Attachment 6.1a

Murrindindi
Shire Council

Planning Enquiries
Phone: (03) 5772 0317
Email: planning@murrindindi.vic.gov.au
Web: www.murrindindi.vic.gov.au

Clear Form

Office Use Only

Application No.: Date Lodged: / /

Application for a **Planning Permit**

If you need help to complete this form, read MORE INFORMATION at the end of this form.

⚠ Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any questions, please contact Council's planning department.

⚠ **Questions marked with an asterisk (*) must be completed.**

⚠ **If the space provided on the form is insufficient, attach a separate sheet.**

Click for further information.

The Land

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.: | St. No.: 3625 | St. Name: Maroondah Hwy

Suburb/Locality: Acheron | Postcode: 3714

Formal Land Description *
Complete either A or B.

⚠ This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A Lot No.: ○ Lodged Plan ○ Title Plan ○ Plan of Subdivision No.:

OR

B Crown Allotment No.: 445373 | Section No.:

Parish/Township Name: Parish of Taggerty

The Proposal

⚠ You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

For what use, development or other matter do you require a permit? *

1. To change the use of the golf club building from accommodation to a place of assembly. Offering a kitchen, dining recreation area and bar (sale of liquor in accordance with our liquor license) .
2. For the bar to offer the sales of liquor as stipulated in our license, to both guests staying on the property. And to the general public on up to 12 weekends of the calendar year. This may include for the use of weddings, functions and general events held at the premise. These events will act in accordance with our license and all sales will cease by 11pm on Friday and Saturday nights.
Noise levels will be closely monitored and all music will cease at 11pm.
For larger functions parking will be in a discreet location out of view from Yellow Creek road. (Ie to the west of the new accommodation building.)
We will also use bus services as often as possible to minimize traffic on Yellow Creek Road and to minimize any risks or drink driving. This shuttle service will bring guests both to and from the venue at the start and end of each function.
Our event season will only operate between September 1 and November 20, and January 1 to June 1.
If the number of guests at these events exceeds our septic system capacity I intend to hire in portable toilets.
3. To gain a permit to use the land as a caravan park. We are seeking approval to set up a maximum of 5 tents, with a maximum size of 5m in diameter. These will be strategically positioned to minimize visual impact on people traveling on Yellow Creek Road. These tents will be unpowered and not permanent fixtures. They will only be erected for large functions like weddings. They will accommodate a total maximum number of 12 guests. (Thus transferring the 12 from the golf club building to this site)

☑ Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

Estimated cost of any development for which the permit is required *

Cost $ 10000 ⚠ You may be required to verify this estimate. Insert '0' if no development is proposed.

As follows is the additional information as requested including responses to objections.

1a. A weekend will include Friday from 2pm until Sunday 6pm.

1b. I anticipate to serve alcohol from 6pm -11pm Friday, and 2pm -11pm Saturday. I don't expect any service on the Sunday.

I expect to have more than 48 guests participating in one meal over the weekend period. On the Saturday evening between 5-7 pm.

I expect to only have the extra guests (not the 48 accommodated on the property) for the period of 11am -11pm Saturday.

1c. I intend to only open the bar to general public and events a total of 12 times per year. Ie if I have 8 functions in one year I may open the bar 4 times.

1d. I would like to set the maximum number of guests at **200** at any one event.

6. Issues raised.

The visual impact of the tents.

The tents are set back over 380m from Maroondah Hwy and over 130m from Yellow Creek Road. Due to substantial roadside vegetation along Maroondah Hwy the tents are barely visible to passing traffic. In regard to Yellow Creek Road traffic the tents are strategically located behind the accommodation block and are obstructed from view. There is also substantial roadside vegetation along Yellow Creek Road. In addition to this I will be planting a screening hedge along Yellow Creek Road directly adjacent to the buildings. (Trees are on order and are expected to arrive in the next week) The tents selected are also a natural tone of cream that blends in with the surrounding environment and buildings. The tents are also only going to be erected for part of the year. They will not be up for winter and possibly November/ December. In the past 12 months I have planted over 80 trees in the immediate vicinity. These trees include a mixture of evergreens and deciduous that will reduce any visual impact from the tents.

In keeping with the rural area.

I believe Bonfire Station is very in keeping with the rural area. Our venue showcases life in country Victoria. It provides guests with an opportunity to experience life on a farm and broaden their horizons. We provide educational farm tours, offer opportunities to go fishing, hiking and start gazing. We promote sustainable living and a greater awareness of our environment.

Parking.

In my proposal I have stated that I do not expect a substantial increase in vehicles that require parking for the events. We will utilize bus services to minimize traffic on Yellow creek Road and parking

requirements. Due to the nature of the events (we plan on hosting weddings) very few guests that are not staying at Bonfire Station are going to drive to our venue.

I have also indicated in my proposal an area for additional parking off Yellow Creek Road on the property that is screened from view. Any cars parked on Yellow Creek Road will be asked to move to the designated parking area.

Please see the attached carpark design that meets Australian standards. (A3 carpark final)

Building locations.

My planning application does not request any changes to the buildings locations or appearances except for the addition of disabled access. As stated above I also plan to plant a screening hedge along Yellow Creek Road in the near future.

Type of events

Place of assembly can refer to a variety of events and functions. I intend to host weddings, engagements, corporate weekends and events of celebratory nature. I have no intention of hosting rave parties, festivals, sporting events or anything of this nature. The type of clientele I expect to host will be young to mature adults that wish to simply enjoy the countryside.

Hunting safaris

Some local residence have shown concern over us running night hunting safaris as advertised on an early poster. This poster was generated to gauge the areas of interest from potential guests. No night hunting safaris have ever been run by Bonfire Station. Nor will they be in the future. No day or night hunting tours will take place on the property. We have also elected to not pursue beer or cider brewing classes in the future.

Golf club house building

No structural or substantial changes have taken place. Changes included removal of false ceiling, recladding inside and out, kitchen alterations and the installation of the bar area.

Concerns over loud music.

As with any new business we have had our teething issues. The main one being when guests bring their own sound systems. This has posed problems for us as they are usually set up outdoors and it is difficult for me to control volume levels. Moving into the future no outside sound systems will be permitted on the property (with the exception of live bands).

My system is inside the venue and has the based turned right down. It is also in a locked cabinet and will only be controlled by staff, not guests.

As mentioned in my planning application an 11pm noise curfew will be strictly enforced. All amplified music will I expect amplified music to play from 6pm -11pm Friday, and 5pm-11 pm Saturday. None on Sunday. be turned off at 11pm. This is inclusive of live bands ect.

I intended for live bands to have the option to set up out doors. They will only be permitted to play between 6pm and 11pm on the Friday OR the Saturday. Not both days. Volume levels will be kept to respectable levels also. (Dj's will not count as live bands)

I believe with our new policy of no additional amplifies on the property noise will not be an issue for neighbors.

