



Meander Valley Council
Working Together

AGENDA

ORDINARY COUNCIL MEETING

Tuesday 12 April 2022

Time 3 pm

Location Council Chambers
26 Lyall Street
Westbury, Tasmania

Phone (03) 6393 5300

Our Values

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

Respect, listen and care for one another

Be trustworthy, honest and tolerant

Be positive and receptive to new ideas

Be innovative, creative and learn

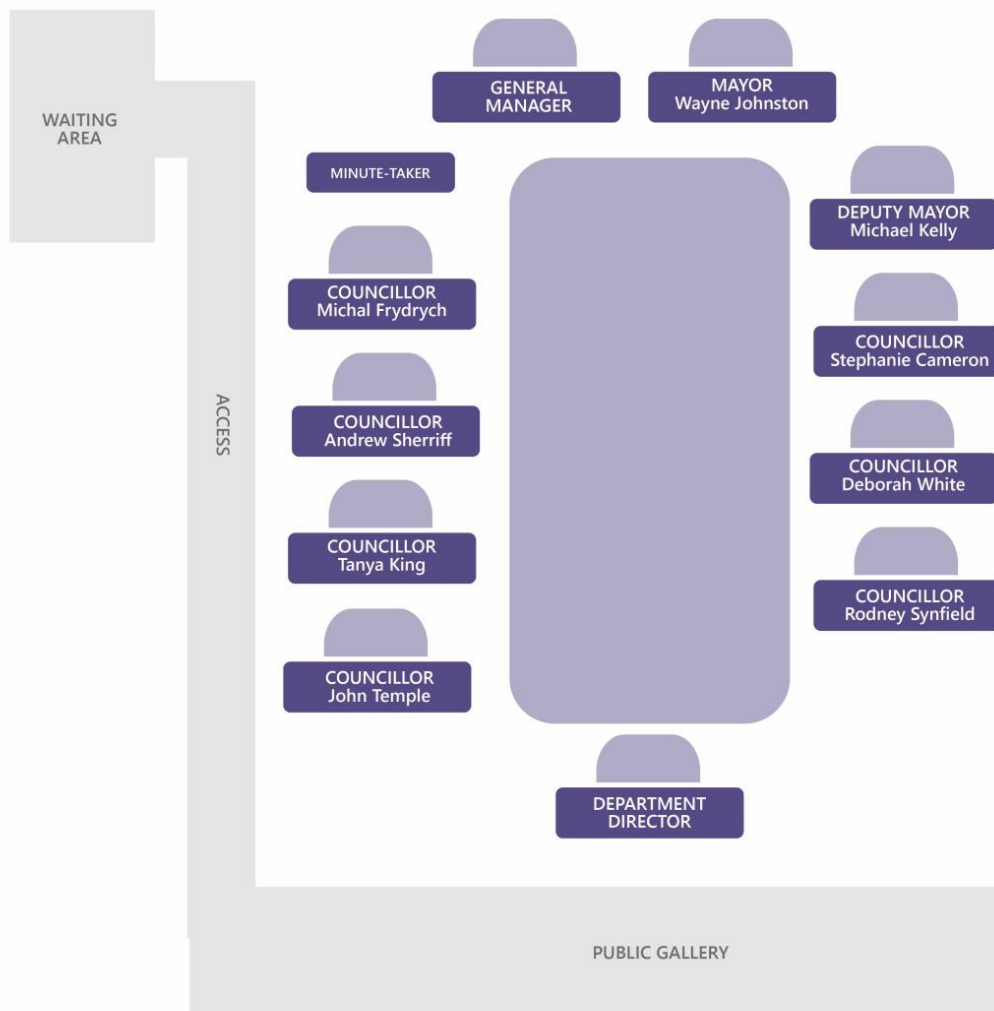
Take a fair, balanced and long term approach

Use sound business practices

Work together

Council Chambers

Seating Plan



Going to a Council Meeting

Members of the community are encouraged to engage with Meander Valley Council's monthly meetings.

You can submit questions online or register to attend in person. After the meeting, you'll find minutes and an audio recording online. We also offer handy fact sheets with information about what to expect at a Council Meeting, including how to participate in Public Question Time.

Hard copies of minutes and other documents are available to view at Council's Customer Service Centre.

Learn more

Visit www.meander.tas.gov.au/council-meeting-guidelines to find fact sheets or submit a question. Agendas and minutes are located at www.meander.tas.gov.au/minutes-and-agendas.

Contact the Office of the General Manager by phone (03) 6393 5311 or email ogm@mvc.tas.gov.au to book a seat in the public gallery, submit a question, or to learn more about opportunities to speak at a Council Meeting.

COVID-19 Notice: Public Access to Chambers

Due to COVID-19, there is currently seating for up to seven people in the public gallery. Bookings are essential. Please note, seating is prioritised as follows:

For planning decisions: applicants and representors have first priority. A representor is a community member who writes to Council to object to or support a planning application. Statutory timeframes apply for making a valid submission.

All other decisions: priority of access is offered to members of the public who pre-register to attend (in order of registration).

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

If you are experiencing any health symptoms associated with COVID-19, or you are a close contact, please stay home. You may not enter or remain on Council premises if staff form a reasonable view that you should be isolating under current health directives.

Conduct at Council Meetings

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

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

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

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

Access & Inclusion

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

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

Certificate of Qualified Advice

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

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

Accordingly, I certify that, where required:

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



John Jordan
General Manager

Table of Contents

Meeting Open - Attendance & Apologies	7
Acknowledgment of Country	7
Confirmation of Minutes.....	7
Declarations of Interest	7
Council Workshop Report.....	8
Mayor & Councillor Report.....	8
Petitions.....	10
Community Representations	10
Public Question Time.....	11
Councillor Question Time	14
Planning Authority Report.....	16
5 & 7 Bradford Avenue, Prospect Vale	16
4 Gleadow Street, Deloraine	203
Community Wellbeing.....	393
Community Grants and Sponsorship Fund	393
Corporate Services.....	398
Financial Report to 31 March 2022	398
Governance.....	416
March 2022 Quarterly Report.....	416
Acting General Manager Arrangements.....	430
Motion to Close Meeting.....	434
Closed Session Agenda.....	434
Meeting Close	434

Meeting Open - Attendance & Apologies

Acknowledgment of Country

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

Confirmation of Minutes

Motion Receive and confirm Minutes of the last Council Meeting

(Ordinary Meeting held 8 March 2022)

Vote Simple majority

Declarations of Interest

Council Workshop Report

Topics Discussed – 22 March 2022

Meander Valley Art Prize Proposal (Cr Temple)

Mole Creek Speed Limit Proposal (Cr Frydrych)

North West Transmission Project

Climate Change Regional Update

Deloraine Recreation Precinct – Stage 1 Scope and Community Consultation

Docs on Tap – Councillor Training Session

Acting General Manager – Future Arrangements

Proposed Youth Forum – Climate Change, Sustainability & Environment

Waste Strategy Update – Tip Voucher Usage

Deloraine Squash Courts Update

Mayor & Councillor Report

Councillor Activities Since Last Meeting

15 Mar	Community Event Opening of the new Longford Police Station	<i>Mayor Johnston</i>
15 Mar	Meeting Northern COVID Regional Recovery Committee	<i>Mayor Johnston</i>
17 Mar	Professional Development Local Government Association of Tasmania Mayors Professional Development Day	
18 Mar	Community Event Northern Tasmanian Football Association Launch	<i>Mayor Johnston</i>

20 Mar	Community Event Tasmanian Garlic and Tomato Festival	<i>Mayor Johnston</i>
23 Mar	Community Event Tasmanian Hemp Dinner	<i>Mayor Johnston</i>
29 Mar	Council Event Australia Day Ceremony	<i>Mayor Johnston and Crs Cameron, Frydrych, King, Temple and White</i>
8 Apr	Community Event Deloraine Bowls Club Dinner	<i>Mayor Johnston</i>
8 Apr	Community Event Westbury Cricket Club Dinner	<i>Mayor Johnston</i>

Petitions

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

Community Representations

Nil.

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

Requests received at least fourteen days prior to a Council Meeting will be considered by the Chairperson. For further information, contact the Office of the General Manager on (03) 6393 5311 or email ogm@mvc.tas.gov.au.

Public Question Time

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

Click [here](#) or visit www.meander.tas.gov.au/public-question-time to submit a question.

Due to social distancing requirements and limited space in the Council Chambers, you do need to book a seat if you would like to attend in person. Refer to pages 3 and 4 of this agenda for more information.

This Month's Public Questions With Notice

Question 1 *Robin Badcock, Exton*

I live in the Exton area but more importantly I live about 400m from the Eastern boundary of Ashley. We've had a lot to do with Ashley over the years and I'll just give a little bit of background here because as I look around I see some of the Councillors are not as old as what I am and may not be aware of some of the doings of Ashley in the early days. Back in the late 90s Ashley which had morphed into a detention centre from its previous years of wards for the state prior to that its first construction back after the First World War. We had lots of incidences where the detainees thought it was more fun to be outside then what it was inside. As a consequence of that we had trespassers from escapes and it actually used to be in the Examiner amongst other news media on more than a regular basis to the point where the then Labor government decided that they probably need to do something because we were fed up with it and told them they should bulldoze the damn place. We were politely told that was never going to happen. So about 2000 the neighbours of Ashley, which is a group that I was a part of, we actually worked with the state government and the architects and we ended up with the Ashley redevelopment which I believe cost about 5-7million dollars, I would need to check those figures. My question to Council is, there seems to be a lot of chat about a prison and they seem to think that Ashley has passed its use by date. We've just spent 7 million dollars there of taxpayers' money, your money, my money and everybody else's money and all of a sudden the premier said we're going to close it in three years. My thoughts would be that Ashley needs to be redeveloped for fit for purpose, for a therapeutic model which everybody is talking about nowadays. Why would you want to knock that site down and put a prison there?

Question taken on notice at past Council Meeting (March 2022)

Response **Mayor Wayne Johnston**

Considering the media and comments from the Tasmanian Government on the matter, it would seem that the Government has determined that for a range of reasons the Ashley Centre, and the custodial care model it has operated under, need to change. The question posed about whether or not Ashley should be knocked down is something for the Tasmanian Government to answer.

Question 2 *Robin Badcock, Exton*

I run a small business and I run a small farming operation, waste is not one of the things that sits well with me. Surely Ashley would be far better? The Meander Valley community and especially Deloraine have learned to live with Ashley over the years. Ashley has morphed into something that it is now it is not where it started from but the community has gotten used to it. Why wouldn't we redesign fit for purpose and support that development and have Ashley as the northern detention centre for juveniles, a prison that's built somewhere else and then a purpose-built youth detention centre in the south. You won't get a better area for rehabilitation of young offenders than what you've actually got there, especially if the farm was in more use. So my question to council is, will Council support the redevelopment of the Ashley site to remain as a youth detention centre?

Just very quickly on the information sessions, information sessions all of a sudden as of last Saturday have become quite useful because there has been some information. Prior to that two members of my family attended the information sessions on separate occasions and came home with nothing. The questions that they wanted answered they couldn't get a thing. It upset my wife so much, she came home and did a two hour brain dump and I've got 26 questions here that she actually wrote out and went back to another session and presented them to them and said we would like these questions answered. We actually got answers to those questions and I'm happy to share these with all Councillors by email if they would like to actually get some other information because if you've been to the information sessions prior to last Saturday you would have got nothing.

Question taken on notice at past Council Meeting (March 2022)

Response Mayor Wayne Johnston

I appreciate the circumstances described and the frustrations that have been expressed. I have focused on your question as to whether or not Council support the redevelopment of the Ashley site to remain as a youth detention centre. The previous elected Council resolved (Resolution 265/2017) to advocate for consideration of a northern prison next to the Ashley Detention Centre. At the September 2021 Ordinary Meeting the current Council resolved that the decision made by Council before the last ordinary election was no longer relevant or a factor in Council decision making or representations to the Tasmanian Government. One reason we did this was to 'clear the air' and signal to the community that Council had not yet formed a view in relation to the use of the future Ashley site.

Considering the decision to close the Ashley Detention Centre as a separate issue to the potential use of the site as a prison, Council has not been briefed by the Tasmanian Government on the reasons behind the decision to close the centre. Council is therefore not in a position to determine the merits or otherwise of a youth detention facility continuing to operate on the site. In relation to the responses provided to your wife's questions, Council is focused on advocating for effective community consultation. If these are provided to the General Manager then they can then be distributed to Councillors.

This Month's Public Questions Without Notice

Nil received prior to agenda publication.

Councillor Question Time

This Month's Councillor Questions With Notice

Nil.

This Month's Councillor Questions Without Notice

Nil received prior to agenda publication.

Council as a Planning Authority

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

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

Policy Not applicable.

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

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

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

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

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

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

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

Motion Simple Majority

Planning Authority Report

12.1. 5 & 7 Bradford Avenue, Prospect Vale

Proposal	Multiple Dwellings (9 units)
Report Author	Natasha Whiteley Team Leader Planning
Authorised by	Krista Palfreyman Director Development & Regulatory Services
Application reference	PA\21\0304
Decision due	13 April 2022
Planner's Recommendation	That Council approve this application.

Applicant's Proposal

Applicant Urban Design Solutions

Property 5 & 7 Bradford Avenue, Prospect Vale (CTs: 6080/10 & 62093/6)

Description The applicant seeks planning permission for:

1. The change of use of two single dwellings to multiple dwellings;
2. The change of use of a residential outbuilding to a multiple dwelling;
3. The construction of six multiple dwellings; and
4. The demolition of outbuildings.

Documents submitted by the Applicant are attached, titled "Submission From Applicant".



Photo 1: Aerial image identifying the subject properties and surrounding land.

Planner's Report

Planning Scheme	Tasmanian Planning Scheme – Meander Valley (“the Scheme”)
Zoning	General Residential
Applicable Overlays	Nil
Existing Land Use	Residential – Single Dwellings and Outbuildings
Summary of Planner's Assessment	Generally, a Multiple Dwelling development is classed as permitted in this zone (General Residential).
Discretions	For this application, 10 discretions are triggered. This means Council has discretion to approve or refuse the application based on its assessment of: <ul style="list-style-type: none"> 8.4.2 P3 Setbacks and building envelope for all dwellings 8.4.4 P1 Sunlight to private open space of multiple dwellings 8.4.6 P1, P2 & P3 Privacy for all dwellings C2.5.1 P1 Car Parking Numbers C2.5.3 P1 Motorcycling Parking Numbers

C2.6.2 P1 Design and Layout of Parking Areas

C2.6.5 P1 Pedestrian Access

C3.5.1 P1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction

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

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

Performance Criteria & Applicable Standards

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

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

Public Response

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

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

Agency Consultation

The application was referred to TasWater.

TasWater made a Submission to Planning Authority Notice on 2 June 2021.

See attachment titled "Agency Consultation - TasWater".

Internal Referrals

Infrastructure Services

The Transport Impact Assessment (TIA) indicates that the road network is sufficient to accommodate an increase in traffic without impeding safety or efficiency of the road network. Council acknowledges that some of the traffic data is slightly inconsistent with Council's recent traffic counts, however recent studies procured by Council suggest that the road network will cater for the small increase in traffic.

The new stormwater main will have a similar capacity to the existing system and the detention that will be enforced on the developer will mitigate the risk to the downstream system.

Excluding the driveway, the road frontage is approximately 30m. The length of frontage required to accommodate refuge bins for the units is 28m, thus the nature strip can accommodate the development.

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

Planner's Recommendation to Council

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

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

For further information, see *Local Government Act 1993, s65, Local Government (Meeting Procedures) Regulations 2015, s25(2)* and *Land Use and Approvals Act 1993, ss58-59*.

Recommendation This application by Urban Design Solutions for Multiple Dwellings (9 units) on land located at 5 & 7 Bradford Avenue, Prospect Vale (CTs: 6080/10 & 62093/6) is recommended for approval generally in accordance with the Endorsed Plans, and recommended Permit Conditions and Permit Notes.

- Endorsed Plan**
1. Urban Design Solutions; Drawing 6404; Version 2; Sheets: 01-02 (print date 21 May 2021); 03-04 (print date 23 Dec 2021); 05-30 (print date 21 May 2021);
 2. Traffic & Civil Services; February 2022; Traffic Impact Assessment; 5-7 Bradford Avenue, Prospect Vale; Unit Development; Pages 1-84.

- Permit Conditions**
1. Prior to the commencement of works the following is required to be submitted to Council:
 - a. Detailed engineering design documentation for the extension of Council's stormwater main is required to the satisfaction of Council's Director Infrastructure Services. Detailed engineering documentation must be prepared by a suitably qualified civil engineer or other person approved by the Director Infrastructure Services.

Refer to Note 1. The design documentation must incorporate the following:

- i. Existing and design invert and surface levels.
 - ii. Long section of the new stormwater main.
 - b. Amended plans must be submitted for approval, to the satisfaction of Council's Town Planner. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must show:
 - i. A permanently fixed privacy screen having a minimum height of 1.7m be erected on the northern side of the balcony attached to Unit 2.
 - ii. A permanently fixed privacy screen having a minimum height of 1.7m be erected on the southern side of the balcony attached to Unit 8.
 - iii. The window in the dining room on the northern elevation of Unit 2 be treated by either changing the window to have a sill height at least 1.7m above the floor level, or be fixed with obscure glazing extending to a height of not less than 1.7m above the floor level.
 - iv. A privacy screen of not less than 1.7m in height must be permanently installed in front of the window of bedroom 3 of Unit 7.
2. The new stormwater main in Bradford Avenue is to be constructed to the Satisfaction of Council's Director Infrastructure Services. All existing lot connections are to be connected to the new main. Refer to Note 2.
3. Prior to the commencement of use the following must be completed to the satisfaction of Council:
 - a. The infrastructure works must be completed as shown in the application documents and endorsed plans or as modified by the Council approved detailed engineering

drawings and specifications, to the satisfaction of Council's Director Infrastructure Services and in accordance with Condition 1 & 2.

- b. Provision of as-constructed documentation of infrastructure work to be taken over by Council, to the satisfaction of Council's Director Infrastructure Services.
- c. The pedestrian path must be clearly delineated from the vehicle driveway including surface material of contrasting colour to the adjoining driveway pavement to the satisfaction of Council's Town Planner.
- d. The development is to include a 'Shared Zone' sign or the like, to the eastern side of the entrance to the property, to identify that the driveway is used for both pedestrian and vehicles to the satisfaction of Council's Town Planner.
- e. The visitor car parking space must be clearly dedicated through incidental signage and line marking to the satisfaction of Council's Town Planner.
- f. The external car parking spaces allocated to each dwelling are to be clearly delineated, such as line marking or signage, so that they can be identified in association with that dwelling to the satisfaction of Council's Town Planner.
- g. The private open space area for Unit 3 be appropriately screened by solid fencing to a minimum height of 1.7m to ensure privacy is maintained from the shared driveway in accordance with the endorsed plans to the satisfaction of Council's Town Planner.
- h. The front fence for Unit 1 and 9 be constructed in accordance with the endorsed plan to the satisfaction of Council's Town Planner.
- i. The privacy screens installed in accordance with the endorsed plans to the satisfaction of Council's Town

Planner.

j. The dining room window of Unit 2 treated in accordance with the endorsed plans 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 2021/00861-MVC) attached.

Permit Notes

1. Council notes that design drawings were received as part of the application, however approval of these drawings has not yet been granted by the Director Infrastructure Services.
2. Works must be completed by a suitably qualified contractor. Prior to any construction being undertaken in the road reserve, separate consent is required by the Road Authority. An Application for Works in Road Reservation form is enclosed. All enquiries should be directed to Council's Infrastructure Department on 6393 5312.
3. Stormwater detention is required for this development. Please see attached letter regarding the provision of detention and the requirements of Council acting as the Stormwater Authority in accordance with the Urban Drainage Act 2013.
4. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact Council.
5. This permit takes effect after:
 - (i) The 14-day appeal period expires; or
 - (ii) Any appeal to the Tasmanian Civil & Administrative Tribunal (TASCAT) is determined or abandoned; or
 - (iii) Any other required approvals under this or any other Act are granted.
6. Planning appeals can be lodged with TASCAT Registrar within 14 days of Council serving notice of its decision on the applicant. For

further information, visit the TASCAT website.

7. This permit is valid for two years only from the date of approval. It will lapse if the development is not substantially commenced. Council has discretion to grant an extension by request.
8. All permits issued by the permit authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Office on request.
9. If any Aboriginal relics are uncovered during works:
 - (i) All works to cease within delineated area, sufficient to protect unearthed or possible relics from destruction;
 - (ii) Presence of a relic must be reported to Aboriginal Heritage Tasmania; and
 - (iii) Relevant approval processes for state and federal government agencies will apply.

Attachments

1. Public Response - Summary of Representations [12.1.1 - 6 pages]
2. Public Response 1 - B & S Slater [12.1.2 - 1 page]
3. Public Response 2 - C Larrissey [12.1.3 - 2 pages]
4. Public Response 3 - R Scott [12.1.4 - 2 pages]
5. Planner's Advice - Performance Criteria [12.1.5 - 24 pages]
6. Planner's Advice - Applicable Standards [12.1.6 - 17 pages]
7. Submission from Applicant [12.1.7 - 124 pages]
8. Agency Consultation - TasWater [12.1.8 - 3 pages]

Public Response

Summary of Representations

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

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

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

Name S & B Slater – Representation 1

Concern

- a) *Traffic Report completed outside of peak hours. Traffic can be banked up to the supermarket making it difficult to exit onto Westbury Road due to P-platers driving to St. Patrick’s College and normal traffic from Blackstone Heights, Hadspen and Prospect Vale Areas. Children are being dropped off on the way to work so do not use the highway. Heavy traffic conditions are between 8am to 9am and 3pm to 6pm.*
- b) *Pedestrian traffic to Prospect Vale High School use the oval entrance and is busy from 8am to 9am and 3pm to 4pm during the school term.*
- c) *Number of units approved next to Allen’s Garden Centre which will add to traffic volumes and large number of bins out on the footpath awaiting collection.*
- d) *This proposal will have 9 units resulting in 18 bins out on the footpath on recycling and garbage collection days. When green bins are introduced, there will be more bins on the footpath awaiting collection.*
- e) *Units are packed in with little green space. This is extremely bad for mental health.*
- f) *Emergency services need to be considered when packing units into small areas. They require room to manage the large vehicles.*
- g) *Does not want wood heaters approved as they are detrimental to health.*

Planner’s Response

a) Council’s Road Authority has provided the following comments regarding the Traffic Impact Assessment (TIA) that was submitted with the application and traffic concerns in the area that were raised in the representation:

Council’s recent traffic data shows that Westbury Road carries in the order of 12,500 vehicles per day (vpd). Although the TIA states 11,600 vpd, Council has done previous studies that show that Westbury

Attachment 12.1.1 Public Response - Summary Of Representations

Road can accommodate in the order of 15,000 vpd before intervention is required.

Council's recent traffic data shows that Bradford Avenue carries in the order of 1,000 vpd. The TIA indicates a higher volume than this and as such is considered conservative.

Many studies have been completed so that estimated peak hour traffic can be calculated, this takes into account movements around school start and finish times as well as work commuters.

Future traffic growth of 1% is considered typical for a suburban road network, this would include any current developments being constructed. It should be noted that the peak traffic from the Respect Aged Care development is offset from the network peak traffic.

The trip generation for the development is estimated using *RTA – Guide to Traffic Generating Development* which has been developed using existing developments as a guide for engineers.

- b) Council's Road Authority has provided the following comments regarding pedestrian movements:

A recent traffic study of Westbury Road indicated that there are sufficient safe crossing points for vulnerable users (which includes school students) based on existing and future pedestrian and vehicle traffic.

Bradford Avenue is a low volume local through road with pedestrian crossing points sufficient to accommodate the existing vulnerable pedestrians. The TIA indicates that due to the low traffic volume and moderate speed environment, that the risk of a crash including pedestrians is low.

- c) As mentioned in a) above, the future traffic growth is considered to be 1% which is typical of a suburban road network. This 1% growth includes the current developments being constructed along Westbury Road. The studies that Council have completed demonstrated that Westbury Road can accommodate in the order of 15,000 vpd and in consideration of the developments within the area, the volume of traffic on Westbury Road is still less than this limit.

It is noted that Council's Road Authority has not approved kerbside

Attachment 12.1.1 Public Response - Summary Of Representations

garbage and recycling collection at the 14 units being constructed beside Allen's Garden Centre. As such an alternative arrangement has been agreed to, which involves the collection of garbage and recycling within the property.

- d) The Planning Scheme does not consider the placement of garbage and recycling bins on the roadside. This is a matter that is considered by the Road Authority, separate to this planning application. Council's Road Authority has reviewed the placement of bins on the street for collection. They have indicated that the bins will take up about 28m and the frontages of 5 & 7 Bradford Avenue combined is 30m (excluding driveway). As such it is considered that there is sufficient room for the bins to be collected from Bradford Avenue.
- e) The density of the development complies with the requirement of the Planning Scheme being 325m² as a site area per dwelling calculation. This density calculation is determined by considering the area of the site divided by the number of dwellings on that site, as per the site area per dwelling definition in the Planning Scheme.
- f) An internal access and turning area has been provided which will provide for most vehicle types, including Emergency Services. The fire brigade can service the entire property with their vehicles from Bradford Avenue.
- g) There are no chimneys or woodheaters shown in the plans for the proposed development. The installation of woodheaters is not a matter that the Planning Scheme considers.

Name C Larissey – Representation 2

Concern

- a) *Density of development.*
- b) *Car parking ratio of potential residential vehicles to on-site parking, without including any extra provision for visitor parking.
Plans propose 9 units with 26 bedrooms (8 units x 3 bedroom and 1 unit x 2 bedrooms). Potential for 35 vehicles/drivers not including any visitor vehicles (8 units x4 and 1 unit x3). Planning provision only requires 21 vehicles in total. Not even 1 vehicle per bedroom. Where will the surplus vehicles park?*
- c) *Traffic congestion at the Bradford Avenue/ Westbury Road intersection, then causing congestion on Bradford Avenue.
Many vehicles currently use the Bradford Avenue / Westbury Road intersection. Questions the accuracy of the current and projected traffic flows (vehicles per hour & vehicles per day) in the report for Bradford Avenue and Bradford Avenue/Westbury Road intersections. If traffic flow was monitored,*

Attachment 12.1.1 Public Response - Summary Of Representations

what times of the day and what dates were these conducted. Recalls a counter being located in Westbury Road during December 2021 and January 2022 school holidays. A counter wasn't placed in Bradford Avenue. Would be an inaccurate summary of vehicle movements in the area at peak and non-peak hours. Lives in the area and uses the roads constantly and believes current traffic movement is far greater than that proposed post development. The projected data does not include the current development under construction in Westbury Road (14 units at Allans Garden Centre and large development at the Aged Care Facility). Traffic is congested from before 8am until after 9am. Daily occurrence for traffic to be backed up from the Silverdome round-a-bout to the Prospect Vale Marketplace. Access from Bradford Avenue is very difficult for the current traffic flow from Bradford Avenue. Situation is reversed at the end of the school hours and working day. Does not agree with the accuracy of the current and projected traffic flows in the area.

- d) *Safety issues in Bradford Avenue resulting from additional roadside parking due to non-availability on the development site. This is a high foot traffic area for all ages travelling to Summerdale Primary School, Prospect High School, St Patricks College and the child care centre near the Prospect Vale Market Place.*

If overflow parking results in more Bradford Avenue kerbside parking, this will impact on the traffic flow of Bradford Avenue weaving in and out of parked vehicles. This will also compromise visibility of foot traffic, particularly school children, using the pedestrian footpath when crossing the road.

Planner's Response

- a) Please refer to the response provided above for Representation 1, specifically at point e).
- b) As stated in the representation, the Planning Scheme requires 21 car parking spaces for the proposed development. The Planning Scheme assigns two spaces per dwelling and one visitor space per every four dwellings rounded up to the nearest whole number. The proposal allocates two spaces per dwelling, however, only one visitor car parking space is provided for on-site, when the scheme requires three. The assessment of the reliance on Bradford Avenue to accommodate the additional two car parking spaces has determined that Bradford Avenue is appropriate to absorb this given its width. It is noted that there is also the ability for unit 6 and 7 to have an additional car parked in tandem in their respective driveway. Please refer to Attachment "Assessment of Performance Criteria" for the assessment of vehicle car parking.
- c) Please refer to the response provided above for Representation 1,

Attachment 12.1.1 Public Response - Summary Of Representations

specifically points a) – c).

Council's Road Authority has also provided the following regarding the Bradford Avenue/Westbury Road Intersection:

The TIA indicates that there will be a low level of service for the right turn out of Bradford Avenue, however, the development is unlikely to be the contributor to this issue. The increase of traffic on the Prospect Vale network is in the order of 0.3%. There are also alternate routes for vehicles as indicated in the TIA.

- d) Please refer to response b) above and the response provided in Representation 1, specifically point b).

Name R Scott – Representation 3

Concern

- a) *Will cast a shadow over building on 9 Bradford Avenue.*
- b) *Loss of privacy of residents of 9 Bradford Avenue.*
- c) *Will affect the quiet enjoyment of the property at 9 Bradford Avenue.*
- d) *All other nearby units are single storey so why would 2 storey units be allowed?*
- e) *More traffic in the area than the traffic report indicates. It avoided school drop off and pick up times. At school pick up times there are many cars on both sides of Bradford Avenue making it difficult to enter and exit properties.*

Planner's Response

- a) The proposed two storey dwelling that adjoins 9 Bradford Avenue, Prospect Vale is located so as to comply with the height and distance from boundary requirements that the Planning Scheme stipulates. Therefore, because the dwelling (unit 8) is contained within the 'building envelope' the potential for shadows to be cast onto 9 Bradford Avenue cannot be considered in the assessment of the proposed development.
- b) The Planning Scheme includes rules about how far a building should be located from the title boundary if it is constructed with a floor level greater than 1m from natural ground level. These rules consider the location of windows and also balconies. The proposed two storey dwelling adjacent to 9 Bradford Avenue complies with the distance requirement. Therefore, the potential for loss of privacy on 9 Bradford Avenue cannot be considered in the assessment of the proposed development.

Attachment 12.1.1 Public Response - Summary Of Representations

- c) Please refer to the response in a) and b) directly above. Because the two storey dwelling complies with the height and distance from boundary requirements, the potential for an impact on how the adjoining property is enjoyed cannot be considered in the assessment of the proposed development.
- d) The planning schemes that have been in operation in the Meander Valley municipal area have enabled the development of two storey dwellings. However, as is evident in the area surrounding the proposed development, only single storey dwellings have been constructed. The Tasmanian Planning Scheme – Meander Valley sets out the rules that consider how high a building can be constructed on a property. The current rule considers a building envelope across the property, enabling an overall height of 8.5m. This building envelope requires that the higher the building, the further from the boundary the building should be. Figure 1 below demonstrates the building envelope. The two storey dwellings proposed in the development are all contained within the building envelope.

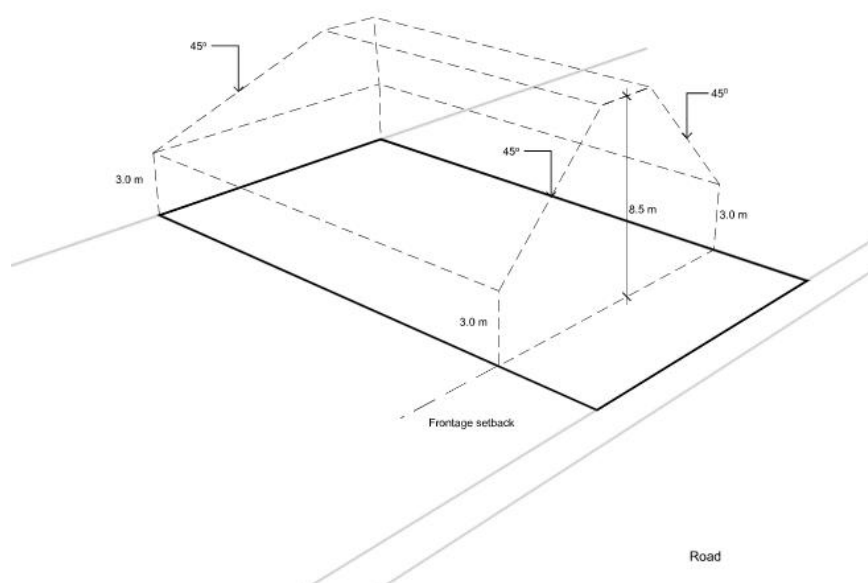


Figure 1: Building envelope for the General Residential Zone.

- e) Please refer to the response in Representation 1 at point a) – c) and the additional comment in Representation 2 at point c).

Note: The planning application was advertised in a local newspaper and on Council's website for a statutory period of 14 days from 26 February 2022 to 15 March 2022. The property was also signposted.

Attachment 12.1.2 Public Response 1 - B & S Slater

From: "Barb & Steve Slater" [REDACTED]
Sent: Thu, 10 Mar 2022 10:07:16 +1100
To: "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Subject: Development Application PA\21\0304 Urban Designs

Planning - Development Applications

PA\21\0304 Urban Designs 5- 7 Bradford Avenue Prospect Vale 7250

The Traffic Report must have been completed outside of peak hours. We have lived in Bimbimbi Avenue for over 15 years and traffic can be banked up back to the Supermarket, making it incredibly difficult to exit onto the main road. This is due to P- plater's driving to St.Patrick's College and other normal traffic from Blackstone Heights, Hadspen and Prospect Vale areas. Many parents are dropping their children off to the schools on their way to work and therefore do not use the Highway. Heavy traffic conditions are usually from 8am -9am and again from 3pm til 6pm.

Pedestrians (High School Pupils) use the oval entrance if walking to Prospect High School, again busy from 8am -9am and again from 3pm- 4pm. School Terms only.

The Council has also approved a number of units located next to Allan's Garden Centre which will also add to traffic volumes and large numbers of bins out on the footpaths awaiting collection.

The proposed 9 units will have 18 bins out on the footpath when garbage and recycling days coincide and if and when green bins are introduced more bins on the footpath awaiting collection.

Nobody wants to live like sardines - packed in with very little green space, as this is extremely bad for Mental Health.

Emergency services should also be taken into account when packing units into small areas as they require room to manage their large vehicles.

We hope that you do not approve use of wood heaters in such a small area either as they are detrimental to your own health and those who surround you.

We know that the Council will benefit from new rate payers, but to what cost to the community.

Regards

S & B Slater

Attachment 12.1.3 Public Response 2 - C Larrissey

From: "Christine Larrissey" [REDACTED]
Sent: Tue, 15 Mar 2022 17:52:35 +1100
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Fwd: PA\21\0304 : Objection 5 - 7 Bradford Ave Development
[REDACTED]

Sent from my iPhone

Begin forwarded message:

From: Christine Larrissey [REDACTED]
Date: 15 March 2022 at 4:22:20 pm AEDT
To: planning@mvc.tas.gov.au
Subject: PA\21\0304 : **Objection 5 - 7 Bradford Ave Development**
[REDACTED]

To whom it may concern:

I am a resident of the Bradford Ave area & am very concerned with aspects of the above proposed development & fact finding re accuracy in current & proposed traffic flow of the Bradford Avenue & Westbury Road intersection. Therefore I wish to object to the current application on the following grounds:

Of particular concern is the density of building development, car parking ratio of potential residential vehicles to on site parking, without including any extra provision for visitor parking, traffic congestion at Bradford Ave/Westbury Rd intersection then causing congestion on Bradford Ave & further safety issues in Bradford Ave resulting from additional roadside parking due to non availability on the development site, always remembering that this is a high foot traffic area for all ages travelling to the nearby Summerdsle Primary School, Prospect High School, St. Patrick's College & the nearby child care centre situated near Prospect Vale Marketplace.

According to the plans submitted for approval, the development accommodates 9 structures with 26 bedrooms (8 units x 3 bedrooms + 1 unit x 2 bedrooms) & therefore the potential for 35 vehicles/drivers (8 units x 4 + 1 unit x 3). And that potential figure does not include any visitor vehicles. However parking provision for this proposal is for only 21 vehicles total. Not even 1 vehicle per bedroom. My question is, where will surplus vehicles park?

I am very concerned by the creation of potential issues with Bradford Ave/ Westbury Rd access by the many vehicles that currently use this intersection I most definitely question the accuracy of current & projected traffic flows (vph &

Attachment 12.1.3 Public Response 2 - C Larrissey

vpd) in Bradford Ave & Bradford Ave/Westbury Road intersections, as provided by the report.

If traffic flow was monitored, what times of the day & what dates were these conducted? I recall a counter being located in Westbury Rd during the December 2021 -January 2022 school holidays, but no counter was ever located in Bradford Ave. if so this would be a totally inaccurate summary of vehicular movements in the area at peak or non peak hours.

As mentioned, I live in the area & use these roads constantly. The current traffic movement is already far greater than that proposed post the future development. And the projected data does not include the current developments under construction in Westbury Road, namely those of 14 x 3br units near Allans Garden Centre & the very large unit development being undertaken by the Aged Care Facility providing retirement residences.

Currently Westbury Road traffic is extremely congested from before 8am until after 9am with city bound vehicles & those travelling to nearby educational facilities & it is a daily occurrence for traffic jams from Silverdome roundabout backing up to Prospect Marketplace roundabout. This already makes access from Bradford Ave very difficult for the current traffic flow from Bradford Ave. And then of course, the situations are apparent & reversed at the end of school hours & city to suburb traffic at the end of the working day.

In short, I do not agree with the accuracy of the current or projected traffic flows in the area.

Also of concern is the safety issue. If overflow parking results in more Bradford Ave kerbside parking, this will impact on the traffic flow of Bradford Ave weaving in & out of parked vehicles. It will also compromise visibility of any foot traffic (particularly school children of all ages travelling to & fro) using the pedestrian footpaths or when crossing the road.

I ask that you give due consideration to these concerns. I am not anti development, but the present road structures battle to cope with current demands, without the addition of further demands made by new developments, with no improvements made to road infrastructure.

Regards,
Christine Larrissey

Attachment 12.1.4 Public Response 3 - R Scott

From: "Rachel Scott" [REDACTED]
Sent: Tue, 1 Mar 2022 10:49:50 +1100
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Cc: "Brenton Josey" <Brenton.Josey@mvc.tas.gov.au>
Subject: Re: PA\21\0304

Dear Planning Committee,

I wish to object to the development at 5 & 7 Bradford Avenue Prospect (PA\21\0304) on the basis that the two storey units would invade my privacy and cast shadow over my buildings. This would affect my quiet enjoyment of my property. All the other nearby unit developments are single storey, so I'm confused as to why 2 storey units would suddenly be allowed?

Also there is actually more traffic in the area than their traffic report indicates as they avoided school drop off and pick up times. Particularly at school pick up time there are often many cars on either side of Bradford Avenue making it difficult to enter and exit our properties.

Thank you for your consideration,

Rachel Scott



On Mon, Feb 28, 2022 at 10:09 AM Planning @ Meander Valley Council <planning@mvc.tas.gov.au> wrote:

Hi Rachel,

You can submit an objection to either the mail@mvc.tas.gov.au or planning@mvc.tas.gov.au email addresses. You can also mail them to, General Manager, PO Box 102 Westbury 7303.

There is no standard form.

We ask that you include your name, address, contact phone number, the application it relates to the (PA number or address) and your points of concern. The points can be written in the email or you may wish to attach a document.

Kind regards,

Brenton



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

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

From: Rachel Scott [mailto: [REDACTED]]
Sent: Saturday, 26 February 2022 1:31 PM
To: Meander Valley Council Email
Subject: PA\21\0304

HI!

I'm hoping this can be passed on to the planning department as I can't actually see on your website what to do if you have objections to a proposal?

I'm at 9 Bradford and very concerned about the proposal, PA\21\0304 that has just been advertised for 5-7 Bradford Avenue as it contains 2 storey units in an area where we only have 1 storey houses and therefore the units will cast shadow on my house as well as allow the residents to spy on me.

I also think their traffic data is incorrect as they avoided school drop off/pick up times when traffic is very heavy in front of our houses and it is difficult to exit our driveways already.

Can you please advise me how I formally lodge an objection?

thanks

Rachel

Performance Criteria P3

The siting and scale of a dwelling must:

- (a) *not cause an unreasonable loss of amenity to adjoining properties, having regard to:*
 - (i) *reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;*
 - (ii) *overshadowing the private open space of a dwelling on an adjoining property;*
 - (iii) *overshadowing of an adjoining vacant property; or*
 - (iv) *visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;*
- (b) *provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and*
- (c) *not cause an unreasonable reduction in sunlight to an existing solar energy installation on:*
 - (i) *an adjoining property; or*
 - (ii) *another dwelling on the same site.*

More information about this provision

See 8.0 General Residential Zone

8.4.2 Setback and building envelope for all dwellings

Objective:

The siting and scale of dwellings:

- (a) *provides reasonably consistent separation between dwellings and their frontage within a street;*
- (b) *provides consistency in the apparent scale, bulk, massing and proportion of dwellings;*
- (c) *provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and*
- (d) *provides reasonable access to sunlight for existing solar energy installations.*

Summary of Planner's Advice

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

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

<p>Scheme Provision</p>	<p>Planner's Assessment</p>
<p>Performance Criteria P3</p>	<p>Proposed unit 6 has a wall length of 11.3m and a setback distance of 1.43m from the eastern boundary. As such, unit 6 does not comply with the Acceptable Solution because it has a wall length that exceeds 9m within 1.5m of the side boundary and requires assessment against the Performance Criteria. It is noted that all other units comply with the setback and building envelope provisions of the Acceptable Solution.</p> <p>Unit 6 is located in the north-eastern corner of the development. It is located 4.18m from the rear boundary and 1.43m from the side boundary which abuts Prospect High School. This unit is single storey.</p>
<p>8.4.2 P3(a)(i)-(iv)</p>	<p>The siting of the unit 1.43m from the side boundary is not considered to cause an unreasonable loss of amenity to the adjoining properties. It will not cause a reduction of sunlight to a habitable room or private open space area as the adjoining property to the east is Prospect High School which does not contain a dwelling. It is noted that there will be a minor amount of overshadowing falling on the Prospect High School ground in the mid to late afternoon.</p> <p>The existing boundary fence between the Prospect High School grounds and the subject site is a timber paling fence, approximately 1.8m in height. The unit is single storey having a wall height of 2.4m and an overall height of 5.3m. When viewed from the Prospect High School grounds it will appear similar to the other units that adjoin the school grounds. Only a small amount of wall and the roof will prevail over the top of fence line as is demonstrated in Figure 1 and 2 below. As such, the scale, bulk and proportions of the unit when viewed from the Prospect High School grounds is not considered to cause unreasonable visual impacts, or create a loss of amenity as it is consistent with other dwellings within the immediate area.</p>

<p>Scheme Provision</p>	<p>Planner's Assessment</p>
<p>8.4.2 P3(a)(i)-(iv) <i>(cont'd)</i></p>	 <p><i>Figure 1: 5 Bradford Avenue looking from Prospect High School grounds.</i></p>  <p><i>Figure 2: View from Bradford Avenue looking towards Prospect High School ground.</i></p>

<p>Scheme Provision</p>	<p>Planner's Assessment</p>
<p>8.4.2 P3(a)(i)-(iv) <i>(cont'd)</i></p>	 <p>Approx. location of Unit 6.</p> <p>24 03 2022</p> <p><i>Figure 3: location of proposed unit 6.</i></p>
<p>P3(b)</p>	<p>Unit 6 will be setback 1.43m from the eastern boundary. There are units constructed at 299, 303 and 305 Westbury Road that are constructed in close proximity to the eastern boundary. The units at 299 and 303 Westbury Road appear to be constructed to the boundary whilst the unit at 303 Westbury Road is setback 1m from the boundary. The single dwelling at 9 Bradford Avenue is also constructed to the eastern boundary. Therefore proposed unit 6 is considered to have a separation to the eastern boundary that is consistent with that of the existing dwellings within the area.</p>
<p>P3(c)</p>	<p>There are no solar energy installations located in proximity to the proposed unit 6 on the Prospect High School grounds.</p>

Planning Scheme Provision	<p>Performance Criteria P1 <i>A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.</i></p> <p>More information about this provision <i>See 8.0 General Residential Zone</i> <i>8.4.4 Sunlight to private open space of multiple dwellings</i> Objective: <i>That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.</i></p>
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Summary of Planner’s Advice

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

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

Scheme Provision	Planner’s Assessment
Performance Criteria P1	<p>The following units are located to the north of another proposed unit:</p> <ul style="list-style-type: none"> • Unit 2 is to the north of Unit 1’s private open space. • Unit 6 is to the north of Unit 7’s private open space. • Unit 8 is to the north of Unit 9’s private open space. <p>The plans do not demonstrate compliance with the Acceptable Solution. Therefore the Performance Criteria has been relied on.</p>
8.4.4 P1	<p>The proposed multiple dwellings are designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space of another dwelling on the same site.</p> <p><i>Amenity in the Planning Scheme means in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.</i></p> <p>In regards to unit 1, the private open space area will receive shadows from unit 2 being the two storey unit in the mornings. However, from 12 noon onwards the majority of the open space area will receive direct sunlight and will not be in shadows cast by unit 2. As such it is considered that</p>

<p>Scheme Provision</p>	<p>Planner's Assessment</p>
<p>8.4.4 P1 <i>(cont'd)</i></p>	<p>there is an appropriate area that receives sunlight to enjoy the private open space area without unreasonably impacting the amenity.</p> <p>In regards to unit 7, the private open space area is located to the east of the dwelling. It will receive morning sunlight. From 12 noon onwards a portion of the dedicated area will be in shadow from unit 6, a single storey unit. There will still be an area to the south of the space that will not receive shadow from unit 6. It is noted that from the early afternoon unit 7 will overshadow its own private open space area. It is considered that there is an appropriate area that receives sunlight to enjoy the private open space area without unreasonably impacting the amenity.</p> <p>In regards to unit 9, the private open space area is located to the north of the unit. It will receive overshadowing from unit 8, which is a two storey unit. The private open space area of unit 9 will receive sunlight in the morning. Portions of the area will receive overshadowing from unit 8 from 12 noon onwards. There will be overshadowing of the area throughout the afternoon. However, the private open space area will receive sunlight throughout the day to different areas of the space. It is considered that there is suitable area afforded to Unit 9 that receives sunlight to enjoy the private open space without being unreasonably impacted from the extent of overshadowing from unit 8.</p>

Planning Scheme Provision	<p>Performance Criteria P1</p> <p><i>A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:</i></p> <ul style="list-style-type: none"> <i>(a) a dwelling on an adjoining property or its private open space; or</i> <i>(b) another dwelling on the same site or its private open space.</i> <p>More information about this provision</p> <p><i>See 8.0 General Residential Zone</i></p> <p><i>8.4.6 Privacy for all dwellings</i></p> <p>Objective:</p> <p><i>To provide a reasonable opportunity for privacy for dwellings.</i></p>
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Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
Performance Criteria P1	The finished floor level of the balcony to Unit 2 and Unit 8 is greater than 1m above natural ground level. These balconies are less than 6m from the private open space area of Unit 3 and Unit 9 respectively and privacy screens are not shown on the plans. The balcony of Unit 8 is also less than 6m from the window of Unit 7. Therefore, the Acceptable Solution cannot be met and the Performance Criteria is relied on.
8.4.6 P1	<p>Unit 2's balcony is located on the eastern side of the unit and is 1.1m wide. It is located less than 6m from the private open space area of unit 3. The location of the balcony provides the opportunity for direct overlooking into the private open space area. The balcony has not been designed to minimise overlooking into the private open space. It is considered that overlooking can be managed with the erection of a screen on the northern side of the boundary.</p> <p>A condition is recommended for a permanent fixed screen (minimum height of 1.7m) to be erected on the northern side of the balcony attached to Unit 2, to the satisfaction of Council's Town Planner.</p>

<p>Scheme Provision</p>	<p>Planner's Assessment</p>
<p>8.4.6 P1 <i>(cont'd)</i></p>	<p>Unit 8's balcony is located on the eastern side of the unit and is 1.1m wide. It is located less than 6 metres from the private open space area of Unit 9, being 5.8m. It is also located less than 6m from a window in Unit 7.</p> <p>The balcony attached to Unit 8 is located 5.8m from the private open space area of Unit 9. The location of the balcony provides the opportunity for direct overlooking into the private open space area. The balcony has not been designed to minimise overlooking into the private open space. It is considered that overlooking can be managed with the erection of a screen on the southern side of the boundary.</p> <p>As such a condition is recommended providing for a permanent fixed screen having a minimum height of 1.7m be erected on the southern side of the balcony attached to Unit 8, to the satisfaction of Council's Town Planner.</p> <p>The balcony is less than 6m from the window in bedroom 3 on the western elevation of Unit 7. In consideration of the siting of Unit 7 and Unit 8, overlooking from the balcony into this window is minimised by the angle of the line of site. As such, treatment of the northern side of the balcony is not considered necessary.</p>

Planning Scheme Provision	<p>Performance Criteria P2</p> <p>A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <ul style="list-style-type: none"> (a) a window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling. <p>More information about this provision</p> <p>See 8.0 General Residential Zone</p> <p>8.4.6 Privacy for all dwellings</p> <p>Objective:</p> <p>To provide a reasonable opportunity for privacy for dwellings.</p>
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Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
Performance Criteria P2	Unit 2 has a finished floor level more than 1m above natural ground level being a double storey unit. The windows or glazed doors to a habitable room do not meet the requirements of the Acceptable Solution and rely on assessment against the Performance Criteria.
8.4.6 P2	<p>Unit 2 is greater than 3m from the side boundary and 4m from the rear boundary, complying with A2(a)(i) & (ii). There are no windows in the south elevation to a habitable room of Unit 3, complying with A2(a)(iii). Unit 2 does have windows in the dining room that is less than 6m from the private open space area for Unit 3. This component relies on assessment against the Performance Criteria.</p> <p>The dining room window has a sill height of less than 1.7m above the floor level. The window is not demonstrated to be treated to minimise the direct views to the private open space area of Unit 3. There is 4.3m of separation between the dedicated private open space area of Unit 3 and the window in Unit 2.</p>

Attachment 12.1.5 Planner's Advice - Performance Criteria

<i>Scheme Provision</i>	Planner's Assessment
8.4.6 P2 <i>(cont'd)</i>	As such, it is recommended that the window in the dining room on the northern elevation of Unit 2 be treated by either, changing the window to have a sill height at least 1.7m above the floor level, or be fixed with obscure glazing extending to a height of not less than 1.7m above the floor level. Treatment of this window is considered appropriate to minimise direct views into the private open space area of Unit 3.

Planning Scheme Provision	<p>Performance Criteria P3 <i>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</i></p> <p>More information about this provision <i>See 8.0 General Residential Zone 8.4.6 Privacy for all dwellings Objective: To provide a reasonable opportunity for privacy for dwellings.</i></p>
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Summary of Planner’s Advice

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

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

Scheme Provision	Planner’s Assessment															
Performance Criteria P3	<p>1.7m high privacy screens are proposed to be erected in front of some of the windows.</p> <p>The following units do not achieve the separation from windows as required by the Acceptable Solution and requires assessment against the Performance Criteria:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Unit</th> <th style="text-align: center;">Location</th> <th style="text-align: center;">Distance to window</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Living and dining room</td> <td>Less than 1m (screens shown)</td> </tr> <tr> <td style="text-align: center;">5</td> <td>Kitchen</td> <td>Less than 1m (screen shown)</td> </tr> <tr> <td style="text-align: center;">7</td> <td>Bedroom 3</td> <td>Less than 2.5m (no screen shown). Approx. 1.5m to parking space of unit 8</td> </tr> <tr> <td style="text-align: center;">8</td> <td>Bedroom 3</td> <td>Less than 2.5m (no screen shown). Approx. 1.7m to shared driveway.</td> </tr> </tbody> </table>	Unit	Location	Distance to window	1	Living and dining room	Less than 1m (screens shown)	5	Kitchen	Less than 1m (screen shown)	7	Bedroom 3	Less than 2.5m (no screen shown). Approx. 1.5m to parking space of unit 8	8	Bedroom 3	Less than 2.5m (no screen shown). Approx. 1.7m to shared driveway.
Unit	Location	Distance to window														
1	Living and dining room	Less than 1m (screens shown)														
5	Kitchen	Less than 1m (screen shown)														
7	Bedroom 3	Less than 2.5m (no screen shown). Approx. 1.5m to parking space of unit 8														
8	Bedroom 3	Less than 2.5m (no screen shown). Approx. 1.7m to shared driveway.														

<i>Scheme Provision</i>	Planner's Assessment
8.4.6 P3	<p>The table above demonstrates that Unit 1 and Unit 5 will have privacy screens erected to the front of the windows stated. The inclusion of the privacy screens is considered appropriate to minimise unreasonable impact of vehicle light intrusion.</p> <p>Whilst the windows in the dining and living area of Unit 1 are close to the shared driveway, given the slow traffic environment and the proximity to the access with Bradford Avenue, vehicle noise is considered to not cause an unreasonable impact to those habitable rooms.</p> <p>The visitor car parking space is located approximately 900mm from the kitchen window of Unit 5. Cars accessing the car park are travelling at slow speeds. As such, the screen is considered to minimise vehicle light intrusion into the kitchen window and given the dining and living areas are located to the north of the kitchen, the impact of vehicle noise to Unit 5 is not considered unreasonable.</p> <p>The window of bedroom 3 in unit 7 is located approximately 1.5m from the parking space allocated to Unit 8. To minimise light intrusion into this bedroom a privacy screen, like the other privacy screens proposed, is recommended to be installed in front of the window to minimise the impact. Vehicle noise from car parking in this space is considered to be minimal and not impact the users of bedroom 3.</p> <p>The window of bedroom 3 in unit 8 is located approximately 1.7m from the shared driveway. The window is located on the western elevation This unit is located on the exit of the turning circle. As such it is anticipated that vehicle light intrusion will be minimal to that bedroom. Given the slow traffic environment, vehicle noise is not considered to cause an unreasonable impact. As such, treatment of this window is not considered necessary to comply with the Performance Criteria.</p> <p>Recommended Condition:</p> <p>A privacy screen of not less than 1.7m in height must be permanently installed in front of the window of bedroom 3 in Unit 7, to the satisfaction of Council's Town Planner.</p>

Planning Scheme Provision	<p>Performance Criteria P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
	<p>More information about this provision</p> <p>See C2.0 Parking and Sustainable Transport Code C2.5.1 Car Parking Numbers</p>
	<p>Objective:</p> <p><i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i></p>

Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
Performance Criteria P1.2	<p>The car parking requirements for nine Multiple Dwelling is as follows:</p> <ul style="list-style-type: none"> • two spaces per dwelling; and • one visitor car parking space per four dwellings. <p>As such, 18 car parking spaces are required for the individual dwellings and three visitor car parking spaces are required, totalling 21 car parking spaces. The proposal demonstrates that each dwelling is allocated two car parking spaces, whilst only one visitor car parking space is provided, totalling 19 car parking spaces. The development relies on the assessment against the Performance Criteria to provide for two car parking spaces within Bradford Avenue.</p> <p>Note: P1.1 excludes dwellings and is not required to be considered.</p>
C2.5.1 P1.2	<p>The number of parking spaces provided for the dwellings is considered to meet the reasonable needs of the development. With the shared driveway being located in between 5 & 7 Bradford Avenue, the spaces on the street in front of the dwellings at 5 & 7 Bradford Avenue naturally lends itself to</p>

<i>Scheme Provision</i>	Planner's Assessment
<i>C2.5.1 P1.2 (cont'd)</i>	parking for the users of those dwellings. This in turn will extend to the users of the development. The accompanying Traffic Impact Assessment (TIA) has stated that there are four parking spaces available for parking directly in front of 5 & 7 Bradford Avenue. The width of Bradford Avenue has also been considered of an appropriate width to accommodate on-street parking. Council's Road Authority accepted the advice of the TIA and Bradford Avenue is considered suitable for on-street parking. Having regard to a)-c) below, the reliance on Bradford Avenue for two car parking spaces for visitors is considered appropriate to meet the needs of the residential use of the multiple dwellings.
<i>P1.2 (a)</i>	The development is for nine multiple dwellings accessed from a shared driveway. Each unit is afforded two car parking spaces. Unit 6 & 7 also have the ability to park an additional car in tandem in the driveway. The development will generate 53 vehicle trips per day. It is considered that each three bedroom unit will generate six vehicles per day (vpd) and the two bedroom unit will generate five vpd. This is based on the RTA Guide to Traffic Generating Developments.
<i>P1.2 (b)</i>	Eight of the proposed units are three bedroom units, and one unit will have two bedrooms. Excluding unit 3 (the two bedroom unit), all units are reasonably sized dwellings, and are comparable to the size of dwellings that are constructed on individual lots. The dwellings do however, have an open plan kitchen, dining and living area.
<i>P1.2 (c)</i>	<p>There are many unit developments located off Westbury Road. As Westbury Road is a main through road these developments tend to achieve the car parking requirements on-site. Bradford Avenue has historically been constructed with single dwellings which can meet the car parking requirements on-site.</p> <p>There are two lots of two units constructed at 13 and 18 Bradford Avenue. 13 Bradford Avenue provides four car parking spaces, and whilst meeting the requirement at the time of approval, would require a visitor car parking space on the street.</p> <p>18 Bradford Avenue provides three car parking spaces, and whilst meeting the requirement at the time of approval, would require a visitor car parking space on the street if assessed under the current scheme. It is anticipated</p>

Attachment 12.1.5 Planner's Advice - Performance Criteria

<i>Scheme Provision</i>	Planner's Assessment
<i>P1.2 (c)</i> <i>(cont'd)</i>	that these units rely on parking within Bradford Avenue for visitor parking. Whilst the patterns in the surrounding area achieve parking within the property, Bradford Avenue is used for car parking by residents.

Planning Scheme Provision	<p>Performance Criteria P1</p> <p><i>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> (a) <i>the nature of the proposed use and development;</i> (b) <i>the topography of the site;</i> (c) <i>the location of existing buildings on the site;</i> (d) <i>any constraints imposed by existing development; and</i> (e) <i>the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</i>
	<p>More information about this provision</p> <p><i>See C2.0 Parking and Sustainable Transport Code</i></p> <p><i>C2.5.3 Motorcycling parking numbers</i></p>
	<p>Objective:</p> <p><i>That the appropriate level of motorcycle parking is provided to meet the needs of the use.</i></p>

Summary of Planner’s Advice

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

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

Scheme Provision	Planner’s Assessment
Performance Criteria P1	As the development requires 21 car parking spaces one motorcycle parking space is required by the Acceptable Solution. This space has not been provided for and therefore the Performance Criteria is relied upon.
C2.5.3 P1	Having regard to a)-e) below, motorcycle parking can be accommodated within the unit allotment or on Bradford Avenue. In consideration of this, the availability for motorcycling parking on and off the site will meet the needs of the use.
P1 (a)-(d)	The development is for nine multiple dwellings. The topography of the site is relatively flat. The existing dwelling and an outbuilding (changed to a unit) will remain.

Attachment 12.1.5 Planner's Advice - Performance Criteria

<i>Scheme Provision</i>	Planner's Assessment
<i>P1 (a)-(d)</i> <i>(cont'd)</i>	The site will otherwise be cleared from the outbuildings on the site. It is considered that there are no constraints imposed by the existing development on the site.
<i>P1 (e)</i>	Motorcycles will be able to access the site through the shared driveway. Whilst no dedicated motorcycle parking is provided, it is considered that each unit has an area available to park a motorcycle if required. There is also the availability of parking in Bradford Avenue to the front of 5 & 7, if required. It is noted that a dedicated pedestrian path will be formed to the eastern side of the shared driveway, providing connection to the multiple dwellings from the street.

Performance Criteria P1

All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

- (a) the characteristics of the site;
- (b) the proposed slope, dimensions and layout;
- (c) useability in all weather conditions;
- (d) vehicle and pedestrian traffic safety;
- (e) the nature and use of the development;
- (f) the expected number and type of vehicles;
- (g) the likely use of the parking areas by persons with a disability;
- (h) the nature of traffic in the surrounding area;
- (i) the proposed means of parking delineation; and
- (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: off-street commercial vehicle facilities.

More information about this provision

See C2.0 Parking and Sustainable Transport Code
C2.6.2 Design and layout of parking areas

Objective:

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

Summary of Planner’s Advice

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

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

Scheme Provision	Planner’s Assessment
Performance Criteria P1	Combined access and manoeuvring width adjacent to the parking spaces for Units 1, 3 and 9 do not comply with the requirements for 90 degree parking as per table C2.3. As such the development requires assessment against the Performance Criteria.

<i>Scheme Provision</i>	Planner's Assessment
<i>C2.6.2 P1 (a)-(j)</i>	<p>The development will result in a slow traffic environment. The slope of the shared driveway will be minimal and there will be good visibility from the proposed car parking spaces to the driveway.</p> <p>The spaces shown for Units 1 and 9 have a dimension of 2.8m by 5.4m. The combined access and manoeuvring width is 5.5m for Units 1 and 9 and 4.2m from Unit 3. The driveway and parking spaces will be sealed providing for all weather access.</p> <p>A pedestrian access will be provided beside the shared access, and it is not proposed to be separated by barriers or the like. It will however be delineated to identify that it is a pedestrian path. Vehicle and pedestrian safety will be maintained.</p> <p>53 vpd are anticipated to be generated from the multiple dwelling development. The type of vehicles likely to be used by the residents of the dwellings are considered to be non-commercial in nature, such as cars, SUV and smaller four-wheel drives. Being a multiple dwelling development, disability parking is not required to be provided and hasn't been demonstrated on the plans.</p> <p>The visitor car parking space will be clearly identified. Car parking signs are considered appropriate for inclusion to clearly delineate the external car parking allocated to Unit 1, Unit 4, Unit 8 and Unit 9.</p> <p>The TIA has determined that the provisions of the Australian Standard AS2890.1:2004 – Parking facilities Part 1: Off-street car parking have been complied with.</p> <p>Given the one way flow of traffic opposite unit 3, and the shared nature of the access to the driveway for Unit 3 and 4, the access width is considered appropriate for Unit 3.</p> <p>In regards to Unit's 1 and 9, the width of the car parking spaces and the line of sight available from these spaces to the shared driveway the combined access and manoeuvring width being 5.5m wide is considered appropriate for the traffic associated with the development.</p> <p>The design and layout of the parking areas is considered to provide convenient, safe and efficient parking for occupiers of multiple dwellings.</p>

Planning Scheme Provision	<p>Performance Criteria P1</p> <p><i>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</i></p> <ul style="list-style-type: none"> (a) <i>any increase in traffic caused by the use;</i> (b) <i>the nature of the traffic generated by the use;</i> (c) <i>the nature of the road;</i> (d) <i>the speed limit and traffic flow of the road;</i> (e) <i>any alternative access to a road;</i> (f) <i>the need for the use;</i> (g) <i>any traffic impact assessment; and</i> (h) <i>any advice received from the rail or road authority.</i>
	<p>More information about this provision</p> <p><i>See C2.0 Parking and Sustainable Transport Code</i></p> <p><i>C2.6.5 Pedestrian access</i></p> <p><i>Objective:</i></p> <p><i>That pedestrian access within parking areas is provided in a safe and convenient manner.</i></p>

Summary of Planner’s Advice

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

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

Scheme Provision	Planner’s Assessment
Performance Criteria P1	<p>Pedestrian access is provided from Bradford Avenue through to the common area located in the middle of the turning circle. It will not be separated or provided with protective devices from the shared driveway. Therefore, the pedestrian access requires assessment against the Performance Criteria.</p>
C2.6.5 P1	<p>The pedestrian path that is demonstrated on the plans is 1m in width. The TIA that was submitted with the application has considered the design of the pedestrian access against the requirements of the Performance Criteria. The assessment concludes that the ‘pedestrian facilities are assessed as safe and adequate’.</p>

Attachment 12.1.5 Planner's Advice - Performance Criteria

<i>Scheme Provision</i>	Planner's Assessment
<i>C2.6.5 P1 (cont'd)</i>	Having regard to the points below, the proposed pedestrian path is considered to be provided in a safe and convenient manner. It is noted however that the plan shows that the pedestrian path will be delineated from the adjoining shared driveway. A condition is recommended to enforce that the path be delineated so as to be identified by pedestrians and drivers. A shared vehicle and pedestrian sign is also recommended to be installed at the entrance to the site.
<i>P1 (a)</i>	The site is relatively flat. It is considered that sight lines to pedestrians will be clear as the path is adjacent to the shared driveway.
<i>P1 (b)</i>	The multiple dwelling development will be used for residential purposes. The pedestrian path will provide for connection from Bradford Avenue to the units. The path is anticipated to be used by those residents who do not need to drive (ie walking to the shops or for exercise, or to catch the bus).
<i>P1 (c)</i>	19 car parking spaces have been proposed onsite with two car parking spaces required on Bradford Avenue. Two spaces have been provided for each unit, and one visitor parking space is proposed. It is noted that Unit 6 & 7 can achieve a third parking space in tandem in their respective driveway.
<i>P1 (d)</i>	53 vpd are anticipated for the development. As stated in the TIA, a peak flow would be in the order of 6 vehicles per hour. This is stated as being a low rate of exposure.
<i>P1 (e)</i>	The plans do not provide for any accessible parking, as a such, the consideration for persons with disability is not applicable for this development.
<i>P1 (f)</i>	The pedestrian path is located along the eastern side of the shared driveway. It is required to cross the driveways to Units 9 and 8 and will cross the one-way turning circle at the end of the internal driveway.
<i>P1 (g)</i>	The TIA has considered the vehicle and pedestrian traffic safety. It considers: the low traffic environment of the area which peaks at six

Attachment 12.1.5 Planner's Advice - Performance Criteria

<i>Scheme Provision</i>	Planner's Assessment
	vehicles per hour; the clear sight lines between vehicles and pedestrians; the delineation of the pedestrian path from the shared driveway; the flat nature of the site; the short distance for pedestrians to cross the driveways to Unit 9 and 8 (5.5m); the use and availability of visitor parking on Bradford Avenue and the pedestrian path will connect to the existing footpath; the speed environment being very low at less than 30km/h. As such the pedestrian crash risk was assessed as low in the TIA and the pedestrian facilities considered adequate as proposed in the plans.
<i>P1 (h)</i>	The shared driveway is located to the west of the pedestrian path.
<i>P1 (i)</i>	No protective devices are proposed for pedestrian safety.

Performance Criteria P1

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (i) any increase in traffic caused by the use;
- (j) the nature of the traffic generated by the use;
- (k) the nature of the road;
- (l) the speed limit and traffic flow of the road;
- (m) any alternative access to a road;
- (n) the need for the use;
- (o) any traffic impact assessment; and
- (p) any advice received from the rail or road authority.

More information about this provision

See C3.0 Road and Railway Assets Code

C3.5.1 Traffic Generation at a vehicle crossing, level crossing or new junction

Objective:

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

Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
Performance Criteria P1	The proposal will increase the existing vehicle movements per day from 18 to 53, increasing to be more than 40 vehicle movements per day. As such the proposal relies on the assessment against the Performance Criteria.
C3.5.1 P1	Vehicle traffic to and from the site is not considered to generate any adverse effects on the safety of the vehicle crossing on to Bradford Avenue nor adversely impacting the efficiency of the road network having regard to the points below.

Attachment 12.1.5 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
P1 (a)	The proposed development will result in an estimated 53 vpd to the vehicle crossing. It is noted that the crossover is currently shared and has 18 vehicle movements per day (nine for each single dwelling at 5 & 7 Bradford Avenue). The TIA indicated the increase to 53 vpd is a very minor increase to the volume of traffic currently using the road.
P1 (b)	It is considered that only light vehicle traffic will be generated by the use (ie car, suv and small four-wheel drives).
P1 (c)	The TIA has determined that Bradford Avenue has a Minor Collector Road function.
P1 (d)	Bradford Avenue is within the 50km/h speed limit.
P1 (e)	There are no alternative accesses to the development site. The only access is from Bradford Avenue.
P1 (f)	Multiple Dwellings is a Permitted Use in the General Residential Zone. There is currently a need for housing.
P1 (g)	A TIA was submitted with the proposal and it has concluded that the proposal is 'safe and efficient in terms of impact on traffic'.
P1 (h)	<p>Council's Road Authority has provided the following comment:</p> <p><i>The TIA indicates that the road network is sufficient to accommodate the increase in traffic without impeding safety or efficiency of the road network. Council acknowledges that some of the traffic data is slightly inconstant with Council's recent traffic counts, however recent studies procured by Council suggest that the road network will cater for the small increase in traffic.</i></p>

Planner's Advice: Applicable Standards

Background

The proposal involves:

- the change of use from single dwellings to multiple dwellings for the two existing dwellings on the subject titles;
- the change of use of a residential outbuilding to a multiple dwelling;
- the construction of six additional multiple dwellings; and
- the demolition of outbuildings.

5 & 7 Bradford Avenue share an existing access and this is proposed to be used to access the development at the rear. The property is relatively flat, however, there is a small fall to the north-western corner at the rear of 5 Bradford Avenue. A sewer main is located at the rear of 7 Bradford Avenue and it also dissects 5 Bradford Avenue. The sewer main runs in an East West direction.

The subject properties are located in the General Residential Zone of the Tasmanian Planning Scheme – Meander Valley (refer to Figure 1). There are no overlays or specific area plans applicable to the titles. Adjoining properties are constructed with both single and multiple dwellings (refer to Figure 2). 5 Bradford Avenue also adjoins Prospect High School, which is located in the municipality of the City of Launceston. It is noted that the residential outbuildings located on the adjoining properties at 3 and 9 Bradford Avenue, are both located on the boundary and are constructed with parapet walls. The wall at 3 Bradford Avenue is 2.7m in height and was approved in 1984. The wall at 9 Bradford Avenue is 3.4m in height and was approved in 1969.

Figure 3 to 7 below are photos of the development area.



Figure 1: Zoning of subject titles and adjoining land.



Figure 2: Aerial photo of subject titles and adjoining land.

Attachment 12.1.6 Planner's Advice - Applicable Standards



Figure 3: Photo of the existing dwellings located at 5 & 7 Bradford Avenue, Prospect Vale.



Figure 4: Photo of the rear of 5 Bradford Avenue looking towards 9 & 7 Bradford Avenue.

Attachment 12.1.6 Planner's Advice - Applicable Standards



Figure 5: Photo of 5 Bradford Avenue looking to the west.



Figure 6: Photo of the existing outbuilding to be converted to a multiple dwelling.



Figure 7: Photo looking towards Bradford Avenue on the proposed shared driveway.

Summary of Planner's Advice

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

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

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

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

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

General Provisions Standards

Scheme Standard

Planner's Assessment

7.9 *Demolition*

The development includes the demolition of residential outbuildings that are located on both 5 and 7 Bradford Avenue. The demolition of these outbuildings is necessary to enable the construction of the additional multiple dwellings. The proposed demolition is considered appropriate.

General Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome

8.3.1 *Discretionary Uses*

A1-A4	Multiple Dwellings is a Permitted Use	Complies
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8.4.1 *Residential density for multiple dwellings*

A1	5 Bradford: 2316m ² 7 Bradford: 617m ² . Total Land Area: 2933m ² 2933m ² /9 units = 325.88m ² Site Area per dwelling is 325.88m ² (Standard is 325m ²)	Complies
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8.4.2 *Setbacks and building envelope for all dwellings*

A1	Unit 1 and Unit 9 are existing dwellings and as such the front boundary setback is not changed. There is no development within the existing buildings and the frontage.	Complies
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General Provisions Standards

Scheme Standard

Planner's Assessment

- A2 Garages are to the rear of unit 1 and 9 and as such are not within the frontage. Complies
- A3
- a) Buildings are contained within the building envelope as prescribed in Figure 8.1 of the Planning Scheme. **Relies on Performance Criteria**
 - i) Frontage setback is established through the existing dwellings (unit 1 and unit 9).
 - ii) All units are contained within the building envelope.
 - b) Wall length for unit 6 exceeds 9m (11.3m) that is within 1.5m of the boundary. Unit 6 is the only unit with a setback of less than 1.5m to the side or rear boundary being 1.431m from the side boundary.

Unit	1	2	3	4	5	6	7	8	9
North	Ok	Ok	Ok	3.088m	3.821m	4.18m	Ok	Ok	Ok
East	Ok	Ok	Ok	Ok	Ok	1.431m	4.118m	4.106m	Existing 2.7m
South	Existing 5.5m	Ok	Ok	Ok	Ok	Ok	1.679m	Ok	Existing 6.5m
West	Existing .9m	4m	Existing .9m	2.601m	Ok	Ok	Ok	Ok	Ok
Wall Height	existing	5.35m	existing	2.4m	5.3m	2.4m	2.4m	5.4m	existing
Overall Height	existing	7.45m	existing	5.1m	7.2m	5.3m	5.03m	7.46m	existing

General Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome

8.4.3 *Site coverage and private open space for all dwellings*

A1 a) Site coverage is calculated at 37%: Complies

Lot size:

5 Bradford: 2316m²

7 Bradford: 617m²

Total Land Area: 2933m²

Unit	Coverage
Unit 1:	115m ²
Unit 2:	71.53m ²
Unit 3:	121.5m ²
Unit 4:	140.05m ²
Unit 5:	114m ²
Unit 6:	177.5m ²
Unit 7:	167.19m ²
Unit 8:	71.53m ²
Unit 9:	108m ²

Total site coverage is 1086m² or 37%.

General Residential Zone

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

b) All units are afforded more than 60m² of private open space area.

Unit	Private Open Space
Unit 1:	85m ²
Unit 2:	66m ²
Unit 3:	90m ²
Unit 4:	107m ²
Unit 5:	82m ²
Unit 6:	121m ²
Unit 7:	96m ²
Unit 8:	68m ²
Unit 9:	126m ²

A2

All units have private open space:

- a) in one location
 - i) 24m² in area
- b) Has a minimum horizontal dimension of not less than
 - i) 4m
- c) Not located between the dwelling and the frontage.
- d) Has a gradient that is not steeper than 1 in 10.

Complies

General Residential Zone

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
8.4.4	<i>Sunlight to private open space of multiple dwellings</i>	
A1	<ul style="list-style-type: none"> Unit 2 is to the north of unit 1's open space. Unit 6 is to the north of unit's 7 open space. Unit 8 is to the north of unit's 9 open space. <p>The plans do not demonstrate if A1 a) or b) has been satisfied.</p> <p>a) is considered not met as the 3m distance between the private open space and the unit has not been achieved.</p> <p>b) The units (1, 7 & 9) will receive overshadowing from the units to the north of their respective private open space area. The plans do not demonstrate how much sunlight the private open space areas will received. As such, the Performance Criteria is relied upon.</p>	Relies on Performance Criteria

General Residential Zone

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
8.4.5	<i>Width of openings for garages and carports for all dwellings</i>	
A1	No garages or carports within 12m of frontage.	Complies
8.4.6	<i>Privacy for all dwellings</i>	
A1	Unit 2, Unit 5 and Unit 8 will have a finished surface or floor level more than 1m above natural ground level given they are double story buildings. All other units will have a floor level of	Relies on Performance Criteria

General Residential Zone

Scheme Standard	Planner's Assessment	Assessed Outcome
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less than 1m.

Unit 2 will have a balcony to the eastern side of the proposal. This is greater than 3m from the side boundary and greater than 4m from the rear boundary.

The balcony is 6m from window or glazed door to a habitable room of another dwelling on the same site. It is less than 6m from the private open space of unit 3.

Unit 5 does not have a balcony on the second level.

Unit 8 has a balcony off the eastern elevation. This balcony is 3m from the side boundary and greater than 4m from the rear boundary. This balcony is 5.8m from the private open space area of unit 9 (requires 6m) and less than 6m from window in Unit 7.

A2

Unit 2, Unit 5 and Unit 8 will have a finished surface or floor level more than 1m above natural ground level given they are double story buildings. All other units will have a floor level of less than 1m.

Relies on Performance Criteria

Unit 2 is greater than 3m from the side boundary and greater than 4m from the rear boundary. There are no windows located on the southern elevation of Unit 3.

There are windows in the northern elevation of unit 2. These windows are 4.8m from the private open space area of unit 3. The dining room window is not offset, or has a sill height no less than 1.7m or screened.

Unit 2 does not comply with a) or b).

General Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome

Unit 5 will be greater than 3m to side boundary and is greater than 4m to rear boundary. The windows in the eastern elevation are 6.6m from Unit 6. The windows in the western elevation are greater than 6m from the private open space of unit 4.

Unit 5 complies with a).

Unit 8 – This unit is 3m from the side boundary and greater than 4m from the rear boundary. No windows in the southern elevation other than the ensuite window that is shown as frosted. This window is less than 6m from the bathroom and toilet of unit 9 (non-habitable rooms).

The window in the north and eastern elevation is less than 6m from the window in unit 7; however these windows are offset in the horizontal plane of greater than 1.5m.

The windows in unit 8 comply with a) and b).

A3

The windows of habitable rooms in regards to the shared driveway are as follows:

Unit 1 will be screened as per figure below, but is less than 1m from the shared access.

Unit 2 will be screened as per figure below and greater than 1m from shared access.

Unit 3 is greater than 2.5m.

Unit 4 will be screened as per figure below and greater than 1m.

Unit 5 is less than 1m but screened as per figure below.

Relies on Performance Criteria

General Residential Zone

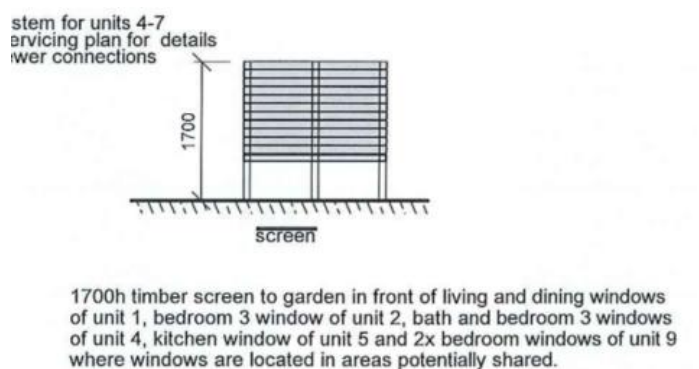
Scheme Standard	Planner's Assessment	Assessed Outcome
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Unit 6 complies with requirement.

Unit 7 – windows in bedroom are less than 2.5m from car parking space.

Unit 8 – Bedroom 3 of unit 8 is less than 2.5m from the shared driveway.

Unit 9 is 1m from the shared path with screens provided.



General Residential Zone

Scheme Standard	Planner's Assessment	Assessed Outcome
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8.4.7 *Frontage fences for all dwellings*

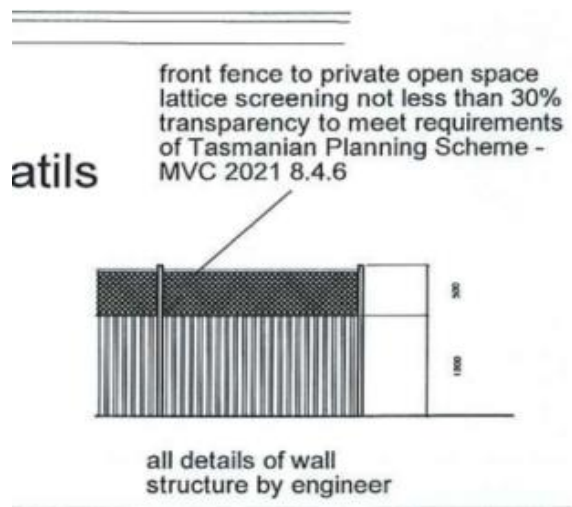
A1	A front fence is proposed. Details are shown on figure below. This will comply with the front fence exemption.	Not Applicable – complies with exemption.
----	--	---

General Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome



8.4.8 Waste storage for multiple dwellings

A1 The storage area for waste and recycling bins is 1.5m² or more for each dwelling and is located in an area exclusive for each dwelling that is not to the front. Complies

C2.0 Parking and Sustainable Transport Code

Scheme Standard

Planner's Assessment

Assessed Outcome

C2.5.1 Car parking numbers

A1 9 units will require 2 spaces per dwelling + 1 space per 4 dwellings (rounded up to the nearest whole number). **Relies on Performance Criteria**

Note: The lot layout doesn't meet the definition of an internal lot.

21 car parking spaces are to be provided for, including 3 visitor car parking spaces.

Each unit is provided with 2 dedicated car

C2.0 Parking and Sustainable Transport Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
	parking spaces each. Only 1 visitor car parking space has been provided onsite.	
C2.5.3	<i>Motorcycle parking numbers</i>	
A1	The use requires 21 car parking spaces. 1 dedicated motorcycling space is required. This is not provided for in the plans.	Relies on Performance Criteria
C2.6.1	<i>Construction of parking areas</i>	
A1	All parking, access ways manoeuvring and circulations spaces will be: <ul style="list-style-type: none"> a) Constructed of concrete/ sealed driveway. b) Drained to the reticulated stormwater. c) Will be sealed by concrete or other sealed material. 	Complies with Acceptable Solution
C2.6.2	<i>Design and layout of parking areas</i>	
A1.1	<ul style="list-style-type: none"> i) Gradient is relatively flat – complies with AS 2890. ii) Vehicles can enter and exit in a forward direction. iii) Access width is 5.52m (not including pedestrian access) – requirement is 5.5m. iv) Car parking dimensions satisfy Table C2.3. 5.4m by 2.6m. v) Combined access and manoeuvring width adjacent to parking spaces does not satisfy Table C2.3. vi) Vertical clearance greater than 2.1m 	Relies on Performance Criteria

C2.0 Parking and Sustainable Transport Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
	vii) Form of delineation is not shown.	
	B) The proposal does not comply with the Australian Standard.	
A1.2	Disability car parking not shown.	
C2.6.3	<i>Number of accesses for vehicles</i>	
A1	a) One access proposed.	Complies with Acceptable Solution
A2	Within the General Residential zone.	Not Applicable
C2.6.5	<i>Pedestrian access</i>	
A1.1	Pedestrian access provided but no separation demonstrated.	Relies on Performance Criteria
A1.2	No accessible car parking proposed.	

3.0 Road and Railway Assets Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C3.5.1	<i>Traffic generation at a vehicle crossing, level crossing or new junction</i>	
A1.1	Not a Category 1 road.	Relies on Performance Criteria
A1.2	Shared crossover exists.	
A1.3	Not near rail network.	
A1.4	Vehicle use will increase. Currently 18 vpd. Development will result in 53 vehicle movements per day.	

3.0 Road and Railway Assets Code

Scheme Standard

Planner's Assessment

Assessed Outcome

A1.5

Not a major road.



