Meander Valley Council
Working Together

PLANNING NOTICE

An application has been received for a Permit under s.57 of the Land Use Planning Approvals Act 1993:

APPLICANT:	**Cohen & Associates Pty Ltd - PA\26\0071**
PROPERTY ADDRESS:	**47 Huntsman Road MEANDER (CT: 2265791)**
DEVELOPMENT:	**Subdivision (4 lots) - lot design, frontage, attenuation area.**

The application can be inspected until **Monday, 27 October 2025**, at www.meander.tas.gov.au or at the Council Office, 26 Lyall Street, Westbury (during normal office hours).

Written representations may be made during this time addressed to the General Manager, PO Box 102, Westbury 7303, or by email to planning@mvc.tas.gov.au. Please include a contact phone number. Please note any representations lodged will be available for public viewing.

If you have any questions about this application please do not hesitate to contact Council's Planning Department on 6393 5320.

Dated at Westbury on 11 October 2025.

Craig Davies
ACTING GENERAL MANAGER

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: | | | | | | **Assessment No:** | | - | | | | | - | | | | |

DA | | **PA** | | **PC** | |

- Is your application the result of an illegal building work? ☐ Yes ☑ No Indicate by ✓ box
- Have you already received a Planning Review for this proposal? ☑ Yes ☐ No PC\25\0140
- Is a new vehicle access or crossover required? ☑ Yes ☐ No

PROPERTY DETAILS:

Address: 47 Huntsman Road Certificate of Title: 226579

Suburb: Meander 7304 Lot No: 1

Land area: 17.3 ha *m^2 / ha*

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

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

DETAILS OF USE OR DEVELOPMENT:

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

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

Description of work: Subdivision - 1 Lot into 4 Lots

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

New floor area: m^2 New building height: m

Materials: External walls: Colour:

Roof cladding: Colour:

RESULT OF SEARCH

ASSISTANT RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
226579	1
EDITION	DATE OF ISSUE
6	12-Jun-2013

SEARCH DATE : 18-Sep-2025
SEARCH TIME : 12.56 PM

DESCRIPTION OF LAND

Parish of ARCHER, Land District of WESTMORLAND
Lot 1 on Plan 226579
Derivation : Whole of Lot 12900 Gtd. to H.S. Sadler and Whole of Lot 13087 Gtd. to A.E. Elmer
Prior CT 2929/12

SCHEDULE 1

B971990 GRAHAM JOHN JOHNSTON Registered 22-Aug-1996 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

N249551 SUSAN LOUISE JOHNSTON and MICHAEL GRAHAM JOHNSTON as personal representatives of Graham John Johnston Lodged by TEMPLE-SMITH LAW on 18-Aug-2025 BP: N249551

N249555 ASSENT to MICHAEL GRAHAM JOHNSTON and SUSAN LOUISE JOHNSTON Lodged by TEMPLE-SMITH LAW on 18-Aug-2025 BP: N249551

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended
NOTE—REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

CERTIFICATE OF TITLE

Register Book
Vol. 2929 Fol. 12

Cert. of Title Vol. 918 Fol.64.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

RECORDER OF TITLES ARE NO LONGER SUBSISTING.

REGISTERED NUMBER 226579

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register

DESCRIPTION OF LAND
PARISH OF ARCHER LAND DISTRICT OF WESTMORLAND
FORTY TWO ACRES THREE ROODS on the Plan hereon

FIRST SCHEDULE (continued overleaf)

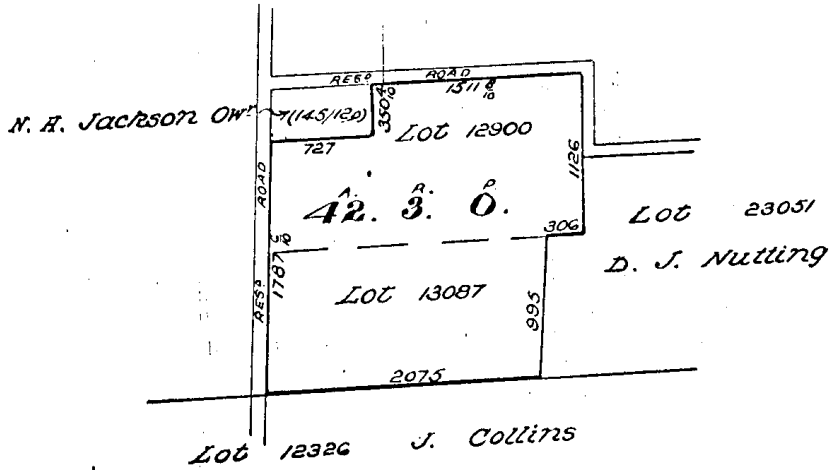
GRAHAM JOHN JOHNSTON of Meander, Farmer and

MARGARET ANN JOHNSTON his wife.

SECOND SCHEDULE (continued overleaf)

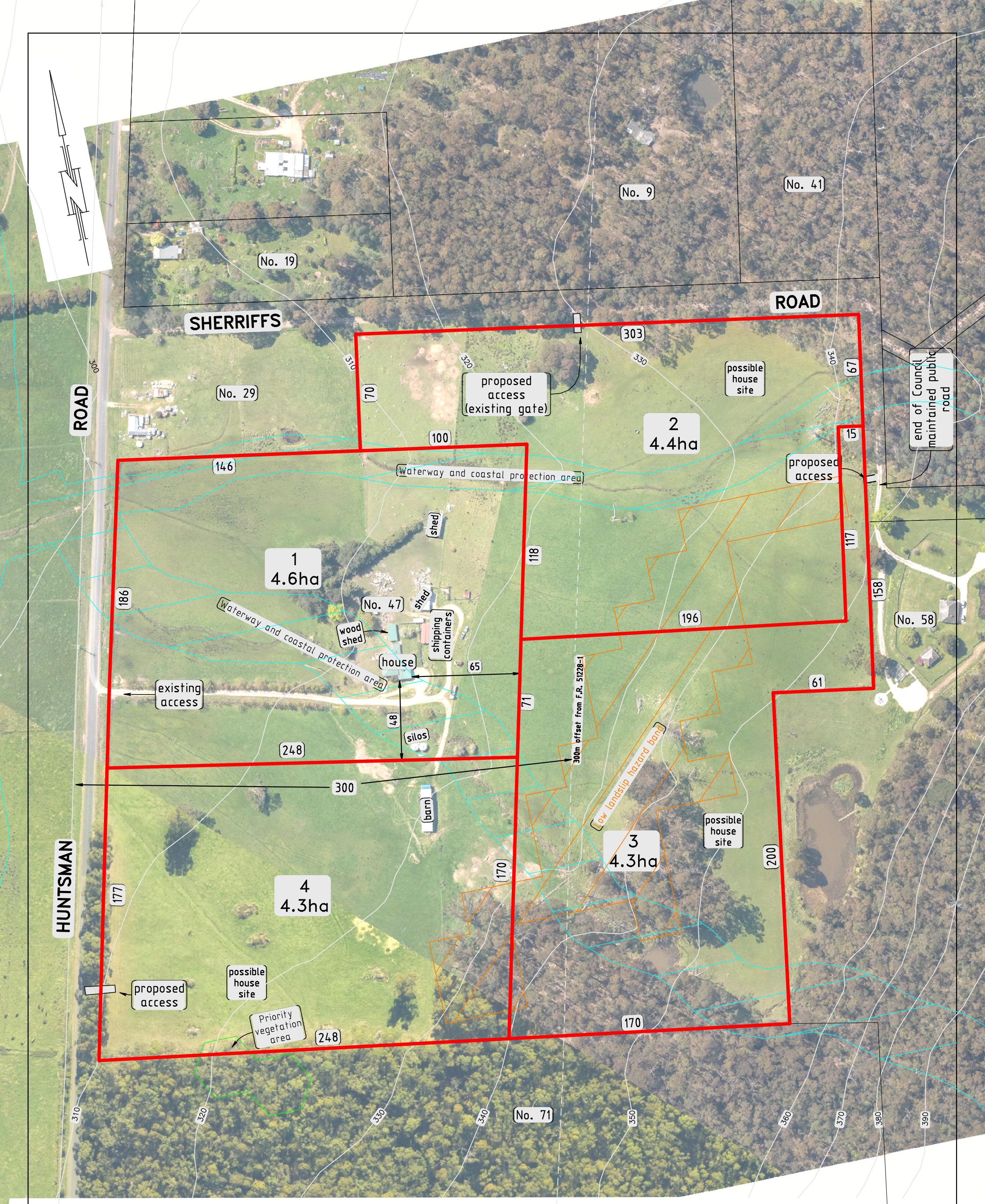
NO. A188745 MORTGAGE to The English Scottish and Australian Bank Limited. Registered 20th September, 1963 at Noon.
(Sgd.) A. IMLACH. Recorder of Titles.

CANCELLED
15 FEB 1995
RECORDER OF TITLES
NEW TITLE ISSUED



Whole of Lot 12900 - Gtd. to H.S. Sadler and Whole of Lot 13087 - Gtd. to A.E. Elmer - Meas. in Links.

FIRST Edition. Registered 25 JAN 1971
Derived from C.T. Vol.918.Fol.64. Transfer A100519 K.B. Blazely.



1 OF 1	**PLAN OF SUBDIVISION**	**'MEADOW BROOK' - 47 HUNTSMAN RD MEANDER**	**COHEN & ASSOCIATES** **LAND & AERIAL SURVEYORS** 103 CAMERON STREET PO BOX 990, LAUNCESTON, TAS, 7250 admin@surveyingtas.com.au (03) 6331 4633 www.surveyingtas.com.au ABN 70 689 298 535
REV 2			
REF 15–10 (8780)	17 Mar 2025	OWNER G.J. Johnston TITLE REFERENCE(S) 226579–1 ZONE Rural Living Zone C OVERLAYS Bushfire prone(all) ,landslip–low & waterway protection.	
SCALE 1 : 2000 @ A3	DRAWN ARFAIRFIELD		

Rebecca Green & Associates

Planning Department
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

15 September 2025

Dear Sir/madam,

RE: Planning Application, Subdivision – 47 Huntsman Road, Meander

This letter is prepared in support of a proposal on behalf of G.J Johnston for a four-lot subdivision at land identified in CT 226579/1.

One lots currently exists; the subdivision will create three additional lots. Lot 1 will maintain existing access from Huntsman Road and accommodate the existing dwelling and associated outbuildings. Lots 2 and 3 will have a new access from Sherriffs Road and will be vacant. Proposed Lot 4 will have a new access from Huntsman Road; this will require vegetation and tree pruning and/or removal for safe operation of the property access and will accommodate an existing barn.

Lot number	Area
1	4.7ha
2	4.4ha
3	4.3ha
4	4.3ha

The subject land is zoned Rural Living Zone C within the Tasmanian Planning Scheme - Meander Valley Local Provisions Schedule, effective 19th April 2021, and subject to the Bushfire-Prone Areas Code, the Landslip Hazard Code and the Natural Assets Code (Priority vegetation area and Waterway and coastal protection area), as well being subject to the Attenuation Code as the site is located within 300m of the a property boundary containing an existing dairy. The site is also subject to the Karst Management Area Specific Area Plan (MEA-S5.0).

Rural Living Zone
11.5 Development Standards for Subdivision
11.5.1 Lot Design
A1 – All four proposed lots rely on the performance criteria as they will each be less than 5ha in area.

P1 – Lots 1 to 4 rely upon assessment against the performance criteria due to being less than 5ha (4.6ha, 4.4ha. 4.3ha and 4.3ha respectively). Each lot will have sufficient useable area and dimensions for the intended residential use, having regard to intended location of buildings on each lot. The Bushfire Hazard Management Plan details future buildable areas that consider the constraints of the sites including, bushfire risk, waterways and priority habitat areas. Each lot is sufficient in area to accommodate onsite wastewater and stormwater disposal for a typical 3 to 4 bedroom residential dwelling. The lots provide for adequate provision of private open space and are consistent with the character of the pattern of development on established properties in the area, with many titles even smaller. Lots 1 to 4 are to be no more than 20% smaller than the applicable lot size required by clause 11.5.1 A1. The proposal is consistent with the performance criteria.

A2 – Lots 1, 2 and 4 will each have a frontage to either Huntsman Road or Sherriffs Road of at least 40 metres, all of which are Council maintained roads.

P2 – Lot 3 is to have a frontage to the Council maintained section of Sherriffs Road of approximately 33 metres and relies on the performance criteria. Lot 3 will have sole access to this frontage. The frontage to Lot 3 is consistent with the pattern of existing established properties in the area, with some not even afforded a frontage or less than that proposed, examples include 49 Sherriffs Road (CT133854/1 and CT133914/1) and 58 Sherriffs Road. A new access to Sherriffs Road is proposed and considered to have sufficient sight distances and will be sufficient for the intended residential use. The proposal is consistent with the performance criteria.

A3 - Each lot is provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority. Three new accesses are proposed, and should Council consider that the existing access to Lot 1 is not to Council's standard, a condition could be placed upon any approval requiring upgrades. The proposed new access from Huntsman Road to proposed Lot 4 will require vegetation and tree pruning and/or removal for safe operation of the property access.

11.5.2 Roads
A1 – Proposal complies, the subdivision does not include any new road construction.

11.5.3 Services
A1 – Each lot is not able to be connected to the relevant water supply service.

A2 – Not applicable, the subject land is within Rural Living Zone C where there is no requirement for each lot to be connected to a reticulated sewerage system.

CODES

C2.0 Parking and Sustainable Transport Code

Proposal complies where relevant to C2.5.1, no changes to existing parking arrangements for proposed Lot 1, at least 3 car parking spaces are existing and provided on site. Lots 2-4 have sufficient area to accommodate on site car parking at the time of consideration of a future dwelling.

C3.0 Road and Railway Assets Code

One new vehicle crossing is proposed to each of Lots 2, 3 and 4. The subdivision is not within a road or railway attenuation area. A Traffic Impact Assessment (TIA) prepared by TCS (Traffic & Civil Services) Dated 27th June 2024 (Rev:2), accompanies this application demonstrating compliance with the relevant provisions of this Code.

C7.0 Natural Assets Code

The application of this Code does apply to this subject site as the Code applies to priority vegetation areas within the Rural Living Zone and development on land within a waterway and coastal protection area.

C7.7.1 Subdivision within a waterway and coastal area or a future coastal refugia area

P1 –The subdivision demonstrates a building area and any associated bushfire hazard management area to be located outside a waterway and coastal protection area for all lots except for the hazard management area likely to be located on Lot 2 should a habitable building be located in the indicative location for this lot as well as the hazard management area around the existing dwelling on Lot 1. Grasslands only are required to be managed in the hazard management area on Lot 1 as well as Lot 2 as there is no standing vegetation in close proximity to the indicative building area or existing dwelling and associated hazard management area. The indicative building area for Lot 2 is located in the larger unencumbered area of the proposed lot and outside the area of standing vegetation. The hazard management area for Lot 1 does not require any further additional management beyond that which already exists.

C7.7.2 Subdivision within a priority vegetation area

A1 – The proposal does not require native vegetation clearance or removal for the subdivision, except for that required for sight distance improvements for Lot 4 access to Huntsman Road, however that work is entirely outside of the priority vegetation area. The proposed indicative build area on Lot 4 is located within an existing cleared area, as demonstrated in the Bushfire Hazard Assessment Report and not within the priority vegetation area, a small section on Lot 4.

C9.0 Attenuation Code

C9.6.1 Lot Design

P1 – The proposed subdivision is within 300m of a property boundary containing an existing dairy. Lots 2 and 3 are likely to have future sensitive uses at least 300m from the boundary of the dairy operations. An Attenuation Zone Assessment Report, prepared by Environmental Service & Design, dated 4 September 2025 accompanies this application and concludes that the location of a sensitive use within 300m of the dairy property boundary can be achieved without the sensitive use interfering with the normal operations of the dairy or detrimental affects of noise or odour on the sensitive uses.

C13.0 Bushfire-Prone Areas Code
Attached to this submission is a Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan prepared by Rebecca Green BFP—116, dated: 7 August 2025 demonstrating compliance with the relevant acceptable solutions.

C15.0 Landslip Hazard Code
In accordance with Clause C15.4.1 any future use (residential) is exempt from this Code as the site is mapped as low landslip hazard bands. No works are required of this subdivision for Lots 2-4 lot within the overlay area. Subdivision of land within the low landslip hazard band is also exempt from this Code in this instance as the proposal does not involve significant works or creation of a new road or extension of an existing road (subclauses (e) and (i)).

MEA-S5.0 Karst Management Area Specific Area Plan
MEA-S5.8 Development Standards for Subdivision – This sub-clause is not used in this specific area plan.

The proposal is considered to be consistent with the Tasmanian Planning Scheme - Meander Valley and should therefore be considered for approval.