I have also done several sound checks in a variety of different environments including windy nights, still night, heavy cloud cover, no cloud cover etc and with a variety of soundtracks. I have adjusted my maximum volume to what I consider to be a reasonable volume level to not disturb my neighbor's.

I believe I have a good relationship with my neighbor's and its import to me to maintain this in the future.

Tents.

The tents will not have any form of heating in them and they will only be erected for the warmer months

Liquor License.

Our liquor license has no conditions placed upon it in regard to serving the general public. Our existing planning approval regulates our service to guests staying on the property. This has been clarified by the council and is something we are endeavoring to change in this planning application. Until this change has occurred we will continue to only serve guests staying on the property.

Conforming to permit requirements.

Permit requirements and approvals can be very complicated, particularly to someone that has no experience in the field. At no point have I intentionally breached what I am permitted to do. I have worked hard with the council on all occasions to comply with regulations. The council has been understanding and very supportive which I am very appreciative of. I do not anticipate any breaches in the future as I am seeking to gain approvals so I can run my business within the parameters of the law. I have invested a huge amount of time and resources into establishing my business which is showing great potential. I have no desire to create complications for myself or jeopardize this in the future.

Fire risk.

As a substantial land owner and resident of Taggerty I share everyone's concerns over fire safety. I consider it to be one of my highest priorities and as a host have a responsibility to for the safety of my guests and local residence.

To mitigate any risk of fire danger we strictly abide by all fire regulations.

- Each building is equipped with maintained fire extinguishers, 240v fire alarms and emergency lighting.
- We have a 10,000 l water tank with CFA fitting in the event of a fire.
- We have our own 2500L firefighting rig which is quickly mobilized.
- We have 7 water points within a 400m radius.
- We work hard to maintain undergrowth, fuels and grass.
- We provide access for emergency vehicles to all buildings in the form of complaint roads.
- We have emergency assembly points,
- Maps and evacuation procedures are in each room.
- We only allow fires in designated fire pits.
- All guests are provided with information on what to do in the event of an emergency, and our regulations regarding campfires.
- Our venue is always staffed when guests are present.

On total fire ban days we do not conduct any farm tours and ask guests to stay within a close proximity of the buildings. We also ask guests to be aware of fire danger and to maintain some form of contact with management.

Security

I do not anticipate security to be an issue. Due to the nature of the events we plan to host we don't believe security issues are a large risk. I would consider our venue to an extremely safe atmosphere for guests. Our venue is always staffed when guests are present. During functions guests are usually affiliated with each other to some degree. We have very minimal risk of gate crashers. And all staff are RSA trained and will continue to serve alcohol in a responsible manner.

We have also installed a 6 camera security system that records most areas of congregation. This backs up to a hard drive and is also movement sensors and has infra-red capabilities.

Effluent disposal requirements.

How our proposed planning application will affect waste production

Our aim is minimize additional load on our current effluent system as much as possible.

Portable toilets to meet extra demand.

I intend to have 1 portable toilet for every additional 60 guests. (Eg 90 guests = 2 toilets) This should be a sufficient number due to the nature of the events and the time span that the extra guests are likely to be on the property. (less then 12 hours).

It will be important to ensure that the extra guests only use the portable toilets as to not place extra demand on the effluent system. All bathrooms will be sign posted "Use for staying guests only, use portable toilets provided" Or something similar to this effect. And the accommodation building will be out of bounds for people that are not staying.

The portable toilets will be located in convenient locations within 50 m of the dining facilities. There locations may change depending on the weather, for example if it is raining portable toilets will be located under 3x3m marquees in close proximity to the building.

Staff will manage this by asking guests to use the correct facilities and reminding them when required.

Additional load can be broken down into several key contributors;

- Brewery
- Kitchen facilities for up to 60 guests
- Bar facilities for up to 200 guests
- Cleaning of bar/ dining areas.

A breakdown of daily waste generation follows with the justification proceeding.

Additional waste production

Use	Waste produced/ person/24h	X number of guests / day
Showering (off site)	0L	0L
Bar service, washing glasses	2.2L	448L
Handwashing	0	0
Kitchen tap	4.5L / person	X 60 = 300L
Cleaning (Mopping)	X 2	20L
Brewery	0L	0L

Thus resulting in an additional 768L of grey water produced on a peak day.

Justification breakdown

We may have up to 200 guests visiting the property for a function. None of these guests will require shower facilities or toilet facilities as they will shower off site. Portable toilets will address the black water production of the extra patrons. Hand washing usually occurs 4 x per day but this will be done in the portable toilets.

The number of guests accommodated on the property will be a maximum of 60.

They will not require any kitchen facilities as all functions with extra guests will be catered through external sources. These providers do not require washing facilities.

The bar will produce some grey water and my calculations on how much are as follows.

The bar contains 2 sinks, each holding 4 liters of water. This water will wash and rinse 25 glasses before being changed. Each patron may drink up to 7 drinks in a day. (Depending on glass size and if the glass is refilled or not.) If 200 patrons participate this will result in 448 L of additional grey water on a given day.

We also need to consider the kitchen facility for up to 60 guests when no caterer is present.

The kitchen contains 4 sinks and is large enough for 8 people to be present at any one time. Usually 4 people will take on the duty of washing up for everyone. This will require all 4 sinks be filled once with 25 L. Totaling 100L per meal for washing up. Assuming 3 meals are prepared each day the total grey water produced in 300L.

Venue cleaning will also be required. Ie mopping the venue twice each day with 10L.

In regard to the brewery, due to not being able to draw enough power from the grid we are moving our brewery to a site in Melbourne with 3 phase power. Thus no wastewater will be produced in the brewing process at this address.

Current system capacity

Our current system is comprised of 3 x 3200 liter holding tanks, 1 x 1000l pump well and 270 m of trenches (450 deep).

Soil absorbtion

L = Q / DLR x (W/1.2)
L = total length of 'Wick' trench required in metres
Q = design daily wastewater load in litres a day
DLR = design loading rate for trenches in mm per m^2 per day
W = total width of trench and bed in the combined 'Wick' trench

L= Q/(DLRXW)

L = 2400+ 768*/DLR 12mm /day; 12 m2 / day for clay loam soils moderately structured 4A primary treated x 1.m trench width)

L= 3168/12

L =264.0m trench/bed length; allow 264m length

*Additional load

In conclusion the current trench beds are large enough to handle the additional load from the proposal.

How our site will address Victorian Fire Services Caravan Park Safety Guidelines.

Pathway 3. Demonstration of compliance with some of the prescriptive provisions and demonstrate compliance with some aspects of the Performance Measures.