APPLICATION FORM



Meander Valley Council
Working Together

PLANNING PERMIT

Land Use Planning and Approvals Act 1993

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

OFFICE USE ONLY

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

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

PROPERTY DETAILS:

Address: Certificate of Title:

Suburb: Lot No:

Land area: m² / ha

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

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

DETAILS OF USE OR DEVELOPMENT:

Indicate by ✓ box Building work Change of use Subdivision Demolition
 Forestry Other

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

Description of work:

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

New floor area: m² New building height: m

Materials: External walls: Colour:
 Roof cladding: Colour:



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 6080	FOLIO 10
EDITION 3	DATE OF ISSUE 14-Sep-2017

SEARCH DATE : 25-May-2021

SEARCH TIME : 03.21 PM

DESCRIPTION OF LAND

Town of PROSPECT VALE
Lot 10 on Sealed Plan 6080
(formerly Lots 1 & 5 on Sealed Plan No. 6080)
Derivation : Part of Lot 971 Gtd. to H. Burrows
Prior CT 3479/81

SCHEDULE 1

E100791 TRANSFER to JASON JOHN SHERRIFF and WENDY LOUISE
SHERRIFF Registered 14-Sep-2017 at noon

SCHEDULE 2

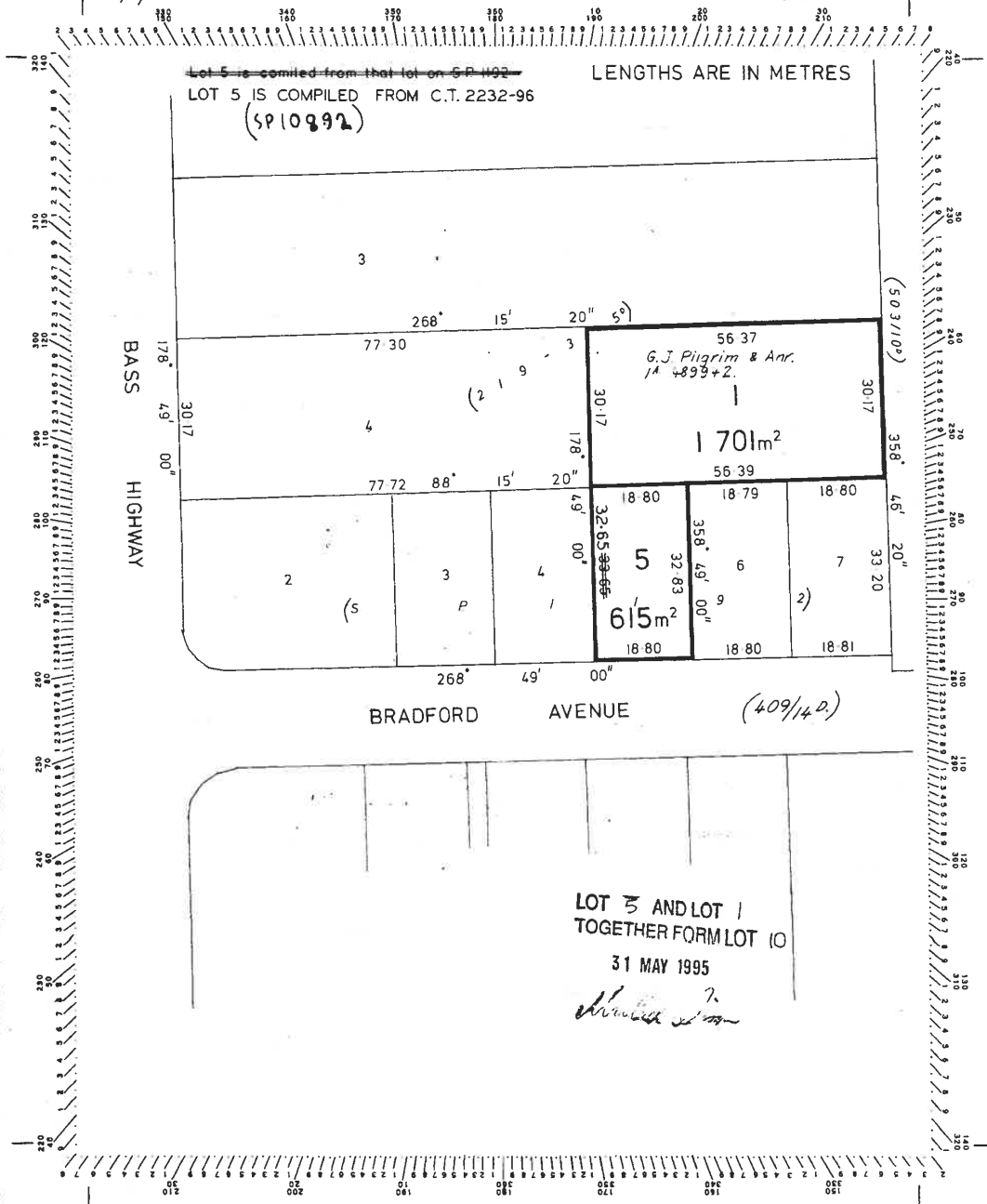
Reservations and conditions in the Crown Grant if any
SP 6080 EASEMENTS in Schedule of Easements
SP 1192 COVENANTS in Schedule of Easements
A303886 FENCING PROVISION in Transfer
130061 FENCING CONDITION in Transfer
E100792 MORTGAGE to National Australia Bank Limited
Registered 14-Sep-2017 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

6080 25/7

Owner: Robert Clive Young & Marjorie Joyce Young <i>G.J. & D.F. Pilgrim</i>	PLAN OF SURVEY by Surveyor J.W. Cohen of land situated in the TOWN OF PROSPECT VALE	Registered Number: S.P. 6080 Effective from: 17.7.75
Title Reference: C.T. Vol 2620 fol 45 " " 2232 " 96	Scale 1:750	P/I <i>OMA</i> Recorder of titles
Grantee: Part of Lot 971.321a 3r 25p granted to Henry Burrows <i>M.H. 8/5/74</i>		





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 62093	FOLIO 6
EDITION 5	DATE OF ISSUE 30-Nov-2017

SEARCH DATE : 25-May-2021

SEARCH TIME : 03.22 PM

DESCRIPTION OF LAND

Town of PROSPECT VALE
Lot 6 on Sealed Plan 62093 (formerly being SP1192)
Derivation : Part of Lot 971 Gtd. to H. Burrows
Prior CT 2232/97

SCHEDULE 1

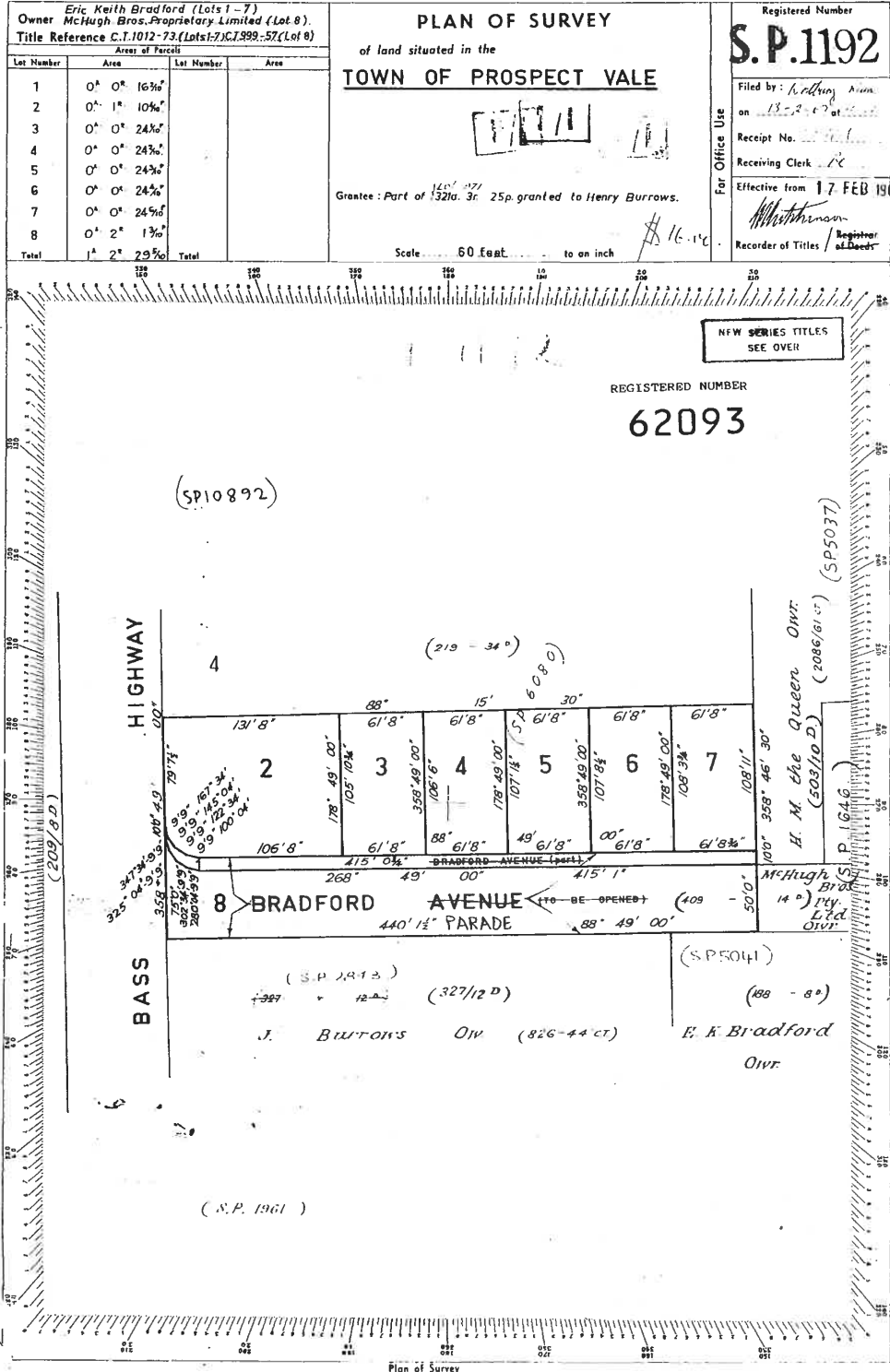
M661171 TRANSFER to WENDY LOUISE SHERRIFF and JASON JOHN SHERRIFF Registered 30-Nov-2017 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 62093 COVENANTS in Schedule of Easements
SP 62093 EASEMENTS in Schedule of Easements
E111948 MORTGAGE to National Australia Bank Limited
Registered 30-Nov-2017 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



proposed unit development

lot: 10 & 6, no. 5 - 7
Bradford Avenue
Prospect Vale

job no.	6404
---------	------

sheet no.	01	of	cover sheet
	02	of	survey plan extract
	03	of	overall site plan
	04	of	site section
	05	of	site section
	06	of	demolition plan
	07	of	existing floor plan - unit 1
	08	of	existing floor plan - unit 3
	09	of	existing floor plan - unit 9
	10	of	lower floor plan - unit 2
	11	of	upper floor plan - unit 2
	12	of	elevations - unit 2
	13	of	elevations - unit 2
	14	of	floor plan - unit 4
	15	of	elevations - unit 4

sheet no.	16	of	elevations - unit 4
	17	of	lower floor plan - unit 5
	18	of	upper floor plan - unit 5
	19	of	elevations - unit 5
	20	of	elevations - unit 5
	21	of	floor plan - unit 6
	22	of	elevations - unit 6
	23	of	elevations - unit 6
	24	of	floor plan - unit 7
	25	of	elevations - unit 7
	26	of	elevations - unit 7
	27	of	lower floor plan - unit 8
	28	of	upper floor plan - unit 8
	29	of	elevations - unit 8
	30	of	elevations - unit 8

attachments	certificate of title - SP6080/10 & SP62093/6
	property ID: 7024830 & 7024849

areas	land area	2933.00m2
	dwelling area (new)	936.31m2
	dwelling area (existing)	357.00m2 approx
	impervious area	882.61m2
	site cover	74.18% approx



21 MAY 2021

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CLADDING / PRODUCTS OUTSIDE NCC D.T.S. PROVISIONS
all claddings / products used that do not meet NCC D.T.S provisions are to be installed strictly to manufacturers installation requirements including finishing
if ongoing maintenance is required the product maintenance guide is to be handed to the occupants at the time of the occupancy
copy of the relevant warranty / construction manual to be forwarded to the building surveyor prior to commencement of installation
use of different claddings will require amendment of plans / permits

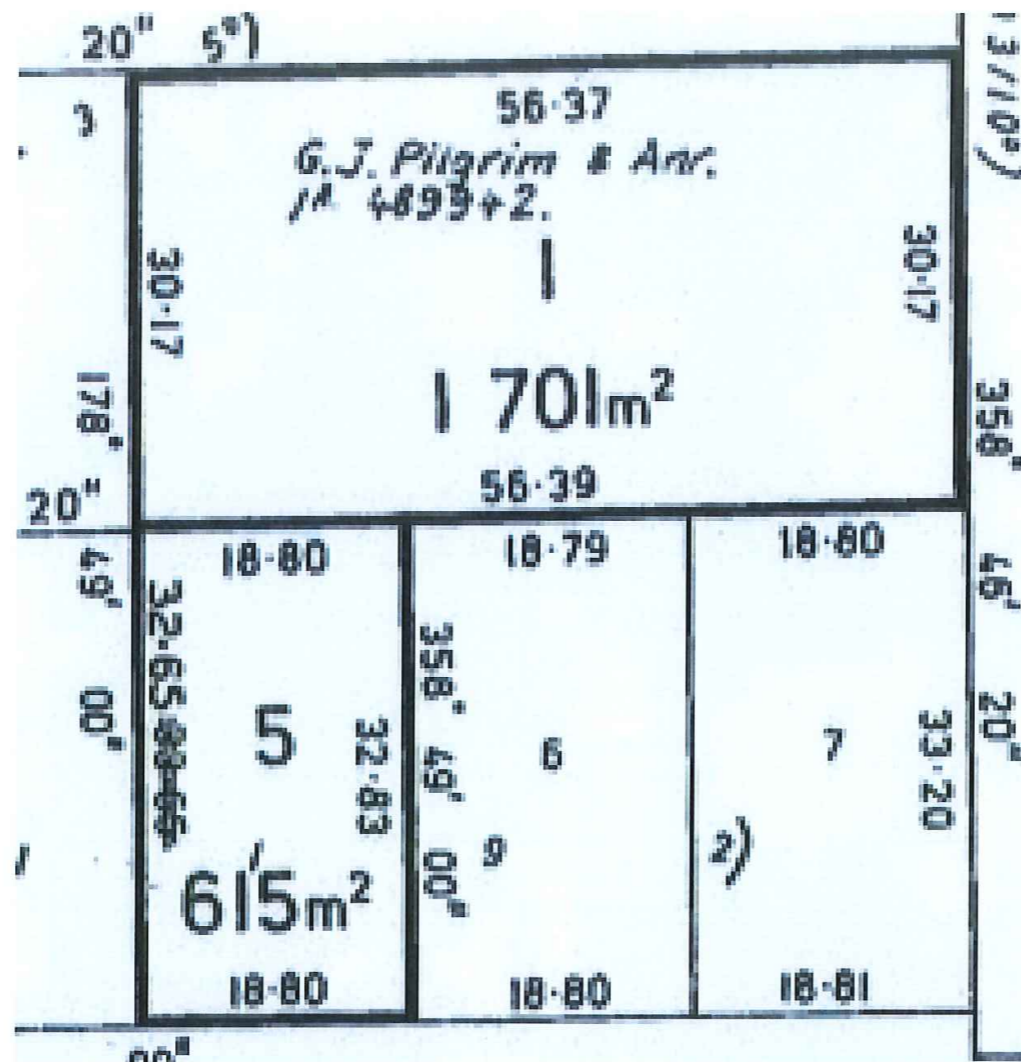
Cladding: James Hardie Scyon Stria
Master Wall Cladding System



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Document Set ID: 1568595
Version: 1, Version Date: 01/03/2022



survey extract
 this survey extract plan has been prepared with the most available version of the title/survey plan at the time of these plans if in any doubt regarding this extract of survey or any site setout contact the designer immediately

survey extract

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	1.		sheet:	02	of	30	print date
	2.		date:	March 2021		21 MAY 2021	
	3.		scale	nts			
4.			bal	n/a	drawn: JVZ		



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 Email admin@urbantas.com.au
 Jason Van Zetten Acr.cc1952x
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notes

all site dimensions are to outside cladding unless otherwise noted confirm all dimensions on site prior to commencement of works all site preparation is to comply with NCC vol.2 2019

ensure finished floor level is min 150mm above finished ground level ensure finished floor level of a concrete slab is positioned so that the ORG is 150mm below the lowest plumbing fixture and above the ground the builder is to provide protection to adjoining properties and buildings in accordance with the building regulations

note, all neighbouring building locations are approx only, if further information is required consult a land surveyor

the level information provided on these plans is limited only and only to be used for the purpose intended if further information is required consult surveyor

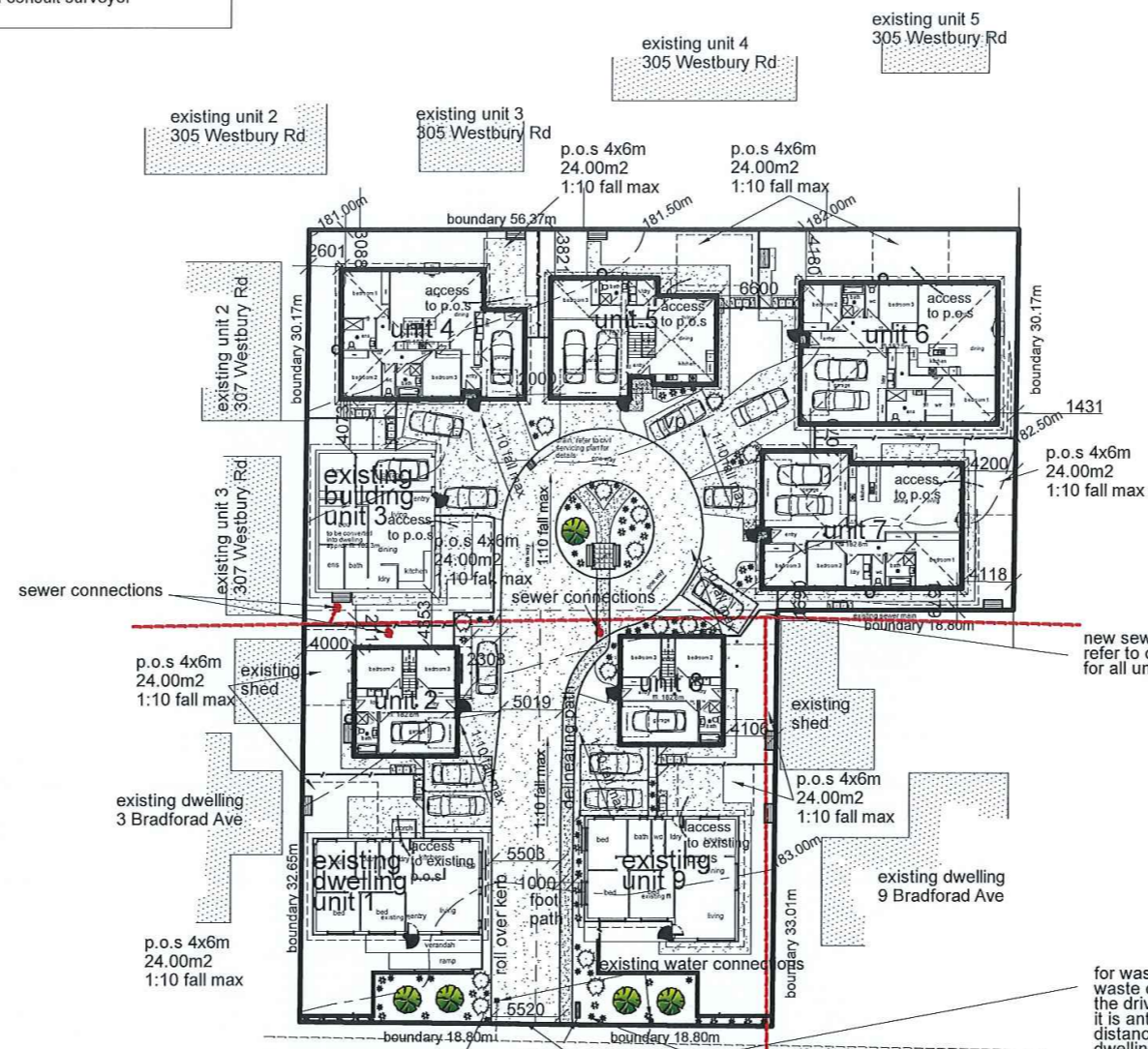
outdoor clothes drying area to be located adjacent and accessible from laundry

all other matters not specifically mentioned are to comply with the NCC vol.2 2019 - if in doubt ask

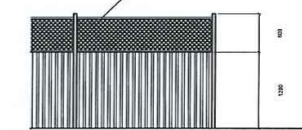
site setout the setout dimensions shown on these drawings are from the building to boundary (not necessarily to fences) IF ANY DOUBT on boundary dimensions consult a land surveyor

driveway to have maximum 1:10 fall the driveway / access is to be constructed to meet the requirements of AS2890.1 ensure all stormwater from the driveway is directed to either the stormwater system or adjacent garden beds (not neighbouring property) the builder is to identify all service locations and protect prior to commencement of works

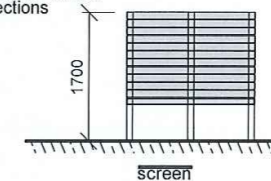
the level information provided on these plans is limited only if further information is required consult surveyor



front fence to private open space lattice screening not less than 30% transparency to meet requirements of Tasmanian Planning Scheme - MVC 2021 8.4.6



all details of wall structure by engineer



1700h timber screen to garden in front of living and dining windows of unit 1, bedroom 3 window of unit 2, bath and bedroom 3 windows of unit 4, kitchen window of unit 5 and 2x bedroom windows of unit 9 where windows are located in areas potentially shared.

for waste collection day only waste collection on street to each side of the driveway outside existing units 1 & 9 it is anticipated the bins will require a distance of less than 10m for up to 5 dwellings and unlikely to encroach on neighbouring dwellings.

note: bin storage is in the vicinity of each dwelling

	waste & recycle storage on conc slab min 1.5m ²
	waste & recycle collection area on kerb in front of units 1 & 9
	sensor lights to be installed near front door of each dwelling
	9 no. mail boxes installed into brick or similar structure 1.2h x 1m long (nom) at front of site with concrete access path from the driveway with clearly marked street and unit numbers

	car space, min 5.4m x 2.6m to Tasmanian Planning - MVC Scheme 2021 C2.7, table C2.1 (parking in double garage or single garage with extra space for each unit) all parking spaces are to be constructed to AS2890 and drained to stormwater system
	visitor car space - x3 min 5.4m x 2.6m to Tasmanian Planning Scheme - MVC 2021 C2.7, table C2.1 clearly marked 'visitor space' all parking spaces are to be constructed to AS2890 and drained to the stormwater system

	1800h colorbond or timber fences including access gates
	wall mounted clothes line with concrete path from the dwelling to the clothes line
	concrete / sealed driveway fall all driveways / paths away from the dwellings to stormwater pits / detention system as per engineers details

overall site plan

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	1.	lot: 10 & 6, no. 5 - 7	sheet: 03 of 30	print date
	2.	Bradford Avenue	date: March 2021	23 DEC 2021
	3.	Prospect Vale	scale: 1:500	drawn: JVZ
4.			bal: n/a	

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notes

all site dimensions are to outside cladding unless otherwise noted confirm all dimensions on site prior to commencement of works all site preparation is to comply with NCC vol.2 2019

ensure finished floor level is min 150mm above finished ground level ensure finished floor level of a concrete slab is positioned so that the ORG is 150mm below the lowest plumbing fixture and above the ground the builder is to provide protection to adjoining properties and buildings in accordance with the building regulations

note, all neighbouring building locations are approx only, if further information is required consult a land surveyor

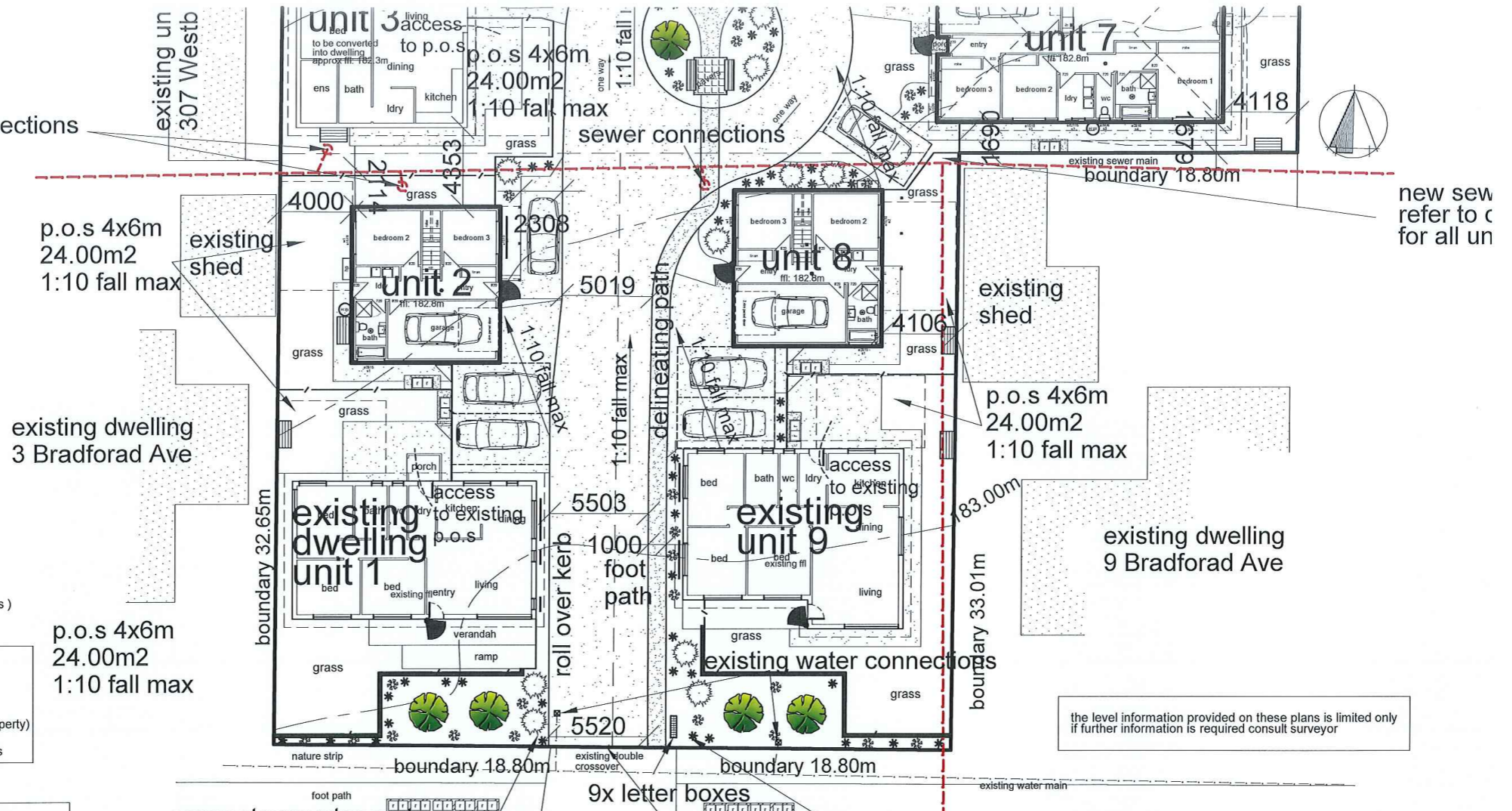
the level information provided on these plans is limited only and only to be used for the purpose intended if further information is required consult surveyor

outdoor clothes drying area to be located adjacent and accessible from laundry

all other matters not specifically mentioned are to comply with the NCC vol.2 2019 - if in doubt ask

site setout the setout dimensions shown on these drawings are from the building to boundary to the title boundary (not necessarily to fences) IF ANY DOUBT on boundary dimensions consult a land surveyor

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	visitor car space - x3 min 5.4m x 2.6m to Tasmanian Planning Scheme - MVC 2021 C2.7 table C2.1 clearly marked 'visitor space' all parking spaces are to be constructed to AS2890 and drained to the stormwater system

	1800h colorbond or timber fences including access gates
	wall mounted clothes line with concrete path from the dwelling to the clothes line
	concrete / sealed driveway fall all driveways / paths away from the dwellings to stormwater pits / detention system as per engineers details

access to be min. 5.5m and meet LGAT standard drawing for Urban Road Driveways TSD-R09-v1

front fence to private open space lattice screening not less than 30% transparency to meet requirements of Tasmanian Planning Scheme - MVC 2021 8.4.6

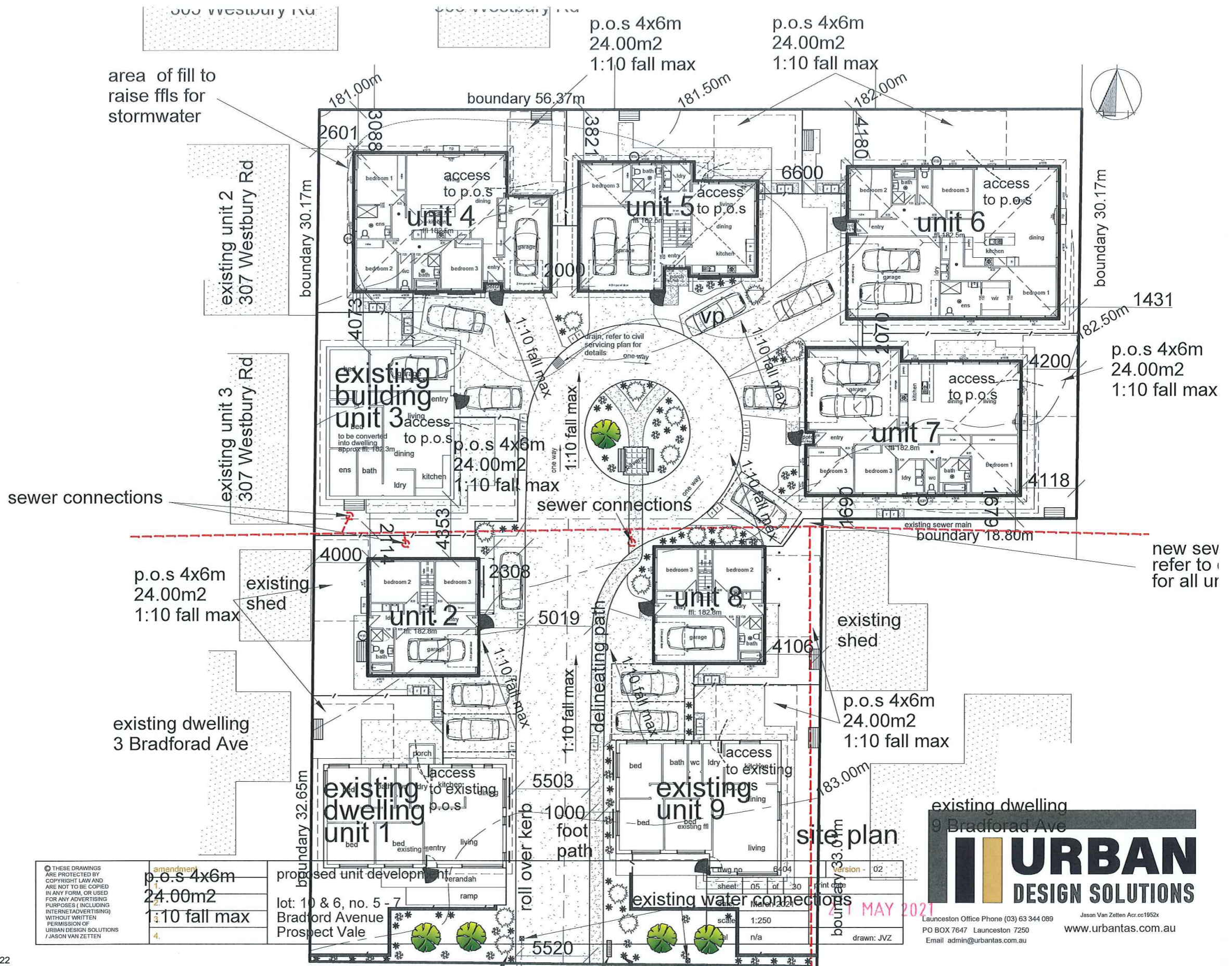
all details of wall structure by engineer

site plan

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	1.	lot: 10 & 6, no. 5 - 7	sheet: 04 of 30	print date
	2.	Bradford Avenue	date: March 2021	23 DEC 2021
	3.	Prospect Vale	scale 1:250	drawn: JVZ
4.			bal n/a	

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amendment 1
 1. p.o.s 4x6m 24.00m²
 2. 1:10 fall max
 3.
 4.

proposed unit development
 lot: 10 & 6, no. 5 - 7
 Bradford Avenue
 Prospect Vale

drawn: JVZ
 scale: 1:250
 sheet: 05 of 30
 date: 21 MAY 2021
 version: 02
 dwg no: 6404

existing dwelling 9 Bradford Ave

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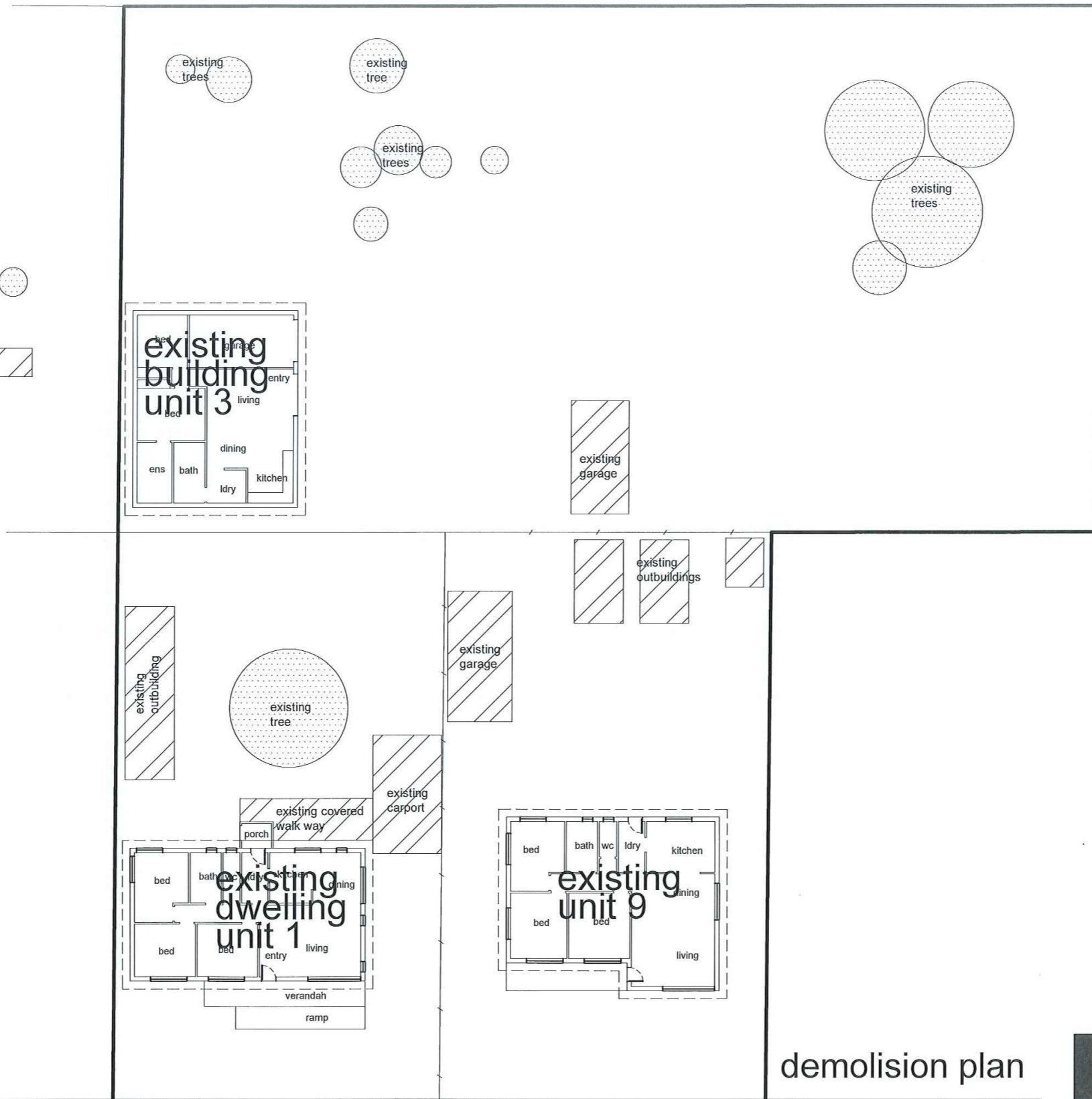
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demolition legend

existing trees to be removed
refer to site plan for new gardens



existing carport, garage and
out buildings to be demolished



demolition plan

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amendment
1.
2.
3.
4.

proposed unit development
lot: 10 & 6, no. 5 - 7
Bradford Avenue
Prospect Vale

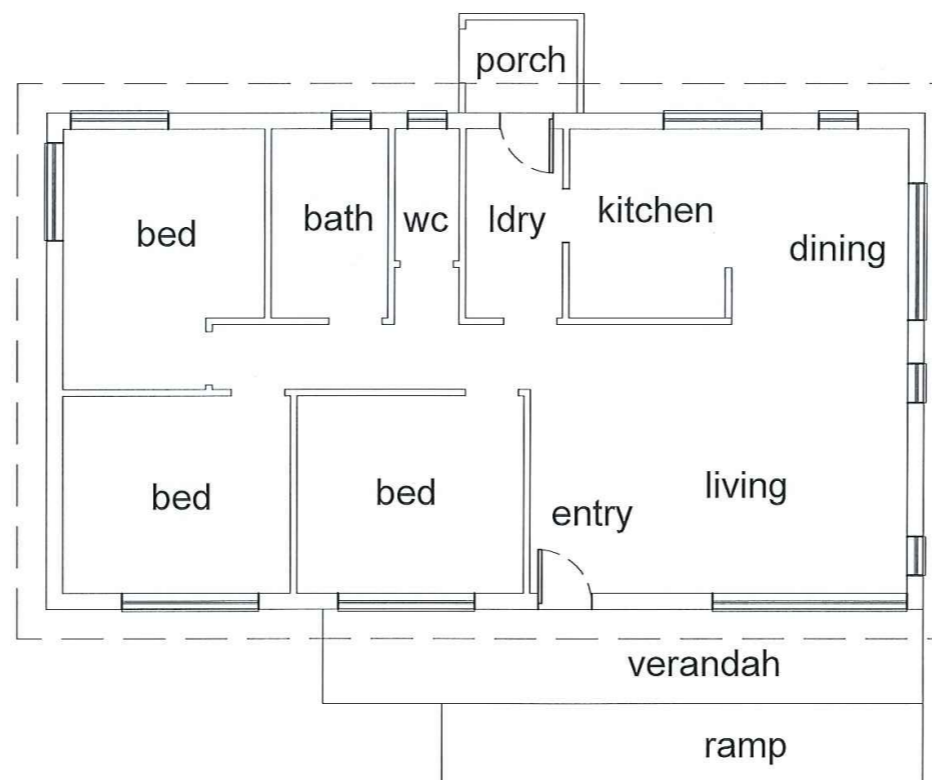
dwg no.	6404	version -	02
sheet:	06	of	30
date:	March 2021	print date	21 MAY 2021
scale	1:250		
bal	n/a	drawn:	JVZ



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unit 1



existing floor plan

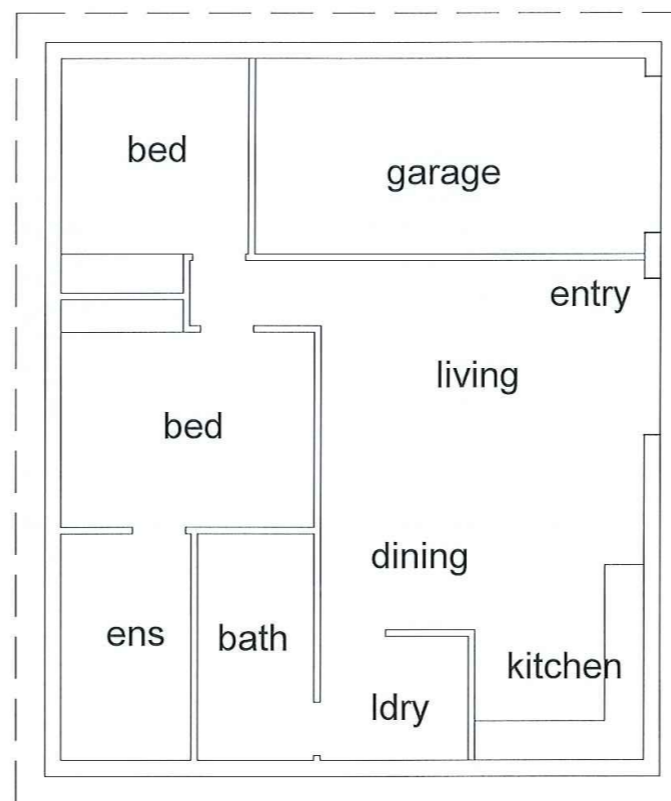
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	1.	lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale	sheet: 07 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale 1:100 @ A3	
4.	bal n/a		drawn: JVZ	



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unit 3



existing shed floor plan

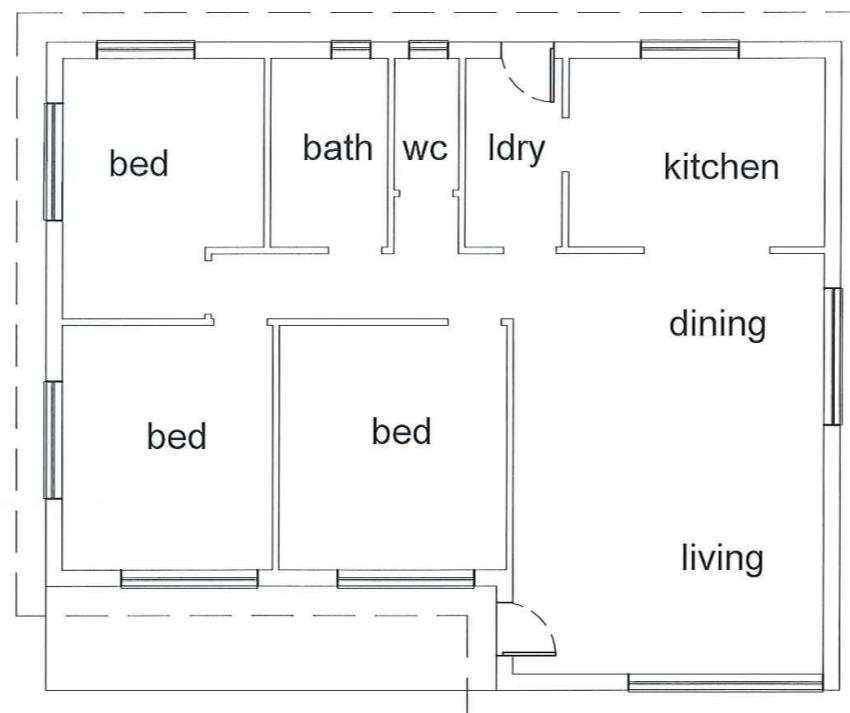
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	1.		sheet: 08 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale 1:100 @ A3	
	4.		bal n/a	drawn: JVZ

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Version: 1, Version Date: 01/03/2022



unit 9



existing floor plan

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	1.	lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale	sheet: 09 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale 1:100 @ A3	
4.		bal n/a	drawn: JVZ	

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Document Set ID: 1568595
Version: 1, Version Date: 01/03/2022



unit 2

NOTES

confirm all dimensions prior to construction.
do not scale - if in doubt ask (admin@urbantas.com.au)
ensure all stormwater is directed away from foundations
all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder

heat pump unit - indoor

heat pump unit - outdoor

concrete / paved paths to all access points of dwelling max step ht 190mm. fall away from dwelling at 1:50min direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4 and be fitted with self closing damper (or filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation hard wire fan to light switch

b/h - bulk head over
o/h - over head cupbaards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

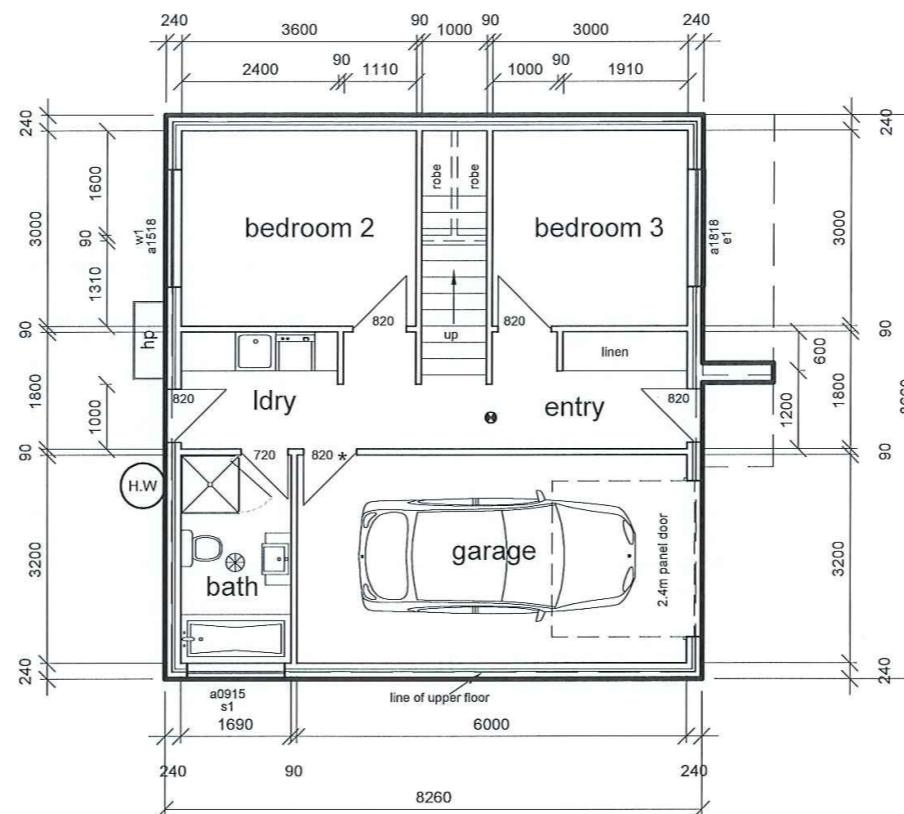
the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose

these plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction

Urban Design Solutions are to be notified of any changes prior to commencement of construction these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Likely Compliance as issued by the building surveyor

all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

* garage access to dwelling seal door to NCC volume2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a foam /rubber seal to the edges of the jamb



deck area 4.76m2
upper floor area 68.18m2
lower floor area 71.53m2
total floor area 144.47m2 (15.55sq)

lower floor plan

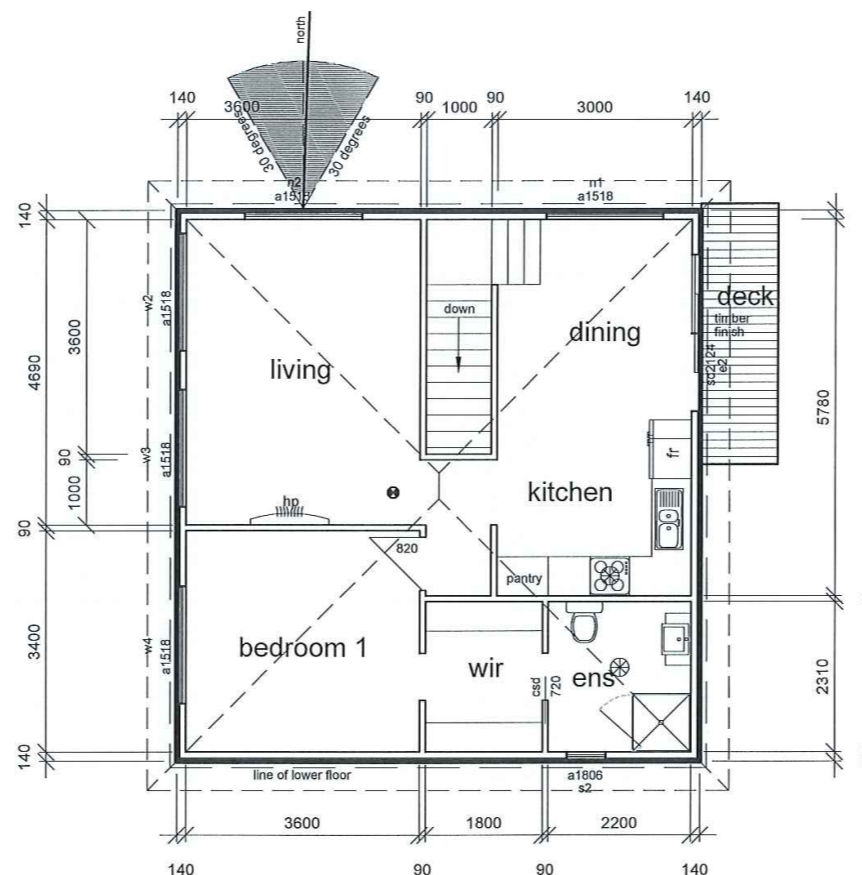
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	1.		sheet: 10 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale 1:100 @ A3	
4.	bal n/a		drawn: JVZ	



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unit 2



deck area 4.76m2
 upper floor area 68.18m2
 lower floor area 71.53m2
 total floor area 144.47m2 (15.55sq)

upper floor plan

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	1.	lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale	sheet: 11 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale: 1:100 @ A3	
	4.		bal: n/a	drawn: JVZ



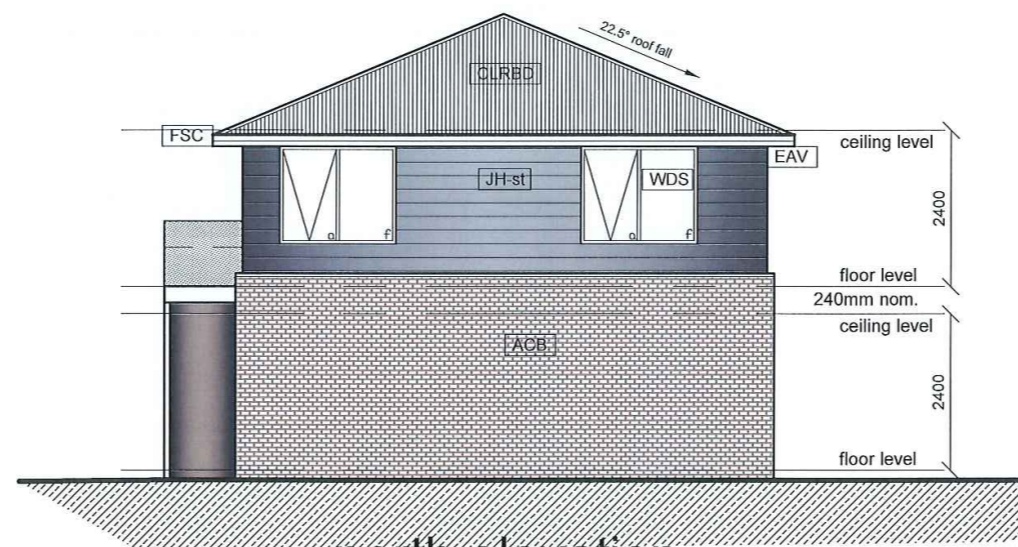
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- FSC**
colorbond pre-coated folded metal gutter and fascia trim system
- EAV**
eave overhang 450mm all round
- CLRBD**
Colorbond 'corrugated' (min 5deg) roof
- ACB**
selected austral brick fired clay face bricks
- WDS**
windows and doors
- MW**
Master Wall cladding system
- JH-st**
James Hardie stria cladding system



east elevation

2200 x 2400mm panel lift door
selected automatic garage door
to comply with AS4505. beam over to
engineers details centered on wall
from front



north elevation

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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	1.		sheet:	12	of	30	print date
	2.		date:	March 2021			
	3.		scale	1:100 @ A3			
4.			bal	n/a	drawn: JVZ		

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21 MAY 2021

FSC
colorbond pre-coated folded metal gutter and fascia trim system

EAV
eave overhang 450mm all round

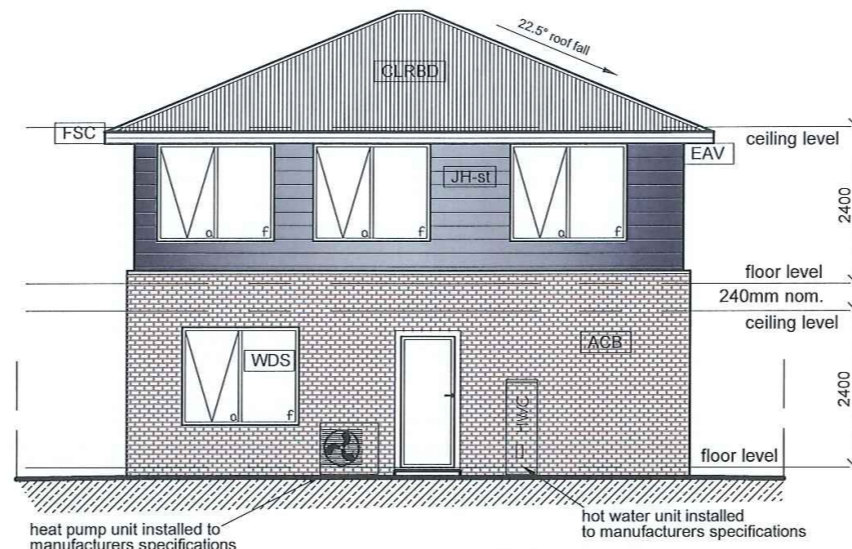
CLRBD
Colorbond 'corrugated' (min 5deg) roof

ACB
selected austral brick fired clay face bricks

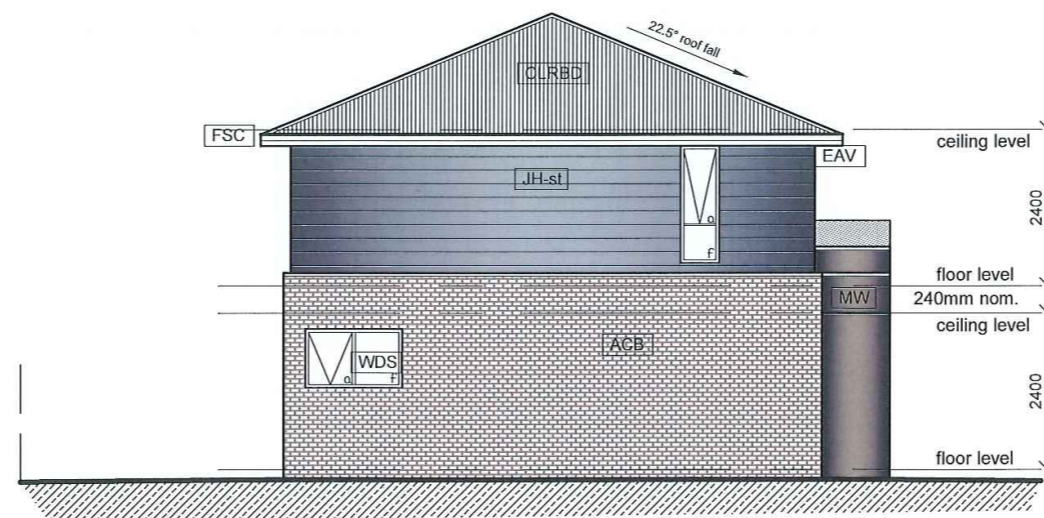
WDS
windows and doors

MW
Master Wall cladding system

JH-st
James Hardie stria cladding system



west elevation



south elevation

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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	1.	lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale	sheet: 13 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale 1:100 @ A3	
	4.		bal n/a	drawn: JVZ

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unit 4

NOTES

confirm all dimensions prior to construction.
do not scale - if in doubt ask (admin@urbantas.com.au)
ensure all stormwater is directed away from foundations
all construction to be in accordance with NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder (H.W)

heat pump unit - indoor

heat pump unit - outdoor

concrete / paved paths to all access points of dwelling max step ht 190mm. fall away from dwelling at 1:50min direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4 and be fitted with self closing damper (or filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation hard wire fan to light switch

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

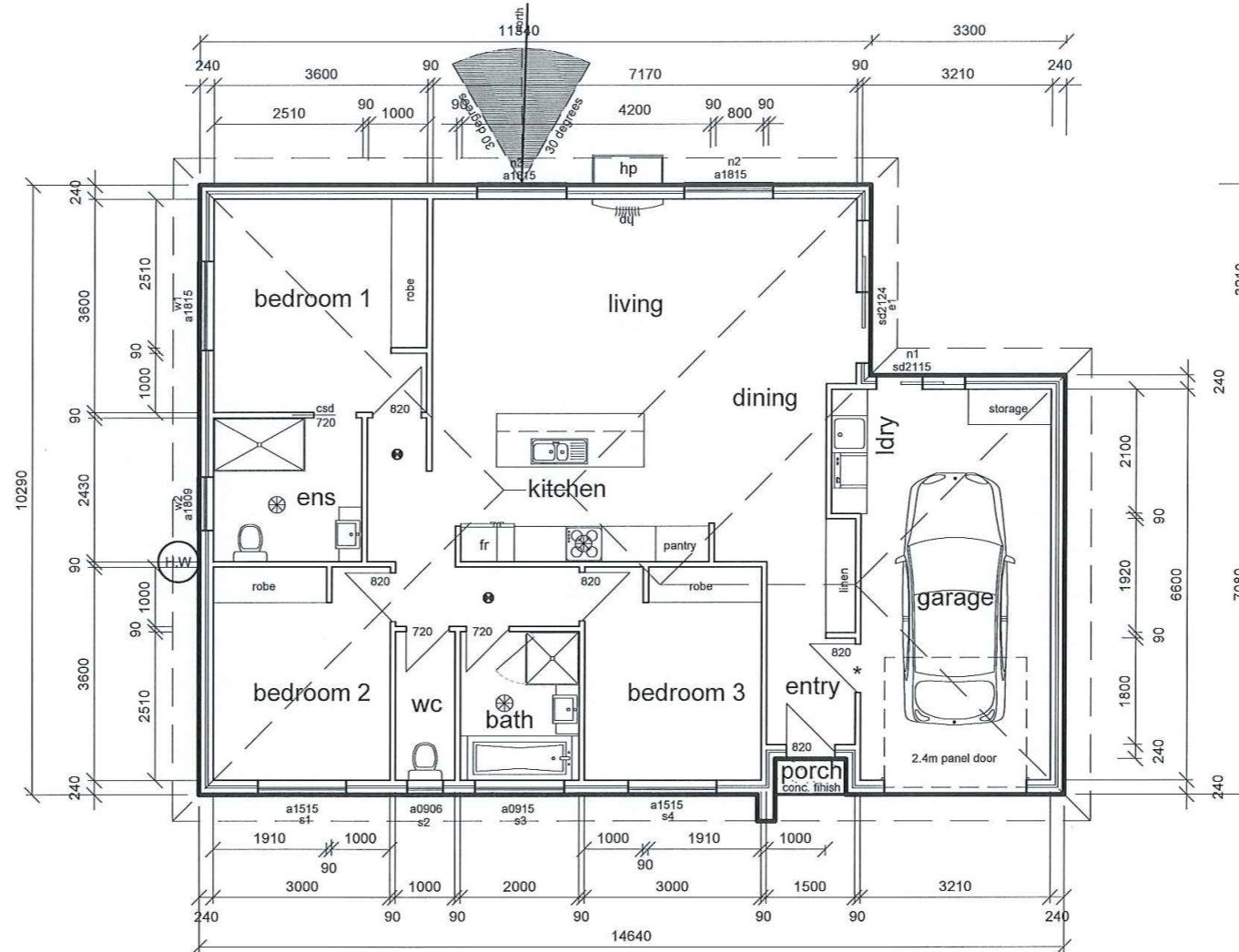
the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose

these plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction

Urban Design Solutions are to be notified of any changes prior to commencement of construction these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Likely Compliance as issued by the building surveyor

all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

* garage access to dwelling seal door to NCC volume2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a foam /rubber seal to the edges of the jamb



floor area 139.33m2
porch area 0.72m2
total floor area 140.05m2 (15.07sq)

floor plan

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	1.	lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale	sheet: 14 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale: 1:100 @ A3	
4.		bal: n/a	drawn: JVZ	



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FSC
colorbond pre-coated folded metal gutter and fascia trim system

EAV
eave overhang 450mm all round

CLRBD
Colorbond 'corrugated' (min 5deg) roof

ACB
selected austral brick fired clay face bricks

WDS
windows and doors

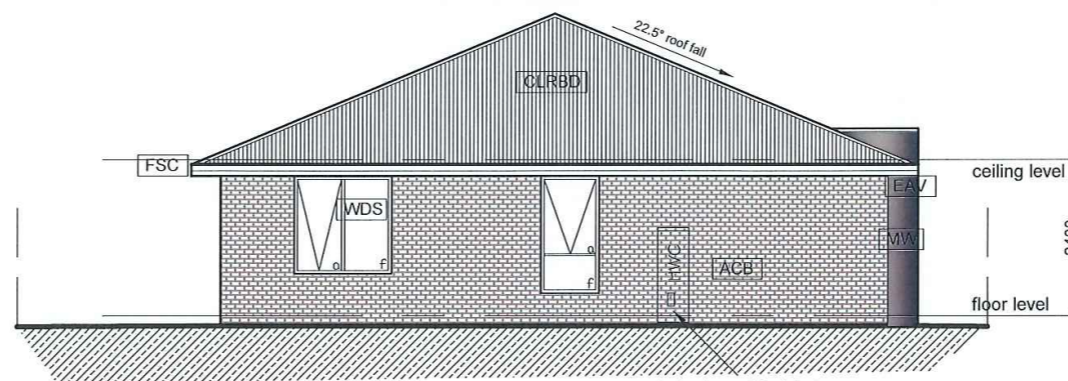
MW
Master Wall cladding system

JH-st
James Hardie stria cladding system



south elevation

2200 x 2400mm panel lift door selected automatic garage door to comply with AS4505. beam over to engineers details centered on wall from front



west elevation

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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	1.	lot : 10 & 6, no. 5 & 7	sheet: 15 of 30	print date
	2.	Bradford Avenue	date: March 2021	21 MAY 2021
	3.	Prospect Vale	scale: 1:100 @ A3	drawn: JVZ
4.			bal n/a	

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[FSC]
colorbond pre-coated folded metal gutter and fascia trim system

[EAV]
eave overhang 450mm all round

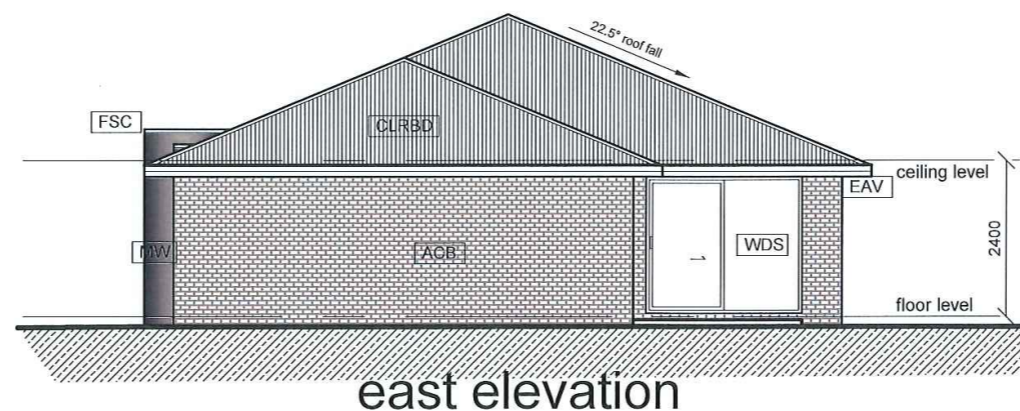
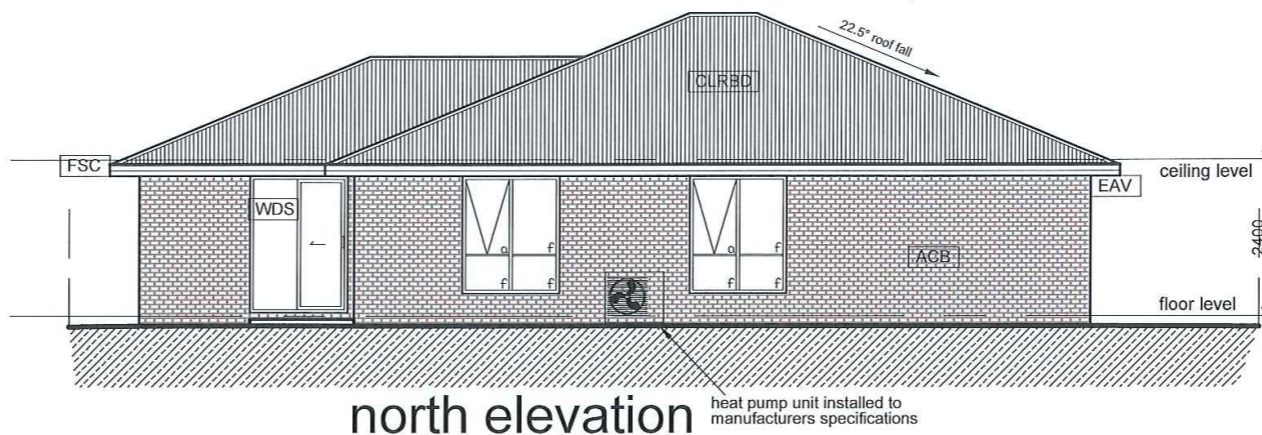
[CLRBD]
Colorbond 'corrugated' (min 5deg) roof

[ACB]
selected austral brick fired clay face bricks

[WDS]
windows and doors

[MW]
Master Wall cladding system

[JH-st]
James Hardie stria cladding system



ngl ——— natural ground level
fgl ——— finished ground level

elevations

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	1.	lot : 10 & 6, no. 5 & 7	sheet: 16 of 30	print date
	2.	Bradford Avenue	date: March 2021	1 MAY 2021
	3.	Prospect Vale	scale 1:100 @ A3	
4.			bal n/a	drawn: JVZ



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unit 5

NOTES

confirm all dimensions prior to construction.
do not scale - if in doubt ask (admin@urbantas.com.au)
ensure all stormwater is directed away from foundations
all construction to be in accordance with NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder (H.W.)
heat pump unit - indoor
heat pump unit - outdoor (hp)

concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1:50min
direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4 and be fitted with self closing damper (or filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation hard wire fan to light switch

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose

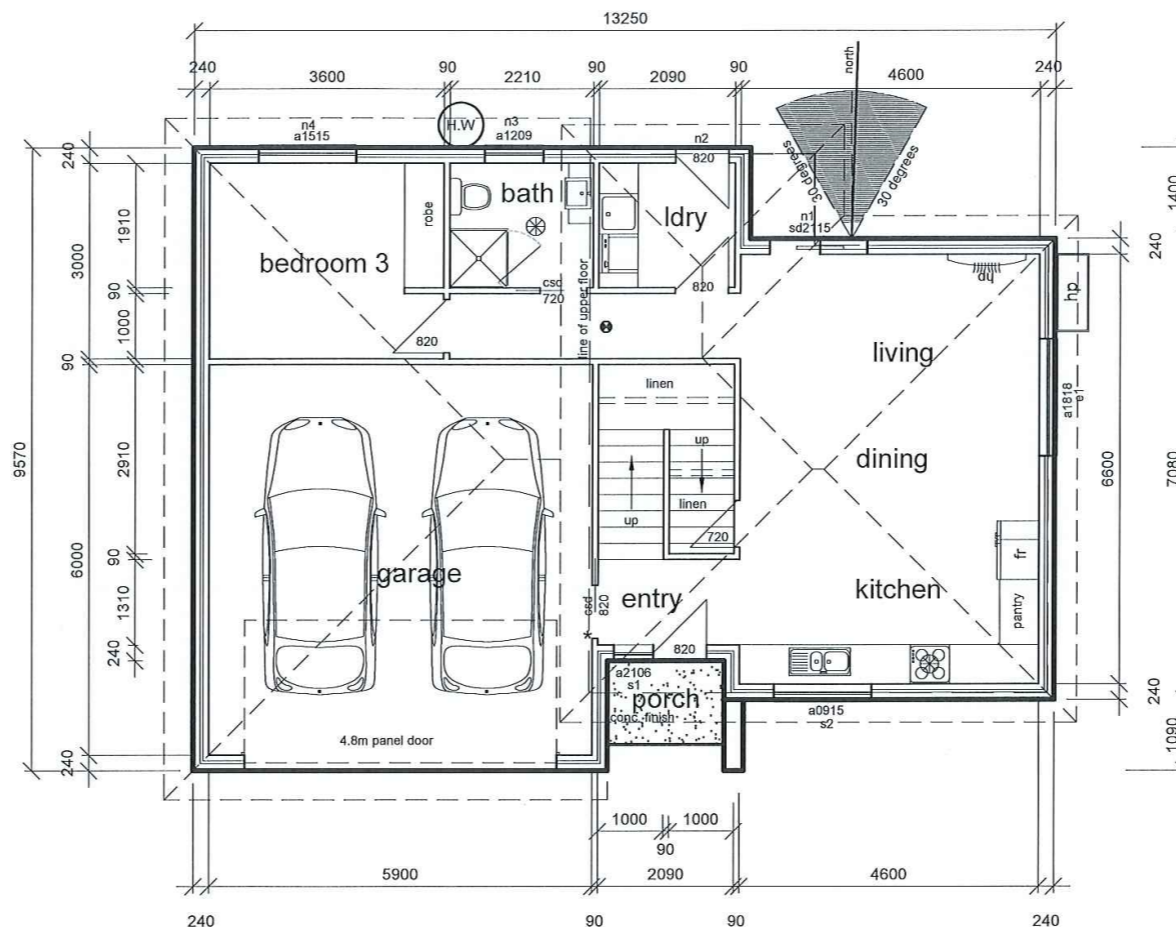
these plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction

Urban Design Solutions are to be notified of any changes prior to commencement of construction
these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Likely Compliance as issued by the building surveyor

all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

* garage access to dwelling
seal door to NCC volume2 2019 3.12.3.3
sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a foam /rubber seal to the edges of the jamb

install 1900mm Tas Oak bottom plate to sliding door between non conditioned garage space and conditioned dwelling, install Raven foam seals to both sides and all round door to restrict air infiltration in to the conditioned dwelling as per NCC volume 2 2019 3.12.3.3



upper floor area 53.42m2
lower floor area 111.67m2
porch area 2.30m2
total floor area 167.39m2 (18.01sq)

lower floor plan

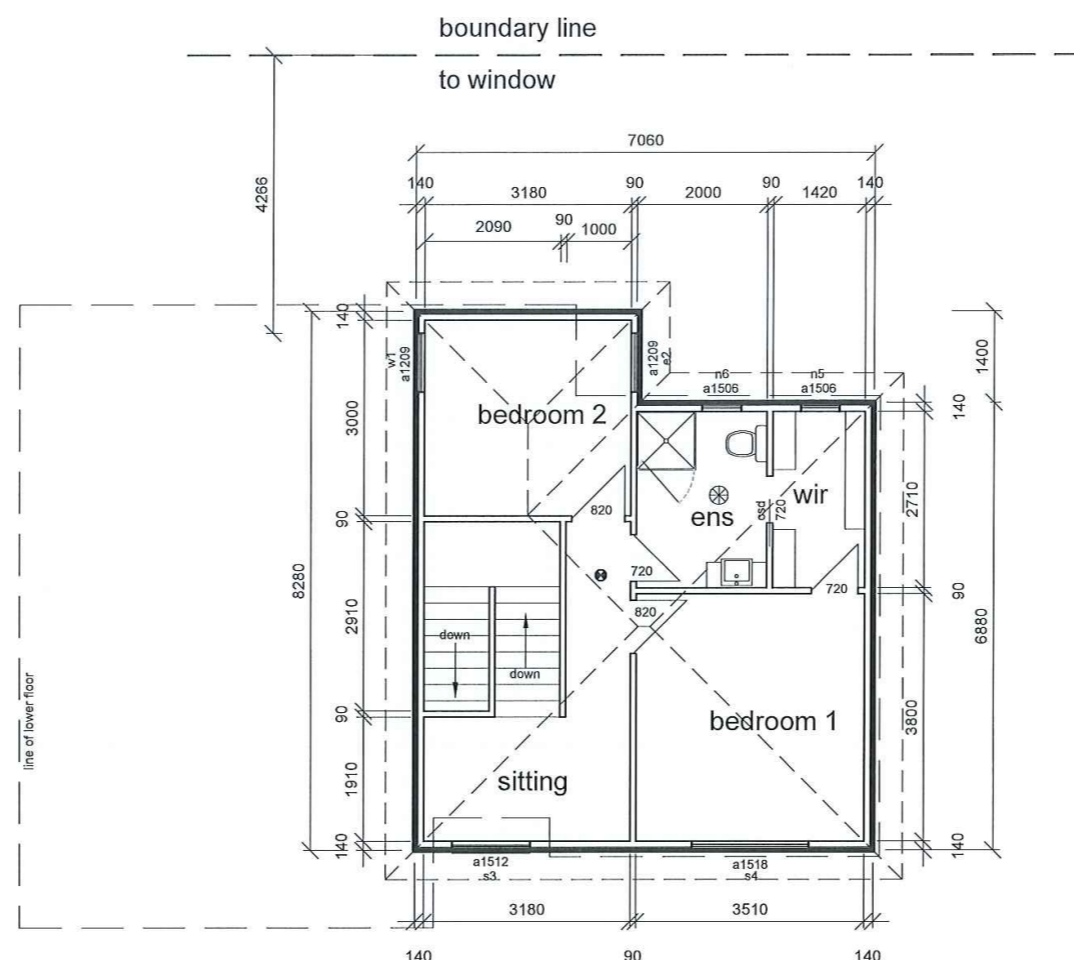
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	1.	lot : 10 & 6, no. 5 & 7	sheet: 17 of 30	print date
	2.	Bradford Avenue	date: March 2021	21 MAY 2021
	3.	Prospect Vale	scale 1:100 @ A3	
4.			bal n/a	drawn: JVZ



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unit 5



upper floor area 53.42m2
 lower floor area 111.67m2
 porch area 2.30m2
 total floor area 167.39m2 (18.01sq)

upper floor plan

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	1.	lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale	sheet: 18 of 30	print date
	2.		date: March 2021	21 MAY 2021
	3.		scale 1:100 @ A3	
4.	bal n/a		drawn: JVZ	



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FSC
colorbond pre-coated folded metal gutter and fascia trim system

EAV
eave overhang 450mm all round

CLRBD
Colorbond 'corrugated' (min 5deg) roof

ACB
selected austral brick fired clay face bricks

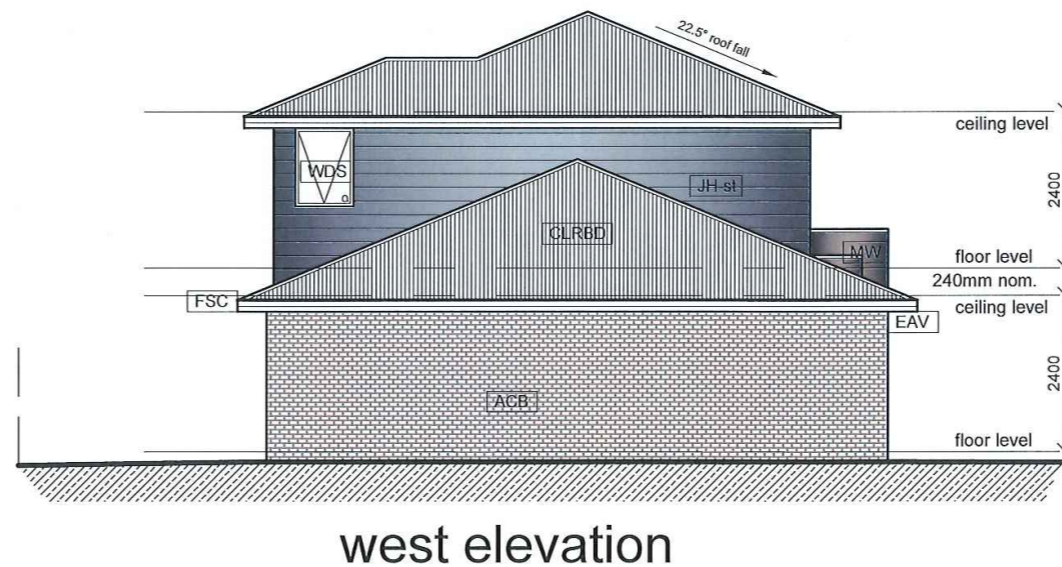
WDS
windows and doors

MW
Master Wall cladding system

JH-st
James Hardie stria cladding system



2200 x 4800mm panel lift door
selected automatic garage door
to comply with AS4505, beam over to
engineers details centered on wall
from front



ngl ——— natural ground level
fgl ——— finished ground level

elevations

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	1.	lot : 10 & 6, no. 5 & 7	sheet: 19 of 30	print date
	2.	Bradford Avenue	date: March 2021	21 MAY 2021
	3.	Prospect Vale	scale: 1:100 @ A3	
4.			bal n/a	drawn: JVZ

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- [FSC]**
colorbond pre-coated folded metal gutter and fascia trim system
- [EAV]**
eave overhang 450mm all round
- [CLRBD]**
Colorbond 'corrugated' (min 5deg) roof
- [ACB]**
selected austral brick fired clay face bricks
- [WDS]**
windows and doors
- [MW]**
Master Wall cladding system
- [JH-st]**
James Hardie stria cladding system



north elevation



east elevation

ngl ——— natural ground level
fgl ——— finished ground level

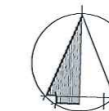
elevations

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	1.	lot : 10 & 6, no. 5 & 7	sheet: 20 of 30	print date
	2.	Bradford Avenue	date: March 2021	21 MAY 2021
	3.	Prospect Vale	scale 1:100 @ A3	bal n/a
4.			drawn: JVZ	

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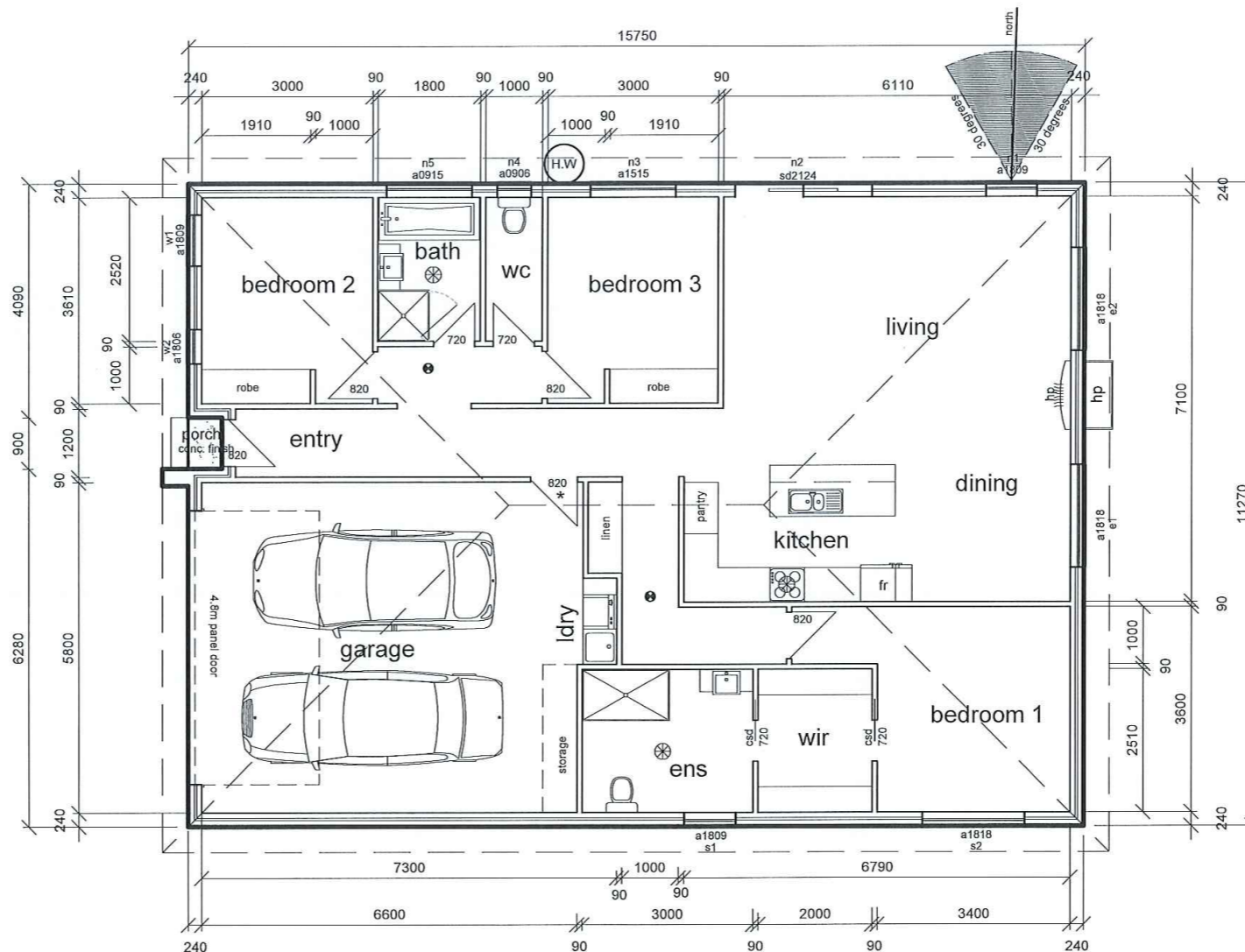
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unit 6

NOTES

- confirm all dimensions prior to construction.
- do not scale - if in doubt ask (admin@urbantas.com.au)
- ensure all stormwater is directed away from foundations
- all construction to be in accordance with NCC volume2 2019 and relevant AUS standards
- install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2 all smoke alarms must be interconnected
- location of hot water cylinder (H.W)
- heat pump unit - indoor
- heat pump unit - outdoor (hp)
- concrete / paved paths to all access points of dwelling max step ht 190mm. fall away from dwelling at 1:50min direct all stormwater to s/w pits / drains to s/w system
- all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4 and be fitted with self closing damper (or filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation hard wire fan to light switch
- b/h - bulk head over
o/h - over head cupboards
- floor finishes
- carpet finish over quality underlay to AS/NZ 2455
- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1
- the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose
- these plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction
- Urban Design Solutions are to be notified of any changes prior to commencement of construction these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Likely Compliance as issued by the building surveyor
- all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy
- * garage access to dwelling seal door to NCC volume2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a foam /rubber seal to the edges of the jamb



floor area 176.96m2
porch area 0.54m2
total floor area 177.50m2 (19.10sq)

floor plan

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	1.	lot : 10 & 6, no. 5 & 7	sheet: 21 of 30	print date
	2.	Bradford Avenue	date: March 2021	scale 1:100 @ A3
	3.	Prospect Vale	bal n/a	drawn: JVZ
4.				



