <b>Achieved</b>	Acquit Round 2 and advertise  <b>Achieved</b>	Acquit Round 3 and advertise  <b>Achieved</b>	Acquit Final Round and advertise Conduct Grants Information Forum	<b>3.2.1</b> - Provide the Community Grants Program
3	Conduct the Meandering Art Exhibition	Establish Schools artist in residence workshops <b>Achieved</b>	Evaluate school workshops  <b>Achieved</b>	Conduct Meandering exhibition  <b>Achieved</b>	Evaluate Meandering Exhibition Advertise Schools' artist in residence workshops to schools	<b>3.1.1</b> - Conduct initiatives that support the visual and performing arts
4	Develop and manage the Community Directory	Finalise website <b>In Progress</b>	Report on progress  <b>Achieved</b>	Report on progress  <b>Achieved</b>	Report on progress	<b>3.1.3</b> - Support and develop volunteering across the local government area
5	Deliver Positive Ageing Programs	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress	<b>3.1.2</b> - Assist opportunities for positive ageing
6	Develop and manage the Public Arts Policy		Establish advisory group <b>In Progress</b>	Report on progress <b>In Progress</b>	Report on progress	<b>3.1.1</b> - Conduct initiatives that support the visual and performing arts

# Meander Valley Council Annual Plan 2014/2015



7	Provide Strategic Business & Planning assistance to community groups	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress	<b>3.3.3</b> - Provide Strategic and Business Planning assistance to community groups and sporting groups
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## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$1,000	MVC/DIER	Community Development Officer
2	\$80,000	MVC	Community Development Officer/Admin support
3	\$5,000	MVC	Community Development Officer/Personal Assistant
4	\$6,000	MVC	Community Development Officer
5	\$2,000	MVC	Youth Development Officer/Youth & Comm Worker
6	N/A	MVC	Community Development Officer
7	N/A	MVC	Community Development Officer

## Action performance targets

No.	Performance target
1	Meetings held and goals achieved
2	Number and range of grant applications
3	Number of schools and artists participating
4	Number and currency of registrations
5	Range of programs delivered
6	Advisory group established
7	Number of planning assistances undertaken



# Meander Valley Council Annual Plan 2014/2015



Directorate	1. Governance & Community Services	Program number and title	1.6 Services to young people
Program Objective	To address and support the needs of young people through responsive and participatory approaches		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Conduct School Holiday Program	Conduct and report <b>Achieved</b>	Conduct and report <b>Achieved</b>	Conduct and report <b>Achieved</b>	Conduct and report Evaluate overall outcomes	<b>3.5.1</b> - Provide activity opportunities for young people
2	Conduct Stepping Stones Camps	Conduct program 18-25 age group <b>Achieved</b>	Conduct program Grades 6 – 8 <b>Achieved</b>	Conduct program Grades 9-12 <b>Achieved</b>	Evaluate overall outcomes	<b>3.3.1</b> - Facilitate opportunities for self-development and leadership
3	Conduct Working Well with Young People Program (subject to numbers)	Conduct program <b>Cancelled</b>				<b>3.3.2</b> - Provide training opportunities for community volunteers
4	Conduct 'National Youth Week' Event			Prepare and advertise event <b>Achieved</b>	Conduct event	<b>3.5.1</b> - Provide activity opportunities for young people
5	Facilitate outdoor recreation programs	Conduct program <b>Achieved</b>		Conduct program <b>Achieved</b>	Conduct program	<b>3.3.2</b> - Provide training opportunities for community volunteers

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$8,000	MVC/DHHS/Contract	Youth Development Officer
2	\$9,000	MVC & Contract	Youth Development Officer
3	N/A	MVC	Youth Dev Officer/Community Development Officer
4	\$2,000	MVC/DPAC	Youth Development Officer
5	N/A	MVC	Youth Development Officer

## Action performance targets

No.	Performance target
1	Program conducted and evaluated

# Meander Valley Council Annual Plan 2014/2015



2	Program conducted and evaluated
3	Program conducted
4	Event conducted and evaluated
5	Program conducted and evaluated

# Meander Valley Council Annual Plan 2014/2015



Directorate	1. Governance & Community Services	Program number and title	1.7 Recreation and Sport Services
Program Objective	To provide current and future recreation and sport programs and facilities		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Support the operation of the Recreation Co-Ordination Group	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting <b>Achieved</b>	Conduct meeting	<b>4.2.1</b> - Facilitate the management of recreation facilities throughout Meander Valley through the Recreation Co-ordination Group
2	Co-ordinate usage and promotion of Prospect Vale Park and Hadspen Recreation Ground	Liaise with User Groups <b>Achieved</b>	Liaise with User Groups <b>Achieved</b>	Liaise with User Groups <b>Achieved</b>	Liaise with User Groups	<b>4.2.1</b> - Facilitate the management of recreation facilities throughout Meander Valley through the Recreation Co-ordination Group

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	N/A	MVC	Recreation Officer
2	N/A	MVC	Recreation Officer

## Action performance targets

No.	Performance target
1	Goals achieved

# Meander Valley Council Annual Plan 2014/2015



Directorate	1. Governance & Community Services	Program number and title	1.8 Indoor Recreation Facilities Management
Program Objective	To provide indoor facilities for recreational, social and community based activities that are safe, comfortable and fit for purpose		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Operate the Deloraine Community Complex, Meander Valley Performing Arts Centre and Westbury Sports Centre on a 7-day per week basis	Operate facilities & report to performance targets <b>Achieved</b>	Operate facilities & report to performance targets <b>Achieved</b>	Operate facilities & report to performance targets <b>Achieved</b>	Operate facilities & report to performance targets	<b>4.2.1</b> - Facilitate the management of recreation facilities throughout Meander Valley through the Recreation Co-ordination Group <b>3.5.4</b> - Provide recreation facilities that are managed to meet the needs of young people in the community
2	Produce Indoor Recreation Facilities Management annual report and annual budget including fees review	Produce annual report <b>Achieved</b>			Review fees and produce annual budget	<b>4.2.1</b> - Facilitate the management of recreation facilities throughout Meander Valley through the Recreation Co-ordination Group
3	Promote and market indoor recreation facilities to current and prospective users	Liaise with users <b>Achieved</b>	Liaise with users <b>Achieved</b>	Liaise with users <b>Achieved</b>	Liaise with users	<b>4.2.1</b> - Facilitate the management of recreation facilities throughout Meander Valley through the Recreation Co-ordination Group

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$217,000	MVC & External Contractors	Indoor Recreation Facilities Manager
2	N/A	MVC	Indoor Recreation Facilities Manager
3	N/A	MVC	Indoor Recreation Facilities Manager

## Action performance targets

No.	Performance target
1	Provide statistical reports on the usage and availability to Council through the Briefing Report
2	Complete annual report prior to October and budget prior to May for presentation to Council
3	Liaise with users

## Corporate Services

Directorate	2. Corporate Services	Program number and tile	2.1 Financial Services
Program Objective	Responsibly manage the Council's core financial activities		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Raise Rates and Sundry Debtor accounts	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target	<b>5.6.3</b> - Responsibly manage the Council's core financial activities
2	Complete State Authority returns	Initial State Fire & Treasury pensioner claims & Annual State Fire Levy data return <b>Achieved</b>			Final State Fire and Treasury pensioner claims	<b>5.6.3</b> - Responsibly manage the Council's core financial activities
3	Issue Section 132 certificates (Property Rates)	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target	<b>5.6.3</b> - Responsibly manage the Council's core financial activities
4	Arrange annual insurance renewals		Fidelity Guarantee renewal <b>Achieved</b>	Directors & Officers and Employment Practices renewal <b>Achieved</b>	Annual renewals as per schedule incl. Public Liability & PI, ISR, Workers Comp. & MV	<b>5.6.3</b> - Responsibly manage the Council's core financial activities
5	Reconciliation of Control Accounts	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target	<b>5.6.3</b> - Responsibly manage the Council's core financial activities

# Meander Valley Council Annual Plan 2014/2015



## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	N/A	MVC & External Contractor	Rates Officer
2	N/A	MVC	Rates Officer
3	N/A	MVC	Rates Officer
4	\$220,000	MVC	Administrative Officer & Director Corporate Services
5	N/A	MVC	Senior Accountant

## Action performance targets

No.	Performance target
1	<ul style="list-style-type: none"> <li>▪ Issue Rates notices before 31st July 2014</li> <li>▪ Issue Sundry Debtor notices within 10 working days of receipt of request</li> </ul>
3	<ul style="list-style-type: none"> <li>▪ Issue 98% of Section 132 Certificates within 3 working days of entry of request</li> </ul>
5	<ul style="list-style-type: none"> <li>▪ Reconcile rates, sundry debtor &amp; creditors control accounts within 10 working days of the month end</li> <li>▪ Reconcile Payroll within 5 working days of processing.</li> </ul>

# Meander Valley Council Annual Plan 2014/2015



Directorate	2. Corporate Services	Program number and title	2.2 Financial Management & Reporting
Program Objective	To comply with statutory requirements for Local Government Finance, State & Federal Taxation and to provide meaningful reports for internal financial management		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Review and adopt the Long Term Financial Plan (LTFP)		LTFP update workshop following State Govt. budget <b>Cancelled</b>		Present the LTFP in June for adoption	<b>5.2.1</b> - Review and adopt the Long Term Financial Plan
2	Coordinate the development and adoption of Budget & Rating recommendations with statutory timeframes			Determine budget update program <b>Achieved</b>	Present budget, fees & charges to Council in June	<b>5.6.7</b> - Coordinate the development and adoption of Budget & Rating recommendations with statutory timeframes
3	Annual external reporting	Produce annual Statutory Accounts, complete KPI consolidated data collection sheets <b>Achieved</b>			Prepare end of year timetable for Annual Accounts & Audit	<b>5.6.1</b> - Implement processes to ensure compliance with the Local Government Act and other relevant legislation
4	Issue BAS, FBT and Payroll Tax returns within legislative timeframes	Submit monthly BAS & Payroll Tax returns on time <b>Achieved</b>	Submit monthly BAS & Payroll Tax returns on time <b>Achieved</b>	Submit monthly BAS & Payroll Tax returns on time <b>Achieved</b>	Submit monthly BAS & Payroll Tax & annual FBT returns on time	<b>5.6.1</b> - Implement processes to ensure compliance with the Local Government Act and other relevant legislation

# Meander Valley Council Annual Plan 2014/2015



5	Provide internal financial management reports on a timely basis for decision making	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target <b>Achieved</b>	Achieve activity performance target	<b>5.6.4</b> - Provide internal financial management reports on a timely basis for decision making
6	Invest surplus Council funds in accordance with Council's Investment policy	Review cash flow weekly to determine surplus for investment <b>Achieved</b>	Review cash flow weekly to determine surplus for investment <b>Achieved</b>	Review cash flow weekly to determine surplus for investment <b>Achieved</b>	Review cash flow weekly to determine surplus for investment	<b>5.6.1</b> - Implement processes to ensure compliance with the Local Government Act and other relevant legislation
7	Prepare Financial Management Strategy in accordance with section 70A of LGA 1993	Complete Financial Management strategy <b>Achieved</b>				<b>5.6.1</b> - Implement processes to ensure compliance with the Local Government Act and other relevant legislation

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	N/A	MVC	Senior Accountant
2	N/A	MVC	Director Corporate Services & Senior Accountant
3	N/A	MVC	Senior Accountant
4	N/A	MVC	Senior Accountant
5	N/A	MVC	Senior Accountant
6	N/A	MVC	Senior Accountant
7	N/A	MVC	Director Corporate Services & Senior Accountant

## Action performance targets

No.	Performance target
5	<ul style="list-style-type: none"> <li>▪ Produce &amp; distribute ongoing project expenditure reports</li> <li>▪ Produce &amp; distribute monthly operating statements within 10 working days of end of month</li> <li>▪ Submit September, December &amp; March quarterly financial reports to Council in Nov 2014, Jan 2015 &amp; May 2015 respectively</li> </ul>



# Meander Valley Council Annual Plan 2014/2015



Directorate	2. Corporate Services	Program number and title	2.3 Information Technology
Program Objective	Provide reliable and effective information technology services for the organisation		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Maintenance & upgrade of IT infrastructure	Commence rolling replacement of PC's <b>Achieved</b>	Complete rolling replacement of PC's. Program blade & switch replacement <b>Achieved</b>	Complete blade replacement upgrade and determine switch replacement <b>Achieved</b>	Replace switch ready for VOIP installation	<b>5.6.5</b> - Provide reliable and effective IT services for the organisation
2	Replace telephone system with VOIP		Select VOIP Provider <b>Achieved</b>	Determine replacement program <b>Achieved</b>	Complete VOIP installation	<b>5.6.5</b> - Provide reliable and effective IT services for the organisation
3	Replace Xerox C7500 officer copier/printer/MFD		Replace Xerox C7500 MFD <b>Achieved</b>			<b>5.6.5</b> - Provide reliable and effective IT services for the organisation
4	Implement minor version software upgrades to TechOne Property	Plan upgrades <b>Achieved</b>	Test upgrades <b>Achieved</b>	"Go Live" with upgrades <b>Achieved</b>		<b>5.6.5</b> - Provide reliable and effective IT services for the organisation
5	ICT Reference Group (ICTRG)	Hold bi-monthly ICTRG meetings, determine & implement actions <b>Achieved</b>	Hold bi-monthly ICTRG meetings, determine & implement actions <b>Achieved</b>	Hold bi-monthly ICTRG meetings, determine & implement actions <b>Achieved</b>	Hold bi-monthly ICTRG meetings, determine & implement actions	<b>5.6.5</b> - Provide reliable and effective IT services for the organisation

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$92,000	MVC/IT Consultant	IT Officer/IT Consultant
2	\$50,000	MVC & Consultant	Senior Accountant
3	\$28,000	MVC	IT Officer
4	\$10,000	MVC & TechOne consultant	Rates Officer
5	N/A	MVC (ICTRG)	Director Corporate Services

# Meander Valley Council Annual Plan 2014/2015



Action performance targets  
N/A

# Meander Valley Council Annual Plan 2014/2015



Directorate	2. Corporate Services	Program number and tile	2.4 Information Management
Program Objective	Effectively manage and maintain Council's information resource		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Maintenance of Council's cemetery records in accordance with the Cemeteries Act	Maintain records in accordance with legislation <b>Achieved</b>	Maintain records in accordance with legislation <b>Achieved</b>	Maintain records in accordance with legislation <b>Achieved</b>	Maintain records in accordance with legislation	<b>5.6.1</b> - Implement processes to ensure compliance with the Local Government Act and other relevant legislation
2	Annual Archive Disposal	Obtain approval & arrange for removal of documents due for disposal <b>Achieved</b>			List documents due for disposal	<b>5.6.6</b> - Effectively manage and maintain Council's information resource
3	Undertake ECM Upgrade		Complete Project & Resource Planning <b>Achieved</b>	Commence Upgrade <b>Achieved</b>	Complete Upgrade	<b>5.6.6</b> - Effectively manage and maintain Council's information resource
4	Improvement Projects	Document & prioritise improvement Projects <b>Achieved</b>	Commence identified priority projects <b>Achieved</b>	Continue with priority projects <b>Achieved</b>	Report on status of projects	<b>5.6.6</b> - Effectively manage and maintain Council's information resource

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	N/A	MVC	Information Management Officer
2	N/A	MVC & GWTV	Information Management Officer
3	\$55,000	MVC & ECM Consultant	Information Management Officer
4	N/A	MVC	Information Management Officer

## Action performance targets

N/A

# Meander Valley Council Annual Plan 2014/2015



Directorate	2. Corporate Services	Program number and title	2.5 Human Resources
Program Objective	Effectively manage and support Council's human resources		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Continue to participate in working group on the project to modernise the Pay Descriptors and Bands as required by the EBA	Attend working group meetings <b>Achieved</b>	Attend working group meetings <b>Achieved</b>	Attend working group meetings <b>Achieved</b>	Attend working group meetings	<b>5.4.3</b> - Effectively manage and support Council's human resources
	Continue with project tasks to modernise the Pay Descriptors and Bands as required by the EBA	Purchase and implement Jobscore software <b>Achieved</b>	Complete inside job rankings <b>In Progress</b>	Complete outside job rankings <b>Achieved</b>	Complete draft pay scale document for feedback	<b>5.4.3</b> - Effectively manage and support Council's human resources
2	Training Plan		Update information received from Performance Reviews <b>Achieved</b>		Ensure training has been undertaken	<b>5.4.3</b> - Effectively manage and support Council's human resources
3	Performance Review System	Ensure all employee performance reviews have been completed <b>Achieved</b>	Ensure all inside employee salary reviews have been completed <b>Achieved</b>	Ensure all mini performance reviews and all outside employee wage reviews have been completed <b>Achieved</b>	Review the current year's performance reviews and recommend any changes required	<b>5.4.2</b> - Review and implement the Performance Review System and link to employee professional development

# Meander Valley Council Annual Plan 2014/2015



## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	N/A	MVC/Regional HRP Group	Payroll & HR Officer
2	\$1,900	MVC	Payroll & HR Officer
3	N/A	MVC	Payroll & HR Officer & Directors

## Action performance targets

N/A

## Infrastructure Services

Directorate	<b>3. Infrastructure Services</b>	Program number and tile	<b>3.1 Emergency Services</b>
Program Objective	To build capacity and resilience in the community and ensure Council is prepared to assist with emergency services in the response to emergencies and lead in the recovery		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Maintain and exercise the EMP			Arrange and conduct desktop exercise <b>Achieved</b>		<b>3.4.1</b> - Maintain and exercise the Municipal Emergency Management & Recovery Plan
2	Co-ordinate the MEMRC	Chair quarterly meeting <b>Achieved</b>	Chair quarterly meeting <b>Achieved</b>	Chair quarterly meeting <b>Achieved</b>	Chair quarterly meeting	<b>3.4.3</b> - Co-ordinate the operation of the Municipal Emergency Management & Recovery Committee
3	NREMC meetings	Attend meeting <b>Achieved</b>	Attend meeting <b>Achieved</b>	Attend meeting <b>Achieved</b>	Attend meeting	<b>3.4.1</b> - Maintain and exercise the Municipal Emergency Management & Recovery Plan
4	Support the operation of the Deloraine SES unit		Finalise MOU and provide grant <b>In Progress</b>	<b>Achieved</b>		<b>3.4.2</b> - Support the operation of the Deloraine SES Unit
5	Undertake flood survey mapping	Action Plan <b>In Progress</b>	Action Plan <b>In Progress</b>	Action Plan <b>In Progress</b>	Action Plan	<b>3.4.6</b> - Undertake flood survey mapping

# Meander Valley Council Annual Plan 2014/2015



## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	2% FTE	MVC, MEMRC	Technical Support Officer
2	3% FTE	MVC, MEMRC - Director Works, Community Development Officer, Youth Development Officer, Councillors, Community members	Director Infrastructure Services
3	N/AI	MVC	Director Infrastructure Services
4	\$10,000 grant	MVC	Tech Support Officer
5	\$60,000 (carry over funds)	MVC & Consultant	Technical Officer - Stormwater

## Action performance targets

No.	Performance target
5	All flood survey mapping completed for Meander River and associated catchments within the financial year

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>3. Infrastructure Services</b>	Program number and tile	<b>3.2 Transport</b>
Program Objective	To maintain the serviceability and integrity of Council's transport network.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Deliver the bridge inspection and maintenance program	Manage contract <b>In Progress</b>	Manage contract <b>In Progress</b>	Manage contract <b>In Progress</b>	Manage contract	<b>6.4.1</b> - Deliver a bridge and inspection and maintenance program  <b>6.5.6</b> - Deliver a footbridge renewal, inspection and maintenance program
2	Design, document, procurement, and supervise contracts as per Capital Works Program	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program	<b>6.1.4</b> - Ensure works are undertaken in accordance with permit conditions, design specifications and safe work practices
	a. Hadspen – Pedestrian crossing on Meander Valley Road bridge	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>6.4.5</b> - Deliver a footpath reconstruction and upgrade program
	b. Westbury Primary School – improvements to parking and footpath					<b>6.4.5</b> - Deliver a footpath reconstruction and upgrade program
	c. Deloraine – improvements to footpath network to meet DDA requirements					<b>6.4.5</b> - Deliver a footpath reconstruction and upgrade program
	d. Contract 133, Vale Street Roundabout	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		<b>6.4.11</b> - Delivery of the Westbury Road Transport Study
	e. Westbury Road Transport Study Projects	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>6.4.11</b> - Delivery of the Westbury Road Transport Study
	f. Deloraine – Morrison Street road upgrade in association with development					<b>6.4.4</b> - Deliver a road reconstruction and upgrade program