PP1 Comply with the Prescriptive Provision

We have designed the site and location of our tents to meet and comply with the guidelines PP1. There will be >2 m of separation between and around the dwellings to limit fire spread. There will also be a width of >1.2m between structures and a minim height of 2.1 to allow a firefighter to move between structures.

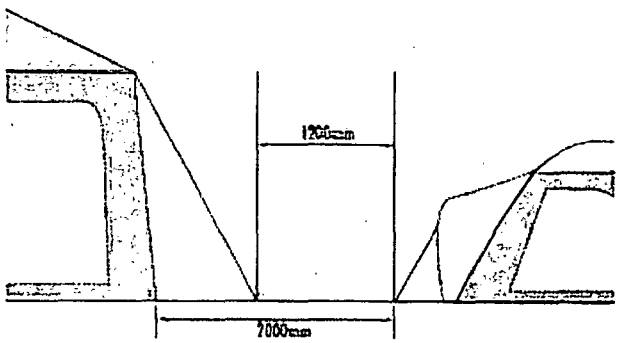


Figure 11 - Tent to tent fire separation

PP2. Comply with the Prescriptive Provision

Fire vehicle access will;

a) have a minimum inner radius of 10 M
b) wll have an average grade of no more than 8.1 %, with a maximum of no more they 20%.
c) Dips will have no more then a 2.5% entry and exit angle.
d) Be designed, maintained and constructed to a load limit of > 15 tonnes and be all weather construction.
e) provide a minimum trafficable width of 4 metres and be clear of encroachments 4 metres vertically
f) if the access road is longer than 100 metres from the nearest intersection, it will have a turning circle with a minimum radius of 10 metres; or
g) a"T" or"Y" head with a minimum formed surface of each leg being 8 metres
h) in length, measured from the centre point of the head and 4 metres trafficable width
i) if the length of the access road is greater than 200 metres, passing bays must be provided. Passing bays must be 20 metres long and be provided every 200 metres with a trafficable width of 6 metres

P3. Occupant fire equipment

Demonstrate compliance with the Performance Measures (See Report)

PP4 Fire authority system .

Demonstrate compliance with the Performance Measures (See Report)

PP5. Comply with the Prescriptive Provisions

Lp gas is used to service the communal bathrooms and complies with the AS 5601 Appendix

PP6 Comply with the Prescriptive Provisions

This is not applicable as no tent site will be connected to 240V power.

PP7 Comply with the Prescriptive Provisions

All flammable liquids will be stored in accordance with Dangerous Goods (Storage and Handling) Regulations 2000 and AS 1940

PP8 Comply with the Prescriptive Provisions

An Emergency management plans will be developed in accordance with AS 3745 and AS/NZS 4360. The emergency management plan will be located in a prominent position that is acceptable to all of the emergency services, but will generally be the park main office/ bar area.

A copy of any public emergency warnings on any day that the warning is current will also be displayed. It will be displayed in a prominent position in:

- the caravan park office/ bar area;
- every building in the caravan park that contains communal facilities including the bathrooms.

Maintenance and inspection records will be kept as per the requirements.

Alternative solutions to P3 and P4 by demonstrating compliance with performance measures.

Scope of Report.

This report has been designed to provide realistic alternative solutions to Fire equipment and Fire Authority equipment(P3+P4), and demonstrating compliance with performance based measures. And also provide a perspective of the scope of the proposed caravan park.

Scope of proposal.

It's important to bear in mind the scope of the proposal.

Details are as follows;

For the erection of up to a maximum of 5 tents, accommodating a maximum number of 12 guests in total.

The tents will have no power or heating sources, no cooking facilities or any form of natural gas.

The planning application does request for any additional dwellings including caravans, annexes or portable homes.

Each tent will have a separation distance of >5m. The tents will only be erected seasonally and will not be permanent fixtures.

No campfires are permitted in the park.

No reticulated water is available.

All tents are located in an open field free of vegetation.

No external tents are allowed, guests are only permitted in the tents provided.

Nature of expected fires.

The nature of expected fires is to be small with little ignition source. Probably started inside the tent from an unknown source. (No smoking, candles, lanterns or fires are permitted.) The fire will start slowly but spread quickly around the tent. Very prompt action will be required to extinguish the fire.

Due to the accommodation type, (short stays only). The tents are unlikely to have much furnishings or belongings inside them. For example, 2 overnight bags plus bedding. (Class A materials) This will result

in less intense fires that are unlikely to spread to other structures. It very unlikely the tents will contain any B,E or F class materials.

The nature of the surrounding (lawn with no vegetation) will also help to minimize the risk of the fire spreading.

Other possible fires may include a grass fire. In this case guests are not going to be expected to help extinguish the fire but relocate to the emergency evacuation points.

Proposed alternative measures will meet the following performance measures.

PM4 Fire equipment

Fire equipment must be provided and maintained appropriate to the identified risks.

Fire equipment must be provided and maintained:

a. in locations accessible to all caravan park occupants; and

b. with appropriate signage.

PM5 Fire authority equipment

A water supply must be provided and maintained for use by the relevant fire service appropriate to:

a. the likely fire services response; and

b. the identified risks and hazards.

If reticulated water supply is unavailable, static water supply for fire service use must be provided and maintained:

a. with quantities appropriate to the identified risks and hazards;

b. with fittings appropriate to the relevant fire service;

c. in operable locations acceptable to the relevant fire services; and

d. with appropriate signage and markers.

P3 alternative measures.

We are proposing due to the following reasons a fire extinguisher (4.5 kg Dry Chemical Powder Fire Extinguisher ABE Fire Rating: 4A:60B:E) mounted and signed in each tent are an adequate alternative to a fire hose reel.

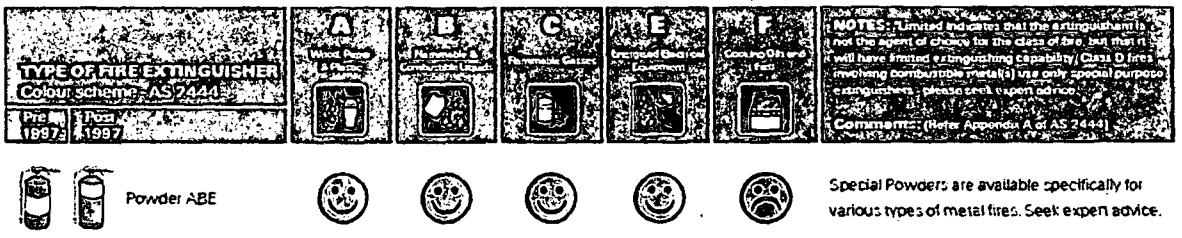
- The low fuel value of the tent. The tents proposed in the planning application are single room, single skinned tents with low fuel value. At the longest length they are less than 5 m across and

contain 28Kg of cloth. If a fire was to start in one of the tents the most effective way to extinguish the fire would be a quickly accessible extinguisher. Compared to the time taken to go up to 36 m to the nearest fire hose reel and drag back a hose. Fire extinguishers are by far a more effective control measure.