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Document Set ID: 1568595
Version: 1, Version Date: 01/03/2022

FSC
colorbond pre-coated folded metal gutter and fascia trim system

EAV
eave overhang 450mm all round

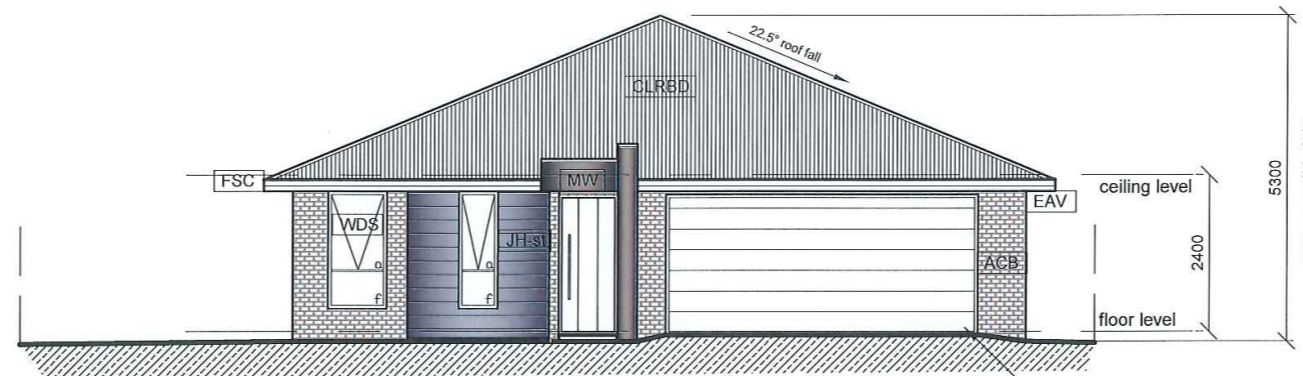
CLRBD
Colorbond 'corrugated' (min 5deg) roof

ACB
selected austral brick fired clay face bricks

WDS
windows and doors

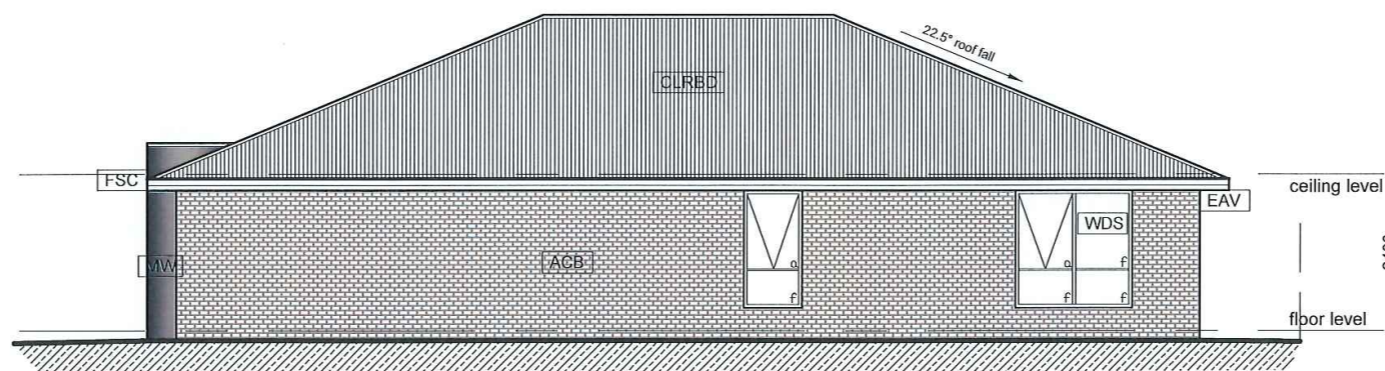
MW
Master Wall cladding system

JH-st
James Hardie stria cladding system



west elevation

2200 x 4800mm panel lift door selected automatic garage door to comply with AS4505. beam over to engineers details centered on wall from front



south elevation

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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	1.	lot : 10 & 6, no. 5 & 7	sheet: 22 of 30	print date
	2.	Bradford Avenue	date: March 2021	21 MAY 2021
	3.	Prospect Vale	scale 1:100 @ A3	drawn: JVZ
4.			bal n/a	



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FSC
colorbond pre-coated folded metal gutter and fascia trim system

EAV
eave overhang 450mm all round

CLRBD
Colorbond 'corrugated' (min 5deg) roof

ACB
selected austral brick fired clay face bricks

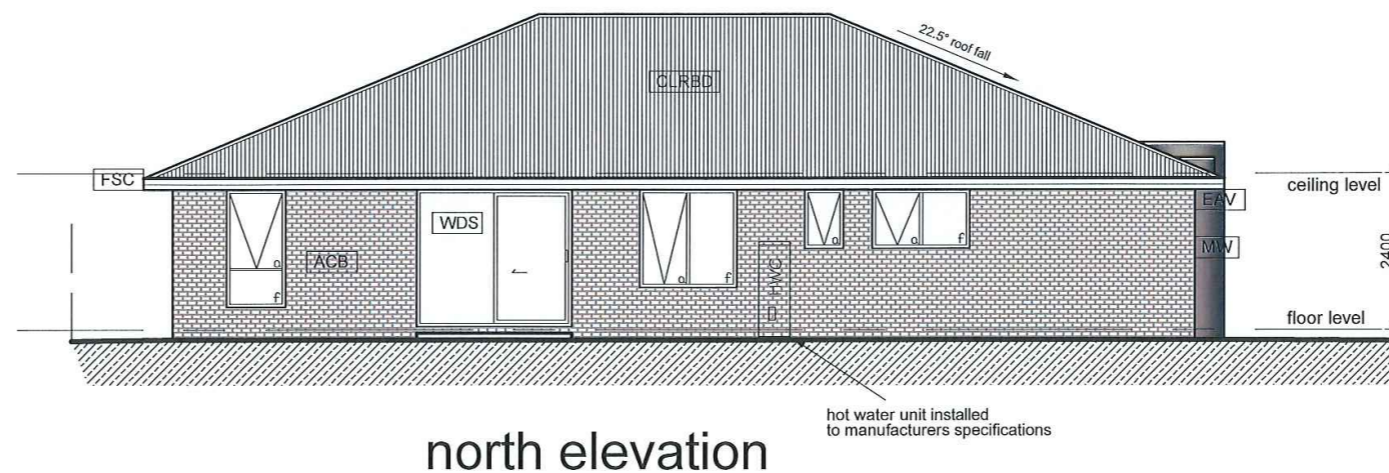
WDS
windows and doors

MW
Master Wall cladding system

JH-st
James Hardie stria cladding system



east elevation



north elevation

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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	1.	lot : 10 & 6, no. 5 & 7	sheet: 23 of 30	print date
	2.	Bradford Avenue	date: March 2021	21 MAY 2021
	3.	Prospect Vale	scale 1:100 @ A3	
	4.		bal n/a	drawn: JVZ

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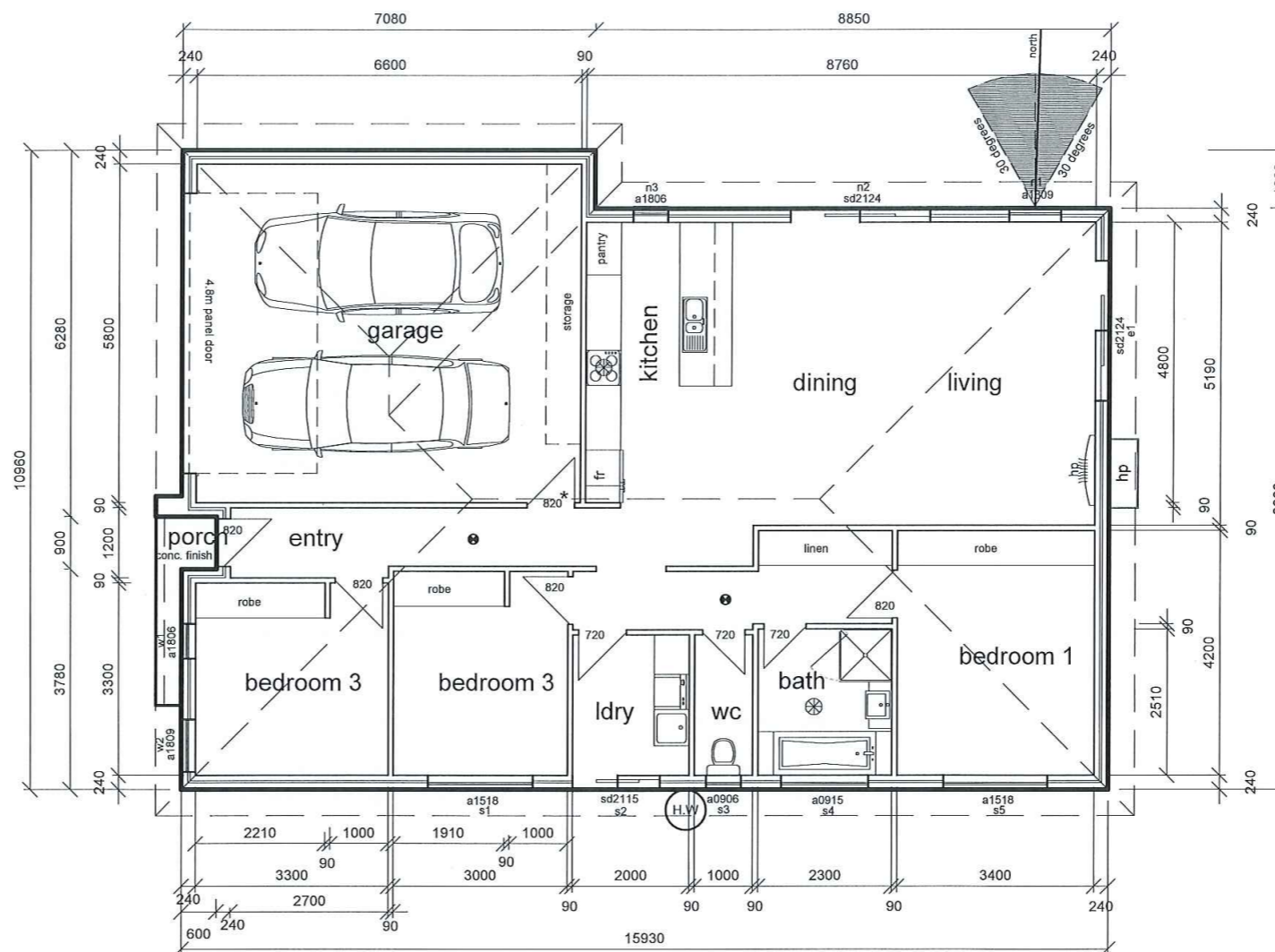


unit 7

NOTES

- confirm all dimensions prior to construction.
- do not scale - if in doubt ask (admin@urbantas.com.au)
- ensure all stormwater is directed away from foundations
- all construction to be in accordance with NCC volume2 2019 and relevant AUS standards
- install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2 all smoke alarms must be interconnected
- location of hot water cylinder (H.W)
- heat pump unit - indoor (hp)
- heat pump unit - outdoor (hp)
- concrete / paved paths to all access points of dwelling max step ht 190mm. fall away from dwelling at 1:50min direct all stormwater to s/w pits / drains to s/w system
- all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4 and be fitted with self closing damper (or filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation hard wire fan to light switch
- b/h - bulk head over
o/h - over head cupboards
- floor finishes
- carpet finish over quality underlay to AS/NZ 2455
- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1
- the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose
- these plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction
- Urban Design Solutions are to be notified of any changes prior to commencement of construction these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Likely Compliance as issued by the building surveyor
- all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

* garage access to dwelling seal door to NCC volume2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a foam /rubber seal to the edges of the jamb



floor area 165.20m²
porch area 1.99m²
total floor area 167.19m² (17.99sq)

floor plan

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	2.		date: March 2021	21 MAY 2021
	3.		scale 1:100 @ A3	
4.	bal n/a		drawn: JVZ	



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FSC
colorbond pre-coated folded metal gutter and fascia trim system

EAV
eave overhang 450mm all round

CLRBD
Colorbond 'corrugated' (min 5deg) roof

ACB
selected austral brick fired clay face bricks

WDS
windows and doors

MW
Master Wall cladding system

JH-st
James Hardie stria cladding system



2200 x 4800mm panel lift door selected automatic garage door to comply with AS4505. beam over to engineers details centered on wall from front

west elevation



hot water unit installed to manufacturers specifications

south elevation

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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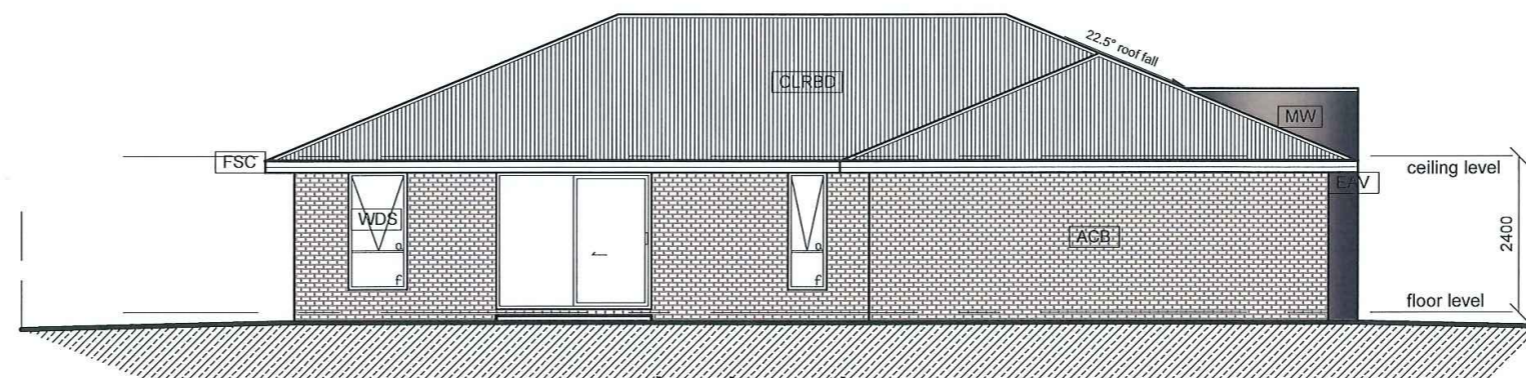
WDS
windows and doors

MW
Master Wall cladding system

JH-st
James Hardie stria cladding system



east elevation



north elevation

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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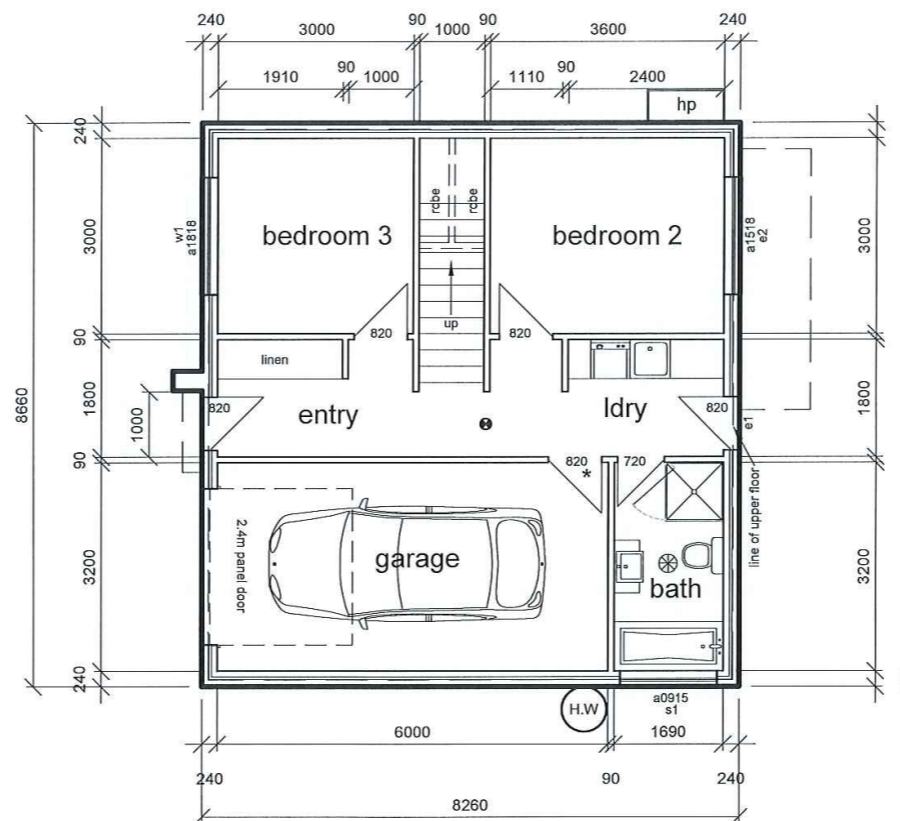


unit 8

NOTES

- confirm all dimensions prior to construction.
- do not scale - if in doubt ask (admin@urbantas.com.au)
- ensure all stormwater is directed away from foundations
- all construction to be in accordance with NCC volume2 2019 and relevant AUS standards
- install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
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upper floor area 68.18m2
 lower floor area 71.53m2
 total floor area 139.71m2 (15.03sq)

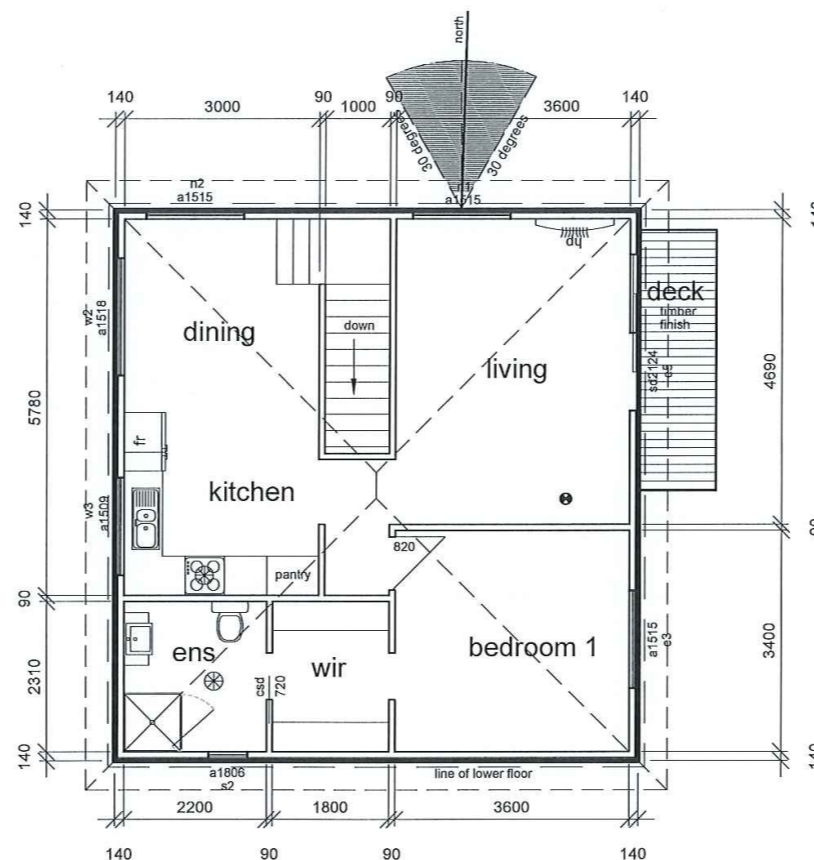
lower floor plan

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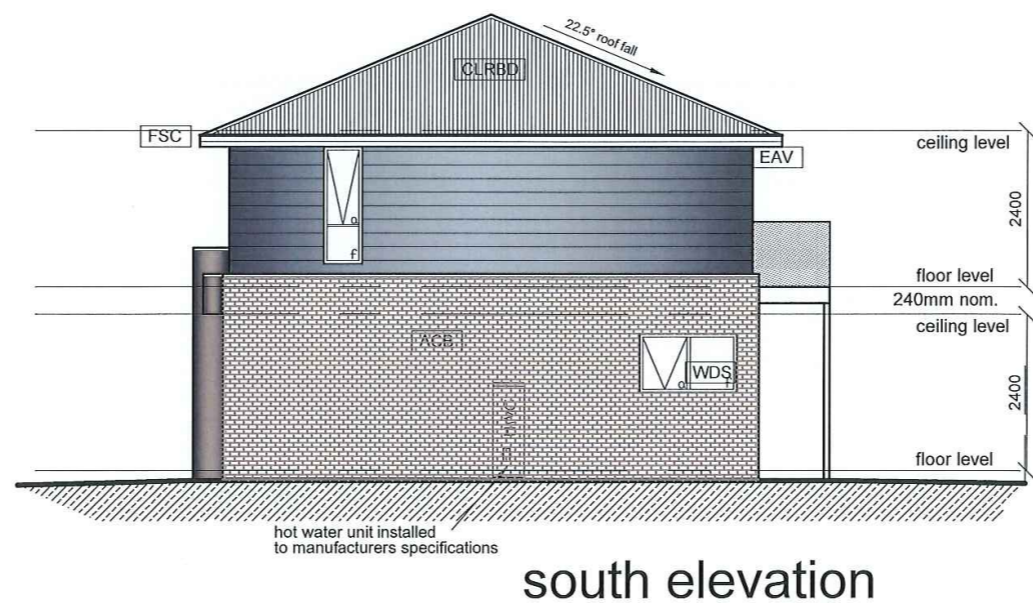
upper floor plan

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eave overhang 450mm all round
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windows and doors
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Master Wall cladding system
- JH-st**
James Hardie stria cladding system



ngl ——— natural ground level
fgl ——— finished ground level

elevations

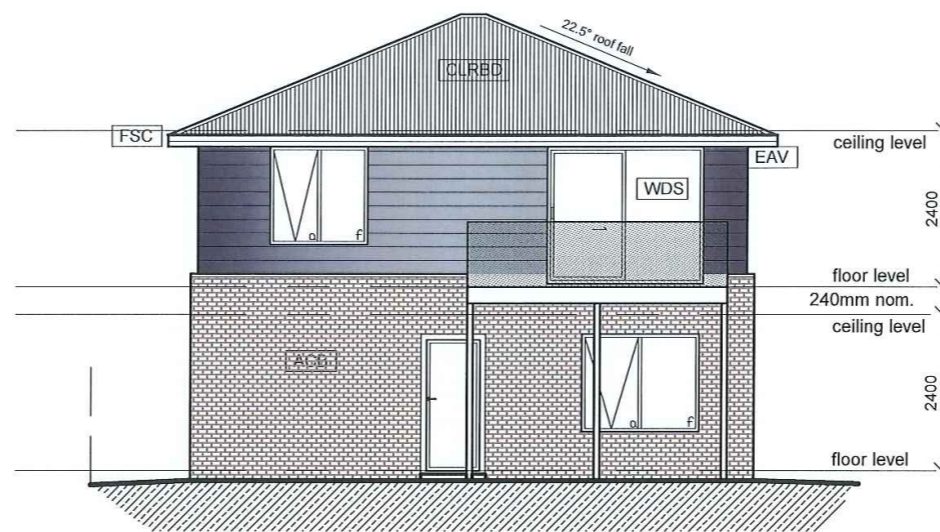
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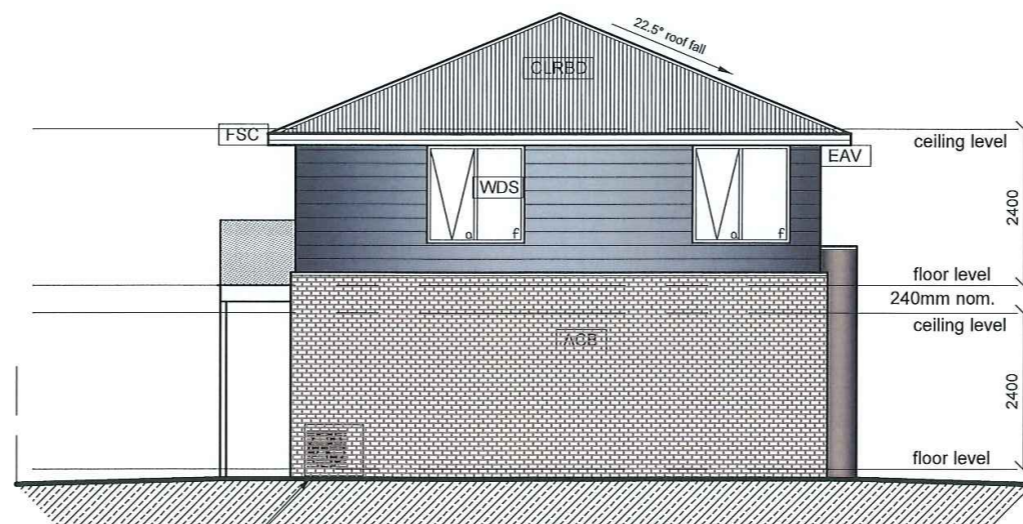
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James Hardie stria cladding system



east elevation



north elevation

heat pump unit installed to manufacturers specifications

ngl ——— natural ground level
fgl ——— finished ground level

elevations

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5-7 BRADFORD AVENUE, PROSPECT VALE

UNIT DEVELOPMENT

TRAFFIC IMPACT ASSESSMENT

FEBRUARY 2022



Traffic Impact Assessment



5-7 Bradford Avenue, Prospect Vale Unit Development

TRAFFIC IMPACT ASSESSMENT

- Draft #2
- February 2022

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Contents

Document history and status	4
1. Introduction	5
1.1 Background	5
1.2 Objectives	5
1.3 Scope of Traffic Impact Assessment (TIA)	5
1.4 References	5
1.5 Statement of Qualifications and Experience	6
1.6 Glossary of Terms	7
1.7 Site Specific Glossary of Terms	8
2. Site Description	9
3. Proposal, Planning Scheme and Road Owner objectives	10
3.1 Description of Proposed Development	10
3.2 Council Planning Scheme	11
3.3 Local Road Network Objectives	11
4. Existing Conditions	12
4.1 Transport Network	12
4.1.1 Westbury Road	12
4.1.2 Bradford Avenue	12
4.1.3 Westbury Road / Bradford Avenue junction	12
4.1.4 5-7 Bradford Avenue	14
4.2 Traffic Activity	17
4.3 Crash History	17
4.4 Services	18
4.5 Road Safety Review	18
4.6 Austroads Safe System Assessment	19
4.7 Sight Distance Review	20
4.8 Access Standard	20
5. Traffic Generation and Assignment	21
5.1 Traffic Growth	21
5.1.1 Westbury Road	21
5.1.2 Bradford Avenue	21
5.2 Trip Generation	21
5.3 Trip Assignment	22
6. Impact on Road Network	25
6.1 Traffic impact on 5-7 Bradford Avenue access	25
6.2 Traffic impact on Westbury Rd / Bradford Ave junction	26

Traffic Impact Assessment



6.3	Intersection Analysis - Westbury Rd / Bradford Ave junction	27
6.4	Proposed access and internal traffic management	28
6.5	Other impacts	28
6.5.1	Environmental	28
6.5.2	Street Lighting and Furniture	28
7.	Tas. Plan. Scheme - Meander Valley 2021	29
7.1.1	Road and Railway Assets Code C3	29
7.1.2	Parking and Sustainable Transport Code C2	30
8.	Recommendations and Conclusions	39
	Appendices	41
	Appendix A – Proposal Design Plans	42
	Appendix B – Count Data	72
	Appendix C – Tas 26m B Double Network	78
	Appendix D – Safe System Assessment	79
	Appendix E – Level of Service Descriptions	81
	Appendix F – Westbury Rd / Bradford Ave Jcn	82
	Appendix G – Intersection Analysis	83
	Appendix H – Urban CHR(s) Left turn facility	85

Traffic Impact Assessment



Document history and status

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2	14 th Feb 2022	R Burk	R Burk	14 th Feb 2022	Draft #2

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1. Introduction

1.1 Background

This TIA reviews the proposed 9 lot multiple dwelling development at 5-7 Bradford Avenue, Prospect Vale. The development involves 6*3-bedroom units and 3 existing units. The review considers the adjacent road network, road safety, parking requirements and impact of traffic due to the proposal.

This Traffic Impact Assessment (TIA) should be submitted with the development application for the proposal and has been prepared based on Department of State Growth guidelines and provides details as follows:

- Anticipated additional traffic and pedestrian movements
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic

1.2 Objectives

A traffic impact assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- Future development with traffic projections for 10 years

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Bradford Avenue and the Westbury Road junction.

1.4 References

- AS 1742.1 – 2014 – General introduction and index of signs
- AS /NZS 2890.1- 2004 – Off-street carparking
- RTA Guide to Traffic Generating Developments – 2002
- ITE Parking Generation Rates - 4th Edition 2010
- Tasmanian Planning Scheme - Meander Valley 2021
- Austroads Guidelines
 - Road Design Part 4A: Unsignalised & Signalised Intersections 2021
 - Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

Traffic Impact Assessment



1.5 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements.

Richard Burk is an experienced and qualified traffic engineer with:

- 34 years professional experience in road and traffic engineering industry
 - Director Traffic and Civil Service Pty Ltd since May 2017.
 - Manager Traffic Engineering at the Department of State Growth until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Certified Professional Engineer with Engineers Australia
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

A handwritten signature in blue ink, appearing to read 'R Burk'.

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd



1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stated number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experienced by a vehicle or pedestrian with reference to a base travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of-way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Attachment 12.1.7 Submission From Applicant

Traffic Impact Assessment



Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

MVC	Meander Valley Council
SSA	Safe System Assessment

Traffic Impact Assessment



2. Site Description

The proposed development site at 5-7 Bradford Avenue is located on the Northern side of Bradford Avenue East of the Westbury Road intersection, see Figures 1 and 2. The topography is flat and within an urban residential setting.

Figure 1 - Location of proposed development



Source: The List, DPIPWE

Figure 2 –Aerial view of development site – 5-7 Bradford Avenue



Source: The List, DPIPWE

Traffic Impact Assessment

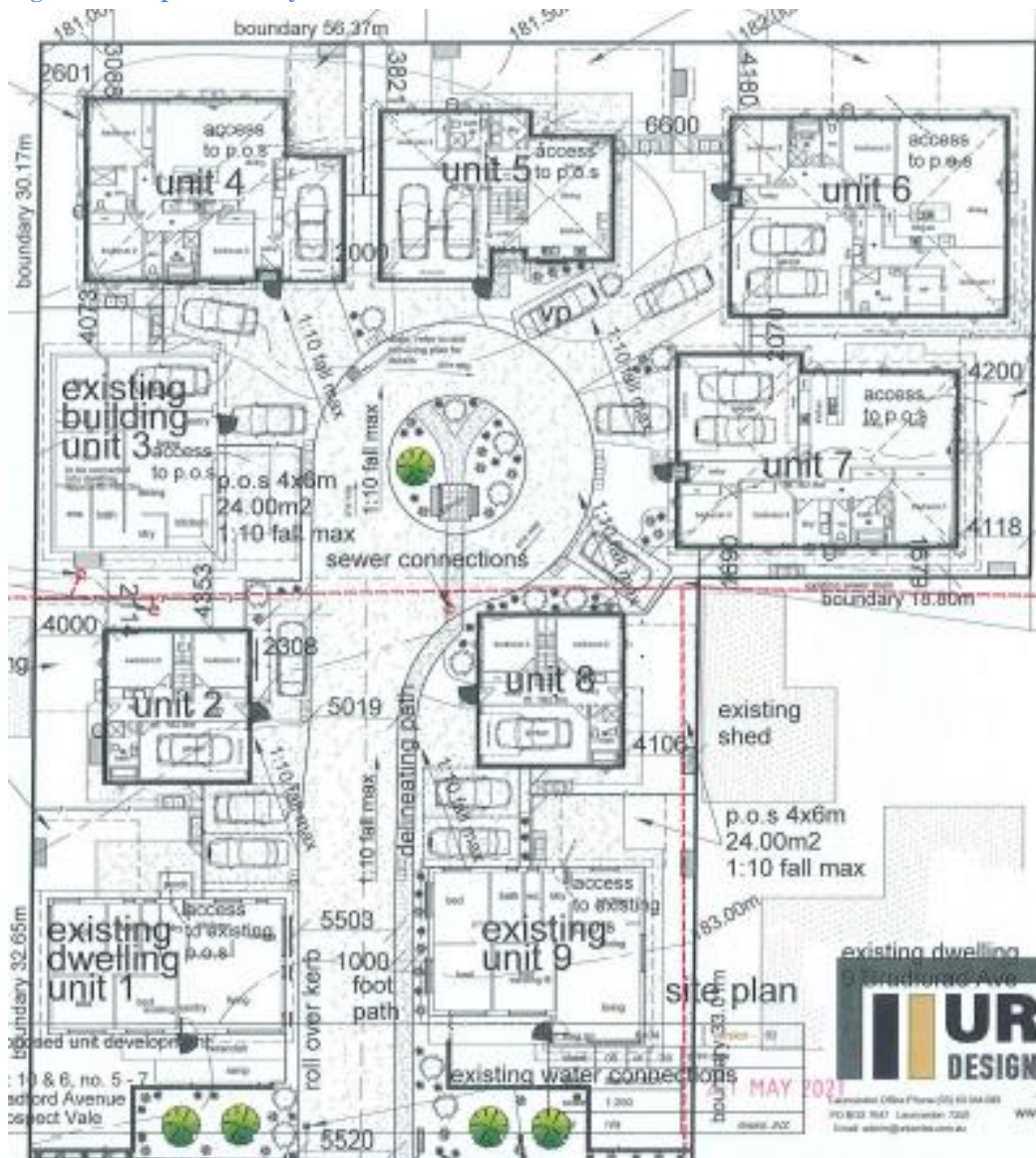


3. Proposal, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

The proposal is to develop 5-7 Bradford Avenue with 6 new residential units and retain the 3 existing units, see Figure 3. Floor plans are attached in Appendix A. Frontage to Bradford Avenue is some 38m with some 30m of on street parking space i.e 4 car parking spaces either side of the proposed driveway.

Figure 3 – Proposed site layout



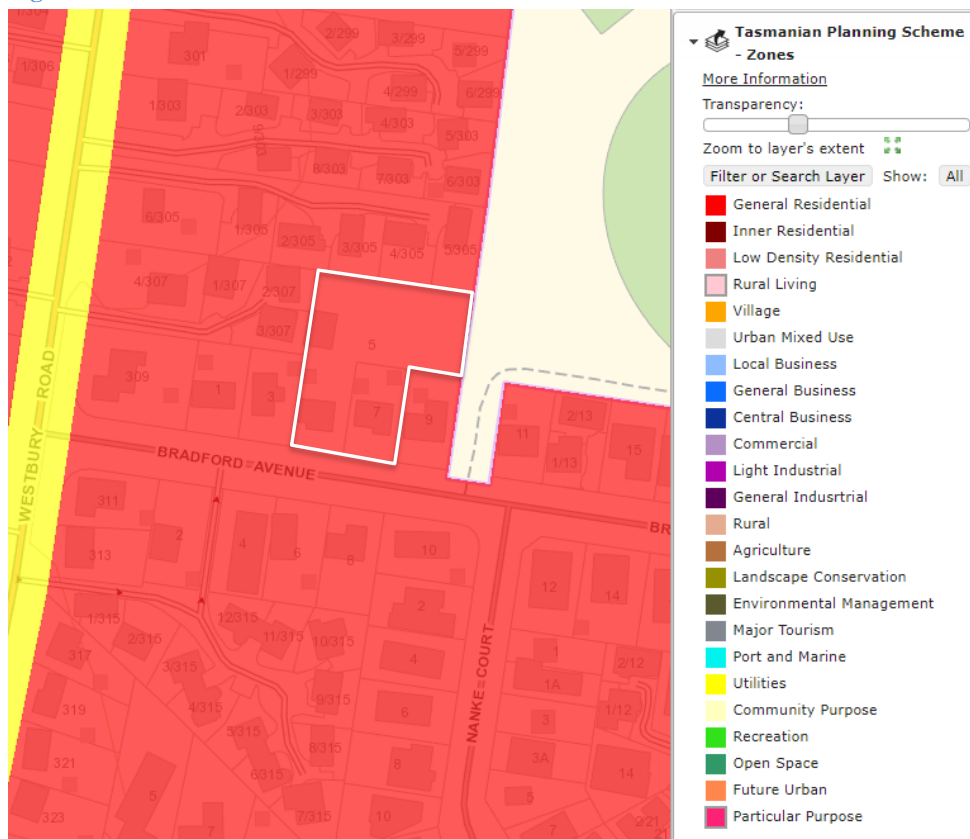
Traffic Impact Assessment



3.2 Council Planning Scheme

The proposed development involves land currently zoned in accordance with the Tasmanian Planning Scheme 2021 – Meander Valley, see Figure 4.

Figure 4 – 5-7 Bradford Avenue is zoned General Residential



Source: The List, DPIPWE

3.3 Local Road Network Objectives

The Meander Valley Community Strategic Plan 2014-2024 is a ten-year plan that outlines the future strategic directions for the Meander Valley Council including future direction for planned infrastructure services. Strategic infrastructure and transport network outcomes contained in the plan include:

- The future of Meander Valley infrastructure assets is assured through affordable planned maintenance and renewal strategies.
- The Meander Valley transport network meets the present and future needs of the community and business.



4. Existing Conditions

4.1 Transport Network

The transport network adjacent to the proposal consists of Westbury Road which has a sub arterial function connecting Prospect, Summerhill and Prospect Vale with South Launceston and the city via Wellington Street. The Westbury Road / Bradford Avenue is 400m South of the Mt Leslie Road roundabout. All relevant roads are Council Roads.

4.1.1 Westbury Road

Westbury Road is a 2-lane 2-way road with 4.7m traffic lanes and a 2.6m median turn lane and is 12m wide from face to face of kerb at the Bradford Road junction. Westbury Road has estimated AADT of 11,600 vpd and is a part of Tasmania's 26m B Double network, see Appendix C and has a posted speed limit of 60km/h.

There are footpaths both sides of the road and no specific bicycle facilities are provided. The road seal and painted line marking are in good condition and streetlighting is provided. An aerial view of the Westbury Rd / Bradford Avenue junction is shown in Figures 6.

4.1.2 Bradford Avenue

Bradford Avenue has Minor Collector Road function with a 50km/hr speed limit. The road is 8.0m wide and the seal is in good condition. Footpaths and on street parking are available both sides of the road, see Figure 5. The road is delineated with street lighting only.

Figure 5 – Looking East from the access to 5 Bradford Avenue



4.1.3 Westbury Road / Bradford Avenue junction

The Westbury Rd / Bradford Avenue junction has a channelised right turn facility with capacity to store 2 cars as can be seen in the aerial view of the junction shown in Figure 6 and Figures 7- 10.

Attachment 12.1.7 Submission From Applicant

Traffic Impact Assessment



Figure 6 – Aerial view of Westbury Road / Bradford Avenue junction



Figure 7 – Looking right along Westbury Road from Bradford Avenue



Sight distance
right is 200m.

Figure 8 – Looking left along Westbury Road from Bradford Avenue



Sight distance
left is 250m.

Traffic Impact Assessment



Figure 9 – Southern approach to Westbury Road / Bradford Avenue junction



Figure 10 – Southern approach at Westbury Road / Bradford Avenue junction



4.1.4 5-7 Bradford Avenue

The existing access to 5-7 Bradford Avenue is shown in Figures 11- 18.

Figure 11 – Aerial view of access to 5-7 Bradford Avenue



Attachment 12.1.7 Submission From Applicant

Traffic Impact Assessment



Figure 12 – Elevation view of access to 5-7 Bradford Avenue



Figure 13 – Looking right along Bradford Avenue from proposed access



Sight distance
right is 110m.

Figure 14 – Looking left along Bradford Avenue from proposed access



Sight distance
left is 160m.

Traffic Impact Assessment



Figure 15 – Bradford Avenue Western approach to proposed access



Figure 16 – Bradford Avenue Western approach at proposed access



Figure 17 – Bradford Avenue Eastern approach to proposed access



Traffic Impact Assessment



Figure 18 – 5-7 Bradford Avenue existing access is 7.7m wide



Existing access is 7.7m wide.

4.2 Traffic Activity

Traffic turning count survey data from the Westbury Road / Bradford Avenue junction is attached in Appendix B. From this data estimated AADT on the approaches to the junction are estimated at:

- Westbury Road – 11,600vpd (2021)
- Bradford Ave – 1,360vpd (2021)

4.3 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes. The 5-year reported crash history for Bradford Avenue including the junction with Westbury Road records 1 Minor injury crash only, see Figures 19 and 20. The reported 5-year crash history provides no evidence of a crash propensity.

Figure 19 – Bradford Avenue 5 Year reported crash history

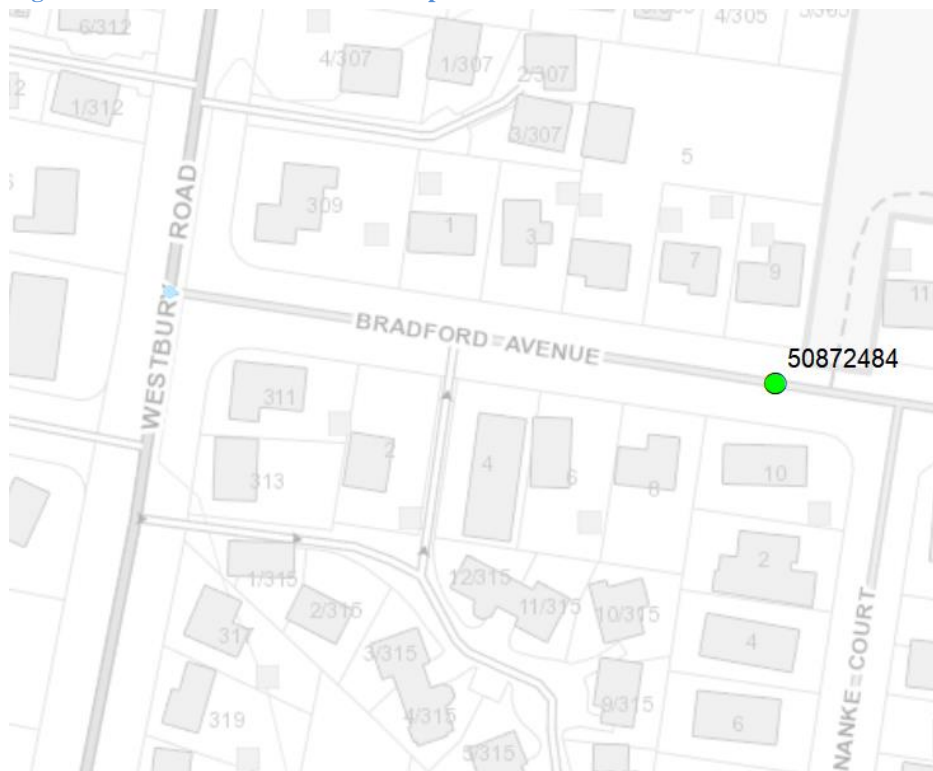
Crash Id	Description	Date	Time	Severity	Light	Speed Limit	Location	Units
50872484	171 - Left off c/way into obj. or parked veh.	23-Nov-2020	22:14	Minor	Night	50	Bradford Ave.	LV

LV | Light Vehicle
 Minor | Minor Injury

Traffic Impact Assessment



Figure 20 – Bradford Avenue 5 Year reported crash locations



4.4 Services

There do not appear to be any services that would be disaffected by the proposed vehicular access to the development site. There is no need for additional street lighting or roadside furniture.

4.5 Road Safety Review

From inspection of Bradford Avenue there does not appear to be any specific road safety deficiencies for road users in the vicinity of the proposal. The Bradford Avenue cross section is suitable for the proposed access.

Traffic Impact Assessment



4.6 Austroads Safe System Assessment

Westbury Road approaches to Bradford Avenue and Bradford Avenue has been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score is an indication of how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment the following crash risk scorers were derived:

- Westbury Road approaches to Bradford Avenue – 57/448
- Bradford Ave (Westbury Rd to Nanke Crt) – 13/448

These scores indicate a low to very low crash risk, see Figure 21. Crash risk calculations are attached in Appendix D.

Figure 21 – Austroads Safe System Assessment alignment between crash score and risk



Traffic Impact Assessment



4.7 Sight Distance Review

Sight distance available and requirements are summarised in Figure 22.

Figure 22 – Sight Distance Summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road Frontage Sight Distance			
			SISD(m) Austroads	Available Sight Distance		SSD (m) AS/NZS 2890.1
				Left(m)	Right(m)	
Bradford Av - Westbury Rd	60	60	123	150	200	65
Existing access to #5-7 Bradford Av	50	50	97	160	110	45
Proposed access to #5-7 Bradford Av	50	50	97	160	110	45

 Compliant

4.8 Access Standard

The proposed access to the 5-7 Bradford Avenue access should comply with LGAT Standard Drawing TSD-R09-v1 for an access width of 5.5m .

The standard is accessible online via the link below.

https://www.lgat.tas.gov.au/_data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf

Traffic Impact Assessment



5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2031).

5.1 Traffic Growth

5.1.1 Westbury Road

The rate of background traffic growth on Westbury Road for projection purposes is assumed to be 1.0 % to allow for future infill development:

- AADT (2021) 11,700 vpd
- AADT (2031) 12,800 vpd

5.1.2 Bradford Avenue

The rate of background traffic growth on Bradford Avenue for projection purposes is assumed to be 1.0 % to allow for future infill development:

- AADT (2021) 1,360 vpd
- AADT (2031) 1,500 vpd

5.2 Trip Generation

The applicable traffic generation rates for the proposal are as follows for medium density residential buildings:

- Up to 2-bedroom units: 4-5vpd and 0.4 - 0.5vph
- 3 or more-bedroom units: 5-6.5vpd and 0.5-0.65vph

The above traffic generation rates for Key Land Uses are sourced from the RTA Guide to Traffic Generating Developments under section 1.4 References. Figure 23 summarises the situation.

Traffic Impact Assessment



Figure 23 – Development Traffic Parameters

Development Summary					
Unit		Parking Spaces		Trip Generation	
Lot	Beds	Garage	Driveway	(vpd)	(vph)
1	3	0	2	6	0.6
2	3	1	1	6	0.6
3	2	1	1	5	0.5
4	3	1	1	6	0.6
5	3	2	1	6	0.6
6	3	2	1	6	0.6
7	3	2	1	6	0.6
8	3	1	1	6	0.6
9	3	0	2	6	0.6
Totals		10	11	53	5.3

Existing Units

5.3 Trip Assignment

Figures 24 & 25 summarise estimated traffic movements once fully developed by 2031 for :

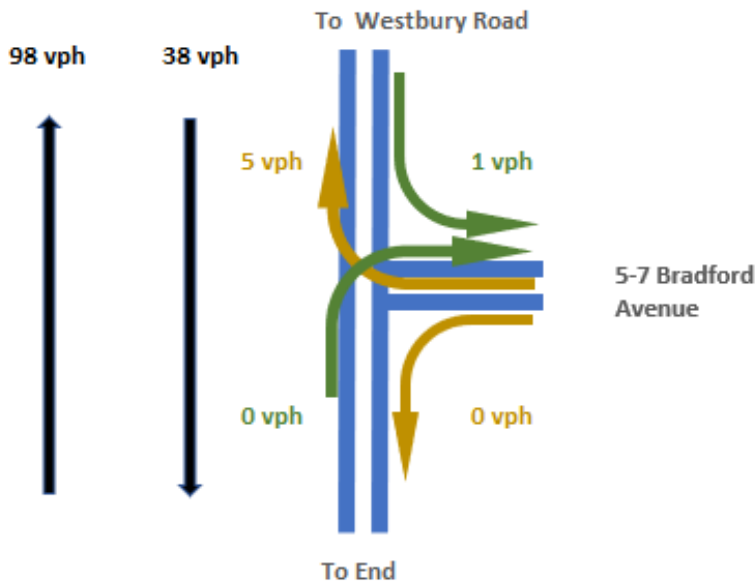
- 5-7 Bradford Avenue junction
- Westbury Road / Bradford Avenue junction.

Traffic Impact Assessment

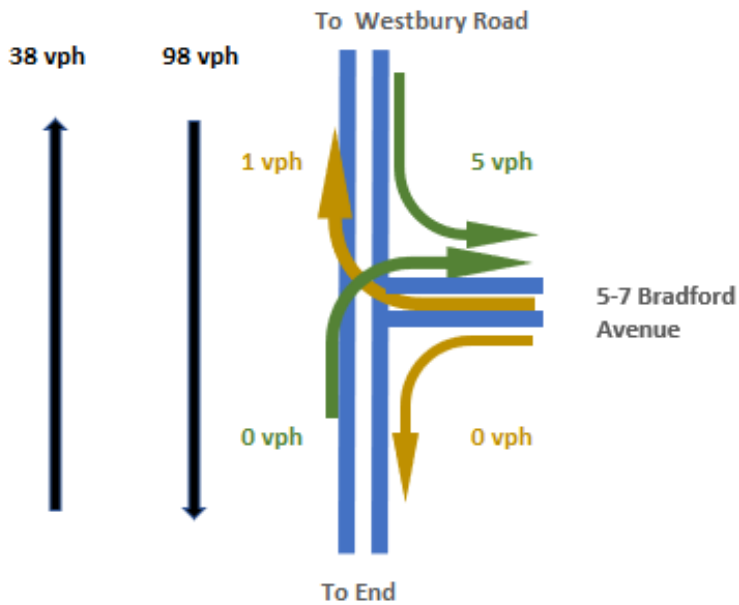


Figure 24 – Projected AM & PM traffic at 5-7 Bradford Avenue for 2031

AM Peak - 2031 with development



PM Peak - 2031 with development

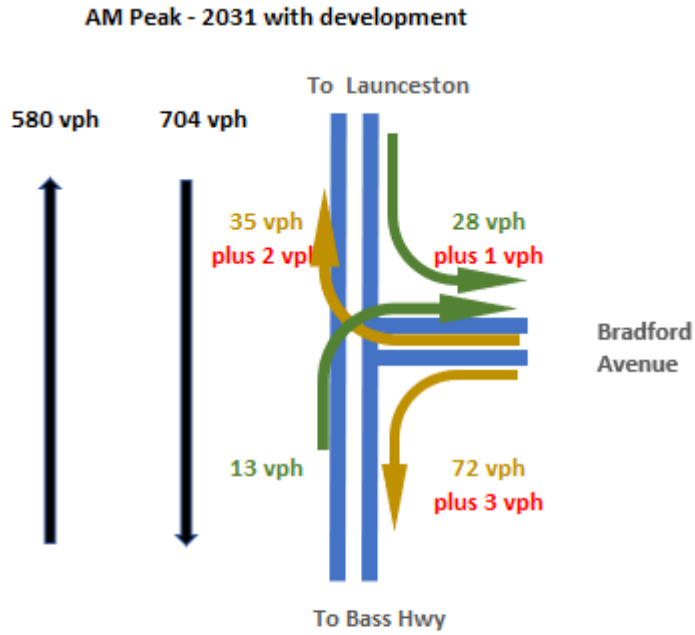


Attachment 12.1.7 Submission From Applicant

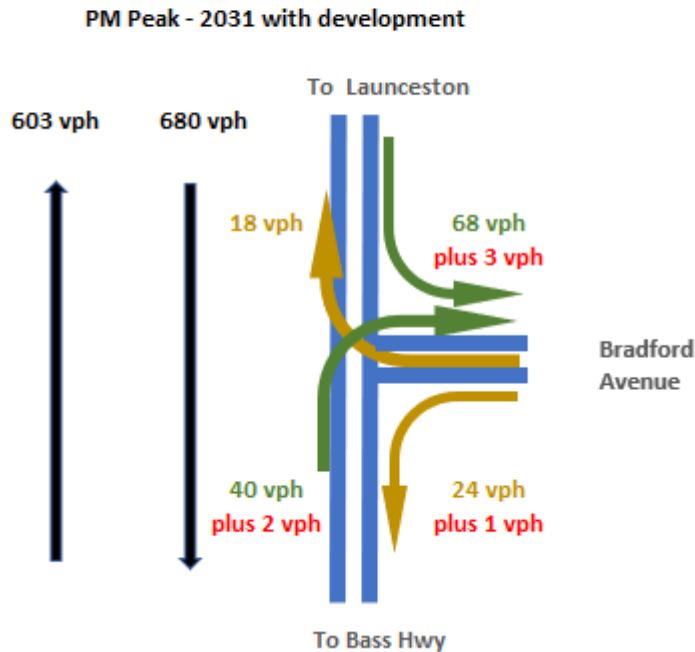
Traffic Impact Assessment



Figure 25 – Projected AM & PM traffic at Westbury Rd / Bradford Ave junction 2031



Figures in red are due to the proposal.





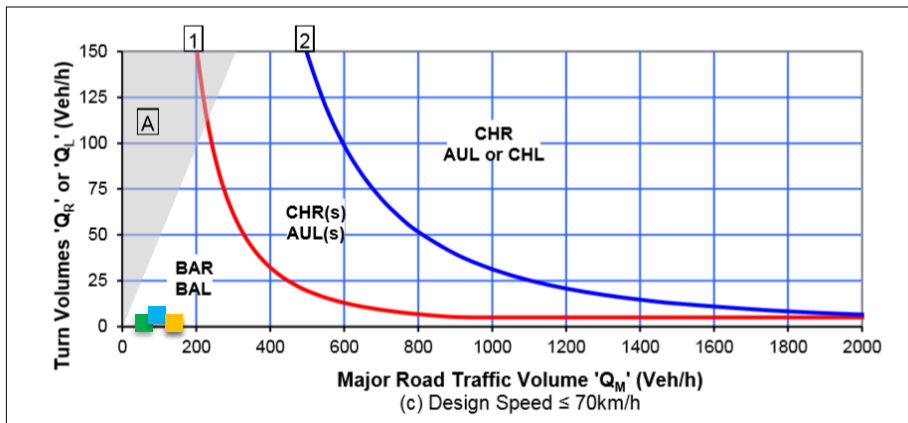
6. Impact on Road Network

6.1 Traffic impact on 5-7 Bradford Avenue access

2031 traffic flow on Bradford Avenue is estimated at 1,500 vpd and the proposal will contribute 53vpd to traffic flow on Bradford Avenue. At these traffic activity levels are no capacity issues at the 5-7 Bradford Avenue access.

Figure 26 shows that a Simple Right and Left access layout is adequate to cater for estimated traffic in 2031.

Figure 26 – Austroads junction warrant for 5-7 Bradford Avenue



Peak Hour Movement Summary(vph)		
AM	Turns	TEF
Left In	1	38
Right In	0	137

Peak Hour Movement Summary(vph)		
PM	Turns	TEF
Left In	5	98
Right In	0	143

Total Effected Flow | TEF

Traffic Impact Assessment

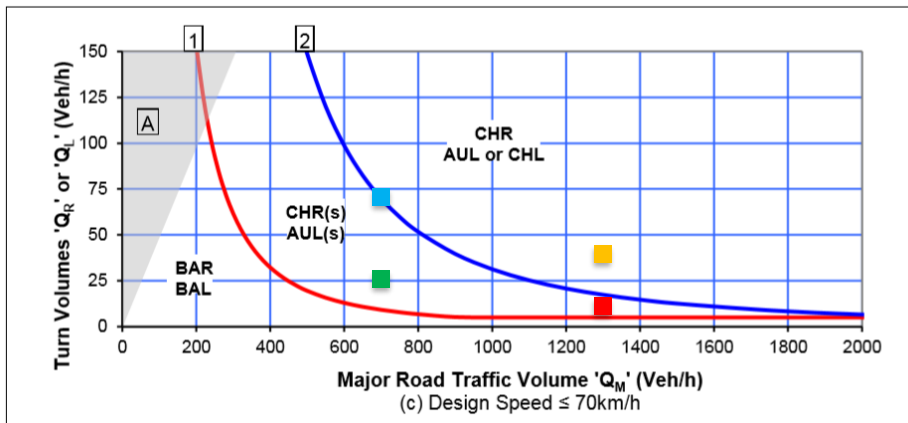


6.2 Traffic impact on Westbury Rd / Bradford Ave junction

2031 traffic flow on Westbury Rd is estimated at 12,800 vpd and the proposal will contribute 53vpd to traffic flow on the Bradford Avenue approach to Westbury Road. At these traffic activity levels are no capacity issues at the 5-7 Bradford Avenue access.

Figure 27 shows that Austroad AUL(s) left turn and CHR right turn facilities are warranted for estimated traffic in 2031, regardless of the proposal. The existing right turn facility is considered adequate to satisfy the Austroads guideline for a CHR. The West bound lane on Westbury Road is some 5m wide which is enough width to allow retrofit of a form of AUL(s) , see Appendix H for layout. .

Figure 27 – Austroads junction warrant for Westbury Rd / Bradford Ave Junction



Peak Hour Movement Summary(vph)		
AM	Turns	TEF
Left In	29	704
Right In	13	1313

Peak Hour Movement Summary(vph)		
PM	Turns	TEF
Left In	71	680
Right In	42	1354

Total Effected Flow | TEF

Traffic Impact Assessment



6.3 Intersection Analysis - Westbury Rd / Bradford Ave junction

From intersection analysis with Sidra Intersection 9.0 Plus software the Westbury Road / Bradford Avenue junction will continue to operate satisfactorily by 2031, see Figure 28.

The junction layout used for modelling purposes is shown in Appendix F and the movement summaries from the intersection analysis are attached in Appendix G. Austroad Level of Service Descriptions are attached in Appendix E.

The analysis shows that:

- The short right turn facility on the Westbury Road southern approach to the Bradford Avenue junction has adequate capacity to cater for right turners to Bradford Street.
- The right turn from Bradford Avenue onto Westbury Road will operate at LOS E at peak times involving delays of some 40 seconds by 2031. If the delays become unacceptable right turners have the option of turning left and either U turning at the Vale Street roundabout or using the Bass Highway.

LOS E is considered acceptable on side roads such as Bradford Avenue. Importantly, the proposal has negligible impact on the operation of the junction with the Westbury Road as peak hour through traffic is the primary factor influencing operation of the junction. The analysis demonstrates that the existing junction layout is adequate beyond 2031.

Figure 28 – Westbury Rd / Bradford Ave Junction Analysis Summary

Approach		Delays (secs)		Queue (veh.)	LOS
2031					
P e a k	Westbury Rd (Sth)	Thru	0.1	0	A
		Right	9.7	0.1	A
	Bradford Ave	Left	13.7	1.7	B
		Right	40.9	1.7	E
	Westbury Rd (Nth)	Left	5.7	0	A
		Thru	0.1	0	A
P M	Westbury Rd (Sth)	Thru	0.1	0	A
		Right	10.1	0.3	B
	Bradford Ave	Left	9.8	0.6	A
		Right	37.8	0.6	E
	Westbury Rd (Nth)	Left	5.7	0	A
		Thru	0.1	0	A

Traffic Impact Assessment



6.4 Proposed access and internal traffic management

The proposed access and driveway provide suitably for 2-way internal traffic movements.

The access and driveway do not need to cater for a light rigid garbage truck as there is sufficient footpath on Bradford Street to cater for the garbage bin collection.

6.5 Other impacts

6.5.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads
- Air Pollution, Dust and Dirt and Ecological Impacts
- Heritage and Conservation values

6.5.2 Street Lighting and Furniture

The proposal does not require additional street lighting in Bradford Avenue. The proposal does not justify further roadside furniture such as bus shelters, seats, direction signs, cycle racks, landscaping, street trees or fencing on Bradford Avenue.



7. Tas. Plan. Scheme - Meander Valley 2021

7.1.1 Road and Railway Assets Code C3

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

Acceptable solution A1.4: Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:

- (a) The amounts in Table C3.1*
- (b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and*

A1.4 is not satisfied from Table C3.1 as proposal involves an estimated 53 vehicle movements per day for vehicles up to 5.5m in length.

Performance Criteria P1

Vehicular traffic to and from the site must minimise and adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (a) any increase in traffic caused by the use, increase in traffic is estimated at 53vpd which is a very minor increase in the volume of traffic using the road currently estimated at 1,360 vpd;*
- (b) the nature of the traffic generated by the use. Traffic generated by the proposal will be light vehicles only*
- (c) the nature of the road. Bradford Avenue has a Minor Collector Road function*
- (d) the speed limit and traffic flow of the road. The speed limit on Bradford Avenue is 50km/h which is considered appropriate for the function of the road*
- (e) any alternative access to a road. There is no alternative access.*
- (f) The need for the use. The use is required for residential access based on commercial need.*
- (g) Any traffic impact assessment. This traffic impact assessment considers the proposal to be safe and efficient in terms of impact on traffic*
- (h) Any advice received from the rail or road authority. MVC have provided traffic data.*

The proposal does not disaffect on street parking, pedestrian safety and amenity, traffic safety, residential amenity or the streetscape on Bradford Avenue. From Austroad Safe

Traffic Impact Assessment



System Assessment Bradford Avenue has a very low crash risk, see Section 4.6. The proposed driveway arrangement is assessed as safe. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

7.1.2 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- (a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,*
- (b) The site is contained within a parking precinct plan and subject to Clause C2.7,*
- (c) The site is subject to Clause C2.5.5; or*
- (d) It relates to an intensification of an existing use or development or a change of use where:*
 - i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or*
 - ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

Attachment 12.1.7 Submission From Applicant

Traffic Impact Assessment



In accordance with (d)(ii) - table C2.1 for residential use requires:

- 2 spaces / dwelling for 2 or more-bedroom dwelling in General Residential Zone
- 1 visitor parking space / 3 dwellings in General Residential Zone.

The requirement is for 9 dwellings is 18 parking spaces and 3 visitor parking spaces i.e . 21 parking spaces in total. The proposal includes:

- 20 dedicated onsite dwelling parking spaces
- 1 onsite parking space
- 4 on street parking spaces are available with frontage to the development site.

A1 is technically not satisfied:

- **the proposal involves 1 dedicated onsite visitor parking space with on street visitor parking space capacity for 4 vehicles.**
- **3 dedicated onsite visitor parking spaces are required.**

Performance Criteria P1.1

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

- (a) the availability of off-street public car parking spaces within reasonable walking distance of the site;
- (b) the ability of multiple users to share spaces because of:
 - (i) variations in car parking demand over time; or
 - (ii) efficiencies gained by consolidation of car parking spaces;
- (c) the availability and frequency of public transport within reasonable walking distance of the site;
- (d) the availability and frequency of other transport alternatives;
- (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;
- (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;
- (g) the effect on streetscape; and
- (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

Traffic Impact Assessment



- 4 safe on street parking spaces are available for visitor parking with frontage to the development site.
- The development is on a public transport route (Metro)

P1.1 is satisfied

Performance Criteria P1.2

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

- (a) the nature and intensity of the use and car parking required;
- (b) the size of the dwelling and the number of bedrooms; and
- (c) the pattern of parking in the surrounding area.

The proposal exceeds car parking for dwellings criteria. **P1.2 is satisfied**

C2.5.2 Bicycle parking numbers

No requirement.

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1

The number of on-site motorcycle parking spaces for all uses must:

- (a) Be no less than the number specified in Table C2.4. and*
- (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle spaces is maintained.*

Table C2.5.3 specifies a requirement of 1 motorcycling space where the number of car parking spaces required is 0-20. 21 car and 1 motorcycle space are proposed.

A1 is deemed satisfied.

C2.5.4 Loading Bays

Acceptable Solution A1

A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.

Dwelling floor areas are less than 1000m². **A1 is not applicable.**



C2.6.1 Construction of parking areas

Acceptable Solution A1

All parking, access ways, manoeuvring and circulation spaces must:

- (a) be constructed with a durable all-weather pavement,*
- (b) be drained to the public stormwater system, or contain stormwater on the site; and*
- (c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*

Sealed parking spaces and driveway is proposed, see Appendix A, **A1 is satisfied.**

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1

Parking, accessways, manoeuvring and circulation spaces must All parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

- i. have a gradient in accordance with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.*
 - ii. Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces. Satisfied*
 - iii. Have an access width not less than the requirements in Table C2.2.*
Proposal provides an access width of 5.5m which satisfies Table C2.2 where ≥ 21 parking spaces are proposed.
 - iv. Have car parking space dimensions which satisfy the requirements in Table C2.3.*
90-degree parking spaces are proposed 2.6m wide* 5.4m long which match Table C2.3.
 - v. Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.*
Manoeuvre space exceeding 6.4m is available satisfying Table C2.3.
 - vi. Have a vertical clearance of not less than 2.1 metres above the parking surface level, Satisfied.*
 - vii. Excluding a single dwelling, be delineated by line marking or other clear physical means. Satisfied.*
- (b) Comply with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.*

A1.1 is satisfied.

Traffic Impact Assessment



Acceptable Solution A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) Be located as close as practical to the main entry point to the building. Satisfied.*
- (b) be incorporated into the overall car park design. Satisfied.*

- (c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.*

Not applicable for the proposed use.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1

The number of accesses provided for each frontage must:

- (a) be no more than 1; or*
- (b) no more than the existing number of accesses whichever is greater.*

A single two-way access 5.5m wide is proposed. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1

Applies to uses that require 10 or more car parking space must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

- i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
- ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

The proposal, see Figure 29, provides a 1m wide footpath that is not:

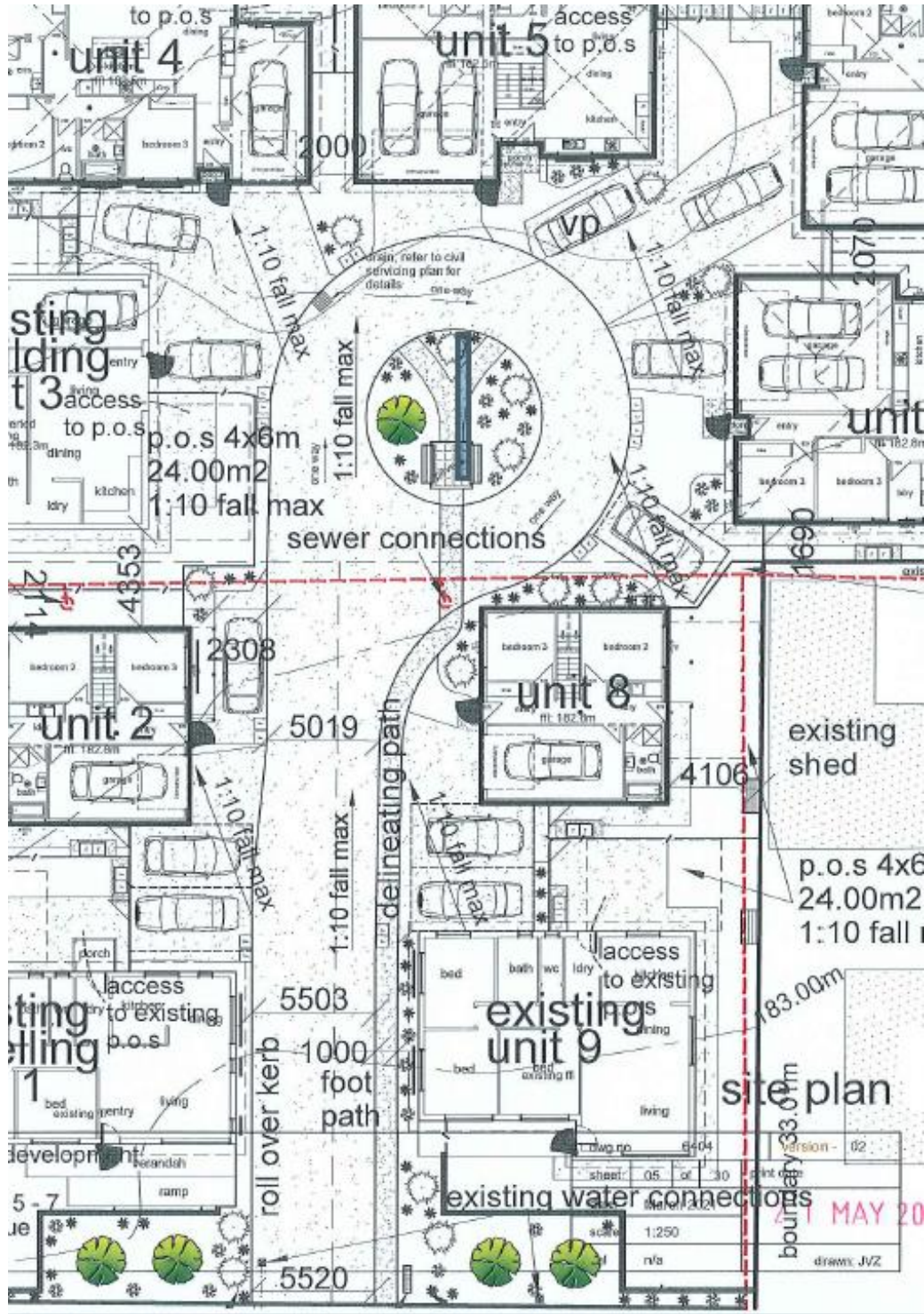
- a horizontal distance of 2.5m between the edge of the path and access way
- provided with protective devices.

A1.1 is not satisfied.

Traffic Impact Assessment



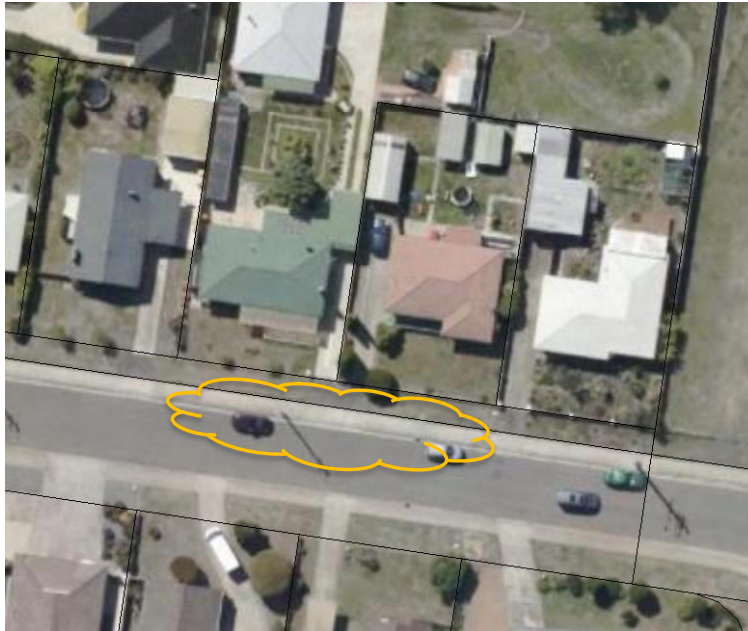
Figure 29 – Proposed pedestrian access to 5-7 Bradford Avenue



Traffic Impact Assessment



Figure 30 – Existing pedestrian access to 5-7 Bradford Avenue



- On Street parking capacity for up to 4 visitors.
- Existing footpath

Performance Criteria P1

Safe and convenient pedestrian access must be provided within parking areas, regarding:

- (a) *the characteristics of the site;* The site is flat and sight lines to pedestrians are clear.
- (b) *the nature of the use;* Each unit has parking immediately adjacent in the form of 1 or 2 space garage and 1 space with the driveway, this minimises pedestrian exposure to internal traffic.
- (c) *the number of parking spaces;* Typically, 2 or 3 parking spaces are provided per unit.
- (d) *the frequency of vehicle movements;* Traffic activity peaks at 6 vph which is a low rate of exposure
- (e) *the needs of persons with a disability;* No particular needs are apparent.
- (f) *the location and number of footpath crossings;* Footpath is provided mainly along the Eastern side of the main driveway and utilises the central island of the cul-de-sac as shown in Figure 29.
- (g) *vehicle and pedestrian safety.*

Attachment 12.1.7 Submission From Applicant

Traffic Impact Assessment



- Traffic activity is very low peaking at some 6 vph at Bradford Street and typically less than that internally with pedestrian activity very low as the proposal is for a unit development.
- The standard of infrastructure is high with :
 - separation of vehicular and pedestrian traffic
 - clear lines of sight between vehicles and pedestrians
 - flat easily negotiable path and driveway surfaces for pedestrians to negotiate with minimal hazards for pedestrians.
 - short distances (5m) for pedestrians to cross the internal driveway.
 - Available on street parking for use as visitor parking is safe as the Bradford Avenue frontage has existing footpath and there is a safe proposed footpath link to the development with ample capacity to provide for >2 visitor parking spaces, see Figures 29 and 30.
- The speed environment is very low, estimated at < 30km/h.

Accordingly pedestrian crash risk is assessed as very low in accordance with Austroads Safe System Methodology and the proposed pedestrian facilities are considered adequate.

(h) the location of any access ways or parking aisles and

With the proposed pedestrian facilities, pedestrians have minimal exposure to conflict with driveways

(i) any protective devices proposed for pedestrian safety.

Protective devices for pedestrians are not considered necessary as from Austroads Safe System Assessment Methodology crash risk for pedestrians is very low.

The proposed pedestrian facilities are assessed as safe and adequate. **P1 is satisfied.**

Acceptable Solution A1.2

In parking areas containing accessible car parking spaces for uses by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

A1.2 is not applicable for the proposed use.

Traffic Impact Assessment



C2.6.6 Loading bays

Acceptable Solution A1

The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.

A1 is not applicable for the proposed use.

Traffic Impact Assessment



8. Recommendations and Conclusions

This traffic impact assessment has been prepared to consider the proposed multiple dwelling development at 5-7 Bradford Avenue, Prospect Vale.

Bradford Avenue estimated AADT is 1,360vpd (2021) and projected to increase to 1,500 vpd by 2031 in the vicinity of the proposed access. It is estimated the proposal will contribute 53vpd and 6vph at peak times once fully developed. Due to the low traffic activity level the increase in traffic will be easily accepted by Bradford Avenue.

The assessment has reviewed the existing road conditions, crash history and road safety including an Austroads Safe System assessment and intersection analysis.

From analysis of the Westbury Road / Bradford Avenue junction the following observations are made:

- The junction meets the Austroad junction warrant for an AUL(s) left turn facility regardless of the proposal. It is considered that the existing West bound lane width of 5m is sufficient to retrofit a form of AUL(s) facility.
- Intersection analysis demonstrates the short right turn facility on Westbury Road for access to Bradford Avenue is sufficient to cater for expected traffic activity in 2031.
- Intersection analysis demonstrates the right turn movement from Bradford Avenue onto Westbury Road will operate at LOS E by 2031 regardless of the proposal. LOS E on a side road is considered acceptable. Traffic may alternatively turn left and U Turn at the Vale Street Roundabout or use the Bass Highway.

No traffic safety issues were apparent in the vicinity of the proposal and the five -year reported crash history provides no evidence of a crash propensity in the vicinity of the proposed access or existing junction with Westbury Road. Safe System Assessment of Bradford Avenue indicates the existing situation at the access has a very low crash risk.

Evidence is provided to demonstrate that the proposal satisfies the Road and Railway Assets Code C3 and Car Parking and Sustainable Transport Code C2 requirements of the Tasmanian Planning Scheme – Meander Valley 2021.

Attachment 12.1.7 Submission From Applicant

Traffic Impact Assessment



Recommendations:

- *Widen existing access to 5.5m wide in a manner consistent with LGAT Standard Drawing for Urban Road Driveways TSD-R09-v1.*
- *Council consider retrofitting an AUL(s) left turn facility at the Westbury Road / Bradford Avenue junction regardless of the proposal. Existing traffic activity meets the warrant for an AUL(s) facility and is not considered attributable to the proposal.*

Overall, it has been concluded that the proposed development will not create any traffic issues and traffic will continue to operate safely and efficiently along Bradford Avenue.

Based on the findings of this report and subject to the recommendation above, the proposed development is supported on traffic grounds.

Traffic Impact Assessment



Appendices



Appendix A – Proposal Design Plans

proposed unit development

lot: 10 & 6, no. 5 - 7
Bradford Avenue
Prospect Vale

job no.	5434	
sheet no.	01	of cover sheet
	02	of survey plan extract
	03	of overall site plan
	04	of site section
	05	of site section
	06	of demolition plan
	07	of existing floor plan - unit 1
	08	of existing floor plan - unit 3
	09	of existing floor plan - unit 5
	10	of lower floor plan - unit 2
	11	of upper floor plan - unit 2
	12	of elevations - unit 2
	13	of elevations - unit 2
	14	of floor plan - unit 4
	15	of elevations - unit 4

sheet no.	16 of elevations - unit 4	
	17	of lower floor plan - unit 5
	18	of upper floor plan - unit 5
	19	of elevations - unit 5
	20	of elevations - unit 5
	21	of floor plan - unit 6
	22	of elevations - unit 6
	23	of elevations - unit 6
	24	of floor plan - unit 7
	25	of elevations - unit 7
	26	of elevations - unit 7
	27	of lower floor plan - unit 8
	28	of upper floor plan - unit 8
	29	of elevations - unit 8
	30	of elevations - unit 8

attachments	certificate of title - SP000010 & SP020036 property ID: 7024830 & 7024849	
areas	land area	2503.00sqm2
	dwelling area (new)	606.31sqm2
	dwelling area (existing)	357.00sqm2 approx
	impervious area	662.61sqm2
	site cover	74.10% approx

21 MAY 2021

CLADDING / PRODUCTS OUTSIDE NCC D.T.S. PROVISIONS
all cladding / products used that do not meet NCC D.T.S. provisions are to be installed solely to manufacturer installation requirements including fastening
if cladding maintenance is required the product manufacturers guide is to be handed to the occupants at the time of the occupancy
copy of the relevant manufacturer / distributor manual to be forwarded to the building developer prior to commencement of installation
use of different claddings will require amendment of plans / permits

Cladding - James Huelbe System Zoko
Master Wall Cladding Systems

THESE DRAWINGS ARE PROVIDED BY CONTRACTOR AND
REPRESENTATION OF DESIGN DEVELOPER'S WORK
THEY ARE NOT TO BE USED FOR ANY OTHER
PURPOSES WITHOUT THE WRITTEN CONSENT OF
THE DESIGN DEVELOPER
THESE DRAWINGS ARE NOT TO BE USED FOR ANY OTHER
PURPOSES WITHOUT THE WRITTEN CONSENT OF
THE DESIGN DEVELOPER
BY DESIGNER P19 1/18

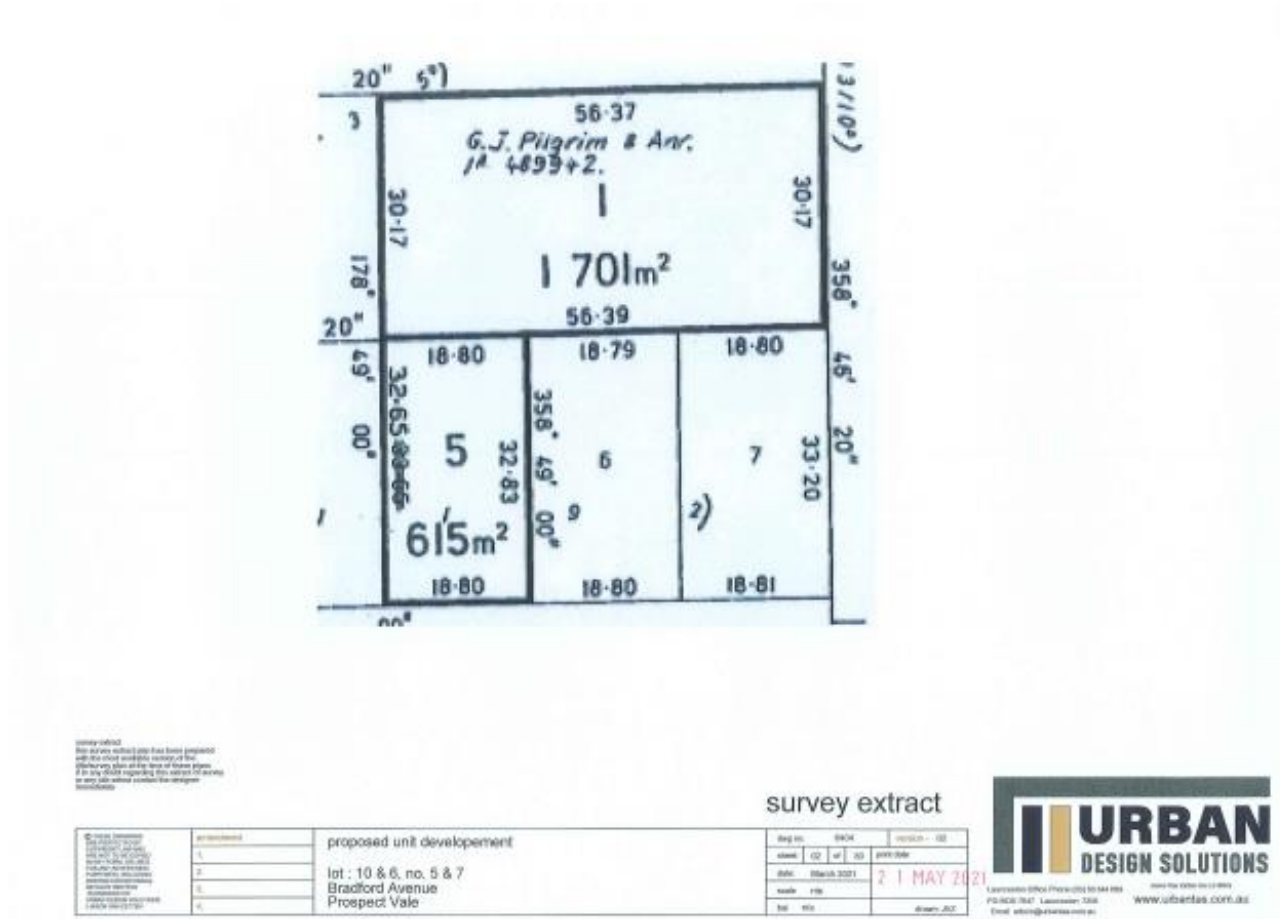
HIA member

URBAN DESIGN SOLUTIONS
Landscape Office Phone (02) 83 340 060
PO BOX 1947 Ashmore NSW
Email: urban@urbansolutions.com.au
www.urbansolutions.com.au

42 | Page

Attachment 12.1.7 Submission From Applicant

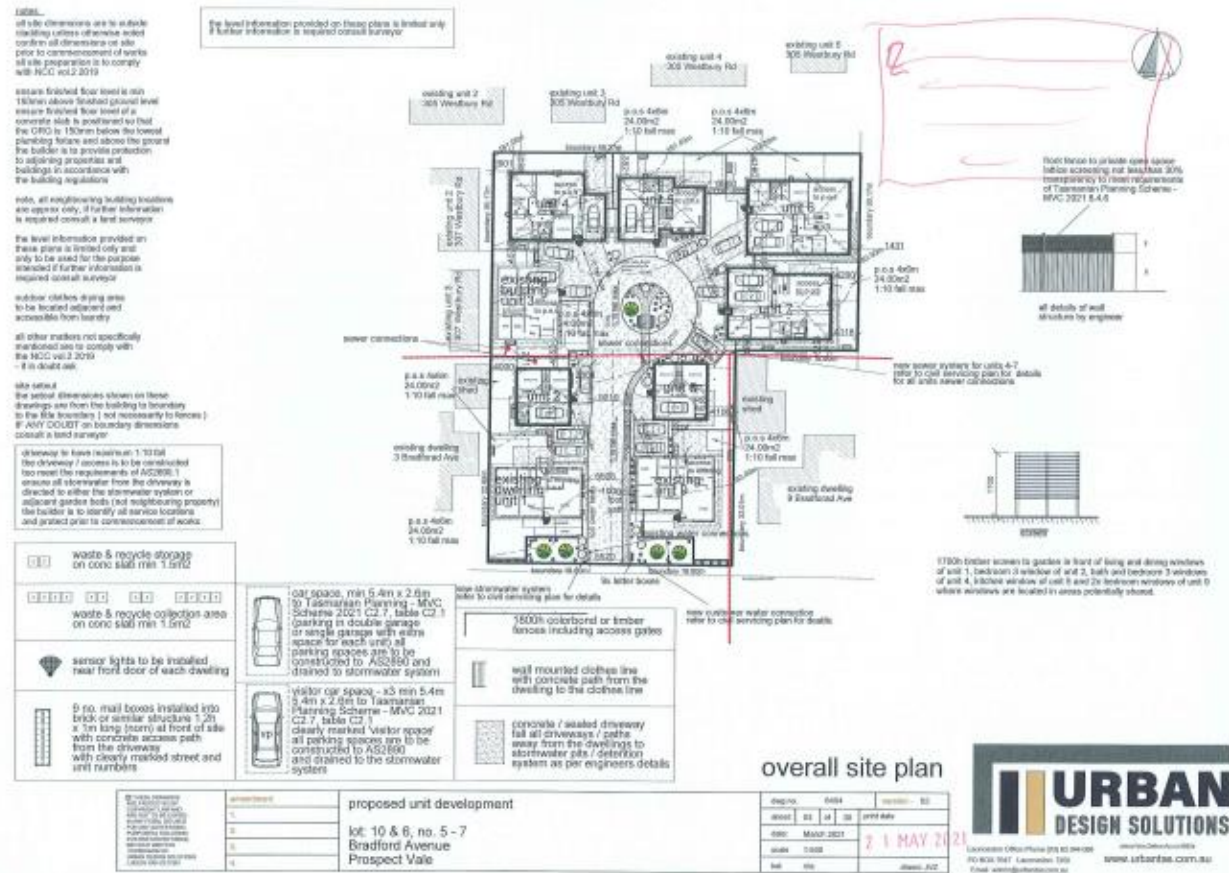
43 | Page



Traffic Impact Assessment

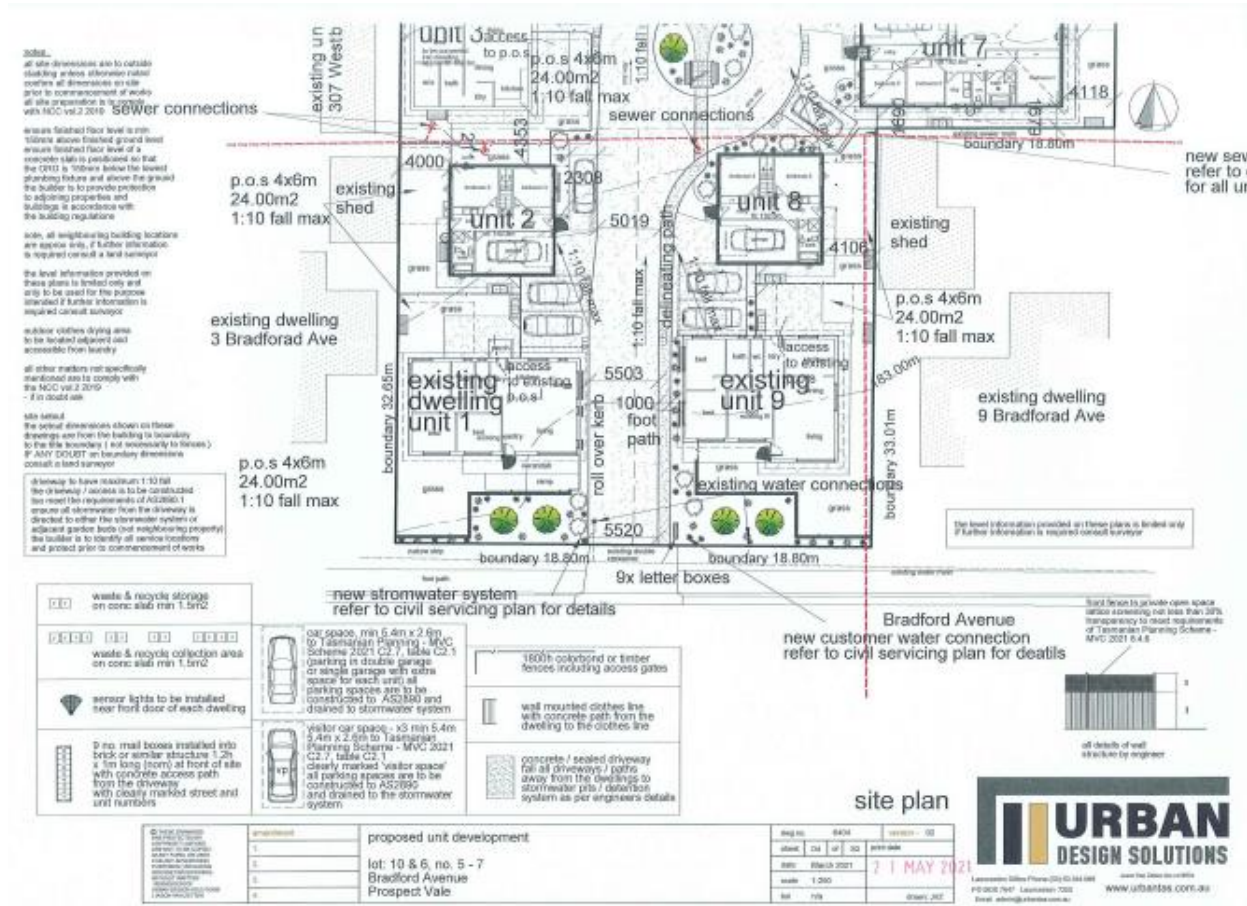
Attachment 12.1.7 Submission From Applicant

44 | Page



Traffic Impact Assessment

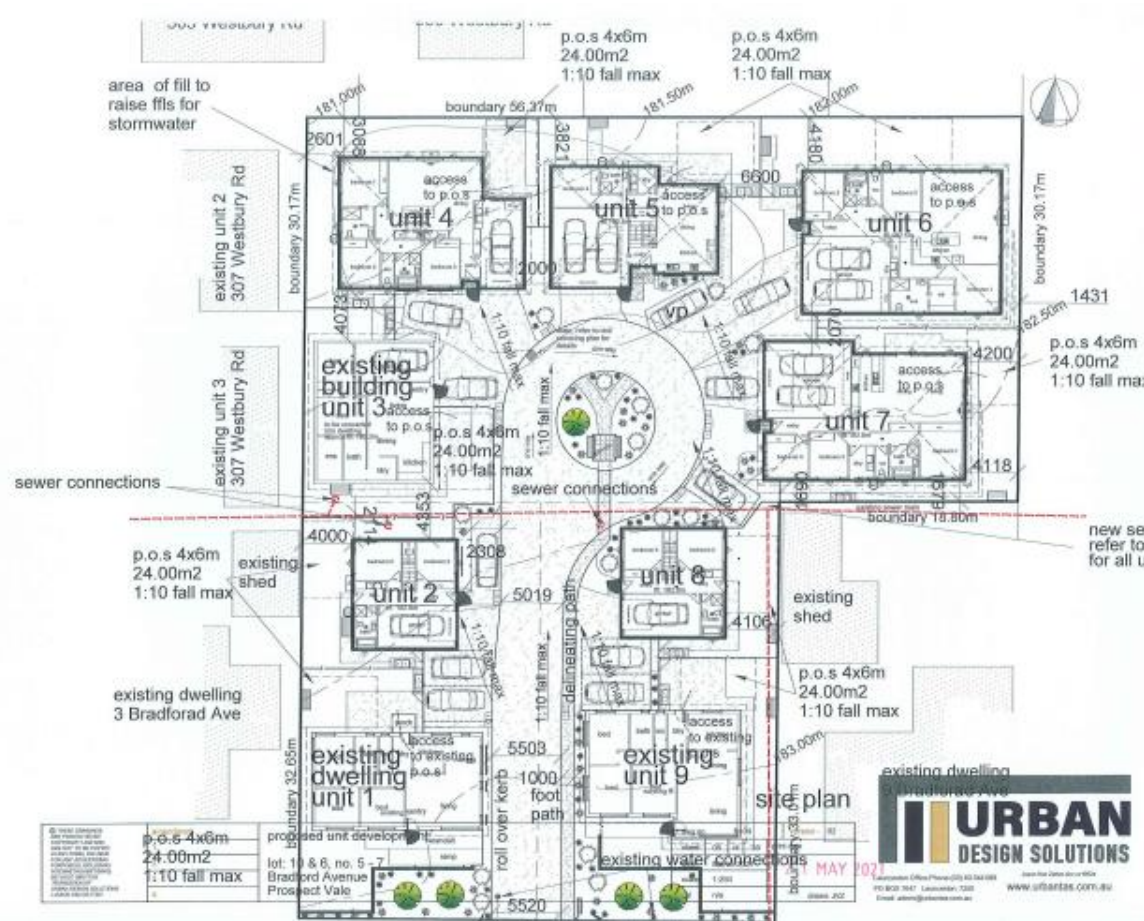
Attachment 12.1.7 Submission From Applicant