# Meander Valley Council Annual Plan 2014/2015



	g. Deloraine - Light industrial subdivision road works contribution	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>2.2.3</b> - Facilitate the development of a Light Industrial site at East Deloraine
	h. Road Resurfacing Contract – Asphalt component	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>6.4.3</b> - Deliver a road resurfacing program – reseal, asphalt, gravel, crack sealing
	i. Contract 127, Bridgenorth Road, Pipers Lagoon Creek Bridge	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		<b>6.4.2</b> - Undertake bridge replacement
	j. Contract 130, Greens Road, Mole Creek Bridge	<b>In Progress</b>	<b>Achieved</b>			<b>6.4.2</b> - Undertake bridge replacement
	k. Contract 132, Selbourne Road, Four Springs Creek Bridge	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>6.4.2</b> - Undertake bridge replacement
	l. Bridge Works – signage and safety barriers	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>6.4.2</b> - Undertake bridge replacement
	m. Contract 128, Western Creek Road, Western Creek Bridge	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		<b>6.4.2</b> - Undertake bridge replacement
3	Bridge renewal program		Update bridge replacement program <b>Achieved</b>	Tender proposed bridges for 2015/16 <b>Achieved</b>		<b>6.4.2</b> - Undertake bridge replacement
4	Undertake Councils responsibility as a road authority <ul style="list-style-type: none"> <li>- Traffic counts</li> <li>- Working in the road reserve permit</li> <li>- Cross overs</li> <li>- Applications from utility owners</li> <li>- NVHR and heavy vehicle management</li> <li>- Rural addressing</li> <li>- Private works</li> </ul>	Report against performance targets <b>Achieved</b>	Report against performance targets <b>Achieved</b>	Report against performance targets. <b>Achieved</b>	Report against performance targets	<b>6.4.8</b> - Undertake Councils responsibility as a road authority  <b>6.4.10</b> - Development and delivery of the street light management program
5	Review of safety issues and undertake road audits with DIER	Conduct meeting with DIER and capture actions in asset register <b>Achieved</b>	Conduct meeting with DIER and capture actions in asset register <b>Achieved</b>	Conduct meeting with DIER and capture actions in asset register <b>Achieved</b>	Conduct meeting with DIER and capture actions in asset register	<b>6.4.9</b> - Development and delivery of the road safety program  <b>6.2.1</b> - Partner with DIER in the delivery of regional and local road programs
6	Infrastructure design and documentation program in line with Capital Works Program and Proposed Project List	Report progress to program	Report progress to program	Report progress to program	Report progress to program	<b>6.4.12</b> - The Meander Valley transport network meets the present and future needs of the

# Meander Valley Council Annual Plan 2014/2015



		<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		community and business.
7	Undertake footpath inspections and condition assessments	Footpaths assessed <b>Achieved</b>	Footpaths assessed <b>Achieved</b>	Footpaths assessed <b>Achieved</b>	Footpaths assessed	<b>6.4.7</b> - Deliver a road and footpath inspection and maintenance program

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$115,000	MVC & Contract	Technical Officer Bridges
2	\$2,892,000	MVC & Contract	Director Infrastructure Services
3	\$5,000	MVC	Technical Officer (Bridges)
4	\$20,000	MVC	Technical Officer (Roads)
5	\$5,000	MVC	Technical Officer (Roads), Works
6	\$5,000	MVC	Technical Officer (Roads)
7	\$10,000	MVC	Technical Officer (Assets), Works

## Action performance targets

No.	Performance target
1	Review of contractors compliance with the contract
2	Development of project plans, delivery of projects in line with budget, time line, and scope
4	16 traffic counts per year, private addressing applications completed within 10 business days, NHVR applications within 28 days, assess cross over applications within 10 business days, undertake TIAs within 10 business days
7	Meet timeframes set out by Conquest

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>3. Infrastructure Services</b>	Program number and title	<b>3.3 Property Services</b>
Program Objective	Operate property services in a safe and effective manner to satisfy public demand.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Operate Deloraine Swimming Pool and provide support to community swimming pools	Tender for operator and award contract <b>Achieved</b>	Undertake pre-opening inspection and required maintenance Open pool 1 December <b>Achieved</b>	Operate pool to 1 March  <b>Achieved</b>		<b>4.2.5</b> - Provide support for the operation and maintenance of swimming facilities in the local government area
2	Undertake Essential Health and Safety Features Inspections (Section 46) as per program	Undertake inspection and required maintenance <b>Achieved</b>	Undertake inspection and required maintenance <b>Achieved</b>	Undertake inspection and required maintenance <b>In Progress</b>	Undertake inspection and required maintenance	<b>6.5.8</b> - Undertake Council owned property management and maintenance program
3	Complete Annual Maintenance Statement (Section 56) & Asbestos Audit (NCOP) compliance	Review Asbestos Register <b>In Progress</b>	<b>Achieved</b>	Carry out inspections <b>Achieved</b>		<b>6.5.8</b> - Undertake Council owned property management and maintenance program
4	Co-ordinate building maintenance – general, reactive and programmed	Undertake required maintenance <b>Achieved</b>	Undertake required maintenance <b>Achieved</b>	Undertake required maintenance <b>Achieved</b>	Undertake required maintenance	<b>6.5.7</b> - Deliver a public toilet operation and maintenance program <b>6.5.8</b> - Undertake Council owned property management and maintenance program

# Meander Valley Council Annual Plan 2014/2015



5	Property services – leasing, hire agreements, disputes, building valuations, and administration	Report against performance targets <b>Achieved</b>	Report against performance targets <b>Achieved</b>	Report against performance targets <b>Achieved</b>	Report against performance targets	<b>6.5.8</b> – Undertake Council owned property management and maintenance program
6	Design, document, procurement, and supervise contracts as per Capital Works Program	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program	<b>6.1.4</b> – Ensure works are undertaken in accordance with permit conditions, design specifications and safe work practices
	a. Prospect Vale – Marketplace Digital Display	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>5.6.5</b> - Provide reliable and effective IT services for the organisation
	b. Council Chambers – Audio Equipment	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>5.6.5</b> - Provide reliable and effective IT services for the organisation
	c. Deloraine Community Complex - Connectivity Improvements	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		<b>5.6.5</b> - Provide reliable and effective IT services for the organisation
	d. Meander Hall – Partial roof replacement program	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		<b>6.5.8</b> - Undertake Council owned property management and maintenance program
	e. Chudleigh Hall – Plumbing improvements	<b>Achieved</b>				<b>6.5.8</b> - Undertake Council owned property management and maintenance program
	f. Westbury Town Hall – Heating		<b>In Progress</b>	<b>Deferred</b>		<b>6.5.8</b> - Undertake Council owned property management and maintenance program
	g. Westbury Recreation Ground Facilities – Upgrade and integration	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>4.2.1</b> - Facilitate the management of recreation facilities throughout Meander Valley through the Recreation Co-ordination Group
	h. Deloraine Community Complex – Lighting Efficiency Project	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		<b>6.5.8</b> - Undertake Council owned property management and maintenance program



## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$65,000	MVC & Contractors	Property Management Officer
2	\$5,000	MVC	Property Management Officer
3	\$5,000	MVC	Property Management Officer
4	\$35,000	MVC	Property Management Officer
5	\$1,000	MVC	Property Management Officer
6	\$425,000	MVC & Contractors	Property Management Officer, Works

## Action performance targets

No.	Performance target
1	Review of Contractors compliance with the contract
2	Meet timeframes set out by Conquest
3	Meet timeframes set out by Conquest
6	Development of project plans, delivery of projects in line with budget, time line, and scope

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>3. Infrastructure Services</b>	Program number and tile	<b>3.4 Parks &amp; Recreation</b>
Program Objective	To provide and maintain adequate parks and recreation facilities throughout the Local Government Area.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Undertake inspections and condition assessments of all equipment and facilities	<b>Achieved</b>	<b>Achieved</b>	<b>Achieved</b>		<b>6.1.1</b> - Continue the asset condition and assessment program
2	Strategic open space development and review	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>4.2.6</b> - Development of a network of fitness trails, play scapes and associated infrastructure within the local government area <b>3.5.4</b> - Provide recreation facilities that are managed to meet the needs of young people in the community <b>1.2.2</b> - Engage in regional Open Space & Recreational Facilities project
3	Design, document, procurement, and supervise contracts as per Capital Works Program	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program	<b>6.1.4</b> - Ensure works are undertaken in accordance with permit conditions, design specifications and safe work practices
	a. Prospect Vale Park – Ground Upgrade Review		<b>In Progress</b>	<b>In Progress</b>		<b>4.2.4</b> - Delivery of the Prospect Vale Park Development Plan <b>6.5.5</b> - Deliver a sports ground upgrade program
	b. Prospect Vale Park – Main access and parking	<b>Deferred</b>	<b>In Progress</b>			<b>4.2.4</b> - Delivery of the Prospect Vale Park Development Plan
	c. Prospect Vale Park – Works associated with Development Plan	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>4.2.4</b> - Delivery of the Prospect Vale Park Development Plan <b>4.2.2</b> - Support the operation of the Prospect Vale Park Sports Club

# Meander Valley Council Annual Plan 2014/2015



	d. Prospect Vale Park – new natural play scape area	In Progress	In Progress	In Progress		4.2.4 - Delivery of the Prospect Vale Park Development Plan 4.2.6 - Development of a network of fitness trails, playscapes and associated infrastructure within the local government area
	e. Purchase of new mobile lighting equipment	In Progress	In Progress	In Progress		4.2.4 - Delivery of the Prospect Vale Park Development Plan
4	Undertake tree risk assessments	Undertake assessment <b>Achieved</b>	Undertake assessment <b>Achieved</b>	Undertake assessment <b>Achieved</b>	Undertake assessment	6.5.3 - Deliver a tree inspection, maintenance and replacement program

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$10,000	MVC, & Consultants	Technical Officer (Open Space)
2	\$10,000	MVC	Technical Officer (Open Space)
3	\$624,000	MVC & Contractors	Technical Officer (Open Space)
4	\$1,000	MVC	Technical Officer (Open Space), NRM Officer & Works Supervisors

## Action performance targets

No.	Performance target
1	Meet timeframes set out by Conquest
3	Development of project plans, delivery of projects in line with budget, time line, and scope

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>3. Infrastructure Services</b>	Program number and tile	<b>3.5 Asset Management and GIS</b>
Program Objective	Provision of Asset and GIS services to assist the operations of Council.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Co-ordinate Asset Management Group and Improvement Plan <ul style="list-style-type: none"> <li>- Review Asset Management Plans</li> <li>- Undertake Conquest training and development</li> </ul>	Chair meeting and action improvement program <b>Achieved</b>	Chair meeting and action improvement program <b>Achieved</b>	Chair meeting and action improvement program <b>Achieved</b>	Chair meeting and action improvement program	<b>5.1.5</b> - Deliver outcomes of the Asset Management Strategy <b>5.1.6</b> - Conduct annual review of Councils service levels <b>5.2.2</b> - Deliver Council's Asset Management framework <b>6.1.5</b> - Review and update Asset Management Plans.
2	Develop and operate a maintenance planning and delivery system	Provide monthly Conquest report <b>Achieved</b>	Provide monthly Conquest report <b>Achieved</b>	Provide monthly Conquest report <b>Achieved</b>	Provide monthly Conquest report	<b>6.1.3</b> - Operate a system for the planned maintenance of our infrastructure assets and services
3	Support Northern Asset Management Group	Chair meeting and action minutes <b>Achieved</b>	Chair meeting and action minutes <b>Achieved</b>	Chair meeting and action minutes <b>Achieved</b>	Chair meeting and action minutes	<b>5.1.5</b> - Deliver outcomes of the Asset Management Strategy
4	Prepare Capital Works Program		Update Proposed Projects list  <b>Achieved</b>	Prioritise and undertake further design and cost estimation <b>Achieved</b>	Annual program prepared for approval by Council	<b>6.1.6</b> - Prepare annual Capital Works Program
5	Develop Project Management Office	Chair meeting and develop action plan <b>Achieved</b>	Chair meeting and action plan <b>In Progress</b>	Chair meeting and action plan <b>In Progress</b>	Chair meeting and action plan	<b>5.4.6</b> - Develop and implement a co-ordinated Council approach for project planning and delivery
6	Update asset information	Capitalisation of	Capitalisation of	Capitalisation of	Capitalisation of	<b>5.2.3</b> - Complete the annual revaluation and capitalization



# Meander Valley Council Annual Plan 2014/2015



		assets and recording in Conquest and GIS <b>Achieved</b>	assets and recording in Conquest and GIS <b>Achieved</b>	assets and recording in Conquest and GIS <b>Achieved</b>	assets and recording in Conquest and GIS	of assets <b>6.1.2</b> - Develop and maintain asset management and information databases and integration with GIS
7	Manage GIS Group – Planning, NRM, Assets, Stormwater	Chair meeting and distribute minutes  <b>Achieved</b>	Chair meeting and distribute minutes  <b>Achieved</b>	Chair meeting and distribute minutes  <b>Achieved</b>	Chair meeting and distribute minutes	<b>2.5.4</b> - Broaden the availability of Council's GIS data to the public <b>6.1.2</b> - Develop and maintain asset management and information databases and integration with GIS
8	Design, document, procurement, and supervise contracts as per Capital Works Program	Report to program  <b>In Progress</b>	Report to program  <b>In Progress</b>	Report to program  <b>In Progress</b>	Report to program	<b>6.1.4</b> - Ensure works are undertaken in accordance with permit conditions, design specifications and safe work practices
	a. Asset Management Information System Upgrade			<b>In Progress</b>		<b>6.1.3</b> - Operate a system for the planned maintenance of our infrastructure assets and services
	b. GIS Data - Aerial imagery and contour mapping	Contour – <b>Achieved</b> Aerial imagery – <b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>6.1.2</b> - Develop and maintain asset management and information databases and integration with GIS
9	Project management meetings to review timelines, budget, and scope	Undertake meeting, update budgets and gantt chart <b>Achieved</b>	Undertake meeting, update budgets and gantt chart <b>In Progress</b>	Undertake meeting, update budgets and gantt chart <b>In Progress</b>	Undertake meeting, update budgets and gantt chart	<b>5.4.6</b> - Develop and implement a co-ordinated Council approach for project planning and delivery
10	Attend Northern Regional Infrastructure Group meetings	Attend meeting <b>Achieved</b>	Attend meeting <b>Achieved</b>	Attend meeting <b>Achieved</b>	Attend meeting	<b>6.2.2</b> - Develop, adopt, and regulate regional infrastructure service standards <b>6.2.3</b> - Assist with the delivery of the Northern Integrated Transport Strategy <b>6.2.4</b> - Collaborate with other Councils on regional infrastructure and land use issues

# Meander Valley Council Annual Plan 2014/2015



## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$20,000	MVC	Asset Management Coordinator
2	\$10,000	MVC	Asset Management Coordinator
3	\$3000	MVC	Asset Management Coordinator
4	\$5000	MVC	Asset Management Coordinator
5	\$5000	MVC	Director Infrastructure Services
6	\$80,000	MVC	Asset Management Coordinator
7	\$5000	MVC	GIS Officer
8	\$105,000	MVC & Contractors & Consultants	Technical Officers
9	\$5000	MVC	Director Infrastructure Services & Works
10	N/A	MVC	Director Infrastructure Services

## Action performance targets

No.	Performance target
4	To prepare annual Capital Works Program for approval at May Council meeting
6	Asset information to be recorded within four weeks of receipt by Asset Management Coordinator
8	Development of project plans, delivery of projects in line with budget, time line, and scope
9	To prepare budget changes for approval by General Manager and/or Council

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>3. Infrastructure Services</b>	Program number and title	<b>3.6 Waste Management and Resource Recovery</b>
Program Objective	To provide adequate, efficient, and affordable waste services within Meander Valley Local Government Area		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Develop Waste Management Strategy and Action Plan	Strategy approved by Council <b>In Progress</b>	Develop Action Plan In Progress	Action Plan <b>In Progress</b>	Action Plan	<b>1.6.5</b> - Finalise MVC Waste Management Strategy & Action Plans <b>1.4.1</b> - Implement actions from the Waste Management Strategy <b>3.3.5</b> - Provide support to regional groups on school educational programs
2	Support NTWVG activities through a 5% landfill levy	Attend meetings <b>Achieved</b>	Attend meetings <b>Achieved</b>	Attend meetings <b>Achieved</b>	Attend meetings	<b>5.5.2</b> - Support the operations of the Northern Tasmanian Waste Management Group through a voluntary levy on waste -
3	Provision of kerbside collection contracts for waste, recyclables, and organics	Supervise Contract <b>Achieved</b>	Supervise Contract <b>Achieved</b>	Create Supervise Contract <b>Achieved</b>	Award Supervise Contract	<b>1.6.1</b> - Manage the kerbside collection contracts of waste, recyclables and organics
4	Provision of landfill and resource recovery operations and waste transfer stations	Reports sent to EPA <b>Achieved</b>	Audit and ground water monitoring <b>Achieved</b>	Reports sent to EPA <b>Achieved</b>	Audit and ground water monitoring	<b>1.6.2</b> - Manage the expansion and operation of landfill sites including rehabilitation and transfer stations
5	Hardwaste collection		Undertake collection <b>Achieved</b>			<b>1.6.3</b> - Manage the annual collection of hard waste
6	Design, document, procurement, and supervise contracts as per Capital Works Program	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program	<b>6.1.4</b> - Ensure works are undertaken in accordance with permit conditions, design specifications and safe work practices
	a. Installation of landfill lining at Deloraine		<b>In Progress</b>	<b>Achieved</b>		<b>1.6.2</b> - Manage the expansion and operation of landfill sites

# Meander Valley Council Annual Plan 2014/2015



						including rehabilitation and transfer stations
	b. Purchase of new and replacement bins for kerbside services		<b>Achieved</b>			<b>1.6.1</b> - Manage the kerbside collection contracts of waste, recyclables and organics
	c. Purchase and installation of bailer	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		<b>1.6.2</b> - Manage the expansion and operation of landfill sites including rehabilitation and transfer stations
7	Undertake audit of landfill operations and procedures		Undertake audit <b>Achieved</b>			<b>1.4.1</b> - Implement actions from the Waste Management Strategy

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$30,000	MVC & Consultants	Technical Officer (Waste)
2	\$73,000	MVC	Technical Officer (Waste)
3	\$630,000	MVC	Technical Officer (Waste)
4	\$544,000	MVC	Technical Officer (Waste)
5	\$20,000	MVC	Technical Officer (Waste)
6	\$85,000	MVC	Technical Officer (Waste)
7	\$10,000	MVC & Consultants	Technical Officer (Waste)

## Action performance targets

No.	Performance target
2	Attend regional meetings as scheduled and manage the operation of the landfill levy
3	Supervise and review contract
4	Supervise and review contract
6	Development of project plans, delivery of projects in line with budget, time line, and scope

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>3. Infrastructure Services</b>	Program number and title	<b>3.7 Stormwater Management</b>
Program Objective	<p>To minimize the risk of flooding and provide clean water into the region's waterways. Council through the Urban Drains Act and the Local Government (Highways) Act targets is to provide a minor stormwater network (pipes and pits) that is capable of meeting a 5% Annual Exceedance Probability (AEP) and a major stormwater network (overland flows and roads) that is capable of meeting a 1% AEP.</p> <p>Water quality is managed through Water Sensitive Urban Design (WSUD) The target for stormwater quality is to have an 80% reduction in suspension of solids, 40% reduction in phosphorous, and 40% reduction in nitrogen.</p>		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Develop stormwater system management plans	Develop plans in line with risk assessment action plan <b>Achieved</b>	Develop plans in line with risk assessment action plan <b>Achieved</b>	Develop plans in line with risk assessment action plan <b>Achieved</b>	Develop plans in line with risk assessment action plan	<b>2.2.2</b> - Undertake transport and storm water modeling to facilitate future development <b>1.5.5</b> - Ensure stormwater discharge reduces the impact on the environment <b>6.3.1</b> - Develop and maintain storm water catchment risk assessments and undertake detailed modeling to develop stormwater management plans
2	Manage MVC Stormwater Taskforce – Infra, Works, NRM, Plumbing, EHO	Chair meeting & distribute minutes <b>Achieved</b>	Chair meeting & distribute minutes <b>Achieved</b>	Chair meeting & distribute minutes <b>Achieved</b>	Chair meeting & distribute minutes	<b>6.3.1</b> - Develop and maintain storm water catchment risk assessments and undertake detailed modeling to develop stormwater management plans
3	Support regional NRM Stormwater Officer	Meet with officer <b>Achieved</b>	Meet with officer <b>Achieved</b>	Meet with officer <b>Achieved</b>	Meet with officer	<b>1.5.4</b> - Participate in Northern Regional Stormwater Quality Group
4	Design, document, procurement, and supervise contracts as per Capital Works Program	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program	<b>6.1.4</b> - Ensure works are undertaken in accordance with permit conditions, design specifications and safe work practices
	a. Stormwater Projects – infrastructure constraints and development contributions		<b>In Progress</b>			<b>2.2.4</b> - Support new developments through the Infrastructure Contribution Policy

# Meander Valley Council Annual Plan 2014/2015



						<b>6.3.3</b> - Deliver the storm water upgrade and renewal program
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## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$80,000	MVC & Consultants	Technical Officer (Stormwater)
2	\$5,000	MVC	Technical Officer (Stormwater)
3	\$7,000	MVC	Technical Officer (Stormwater)
4	\$250,000	MVC & Consultants	Technical Officer (Stormwater)

## Action performance targets

No.	Performance target
1	Complete all high risk catchments within 24 months
3	Meet with officer every 2 months
4	Development of project plans, delivery of projects in line with budget, time line, and scope