- The fire intensity potential is small. Due to the low fuel value of a tent compared to a caravan or portable home a fire extinguisher is capable of controlling the fire.
- The tents are unpowered with no heating, gas or cooking sources. They are of very low fire risk.
- Each tent has a separation distance of over 5 m, thus limiting the possibility of fire spreading between tents. There is minimal chance or heat radiation or flame contact.
- Fire extinguishers are easy to use, familiar and effective. If a fire was to start in a tent in the middle of the night people are far more capable of using an extinguisher then running around in the dark trying to locate a fire reel that they have never been trained to use.
- Each tent will be fitted with an accessible fire extinguisher and appropriate signage.

The principle purpose of a fire hose reel in caravan parks is to allow occupants to undertake an initial fire attack. Most caravan parks allow people to bring their own caravans, trailers and tents that may not have any measures to fight or control a fire with them. Thus an external source is required in the form of a fire reel. In our case no caravans, tents or trailers are permitted on the property. Guests are only allowed to stay in the 5 provided tents. In this case each tent can be set up to ensure it has appropriate fire control equipment in it like an extinguisher.

4.5 kg Dry Chemical Powder Fire Extinguisher ABE are designed and very effective against class A materials; the common materials found in the tents proposed.



They also have a range of 5-7m which is greater than that of the whole tent. This will enable people to fight the fire from outside the tent or the exit of the tent irrespective of where the fire is in the tent.

In Accordance with As2441 one 4.5 kg ab fire extinguisher is required for every 100m2 of floor space for temporary, enclosed structures. The tents proposed have a floor space of 19m2. Consequently one 4.5 kg cylinder exceeds the requirements for temporary structures by 5 fold.

(Source Australian Building Codes Boards; temporary structures 2015)

P4 alternative measures.

We are proposing a maintained minimum water supply of 10,000 liters exclusively for firefighting use is an adequate amount to extinguish up to 5 tents.

- It is very unlikely all tents will be on fire due to the nature of the environment and the spacing between structures.
- Due to the low fuel value of a tent and its contents, 10,000L will be more than enough to extinguish a fire.
- This 10,000L tank will be located within 60m of all structures and fitted with CFA fittings which are appropriate to our rural location.
- If additional water is required we have a 2 million liter water point within 80 m of all of the tents that is accessible to emergency vehicles.

Conclusion.

We believe due the scale of the proposal and factors that contribute to it being very low fire risk the alternatives provided satisfy all performance measures. Thus are adequate alternatives and comply with the Victorian Fire Services Caravan Park Fire Safety Guidelines.

Attachment 6.1a

LIQUOR LICENCE

Section 101, Liquor Control Reform Act 1998

This licence must be displayed in a conspicuous place on the licensed premises, in a manner that invites public attention

2017

Wine and Beer Producer's Licence *Licence No. 32609371*

Subject to the provisions of the Liquor Control Reform Act 1998 and any conditions specified in the licence, the licensee is authorised to supply liquor up to and including 31 December 2017

Licensee	ROBERT CHARLES CHRISTOPHER		
Address for service of notices	LOT 1, YELLOW CREEK ROAD TAGGERTY 3714	Licensed premises address	3625 MAROONDAH HWY ACHERON 3714
Trading as	CATHEDRAL CHERRIES		

TYPE OF LICENCE

This licence is a wine and beer producer's licence and authorises the licensee to supply liquor that is the licensee's product at any time and on any premises to a person who holds a licence under the Liquor Control Reform Act 1998.

This licence also authorises the licensee during the trading hours specified below to:

- supply liquor that is the licensee's product for consumption on or off the licensed premises; and
- supply liquor that is not the licensee's product for consumption on the licensed premises.