Traffic Impact Assessment

45 | Page

Attachment 12.1.7 Submission From Applicant



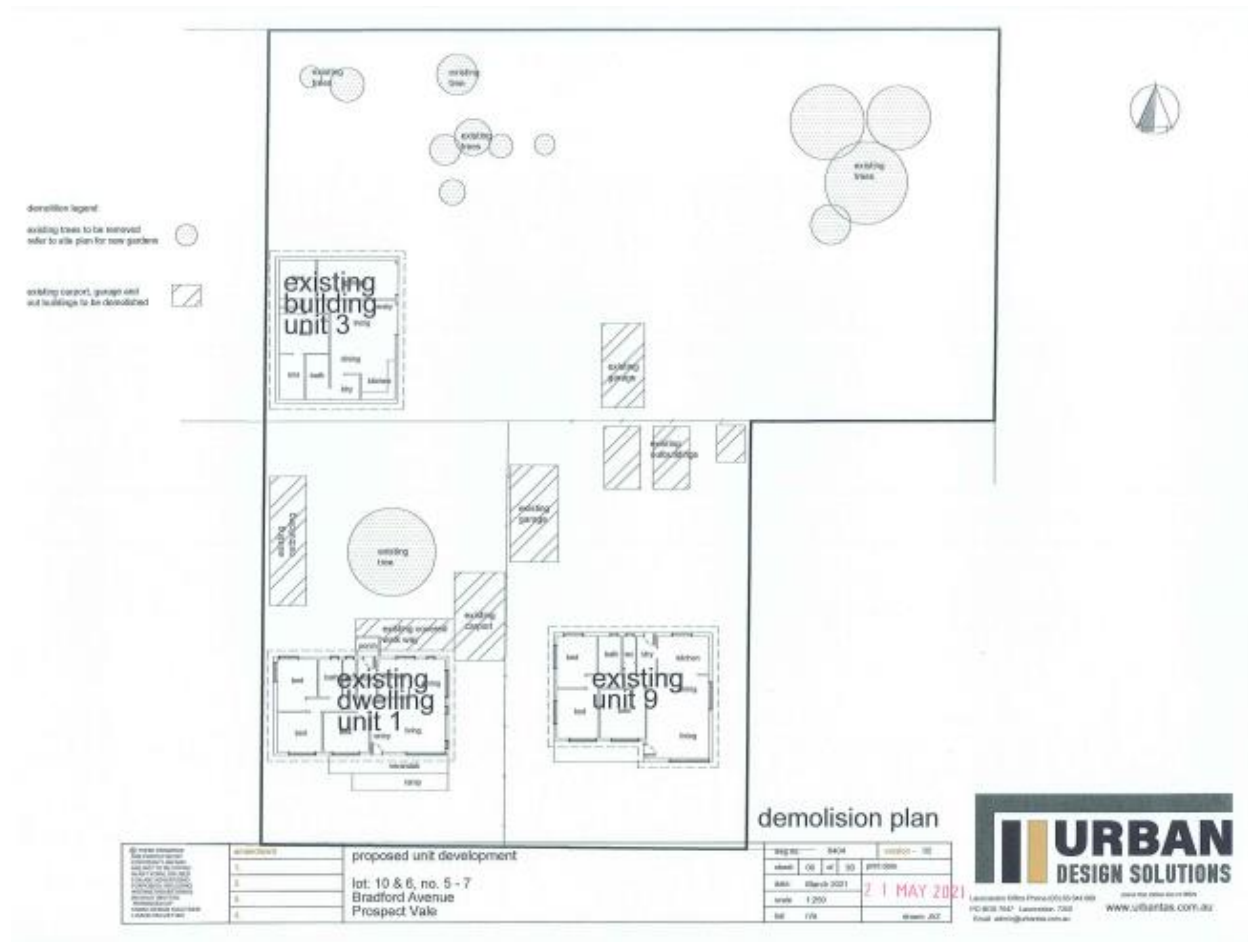
19/04/2022



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

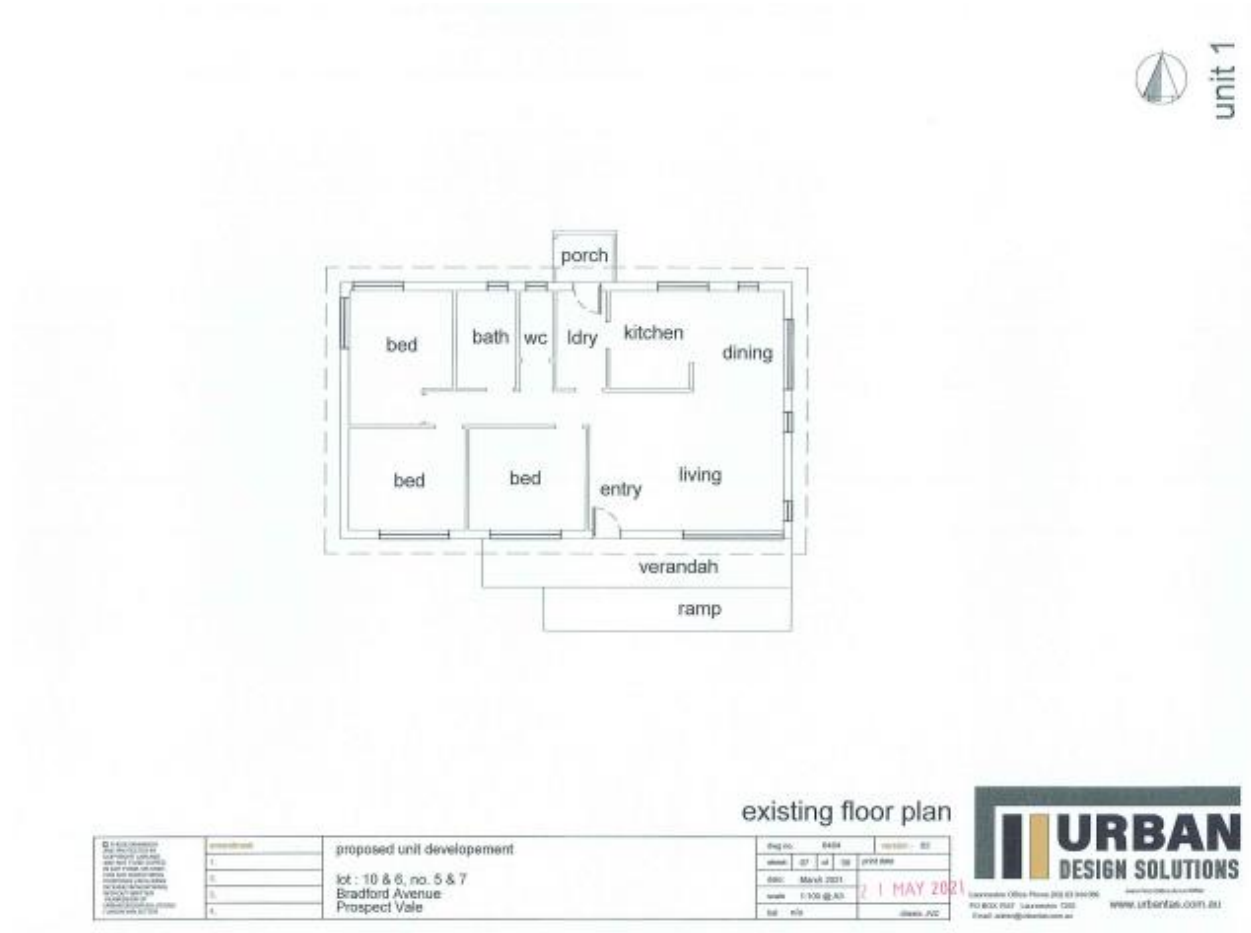
47 | page



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

48 | Page



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

49 | Page

existing shed floor plan

<p><small>1. All dimensions are to be confirmed on site. 2. All dimensions are to be confirmed on site. 3. All dimensions are to be confirmed on site. 4. All dimensions are to be confirmed on site. 5. All dimensions are to be confirmed on site. 6. All dimensions are to be confirmed on site. 7. All dimensions are to be confirmed on site. 8. All dimensions are to be confirmed on site. 9. All dimensions are to be confirmed on site. 10. All dimensions are to be confirmed on site.</small></p>	<p>proposed unit development</p> <p>lot : 10 & 8, no. 5 & 7 Bradford Avenue Prospect Vale</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DATE</td> <td>BY</td> <td>NO.</td> <td>REVISION</td> </tr> <tr> <td>21 MAY 2021</td> <td></td> <td></td> <td></td> </tr> </table>	DATE	BY	NO.	REVISION	21 MAY 2021				<p>Urban Design Solutions 10/100 Office Place (2nd Floor) Prospect Vale QLD 4215 PO BOX 7074 Prospect Vale QLD 4215 www.urbandesignsolutions.com.au</p>
DATE	BY	NO.	REVISION								
21 MAY 2021											



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant



Attachment 12.1.7 Submission From Applicant

5/1 Page 9 e

NOTES

confirm all dimensions prior to construction.

do not scale - if in doubt call: i.adam@urbanfsc.com.au

sewer of downwater is directed away from foundations

all construction to be in accordance with NCC volume 2 2019 and relevant ASIS standards

install hand wired smoke detectors near all sleeping areas and one each storey to NCC volume 2 2019 3.7.5.2 all smoke alarms must be inter-connected

location of hot water cylinder

heat pump unit - indoor

heat pump unit - outdoor

concrete / paved paths to all access points of dwelling must stop at 150mm, fall away from dwelling at 1:200mm direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume 2 2019 3.12.3.4 and be fitted with self-closing damper (or filter in replacement) where the exhaust fan is the only source of ventilation or in areas prone to condensation fitted with fan to light switch

off - back head over off - over head cupboards

floor finishes

- carpet finish over quality underlay to AS/NZS 2468

- tiling is to be carried out in accordance with AS 3295, where required waterproofing to NCC volume 2 2019 3.8.1

the products used in the construction are to be suitable resistant to the actions that would be encountered and specifically fit for purpose

these plans are to be used in conjunction with written specifications and the building contract with all protocols included in the construction determined prior to commencement of construction

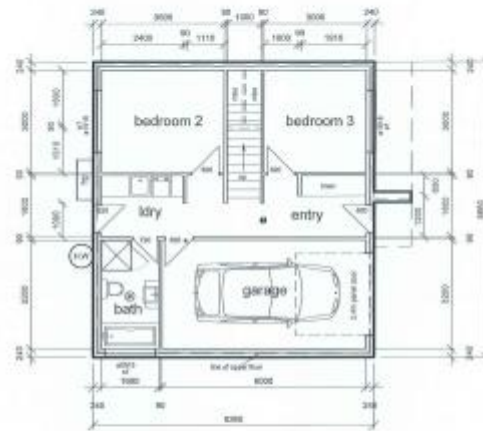
Urban Design Solutions are to be notified of any changes prior to commencement of construction

these plans are to be read in conjunction with ALL other approved documents available in the Certificate of Likely Compliance as issued by the building surveyor

all associated maintenance materials and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

* garage access to dwelling

see also to NCC volume 2 2019 3.12.3.3 noted to resist air infiltration into the conditioned space, install draft stopper to bottom of door and a foam rubber seal to the edges of the panel



deck area 4.76m²
 upper floor area 68.18m²
 lower floor area 71.53m²
 total floor area 144.47m² (15.55sq)



Traffic Impact Assessment

lower floor plan

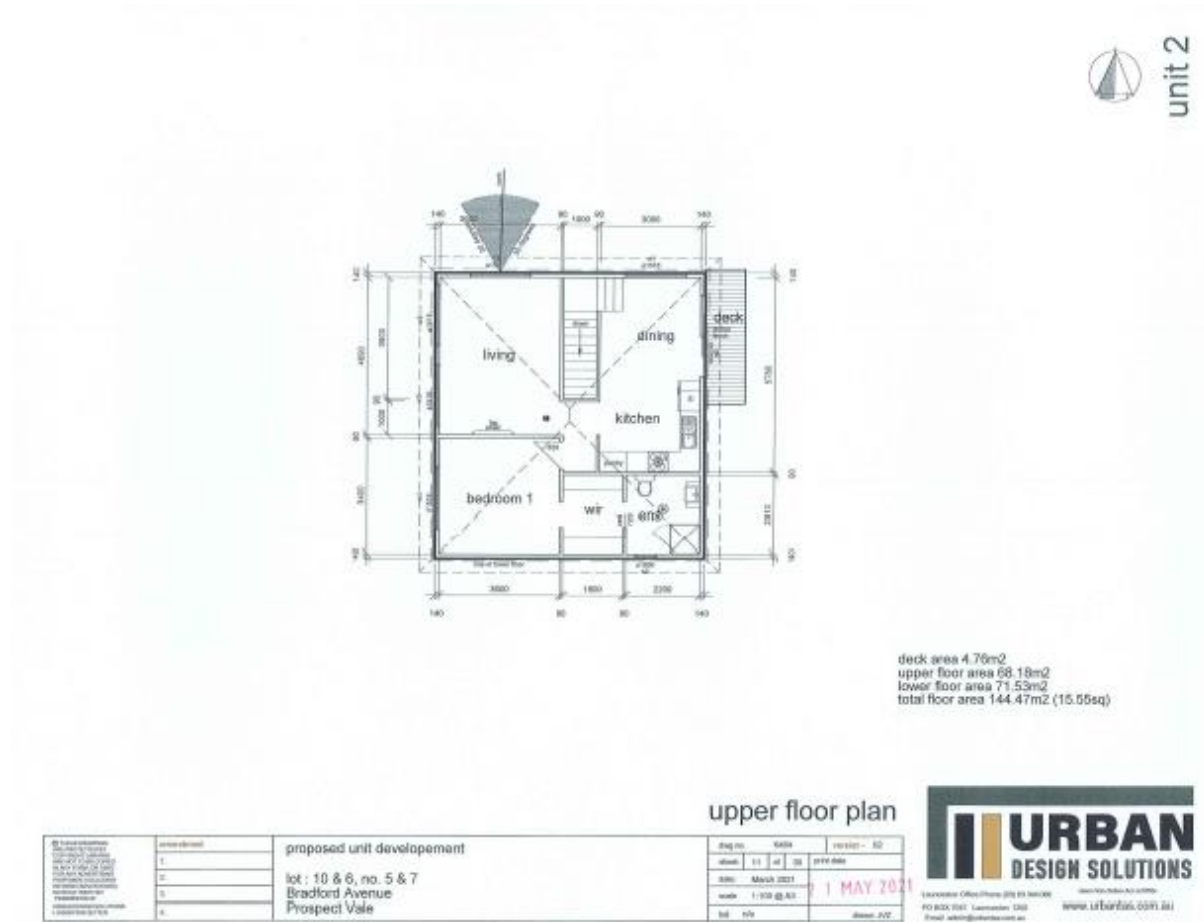
<p>© Urban Design Solutions Pty Ltd All rights reserved No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Urban Design Solutions Pty Ltd.</p>	<p>approved</p> <p>1</p> <p>2</p> <p>3</p> <p>4</p>	<p>proposed unit development</p> <p>lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale</p>	<p>diag no: 6004</p> <p>revision: 02</p> <p>date: 18/03/2022</p> <p>date: 21 MAY 2022</p> <p>date: 17/03/2022</p> <p>date: 04/03/2022</p>
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Urban Design Solutions Pty Ltd
 PO BOX 1047 Lithgow NSW 2563
 www.urbandesign.com.au

Attachment 12.1.7 Submission From Applicant

e 6 a d 76



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

53 | Page

[FSC]
colorbond pre-coated hollow metal gutter and fascia line system

[LAV]
same covering #90mm all round

[CISRD]
Colorbond 'concealed' (rain dog) roof

[FCS]
selected natural brick fired clay face bricks

[WDS]
Windows and doors

[MW]
Master Wall cladding system

[FMS]
James Hardie stric cladding system

east elevation

north elevation

2200 x 2400mm panel lift door
standard automatic garage door
to comply with AS4580.2. Glass used to
neighbour's details centered on wall
from front

Legend:
nfl --- natural ground level
fgr --- finished ground level

unit 2

Project Name	proposed unit development
Address	lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale
Client	
Designer	
Scale	
Date	
Drawn	

Drawn by	DH6	Checked by	02
Scale	1:10	Date	20
Date	March 2021	Project Name	
Scale	1:10 @ A3		
Lot	10	Drawn	AT

REGISTERED DESIGN PROFESSIONAL
PROFESSIONAL ENGINEER
www.urbandesign.com.au

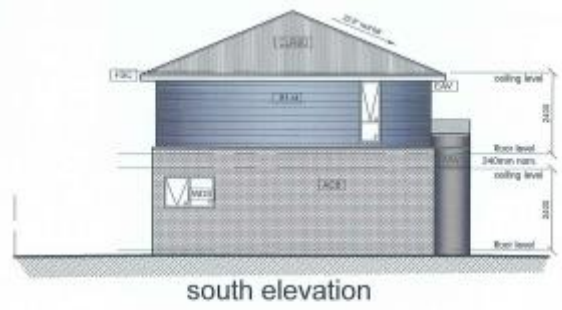
Attachment 12.1.7 Submission From Applicant

54 | Page

- [FSC]** external pre-coated ribbed metal gutter and fascia tile system
- [EAF]** eave overhang eilbrans all round
- [CUPRO]** Colorbond 'conquest' (iron 5deg) roof
- [ACB]** extended eaves of brick fired clay face bricks
- [WDS]** windows and doors
- [MWS]** Master Wall cladding system
- [JAS]** Jaram Handle stone cladding system



west elevation



south elevation

ngl ——— natural ground level
 gfl ——— finished ground level

elevations

1. Proposed development 2. Site location 3. Lot 10 & 6, no. 5 & 7 4. Proposed development	1.	proposed unit development	Date: 21 May 2021 Scale: 1:100 @ A3 No: 21
	2.	lot : 10 & 6, no. 5 & 7	Date: 21 May 2021 Scale: 1:100 @ A3 No: 21
	3.	Bradford Avenue	Date: 21 May 2021 Scale: 1:100 @ A3 No: 21
	4.	Prospect Vale	Date: 21 May 2021 Scale: 1:100 @ A3 No: 21

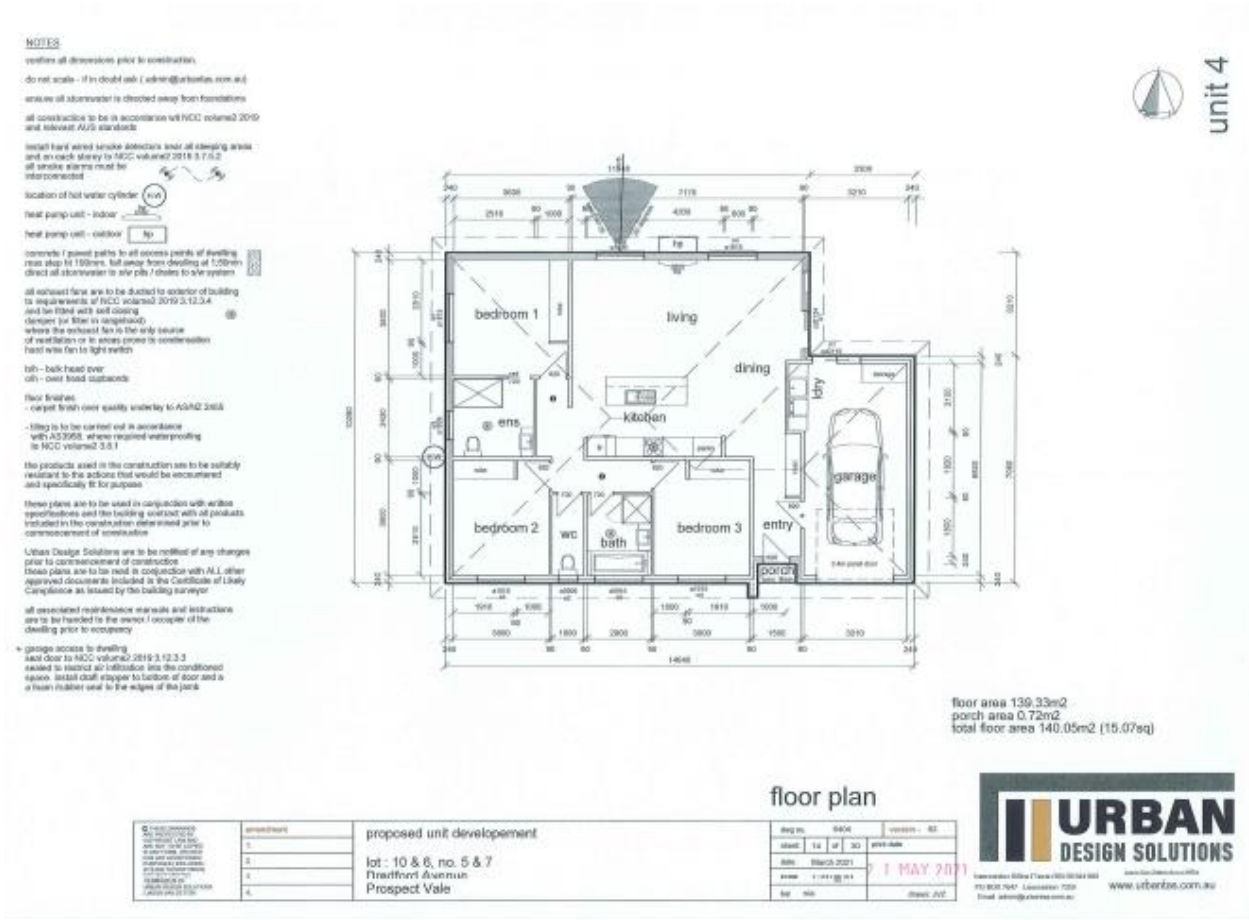
unit 2



Traffic Impact Assessment

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5/1 p a e e



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Attachment 12.1.7 Submission From Applicant

56 | Page



Attachment 12.1.7 Submission From Applicant

57 | Page

[FSC]
colorbond pre-coated folded metal gutter and fascia iron system

[KOV]
eave overhang 450mm all round

[CLRB]
Colorbond 'corrugated' (winiling) roof

[ABR]
selected australian brick fired clay face bricks

[WDS]
windows and doors

[MWS]
Master Wall cladding system

[H44]
James Hardie fibre cladding system

north elevation

east elevation

unit 4

nd ———— not set ground level
fr ———— finished ground level

elevations

drawing no.	8404	version	01
sheet	18 of 20	print date	
date	09/05/2021	1 MAY 2021	
scale	1:100 @ A3		
by	WJ	checked	JJC

proposed unit development

lot : 10 & 6, no. 5 & 7
Bradford Avenue
Prospect Vale

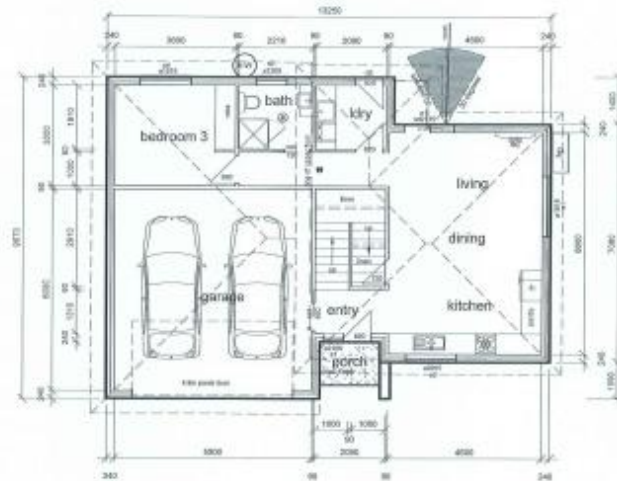
Launceston Office Phone: (01) 82 343 000
PO BOX 7647 Launceston TAS
Email: urban@urbansolutions.com.au

www.urbansolutions.com.au

Traffic Impact Assessment

NOTES

- confirm all dimensions prior to construction
- do not scale - if in doubt ask (ask@urbansolutions.com.au)
- ensure all stormwater is directed away from foundations
- all construction to be in accordance with NCC volume 2 2019 and relevant ALG standards
- install fixed wired smoke detectors near all sleeping areas and on each storey to NCC volume 2 2019 3.7.3 & 2 all smoke alarms must be interconnected
- location of hot water cylinder (HW)
- heat pump unit - indoor (HP)
- heat pump unit - outdoor (HP)
- construct 7 paved paths to all access points of dwelling max slope N 1:100mm. fall away from dwelling at 1:50mm. direct all stormwater to s/s pits / drains to pit system
- all exhaust fans are to be ducted to exterior of building to requirements of NCC volume 2 2019 3.12.3.4 and be fixed with self-closing damper (or fibre in singlehood) unless the exhaust fan is the only source of ventilation or is grade prone to condensation hard wire fan to light switch
- h/s - bulk head over s/s - over head cupboards
- four fixable - copper fibre over quality underlay to AS/NZ 2455
- Ring is to be carried out in accordance with AS2098, where required subcontracting to NCC volume 2 3.8.1
- The products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose
- These plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction
- Urban Design Solutions are to be notified of any changes prior to commencement of construction
- These plans are to be read in conjunction with ALL other approved documents included in the Certificate of Liberty Compliance as issued by the building supervisor
- all specified maintenance materials and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy
- garage access to dwelling seal door to NCC volume 2 2019 3.12.3.5 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a heavy rubber seal to the edges of the joint
- install 1800mm x 750mm battens plate to sliding door between non-conditioned garage space and conditioned dwelling. install flange frame seals to both sides and all round door to restrict air infiltration in to the conditioned dwelling as per NCC volume 2 2019 3.12.3.3



upper floor area 53.42m²
 lower floor area 111.67m²
 porch area 2.30m²
 total floor area 167.39m² (16.01sq)



unit 5



Traffic Impact Assessment

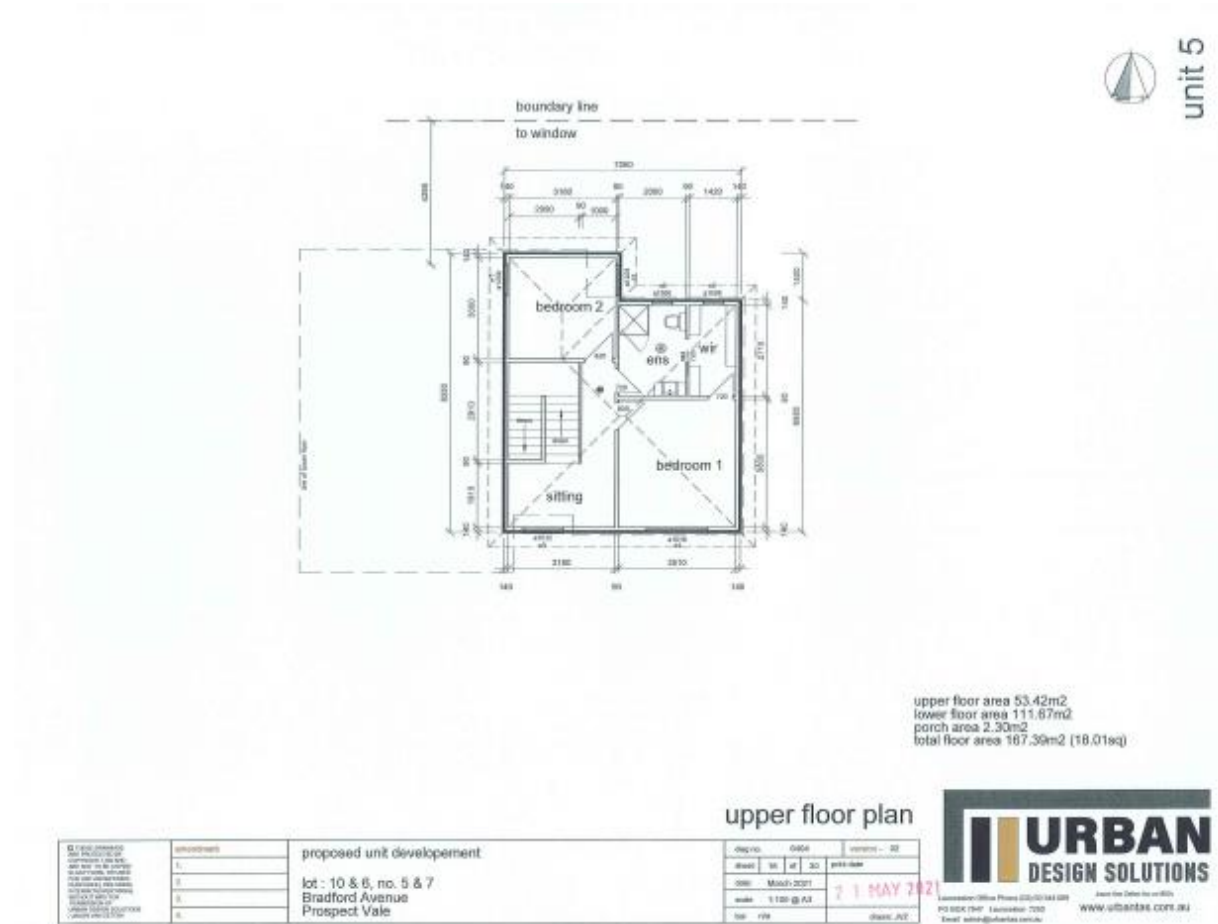
lower floor plan

<table border="1"> <tr> <td> <ul style="list-style-type: none"> 1. site plan 2. floor plan 3. section 4. elevation 5. landscape plan 6. other documents </td> <td> <ul style="list-style-type: none"> 1. 2. 3. 4. 5. 6. </td> </tr> </table>	<ul style="list-style-type: none"> 1. site plan 2. floor plan 3. section 4. elevation 5. landscape plan 6. other documents 	<ul style="list-style-type: none"> 1. 2. 3. 4. 5. 6. 	<p>proposed unit development</p> <p>lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale</p>	<table border="1"> <tr> <td> <ul style="list-style-type: none"> 1. site plan 2. floor plan 3. section 4. elevation 5. landscape plan 6. other documents </td> <td> <ul style="list-style-type: none"> 1. 2. 3. 4. 5. 6. </td> </tr> </table>	<ul style="list-style-type: none"> 1. site plan 2. floor plan 3. section 4. elevation 5. landscape plan 6. other documents 	<ul style="list-style-type: none"> 1. 2. 3. 4. 5. 6.
<ul style="list-style-type: none"> 1. site plan 2. floor plan 3. section 4. elevation 5. landscape plan 6. other documents 	<ul style="list-style-type: none"> 1. 2. 3. 4. 5. 6. 					
<ul style="list-style-type: none"> 1. site plan 2. floor plan 3. section 4. elevation 5. landscape plan 6. other documents 	<ul style="list-style-type: none"> 1. 2. 3. 4. 5. 6. 					

URBAN DESIGN SOLUTIONS

Level 10/100 Princes Hwy, Sydney NSW 1500
 PO BOX 7647, Lonsdale NSW 5155
 www.urbansolutions.com.au
 email: admin@urbansolutions.com.au

Attachment 12.1.7 Submission From Applicant



Attachment 12.1.7 Submission From Applicant

001 Page 9 e



<small>© The City of Ipswich Building Services Department 1000 Ipswich Road Ipswich QLD 4700 Tel: 07 5431 1000 Fax: 07 5431 1001 Email: building@ipswich.qld.gov.au Website: www.ipswich.qld.gov.au </small>	1.	proposed unit development	Reg no. 6584 subdivision 02 sheet 18 of 22 panel 4/4 date: March 2021 7 MAY 2021 scale: 1:100 @ A3 tel: 07 5431 1000 email: building@ipswich.qld.gov.au
	2.		
	3.		
	4.		

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 PO Box 1041 Lakeside QLD www.urbandesign.com.au
 Email: admin@urbandesign.com.au

unit 5



Traffic Impact Assessment

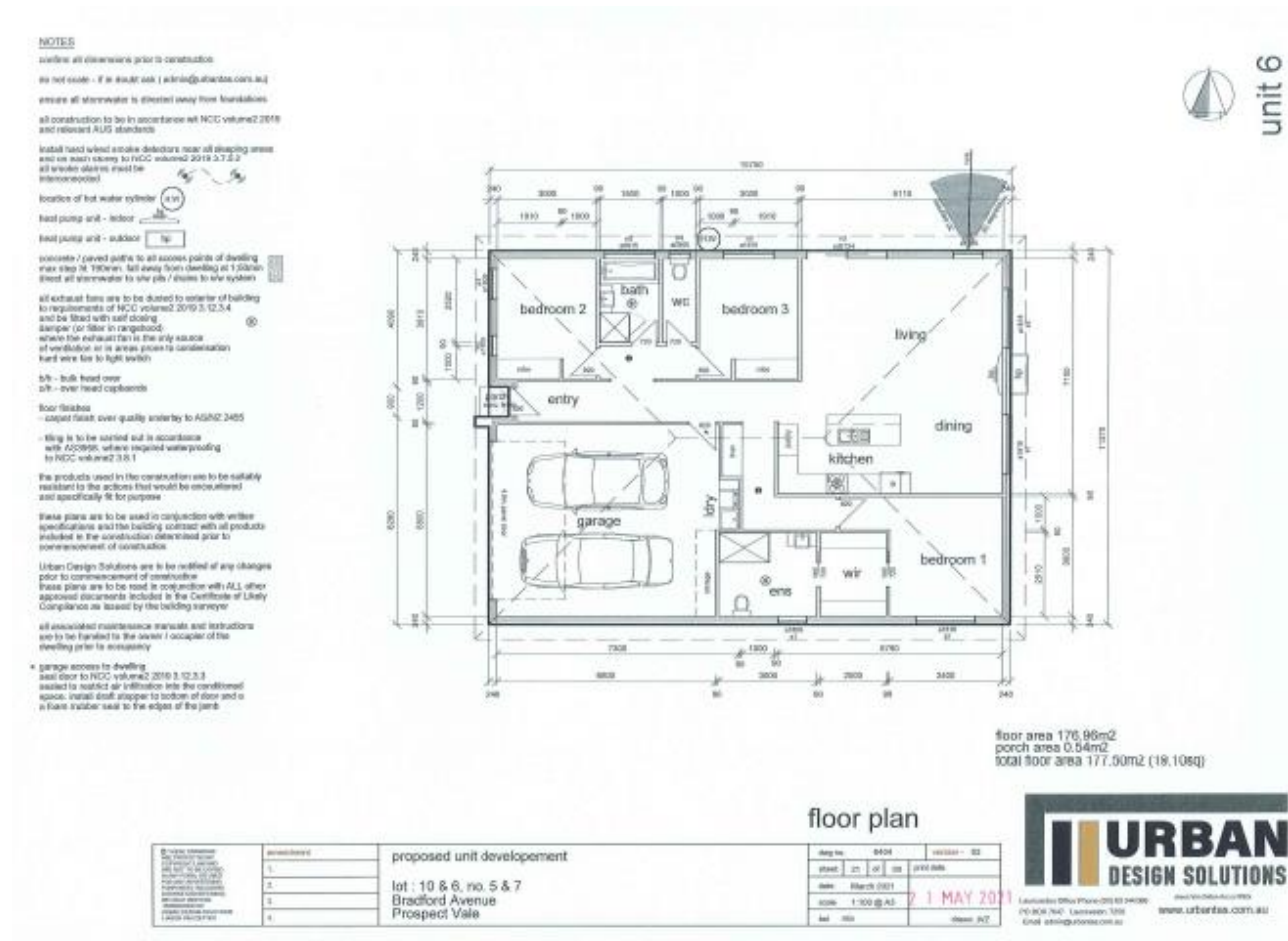
Attachment 12.1.7 Submission From Applicant

61 | Page



Traffic Impact Assessment

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unit 6

Attachment 12.1.7 Submission From Applicant

e 6 a e d 109



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

e 6 a e d | p 9



unit 6

Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

06 | Page 9 e

NOTES

confirm all dimensions prior to construction

do not scale - if in doubt ask | admin@urbantass.com.au

ensure all stormwater is directed away from foundations

all construction to be in accordance with NCC volume 2 2010 and relevant AS/NZ standards

install hand swept outside dustbins near all sleeping areas and on each storey to NCC volume 2 2010 3.7.3.3 all smoke alarms must be interconnected

location of hot water cylinder

heat pump unit - indoor

heat pump unit - outdoor

concrete / paved paths to all access points of dwelling max slip 1:100mm, fall away from dwelling at 1:200mm direct all stormwater to silt pits / drains to silt system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume 2 2010 3.12.3.4 and be fitted with self-cleaning diverter (or filter in carport) where the exhaust fan is the sole source of ventilation or in areas prone to condensation hard wire fan to light switch

b/h - bulk head over silt - over head cupboards

floor finishes

- carpet fitted over quality underlay to AS/NZ 3455
- slip to be carried out in accordance with AS3755, where required waterproofing to NCC volume 2 3.8.1

the products used in the construction are to be safely equivalent to the actions that would be encountered and specifically fit for purpose

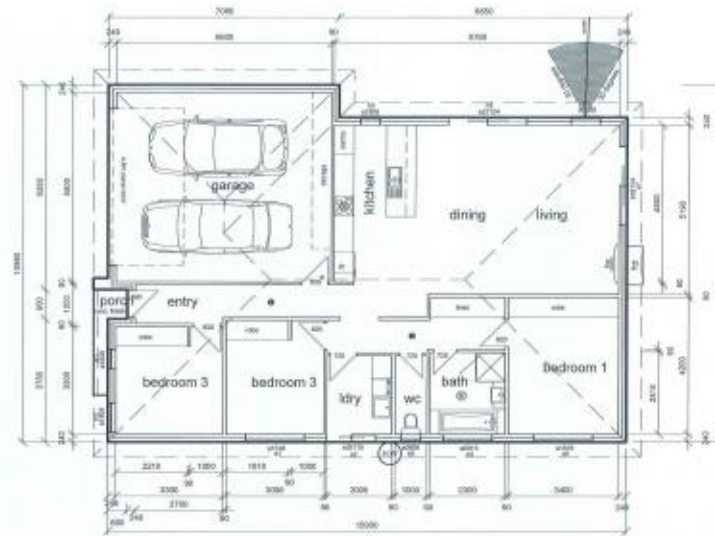
these plans are to be used in conjunction with written specifications and the building contract with all products included in the schedule determined prior to commencement of construction

Urban Design Solutions are to be notified of any changes prior to commencement of construction

these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Urban Compliance as issued by the building surveyor

all associated maintenance materials and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

- garage access to dwelling
- slip door to NCC volume 2 2010 3.12.3.3 sealed to restrict air infiltration into the conditioned space, install draft stopper to bottom of door and a heavy rubber seal to the edges of the post



floor area 165.20m²
 porch area 1.69m²
 total floor area 167.19m² (17.96sq)

floor plan

<ul style="list-style-type: none"> Urban Design Solutions 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale 	proposed unit development 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale	Design: SAC Drawn: SA, AF, SO Date: March 2021 Scale: 1:100 @ A1 Date: 21 MAY 2021	Version: 02 Date: 21 MAY 2021
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URBAN DESIGN SOLUTIONS
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 PO BOX 7017, Lismore NSW 2480
 Email: admin@urbantass.com.au
 www.urbantass.com.au



unit 7



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

60 | Page

[F02]
colorbond pre-coated folded metal gutter and fascia 300 system

[F03]
eave coating 40mm all round

[C001]
Colorbond 'corrugated' (win flag) roof

[A02]
selected austral brick fired clay face bricks

[W02]
windows and doors

[M01]
Master Wall cladding system

[H01]
James Hardie sika cladding system

west elevation

south elevation

not shown and installed to manufacturer's specifications

NGF - natural ground level
FF - finished ground level

elevations

<p>1. Proposed development</p> <p>2. Proposed development</p> <p>3. Proposed development</p> <p>4. Proposed development</p> <p>5. Proposed development</p> <p>6. Proposed development</p>	<p>proposed unit development</p> <p>lot: 10 & 6, no. 5 & 7</p> <p>Bradford Avenue</p> <p>Prospect Vale</p>	<p>drawing no. 0004</p> <p>sheet 02 of 03</p> <p>date: March 2021</p> <p>scale: 1:100 @ A3</p> <p>lot 00</p>	<p>contract no. 000</p> <p>price \$000</p> <p>7 1 MAY 2021</p> <p>drawn: MJ</p>
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unit 7



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

67 | Page

[GSG]
Gable end galv-coated ribbed metal gutter and fascia trim system

[BWP]
Asph overhang eaves all round

[CWRW]
Colorbond 'longspan' (min 2bays) roof

[AKK]
selected austral brick first story face bricks

[WWS]
windows and doors

[MW]
Master Wall cladding system

[FAS]
James Hardie fibre cladding system

east elevation

north elevation

unit 7

ng — national ground level
lg — finished ground level

proposed unit development		elevations	
1.	lot - 10 & 6, no. 5 & 7	date: 28/04/2021	proj date: 1 MAY 2021
2.	Bradford Avenue	scale: 1:100 @ A3	
3.	Prospect Vale	job: PV	drawn: MJ
4.			

Lakeside 1300a Phons (02) 93 341 999 Over the Hill to Hill
 PO Box 1047 Lakeside VIC 3202 www.urbansolutions.com.au
 Email: info@urbansolutions.com.au

Traffic Impact Assessment

08 | Page

NOTES

confirm all dimensions prior to construction.

do not scale - if in doubt call (+61) 8 9478 0000

ensure all stormwater is directed away from foundations

all construction to be in accordance with HCG volume 2 2019 and relevant AS/NZ standards

install hand held smoke detectors over all sleeping areas and on each storey to HCG volume 2 2019 3.7.5.3 all smoke alarms must be interconnected

location of hot water cylinder

heat pump unit - indoor

heat pump unit - outdoor

concrete framed paths to all access points of dwelling max step to 100mm, fall away from dwelling at 1:50mm direct all stormwater to site pits / drains to s/w system

all exhaust fans are to be situated to exterior of building to requirements of HCG volume 2 2019 3.12.3.4 and be fitted with steel casing (except for filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation hand wire fan to light switch

bh - bulk head over
oh - over head outboard

floor finishes
- carpet finish over quality underlay to AS/NZ 2405

- tiling to be carried out in accordance with AS 3745, where required waterproofing to HCG volume 2 3.8.1

the products used in the construction are to be suitable resistant to the actions that would be encountered and specifically fit for purpose

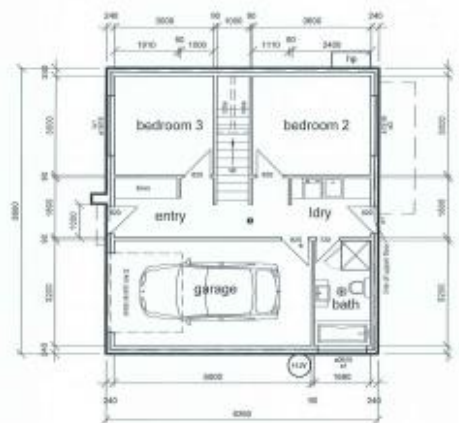
these plans are to be used in conjunction with written specifications and the building contract with all products included in the contractor's schedule prior to commencement of construction

Urban Design Solutions are to be notified of any changes prior to commencement of construction

these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Title Compliance as issued by the building department

all associated maintenance manuals and instructions are to be handed to the owner / acceptor of the dwelling prior to occupancy

garage access to dwelling
add door to HCG volume 2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a foam rubber seal to the edges of the jamb



upper floor area 69.18m²
lower floor area 71.53m²
total floor area 139.71m² (15.03sq)

lower floor plan

<ul style="list-style-type: none"> Urban Design Solutions 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale 	<p>proposed unit development</p> <p>lot : 10 & 6, no. 5 & 7</p> <p>Bradford Avenue</p> <p>Prospect Vale</p>	<p>proj no. 6484</p> <p>date: 27 of 03</p> <p>date: March 2021</p> <p>date: 1 MAY 2021</p> <p>date: 11:59 @ 4.5</p> <p>date: 4/5</p>	<p>version: 002</p> <p>date: 1 MAY 2021</p> <p>date: 11:59 @ 4.5</p> <p>date: 4/5</p>
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Urban Design Solutions Pty Ltd
10 & 6, no. 5 & 7
Bradford Avenue
Prospect Vale
VIC 3207
www.urbandesignsolutions.com.au

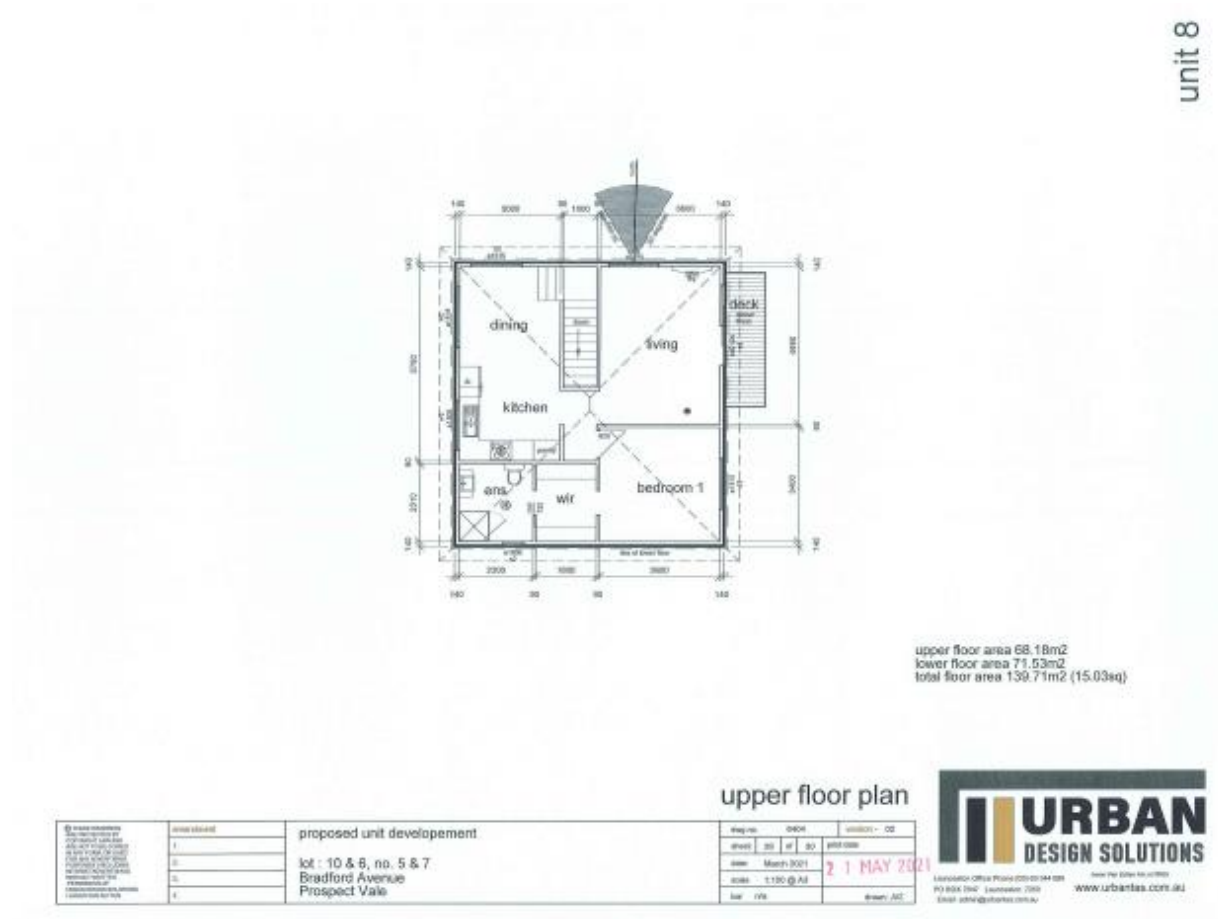


unit 8



Attachment 12.1.7 Submission From Applicant

69 | Page



Attachment 12.1.7 Submission From Applicant

70 | Page

[FSE]
colorbond pre-coated ribbed metal gutter and fascia line system

[LAW]
down overhang 400mm all round

[CRIB]
Colorbond "winggate" iron slag roof

[ZDF]
selected austral brick fired clay face bricks

[WSD]
windows and doors

[MWS]
Master Wall cladding system

[HSC]
Aluma Handle strip cladding system

west elevation

south elevation

unit 8

TMS
TRAFFIC CONSULTANTS

Traffic Impact Assessment

elevations

proposed unit development	img no: 1404	revision: 00
lot: 10 & 6, no. 5 & 7	sheet: 20 of 30	print date: 1 MAY 2021
Bradford Avenue	date: MAR21 09:21	
Prospect Vale	scale: 1:100 @ A3	
	tbl: 119	sheet: 2/2

URBAN DESIGN SOLUTIONS

Liverpool Office Phone (0515) 941 889
PO BOX 1547, Liverpool 720
Email: urban@urbansolutions.com.au

www.urbansolutions.com.au

Attachment 12.1.7 Submission From Applicant

7 | Page

[FASC]
colorbond zinc-coated fibred metal gutter and fascia line system

[RASC]
zinc coating 450mm all round

[CLASH]
Colorbond 'honeycomb' (parr filling) roof

[ACB]
selected austral brick fired clay face bricks

[WIND]
windows and doors

[MWS]
Master Wall cladding system

[HDS]
James Hardie skia cladding system

east elevation

north elevation

level: ngl — national ground level
level: fl — finished ground level

elevations

unit 8

TDS
TRAFFIC DESIGN SOLUTIONS

proposed unit development	sheet no. 0404	revision 1 of 1	date March 2021	scale 1:100 @ A3	sheet 1/2
lot : 10 & 6, no. 5 & 7 Bradford Avenue Prospect Vale					

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URBAN DESIGN SOLUTIONS (Pty) Ltd
PO BOX 1047, LAURENCE 1200
www.urbandesigns.co.za

Traffic Impact Assessment

Traffic Impact Assessment



Appendix B – Count Data

AM Bradford Street Count

Turn Count Summary

Location: Westbury Road at Bradford Avenue, Prospect Vale
GPS Coordinates: Lat=-41.420963, Lon=147.107855
Date: 2021-10-25
Day of week: Monday
Weather: Sunny
Analyst: Richard Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:44	0	4	0	0	0	0	0	3	0	0	0	0	7
10:45	2	27	0	2	0	2	0	45	2	0	0	0	80
10:50	2	36	0	1	0	1	0	27	2	0	0	0	69
10:55	1	52	0	3	0	5	0	41	1	0	0	0	103
11:00	2	40	0	3	0	3	0	26	3	0	0	0	77
11:05	1	47	1	0	0	3	0	32	0	0	0	0	84
11:10	3	53	0	0	0	1	0	39	2	0	0	0	98

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:44	0	4	0	0	0	0	0	3	0	0	0	0	7
10:45	2	26	0	2	0	2	0	44	2	0	0	0	78
10:50	2	33	0	1	0	1	0	26	2	0	0	0	65
10:55	1	50	0	3	0	5	0	40	1	0	0	0	100
11:00	2	38	0	3	0	3	0	23	3	0	0	0	72
11:05	1	45	1	0	0	3	0	31	0	0	0	0	81
11:10	3	49	0	0	0	1	0	36	2	0	0	0	91

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
10:44	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	1	0	0	0	0	2
10:50	0	3	0	0	0	0	0	1	0	0	0	0	4
10:55	0	1	0	0	0	0	0	1	0	0	0	0	2
11:00	0	2	0	0	0	0	0	3	0	0	0	0	5
11:05	0	2	0	0	0	0	0	1	0	0	0	0	3
11:10	0	4	0	0	0	0	0	3	0	0	0	0	7

Traffic Impact Assessment



Intersection Count Summary

10:44 - 11:14

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	11	259	1	9	0	15	0	213	10	0	0	0	518

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	11	245	1	9	0	15	0	203	10	0	0	0	494
Truck	0	13	0	0	0	0	0	10	0	0	0	0	23
Bicycle	0	1	0	0	0	0	0	0	0	0	0	0	1

Pedestrians Summary

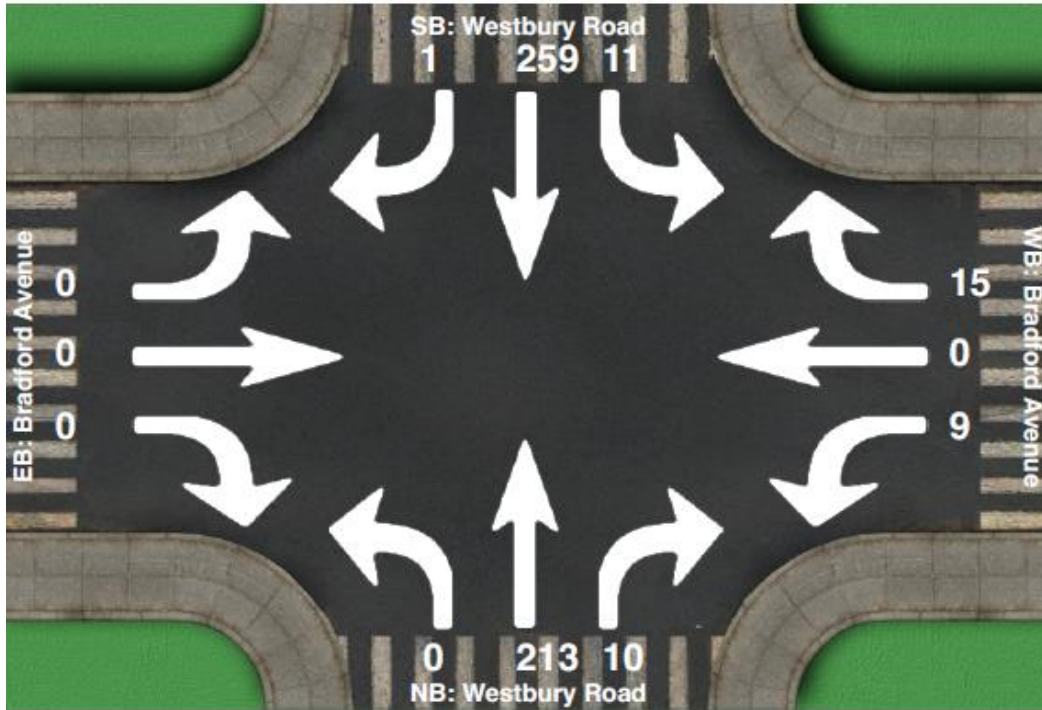
	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1

Traffic Impact Assessment



Intersection Count Summary

Location: Westbury Road at Bradford Avenue, Prospect Vale
GPS Coordinates: Lat=-41.420963, Lon=147.107855
Date: 2021-10-25
Day of week: Monday
Weather: Sunny
Analyst: Richard Burk



Intersection Count Summary

10:44 - 11:14

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	11	259	1	9	0	15	0	213	10	0	0	0	518

Traffic Impact Assessment



PM Bradford Street Count

Turn Count Summary

Location: Westbury Road at Bradford Avenue, Prospect Vale
GPS Coordinates: Lat=-41.420963, Lon=147.107855
Date: 2021-10-25
Day of week: Monday
Weather: Sunny
Analyst: Richard Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:00	1	58	0	1	0	2	0	34	3	0	0	0	99
17:05	4	38	0	2	0	1	0	48	3	0	0	0	96
17:10	5	50	0	3	0	1	0	50	4	0	0	0	113
17:15	5	46	0	2	0	1	0	54	3	0	0	0	111
17:20	10	56	0	1	0	2	0	40	3	0	0	0	112
17:25	6	61	1	2	0	1	0	48	2	0	0	0	121

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:00	1	57	0	1	0	2	0	34	3	0	0	0	98
17:05	4	38	0	2	0	1	0	47	3	0	0	0	95
17:10	5	49	0	3	0	1	0	48	4	0	0	0	110
17:15	5	45	0	2	0	1	0	53	3	0	0	0	109
17:20	10	56	0	1	0	2	0	39	3	0	0	0	111
17:25	6	61	1	2	0	1	0	47	2	0	0	0	120

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:00	0	1	0	0	0	0	0	0	0	0	0	0	1
17:05	0	0	0	0	0	0	0	1	0	0	0	0	1
17:10	0	1	0	0	0	0	0	1	0	0	0	0	2
17:15	0	0	0	0	0	0	0	1	0	0	0	0	1
17:20	0	0	0	0	0	0	0	1	0	0	0	0	1
17:25	0	0	0	0	0	0	0	1	0	0	0	0	1

Traffic Impact Assessment



Intersection Count Summary

17:00 - 17:29

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	31	309	1	11	0	8	0	274	18	0	0	0	652

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	31	306	1	11	0	8	0	268	18	0	0	0	643
Truck	0	2	0	0	0	0	0	5	0	0	0	0	7
Bicycle	0	1	0	0	0	0	0	1	0	0	0	0	2

Pedestrians Summary

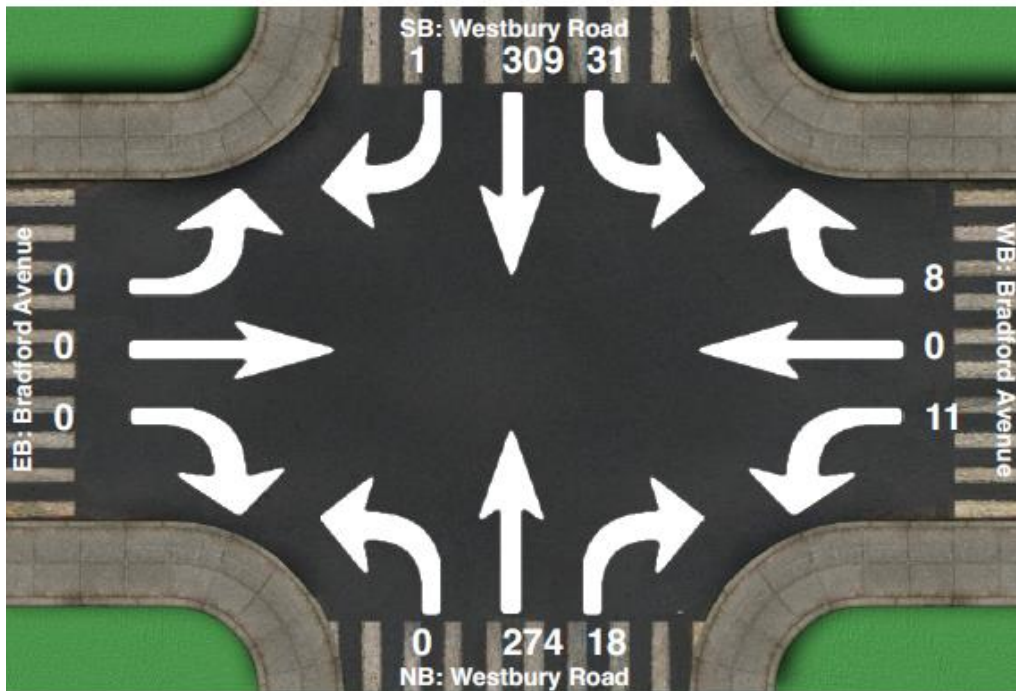
	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	2	0	2	0	0	0	0	0	0	0	2	2	4

Traffic Impact Assessment



Intersection Count Summary

Location: Westbury Road at Bradford Avenue, Prospect Vale
GPS Coordinates: Lat=-41.420963, Lon=147.107855
Date: 2021-10-25
Day of week: Monday
Weather: Sunny
Analyst: Richard Burk



Intersection Count Summary

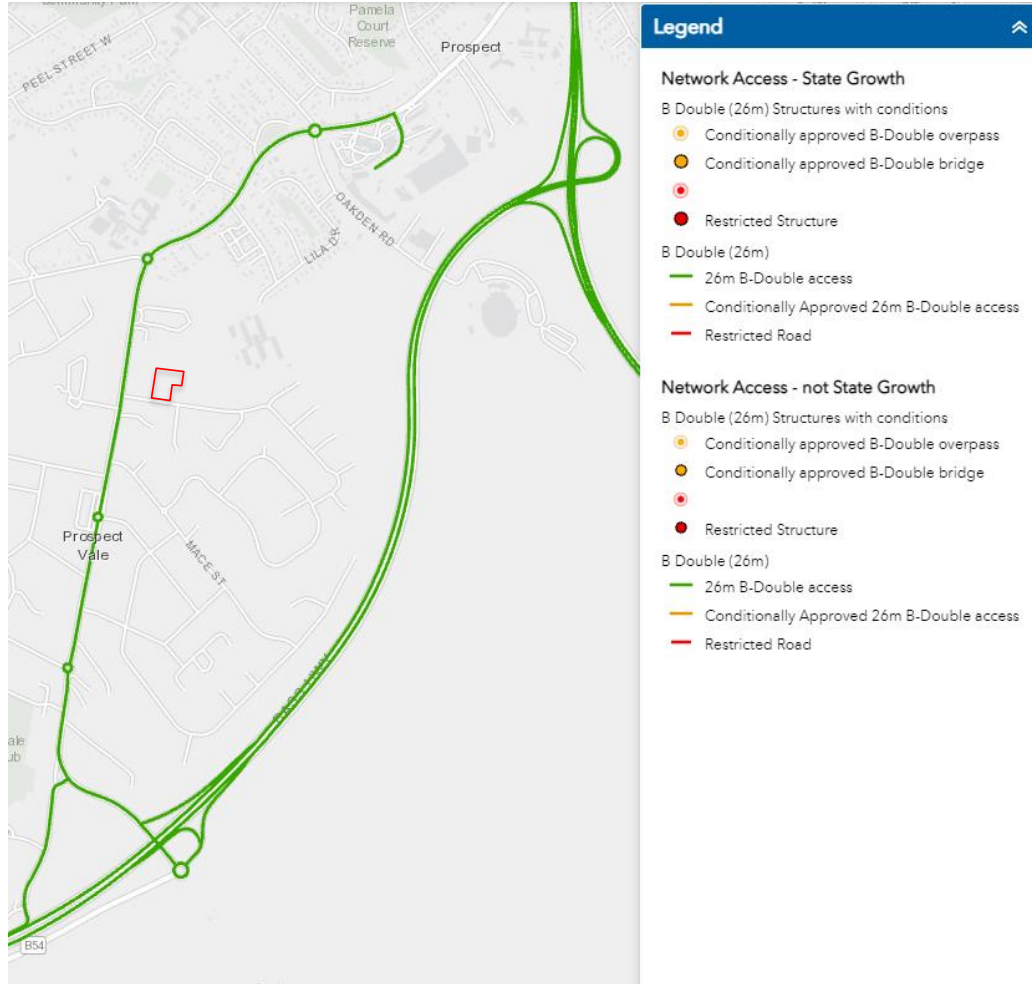
17:00 - 17:29

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	31	309	1	11	0	8	0	274	18	0	0	0	652

Traffic Impact Assessment



Appendix C – Tas 26m B Double Network



Attachment 12.1.7 Submission From Applicant

Safe System Assessment

Existing situation - Westbury Road approaches to the Bradford Avenue junction

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 12,800vpd)	High traffic volume, no reported crashes	High traffic volume, no reported crashes	Moderate junction with 1,360vpd on Bradford Street and no reported crashes	School bus route	Some pedestrian activity due to Prospect High School, no pedestrian crashes	Low cyclist activity	High traffic volume, no reported crashes	
	Score / 4	4	4	4	4	4	2	3	
Likelihood	Justification	wide traffic lanes and median turn lane, straight alignment and good delineation	wide traffic lanes and median turn lane, straight alignment and good delineation	CHR(S) junction layout	Bus stops on Westbury Road	Footpaths both sides of the road and pedestrian refuge islands for crossing the road	No specific bicycle facilities	Consistent road surface condition	
	Score / 4	1	1	2	2	1	2	1	
Severity	Justification (60km/h speed limit)	Low speed environment	Low speed environment	Low speed environment	Low speed environment	High speed environment for vulnerable road users	High speed environment for vulnerable road users	High speed environment for vulnerable road users	
	Score / 4	1	1	1	1	3	3	3	Total /448
Product	Total Score /64	4	4	8	8	12	12	9	57

Appendix D – Safe System Assessment



Traffic Impact Assessment

Attachment 12.1.7 Submission From Applicant

Safe System Assessment

Existing situation - Bradford Avenue (Westbury Road to Nanke Court)



Traffic Impact Assessment

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 1,360vpd)	Low traffic volume, one reported minor injury crash	High traffic volume, no reported crashes	Low activity at access to 5-7 Bradford Crt (53 vpd) and no reported crashes	School bus route. On Street parking for visitors (2 spaces required)	School Zone on Bradford Ave for Prospect High School, no pedestrian crashes	Low cyclist activity	Low traffic volume, no reported crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	Justification	4m wide traffic lanes , straight alignment and minimal delineation	4m wide traffic lanes , straight alignment and minimal delineation	Simple Left and Right layout	Bus stops on Bradford Ave. Legal and safe on Street parking is available (road width 8m)	Footpaths both sides of the road	No specific bicycle facilities	Consistent road surface condition	
	Score / 4	1	1	1	2	1	2	1	
Severity	Justification (50km/h speed limit)	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate speed environment for vulnerable road users, Pedestrian Warning signs	Moderate speed environment for vulnerable road users.	Moderate speed environment for vulnerable road users.	
	Score / 4	1	1	1	1	2	2	2	
Product	Total Score /64	1	1	1	2	2	4	2	Total /448 13

001 Page 9 e



Appendix E – Level of Service Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Traffic Impact Assessment



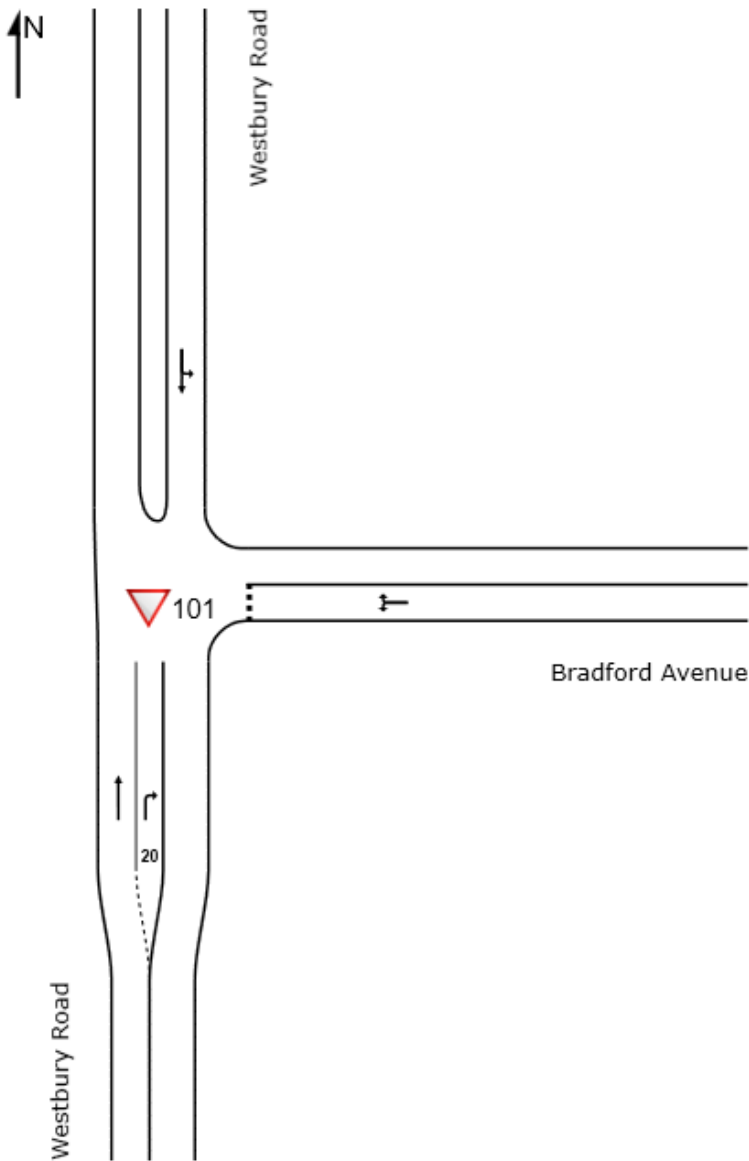
Appendix F – Westbury Rd / Bradford Ave Jcn

SITE LAYOUT

▽ Site: 101 [Westbury AM 2031 (Site Folder: General)]

Westbury Road
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.





MOVEMENT SUMMARY

▼ Site: 101 [Westbury AM 2031 (Site Folder: General)]

Westbury Road
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance											
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m	
South: Westbury Road											
11	T1	580	5.0	611	5.0	0.311	0.1	LOS A	0.0	0.0	
12	R2	13	3.0	14	3.0	0.020	9.7	LOS A	0.1	0.5	
Approach		593	5.0	624	5.0	0.311	0.3	NA	0.1	0.5	
East: Bradford Avenue											
1	L2	75	3.0	79	3.0	0.424	13.7	LOS B	1.7	12.3	
3	R2	37	3.0	39	3.0	0.424	40.9	LOS E	1.7	12.3	
Approach		112	3.0	118	3.0	0.424	22.7	LOS C	1.7	12.3	
North: Westbury Road											
4	L2	29	3.0	31	3.0	0.391	5.7	LOS A	0.0	0.0	
5	T1	704	5.0	741	5.0	0.391	0.1	LOS A	0.0	0.0	
Approach		733	4.9	772	4.9	0.391	0.4	NA	0.0	0.0	
All Vehicles		1438	4.8	1514	4.8	0.424	2.1	NA	1.7	12.3	

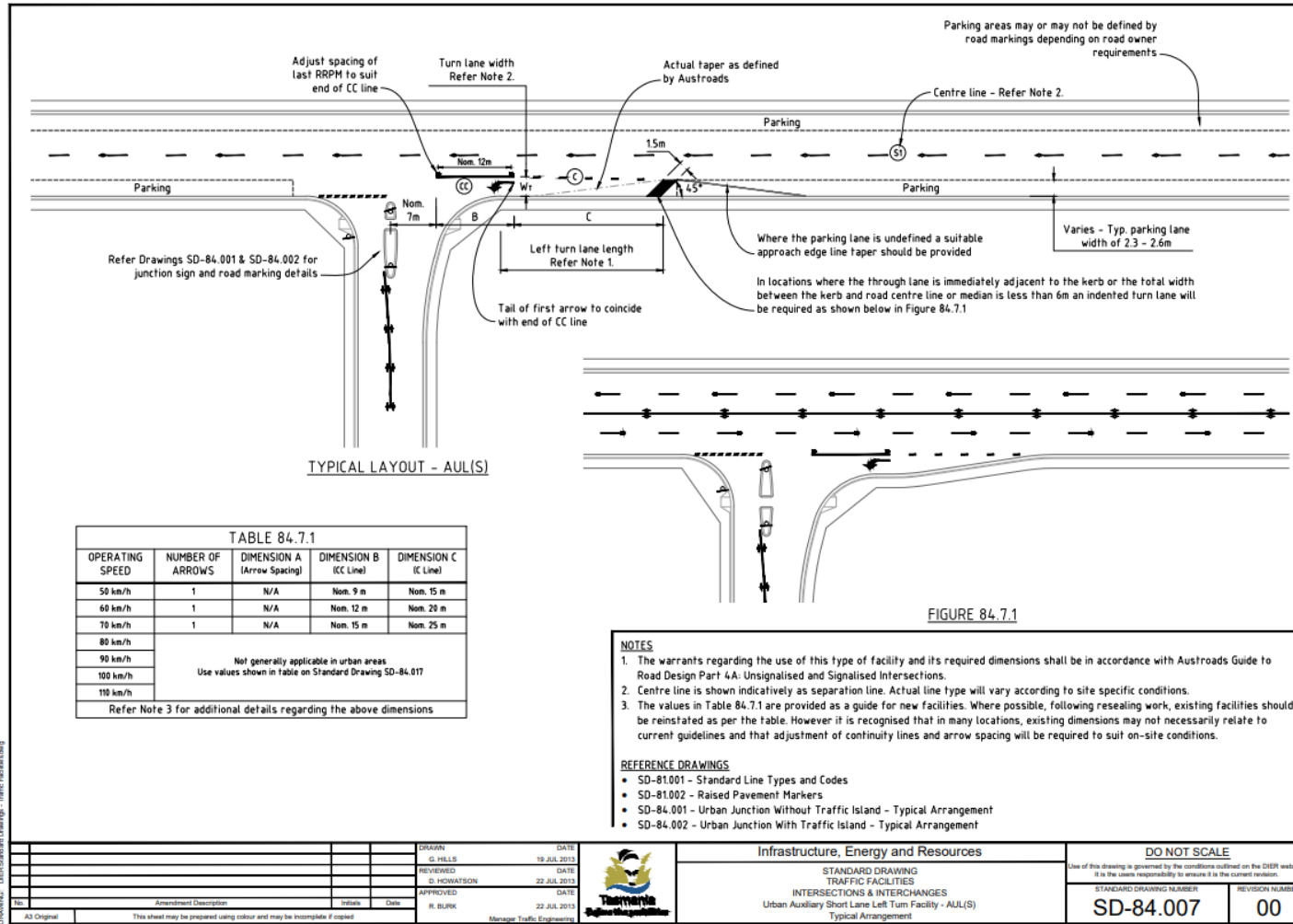


MOVEMENT SUMMARY

▼ Site: 101 [Westbury PM 2031 (Site Folder: General)]

Westbury Road
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance										
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE	
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m
South: Westbury Road										
11	T1	603	5.0	635	5.0	0.323	0.1	LOS A	0.0	0.0
12	R2	42	3.0	44	3.0	0.066	10.1	LOS B	0.3	1.8
Approach		645	4.9	679	4.9	0.323	0.7	NA	0.3	1.8
East: Bradford Avenue										
1	L2	25	3.0	26	3.0	0.200	9.8	LOS A	0.6	4.6
3	R2	18	3.0	19	3.0	0.200	37.8	LOS E	0.6	4.6
Approach		43	3.0	45	3.0	0.200	21.5	LOS C	0.6	4.6
North: Westbury Road										
4	L2	71	3.0	75	3.0	0.401	5.7	LOS A	0.0	0.0
5	T1	680	5.0	716	5.0	0.401	0.1	LOS A	0.0	0.0
Approach		751	4.8	791	4.8	0.401	0.7	NA	0.0	0.0
All Vehicles		1439	4.8	1515	4.8	0.401	1.3	NA	0.6	4.6



051 Page

Appendix H – Urban CHR(s) Left turn facility

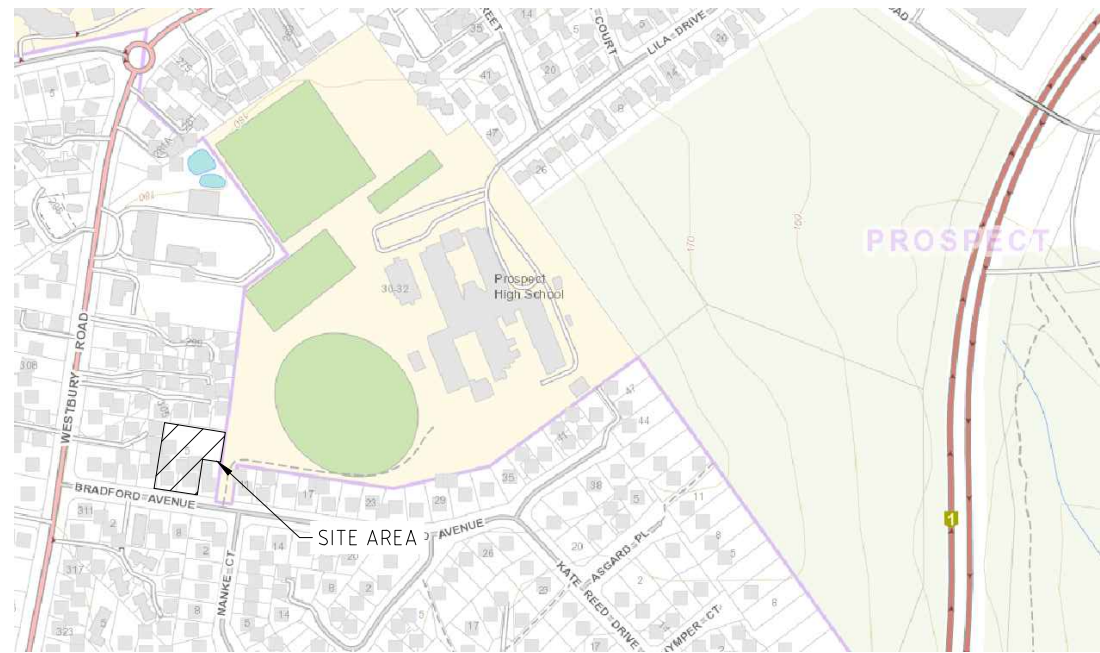


Traffic Impact Assessment

5-7 BRADFORD AVE

PROSPECT, TASMANIA

FOR JASON SHERRIF



LOCALITY PLAN
SCALE - N.T.S

DRAWING INDEX		
DRAWING NUMBER	DRAWING TITLE	REVISION
1678-01	COVER SHEET	A
1678-02	GENERAL NOTES	A
1678-3	GENERAL LAYOUT	A
1678-4	SERVICES	A
1678-5	STORMWATER LONG SECTION	A

0 0.25 0.5 0.75 1 1.25 METRES
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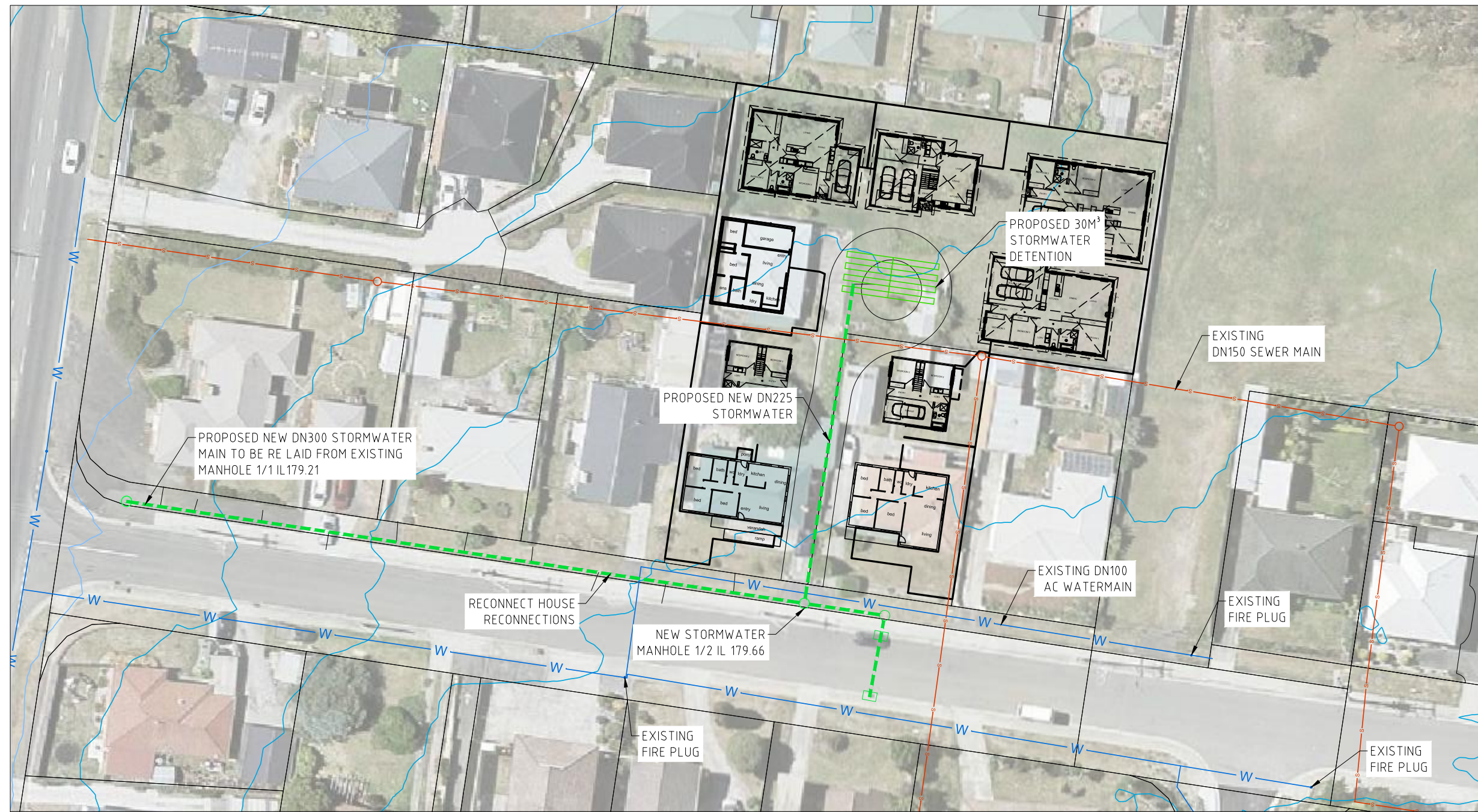
WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.



PRELIMINARY

				DATE	DO NOTE SCALE DIMENSIONS IN MILLIMETERS DRAWING PRACTICES TO AS1100 - 1992 THIS DRAWING IS THE PROPERTY OF IPD CONSULTING. IT IS CONFIDENTIAL AND MUST NOT BE LOANED, COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF THE COMPANY.	 ABN: 96 121 714 878 LEVEL 2, 126 CHARLES STREET LAUNCESTON, TASMANIA P.O. BOX 1371 LAUNCESTON TAS. 7250 PHONE: 0419 574 975 EMAIL: admin@ipdconsulting.com.au	PROJECT NAME 1678 - BRADFORD AVE				
				DRAWN TC 16.09.19			DRAWING TITLE 5-7 BRADFORD AVE COVER SHEET				
				CHECKED MCH 16.09.19			SCALE AT A3	DRAWING NUMBER	SHEET	DISCIPLINE	REVISION
				DESIGNED			N.T.S	1678- 001	1 OF 5	CI	A
				DESIGN APP.							
REV	DATE	DESCRIPTION	DRN	CHK	APPROVED						
A	16.09.19	PRELIMINARY	TC	MCH							

Document Set ID: 1568595
Version: 1, Version Date: 01/03/2022



WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

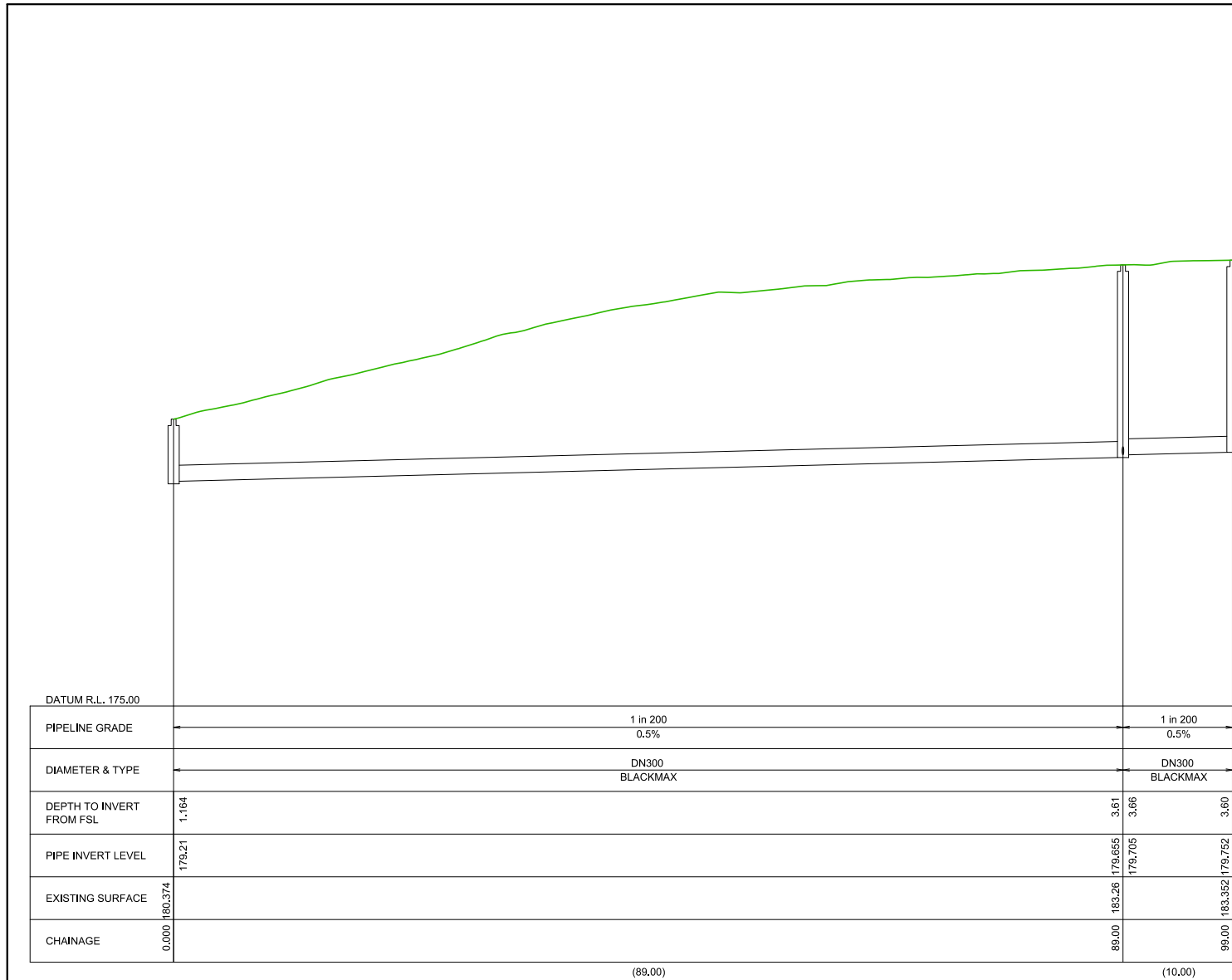


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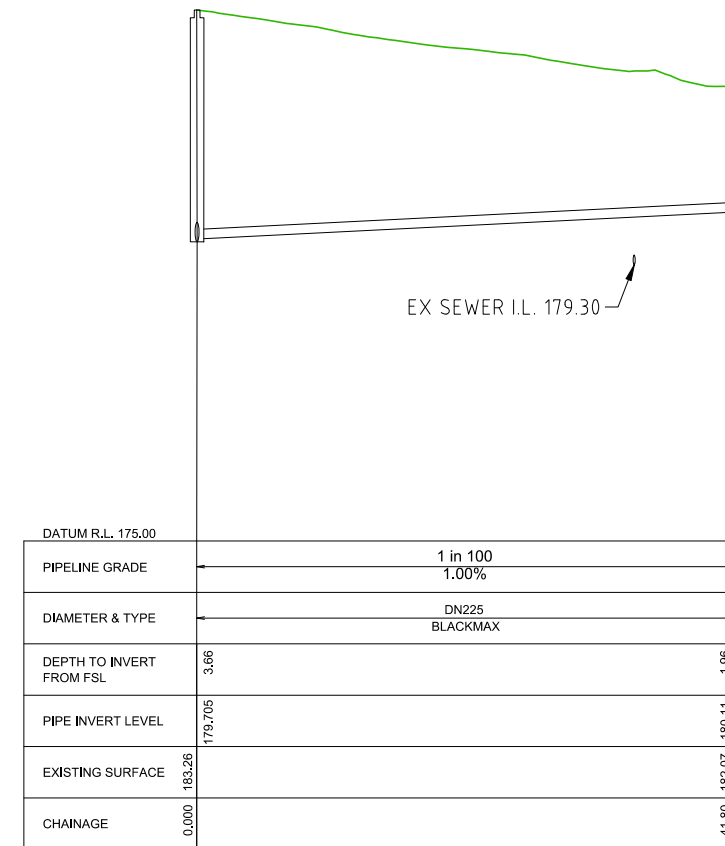
PRELIMINARY

				DATE		DO NOTE SCALE DIMENSIONS IN MILLIMETERS DRAWING PRACTICES TO AS1100 - 1992 THIS DRAWING IS THE PROPERTY OF IPD CONSULTING. IT IS CONFIDENTIAL AND MUST NOT BE LOANED, COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF THE COMPANY.	 ABN: 96 121 714 878 LEVEL 2, 126 CHARLES STREET LAUNCESTON, TASMANIA P.O. BOX 1371 LAUNCESTON TAS. 7250 PHONE: 0419 574 975 EMAIL: admin@ipdconsulting.com.au	PROJECT NAME		1678 - BRADFORD AVE			
				DRAWN	TC			16.09.19	DRAWING TITLE		5-7 BRADFORD AVE GENERAL LAYOUT		
				CHECKED	MCH			16.09.19	SCALE AT A3	DRAWING NUMBER	SHEET	DISCIPLINE	REVISION
				DESIGNED					N.T.S	1678 - 003	3 OF 5	CI	A
				DESIGN APP.									
REV	DATE	DESCRIPTION	DRN	CHK	APPROVED								
A	16.09.19	PRELIMINARY	TC	MCH									

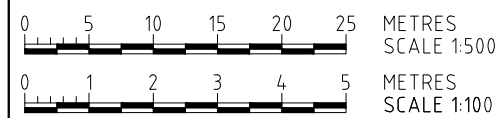
Document Set ID: 1568595
Version: 1, Version Date: 01/03/2022



LONG SECTION 1
Horizontal scale 1:500
Vertical scale 1:100



LONG SECTION 2
Horizontal scale 1:500
Vertical scale 1:100



WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.