Kind Regards,

Rebecca Green

Senior Planning Consultant
m – 0409 284422
e – admin@rgassociates.com.au

TRAFFIC & CIVIL SERVICES

47 HUNTSMAN ROAD SUBDIVISION, MEANDER

TRAFFIC IMPACT ASSESSMENT

JUNE 2025

47 Huntsman Road subdivision, Meander

TRAFFIC IMPACT ASSESSMENT

- Final Report
- June 2025

Traffic & Civil Services
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Contents

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	25th June 2025	R Burk	R Burk	25th June 2025	Draft
2	27th June 2025	R Burk	R Burk	27th June 2025	Final

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Mel Perry (Surveying Tas)
Final	1	1	Mel Perry (Surveying Tas) & Susie Johnston

Printed:	27 June 2025
Last saved:	27 June 2025 10:39 AM
File name:	47 Huntsman Rd TIA
Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	
Name of project:	47 Huntsman Rd TIA
Name of document:	47 Huntsman Rd TIA
Document version:	Final

1. Introduction

1.1 Background

In accordance with Tasmanian Planning Scheme – Meander Valley requirements a Traffic Impact Assessment (TIA) has been prepared to assess the subdivision of 47 Huntsman Road, Meander, including consideration of:

- 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.

The TIA has been prepared based on Department of State Growth (DSG) guidelines.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety
- Capacity
- Equity and social justice
- Economic efficiency
- The environment
- Future development

This report considers traffic projections to 10 years beyond the opening of the development.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Huntsman and Sherriffs Road.

1.4 References

- RTA Guide to Traffic Generating Development 2002
- Tasmanian Planning Scheme – Meander Valley
- Austroads Guide Road Design Part 4A: Unsignalized & Signalised Intersections 2021
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Tasmanian Standard Drawings

1.5 Statement of Experience and Qualifications

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's experience and qualifications include:

- 38 years professional experience in road and traffic engineering industry
    - 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
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

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 stared 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 experiences by a vehicle or pedestrian with reference to a vase 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.

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 tragic 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

2. Site Description

The proposal involves subdivision of 47 Huntsman Road located 17.5km South of Deloraine. The site location, adjacent road network and lot layout are shown in Figures 1- 4 respectively, also see subdivision plan in Appendix A.

Figure 1 - Location of proposed development

Source: LISTmap, DPIPWE

Figure 2 – Adjacent Road Network

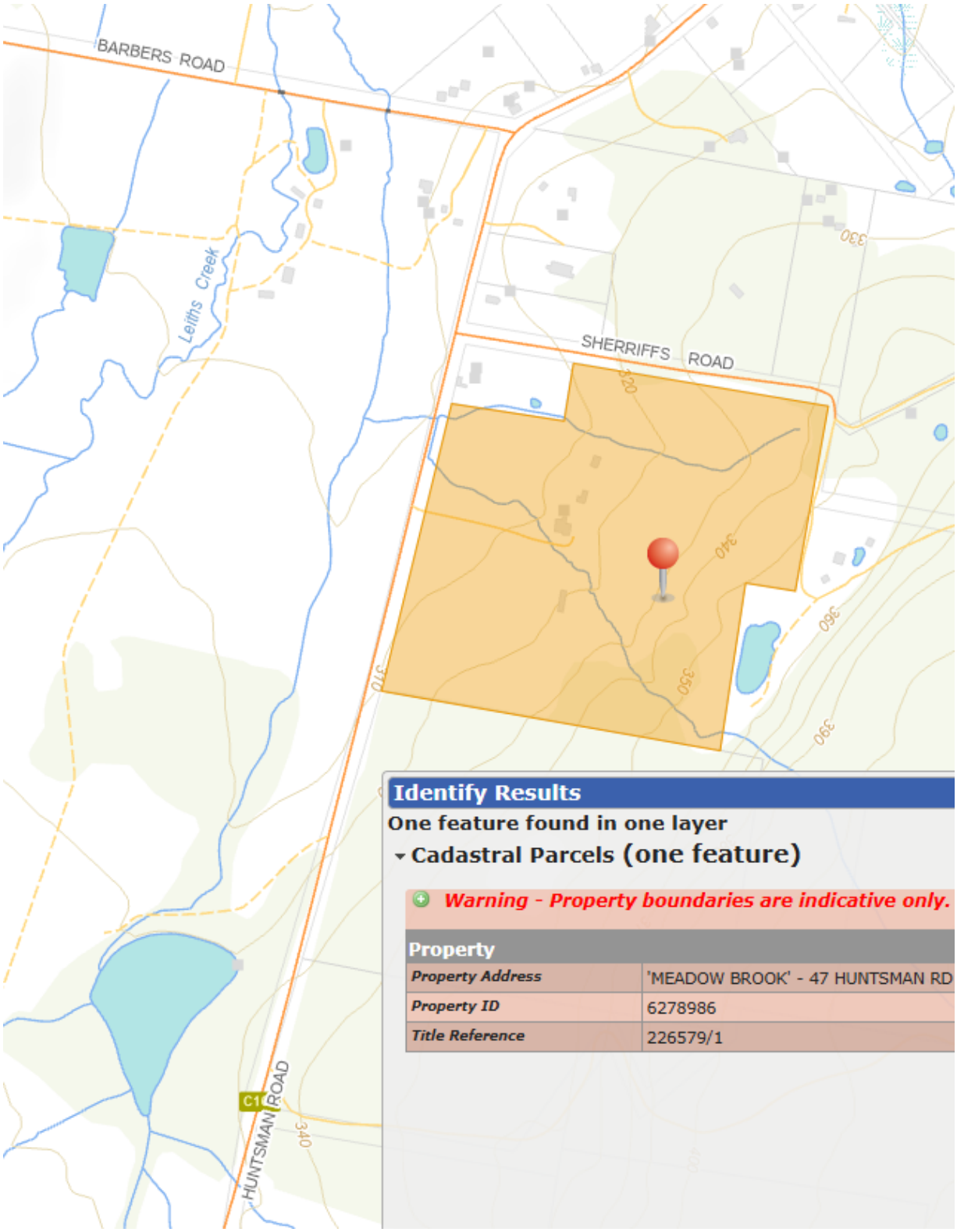


Figure 3 – Aerial view of road network adjacent the development site

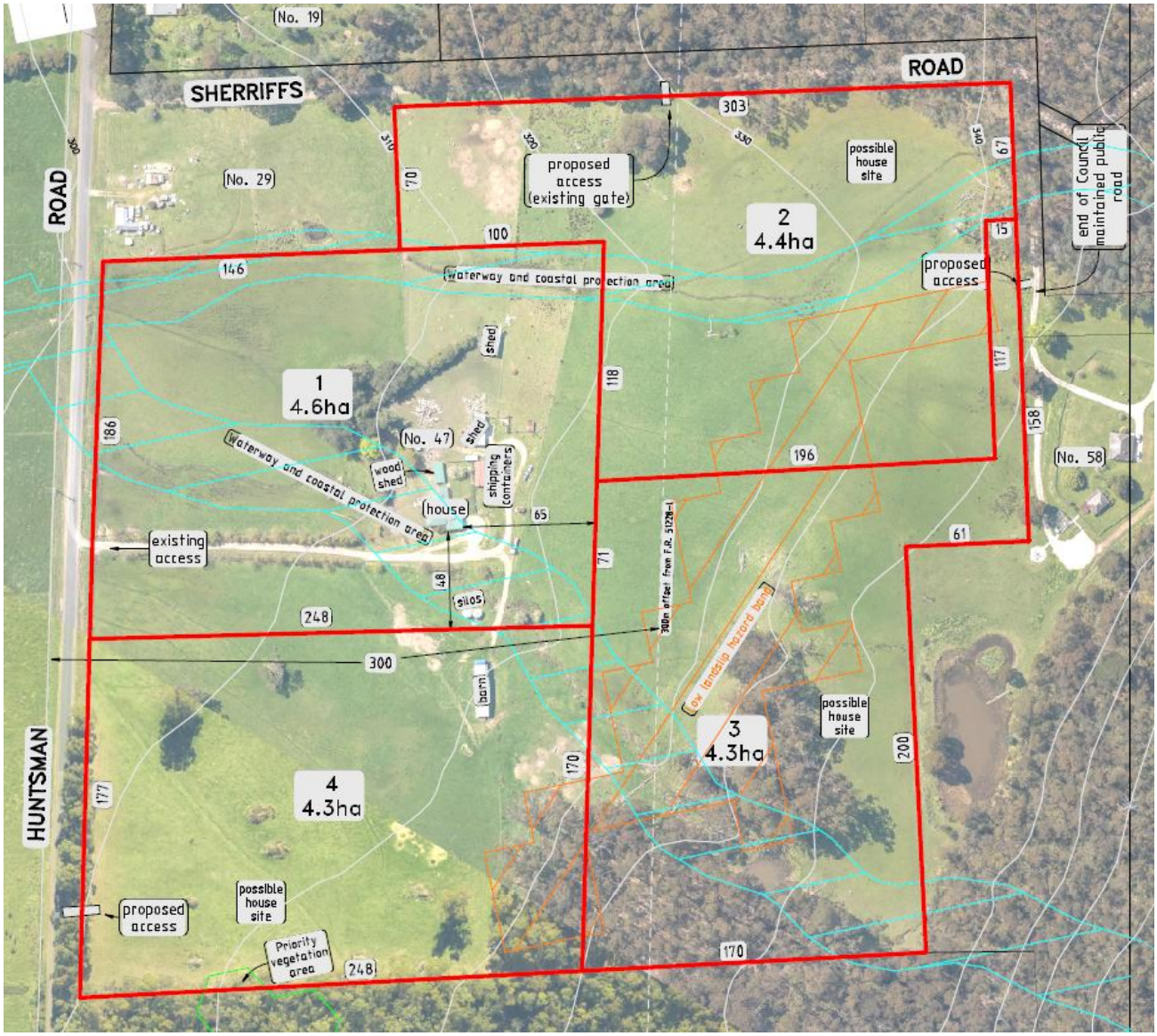
Source: LISTmap, DPIPWE

3. Development Proposal & Planning Scheme

3.1 Description of Proposed Development

The proposed 4 lot subdivision of 47 Huntsman Road is shown in Figure 4. The full subdivision layout plan is attached in Appendix A.

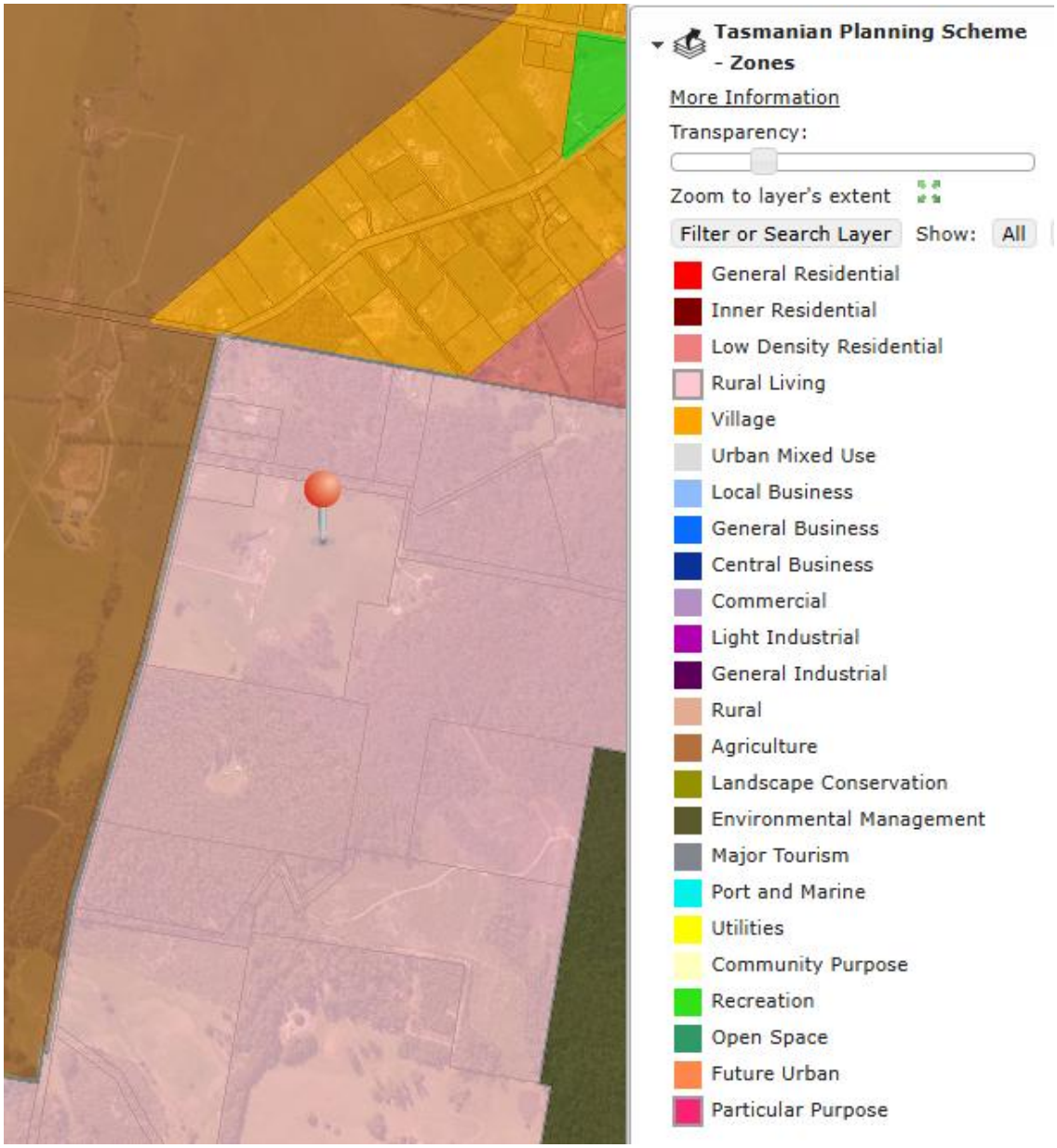
Figure 4 – Proposed subdivision of 47 Huntsman Road



3.2 Council Planning Scheme

The site involves land currently zoned Rural Living in accordance with the Tasmanian Planning Scheme – Meander Valley, see Figure 5.

Figure 5 – Development site zoned Rural Living.



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

To maintain safe and efficient operation of the Council Road network for all road users and in accordance with the Tasmanian Planning Scheme – Meander Valley.

4. Existing Conditions

4.1 Transport Network

The transport network adjacent to the development site consists of Huntsman Road and Sherriff Road which are Council Roads and not part of the Tasmanian 26m B Double network, see Appendix D.

4.2 Huntsman Road

Huntsman Road is a sealed rural collector road in the Council Road Hierarchy with a posted speed limit of 100 km/h South of Sherriffs Road. Estimated AADT is 200vpd (2025).

The road has a sealed width of 5.5 m with grassed verges. Delineation is provided with guideposts.

4.3 Sherriffs Road

Sherriffs Road is an unsealed rural access road and the 80km/h Default Unsealed Rural Road Speed Limit applies. Estimated AADT is 30vpd (2025).

The road has a trafficable width of 5m with minimal delineation of the road with guideposts.

4.4 Huntsman Road / Sherriff Road junction

The existing access approaches and sight lines are shown in Figures 6 – 11.

Figure 6 –Aerial view of Huntsman Road / Sherriffs Road junction.

Source: LISTmap, DPIPWE

Figure 7 – Huntsman Road Southern approach to Sherriff Road.

Figure 8 – Huntsman Road Northern approach to Sherriff Road.

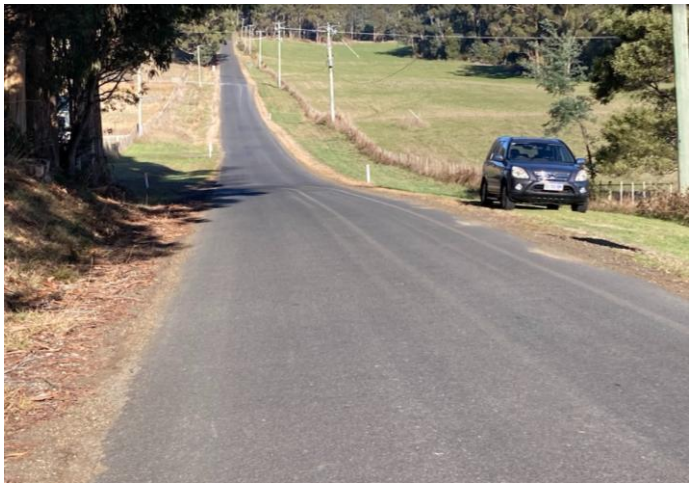


Figure 9 – Elevation view of Sherriffs Road approach to Huntsman Road.

Figure 10 – Looking right along Huntsman Road from Sherriffs Road.