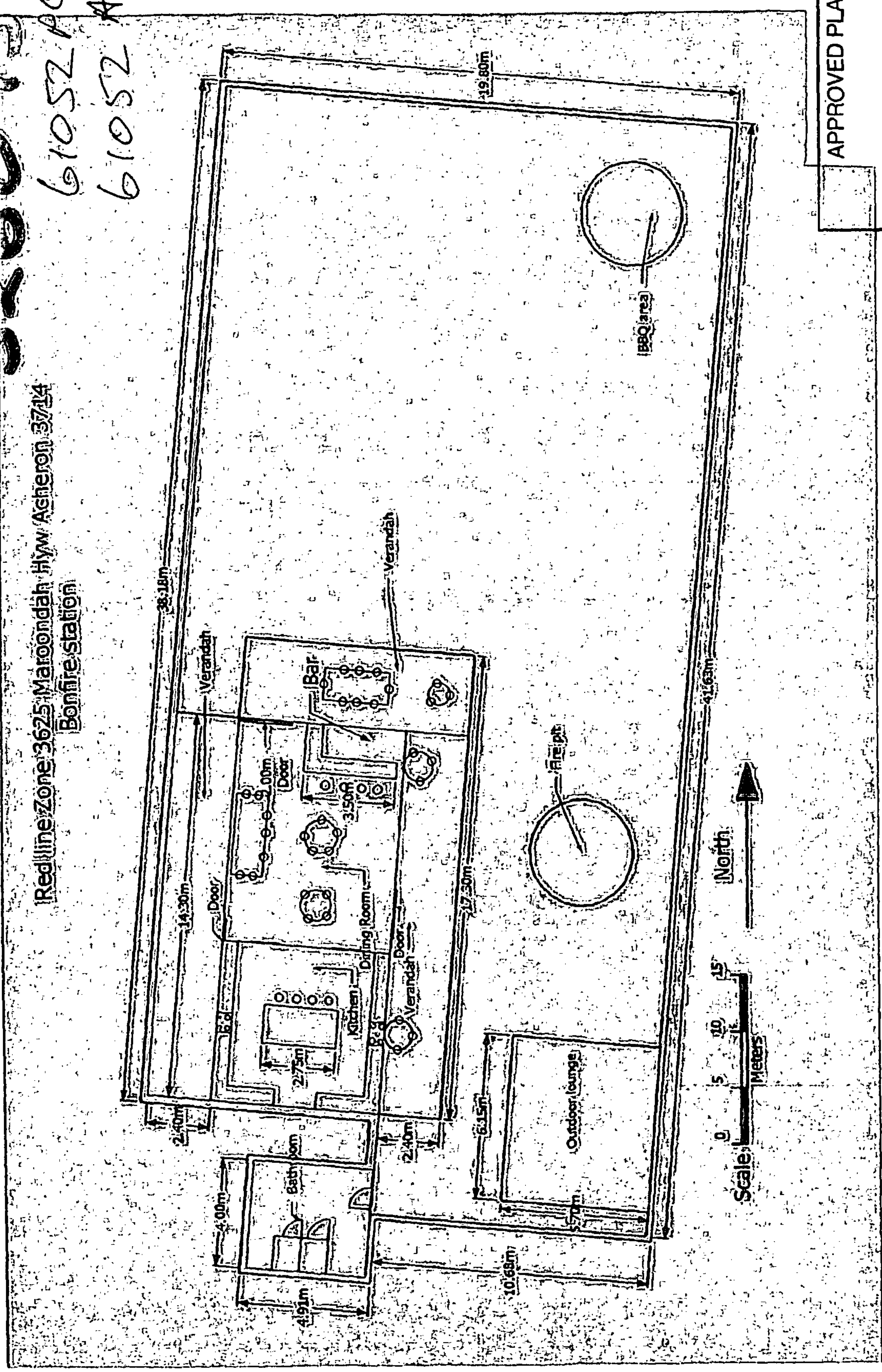
AMENITY

The licensee shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which the licence relates during or immediately after the trading hours authorised under this licence.
The licensee shall ensure that the level of noise emitted from the licensed premises shall not exceed the permissible noise levels for entertainment noise as specified in the State Environment Protection Policy (Control of Music Noise from Public Premises) No.N-2.

TRADIING HOURS

On any day	Between 12 noon and 11pm

End of Conditions - Printed on 09/01/2017



APPROVED PLAN

9/11/17

Delegate of the V.C.G.L.R.

TRAFFICWORKS PTY LTD

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Project No. 157610

11 July 2016

Ian Ridgwell
Senior Statutory Planning Engineer
VicRoads – North Eastern Region
50-52 Clarke St
Benalla VIC 3672

Dear Ian,

RE: 3625 Maroondah Highway Acheron – Traffic Impact Assessment
(Council Ref: 2016/33, VicRoads Ref: 17554/16)

I refer to your letter dated 31 May 2016 to Melissa Crane, Planning Office at Murrindindi Shire Council, in relation to the proposed Tourist Accommodation at 3625 Maroondah Highway Acheron. Your letter requested further information in the form of a Traffic Impact Assessment Report (TIAR), with particular reference to Yellow Creek Road and the its intersection with the Maroondah Highway.

Trafficworks have been engaged by the applicant for the proposed development, Mr Robert Christopher (our Client), to undertake the assessment to review proposed access arrangements from the proposed development to the adjoining road network to ensure a safe and functional environment is provided for all road users whilst minimising the impact on passing traffic.

Upon review of the planning report and associated plans for the proposed development, provided by our Client, Trafficworks undertook a preliminary assessment of the impacts in accordance with relevant guidelines/standards.

Our Client has questioned the need for a full TIAR, and has requested that we submit our preliminary findings of the impacts on the Yellow Creek Road/Maroondah Highway intersection for VicRoads review. Please refer to the following:

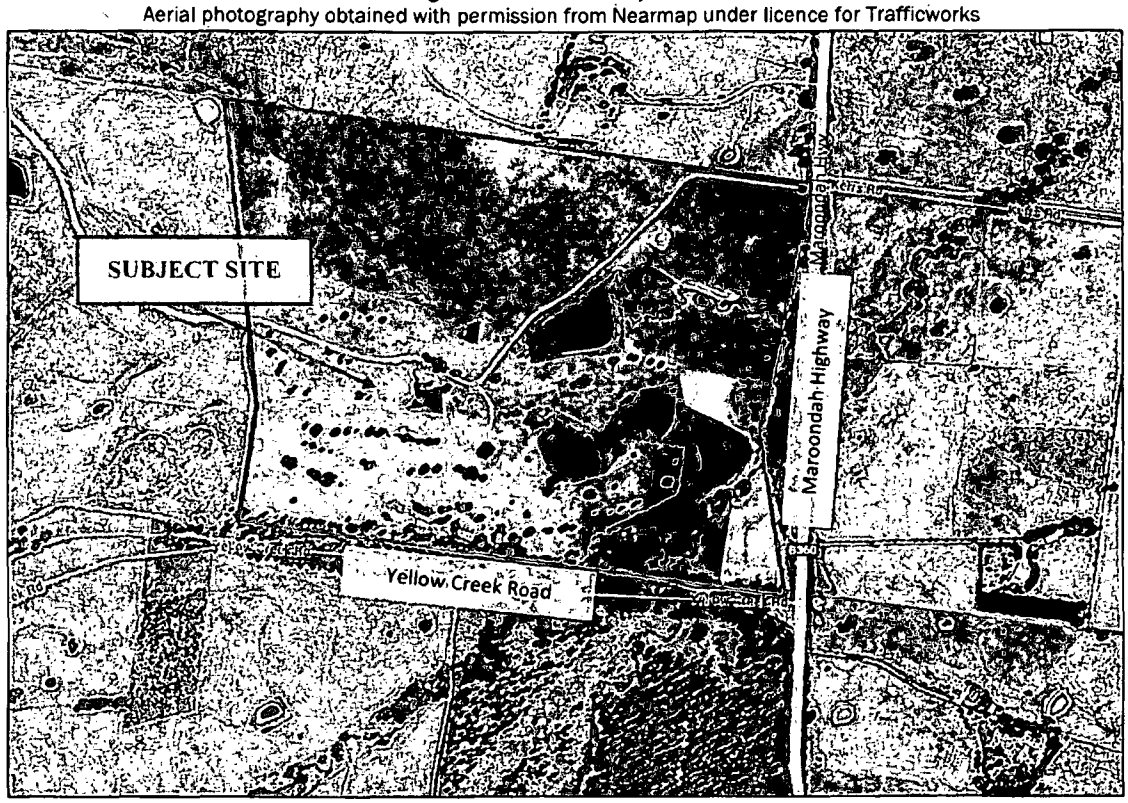
Existing Conditions

The subject site is currently being operated as a cattle farm, with a seasonal cherry orchard. From mid-November to January the subject site accommodates 24 seasonal workers who are involved with the cherry orchard.

The location of the site and its surrounding environment are shown in Figure 1.

The subject site is accessed from Yellow Creek Road (local road), however, there is also an access from the Maroondah Highway (State Arterial), located at the north east corner of the subject site. The direct access to the Maroondah Highway will be closed as part of the development and the road reserve re-instated.

Figure 1: Location of subject site
Aerial photography obtained with permission from Nearmap under licence for Trafficworks



The Maroondah Highway has a default rural 100km/h speed limit past the subject site, and the traffic volumes are shown in Table 1.