PRELIMINARY

				DATE		DO NOTE SCALE DIMENSIONS IN MILLIMETERS DRAWING PRACTICES TO AS1100 - 1992		 ABN: 96 121 714 878 LEVEL 2, 126 CHARLES STREET LAUNCESTON, TASMANIA P.O. BOX 1371 LAUNCESTON TAS. 7250 PHONE: 0419 574 975 EMAIL: admin@ipdconsulting.com.au		PROJECT NAME		1678 - BRADFORD AVE			
		DRAWN TC		16.09.19		THIS DRAWING IS THE PROPERTY OF IPD CONSULTING. IT IS CONFIDENTIAL AND MUST NOT BE LOANED, COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF THE COMPANY.				DRAWING TITLE		5-7 BRADFORD AVE STROMWATER LONG SECTION			
		CHECKED MCH		16.09.19						SCALE AT A3		DRAWING NUMBER		SHEET	
		DESIGNED								N.T.S		1678 - 005		5 OF 5	
		DESIGN APP.										DISCIPLINE			
		APPROVED										CI			
A		16.09.19		PRELIMINARY		TC		MCH				REVISION			
REV		DATE		DESCRIPTION		DRN		CHK				A			


Document Set ID: 1568595
Version: 1, Version Date: 01/03/2022



Submission to Planning Authority Notice

Council Planning Permit No.	PA\21\0304	Council notice date	27/05/2021
TasWater details			
TasWater Reference No.	TWDA 2021/00861-MVC	Date of response	02/06/2021
TasWater Contact	Al Cole	Phone No.	0439605108
Response issued to			
Council name	MEANDER VALLEY COUNCIL		
Contact details	planning@mvc.tas.gov.au		
Development details			
Address	5 BRADFORD AVE, PROSPECT VALE	Property ID (PID)	7024830
Description of development	Multiple Dwellings x9 (2 ex, 6 new & 1 conversion of garage to unit)		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Urban Design Solutions	Site Plan	02	March 2021
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>56W CONSENT</p> <ol style="list-style-type: none"> 4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 5. The applicant or landowner as the case may be, must pay a development assessment fee of \$351.28, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p> <p>In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as</p>			



approved by Council.			
Advice			
General			
For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards			
For application forms please visit http://www.taswater.com.au/Development/Forms			
Service Locations			
Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. The location of this infrastructure as shown on the GIS is indicative only.			
(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater			
(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies			
(c) TasWater will locate residential water stop taps free of charge			
(d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.			
56W Consent			
The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;			
(a) Existing pipe depth and proposed finished surface levels over the pipe;			
(b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;			
(c) A note on the plan indicating how the pipe location and depth were ascertained.			
(d) The location of the property service connection and sewer inspection opening (IO).			
Declaration			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.			
Authorised by			
			
Jason Taylor Development Assessment Manager			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au



Planning Authority Report

4 Gleadow Street, Deloraine

Proposal	Subdivision (41 lots, detention basin, road)
Report Author	Heidi Goess Consultant Town Planner
Authorised by	Krista Palfreyman Director Development & Regulatory Services
Application reference	PA\22\0067
Decision due	13 April 2022
Planner's Recommendation	That Council approves this application.

Applicant's Proposal

Applicant 6ty Pty Ltd

Property 4 Gleadow Street and 203 Emu Bay Road, Deloraine (CT's:37095/1, 38900/1, 46419/1, 46420/2, and vehicle access over CT's: 26982/2, 66161/108 & road reserves (Emu Bay Road & Gleadow Street) and stormwater drainage to CT's: 26982/1 and 26982/4).

Description The applicant seeks planning permission for:

- the subdivision of four lots into 41 lots to be developed over two stages;
- new accesses from the road reserves of Emu Bay Road and Gleadow Street to the proposed lots;
- the removal of trees, demolition of existing outbuildings and incidental structures such as fences;
- the creation of two roads;
- construction of infrastructure to connect with all services including power, mains water, reticulated sewerage system, public stormwater infrastructure and other

services; and

- the construction of a stormwater detention basin to be contained on Lot 100 and connection to stormwater infrastructure within the Bass Highway road corridor.

Documents submitted by the Applicant are attached, titled "Submission from Applicant".



Photo 1: Aerial photograph of the subject site (shaded blue).

Planner's Report

Planning Scheme	Tasmanian Planning Scheme – Meander Valley ("the Scheme")
Zoning	Low Density Residential
Applicable Overlays	Bushfire-prone areas
Existing Land Use	Residential (single dwelling), General Retail and Hire, Service Industry & Vacant Land
Summary of Planner's Assessment	Generally, subdivision is classed as discretionary in this zone (Low Density Residential).
Discretions	For this application, five discretions are triggered. This means Council has discretion to approve or refuse the application

based on its assessment of:

10.6.1 P1 Lot design (area)

10.6.1 P2 Lot design (frontage)

10.6.2 P1 Roads

10.6.3 P2 Services (on-site wastewater treatment system)

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

Performance Criteria & Applicable Standards

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

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

Public Response

Two responses ("representations") were received from the public. Of these:

- One is an objection; and
- One is not opposed to the proposal but concerned with the impact the subdivision will have on the established mains water line.

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

Agency Consultation

The application was referred to TasWater.

TasWater submitted a TWDA 2021/01714-MVC on 17 March 2022.

See attachment titled "Agency Consultation – TasWater."

The application was also referred to the Department of State Growth.

Department of State Growth submitted an email on 9 November 2021.

The Department of State Growth reviewed the related documents and provides the following comments:

- 1) The location of the proposed stormwater detention storage at Lot 19 is directly adjacent to the Bass

Highway reservation, along the prolongation of the westbound carriageway at the end of the westbound overtaking lane. An errant westbound traffic travelling along this section of the highway could fall into the detention storage. To mitigate this risk, protection barriers should be placed adjacent to the highway frontage of detention storage. The barriers are to be located on private land, and installed and maintained by the developer/landowner.

- 2) The Department takes no responsibility for amenity impacts, including noise and vibration, from the Bass Highway on future development of the land for sensitive use. The subdivision occurs within the road attenuation area described in the Road and Railway Asset Code of the Meander Planning Scheme. It is noted there is an area marked as 'noise buffer' shown on the plan, equivalent to the road attenuation area. It is assumed this is intended to prevent establishment of sensitive uses within the noise buffer/road attenuation area. 'Building envelopes' as referenced in the Road and Railway Asset Code should also be marked on the plan to ensure no sensitive use buildings will be located within the noise buffer/road attenuation area. A noise assessment must be undertaken for any sensitive use proposing to be located within the road attenuation area.

The comments from State Growth are noted. With respect to the advice concerning the detention basins, a condition is recommended should Council grant approval to address the matter raised.

The application was also referred to TasNetworks.

TasNetworks submitted an email on 12 October 2021 advising the following:

- Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.
- As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To

understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks Early Engagement Team at early.engagement@tasnetworks.com.au at their earliest convenience.

The advice was referred to the applicant.

Internal Referrals *Infrastructure Services*

Upgrade of a section of Gleadow Street will be required by the applicant to accommodate the additional traffic.

The new road network created by this development will require some traffic calming features, however the road width and road reserve width are adequate for the expected traffic volumes. The new roads will be constructed in accordance with the municipal standard drawings.

Environmental Health

The preliminary on-site wastewater disposal evaluation provided by GeoTon, dated 10 December 2021, satisfactorily demonstrates that all lots identified for on-site disposal are capable of safely disposing of wastewater for residential developments. It is noted that site specific wastewater disposal assessments will be required at the building & plumbing approval stage.

Planner's Recommendation to Council

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

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

For further information, see *Local Government Act 1993, s65, Local Government (Meeting Procedures) Regulations 2015, s25(2)* and *Land Use and Approvals Act 1993, ss58-59*.

Recommendation This application by 6ty Pty Ltd for Subdivision (41-lots, new road, detention basin) on land located at 4 Gleadow Street and 203 Emu Bay Road, Deloraine (CTs:37095/1, 38900/1, 46419/1, 46420/2, and vehicle access over CTs: 26982/2, 66161/108 & road reserves (Emu Bay Road & Gleadow Street) and stormwater drainage to CTs: 26982/1 and

26982/4), is recommended for approval generally in accordance with the Endorsed Plans, and recommended Permit Conditions and Permit Notes.

Endorsed Plan

- a) 6ty Pty Ltd, dated 17 January 2022, Reference: Drawing Number Cp01 Rev B, Proposed Layout Plan;
- b) 6ty Pty Ltd, dated 17 January 2022, Reference: Drawing Number Cp02 Rev C, Proposal Plan of Subdivision, Proposed Services Plan;
- c) 6ty Pty Ltd, dated 19 January 2022, Reference: Drawing Number Cp03, Staging Plan;
- d) GeoTon Pty Ltd, dated 10 December 2021, Reference: GL21338Ba, Preliminary On-site Wastewater Disposal Evaluation, 4 Gleadow Street, Deloraine, Pages 1-4 and attachments;
- e) RMCG & AK Consultants, dated January 2022, Bushfire Hazard Management Report: 4 Gleadow Street, Deloraine; Pages 1-26;
- f) 6ty Pty Ltd, dated 24 November 2021, Traffic Impact Assessment, 4 Gleadow Street & 203 Emu Bay Road; Version 2, Pages 1-17; and
- g) 6ty Pty Ltd, dated 30 August 2021, Stormwater Design, Low Density Residential Estate, 4 Gleadow Street, Deloraine, Version 1, Pages 1-16.

Permit Conditions

1. Prior to the commencement of any works, amended plans must be submitted for approval to the satisfaction of Council's Town Planner and Director Infrastructure Services. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must:
 - a) Remove the stormwater easement shown across the property at 203 Emu Bay Road, Deloraine (CT:38900/1) from the Services Layout Plan, Drawing Number Cp02 Rev C and show the new location of the stormwater infrastructure easement and its connection to the public infrastructure in Gleadow Street and Emu Bay Road;
 - b) Show the buildings and structures located within the proposed lots on the Proposed Layout Plan, Drawing Number Cp01 Rev B, in particular noting the buildings on proposed Lots 31, 32, 37

and 38 to be demolished; and

- c) Show the trees to be removed on the Proposed Layout Plan, Drawing Number Cp01 Rev B.
2. Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision. permitted by this permit unless:
 - a) Such covenants or controls are expressly authorised by the terms of this permit or by the consent in writing of Council; and
 - b) Such covenants or similar controls are submitted for and receive written approval by Council prior to submission of a Plan of Survey and associated title documentation is submitted to Council for sealing.
 3. Prior to sealing the final plan for each stage, a cash in lieu contribution for public open space is to be made based on 5% of the value of the improved land for that stage. The value of the land is to be determined by a land valuation prepared by a Registered Land Valuer and must be dated no greater than two months prior to the sealing of the final plans. All costs associated with obtaining the land valuation are to be borne by the developer.
 4. The north-west side of Gleadow Street is to be upgraded with road widening and kerb to the satisfaction of Director Infrastructure Services. The road is to be widened such that the edge of the seal is 4m from the existing centerline of Gleadow Street. The extent of road widening and kerb is to be between the shared boundary of the balance lot of CT:38900/1 and proposed Lot 39 through to the intersection of Gleadow Street and Road 1.
 5. Road barriers are to be installed between the detention basin on proposed Lot 1 and the Bass Highway to the satisfaction of Director Infrastructure Services.
 6. Prior to commencement of any works for each stage the following must be submitted to Council and approved by Council's Director Infrastructure Services:
 - a) Detailed engineering design documentation for stormwater services, roads, footpaths and crossovers, including the extension of any Council services and in accordance with the recommendations of the Traffic Impact Assessment.

Detailed engineering documentation must be prepared by a suitably qualified civil engineer, or other person approved by the Director Infrastructure Services, in accordance with the requirements of the Tasmanian Subdivision Guidelines and Tasmanian Standard Drawings. The design documentation must incorporate the following:

- i. Sealed turning heads provided at the end of each new road section sufficient to provide a temporary turning area for service vehicles. A right of carriage way in favour of Meander Valley Council is to be placed on the title over each turning head.
 - ii. Details of Road 1 and Road 2 in accordance with Tasmanian Standard Drawing TSD-R06-v3 for local through roads.
 - iii. Details of the turning head of Road 2 in accordance with Tasmanian Standard Drawings TSD-R08-v3.
 - iv. Implementation of a traffic calming measure within Road 1. Refer Note 2.
 - v. All required work at the intersection of Gleadow Street and Emu Bay Road.
 - vi. Calculations and layout plan to demonstrate the 1 in 100 year overland stormwater flow is contained within the proposed road reserves without entering and exiting properties or proposed new allotments.
 - vii. Details for any new allotments that cannot be fully controlled to the nominated design stormwater connection point.
 - viii. Details of the new detention basin, including finished surface levels.
 - ix. Road widening of Gleadow Street and kerb as per condition 4.
7. Drainage easements are to be created over piped stormwater infrastructure within new allotments in favour of Meander Valley Council in accordance with the Tasmanian Subdivision Guidelines.
 8. All roads in the Subdivision must be conveyed to the Council upon

the issue of the Certificate under Section 10 (7) of the *Local Government (Highways) Act 1982*. All costs involved in this procedure must be met by the developer. Refer Note 3.

9. Prior to the sealing of the Final Plan of Survey for each stage, the following must be completed to the satisfaction of Council:
 - a) The infrastructure works must be completed as shown in the application documents and endorsed plans or as modified by the Council approved detailed engineering drawings and specifications, to the satisfaction of Council's Director Infrastructure Services.
 - b) Provisions of as-constructed documentation of infrastructure work to be taken over by Council, to the satisfaction of Council's Director Infrastructure Services. Refer Note 4.
 - c) Easements shown on the Final Plan of Survey, as per Condition 7.
 - d) A right of carriage way in favour of Meander Valley Council is to be placed on the title over each temporary turning head.
 - e) Details shown on the Final Plan of Survey for parts of any proposed lot that cannot be controlled to the constructed stormwater connection point.
10. The works required by the endorsed Bushfire Hazard Management Plan are to be completed to the satisfaction of the Tasmanian Fire Service or a practitioner accredited by the Tasmanian Fire Service. Documentation of compliance is to be submitted to the satisfaction of Council's Town Planner.
11. The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2021/01714-MVC) attached.

Permit Notes

1. Works must be completed by a suitably qualified contractor. Prior to any construction being undertaken in the Council road reserve, separate consent is required by the Road Authority. An Application of Works in Road Reservation Form is enclosed. All enquiries should be directed to Council Infrastructure Department on 6393

5312.

2. Council's preference is to avoid the use of speed humps for traffic calming. The engineering consultant should contact Council's Infrastructure Department to discuss appropriate traffic calming control options prior to commencing road design.
3. This subdivision creates new roads that will become Meander Valley Council's assets. Please arrange for the road lots to be transferred to Meander Valley Council upon registration of the titles.
4. Council will provide details on the process for achieving practical completion for each stage of construction for the subdivision and the documentation required at the time of providing approval for the engineering design relevant to each stage.
5. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact Council.
6. This permit takes effect after:
 - (i) The 14-day appeal period expires; or
 - (ii) Any appeal to the Tasmanian Civil & Administrative Tribunal (TASCAT) is determined or abandoned; or
 - (iii) Any other required approvals under this or any other Act are granted.
7. Planning appeals can be lodged with TASCAT Registrar within 14 days of Council serving notice of its decision on the applicant. For further information, visit the TASCAT website.
8. This permit is valid for two years only from the date of approval. It will lapse if the development is not substantially commenced. Council has discretion to grant an extension by request.
9. All permits issued by the permit authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Office on request.
10. If any Aboriginal relics are uncovered during works:
 - (i) All works to cease within delineated area, sufficient to protect

unearthed or possible relics from destruction;

(ii) Presence of a relic must be reported to Aboriginal Heritage Tasmania; and

(iii) Relevant approval processes for state and federal government agencies will apply.

Attachments

1. Public Response - Summary of Representations [12.2.1 - 3 pages]
2. Applicant - Response to Public Submissions [12.2.2 - 3 pages]
3. Public Response 1 - G Dalco [12.2.3 - 2 pages]
4. Public Response 2 - R Creeley [12.2.4 - 2 pages]
5. Planner's Advice – Performance Criteria [12.2.5 - 13 pages]
6. Planner's Advice – Applicable Standards [12.2.6 - 18 pages]
7. Submission from Applicant [12.2.7 - 134 pages]
8. Agency Consultation - TasWater [12.2.8 - 4 pages]

Public Response

Summary of Representations – 4 Gleadow Street & 203 Emu Bay Road, Deloraine

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

This summary is an overview only, and should be read in conjunction with the full responses (see attached “Public Response 1 & 2”). In some instances, personal information may be redacted from individual responses.

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

Name G. Dalco – Representation 1

Concern

- a) *Strong objection to the proposed subdivision and opposed to a Stormwater Drain and Easement to run across the property at 203 Emu Bay Road.*
- b) *Requests that proposed Lot Number 40 be removed (from the Plan of Subdivision) as it is on the property of 203 Emu Bay Road.*
- c) *As property owner of 203 Emu Bay Road, he was not consulted nor has given permission for any services being: stormwater, water, sewerage, or electrical to go on, below, or above his property. His property must not be disturbed without written permission.*
- d) *He is disheartened and disgusted that the Meander Valley Council has allowed the application to proceed without consulting him.*

Planner’s Response

- a) The objection is noted.
- b) Mr Dalco sent further correspondence to the Council after his initial representation on 1 March 2022. The second email from Mr Dalco received by the Council on 8 March 2022 confirms that he has agreed for the subdivision of Lot 40. Please note that Lot 41 is also within the title boundary of 203 Emu Bay Road forming part of CT 38900/1. Mr Dalco has agreed to sell this portion of land to the developer although his representations do not refer to proposed Lot 41. The issue raised in the representation has been resolved.
- c) A site inspection was conducted on 1 March 2022 at 203 Emu Bay Road, Deloraine with Mr Dalco in attendance. Mr Dalco has an existing shed on the site located on southern half of his property. As shown on the Proposed Services Plan, Drawing Number Cp02 Rev C, a stormwater easement will be parallel to the south-eastern side of the existing shed and will have an easement width of 6m.

Attachment 12.2.1 Public Response - Summary Of Representations

Mr Dalco advised that he wished to construct a dwelling on the south-eastern side of his property, between Gleadow Street and the existing shed. He is of the view that the 6m wide easement occupies too much of his land and that this was not discussed with him.

The applicant was provided with a copy of the concerns raised in the representation. The applicant has confirmed that the easement from the property at 203 Emu Bay Road will be removed. The applicant has committed to relocating the stormwater infrastructure within the easement on proposed Lot 39. If Council chooses to grant a permit, a condition is recommended, requiring the applicant to amend the Proposed Services Plan, Drawing Number Cp02 Rev C to remove the easement shown and show the new easement to contain stormwater infrastructure (refer to attachment titled "Applicant - Response to Public Submissions").

The assessment of the proposal has demonstrated compliance with the applicable standards of the Low Density Residential Zone concerning stormwater management on the site.

- d) The applicant had declared that Mr Dalco had been notified of the intention to lodge the application. The requirements under section 51 of the *Land Use Planning and Approvals Act 1993* (the Act) are met.

Name *R. Creeley – Representation 2*

Concern a) *Mains water line is not located in the road reservation of Emu Bay Road but runs behind the property at 225 Emu Bay Road and traverses proposed lots 27, 28, 30, 31, 32, 39, 41 and connects with mains water infrastructure in Gleadow Street.*



Figure 1: The location of the existing mains water line (red) across the subject site.

Attachment 12.2.1 Public Response - Summary Of Representations

Planner's Response

- a) A site inspection of the property at 225 and 223 Emu Bay Road, Deloraine was completed on 1 March 2022 with Mr Creeley (the property owner of 225 Emu Bay Road) in attendance. Mr Creeley confirmed the location of the mains water line behind his property and 223 Emu Bay Road. The established mains water line is not shown on the Proposed Services Plan, Drawing Number Cp02 Rev C. TasWater were also unaware of the location of the established mains water line.

Mr Creeley's main concern is being without water whilst a new line is constructed as part of the subdivision.

The applicant was consulted concerning the representation and has advised that the main water line will be made redundant, and a new water line will be constructed as shown on the Proposed Services Plan, Drawing Number Cp02 Rev C. New connections will be provided to the properties at 223 and 225 Emu Bay Road. TasWater will manage the new connections to these properties as per the TasWater conditions imposed on the permit if the Council grants approval.

Note: The planning application was advertised in a local newspaper and on Council's website for a statutory period of 14 days from 19 February 2022 to 8 March 2022. The property was also signposted.



Our Ref: 21.120

Measured form and function

9 March 2022

Heidi Goess
Consultant Town Planner
Meander Valley Council
By email: planning@launceston.tas.gov.au

6ty Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
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W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston 7250
P (03) 6332 3300

57 Best Street
PO Box 1202
Devonport 7310
P (03) 6424 7161

Dear Heidi,

DEVELOPMENT APPLICATION - RESPONSE TO FURTHER INFORMATION REQUEST - PA\22\0067 - 4 GLEADOW STREET AND 203 EMU BAY ROAD, DELORAINÉ

I refer to Council's request for further information letter dated 4 March 2022. This letter provides information in response to the matters raised within the correspondence.

Council Request Item 1 - Owner Notification

6ty° Response

We can confirm that our client (Jason Sherriff), who is the proponent of the proposed subdivision, has contacted or met with the owner of the land that is subject to the development application numerous times prior to the development application being submitted to Council. Our client met with the owner of the land in September at their residence located at 4 Gleadow Street to discuss the proposed plan of subdivision and the intention to submit the development application. A plan of subdivision was left with the owner of the land at this meeting.

Council Request Item 2 - Lot Design Clause 10.6.1

6ty° Response

We have only recently been made aware that the sewer main which services 223 and 225 is located through the site and would cross through proposed Lots 27, 28, 30, 31, 32 and 39.

It is intended to make this water main redundant by disconnecting the main at Gleadow Street. In this regard, a new water main, which is shown on the submitted plan of subdivision, will be constructed on the north-eastern side of the Emu Bay Road reservation. New connections will be provided to 223 and 225 Emu Bay Road. Once the new connections are provided and commissioned, the existing connections and redundant water main will be removed.

There will be a small period where water will be unavailable when the new connection is installed. No other inconveniences are envisioned and the owners of the land will be consulted throughout this period.

The redundant water main will not impact any of the identified future lots in terms of reducing or impacting upon the amount of useable area.

Council Request Item 3 - Lots 40 and 41

6ty° Response

The matters relating to proposed Lots 40 and 41 have been agreed to through conditions of the contract of sale. In this regard, land associated with proposed Lot 41 located on 203 Emu Bay Road will be transferred to our client should a planning permit be issued. Proposed Lot 40 will remain part of 203 Emu Bay Road and will be under the ownership of the current land owner. Proposed Lot 40 is able to be created at the will of the current land owner. Conversely, proposed Lot 40 is not required to be created should the current land owner not wish to create it.

Council Request Item 4 - Services Clause 10.6.3

6ty° Response

Following further discussions with the owner of 203 Emu Bay Road, it has been determined that the stormwater main which was proposed to be located through the balance of 203 Emu Bay Road will now be relocated through the easement located within proposed Lot 39 to Gleadow Street. From Gleadow Street, the stormwater main will be directed south-west to Emu Bay Road where it will return in a northerly direction to the same culvert that the previous stormwater main connected into. This is detailed in the image below. It is considered that the relocated stormwater main could form a condition of approval.



Our Ref: 21.120

Measured form and function



Please do not hesitate to contact me should you require any further information.

Yours faithfully

6ty° Pty Ltd

A handwritten signature in black ink, appearing to read 'G Walker'.

George Walker
Director/Planning Consultant

Attachment 12.2.3 Public Response 1 - G Dalco

From: "Gary Dalco" [REDACTED]
Sent: Tue, 8 Mar 2022 13:40:13 +1100
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Cc: [REDACTED]
Subject: Ref: Development Dispute for Applicat 6ty Pty Ltd – PA\22\0067

To John Jordan General Manager / Meander Valley Council,
In reference to my submission below.

Mr Jason sheriff (the applicant) and I have come to an agreement on his submission and my objection.

Mr Jason sheriff agreed that the proposed stormwater drain and easement will be removed from my property and relocated onto his property, and my property will not be interfered with. I have agreed that Lot 40 can proceed to be subdivided off in accordance with his submission. Please feel free to contact me if you require any further information or questions.

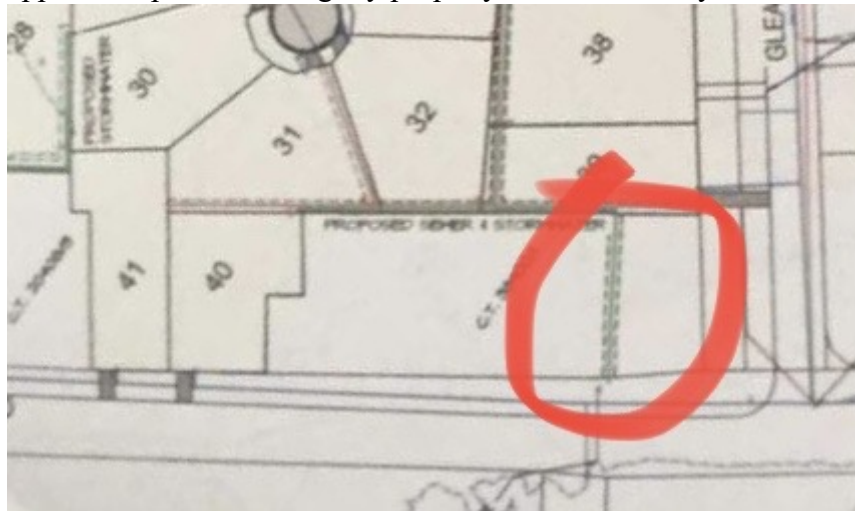
Kind regards
Gary Dalco
[REDACTED]

On Tue, 1 Mar 2022 at 11:03, Gary Dalco <[REDACTED]> wrote:

To John Jordan General Manager / Meander Valley Council,

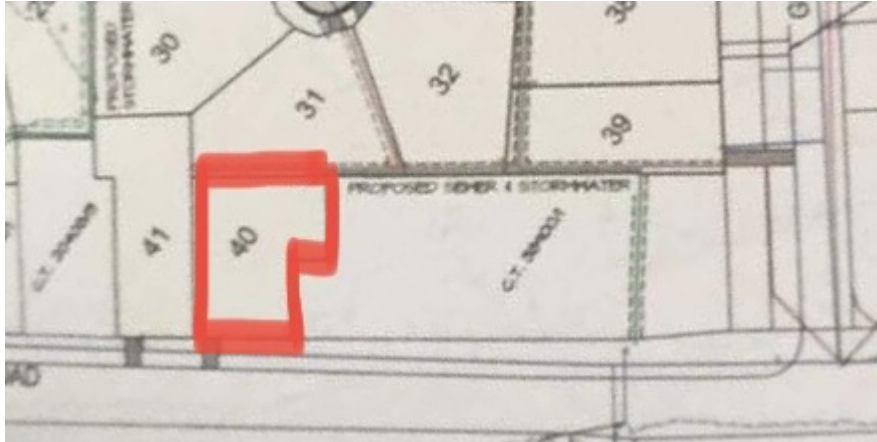
I Gary Joseph Dalco of 203 Emu Bay Road Deloraine, **strongly object** to the below on the development application by 6ty Pty Ltd – PA\22\0067:

- The Stormwater Drain and Easement that has been proposed on the applicant's plans crossing my property at 203 Emu Bay Road.



- Lot number 40 on the proposed plans to be removed from this application as it is on my property.

Attachment 12.2.3 Public Response 1 - G Dalco



I **have not** been consulted nor given permission to anyone for any services being: stormwater, water, sewerage, or electrical to go on, below, or above my property at 203 Emu Bay Road Deloraine. My property is not to be disturbed or altered without my written permission.

I am very disheartened and disgusted that the Meander Valley Council has allowed this to get to this stage without seeking my permission or even consulting me.

If you have any questions or would like us to provide any more information in regards to this submission, please do not hesitate to contact me on the information below.

Kind regards

Gary Joseph Dalco

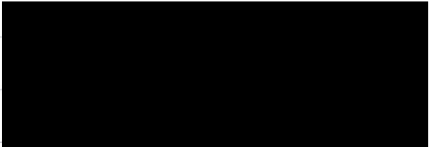
Phone: [REDACTED]

Email: [REDACTED]

Address: 203 Emu Bay Road Deloraine 7304

Index No. 15391		
Doc No.		
RCVD	-1 MAR 2022	MVC
Action Officer	NW	Dept. DES
EO	OD	✓

1.3.2022
ROGER CREELEY



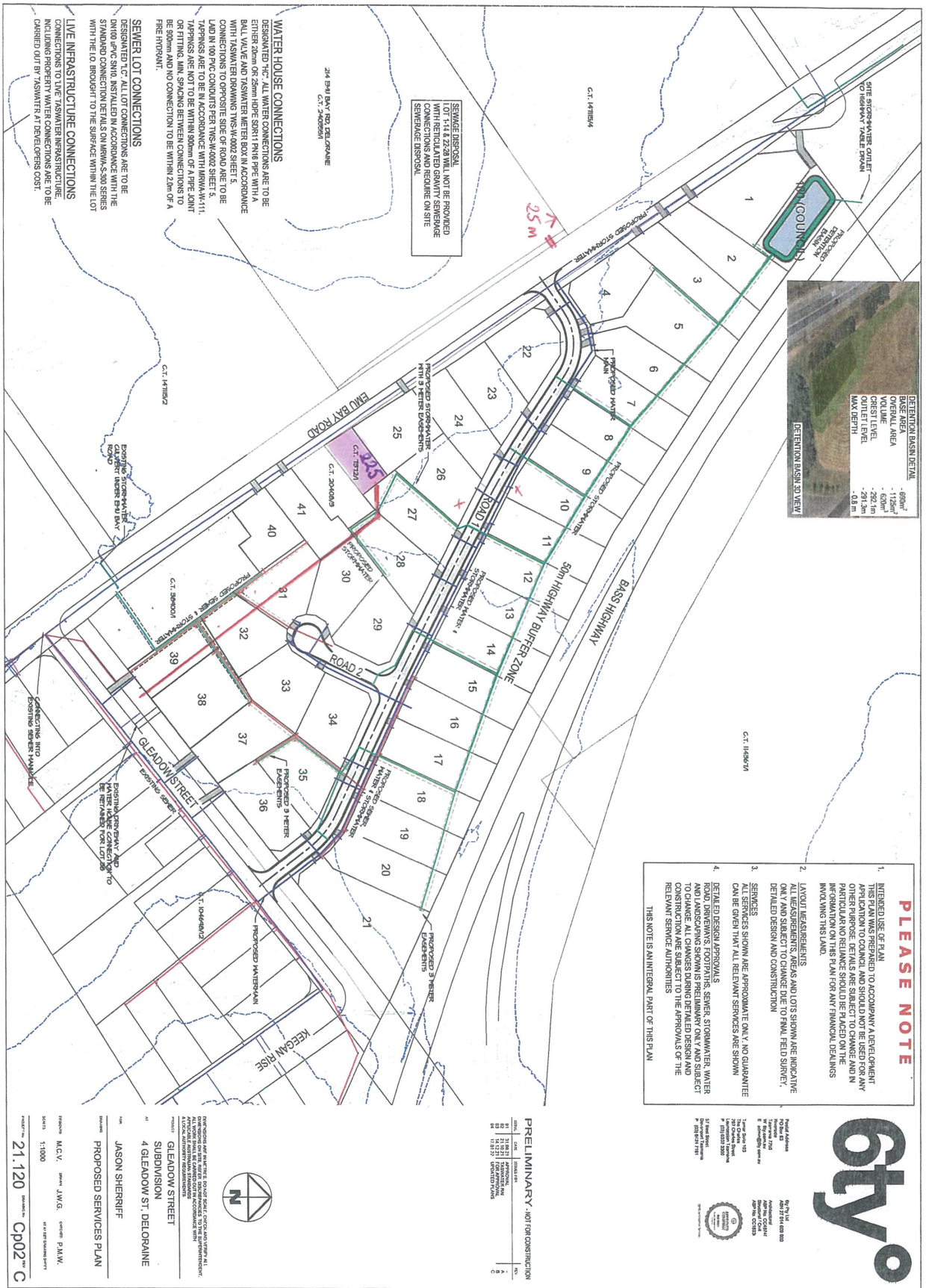
TO THE GENERAL MANAGER
MEANDER VALLEY COUNCIL

I AM CONCERNED ABOUT THE WATER LINE IN TO
MY PLACE AT THE BACK YARD/FENCE THE WATER
LINE COMES THROUGH THE GLEADOW STREET
SUBDIVISION. FROM GLEADOW STREET
IT GOES THROUGH BLOCKS 39 - 32 - 31 - 41 - 30
28 - 27 TO MY PLACE AT 225 EMU BAY ROAD

WHAT IS COUNCIL GOING TO DO ABOUT IT
COPY OF PLANS RED LINE IS MY WATER LINE

YOUR FAITHFULLY
ROGER CREELEY
R Creeley

P T O COPY OF PLANS



Performance Criteria P1

Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

- (a) the relevant requirements for development of buildings on the lots;
- (b) the intended location of buildings on the lots;
- (c) the topography of the site;
- (d) adequate provision of private open space;
- (e) the pattern of development existing on established properties in the area; and
- (f) any constraints to development,

and must have an area not less than 1200m².

More information about this provision

See 10.0 Low Density Residential Zone

10.6.1 Lot Design

Objective:

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone;
- (b) is provided with appropriate access to a road; and
- (c) contains areas which are suitable for residential development.

Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
<p>Performance Criteria P1 Clause 10.6.1</p>	<p>The Plan of Subdivision proposes 41 lots suitable for development within the Residential use class. Lots 1 to 38 all have:</p> <ul style="list-style-type: none"> • a minimum area of 1500m²; • a gradient of less than 1 in 5; and • able to contain a minimum area of 10mx15m that can comply with the setbacks of clause 10.4.3. <p>Lots 39, 40 and 41 fall short of the minimum area of 1500m², having a minimum lot area of 1200m² and cannot comply with the Acceptable</p>

Scheme Provision	Planner's Assessment												
<p>Performance Criteria P1 Clause 10.6.1 (cont'd)</p>	<p>Solution A1(a). Additionally, Lots 37, 38 and the balance of lot of CT 38900/1 contain existing buildings that will not be setback from new boundaries to be consistent with the Acceptable Solutions A2, clause 10.4.3. The proposed lots require assessment against the Performance Criteria P1.</p> <p>The purpose of the Low Density Residential Zone is primarily intended for residential use where infrastructure limits the density, location or form of development. It is anticipated that the proposed subdivision will result in the development of each lot for residential use which is consistent with the zone purpose.</p> <p>The assessment has determined that proposed Lots 37, 38, 39, 40 and 41 each have a useable area and dimensions suitable for development of buildings in the Residential use class having had regard to the following.</p>												
<p>P1 (a)</p>	<p>Lots 39, 40 and 41 have a minimum area of 1200m² and a frontage of at least 20m.</p> <table border="1" data-bbox="604 1151 1193 1323"> <thead> <tr> <th>Lot</th> <th>Lot size</th> <th>Frontage</th> </tr> </thead> <tbody> <tr> <td>39</td> <td>1207 m²</td> <td>22.9m</td> </tr> <tr> <td>40</td> <td>1205m²</td> <td>24.6m</td> </tr> <tr> <td>41</td> <td>1203 m²</td> <td>20m</td> </tr> </tbody> </table> <p>All three lots have the capacity to contain a minimum area of 10m x 15m. The lot sizes and configuration of Lots 39, 40 and 41 can meet the relevant requirements for development of buildings and have sufficient area to comply with the setbacks of clause 10.4.3.</p> <p>The proposed Lots 37 and 40, in relation to the existing buildings to new boundaries, will not restrict or limit development of these lots. Each lot can contain a minimum area of 10m x 15m free of the existing buildings, allowing the siting of a future dwelling on each of these lots.</p> <p>The existing dwelling and outbuilding on Lot 38 will allow the continuation of the existing residential use consistent with the Low Density Residential Zone. The reduced setbacks will not unreasonably restrict any development of an adjoining proposed lot in the plan of subdivision.</p>	Lot	Lot size	Frontage	39	1207 m ²	22.9m	40	1205m ²	24.6m	41	1203 m ²	20m
Lot	Lot size	Frontage											
39	1207 m ²	22.9m											
40	1205m ²	24.6m											
41	1203 m ²	20m											

Attachment 12.2.5 Planner's Advice – Performance Criteria

Scheme Provision	Planner's Assessment
<i>P1 (b)</i>	The proposed Lots 40 and 41 are slightly irregular in shape with each of these lots having a minimum width of 20m and a depth in excess of 40m. There is sufficient area for an intended building to be contained on each lot. The proposed Lots 37 and 40 in relation to the existing buildings contain useable areas to construct a dwelling. Lot 38 will contain the existing residential use.
<i>P1 (c)</i>	The topography of the site is gently undulating across the subject site. The proposed Lots 39, 40 and 41 have gradients of 1:12, 1:36 and 1:18 respectively. The proposed Lots 37 and 40 have a topography that have gradients have less than 1 in 5. The topography will not restrict the useable area of any of the proposed lots.
<i>P1 (d)</i>	Each of the proposed lots will have more than 40% of the area available for provision of private open space.
<i>P1 (e)</i>	The area referred to in subclause (e) is considered to be the area zoned Low Density Residential between Gleadow Street, the Bass Highway and Emu Bay Road. Within this area there are two properties, outside of the subject site developed for residential use. Residential uses are established on the properties at 223 and 225 Emu Bay Road and are each developed with single detached dwelling and associated outbuildings. These lots have areas of less than 800m ² and 1200m ² respectively. The proposed lots in the plan of subdivision will be compatible with the established development pattern.
<i>P1 (f)</i>	<p>The proposed Lots 37, 38, 39, 40 and 41 will be connected to reticulated water, stormwater and the reticulated sewerage system. The proposed Lot 38 contains the existing dwelling and outbuildings. Lot 37 contains two sheds. There are buildings located on the property of 203 Emu Bay Road which will not achieve the required setbacks from new boundaries.</p> <p>The lots are not limited or constrained unreasonably from development for the following reasons:</p> <ul style="list-style-type: none"> • The lots are not reliant on onsite wastewater management or

Attachment 12.2.5 Planner's Advice – Performance Criteria

Scheme Provision	Planner's Assessment
<p>P1 (f) (cont'd)</p>	<p>onsite stormwater detention.</p> <ul style="list-style-type: none"> • The proposed easements on Lot 37, 38 and 39 are narrow in width and at the periphery of the lots and will not diminish their useable areas; • The existing buildings located on Lots 37 and 38 are sited in such a way not to diminish the useable area of each lot; • The existing buildings on the balance lot of CT:38900/1 will not reduce the useable area of Lot 40; and • The established mains water line traversing the subject site starting from behind the properties at 223 and 225 Emu Bay Road and across the useable area of Lot 39 will be made redundant and therefore retains the useable area of the lot. • The established water line will not restrict development of any proposed lot in the plan of subdivision as it will be made redundant. <p>There are no constraints considered to prevent development of the lots consistent with the Low Density Residential Zone.</p>

Performance Criteria P2

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

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

More information about this provision

See 10.0 Low Density Residential Zone

10.6.1 Lot Design

Objective:

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone;*
- (b) is provided with appropriate access to a road; and*
- (c) contains areas which are suitable for residential development.*

Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
<p>Performance Criteria P2 Clause 10.6.1</p>	<p>The Plan of Subdivision proposes 41 lots suitable for development within the Residential use class. Proposed Lots 5, 6, 31 and 32 fall short of the 20m frontage requirement by the Acceptable Solution A2. The proposed lots require assessment against the Performance Criteria. The assessment has determined that Lots 5, 6, 31, 32 provide a suitable frontage to a road which is suitable for the intended residential use,</p>

Attachment 12.2.5 Planner's Advice – Performance Criteria

Scheme Provision	Planner's Assessment
	having had regard to the following.
P2 (a)	<p>The proposed Lots 5 and 6 are located within the north-eastern section of the subdivision and have a frontage of 6m and 12.8m respectively. Proposed Lot 5, an internal lot, provides a narrow frontage to Road 1. Proposed Lot 6 will have frontage to Road 1.</p> <p>The proposed Lots 31 and 32 have frontages of 15.5m and 8.8m and have frontages to the cul-de-sac head of Road 2. All four lots have a frontage with a width of more than 3.6m.</p>
P2 (b)	The proposed lots have a frontage to either an existing or a new road. There are no proposed lots that will be subject to the right of carriageway as their sole or principle means of access.
P2 (c)	The topography is gently undulating across the subject site. Each of the lots with frontages of less than 20m have a gradient less than 1 in 5.
P2 (d)	The frontages of proposed Lots 5, 6, 31 and 32 have direct access to Road 1 or Road 2. The topography does not constrain the functionality or useability of the frontage. Each frontage exceeds a width of 3.6m.
P2 (e)	Each lot is provided with sufficient area and frontage to enable vehicles to enter and exit in a forward direction.
P2 (f)	Each lot is provided with vehicular access from a road to the frontage of the proposed lot. There are two lots established for residential use within the Low Density Residential Zone in this location. The two lots, 223 and 225 Emu Bay Road have road frontages of approximately 21m and 22m respectively. While four lots within the plan of subdivision will have frontages of less than 20m, this will not be predominant characteristic in the pattern of development. The proposed subdivision results in the configuration of lots compatible with development of the Low Density Residential Zone.

Performance Criteria P1

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

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

More information about this provision

See 10.0 Low Density Residential Zone

10.6.2 Roads

Objective:

That the arrangement of new roads within a subdivision provides:

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

Summary of Planner's Advice

The development is assessed to satisfy the Performance Criteria P1, and complies with the objective.

Details of the planner's assessment are set out overleaf.

Attachment 12.2.5 Planner's Advice – Performance Criteria

Scheme Provision	Planner's Assessment
<p>Performance Criteria P1 Clause 10.6.2</p>	<p>The proposal creates new roads, Road 1 and Road 2. Road 1 will be the connector between Gleadow Street and Emu Bay Road. Road 2 is a cul-de-sac road which forms a junction with Road 1. There is no Acceptable Solution. The proposed lots require assessment against the Performance Criteria P1.</p> <p>The assessment has determined that the new roads provide an appropriate level of access connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists having had regard to the following.</p>
<p>P1 (a)</p>	<p>There is no road network plan adopted by the Council.</p>
<p>P1 (b)</p>	<p>The Traffic Impact Assessment (TIA) submitted with the application advises on page 3:</p> <p><i>Gleadow Street is a local road that extends eastward from Emu Bay Road, and which forms the northern extent of the current residential development of Deloraine. It provides direct access to 13 residences and links into Keegan Rise near the western end of the development site.</i></p> <p><i>The road has a typical seal width of 5.0m with gravel shoulders on both sides and a table drain on the higher, southern side, with crossovers for the residences on that side of the road. There are no footpaths in this part of Deloraine. The urban road speed limit of 50 km/hr applies to this road.</i></p> <p><i>Emu Bay Road is a Council managed arterial road that provides for northbound traffic from Deloraine to access the Bass Highway. There is no southbound traffic from the Bass Highway on this road, with a turning circle provide on the northern boundary of the development site to provide for return traffic from the Deloraine Cemetery. The road has a typical pavement width of 7.0m, with sealed shoulders on both sides. There is no kerbing or footpath on this part of Emu Bay Road.</i></p> <p>Road 1 and Road 2 will be local roads which will be connected with Emu Bay Road and Gleadow Street. The roads will accommodate local traffic and will be compatible with the established road hierarchy.</p>

Attachment 12.2.5 Planner's Advice – Performance Criteria

Scheme Provision	Planner's Assessment
P1 (c)	The new roads, (Road 1 and Road 2) will extend the road network, connecting Gleadow Street and Emu Bay Road and will contain a footpath on one side of the new subdivision. The local road will be designed to be in accordance with Tasmanian Standard Drawings and connects with the established road network to will provide connection for vehicles, pedestrians and cyclists.
P1 (d)	The proposal is for residential development. The new road maximises connection with the existing road network. There is no public transport available in Deloraine.
P1 (e)	The new roads are designed to minimise the distance to local shops and services providing connection to Emu Bay Road and the town centre of Deloraine.
P1 (f)	There is no public transport in Deloraine
P1 (g)	The TIA has assessed the proposal and its impact on the traffic network. The TIA advises that the road safety for all users will be maintained.
P1 (h)	The proposal will provide new local roads. There is no new arterial or collector roads proposed. There is no requirement to provide bicycle infrastructure in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling 2016</i> .
P1 (i)	The site is gently undulating. The topography will not restrict the construction of the new roads.
P1 (j)	The property at 203 Emu Bay Road is has potential for further subdivision. The property could be further divided to create additional residential lots. The proposed access from these lots would be from Emu Bay Road and not the new roads.

Planning Scheme Provision	<p>Performance Criteria P2 <i>Each lot, or a proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.</i></p> <p>More information about this provision <i>See 10.0 Low Density Residential Zone</i> <i>10.6.3 Services</i> <i>Objective:</i> <i>That the subdivision of land provides services for the future use and development of the land.</i></p>
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Summary of Planner's Advice

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

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

Scheme Provision	Planner's Assessment
<p>Performance Criteria P2 Clause 10.6.3</p>	<p>Proposed Lots 1 to 14 and Lots 22 to 28 are unable to connect to a reticulated sewerage system and therefore these lots are reliant on an onsite wastewater disposal system for the future residential use of the land.</p> <p>GeoTon Pty Ltd has provided a preliminary assessment of the capacity for the abovementioned lots to be serviced by an onsite wastewater system. The report confirms that each lot can be serviced with an onsite wastewater system.</p>

Performance Criteria P1

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (a) *any increase in traffic caused by the use;*
- (b) *the nature of the traffic generated by the use;*
- (c) *the nature of the road;*
- (d) *the speed limit and traffic flow of the road;*
- (e) *any alternative access to a road;*
- (f) *the need for the use;*
- (g) *any traffic impact assessment; and*
- (h) *any advice received from the rail or road authority.*

More information about this provision

See C3.0 Road and Railway Assets Code

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

Objective:

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

Summary of Planner's Advice

The development is assessed as satisfies the Performance Criteria P1, and complies with the objective.

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

Scheme Provision	Planner's Assessment
Performance Criteria P1 Reference	<p>The proposal creates new roads, Road 1 and Road 2. Road 1 will be the connector between Gleadow Street and Emu Bay Road. Road 2 is a cul-de-sac road. The proposal includes new accesses and junctions. The road authority has not provided written consent. The proposed lots require assessment against the Performance Criteria P1.</p> <p>The assessment has determined that the new roads provide an appropriate level of access connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists having had regard to the following.</p>

Attachment 12.2.5 Planner's Advice – Performance Criteria

Scheme Provision	Planner's Assessment
P1 (a)	<p>The proposed lots are intended for residential development. The TIA on page 5 of the report has provided an estimated traffic growth as follows:</p> <p><i>Traffic on the Emu Bay Road north bound link to the Bass Highway is anticipated to grow at 2.1% per annum, resulting in a growth of 23% in peak hour traffic during the next 10 years. This would increase the peak hour traffic travelling north from the current 144 vehicle per hour to 177 vehicle per hour,</i></p> <p><i>For the proposed subdivision, there is very little potential for further development of the land serviced by the new road and hence growth is conservatively estimated at 1.0% annually, equivalent to a 10% growth in road traffic over a 10-year assessment period. That is, peak hour traffic could be expected to increase from a nominal 36 vehicles per hour to 41 vehicles per hour over the next decade.</i></p>
P1 (b)	<p>The TIA on page 5 advises:</p> <p><i>A daily trip generation rate of 9 traffic movements per dwelling is considered appropriate for this development, equating to 360 movements per day for the entire site distributed between Emu Bay Road and Gleadow Street.</i></p> <p>The majority of the vehicle movements generated from the subject site will typically be passenger vehicles, with the largest vehicles routinely using the new road being the weekly garbage truck.</p>
P1 (c)	<p>The new road will be connected to Emu Bay Road and Gleadow Street, providing access to the proposed lots. The local road will service the proposed residential lots.</p>
P1 (d)	<p>Emu Bay Road has a posted speed limit of 60km/hr. The speed limit of 50km/hr applies to Gleadow Street. The TIA has assessed that the existing road infrastructure to be sufficient for the existing and predicted traffic numbers.</p>
P1 (e)	<p>There is no alternative access to road.</p>

Attachment 12.2.5 Planner's Advice – Performance Criteria

Scheme Provision	Planner's Assessment
<i>P1 (f)</i>	The proposed subdivision will see the development of land for residential use. The proposed lots are consistent with the purpose of the Low Density Residential Zone.
<i>P1 (g)</i>	A TIA is provided and has assessed the proposed development and its impact on the existing road network. The TIA concludes that the proposal is unlikely to affect traffic amenity or safety on Emu Bay Road or on Gleadow Street.
<i>P1 (h)</i>	<p>The road authority has advised that the existing road network is sufficient to accommodate the additional traffic and it is expected that there will be negligible impact on safety or efficiency of the network. Upgrade of a section of Gleadow Street will be required by the applicant to accommodate the additional traffic and appropriate conditions are recommended should the proposal be granted a permit.</p> <p>The new road network created by this development will require some traffic calming features, however the road width and road reserve width are adequate for the expected traffic volumes.</p> <p>The new roads will be constructed in accordance with the Tasmanian standard drawings.</p>

Planner's Advice: Applicable Standards

Background

The proposal involves (refer to Figures 1 to 3):

- the subdivision of four lots into 41 lots to be developed over two stages;
- new accesses from the road reserves of Emu Bay Road and Gleadow Street to the proposed lots;
- the removal of trees, demolition of existing outbuildings and incidental structures such as fences;
- the creation of two roads;
- construction of infrastructure to connect with all services including power, mains water, reticulated sewerage system, public stormwater infrastructure and other services; and
- the construction of a stormwater detention basin to be contained on Lot 100 and connection to stormwater infrastructure within the Bass Highway road corridor.

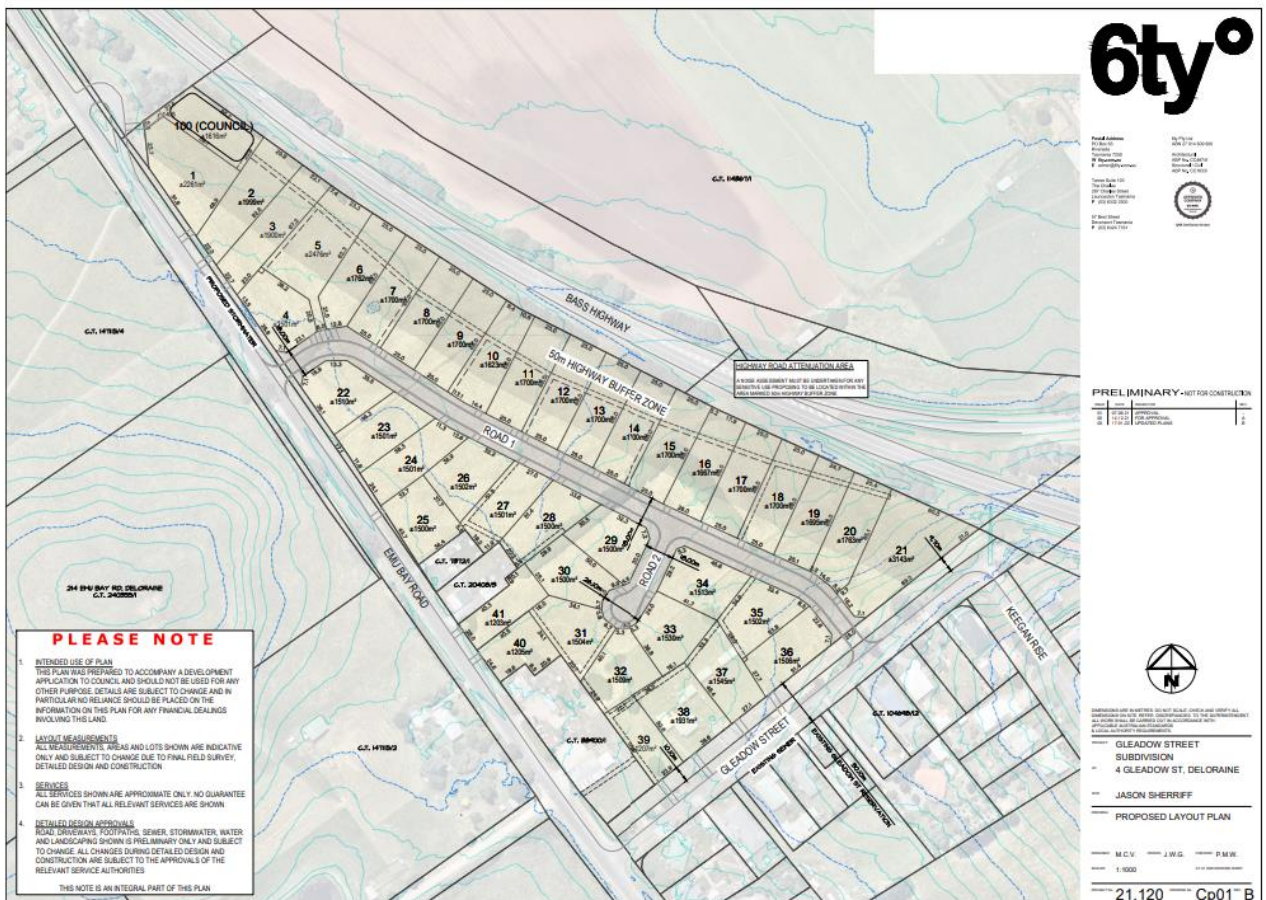


Figure 1: The Proposed Plan of Subdivision

Attachment 12.2.6 Planner's Advice – Applicable Standards

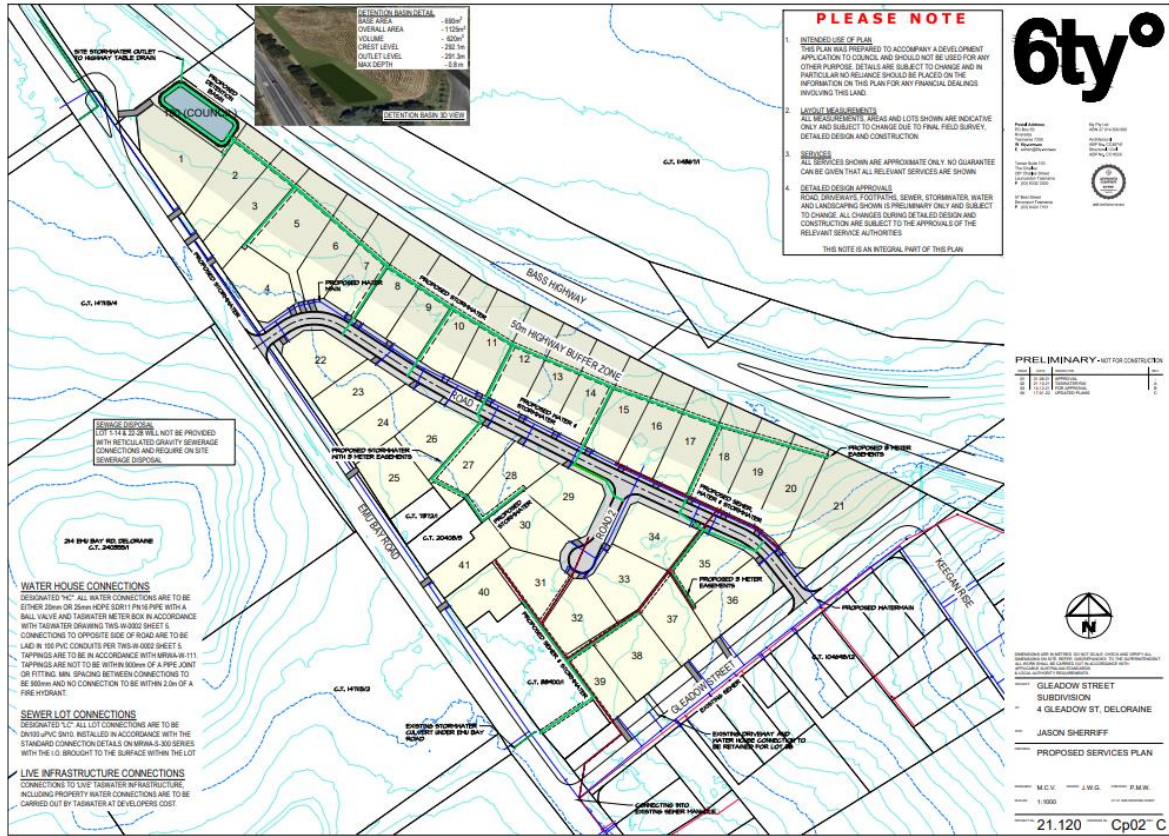


Figure 2: The Proposed Services Plan

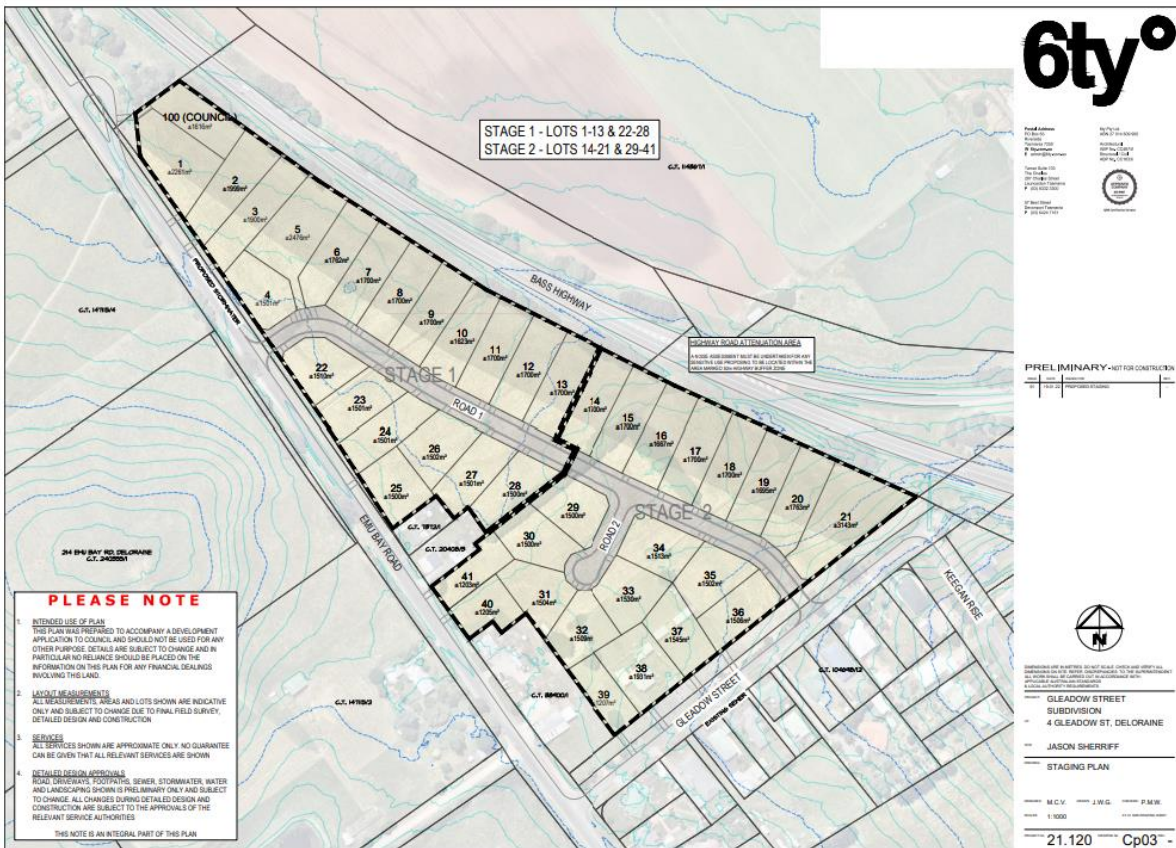


Figure 3: Staging Plan

Attachment 12.2.6 Planner'S Advice – Applicable Standards

The subject site has a total area of 9.1ha and comprises four titles, CT's: 37095/1, 38900/1, 46419/1 and 46420/2. The site adjoins the Bass Highway along its north-eastern boundary, Emu Bay Road along its south-western boundary and Gleadow Street along its south-eastern boundary. Figure 4 provides an aerial view of the subject site and the adjoining land. The Deloraine Cemetery is located on the north-western side of the subject site.

The proposal involves the construction of stormwater infrastructure including a detention basin on Lot 100. The detention basin, located within the most northern tip of the subject site, will collect surface water from the subject site before discharging into the stormwater infrastructure within the Bass Highway road corridor.

The subject properties are located in the Low Density Residential Zone of the *Tasmanian Planning Scheme – Meander Valley*. The site is not within a specific area plan however is subject to the Bushfire-Prone Areas overlay. A Bushfire Hazard Management Report has been prepared for the proposed subdivision to address the requirements of the Bushfire-Prone Areas Code. Figure 5 shows the zoning of the subject site and adjoining land zoning.

There is an existing residential dwelling located within CT 46419/1. The dwelling is proposed to be retained and will be contained within proposed Lot 38 as shown on the proposed plan of subdivision. There are multiple buildings located within CT 38900/1 which have been used or associated within vehicle servicing and repair and a second-hand shop.



Figure 4: Aerial photo of subject titles and adjoining land.

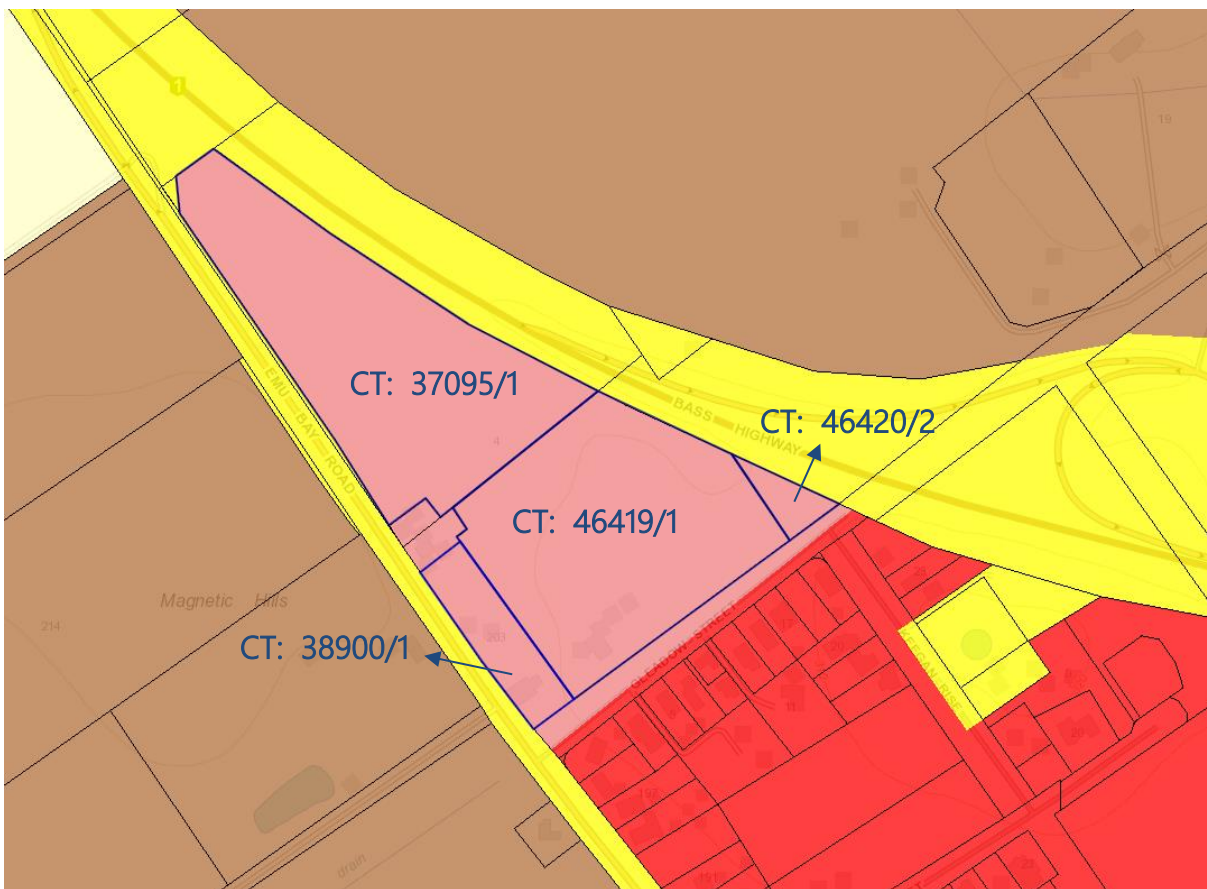


Figure 5: Zoning of subject titles and adjoining land.

Summary of Planner's Advice

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

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

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

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

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

General Provisions Standards		
<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
7.9	<i>Demolition</i>	
	The proposal will involve the demolition of the proposed outbuilding on the eastern side of the Lot 37. There are also a couple of outbuildings on Lots 31 and 32 that will also be demolished if the subdivision is approved. Demolition is permitted.	Permitted
7.10	<i>Development not Required to be Categorised into a Use Class</i>	
	The application proposes a 41 lot subdivision including new roads and stormwater detention. As subclause 6.2.6 of this planning scheme applies, the application is assessed against clause 7.10 of this planning scheme.	Discretion of the Planning Authority

General Provisions Standards

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
7.10.2	<p><i>Unreasonable detrimental impact on adjoining uses or the amenity.</i></p> <p>Residential uses, mostly comprising single detached dwellings on a lot are established along the south-eastern and south-western sides of the subject site. The adjoining uses to the site are the two residential properties at 223 and 225 Emu Bay Road respectively and the development at 203 Emu Bay Road. The Deloraine Cemetery is located north-west of the subject site on the other side of Emu Bay Road. The Bass Highway, adjoins the subject site, and runs parallel to the north-eastern boundary. The proposed lots are most likely to be taken up for development within the Residential use class. The proposed subdivision will not have an unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.</p>	Complies
7.10.3(a)	<p><i>Purpose of the Low Density Residential Zone</i></p> <p>The proposal will create lots suitable for residential development at a density consistent with the Zone.</p>	Complies
7.10.3(b)	<p><i>Purpose of the Road and Railway Assets Code</i></p> <p>The proposed plan of subdivision creates a new roads to service the proposed lots. The proposal is supported by a Traffic Impact Assessment prepared by 6ty Pty Ltd.</p> <p>The Road Authority has advised that the existing road network is sufficient to accommodate the additional traffic. The new road network will require some traffic calming measures to ensure that efficient and safe use of the road.</p> <p>The lots have a sufficient depth to achieve the appropriate separation between future dwellings and the Bass Highway road corridor.</p>	Complies

General Provisions Standards

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
7.10.3(b)	<p><i>Purpose of the Bushfire-prone Areas Code</i></p> <p>The Bushfire Hazard Management Report: 4 Gleadow Street, Deloraine confirms that the bushfire hazard can be appropriately mitigated.</p>	Complies
7.10.3(c)	<p><i>Local Area Objectives</i></p> <p>There are no local area objectives.</p>	Not Applicable
7.10.3(d)	<p><i>Specific Area Plans</i></p> <p>There are specific area plans applicable.</p>	Not Applicable

10.0 Low Density Residential Zone

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
10.3.1	<p><i>Discretionary Uses</i></p>	
A1-A4	<p>Clause 6.2.6 states that development which is for subdivision does not need to be categorised into a Use Class.</p> <p>The subject site, however, is located within the Low Density Residential Zone and the purpose of the proposed subdivision is to provide 41 residential lots. In this instance it is appropriate to allocate a Residential Use Class to the proposed subdivision.</p> <p>A Residential use, if for a single dwelling, is a no permit required use in the zone.</p> <p>The standards of this clause apply to Discretionary uses only.</p>	Not Applicable
10.3.2	<p><i>Visitor Accommodation</i></p> <p>The proposal is for subdivision of land and no visitor accommodation is proposed.</p>	Not Applicable

10.0 Low Density Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome

10.4 *Development Standards for Dwellings*

10.4.1-10.4.5 The proposal is for subdivision of land and there are no dwellings proposed. Not Applicable

10.5 *Development Standards for Non-dwelling development*

10.5.1 The proposal is for subdivision of land and no buildings proposed. Not Applicable

10.6.1 *Lot design*

A1 (a) The subdivision proposes 41 lots with a range of lot areas (refer to Table 1).

Relies on Performance Criteria

Table 1: Proposed Lot Sizes			
Lot	Lot Size	Lot	Lot Size
1	2261m ²	22	1510m ²
2	1999m ²	23	1501m ²
3	1900m ²	24	1501m ²
4	1501m ²	25	1500m ²
5	2476m ²	26	1502m ²
6	1762m ²	27	1501m ²
7	1700m ²	28	1500m ²
8	1700m ²	29	1500m ²
9	1700m ²	30	1500m ²
10	1623m ²	31	1504m ²
11	1700m ²	32	1509m ²

10.0 Low Density Residential Zone

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

12	1700m ²	33	1530m ²
13	1700m ²	34	1513m ²
14	1700m ²	35	1502m ²
15	1700m ²	36	1506m ²
16	1667m ²	37	1545m ²
17	1700m ²	38	1931m ²
18	1700m ²	39	1207 m ²
19	1695m ²	40	1205m ²
20	1763m ²	41	1203 m ²
21	3143m ²		

(i) Each lot has a gradient of 1 in 17 or less as substantiated in the Planning Submission.

- a. Clause 10.4.3 A1, requires a setback of 8m from a frontage. Clause 10.4.3 A2 requires a setback of 5m from rear and side boundaries.

All proposed lots are of a shape and configuration that can contain a minimum area of 10m x 15m and meet the setbacks of clause 10.4.3 A1 and A2.

- b. Easements are proposed over several of the lots as shown on the Proposed Lot Layout, Drawing Cp01 Rev B. All proposed lots can achieve the required setback within a minimum area of 10m x 15m irrespective of the proposed easements.

(ii) There are several existing buildings on the subject site and these will be contained on

10.0 Low Density Residential Zone

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

Lots 37, 38 and balance of CT 38900/1.

Lot	Existing buildings
37	Two sheds associated with the existing dwelling to be contained on proposed Lot 38.
38	Dwelling and associated outbuildings.
Balance of CT 38900/1	Sheds associated with a non-residential use.

Lot 37 will contain two sheds, Shed 1 and Shed 2 (refer to Figure 6). These buildings are currently associated with the existing dwelling to be contained on Lot 38.

The Shed 1 will be built to the south-western boundary shared with Lot 38. The building will be setback more than 10m from the north-western and north-eastern boundaries shared with Lot 33 and Lot 35 respectively. The setback to the frontage will not be modified. The existing buildings will not be setback to be consistent with Clause 10.4.3 A2.

The Shed 2 setbacks are not relevant as the applicant has confirmed that the building will be demolished. Clause 10.4.3 is not applicable.

10.0 Low Density Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome

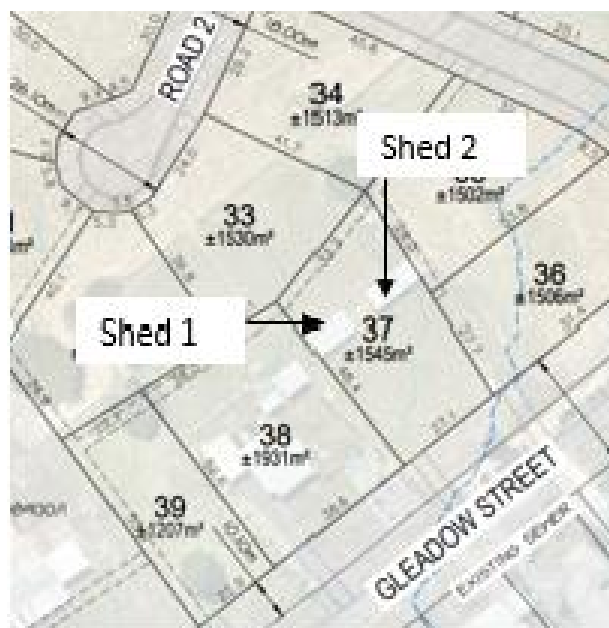


Figure 6: Existing buildings on proposed Lot 37



Figure 7: Existing buildings on CT:38900/1 (circled in red) in relation to the boundary of Lot 40.

Lot 38 will contain the existing dwelling and associated outbuildings. The building within Lot 38 will be setback 14m from the north-western boundary and 4.47m from the north-eastern boundary. The setbacks from the new boundaries are not consistent with Clause 10.4.3 A2.

10.0 Low Density Residential Zone

Scheme Standard

Planner's Assessment

Assessed Outcome

The proposed subdivision creates two additional lots, Lots 40 and 41, from the property at 203 Emu Bay Road (CT 38900/1). The property contains existing buildings (refer to Figure 7). A 5m setback is not achieved from the existing buildings to the new boundaries shared with Lot 40.

The outbuildings on proposed Lots 31 and 32 will also be demolished and setbacks are not relevant as the applicant has confirmed that these buildings will be demolished.

- (b) The proposed subdivision is not required for the public use by the Crown, the Council or a State authority. Not applicable.
- (c) The proposed subdivision is not for the provision of Utilities. Not applicable.
- (d) The proposed subdivision is not for the consolidation of lots. Not applicable.

10.6.1 Lot design

A2 The subdivision proposes 41 lots with a range of lot areas (refer to Table 2).

**Relies on
Performance
Criteria**

Table 2: Proposed Frontages			
Lot	Frontage	Lot	Frontage
1	51.8m	22	23.9
2	22m	23	29m +
3	22.7m	24	23.9m
4	23.1m	25	43.7m
5	6m	26	32.2m
6	12.8m	27	27m

10.0 Low Density Residential Zone

Scheme
Standard

Planner's Assessment

Assessed Outcome

7	25m	28	33.6m
8	25m	29	30m
9	25m	30	22.9m
10	27.5m	31	15.5m
11	25m	32	8.8m
12	25m	33	29.3m
13	25m	34	29.2m
14	25m	35	32.4m
15	25m	36	22.6m
16	26m	37	27.1m
17	25m	38	38.6m
18	25m	39	22.9m
19	25.1m	40	24.6m
20	21.4m	41	20m
21	25.3m+		

Proposed Lots 5, 6, 31 and 32 have a frontage of less than 20m and cannot comply with the Acceptable Solution A2. All other lots comply.