## Development Services

Directorate	<b>4. Development Services</b>	Program number and tile	4.1 Land Use & Planning
Program Objective	To carry out planning duties and prepare policies for the sustainable development of the local government area		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Process development applications in accordance with delegated authority	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target	<b>1.1.1</b> - Manage land use and planning processes
2	Process Planning Scheme Amendments	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target	<b>1.1.2</b> - Review and update Meander Valley Planning Scheme
3	Participate in Regional Planning Project Initiative		Participate in Review of Regional Land Use Strategy <b>Achieved</b>			<b>1.1.3</b> - Participate in regional planning initiatives
4	Rezone Land in the Hadspen Growth Area	Rezoning Approved by Council <b>Ongoing</b>		Rezoning Approved by Minister <b>In Progress</b>		<b>1.1.2</b> - Review and update Meander Valley Planning Scheme
5	Carrick Rural Living Area - Rezoning		Rezoning Approved by Council <b>In Progress</b>		Rezoning Approved by Minister	<b>1.1.1</b> - Manage land use and planning processes
6	Prepare Rural Living Strategy			Prepare strategy <b>In Progress</b>		<b>2.3.3</b> - Facilitate the development of a Light Industrial site at East Deloraine
7	State Climate Change Adaptation Project		Participate in project <b>Achieved</b>			<b>1.4.4</b> - Participate in statewide Climate Change Adaptation Project
8	Participate in State Policy Development – Natural Hazard Framework		Attend meeting <b>Achieved</b>		Attend meeting	<b>3.4.5</b> - Provide assistance to the State Government in development of State Policy on the Natural Hazard Framework

# Meander Valley Council Annual Plan 2014/2015



## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1-2, 6-7	\$495,000	MVC	Director Development Services
3	In-kind	MVC	Director Development Services
4	\$34,000	MVC	Senior Town Planner
5	\$7,000	MVC	Senior Town Planner

## Action performance targets

No.	Performance target
1	Within Statutory time frames, 100% Conformance
2	Within Statutory time frames, 100% Conformance
3	Hadspen Growth Area rezoned



# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>4. Development Services</b>	Program number and title	4.2 Building Control
Program Objective	To carry out statutory responsibilities for the administration and enforcement of the Building Act 2000 and the Tasmanian Building Regulations 2004.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Building Services - undertake assessments, inspections and surveying for Building Applications	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target	<b>4.3.1</b> - Undertake Councils legislative responsibilities in Building Control services
2	Permit Authority – Process Building Applications	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target	<b>4.3.3</b> - Undertake Councils legislative responsibilities as a Permit Authority
3	Permit Authority – Manage outstanding Building Completions and Illegal Works				Reduce outstanding completions by 20%	<b>4.3.1</b> - Undertake Councils legislative responsibilities in Building Control services
4	Coordinate Major Events applications					<b>3.2.2</b> - Support local events and activities that respond to a community need

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1&3	\$97,000	MVC	Director Development Services
2-4	\$230,000 (incorporating Plumbing administration support)	MVC	Director Development Services & Permit Authority

## Action performance targets

No.	Performance target
1	Where Council is issuing the Certificate of Likely Compliance, complete assessment and surveying within 21 working days of receipt of application and receipt of required documentation. Achieve 95% conformance.
2	Issue Building Permits within 7 working days from the date all other permits and documents as required by Building Act, are received by Council. Achieve 95% conformance

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>4. Development Services</b>	Program number and title	4.3 Environmental Health
Program Objective	Manage Council's statutory obligations in relation to Environmental Protection and Preventative Health		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Monitor and sample water quality of recreational waters	Record Results <b>Achieved</b>	Record Results <b>Achieved</b>	Record Results <b>Achieved</b>	Record Results	<b>4.3.6</b> - Undertake Councils legislative responsibilities in preventative health  <b>1.5.3</b> - Undertake prescribed water sampling programs
2	Inspect Places of Assembly annually as per program	Issue Annual Licence <b>Achieved</b>	Issue Annual Licence <b>Achieved</b>	Issue Annual Licence <b>Achieved</b>	Issue Annual Licence	<b>4.3.6</b> - Undertake Councils legislative responsibilities in preventative health
3	Inspect and register food premises annually	Inspections per Schedule <b>Achieved</b>	Inspections per Schedule <b>Achieved</b>	Inspections per Schedule <b>Achieved</b>	Issue annual registration for all food premises	<b>4.3.6</b> - Undertake Councils legislative responsibilities in preventative health
4	Co-ordinate immunisation clinics				Complete Immunisation Program	<b>4.3.6</b> - Undertake Councils legislative responsibilities in preventative health
5	Investigate incidents and complaints re notifiable diseases, public health or environmental nature	Monitor and Report to Agencies <b>Achieved</b>	Monitor and Report to Agencies <b>Achieved</b>	Monitor and Report to Agencies <b>Achieved</b>	Monitor and Report to Agencies	<b>4.3.5</b> – Undertake Councils legislative responsibilities in Environmental Protection  <b>4.3.6</b> - Undertake Councils legislative responsibilities in preventative health
6	Process applications for special plumbing permits and on site waste water disposal	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target	<b>4.3.5</b> - Undertake Councils legislative responsibilities in Environmental Protection
7	Monitor EPN for Council Waste Transfer facilities		Monitor and Report <b>Achieved</b>		Monitor and Report	<b>4.3.5</b> - Undertake Councils legislative responsibilities in Environmental Protection

# Meander Valley Council Annual Plan 2014/2015



8	Create register for Contaminated Sites			Register Completed <b>In Progress</b>		<b>4.3.8</b> - Develop a contaminated site register
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## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1-4	\$178,000	MVC, External Consultants & Immunisation Nurses	Director Development Services
5-8	\$111,000	MVC & External Environmental Consultants	Director Development Services

## Action performance targets

No.	Performance target
1	Respond to complaints within 24 hours and comply with statutory requirements
2	Conduct inspections as per program
3	Conduct inspections as per program
4	Provide school based immunisations as per program
5	Investigate all cases and complaints within 5 days of notification
6	Process applications within 12 days of receiving all required information, achieve 95% compliance
7	Prepare report every 6 months

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>4. Development Services</b>	Program number and title	4.4 Plumbing & Drainage Control
Program Objective	To carry out statutory responsibilities for the administration and enforcement of the plumbing legislation.		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Conduct inspections and process applications for Plumbing Permits	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target	<b>4.3.4</b> - Undertake Councils legislative responsibilities in Plumbing & Drainage Control services

### Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$158,000	MVC	Director Development Services Plumbing Surveyor

### Action performance targets

No.	Performance target
1	Process plumbing applications within 7 days and special connection permits within 14 days of receipt of all information

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>4. Development Services</b>	Program number and title	4.5 Animal Control
Program Objective	To carry out statutory responsibilities for the administration and enforcement of the Dog Control Act.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Annual Audit of Dog Registrations		Conduct Audit <b>Achieved</b>			<b>4.3.7</b> - Undertake Councils legislative responsibilities in animal management services across the local government area
2	Fire Abatement Management		Issue Fire Abatement Notices <b>Achieved</b>	Issue Fire Abatement Notices <b>Achieved</b>		
3	Investigate incidents and complaints regarding animal control	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target <b>Achieved</b>	Performance Target	<b>4.3.7</b> - Undertake Councils legislative responsibilities in animal management services across the local government area
4	Participate in Fire Management Area Committees		Fire Protection Plan Completed <b>Achieved</b>			

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1,3	\$133,100	MVC & External Consultants	Director Development Services & General Inspector
2	\$26,000	MVC & External Contractors	Director Development Services & General Inspector
4	In Kind	MVC	Director Development Services

## Action performance targets

No.	Performance target
3	Investigate all cases and complaints with 10 days

# Meander Valley Council Annual Plan 2014/2015



## Works

Directorate	<b>5. Works</b>	Program number and tile	5.1 Parks, Reserves, Sports Grounds & Cemeteries
Program Objective	To ensure that Meander Valley Council's parks, reserves, cemeteries and sports grounds are maintained to provide a clean tidy and pleasant appearance that is acceptable to community and sporting organisations.		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Undertake the maintenance work in accordance with the level of service required.	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target	<b>6.5.2</b> – Deliver an open space facility inspection and maintenance program
2	Develop Safe Work Method Statements (SWMS) for High Risk Construction Works	Report to performance target <b>In Progress</b>	Report to performance target <b>Achieved</b>	Report to performance target <b>In Progress</b>	Report to performance target	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
3	Undertake capital works as listed in the works program:	Report to program <b>Achieved</b>	Report to program <b>Achieved</b>	Report to program <b>Achieved</b>	Report to program	<b>4.2.6</b> – Development of a network of fitness trails, playscapes and associated infrastructure within the local government area
	a. Birralee, Egmont Reserve – Renewal of concrete retaining wall at riverbank		<b>Achieved</b>			
	b. Hadspen, Riverbank and Skate Park – Installation of new concrete seating			<b>In Progress</b>		
	c. Deloraine, East Westbury Place – New path and bollards			<b>In Progress</b>		

### Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$850,900	MVC	Director of Works
2	Nil	MVC	Director of Works, Work Health & Safety Officer
3a	\$20,000	MVC	Director of Works, Westbury Works Supervisor
3b	\$12,000	MVC	Director of Works, Westbury Works Supervisor
3c	\$25,000	MVC	Director of Works, Deloraine Works Supervisor

# Meander Valley Council Annual Plan 2014/2015



### Action performance targets

No.	Performance target
1	Achieve 95% conformance with Customer Service Request System (activity is an ongoing task throughout the year)
1	Conformance with annual budget
2	SWMS developed and any identified actions completed (activity is an ongoing task throughout the year)
3	Conformance with project budget and works program

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>5. Works</b>	Program number and title	5.2 Roadside Verges & Nature Strips
Program Objective	To ensure Meander Valley Council's road verges and nature strips are maintained to a safe and acceptable standard.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Undertake the maintenance work in accordance with the level of service required.	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target	<b>6.4.7</b> – Deliver a road and footpath inspection and maintenance program
2	Develop Safe Work Method Statements (SWMS) for High Risk Construction Works	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$524,600	MVC	Director of Works
2	Nil	MVC	Director of Works, Work Health & Safety Officer

## Action performance targets

No.	Performance target
1	Achieve 95% conformance with Customer Service Request System (activity is an ongoing task throughout the year)
1	Conformance with annual budget
2	SWMS developed and any identified actions completed (activity is an ongoing task throughout the year)



# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>5. Works</b>	Program number and title	5.3 Roads
Program Objective	To construct and maintain a safe and effective road network to meet the needs of residents and visitors.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Undertake maintenance work in accordance with the level of service required	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target	<b>6.4.7</b> – Deliver a road and footpath inspection and maintenance program
2	Develop Safe Work Method Statements (SWMS) for High Risk Construction Works	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
3	Undertake capital works as listed in the works program:	Report to program <b>Achieved</b>	Report to program <b>Achieved</b>	Report to program <b>Achieved</b>	Report to program	<b>6.4.4</b> - Deliver a road reconstruction and upgrade program
	a. Road Resealing – Various locations	<b>In Progress</b>	<b>Achieved</b>			
	b. Road Resheeting – Various locations	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		
	c. Westbury, Marriott Street – Road reconstruction including widening		<b>In Progress</b>	<b>Achieved</b>		
	d. Hadspen, Winifred Jane Crescent – Kerb replacement and partial road reconstruction		<b>Achieved</b>			
	e. Westbury, Emu Plains Road – Road reconstruction	<b>In Progress</b>	<b>Achieved</b>			
	f. Parkham, Parkham Road – Road reconstruction	<b>In Progress</b>	<b>Achieved</b>			
	g. Hagley, Main Street – Upgrade drainage and footpath	<b>In Progress</b>	<b>Achieved</b>			
	h. Deloraine, Meander Valley Road – Upgrade kerb, footpath and drainage	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		
	i. Tree works – High level tree pruning		<b>In Progress</b>	<b>In Progress</b>		
	j. Prospect Vale, Mount Leslie Road – Footpath resurfacing			<b>Achieved</b>		
	k. Prospect Vale, Mace Street – Footpath resurfacing			<b>Achieved</b>		
	l. Blackstone Heights – New footpath					
	m. Westbury, William Street – New footpath					
	n. Deloraine, West Goderich Street – New footpath	<b>In Progress</b>	<b>Achieved</b>			

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$1,664,300	MVC	Director of Works
2	Nil	MVC	Director of Works, Work Health & Safety Officer

# Meander Valley Council Annual Plan 2014/2015



3a	\$730,000	MVC & External Contractor	Director of Works
3b	\$310,000	MVC	Director of Works
3c	\$130,000	MVC	Director of Works, Deloraine Works Supervisor
3d	\$80,000	MVC	Director of Works, Westbury Works Supervisor
3e	\$40,000	MVC	Director of Works, Deloraine Works Supervisor
3f	\$172,000	MVC	Director of Works, Deloraine Works Supervisor
3g	\$43,000	MVC	Director of Works, Westbury Works Supervisor
3h	\$267,000	MVC	Director of Works, Deloraine Works Supervisor
3j	\$50,000	MVC & External Contractor	Director of Works
3k	\$45,000	MVC	Director of Works, Westbury Works Supervisor
3l	\$60,000	MVC	Director of Works, Westbury Works Supervisor
3m	\$87,000	MVC	Director of Works, Westbury Works Supervisor
3n	\$37,000	MVC	Director of Works, Westbury Works Supervisor
3o	\$22,000	MVC	Director of Works, Deloraine Works Supervisor

## Action performance targets

No.	Performance target
1	Achieve 95% conformance with Customer Service Request system (activity is an ongoing task throughout the year)
1	Conformance with annual budget
2	SWMS developed and any identified actions completed (activity is an ongoing task throughout the year)
3	Conformance with project budget and works program

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>5. Works</b>	Program number and tile	5.4 Toilets, Street Cleaning & Litter Collection
Program Objective	To maintain streets and public toilets in a clean and tidy condition in accordance with environmental standards.		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Undertake cleaning and maintenance as required.	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target	<b>1.5.2</b> - Implementation of street cleaning and pit inducing contract
2	Undertake cleaning of toilets to current level of service required.	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target	<b>6.5.7</b> - Deliver a public toilet operation and maintenance program
3	Develop Safe Work Method Statements (SWMS) for High Risk Construction Works	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$207,200	MVC	Director of Works
2	\$235,300	MVC	Director of Works
3	Nil	MVC	Director of Works, Work Health & Safety Officer

## Action performance targets

No.	Performance target
1	Achieve 95% conformance with Customer Service Request System (activity is an ongoing task throughout the year)
1	Conformance with annual budget
2	Achieve 95% conformance with Customer Service Request System and environmental standards (activity is an ongoing task throughout the year)
2	Conformance with annual budget
3	SWMS developed and any identified actions completed (activity is an ongoing task throughout the year)

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>5. Works</b>	Program number and title	5.5 Urban Stormwater
Program Objective	To maintain a safe and effective stormwater drainage network		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Undertake maintenance work in accordance with the level of service required	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target <b>Achieved</b>	Report to performance target	<b>6.3.2</b> – Undertake a stormwater inspection and maintenance program
2	Develop Safe Work Method Statements (SWMS) for High Risk Construction Works	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
3	Undertake capital works as listed in the works program:	Report to program <b>Achieved</b>	Report to program <b>Achieved</b>	Report to program <b>Achieved</b>	Report to program	<b>6.3.3</b> – Deliver an upgrade and renewal program
	a. Deloraine, Beefeater Street – Upgrade and pipe open drain					
	b. Carrick, Meander Valley Road – Inlet pit improvements and extend pipe outlet	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		
	c. Exton, Meander Valley Road – Upgrade open drains			<b>In Progress</b>		

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$126,200	MVC	Director of Works
2	Nil	MVC	Director of Works, Work Health & Safety Officer
3a	\$75,000	MVC	Director of Works, Deloraine Works Supervisor
3b	\$47,000	MVC	Director of Works, Westbury Works Supervisor
3c	\$15,000	MVC	Director of Works, Westbury Works Supervisor

## Action performance targets

No.	Performance target
1	Achieve 95% conformance with Customer Service Request system (activity is an ongoing task throughout the year)
1	Conformance with annual budget
2	SWMS developed and any identified actions completed (activity is an ongoing task throughout the year)
3	Conformance with project budget and works program

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>5. Works</b>	Program number and tile	5.6 Plant
Program Objective	To provide suitable plant and equipment at a competitive hire rate to accommodate Councils activities		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Review plant performance				Complete review	<b>5.2.4</b> - Review and undertake plant replacement program
2	Complete risk assessment of major plant	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target <b>In Progress</b>	Report to performance target	<b>5.4.5</b> - Develop and implement a Workplace Health & Safety Program
3	Purchase/trade plant as per replacement program	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program <b>In Progress</b>	Report to program	<b>5.2.4</b> - Review and undertake plant replacement program
	a. Grader	<b>In Progress</b>	<b>Achieved</b>			
	b. Mower	<b>In Progress</b>	<b>Achieved</b>			
	c. 4.5 T Truck	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		
	d. 13 T Truck	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		
	e. 4.5 T Truck	<b>In Progress</b>	<b>Defer</b>			
	f. 6.5T Truck	<b>In Progress</b>	<b>Achieved</b>			
	g. Water cart	<b>In Progress</b>	<b>In Progress</b>	<b>In Progress</b>		
	h. Utility	<b>In Progress</b>	<b>Achieved</b>			
	i. Minor Plant	<b>In Progress</b>	<b>Achieved</b>			

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	Nil	MVC	Director of Works
2	Nil	MVC	Director of Works, Work Health & Safety Officer
3a	\$280,000	MVC	Director of Works
3b	\$30,000	MVC	Director of Works
3c	\$50,000	MVC	Director of Works
3d	\$80,000	MVC	Director of Works

# Meander Valley Council Annual Plan 2014/2015



3e	\$49,000	MVC	Director of Works
3f	\$70,000	MVC	Director of Works
3g	\$35,000	MVC	Director of Works
3h	\$32,000	MVC	Director of Works
3i	\$20,000	MVC	Director of Works

## Action performance targets

No.	Performance target
1	To be competitive with private hire rates (activity is an ongoing task throughout the year)
1	Maintain or increase utilisation of plant (activity is an ongoing task throughout the year)
2	All major plant items risk assessed and any identified actions completed (activity is an ongoing task throughout the year)
3	Conformance with project budget and works program

# Meander Valley Council Annual Plan 2014/2015



Directorate	<b>5. Works</b>	Program number and tile	5.7 Works & Maintenance Program
Program Objective	To develop Works & Maintenance Program for new financial year		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Develop Works & Maintenance Program by June for the following financial year.			Undertake assessment <b>Achieved</b>	Develop work program	<b>6.1.3</b> – Operate a system for the planned maintenance of our infrastructure assets and services

### Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	Nil	MVC	Director of Works & Director of Infrastructure Services

### Action performance targets

No.	Performance target
1	Conform with projected Works Program and estimates (activity is an ongoing task throughout the year)

# Meander Valley Council Annual Plan 2014/2015



## Economic Development & Sustainability

Directorate	6. Economic Development & Sustainability	Program number and tile	6.1 Natural Resource Management
Program Objective	Facilitate Natural Resource Management for Council and Community		

### Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Continue implementation of NRM strategies as per annual work plan	Achieve Performance Target <b>Achieved</b>	Achieve Performance Target <b>Achieved</b>	Achieve Performance Target <b>Achieved</b>	Achieve Performance Target	<b>1.3.3</b> - Deliver NRM program activities
2	Complete a review of Meander Valley Council's Natural Resource Management Strategy 2010 3 <sup>rd</sup> Edition		Commence Review December 2014 <b>Deferred</b>	Continue Review <b>In Progress</b>	Complete Review	<b>1.3.2</b> - Review NRM Strategy for the local government area
3	Implement the actions of the Community Energy Efficiency Program (CEEP)	Complete hardware installation program <b>Achieved</b>		Commence Energy Education Workshops <b>Achieved</b>		<b>1.4.3</b> – Deliver the Commonwealth Energy Efficiency Program
4	Participate in the Tamar Estuary Esk Rivers Program (TEER)			Report on TEER activities <b>Achieved</b>		<b>1.5.1</b> – Participate in the TEER program

### Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	\$6,000	MVC	NRM Officer
2	\$6,000	MVC	NRM Officer
3	\$60,000	MVC	ED Officer & Property Management Officer
4	\$11,000	MVC	General Manager

### Action performance targets

No.	Performance target
1	Complete actions within timeframes and within budget
2	Complete actions within timeframes and within budget
3	Comply with CEEP Deed Agreement
4	Attend annual meetings and support a regional approach to river catchment management



# Meander Valley Council Annual Plan 2014/2015



Directorate	6. Economic Development & Sustainability	Program number and tile	6.2 Economic Development
Program Objective	To create an investment ready environment in the Meander Valley Local Government Area		

## Operational detail

No.	Actions and Tasks	Complete by 30/9	Complete by 31/12	Complete by 31/3	Complete by 30/6	Delivery Plan Strategic Outcome linkage
1	Support the development of Prospect Vale & Blackstone Heights Structural Plan and present to Council to receipt		Present Structure Plan to Council <b>Achieved</b>			<b>1.2.1</b> - Prepare Outline Development Plans for Meander Valley townships
2	Promote investment in Meander Valley to support the growth of identified industry sectors	Identify opportunities and report on progress <b>Achieved</b>	Identify opportunities and report on progress <b>Achieved</b>	Identify opportunities and report on progress <b>Achieved</b>	Identify opportunities and report on progress	<b>2.1.1</b> - Implement actions of the Meander Valley Economic Development Strategy
3	Continue to implement the Communication Action Plan	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress	<b>5.3.1</b> - Implement and review Council's Communication Strategy
4	Support activities of the Sustainable Environment Committee	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress	<b>1.4.2</b> - Support the operation of Council's Sustainability Committee and implement approved projects
5	Support the progress of Hadspen rezoning	Report on progress	<b>In Progress</b>	Complete Amendment <b>In Progress</b>		<b>1.2.1</b> - Prepare Outline Development Plans for Meander Valley townships
	a. Complete Stormwater Management Plan	<b>Achieved</b>	<b>In Progress</b>	<b>Achieved</b>		
	b. Complete Draft Traffic Network Plan	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		
	c. Complete Growth Area Master Plan	<b>In Progress</b>	<b>In Progress</b>	<b>Achieved</b>		
	d. Commence landowner consultation and gain sign-off	<b>Achieved</b>	<b>In Progress</b>	<b>Achieved</b>		
	e. Meet and consult with Tasmanian Planning Commission (TPC)	<b>Timeline to be confirmed</b>	<b>Achieved</b>			
	f. Complete Planning Scheme Amendment	<b>Timeline to be</b>	<b>Timeline to be</b>	<b>In Progress</b>	<b>with TPC</b>	

# Meander Valley Council Annual Plan 2014/2015



		<b>confirmed</b>	<b>confirmed before March 2015</b>			
6	Monitor the progress of the Economic Renewal Action Group (ERAG)	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress <b>Achieved</b>	Report on progress	<b>2.1.3</b> – Monitor the Economic Renewal Action Group program implementation

## Resource requirements

No.	Budget allocation	Resources needed	Responsible Officer
1	Budget allocated in Development Services Budget	MVC	Director Economic Development & Sustainability/ Project Officer/Director Development Services
2	\$40,000	MVC	Director Economic Development & Sustainability
3	\$15,500	MVC	Communication Officer
4	\$16,800	MVC	Project Officer
5	Budget allocated in Development Services Budget a. \$15,000 b. \$20,000 c. \$10,000	MVC	Director Economic Development & Sustainability/ Project Officer/Director Development Services
6	\$5,000	MVC	Director Economic Development & Sustainability

## Action performance targets

No.	Performance target
1	Meet project timeframes as agreed by the specific Project Teams
2	Comply with the Tasmanian Government Deed Agreement to fund the Thoroughbred Breeding
3	Implement priority actions as agreed by Council's Management Team
4	Report on the progress of priority actions as set by the Sustainable Environment Committee
5	Meet project timeframes as agreed by the specific Project Teams
6	Advise Council of ERAG activity progress

## **GOV 4 DELORAINIE FOOTBALL GROUND – GROUND NAMING SPONSORSHIP**

### **1) Introduction**

The purpose of this report is for Council to consider a proposal from the Deloraine Football Club to secure a ground naming sponsor for the Deloraine Football Ground.