Table 1 – Traffic Volumes – Average daily traffic volume (Source: VicRoads website)

Location	Southbound (vpd)	Northbound (vpd)	Total (vpd)	CV
Maroondah Hwy	690	660	1,350	13%

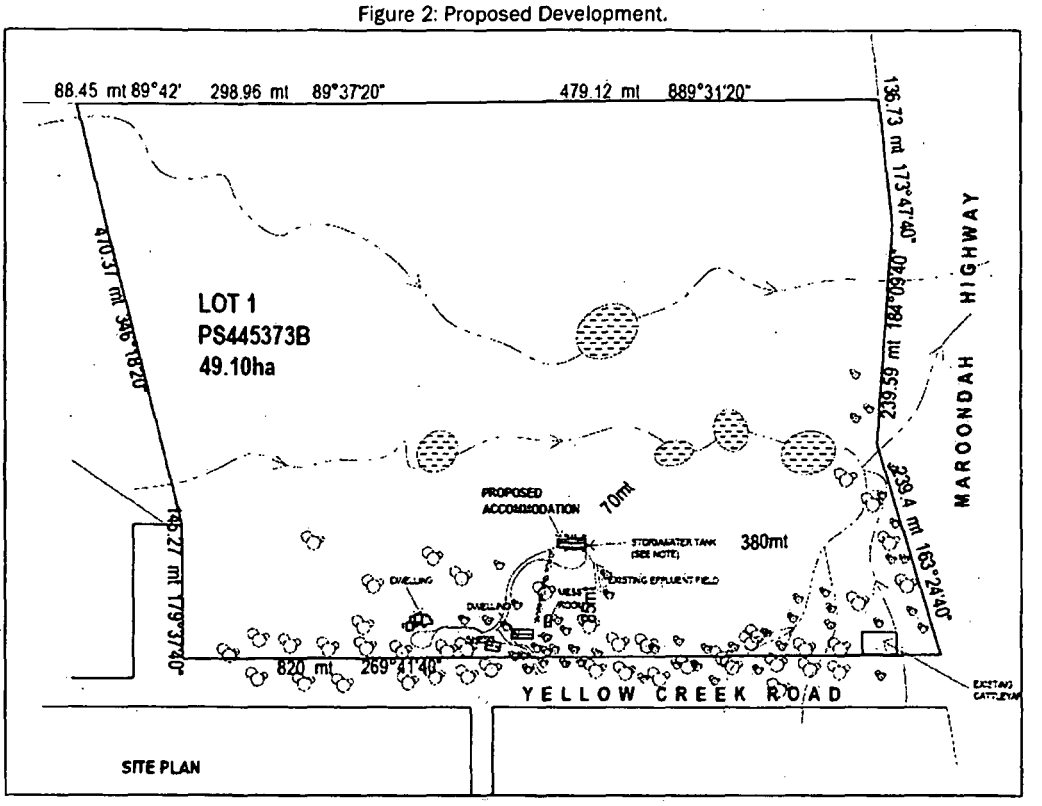
In country areas, it is generally accepted that the peak hour flow is around 10% of the total daily flow. On that basis the peak hour two-way traffic volume for the Maroondah Highway is estimated at 135vph. Applying a 2% annual growth factor to the Maroondah Highway data would indicate estimated two-way traffic volumes at full development of the subject site (say 2017) of about 138vph, with an approximately even directional split.

Proposed Development Summary

The proposal is to double the onsite accommodation from 24 to 48 beds with the construction of a new purpose built accommodation building (as shown in Figure 2). The current building will be decommissioned.

The development includes four bunk rooms (each with six bunk beds), which equates to up to 12 persons per room (x4 = 48 Beds).

Figure 2: Proposed Development.



Trip Generation and Assignment

Anticipated traffic generation levels from the proposed development have been established by using the daily rate of 3 vehicle movements per unit/day (vpd) and the peak hour rate of 0.4 vehicle movements per hour (vph) per unit as specified in Section 3.4.1 for Motels in the RTA Guide to Traffic Generating Developments.

For the four units in the proposed development, this amounts to an estimated 12vpd, or 2vph during the morning and evening peak periods.

It has been assumed that during the morning peak, 20% would be entering and 80% exiting the subject site, with flows reversed during the afternoon peak (80% entering/20% exiting). It has also been assumed that 60% would enter/exit the subject site from/to the north and 40% would enter/exit the subject site from/to the south.

This is based on the assumption that most guests would arrive in the afternoon and leave in the morning, and the main town, Alexandra, is to the north, although a small convenience shop is located in Taggerty to the south (i.e. milk/newspapers).

The resultant directional split of peak traffic flow for the Yellow Creek Road/Maroondah Highway intersection is shown in Table 2. This is based on the access to the proposed development being via Yellow Creek Road onto the Maroondah Highway.

Table 2 – Yellow Creek Road/Maroondah Highway – Directional split of peak traffic flow.

Period	Left In	Right In	Left Out	Right Out	Total
AM Peak	0	0	1	1	2
PM Peak	1	1	0	0	2

Sight Distance

The visibility criterion normally applied to intersections is Safe Intersection Sight Distance (SISD). This is nominated in the Austroads Guide to Road Design, Part 4A as the minimum distance which should be provided on the major road at any intersection (refer to Section 3.2.2 in the Austroads Guide) and provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle from the minor access approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.

The minimum SISD criterion specified in Table 3.2 of the Austroads Guide requires clear visibility for a desirable minimum distance of 285m, relating to the general reaction time RT of 2 seconds and a design speed of 110 km/h (posted speed limit + 10km/h). This sight distance is applicable to the Maroondah Highway along the subject site frontage.

These visibility requirements, measured at 5.0m from the edge of traffic lane, are satisfied at the Yellow Creek Road/Maroondah Highway intersection (see Photos 1 & 2 below) that indicate clear sight lines in excess of 285m in both directions and no further treatment is required in this regard.

Photo 1 – Maroondah Highway at Yellow Creek Road - looking south.

Photo 2 – Maroondah Highway at Yellow Creek Road - looking north.

Conclusion 1: Sight distance requirements are satisfied at the proposed site entry to the Maroondah Highway.

Impact on Existing Road Network

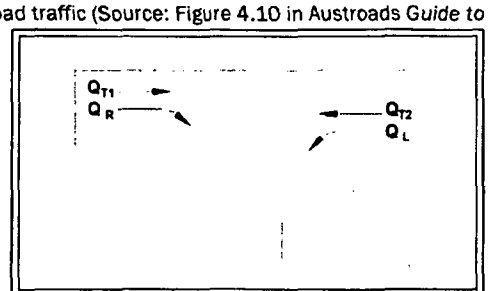
Separate turn lanes are normally provided to avoid congestion and/or delays to through traffic and to improve safety for traffic movements at intersections and significant access points. The type of turn treatment is determined on the basis of speed environment and the combination of through and turning traffic volumes.