10.6.1 *Lot design*

- A3 Each proposed lot has vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority. Complies

10.6.2 *Roads*

- A1 The subdivision proposes new roads. Relies on Performance Criteria

10.6.3 *Services*

- A1 Each lot on the proposed plan of subdivision will be connected to a full water supply service. TasWater has confirmed that all lots can be connected to a full water supply. Complies

10.0 Low Density Residential Zone

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
10.6.3	<i>Services</i>	
A2	Proposed Lots 1-14 and 22-28 will not be provided with a reticulated connection to a sewerage system and will be reliant on-site wastewater disposal. The proposed subdivision does not comply with the Acceptable Solution A2.	Relies on Performance Criteria
10.6.3	<i>Services</i>	
A3	<p>It is proposed to create a new stormwater system as detailed in the Drainage Plan prepared by 6ty Pty Ltd. The new system will collect stormwater from most of the developed area with the exception of the proposed lots that can connect to the existing reticulated system draining towards Gleadow Street and Emu Bay Road.</p> <p>The proposed lots that cannot be collected through the existing system, stormwater will be directed and collected by the detention basin that is located within proposed Lot 100 at the most northern tip of the subject site before discharging into the stormwater infrastructure within the Bass Highway road corridor.</p> <p>The Council will take over the detention basin. The Department of State Growth will take over stormwater infrastructure within the Bass Highway road corridor. The proposal will create a public stormwater system.</p>	Complies

C2.0 Parking & Sustainable Transport Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C2.2	<p><i>Application of this Code</i></p> <p>This code applies to all use and development.</p> <p>The proposal is for subdivision only and no onsite car parking infrastructure or facilities are proposed for each lot.</p> <p>The application does not affect issues dealt with by the Code directly, and the standards contained within the Code are therefore not applicable to the application in accordance with clause 5.6.2(c) of the Scheme.</p>	Code not applicable

C3.0 Road & Railway Asset Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C3.2	Application of this Code The proposed subdivision will create new roads, junctions and vehicle crossings.	Code applies
C3.5.1	<i>Traffic generation at a vehicle crossing, level crossing or new junction</i>	
A1.1	The proposed lots in the plan of subdivision do not require a new junction, vehicle crossing to a category 1 or limited access road, and does not require a private level crossing.	Relies on Performance Criteria
A1.2	Written consent for the proposed road junctions and vehicle crossings has not been provided by the Road Authority, the Meander Valley Council.	
A1.3	The site is not accessed via the rail network and a new private level crossing to service the use is not required.	
A1.4	Each lot in the proposed plan of subdivision will be provided with a single vehicle access to serve a future residential dwelling. A single dwelling is expected to generate up to 9 vehicle movements per day.	
A1.5	Vehicle traffic will be able to enter and leave a major road in a forward direction. The proposal does not require entering or leaving a major road.	
3.6.1	<i>Habitable buildings for sensitive uses within a road or railway attenuation area</i>	
A1	The application does not propose any habitable buildings for sensitive use.	Not Applicable

C3.0 Road & Railway Asset Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
3.7.1	<p data-bbox="375 369 1332 407"><i>Subdivision for sensitive uses within a road or railway attenuation area</i></p> <p data-bbox="375 448 997 651">The proposed plan of subdivision shows a 50m buffer zone from the Bass Highway. Each lot affected by the buffer zone can accommodate a 10mx15m building area outside of the buffer zone.</p>	Complies with Acceptable Solution

C13.0 Bushfire Prone Areas Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
<i>C13.2</i>	<i>Application of this Code</i>	
	The application is for the subdivision of land located within a bushfire-prone area.	Code applies
<i>C13.5.1</i>	<i>Vulnerable uses</i>	
<i>A1-A3</i>	The proposal is for subdivision and is not for a vulnerable use	Not Applicable
<i>C13.5.2</i>	<i>Hazardous uses</i>	
	The proposal is for subdivision and is not for a hazardous use.	Not Applicable
<i>C13.6.1</i>	<i>Provision of hazard management areas</i>	
<i>A1(b)</i>	The proposed subdivision achieves a BAL 12.5 & BAL Low Setback Standards (AS3959-2009) from all boundaries for all lots. The entirety of the subdivision must be managed as the hazard management area. The Balance Lot is exempt.	Complies with Acceptable Solution
<i>C13.6.3</i>	<i>Provisions for Water supply for firefighting</i>	
<i>A2 (b)</i>	A reticulated water supply must be installed that is compliant with Table E4 that services each lot before dwellings are constructed.	Complies with Acceptable Solution

APPLICATION FORM

PLANNING PERMIT

Land Use Planning and Approvals Act 1993



Meander Valley Council
Working Together

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

OFFICE USE ONLY

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

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

PROPERTY DETAILS:

Address:	<input type="text" value="4 Gleadow Street"/>	Certificate of Title:	<input type="text" value="46419/1 et al"/>
Suburb:	<input type="text" value="Deloraine"/>	Lot No:	<input type="text"/>
Land area:	<input type="text" value="9.1ha"/>		<i>m² / ha</i>
Present use of land/building:	<input type="text" value="Residential (dwelling) and pasture"/>		<i>(vacant, residential, rural, industrial, commercial or forestry)</i>

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

DETAILS OF USE OR DEVELOPMENT:

- Indicate by ✓ box
- | | | | |
|--|--|--------------------------------------|-------------------------------------|
| <input type="checkbox"/> Building work | <input type="checkbox"/> Change of use | <input type="checkbox"/> Subdivision | <input type="checkbox"/> Demolition |
| <input type="checkbox"/> Forestry | <input type="checkbox"/> Other | | |

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

Description of work:

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

New floor area: m² New building height: m

Materials: External walls: Colour:

Roof cladding: Colour:



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 26982	FOLIO 1
EDITION 2	DATE OF ISSUE 13-Aug-1999

SEARCH DATE : 07-Sep-2021

SEARCH TIME : 02.23 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
Lot 1 on Plan 26982
Derivation : Part of Lot 429 Gtd. to James Duff Mackay and
William Kenny
Prior CT 4273/84

SCHEDULE 1

THE CROWN

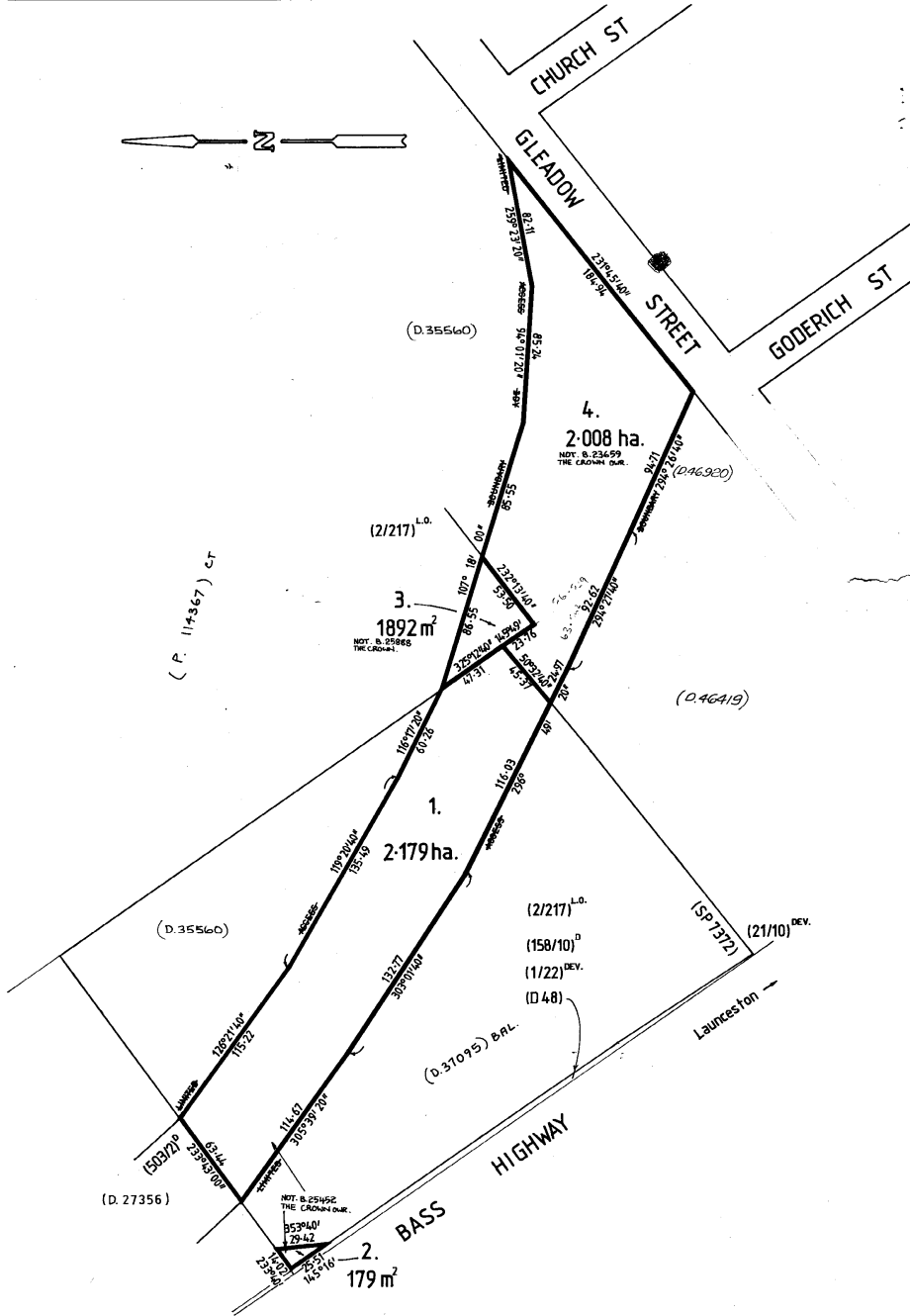
SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: <u>Lots 1 & 2</u> Leon Urban Dalco, Gary Joseph Dalco & Julie Margaret Dalco. <u>Lot 3</u> Norman James Dalco (dec). <u>Lot 4</u> Stella Lorna Dalco.		PLAN OF SURVEY by Surveyor <u>G.A. DEEGAN</u> of land situated in the LAND DISTRICT OF DEVON PARISH OF MALLING	Registered Number: P26982
Title Reference: <u>Lots 1 & 2</u> , C.T. 3510-25 <u>Lot 3</u> , Conv. 35-7447 <u>Lot 4</u> , Conv. 38-8195 C.T. 3918-78			Approved Effective from: <u>19 JUN 1986</u> <i>Anthony Lee</i> Recorder of Titles
Grantee: Part of Lot 429, 213 ac. Gtd to James Duff Mackay & William Kenny.		SCALE 1:2000 MEASUREMENTS IN METRES	





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 26982	FOLIO 2
EDITION 2	DATE OF ISSUE 13-Aug-1999

SEARCH DATE : 17-Feb-2022

SEARCH TIME : 02.52 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
Lot 2 on Plan 26982
Derivation : Part of Lot 429 Gtd. to James Duff Mackay and
William Kenny
Prior CT 4273/85

SCHEDULE 1

THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 26982	FOLIO 4
EDITION 2	DATE OF ISSUE 17-Aug-1999

SEARCH DATE : 07-Sep-2021

SEARCH TIME : 02.24 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
Lot 4 on Plan 26982
Derivation : Part of Lot 429 originally granted to JAMES DUFF
MACKAY and WILLIAM KENNY and duly acquired by Application No.
B23659
Prior CT 4270/69

SCHEDULE 1

B23659 THE CROWN

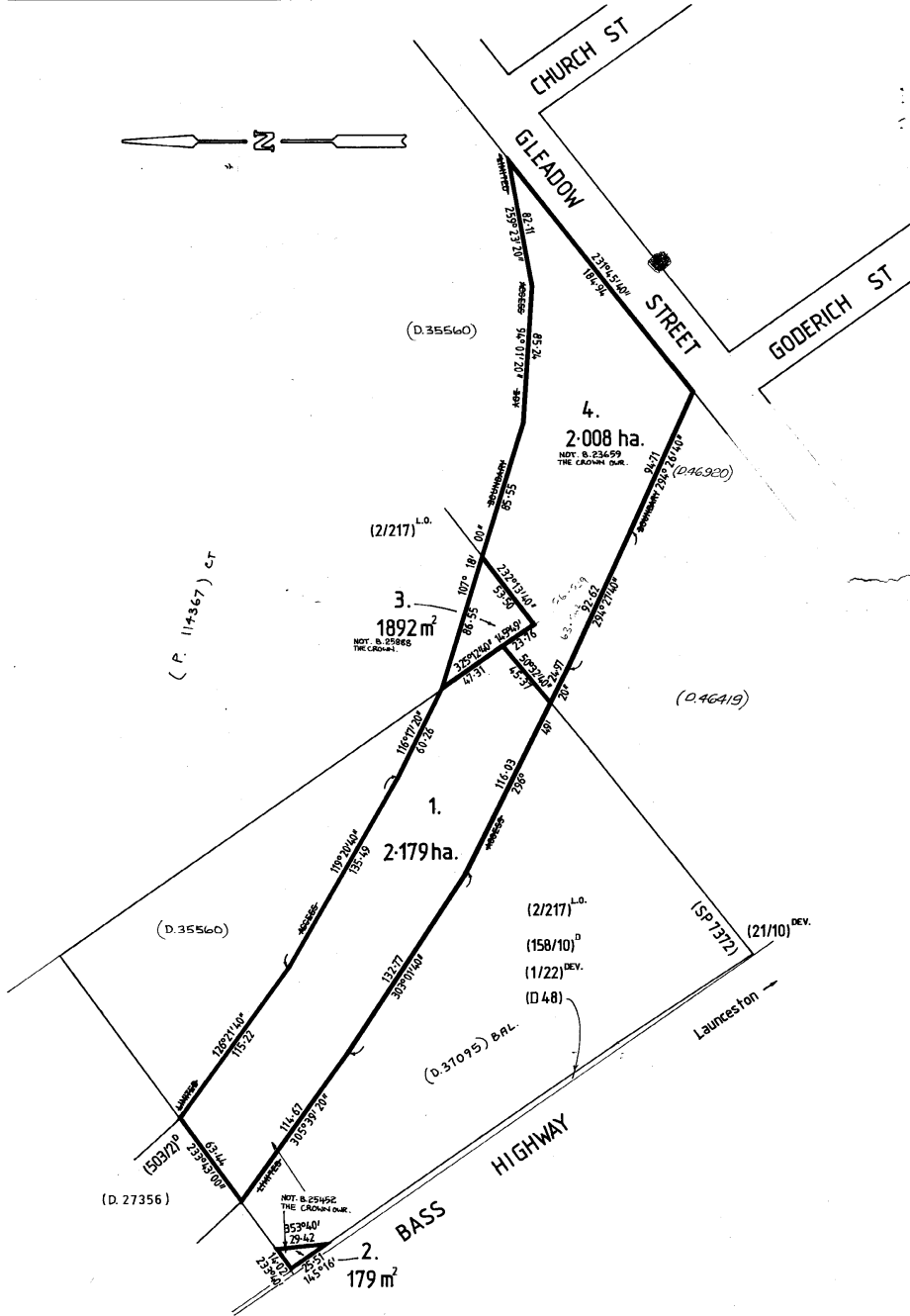
SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: <u>Lots 1 & 2</u> Leon Urban Dalco, Gary Joseph Dalco & Julie Margaret Dalco. <u>Lot 3</u> Norman James Dalco (dec). <u>Lot 4</u> Stella Lorna Dalco.		PLAN OF SURVEY by Surveyor <u>G.A. DEEGAN</u> of land situated in the LAND DISTRICT OF DEVON PARISH OF MALLING	Registered Number: P26982
Title Reference: <u>Lots 1 & 2</u> , C.T. 3510-25 <u>Lot 3</u> , Conv. 35-7447 <u>Lot 4</u> , Conv. 38-8195 C.T. 3918-78			Approved Effective from: <u>19 JUN 1986</u> <i>Anthony Lee</i> Recorder of Titles
Grantee: Part of Lot 429, 213 ac. Gtd to James Duff Mackay & William Kenny.		SCALE 1:2000 MEASUREMENTS IN METRES	





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 37095	FOLIO 1
EDITION 2	DATE OF ISSUE 30-Jul-2021

SEARCH DATE : 07-Sep-2021

SEARCH TIME : 02.23 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
 Lot 1 on Diagram 37095
 Derivation : Part of Lot 429 Gtd. to J.D. Mackay & Anor.
 Prior CT 4498/11

SCHEDULE 1

M892079 TRANSFER to PATON ENTERPRISES PTY LTD Registered
 30-Jul-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 A854244 PROCLAMATION under Section 9A and 52A of the Roads
 and Jetties Act 1935 Registered 21-Jul-1983 at 12.01
 PM
 B738897 PROCLAMATION under Section 52A of the Roads and
 Jetties Act 1935 Registered 10-May-1995 at noon

UNREGISTERED DEALINGS AND NOTATIONS

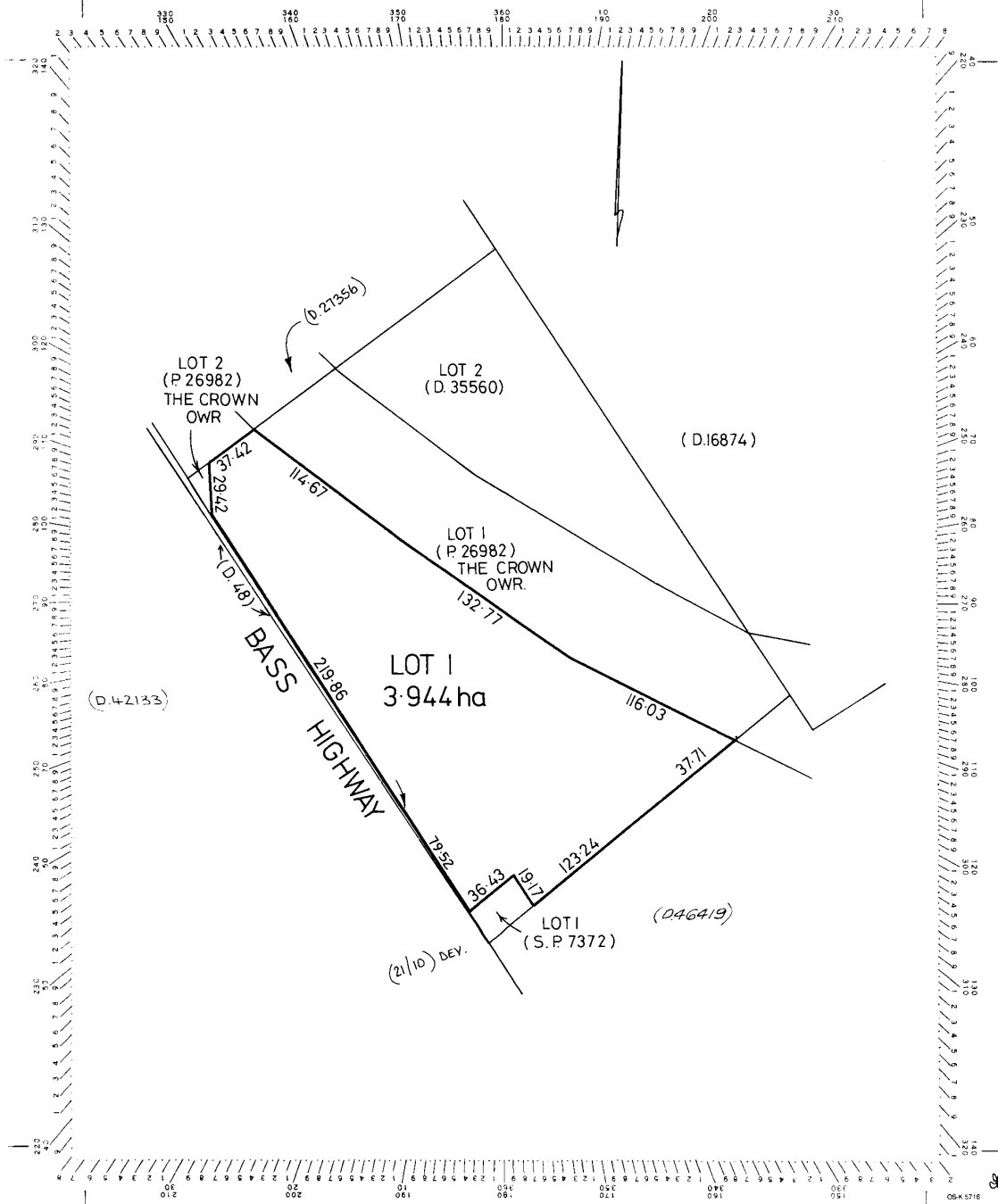
No unregistered dealings or other notations



FOLIO PLAN
 RECORDER OF TITLES
 Issued Pursuant to the Land Titles Act 1980



Owner:	TITLE PLAN OF SURVEY of land situated in the DEVON MALLING COMPILED FROM 158/10.D	Registered Number: D. 37095
Title Reference: C.T. 4371-63		Approved.....
Grantee:		Recorder of Titles
SCALE 1: 2500 MEASUREMENTS IN METRES		





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 38900	FOLIO 1
EDITION 1	DATE OF ISSUE 11-Nov-1993

SEARCH DATE : 07-Sep-2021

SEARCH TIME : 02.22 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
Lot 1 on Diagram 38900
Derivation : Part of Lot 429 (213 Acres) Gtd. to J.D. Mackay
Prior CT 4536/29

SCHEDULE 1

A809234 GARY JOSEPH DALCO

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 16311 FENCING COVENANT in Schedule of Easements
A809234 FENCING PROVISION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

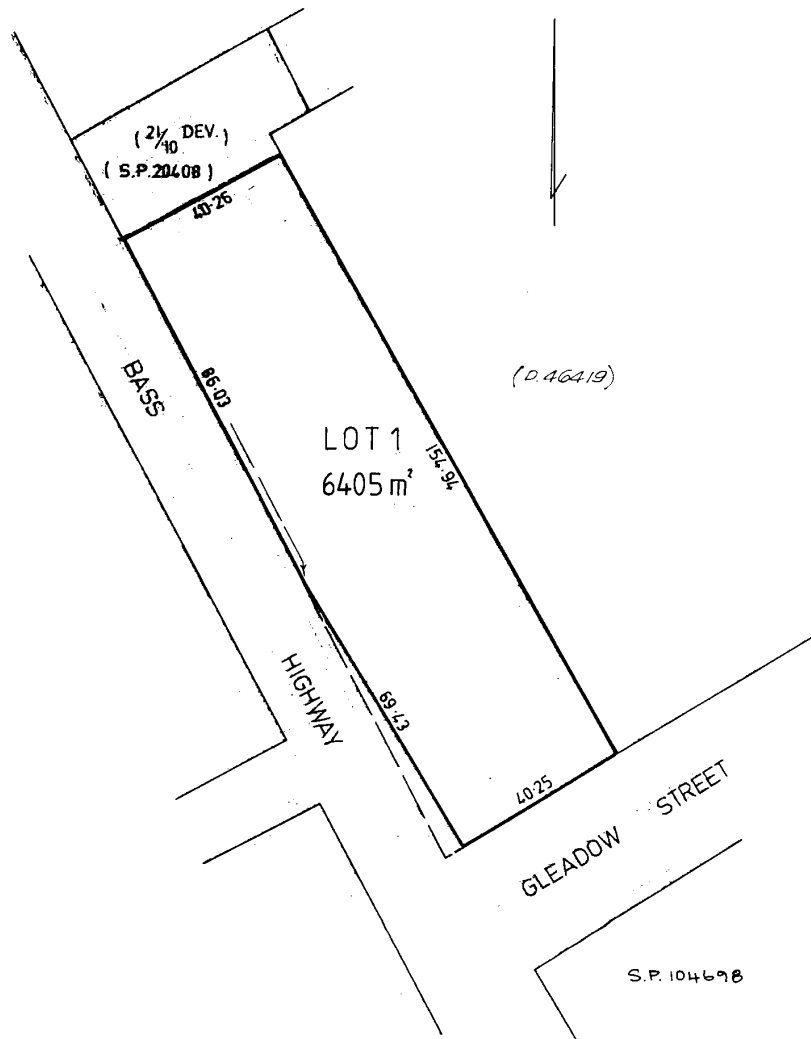
No unregistered dealings or other notations



FOLIO PLAN
 RECORDER OF TITLES
 Issued Pursuant to the Land Titles Act 1980



Owner:	PLAN OF TITLE of land situated in the DEVON MALLING COMPILED FROM... SP16 311 SCALE 1: 1000 MEASUREMENTS IN METRES	Registered Number D.38900
Title Reference: CT. 3971-3		Approved: 6 FEB 1989 <i>Michael...</i>
Grantee:		Recorder of Titles





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 46419	FOLIO 1
EDITION 2	DATE OF ISSUE 30-Jul-2021

SEARCH DATE : 07-Sep-2021

SEARCH TIME : 02.22 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
 Lot 1 on Diagram 46419
 Being the land firstly described in Conveyance No. 65/9779
 Excepting thereout Notification No. 45/4779 (96/85 D.O.), C.T.
 2779/70 (21/10Dev).
 Derivation : Part of Lot 429, 213 Acres Gtd. to J. Duff Mackay
 & Anor.
 Prior CT 4713/21

SCHEDULE 1

M892079 TRANSFER to PATON ENTERPRISES PTY LTD Registered
 30-Jul-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 B738897 PROCLAMATION under Section 52A of the Roads and
 Jetties Act 1935 Registered 10-May-1995 at noon

UNREGISTERED DEALINGS AND NOTATIONS

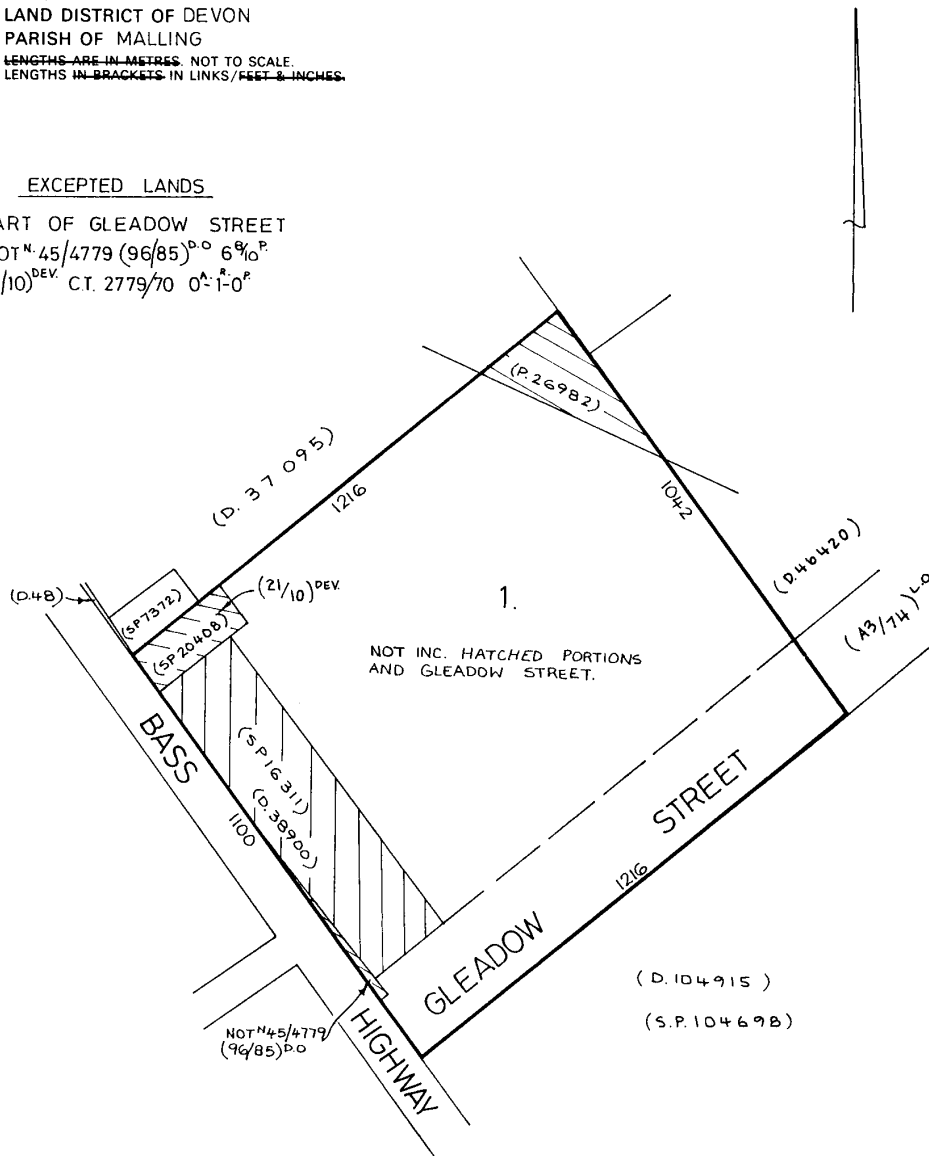
No unregistered dealings or other notations

APPROVED: 18 OCT 1990 <i>[Signature]</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 65/9779 (1STLY)	REGISTERED NUMBER D.46419
FILE NUMBER Y. 12924	GRANTEE: PART OF LOT 429, 213-0-0 GTD. TO JAMES DUFF MACKAY & WILLIAM KENNY.	DRAWN <i>AH</i> 4/10/90

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF
LAND DISTRICT OF DEVON
PARISH OF MALLING
LENGTHS ARE IN METRES. NOT TO SCALE.
LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.

EXCEPTED LANDS
PART OF GLEADOW STREET
NOT^N 45/4779 (96/85)^{PO} 6⁸/₁₀^P
(21/10)^{DEV} C.T. 2779/70 0^A 1^R 0^P





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 46420	FOLIO 2
EDITION 2	DATE OF ISSUE 30-Jul-2021

SEARCH DATE : 07-Sep-2021

SEARCH TIME : 02.22 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
 Lot 2 on Diagram 46420
 Being the land secondly described in Conveyance No. 65/9779
 Excepting thereout Lot 1 on Diagram No. 35560 - C.T. 4498/10
 Derivation : Part of Lot 429, 213 Acres Gtd. to J.D. Mackay &
 Anor.
 Prior CT 4713/22

SCHEDULE 1

M892079 TRANSFER to PATON ENTERPRISES PTY LTD Registered
 30-Jul-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 B738897 PROCLAMATION under Section 52A of the Roads and
 Jetties Act 1935 Registered 10-May-1995 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

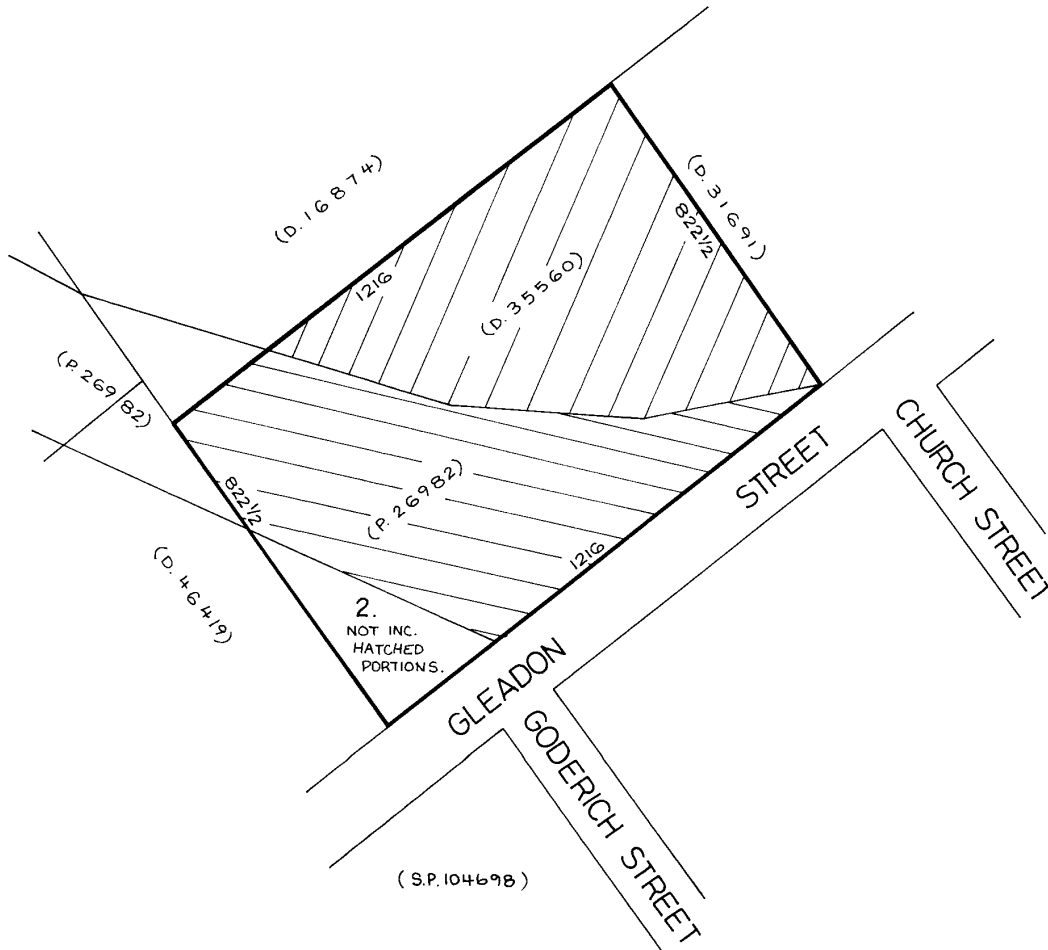
APPROVED 18 OCT 1990 <i>[Signature]</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 65/9779	REGISTERED NUMBER D.46420
FILE NUMBER Y.12924	GRANTEE: PART OF LOT 429, 213-0-0 GTD. TO JAMES DUFF MACKAY & WILLIAM KENNY.	DRAWN <i>[Signature]</i> 3/10/90

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF
LAND DISTRICT OF DEVON
PARISH OF MALLING
LENGTHS ARE IN METRES. NOT TO SCALE.
LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.

EXCEPTED LANDS

LOT 1 ON (D.35560) C.T. 4498 \10





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 66161	FOLIO 108
EDITION 2	DATE OF ISSUE 23-Jul-1999

SEARCH DATE : 17-Feb-2022

SEARCH TIME : 01.39 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON
 Lot 108 on Diagram 66161 (formerly being D48)
 Derivation : Part of Lot 429 originally gtd to James Duff
 Mackay and William Kenny and duly acquired by Notification
 A382758
 Prior CT 3262/3

SCHEDULE 1

A382758 NOTIFICATION: THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



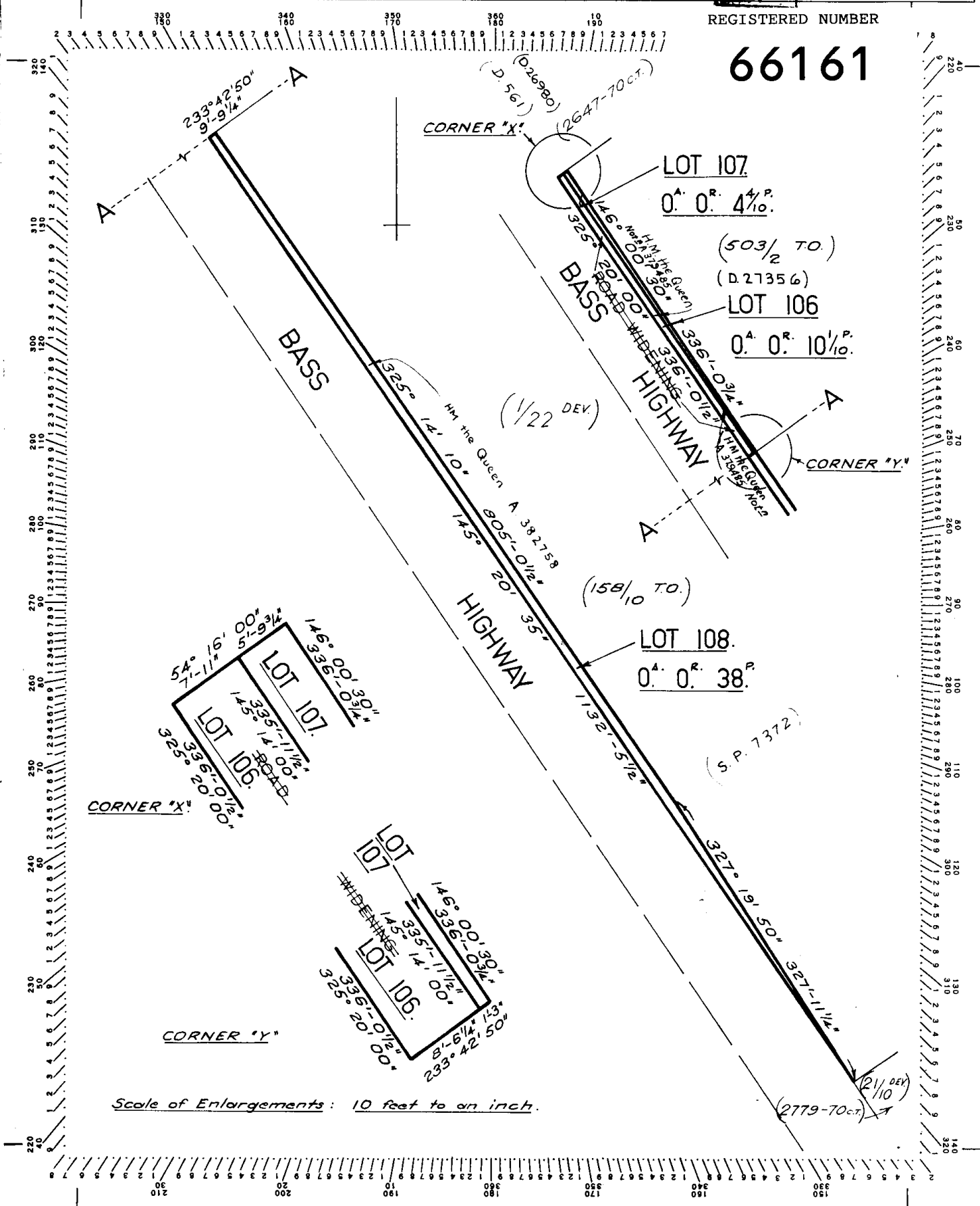
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Owner: <i>Ltd.</i> Roberts Stewart & Co. and G. Webster & Woolgrowers (Lots 106, 107) Richardsons Meat Industries (Lot 108)	PLAN OF SURVEY OFFICE LANS NG KEE 15 SEP 1971 11 LLO TAMARA	Registered Number: D. 48
Title Reference: Lots 106 & 107 CT 2060/37. Lot 108 CT 733/103 C.T. 3181-51 C.T. 2985-71	by Surveyor R. W. Hobkirk of land situated in the LAND DISTRICT OF DEVON. PARISH OF MALLING.	Effective from:
Grantee: Part of Lot 429, 213 acres granted to J. Mackay & W. Kenny. D.	Scale: 100 feet to an inch.	Recorder of titles





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 27356	FOLIO 1
EDITION 2	DATE OF ISSUE 30-Jul-1999

SEARCH DATE : 17-Feb-2022

SEARCH TIME : 01.34 PM

DESCRIPTION OF LAND

Parish of MALLING, Land District of DEVON

Lot 1 on Diagram 27356

Derivation : Part of Lot 429 Granted to James Duff Mackay

Prior CT 4316/35

SCHEDULE 1

B41308 TRANSFER to THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

B738897 PROCLAMATION under Section 52A of the Roads and

Jetties Act 1935 Registered 10-May-1995 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



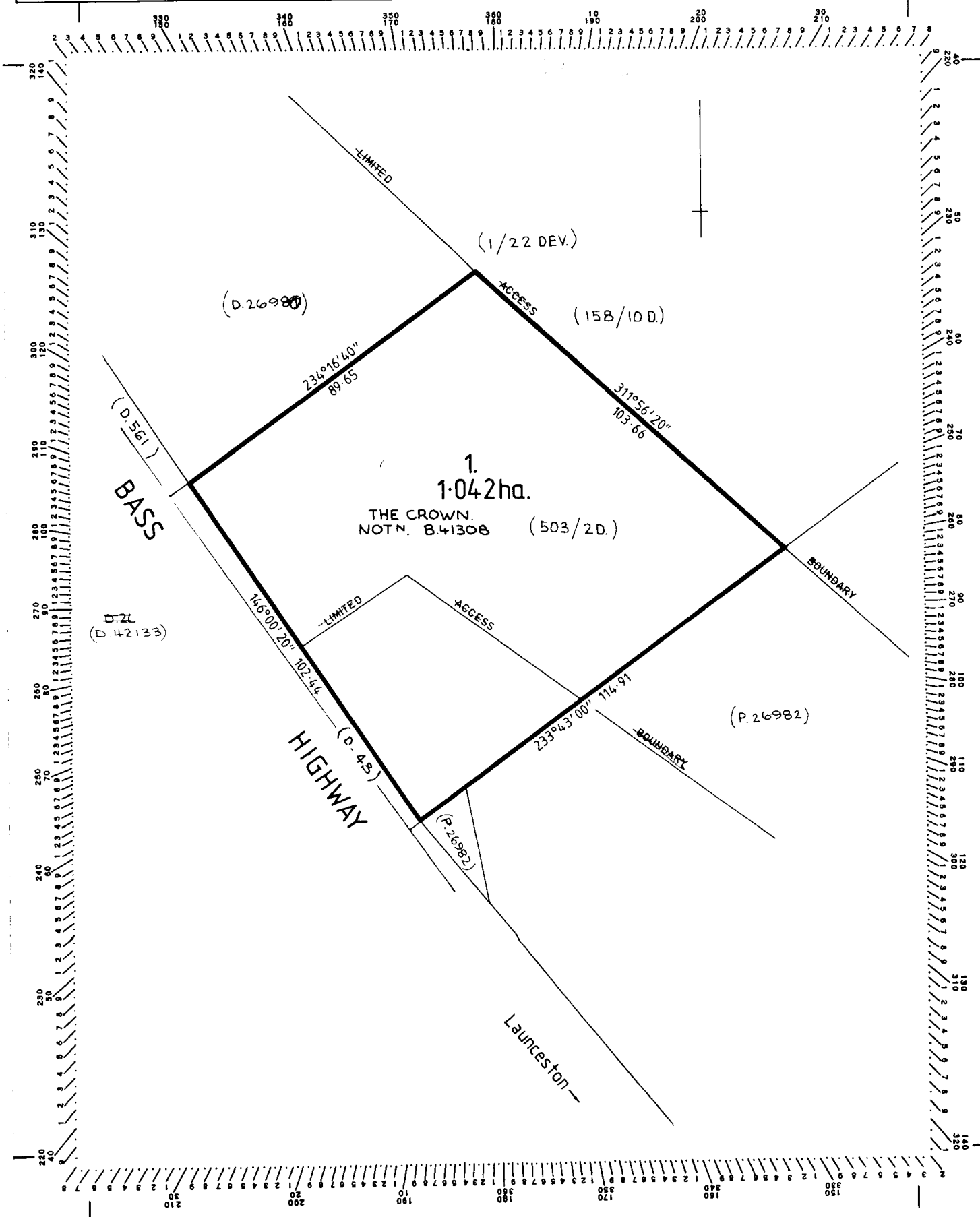
FOLIO PLAN
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



D27356

Owner: Roberts Stewart & Co. Ltd. & A.G. Webster & Woolgrowers Ltd.	PLAN OF SURVEY by Surveyor <u>G.A. DEEGAN</u> of land situated in the	Registered Number: <h1 style="font-size: 2em;">D27356</h1>
Title Reference: C.T. 2060-37	LAND DISTRICT OF DEVON PARISH OF MALLING	APPROVED 31 OCT 1985 Effective from:
Grantee: Part of Lot 429, 213ac. Gtd. to J.D. Mackay & Anr.	SCALE 1: 1000 MEASUREMENTS IN METRES	<i>E. R. Thayer</i> Recorder of titles.





Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

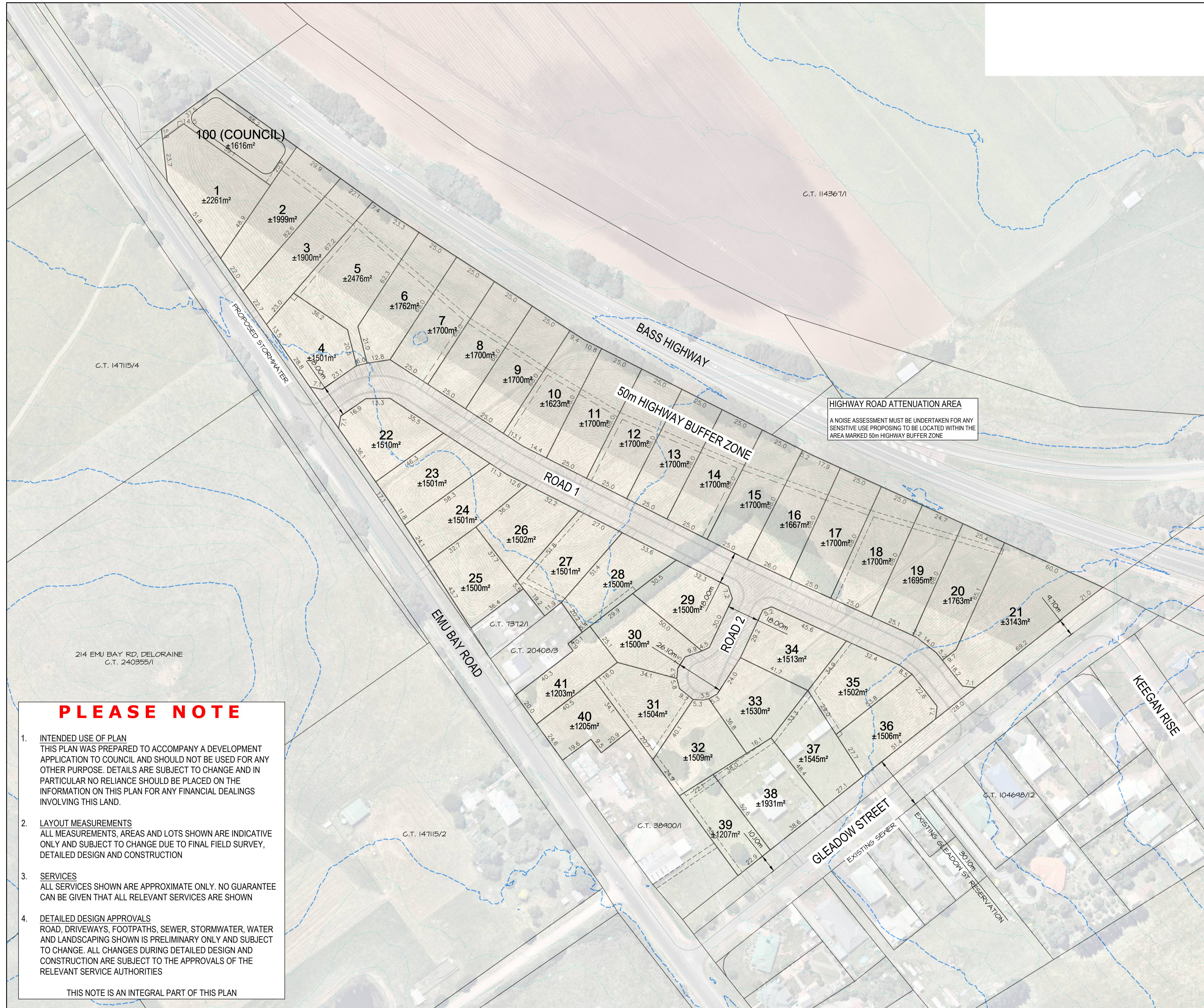
6ty Pty Ltd
ABN 27 014 609 900
Architectural
ABP No. CC48741
Structural / Civil
ABP No. CC16333

Tanner Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300



57 Best Street
Devonport Tasmania
P (03) 6424 7161

QMS Certification Services



HIGHWAY ROAD ATTENUATION AREA
A NOISE ASSESSMENT MUST BE UNDERTAKEN FOR ANY SENSITIVE USE PROPOSING TO BE LOCATED WITHIN THE AREA MARKED 50m HIGHWAY BUFFER ZONE

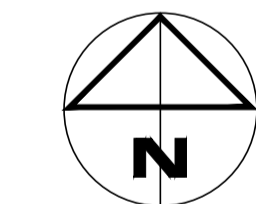
PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	07.08.21	APPROVAL	-
02	14.12.21	FOR APPROVAL	A
03	17.01.22	UPDATED PLANS	B

PLEASE NOTE

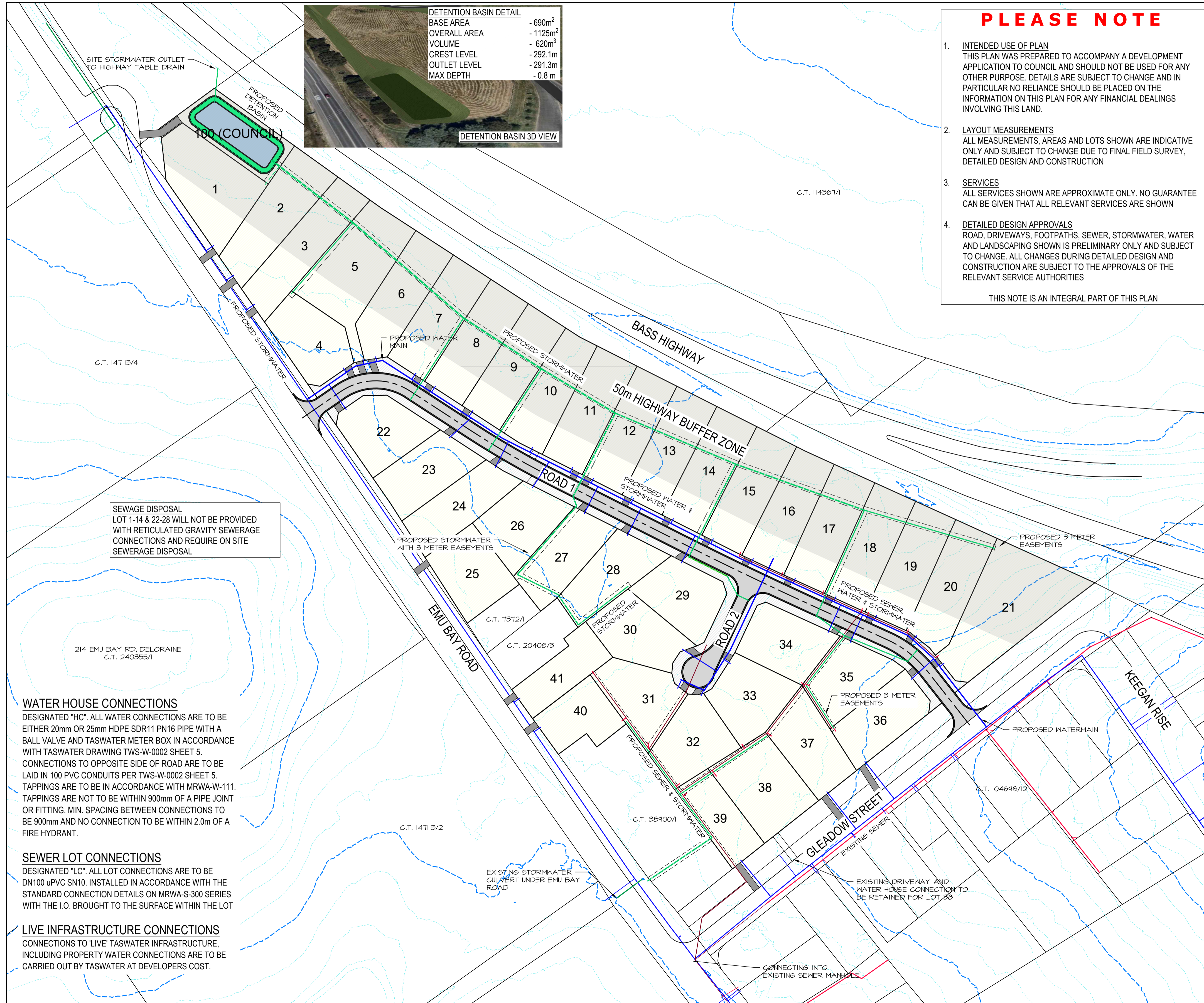
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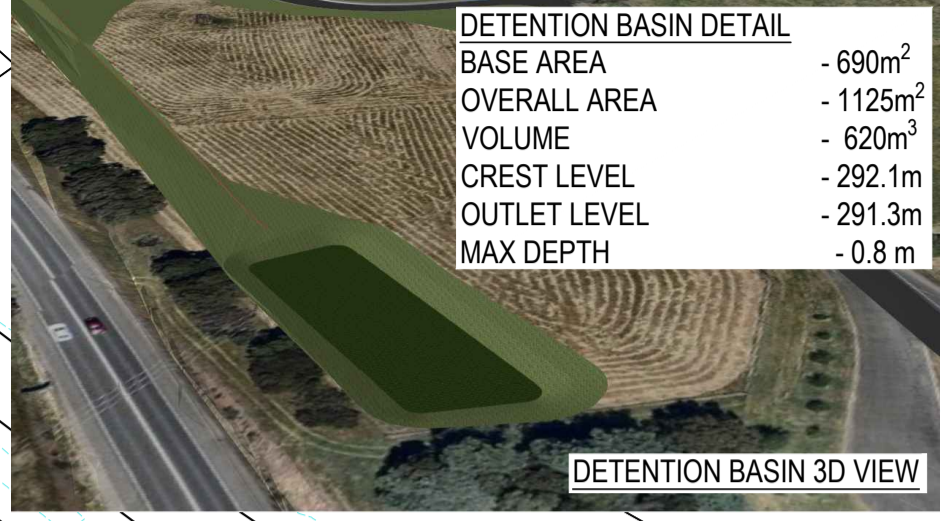


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PROJECT: GLEADOW STREET SUBDIVISION
AT: 4 GLEADOW ST, DELORAINÉ
FOR: JASON SHERRIFF
DRAWING: PROPOSED LAYOUT PLAN
DESIGNED: M.C.V. DRAWN: J.W.G. CHECKED: P.M.W.
SCALE: 1:1000 AT A1 SIZE DRAWING SHEET
PROJECT No: 21.120 DRAWING No: Cp01 REV: B



DETENTION BASIN DETAIL	
BASE AREA	- 690m ²
OVERALL AREA	- 1125m ²
VOLUME	- 620m ³
CREST LEVEL	- 292.1m
OUTLET LEVEL	- 291.3m
MAX DEPTH	- 0.8 m



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57 Best Street
Devonport Tasmania
P: (03) 6424 7161

QMS Certification Services

SEWAGE DISPOSAL
LOT 1-14 & 22-28 WILL NOT BE PROVIDED WITH RETICULATED GRAVITY SEWERAGE CONNECTIONS AND REQUIRE ON SITE SEWERAGE DISPOSAL

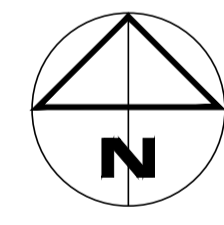
WATER HOUSE CONNECTIONS
DESIGNATED "HC". ALL WATER CONNECTIONS ARE TO BE EITHER 20mm OR 25mm HDPE SDR11 PN16 PIPE WITH A BALL VALVE AND TASWATER METER BOX IN ACCORDANCE WITH TASWATER DRAWING TWS-W-0002 SHEET 5. CONNECTIONS TO OPPOSITE SIDE OF ROAD ARE TO BE LAID IN 100 PVC CONDUITS PER TWS-W-0002 SHEET 5. TAPPINGS ARE TO BE IN ACCORDANCE WITH MRWA-W-111. TAPPINGS ARE NOT TO BE WITHIN 900mm OF A PIPE JOINT OR FITTING. MIN. SPACING BETWEEN CONNECTIONS TO BE 900mm AND NO CONNECTION TO BE WITHIN 2.0m OF A FIRE HYDRANT.

SEWER LOT CONNECTIONS
DESIGNATED "LC". ALL LOT CONNECTIONS ARE TO BE DN100 uPVC SN10. INSTALLED IN ACCORDANCE WITH THE STANDARD CONNECTION DETAILS ON MRWA-S-300 SERIES WITH THE I.O. BROUGHT TO THE SURFACE WITHIN THE LOT

LIVE INFRASTRUCTURE CONNECTIONS
CONNECTIONS TO 'LIVE' TASWATER INFRASTRUCTURE, INCLUDING PROPERTY WATER CONNECTIONS ARE TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST.

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	31.08.21	APPROVAL	-
02	21.10.21	TASWATER RAI	A
03	14.12.21	FOR APPROVAL	B
04	17.01.22	UPDATED PLANS	C



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PROJECT: GLEADOW STREET SUBDIVISION
AT: 4 GLEADOW ST, DELORAINE
FOR: JASON SHERRIFF
DRAWING: PROPOSED SERVICES PLAN
DESIGNED: M.C.V. DRAWN: J.W.G. CHECKED: P.M.W.
SCALE: 1:1000 AT A1 SIZE DRAWING SHEET
PROJECT No: 21.120 DRAWING No: Cp02 C



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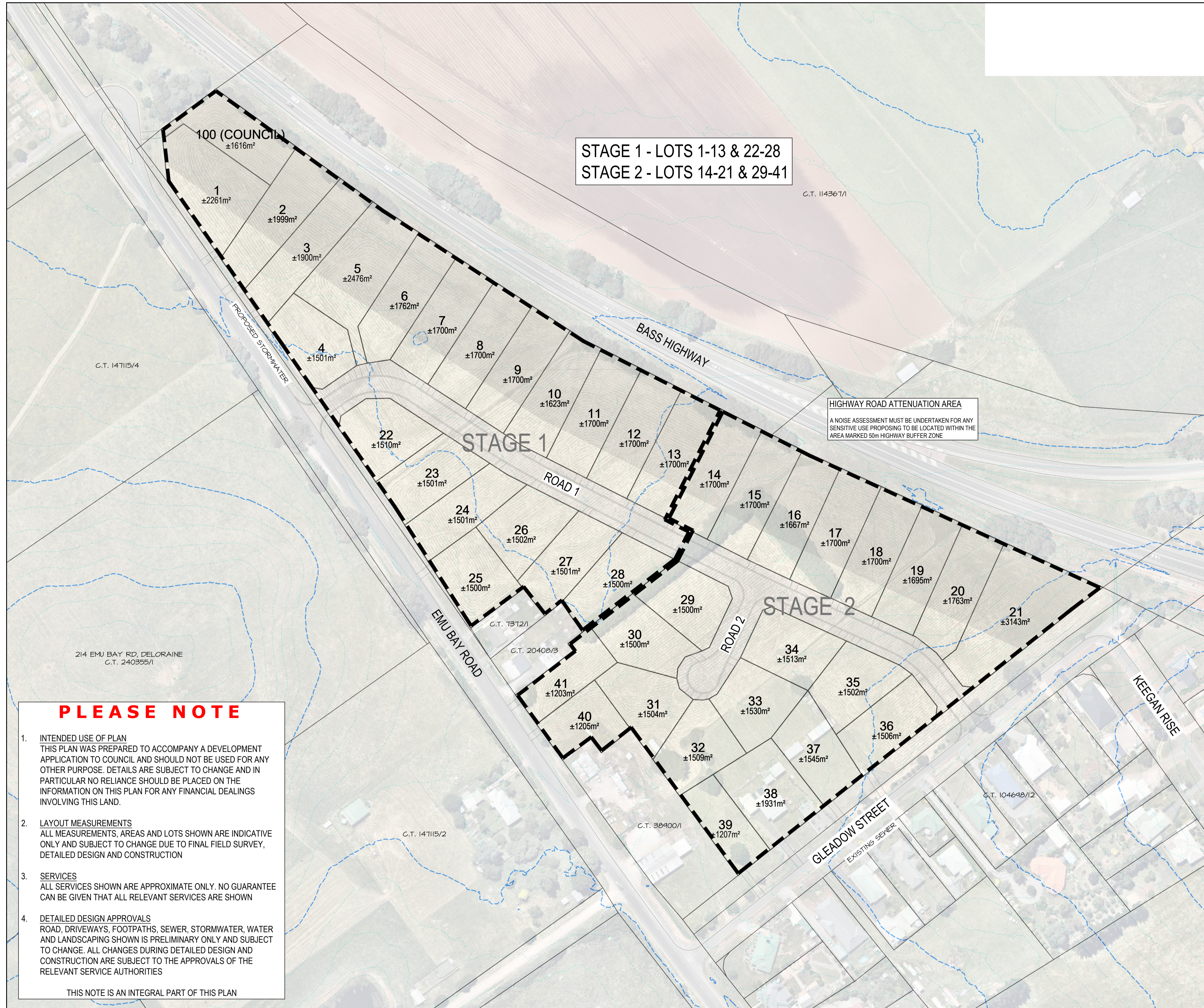
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QMS Certification Services



STAGE 1 - LOTS 1-13 & 22-28
 STAGE 2 - LOTS 14-21 & 29-41

HIGHWAY ROAD ATTENUATION AREA
 A NOISE ASSESSMENT MUST BE UNDERTAKEN FOR ANY SENSITIVE USE PROPOSING TO BE LOCATED WITHIN THE AREA MARKED 50m HIGHWAY BUFFER ZONE

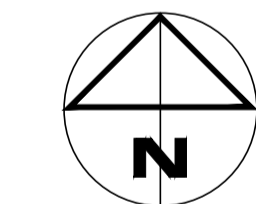
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PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	19.01.22	PROPOSED STAGING	-



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PROJECT: GLEADOW STREET SUBDIVISION
 AT: 4 GLEADOW ST, DELORAINÉ
 FOR: JASON SHERRIFF
 DRAWING: STAGING PLAN
 DESIGNED: M.C.V. DRAWN: J.W.G. CHECKED: P.M.W.
 SCALES: 1:1000 AT A1 SIZE DRAWING SHEET
 PROJECT No: 21.120 DRAWING No: Cp03 -



Our Ref: 21.120

Measured form and function

20 January 2021

Mr John Jordan
 General Manager
 Meander Valley Council
 By Email: mail@mvc.tas.gov.au

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Dear Mr Jordan,

DEVELOPMENT APPLICATION - 41 LOT LOW DENSITY RESIDENTIAL SUBDIVISION - 4 GLEADOW STREET AND 203 EMU BAY ROAD, DELORAINE

Please find enclosed a development application for a proposed subdivision on land located at 4 Gleadow Street, Deloraine ("the site"- refer to Figure 1). The development application includes the following documents:

1. completed development application form;
2. planning compliance assessment;
3. traffic impact assessment;
4. stormwater assessment; and
5. bushfire-prone areas assessment.

1 Planning Overview

Location	4 Gleadow Street, Deloraine	
Title Information	Volume	Folio
	37095	1
	38900	1
	46419	1
	46420	2
Area	9.118ha	
Planning Instrument	Tasmanian Planning Scheme – Meander Valley ("the Scheme")	
Zoning	10.0 - Low Density Residential Zone	
Applicable Codes	C3.0 - Road and Railway Assets Code C13.0 - Bushfire-Prone Areas Code	
Overlays	Bushfire-Prone Areas	
Use	NA	
Development	Subdivision, construction of roads and associated infrastructure.	
Status	Discretionary	

2 Subject Site and Adjacent Land

The site comprises four (4) lots that form an irregular triangular shape with a combined area of 9.1ha. It has 573m of frontage to Bass Highway along its north-eastern boundary, 455m of frontage to Emu Bay Road split along its south-western boundary and 300m of frontage to Gleadow Street along its south-eastern boundary. It adjoins a lot to the north that forms part of the Bass Highway road reserve. Two small residential lots indent the site along the Emu Bay Road frontage.

Figure 1 - aerial image showing the spatial extent and lot composition of the site.



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

The site comprises a residential dwelling along the south-eastern boundary adjacent to Gleadow Street. There are a series of buildings located in the south-western section of the site adjacent to the Emu Bay Road frontage. The buildings have previously been used for vehicle servicing and repair. The balance land contained within the site gently undulates and comprises managed pasture for low scale grazing.

The site is zoned Low Density Residential. The Emu Bay Road and Bass Highway road reserves are zoned Utilities. Land to the north-east of Bass Highway and south-west of Emu Bay Road is zoned Agriculture. The Deloraine Cemetery is located to the north-west of the site diagonally opposite Emu Bay Road and is zoned Community Purpose. Land to the south-east of Gleadow Street is zoned General Residential. Figure 2 illustrates the zoning of the site and adjoining and adjacent land.

Figure 2 - map identifying the zoning of the site and adjacent area.

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

3 Proposed Use and Development

The application seeks planning approval for the development of a 41-lot subdivision including a road casement and a lot that will contain a stormwater detention basin (proposed Lot 100). Details of each proposed residential lot is detailed in Table 1 below.

It is proposed to undertake the construction of the proposed subdivision in two (2) stages. Stage 1 will comprise proposed Lots 1-13 and 22-28 and Stage 2 will comprise proposed Lots 14-21 and 29-41.

Table 1 - details of each proposed residential lot.

Lot No.	Area	Appox. Depth	Appox. Width	Primary Frontage	Average Gradient		
					%	ratio	aspect
1	2261m ²	45m	61m	52m	1.2	1:78	NE
2	1999m ²	83m	22m	20m	1.3	1:76	N-NE
3	1900m ²	89m	25m	20m	2.5	1:40	N-NE
4	1501m ²	55m	59m	23m	7.7	1:13	N-NE
5	2476m ²	70m	76m	6m	5.3	1:19	N
6	1762m ²	78m	25m	13m	9.5	1:10	N-NE
7	1700m ²	72m	25m	25m	4.9	1:20.5	N-NE
8	1700m ²	72m	25m	25m	2.3	1:43.5	N-NE
9	1700m ²	72m	25m	25m	2.6	1:39	N-NE
10	1623m ²	72m	27m	28m	3.2	1:31	N-NW
11	1700m ²	72m	25m	25m	6.9	1:14.5	NW
12	1700m ²	72m	25m	25m	3.2	1:31	W

Lot No.	Area	Appox. Depth	Approx. Width	Primary Frontage	Average Gradient		
					%	ratio	aspect
13	1700m ²	72m	25m	25m	4.3	1:23	E-SE
14	1700m ²	72m	25m	25m	5.8	1:17	E-SE
15	1700m ²	72m	25m	25m	8.3	1:12	W-NW
16	1667m ²	72m	26m	26m	4.2	1:24	N-NW
17	1700m ²	72m	25m	25m	3.8	1:28	N
18	1700m ²	72m	25m	25m	8.3	1:12	N-NE
19	1695m ²	72m	25m	25m	7.3	1:13	N-NW
20	1763m ²	77m	25m	21m	8.3	1:12	W-NW
21	3143m ²	98m	60m	18m	17	1:6	W-NW
22	1510m ²	46m	58m	17m	7.7	1:13	NE
23	1504m ²	64m	29m	29m	5.0	1:20	N-NE
24	1501m ²	71m	24m	23m	7.7	1:13	NE
25	1500m ²	55m	44m	44m	9.1	1:11	NE
26	1502m ²	58m	38m	32m	5.9	1:17	NE
27	1501m ²	64m	27m	27m	4.0	1:25	N-NE
28	1500m ²	68m	34m	34m	4.8	1:21	NE
29	1500m ²	55m	52m	30m	6.7	1:15	NW
30	1500m ²	63m	39m	24m	7.4	1:13.5	W-NW
31	1504m ²	56m	57m	16m	6.7	1:15	NW
32	1509m ²	56m	52m	8m	5.0	1:20	NE
33	1530m ²	55m	49m	24m	6.5	1:15.5	NE
34	1513m ²	60m	59m	29m	5.8	1:17	NW
35	1502m ²	52m	29m	32m	5.3	1:19	NW
36	1506m ²	58m	63m	22m	7.4	1:13.5	W
37	1545m ²	65m	65m	27m	7.7	1:13	W
38	1931m ²	65m	38m	39m	8.0	1:12.5	W
39	1207m ²	59m	22m	23m	8.3	1:12	W
40	1205m ²	52m	34m	25m	2.7	1:36	W
41	1203m ²	62m	25m	20m	5.6	1:18	N-NW

4 Planning Assessment

4.1 Application Status

Pursuant to clause 6.2.6 of the Scheme, development which is for subdivision is not required to be categorised into a use class listed in Table 6.2. It has been determined that the proposed subdivision relies on Performance Criteria to demonstrate applicable standards in the Low Density Residential zone. Clause

6.8.2 is therefore applicable to the proposal which invokes application of clause 7.10 of the Scheme.

Clause 7.10.3 states:

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

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

An assessment against the provisions of clause 7.10.3 is provided in Table 2.

Table 2 - Assessment against Clause 7.10.3.

Clause	Description	Requirement	Comment
10.1	Zone Purpose Statements	The purpose of the Low Density Residential Zone is:	
		10.1.1 To provide for residential use and development in the residential areas Bass Highway and Emu Bay Road that is infrastructure or assigned to the Low environmental Density Residential constraints that limit the density, location or form of development.	<i>The proposal will provide for additional development in lots on land between the Bass Highway and Emu Bay Road that is infrastructure or assigned to the Low Density Residential zone. The proposed new lots will be capable of future residential use and development in an area not suited to higher density development due to its proximity to the Bass Highway.</i>
		10.1.2 To provide for non-residential use that does not cause an unreasonable loss of amenity, through scale, intensity, noise, traffic generation and movement, or other off site impacts.	<i>Notwithstanding clause 6.2.6 of the scheme, the proposed new lots are not intended for non-residential use.</i>
		10.1.3 To provide for Visitor Accommodation that is compatible with residential character.	<i>The proposed subdivision has the capability of providing visitor accommodation use.</i>
C3.1	Road and Railway Assets Code Purpose Statement	The purpose of the Road and Railway Assets Code is:	
		C3.1.1 To protect the safety and efficiency of the	<i>The proposal will adequately locate</i>

Clause	Description	Requirement	Comment
		road and railway networks; and	<i>proposed access away to avoid creating unreasonable nuisance.</i>
		C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.	<i>The proposal will adequately space proposed access away from major roads.</i>
C13.1	Bushfire-Prone Areas Code Purpose Statement	The purpose of the Bushfire-Prone Areas Code is:	
		C13.1.1 To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.	<i>A Bushfire Hazard Management Report has been prepared for the proposed subdivision to address the requirements of the code.</i>

The zone and code standards that apply to the proposed use and development are addressed in Sections 4.2 to 4.5 below. Performance criteria are addressed in Section 5.

4.2 Low Density Residential Zone

10.6 Development Standards for Subdivision			
Standard/Requirement	Assessment	Compliance	
10.6.1 Lot design			
A1	Each lot, or a lot proposed in a plan of subdivision, must:		
	(a) have an area of not less than 1,500m ² and:	Proposed Lots 39, 40 and 41 are less than 1500m ² in area.	Relies on performance criteria.
	(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:	Each lot has an average gradient of 1 in 17 or less and can contain a 10m x 15m minimum area clear of setbacks and easements.	Complies with acceptable solution.
	a. all setbacks required by clause 10.4.3 A1 and A2;		

10.6 Development Standards for Subdivision		
Standard/Requirement	Assessment	Compliance
<p>b. easements or other title restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 10.4.3 A1 and A2.</p>	<p>Proposed Lot 38 will contain an existing dwelling and associated buildings. The proposed new boundaries will be the north-eastern and north-western boundaries. Development within the lot will have a minimum setback of 14m from the north-western boundary and 4.47m from the north-eastern boundary. The north-eastern boundary setback does not comply with clause 10.4.3 A3. Furthermore, the new north-western boundary for existing lot comprised in Certificate of Title Volume 38900 Folio 1 will be located 4.3m from the northern building contained in this lot.</p>	<p>Relies on performance criteria.</p>
<p>(b) be required for public use by the Crown, a council or a State authority;</p>	<p>The lots are not required for public use.</p>	<p>Not applicable.</p>
<p>(c) be required for the provision of Utilities; or</p>	<p>The lots are not required for the provision of Utilities.</p>	<p>Not applicable.</p>
<p>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	<p>The lots are not required for consolidation purposes.</p>	<p>Not applicable.</p>

10.6 Development Standards for Subdivision			
Standard/Requirement		Assessment	Compliance
A2	Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 20m.	Proposed Lots 5, 6, 21, 31 and 32 have frontage lengths of less than 20m.	Relies on performance criteria.
A3	Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	Each proposed lot will be provided with an access between a road and the frontage boundary in accordance with the requirements of Council who is the road authority for each road.	Complies with acceptable solution.
10.6.2 Roads			
A1	The subdivision includes no new roads.	The subdivision includes two new roads.	Relies on performance criteria.
10.6.3 Services			
A1	<p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</p> <p>a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or</p> <p>b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service,</p> <p>unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</p>	<p>Each lot will be connected to a full water supply service.</p> <p>Full water supply service is available for the site.</p>	Complies with acceptable solution.
A2	Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a	Proposed Lots 1-14 and 22-28 will not be provided with a	Relies on performance criteria.

10.6 Development Standards for Subdivision			
Standard/Requirement	Assessment	Compliance	
	riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	connection to a reticulated sewerage system.	
A3	Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	It is proposed to create a new stormwater system which will collect stormwater from most of the area of the site to be developed. Collected stormwater will be directed to a stormwater detention basin that is located within proposed Lot 100 at the north-western tip of the site. Stormwater from the detention basin will be discharged into existing stormwater infrastructure within the Bass Highway road corridor. It is intended for the proposed stormwater system to be taken over by Council and Department of State Growth and will therefore be a public stormwater system.	Complies with acceptable solution.

4.3 Parking and Sustainable Transport Code

Clause C2.2.1 of the Scheme identifies that the Code applies to all use and development. On the other hand, the application does not seek approval to establish a use in accordance with clause 6.2.6 of the Scheme and it does not propose any onsite car parking infrastructure or facilities for each proposed lot. The car parking requirements relevant to each proposed lot will be determined in conjunction with specific proposals for future use and development. The current application does not affect issues dealt with by the Code directly, and the standards contained within the Code are therefore not applicable to the application in accordance with clause 5.6.2(c) of the Scheme.

4.4 Road and Railway Assets Code

The Code is relevant to the extent that the proposed subdivision will involve the construction of a new road and road junctions and will include lots within road attenuation area.

C3.5.1 Use Standards			
Standard/Requirement		Assessment	Compliance
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction			
A1.1	For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.	The proposal does not require a new junction, vehicle crossing to a category 1 or limited access road, or a private level crossing.	Complies with acceptable solution.
A1.2	For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.	Written consent for the proposed road junctions and vehicle crossings in conjunction with the development application. A Traffic Impact Assessment has been prepared to assist Council with their determination.	Complies with acceptable solution upon written consent from Council which may be in the form of a permit with conditions relating to the development of infrastructure.
A1.3	For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority; and	The proposal does not involve a private level crossing.	Not applicable.
A1.4	Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing,		

C3.5.1 Use Standards			
Standard/Requirement		Assessment	Compliance
	will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road; and	Each proposed lot will be provided with a single crossing that will serve a future single dwelling. A single dwelling is expected to generate up to 10 vehicle movements per day.	Complies with acceptable solution
A1.5	Vehicular traffic must be able to enter and leave a major road in a forward direction.	Access will provide for the movement of vehicles in a forward direction when entering or exiting the site.	Complies with acceptable solution.

C3.7 Development Standards for Subdivision			
Standard/Requirement		Assessment	Compliance
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area			
A1	A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	The accompanying Proposal Plan of Subdivision shows a 50m buffer zone from the Bass Highway. Each lot affected by the buffer zone can accommodate a 10m x 15m building area outside of the buffer zone.	Complies with acceptable solution.

4.5 Bushfire-Prone Areas Code

The code is applicable to the proposal being within a bushfire-prone area and seeking planning approval for a subdivision. A Bushfire Hazard Management Report and Bushfire Hazard Management Plan has been prepared for the proposed subdivision. It concludes that the proposed subdivision is capable of complying with applicable acceptable solution of the code including:

- C13.6.1 A1(b) Subdivision: Provision of hazard management areas;

Attachment 12.2.7 Submission From Applicant

Our Ref: 21.120

Measured form and function



- C13.6.2 A1(b) Subdivision: Public and firefighting access; and
- C13.6.3 A1(b) Subdivision: Provision of water supply for firefighting purposes;

5.0 Performance Criteria Assessment

5.1 Clause 10.6.1 Lot design - Performance Criteria P1

The objective of the standard is:

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone;*
- (b) is provided with appropriate access to a road; and*
- (c) contains areas which are suitable for residential development.*

The performance criteria requires:

Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

- (a) the relevant requirements for development of buildings on the lots;*
- (b) the intended location of buildings on the lots;*
- (c) the topography of the site;*
- (d) adequate provision of private open space;*
- (e) the pattern of development existing on established properties in the area; and*
- (f) any constraints to development,*

and must have an area not less than 1,200m².

Planning Assessment

Proposed Lots 39, 40 and 41 will have sufficient useable area and dimensions suitable for its intended residential use. The land contained within the site is not subject to significant topographical constraints. Each proposed lot will have a width of at least 22m and depth of 20m which will allow a building area to be located in a position that satisfies the acceptable solutions for standard 10.4.3.

For the purposes of subclause (e), the 'area' is considered to be all Low Density zoned land that is encompassed by Bass Highway, Gleadow Street and Emu Bay Road. This area contains two lots that are less than 1,500m² and 1,200m². In this regard, 223 Emu Bay Road has an area of 1,197m² and 225 Emu Bay Road has an area of 741m². The smaller lot sizes will therefore be compatible with the pattern of development in the area.

Each proposed lot will be connected to reticulated water and stormwater systems. Almost half of the proposed lots will be connected to a reticulated sewer system with the remaining lots capable of containing on-site wastewater management

systems. Accordingly, there are no obvious constraints to development in terms of servicing.

Each proposed lot will have an area not less than 1,200m².

The proposal satisfies P1 of the Standard.

5.2 Clause 10.6.1 Lot design - Performance Criteria P2

The objective of the standard is:

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone;*
- (b) is provided with appropriate access to a road; and*
- (c) contains areas which are suitable for residential development.*

The performance criteria requires:

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

- (a) the width of frontage proposed, if any;*
- (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;*
- (c) the topography of the site;*
- (d) the functionality and useability of the frontage;*
- (e) the ability to manoeuvre vehicles on the site; and*
- (f) the pattern of development existing on established properties in the area,*

and is not less than 3.6m wide.

Planning Assessment

Proposed Lots 5, 6, 21, 31 and 32 will be provided with a frontage that is sufficient for the intended residential use of each lot. Each frontage will be greater than 3.6m in width. Each proposed lot will be provided with dimensions that will allow vehicles to be manoeuvred on site which would be designed in conjunction with future development. The frontage to each lot will be to a local road that primarily serves local traffic. The configuration of lots within the subdivision will be compatible with the pattern of lots within the area with each proposed lot provided with direct frontage.

The proposal satisfies P2 of the Standard.

5.3 Clause 10.6.2 Roads - Performance Criteria P1

The objective of the standard is:

That the arrangement of new roads within a subdivision provides:

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

The performance criteria requires:

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

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

Planning Assessment



The arrangement and construction of the proposed new roads will provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists. The proposed road has been designed to accord with Tasmanian Standard Drawings for urban roads. The proposed new road will be a local road and will be connected to Gleadow Street which is a local road and Emu Bay Road which is an arterial road. Whilst Emu Bay is an arterial road, it predominately serves north bound traffic which use the road to connect to Bass Highway. South bound traffic is predominately limited to vehicles travelling from the cemetery.

There is no public transport in Deloraine. The road will be able to be used by cyclists. The road is capable of providing safe and efficient movement of pedestrians along the road due to the anticipated low traffic volume. The proposed will not create a balance lot, and the site does not adjoin and is not adjacent to land that is capable of being subdivided for residential purposes under the terms of the current Scheme.

The proposal satisfies P1 of the Standard.

5.4 Clause 10.6.2 Services - Performance Criteria P2

The objective of the standard is:

That the subdivision of land provides services for the future use and development of the land.

The performance criteria requires:

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.

Planning Assessment

A Preliminary On-site Wastewater Disposal Evaluation ("the Evaluation") was prepared for proposed Lots 1-14 and 22-28 which will not be provided with a connection to a reticulated sewerage system. The Evaluation concluded that the identified lots have sufficient available area for the disposal of domestic effluent by way of an onsite wastewater system.

Proposed Lots 1-14 and 22-28 are therefore capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.

The proposal satisfies P2 of the Standard.

6 Conclusion

The proposed development involves the establishment of subdivision lots, subservient roads and associated infrastructure. The proposed use and development comply with the applicable Scheme standards in the Low Density Residential zone and relevant code standards including the following performance criteria:

- **Clause 10.6.1 Lot design - Performance Criteria P1**
- **Clause 10.6.1 Lot design - Performance Criteria P2**
- **Clause 10.6.2 Roads - Performance Criteria P1**
- **Clause 10.6.3 Services - Performance Criteria P2**

It is therefore submitted that a discretionary permit can be issued in accordance with clause 6.8.2(b) of the Scheme and section 51 and 57 of the *Land Use Planning and Approvals Act 1993*.

Please do not hesitate to contact me should you have any queries on this application.

Yours faithfully

6ty° Pty Ltd



George Walker

Director/Planning Consultant

RMCG



JANUARY 2022

Bushfire Hazard Management Report: 4 Gleadow St, Deloraine

Final Report for: Paton Enterprises Pty Ltd

Property Location: 4 Gleadow St, Deloraine

Prepared by: Michael Tempest

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Table of Contents

Executive Summary	1
1 Introduction	2
1.1 SCOPE	2
1.2 PROPOSAL	2
1.3 LIMITATIONS	2
2 Site Description	3
2.1 SURROUNDING AREA	3
3 Bushfire Site Assessment	4
4 Bushfire Protection Measures	5
4.1 BAL REQUIREMENTS FOR CONSTRUCTION	5
4.2 HAZARD MANAGEMENT AREA	5
4.3 ACCESS	9
4.4 WATER SUPPLY	10
5 Statutory Compliance	11
6 Conclusions	12
7 References	13
Appendix 1: Photos	14
Appendix 2: Maps	17
Appendix 1: Site Plans	19
Appendix 2: Bushfire Hazard Management Plan	20

Executive Summary

SUMMARY	
Client:	Paton Enterprises Pty Ltd
Property identification:	4 Gleadow St, Deloraine Current zoning: Low Density Residential CT 37095/1, CT 46419/1, CT 46420/2 & CT 38900/1
Proposal:	A 41-lot subdivision is proposed.
Assessment comments:	A field inspection of the site was conducted to determine the Bushfire Risk and Attack Level.
Conclusion:	<p>The area is mapped as bushfire prone under the <i>Tasmanian Planning Scheme – Meander Valley 2021</i>. There is sufficient area on the subject land and adjacent titles to provide the proposed lots with sufficient area to allow for future construction of dwellings and associated buildings (within 6m) to BAL 12.5 & BAL Low standards.</p> <p>Where access to a lot is greater than 30m, it must be constructed to the standards set out in Element B of Table E2 of the <i>Bushfire-Prone Areas Code</i> of the Planning Scheme. All roads within the subdivision must be constructed to the standards set out in of Table E1.</p> <p>A reticulated water supply that is compliant with all elements of Table E4 of the <i>Bushfire-Prone Areas Code</i> of the Planning Scheme must be installed to service each lot before dwellings are constructed.</p>
Assessment by:	 <hr/> <p>Michael Tempest Senior Consultant Accredited Person under Part 4A of the Fire Service Act 1979, Accreditation # BFP-153</p>

1 Introduction

It is a requirement under the *Land Use Planning and Approval Act*, that a proposed subdivision that occurs either wholly or partially within a bushfire-prone area is assessed by an accredited person who will provide a Bushfire Hazard Management Report and a Bushfire Hazard Management Plan.

1.1 SCOPE

This report has been commissioned to provide a Bushfire Attack Level (BAL) for all proposed lots within the subdivision. All advice is compliant with the *Bushfire-Prone Areas Code* of the *Tasmanian Planning Scheme – Meander Valley Council 2021* (the Planning Scheme) and the Australian Standard, AS3959-2018, Construction of buildings in bushfire-prone areas.

1.2 PROPOSAL

The proposal is to complete a 41-lot subdivision from four existing titles (CT 37095/1, CT 46419/1, CT 46420/2 & CT 38900/1) at 4 Gleadow St, Deloraine. The land is zoned as Low Density Residential. The area is mapped as bushfire-prone under Planning Scheme. See Figure A1-1 for the proposed site plan. Note, the lot labelled DB in the northwest corner of the site plan is for a Detention Basin.

1.3 LIMITATIONS

This report only deals with potential bushfire risk and does not consider any other potential statutory, building or planning requirements. This report classifies type of vegetation at time of inspection and cannot be relied upon for future development outside of the assessed area.

2 Site Description

The existing titles are 8.4ha in area and at the time of the site visit were managed as pasture for grazing. In bushfire terms, the onsite vegetation would be described as grassland. There is also an existing dwelling and associated sheds near the south western corner of CT 46419/1. While on CT 38900/1, in the south western corner, are sheds associated with existing small businesses (see maps in Appendix 2). The land has a gentle to moderate north-north easterly aspect. The land is zoned as Low Density Residential under the Planning Scheme.

Gleadow St is adjacent to the southern boundary, the Bass Highway is adjacent to the eastern boundary, and Emu Bay Rd is adjacent to the western boundary. The verges associated with these three roads has been assessed as low threat vegetation, as there is evidence it is regularly maintained. There are two small titles adjacent to the western boundary, both with dwellings. Both titles have been considered low threat vegetation.

2.1 SURROUNDING AREA

To the north of the site is a parcel of Crown land. On this land there is a turning bay and vegetation that appears to be regularly managed (regularly mown and tree branches maintained at 2m above ground level). Land in this direction has been considered low threat vegetation.

On the eastern side of the Bass Highway is a moderately sized title (33ha) that is associated with a large agricultural holding. This title is utilised for mixed cropping activities, however, at the time of the site visit, it was managed as pasture. The vegetation associated with this title has been classed as grassland.

South of Gleadow St are 11 directly adjacent titles, all with an existing dwelling. These titles are zoned General Residential and have all been considered low threat vegetation.

On the Western side of Emu Bay Rd is land that is predominately utilised for pasture for grazing. This has been classed as grassland for bushfire purposes.

Bushfire threat occurs from the west and the east. The prevailing wind is from the north west.

3 Bushfire Site Assessment

The land is considered to be within a bushfire-prone area under the Planning Scheme. A Bushfire Attack Level assessment has been conducted using Method 1 of AS 3959-2018.

The Fire Danger Index (FDI) is a measure of the probability of a bushfire starting, its rate of speed, intensity, and the difficulty of suppression; this is according to combinations of air temperature, relative humidity, wind speed, and both the long and short-term effects of drought. The FDI for Tasmania is **50** (Clause 2.2.2).

Because of the size and zoning of the proposed lots, it is likely that the new lots will be managed as low threat vegetation. Because of this, the adjacent vegetation and slope was assessed for the entire development as one, rather than for individual lots (see Table 3-1). Existing vegetation within the subdivision has been assessed as grassland but will be required to be managed in a low fuel state when the subdivision occurs.

Table 3-1: Vegetation and slope assessments from development site boundary

	NORTH	EAST	SOUTH	WEST
Slope	Flat	Downslope >0-5°	Upslope	Upslope
Vegetation Type	Low Threat	Grassland	Low Threat	Grassland
Minimum Distance to Bushfire-Prone Vegetation	NA	25m	NA	20m

4 Bushfire Protection Measures

4.1 BAL REQUIREMENTS FOR CONSTRUCTION

The BAL ratings applied are in accordance with the Australian Standard AS3959-2018, *Construction of Buildings in Bushfire Prone Areas*. The Applicable BAL Ratings for the proposed subdivision are **BAL 12.5** and **BAL Low**.

Table 4-1: BAL Levels

BUSHFIRE ATTACK LEVEL (BAL)	PREDICTED BUSHFIRE ATTACK & EXPOSURE LEVEL
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m ²
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m ²
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m ²
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m ²
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

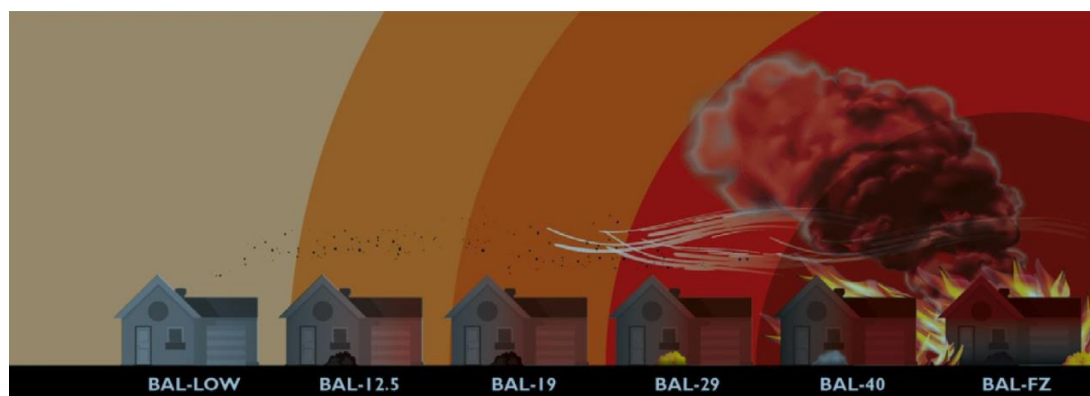


Figure 4-1: BAL Levels diagram

The minimum construction requirement for future dwellings within the proposed subdivision is either **BAL 12.5** or **BAL Low**, depending on the lot. It is a requirement that any habitable building, or building within 6m of a habitable building, be constructed to the BAL ratings specified in this document as a minimum.

4.2 HAZARD MANAGEMENT AREA

Hazard management areas (HMA) are the areas between a habitable building, associated buildings (within 6m), and bushfire prone vegetation which provide access to a fire front for firefighting. The HMA must be maintained in a low fuel state at all times.

Attachment 12.2.7 Submission From Applicant

At the time of the site visit, the subject title was predominately classed as grassland. Before the subdivision is approved, this the vegetation must be managed in a low fuel state (grass maintained below 100mm). This will ensure that there are no setback requirements from undeveloped lots within the subdivision. This means the entirety of the development area is the Hazard Management Area for all lots.

Setback distances to bushfire-prone vegetation for the specified BAL Ratings (BAL 12.5 & BAL Low) have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients. Distances are in accordance with AS 3959-2018 Table 2.6.

Where no setback is required for bushfire protection, other Planning Scheme setbacks may need to be applied. It is also noted that a 50m buffer has been stipulated from Bass Highway for future dwellings and this has been incorporated into determining the building envelopes for affected lots.

BAL Rating: **BAL 12.5 & BAL Low**

Table 4-2: BAL Setbacks

BAL	SETBACK	GRASSLAND
BAL 12.5	Upslope and flat	14m
	Down slope >0-5°	16m
BAL Low	Upslope and flat	50m
	Down slope >0-5°	50m

Attachment 12.2.7 Submission From Applicant

Table 4-3: Hazard Management Setbacks from future Dwellings

LOT	BAL	SETBACKS	LOT	BAL	SETBACKS
DB	NA	No setbacks, but must be maintained in a low fuel state	23	12.5	No Setback Requirements
1	12.5	No Setback Requirements		Low	27m from western boundary
2	12.5	No Setback Requirements	24	12.5	No Setback Requirements
3	12.5	No Setback Requirements		Low	27m from western boundary
4	12.5	No Setback Requirements	25	12.5	No Setback Requirements
5	Low	No Setback Requirements	26	Low	No Setback Requirements
6	Low	No Setback Requirements	27	Low	No Setback Requirements
7	Low	No Setback Requirements	28	Low	No Setback Requirements
8	Low	No Setback Requirements	29	Low	No Setback Requirements
9	Low	No Setback Requirements	30	Low	No Setback Requirements
10	Low	No Setback Requirements	31	Low	No Setback Requirements
11	Low	No Setback Requirements	32	Low	No Setback Requirements
12	Low	No Setback Requirements	33	Low	No Setback Requirements
13	Low	No Setback Requirements	34	Low	No Setback Requirements
14	Low	No Setback Requirements	35	Low	No Setback Requirements
15	Low	No Setback Requirements	36	Low	No Setback Requirements
16	Low	No Setback Requirements	37	Low	No Setback Requirements
17	Low	No Setback Requirements	38	Low	No Setback Requirements. No amendments to existing Dwelling required.
18	Low	No Setback Requirements	39	Low	No Setback Requirements
19	Low	No Setback Requirements	40	12.5	No Setback Requirements
20	Low	No Setback Requirements	41	12.5	No Setback Requirements
21	Low	No Setback Requirements		Low	30m from western boundary
22	12.5	No Setback Requirements	Balance	NA	Exempt, no future dwellings proposed
22	12.5	No Setback Requirements			



Figure 4-2: BAL 12.5 construction areas

A dwelling can be located anywhere within the BAL 12.5 or BAL Low areas identified on Figure 4-2. For Lots 23, 24, and 41, that have both a BAL 12.5 and BAL low building area, if part of a future dwelling or building within 6m of the dwelling or building is located within the BAL 12.5 area then the entire dwelling and buildings within 6m must be constructed to BAL 12.5 standards. There is an existing dwelling located on Lot 38. There are no construction amendment requirements for this dwelling. The Balance Lot is utilised for small businesses and has associated sheds. This Lot is exempt from bushfire requirements. If a change of use was proposed in the future, to a use that requires a bushfire assessment, then a new assessment would need to be done for this lot.

All lots must be managed in a low fuel state by the owner:

- Lawns maintained to a height of <100mm
- Occasional trees with no canopy connection
- Trees must not overhang the dwelling
- Remove tree branches to <2m above the ground
- Minimise fuel on the ground.

Landscaping advice for bushfire prone lots:

- Maintaining a clear area of low-cut lawn or pavement adjacent to the house
- Keeping areas under fences, fence post and gates and trees raked and cleared of fuel
- Utilising non-combustible fencing and retaining walls
- Breaking up the canopy of trees and shrubs with defined garden beds
- Organic mulch should not be used in bushfire-prone areas and non-flammable material should be used as ground cover e.g., scoria, pebbles, recycled crushed bricks
- Planting trees and shrubs where there is a wind break in the direction from which fires are likely to approach.

Maintenance Schedule:

- Cut lawns to less than 100mm and maintain
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Minimise storage of flammable liquids
- Maintain road access to the dwelling and water connection point
- Remove fallen limbs, leaf, & bark from roofs, gutters, and around buildings.

4.3 ACCESS

Unless the development standards in the zone require a higher standard, the following applies to all roads within the proposed subdivision:

- a) Two-wheel drive, all-weather construction
- b) Load capacity of at least 20t, including bridges and culverts
- c) Minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac
- d) Minimum vertical clearance of 4m
- e) Minimum horizontal clearance of 2m from edge of the carriage way
- f) Cross falls of less than 3 degrees (1:20 or 5%)
- g) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads
- h) Curves have a minimum inner radius of 10m
- i) Dead-end or cul-de-sac roads are not more than 200m in length unless carriageway length is 7m in width
- j) Dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
- k) Carriageways less than 7m wide have 'No parking' zones on one side, indicated by a road sign that complies with *Australian Standard AS1743-2001 Road Signs Specifications*.

There is sufficient area within the proposed roadway areas to provide roads to the above standards.

Where access to a Lot is greater than 30m, it must be built to the following standards:

- a) All-weather construction
- b) Load capacity of at least 20 tonnes, including for bridges and culverts
- c) Minimum carriageway width of 4m
- d) Minimum vertical clearance of 4m
- e) Minimum horizontal clearance of 0.5m
- f) Cross falls of <3°
- g) Dips <7°
- h) Curves with a minimum inner radius of 10m
- i) Maximum gradient of 15° for sealed roads and 10° for unsealed road; and
- j) Terminate with a turning area for fire appliances provided by one of the following
 - i. A turning circle with a minimum outer radius of 10m
 - ii. A property access encircling the building; or
 - iii. A hammerhead "T" or "Y" turning 4m wide and 8m long.

The final location of dwellings on the lots will determine if the above access requirements are needed. Access to the dwelling on Lot 38 is less than 30m, so there are no requirements for this access. The Balance Lot is exempt from bushfire requirements.

4.4 WATER SUPPLY

The lots are required to be connected to a reticulated water supply as part of the Planning Scheme requirements for the Low-Density Residential Zone. As part of this installation, fire hydrants must be installed that are within 120m as the hose lays of all areas of each lot. See (Figure 4-3) for proposed locations of hydrants. These may be moved at the discretion of the developer, as long as they are still within 120m of the entire building area of each lot.



Figure 4-3: Existing hydrants and potential location of new hydrants

5 Statutory Compliance

The applicable bushfire requirements are specified in the *Planning Directive No. 51 Bushfire-Prone Areas Code*.