Sight distance right is 123m.

Figure 11 – Looking left along Huntsman Road from Sherriffs Road.

Sight distance left is > 300m.

4.5 Huntsman Road access to Lot 1

The existing access approaches and sight lines are shown in Figures 12 – 17.

Figure 12 – Aerial view of Huntsman Road existing access to Lot 1

Source: LISTmap, DPIPWE

Figure 13 – Huntsman Road Southern approach to existing access to Lot 1.

Figure 14 – Huntsman Road Northern approach to existing access to Lot 1.

Figure 15 – Elevation view of existing Lot 1 driveway from Huntsman Road.

Figure 16 – Looking right along Huntsman Road from existing access to Lot 1.

Sight distance right is > 300m.

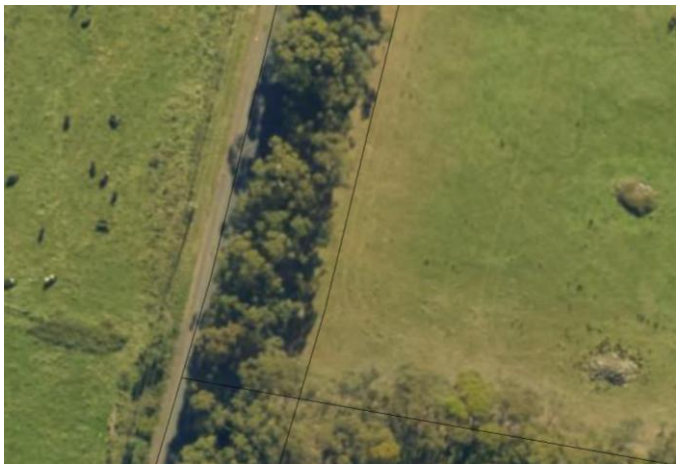
Figure 17 – Looking left along Huntsman Road from existing access to Lot 1.

Sight distance left is > 300m.

4.6 Huntsman Road access to Lot 4

The proposed access approaches and sight lines are shown in Figures 18 – 23.

Figure 18 – Aerial view of Huntsman Road proposed access to Lot 4



Source: LISTmap, DPIPWE

Figure 19 – Huntsman Road Southern approach to proposed access to Lot 4.

Figure 20 – Huntsman Road Northern approach to proposed access to Lot 4.

Figure 21 – Elevation view of proposed Lot 4 access from Huntsman Road.

Figure 22 – Looking right along Huntsman Road from proposed access to Lot 4.

Sight distance right is > 300m.

Figure 23 – Looking left along Huntsman Road from proposed access to Lot 4.

Sight distance left is 100m.

Figure 23a – Looking left along Huntsman Road from proposed access to Lot 4.

Sight distance left is 248m.

4.7 Sherriffs Road access to Lot 2

The proposed access approaches and sight lines are shown in Figures 24 – 29.

Figure 24 – Aerial view of Sherriffs Road proposed access to Lot 2

Source: LISTmap, DPIPWE

Figure 25 – Sherriffs Road Western approach to proposed access to Lot 2.

Figure 26 – Sherriffs Road Eastern approach to proposed access to Lot 2.

Figure 27 – Elevation view of proposed Lot 2 approach to Sherriffs Road.

Figure 28 – Looking right along Sherriffs Road from proposed access to Lot 2.

Sight distance right is 156m.

Figure 29 – Looking left along Sherriffs Road from proposed access to Lot 2.

Sight distance left is 45m.

4.8 Sherriffs Road access to Lot 3

The proposed access approaches and sight lines are shown in Figures 30 – 35.

Figure 30 – Aerial view of Sherriffs Road proposed access to Lot 3

Source: LISTmap, DPIPWE

Figure 31 – Sherriffs Road Northern approach to proposed access to Lot 3.

Figure 32 – Sherriffs Road Southern approach to proposed access to Lot 3.

Figure 33 – Elevation view of proposed Lot 3 approach to Sherriffs Road.

Figure 34 – Looking right along Sherriffs Road from proposed access to Lot 3.

Sight distance right is 120m.

Figure 35 – Looking left along Sherriffs Road from proposed access to Lot 3.

Sight distance left is 92m.

4.9 Sight Distance Summary

The proposed accesses can satisfy sight distance criteria, see Figure 36.

Figure 36 – Sight distance requirements summary

Junction Major Rd / Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance			
			Austroads SISD (m)	Available		AS/NZS 2890.1 SSD (m)
				Left(m)	Right(m)	
Huntsman - Sherriffs	60	60	123	> 300	123	NA
Huntsman existing lot 1	60	90	214	> 300	> 300	130
Huntsman proposed lot 4	100	100	248	248*	> 300	160
Sherriffs proposed lot 2	80	50	97	45	156	45
Sherriffs proposed lot 3	80	40	73	92	120	35

Austroads Compliant

AS/NZS 2890.1 Compliant

*** with clearing of sight line**

Lot 4 looking left currently has deficient sight distance that needs to be increased to at least 160m by vegetation & tree pruning and /or removal for safe operation as a rural property access in a high-speed environment.

4.10 Traffic Activity

From TCS traffic survey data at the Huntsman Road / Sherriffs Road junction, Huntsman Road AADT is estimated at 200 vpd (2025), see Appendix B for survey details.

Estimated AADT for Sherriffs Road is 30 vpd (2025)

4.11 Crash History

The DSG is supplied with reported crashes by Tasmania Police. The DSG 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 Sherriffs Road and Huntsman Road (Sherriffs Road to 500m South of Sherriffs Road) records no reported crashes as advised by DSG 11th June 2025.

4.12 Road Safety Review

From Road Safety Review of Huntsman Road and Sherriffs Road the following road safety issues were identified:

- Sherriffs Road is unsealed to the edge of Huntsman Rd at the junction, see Figure 9. This may result in loose gravel on Huntsman Road which is a hazard for through traffic especially motorcyclists.
- Sherriffs Road has insufficient guideposts for delineation, see Figure 32.

4.13 Safe Systems Assessment

Huntsman Road approaches to the Sherriffs Road junction have 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.

Crash risk scores indicate 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.*

The SSA crash risk score for Huntsman Road on the Sherriffs Road junction approaches is 72/448 which shows reasonable alignment with the Safe System Objective:

See Appendix C for the assessment details. Figure 37 indicates the severity of the SSA scores.

Figure 37 – Austroads Safe System Assessment alignment between crash score and risk

<40/448 Very low risk score

(40-80)/ 448 Low risk score

(80-180)/448 Moderate to high risk score

>180/448 High risk score

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 (2025) and in ten years (2035).

5.1 Traffic Growth

A compound annual growth rate for Meander of 0% has been assumed.

- Huntsman Road estimated AADT is 200vpd (2025)
- Sherriffs Road estimated AADT is 30vpd (2025)

5.2 Trip Generation

Traffic Generation rates are estimated based on assumed agricultural and rural land use rates. Applicable rates are sourced from the RTA Guide to Traffic Generating Developments 2002.

Rural Living Zoning

Current use:

- Residential use at lot 1 site i.e existing 3-bedroom dwelling with 8vpd & 1 vph

Proposed use:

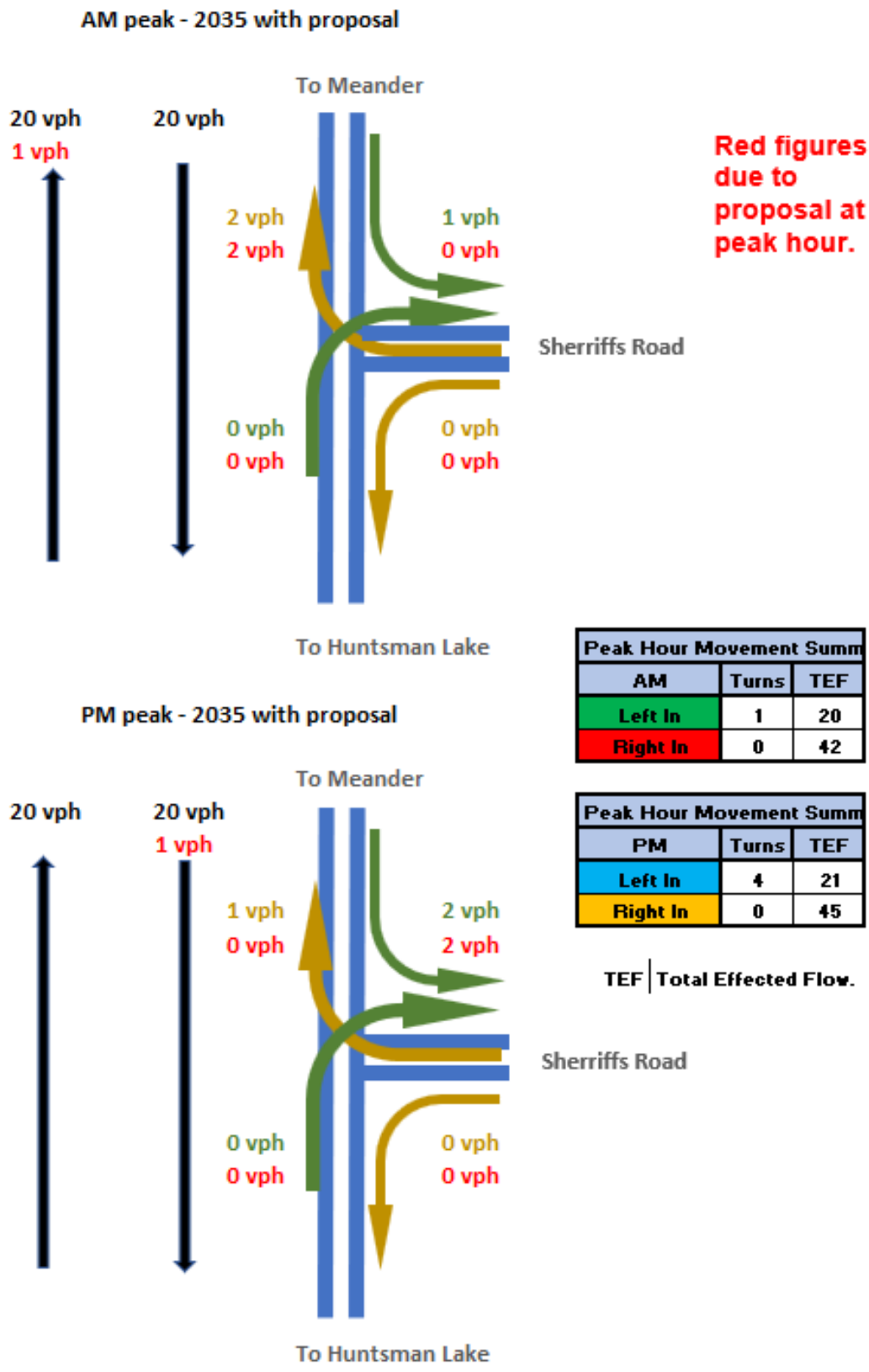
- Residential use at lots 1, 2, 3 & 4 assuming 3-bedroom dwellings each generating 8vpd & 0.8 vph i.e total of 32 vpd and 4 vph.

The increase in traffic generation North of the Huntsman Road / Sherriffs Road junction is estimated at 24 vpd and 3 vph.

5.3 Trip Assignment

It is estimated that traffic generated by the proposed will travel primarily to and from Meander. Figure 38 shows estimated traffic assignment at the Huntsman Road / Sherriffs Road junction by 2035.

Figure 38 - Assigned traffic at Huntsman / Sherriffs Road junction for 2035.



Peak Hour Movement Summ		
AM	Turns	TEF
Left In	1	20
Right In	0	42

Peak Hour Movement Summ		
PM	Turns	TEF
Left In	4	21
Right In	0	45

TEF | Total Effected Flow.

6. Impact on Road Network

6.1 Impact on Traffic Capacity

This section considers the performance of the proposed intersection in 2035 based on compound annual traffic growth of 0% and the traffic generated by the proposal.

Sherriffs Road with estimated AADT 30 vpd (2025) can easily absorb the traffic generated by the two proposed lots of 16 vpd.

Huntsman Road with estimated AADT 200 vpd (2025) can easily absorb the traffic generated by the proposed access of 24vpd.

The proposal will have negligible impact on the operation of the Huntsman Road / Sherriffs Road junction which is estimated to continue to operate at Level of Service A, the highest level. Level of Service descriptions are attached in Appendix E.

6.2 Austroads Junction Warrants

As the proposal involves very low traffic volumes, the exising junction layout is adequate.

6.3 Property access standard

In Rural Living zones property accesses should be constructed in accordance with the LGAT Standard Drawing for Rural Road Property Accesses TSD- R03 & R04 available online.

As Huntsman Road is sealed and a high-speed environment, accesses should be sealed and fitted with driveable culvert headwalls type 1, see TSD - R03 and Appendix F.

As Sherriffs Road is unsealed and a low -speed environment, sealed accesses are not required.

Lot 2 does not require a culvert as it is located at a crest in the vertical alignment of the road.

Lot 3 requires a culvert as it is located at a dip in the vertical alignment of the road.

6.4 Bushfire Prone Area

The proposed accesses should comply with recommendation of the bushfire hazard report prepared for the proposal.

6.5 Services

Services do not appear to be impacted by the proposal.

6.6 Other requirements

6.6.1 Environmental

No adverse environmental impact is anticipated in relation to:

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

6.6.2 Street Lighting and Furniture

There are no applicable street lighting requirements.

6.7 Tasmanian Subdivision Guideline Considerations

The proposal is broadly compliant with Tasmanian Subdivision Guidelines.

6.8 Transport Planning Considerations

There are no transport planning issues with the proposal.

6.9 Provisions for all road users

6.9.1 Light Vehicles

Traffic safety and capacity requirements for light vehicles have been considered and the proposed accesses are considered suitable in terms of traffic safety and capacity.

6.9.2 Heavy Vehicles

Specific provision of heavy vehicles is not required for Rural Living land uses.

6.9.3 Public Transport

School Bus services will not be affected by the proposal.

6.9.4 Pedestrians

There are no pedestrian safety and capacity issues as the road is within a rural environment.

6.9.5 Cyclists

The proposal does not affect cyclists.

6.9.6 Motorcyclists

The proposal does not affect motorcyclists.

7. Tas. Plan. Scheme – Meander Valley

Road and Railway Assets Code C3

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

Acceptable Solution 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
(c) A new level crossing

Not applicable as the roads are not Category 1.

Acceptable Solution A1.2 *– For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

A1.2 is not satisfied at this stage as no written consent has been issued by the road authority.

Acceptable Solution 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.*

Not applicable as a new private level crossing is not required.

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

From Table C3.1 for vehicle crossings on other roads, the acceptable increase in AADT at the site is 20% or 40vpd whichever is greater. The proposal is estimated to generate 16 vpd on Sherriffs Road and 24 vpd on Huntsman Road, North of the Sherriffs Road junction.

A1.4 is satisfied.

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

A1.5 is not applicable as Huntsman Road and Sherriffs Road are not classed major roads.

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.

8. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the proposed subdivision of 47 Huntsman Road, Meander. It has been prepared following a review of available traffic and crash data, existing conditions, Road Safety Review, Austroads Safe System Assessment, future growth projections, relevant traffic standards and Austroads guidelines.

From Road Safety Review and Safe System Assessment the local road network was determined to have a low crash risk. The 5-year reported crash history for Huntsman and Sherriffs Road records no reported crashes.

The proposal is estimated to generate 8vpd at each of the three new accesses. The current junction layout at the Huntsman Road / Sherriffs Road junction is considered for purpose although the Sherriffs Road approach to Huntsman Road is unsealed.

Evidence provided demonstrates requirements of the Tasmanian Planning Scheme – Meander Valley - Road & Railway Asset Code C3 are satisfied.