### **2) Background**

The ground sponsorship proposal was initially discussed during a recent meeting between the Deloraine Football Club and the Mayor in regard to the Deloraine Recreation Ground and the need to secure longer term financial security to meet on-going annual costs of around \$50,000.

The Deloraine Football Club has recently secured a sponsorship arrangement with the Deloraine and Districts Community Bank for the next five years, subject to an annual review. The Bank has been the Club's guernsey sponsor for the past two years.

As part of the sponsorship agreement the Club is proposing that the Bank receive naming rights on the ground. It is likely that this would be along the lines of the 'Deloraine and Districts Community Bank Football Ground', or similar. It is also proposed to erect new signage promoting this name change on the Football Clubrooms at the entrance to the grounds.

### **3) Strategic/Annual Plan Conformance**

Has a direct linkage to Council's Community Strategic Plan Future Direction (3) 'Vibrant and engaged communities', Future Direction (4) 'A healthy and safe community' and Future Direction (6) 'Planned infrastructure services'.

### **4) Policy Implications**

Not Applicable

### **5) Statutory Requirements**

Not Applicable

### **6) Risk Management**

Not Applicable

### **7) Consultation with State Government & other Authorities**

Not Applicable

## 8) Community Consultation

Not Applicable

## 9) Financial Impact

Not Applicable

## 10) Alternative Options

Council can decide not to support the clubs proposal for ground sponsorship.

## 11) Officers Comments

Council has previously indicated its support of a similar proposal from the Hadspen Chieftains Cricket Club back in 2012 to secure a ground naming sponsor for the Hadspen Recreation Ground.

This proposal shows the increasing need for a community based sporting club like the Deloraine Football Club to diversify and seek additional revenue streams to allow it to become more financially sustainable in the long term.

In regard to the clubs recommended changes to the entrance sign any costs for rebadging would be borne by the club.

**AUTHOR:** David Pyke  
DIRECTOR GOVERNANCE & COMMUNITY SERVICES

## 12) Recommendation

*It is recommended that Council approve the proposal from the Deloraine Football Club to secure ground naming sponsorship from the Deloraine and Districts Community Bank for the Deloraine Football Ground for the period of the sponsorship.*

**DECISION:**

## GOV 5 NOTICE OF MOTION – REMOVAL OF FENCE, TRAIN PARK, DELORAINE – CR RODNEY SYNFIELD

### 1) Introduction

This Notice of Motion is in relation to taking action to remove the fence immediately surrounding the train in the 'Train Park' at Deloraine.

### 2) Background (Councillor Rodney Synfield)

There is very strong and widespread community support, for the removal of the above referred to fence.

#### **Historical facts:**

A précis of how the fence got to be placed around the train.

#### **Council initiated (the) action in the following manner in 2002.**

"Meander Valley Council requested that CMP visit the Apex steam train exhibit in Deloraine as Council has concerns about the safety of visitors to the site, who may climb on the train or access the cabin via the steps provided." [Direct quote from the CMP (Civic Mutual Plus) document dated 22/3/2002, see attached.]

Three options were presented to Council in the just mentioned document for rectifying the issues that CMP had observed and had concerns with. CMP did not at any stage – according to the documents provided – mandate or require that the train be fenced; it was simply one of the three options presented.

The Working Group, again initiated by Council that was set up as a result of a public rally, developed various principles as its basis for the planned redevelopment for the Train Park.

One was worded as follows, "Maintaining the train in the present general area as an item of play equipment with modifications to be undertaken to address risk management issues;" again shows no reference at all, to surrounding the train with a fence. In fact the just cited principle is much more closely aligned with the third option presented by CMP!

It would appear that a Working Group meeting held in July 2004 was the one that decided that the train would be relocated/realigned within the park and that the fence that now surrounds the train would be erected. Council at its meeting of 13<sup>th</sup> July 2004 decided to proceed with the just mentioned works as part of a Stage 1 redevelopment of the park overall.

Stage 1 work as approved, was completed by February 2005. There is no indication in the documents provided, as to whether Council voted on any proposal, as would be identified as the third option, as presented by CMP.

Present day facts:

- The fence has, without doubt, significantly impaired the amenity, including that of visual appeal, as well as the enjoyment factor, for many in the community – both young and old!
- Any risk involved in accessing an unfenced train has to be a real, substantive and differentiated risk from that which one finds close by and in general; i.e. how does it compare with other 'risks' nearby, such as an unfenced river bank, trees to climb and the train bridge to name but three.
- Many people are climbing over the fence to get at the train – as it is! They in fact use some of the supposed barrier mesh to assist in this endeavour. Photos are available to verify that children currently use these 'aids' to climb onto the roof of the train.
- We live in a risk-averse society but the existence of this fence, where it is currently located, is ridiculous.
- No one would want to see anyone hurting themselves on the train but why remove, or prevent many today, from enjoying the experience that so many have had in the past, including even the author!
- As concerns the issue of insurance, reference is made to the recent email (see attached) from the current insurance provider [(LMI) see Note 2, hereunder] to Council, in respect to the ongoing provision of public liability insurance in relation to the train.

The first sentence is extracted from that email and reads as follows, "From what I understand, the Train Engine located at APEX Train Park, Deloraine was required to be fenced off approximately 10 years ago in order to make it safe for the general public visiting the site/train from injuring themselves."

Perusal of the already mentioned document from CMP dated 22/3/2002 shows that it was not, in fact, a requirement to fence the train, just one of three options they themselves put forward!

It has been conveyed in the email that and I quote "If the conduct of an Insured amounts to recklessness, Condition 7 may be invoked, meaning a personal injury and or damage to property claim is not covered under your LMI policy."

It would surely need to be an extraordinary, novel (in the legal sense) and imaginative argument presented in a Court of Law by an insurer, to justify why said insurer would not honour a claim made in accordance with a Policy, where the insured had in fact undertaken action in accordance with a proposal the insurer themselves provided (to the insured) as an acceptable solution to said matter.

On the subject of "reasonable care" (mentioned by insurer's service provider, in email), it's plain for those who observe the operation and usage of the train park that more people are in fact climbing higher, i.e. onto the roof of the train, because of the barriers placed on and around the train, than was the case prior to their erection and as would be the case again, if they were not there!

It is therefore likely that better reasonable care would occur if the barriers were not in place and the measures as documented and proposed by the insurance provider as option three were implemented.

In summing up this point how could the insurance provider argue that it was reckless to remove a fence, when all that is occurring, is that an alternate option that they the insurer suggested as an acceptable option, was in fact being implemented?

It is evident that a number of the items recommended for action, as per option three, by the insurance provider, have already been undertaken, in relation to the train and its surrounding area.

#### **Future possibilities:**

- How does one give weight to the enjoyment factor of an accessible train?
- A sign (off premises??) saying 'climb on at own risk but enjoy the experience nonetheless' or similar wording, would not be different to many other sites in this state; walk across the pedestrian bridge, half a kilometre upstream, and upon entrance to caravan park thereafter, to see an example of such a sign!
- A couple, a few months ago, were seen, so it was thought, taking a photograph of the train. They informed that in fact they were taking a photo through the 'fence bars' of the plaque on the train, so that when they returned to their home in South Australia, they would access the internet to find a similar class train to put with the photo of said plaque on our train – that's sad. They went on to inform that they have unfenced trains in parks, accessible to the public, back home.
- If there are any actions required to assist in further enhancing safety, such as removing burred edges, Perspex window inserts and the like (any asbestos that presents – where people can access? I'm sure this would already have been dealt with!?), then these matters ought to occur concurrent with fence removal. Perhaps a coat of paint, also? Maybe the local Service Clubs might wish to be involved in the undertaking?
- Further enhancements could be undertaken either concurrent with the existing fence removal, or after a subsequent assessment, regarding safety issues. Matters such as determining whether some form of rubber matting placed strategically in some areas around train might have any safety benefit and also whether a low fence placed between train and road might prevent a young child from climbing down roadside side of train and running onto the road, whilst parents or guardians are on other side?! The existing section of fence on the roadside of the train could remain in situ until this assessment was made.

[Note 1: LMI is the same company as CMP, just rebranded; see their website to confirm in their own words that "Members will still receive the same broad insurance coverage, competitive pricing and great services,".]

[Note 2: An additional document has been forwarded to me by the Director of Infrastructure Services, Mr. Dino De Pauli, since commencement of write-up of this notice of motion. This additional document although undated and titled "Insurance Issues Snapshot" doesn't derogate from the position that is being presented in this document in any substantive way.]

### **3) Strategic/Annual Plan Conformance**

Has a direct linkage to Council's Community Strategic Plan Future Direction (4) 'A healthy and safe community' and Future Direction (6) 'Planned infrastructure services' and to Program number 3.4 'Parks and Recreation' in the 2014/15 Annual Plan.

### **4) Policy Implications**

Policy Number 1 'Risk Management' applies and reference is made in Council's 'Asset Management Plan – Recreation'.

### **5) Statutory Requirements**

Has a direct reference to Section 20 of the Local Government Act 1993 and to Sections 19 and 21 of the Work Health and Safety Act 2012.

### **6) Risk Management**

Council is committed to proactively managing risk that arises from all Council activities, providing and maintaining a healthy and safe living environment for the general community within all Council controlled areas. Council endeavours to ensure that the environment and facilities provided for the community and employees are safe with minimum risk and the necessary practices and procedures are implemented to control such risks.

A copy of a risk management assessment carried out to the Apex Train in 2002 by the then Civic Mutual Plus (CMP) is attached and in that document a number of risks were identified including: protrusions, entrapment points and fall hazards. In addition there are issues with metal parts of the train heating up during summer months which could cause skin burns.

There is also the possibility of some bad publicity if the media reported that Council had removed the fence.

### **7) Consultation with State Government & Other Authorities**

Not Applicable

### **8) Community Consultation**

Extensive community consultation was carried out in 2004 as part of the redevelopment plan which included the fencing of the train.

### **9) Financial Impact**

Limited Mutual Insurance (LMI) have advised that incidents in the past where children have been injured on similar objects which weren't fenced indicate that if one was to occur on this engine, once the fence is removed, LMI would have very little argument on liability because it was previously fenced (with no incidents) and now it is unfenced (with an



incident). If, for example, a child was to fall off and break their arm, depending on the severity of the break and any long term disability that the child may be left with, such child could recover around the \$20,000 - \$40,000 for general damages for pain and suffering. To that add another \$5,000 - \$10,000 for medical and like expenses (both past and future), including loss of income by the parents to take the child to and from treatment. If the child is legally represented, by the time LMI reach a formal mediation the legal fees (which LMI would also have to pay) would be around the \$20,000 mark and LMI would have their own legal expense from their own lawyers, for approximately the same amount.

In total, such a claim could cost the scheme from \$65,000 - \$90,000 all inclusive. If LMI refused to cover Council then Council would be liable for the Claim. It would also cost Council its excess of \$10,000.

Council's current public liability premium for 2014/15 is \$43,704.

## **10) Alternative Options**

Council can elect to not support Councillor Synfield's motion.

## **11) Officers Comments**

In 2002 Council identified a number of safety concerns about the train and in response to these concerns Council requested CMP to carry out a risk assessment (copy attached). CMP in their assessment recommended that Council address this exhibit as a matter of urgency and provided several treatment options for consideration including:-

1. Removing the train;
2. Restricting access to the train; or
3. Restoring the train and improving the surrounding area

Council commissioned a Community Planning and Recreation Consultant to work with the local community and stakeholders on developing an action plan. The consultation involved meeting with local business and community organisations and undertaking surveys of residents, local businesses and tourism operators.

The outcome of the consultation process was that a working group was established that comprised representatives of the Apex Club of Deloraine, Rotary Club of Deloraine, Deloraine on the Move, Council's Parks, Recreation and Townscape Special Committee and Council to develop up a Redevelopment Plan and part of that plan included the erection of fencing, platform and stairs to make the train safe.

This Redevelopment Plan was entered in the 2005 Tasmanian Risk Management Initiative Awards and was successful in winning an award for Council. A copy of that award submission is attached as it provides additional information on the redevelopment process.

Council has not received any complaints or negative feedback regarding the fencing of the train since its installation over 10 years ago.

Council staff has consulted with the Apex Club of Deloraine who discussed this matter at their last meeting and have agreed unanimously that the fence should remain around the train.

Northern Midlands Council were also consulted regarding this matter as they have a similar train engine located in Main Street, Perth, which is fenced in a similar fashion to the Deloraine train. Council advised that the fence was installed following consultation with Council's insurer due to child safety concerns and the fence was erected following consultation with the residents of Perth and there is also limited access to the train driving platform. Council has not received any complaints or negative feedback regarding the fence following its installation over 10 years ago and has no intention of removing the fence around this train.

Advice was also sought from Council's Insurer as to what implications there may be should the fence be removed and this advice in summary stated '*If the conduct of an insured amounts to recklessness, Condition 7 (Reasonable Care) may be invoked, meaning a personal injury and or damage to property claim is not covered under Council's LMI policy*'. A copy of the email from Council's Insurer is also attached.

Based on this advice and to ensure that Council's assets and operations, together with liability risks to the public, are adequately protected, it is recommended that the fence be retained.

**AUTHOR:** David Pyke  
DIRECTOR GOVERNANCE & COMMUNITY SERVICES

## 12) Recommendation (Councillor Rodney Synfield)

*It is recommended –*

- a) that Council undertakes and supports as relevant, all necessary action to be taken forthwith, to remove the fence immediately surrounding the train in the Train Park, at Deloraine; and*
- b) that Council addresses those associated matters mentioned in the background section above, so as to improve, if required, the amenity and safety of said train, for the enjoyment of all!*

## DECISION:

# **RISK MANAGEMENT ASSESSMENT**

## **APEX TRAIN EXHIBIT, DELORAINE**

### **MEANDER VALLEY COUNCIL**

**22<sup>nd</sup> March, 2002**



**Report by: D Smyth**

## **BACKGROUND**

Meander Valley Council requested that CMP visit the Apex steam train exhibit in Deloraine as Council has concerns about the safety of visitors to the site, who may climb on the train or access the cabin via the steps provided.

The train is at the edge of a reserve in the town, and is located immediately adjacent to a concrete paved footpath. There are picnic facilities and a gazebo in the area close to the train (within 10 metres) and there are signs that these facilities and the train site are frequently used. There is evidence of worn tracks in the grass leading up to the train cabin. On the day of the CMP visit, there were a number of people using the picnic tables and seating, some of whom were accompanying young children.

## **OBSERVATIONS**

At some points on the steam engine, a fall from a height of greater than 2 metres is possible.

Parts of the train that may be accessed by hand have rusted.

There are a number of protrusions that may lead to striking injuries to various body parts including head and legs.

There are some entrapment points that may endanger young children.

The steps on both sides of the cabin are steep, have short treads and a high riser, and the chequer plate treads are worn smooth in places. Both sets of steps present a fall hazard. In addition the height of the cabin roof once at the top of both sets of steps presents a head striking hazard to adults.

Floor boards in the cabin show signs of rot and deterioration.

Rubbish has accumulated in the various gaps within the cabin, which may present a fire risk, infection control issue, or the risk of contact with other potentially hazardous waste materials, such as sharps (either needles or glass).

Litter bins are placed immediately next to the train. At the time of the visit, litter was also lying on the ground, including a used condom, indicating that the train site may have uses other than as children's play equipment. Again, there are infection control issues associated with this.

European wasps were present in the area around the bins and in the train cabin at the time of the visit.

The grass surface around the train is worn and uneven, particularly at the base of the steps. This would also be muddy in wet weather.

The presence of asbestos in the cabin was not ascertained. CMP makes the assumption that all asbestos was removed or the components containing asbestos were sealed prior to installation of the exhibit. Council records of this should be checked.

## SUMMARY & RECOMMENDATIONS

While it appears that the train is a popular exhibit, it is showing signs of disrepair and perhaps inappropriate use, given the presence of litter in and around the train.

There are a number of opportunities for injury to occur and it is recommended that Council address this as a matter of priority. There are several treatment options for consideration. Of course, Council needs to evaluate these in conjunction with its long term plans for the area, the likely popularity of any decision made, and cost of treatment. However, the primary consideration should be for public safety, particularly that of children.

Consideration should be given to:

- **Removing the train.** Often there are historical associations and collectors who will remove and restore significant steam engines. Cost would depend on whether the item is to be sold or donated to an association, and agreement would have to be reached on which entity would pay for removal.
- **Restricting access to the train.** There are a number of Councils in Victoria and Tasmania, which have retained their train exhibit, but have either fenced it off completely so it functions purely as an exhibit, or have fenced off all areas except the cabin. All components containing asbestos would need to be either removed or completely sealed to prevent any form of access. The steps on both sides of the train would need to be removed and replaced with a more appropriate type. Additionally it is recommended that access to the cabin on the side adjacent to the footpath be prevented, to eliminate the risk of a fall from the steps or cabin onto the concrete path.
- **Restoring the train and improving the surrounding area..** The following items should be attended to if the train is to remain in place.
  - Proximity of rubbish bins;
  - Walking surface around the train.

Considerable works need to be undertaken to bring the train up to a reasonable standard of safety if it is to function as an interactive exhibit.

- Rusted parts need to be treated and repainted.
- All protrusions and striking hazards will require treatment.
- Flooring requires replacement.
- Entrapment points and litter collection points need to be addressed.
- All steps should be remodelled and replaced.

*(....continued)*

*(continued from previous page)*

There may be alternative solutions and treatment options not identified in this report. Council should not view this advice as an exhaustive range of issues associated with the train, nor of solutions available to address those matters identified. Those matters discussed were only those observed on the day of the visit, and there may be seasonal, weather-related or other problems to consider, for example, the trains metal parts may become excessively hot during the warmer months and therefore dangerous for children to climb on. Council should also consider local knowledge of problems with the train. Depending on the course of action preferred, CMP recommends that prior to taking any action to address the matter, Council make contact with a historical steam engine association or similar, to seek specific advice on restoration or removal.

We trust this information will be of assistance. Please contact the CMP's Risk Management Unit if further advice or clarification of any matter within the report is needed.

**Tasmanian Risk Management Initiative Awards 2005**

**Category – Initiative by a Council**

**Meander Valley Council**

**REDEVELOPMENT OF THE DELORAINÉ APEX TRAIN PARK**

**May 2005**

**(Picture)**

**Compiled by: David Pyke, Executive Officer Governance  
David Cookson, Risk Management Consultant**

## Background

The Apex Train Park, located next to the Meander River, is a well-known and popular park in Deloraine. The park is part of a precinct of parklands located on both sides of the river. The park's most dominant feature, apart from its natural setting, is its E-Class steam locomotive engine and tender (referred to as a train), a feature that was added to the park in the early 1970's by the Apex Club.

The train is located adjacent to a concrete paved footpath and busy road. There are also picnic facilities and a gazebo in the immediate area.

In 2002 Council identified a number of safety concerns about the train. These concerns included:

- The train was in a bad state of repair with a number of protrusions and entrapment points that may endanger young children. At some points on the steam engine a fall from a height of greater than 2 metres was possible. The steps on both sides of the cabin were steep, had short treads and basically presented a fall hazard. In addition the height of the cabin roof once at the top of both sets of steps presented a head-striking hazard to adults.
- The grass surface around the train was worn and uneven, particularly at the base of the steps and was slippery in wet weather.