Table 5-1: Compliance Schedule

E1.6 DEVELOPMENT STANDARDS	ACCEPTABLE SOLUTION	COMPLIANCE
1.6.1 Provision of Hazard Management Area	A1.b	<ul style="list-style-type: none"> ▪ BAL 12.5 & BAL Low Setback Standards (AS 3959-2009) from all boundaries for all lots. The entirety of the subdivision must be managed as the hazard management area, this includes the Detention Basin Lot. ▪ The Balance Lot is exempt.
E1.6.2 Public and Firefighting access	A1.b	<ul style="list-style-type: none"> ▪ Compliant with Element B of Table E2 where lot access is greater than 30m. ▪ The road must be compliant with Table E1. ▪ The Balance Lot is exempt
E1.6.3. Provisions for Water supply for firefighting	A2.b	<ul style="list-style-type: none"> ▪ A reticulated water supply must be installed that is compliant with Table E4 that services each lot.

6 Conclusions

The area is mapped as bushfire-prone under the *Tasmanian Planning Scheme – Meander Valley 2021*. There is sufficient area on the subject land and adjacent titles to provide the proposed lots with sufficient area to allow for future construction of dwellings and associated buildings (within 6m) to BAL 12.5 & BAL Low standards.

Where access to a lot is greater than 30m, it must be constructed to the standards set out in Element B of Table E2 of the *Bushfire-Prone Area Code* of the 'Planning Scheme'. All roads within the subdivision must be constructed to the standards set out in of Table E1.

A reticulated water supply that is compliant with all elements of Table E4 of the *Bushfire-Prone Area Code* of the 'Planning Scheme' must be installed to service each lot before dwellings are constructed.

7 References

Meander Valley Council (2021) *Tasmanian Planning Scheme – Meander Valley*.

Standards Australia (2009) *AS 3959-2018 Construction of Buildings in Bushfire Prone Areas*.

Minister for Planning & Local Government (2017) *Planning Directive No. 5.1 Bushfire-Prone Areas Code*.

Appendix 1: Photos

All photos taken by Michael Tempest 11/07/2021



Figure A1-1: View to the north across the existing grassland on the subject land.



Figure A1-2: View of highway and vegetation to the east.



Figure A2-3: Low threat vegetation directly north of the subject land.



Figure A2-4: View of grassland vegetation on the western side of Emu Bay Rd.



Figure A2-5: Gleadow St and the existing dwellings on the southern side.



Figure A2-6: Existing hydrant on Emu Bay Rd

Appendix 2: Maps



Figure A2-1: Location

BUSHFIRE HAZARD MANAGEMENT REPORT: 4 GLEADOW ST, DELORAINE

17



Figure A2-2: Aerial image

Appendix 1: Site Plans

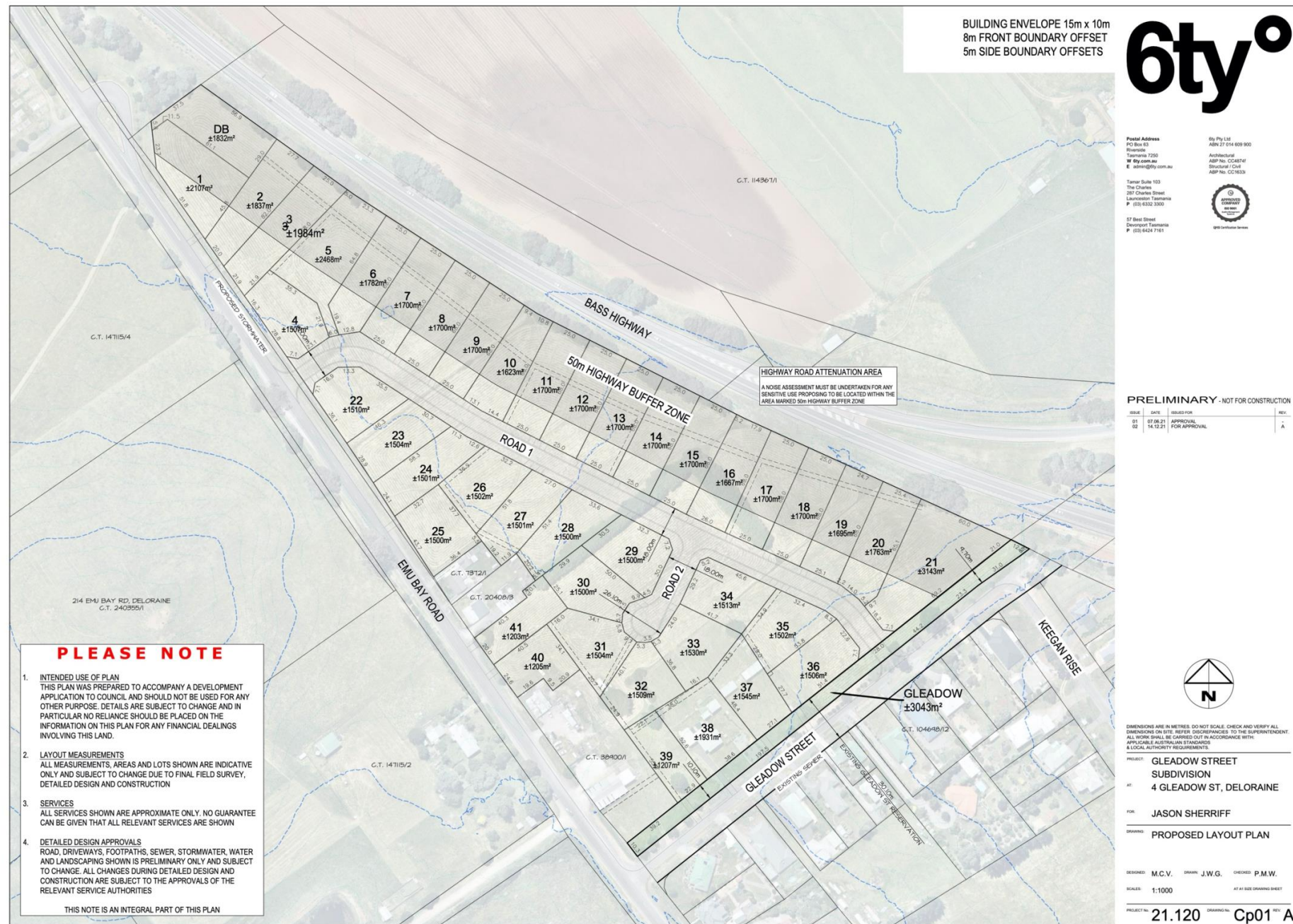


Figure A1-1: Site Plan

Appendix 2: Bushfire Hazard Management Plan



Bushfire Hazard Management Plan: 4 Gleadow St (CT 37095/1, CT 46419/1, CT 46420/2, PID 6260006 & CT 38900/1, PID 6260014)

1.0 HAZARD MANAGEMENT AREA

Hazard management areas (HMA) includes the areas to protect the buildings as well as the access and water supplies. Vegetation in the hazard management area is to be managed and maintained in a minimum fuel condition. The entirety of all lots must be managed in a low fuel state to ensure there is a sufficient HMA for all future dwellings. Refer to the Bushfire Hazard Management Area section of the Bushfire Hazard Management Report for Hazard Management Area minimum fuel requirements.

HMA Maintenance Schedule:

- Remove fallen limbs and leaf and bark litter from roofs, gutters, and around buildings
- Cut grass to less than 100mm and maintain
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Maintain road access to the building and water connection point.

2.0 ACCESS

Refer to Table 5-1 of the Bushfire Hazard Management Report where proposed site access is described. The proposed access will support firefighter access to buildings and water points.

3.0 WATER SUPPLY

Refer to Table 5-1 of the Bushfire Hazard Management Report for water supply requirements. The map above shows potential locations for new water hydrants. These locations can be altered at the proponent's discretion, as long as the final location is still compliant with Table 5-1.

4.0 CONSTRUCTION: BAL 12.5 & BAL LOW

Buildings in Bushfire-Prone Areas are to be built in accordance with the Building Code of Australia and Australian Standard AS5939.

Lot BAL Ratings and Setback Requirements

LOT	BAL	SETBACKS
DB	NA	No setbacks, but must be maintained in a low fuel state
1 to 4	12.5	No Setback Requirements
5 to 21	Low	No Setback Requirements
22	12.5	No Setback Requirements
23	12.5	No Setback Requirements
	Low	27m from western boundary
24	12.5	No Setback Requirements
	Low	27m from western boundary
25	12.5	No Setback Requirements
26 to 39	Low	No Setback Requirements
39	Low	No Setback Requirements
40	12.5	No Setback Requirements
41	12.5	No Setback Requirements
	Low	30m from western boundary
Balance	NA	Exempt, no future dwellings proposed



- The Subdivision is a 41-Lot Subdivision from 4 existing titles as described on: Concept Site Plan. See Appendix 3 of Bushfire Report for Site Plans.
- This BHMP must be read in conjunction with the Bushfire Hazard Management Report: 4 Gleadow St, Deloraine, Michael Tempest, 7 January 2022 (V2).
- This BHMP has been prepared to satisfy the requirements of the Planning Directive No 5.1 Bushfire-Prone Area Code 2017

Michael Tempest
Accreditation: BFP – 153: 1, 2, 3A, 3B, 3C
Plan No: MT21/57SV2 Date 06/01/2022

BUSHFIRE-PRONE AREAS CODE

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

1. Land to which certificate applies

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

Street address: 4 Gleadow St, Deloraine

Certificate of Title / PID: CT 46420/2, CT 46419/1, CT 37095/1 PID 6260006
CT 38900/1 PID 6260014

2. Proposed Use or Development

Description of proposed Use and Development: 41-lot subdivision from 4 existing titles

Applicable Planning Scheme:

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Report: 4 Gleadow St, Deloraine	M.Tempest	6/1/22	3
Bushfire Hazard Management Plan	M. Tempest	6/1/22	3

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

Attachment 12.2.7 Submission From Applicant

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

<input type="checkbox"/> E1.4 / C13.4 – Use or development exempt from this Code	
Compliance test	Compliance Requirement
<input type="checkbox"/> E1.4(a) / C13.4.1(a)	Insufficient increase in risk

<input type="checkbox"/> E1.5.1 / C13.5.1 – Vulnerable Uses	
Acceptable Solution	Compliance Requirement
<input type="checkbox"/> E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/> E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
<input type="checkbox"/> E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/> E1.5.2 / C13.5.2 – Hazardous Uses	
Acceptable Solution	Compliance Requirement
<input type="checkbox"/> E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/> E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
<input type="checkbox"/> E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/> E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas	
Acceptable Solution	Compliance Requirement
<input type="checkbox"/> E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/> E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
<input checked="" type="checkbox"/> E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
<input type="checkbox"/> E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

Attachment 12.2.7 Submission From Applicant

<input checked="" type="checkbox"/>	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

<input checked="" type="checkbox"/>	E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

Attachment 12.2.7 Submission From Applicant

5. Bushfire Hazard Practitioner

Name:	Michael Tempest	Phone No:	0467 452 155
Postal Address:	2nd Floor, 102-104 Cameron Street Launceston TAS 7250	Email Address:	michaelt@rmcg.com.au
Accreditation No:	BFP – 153	Scope:	1, 2, 3A, 3B, 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Michael Tempest

Date:

6/1/22

Certificate Number:

MT21/57SV2

(for Practitioner Use only)

Attachment 12.2.7 Submission From Applicant

This report has been prepared by:

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Document review and authorisation

Project Number: # 1287

Doc Version	Final/Draft	Date	Author	Project Director review	BST QA review	Release approved by	Issued to
1.0	Final	8/7/21	M. Tempest	A. Ketelaar	T. Strachan	A. Ketelaar	A. Brook
2.0	Final	6/1/22	M. Tempest	A. Ketelaar	E. Kelly	A. Ketelaar	G. Walker



Traffic Impact Assessment

**4 Gleadow Street & 203 Emu Bay Road,
Deloraine**

Prepared for:

Meander Valley Council



Document Set ID: 1566274
Version: 1, Version Date: 23/02/2022



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Issue	02
Date	24 th November, 2021
Project Name	Paton Enterprises P/L– 4 Gleadow Street & 203 Emu Bay Road, Deloraine
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Contents

1.0	Introduction	1
2.0	Existing Conditions	1
2.1	Subject Site	1
2.2	Use of Land	2
2.3	Existing Roads	3
3.0	Existing Traffic	3
4.0	Proposed Development	4
5.0	Trip Generation	5
6.0	Trip Assignment	5
7.0	Vehicle Types	5
8.0	Assessment Years	5
9.0	Traffic Growth	5
10.0	Existing Traffic Issues	6
11.0	Pedestrian and Bicycle Traffic	6
12.0	Road Safety	6
13.0	Access Points	7
14.0	Sight Distances	7
15.0	Access Parameters	11
16.0	Planning Scheme Requirements	16
17.0	Recommended Works	17
18.0	Street Furniture	17
19.0	State Roads	17
20.0	Summary	17

1.0 Introduction

The proposed development is to develop a 41 lot, low density residential estate on a parcel of land located at 4 Gleadow Street and 203 Emu Bay Road, Deloraine.

This traffic report has been prepared in conjunction with the Department of Transport's "Traffic Impact Assessment" (TIA) Guidelines and the Austroads Guide to Traffic Management Part 12 "Traffic Impacts of Developments" by 6ty Pty Ltd for the developer, Paton Enterprises P/L.

2.0 Existing Conditions

2.1 Subject Site

The subject site is located at 4 Gleadow Street and 203 Emu Bay Road, Deloraine. (Refer to Image 1) and is comprised of 4 titles.

The Title References are:

- CT 38900/1 (203 Emu Bay Road)
- CT 46419/1 (4 Gleadow Street)
- CT 46420/2 (4 Gleadow Street)
- CT 37095/1 (4 Gleadow Street)



Image 1 – Site location in Deloraine.

The total area of the land involved in the proposal is 8.31 Ha and it is zoned Low Density Residential.

2.2 Use of Land

The property of 203 Emu Bay Road currently has an automotive workshop and a second-hand dealership located on it, both accessed from Emu Bay Road via two driveways. A rural gate provides access to the pasture at the rear of the businesses from Gleadow Street. It should be noted that the Gleadow Street fencing does not coincide with the surveyed title boundary which is located some 10m inside the current fencing.

4 Gleadow Street has an established residence and associated outbuildings located on the Gleadow Road frontage with the remainder of the property used for grazing and cropping. Whilst there are farm gates on the Emu Bay Road frontage of the land, there is no access from the Bass Highway.



Image 2 – Aerial Image of site (LIST)

2.3 Existing Roads

Gleadow Street is a local road that extends eastward from Emu Bay Road, and which forms the northern extent of the current residential development of Deloraine. It provides direct access to 13 residences and links into Keegan Rise near the western end of the development site.

The road has a typical seal width of 5.0m with gravel shoulders on both sides and a table drain on the higher, southern side, with crossovers for the residences on that side of the road. There are no footpaths in this part of Deloraine. The urban road speed limit of 50 km/hr applies to this road.

Emu Bay Road is a Council managed arterial road that provides for northbound traffic from Deloraine to access the Bass Highway. There is no southbound traffic from the Bass Highway on this road, with a turning circle provide on the northern boundary of the development site to provide for return traffic from the Deloraine Cemetery. The road has a typical pavement width of 7.0m, with sealed shoulders on both sides. There is no kerbing or footpath on this part of Emu Bay Road.

3.0 Existing Traffic

Gleadow Street forms a leg of a limited network of residential streets off Emu Bay Road, looping via Keegan Rise and Nutt Street back to Emu Bay Rise. The land contained within these streets is zoned General Residential and, other than the Taswater reservoir establishment in Keegan Rise, provides access for a total of 28 residences.

Traffic volumes in Gleadow Street are estimated to be some 171 vpd based on the 19 residences west of the water reservoir that could conveniently use Gleadow Street as a direct link back to Emu Bay Road. It is assumed that 10% of all traffic will occur during a peak hour (17 vph).

Emu Bay Road is an arterial road that provides the northbound traffic link from Deloraine to the Bass Highway. Other than returning traffic from the Deloraine Cemetery, there is no southbound traffic from the northern end of this road. The road does provide frontage for 4 existing residences and for the two businesses on the 4 Gleadow Street property.

State Growth survey data for Deloraine indicates that the current northbound traffic on this link is some 1,800 vpd with a typical annual growth rate of 2.1%. There is a morning peak hour (8-9 AM) and an evening peak (5-6 PM) however traffic remains consistent at approximately 8% of the daily traffic between these hours.

4.0 Proposed Development

The proposed development of the land is a low-density residential subdivision of the land as shown on Image 3 below:

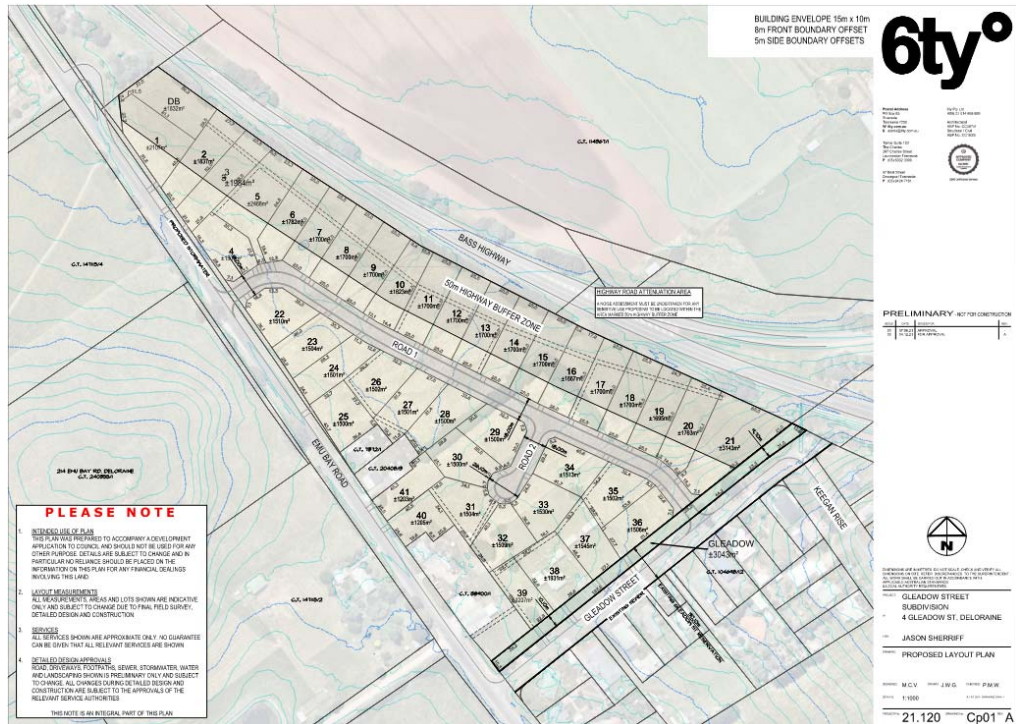


Image 3 – The proposed plan of subdivision.

The new 41 lot estate proposes a road link from Gleadow Street through to Emu Bay Road and a short cul-de-sac off that road link. These new local streets are to be constructed to a residential street standard (kerbs and footpath) to provide driveway access to most of the lots within the subdivision.

The layout creates the following:

- 6 lots with access off Emu Bay Road – lots 1-3, 25, 40-41.
- 5 lots with access off Gleadow Street – lots 21, 36-39 with Lot 38 containing the existing residence.
- The remaining 30 lots all access off the new street or the cul-de-sac off that street – lots 4-20, 22-24, 26-35.

5.0 Trip Generation

A daily trip generation rate of 9 traffic movements per dwelling is considered appropriate for this development, equating to 360 movements per day for the entire site distributed between Emu Bay Road and Gleadow Street. Of these movements, 10% or 36 movements will occur during the peak hour. (*RMS TDT 2013/04 - Guide to Traffic Generating Developments Updated traffic surveys, August 2013*).

For analysis purposes, it is assumed that each existing residence on both Gleadow Street (19) and Emu Bay Road (4) will generate 0.9 traffic movements each during the peak hour and the existing two business premises on 4 Gleadow Street will generate 2 traffic movements each during peak hour.

6.0 Trip Assignment

The site location at the northern end of the Deloraine township suggests that the bulk of traffic movements to and from the site will be to the south to access shops and schools. A minor share of traffic will travel to the north for more remote destinations such as Sheffield or Devonport. For design purposes, it is assumed that 90% of traffic will have Deloraine as the primary destination, turning south from the site and that 10% of that peak hour traffic from the development will be returning traffic.

The new road entrance to Emu Bay Road is likely to provide the preferred access point for 17 of the 30 lots that have frontage to the new road or to the cul-de-sac, the remaining 13 lots using Gleadow Street for access to Emu Bay Road.

7.0 Vehicle Types

The vehicle types anticipated for the new road are to be passenger vehicles with the largest vehicle routinely using the new road being the weekly garbage collection truck.

8.0 Assessment Years

Construction is anticipated to begin in early 2022, with the site being fully developed in late 2023.

9.0 Traffic Growth

Traffic on the Emu Bay Road north bound link to the Bass Highway is anticipated to grow at 2.1% per annum, resulting in a growth of 23% in peak hour traffic during the next 10 years. This would increase the peak hour traffic travelling north from the current 144 vph to 177 vph.

For the proposed subdivision, there is very little potential for further development of the land serviced by the new road and hence growth is conservatively estimated at 1.0% annually, equivalent to a 10% growth in road traffic over a 10-year assessment period. That is, peak hour traffic could be expected to increase from a nominal 36 vph to 41 vph over the next decade.

10.0 Existing Traffic Issues

There is no evidence of existing traffic issues on either Gleadow Street or on Emu Bay Road.

11.0 Pedestrian and Bicycle Traffic

There is currently no footpath in this location nor any specific provision for bicycle traffic.

12.0 Road Safety

Enquiries with the Department of State Growth Crash Data section have revealed that there has been only one accident on Gleadow Street within the past 5 years. This accident was not traffic related, being a car emerging from a driveway at 11 Gleadow Street at 3.00 o'clock on a Sunday afternoon on September 3rd, 2017 and failing to give way to a passing car on Gleadow Street. This accident resulted in property damage only and is not the result of road congestion, traffic speed or lack of sight distance.

There have been two accidents as vehicles merge into the Bass Highway at the northern extremity of Emu Bay Road and these are not relevant to the development.

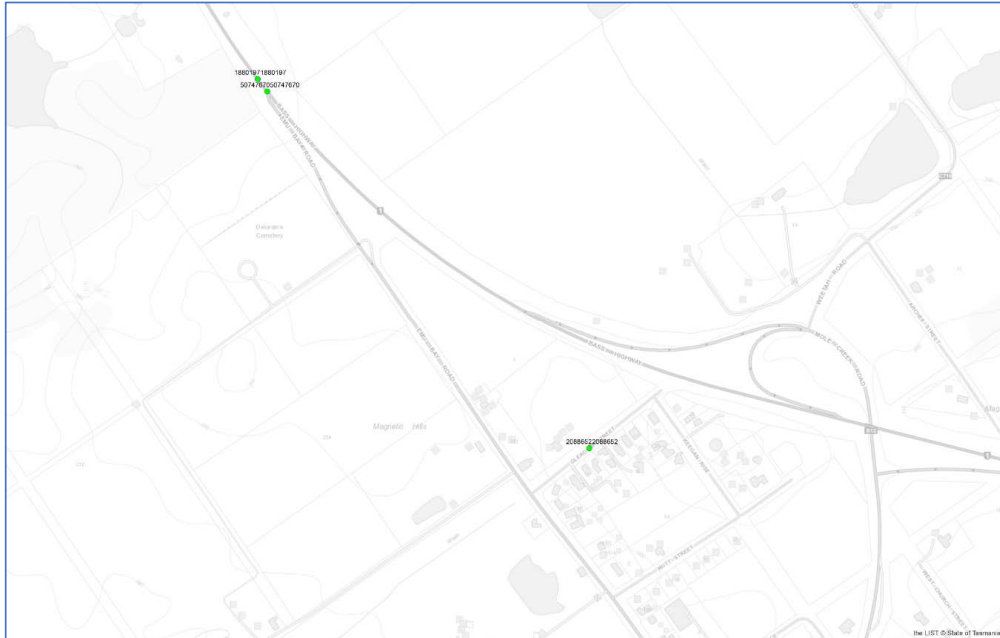


Image 9 – Accident locations (State Growth supplied).

13.0 Access Points

The development of the site will create residential driveways to both Emu Bay Road and Gleadow Street for 11 lots and will also see the construction of two residential street intersections. Both roads are straight, with good visibility in both directions and with gentle grades for both the existing pavements and for the road verges. The topography and built environment for both roads provide no restrictions to individual driveway locations.

14.0 Sight Distances

Emu Bay Road, north of the Gleadow Street intersection, is a straight road on generally level ground, with a minor crest adjacent to the proposed Lot 24. This crest limits sight distance to the south to some 340m from the new intersection as shown on Image 10 below. The sight distance to the north extends to the cemetery entrance where the south bound lane of Emu Bay Road begins, and this distance is 195m as shown on Image 11. The proposed driveways to Emu Bay Road enjoy similar sight distances along Emu Bay Road and the road has a posted speed limit of 60 km/hr.

Pursuant to Table 6.3 of Part 5: Intersections at Grade, the minimum safe intersection sight distance required for vehicles travelling at the speed limit of 60 km/hr on Emu Bay Road is 113m. For an 85th percentile speed of 70 km/hr, the required sight distance increases to 149m however, all the proposed driveways to Emu Bay Road and the new road intersection will exceed this requirement for sight distance.



Image 10 – Looking south from proposed intersection on Emu Bay Road – measured sight distance – 340m.



Image 11 – Looking north from proposed intersection to turning head and cemetery entrance on Emu Bay Road – measured sight distance is 195m.

Gleadow Street climbs from the Emu Bay Road intersection to the intersection with Keegan Rise, with short section of unused road extending beyond that intersection to the Bass Highway reservation boundary fence. This road stub provides no access to any lands and generates no traffic, with Keegan Drive effectively acting a sharp bend in the local street network rather than as an uncontrolled T intersection.

An anomaly of the past is that the road reservation for Gleadow Street is currently fenced to a 20m overall width but has a titled road reservation width of 30m with the existing fence of the development site constructed within the road reserve. The constructed road pavement of Gleadow Street as shown on Image 12 below results in a road verge of some 17m rather than the more usual 6m for driveways to extend over. The existing trees planted in this verge are located such as they intrude over the road shoulder and some care will needed to locate individual driveways and coordinate this with the landscaping of the extended road verge.



Image 12 – Looking west along Gleadow Street from proposed intersection to Emu Bay Rd intersection – measured sight distance is 205m.



Image 13 – Looking east along Gleadow Street from proposed intersection to the end of the road and the Keegan Rise intersection – measured sight distance is 85m.

Whilst the urban speed limit of 50 km/hr applies to Gleadow Street, the actual speed of vehicles approaching the proposed intersection location from the east is likely to be below this due to the need to negotiate the sharp bend into Keegan Rise. For design purposes, the speed of vehicles arriving at the intersection from this direction is assumed to be 40 km/hr or less.

Pursuant to Table 6.3 of Guide to Engineering Practice - Part 5: Intersections at Grade (Austroads), the minimum safe intersection sight distance required for vehicles travelling at the speed limit of 50 km/hr on Gleadow Street is 89m, reducing to 66m for a design speed of 40 km/hr. All the proposed driveways and the new road intersection will exceed these requirements for sight distance.

15.0 Access Parameters

Estimated traffic volumes at the proposed new intersections on both Emu Bay Road and Gleadow Street as well as at the existing intersection of Gleadow Street with Emu Bay Road are shown in the following diagrams:

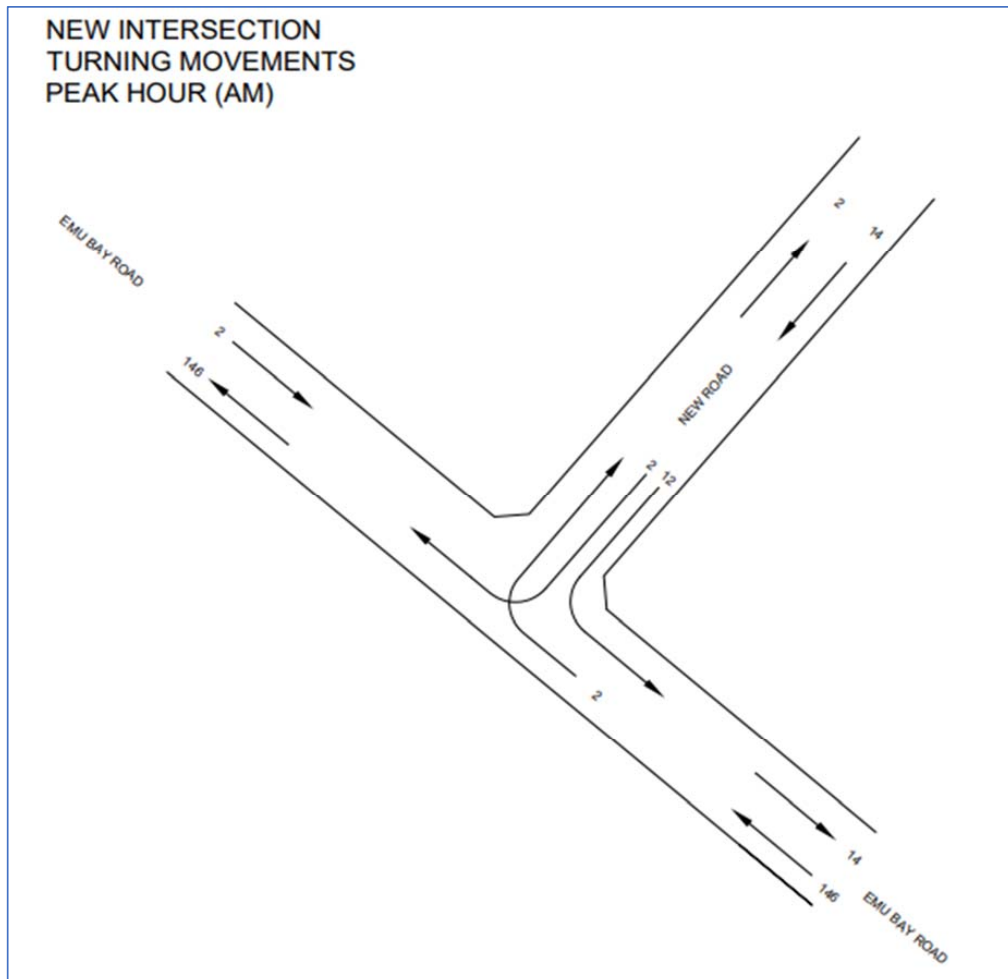


Image 4 – Morning peak hour movements at new intersection on Emu Bay Road.

Traffic calculation data:

- 3 new residences north of the intersection.
- 17 new residences internal to the subdivision.
- 10% of peak hour traffic will turn north.
- 90% of peak hour traffic will turn south.
- 10% of peak hour south traffic will return.
- Peak hour traffic is 0.9 movements per hour, per residence.

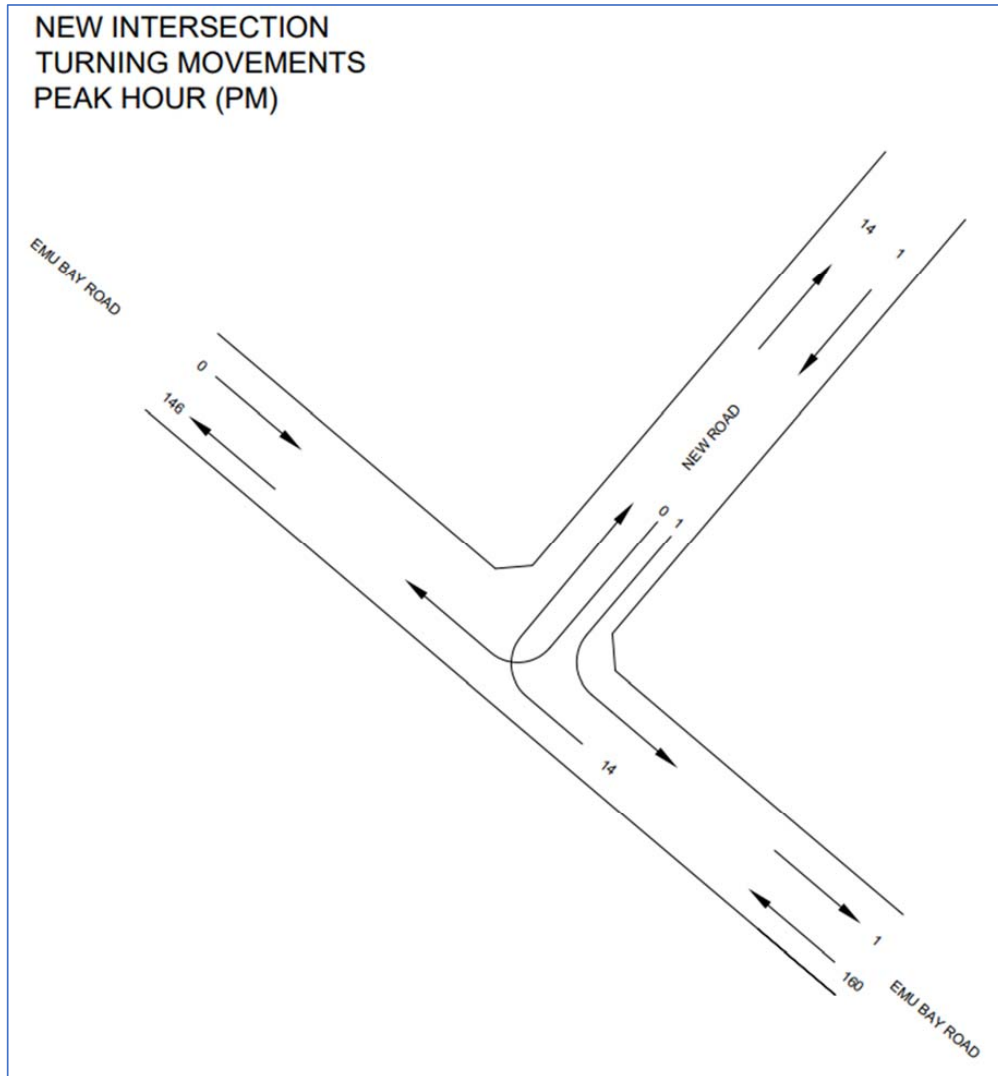


Image 5 – Evening turning movements on new intersection on Emu Bay Road.

The predicted traffic movements at the new intersection off Emu Bay Road are shown for the morning and evening peaks in the preceding Images 4 and 5. It can be seen that the traffic volumes are very minor, with very little cause for delay due to the lack of southbound traffic on Emu Bay Road. The resultant change in traffic volumes during the peak hour is an increase of some 15 vehicle movements on Emu Bay Road at the site of the new intersection.

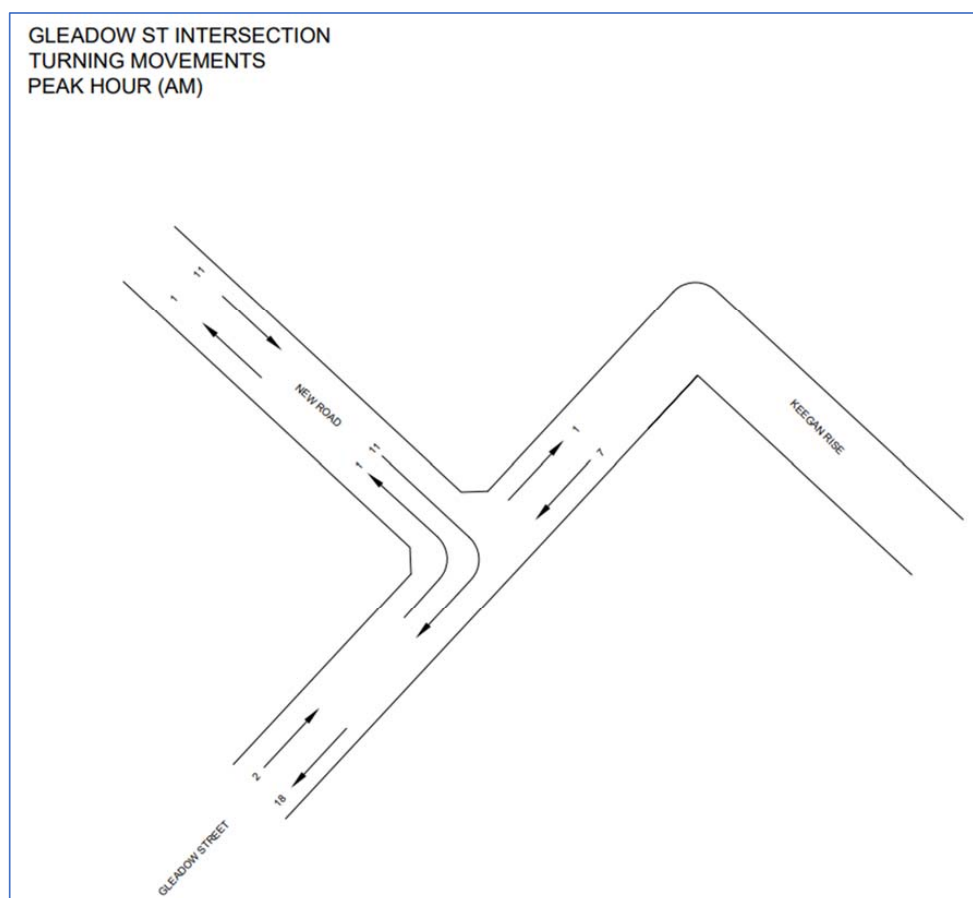


Image 6 – Morning turning movements at new intersection on Gleadow Street.

Image 6 shows the morning traffic at the new intersection on Gleadow Street where only 11 vehicles in peak hour will turn right into Gleadow Street across a stream of 8 vehicles in that hour. There is no delay anticipated and the numbers are trivial. The evening peak (not shown) shows 11 vehicles turning left into the new street with no conflict with the existing Gleadow Street traffic. The overall change of traffic numbers in Gleadow Street is 15 additional traffic movements during a peak hour, 4 of which are from the new residences with direct access to Gleadow Street.

Traffic calculation data:

- 8 existing residences northeast of the intersection.
- 1 new residence northeast of the intersection.
- 13 new residences internal to the subdivision.
- 100% of traffic will travel to Emu Bay Road in the morning peak hour.
- 10% of peak hour traffic will return.
- Peak hour traffic is 0.9 movements per hour, per residence.

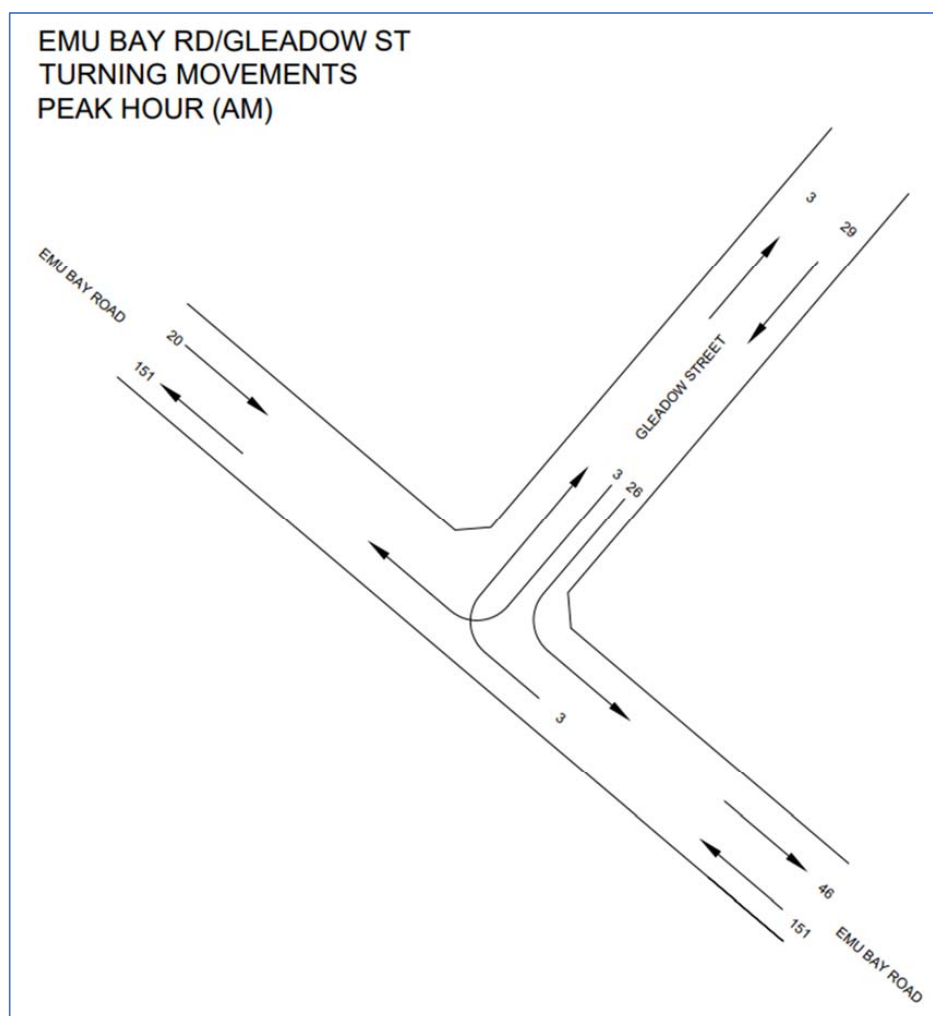


Image 7 – Morning turning movements at Gleadow St - Emu Bay Rd intersection.

The morning peak hour at the existing Gleadow Street intersection with Emu Bay Road shows 26 vehicles turning left into a passing stream of 20 vehicles per hour whilst 3 vehicles slow to turn right into Gleadow Street. This level of traffic is typical of quiet residential streets and is unlikely to create any significant delay on Emu Bay Road traffic.

Traffic calculation data:

- 19 existing residences in Gleadow Street and Keegan Rise.
- 13 new residences internal to the subdivision.
- 4 new residences in Gleadow Street.
- 4 existing residences in Emu Bay Road
- 2 existing business premises in Emu Bay Road.
- 6 new residences in Emu Bay Road
- 17 new residences will access Emu Bay Road north of the intersection via the new road there.

- The Deloraine Cemetery is not a significant traffic generator.
- 10% of peak hour traffic will turn north.
- 90% of peak hour traffic will turn south.
- 10% of peak hour south traffic will return.
- Peak hour traffic is 0.9 movements per hour, per residence.

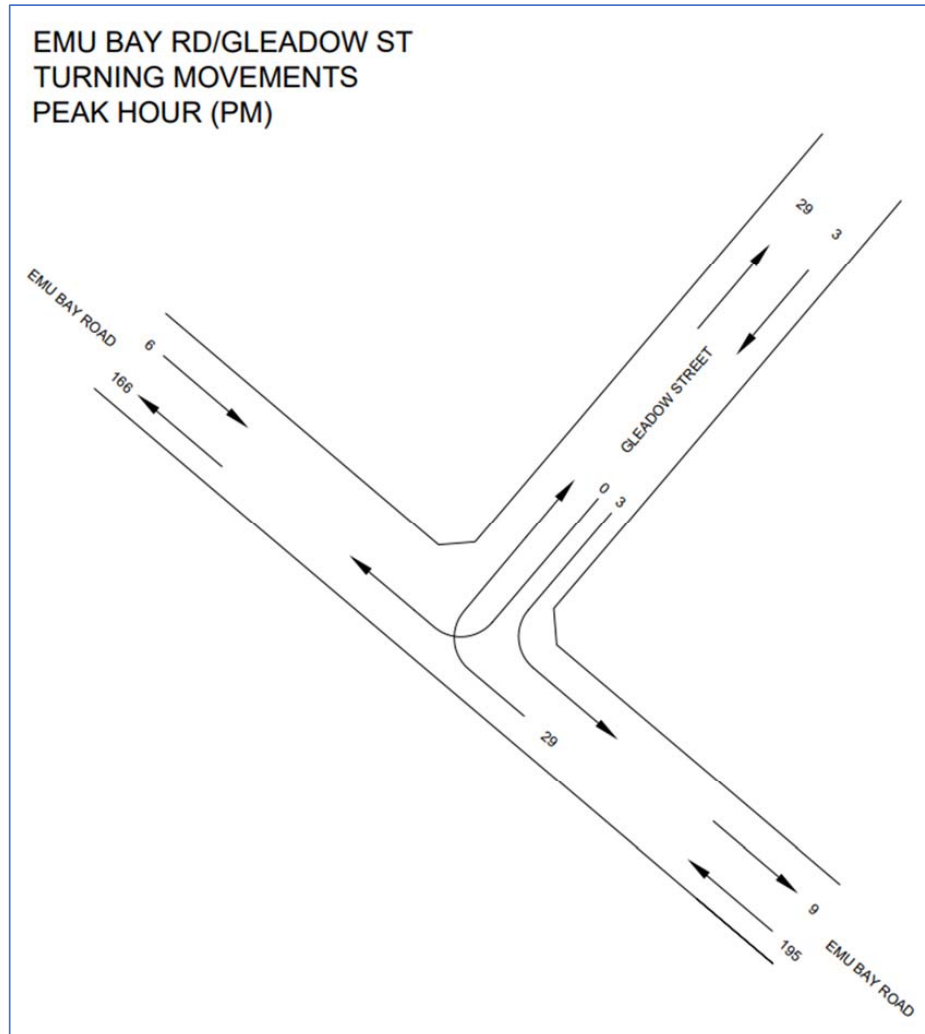


Image 8 – Evening turning movements at Gleadow St - Emu Bay Rd intersection.

The evening peak hour turning manoeuvres for the existing intersection are shown in Image 8. It can be seen that 29 vehicles in the evening peak will slow and then turn right from a stream of 195 vehicles across a lane with virtually no southbound vehicles (6 movements in peak hour). There are no delays from this turn other than via the slowing of vehicles in the northbound stream of traffic to make the right turn safely.

16.0 Planning Scheme Requirements

The Tasmanian Planning Scheme - Meander Valley applies to this site, specifically the provisions of Section C3.0 Road and Railway Assets Code. As the proposal is for the creation of new driveways and road junctions, consideration of the Code is required pursuant to section C3.2.1.

The Use Standards in section C3.5.1 of the Code are considered as follows:

- A1.1 does not apply as Emu Bay Road nor Gleadow Street are not a category 1 or a limited access road.
- A1.2 requires that, for the proposed new driveways and road junctions, Council acting as the road authority, must give consent to the new accesses. The planning application for the site includes a request for Council to approve the layout of the subdivision.
- A1.3 does not apply as the works do not involve a crossing of the rail network.
- A1.4 is complied with for the existing vehicle crossing as the traffic using the residential driveway to Gleadow Street will not increase. The driveway is to be used for the existing residence only.
- A1.5 does not apply as Emu Bay Road or Gleadow Street are not major roads, both being local streets. The proposal is for subdivision only rather than for the development of individual residences on the land.

The development standards for buildings and works defined in section C3.6 of the Code do not apply as no buildings are being proposed by this application for subdivision only.

Section C3.7 does apply to the subdivision as a portion the proposed lots will be partly within the road attenuation area, being within 50m of the edge of the Bass Highway reserve. However, the subdivision layout is such at the lots that bound the Highway are a minimum of 68m in depth providing for a dwelling to be build outside of the attenuation area.

- A1 is complied with as each lot does have a building envelope that is not within the road attenuation area.

17.0 Recommended Works

The existing road infrastructure is considered to be sufficient for the existing and predicted traffic numbers. The proposed works involve the construction of the new road network within the land and the construction of the two new intersections so as to apply with conditions of the planning permit when issued.

The new intersection on Emu Bay Road is to generally comply with the State Growth standard drawing SD-84.001 for a Give Way, T-intersection in terms of line marking and signage. The intersection with Gleadow Street and the intersection of the cul-de-sac with the internal road are both minor, low volume local roads with clear junction priority, both being T-intersections. The installation of signage or line marking is not considered necessary for these two intersections.

The new driveways to Emu Bay Road and to Gleadow Street are to be in conformance with the LGAT Standard Drawing TSD-R03-v3 as neither of these roads are kerbed.

18.0 Street Furniture

No changes to street furniture are required by this development other than the installation of road signage at the new intersections.

19.0 State Roads

No works are proposed that will affect a State Road.

20.0 Summary

The development of the site is unlikely to affect traffic amenity or safety on Emu Bay Road or on Gleadow Street. The site enjoys ample visibility to the incoming traffic on the road and the overall traffic volumes are very low.

The proposed residential development will increase traffic on Emu Bay Road by some 20 movements during each peak hour. This is well within the capacity of the road.

Measured form and function



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**4 Gleadow Street
Deloraine**

**Low Density Residential Estate
Stormwater Design**



Issue	01
Date	30 th August, 2021
Project Number	21.120
Project Name	Gleadow Street Stormwater Report
Author	Mark Walters
Document	

CONTENTS	PAGE NO.
1. Introduction.....	4
2. The Existing Stormwater System.....	5
3. Proposed Development.....	6
4. Water Sensitive Urban Design.....	6
5. Design Procedures.....	7
6. Summary.....	10
7. Recommendations.....	10

1. Introduction

This report examines the stormwater design requirements for a warehouse extension on an existing developed lot so as to achieve the stormwater quality and quantity requirements of the State Stormwater Strategy (2010) for discharge from the land.

2. The Site

The site at 4 Gleadow Street is a collection of 4 titles bounded by Gleadow Street, Emu Bay Road and the Bass Highway as shown in Image 1 below:



Image 1 - Site Location (LIST)

The site includes three titles collectively known as 4 Gleadow Street and a portion of 203 Emu Bay Road, this latter lot being the corner lot on Emu Bay Road.

The total area of the land is some 8.44 Ha of gently undulating land that predominantly drains to the north, into the Bass Highway road reservation. There are no watercourses or natural waterbodies within the land with the bulk of the land being cultivated pasture.



Image 2 - Site Aerial Photo (LIST)

Other than the land of 203 Emu Bay Road, the land is open pasture used for grazing and cropping, containing a single residence accessing from Gleadow Road. 203 Emu Road contains a number of commercial activities including a mechanics workshop. The zoning of all of the land is low density residential.

3. The Proposed Development

The proposal is to subdivide the land to create some 41 residential lots with a typical sizing of 1500 m2 each. An internal road, generally paralleling the Bass Highway, is to connect between Gleadow Street and Emu Bay Road and will provide access to the majority of the lots, there being no access from the Bass Highway. A requirement of the planning scheme is to provide a minimum of 50m setback from the Bass Highway frontage.

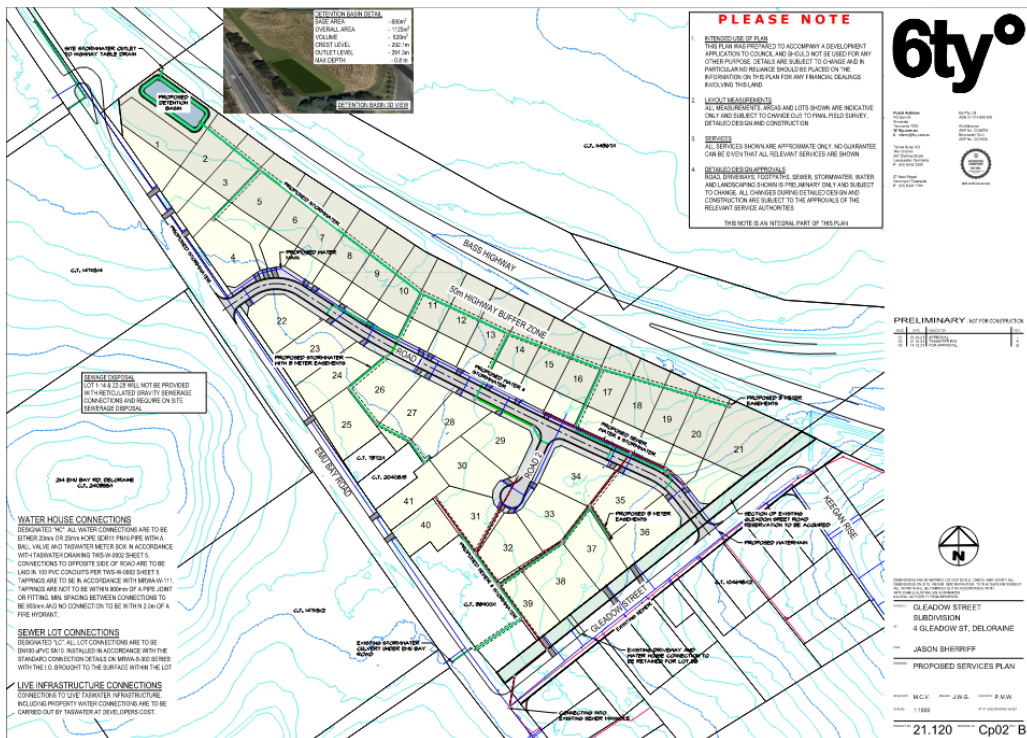


Image 3 - Proposed subdivision layout

4. Stormwater Catchments

Examination of the LIDAR contours, complimented by site survey, reveal that the existing site contains three separate catchment areas; two draining to the north into the Bass Highway and one located on the southern corner of the site, draining to the southwest, via a culvert under Emu Bay Road. The catchments for the land are shown in Image 4 below:



Image 4 – Existing catchments within the land.

The eastern catchment drains to a distinct low point within the Bass Highway road verge where a DN375 pipe carries stormwater to the northern side of the road reservation. The larger central catchment drains to the table drain of the Highway that discharges to the northwest at a flat grade (0.2% in places) to the junction of Emu Bay Road and the Highway, where a DN600 pipe directs flows to the western side of the highway.

The terminus of this State Growth managed DN600 drain has not been located. State Growth do not maintain plans of the system and survey inspection of the alignment did not find either pits or headwalls north of the junction of Emu Bay Road with the Highway. It is believed that the drain discharges into a forested section of 5093 Bass Highway and makes its way to the large dam in that property.

Given that the intent of the design is to not increase flows to the Highway, the details of this downstream system are not considered relevant to the proposal.

5. Stormwater Modelling

The catchments have been modelled using the Watercom DRAINS software package to determine the likely change of flows within the three catchments that will arise from the proposed development. The DRAINS model adopts the ARR 2019 methodology utilising the Horton ILSAX soil hydrological model running ensembles of storms and utilising an allowance for climate changes to rainfall intensities over the design life of the system.

The model compares flows from the catchments in the current state of largely cleared pasture to that of the catchments with the low density residential zoned land fully developed.

6. Existing Catchment Flows

The northern catchment that flows to the Bass Highway table drain has the following parameters:

- A topographical catchment of 6.40 Ha.
- Impervious areas forming 4.4% of the catchment, being made up of road pavements within the highway that drain to the south, the existing residences of 223 and 225 Emu Bay Road, and minor farm tracks within the development site pasture.
- A time of concentration of 14 minutes.
- A Type 2 soil throughout to estimate flows from a moderately well drained soil.

The eastern catchment that flows to the Bass Highway culvert has the following parameters:

- A topographical catchment of 4.48 Ha.
- Impervious areas forming 5.8% of the catchment, being made up of highway road pavements, parts of the properties on the northern side of Keegan Rise and a small portion of the Gleadow Street road pavement.
- A time of concentration of 12 minutes.
- A Type 2 soil throughout to estimate flows from a moderately well drained soil.

The southern catchment that flows to Emu Bay Road culvert on the frontage of #203 has the following parameters:

- A topographical catchment of 2.035 Ha.
- Impervious areas forming 18% of the catchment, being made up of the dwelling and sheds on 4 Gleadow Street and the commercial buildings and hardstand areas on 203 Emu Bay Road, plus those parts of the road pavements collected by the verge drainage.
- A time of concentration of 10 minutes.
- A Type 2 soil throughout to estimate flows from a moderately well drained soil.

For the existing catchments, the following results are obtained:

Catchment	Area (Ha)	F (%)	Tc (min)	Peak flows (l/s) at AEP (%)			
				10	5	2	1
North	6.40	4.40	14	63	145	406	670
East	4.48	5.80	12	59	118	300	481
South	2.04	18	10	84	126	235	330

7. Developed Catchment Flows

The analysis of the catchments has been modelled using the ARR 2019 methodology, using the modern rainfall data and calculated on the basis of Annual Exceedance Probability rather than Average Return Interval. An allowance for climate change over the design life of the system is also included.

The following design parameters have been used:

Northern Catchment

1. The design discharge point of this catchment is the western Bass Highway table drain, north of Lot 1 on the proposal plan.
2. The discharges from this catchment are to be moderated by a detention basin so as to closely replicate the flows of the existing catchment at the design discharge point.
3. The existing catchment at the design point is comprised of the following:
 - 6.40 Ha of total catchment (includes parts of Bass Highway reserve)
 - 435m of highway flank with a typical impervious width of 3m. Trafficable lanes drain to median and western side of highway reserve for the bulk of the highway.
 - 2 existing residences on Emu Bay Road with approximately 450 m² of impervious area each.
 - Assumed impervious areas for the bulk of the private land in pasture and adjoining road verges is 1%.
4. Impervious areas arising from the development of the land include:
 - An increased area of 7.25 Ha, incorporating sections of the former eastern and southern catchments.
 - All new road surfaces internal to the subdivision.
 - The existing road surfaces from the Bass Highway that discharge into the catchment.
 - For those new lots between the internal road and the Bass Highway, the development area of each lot is assumed to be captured by the installed stormwater system with the balance land flowing to the Highway.
 - The development area per lot is 450 m² of impervious area and 200 m² of lawns and gardens.
 - The balance of those lots adjoining the highway discharge as pasture to the Highway with an assumed impervious ratio of 1%.
 - Lots not located adjoining the Bass Highway are assumed to be fully collected by the installed drainage system or by the new internal road network when surface flows occur. The design impervious area ratio for these lots is 30%, equivalent to 450 m² of impervious area each.

Eastern Catchment

1. The design discharge point of this catchment is the existing 375 culvert under the Highway.
2. The area of this catchment is reduced via the interception of stormwater from the internal roads and the building envelopes of the new lots and the conveyance of these flows to the detention basin in the northern catchment.
3. The area of the developed catchment is some 3.90 Ha whilst the original catchment is 4.48 Ha.
4. The impervious areas of this catchment are comprised of the Highway pavements the drain to the western side of the highway and those portions of the Keegan Rise properties and the eastern end of Gleadow Street that are captured by the Highway drainage. No new impervious areas are directed to the Highway from this catchment.

Southern Catchment

1. The design discharge point of this catchment is the existing 450 culvert under Emu Bay Road.
2. The area of this catchment is reduced via the interception of stormwater from some of the new lots and a portion of the existing Gleadow Street pavement and the conveyance of these flows to the detention basin in the northern catchment.
3. The area of the developed catchment is 1.91 Ha whilst the original catchment is 2.04 Ha.
4. The impervious areas of this catchment will increase due to the creation of 4 additional residential lots.

8. Detention Basin Design

Preliminary design of the required storage has been undertaken to provide the size of the basin, the design of the outlet structure and the rates of discharge to the Highway for a range of storm events. The lack of available fall across the site is an issue for the basin design as the topography provides limited options for a storage that does not create significant tailwater effects for the incoming pipework.

The desired design features of the basin include:

- A grassed storage with a maximum depth of flooding of less than 1.2m to provide safe conditions for adults in still water conditions.
- A low flow pipe for minor events of less than the 5% AEP event.
- A grassed spillway for larger events.
- Grassed embankments shaped to allow mowing by conventional machinery (1 in 4 batters).

The design of the proposed basin has the following features:

- 200 PE low flow pipe with a grated outlet at 291.24 IL, discharging into Bass Highway table drain (190 ID).
- A broad crested rectangular weir and spillway at 291.85 AHD (1.3 base width, 0.30 deep), discharging into the adjoining Bass Highway table drain.
- 3m wide crest at 292.15 AHD
- The toe of the internal embankment set at 291.45 AHD, graded back to outlet and a shallow V drain between outlet and inlet pipe.
- 1 in 4 sloped internal embankments with a nominal maximum depth of 0.6m.
- The basin is an excavated, displacement dam with no filled embankments.
- DN 750 inlet pipe at 291.42 IL (locally fill to provide cover).
- A maximum volume of 670 m³ at 292.15 AHD.

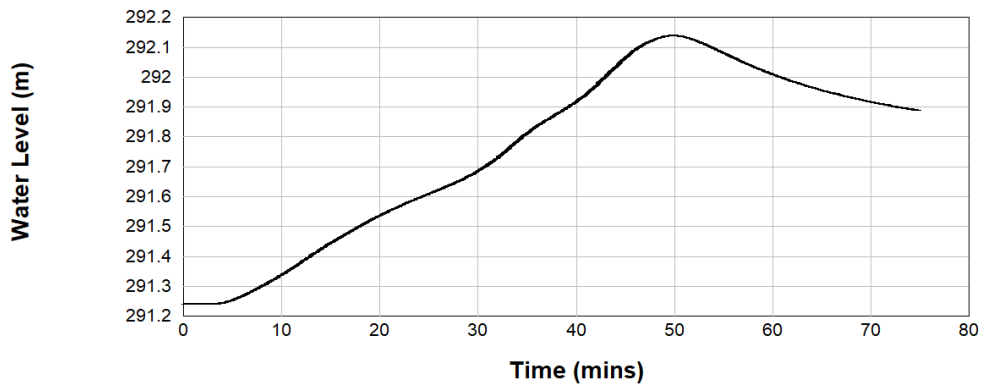
9. Basin Performance:

The design basin, at full development of the site and an enlarged northern catchment, has the following performance:

AEP (%)	Existing flows (l/s)	Developed flows (l/s)	Low Flows (l/s)	Weir Flows (l/s)	FSL (AHD)	Volume (m3)
20	53	59	57	0	291.82	351
10	63	88	60	23	291.89	419
5	145	144	62	77	291.95	468
2	406	378	65	242	292.06	573
1	670	663	68	404	292.14	658

It should be remembered that this table predicts the flows in the Bass Highway table drain, located on the western side of the road north of Lot 1. The flows at this point, includes flows already within the table drain as well as flows discharging from the detention basin itself. It can be seen that the flows are reduced for all events greater than the 10% AEP (10-year event).

The basin itself is a shallow basin with a maximum depth of water, at the low flow outlet, of 0.90m and 0.6m throughout presenting a low hazard for person who enter the flooded basin. During the 1% AEP event, the basin fills over 50 minutes as shown on the following chart:



10. Other Catchment Discharges

The two other catchments will change in flow characteristics as a result of the development of the land. The eastern catchment discharges are shown on the following table:

Eastern Catchment		
AEP (%)	Existing flows (l/s)	Developed flows (l/s)
20	49	21
10	59	25
5	118	36
2	300	158
1	481	213

Due to the large reduction of the catchment area and diversion of impervious areas to the detention basin, discharges from this catchment are greatly reduced for the full range of events and remain within the capacity of the existing 375 culvert.

The Southern Catchment discharging to the Emu Bay Road 450 culvert is also reduced in area from the original size but will see an increase in impervious area due to the addition of a further 4 residences to the catchment, increasing flows to the culvert as shown on the following table:

Southern Catchment		
AEP (%)	Existing flows (l/s)	Developed flows (l/s)
20	73	126
10	84	150
5	126	192
2	235	300
1	330	366

The design model indicates that the existing 450 is adequate to convey the increased flows for all event up and including the 2% AEP. The 1% AEP will cause shallow ponding within the existing table drain of Emu Bay Road but without overtopping of the road.

11. Summary

The proposed subdivision can be constructed without increasing the risk of flooding of the existing drainage systems extant within the Bass Highway or on Emu Bay Road. The subdivisional works will require the installation of a reticulated drainage system to serve the new road and lots and this system will need a detention basin to moderate peak flows from the development.

GEOTON Pty Ltd
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10 December 2021

Reference No. GL21338Ba

Mr Jason Sherriff
PO Box 230
MOWBRAY TAS 7301

Dear Sir

**RE: Preliminary On-site Wastewater Disposal Evaluation
4 Gleadow Street, Deloraine**

We have pleasure in submitting herein our report detailing the results of a preliminary on-site wastewater disposal evaluation conducted at the above site.

Should you require clarification of any aspect of this report, please contact Michael Banks or the undersigned on 03 6326 5001.

For and on behalf of

Geoton Pty Ltd



Tony Barriera

Director – Principal Geotechnical Engineer

Preliminary On-site Wastewater Disposal Evaluation

1 INTRODUCTION

At the request of Mr George Walker of 6ty° Pty Ltd, Geoton Pty Ltd has carried out a limited scope investigation at the site of a proposed 41 lot residential subdivision at 4 Gleadow Street, Deloraine.

The investigation was conducted to determine if the subdivision can support on-site wastewater disposal for the purposes of subdivision approval (in accordance with AS/NZS 1547:2012 "On-site domestic-wastewater management").

It should be noted that this is a preliminary assessment for subdivision approval and that a site-specific assessment for the proposed lots will be required by the developer/owner once the actual location and size of residential development is known.

Plans of the subdivision was provided, prepared by 6ty°, Project Number 21.120, Drawings Cp01-RA and Cp02-RB, dated 07.12.21. It is noted that the proposed subdivision will comprise of 41 lots of between 1207m² and 3143m² in size.

Geoton has previously undertaken a Preliminary On-site Wastewater Evaluation at the site for Lots 1 and 25, our reference GL21338Ab, dated 1 July 2021.

2 BACKGROUND

2.1 Geology

The MRT Digital Geological Atlas 1:25,000 Series, indicates that the site is located on Cretaceous to Neogene Period basalt, with this being generally confirmed by our field investigation.

2.2 Landslide Hazards

Examination of the LIST Landslide Planning Map – Hazard Bands Overlay, indicates that the site is not within a mapped landslide hazard band.

3 FIELD INVESTIGATION

The field investigation was conducted on 29 June and 29 November 2021 and involved the drilling of 17 boreholes by 4WD mounted auger rig to the auger refusal or investigated depths of 1.9m to 2.0m. In addition, the permeability of the lots was tested using a Constant Head Permeameter.

The logs of the boreholes are included in Appendix A and their locations are shown on Figure 1 attached.

4 SITE CONDITIONS

The site comprises two properties located to the north of Gleadow Street and east of Emu Bay Road, Deloraine.

The southern property is currently partially developed with an existing dwelling and ancillary structures. The ground surface generally has a gentle to moderate northerly

Preliminary On-site Wastewater Disposal Evaluation

fall with a dense cover of grass. A row of large mature trees delineates the northern and southern lots.

The northern property is currently undeveloped and is near level within the northern portion transitioning to a gentle easterly fall within the southeast portion. Vegetation comprises a dense grass cover with mature trees along the northern and eastern boundaries.

Photographs of the site are attached as Plates 1 to 6.

5 SUBSURFACE CONDITIONS

The investigation indicated that the soil profile varies across the site.

Boreholes BH1, BH4 and BH14 encountered topsoil to depths of 0.2m, overlying clayey silt to the investigated depths of 2.0m.

Boreholes BH2, BH3, BH5 to BH9, BH11, BH13, BH15, and BH16 encountered topsoil to a depth of 0.2m to 0.4m, overlying clayey silt to the depths of 0.6m to 1.5m, overlying sandy to silty clay to the auger refusal and investigated depths of 1.9m to 2.0m.

Borehole BH10 encountered topsoil to a depth of 0.3m, underlain by sandy to silty clay to a depth of 2.0m

Borehole BH12 encountered topsoil to a depth of 0.2m, overlying silty sand to a depth of 0.8m, overlying sandy clay to a depth of 1.5m, underlain by clayey sand to the investigated depth of 2.0m.

Borehole BH17 encountered topsoil to a depth of 0.4m, overlying clayey silt to a depth of 1.4m, underlain by clayey sand to the investigated depth of 2.0m.

The boreholes did not encounter any signs of seepage over the investigated depths.

Full details of soil conditions encountered are presented on the borehole logs.

6 EFFLUENT DISPOSAL

6.1 Permeability of Soil and Soil Classification

The permeability (K_{sat}) across the site was measured between 0.2m/day and 2.48m/day. Lower permeabilities were recorded during mid-June 2021 (a period of relatively inclement/wet weather) and high permeabilities recorded late November 2021 (a period of relatively warm, dry weather).

It is considered that the higher permeabilities are not indicative of the soil conditions year-round and that a more conservative K_{sat} should be adopted. For weakly structured Category 4 soils the indicative permeability from AS1547 Table L1 is 0.12 – 0.5m/day. Therefore, the lower measured permeability is consistent with the indicative permeability for weakly structured Category 4 soils.

- Adopted Permeability – 0.2m/day.

Preliminary On-site Wastewater Disposal Evaluation

Based on the findings of the borehole investigation and the results of the permeability test, the soil has been classified as follows:

- Texture – Clay loam (Table E1 from AS1547-2012);
- Structure – weak (Table E4 from AS/NZS1547-2012); and
- Category – 4 (Table E1 from AS/NZS1547:2012).

6.2 Disposal and Treatment Method

The soil within the proposed effluent disposal area is assessed as having sufficient depth and clay content to provide an adequate attenuation period for the breakdown of pathogens within the treated effluent. Traditional septic tank and trenches **may** be suitable provided the setback distances are adhered to and that the proposed development does not encroach on the available area for wastewater disposal and a reserve area.

As such, the proposed sub-division is suitable for the disposal of domestic effluent by way of the following methods:

- Primary treated septic tank and trenches; or
- Secondary Treated Wastewater Systems (Aerated Wastewater Treatment System or similar) and sub-surface irrigation or a raised conventional bed.

6.3 Setbacks

The minimum separation distance between the disposal area and downslope features is based on Appendix R from AS/NZS 1547:2012 “Recommended Setback Distances for Land Application Systems” and Section 3.1 from the *Building Act 2016*: Director’s Guidelines for On-site Wastewater Management Systems.

6.3.1 Primary Treated

The following setbacks are required for primary treated effluent:

- 15m plus 7m for every degree of average gradient from downslope sensitive features such as watercourses;
- 2m for every degree of average gradient from downslope property boundaries;
- 3m from up or across slope buildings; and
- 4m plus 1m for every degree of average gradient downslope.

6.3.2 Secondary Treated

The following setbacks are required for secondary treated effluent:

- 15m plus 2m for every degree of average gradient from downslope sensitive features such as watercourses;
- 1.5m plus 1m for every degree of average gradient from downslope property boundaries;
- 3m from up or across slope buildings; and

Preliminary On-site Wastewater Disposal Evaluation

- 2m plus 0.25m for every degree of average gradient downslope.

7 EXAMPLES OF MINIMUM SYSTEM REQUIREMENTS

7.1.1 Septic Tank and Trenches

Based on the site conditions of the assessed area, a total area of 616m² (308m² for the disposal field, and 308m² for the reserve area) would be required for a septic tank and trenches to support a standard 4-bedroom dwelling within the assessed area of the site.

7.1.2 Aerated Wastewater Treatment System (AWTS)

About 411m² of sub-surface irrigation (205m² for the effluent disposal area and 205m² as a backup area), or a raised conventional bed of 72m² would be required for an AWTS to support a standard 4-bedroom dwelling within the assessed area of the site.

7.2 General

The provided site plans indicate that a typical lot will have an approximate size of 1500m², with two lots (No. 39 and 41) having approximate size of 1200m². As such it is considered that primary treated effluent (trenches) will not be feasible for many of the lots with developments having large footprints and above average potential occupancy (i.e. greater than 5 person equivalent).

8 CONCLUSIONS

The results of the investigation indicate that the proposed subdivision has sufficient available area suitable for the disposal of domestic effluent by way of primary and/or secondary treated systems.

References:

AS/NZS 1547- 2012 On-site domestic-wastewater management

Building Act 2016: Director's Guidelines for On-site Wastewater Management Systems

Attachments:

Limitations of report

Figure 1 – Site Plan

Site Photographs

Appendix A – Borehole Logs & Explanation Sheets



Geotechnical Consultants - Limitations of report

These notes have been prepared to assist in the interpretation and understanding of the limitations of this report.

Project specific criteria

The report has been developed on the basis of unique project specific requirements as understood by Geoton and applies only to the site investigated. Project criteria are typically identified in the Client brief and the associated proposal prepared by Geoton and may include risk factors arising from limitations on scope imposed by the Client. The report should not be used without further consultation if significant changes to the project occur. No responsibility for problems that might occur due to changed factors will be accepted without consultation.

Subsurface variations with time

Because a report is based on conditions which existed at the time of subsurface exploration, decisions should not be based on a report whose adequacy may have been affected by time. For example, water levels can vary with time, fill may be placed on a site and pollutants may migrate with time. In the event of significant delays in the commencement of a project, further advice should be sought.

Interpretation of factual data

Site assessment identifies actual subsurface conditions only at those points where samples are taken and at the time they are taken. All available data is interpreted by professionals to provide an opinion about overall site conditions, their likely impact on the proposed development and recommended actions. Actual conditions may differ from those inferred to exist, as it is virtually impossible to provide a definitive subsurface profile which includes all the possible variabilities inherent in soil and rock masses.

Report Recommendations

The report is based on the assumption that the site conditions as revealed through selective point sampling are indicative of actual conditions throughout an area. This assumption cannot be substantiated until earthworks and/or foundation construction is almost complete and therefore the report recommendations can only be regarded as preliminary. Where variations in conditions are encountered, further advice should be sought.

Specific purposes

This report should not be applied to any project other than that originally specified at the time the report was issued.

Interpretation by others

Geoton will not be responsible for interpretations of site data or the report findings by others involved in the design and construction process. Where any confusion exists, clarification should be sought from Geoton.

Report integrity

The report as a whole presents the findings of the site assessment and the report should not be copied in part or altered in any way.

Geoenvironmental issues


This report does not cover issues of site contamination unless specifically required to do so by the client. In the absence of such a request, Geoton take no responsibility for such issues.

Geoton Pty Ltd

Document Set ID: 1566274
Version: 1, Version Date: 22/02/2022



Legend

BH 1  Approximate Borehole Location

Approximate Scale (m)



GEOTON Pty Ltd

date	13/12/2021	drawn	MB
scale	As Shown	approved	TB
original size	A3	rev	

client:	MR JASON SHERRIFF		
project:	4 GLEADOW STREET DELORAINE		
title:	SITE PLAN		
project no:	GL21338B	figure no.	1

Attachment 12.2.7 Submission From Applicant



PLATE 1 - Looking southeast from Borehole BH7 towards row of existing large trees.



PLATE 2 - Looking northwest from Borehole BH7 towards the Bass Highway.

GEOTON Pty Ltd				client: MR JASON SHERRIFF		
				project: 4 GLEADOW STREET DELORAINÉ		
title: PHOTOGRAPH						
date:	29/11/2021	original size	A4	project no:	GL21338B	figure no. PLATES 1 & 2

Document Set ID: 1566274
Version: 1, Version Date: 22/02/2022

Attachment 12.2.7 Submission From Applicant



PLATE 3 - Looking east from Borehole BH11 toward the Bass Highway.



PLATE 4 - Looking northwest from Borehole BH13.

GEOTON Pty Ltd				client: MR JASON SHERRIFF			
				project: 4 GLEADOW STREET DELORAINE			
title: PHOTOGRAPH							
date:	29/11/2021	original size	A4	project no:	GL21338B	figure no.	PLATES 3 & 4

Document Set ID: 1566274
Version: 1, Version Date: 22/02/2022



PLATE 5 - Looking east from Borehole BH12 across the southern portion of the site.



PLATE 6 - Looking south from Borehole BH13.

GEOTON Pty Ltd				client: MR JASON SHERRIFF			
				project: 4 GLEADOW STREET DELORAINE			
title: PHOTOGRAPH							
date:	29/11/2021	original size	A4	project no:	GL21338B	figure no.	PLATES 5 & 6

Appendix A

Borehole Logs

Attachment 12.2.7 Submission From Applicant



**ENGINEERING
BOREHOLE LOG**

Geotechnical Consultants

PO Box 522 Prospect TAS 7250

Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH1

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		22/06/2021		
Project :		Preliminary Wastewater Assessment and Design				Logged By :		TL		
Location :		4 Gleadow Street, Deloraine								
Drill model :		DrillTech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV	N					ML	TOPSOIL - Clayey SILT - low plasticity, red brown	M	St	
					0.25	ML	Clayey SILT - low plasticity, brown	M	St	
					0.50					
					0.75	MH	Clayey SILT - high plasticity, yellow brown	M	St	
					1.00					
					1.25		becoming white, pale brown and yellow			
1.50										
1.75										
2.00						becoming pale grey mottled pale brown				
							Borehole BH1 terminated @ 2.0m			
					2.25					

Attachment 12.2.7 Submission From Applicant

GEOTON Pty Ltd

**ENGINEERING
BOREHOLE LOG**

Geotechnical Consultants

PO Box 522 Prospect TAS 7250

Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH2

Sheet no. 1 of 1

Job no. GL21338B

Client : Mr Jason Sherriff		Date : 22/06/2021							
Project : Preliminary Wastewater Assessment and Design		Logged By : TL							
Location : 4 Gleadow Street, Deloraine									
Drill model : DrillTech		Easting:	Slope: 90°						
Hole diameter : 150mm		Northing:	Bearing: -						
		RL Surface :	Datum :						
Method Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N					ML	TOPSOIL - Clayey SILT, low plasticity, red brown	M	St	
				0.25	ML	Clayey SILT - low plasticity, red brown	M	St	
				0.50					
				0.75	MH	Clayey SILT - high plasticity, yellow brown	M	St	
				1.00					
				1.25	CL	Sandy CLAY - low plasticity, yellow brown	M	St	
			1.50						
			1.75						
			2.00			Borehole BH2 refusal @ 1.9m on inferred boulder			
			2.25						

Attachment 12.2.7 Submission From Applicant



**ENGINEERING
BOREHOLE LOG**

Geotechnical Consultants

PO Box 522 Prospect TAS 7250

Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH3

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		22/06/2021	
Project :		Preliminary Wastewater Assessment and Design				Logged By :		TL	
Location :		4 Gleadow Street, Deloraine							
Drill model :		DrillTech		Easting:		Slope: 90°		RL Surface :	
Hole diameter :		150mm		Northing:		Bearing: -		Datum :	
Method Support Penetration Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations		
ADV N			ML	TOPSOIL - Clayey SILT - low plasticity, red brown	M	St			
		0.25	ML	Clayey SILT - low plasticity, red brown dark brown, trace fine grained sand	M	St			
		0.50							
		0.75	MH	Clayey SILT - high plasticity, red brown, with fine grained sand	M	St			
		1.00							
		1.25							
		1.50	SC	Sandy CLAY - medium to coarse grained, orange/red brown	M	MD			
		1.75							
		2.00							
		2.25							
				Borehole BH3 terminated @ 2.0m					

Attachment 12.2.7 Submission From Applicant

GEOTON Pty Ltd

**ENGINEERING
BOREHOLE LOG**

Geotechnical Consultants

PO Box 522 Prospect TAS 7250

Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH4

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff			Date :		22/06/2021			
Project :		Preliminary Wastewater Assessment and Design			Logged By :		TL			
Location :		4 Gleadow Street, Deloraine								
Drill model :		DrillTech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N						ML	TOPSOIL - Clayey SILT, low plasticity, red brown	M	St	
					0.25	ML	Clayey SILT - low plasticity, dark brown	M	St	
					0.50					
					0.75	MH	Clayey SILT - high plasticity, yellow brown	M	St	
					1.00					
					1.25		trace fine grained sand becoming pink and grey			
					1.50					
					1.75					
					2.00					
					2.25			Borehole BH4 terminated @ 2.0m		

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**ENGINEERING
BOREHOLE LOG**

Geotechnical Consultants

PO Box 522 Prospect TAS 7250

Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH5

Sheet no. 1 of 1

Job no. GL21338B

Client : Mr Jason Sherriff		Date : 29/11/2021							
Project : Preliminary On-site Wastewater Site Evaluation		Logged By : MB							
Location : 4 Gleadow Street, Deloraine									
Drill model : Drilltech		Easting:	Slope: 90°						
Hole diameter : 150mm		Northing:	Bearing: -						
		RL Surface :	Datum :						
Method Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N				0.25		TOPSOIL - Clayey SILT, low plasticity dark brown, trace fine grained sand	D	L	W < PL
				0.50	ML	Clayey SILT - low plasticity, dark brown, with fine grained sand	M	VSt	W < PL
				0.75					
				1.00					
				1.25					
				1.50					
				1.75	SC	Clayey SAND - fine to medium grained, orange/brown, with silt	M	MD	
				2.00					
				2.25		Borehole BH5 terminated @ 2.0m			

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BOREHOLE LOG**

Geotechnical Consultants

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Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH6

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N					0.25		TOPSOIL - Clayey SILT, low plasticity dark brown, trace fine grained sand	D	L	W < PL
					0.50	ML	Clayey SILT - low plasticity, dark brown, trace fine grained sand trace subangular gravel	M	D	W < PL
					0.75					
					1.00					
					1.25					
					1.50	CL	Sandy CLAY - medium plasticity, red/grey, medium grained	M	MD	
				1.75						
				2.00						
					2.25		Borehole BH6 terminated @2.0m			

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Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH7

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Easting:		Slope: 90°		RL Surface :				
Hole diameter :		Northing:		Bearing: -		Datum :				
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N					0.25		TOPSOIL - Clayey SILT, low plasticity dark brown, trace fine grained sand	D	L	NATURAL W < PL
					0.50	ML	Clayey SILT - low plasticity, dark brown, trace fine grained sand	M	D	W < PL
					0.75					
					1.00					
					1.25					
					1.50	CH	Silty CLAY - high plasticity, red/brown, fine to medium grained sand	M	MD	
					1.75					
					2.00					
					2.25		Borehole BH7 terminated @2.0m			

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Tel (03) 6326 5001

Borehole no. BH8

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N					0.25		TOPSOIL - Clayey SILT, low plasticity dark brown, trace fine grained sand	D	L	NATURAL
					0.50	ML	Clayey SILT - high plasticity, dark brown, trace fine grained sand with cobbles	M	VSt	W < PL
					0.75					
					1.00					
					1.25					
					1.50	CH	Silty CLAY - high plasticity, red, with fine to medium grained sand	M	St	W < PL
				1.75						
				2.00						
					2.25		Borehole BH8 terminated @2.0m			

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Borehole no. BH9

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N					0.25		TOPSOIL - Silty SAND, fine to medium grained, dark brown	D	L	NATURAL
					0.50	ML	Clayey SILT - low plasticity, dark brown, trace fine grained sand, with subangular gravel	M	D	W < PL
					0.75					
					1.00					
					1.25	CH	Silty CLAY - high plasticity, brown/grey, trace with fine grained sand	M	VSt	W < PL
					1.50			M	MD	
					1.75					
					2.00					
					2.25		Borehole BH9 terminated @2.0m			

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Tel (03) 6326 5001

Borehole no. BH10

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N					0.25		TOPSOIL - Silty SAND, fine to medium grained, red/brown	D	L	NATURAL
					0.50	CL	Sandy CLAY - low plasticity, pale brown, trace fine grained sand	M	/ST/S	W < PL
					0.75					
					1.00					
					1.25	CH	Silty CLAY - high plasticity, pale brown/grey, trace fine grained sand	M	St	W = PL
					1.50					
					1.75					
					2.00					
					2.25		Borehole BH10 terminated @2.0m			

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BOREHOLE LOG**

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Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH11

Sheet no. 1 of 1

Job no. GL21338B

Client : Mr Jason Sherriff		Date : 29/11/2021								
Project : Preliminary On-site Wastewater Site Evaluation		Logged By : MB								
Location : 4 Gleadow Street, Deloraine										
Drill model : Drilltech		Easting:	Slope: 90°							
Hole diameter : 150mm		Northing:	Bearing: -							
		RL Surface :	Datum :							
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N							TOPSOIL - Sandy SILT, low plasticity, red/brown	D	L	NATURAL
					0.25	ML	Clayey SILT - high plasticity, red/brown, trace fine sand	M	VSt	W < PL
					0.50					
					0.75					
					1.00					
					1.25	CH	Silty CLAY - high plasticity, red/grey, trace fine grained sand	M	St	W < PL
					1.50					
					1.75					
					2.00					
					2.25		Borehole BH11 terminated @2.0m			

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Tel (03) 6326 5001

Borehole no. BH12

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021			
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB			
Location :		4 Gleadow Street, Deloraine									
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :			
Hole diameter :		150mm		Northing:		Bearing: -		Datum :			
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations	
ADV	N						TOPSOIL - Sandy SILT, low plasticity, red/brown	D	L	NATURAL	
					0.25	SM	Silty SAND - fine to medium grained, red/brown	D	MD		
					0.50						
					0.75						
					1.00	CL	Sandy CLAY - low plasticity, pink/red, medium grained sand	M	St		W < PL
					1.25						
					1.50	SC	Clayey SAND - fine to medium grained, pink, trace silt	M	MD		
					1.75						
					2.00		Borehole BH12 terminated @2.0m				
					2.25						

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Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH13

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N							TOPSOIL - Sandy SILT, low plasticity, red/brown	D	L	
					0.25	ML	Clayey SILT - high plasticity, red brown, trace fine to medium grained sand	M	St	W < PL
					0.50					
					0.75					
					1.00					
					1.25					
					1.50	CH	Silty CLAY - high plasticity, red/brown, trace fine grained sand	W	VSt	
					1.75		becoming pale brown			
					2.00					
					2.25		Borehole BH13 terminated @2.0m			

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BOREHOLE LOG**

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Borehole no. BH14

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N							TOPSOIL - Sandy SILT, low plasticity, red/brown	D	L	NATURAL
					0.25	ML	Clayey SILT - low plasticity, red/brown, trace fine to medium grained sand	M/D	VSt	
					0.50					
					0.75	ML	Clayey SILT - high plasticity, red/brown, trace fine to medium grained sand	M/D	VSt	
					1.00					
					1.25					
					1.50					
					1.75					
					2.00		Borehole BH14 terminated @2.0m			
					2.25					

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**ENGINEERING
BOREHOLE LOG**

Geotechnical Consultants

PO Box 522 Prospect TAS 7250

Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH15

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N							TOPSOIL - Sandy SILT, low plasticity, red/brown	D	L	NATURAL
					0.25	ML	Clayey SILT - low plasticity, red/brown, trace fine to medium grained sand	M/D	VSt	
					0.50					
					0.75					
					1.00					
					1.25					
				1.50		CL	Sandy CLAY - medium plasticity, red/brown	M	VSt	
				1.75			Becoming grey/brown			
				2.00			Borehole BH15 terminated @2.0m			
				2.25						

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BOREHOLE LOG**

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Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH16

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N							TOPSOIL - Clayey SILT, low plasticity, brown/red			NATURAL
					0.25	ML	Clayey SILT - low plasticity, red brown, trace with sand			
					0.50					
					0.75					
					1.00					
					1.25	CH	Silty CLAY - medium plasticity, brown, trace fine grained sand			
					1.50					
				1.75						
				2.00			Borehole BH16 terminated @2.0m			
				2.25						

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BOREHOLE LOG**

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Unit 24, 16-18 Goodman Court, Invermay TAS

Tel (03) 6326 5001

Borehole no. BH17

Sheet no. 1 of 1

Job no. GL21338B

Client :		Mr Jason Sherriff				Date :		29/11/2021		
Project :		Preliminary On-site Wastewater Site Evaluation				Logged By :		MB		
Location :		4 Gleadow Street, Deloraine								
Drill model :		Drilltech		Easting:		Slope: 90°		RL Surface :		
Hole diameter :		150mm		Northing:		Bearing: -		Datum :		
Method	Support	Penetration	Water	Notes Samples Tests	Depth (m)	Graphic log Classification Symbol	Material Description	Moisture condition	Consistency density, index	Structure, additional observations
ADV N					0.25		TOPSOIL - Silty SAND, fine to medium grained, red/brown	D	L	NATURAL
					0.50	ML	Clayey SILT - low plasticity, red/brown, trace sand	M	VSt	W < PL
					0.75					
					1.00					
					1.25					
					1.50	SC	Clayey SAND - fine to medium grained, brown/red, trace silt	M	St	
					1.75					
					2.00					
					2.25		Borehole BH17 terminated @2.0m			

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Investigation Log Explanation Sheet

METHOD – BOREHOLE

TERM	Description
AS	Auger Screwing*
AD	Auger Drilling*
RR	Roller / Tricone
W	Washbore
CT	Cable Tool
HA	Hand Auger
DT	Diatube
B	Blank Bit
V	V Bit
T	TC Bit

* Bit shown by suffix e.g. ADT

METHOD – EXCAVATION

TERM	Description
N	Natural exposure
X	Existing excavation
H	Backhoe bucket
B	Bulldozer blade
R	Ripper
E	Excavator




SUPPORT

TERM	Description
M	Mud
N	Nil
C	Casing
S	Shoring

PENETRATION

1	2	3	4	
				No resistance ranging to Refusal

WATER

Symbol	Description
	Water inflow
	Water outflow
	17/3/08 water on date shown

NOTES, SAMPLES, TESTS

TERM	Description
U ₅₀	Undisturbed sample 50 mm diameter
U ₆₃	Undisturbed sample 63 mm diameter
D	Disturbed sample
N	Standard Penetration Test (SPT)
N*	SPT – sample recovered
N _c	SPT with solid cone
V	Vane Shear
PP	Pocket Penetrometer
P	Pressumeter
B _s	Bulk sample
E	Environmental Sample
R	Refusal
DCP	Dynamic Cone Penetrometer (blows/100mm)
PL	Plastic Limit
LL	Liquid Limit
LS	Linear Shrinkage

CLASSIFICATION SYMBOLS AND SOIL DESCRIPTION

Based on AS 1726:2017

MOISTURE

TERM	Description
D	Dry
M	Moist
W	Wet

CONSISTENCY/DENSITY INDEX

TERM	Description
VS	very soft
S	soft
F	firm
St	stiff
VSt	very stiff
H	hard
Fr	friable
VL	very loose
L	loose
MD	medium dense
D	dense
VD	Very dense



Soil Description Explanation Sheet (1 of 2)

DEFINITION

In engineering terms, soil includes every type of uncemented or partially cemented inorganic or organic material found in the ground. In practice, if the material can be remoulded or disintegrated by hand in its field condition or in water it is described as a soil. Other materials are described using rock description terms.