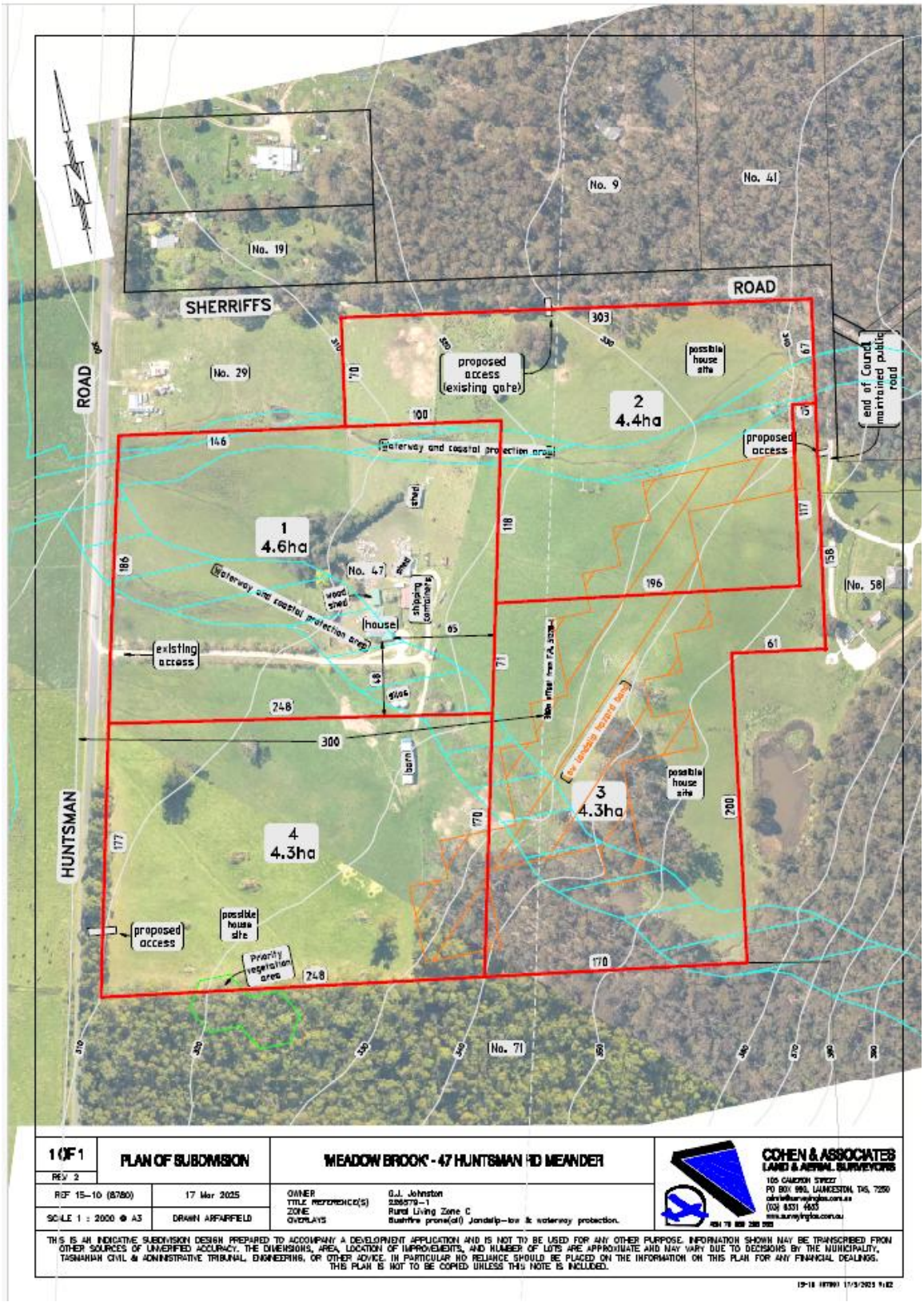
Recommendations:

- *Seal accesses lots 1 & 4 on Huntsman Road and provide driveable culvert headwalls type 1, see LGAT Standard Drawings for Rural Road Property Accesses TSD - R03 & R04 and Appendix F.*
- *Clear vegetation to the left of proposed access to Lot 4, Huntsman Road to ensure an absolute minimum sight distance of 160m, see Figures 23, 23a & 36 & Section 4.9.*
- *Unsealed accesses to Sherriffs Road should be provided as per LGAT Standard Drawings for Rural Road Property Accesses TSD - R03 & R04.*
    - *Lot 2 does not require a culvert as it is located at a crest in the vertical alignment of the road.*
    - *Lot 3 requires a culvert with simple headwalls as it is located at a dip in the vertical alignment of the road.*
- *All accesses should comply with driveway width and bearing capacity recommendations of the bushfire hazard report prepared for the proposal.*
- *Council consider sealing the Sherriffs Road approach to Huntsman Road for 25m.*
- *Council consider improving Sherriffs Road delineation with additional guideposts.*

Subject to the above recommendations, the proposal will not disaffect traffic safety or efficiency along Huntsman and Sherriffs Road and is supported on traffic grounds.

Appendices

Appendix A - Site Layout Plan



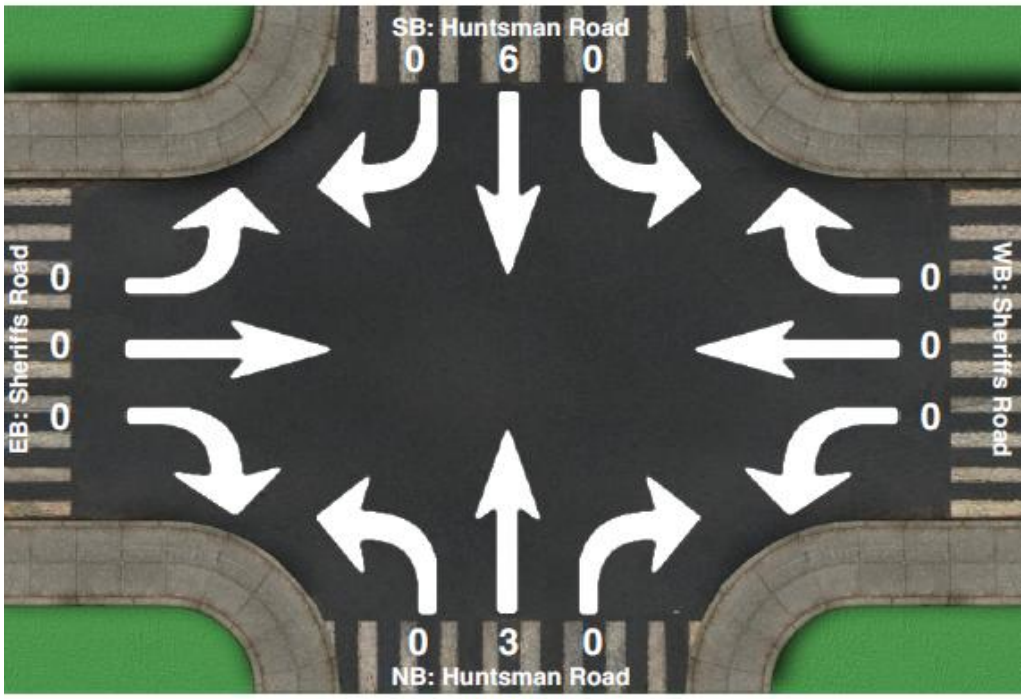
Appendix B - Traffic Count Data

Huntsman Road – TCS Traffic Survey

Estimated AADT: 200 vpd (2025)

Intersection Count Summary

Location: Huntsman Road at Sheriffs Road, Meander
GPS Coordinates: Lat=-41.443829, Lon=147.141700
Date: 2025-06-12
Day of week: Thursday
Weather: Fine
Analyst: Sid Saxby



Intersection Count Summary

11:02 - 11:32

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	6	0	0	0	0	0	3	0	0	0	0	9

Turn Count Summary

Location: Huntsman Road at Sheriffs Road, Meander
GPS Coordinates: Lat=-41.443829, Lon=147.141700
Date: 2025-06-12
Day of week: Thursday
Weather: Fine
Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:02	0	1	0	0	0	0	0	1	0	0	0	0	2
11:05	0	1	0	0	0	0	0	0	0	0	0	0	1
11:10	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1
11:20	0	1	0	0	0	0	0	1	0	0	0	0	2
11:25	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	1	0	0	0	0	2

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:02	0	0	0	0	0	0	0	1	0	0	0	0	1
11:05	0	1	0	0	0	0	0	0	0	0	0	0	1
11:10	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1
11:20	0	1	0	0	0	0	0	1	0	0	0	0	2
11:25	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	0	0	0	0	0	1

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:02	0	1	0	0	0	0	0	0	0	0	0	0	1
11:05	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	1

Intersection Count Summary

11:02 - 11:32

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	6	0	0	0	0	0	3	0	0	0	0	9

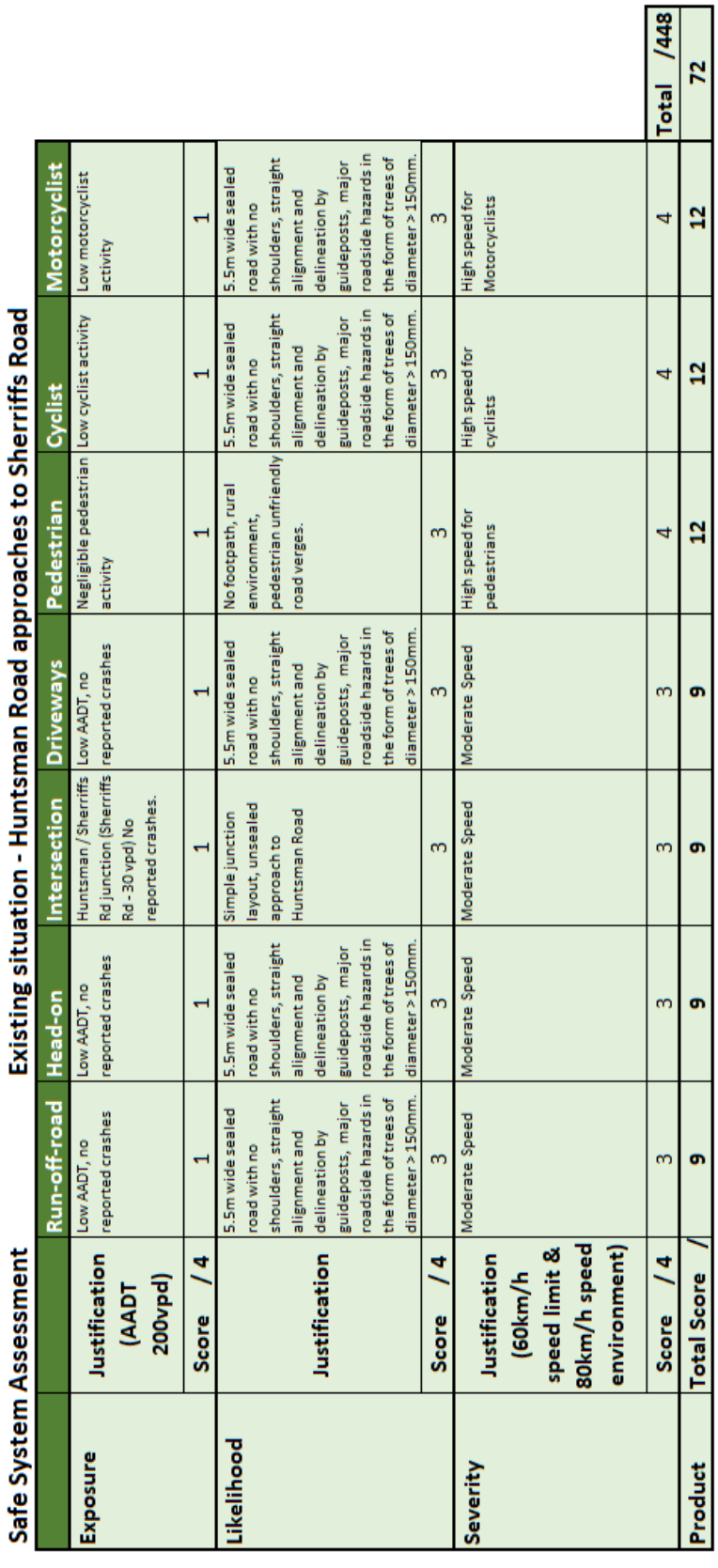
Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	5	0	0	0	0	0	2	0	0	0	0	7
Truck	0	1	0	0	0	0	0	1	0	0	0	0	2
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

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

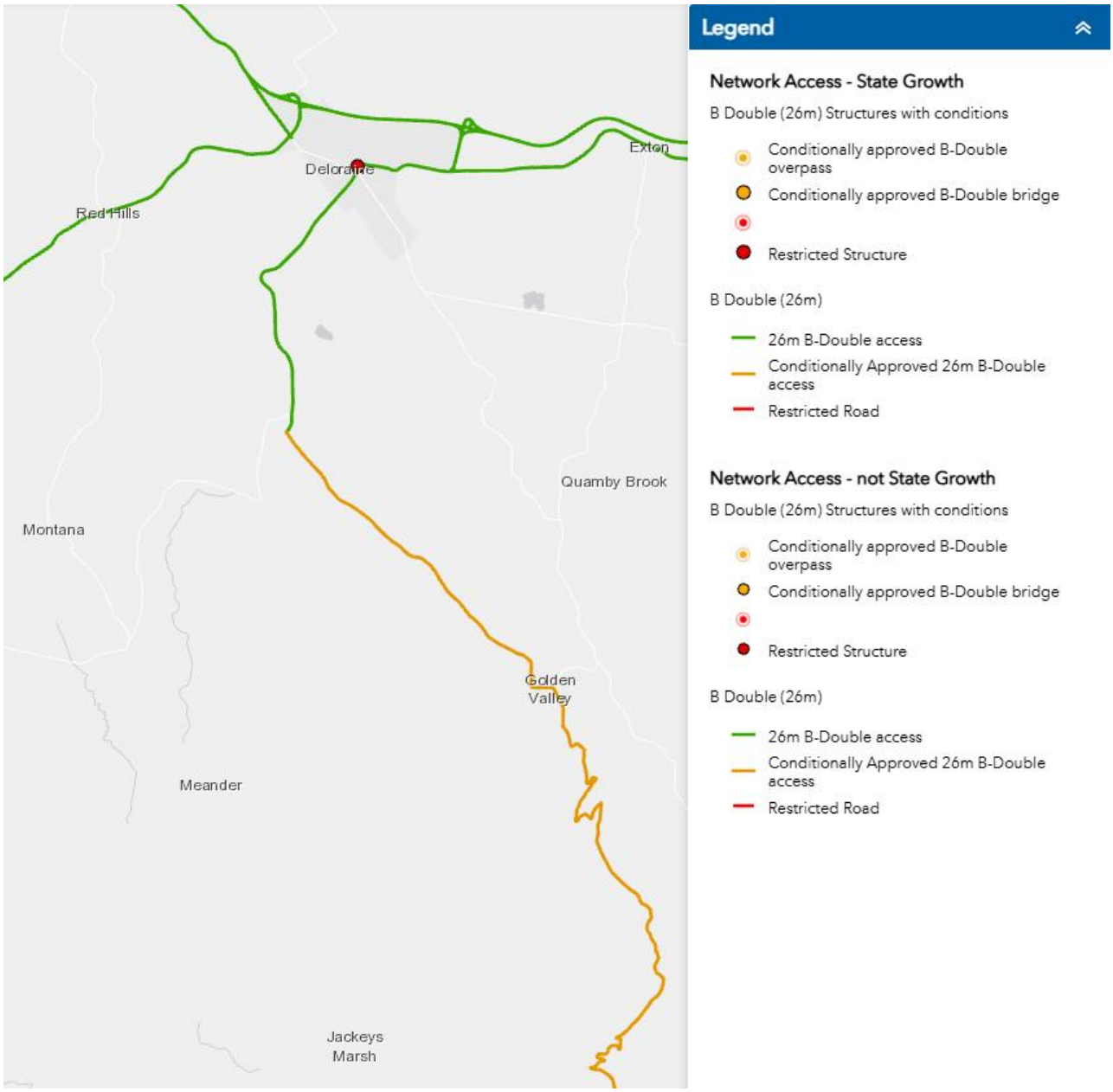
Appendix C - Safe Systems Assessment



Safe System Assessment — **Existing situation - Huntsman Road approaches to Sherriffs Road**

		Run-off-road	Head-on	Intersection	Driveways	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	**Justification (AADT 200vpd)**	Low AADT, no reported crashes	Low AADT, no reported crashes	Huntsman / Sherriffs Rd junction (Sherriffs Rd - 30 vpd) No reported crashes.	Low AADT, no reported crashes	Negligible pedestrian activity	Low cyclist activity	Low motorcyclist activity	
	Score /4	1	1	1	1	1	1	1	
Likelihood	**Justification**	5.5m wide sealed road with no shoulders, straight alignment and delineation by guideposts, major roadside hazards in the form of trees of diameter > 150mm.	5.5m wide sealed road with no shoulders, straight alignment and delineation by guideposts, major roadside hazards in the form of trees of diameter > 150mm.	Simple junction layout, unsealed approach to Huntsman Road	5.5m wide sealed road with no shoulders, straight alignment and delineation by guideposts, major roadside hazards in the form of trees of diameter > 150mm.	No footpath, rural environment, pedestrian unfriendly road verges.	5.5m wide sealed road with no shoulders, straight alignment and delineation by guideposts, major roadside hazards in the form of trees of diameter > 150mm.	5.5m wide sealed road with no shoulders, straight alignment and delineation by guideposts, major roadside hazards in the form of trees of diameter > 150mm.	
	Score /4	3	3	3	3	3	3	3	
Severity	**Justification (60km/h speed limit & 80km/h speed environment)**	Moderate Speed	Moderate Speed	Moderate Speed	Moderate Speed	High speed for pedestrians	High speed for cyclists	High speed for Motorcyclists	
	Score /4	3	3	3	3	4	4	4	
Product	**Total Score /**	9	9	9	9	12	12	12	72