In response to these concerns, Council requested CMP in 2002 to carry out a Risk Management Assessment on the train.

CMP in their assessment recommended that Council address this exhibit as a matter of priority and provided several treatment options for consideration bearing in mind that Council needed to evaluate the options in conjunction with its long term plans for the area, the likely popularity of any decision made, and the cost of treatment.

The suggested treatment options as provided by CMP were:

- **Removing the train** – CMP suggested that there would be historical associations and collectors who would be prepared to remove and restore the train but that the cost would depend on whether the item is to be sold or donated to an association, and agreement would have to be reached on which entity would pay for removal.
- **Restricting access to the train** – CMP identified that there are a number of Councils in Tasmania and Victoria which have retained their train exhibit but have either fenced it off completely so it functions purely as an exhibit or have fenced off all areas except the cabin. The steps on both sides of the train would need to be



removed and replaced with a more appropriate type. Additionally they recommended that access to the cabin on the side adjacent to the footpath be prevented to eliminate the risk of fall from the steps or cabin onto the concrete path.

- **Restoring the train and improving the surrounding area** – CMP identified that the following items needed to be attended to if the train was to remain in place:-

Look at the proximity of rubbish bins and the walking surface around the train

Considerable works need to be undertaken to bring the train up to a reasonable standard of safety if it was to function as an interactive exhibit:-

Rusted parts need to be treated and repainted, all protrusions and striking hazards required treatment, flooring required replacement, entrapment points and litter collection points needed to be addressed and all steps needed to be remodelled and replaced.

## Method

### *Making A Decision*

The risk assessments required Council to make an important and difficult decision. There was a need to address the issue by firstly looking at the problems based on the hierarchy of control principles:

*Elimination:* This was not totally possible without removing the train. Council decided to take the issue to the community and ask for their input. However it was identified that some risks could be eliminated through careful planning.

*Substitution* Not appropriate in this situation as it was apparent at an early stage that the community preferred to keep the train. But once again Council considered that we could substitute some parts with a more appropriate function and reduce the risks without spoiling the natural allure of train to children.

*Isolation* Council officers identified a number of recommendations in the reports that would be suitable for isolation barriers. All planning proposals where elimination or substitution could not be introduced were to be investigated for appropriate isolation barriers.

### *Signage*

Although low in terms of hierarchy of control requirements Council realised that appropriate signage would be required in this project.

### *Developing an Action Plan*

Council commissioned Flora Dean, a Community Planning and Recreation Consultant to work with the local community and stakeholders on developing an action plan.

The consultation involved meeting with local business and community organizations and undertaking surveys of residents, local businesses and tourism operators.

The main findings from the surveys were:-

- **Toilets** – Local business and residents rated the toilets as average to good, whilst visitors rated the toilets as poor to adequate;
- **Play Equipment** – Generally rated as average to good by all groups;
- **Site Information** – Rated as average to good;
- **Entrance to the Park** – Generally rated as good across all groups;
- **Train** – Overwhelmingly rated as good to excellent by all groups;
- **BBQ's and Shelter** – Rated as good across all groups.

The following key development priorities were identified:-

- Upgrade and redevelop the playground area with better and improved equipment for all ages and safer play areas – **businesses and residents**
- Improving the toilets – **all groups**
- Improving the park furniture including requests for seating, table and chairs, bbq's and improved shelter and shade areas – **all groups**
- Maintain the train within the park but undertake safety improvements where warranted – **residents and visitors**

On the future of the train the preferred option of all groups was to leave the train in its current location, fence it and make it safe.

### *Process*

During the consultation process carried out by Flora Dean, word circulated throughout the Deloraine community that Council was going to remove the train and this stimulated letters to the editor in the local newspaper as well as a public

rally that was attended by over 300 concerned citizens. The rally attracted wide media coverage.

The rally was addressed by Council's Mayor, Mark Shelton who outlined the requirement for Council to meet its obligations as a member of CMP in pro-actively minimising potential risks.

Mayor Shelton informed the rally about the risk assessment carried out in 2002 by CMP Risk Managers that highlighted points or risks including fall heights, rusting parts, protrusions that may lead to striking injuries, entrapment points that may endanger young children, height issues with the cabin roof and some general maintenance issues.

He also advised the rally that the minimum action needed was to undertake improvement works to address the points of risk but not necessarily removing access to the train.

## **Outcome**

As a result of the public rally Council initiated a Working Group that comprised representatives of the Apex Club of Deloraine, Rotary Club of Deloraine, Deloraine on the Move, the Parks, Recreation and Townscape Special Committee and Council to consider the outcomes of the community consultation.

The group developed the following principles as its basis for the planned redevelopment for the Train Park:-

- Maintaining the train in the present general area as an item of play equipment with modifications to be undertaken to address risk management issues;
- Undertaking improvements to the park to link the facilities to the train and the river, in particular to ensure that use of the park is encouraged with the installation of innovative features;
- Improving the playground equipment to cater for a wider range of ages, including looking at innovative ideas for a play area for older children;
- Redeveloping the toilets to provide a higher standard of public convenience, address community safety concerns and add to the general theme of the Train Park.

The group then developed the following detailed proposal for the park:

### ***Linking of the Park to the Train and the River***

### *Existing Public Toilets*

- Create a focal point to draw interest and curiosity in the Train Park by installing a wooden facade in replacement of the existing metal facade;
- Use the facade to announce the park by carving a Welcome sign into the wooden surface including the logos of the Apex Club and Council. It is also proposed to carve a series of welcomes on the section of the wooden facade facing the train in different languages;
- Engage the community and young people in a creative project to decorate the international welcome words and symbols. This would also include a link to represent the river and the animals that support it;
- Erect a steam-bent wooden structure called “Steam and Smoke” mounted on the roof of the toilet to provide a link to the train park;
- Install stone facing on the privacy screen walls outside the male and female entrances to provide contrast to the existing brickwork.

### *General Park Area*

- Reconstruct kerb and guttering around the entrance of the park, replace current parking near the barbecue shelter with a bus lay-by and install paving;
- Erect a circular bench seat 10 metres in diameter around the base of the sequoia tree to provide for seating;
- Construct a bench seat, 20 metres long, in the form of a snake beside the riverbank to provide an area for people to sit down;
- Erect a railway signal pole next to the train to provide an interactive experience for children;
- Erect a material stone or stone faced concrete bench for 45 metres along the edge of the river side of River Road to provide a safe step-down to the park and a place for people to sit.

### *Improving the Playground*

Provide for two playground areas, one for toddlers and the other for older children.

The toddler’s area is to be completely fenced with a childproof gate for entry and exit whilst the older children’s area will be fenced on the roadside to reduce the risk of children running onto the road.

In response to the group’s recommendations, Council allocated \$70,000 towards the project and additional funds, including in-kind contributions were sought from Service Clubs, Australian Government, State Government and through community fund raising.

Council then invited public comment on the proposed redevelopment through advertising in its monthly community newsletter and copies of the redevelopment plan were displayed at the Council Offices at Westbury, Service Tasmania Shop in Deloraine, at the Deloraine Library, Woolworths in Deloraine and at the Train Park itself.

The period for public comment closed on Friday 18<sup>th</sup> June 2004 and the only comments received were from the key stakeholder groups being Deloraine on the Move, Rotary and the Apex Club. All of these groups were supportive of the proposed redevelopment plan.

The Working Group met in early July 2004 to consider the next stage in the implementation process. The Group agreed that the proposed redevelopment plan appeared to be acceptable to the community as no adverse comment was received. The issue for Council to resolve was whether to proceed with Stage 1 of the redevelopment given that adequate funds were available for this stage but with limited funds available for Stages 2 and 3.

The Working Group decided that Stage 1 should proceed apart from the new playground. The Stage 1 works included kerb and guttering near the train including paving, relocation of the train (shifted parallel to River Road and away from the barbecue shelter), erection of fencing, platform and stairs and work to make the train safe as well as a new façade and signage on the toilet block, stone facing and community art project.

Council at its meeting held on 13<sup>th</sup> July 2004 adopted the Deloraine Apex Train Park Redevelopment Plan and decided to proceed with Stage 1 works, apart from the playground, with the balance of works being deferred until additional funding has been secured.

Works commenced on Stage 1 of the redevelopment plan in September 2004 and were completed in February 2005.

## **Evaluation of Outcome**

The end result and the process that was followed has proven to be beneficial to all parties concerned. Council have noted an improved communication stream between the community groups that participated in the project and Council.

The completed park is attracting more visitors and use by the local community. The improved safety and risk measures taken have enhanced the trains ability to attract children and their parents. There is a real sense of appropriate use with the linking with other features such as the playground equipment, BBQ's and shelter.

The Train Park is now part of Councils annual system of assessment and maintenance programs.

## Merrilyn Young

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**To:** Councillors  
**Subject:** FW: Meander Valley Council Re: Train Engine at APEX train park, Deloraine TAS.

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**From:** [Frank.Loschiavo@jlta.com.au](mailto:Frank.Loschiavo@jlta.com.au) [<mailto:Frank.Loschiavo@jlta.com.au>]  
**Sent:** Tuesday, 17 March 2015 3:26 PM  
**To:** David Pyke  
**Subject:** Meander Valley Council Re: Train Engine at APEX train park, Deloraine TAS.

Hi David,

From what I understand, the Train Engine located at APEX Train Park, Deloraine was required to be fenced off approximately 10 years ago in order to make it safe for the general public visiting the site/train from injuring themselves.

I also believe it has been suggested recently that the fence which surrounds the Train Engine to prevent the public from injury etc., be removed. Before any such action is taken, it is important to consider the Council's MAV Insurance, Liability Mutual Insurance (LMI) liability policy's terms & conditions.

One LMI liability policy condition in particular (but not limited to) is that of "Reasonable Care". Please note:

It is important that you are aware of Condition No. 7 REASONABLE CARE (in part): Your Council, employees, volunteers are required as far as reasonably practicable to exercise reasonable care:

- To prevent Personal Injury and Damage to Property;
- That only competent employees (including voluntary workers) are employed, and take all such reasonable precautions/and measures to ensure that all premises are maintained in a safe and sound condition.
- Council should also ensure its employees, servants and agents comply with all statutory obligations, by-laws or regulations imposed by any public authority for the safety of persons or property. (Please refer to the policy for full details).

Therefore it is important to take the above into consideration with respect to your Council's if it decides to remove the safety fence. This Policy Condition 7 requires every Insured, to take reasonable precautions to avoid loss in relation to personal injury and damage to property. It is important that Council does all it can to ensure safety and not let something go on the strength that Council has an insurance policy in place.

**If the conduct of an Insured amounts to **recklessness**, Condition 7 may be invoked, meaning a personal injury and or damage to property claim is not covered under your LMI policy.**

Any questions etc., please contact me to discuss.

**Regards,**  
**Frank Loschiavo** ANZIIF (Snr Assoc) **CIP** | Account Executive.

Jardine Lloyd Thompson | Service provider to MAV Insurance, Liability Mutual Insurance  
Level 11, 60 Collins Street, Melbourne, VIC 3000 | GPO Box 4326, Melbourne VIC 3001  
Tel: 03 8664 9310 | Fax: 03 8664 9398 | email: [frank.loschiavo@jlta.com.au](mailto:frank.loschiavo@jlta.com.au) | web: [www.mav.asn.au/policy-services/insurance](http://www.mav.asn.au/policy-services/insurance)

THINK GREEN – read from the screen.

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## **ED & S 1 NOTICE OF MOTION – AGENDA ITEM FOR THE 2015 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT – CR TANYA KING**

### **1) Introduction**

The purpose of this report is to consider a Notice of Motion from Councillor Tanya King for the endorsement of an agenda item to be sent to the Australian Local Government Association (ALGA), for inclusion in the National General Assembly of Local Government (NGA) Business Papers.

### **2) Background (Councillor Tanya King)**

Council's approval is sought for a motion to be submitted to the 2015 National General Assembly of Local Government, calling on ALGA to lobby the Federal Government Ministers to take action to implement clearer Country of Origin Food Labelling.

The narrative which I have put together with some input from council officers and which supports the proposed motion is as follows.

*“Recent public health scares linked to imported frozen berries from China have resulted in a groundswell of public support for stronger Country of Origin Food Labelling laws to provide consumers with unambiguous information so they can identify the country of origin of the food they are eating, and to help level the playing field for our farmers. The latest push comes after farmers, and representative bodies such as AUSVEG, have spent more than two decades campaigning for a better and clearer system.*

*Current Country of Origin Food Labelling laws fail to provide consumers with adequate and clear information regarding the origins of the produce that they are buying and eating. Not only are these labels permitted to be displayed on the rear of packaging in a small font, but they are also confusing and difficult for consumers to understand. Knowing the origins of the produce they are buying is of vital importance to Australians, with a 2014 survey by consumer group CHOICE revealing 85 per cent of respondents felt it was crucial or very important for them to be able to identify if the food they buy has been grown in Australia.*

*It is appropriate that this issue of Country of Origin Food Labelling is raised via ALGA as many Local Government Areas (LGA) across Australia rely heavily on the agriculture and food production sectors to drive economic activity in regional areas. A clearer labelling system would make it easier for LGA constituents to exercise their preference for buying Australian and in doing so, level the playing field for local primary producers who are struggling to compete against the tide of cheap and inferior foreign imports.*

*With indications coming from Canberra that the political will may finally be there to enact meaningful change, it is vital that we seize this opportunity and add our voice, to ensure key decision makers in the Federal Government heed overwhelming public calls for stronger and clearer Country of Origin labelling.*

*Whilst the pathway to a more transparent Country of Origin Food Labelling system has improved marginally, the job is not yet done. It is now more important than ever that the push for a better labelling system continues, and that those seeking to derail meaningful change not be allowed to succeed.*

*Meander Valley Council is of the view that whilst some would regard the recent health scare as a "near miss" in terms of Public Health and Safety, if the status quo remains on food labelling, the next incident may in fact include fatalities."*

### **3) Strategic/Annual Plan Conformance**

Complies with Councils future directions:

- A thriving local economy; and
- Healthy and safe community.

### **4) Policy Implications**

Not Applicable

### **5) Statutory Requirements**

Not Applicable

### **6) Risk Management**

Not Applicable

### **7) Consultation with State Government & Other Authorities**

Not Applicable

### **8) Community Consultation**

Not Applicable

### **9) Financial Impact**

There will be no financial impact other than a Council Officer's time in preparing a motion in the required format for submission to ALGA.

### **10) Alternative Options**

Council can elect to amend or not support Councillor King's motion.

### **11) Officers Comments**

In February 2015 Council was invited to make submissions to ALGA for motions to be considered for inclusion at the National General Assembly of Local Government in Canberra in June 2015.

Councillor King forwarded her Notice of Motion to the General Manager on 31 March, 2015.

To be eligible for inclusion in the NGA Business Papers motions must follow the principles:-

1. Be relevant to the work of local government nationally;
2. Be consistent with the themes of the Assembly;
3. Complement or build on the policy objectives of your state and territory local government association;
4. Propose a clear action and outcome; and
5. Not be advanced on behalf of external third parties which may seek to use the NGA to apply pressure to Board members, to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of local government.

Motions submitted to ALGA will be reviewed by the National General Assembly Committee as well as by State and Territory Local Government Associations, to determine their eligibility for inclusion in the NGA Business Papers.

It is a requirement of the ALGA that all motions put forward have been endorsed by Council.

**AUTHOR:** Rick Dunn  
DIRECTOR ECONOMIC DEVELOPMENT & SUSTAINABILITY

## 12) Recommendation (Councillor Tanya King)

*It is recommended that Meander Valley Council endorse the following motion, and that the motion be forwarded to the Australian Local Government Association for inclusion in the Business Papers of the 2015 National General Assembly of Local Government.*

*The motion to read:*

*“That Meander Valley Council via the Australian Local Government Association, make strong representations to Prime Minister the Hon. Tony Abbott MP, Federal Agriculture Minister the Hon. Barnaby Joyce MP, Industry Minister the Hon. Ian McFarlane MP and Small Business Minister the Hon. Bruce Billson MP, to request that the Australian Government implement a stronger and clearer Country of Origin Food Labelling system, which provides consumers with clear information about the origins of their food, and levels the playing field for Australian food producers.”*

## DECISION:

## **ED & S 2 BASS HIGHWAY SIGNAGE AT WESTBURY**

### **1) Introduction**

The purpose of this report is to seek Council's decision on the most suitable option for Bass Highway signage at Westbury.

### **2) Background**

The completion of the Bass Highway in 2001 diverted passing traffic from Meander Valley Road in Westbury. As a consequence, local businesses catering for tourism traffic and unplanned retail and food stops are reporting a significant drop in customer numbers. This is not an unexpected consequence when a small town is bypassed. The business owners believe that appropriate signage on the Bass Highway is the most effective way to attract customers back to their businesses.

In an effort to support local businesses and address their concerns Meander Valley Council has worked with them and other key stakeholders to develop the 'Bass Highway Lay-by Signage Proposal' with objectives to:

- attract more customers;
- be affordable;
- be allowed under local/state government laws; and
- be installed within a reasonable time.

The Proposal provided detailed designs of the new sign structures for two signage options:

1. Construct new sign structures within the lay-bys; or
2. Replace the existing 'Be Bowled Over' signs.

The options were put to 29 key stakeholders and Council officers. The majority of these stakeholders preferred option 2 the replacement of existing 'Be Bowled Over' signs with an alternative design for Information Signs with Temporary Events. The proposed Information Signs with Temporary Events design was considered the only alternative that could achieve the objectives.

The proposal was then workshopped with Council at the November 2014 meeting with a recommendation that 'Council support the replacement of the existing 'Be Bowled Over' signs (option 2). The views from Councillors were diverse and a number of Councillors raised concerns that stakeholder engagement was insufficient – particularly with Westbury businesses.

In response Council officers launched another round of consultation in the form of a survey of residents and business owners. The results from 130 survey responses confirmed majority support for option 2 to replace the existing signs with the proposed Information Signs with Temporary Events.

Key statistics from the survey:

- 78% of respondents were MV residents, 32% work in MV and 24% have a MV business
- 70% consider the 'Be Bowled Over' signs don't attract passing motorists

- 67% consider the Information Signs with Temporary Events signs will attract passing motorists
- White lettering on green and orange – reflecting Irish heritage has 59% support (of 88 respondents)
- Welcome to Historic Westbury has 76% support as a header sign (of 90 respondents)
- Top 6 sign boards in order of preference are:
  - Great Western Tiers Touring Route (34.8%)
  - Historic Village Green (34.8%)
  - Village Green and Town Common* (31.5%)
  - Village on the Green* (31.5%)
  - Pearns Steam World (31.5%)
  - Silhouette Trail (29.4%)

However, since variations on Village Green appears 3 times in the top 6 sign boards, officers recommend using 'Historic Village Green' and including the seventh and eighth most popular, which is:

- Traveller Facilities (26.1%)
- Tasmanian Tidy Town Winner 2015 (26.1%)

The design resulting from the additional survey results can be seen in Figure 1.



Figure 1: proposed sign design showing colours, header sign, preferred attractions and event placeholders (Note: not to scale, schematic only)

Option 2 proposes to replace the existing 'Be Bowled Over' signs at 3600 x 2400mm with the larger 4400 x 3150mm Information Signs with Temporary Events. As a result the existing posts will need to be replaced by 150mm breakaway posts spaced further apart with larger footings, with a clearance of between 1000 to 1500mm above the ground.

Incorporating 'Great Western Tiers Touring Route' as one of the sign boards will enable removal of 5 existing signs:

- i. Eastern approach Be Bowled Over
- ii. Western approach Be Bowled Over
- iii. Eastern approach Westbury Exton Exit 500m
- iv. Eastern approach GWT Touring Route
- v. Western approach Westbury (Frankford) (Exeter) Exit 400m

**The business owner conditions for option 2 are proposed to include:**

- The signs promoting upcoming events can include branded colours and logos;
- The temporary corflute signs would be paid for by individual businesses;
- The signs should be designed to include the what, when (date and time) and where required to promote upcoming events, but not include telephone numbers, address details, opening hours, or a website address;
- The sign owner shall meet all costs of artwork, design and manufacture of their corflute signs and, prior to manufacturing their sign, they shall submit the sign design to Council for approval;
- Council will not be responsible for any damage that may occur to the sign owner's temporary sign while attached to the sign structure;
- Event managers may be charged a fee for installation/removal of corflute signs where events are run for profit; and
- Event signs would be displayed for 3 weeks leading up to an event, with extensions at the discretion of the Director Development Services.

The application process for option 2 is suggested as follows:

- i. The application for a temporary event sign is made to Council's Director of Development Services that includes the applicant's preferred sign content;
- ii. Council provides approved applicant with preferred font sizes, sentence case, as well as contact information for sign manufacturers;
- iii. Applicant arranges manufacture and delivery of sign to Council offices at 26 Lyall Street, Westbury; and
- iv. Council install sign within 1 week.

### **3) Strategic/Annual Plan Conformance**

The proposed Information Signs with Temporary Events design complies with Councils future directions:

- A thriving local economy; and
- Vibrant and engaged communities.

### **4) Policy Implications**

Not Applicable

### **5) Statutory Requirements**

Not Applicable

## 6) Risk Management

Installing and removing temporary signs near the road reserve poses a risk to Council employees.

## 7) Consultation with State Government and other Authorities

Corroboration with the Department of State Growth (formerly DIER) was sought to test the options outlined in the proposal. Council will work closely with the Department during installation.