CLASSIFICATION SYMBOL AND SOIL NAME

Soils are described in accordance with the AS 1726: 2017 as shown in the table on Sheet 2.

PARTICLE SIZE DEFINITIONS

NAME	SUBDIVISION	SIZE (mm)
BOULDERS		>200
COBBLES		63 to 200
GRAVEL	Coarse	19 to 63
	Medium	6.7 to 19
	Fine	2.36 to 6.7
SAND	Coarse	0.6 to 2.36
	Medium	0.21 to 0.6
	Fine	0.075 to 0.21
SILT		0.002 to 0.075
CLAY		<0.002

MOISTURE CONDITION

Coarse Grained Soils

- Dry** Non-cohesive and free running.
Moist Soil feels cool, darkened in colour. Soil tends to stick together.
Wet As for moist but with free water forming when handling.

Fine Grained Soils

- Moist, dry of Plastic Limited – w < PL**
 Hard and friable or powdery.
Moist, near Plastic Limit – w ≈ PL
 Soils can be moulded at a moisture content approximately equal to the plastic limit.
Moist, wet of Plastic Limit – w > PL
 Soils usually weakened and free water forms on hands when handling.
Wet, near Liquid Limit - w ≈ LL
Wet, wet of Liquid Limit - w > LL

CONSISTENCY TERMS FOR COHESIVE SOILS

TERM	UNDRAINED STRENGTH s_u (kPa)	FIELD GUIDE
Very Soft	≤12	Exudes between the fingers when squeezed in hand
Soft	12 to 25	Can be moulded by light finger pressure
Firm	25 to 50	Can be moulded by strong finger pressure
Stiff	50 to 100	Cannot be moulded by fingers
Very Stiff	100 to 200	Can be indented by thumb nail
Hard	>200	Can be indented with difficulty by thumb nail
Friable	–	Can be easily crumbled or broken into small pieces by hand

RELATIVE DENSITY OF NON-COHESIVE SOILS

TERM	DENSITY INDEX (%)
Very Loose	≤15
Loose	15 to 35
Medium Dense	35 to 65
Dense	65 to 85
Very Dense	> 85

DESCRIPTIVE TERMS FOR ACCESSORY SOIL COMPONENTS

DESIGNATION OF COMPONENT	IN COARSE GRAINED SOILS		IN FINE GRAINED SOILS	TERM
	% Fines	% Accessory coarse fraction	% Sand/ gravel	
Minor	≤5	≤15	≤15	Trace
	>5, ≤12	>15, ≤30	>15, ≤30	With
Secondary	>12	>30	>30	Prefix

SOIL STRUCTURE

ZONING		CEMENTING	
Layer	Continuous across the exposure or sample.	Weakly cemented	Easily disaggregated by hand in air or water.
Lens	Discontinuous layer of different material, with lenticular shape.	Moderately cemented	Effort is required to disaggregate the soil by hand in air or water.
Pocket	An irregular inclusion of different material.		

GEOLOGICAL ORIGIN

WEATHERED IN PLACE SOILS

Extremely Weathered material	Material is weathered to such an extent that it has soil properties. Structure and/or fabric of parent rock material retained and visible.
Residual soil	Structure and/or fabric of parent rock material not retained and visible.

TRANSPORTED SOILS

Aeolian soil	Carried and deposited by wind.
Alluvial soil	Deposited by streams and rivers.
Colluvial soil	Soil and rock debris transported downslope by gravity.
Estuarine soil	Deposited in coastal estuaries, and including sediments carried by inflowing rivers and streams, and tidal currents.
Fill	Man-made deposit. Fill may be significantly more variable between tested locations than naturally occurring soils.
Lacustrine soil	Deposited in freshwater lakes.
Marine soil	Deposited in a marine environment.



Soil Description Explanation Sheet (2 of 2)

SOIL CLASSIFICATION INCLUDING IDENTIFICATION AND DESCRIPTION

FIELD IDENTIFICATION PROCEDURES (Excluding particles larger than 63 mm and basing fractions on estimated mass)				GROUP SYMBOL	PRIMARY NAME	
COARSE GRAINED SOIL More than 65% of soil excluding oversize fraction is larger than 0.075 mm	GRAVEL More than half of coarse fraction is larger than 2.36 mm	CLEAN GRAVEL (Little or no fines)	Wide range in grain size and substantial amounts of all intermediate particle sizes	GW	GRAVEL	
			Predominantly one size or a range of sizes with some intermediate sizes missing	GP	GRAVEL	
		GRAVEL WITH FINES (Appreciable amount of fines)	Non-plastic fines (for identification procedures see ML and MH below)	GM	Silty GRAVEL	
			Plastic fines (for identification procedures see CL, CI and CH below)	GC	Clayey GRAVEL	
	SAND More than half of coarse fraction is smaller than 2.36 mm	CLEAN SAND (Little or no fines)	Wide range in grain size and substantial amounts of all intermediate sizes	SW	SAND	
			Predominantly one size or a range of sizes with some intermediate sizes missing	SP	SAND	
SAND WITH FINES (Appreciable amount of fines)		Non-plastic fines (for identification procedures see ML and MH below)	SM	Silty SAND		
	Plastic fines (for identification procedures see CL, CI and CH below)	SC	Clayey SAND			
FINE GRAINED SOIL More than 35% of soil excluding oversize fraction is smaller than 0.075 mm	IDENTIFICATION PROCEDURES ON FRACTIONS <0.075 mm					
		DRY STRENGTH	DILATANCY	TOUGHNESS		
	SILT & CLAY (low to medium plasticity, LL ≤ 50)	None to Low	Slow to Rapid	Low	ML	SILT
		Medium to High	None to Slow	Medium	CL, CI	CLAY
	SILT & CLAY (high plasticity, LL > 50)	Low to Medium	Slow	Low	OL	ORGANIC SILT
		Low to Medium	None to Slow	Low to Medium	MH	SILT
		High to Very High	None	High	CH	CLAY
		Medium to High	None to Very Slow	Low to Medium	OH	ORGANIC CLAY
	Highly Organic Soil	Readily identified by colour, odour, spongy feel and frequently by fibrous texture.			Pt	PEAT

• LL – Liquid Limit.

COMMON DEFECTS IN SOILS

TERM	DEFINITION	DIAGRAM	TERM	DEFINITION	DIAGRAM
PARTING	A surface or crack across which the soil has little or no tensile strength. Parallel or sub parallel to layering (e.g. bedding). May be open or closed.		SOFTENED ZONE	A zone in clayey soil, usually adjacent to a defect in which the soil has a higher moisture content than elsewhere.	
FISSURE	A surface or crack across which the soil has little or no tensile strength, but which is not parallel or sub parallel to layering. May be open or closed. May include desiccation cracks.		TUBE	Tubular cavity. May occur singly or as one of a large number of separate or inter-connected tubes. Walls often coated with clay or strengthened by denser packing of grains. May contain organic matter.	
SHEARED SEAM	Zone in clayey soil with roughly parallel near planar, curved or undulating boundaries containing closely spaced, smooth or slickensided, curved intersecting fissures which divide the mass into lenticular or wedge-shaped blocks.		TUBE CAST	An infilled tube. The infill may be uncemented or weakly cemented soil or have rock properties.	
SHEARED SURFACE	A near planar curved or undulating, smooth, polished or slickensided surface in clayey soil. The polished or slickensided surface indicates that movement (in many cases very little) has occurred along the defect.		INFILLED SEAM	Sheet or wall like body of soil substance or mass with roughly planar to irregular near parallel boundaries which cuts through a soil mass. Formed by infilling of open defects.	

Attachment 12.2.7 Submission From Applicant

PA\22\0067 - 41 Lot Subdivision - Gleadow Street, Deloraine

George Walker <gwalker@6ty.com.au>

Thu 20/01/2022 1:09 PM

To: Heidi Goess <Heidi.Goess@mvc.tas.gov.au>;

cc: Planning @ Meander Valley Council <planning@mvc.tas.gov.au>; Dino De Paoli <Dino.DePaoli@mvc.tas.gov.au>; Mark Walters <MWalters@6ty.com.au>; Jason Sherriff <jason@sherriffcivil.com.au>;

2 attachments (6 MB)

21.120-P.pdf; 21.120 - Planning Compliance Assessment - January 2022.pdf;

Good afternoon Heidi,

Please find our response to Council's supplementary request for additional information dated 4 January 2022 as follows:

1. The plan of subdivision has been revised to:
 - a. Provide additional details regarding the stormwater detention basin;
 - b. Shading the 50m highway buffer;
 - c. Inclusion of a staging plan;
2. The planning compliance assessment has been modified to reflect the staging plan and stormwater management solution;
3. With respect to the function of the stormwater detention basin, Mark has provided the following commentary:

The basin is a shallow, grassed area with a low flow channel running from the pipe inlet to the basin to the discharge pipe that flows into the highway reserve. The low flow channel is to be rock lined to prevent scour. Maintenance will consist of routine inspections of the discharge pipe inlet and mowing of the basin annually. There is no embankment needed for this basin. This basin is to part of the Council infrastructure and the basin land is to be transferred to Council. Its purpose is to manage stormwater arising from the urban areas of Deloraine as required by Part 5 of the Urban Drainage Act 2013.

4. With respect to the cadastre associated with the Gleadow Street road reservation, we have formed the view that the cadastre as shown on the LIST is inaccurate. The plan of subdivision has been prepared based on examination of relevant title plans by our surveyors.

As you may be aware, we have excluded all activities associated with the Gleadow Street road reserve on the basis that we do not want the planning application to be delayed. It is our intention to reconfigure 'Stage 2' of the plan of subdivision which will include the additional Gleadow Street road reservation land. We would then submit a new development application which would include the modifications to Stage 2 along with the relevant consents. Stage 1 will remain the same for both applications which will allow it to commence concurrently with the second application, should the current application be approved.

Finally, we are in the process of obtaining supplementary DSG consent which we will provide when available.

Please let me know if any further amendments, information or clarification is required.

Regards,

George



George Walker

Director | Planning Consultant

Measured form and function

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W 6ty.com.au
ARCHITECTURE | SURVEYING | ENGINEERING

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Amended Submission to Planning Authority Notice

Council Planning Permit No.	PA\22\0067	Council notice date	6/10/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01714-MVC	Date of response	3/03/2022 10/01/2022
TasWater Contact	David Boyle Elio Ross	Phone No.	0436 629 652 0467 874 330
Response issued to			
Council name	MEANDER VALLEY COUNCIL		
Contact details	planning@mvc.tas.gov.au		
Development details			
Address	4 GLEADOW ST, DELORAINE	Property ID (PID)	6260006
Description of development	41 Lot Subdivision		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
6ty °	Concept Servicing Plan- 21.120		
	Sheet Cp01	A	14/12/2021
	Sheet Cp02	B	14/12/2021
GeoTon	Preliminary On-site Wastewater Disposal Evaluation	--	10/12/2021
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
<ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. 			



ASSET CREATION & INFRASTRUCTURE WORKS

Note:- Lots 1 -14 and Lots 22-28 cannot be serviced for sewerage by a reticulated gravity sewerage system and future development of these lots will require the installation of on-site wastewater treatment systems subject to Council approval.

4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
Noting;
 - a. The DN100 water main that runs down Emu Bay Rd (Asset ID A297998) that services the cemetery is an unconfirmed size and likely >DN50. Ensure surrounding infrastructure is sufficient to service the development and upgrade as required.
 - b. The water connections and meters of 225 & 223 Emu Bay Road are located at the rear of the properties and are connected to what seems to be a DN50 that runs down towards Gleadow Street through the proposed development. Ensure all existing properties are not adversely affected by the development.
 - c. All existing services are to be located and confirmed, any upgrades or relocations required to service this development will be the responsibility of the developer and will be at the developer's cost.
5. Prior to applying for a Permit to Construct, to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
8. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document , the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;



- d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
11. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
 12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
 13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.


FINAL PLANS, EASEMENTS & ENDORSEMENTS

14. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
15. Pipeline easements and/or lots, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and/or lot creation requirements.
16. The property sewer connection for affected **lots 29, 30 & 41** cannot control the lot for a gravity connection, the Plan of Subdivision Council Endorsement Page for those affected lots is to note, pursuant to Section 83 of the Local Government (Building and Miscellaneous Provisions) Act 1993, that TasWater cannot guarantee sanitary drains will be able to discharge via gravity into TasWater's sewerage system.
Advice: See WSA 02—2014-3.1 MRWA Version 2 section 5.6.5.3 Calculating the level of the connection point. The above condition will apply to Lots 29, 30 & 41 where the entire lot cannot be controlled by gravity and an alternate solution will be required.
17. The Plan of Subdivision Council Endorsement Page is to note, pursuant to Section 83 of the Local Government (Building and Miscellaneous Provisions) Act 1993, that TasWater cannot provide a sewerage service to **Lots 1-14 and Lots 22-28** on the Plan.

DEVELOPMENT ASSESSMENT FEES

18. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,179.68 and a Consent to Register a Legal Document fee of \$154.42 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.
The payment is required within 30 days of the issue of an invoice by TasWater.
19. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as



approved by Council.			
Advice			
General			
For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards			
For application forms please visit http://www.taswater.com.au/Development/Forms			
Water Supply Boundary Conditions			
The total boundary heads (HGL), not pressures, at the proposed connection points for Peak Day & Peak Day plus 10 L/s Fire Flow are:			
	Peak Day (m)	Peak Day + 10 L/s Fire Flow (m)	
A298170	344	341	
A297998	344	340	
Declaration			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.			
Authorised by			
			
Jason Taylor			
Development Assessment Manager			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Community Wellbeing

13.1. Community Grants and Sponsorship Fund

Report Author	Nate Austen Community Programs Officer
Authorised by	Melissa Lewarn Director Community Wellbeing
Decision Sought	Approval of recommended grant and sponsorship applications.
Recommendation to Council	That Council approves 2021-22 Round 4 grants and sponsorships to a total of \$14,352 as follows: <ul style="list-style-type: none">• Community Grants, as per Table 1, to the value of \$12,722;• Sponsorship Donations, as per Table 2, to the value of \$650; and• Council Fee Reimbursement Grants, as per Table 3, to the value of \$980.

Vote Simple Majority

Report

Council's Community Grants Committee met on 28 March 2022 and formed a recommendation for Council to approve \$14,352 in grants and sponsorship. The following tables set out the detail of these recommendations:

1. Community Grant allocations for 2021-22 Round 4, in accordance with Policy No. 82 as indicated in Table 1.

Community Grants		
Organisation	Project	Funding Recommended
Australian Italian Club.	TV Display Screens	\$1,773
Bracknell Cricket Club.	New Cricket Pitch	\$3,000*
Parkrun Australia Ltd.	Parkrun for Westbury	\$1,949

Prospect Park Sports Club Inc.	Fridges	\$3,000
Westbury Health Inc.	Community Garden Re-vamp & facilities	\$3,000
Sub-total		\$12,722
*Recommend an allocation of \$3,000 if the Club is successful in securing the additional funding required from the Australian Cricket Infrastructure Fund (ACIF).		

Table 1: Committee funding recommendations for community grant applications.

2. Approve sponsorship donations for individuals and organisations for 2021-22 Round 4, in accordance with Policy No. 82 as indicated in Table 2.

Sponsorship Donations for Organisations and Individuals		
Organisation	Project	Funding Recommended
Blackstone Heights Community News Association Inc.	Community Easter Event	\$350
Individual (Name)	Event	Funding Recommended
Barwick, R.	Australian Little Athletics Championships, Victoria	\$150
Milich, Z.	Kanga Cup (Junior Soccer), Canberra	\$150
Sub-total		\$650

Table 2: Committee sponsorship funding recommendations for sponsorship donation applications.

3. Approve Council Fee Reimbursement Grants for 2021-22 Round 4, in accordance with Policy No. 82 as indicated in Table 3.

Council Fee Reimbursement Grant		
Organisation	Project	Funding Recommended
Australian Italian Club – Tennis Club	Tennis Court Lighting (Building and Planning fees)	\$980
Sub-total		\$980

Table 3: Committee funding recommendation for Council fee reimbursement grant applications.

Assessment

The Community Grant Guidelines state that grants are for projects that support the community to address needs, build local skills, attract participation and improve local lifestyle and for projects that support community events, community development, health and wellbeing activities and sport and recreation projects. Applicants must demonstrate the benefits their projects will have to residents of the Meander Valley local government area.

Round four is the last planned round of community grants and sponsorship assessments for 2021-2022.

The total Grants and Sponsorship budget allocation for the year is \$101,000. The Council to date has approved funding of \$64,214 across the first three rounds, leaving a balance of \$36,786 remaining for allocation within this final round.

The total of all grant and sponsorship requests for round four is \$16,913.

The Community Grants Committee (the Committee) comprising Councillors Stephanie Cameron and Tanya King, Jonathan Harmey (Director Corporate Services) and Kris Eade (Team Leader Facilities) reviewed round four grant and sponsorship applications on 28 March 2022.

Six community grant applications were received for round four with requests totaling \$15,283.

Details of all grant applicants, the grant amounts requested and the grant amount recommended from the Committee are indicated in Table 2.1 below.

Community Grants				
Organisation	Project	Project Cost	Grant Requested	Grant Funding Recommended
Australian Italian club	TV Display Screens	\$1,950	\$1,950	*\$1,773
Bracknell Cricket Club.	New Cricket Pitch	\$22,840	\$4,000	*\$3,000
Deloraine House Inc.	Hair 2day – Style 2morrow	\$2,398	\$1,384	*Resubmit
Parkrun Australia Ltd.	Parkrun for Westbury	\$7,449	\$1,949	\$1,949
Prospect Park Sports Club Inc.	Fridges	\$12,823	\$3,000	\$3,000

Westbury Health Inc.	Community Garden Re-vamp & facilities.	\$3,664	\$3,000	\$3,000
Total		\$51,124	\$15,283	\$12,722

Table 2.1: Details of all Community Grant applications including total project cost and the grant funding amounts requested.

* The following additional information was considered by the Committee:

- The recommended amount excludes a GST component on the quoted item as the Australian Italian Club are registered for GST.
- The Bracknell Cricket Club request of \$4,000 was more than the maximum funding available as outlined in the community grant guidelines. The applicants were not able to demonstrate 'exceptional circumstances' for the additional allocation. As such, the committee supported allocation of the maximum amount available (\$3,000). In order to ensure successful completion of this project, providing the community grant is still contingent on Bracknell Cricket Club securing the additional funding required via the Australian Cricket Infrastructure Fund, or other alternative grant sources.
- The Deloraine House Inc. application outlined a social program with demonstrable community benefit. It suggested however that a) funding was for consumable items only and b) the ongoing viability of the program was grant dependant. It was recommended that the applicant is invited to address these issues with subsequent submission.

The applications received for all other funding streams were recommended as requested by applicants as per Table 2 and 3 above.

If all recommendations are approved by Council, the total allocation provided through Round 4 of the 2021-22 Community Grants and Sponsorship program will be \$14,352.

This would conclude applications to the 2021-22 Community Grants and Sponsorship Fund with a total of \$22,434 remaining in the budget. The Community Wellbeing Department will assess the ongoing needs of this program over the next three months and manage accordingly.

Attachments Nil

Strategy Furthers the objectives of Council's strategic future direction 3: vibrant and engaged communities; and 4: healthy and safe community.

See Meander Valley Community Strategic Plan 2014-24. [Click here](#) or visit www.meander.tas.gov.au/plans-and-strategies to view.

Policy Council Policy No. 82: *Community Grants & Sponsorship Fund*.

Legislation *Local Government Act 1993, s77*.

Consultation Advice and assistance is provided to applicants on request. The Community Grants and Sponsorship program is communicated through community networks and the media. Guidelines and application forms are available to prospective applicants via Council's website and on request.

Budget & Finance The total Grants and Sponsorship budget allocation for the 2021-22 financial year is \$101,000.

Risk Management Not applicable

Alternative Motions The Council may vary the grants and sponsorships from those recommended, choosing to approve or not approve.

Corporate Services

14.1. Financial Report to 31 March 2022

Report Author Justin Marshall
Team Leader Finance

Authorised by Jonathan Harmey
Director Corporate Services

Decision Sought Council to receive the financial report for the period ended 31 March 2022.

Recommendation to Council That Council receives the attached financial report for the period ended 31 March 2022.

Vote Simple Majority

Report

The financial report covers the period 1 July 2021 to 31 March 2022. The financial performance for the first nine months of the financial year is discussed in Section 3: Exception and Trends.

Revenue and expenditure are currently in line with management expectations.

Grant revenue is lower than budget with a number of government grants outstanding at this point; these are due to be received across the roads, bridges and recreation areas. Expenditure is expected to be closer to budget at the end of the financial year.

Some one off expenditure items are due to be incurred in the forthcoming three months which includes \$355,500 on road intersection planning and design at Meander Valley Road, Hadspen.

Attachments 1. Financial Report 31 March 2022 [14.1.1 - 16 pages]

Strategy Furthers the objectives of Council's strategic future direction 5: innovative leadership and community governance.

See Meander Valley Community Strategic Plan 2014-24. [Click here](#) or visit www.meander.tas.gov.au/plans-and-strategies to view.

Policy Not applicable

Legislation Not applicable

Consultation Not applicable

Budget & Finance The financial report assesses Council's performance against the Budget Estimates for the 2022 financial year.

Risk Management Not applicable

**Alternative
Motions** Not applicable



Meander Valley Council

Working Together

FINANCIAL REPORT TO 31 MARCH 2022

1. Introduction.....	2
2. Consolidated Operating Statement.....	3
3. Exception & Trends Report.....	4
4. Capital Project Report.....	7
5. Capital Resealing Report.....	13
6. Capital Gravelling Report.....	14
7. Rates Revenue Reconciliation	15
8. Cash & Investment Reconciliation	16



1. Introduction

Council's Financial Report provides an overview of our financial performance for the current financial year. The report compares revenue and expenditure areas actual results against the set budget estimates. The report provides an overview of Council's financial position as at 31 March 2022.

The Operating Statement for the first nine months of the financial year is within management's forecasts. Grants & Subsidies revenue is below budget to March, due to the timing of the Financial Assistance Grants allocation and also some Grants anticipated in the Recreation & Culture functional area. Operating Expenditure overall is within budget to March, however expenditure in Infrastructure Services is below budget primarily due to the timing of contract services and consultants. There are other exceptions from Council's budget adopted in July 2021 which are discussed further in the Exception and Trends report.

The following information is contained in the Financial Report:

- Consolidated Operating Statement – This report provides a summary of operational revenue and expenditure for the period to date compared to the annual budget estimates.
- Exceptions and Trends Report – This report contains explanation for material revenue and expenditure variations to budget, as well as an analysis of revenue and expenditure by Council in a number of functional areas.
- Capital Expenditure Reports – These reports provide a list of all approved capital projects with their allocated budget, expenditure carried forward from the previous financial year and current year to date expenditure.
- Rates Revenue Report – This report provides a summary of rates raised for the financial year, interest charged on overdue rates and total rates outstanding as at 31 March 2022.
- Cash & Investment Reconciliation – This report shows Council's total cash balance as at 31 March 2022, including funds held in At Call accounts and Term Deposits. Also included is an adjusted cash balance, taking into account estimated future revenue, expenditure and liabilities.



2. Consolidated Operating Statement - 31 March 2022

	Actual 2022	Budget 2022	% of Budget
Total Council Operations			
Operating Revenue			
Rate Revenue	14,618,718	14,641,800	99.84%
Fees & User Charges	982,649	1,279,500	76.80%
Contributions & Donations	97,843	671,200	14.58%
Interest	329,080	420,700	78.22%
Grants & Subsidies	3,410,663	9,732,100	35.05%
Sale of Assets	-	-	
Other Revenue	525,609	853,700	61.57%
Total Operating Revenue	\$ 19,964,562	\$ 27,599,000	72.34%
Operating Expenditure			
Departments			
Governance	1,621,179	2,522,600	64.27%
Corporate Services	1,416,357	1,995,400	70.98%
Infrastructure Services	2,779,336	4,451,100	62.44%
Works	2,879,559	3,911,700	73.61%
Development & Regulatory Services	1,532,153	2,254,600	67.96%
Maintenance & Working Expenses	\$ 10,228,584	\$ 15,135,400	67.58%
Interest	158,490	248,800	63.70%
Depreciation	4,050,300	5,400,400	75.00%
Payments to Government Authorities	647,326	1,294,700	50.00%
Administration Allocated	-	-	
Other Payments	90,683	250,800	36.16%
Total Operating Expenditure	\$ 15,175,383	\$ 22,330,100	67.96%
Operating Surplus/(Deficit)	\$ 4,789,179	\$ 5,268,900	



3. Exception & Trends Report

This report contains explanations for any material income and expenditure variations to budget for the financial year to date, as well as an analysis of income and expenditure by Council functional area.

REVENUE

Rate Revenue – All Rate Revenue is recognised for the year with only additional rates received on supplementary valuations between now and the financial year end to be included. The rate debtor balances outstanding at 31 March 2022 appears in the Rates Revenue Reconciliation report.

Fees & User Charges – Is within budget expectations for the year to date and is expected to remain within budget by year end.

Contributions & Donations – Is well below budget however when new subdivision assets taken over by Council are recognised at financial year end, is expected to be within budget.

Interest – Is within budget and is expected to remain within budget by year end. Interest rates on offer from financial institutions have improved slightly during the current financial year.

Grants & Subsidies – Is below budget expectations, due primarily to the timing of grant receipts and the prepayment of 50% of the 2021-22 Financial Assistance Grants allocation in 2020-21. Overall, Grants revenue is expected to be slightly below budget at year end.

Other Revenue – Relates primarily to TasWater distributions and is expected to be within budget at year end.

EXPENSES

Departments

Governance	slightly below budget expectations
Corporate Services	within budget expectations
Infrastructure Services	below budget expectations
Works	within budget expectations
Development & Regulatory Services	within budget expectations

Interest – Three of the four annual Tascorp loan interest instalments have been incurred. The annual recognition for unwinding of the Westbury and Deloraine tip rehabilitation provisions will be accounted for at year end which has caused this item to be slightly under budget.

Depreciation – Is accurately calculated and accounted for at year end however a proportionate amount (75%) of the budget has been allocated for the purposes of the Operating Statement.

Payments to Government Authorities – Two of the four annual instalments for the Fire Levy have been incurred to 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	\$ 141,484	78.69 %
Expenses	\$ 2,650,592	70.11 %

Revenue is within budget to March, primarily due to the level of property sales related activities including the 337 property certificate fees income being in line with expectations to date.

Administration expenditure is within budget expectations to this point of the year. Expenses for *Development & Regulatory Services* include employee expenses required to prepare the 337 certificates. Expenses for *Governance* include Councillors' expenses for the year, the annual LGAT subscription and contribution to Northern Tasmania Development Corporation. Expenses for *Corporate Services* include annual support fees for Technology One, annual insurance premiums and IT and Workplace Health & Safety consultants' costs.

Roads, Streets and Bridges

Revenue	\$ 1,744,710	38.30 %
Expenses	\$ 4,017,574	72.26 %

Grants & Subsidies is under budget primarily due to the prepayment of 50% of the 2021-22 Grants Commission allocation in 2020-21. Contributions & Donations budget includes subdivision road assets taken over from developers and is expected to be in line with budget when accounted for at year end.

Roads & Streets maintenance expenditure is within budget to March and expected to remain within budget by year end. Bridge maintenance expenditure is below budget expectations for the year but expected to be within budget by year end. Other Payments are budgeted amounts for road and bridge infrastructure that is written off upon reconstruction or disposal, this will be accounted for at financial year end.

Health, Community and Welfare

Revenue	\$ 4,489,602	94.12 %
Expenses	\$ 5,503,402	63.23 %

Revenue overall is well above budget to date, due to the full recognition of all Waste Management Service Charges and Fire Levies for the year. Contributions & Donations income will increase to be within budget once stormwater infrastructure assets from new subdivisions are recognised and contributions from community cars are accounted for at year end. Interest income includes three quarterly interest payments received from Aged Care Deloraine. A corresponding expense is shown in interest expenses for Council's funds on paid to Tascorp. Grants & Subsidies revenue is funding received for the Meander Valley Short Walks project.



ANALYSIS BY FUNCTION

Expenditure is slightly below budget expectations to this point of the year. *Governance* is below budget primarily due to staff movements in the Business and Economic Recovery and Community Development areas. *Infrastructure* is below budget, primarily due to the timing of tip management fees, street lighting charges and expenditure on the redesign of Meander Valley Road at Hadspen.

Payments to Government Authorities is the State Fire Levy, two of the four instalments have been paid up to March. 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 calculated at year end.

Land Use Planning & Building

Revenue	\$ 531,039	92.60 %
Expenses	\$ 1,054,365	63.56 %

Fees & User Charges are development approval and building approval fees which have significantly exceeded expectations to date. Other Revenue includes plumbing surveying services provided to Northern Midlands Council, which are within budget expectations.

Development & Regulatory Services expenditure is slightly below budget to March, primarily due to Building and Plumbing surveying expenditure being less than anticipated.

Recreation and Culture

Revenue	\$ 829,145	22.09 %
Expenses	\$ 1,821,070	69.63 %

Revenue overall is well below budget to March, due to the timing of Grants not yet received. Grants received to date of \$605,000 have been for the Deloraine Pump Track, Deloraine Recreation Ground upgrades, Deloraine Squash Courts and Huntsman Lake Boat Ramp. Further significant grants are yet to be received for the Squash Courts, Deloraine Recreation Ground and Bracknell Hall upgrade. Fees & User charges received to date are slightly above budget expectations.

Overall expenditure is slightly below budget. *Infrastructure* expenditure is below budget to March, primarily due to expenditure on Public Halls and Recreation Grounds & Facilities being less than expected to date. *Works* Department expenditure to March is within budget.

Unallocated & Unclassified

Revenue	\$ 12,228,582	88.83 %
Expenses	\$ 128,381	1,116.35 %

Rate Revenue is the general rates component of the rates raised for the year. Interest income is within budget expectations. The first three instalments of Financial Assistance Grants from the State Grants Commission have been received; however this is significantly below budget due to the prepayment of 50% of the 2021-22 Grants allocation in 2020-21. Other Revenue includes distributions received from TasWater for the year to date of \$417,000.

Departmental expenditure is principally accounting entries to balance depreciation across the functions of Council and gravel inventory allocations. This expenditure will trend closer to budget at year end.



4. Capital Project Report

2022 Financial Year

04-Apr-2022 03:01:18

Administration

100 - Administration

	<i>Prior Year Expenditure</i>	<i>Current Year Expenditure</i>	<i>Total Expenditure</i>	<i>Total Budget</i>	<i>Variance Amount</i>	<i>Percentage of Total Budget</i>
5101 Workstations and Peripherals	\$0	\$20,570	\$20,570	\$30,000	-\$9,430	68.57%
5102 Network Infrastructure	\$0	\$26,043	\$26,043	\$40,000	-\$13,957	65.11%
5109 Networked Copiers and Printers	\$0	\$0	\$0	\$42,000	-\$42,000	0.00%
5111 Software and Upgrades	\$0	\$33,677	\$33,677	\$45,000	-\$11,323	74.84%
5118 Council Chambers - Fire Detection System	\$374	\$51,176	\$51,550	\$70,000	-\$18,450	73.64%
5133 Core Enterprise Software Replacement	\$0	\$0	\$0	\$450,000	-\$450,000	0.00%
100 - Administration Sub Total	\$374	\$131,465	\$131,839	\$677,000	-\$545,161	19.47%
100 - Administration Sub Total	\$374	\$131,465	\$131,839	\$677,000	-\$545,161	19.47%

Roads Streets and Bridges

201 - Roads and Streets

5653 Long Ridge Rd - Montana	\$0	\$27,836	\$27,836	\$35,000	-\$7,164	79.53%
5802 Louisa St - Bracknell	\$0	\$1,052	\$1,052	\$0	\$1,052	0.00%
5810 Elizabeth St - Bracknell 20/21	\$154	\$4,933	\$5,086	\$9,200	-\$4,114	55.29%
5812 Henrietta St - Bracknell	\$0	\$22,403	\$22,403	\$40,000	-\$17,597	56.01%
5828 Barrack St West - Deloraine	\$0	\$0	\$0	\$6,000	-\$6,000	0.00%
5829 Morrison St - Deloraine 17/18	\$0	\$0	\$0	\$45,600	-\$45,600	0.00%
5845 Alveston Dr - Deloraine	\$0	\$47,819	\$47,819	\$95,000	-\$47,181	50.34%
5859 Parsonage St - Deloraine	\$0	\$47,751	\$47,751	\$70,000	-\$22,249	68.22%
5877 Rutherglen Rd - Hadspen 20/21	\$0	\$0	\$0	\$15,000	-\$15,000	0.00%
5887 Scott St - Hadspen	\$0	\$56,479	\$56,479	\$135,000	-\$78,521	41.84%
5894 Country Club Av - Prospect Vale	\$0	\$10,570	\$10,570	\$40,000	-\$29,430	26.42%
5899 Mace St - Prospect Vale 20/21	\$0	\$35,133	\$35,133	\$80,000	-\$44,867	43.92%
5978 Franklin St - Westbury	\$0	\$82,141	\$82,141	\$75,000	\$7,141	109.52%

Attachment 14.1.1 Financial Report 31 March 2022



2022 Financial Year

04-Apr-2022 03:01:18

		Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
6102	Blackstone Rd - Blackstone Heights	\$0	\$4,082	\$4,082	\$10,000	-\$5,918	40.82%
6110	Bridgenorth Rd - Bridgenorth	\$0	\$181,268	\$181,268	\$170,000	\$11,268	106.63%
6112	Bishopsbourne Rd - Carrick	\$134	\$2,204	\$2,337	\$0	\$2,337	0.00%
6138	Lansdowne Pl - Deloraine 20/21	\$0	\$0	\$0	\$20,000	-\$20,000	0.00%
6176	LRCI Grant Meander Main Rd - Meander 20/21	\$10,416	\$68,628	\$79,044	\$78,100	\$944	101.21%
6245	R2R 2022 Westwood Rd - Westwood	\$0	\$856,556	\$856,556	\$885,000	-\$28,444	96.79%
6259	Railton Rd - Kimberley	\$0	\$38,124	\$38,124	\$78,000	-\$39,876	48.88%
6272	East Barrack St - Deloraine 20/21	\$7,876	\$134,477	\$142,353	\$238,000	-\$95,647	59.81%
6276	Westbury Rd - Prospect: Transport Study Projects	\$0	\$0	\$0	\$388,500	-\$388,500	0.00%
6284	New Footpath Developments - Westbury 15/16	\$0	\$0	\$0	\$30,700	-\$30,700	0.00%
6285	New Footpath Developments - Blackstone 17/18	\$857	\$0	\$857	\$7,000	-\$6,143	12.24%
6288	Westbury Rd - PVP Entrance Roundabout 15/16	\$48,770	\$8,002	\$56,772	\$16,000	\$40,772	354.83%
6354	New Footpath Developments - Carrick	\$0	\$0	\$0	\$90,000	-\$90,000	0.00%
6355	River Reserve Rd - Bracknell	\$0	\$10,181	\$10,181	\$20,000	-\$9,819	50.90%
6356	Traffic Calming - Prospect Vale	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
6358	Westbury Rd, Prospect Vale - Crossing Improvements Vale !	\$0	\$892	\$892	\$15,000	-\$14,108	5.95%
6359	Main St, Hadspen - Wombat Crossing 20/21	\$127	\$7,471	\$7,597	\$30,000	-\$22,403	25.32%
6694	Footpath Renewals - Bracknell, Deloraine, Carrick	\$0	\$0	\$0	\$135,000	-\$135,000	0.00%
201 - Roads and Streets Sub Total		\$68,332	\$1,648,001	\$1,716,333	\$2,867,100	-\$1,150,767	59.86%
210 - Bridges							
5211	R2R 2022 Drain Cheshunt Road	\$0	\$5,601	\$5,601	\$200,000	-\$194,399	2.80%
5225	Meander River Main Road Meander	\$0	\$33,262	\$33,262	\$33,300	-\$38	99.89%
5255	R2R 2022 Meander River Selbourne Rd	\$5,105	\$39,035	\$44,140	\$525,750	-\$481,610	8.40%
5361	Mole Creek Den Road	\$0	\$0	\$0	\$30,000	-\$30,000	0.00%
5370	Bradys Creek Tribulet Davies Road	\$0	\$45,540	\$45,540	\$215,000	-\$169,460	21.18%
5409	Un-Named Drain Harveys Road	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
5448	R2R 2022 Irrigation Channel Cheshunt Road	\$0	\$5,601	\$5,601	\$200,000	-\$194,399	2.80%
210 - Bridges Sub Total		\$5,105	\$129,038	\$134,142	\$1,214,050	-\$1,079,908	11.05%
200 - Roads Streets and Bridges Sub Total		\$73,437	\$1,777,039	\$1,850,476	\$4,081,150	-\$2,230,674	45.34%

**2022 Financial Year**

04-Apr-2022 03:01:18

	<i>Prior Year Expenditure</i>	<i>Current Year Expenditure</i>	<i>Total Expenditure</i>	<i>Total Budget</i>	<i>Variance Amount</i>	<i>Percentage of Total Budget</i>
Health and Community Welfare						
315 - Cemeteries						
6302 Deloraine Lawn Cemetery Concrete Slabs	\$0	\$5,177	\$5,177	\$5,000	\$177	103.55%
6310 Deloraine Lawn Cemetery Land Purchase 20/21	\$600	\$206,042	\$206,642	\$210,000	-\$3,358	98.40%
6311 Deloraine Lawn Cemetery Landscaping, Access Road & Fenc	\$0	\$8,528	\$8,528	\$20,000	-\$11,472	42.64%
315 - Cemeteries Sub Total	\$600	\$219,748	\$220,348	\$235,000	-\$14,652	93.76%
316 - Community Amenities						
6529 Carrick Rec Ground - Public Toilets	\$0	\$2,493	\$2,493	\$100,000	-\$97,507	2.49%
6530 Egmont Reserve - Public Toilets	\$0	\$6,038	\$6,038	\$6,000	\$38	100.63%
316 - Community Amenities Sub Total	\$0	\$8,531	\$8,531	\$106,000	-\$97,469	8.05%
321 - Tourism & Area Promotion						
7833 Bass Highway Signage - Westbury	\$0	\$0	\$0	\$50,000	-\$50,000	0.00%
321 - Tourism & Area Promotion Sub Total	\$0	\$0	\$0	\$50,000	-\$50,000	0.00%
335 - Household Waste						
6602 Westbury Land fill Site - Cell Expansion	\$341,519	\$55,131	\$396,650	\$430,800	-\$34,150	92.07%
6605 Mobile Garbage Bins	\$0	\$949	\$949	\$195,000	-\$194,051	0.49%
6611 Mobile Organics Bins	\$0	\$199	\$199	\$300,000	-\$299,801	0.07%
6616 Landfill Sites Capacity Expansion 20/21	\$1,381	\$0	\$1,381	\$40,000	-\$38,619	3.45%
6617 Cluan Landfill Site Access Road	\$0	\$0	\$0	\$50,000	-\$50,000	0.00%
6618 Landfill Sites Land Purchase	\$0	\$0	\$0	\$250,000	-\$250,000	0.00%
6619 Deloraine Landfill Site Improvements	\$1,881	\$15,731	\$17,612	\$450,000	-\$432,388	3.91%
335 - Household Waste Sub Total	\$344,781	\$72,010	\$416,791	\$1,715,800	-\$1,299,009	24.29%

**2022 Financial Year**

04-Apr-2022 03:01:18

	Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
351 - Storm Water Drainage						
6400 Various Locations - Stormwater Improvement Program	\$0	\$0	\$0	\$49,900	-\$49,900	0.00%
6404 East St, Carrick Stormwater	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
6431 Dexter St, Westbury - Stormwater	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
6450 West Parade Deloraine Stormwater	\$0	\$0	\$0	\$10,000	-\$10,000	0.00%
6470 William St Westbury - Stormwater 19/20	\$6,818	\$54,992	\$61,809	\$138,400	-\$76,591	44.66%
6483 Taylor St, Westbury Stormwater	\$0	\$100,802	\$100,802	\$100,000	\$802	100.80%
6496 Open Drain Program, Blackstone Heights 15/16	\$0	\$0	\$0	\$34,000	-\$34,000	0.00%
6498 Open Drain Program, Westbury	\$0	\$0	\$0	\$117,500	-\$117,500	0.00%
6861 Main Rd, Meander - Stormwater	\$0	\$35,024	\$35,024	\$43,600	-\$8,576	80.33%
6866 Jones St, Westbury - Stormwater	\$0	\$26	\$26	\$100,000	-\$99,974	0.03%
6867 Bartley St, Hadspen - Stormwater	\$0	\$1,982	\$1,982	\$50,000	-\$48,018	3.96%
351 - Storm Water Drainage Sub Total	\$6,818	\$192,826	\$199,643	\$663,400	-\$463,757	30.09%
300 - Health and Community Welfare Sub Total	\$352,199	\$493,114	\$845,313	\$2,770,200	-\$1,924,887	30.51%

Recreation and Culture**505 - Public Halls**

7411 Chudleigh Hall - Carpark Improvements	\$0	\$19,882	\$19,882	\$14,000	\$5,882	142.02%
7428 Bracknell Hall - Bracing Building Structure 16/17	\$106,821	\$44,823	\$151,643	\$1,235,000	-\$1,083,357	12.28%
7448 Mole Creek Hall - Roof Replacement 20/21	\$1,766	\$29,051	\$30,816	\$50,000	-\$19,184	61.63%
7454 Weegen Hall - Floor Replacement	\$0	\$0	\$0	\$50,000	-\$50,000	0.00%
7455 Caveside Hall - Floor Replacement	\$0	\$0	\$0	\$50,000	-\$50,000	0.00%
505 - Public Halls Sub Total	\$108,587	\$93,755	\$202,342	\$1,399,000	-\$1,196,658	14.46%

**2022 Financial Year**

04-Apr-2022 03:01:18

	Prior Year Expenditure	Current Year Expenditure	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
525 - Recreation Grounds & Sports Facilities						
7611 Deloraine Rec Ground Precinct Design	\$0	\$12,116	\$12,116	\$100,000	-\$87,884	12.12%
7613 Hadspen Recreation Ground Tennis Court	\$0	\$8,867	\$8,867	\$10,000	-\$1,133	88.67%
7614 Hagley Rec Ground - Building Works	\$200	\$55,980	\$56,181	\$60,000	-\$3,819	93.63%
7616 Deloraine Rec Ground - Ground Upgrades & Lighting	\$57,477	\$253,459	\$310,937	\$625,000	-\$314,063	49.75%
7634 Whitmore Rec Ground - Tennis Courts Drainage	\$0	\$7,902	\$7,902	\$15,000	-\$7,098	52.68%
7665 Hadspen Memorial Centre Extension 20/21	\$334	\$154,296	\$154,630	\$180,000	-\$25,370	85.91%
7671 PVP Development Plan - Future Projects	\$0	\$0	\$0	\$62,500	-\$62,500	0.00%
7678 PVP Ring Road & Main Access	\$0	\$520	\$520	\$20,000	-\$19,480	2.60%
7695 Deloraine Community Complex - Squash Courts 20/21	\$84,373	\$108,450	\$192,823	\$2,000,000	-\$1,807,177	9.64%
7696 Deloraine Pump Track 19/20	\$30,125	\$134,587	\$164,712	\$328,500	-\$163,788	50.14%
525 - Recreation Grounds & Sports Facilities Sub Total	\$172,510	\$736,177	\$908,686	\$3,401,000	-\$2,492,314	26.72%
545 - Sundry Cultural Activities						
7910 MVPAC Little Theatre Heating 20/21	\$2,562	\$391	\$2,953	\$106,000	-\$103,047	2.79%
545 - Sundry Cultural Activities Sub Total	\$2,562	\$391	\$2,953	\$106,000	-\$103,047	2.79%
565 - Parks and Reserves						
8002 Deloraine Steel Arch Footbridge	\$0	\$4,793	\$4,793	\$345,000	-\$340,207	1.39%
8023 Las Vegas Drive Reserve - Playground Renewal	\$0	\$61,913	\$61,913	\$210,000	-\$148,087	29.48%
8053 Blackstone Park - Sale of Public Land 16/17	\$10,852	\$0	\$10,852	\$0	\$10,852	0.00%
8071 Willow Lane Reserve - Playground Renewal	\$0	\$30,899	\$30,899	\$30,000	\$899	103.00%
8085 Bimbimbi Ave, Prospect - Renew Fitness Equipment	\$0	\$17,779	\$17,779	\$20,000	-\$2,221	88.89%
8099 Poets Place Reserve, Hadspen - Divest Land 18/19	\$190	\$0	\$190	\$5,000	-\$4,810	3.79%
8101 Chris St Reserve, Prospect - Divest Land 18/19	\$59	\$0	\$59	\$5,000	-\$4,941	1.18%
8104 Various Locations Dog Area Improvements 20/21	\$60,236	\$3,560	\$63,796	\$100,000	-\$36,204	63.80%
8105 Pioneer Drive, Mole Creek - Playground Equipment 20/21	\$4,182	\$51,729	\$55,911	\$55,000	\$911	101.66%
565 - Parks and Reserves Sub Total	\$75,519	\$170,674	\$246,192	\$770,000	-\$523,808	31.97%
500 - Recreation and Culture Sub Total	\$359,177	\$1,000,997	\$1,360,174	\$5,676,000	-\$4,315,826	23.96%



2022 Financial Year

04-Apr-2022 03:01:18

Unallocated and Unclassified

625 - Management and Indirect O/Heads

	<i>Prior Year Expenditure</i>	<i>Current Year Expenditure</i>	<i>Total Expenditure</i>	<i>Total Budget</i>	<i>Variance Amount</i>	<i>Percentage of Total Budget</i>
8803 Minor Plant Purchases	\$0	\$4,637	\$4,637	\$30,000	-\$25,363	15.46%
8819 New Works Depot Design & Construction 20/21	\$6,012	\$7,897	\$13,909	\$1,543,000	-\$1,529,091	0.90%
8821 PVP Works Depot - Shed, Wash Down Bay & Roller Door 20	\$23,813	\$28,799	\$52,611	\$50,000	\$2,611	105.22%
625 - Management and Indirect O/Heads Sub Total	\$29,825	\$41,333	\$71,157	\$1,623,000	-\$1,551,843	4.38%

655 - Plant Working

8701 Major Plant Replacements	\$0	\$0	\$0	\$33,000	-\$33,000	0.00%
8736 CSR Ute Replacement (No. 236)	\$0	\$0	\$0	\$26,000	-\$26,000	0.00%
8738 Dual Cab Ute (No.212)	\$0	\$0	\$0	\$26,000	-\$26,000	0.00%
8739 Tractor (No.805)	\$0	\$0	\$0	\$225,000	-\$225,000	0.00%
8741 Mower (No. 625)	\$0	\$22,800	\$22,800	\$35,000	-\$12,200	65.14%
8742 Mower (No. 635)	\$0	\$22,800	\$22,800	\$35,000	-\$12,200	65.14%
8767 New Forklift	\$0	\$0	\$0	\$25,000	-\$25,000	0.00%
8768 New Chipper	\$0	\$0	\$0	\$60,000	-\$60,000	0.00%
8769 New Verti-Drain	\$0	\$14,500	\$14,500	\$35,000	-\$20,500	41.43%
655 - Plant Working Sub Total	\$0	\$60,100	\$60,100	\$500,000	-\$439,900	12.02%

675 - Other Unallocated Transactions

8707 Fleet Vehicle Purchases	\$0	\$106,944	\$106,944	\$262,500	-\$155,556	40.74%
675 - Other Unallocated Transactions Sub Total	\$0	\$106,944	\$106,944	\$262,500	-\$155,556	40.74%

600 - Unallocated and Unclassified Sub Total	\$29,825	\$208,377	\$238,202	\$2,385,500	-\$2,147,298	9.99%
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Total Capital Project Expenditure	\$815,012	\$3,610,991	\$4,426,003	\$15,589,850	-\$11,163,847	28.39%
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5. Capital Resealing Report

2022 Financial Year

03-Apr-2022 20:03:07

	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
Roads Streets and Bridges				
201 - Roads and Streets				
5879 Coronea Ct - Hadspen	\$884	\$0	\$884	0.00%
5884 Bowdens Rd - Hadspen	\$751	\$0	\$751	0.00%
5901 Las Vegas Dr - Prospect Vale	\$8,370	\$0	\$8,370	0.00%
5917 Glen Eagles Way - Prospect Vale	\$2,004	\$0	\$2,004	0.00%
5928 St Andrews Circle - Prospect Vale	\$164,209	\$0	\$164,209	0.00%
5941 Pinehurst Ct - Prospect Vale	\$29,627	\$0	\$29,627	0.00%
5946 Buckingham Pl - Prospect Vale	\$36,397	\$0	\$36,397	0.00%
5948 Oakmont Way - Prospect Vale	\$31,565	\$0	\$31,565	0.00%
5954 Sherwood Cl - Prospect Vale	\$1,581	\$0	\$1,581	0.00%
5978 Franklin St - Westbury	\$57	\$0	\$57	0.00%
6110 Bridgenorth Rd - Bridgenorth	\$60,961	\$0	\$60,961	0.00%
6112 Bishopsbourne Rd - Carrick	\$7,726	\$0	\$7,726	0.00%
6177 Cheshunt Rd - Meander	\$236,313	\$0	\$236,313	0.00%
6185 Union Bridge Rd - Mole Creek	\$28,694	\$0	\$28,694	0.00%
6194 Railton Main Road - Moltema	\$810	\$0	\$810	0.00%
6195 Gannons Hill Rd - Moltema	\$602	\$0	\$602	0.00%
6198 Osmaston Rd - Osmaston	\$125,221	\$0	\$125,221	0.00%
6218 Heald Rd - Travellers Rest	\$3,568	\$0	\$3,568	0.00%
6221 Wilderness Way - Travellers Retreat	\$2,554	\$0	\$2,554	0.00%
6222 Travellers Drive - Travellers Retreat	\$4,235	\$0	\$4,235	0.00%
6259 Railton Rd - Kimberley	\$28	\$0	\$28	0.00%
6299 Reseals General Budget Allocation	\$0	\$1,548,900	-\$1,548,900	0.00%
201 - Roads and Streets Sub Total	\$746,154	\$1,548,900	-\$802,746	48.17%
Capital Resealing Projects Total	\$746,154	\$1,548,900	-\$802,746	48.17%



6. Capital Gravelling Report

2022 Financial Year

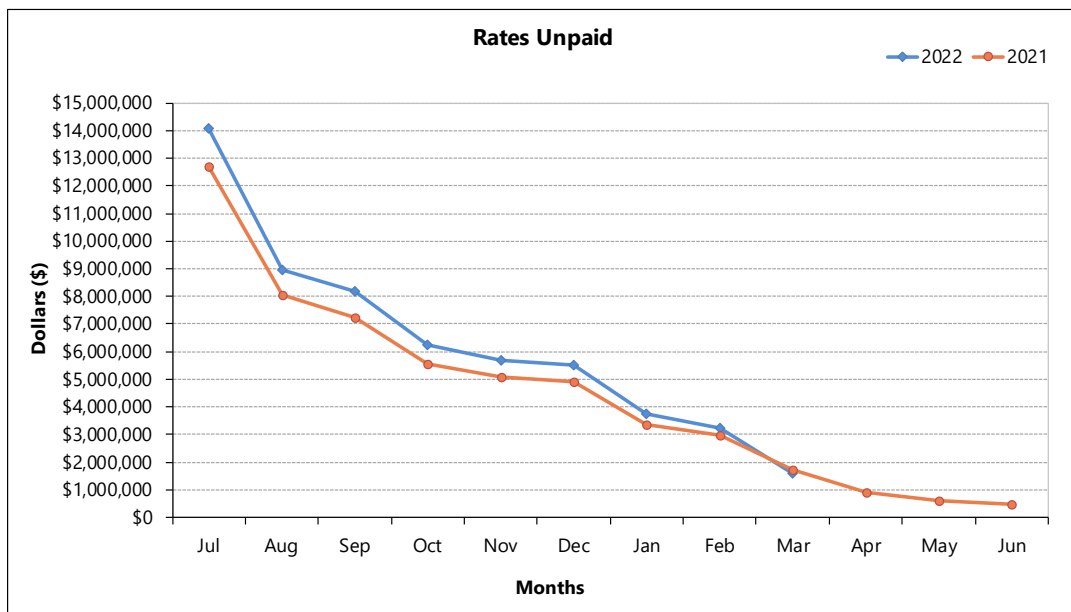
03-Apr-2022 20:02:33

	Total Expenditure	Total Budget	Variance Amount	Percentage of Total Budget
Roads Streets and Bridges				
201 - Roads and Streets				
5539 West Goderich St - Deloraine	\$4,940	\$0	\$4,940	0.00%
5565 Mitchelsons Rd - Emu Plains	\$967	\$0	\$967	0.00%
5582 Mitchells - High Plains	\$25,200	\$0	\$25,200	0.00%
5602 Old Gads Hill Rd - Liena	\$32,904	\$0	\$32,904	0.00%
5621 East Meander Rd - Meander	\$18,391	\$0	\$18,391	0.00%
5658 Wattle Drive - Reedy Marsh	\$17	\$0	\$17	0.00%
5677 Morrison St - Kimberley	\$10,581	\$0	\$10,581	0.00%
5723 Five Acre Row - Westbury	\$34	\$0	\$34	0.00%
5799 Gravel Resheeting General Budget Alloc	\$0	\$327,400	-\$327,400	0.00%
5998 Moriarty Street	\$2,761	\$0	\$2,761	0.00%
6099 Whitchurch Lane - Weetah	\$1,439	\$0	\$1,439	0.00%
6249 Holyman Drive - Prospect Vale	\$1,287	\$0	\$1,287	0.00%
6374 Iona Homestead Lane - Meander	\$4,232	\$0	\$4,232	0.00%
201 - Roads and Streets Sub Total	\$102,753	\$327,400	-\$224,647	31.38%
Capital Gravelling Expenditure Total	\$102,753	\$327,400	-\$224,647	31.38%



7. Rates Revenue Reconciliation - 31 March 2022

	2022	2021
Rate Balance Carried Forward from previous Year	\$ 485,982	\$ 380,117
2021/22 Rates Raised	\$ 14,624,574	\$ 13,092,617
Interest	\$ 53,576	\$ 40,611
Rate Adjustments	\$ 23,760	\$ 32,192
Payments Received	-\$ 13,571,810	-\$ 11,832,113
Rates Control Account Balance	\$ 1,616,082	\$ 1,713,424
% of Rates Unpaid	10.66%	12.68%





8. Cash & Investment Reconciliation - 31 March 2022

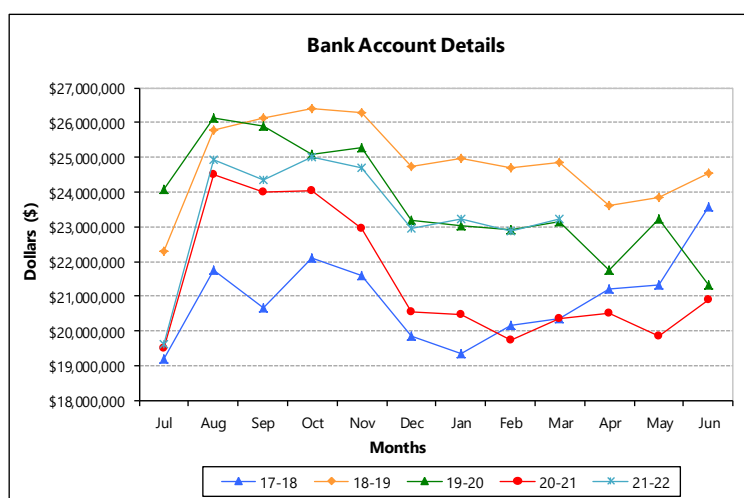
	2021-22	2020-21
Balance Carried Forward from previous Year	\$ 20,910,652	\$ 21,341,304
Add Deposits	\$ 20,027,324	\$ 19,127,001
Less Payments	-\$ 17,695,353	-\$ 20,095,286
Balance as per Bank Account	\$ 23,242,623	\$ 20,373,019

Made up of:	Amount	Interest Rate
Cash at Bank	543,489	0.00%
Westpac Bank Cash Management Account	2,107	0.05%
Commonwealth Bank At Call Account	975,741	0.20%
Term Deposits:		
Commonwealth Bank	5,000,000	0.40-0.77%
National Australia Bank	3,000,000	0.50-0.72%
Westpac Bank	1,000,000	0.88%
Macquarie Bank	1,000,000	1.60%
MyState Financial	4,312,755	0.60-0.95%
Bank of Queensland	1,000,000	0.45%
Judo Bank	3,008,532	0.65-0.86%
Maitland Mutual	1,000,000	1.00%
Bank of Sydney	2,400,000	0.80%

\$ 23,242,623

Less expenditure commitments:	
2022 Operating expenditure outstanding	-5,804,617
2022 Capital expenditure outstanding	-12,191,240
Add assets:	
2022 Operating income outstanding	7,634,438
2022 Estimated rate debtors outstanding	1,616,082
Part 5 agreement amounts receivable	929,741
2021 Audited Loans receivable	3,762,000
Less liabilities:	
2021 Audited Tip rehabilitation	-5,754,824
2021 Audited Employee leave provisions	-1,573,295
2021 Audited Loans payable	-3,600,000

Adjusted Cash Balance \$ 8,260,908



Governance

15.1. March 2022 Quarterly Report

Report Author Jacqui Parker
Manager Governance and Performance

Authorised by John Jordan
General Manager

Decision Sought Council to receive this report as part of its function of overseeing organisational performance at Council.

Recommendation to Council Council to receive and note the attached quarterly report of its performance against the Annual Plan.

Vote Simple Majority

Report

Council's 2021-22 Annual Plan contains 63 operational activities which are executed across each of our business areas, in line with the organisation's strategic objectives.

Working to the targets set by the Annual Plan ensures Council continually progresses, improves and achieves its stated strategic objectives.

Each activity listed in the Annual Plan is carefully planned out over the course of the financial year, forming the basis of a transparent and accountable performance assessment and reporting mechanism.

To summarise the attached March 2022 report regarding Council's performance for the second quarter of this financial year against its Annual Plan targets:

Achieved

20 activities were achieved.

Activities achieved are those with an inherent and identifiable quarterly goal, which has been attained to the high quality standards that are expected.

Progressing

30 activities are progressing, three of which were partially achieved.

Activities that are progressing are those with substantial work underway, where it can be

demonstrated that Council is on track to achieve its projected Annual Plan target within the financial year. Details of Council's specific progress against each individual activity is noted within the attachment.

Pending

11 activities are pending.

Activities that are pending involve tasks that either cannot be commenced in the current quarter (due to their inherent nature or timing) or tasks which have been the subject of an intervening delay that cannot be resolved by Council (generally, this refers to external factors beyond Council's span of control).

Attachments 1. Quarterly Report March 2021 [15.1.1 - 12 pages]

Strategy Furthers the objectives of Council's strategic future direction 1: innovative leadership and community governance.

See Meander Valley Community Strategic Plan 2014-24. [Click here](#) or visit www.meander.tas.gov.au/plans-and-strategies to view.

Policy Not applicable

Legislation *Local Government Act 1993, ss71-72.*

Consultation Not applicable

Budget & Finance Not applicable

Risk Management Not applicable

Alternative Motions Not applicable

1. A sustainable natural and built environment

Operational Activity		Department Lead
1.1, 1.2	Implement the new Tasmanian Planning Scheme - State Planning Provisions and the Meander Valley Local Provisions Schedule. Mar 2022: Achieved <ul style="list-style-type: none"> All planning applications are now assessed under Tasmanian Planning Scheme – Meander Valley. 	Development & Regulatory Services
1.1, 1.2, 1.3	Progress regional land use planning in conjunction with neighbouring councils. Mar 2022: Progressing <ul style="list-style-type: none"> REMPAN has been engaged to undertake the Regional Demand and Supply Study. Meetings have been held with all Mayors & General Managers in the Northern Region to commence the study and discuss local insights regarding housing demand, local constraints and general observations regarding the local housing market. 	Development & Regulatory Services
1.1, 1.2, 1.3	Support the review of the Prospect Vale - Blackstone Heights Structure Plan. Mar 2022: Progressing <ul style="list-style-type: none"> The recent approval of the Harrison & Country Club amendments will guide the finalisation of the review. Due to be completed in Q4. 	
1.1, 1.2, 1.3	Process planning applications in accordance with delegated authority and statutory timeframes. Mar 2022: Achieved <ul style="list-style-type: none"> 77 planning applications were received in Q3. 100% of planning applications were determined in accordance with delegated authority and within statutory timeframes or within agreed extension of time. 	
1.5	Ensure environmental health monitoring is compliant and incidents effectively managed. Mar 2022: Achieved <ul style="list-style-type: none"> Recreational water sampling continued January – March, as per requirements of Recreational Water Quality Guidelines. 63 samples were taken during this period. Advisory signage erected at Bracknell, Hadspen and Blackstone Heights during the quarter due to elevated levels of bacteria. 	

Attachment 15.1.1 Quarterly Report March 2021

1.4,1.5	<p>Progress the Meander Valley Council Waste Management Strategy.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • New Environmental Permit Notice for Cluan Landfill has been obtained. • New kerbside contract in place with new services from 4 July 2022. <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • Design work and planning for the establishment of new waste transfer facilities at Deloraine. • Waste Strategy draft for consultation is expected mid-April 2022. • Bin supply contract awarded. • FOGO new caddy delivery completed in Blackstone Heights. • FOGO introduction planning and education being progressed through Pitt and Sherry. 	Infrastructure
1.4, 1.5	<p>Manage the Westbury Town Common in line with the Management Plan.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • Routine mowing, slashing, spraying and other maintenance operations undertaken. 	Works
1.3,1.4, 1.6	<p>Participate in the Tamar Estuary and Esk Rivers Program (NRM North)</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • Participation in Tamar Estuary and Esk Rivers Scientific and Technical Committee forums and meetings continued in Q3. 	Community Wellbeing and Development & Regulatory Services
1.1, 1.2, 1.3	<p>Collaborate through regional and state initiatives to understand and respond to the local impacts of climate change.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • Approach to climate change presented and determined a February workshop, with endorsement of continued regional collaboration, climate youth forum, and investment to develop a Climate Strategy and MVC Climate Action Plan, as initiatives in the 2022-23 budget. 	

2. A thriving local economy

Operational Activity		Department Lead
2.1, 2.2	Work with State Development to renew and release regional prospectus. Mar 2022: Progressing <ul style="list-style-type: none"> Draft prospectus submitted to the Department of State Development in 2022; advice on release date remains pending. 	Community Wellbeing
2.1, 2.3, 2.4, 2.5	Deliver a new economic development and business support strategy. Mar 2022: Pending <ul style="list-style-type: none"> Subject to a review of Council's approach to economic development post COVID. 	
2.1, 2.4, 2.5	Deliver business information forums covering key economic indicators and major issues. Mar 2022: Pending <ul style="list-style-type: none"> Action in Q3 was deferred due to unfavorable contractor pricing. Consulting with alternative suppliers to deliver business information sessions in Q4. 	
2.1, 2.2, 2.3, 2.4, 2.5	Develop an incentives program to support business relocation and growth in Meander Valley. Mar 2022: Pending <ul style="list-style-type: none"> Pending a review of the Council's approach to economic development post COVID. 	
2.1, 2.3, 2.4, 2.5	Lobby for increased and accelerated regional infrastructure investment to sustain growth. Mar 2022: Achieved <ul style="list-style-type: none"> Regional priority projects prospectus coordinated through NTDC. Information on priority projects distributed by MVC to candidates; Mayor and GM participating in meetings with elected representatives and candidates for federal election. Concept design for renewal of Deloraine Racetrack precinct delivered by ARTAS to support community consultation planning and funding pitches. 	Community Wellbeing and Governance
2.4	Deliver year one milestones for the short walks project. Mar 2022: Progressing <ul style="list-style-type: none"> Visit Northern Tasmania Project Manager engaged until end of May. Tenders called for trail infrastructure and facilities audit to be completed by Q4. 	Community Wellbeing
2.1, 2.2	Develop and cost a branding and marketing strategy to support promotion of Meander Valley as a lifestyle, tourism and investment destination. Mar 2022: Pending <ul style="list-style-type: none"> Deferred due to vacancy of Manager, Economy, Business and Tourism role and delivery of the economic development and business support strategy. 	

Attachment 15.1.1 Quarterly Report March 2021

2.1, 2.2, 2.3, 2.4, 2.5	Progress feasibility assessment and financial model to achieve bioenergy / biowaste facility in Meander Valley. Mar 2022: Pending <ul style="list-style-type: none">• Work on feasibility assessment and financial model on hold.• BOC Ltd and Optimal Group assessing development potential for bio-LNG facility at Valley Central.	Infrastructure
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3. Vibrant and engaged communities

Operational Activity		Department Lead
3.1, 3.2, 3.3, 3.4,3.5, 4.1	Complete consultation and drafting of the Community Strategic Plan. Mar 2022: Pending <ul style="list-style-type: none"> The Council determined to keep to the original 2024 timeline and review post local government review and elections. 	Community Wellbeing
3.1, 3.2, 3.3, 3.4,3.5, 4.1	Review and update Council's community program. Mar 2022: Progressing <ul style="list-style-type: none"> A full review of the community program is being progressed to support 2022-23 budget development in Q4. 	
3.1, 3.2, 3.4 4.1	Deliver the grants and sponsorship program to enable community initiatives. Mar 2022: Progressing <ul style="list-style-type: none"> Five Community Grant applications are recommended for approval for Round 4 with requests totaling \$12,722. Three sponsorship funding applications are recommended for approval with requests totaling \$650. One fee reimbursement application is recommended for approval totaling \$980. The total Grants and Sponsorship budget allocation for the year is \$101,000. To date funding of \$64,214 across the first three rounds has been distributed across the community, leaving a balance of \$36,786 remaining for allocation in Q4. 	
3.4, 4.1	Deliver online and print versions of the Valley News. Mar 2022: Achieved <ul style="list-style-type: none"> Next edition in production. Subscribers to the digital edition of Valley News increased from 263 to 304 in Q3. 	Governance
3.1, 3.2, 3.4 4.1	Deliver Council events program including the Australia Day awards and quarterly Citizenship Ceremonies. Mar 2022: Achieved <ul style="list-style-type: none"> Successful Australia Day and Volunteer Awards event including Citizenship Ceremony was held on 29 March at Country Club Tasmania. 	Community Wellbeing
3.4, 4.1	Develop a volunteer framework to promote and support volunteering in the community. Mar 2022: Progressing <ul style="list-style-type: none"> Council is working with Volunteering Tasmania to investigate co-design options and will progress this work in line with stakeholder timeframes and capacity. This deliverable may run into the 2022-23 financial year. 	
3.1,3.2,3.4	Implement measures to acknowledge Indigenous Australians. Mar 2022: Achieved <ul style="list-style-type: none"> An Indigenous Recognition Policy was adopted at the December 2021 Ordinary Meeting and is now implemented. 	Governance and Community Wellbeing

Attachment 15.1.1 Quarterly Report March 2021

3.1, 3.5	<p>Collaborate to support young people in the community.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • Community Programs continue to stay aligned with youth activity and youth service providers within the region. • In Q3, energy focused on project planning around the development of a Youth Climate Forum to build the capacity of young people to identify and prioritise local actions. 	Community Wellbeing
3.3, 3.4	<p>Collaborate with not for profit and volunteer groups to support wellbeing and life-long learning across the community.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • Planning for an event in Q4 to celebrate National Volunteers Week is ongoing with current momentum building from the local organisations in Westbury. The theme of 'Better Together' has been released by Volunteering Australia. 	

4. A healthy and safe community

Operational Activity	Department Lead
4.1	<p>Progress delivery of new community facilities including Bracknell Memorial Hall, Deloraine Squash Courts and Deloraine AFL lighting Upgrade.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> Building approval received for Bracknell Hall and contract awarded for construction in 2022-23. Contract awarded for installation of Deloraine AFL pole and lights. Construction to commence in 2022-23. <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Engineering design documentation and building approval for Squash project.
4.1,4.2	<p>Deliver planned and reactive maintenance of community facilities to ensure safe, well used facilities.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> Electrical testing and tagging, and fire safety compliance testing complete.
4.4	<p>Review and test the municipal emergency management and social recovery functions of the Council in line with legislation.</p> <p>Mar 2022: Pending</p> <ul style="list-style-type: none"> Council officers to attend Red Cross training in April 2022.
4.4	<p>Support the operation of the Meander Valley SES unit through ongoing management of the Memorandum of Understanding (MoU).</p> <p>Mar 2022: Pending</p> <ul style="list-style-type: none"> Awaiting comments from SES on amended MOU.
4.1, 1.5	<p>Manage public health risk through monitoring and sampling of recreational water.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> 20 pool and spa samples taken, 7 private water suppliers sampled and 1 water carter inspection.
4.1, 4.3	<p>Promote safe food practices; ensure inspection and registration of food premises in accordance with the Food Act 2003.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> 61 food premises inspected and 6 new food businesses registered.
4.1, 4.3	<p>Coordinate the school based immunisation as part of the National Immunisation Program.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Arrangements in place for the first round of school immunisations for 2022 program; to be delivered in Q4.

Attachment 15.1.1 Quarterly Report March 2021

4.3	<p>Complete a review of dog management policy and practice.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • Review of existing policy undertaken and draft revised policy presented at February Council Workshop • Community consultation to be conducted in Q4 	
4.3	<p>Complete annual fire abatement inspections and investigate complaints.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • 23 Customer service requests for fire hazards/overgrown properties reported and investigated. 2 fire abatement notices were issued. 	Development & Regulatory Services
4.3	<p>Investigate incidents and complaints regarding animal control.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • 19 Customer service requests for dogs at large, and 7 for livestock at large reported and investigated, 10 dog attacks investigated and 21 barking complaints investigated. 	
4.1, 6.4	<p>Renew operating contract for the Deloraine Swimming Pool and enable continuing community management of the Caveside Pool.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • The Deloraine Swimming Pool season ended in March. New season opens Q2 2022-23. • The Caveside swimming pool, operated by the community from December to March and is now closed until next season. 	Infrastructure
6.4	<p>Review and update booking processes and user guides for indoor facilities.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • The preferred online booking system to manage bookings across a 12-month period is under trial by regular users of the Deloraine Community Complex. • Improvements to Council's Hire Agreement Forms scheduled for completion in Q4. • Updates to facility user guides scheduled for completion in Q4. 	

5. Innovative leadership and community governance

Operational Activity		Department Lead
5.1, 5.6	<p>Negotiate and renew Council's Enterprise Agreement.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Enterprise Agreement renewal process formerly commenced. Schedule has been advised and staff bargaining representatives nominated. Australian Services Union (ASU) notified of bargaining commencement. ASU has provided early advice on their log of claims (industry standard). Edge Legal to provide technical advice on process and drafting of terms. 	Governance
5.1, 5.6	<p>Deliver Annual Plan, Annual Report and Annual General Meeting.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> Council's Annual Report (2020-21) complete. The Annual Report was tabled at our Annual General Meeting conducted in December 2021. 	
5.1, 5.2, 5.6	<p>Develop 2022-23 budget including a review of long-term financial review and forward estimates to align with renewal of the Community Strategic Plan.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Budget plan prepared, budget workpapers commenced to be presented at the 24 May Council Workshop. 	Corporate Services
5.4, 5.6	<p>Complete a workplace culture "health check" and review measures to promote and maintain a healthy and positive workplace.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Agreement formed with provider to conduct a survey of employees. Survey to be distributed to employees in April. 	
5.1, 5.3, 5.6	<p>Renew the Customer Service Charter and a roadmap to refine systems, reporting and processes to enhance customer outcomes.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Review of Council's customer service standards to be progressed from Q4. Merit system being assessed to achieve better reporting of customer service performance and outcomes. 	Governance
5.1, 5.2	<p>Develop a digital transformation and modernisation of services roadmap.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Request for Proposals for ERP system has closed and responses are being evaluated 	Governance

Attachment 15.1.1 Quarterly Report March 2021

5.3, 5.5	<p>Develop a communication strategy and implement measures to enhance community information and engagement.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • Overarching communication strategy in development; delivery target is Q4 for internal consultation and approval. • Council's Facebook reach for Q3 was 25,583, an increase from 22,380 in Q2. Activity included 3,388 page visits and page followers increased to 2,982 up from 2,800 in Q2. • Council's Facebook audience comprises 69.4% female and 30.6 % male. 	Governance and Community Wellbeing
5.4	<p>Refresh and promote "Good Governance" program for staff and Councillors.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • All new employees are engaged in focus sessions addressing matters of integrity, fraud prevention and good ethics in decision-making. • Work will commence in Q4 to prepare for induction of newly elected Councillors following the October election. 	Governance
5.1, 5.2, 5.6	<p>Renew workplace health and safety systems and implement measures to monitor compliance and achieve a 'zero harm' culture.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • New WH&S framework developed and trialing of templates and procedures continuing. 	Corporate Services
5.1, 5.2, 5.6	<p>Renew the risk management framework and review risks and mitigations.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • Risk Management Framework drafted. 	Governance
5.1, 5.2, 5.6	<p>Progress planning and procurement to upgrade Council's Enterprise Resource Planning (ERP) Systems.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • Proposals for ERP software upgrades received from potential vendors following release and advertising of Council's request for proposal documentation. A review of the proposals is being undertaken by the evaluation group. 	Corporate Services
5.1, 5.2, 5.6	<p>Plan and progressively upgrade operating systems to support contemporary software and service delivery solutions.</p> <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> • An update of the ICT Strategy will be undertaken on selection of ERP system solution. • Consideration of options to upgrade from Microsoft Office 10 is progressing. • 'Docassembler' and 'Docs on Tap' implemented in March 2022. 	Corporate Services
5.4, 5.5, 5.6	<p>Introduce contemporary software solutions to better support Council Meetings, record keeping and public information.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> • DocAssembler and Docs on Tap implemented in March 2022. 	Governance

6. Planned infrastructure services

Operational Activity	Department Lead	
6.1, 6.4	Complete proactive inspections of footpaths, parks and recreation assets and rail interfaces. Mar 2022: Progressing <ul style="list-style-type: none"> Scheduled asset category inspections completed (12 of 15). There are 3 category inspections due in Q4. 	Infrastructure
5.2, 6.1, 6.3, 6.6	Update asset information and road asset re-valuation data. Mar 2022: Achieved <ul style="list-style-type: none"> Road condition data capture. Footpath condition assessments. Mar 2022: Progressing <ul style="list-style-type: none"> 2021-22 capital project and subdivision capitalisation. Review of seal and pavement unit rates and pavement construction methodology. 	
5.2, 6.1, 6.3, 6.4, 6.6	Review Strategic Asset Management and Asset Management Plans. Mar 2022: Pending <ul style="list-style-type: none"> Amendments to strategic and asset management plans to be completed in Q4. 	
6.1, 6.3, 6.4, 6.5, 6.6	Deliver capital work projects in line with the 2021-22 programs. Mar 2022: Progressing <ul style="list-style-type: none"> Delivered 30 projects to completion (27.5%), 28 projects currently under construction (26%). 109 projects in total are currently in the capital works program. 	Infrastructure and Works
6.1, 6.3, 6.4, 6.5, 6.6	Plan the 2022-23 Capital Works and Forward Works programs. Mar 2022: Progressing <ul style="list-style-type: none"> Forward Works Program for 2022-23 drafted for finalisation in Q4 ahead of the 2022-23 budget. 	
6.2, 6.3	Deliver the Hadspen Meander Valley Road intersection upgrades design and procurement documentation. Mar 2022: Progressing <ul style="list-style-type: none"> Detailed design in progress. 	Infrastructure
6.1, 6.3	Deliver the bridge inspection and maintenance program. Mar 2022: Achieved <ul style="list-style-type: none"> Maintenance works completed on Meander River bridges on Westwood Road. Mar 2022: Progressing <ul style="list-style-type: none"> Maintenance program being informed by Bridge Management System. 	
6.6	Renew the kerbside collection contract for waste, recyclables and organics. Mar 2022: Achieved <ul style="list-style-type: none"> The new kerbside collection contract was awarded in Q2 to JJ Richards & Sons. New services will commence from 4 July 2022 under a contract term to 2029. 	

Attachment 15.1.1 Quarterly Report March 2021

1.4, 1.5, 6.1, 6.6	<p>Commission additional landfill cell capacity at Cluan.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> The new cell at Cluan is accepting public and kerbside waste. 	Infrastructure
1.3, 1.4,1.5	<p>Obtain environmental approvals and decommission the existing landfill cell at Deloraine.</p> <p>Mar 2022: Pending</p> <ul style="list-style-type: none"> Progressing as part of construction of new waste transfer station facilities at Deloraine. 	
6.6	<p>Progress land acquisition, EPA approvals and design for a new landfill cell at Deloraine.</p> <p>Mar 2022: Pending</p> <ul style="list-style-type: none"> Awaiting formal response from landowner concerning potential acquisition. 	
6.6	<p>Design and construct new waste transfer station at Deloraine.</p> <p>Mar 2022: Achieved</p> <ul style="list-style-type: none"> The Council was awarded a \$100,000 grant from the Northern Tasmanian Waste Management Group towards development of the new waste transfer station at Deloraine. Consultant engaged to undertake engineering design and documentation for transfer station. <p>Mar 2022: Progressing</p> <ul style="list-style-type: none"> Concept design in progress. 	

Governance

15.2. Acting General Manager Arrangements

Report Author Jacqui Parker
Manager Governance and Performance

Decision Sought Approval of standing arrangements for Acting General Manager

- Recommendation to Council**
1. Approve the standing appointment of an Acting General Manager during every absence of the incumbent General Manager of 30 days' duration or fewer, in order of succession as follows:
 - a. Jonathan Harmey, Director Corporate Services; and
 - b. Dino De Paoli, Director Infrastructure Services.
 2. Confirm this standing appointment will remain valid for a period of up to five years from the date of decision or as otherwise required due to a change in personnel.

Vote Simple Majority

Report

As well as being responsible for the strategic leadership and direction of Council, the office of General Manager at a council entails a number of statutory and delegated powers. Effective and prudent conduct of Council business relies on the lawful exercise of these powers.

There are significant risks (including material financial loss, significant litigation exposure and reputational damage) associated with Council failing to meet its statutory deadlines, or Council leadership failing to adequately respond to critical incidents and other emerging crises. Such events can occur during even short-term absences by the General Manager, and are ideally managed through the appointment of an Acting General Manager who is able to step in under a clear instrument of appointment.

For these reasons, it is recommended that Council ensures ongoing coverage of the General Manager role through a standing arrangement for one or more senior officers to act as General Manager.

Relevant legislation

Section 61B of the *Local Government Act 1993* provides for the appointment of an Acting General Manager.

Under section 61B(4), the Council may appoint a person to act in the office of General Manager during every absence of the General Manager.

Under section 61B(2), the Mayor may appoint a person if:

"(a) the General Manager is absent and no person holds an appointment under [subsection \(4\)](#); or

(b) the General Manager is absent and the person appointed under [subsection \(4\)](#) is absent from duty or otherwise unavailable or unable to act in the office of general manager."

An appointment ends when the first of the following occurs:

"(a) the General Manager returns to duty;

(b) the term of the appointment expires;

(c) the Mayor or the council revokes the appointment;

(d) a person is appointed as General Manager under [section 61](#)."

Current arrangements during the COVID-19 Disease Emergency

At a Special Meeting convened 7 April 2020, Council determined a temporary Acting General Manager arrangement (minute reference 62/2020). The decision was based on the emergence of a global pandemic and the need to make emergency plans in the face of an unknown threat.

It was resolved *"that Council:*

Approves temporary succession arrangements for the conduct of Council business during the period of the declared COVID-19 Disease Emergency.

Approves, in circumstances where, under Section 61B(1) of the Local Government Act 1993 (the Act), the General Manager is absent from duty, the appointment under 61B(4) of the Act the following Council officers in order of succession:

Mr Jonathon Harmey, Director of Corporate Services.

Mr Dino De Paoli, Director of Infrastructure Services.

Approves the term of the above acting appointments to be for the period of any

absence of the General Manager from duty or for a period otherwise determined by the Council or Mayor under Section 61B of the Act.

Notes that any succession or acting arrangements consequential to the COVID-19 Disease Emergency will end when the declared COVID-19 Disease Emergency is declared over."

Arrangements post COVID-19 Disease Emergency

With the COVID-19 pandemic now progressively transitioning to a less urgent status, the emergency may at any time be declared at an end by the State Government.

At that time, Council will be exposed to uncertainty around Acting arrangements, particularly in respect of any short-term unplanned absence by the General Manager.

Given those circumstances, it is necessary and prudent for Council to now act to pre-approve an Acting General Manager appointment by formal resolution.

This represents a preferable outcome to the current circumstance, which relies on either the availability of the Mayor to make an appointment under Section 61B(2), or Council facing likely delay and material loss while awaiting the next Council Meeting to make a formal resolution.

Attachments Nil

Strategy Furthers the objectives of Council's strategic future direction 5: innovative leadership and community governance.

See Meander Valley Community Strategic Plan 2014-24. [Click here](#) or visit www.meander.tas.gov.au/plans-and-strategies to view.

Policy Not applicable

Legislation *Local Government Act 1993, s61B.*

Consultation Presented at Council Workshop for Councillor consultation on 22 March 2022.

Budget & Finance An Acting General Manager receives a higher duties allowance for the period of appointment, in accordance with their employment agreement and any relevant industrial instrument.

Risk Management There are significant risks (including material financial loss or litigation exposure) associated with Council failing to meet its statutory deadlines, or its leadership failing to adequately respond to critical incidents and other emerging crises.

Alternative Motion Council may elect to appoint alternative officers to the standing arrangement for Acting General Manager.

Council may elect to modify the condition regarding duration of absence of the General Manager, or overall length of term for this instrument (noting that the legislation permits an appointment for up to five years).

Motion to Close Meeting

Motion Close the meeting to the public, pursuant to *Local Government (Meeting Procedures) Regulations 2015, s15(1)*, for discussion of matters in the list of agenda items below.

Vote Absolute Majority

Closed Session Agenda

Confirmation of Closed Minutes

Refer to *Local Government (Meeting Procedures) Regulations 2015, s34(2)*.

Leave of Absence

Refer to *Local Government (Meeting Procedures) Regulations 2015, s15(2)(h)*.

Contract for Sale of Public Land - Blackstone Heights

Refer to *Local Government (Meeting Procedures) Regulations 2015, s15(2)(i)* regarding matters relating to actual or possible litigation taken, or to be taken, by or involving the council or an employee of the council.

General Manager Performance Plan

Refer to *Local Government (Meeting Procedures) Regulations 2015, s15(2)(a)* regarding personnel matters, including complaints against an employee of the council and industrial relations matters.

Release of Public Information

Refer to *Local Government (Meeting Procedures) Regulations 2015, s 15(8)*.

Meeting Close