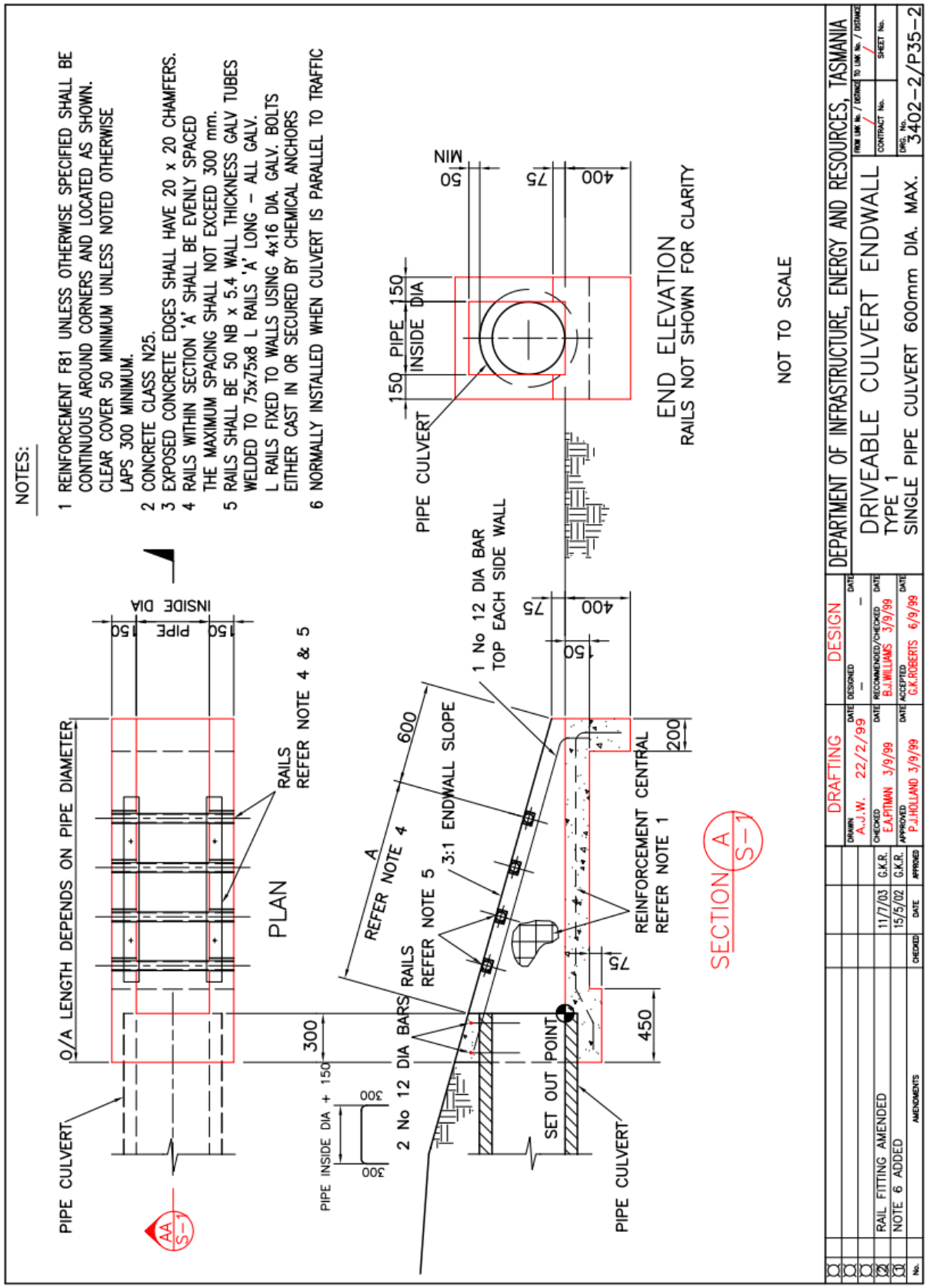
Appendix D - Tas. 26m B Double Network



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.

Appendix F - Driveable Culvert Endwall Spec



Attenuation Zone Assessment Report

47 Huntsman Road
MEANDER

For: G J Johnston

Project No: 9886

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Project Summary

Municipality	Meander Valley
Location	47 Huntsman Road Meander
Client	G J Johnston
Date of Assessment	28 August 2025

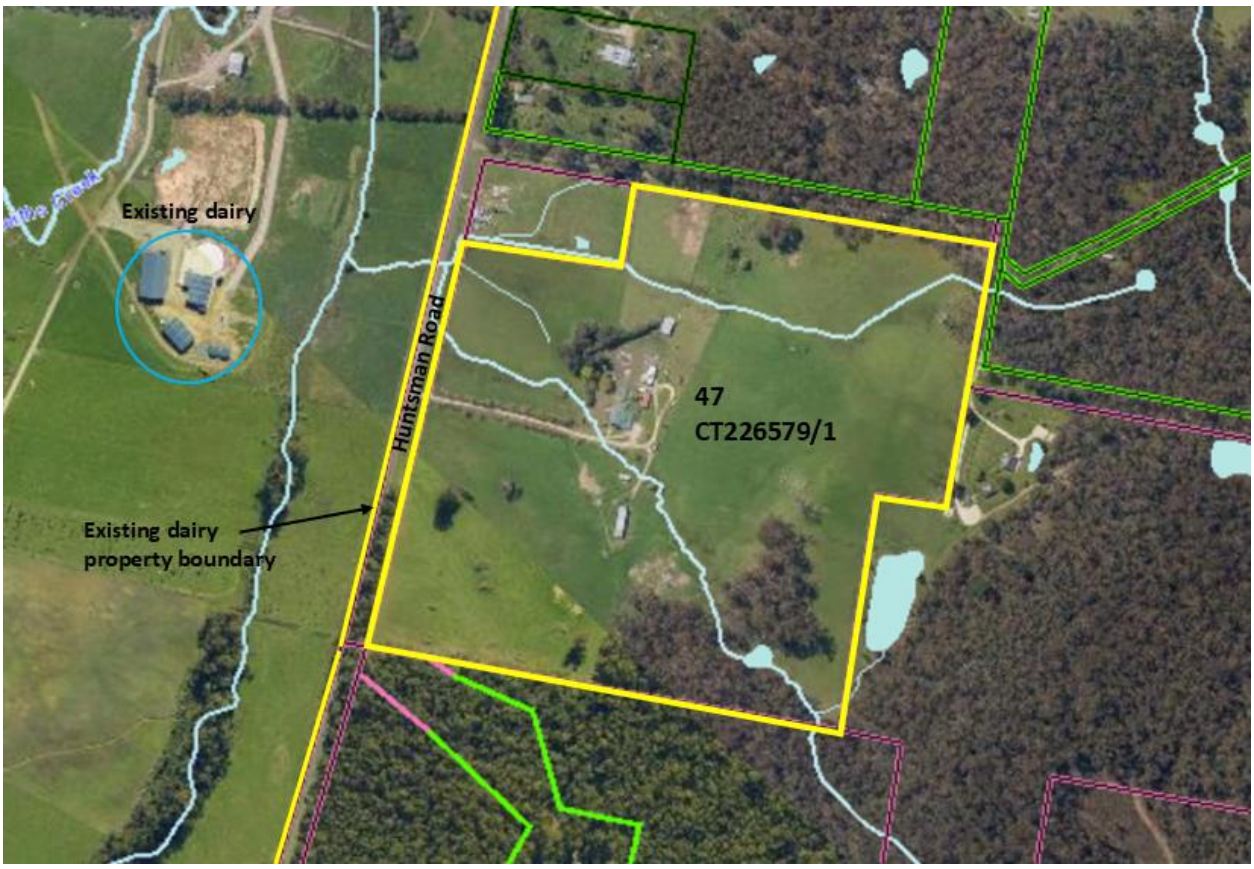

Figure 1 – Site Aerial

1 Background

Environmental Services and Design Pty Ltd have been engaged by the developer to conduct an attenuation assessment of the property at 47 Huntsman Road Meander to satisfy the requirements of Code C9 of the Tasmanian Planning Scheme – Meander Valley and make recommendations, if necessary, for attenuation measures for a proposed residential subdivision.

A review of the requirements under the Tasmanian Planning Scheme – Meander Valley was conducted. Code C9.6 relates to subdivision for sensitives uses within an attenuation zone. The objective of the code is:

To provide for subdivision so that a lot intended for a sensitive use:
(a) is located to avoid an activity with potential to cause emissions and enable appropriate levels of amenity; and
(b) does not conflict with, interfere with or constrain an existing activity with potential to cause emissions.

The proposal is for subdivision to create lots for a sensitive use (residential) and therefore cannot meet the requirements of acceptable solution clause 9.6.1 A1 (c). The proposal will be assessed under clause C9.6.1 P1 performance criteria.

The proposed subdivision is within 300m of the property boundary containing the existing dairy and Council requires an assessment under Code C9.

The review of the code also revealed there are no specified levels or limits within the performance criteria of clause C9.6.1.

The consultant and author has been involved in environmental site assessments and noise measurement and occupational noise measurement and control since 1996 and is suitably qualified and experienced to operate sound level meters and conduct noise measurements and recommend noise control measures. Summary of experience is as follows:

a. 1996 – 2001 – Noise measurement and control of occupational and environmental noise for Royal Australian Air Force equipment, aircraft, workshops, office areas and base surveys. Including assisting Australian Acoustics Laboratory with on-site noise surveys.
b. 2004 and 2007 – Noise measurement and control for Australian and foreign Defence forces in the Middle East,
c. 2001 – 2015 – Local Government Environmental Health Officer addressing environmental noise issues under EMPCA for Burnie, Circular Head and Devonport Councils,
d. 2015 -2025 – Environmental noise surveys and control measure recommendations for clients throughout the North and North-West of Tasmania.

2 Site Assessment

All measurements were carried out in accordance with the Tasmanian EPA Noise Measurements Procedures Manual section 15. Measurements were taken at the western boundary of lot 4 and lot 1. Figure 2 shows the measurement locations relative to the proposed subdivision.

Site observations prior to commencement of noise measurements and odour assessment revealed that it was not feasible to conduct measurements within the proposed lots at the proposed dwelling locations due to interference from cattle grazing within the areas of proposed lots 3 and 4.

Alternative locations, as permitted in section 1.53 of the Noise assessment Procedures Manual, on Huntsman Road adjacent to the lot 1 and 4 western boundaries were chosen as 'worse case' scenario locations.

The measurement locations were on the boundary of the lot approximately 200m (location 1) and 300m (location 2) from the existing dairy operations.

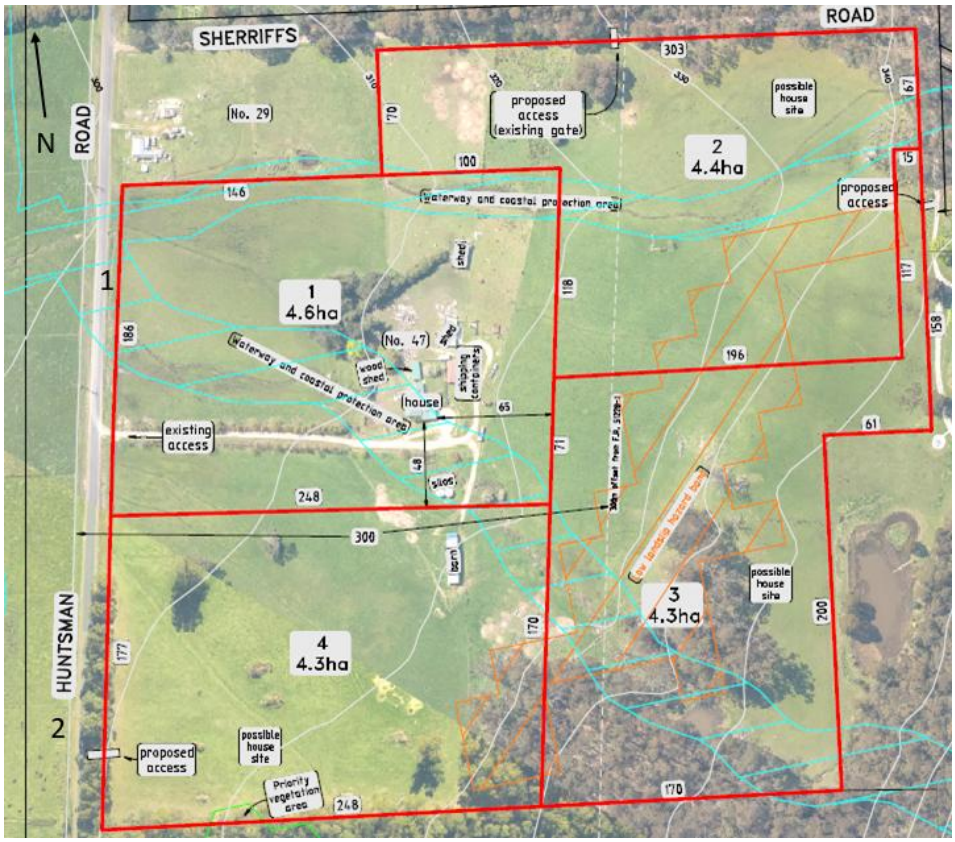

Figure 2 – Measurement location

2.1 Noise

Noise measurements were recorded at the locations shown in figure 2 at of the western boundary.

Code C3 of the Tasmanian Planning Scheme – Meander Valley does not set limits for, nor does it require measurement of background noise levels. Therefore, background noise measurements were not taken as there is no limit to compare results to.

The measurement locations were chosen based on initial site observations and proximity to the property boundary.

Measurements were not taken for the morning or evening period as the dairies normal operating times are from 7am and then from 3-4pm each day.

2.2 Observations

The lot slopes up to the east from the sample points on the western boundary.

There minimal traffic along Huntsman Road and dairy operations are barely audible at the sample sites.

2.3 Sound Level Meter

All measurements were taken with a Type 1 Rion NL32 sound level meter with an annual calibration conducted 10 March 2025. Pre and post measurement field calibrations were conducted with a Rion acoustic calibrator model NC-74 last calibrated 10 March 2025. There was a 0.1dB(A) deviation in the pre and post calibration measurement readings which is insignificant.

2.4 Conditions

Conditions for the sound level measurements were as follows:

- 28 August 2025 3.26pm to 4.08pm,
- Clear with scattered cloud cover,
- Wind – westerly/northwesterly – calm to 17km/h,
- Sound level meter mounted on tripod at 1.2m above ground level,
- Free field - no walls or reflective surfaces within 10m,
- Measurements taken in accordance with the EPA Tasmania Noise Measurements Procedures Manual 2008.

2.5 Field Measurements - Noise

Noise measurements were taken at the western boundary of the lot. Prior to conducting the sound level measurements during dairy operations, it was noted that:

- noise from the dairy was barley audible,
- there was minimal intrusive noise from other sources such as cars and nearby cattle,
- there were no tonal or impulse characteristics to the noise source.

In accordance with section 15 of the noise assessment procedures manual 10 minute L_{eq} measurements were taken at 2 locations.

No adjustments are required for intrusive, tonal or dominant noise sources.

Table 1 – Noise Measurement Data

Measurement dB(A)	1	2
Time	3.45-3.55pm	3.58-4.08pm
L_{eq}	50.8	48.4

Using the inverse square law for sound the noise attenuation by distance from the source can be calculated.

Based on measurement location 1 and the distances of 170m to the existing dwelling on lot 1 and 150m to the western boundary of lot 2 the sound attenuation due to distance from the measurement site is calculated at:

- Lot 1 existing dwelling – 44.8dB(A),
- Lot 2 western boundary – 43.4dB(A).

Based on measurement location 2 and the distances of 255m to the western boundary of lot 3 and 17m to the western boundary of lot 4 the sound attenuation due to distance from the measurement site is calculated at:

- Lot 3 western boundary – 41.8dB(A),
- Lot 4 western boundary – 47.7dB(A).

Based on the location of the existing dwelling and the 'possible house sites' noted on the plan the sound attenuation for distance results in sound levels of:

- Lot 1 – 44.8dB(A),
- Lot 2 – 39.1dB(A).
- Lot 3 – 39.7dB(A),
- Lot 4 – 44.5dB(A).

2.6 Odour

Subjective assessment was undertaken during the noise measurement periods with a west-northwesterly wind directing any potential odour towards the subject property.

Bureau of Meteorology wind rose data for Launceston airport, which are the closest records available, shows the dominant wind direction for the area is from the northwest in the morning and northwest and north in the afternoon. (BOM website Wind Rose 1939-2009).

Despite the winds during the observation period being from the west and northwest whilst the dairy was in operation there was no discernible odour at the boundary of the property.