## 8) Community Consultation

The proposed design was developed through consultation with a subcommittee of Westbury business owners. The design was workshopped with elected members of Council and then included in a survey that was completed by 130 Meander Valley residents, local employees and business owners.

## 9) Financial Impact

The Department of State Growth has offered to jointly fund the manufacture and installation of the proposed signs, as well as removal of existing signs. Council will therefore be required to fund \$6,375 (excluding GST) of the \$12,750 project.

Description	Quantity	Cost (\$)
Sign removal	5	1,200
Detailed design of 'Welcome To...' signs	1	500
Manufacture and install of 'Welcome To...' signs	2	11,050
	Nett total	12,750
	GST	1,275
	<b>Total</b>	<b>14,025</b>

Installation and removal of temporary event signs will have an ongoing operational cost and work, health and safety impacts for Council's Department of Works. The Director of Works estimates that installation and removal of a single event sign will cost \$60 based on an assessment of the two proposed locations.

The cost to event managers for one corflute event sign using Class 2 materials is estimated at less than \$140.00 (excluding GST).

## 10) Alternative Options

Council can choose to leave the 'Be Bowled Over' signs and/or construct new lay-by signs (option 1).



## 11) Officers Comments

Improving signage along the Bass Highway will benefit all parties. Council and the local community will benefit if local businesses can secure viability, can continue to operate and provide employment options. Council may also gain greater support from a sector of the community that has been openly critical of Council.

Additionally, replacing the two existing signs to include promotion of events aligns with business owner's beliefs that:

- The 'Be Bowled Over' signs are not effective, and must be changed to something that represents everybody;
- There needs to be a better 'hook' to encourage passing motorists to turn off or they will just keep on driving; and
- Temporary signs are being erected prior to Westbury events (e.g. Steam Up Weekend) to try and encourage more visitation, events would not be successful without event signs on the Bass Highway.

The provision of signage structures that enable approved promotion of events may be a method to reduce unapproved signs. This in turn may reduce the distraction to passing motorists and risks to members of the public who are regularly erecting/removing illegal signs alongside the highway without correct traffic management processes.



Figure 1: aerial image of Bass Highway near Westbury showing approximate locations of the 2 new Information Signs with Temporary Events

The suggested position of the new Information Signs with Temporary Events is proposed for approximately 300m west of the existing location on the eastern approach, just before the first off ramp into Westbury, and slightly east of the existing 'Great Western Tiers Touring Route' sign, refer Figure 1. The ground at the new location is level, vehicles can be positioned 3 or more meters off the road, and sign visibility is improved.

In order to provide separation on the eastern approach, the Department of State Growth would also reposition the existing Advance Direction Sign 70m east of its current position (behind the wire rope fence).

On the western approach the most accessible location is at the start of the slip lane to the lay-by. Its level and vehicles can be safely positioned more than 3 meters from passing traffic.

The height of between 1000 to 1500mm above the ground will allow Council officers to change the upcoming events plates without having to use a ladder, thereby further reducing their risks.

The locations have been selected to maximise visibility for passing motorists, maximise accessibility for Council employees when changing signs and to minimise overall risks. Decisions are based on site assessments by Council officers – including a formal assessment of risk by Council's Work, Health & Safety Officer with the Director of Works. The entire process has been done in consultation with members of the Traffic Engineering Branch within the Department of State Growth. The exact position of signs will be confirmed with the Department at the time of installation.

**AUTHOR:** Craig Plaisted  
PROJECT OFFICER

## 12) Recommendation

*It is recommended that Council replace the existing 'Be Bowled Over' signs with the proposed Information Signs with Temporary Events design shown in Figure 1.*

## DECISION:

## **CORP 1 FINANCIAL REPORTS TO 31 MARCH 2015**

### **1) Introduction**

The purpose of this report is to present Council's financial reports to 31 March 2015.

### **2) Background**

The financial reports to 31 March 2015 are presented for Council's attention and include:

- i. Consolidated Operating Statement with accompanying Operating Statements for the key operational areas of Council. These compare actual results with budget.
- ii. Exceptions and Trends report.
- iii. A detailed list of Capital Works Project expenditure to date.
- iv. A detailed list of Capital Resealing Project expenditure to date.
- v. A detailed list of Capital Gravelling Project expenditure to date.
- vi. A summary of rates outstanding, including a comparison with the level of outstanding rates for the same period last year.
- vii. Cash Reconciliation & Investments Summary.

### **3) Strategic/Annual Plan Conformance**

The Annual Plan requires the financial reports to March 2015 to be presented to the April 2015 Council meeting.

### **4) Policy Implications**

Not Applicable

### **5) Statutory Requirements**

Not Applicable

### **6) Risk Management**

Not Applicable

### **7) Consultation with State Government and other Authorities**

Not Applicable

### **8) Community Consultation**

Not Applicable

## 9) Financial Impact

Not Applicable

## 10) Alternative Options

Not Applicable

## 11) Officers Comments

The financial operations for the first nine months of the financial year are discussed in detail in the attached Exceptions and Trends report.

**AUTHOR:** Jonathan Harmey  
SENIOR ACCOUNTANT

## 12) Recommendation

*It is recommended that Council receive the following financial reports for the period ended 31 March 2015:*

- i. Consolidated Operating Statement with accompanying Operating Statements for the key operational areas of Council. These compare actual results with budget.*
- ii. Exceptions and Trends report.*
- iii. A detailed list of Capital Works Project expenditure to date.*
- iv. A detailed list of Capital Resealing Project expenditure to date.*
- v. A detailed list of Capital Gravelling Project expenditure to date.*
- vi. A summary of rates outstanding, including a comparison with the level of outstanding rates for the same period last year.*
- vii. Cash Reconciliation & Investments Summary.*

**DECISION:**



# Meander Valley Council

## 2015 Operating Statement as at 31-Mar-2015

	Actual 2015	Budget 2015	% of Budget
<b>Total Council Operations</b>			
<u>Operating Revenue</u>			
Rate Revenue	10,345,077	10,262,600	100.80%
Fees & User Charges	884,299	1,106,900	79.89%
Contributions & Donations	69,727	326,800	21.34%
Interest	644,652	1,086,300	59.34%
Grants & Subsidies	4,089,902	5,623,900	72.72%
Other Revenue	564,482	945,000	59.73%
<b>Total Operating Revenue</b>	<b>\$ 16,598,140</b>	<b>\$ 19,351,500</b>	<b>85.77%</b>
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	1,174,977	1,681,300	69.89%
Corporate Services	1,047,423	1,523,400	68.76%
Infrastructure Services	1,410,117	2,445,000	57.67%
Works	2,279,714	3,345,600	68.14%
Development Services	1,356,017	1,595,700	84.98%
Economic Development & Sustainability	700,203	1,055,000	66.37%
<b>Maintenance &amp; Working Expenses</b>	<b>\$ 7,968,450</b>	<b>\$ 11,646,000</b>	<b>68.42%</b>
Interest	158,490	311,300	50.91%
Depreciation	3,876,300	5,168,400	75.00%
Payments to Government Authorities	495,388	990,800	50.00%
Administration Allocated	-	-	
Other Payments	63,259	225,200	28.09%
<b>Total Operating Expenditure</b>	<b>\$ 12,561,887</b>	<b>\$ 18,341,700</b>	<b>68.49%</b>
<b><u>Operating Surplus/(Deficit)</u></b>	<b>\$ 4,036,253</b>	<b>\$ 1,009,800</b>	



# Meander Valley Council

## 2015 Operating Statement as at 31-Mar-2015

	Actual 2015	Budget 2015	% of Budget
<b>General Administration</b>			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	124,938	130,000	96.11%
Contributions & Donations	2,136	3,300	64.74%
Interest	-	-	
Grants & Subsidies	-	-	
Other Revenue	4,976	1,500	331.72%
<b>Total Operating Revenue</b>	<b>\$ 132,050</b>	<b>\$ 134,800</b>	<b>97.96%</b>
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	816,544	1,118,300	73.02%
Corporate Services	1,018,208	1,486,500	68.50%
Infrastructure Services	194,435	286,900	67.77%
Works	1,722	3,200	53.82%
Development Services	49,649	61,500	80.73%
Economic Development & Sustainability	-	-	
<b>Maintenance &amp; Working Expenses</b>	<b>\$ 2,080,558</b>	<b>\$ 2,956,400</b>	<b>70.37%</b>
Interest	-	-	
Depreciation	216,750	289,000	75.00%
Payments to Government Authorities	-	-	
Administration Allocated	(45,926)	(74,500)	61.65%
Other Payments	1,260	28,000	4.50%
<b>Total Operating Expenditure</b>	<b>\$ 2,252,642</b>	<b>\$ 3,198,900</b>	<b>70.42%</b>
<b><u>Operating Surplus/(Deficit)</u></b>	<b>(\$ 2,120,592)</b>	<b>(\$ 3,064,100)</b>	<b>69.21%</b>



# Meander Valley Council

## 2015 Operating Statement as at 31-Mar-2015

	Actual 2015	Budget 2015	% of Budget
<b>Roads Streets and Bridges</b>			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	65,479	74,400	88.01%
Contributions & Donations	2,000	202,000	0.99%
Interest	-	-	
Grants & Subsidies	2,417,220	3,279,000	73.72%
Other Revenue	49,987	-	
<b>Total Operating Revenue</b>	<b>\$ 2,534,686</b>	<b>\$ 3,555,400</b>	<b>71.29%</b>
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	-	-	
Corporate Services	-	-	
Infrastructure Services	32,511	132,900	24.46%
Works	1,179,124	1,914,300	61.60%
Development Services	-	-	
Economic Development & Sustainability	-	-	
<b>Maintenance &amp; Working Expenses</b>	<b>\$ 1,211,636</b>	<b>\$ 2,047,200</b>	<b>59.19%</b>
Interest	-	-	
Depreciation	2,370,000	3,160,000	75.00%
Payments to Government Authorities	-	-	
Administration Allocated	-	-	
Other Payments	-	100,000	0.00%
<b>Total Operating Expenditure</b>	<b>\$ 3,581,636</b>	<b>\$ 5,307,200</b>	<b>67.49%</b>
<b><u>Operating Surplus/(Deficit)</u></b>	<b>(\$ 1,046,950)</b>	<b>(\$ 1,751,800)</b>	<b>59.76%</b>



# Meander Valley Council

## 2015 Operating Statement as at 31-Mar-2015

	Actual 2015	Budget 2015	% of Budget
<b>Health and Community and Welfare</b>			
<u>Operating Revenue</u>			
Rate Revenue	2,026,567	2,010,400	100.80%
Fees & User Charges	317,070	460,500	68.85%
Contributions & Donations	39,900	114,000	35.00%
Interest	158,490	211,300	75.01%
Grants & Subsidies	50,000	124,400	40.19%
Other Revenue	61,657	83,400	73.93%
<b>Total Operating Revenue</b>	<b>\$ 2,653,684</b>	<b>\$ 3,004,000</b>	<b>88.34%</b>
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	178,170	273,200	65.22%
Corporate Services	16	700	2.22%
Infrastructure Services	986,172	1,788,400	55.14%
Works	660,980	977,700	67.61%
Development Services	290,050	449,400	64.54%
Economic Development & Sustainability	700,203	1,055,000	66.37%
<b>Maintenance &amp; Working Expenses</b>	<b>\$ 2,815,591</b>	<b>\$ 4,544,400</b>	<b>61.96%</b>
Interest	158,490	311,300	50.91%
Depreciation	412,200	549,600	75.00%
Payments to Government Authorities	495,388	990,800	50.00%
Administration Allocated	45,541	73,900	61.62%
Other Payments	48,397	61,000	79.34%
<b>Total Operating Expenditure</b>	<b>\$ 3,975,606</b>	<b>\$ 6,531,000</b>	<b>60.87%</b>
<b><u>Operating Surplus/(Deficit)</u></b>	<b>(\$ 1,321,922)</b>	<b>(\$ 3,527,000)</b>	<b>37.48%</b>





# Meander Valley Council

## 2015 Operating Statement as at 31-Mar-2015

	Actual 2015	Budget 2015	% of Budget
<b>Land Use Planning and Building</b>			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	266,140	284,500	93.55%
Contributions & Donations	-	-	
Interest	-	-	
Grants & Subsidies	-	-	
Other Revenue	9,312	11,800	78.91%
<b>Total Operating Revenue</b>	<b>\$ 275,452</b>	<b>\$ 296,300</b>	<b>92.96%</b>
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	-	-	
Corporate Services	-	-	
Infrastructure Services	19,264	26,200	73.53%
Works	-	-	
Development Services	1,016,318	1,090,800	93.17%
Economic Development & Sustainability	-	-	
<b>Maintenance &amp; Working Expenses</b>	<b>\$ 1,035,582</b>	<b>\$ 1,117,000</b>	<b>92.71%</b>
Interest	-	-	
Depreciation	18,750	25,000	75.00%
Payments to Government Authorities	-	-	
Administration Allocated	-	-	
Other Payments	-	-	
<b>Total Operating Expenditure</b>	<b>\$ 1,054,332</b>	<b>\$ 1,142,000</b>	<b>92.32%</b>
<b><u>Operating Surplus/(Deficit)</u></b>	<b>(\$ 778,880)</b>	<b>(\$ 845,700)</b>	<b>92.10%</b>



# Meander Valley Council

## 2015 Operating Statement as at 31-Mar-2015

	Actual 2015	Budget 2015	% of Budget
<b>Recreation and Culture</b>			
<u>Operating Revenue</u>			
Rate Revenue	-	-	
Fees & User Charges	110,672	157,500	70.27%
Contributions & Donations	25,691	7,500	342.55%
Interest	-	-	
Grants & Subsidies	-	150,000	0.00%
Other Revenue	14,898	8,100	183.92%
<b>Total Operating Revenue</b>	<b>\$ 151,261</b>	<b>\$ 323,100</b>	<b>46.82%</b>
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	180,263	289,800	62.20%
Corporate Services	23,474	30,200	77.73%
Infrastructure Services	177,735	225,600	78.78%
Works	630,364	846,700	74.45%
Development Services	-	-	
Economic Development & Sustainability	-	-	
<b>Maintenance &amp; Working Expenses</b>	<b>\$ 1,011,836</b>	<b>\$ 1,392,300</b>	<b>72.67%</b>
Interest	-	-	
Depreciation	590,100	786,800	75.00%
Payments to Government Authorities	-	-	
Administration Allocated	-	-	
Other Payments	13,199	35,500	37.18%
<b>Total Operating Expenditure</b>	<b>\$ 1,615,135</b>	<b>\$ 2,214,600</b>	<b>72.93%</b>
<b><u>Operating Surplus/(Deficit)</u></b>	<b>(\$ 1,463,875)</b>	<b>(\$ 1,891,500)</b>	<b>77.39%</b>



# Meander Valley Council

## 2015 Operating Statement as at 31-Mar-2015

	Actual 2015	Budget 2015	% of Budget
<b>Unallocated and Unclassified</b>			
<u>Operating Revenue</u>			
Rate Revenue	8,318,511	8,252,200	100.80%
Fees & User Charges	-	-	
Contributions & Donations	-	-	
Interest	486,162	875,000	55.56%
Grants & Subsidies	1,622,682	2,070,500	78.37%
Other Revenue	423,653	840,200	50.42%
<b>Total Operating Revenue</b>	<b>\$ 10,851,007</b>	<b>\$ 12,037,900</b>	<b>90.14%</b>
<u>Operating Expenditure</u>			
<u>Departments</u>			
Governance & Community Services	-	-	
Corporate Services	5,726	6,000	95.43%
Infrastructure Services	-	(15,000)	0.00%
Works	(192,478)	(396,300)	48.57%
Development Services	-	(6,000)	0.00%
Economic Development & Sustainability	-	-	
<b>Maintenance &amp; Working Expenses</b>	<b>(\$ 186,752)</b>	<b>(\$ 411,300)</b>	<b>45.41%</b>
Interest	-	-	
Depreciation	268,500	358,000	75.00%
Payments to Government Authorities	-	-	
Administration Allocated	385	600	64.19%
Other Payments	403	700	57.60%
<b>Total Operating Expenditure</b>	<b>\$ 82,536</b>	<b>(\$ 52,000)</b>	<b>-158.72%</b>
<u>Operating Surplus/(Deficit)</u>	<b>\$ 10,768,471</b>	<b>\$ 12,089,900</b>	<b>89.07%</b>

## OPERATING STATEMENT - EXCEPTION & TRENDS REPORT

### Consolidated Operating Statement

The Operating Statement to March 2015 is within management's forecasts. There are some exceptions from Councils adopted budget and developing trends, with notable movements discussed further in the Analysis by Function sections.

#### REVENUE

**Rate Revenue** – All Rates Revenue is recognised for the year, with only additional rates received from supplementary valuations between now and the financial year end to be included. The rate debtor balances outstanding at 31<sup>st</sup> March appear in Report vi.

**Fees & User Charges** – Is slightly above budget to date, income is expected to exceed budget at year end.

**Contributions & Donations** – Is well below budget however when new developer subdivision assets are taken over by Council and recognised at financial year end, is expected to exceed budget.

**Interest** – Is slightly below budget and in line with expectations.

**Grants & Subsidies** – Is within budget after taking into account that a budgeted State Government grant has been deferred to 2016.

**Other Revenue** – Is below budget to the end of March principally due to the lower proportion of Tas Water distributions being received at this point in time.

#### EXPENSES

##### Departments

**Governance & Community Services** – within budget expectations

**Corporate Services** – within budget expectations

**Infrastructure Services** – below budget expectations

**Works** – within budget expectations

**Development Services** – slightly above budget expectations

**Economic Development & Sustainability** – slightly below budget expectations

**Interest** – Three of the four interest instalments have been paid to Tascorp for loaned funds. The annual expense for unwinding of the Westbury and Deloraine tip rehabilitation provisions is recognised under interest and is accounted for at year end, this will bring the expenditure in line with budget.

**Depreciation** – Is accurately calculated and accounted for at year end however a proportionate amount (75%) of the budget has been allocated for the purposes of the Operating Statement report.

**Payments to Government Authorities** – Two of the four instalments for the Fire Levy have been incurred to 31 March.

**Other payments** – Is below budget. This item is largely notional accounting values of infrastructure assets written off upon reconstruction or disposal, this is accounted for as part of the year end procedures. The Tasmanian Audit Office fees and Community Grants are also recognised in Other Payments. This item is expected to be within budget at year end.

## Analysis by Function

### Administration

Revenue	\$ 132,050	97.96 %
Expenses	\$ 2,252,642	70.42 %

Revenue is above budget to March. Fees & User Charges include property sales related activity including the 337 property certificate fees and income from corporate leases which are in excess of budget. Other Revenue includes a number items, it is in excess of budget primarily due to unexpected rental income from a residential property acquired by Council at Prospect Vale.

Expenses for *Development Services* are slightly above budget in the administration of 337 property sale certificates. Other Payments include the Tasmanian Audit Office fees which will be incurred closer to year end.

### Roads, Street and Bridges

Revenue	\$ 2,534,686	71.29 %
Expenses	\$ 3,581,636	67.49 %

Fees & User Charges income is the annual heavy vehicle licence fees distribution from the State Government which has been received in full and below budget. Government Grants reflect the receipt of 75% of the annual Grants Commission allocation, 50% of the annual Commonwealth Roads to Recovery funding with the remainder due in the June quarter. The majority of a \$500,000 grant towards the Westbury Rd development has been received with the remaining \$10,000 due prior to year end. Contributions & Donations include subdivision road assets taken over from developers and is expected to be in line with budget when accounted for at year end. The unbudgeted Other Revenue is an amount received from VOS Nominees towards the Vale Street roundabout project.

Expenditure overall is trending within budget after taking into account the maintenance works planned for the coming months. *Works* road maintenance expenditure is currently below budget with a greater focus on capital road construction so far this year. The road maintenance activity is expected to increase particularly in the rural unsealed and urban sealed road networks. Bridge maintenance and management in *Infrastructure* is below budget. Other Payments are budgeted amounts for the road and bridge infrastructure written off upon reconstruction or disposal, this will be accounted for at financial year end.

### Health, Community and Welfare

Revenue	\$ 2,653,684	88.34 %
Expenses	\$ 3,975,616	60.87 %

Revenue is well above budget to date. All Waste Management Service Charges and Fire Levies for the year have been recognised. The Contributions & Donations income is expected to exceed budget when stormwater infrastructure assets in new subdivisions are recognised and contributions from community cars are accounted for at year end. Interest income is three interest payments received from Aged Care Deloraine. A corresponding interest expense is shown in expenses for funds forwarded to Tascorp for this loan. Grant revenue includes funds received from the State Government for the Meander Valley Enterprise Centre's (MVEC) work with the Economic Renewal Action Group, this has been forwarded to MVEC. The remaining amounts for capital works under the Community Energy Efficiency Program will be received from the Commonwealth upon completion of the projects.

Expenditure is below budget at this point. *Infrastructure* is currently below budget due in part to Council being billed for two of the four quarterly street lighting payments with an additional \$80,000 budgeted but not paid during the March quarter. Further work is to be completed on the Meander flood mapping project of \$60,000. The waste management strategy expenditure is below budget to this point, the monthly March tip contract fees, garbage and recycling collection charges for March are yet to be received.