Using Figure 4.10 from the Austroads Guide Part 4A (reproduced in Figure 3), the major road traffic parameters QM can be established. Figure 4.9(a) of the Austroads Guide to Road Design - Part 4A (GTRD-4A - reproduced in Figure 4) is used for the selection of treatment types at locations with a design speed of 100km/h or more.

The peak hour traffic on the Maroondah Highway would be about 138vph and would exhibit one-way peak flows in each direction of around 69vph.

From the traffic estimates in Table 2, the PM peak will present the highest volume of turn movements that may conflict with through traffic. These PM peak turns from the Maroondah Highway would involve about 1vph making left turns from the south and around 1vph making a right turn into Yellow Creek Road from the north, represented by the QR and QL values respectively in Table 3. These figures reflect the worst-case conditions at the intersection during the PM peak in the design year of 2017.

Figure 3: Major road traffic (Source: Figure 4.10 in Austroads *Guide to Road Design, 4A*).

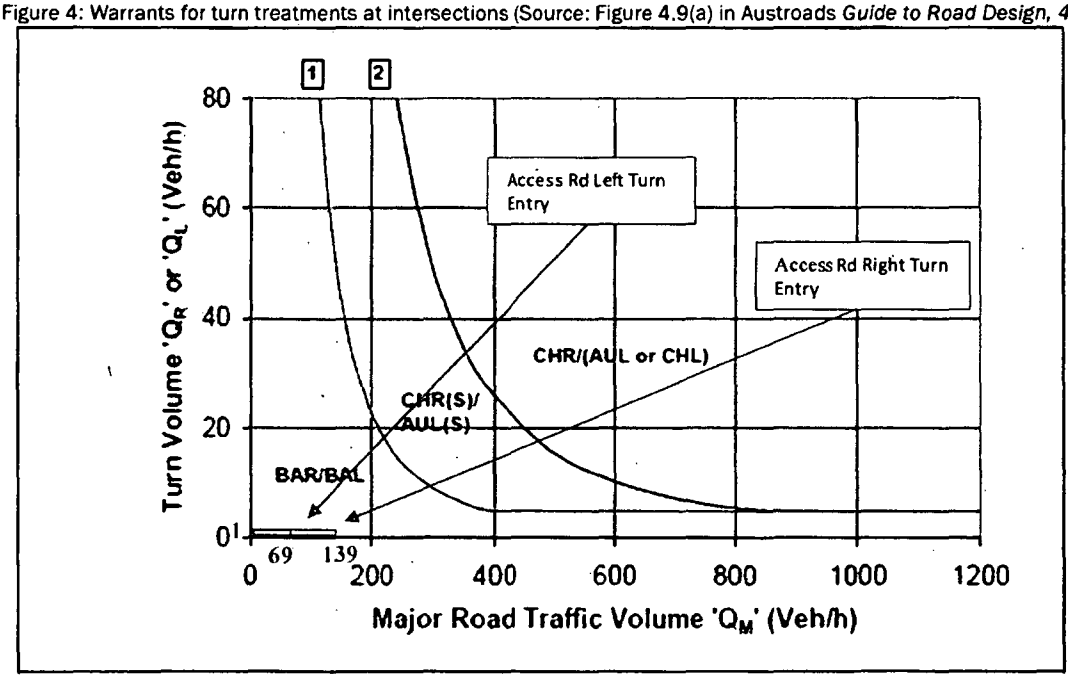


Turn type	Splitter island	Q_M (veh/h)
Right	No	$= Q_{T1} + Q_{T2} + Q_L$
Right	Yes	$= Q_{T1} + Q_{T2}$
Left	No/Yes	$= Q_{T2}$

Table 3 – PM peak hour turn parameters at 2017 for use in Figure 4.

Major Road	Minor Road	L Turn Q_L	R Turn Q_R	Thru Q_T Q_{T1}	Thru Q_T Q_{T2}	Q_M Left Turn $Q_M = Q_{T2}$	Q_M Right Turn $Q_M = Q_{T1} + Q_{T2} + Q_L$
Maroondah Hwy	Yellow Creek Road	1	1	69	69	69	139

Figure 4: Warrants for turn treatments at intersections (Source: Figure 4.9(a) in Austroads *Guide to Road Design, 4A*).



As can be seen in Figure 4 above, the warrants for basic treatments (BAL and BAR) are triggered for both the left and right turn movements from the Maroondah Highway into Yellow Creek Road.

In the context of the increase in traffic turn movements in the PM peak of 1vph (left in and right in) Trafficworks believes the construction of a BAL and BAR treatment to be excessive. This is further supported when you consider the sight distance requirements for safe operation of the intersection are satisfied for the Yellow Creek Road/Maroondah Highway intersection.

Therefore, Trafficworks has concluded that there are no traffic engineering reasons that would require the current intersection of Yellow Creek Road/Maroondah Highway to be upgraded as a result of the proposed development.

Should you require further clarification on the findings of this assessment, please contact me on (0456) 115 051.

Yours sincerely,

Stuart Redman
Associate

3/10/2016

3625 Maroondah Highway Acheron 3714

Planning Application – Bushfire Provision Report

Lot 1 Plan PS445373

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21 Ilma court Bulleen
VIC 3105
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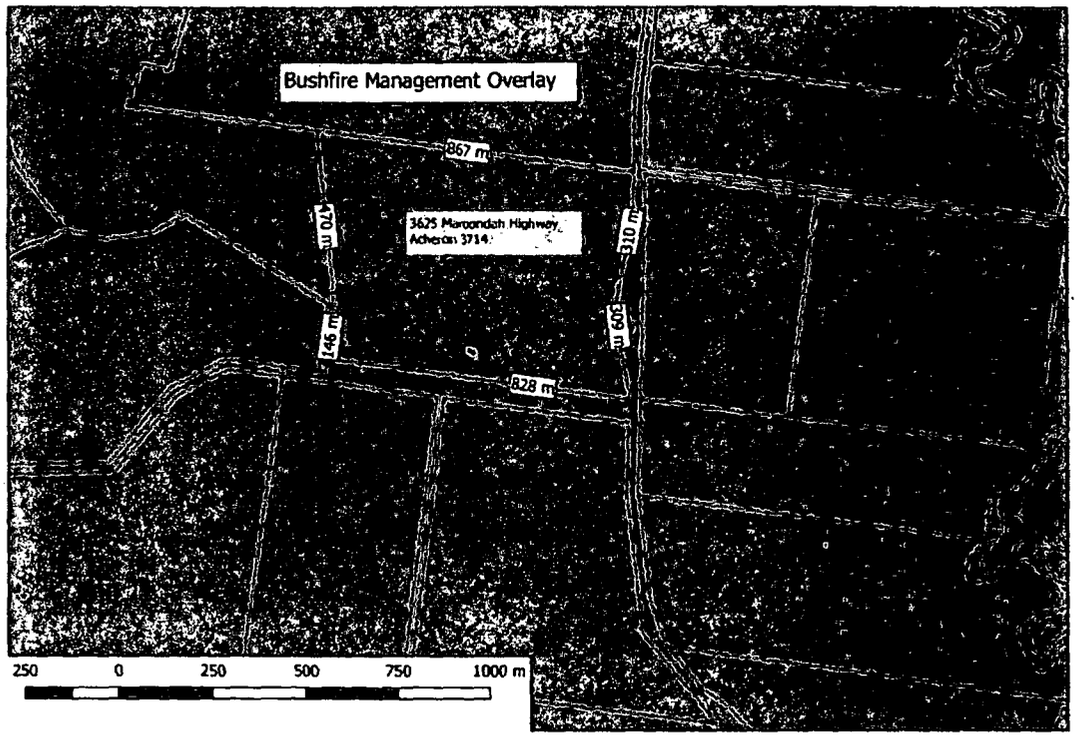
Contents