3 Discussion

There are no limits specified in Code C9 relating to noise, therefore other sources are required to enable comparison with the recorded levels and any potential annoyance.

The Tasmanian EPA Environment Protection Policy (Noise) 2009 Table 1 contains Acoustic environment indicator levels. Although the policy states that these levels are indicative and not mandatory, they are useful to assess whether a sensitive use would be impacted. They are also useful to gauge whether the sensitive uses would potentially constrain the existing dairy use.

Data presented in Table 1 and the distance attenuation calculations show that the sound levels are below the Noise Policy outdoor living areas 'moderate annoyance' levels for both the western boundaries and the existing and possible house sites of all lots.

Calculated sound levels at the proposed 'possible building areas' for lot 2 to 4 have the potential to exceed the Noise Policy indicative level of 35dB(A) for 'dwelling indoors'.

Standard building practices such as double-glazed windows, wall insulation and brick veneer construction can reduce indoor noise levels by a minimum of 10dB(A).

Taking into account a 10dB(A) reduction through construction standards, the indoor noise levels could be reduced by:

- Lot 2 – 39.1dB(A) – 10dB(A) = 29.1dB(A),
- Lot 3 – 39.7dB(A) -10dB(A) = 29.7dB(A),
- Lot 4 – 44.5dB(A) – 10dB(A) = 34.5dB(A).

Sleep disturbance inside bedrooms has not been assessed as the existing dairy does not operate during the evening.

4 Conclusion

Location of a sensitive use within 300m of the dairy property boundary can be achieved without the sensitive use interfering with the normal operations of the dairy or detrimental affects of noise or odour on the sensitive uses.

Bruce Harpley
Senior Environmental Consultant

Rebecca Green & Associates

Bushfire Hazard Assessment Report &

Bushfire Hazard Management Plan

47 Huntsman Road, Meander

Prepared for (Client)

Cohen & Associates Pty Ltd

PO Box 990

LAUNCESTON TAS 7250

Assessed & Prepared by

Rebecca Green

Senior Planning Consultant & Accredited Bushfire Hazard Assessor

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Version 1

7 August 2025

Job No: RGA-B2951

Executive Summary

The proposed development at 47 Huntsman Road, Meander, is subject to bushfire threat. A bushfire attack under extreme fire weather conditions is likely to subject buildings at this site to considerable radiant heat, ember attack along with wind and smoke.

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

These measures include provision of hazard management areas in close proximity to the buildings, implementation of safe egress routes, establishment of a water supply and construction of buildings as described in AS 3959-2018 Construction of Buildings in Bushfire Prone Areas.

Rebecca Green & Associates

Contents

Schedule 1 – Bushfire Report

1.0 Introduction

The Bushfire Attack Level (BAL) Report and Bushfire Hazard Management Plan (BHMP) has been prepared for submission with a Planning Permit Application under the *Land Use Planning and Approvals Act 1993; Bushfire-Prone Areas Code* and/or a Building Permit Application under the *Building Act 2016 & Regulations 2016*.

The Bushfire Attack Level (BAL) is established taking into account the type and density of vegetation within 100 metres of the proposed building site and the slope of the land; using the simplified method in AS 3959-2018 Construction of Buildings in Bushfire Prone Areas; and includes:

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

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

1.1 Scope

This report was commissioned to identify the Bushfire Attack Level for the existing property. ALL comment, advice and fire suppression measures are in relation to compliance with *Bushfire-Prone Areas Code* of the Tasmanian Planning Scheme – Meander Valley, the National Construction Code and Australian Standards, *AS 3959-2018, Construction of buildings in bushfire-prone areas*.

1.2 Limitations

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

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

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

1.3 Proposal

The proposal is for the development of a 4 Lot Subdivision from one existing title.

2.0 Site Description for Proposal (Bushfire Context)

2.1 Locality Plan

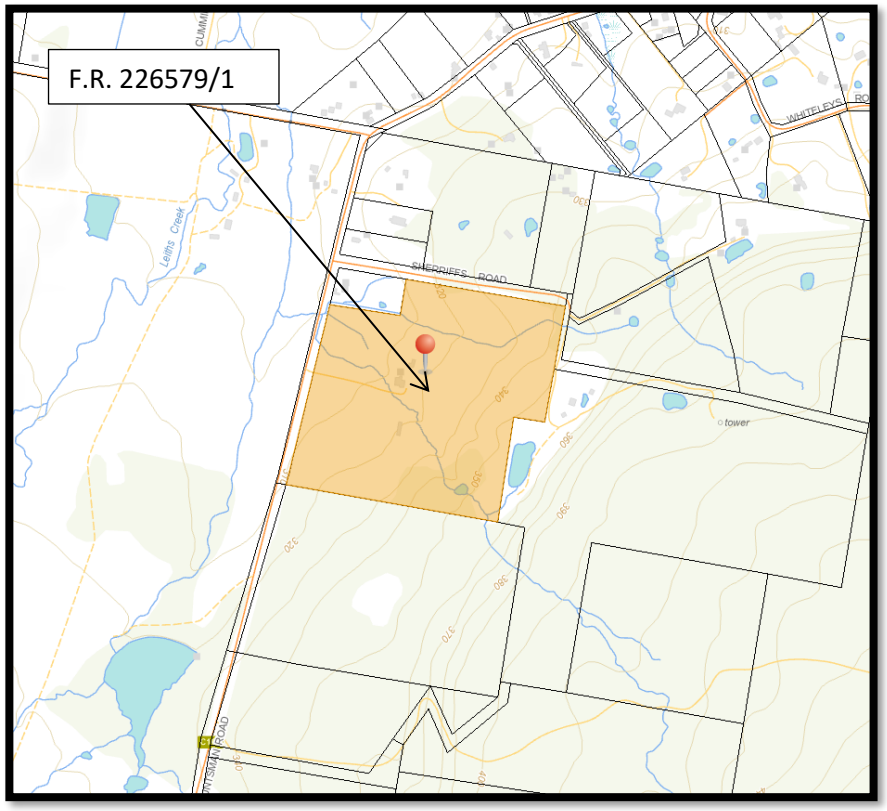


Figure 1: Location Plan of 47 Huntsman Road, Meander

2.2 Site Details

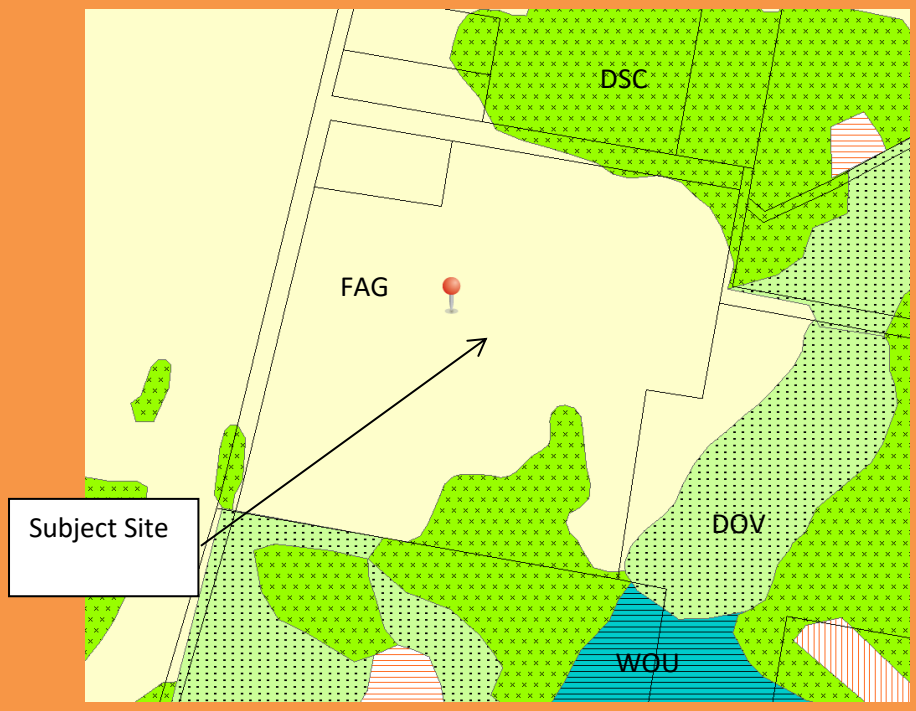
Property Address	47 Huntsman Road, Meander
Certificate of Title	Volume 226579 Folio 1
Owner	Graham John Johnston
Existing Use	Dwelling
Type of Proposed Work	4 Lot Subdivision
Water Supply	On-site for fire fighting
Road Access	Huntsman Road and Sherriffs Road

3.0 Bushfire Site Assessment

3.1 Vegetation Analysis

3.1.1 TasVeg Classification

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



Code	Species	Vegetation Group
DSC	• Eucalyptus amygdalina – Eucalyptus obliqua damp sclerophyll forest	Dry eucalypt forest and woodland
DOV	• Eucalyptus ovata forest and woodland	Dry eucalypt forest and woodland
WOU	• Eucalyptus obliqua wet forest (undifferentiated)	Wet eucalypt forest and woodland
FAG	• Agricultural land	Modified land

3.1.2 Site & Vegetation Photos

	
Existing access and driveway (approx. 4.1m wide) – Lot 1	Looking to west - Lot 1
	
Looking to north - Lot 1	Looking to east - Lot 1
	
Turn area to east of dwelling	Existing metal water tanks – non-compliant for fire fighting purposes due to less than 10,000l
	
Looking south – Lot 1	Proposed access location – Lot 4

Looking north – Lot 4

Looking east – Lot 4

Looking south – Lot 4

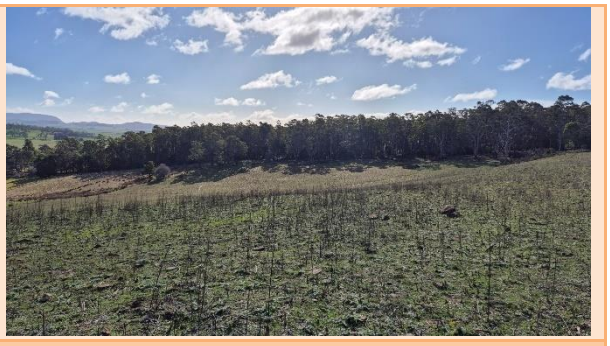
Looking west – Lot 4

Proposed access/ existing gate – Lot 2

Looking north – Lot 2

Looking east - Lot 2

Looking south – Lot 2

	
Looking west – Lot 2	Looking north – Lot 3
	
Looking east – Lot 3	Looking south – Lot 3
	
Looking west – Lot 3	Looking north/northeast toward 58 Sherriffs Road
	
Proposed access location – Lot 3	

3.2 BAL Assessment – Subdivision

The Acceptable Solution in Clause 13.6.1, C13.0 Bushfire-Prone Areas Code requires all lots within the proposed subdivision to demonstrate that each lot can achieve a Hazard Management Area between the bushfire vegetation and each building on the lot with distances equal to or greater than those specified in Table 2.6 of AS3959-2018 Construction of Buildings in Bushfire Prone Areas for **BAL 19 (Lot 1) and BAL 19/12.5 (Lots 2-4).**

Lot 1

Vegetation classification AS3959	North ☒ North-East ☐	South ☒ South-West ☐	East ☒ South-East ☐	West ☒ North-West ☐
Group A	☐ Forest	☐ Forest	☐ Forest	☐ Forest
Group B	☐ Woodland	☐ Woodland	☐ Woodland	☐ Woodland
Group C	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land
Group D	☐ Scrub	☐ Scrub	☐ Scrub	☐ Scrub
Group E	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga
Group F	☐ Rainforest	☐ Rainforest	☐ Rainforest	☐ Rainforest
Group G	☒ Grassland	☒ Grassland	☒ Grassland	☒ Grassland
	☒ Managed Land	☒ Managed Land	☒ Managed Land	☒ Managed Land
Effective slope (degrees)	☒ Up/0^0	☒ Up/0^0	☒ Up/0^0	☐ Up/0^0
	☐ >0-5^0	☐ >0-5^0	☐ >0-5^0	☒ >0-5^0
	☐ >5-10^0	☐ >5-10^0	☐ >5-10^0	☐ >5-10^0
	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0
	☐ >15-20^0	☐ >15-20^0	☐ >15-20^0	☐ >15-20^0
Likely direction of bushfire attack	☐	☐	☐	☒
Prevailing winds	☐	☐	☐	☒
Distance to classified vegetation	0-<34m managed >34m grassland	0-<19m managed >19m grassland	0-<32m managed >32m grassland	0-<16m managed >16m grassland
REQUIRED Distance to classified vegetation for BAL 19	**10-<14m**	**10-<14m**	**10-<14m**	**11-<16m**

Lot 2

Vegetation classification AS3959	North ☒ North-East ☐	South ☒ South-West ☐	East ☒ South-East ☐	West ☒ North-West ☐
Group A	☒ Forest	☒ Forest	☒ Forest	☐ Forest
Group B	☐ Woodland	☐ Woodland	☐ Woodland	☐ Woodland
Group C	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land
Group D	☐ Scrub	☐ Scrub	☐ Scrub	☐ Scrub
Group E	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga
Group F	☐ Rainforest	☐ Rainforest	☐ Rainforest	☐ Rainforest
Group G	☒ Grassland	☒ Grassland	☒ Grassland	☒ Grassland
	☒ Managed Land	☐ Managed Land	☐ Managed Land	☐ Managed Land
Effective slope (degrees)	☒ Up/0^0	☒ Up/0^0	☒ Up/0^0	☐ Up/0^0
	☐ >0-5^0	☐ >0-5^0	☐ >0-5^0	☐ >0-5^0
	☐ >5-10^0	☐ >5-10^0	☐ >5-10^0	☒ >5-10^0
	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0
	☐ >15-20^0	☐ >15-20^0	☐ >15-20^0	☐ >15-20^0
Likely direction of bushfire attack	☐	☐	☐	☒
Prevailing winds	☐	☐	☐	☒
Distance to classified vegetation	0m to grassland, then forest in road reserve and further to north	0m to grassland Forest on Lot 3	0m to grassland/forest	0m to grassland
REQUIRED Distance to classified vegetation for BAL 12.5	**32-<100m**	**32-<100m**	**32-<100m**	**19-<50m**
REQUIRED Distance to classified vegetation for BAL 19	**23-<32m**	**23-<32m**	**23-<32m**	**13-<19m**

Lot 3

Vegetation classification AS3959	North ☒ North-East ☐	South ☒ South-West ☐	East ☒ South-East ☐	West ☒ North-West ☐
Group A	☐ Forest	☒ Forest	☒ Forest	☒ Forest
Group B	☐ Woodland	☐ Woodland	☐ Woodland	☐ Woodland
Group C	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land
Group D	☐ Scrub	☐ Scrub	☐ Scrub	☐ Scrub
Group E	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga
Group F	☐ Rainforest	☐ Rainforest	☐ Rainforest	☐ Rainforest
Group G	☒ Grassland	☒ Grassland	☒ Grassland	☒ Grassland
	☐ Managed Land	☐ Managed Land	☐ Managed Land	☐ Managed Land
Effective slope (degrees)	☐ Up/0^0	☒ Up/0^0	☒ Up/0^0	☐ Up/0^0
	☐ >0-5^0	☐ >0-5^0	☐ >0-5^0	☐ >0-5^0
	☒ >5-10^0	☐ >5-10^0	☐ >5-10^0	☐ >5-10^0
	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0
	☐ >15-20^0	☐ >15-20^0	☐ >15-20^0	☒ >15-20^0
Likely direction of bushfire attack	☐	☐	☐	☒
Prevailing winds	☐	☐	☐	☒
Distance to classified vegetation	0m to grassland	0m to grassland/forest	0m to grassland/forest	0m to grassland/forest
REQUIRED Distance to classified vegetation for BAL 12.5	**19-<50m**	**32-<100m**	**32-<100m**	**67-<100m**
REQUIRED Distance to classified vegetation for BAL 19	**13-<19m**	**23-<32m**	**23-<32m**	**51-<67m**

Lot 4

Vegetation classification AS3959	North ☒ North-East ☐	South ☒ South-West ☐	East ☒ South-East ☐	West ☒ North-West ☐
Group A	☐ Forest	☒ Forest	☒ Forest	☒ Forest
Group B	☐ Woodland	☐ Woodland	☐ Woodland	☐ Woodland
Group C	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land	☐ Shrub-land
Group D	☐ Scrub	☐ Scrub	☐ Scrub	☐ Scrub
Group E	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga	☐ Mallee-Mulga
Group F	☐ Rainforest	☐ Rainforest	☐ Rainforest	☐ Rainforest
Group G	☒ Grassland	☒ Grassland	☒ Grassland	☒ Grassland
	☐ Managed Land	☐ Managed Land	☐ Managed Land	☐ Managed Land
Effective slope (degrees)	☐ Up/0^0	☒ Up/0^0	☒ Up/0^0	☐ Up/0^0
	☒ >0-5^0	☐ >0-5^0	☐ >0-5^0	☒ >0-5^0
	☐ >5-10^0	☐ >5-10^0	☐ >5-10^0	☐ >5-10^0
	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0	☐ >10-15^0
	☐ >15-20^0	☐ >15-20^0	☐ >15-20^0	☐ >15-20^0
Likely direction of bushfire attack	☐	☐	☐	☒
Prevailing winds	☐	☐	☐	☒
Distance to classified vegetation	0m to grassland	0m to grassland/forest	0m to grassland/forest	0m to grassland, then forest in road reserve
REQUIRED Distance to classified vegetation for BAL 12.5	**16-<50m**	**32-<100m**	**32-<100m**	**38-<100m**
REQUIRED Distance to classified vegetation for BAL 19	**11-<16m**	**23-<32m**	**23-<32m**	**27-<38m**

Note 1 – BAL 12.5: Habitable buildings must be fully constructed to BAL 19 if any façade is within the BAL 19 building area.