## Analysis by Function

Payments to Government Authorities is the State Fire Levy. Only two of the four instalments have been paid to March with an amount of \$248,000 due in April. Interest Expense is payments to Tascorp as described above however also includes a budget for the accounting transactions of unwinding the liability for Council to rehabilitate tip sites at Cluan and Deloraine which will be accounted for at year end. Other Payments are slightly above budget due to Community Grants which are trending over budget at year end. Additional grants have been allocated in the Health, Community and Welfare area with less expected to be allocated to Recreation and Culture for the year.

### Land Use Planning & Building

Revenue	\$ 275,452	92.96 %
Expenses	\$ 1,054,332	92.32 %

Fees and User Charges are development, building and plumbing approval fees. Revenue received under the building function is in excess of budget reflecting higher than anticipated applications and the continued provision of building surveying services.

*Development Services* expenditure is trending above budget. Additional work has been completed this year on the Prospect Vale and Blackstone Heights outline development plan and Hadspen outline development plan with both of these projects exceeding the year's budget. There have also been significant costs incurred in dealing with a landslip matter at Blackstone Rd as previously advised which were not anticipated and are unbudgeted.

### Recreation and Culture

Revenue	\$ 151,261	46.82 %
Expenses	\$ 1,615,135	72.93 %

Revenue from Fees and User Charges is within budget. Contributions income for cash in lieu of public open space is well over budget due to subdivision activity being above expectations. The budgeted Grants income is \$150,000 for building works at the Westbury recreation ground. The State Government has confirmed that these funds will be received in 2016. Other Revenue is above budget due to rental income currently being received at a property aligned with recreation ground development; this will continue to increase through to year end.

Overall expenditure is within budget and expected to continue to be at year end. *Governance* is slightly below budget reflecting the long term absence of a staff member. *Corporate Services* expenditure includes all property insurance premiums and land tax paid in the first half of the year. *Infrastructure* is largely building maintenance and the Deloraine Pool with the swimming season now completed. *Works* ground maintenance of Parks, Reserves and Recreation facilities is in line with budget. Other Payments include Community Grants (refer comments in Health, Community and Welfare).

### Unallocated & Unclassified

Revenue	\$ 10,851,007	90.14 %
Expenses	\$ 82,536	-158.72 %

Rate Revenue is the general rates component of the rates raised for the year. Interest income is below budget however is expected to be in line with budget when interest on loan balances from the Valley Central Industrial Estate land owners are accounted for at year end. The first three instalments of Financial Assistance Grants from the State Grants Commission have been received. Other Revenue is largely Council's ownership distributions from Tas Water, 50% of projected distributions have been received with the remainder expected prior to year end. Departmental expenditure is principally accounting entries to balance depreciation across the functions of Council and gravel inventory allocations. This expenditure will trend closer to budget at year end.

# Capital Project Report

## 2015 Financial Year



01-Apr-2015 03:00:42

	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>Administration</b>						
<b>100 - Administration</b>						
5039 Deloraine Office/Serv Tas Building - Costs of Sale 10/11	\$9,950.01	\$0.00	\$9,950.01	\$0.00	-\$9,950.01	0.00%
5101 Workstations and Peripherals	\$0.00	\$22,695.66	\$22,695.66	\$27,100.00	\$4,404.34	83.75%
5102 Network Infrastructure	\$0.00	\$25,293.35	\$25,293.35	\$72,400.00	\$47,106.65	34.94%
5109 Networked Copiers and Printers	\$0.00	\$9,434.00	\$9,434.00	\$28,000.00	\$18,566.00	33.69%
5111 Software and Upgrades	\$0.00	\$18,836.68	\$18,836.68	\$128,000.00	\$109,163.32	14.72%
5115 Conquest Software Updrade	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	0.00%
5117 VOIP Network Installation 13/14	\$0.00	\$58,562.41	\$58,562.41	\$50,000.00	-\$8,562.41	117.12%
5118 Council Chambers - Audio Equipment 13/14	\$863.56	\$3,005.78	\$3,869.34	\$25,000.00	\$21,130.66	15.48%
5119 Aerial imagery and contour mapping 13/14	\$857.10	\$101,976.30	\$102,833.40	\$150,000.00	\$47,166.60	68.56%
5122 Council Office - Energy Efficiency (CEEP Funding) 13/14	\$50,746.43	\$32,899.01	\$83,645.44	\$95,608.08	\$11,962.64	87.49%
5124 PV Marketplace Digital Display	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	0.00%
100 - Administration Sub Total	\$62,417.10	\$272,703.19	\$335,120.29	\$621,108.08	\$285,987.79	53.96%
<b>100 - Administration Sub Total</b>	<b>\$62,417.10</b>	<b>\$272,703.19</b>	<b>\$335,120.29</b>	<b>\$621,108.08</b>	<b>\$285,987.79</b>	<b>53.96%</b>

# Capital Project Report

## 2015 Financial Year



01-Apr-2015 03:00:42

	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>Roads Streets and Bridges</b>						
<b>201 - Roads and Streets</b>						
5715 Dexter St - Westbury	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	0.00%
5829 Morrison St - Deloraine 10/11	\$3,174.79	\$0.00	\$3,174.79	\$45,000.00	\$41,825.21	7.06%
5852 Goderick East - Deloraine 12/13	\$0.00	\$0.00	\$0.00	\$54,000.00	\$54,000.00	0.00%
5863 Goderick West - Deloraine	\$0.00	\$37,746.22	\$37,746.22	\$38,000.00	\$253.78	99.33%
5888 Winifred Jane Cres - Hadspen	\$0.00	\$87,796.14	\$87,796.14	\$87,000.00	-\$796.14	100.92%
5895 Mt Leslie Rd - Prospect Vale	\$0.00	\$43,901.32	\$43,901.32	\$45,000.00	\$1,098.68	97.56%
5899 Mace St - Prospect Vale	\$0.00	\$39,827.62	\$39,827.62	\$60,000.00	\$20,172.38	66.38%
5924 Vale St - Prospect Vale 13/14	\$141,009.71	\$591,303.33	\$732,313.04	\$680,000.00	-\$52,313.04	107.69%
5962 William St, Westbury	\$0.00	\$0.00	\$0.00	\$37,000.00	\$37,000.00	0.00%
5968 Waterloo St - Westbury 11/12	\$14,976.19	\$0.00	\$14,976.19	\$20,000.00	\$5,023.81	74.88%
5985 Old Bass Highway - Hagley 13/14	\$10,348.52	\$86,073.78	\$96,422.30	\$95,000.00	-\$1,422.30	101.50%
5990 Meander Valley Road - Deloraine	\$23,754.67	\$199,521.13	\$223,275.80	\$287,000.00	\$63,724.20	77.80%
6000 Old Bass Highway - Hadspen	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	0.00%
6105 Panorama Rd - Blackstone Heights 13/14	\$0.00	\$4,437.43	\$4,437.43	\$59,600.00	\$55,162.57	7.45%
6148 Emu Plains Rd - Emu Plains	\$0.00	\$46,362.41	\$46,362.41	\$46,000.00	-\$362.41	100.79%
6204 R2R 2015 Parkham Rd - Parkham	\$0.00	\$183,763.68	\$183,763.68	\$184,000.00	\$236.32	99.87%
6208 Bogan Rd - Quamby Brook 13/14	\$515.04	\$135.84	\$650.88	\$25,000.00	\$24,349.12	2.60%
6229 Marriott St Moore To Lyttleton St 13/14	\$50,153.35	\$137,857.81	\$188,011.16	\$179,000.00	-\$9,011.16	105.03%
6276 Westbury Rd - Prospect: Transport Study Projects	\$0.00	\$5,273.58	\$5,273.58	\$257,500.00	\$252,226.42	2.05%
6277 Country Club Ave Prospect - Tree Management Strategy 13/14	\$13,693.92	\$18,442.78	\$32,136.70	\$32,500.00	\$363.30	98.88%
6283 Westbury Rd - Cycling Lanes 13/14	\$15,873.50	\$0.00	\$15,873.50	\$50,000.00	\$34,126.50	31.75%
6285 New Footpath Developments - Blackstone	\$0.00	\$609.28	\$609.28	\$87,000.00	\$86,390.72	0.70%
6286 DDA Improvements to Footpath Network	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	0.00%
6290 Street Trees	\$0.00	\$7,722.82	\$7,722.82	\$50,000.00	\$42,277.18	15.45%
6293 Residential Property - 333 Westbury Rd	\$0.00	\$342,920.56	\$342,920.56	\$342,920.00	-\$0.56	100.00%
<b>201 - Roads and Streets Sub Total</b>	<b>\$273,499.69</b>	<b>\$1,833,695.73</b>	<b>\$2,107,195.42</b>	<b>\$2,906,520.00</b>	<b>\$799,324.58</b>	<b>72.50%</b>



# Capital Project Report

## 2015 Financial Year



01-Apr-2015 03:00:42

	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>210 - Bridges</b>						
5239 Pipers Lagoon Creek Bridgenorth Road	\$166.65	\$287,836.17	\$288,002.82	\$305,000.00	\$16,997.18	94.43%
5242 Western Creek Western Creek Road	\$166.65	\$176,501.50	\$176,668.15	\$205,000.00	\$28,331.85	86.18%
5259 Lobster Creek Pool Road Caveside 13/14	\$204,103.45	\$40,807.95	\$244,911.40	\$245,000.00	\$88.60	99.96%
5265 Rubicon River Elmers Road	\$166.66	\$0.00	\$166.66	\$120,000.00	\$119,833.34	0.14%
5267 Western Creek Montana Road	\$0.00	\$4,758.05	\$4,758.05	\$0.00	-\$4,758.05	0.00%
5284 Mole Creek Greens Road	\$166.66	\$176,556.00	\$176,722.66	\$200,000.00	\$23,277.34	88.36%
5290 Mersey River Union Bridge Road	\$1,241.26	\$5,497.29	\$6,738.55	\$7,000.00	\$261.45	96.27%
5293 Western Creek Tribulet Cheshunt Road	\$0.00	\$4,758.05	\$4,758.05	\$0.00	-\$4,758.05	0.00%
5299 R2R 2015 Un-Named Creek Wadleys Road	\$166.66	\$8,303.29	\$8,469.95	\$134,000.00	\$125,530.05	6.32%
5303 Mole Creek Shalstone Road	\$0.00	\$4,758.05	\$4,758.05	\$0.00	-\$4,758.05	0.00%
5319 R2R 2015 Four Springs Creek Selbourne Road	\$166.66	\$4,758.05	\$4,924.71	\$410,000.00	\$405,075.29	1.20%
5324 Chittys Creek Reiffers Road	\$0.00	\$4,758.05	\$4,758.05	\$0.00	-\$4,758.05	0.00%
5449 Deloraine Suspension Footbridge 13/14	\$22,021.38	\$77,399.58	\$99,420.96	\$99,000.00	-\$420.96	100.43%
5450 Bridge Safety Barrier & Signage	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	0.00%
210 - Bridges Sub Total	\$228,366.03	\$796,692.03	\$1,025,058.06	\$1,805,000.00	\$779,941.94	56.79%
<b>200 - Roads Streets and Bridges Sub Total</b>	<b>\$501,865.72</b>	<b>\$2,630,387.76</b>	<b>\$3,132,253.48</b>	<b>\$4,711,520.00</b>	<b>\$1,579,266.52</b>	<b>66.48%</b>
<b>Health and Community Welfare</b>						
<b>314 - Emergency Services</b>						
6750 Del Community Complex - Connectivity Improvement 10/11	\$0.00	\$18,922.29	\$18,922.29	\$20,000.00	\$1,077.71	94.61%
314 - Emergency Services Sub Total	\$0.00	\$18,922.29	\$18,922.29	\$20,000.00	\$1,077.71	94.61%
<b>316 - Community Amenities</b>						
6512 GWTVIC - Bus Shelter	\$0.00	\$14,474.64	\$14,474.64	\$30,000.00	\$15,525.36	48.25%
316 - Community Amenities Sub Total	\$0.00	\$14,474.64	\$14,474.64	\$30,000.00	\$15,525.36	48.25%

# Capital Project Report

## 2015 Financial Year



01-Apr-2015 03:00:42

	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>317 - Street Lighting</b>						
6550 Street Lighting - Pole Replacements	\$0.00	\$11,174.70	\$11,174.70	\$16,000.00	\$4,825.30	69.84%
317 - Street Lighting Sub Total	\$0.00	\$11,174.70	\$11,174.70	\$16,000.00	\$4,825.30	69.84%
<b>321 - Tourism &amp; Area Promotion</b>						
7824 GWTVIC - Energy Efficiency (CEEP Funding) 13/14	\$19,173.01	\$27,380.36	\$46,553.37	\$61,470.46	\$14,917.09	75.73%
7827 Deloraine Community WiFi 13/14	\$0.00	\$3,502.14	\$3,502.14	\$20,000.00	\$16,497.86	17.51%
321 - Tourism & Area Promotion Sub Total	\$19,173.01	\$30,882.50	\$50,055.51	\$81,470.46	\$31,414.95	61.44%
<b>335 - Household Waste</b>						
6601 Deloraine Landfill Site	\$0.00	\$54,876.83	\$54,876.83	\$70,000.00	\$15,123.17	78.40%
6605 Mobile Garbage Bins	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	0.00%
6609 Deloraine Tip - Bailer & Enclosure (NTWM Grant) 13/14	\$10,316.88	\$23,799.37	\$34,116.25	\$80,000.00	\$45,883.75	42.65%
335 - Household Waste Sub Total	\$10,316.88	\$78,676.20	\$88,993.08	\$157,000.00	\$68,006.92	56.68%
<b>351 - Storm Water Drainage</b>						
6412 Parsonage Street, Deloraine Stormwater	\$0.00	\$13,006.34	\$13,006.34	\$21,000.00	\$7,993.66	61.93%
6414 Winifred-Jane Cres, Hadspen - Stormwater	\$0.00	\$3,766.35	\$3,766.35	\$40,000.00	\$36,233.65	9.42%
6417 Tyler House, Prospect - Stormwater	\$0.00	\$4,447.88	\$4,447.88	\$40,000.00	\$35,552.12	11.12%
6436 Panorama Rd Blackstone Stormwater	\$8,079.60	\$17,975.58	\$26,055.18	\$25,000.00	-\$1,055.18	104.22%
6445 Beefeater St Deloraine Stormwater	\$0.00	\$151.03	\$151.03	\$75,000.00	\$74,848.97	0.20%
6449 Meander Valley Carrick Rd Stormwater	\$0.00	\$18,327.07	\$18,327.07	\$47,000.00	\$28,672.93	38.99%
6458 Browne St, Hadspen - Stormwater	\$0.00	\$2,152.20	\$2,152.20	\$40,000.00	\$37,847.80	5.38%
6480 Bay View Dr, Blackstone Stormwater 13/14	\$13,501.38	\$3,254.69	\$16,756.07	\$15,000.00	-\$1,756.07	111.71%
6481 Heritage Pl, Prospect Vale Stormwater	\$0.00	\$2,044.99	\$2,044.99	\$4,100.00	\$2,055.01	49.88%
6482 Meander Valley Rd, Exton Stormwater	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	0.00%
6483 Taylor St, Westbury Stormwater	\$0.00	\$17,463.28	\$17,463.28	\$27,000.00	\$9,536.72	64.68%
6495 Urban Stormwater Drainage – Dev. Application Contributions	\$0.00	\$0.00	\$0.00	\$62,000.00	\$62,000.00	0.00%
351 - Storm Water Drainage Sub Total	\$21,580.98	\$82,589.41	\$104,170.39	\$411,100.00	\$306,929.61	25.34%
<b>300 - Health and Community Welfare Sub Total</b>	<b>\$51,070.87</b>	<b>\$236,719.74</b>	<b>\$287,790.61</b>	<b>\$715,570.46</b>	<b>\$427,779.85</b>	<b>40.22%</b>

# Capital Project Report

## 2015 Financial Year



01-Apr-2015 03:00:42

	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>Recreation and Culture</b>						
<b>505 - Public Halls</b>						
7403 Westbury Town Hall - Heating	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
7409 Meander Hall - Partial Roof Replacement	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	0.00%
7411 Chudleigh Hall - Plumbing Improvements	\$0.00	\$13,749.54	\$13,749.54	\$12,000.00	-\$1,749.54	114.58%
505 - Public Halls Sub Total	\$0.00	\$13,749.54	\$13,749.54	\$47,000.00	\$33,250.46	29.25%
<b>525 - Recreation Grounds &amp; Sports Facilities</b>						
7606 Hadspen Rec Ground - Playground Repair (Insurance)	\$0.00	\$242.35	\$242.35	\$0.00	-\$242.35	0.00%
7642 Prospect Vale Park - Training Ground Lighting 10/11	\$0.00	\$2,979.38	\$2,979.38	\$5,800.00	\$2,820.62	51.37%
7648 Deloraine Community Complex - Electrical Upgrade 13/14	\$52,126.23	\$23,751.17	\$75,877.40	\$68,945.59	-\$6,931.81	110.05%
7668 Westbury Rec Ground - Building Design & Upgrade	\$1,342.41	\$6,119.00	\$7,461.41	\$312,000.00	\$304,538.59	2.39%
7671 PVP Development Plan - Sportsgrounds Upgrade	\$18,961.53	\$8,313.61	\$27,275.14	\$346,000.00	\$318,724.86	7.88%
7677 PVP Ground Upgrade Review	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	0.00%
7678 PVP Main Access & Parking	\$0.00	\$4,216.76	\$4,216.76	\$100,000.00	\$95,783.24	4.22%
7679 PVP Play Scape & Park Furniture	\$0.00	\$0.00	\$0.00	\$160,000.00	\$160,000.00	0.00%
7680 Mobile Lighting Equipment	\$0.00	\$18,990.00	\$18,990.00	\$18,000.00	-\$990.00	105.50%
525 - Recreation Grounds & Sports Facilities Sub Total	\$72,430.17	\$64,612.27	\$137,042.44	\$1,030,745.59	\$893,703.15	13.30%
<b>565 - Parks and Reserves</b>						
8054 Mace St Reserve - Disposal Costs	\$738.18	\$0.00	\$738.18	\$0.00	-\$738.18	0.00%
8075 Chris St Reserve, Prospect - Sale Transaction Costs	\$29,514.90	\$0.00	\$29,514.90	\$0.00	-\$29,514.90	0.00%
8082 Hadspen - Fitness Equipment Installation 12/13	\$175.28	\$45.28	\$220.56	\$13,000.00	\$12,779.44	1.70%
8084 Prospect Vale - New Walkway Barriers 12/13	\$9,713.01	\$6,537.70	\$16,250.71	\$20,000.00	\$3,749.29	81.25%
8088 Las Vegas Res. - Footpath to Jardine Cres	\$0.00	\$6,923.96	\$6,923.96	\$7,000.00	\$76.04	98.91%
8090 West Prde Car Park - Access Path 13/14	\$574.60	\$17,534.94	\$18,109.54	\$60,000.00	\$41,890.46	30.18%
8091 Egmont Reserve Retaining Wall	\$0.00	\$37,636.07	\$37,636.07	\$37,000.00	-\$636.07	101.72%
8092 Hadspen Riverbank Concrete Seating	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	0.00%
8093 East Westbury Pl, Deloraine - Path & Bollards	\$0.00	\$223.74	\$223.74	\$25,000.00	\$24,776.26	0.89%
565 - Parks and Reserves Sub Total	\$40,715.97	\$68,901.69	\$109,617.66	\$174,000.00	\$64,382.34	63.00%
<b>500 - Recreation and Culture Sub Total</b>	<b>\$113,146.14</b>	<b>\$147,263.50</b>	<b>\$260,409.64</b>	<b>\$1,251,745.59</b>	<b>\$991,335.95</b>	<b>20.80%</b>

# Capital Project Report

## 2015 Financial Year



01-Apr-2015 03:00:42

	<i>Brought Forward Amount</i>	<i>Current Amount</i>	<i>Total Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>Unallocated and Unclassified</b>						
<b>625 - Management and Indirect O/Heads</b>						
8803 Minor Plant Purchases	\$0.00	\$23,343.06	\$23,343.06	\$20,000.00	-\$3,343.06	116.72%
625 - Management and Indirect O/Heads Sub Total	\$0.00	\$23,343.06	\$23,343.06	\$20,000.00	-\$3,343.06	116.72%
<b>655 - Plant Working</b>						
8701 4.5 Tonne Truck (Plant 925)	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	0.00%
8704 Grader 3 Replacement (Plant 410)	\$0.00	\$289,902.14	\$289,902.14	\$290,000.00	\$97.86	99.97%
8710 4.5 Tonne Truck (Plant 965)	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	0.00%
8711 Mower 2 Replacement (Plant 605)	\$0.00	\$26,729.08	\$26,729.08	\$27,000.00	\$270.92	99.00%
8724 Ute Replacement (Plant 209)	\$0.00	\$30,136.42	\$30,136.42	\$29,000.00	-\$1,136.42	103.92%
8745 Truck 15t (New Plant) 13/14	\$0.00	\$202.15	\$202.15	\$85,000.00	\$84,797.85	0.24%
8746 Watercart (New Plant) 13/14	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	0.00%
8747 Tip Truck 3t (New Plant)	\$0.00	\$81,376.00	\$81,376.00	\$82,000.00	\$624.00	99.24%
655 - Plant Working Sub Total	\$0.00	\$428,345.79	\$428,345.79	\$626,000.00	\$197,654.21	68.43%
<b>675 - Other Unallocated Transactions</b>						
8707 Fleet Vehicle Purchases	\$0.00	\$50,962.21	\$50,962.21	\$114,000.00	\$63,037.79	44.70%
675 - Other Unallocated Transactions Sub Total	\$0.00	\$50,962.21	\$50,962.21	\$114,000.00	\$63,037.79	44.70%
<b>600 - Unallocated and Unclassified Sub Total</b>	<b>\$0.00</b>	<b>\$502,651.06</b>	<b>\$502,651.06</b>	<b>\$760,000.00</b>	<b>\$257,348.94</b>	<b>66.14%</b>
<b>Total Capital Project Expenditure</b>	<b>\$728,499.83</b>	<b>\$3,789,725.25</b>	<b>\$4,518,225.08</b>	<b>\$8,059,944.13</b>	<b>\$3,541,719.05</b>	<b>56.06%</b>

# Capital Resealing Report

## 2015 Financial Year



31-Mar-2015 20:17:29

	<i>Actual Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>Roads Streets and Bridges</b>				
<b>201 - Roads and Streets</b>				
5800 Bay View Drive - Blackstone Heights	\$1,907.74	\$0.00	-\$1,907.74	0.00%
5802 Louisa St - Bracknell	\$9,914.61	\$0.00	-\$9,914.61	0.00%
5826 Church St West - Deloraine	\$1,739.38	\$0.00	-\$1,739.38	0.00%
5835 Quamby Ct - Deloraine	\$1,036.43	\$0.00	-\$1,036.43	0.00%
5888 Winifred Jane Cres - Hadspen	\$24,576.79	\$0.00	-\$24,576.79	0.00%
5927 Cheltenham Way - Prospect Vale	\$352.56	\$0.00	-\$352.56	0.00%
6124 Cluan Rd - Cluan	\$96,144.73	\$0.00	-\$96,144.73	0.00%
6134 Racecourse Dr - Deloraine	\$38,666.11	\$0.00	-\$38,666.11	0.00%
6171 Liena Rd - Liena	\$62,054.79	\$0.00	-\$62,054.79	0.00%
6176 Meander Main Rd - Meander	\$191,143.49	\$0.00	-\$191,143.49	0.00%
6182 Huntsman Rd - Meander	\$38,800.55	\$0.00	-\$38,800.55	0.00%
6210 Porters Bridge Rd - Reedy Marsh	\$53,067.71	\$0.00	-\$53,067.71	0.00%
6211 River Road - Reedy Marsh	\$106,100.48	\$0.00	-\$106,100.48	0.00%
6229 Marriott St Moore To Lyttleton St 13/14	\$51,918.93	\$0.00	-\$51,918.93	0.00%
6248 Heazelwood Ln - Whitmore	\$148,380.53	\$0.00	-\$148,380.53	0.00%
6299 Reseals General Budget Allocation	\$0.00	\$1,000,000.00	\$1,000,000.00	0.00%
<b>Capital Resealing Projects - Grand Total</b>	<b>\$825,804.83</b>	<b>\$1,000,000.00</b>	<b>\$174,195.17</b>	<b>82.58%</b>

# Capital Gravelling Report

## 2015 Financial Year



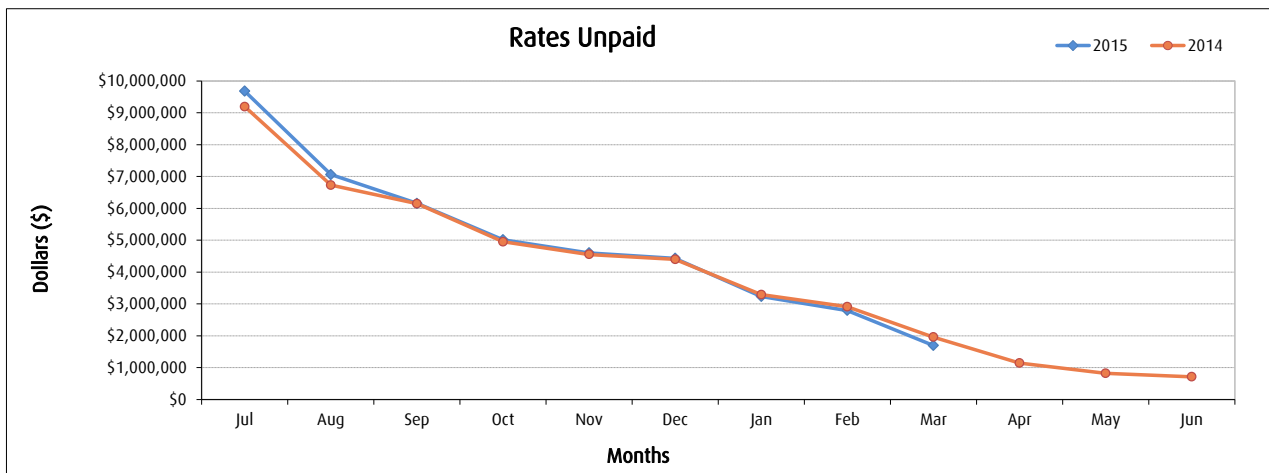
31-Mar-2015 20:12:19

	<i>Actual Amount</i>	<i>Budget Amount</i>	<i>Variance Amount</i>	<i>Percentage of Budget</i>
<b>Roads Streets and Bridges</b>				
<b>201 - Roads and Streets</b>				
5540 Smith St - Deloraine	\$1,571.96	\$0.00	-\$1,571.96	0.00%
5541 Church St East - Deloraine	\$11,273.85	\$0.00	-\$11,273.85	0.00%
5544 Jordan Pl - Deloraine	\$1,186.79	\$0.00	-\$1,186.79	0.00%
5545 Liverpool St - Deloraine	\$4,889.37	\$0.00	-\$4,889.37	0.00%
5546 Sullivans - Deloraine	\$4,207.41	\$0.00	-\$4,207.41	0.00%
5571 Lindsays Rd - Glenore	\$14,530.31	\$0.00	-\$14,530.31	0.00%
5620 Whiteleys Rd - Meander	\$9,274.09	\$0.00	-\$9,274.09	0.00%
5648 Frankcombes - Montana	\$3,054.53	\$0.00	-\$3,054.53	0.00%
5669 Bradys Plain Rd - Parkham	\$46,564.95	\$0.00	-\$46,564.95	0.00%
5689 Junction - Sassafras Ck	\$3,180.84	\$0.00	-\$3,180.84	0.00%
5718 Smith St - Westbury	\$5,156.35	\$0.00	-\$5,156.35	0.00%
5731 Reid St - Westbury	\$5,129.34	\$0.00	-\$5,129.34	0.00%
5748 Hilliers Rd - Whitmore	\$11,420.01	\$0.00	-\$11,420.01	0.00%
5799 Gravel Resheeting General Budget Alloc	\$0.00	\$310,000.00	\$310,000.00	0.00%
<b>Capital Gravelling Expenditure Total</b>	<b>\$121,439.80</b>	<b>\$310,000.00</b>	<b>\$188,560.20</b>	<b>39.17%</b>

## Meander Valley Rates Report As at 31/03/2015

	2015	2014
Rate Balance Carried Forward from previous Year	\$ 710,643.20	\$ 558,166.40
Water Balance Carried Forward from previous Year	\$ 667.75	\$ 667.75
2014/15 Rates Raised	\$ 10,344,889.68	\$ 9,764,645.85
Interest	\$ 62,757.64	\$ 63,505.99
Rate Adjustments	\$ 27,374.15	\$ 20,223.92
Payments Received	-\$ 9,449,564.81	-\$ 8,448,382.96
<b>Rates Control Account Balance</b>	<b><u>\$ 1,696,767.61</u></b>	<b><u>\$ 1,958,826.95</u></b>

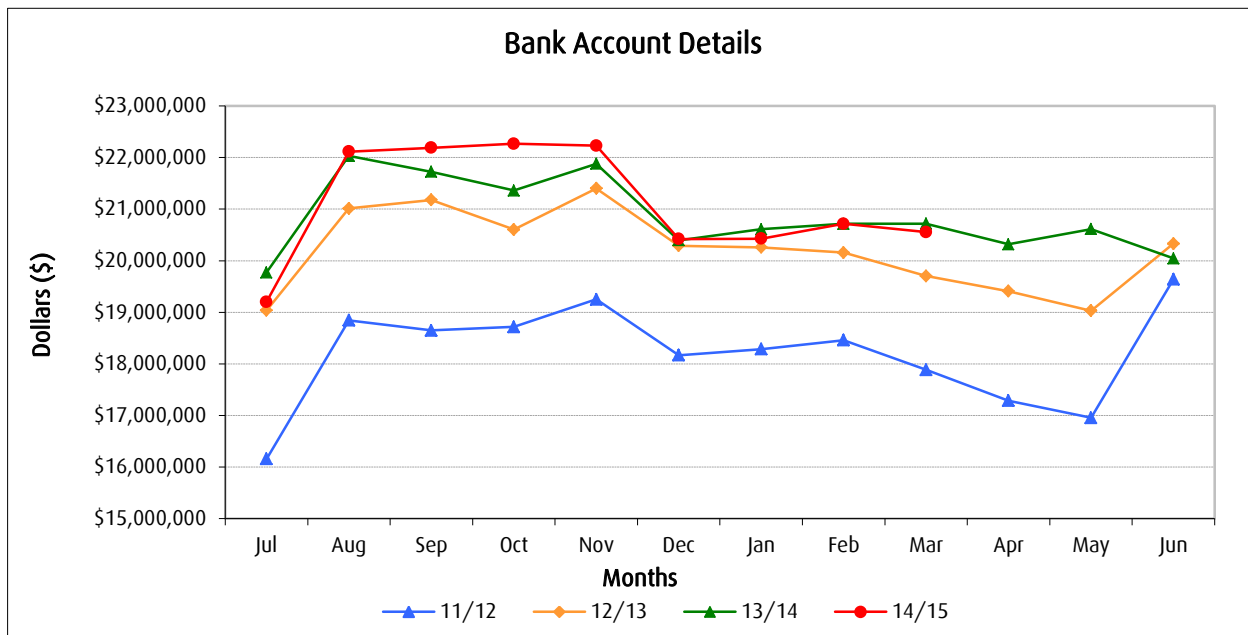
**% of Rates Unpaid** **15.26%** **18.86%**



## Meander Valley Council Cash Reconciliation as at 31-March-2015

	2014/15	2013/14
Balance Carried Forward from previous Year	\$ 20,046,371	\$ 20,331,661
Add Deposits	\$ 16,188,286	\$ 13,916,188
Less Payments	-\$ 15,681,622	-\$ 13,530,614
<b>Balance as per Bank Account</b>	<b><u>\$ 20,553,035</u></b>	<b><u>\$ 20,717,235</u></b>

Made up of:	Amount	Interest Rate
Cash at Bank	236,297	0-0.75%
Commonwealth Bank Investments	2,546,268	1.85%
National Bank	3,084,000	3.75%-3.79%
Westpac Bank	4,000,000	3.65%-3.80%
ANZ Bank	3,000,000	3.50%-3.64%
Bendigo Bank	2,554,419	3.07%-3.75%
Defence Bank	1,000,000	3.85%
Suncorp Bank	1,000,000	3.15%
My State Financial	2,132,051	3.75%-3.95%
B & E Ltd	1,000,000	3.75%
	<b><u>\$ 20,553,035</u></b>	

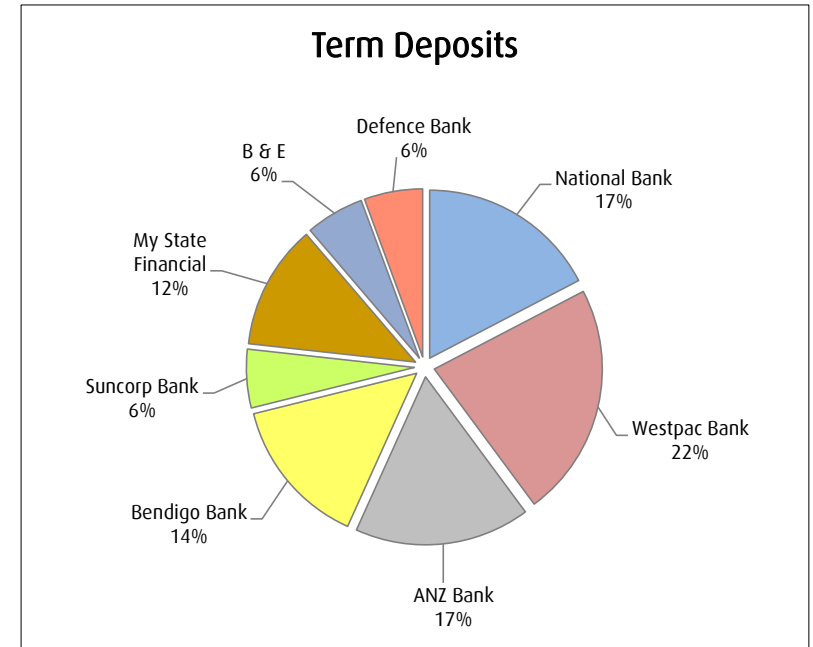




Date:

31-March-2015

Institution	Deposit	Rate %	Entered	Due
Defence Bank	1,000,000	3.85%	8/04/2014	8/04/2015
Westpac Bank	1,000,000	3.80%	26/09/2014	26/04/2015
Bendigo Bank	1,000,000	3.75%	15/05/2014	15/05/2015
Westpac Bank	1,000,000	3.65%	7/06/2014	7/06/2015
B & E	1,000,000	3.75%	18/06/2014	12/06/2015
MyState Financial	1,093,050	3.95%	12/06/2014	12/06/2015
National Australia Bank	2,084,000	3.79%		27/06/2015
Bendigo Bank	554,419	3.45%		13/07/2015
National Australia Bank	1,000,000	3.75%		16/07/2015
Westpac Bank	1,000,000	3.78%	16/07/2014	16/07/2015
ANZ Bank	1,000,000	3.64%	1/09/2014	1/09/2015
Suncorp Bank	1,000,000	3.15%	2/03/2015	3/09/2015
Bendigo Bank	1,000,000	3.07%	17/03/2015	14/09/2015
Westpac Bank	1,000,000	3.75%	26/09/2014	26/09/2015
ANZ Bank	1,000,000	3.63%	20/11/2014	20/11/2015
ANZ Bank	1,000,000	3.50%	16/12/2014	16/12/2015
MyState Financial	1,039,001	3.75%	28/12/2014	28/12/2015



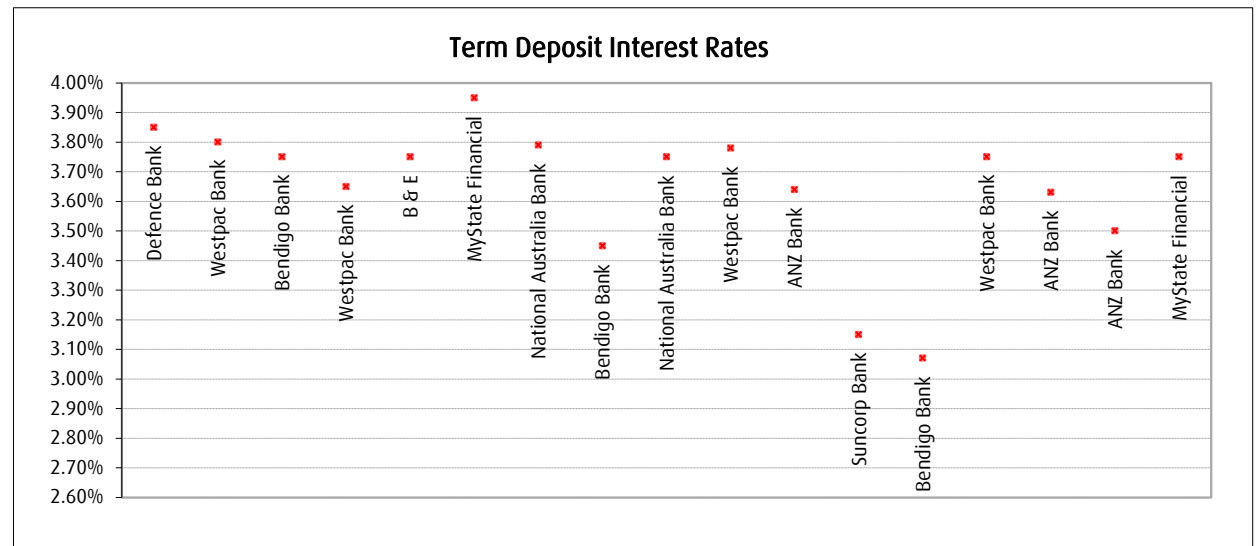
\$ 17,770,470

Average Interest Rate 3.65%

**Term Deposits with institutions**

National Bank	3,084,000
Westpac Bank	4,000,000
ANZ Bank	3,000,000
Bendigo Bank	2,554,419
Suncorp Bank	1,000,000
My State Financial	2,132,051
B & E	1,000,000
Defence Bank	1,000,000

\$ 17,770,470



## **INFRA 1 NEW POLICY NO. 85 - OPEN SPACE**

### **1) Introduction**

The purpose of this report is to present the proposed new Open Space Policy to Council for adoption.

### **2) Background**

The creation of the Policy was an action listed in The Meander Valley Sport and Recreation Action Plan 2008 - 2011 and 2012 - 2015. It has been developed over the last year with extensive consultation and input from the Recreation Coordination Group, Townscapes Reserves and Parks (TRAP) Committee, the Northern Regional Sport and Recreation Committee and relevant Council officers.

The proposed Policy was taken to the March Council Workshop for feedback. Comments from the Workshop have been taken into account and are reflected in the final version of the Policy. The changes to the Policy following the workshop are the inclusion of:

- A reference to public consultation in the Policy objective, to ensure that the development of the strategy includes community input
- The phrase "suitability and proximity" in the liveability principle, to ensure that Council measures the feasibility of new initiatives

### **3) Strategic/Annual Plan Conformance**

The Policy also implements the following future directions prioritised in Council's Community Strategic Plan 2014 - 24: 1) A sustainable and natural building environment 2) A thriving local economy, 4) A healthy and safe community and 6) Planned infrastructure services.

### **4) Policy Implications**

Not Applicable

### **5) Statutory Requirements**

Not Applicable

### **6) Risk Management**

Responsible risk management is integral to the Policy.

### **7) Consultation with State Government**

The Northern Regional Sport and Recreation Committee were consulted with during the development of the Policy.

## 8) Community Consultation

Council's TRAP committee were consulted with during the development of the Policy.

## 9) Financial Impact

Not Applicable

## 10) Alternative Options

Council can decide to either amend or not adopt the policy.

## 11) Officers Comments

Open spaces make an essential contribution to the liveability of urban, rural and regional areas. In doing so open spaces and sport and recreational facilities support local activities, businesses, and attract tourists and visitors to the region.

Council has a responsibility to effectively plan for community needs. Through the adoption of this Policy Council Officers will be able to strategically develop and manage Council's open space network.

**AUTHOR:** Natasha Szczyglowska  
TECHNICAL OFFICER

## 12) Recommendation

*It is recommended that Council adopt the new Policy No 85, Open Space as follows:*

# POLICY MANUAL

<b>Policy Number:</b> 85	<b>Open Space</b>
<b>Purpose:</b>	To guide Council's strategic provision and maintenance of open space.
<b>Department:</b>	Governance and Community Services
<b>Author:</b>	Bonnie McGee, Recreation Officer
<b>Council Meeting Date:</b>	21 April 2015
<b>Minute Number:</b>	xxx/2015
<b>Next Review Date:</b>	<i>April 2018</i>

## POLICY

### 1. Definitions

Open Space: Publically owned land that is set aside for leisure and recreation.

### 2. Objectives

To strategically develop and manage Council's open space network in consultation with the community, so as to provide a variety of high quality recreational experiences that will:

- a) Encourage visitor engagement and
- b) Add to the attractiveness of Meander Valley as a place to live and work in.

### 3. Scope

This policy applies to:

All existing and proposed open space within the local government area

All Council employees, Councillors, committee members and developers.

### 4. Policy

In furthering the objectives for open space, Council will apply the following principles in determining when, where and how open space is provided:

#### **Liveability:**

- Provide a variety of open space areas that are suitable for a range of likely users through opportunities for passive and active recreation e.g. neighbourhood parks, destination and/or regional facilities
- Provide open space that is visually attractive
- Ensure open space is safe, implementing best practice design principles
- Improve the connectivity of open space through links for walking and cycling
- Support community health and well-being through quality design and facilities
- Determine and deliver on the provision, acquisition and siting of open space

#### **Efficiency:**

- Consider maintenance and "whole of life" costs in the development and management of open space
- Avoid unnecessary duplication and promote multi-functional sites

#### **Environmental Values:**

- Enhance natural values in conjunction with recreational experience where practicable
- Respect and promote cultural heritage and local character through design and interpretation
- Implement water-sensitive urban design in the management of stormwater where appropriate

- Incorporate contemporary, sustainable design features where feasible

## **5. Legislation and Associated Council Policies**

Disability Discrimination Act 1992

Local Government (Building & Miscellaneous Provisions) Act 1993

Meander Valley Interim Planning Scheme 2013

Meander Valley Council Asset Management Policy 60

New and Gifted Asset Policy 78

## **6. Responsibility**

Responsibility for the operation of this policy rests with the General Manager.

**DECISION:**

Councillor x moved and Councillor x seconded *“that, pursuant to Section 15(1) of the Local Government (Meeting Procedures) Regulations, Council close the meeting to the public.”*

**ITEMS FOR CLOSED SECTION OF THE MEETING:**

GOV 6            APPLICATIONS FOR LEAVE OF ABSENCE

Meeting closed.....

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CRAIG PERKINS (MAYOR)