3.3 Outbuildings

Applicable. Hazard management area on Lot 1 to extend from wood shed north, as outbuilding less than 6.0m from habitable building on site.

3.4 Road Access

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

Private access roads are to be maintained from the entrance to the property cross over with the public road through to the buildings on the site.

Lot 2 and Lot 4 - (new)	Private access driveways are to be constructed / maintained from the entrance of the property cross over at the public road through to any future habitable building and on-site dedicated firefighting water supply. Private access roads are to be maintained to a standard not less than specified in Table C13.2B.
Lot 3 - (new)	Private access driveways are to be constructed / maintained from the entrance of the property cross over at the public road through to any future habitable building and on-site dedicated firefighting water supply. Private access roads are to be maintained to a standard not less than specified in Table C13.2C.
Lot 1 (existing)	Private access driveways are to be maintained from the entrance of the property cross over at the public road through to existing habitable building and on-site dedicated firefighting water supply prior to Final Plan of Survey for subdivision to be signed off by Council. Private access roads are to be maintained to a standard not less than specified in Table C13.2B.

Table C13.2B: Standards for Property Access

The following design and construction requirements apply to property access length is 30 metres or greater or access for a fire appliance to a fire fighting point:

(a) All weather construction;
(b) Load capacity of at least 20 tonnes, including for bridges and culverts;
(c) Minimum carriageway width of 4 metres;
(d) Minimum vertical clearance of 4 metres;
(e) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway;

(f) Cross falls of less than 3 degrees (1:20 or 5%);
(g) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;
(h) Curves with a minimum inner radius of 10 metres;
(i) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and
(j) Terminate with a turning area for fire appliances provided by one of the following:
    i) A turning circle with a minimum inner radius of 10 metres;
    ii) A property access encircling the building; or
    iii) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.

Table C13.2C: Standards for Property Access

The following design and construction requirements apply to property access length is 200 metres or greater or access for a fire appliance to a fire fighting point:

(a) All weather construction;
(b) Load capacity of at least 20 tonnes, including for bridges and culverts;
(c) Minimum carriageway width of 4 metres;
(d) Minimum vertical clearance of 4 metres;
(e) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway;
(f) Cross falls of less than 3 degrees (1:20 or 5%);
(g) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;
(h) Curves with a minimum inner radius of 10 metres;
(i) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and
(j) Terminate with a turning area for fire appliances provided by one of the following:
    i) A turning circle with a minimum inner radius of 10 metres;
    ii) A property access encircling the building; or
    iii) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.
(k) Passing bays of 2m additional carriageway width and 20m length provided every 200m.

3.5 Water Supply

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

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

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

Lot 2 and Lot 3 and Lot 4 – Static Water Supply (new)	On-site water supply is required for any new habitable building. A water tank of at least 10,000 litres per building area to be protected and above ground pipes and fittings used for a stored water supply must be of non-rusting, non-combustible, non-heat-deforming materials and must be situated more than 6m from a building area to be protected.
Lot 1 – Static Water Supply (new)	On-site water supply is to be established/maintained for the existing habitable building prior to Final Plan of Survey for subdivision to be signed off by Council. A water tank of at least 10,000 litres per building area to be protected and above ground pipes and fittings used for a stored water supply must be of non-rusting, non-combustible, non-heat-deforming materials and must be situated more than 6m from a building area to be protected.

Table C13.5: Static Water Supply for Fire Fighting

Column 1		**Column 2**
Element		**Requirement**
A.	Distance between building area to be protected and water supply	The following requirements apply: (a) The building area to be protected must be located within 90 metres of the fire fighting water point of a static water supply; and (b) The distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Static Water Supplies	A static water supply: (a) May have a remotely located offtake connected to the static water supply; (b) May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times; (c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems; (d) Must be metal, concrete or lagged by non-combustible materials if above ground; and (e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2018 the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by:

		(i) Metal; (ii) Non-combustible material; or (iii) Fibre-cement a minimum 6mm thickness.
C.	Fittings, pipework and accessories (including stands and tank supports)	Fittings and pipework associated with a fire fighting water point for a static water supply must: (a) Have a minimum nominal internal diameter of 50mm; (b) Be fitted with a valve with a minimum nominal diameter of 50mm; (c) Be metal or lagged by non-combustible materials if above ground; (d) if buried, have a minimum depth of 300mm; (e) Provide a DIN or NEN standard forged Storz 65mm coupling fitted with a suction washer for connection to fire fighting equipment; (f) Ensure the coupling is accessible and available for connection at all times; (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220mm length); (h) Ensure underground tanks have either an opening at the top of not less than 250mm diameter or a coupling compliant with this Table; and (i) If a remote offtake is installed, ensure the offtake is in a position that is: (i) Visible; (ii) Accessible to allow connection by fire fighting equipment; (iii) At a working height of 450-600mm above ground level; and (iv) Protected from possible damage, including damage from vehicles.
D.	Signage for static water connections	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with: (a) water tank signage requirements within AS 2304-2011 Water storage tanks for fire protection systems; or (b) *Water Supply Signage Guideline*, version 1.0, Tasmanian Fire Service, February 2017.
E.	Hardstand	A hardstand area for fire appliances must be provided: (1) No more than 3m from the fire fighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (2) No closer than 6m from the building area to be protected; (3) a minimum width of 3m constructed to the same standard as the carriageway; and

	(4) Connected to the property access by a carriageway equivalent to the standard of the property access.

4.0 Bushfire-Prone Areas Code Assessment Criteria

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

C13.4 – Exemptions – Not applicable.

C13.6 Development Standards for Subdivision

C13.6.1 Provision of hazard management areas		
		Comments
☒ **A1**	(a) & (b)	Specified distances for Hazard Management Areas for BAL 19 (Lot 1) and BAL 19/12.5 (Lot 2 and Lot 3 and Lot 4) as specified on the plan are in accordance with AS3959. The Hazard Management Area for Lot 1 shall be maintained prior to the Council sealing the final plan of survey. The proposal complies.
☐ **P1**		
C13.6.2 Public and fire fighting access		
		Comments
☐ **A1**	(a)	Not applicable.
☒ **A1**	(b)	Access to Lot 1 shall be maintained prior to Council sealing the final plan of survey in accordance with Table C13.2B and maintained into perpetuity. The private driveway to Lot 2 and Lot 4 will be constructed/maintained in accordance with Table C13.2B at the time of future habitable building. Access is required to on-site dedicated firefighting water supply. The private driveway to Lot 3 will be constructed/maintained in accordance with Table C13.2C at the time of future habitable building. Access is required to on-site dedicated firefighting water supply.
☐ **P1**		
☒ **A2**		Not applicable.
☐ **P2**	No PC	
C13.6.3 Provision of water supply for fire fighting purposes		
		Comments
☐ **A1**	(a) (b)	Not applicable Not applicable.
☐ **P1**	No PC	
☒ **A2**	(a) (b)	Not applicable.

		Any new habitable building on Lot 2 and Lot 3 and Lot 4, at building application stage consideration with a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access in accordance with Table C13.5. The existing dwelling on Lot 1, prior to the final plan of survey being sealed by Council, shall be provided with a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access in accordance with Table C13.5
☐ **A2**	(c)	Not applicable.
☐ **P2**	No PC	

5.0 Layout Options

Not relevant to this proposal.

6.0 Other Planning Provisions

Not relevant to this proposal.

7.0 Conclusions and Recommendations

Mitigation from bushfire is dependent on the careful management of the site by maintaining reduced fuel loads within the hazard management areas and within the site generally and to provide sources of water supply dedicated for firefighting purposes and the construction and maintenance of a safe egress route.

The site has been assessed as demonstrating a building area that have the dimensions equal to or greater than the separation distance required for BAL 19 (Lot 1) and BAL 19/12.5 (Lot 2 and Lot 3 and Lot 4) in Table 2.6 of AS 3959 – 2018 Construction of Buildings in Bushfire Prone Areas.

Access

The private driveway to Lot 1 shall be maintained prior to the council sealing the final plan of survey and maintained into perpetuity in accordance with Table C13.2B.

The private driveway to Lot 2 and Lot 4 will be constructed in accordance with Table C13.2B at the time of future habitable building.

The private driveway to Lot 3 will be constructed in accordance with Table C13.2C at the time of future habitable building.

Water Supplies

Any new habitable building on Lot 2 and Lot 3 and Lot 4 at building application stage consideration with a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access in accordance with Table C13.5.

The existing dwelling on Lot 1 prior to the council sealing the final plan of survey, must be provided a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access in accordance with Table C13.5.

Fuel Managed Areas

Hazard Management Areas as detailed within the plan shall be constructed and maintained as detailed in Schedule 2. For Lot 2 and Lot 3 and Lot 4, Hazard Management Area to be established and maintained prior to the construction of any habitable building on the lot and managed into perpetuity. For Lot 1, Hazard Management Area is to be maintained prior to the final plan of survey being sealed by Council and must be managed into perpetuity.

Schedule 2 – Bushfire Hazard Management Plan

LEGEND

- EXISTING DWELLING
- INDICATIVE 15m X 20m BUILDING AREA
- HAZARD MANAGEMENT AREA BAL-19
- PROPOSED 10,000L METAL FIRE FIGHTING WATER TANK (SUGGESTED LOCATION)
- BAL 12.5 BUILDABLE AREA
- BAL 19 BUILDABLE AREA

NOTES

- PROPERTY ACCESS & ROAD REQUIREMENTS TO BE IN ACCORDANCE WITH TABLE C13.2B (LOT 1,2 & 4) / C13.2C (LOT 3) - REFER TO SECTION 3.4 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- FIREFIGHTING WATER SUPPLY TO BE IN ACCORDANCE WITH TABLE C13.5 - REFER TO SECTION 3.5 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- HAZARD MANAGEMENT AREA TO BE MAINTAINED IN A MINIMUM FUEL CONDITION - REFER TO SECTION 3.2 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- HABITABLE BUILDINGS MUST BE FULLY CONSTRUCTED TO BAL-19 IF ANY FACADE IS WITHIN THE BAL-19 BUILDING AREA

- THIS BHMP MUST BE READ IN CONJUNCTION WITH BUSHFIRE HAZARD ASSESSMENT REPORT REF: RGA-B2951, R.GREEN, 7 AUGUST 2025

- THIS BHMP HAS BEEN PREPARED TO SATISFY THE REQUIREMENTS OF C13.0 BUSHFIRE - PRONE AREAS CODE OF TASMANIAN PLANNING SCHEME - MEANDER VALLEY (EFFECTIVE 19 APRIL 2021)

BUSHFIRE HAZARD MANAGEMENT PLAN
BUSHFIRE ATTACK LEVEL (BAL) - 19 (LOT 1), BAL 12.5/19 (LOT 2, 3 & 4)
4 LOT SUBDIVISION

47 HUNTSMAN ROAD, MEANDER
VOLUME 226579 VOLUME 1
PROPERTY ID 6278986

DATE: 7 AUGUST 2025
VERSION: 1
DRAWN: REBECCA GREEN
PHONE: 0409 284 422
EMAIL: ADMIN@RGASSOCIATES.COM.AU
BFP - 116, SCOPE - 1, 2, 3A, 3B, 3C

Rebecca Green & Associates

Form 55

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: Cohen & Associates Pty Ltd *Owner /Agent*

PO Box 990 *Address*

LAUNCESTON TAS 7250 *Suburb/postcode*

Qualified person details:

Qualified person: Rebecca Green

Address: PO Box 2108

Launceston 7250

Phone No: 0409 284 422

Fax No:

Licence No: BFP-116

Email address: admin@rgassociates.com.au

Qualifications and Insurance details: Accredited to report on bushfire hazards under Part IVA of the *Fire Services Act 1979*

(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise: Analysis of hazards in bushfire prone areas

(description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address: 47 Huntsman Road

MEANDER 7304

Lot No: 1

Certificate of title No: 226579

The assessable item related to this certificate: 4 Lot Subdivision

(description of the assessable item being certified)
Assessable item includes –
- *a material;*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type: Bushfire Hazard

(description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

This certificate is in relation to the above assessable item, at any stage, as part of - *(tick one)*

building work, plumbing work or plumbing installation or demolition work: ✓

or

a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –

Documents:	Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan (Rebecca Green & Associates, 7 August 2025, Version 1, Job No. RGA-B2951)
Relevant	N/A
References:	*Tasmanian Planning Scheme – Meander Valley, Bushfire-Prone Areas Code* *Australian Standard 3959-2018*

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

1. Assessment of the site Bushfire Attack Level (to Australian Standard 3959-2018)

2. Bushfire Hazard Management Plan showing BAL-19 (Lot 1) and BAL 19/12.5 (Lot 2 and Lot 3 and Lot 4) solutions.

Scope and/or Limitations

Scope

This report and certification was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with *Tasmanian Planning Scheme – Meander Valley, Bushfire-Prone Areas Code C13.0*, the *Building Act 2016* & *Regulations 2016*, *National Construction Code* and *Australian Standard 3959-2018, Construction of buildings in bushfire-prone areas*.

Limitations

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

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

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

I certify the matters described in this certificate.

	Signed:	*Certificate No:*	*Date:*
Qualified person:		RG-166/2025	7 August 2025

Attachment 1 – Certificate of Compliance to the Bushfire-prone Area Code

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] 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:	47 Huntsman Road, Meander TAS 7304
Certificate of Title / PID:	**F.R. 226579/1, PID6278986**

2. Proposed Use or Development

Description of proposed Use and Development:	4 Lot Subdivision
Applicable Planning Scheme:	Tasmanian Planning Scheme – Meander Valley

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Plan of Subdivision Ref: 15-10 (8780)	Cohen & Associates Land and Aerial Surveyors	17 Mar 2025	2
Bushfire Hazard Assessment Report	Rebecca Green	7 August 2025	1
Bushfire Hazard Management Plan	Rebecca Green	7 August 2025	1

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

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

☐	**E1.4 / C13.4 – Use or development exempt from this Code**	
	Compliance test	**Compliance Requirement**
☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

☐	**E1.5.1 / C13.5.1 – Vulnerable Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.1 P1 / C13.5.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
☐	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

☐	**E1.5.2 / C13.5.2 – Hazardous Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.2 P1 / C13.5.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
☐	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

☒	**E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.1 P1 / C13.6.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☒	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance') *Refer to Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, prepared by Rebecca Green & Associates, 7 August 2025*

		demonstrating BAL 19 for Lot 1 and BAL 19/12.5 for Lot 2 and Lot 3 and Lot 4.
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

☒	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☒	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables *Refer to Bushfire Hazard Assessment Report & Bushfire Hazard Management 7 August 2025.*

☒	**E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
☐	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
☐	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
☐	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
☒	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table *Refer to Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, prepared by Rebecca Green & Associates, 7 August 2025.*
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:	Rebecca Green	**Phone No:**	0409 284 422
Postal Address:	PO Box 2108 Launceston, Tas 7250	**Email Address:**	admin@rgassociates.com.au
Accreditation No:	BFP – 116	**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: Rebecca Green **Date:** 7 August 2025

Certificate Number: RGA-048/2025

(for Practitioner Use only)

Attachment 2 – AS3959-2018 Construction Requirements

Rebecca Green & Associates

BAL Assessments

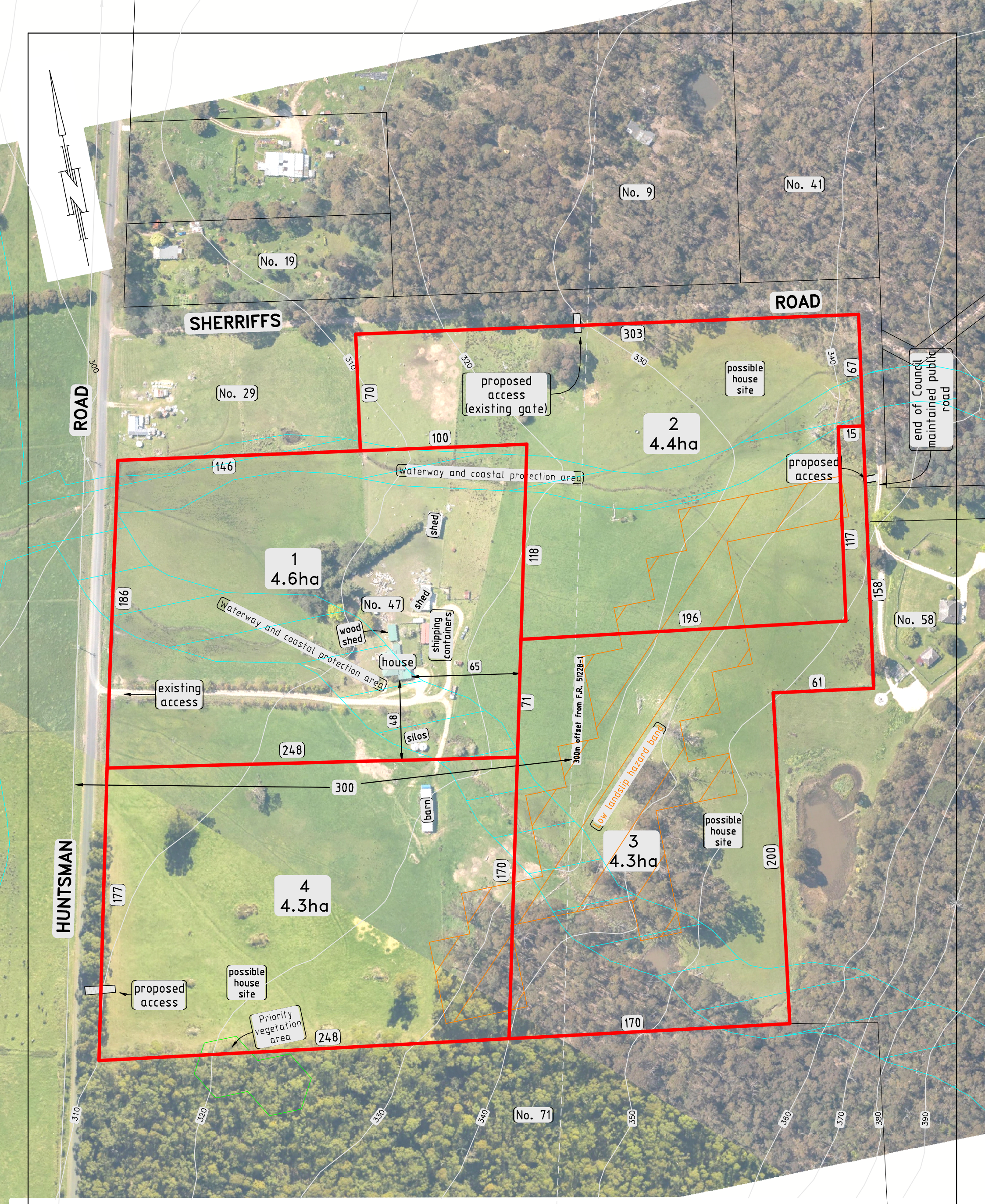
Revised for 2018 edition

	BAL—LOW	BAL-12.5	BAL-19	BAL-29	BAL-40	BAL –FZ (FLAMEZONE)
SUBFLOOR SUPPORTS	No special construction requirements	No special construction requirements	Enclosure by external wall or by steel, bronze or aluminium mesh	Enclosure by external wall or by steel, bronze of aluminium mesh. Non-combustible or naturally fire resistant timber supports where the subfloor is unenclosed	If enclosed by external wall refer below "External Walls" section in table or non-combustible sub-floor supports, or tested for bushfire resistance to AS1530.8.1	Enclosure by external wall or non-combustible with an FRL of 30/-/- or to be tested for bushfire resistance to AS1530.8.2
FLOORS	No special construction requirements	No special construction requirements	Concrete slab on ground or enclosure by external wall, metal mesh as above or flooring less than 400mm above ground level to be non-combustible, naturally fire resistant timber or protected on the underside with sarking or mineral wool insulation	Concrete slab on ground or enclosure by external wall, metal mesh as above or flooring less than 400mm above ground level to be non-combustible, naturally fire resistant timber or protected on the underside with sarking or mineral wool insulation	Concrete slab on ground or enclosure by external wall or protection of underside with a non-combustible material such as fibre cement sheet or be non-combustible or to be tested for bushfire resistance to AS1530.8.1	Concrete slab on ground or enclosure by external wall or an FRL of 30/30/30 or protection of under-side 30 minute incipient spread of fire system or to be tested for bushfire resistance to AS1530.8.2
EXTERNAL WALLS	No special construction requirements	As for BAL-19	Parts less than 400mm above ground or decks etc to be of non-combustible material, 6mm fibre cement clad or bushfire resistant/ naturally fire resistant timber	Non-combustible material (masonry, brick veneer, mud brick, aerated concrete, concrete) or timber framed, or steel framed walls sarked on the outside and clad with 6mm fibre cement sheeting or steel sheeting or bushfire resistant timber	Non-combustible material (masonry, brick veneer, mud brick, aerated concrete, concrete) or timber framed, or steel framed walls sarked on the outside and clad with 9mm fibre cement sheeting or steel or to be tested for bushfire resistance to AS1530.8.1	Non-combustible material (masonry, brick veneer, mud brick, aerated concrete, concrete) with a minimum thickness of 90mm or a FRL of -/30/30 when tested from outside or to be tested for bushfire resistance to AS1530.8.2
EXTERNAL WINDOWS	No special construction requirements	4mm grade A Safety Glass of glass blocks within 400m of ground, deck etc with Openable portion metal screened with frame of metal or metal reinforced PVC-U or bushfire resisting timber	5mm toughened glass or glass bricks within 400mm of the ground, deck etc with openable portion metal screened with frame of metal or metal reinforced PVC-U or bushfire resisting timber. Above 400mm annealed glass can be used with all glass screened	5mm toughened glass with openable portion screened and frame of metal or metal reinforced PVC-U, or bushfire resistant timber and portion within 400mm of ground, deck, screen etc screened	6mm toughened glass. Fixed and openable portion screened with steel or bronze mesh	Protected by bushfire shutter or FRL of -/30/- and openable portion screened with steel or bronze mesh or be tested for bushfire resistance to AS1530.8.2
EXTERNAL DOORS	No special construction requirements	As for BAL-19 except that door framing can be naturally fire resistant (high density) timber	Screened with steel, bronze or aluminium mesh or glazed with 5mm toughened glass, non-combustible or 35mm solid timber for 400mm above threshold, metal or bushfire resistant timber framed for 400mm above ground, decking etc. tight-fitting with weather strips at base	Screened with steel, bronze or aluminium mesh or non-combustible, or 35mm solid timber for 400mm above threshold. Metal or bushfire resistant timber framed tight-fitting with weather strips at base	Non-combustible or 35mm solid timber, screened with steel or bronze mesh, metal framed, tight-fitting with weather strips at base	Protected by bushfire shutter or tight-fitting with weather strips at base and a FRL of -/30/-
ROOFS	No special construction requirements	As for BAL-19 (including roof to be fully sarked)	Non-combustible covering, roof/wall junctions sealed. Openings fitted with non-combustible ember guards. Roof to be fully sarked.	Non-combustible covering. Roof/wall junction sealed. Openings fitted with non-combustible ember guards. Roof to be fully sarked	Non-combustible covering. Roof/wall junction sealed. Openings fitted with non-combustible ember guards. Roof to be fully sarked and no roof mounted evaporative coolers	Roof with FRL of 30/30/30 or tested for bushfire resistance to AS1530.8.2. Roof/wall junction sealed. Openings fitted with non-combustible ember guards. No roof mounted evaporative coolers
VERANDAS DECKS ETC.	No special construction requirements	As for BAL-19	Enclosed sub floor space—no special requirements for materials except within 400mm of ground. No special requirements for supports or framing. Decking to be non-combustible or bushfire resistant within 300mm horizontally and 400mm vertically from a glazed element	Enclosed sub floor space or non-combustible or bushfire resistant timber supports. Decking to be non-combustible or bushfire resistant timbers	Enclosed sub-floor space or non-combustible supports. Decking to be non-combustible	Enclosed sub floor space or non-combustible supports. Decking to have no gaps and be non-combustible

Please note: The information in the table is a summary of the construction requirements in the AS3959-2018 standard and is not intended as a design or construction guide. You should consult the standard for the full technical details.

Attachment 3 – Proposal Plan

Cohen & Associates
Land & Aerial Surveyors

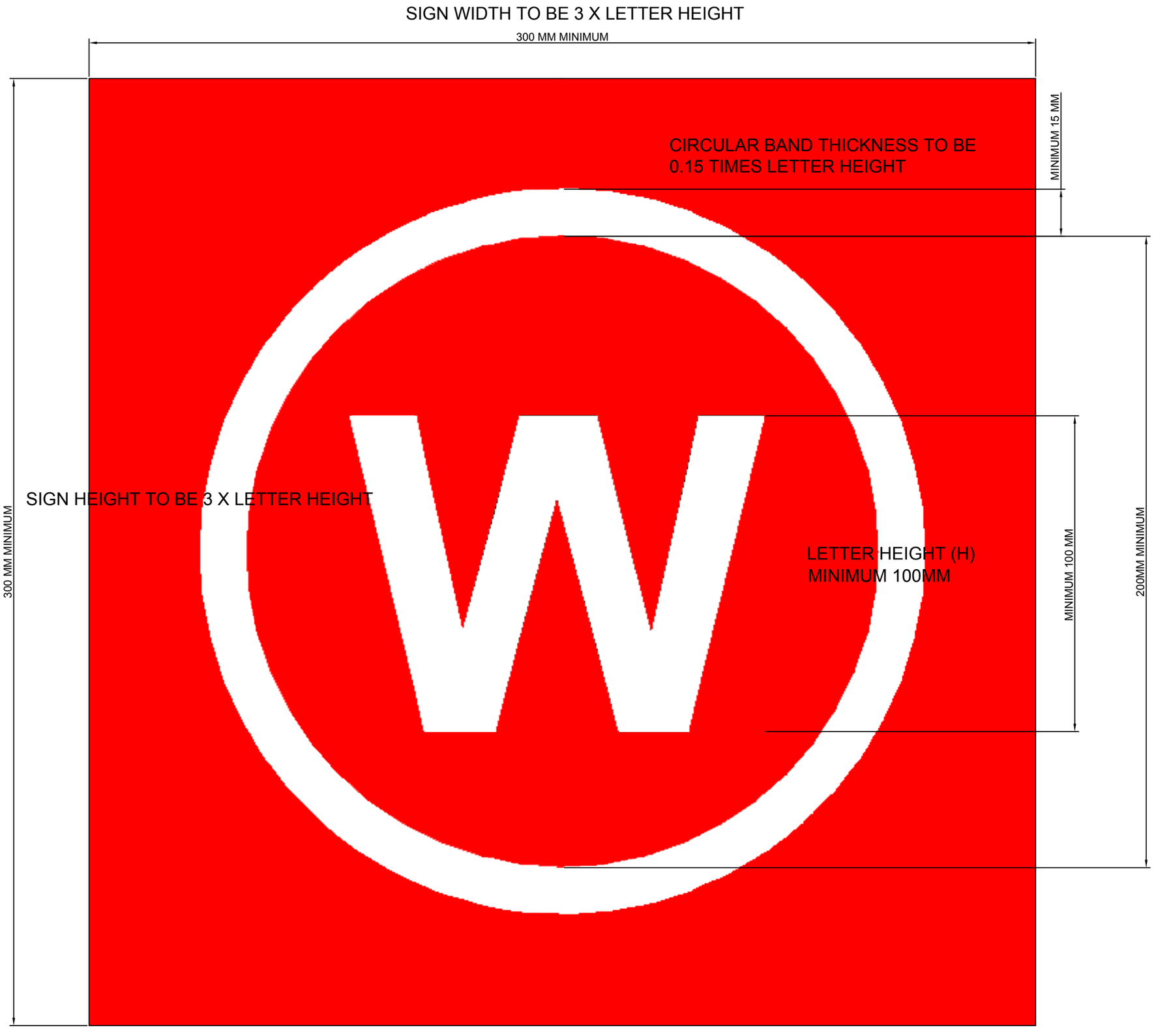


1 OF 1	**PLAN OF SUBDIVISION**	**'MEADOW BROOK' - 47 HUNTSMAN RD MEANDER**	**COHEN & ASSOCIATES** **LAND & AERIAL SURVEYORS** 103 CAMERON STREET PO BOX 990, LAUNCESTON, TAS, 7250 admin@surveyingtas.com.au (03) 6331 4633 www.surveyingtas.com.au ABN 70 689 298 535
REV 2			
REF 15–10 (8780)	17 Mar 2025	OWNER G.J. Johnston TITLE REFERENCE(S) 226579–1 ZONE Rural Living Zone C OVERLAYS Bushfire prone(all) ,landslip–low & waterway protection.	
SCALE 1 : 2000 @ A3	DRAWN ARFAIRFIELD		

Attachment 4 – Tasmania Fire Service Water Supply Signage Guideline

V1.0

10,000 LITRE DOMESTIC FIREFIGHTING STATIC WATER INDICATOR SIGN



LETTERING TO BE UPPERCASE AND NOT LESS THAN 100MM IN HEIGHT

INSIDE DIAMETER OF CIRCULAR BAND TO BE 2 TIMES LETTER HEIGHT

SIGN SIZE DIMENSIONS
3 X LETTER HEIGHT HIGH AND 3 X LETTER HEIGHT WIDE.

THICKNESS OF CIRCULAR BAND TO BE 0.15 TIMES LETTER HEIGHT

TEXT STYLE TO BE IN ACCORDANCE WTH AS1744.2015, SERIES F

SIGN TO BE IN FADE RESISTING MATERIAL WITH WHITE REFLECTIVE LETTERING AND CIRCLE ON A RED BACKGROUND

RED TO BE R-13 SIGNAL RED
COLOUR CODE 1795U

WHITE SUBSTRATE COLOUR TO BE PMS 186C

SIGN TO BE CONSTRUCTED FROM UV STABILIZED, NON FLAMMABLE AND NON HEAT DEFORMING MATERIAL

SIGN TO BE PERMANENTLY FIXED

Tasmania Fire Service

References

(a) Tasmanian Planning Commission 2021, *Tasmanian Planning Scheme – Meander Valley (Effective 19 April 2021), C13.0 Bushfire-Prone Areas Code*, Tasmania.

(b) Australian Standards, AS 3959-2018, *Construction of buildings in bushfire-prone areas*, Standards Australia, Sydney NSW.

(c) Resource Management & Conservation Division of the Department Primary Industry & Water September 2006, TASVEG, *Tasmanian Vegetation Map*, Tasmania.

(d) Tasmanian Government, Land Information System Tasmania, www.thelist.tas.gov.au

COHEN & Associates Pty. Ltd.
LAND & AERIAL SURVEYORS
Operating in Tasmania Since 1946
ABN: 70 689 298 535
ACN: 144 472 659

ADRIAN R. FAIRFIELD, DIRECTOR
103 Cameron Street
PO Box 990 Launceston TAS 7250
Office: (03) 6331 4633
admin@surveyingtas.com.au
www.surveyingtas.com.au

Our ref: 15-10 (8780)

18 September 2025

Meander Valley Council
P O Box 102
WESTBURY TAS 7303

Via Email

To whom it may concern,

Re: Development Application – 4 Lot Subdivision
47 Huntsman Road, Meander

We are pleased to submit this Development Application for the proposed subdivision at the above address. We note that we have previously submitted a Planning Review for this subdivision (Your Ref: PC\25\0140).

We enclose:

- PDF copy of the proposed Plan of Subdivision
- Copy of the relevant title – we note that there are current unregistered dealings with LTO in relation to the property as the owner Mr Graham Johnston has passed away and we are acting on behalf of Michael and Susan Johnston
- Bushfire Hazard Assessment Report and Management Plan prepared by Rebecca Green
- Planning Scheme Supportive letter prepared by Rebecca Green
- Traffic Impact Assessment prepared by TCS
- Attenuation Zone Assessment Report prepared by ES & D
- Application for Planning Approval

Please forward the invoice for the planning application to admin@surveyingtas.com.au. We note that the Planning Review fee of $95.00 (Inv 1225) has been paid and this amount will be credited to the Planning Application fee invoice.

We seek Council's approval for the subdivision and will be pleased to supply additional information as required.

Yours faithfully,

Adrian Fairfield of
Cohen & Associates Pty. Ltd.

Encl.