Table of Figures

Table of Maps

Step 1: Bushfire Management Overlay Applicability

The Bushfire Management Overlay applies to the entire site as shown in Map 1: Bushfire Management Overlay.



MAP 1: BUSHFIRE MANAGEMENT OVERLAY

Step 2: Application Pathway

The relevant application pathway is pathway 2 as the building is accommodation for multiple persons and thus classifies as all other buildings and works – See Figure 1: Pathway Selection, **therefore pathway 52.47-2 will be selected.**

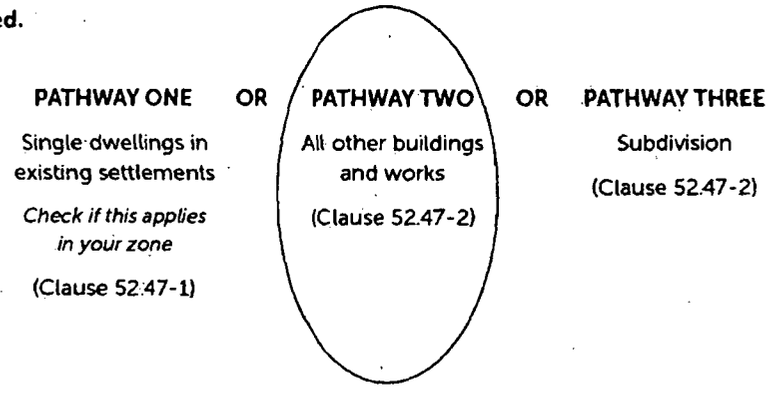


FIGURE 1: PATHWAY SELECTION

Step 3: Assess The Bushfire Hazard On and Around the Land

Due to the Use of Clause 54.27-2 a bushfire hazard site assessment, landscape assessment and bushfire management statement will be provided as shown in Figure 2.

Application requirement	Clause 52.47-1	Clause 52.47-2
Bushfire hazard site assessment	✓	✓
Bushfire hazard landscape assessment	✗	✓
Bushfire management statement	✓	✓

FIGURE 2: REQUIREMENTS

Bushfire Hazard Site Assessment

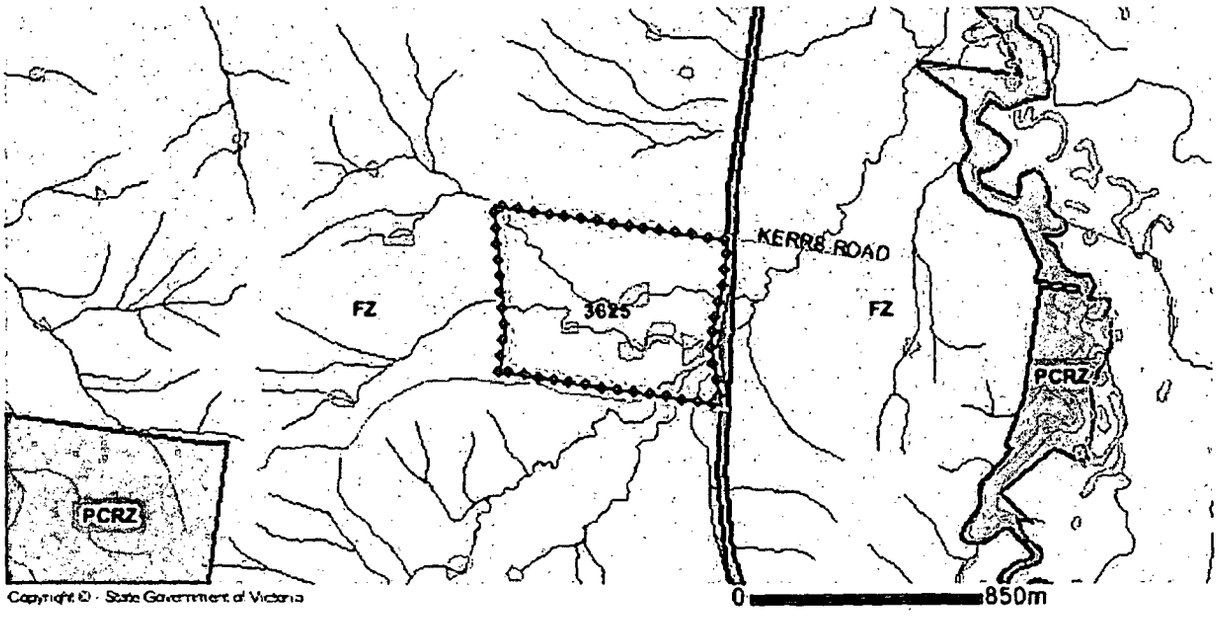
The following pages detail the bushfire site hazard assessment. The 150 m site assessment (Map 4) shows that the site is mostly surrounded by low threat vegetation. A thin strip of woodland can be seen to the South of the proposed site which runs in an East West direction. This is a thin sparsely vegetated strip that follows the Yellow Creek Road land parcel. The distance between this woodland and the closest edge of the proposed accommodation is 41 m. Other than this strip of woodland the site is entirely surrounded by low threat vegetation in the form of well-maintained grassland (see Figure 3 through Figure 6). This is maintained currently by grazing of cattle which keeps grass to a minimum and prevents the growth of scrubland. In the future the site will fenced and maintained with regular lawn mowing. The South looking orientation shows the edge of the woodland at an excess of 41m (to the canopy).

The woodland vegetation includes trees 10-30m high, 10-30% foliage cover, with trees typically eucalypts with variable understory or low trees to tall shrubs typically dominated by leptospermum and acacia dealbata. This specific site has been chosen to give over 40 m of defendable distance from the woodland. The slope of the woodland is typically 1-2 degrees up slope from the site.

Address: 3625 MAROONDAH HIGHWAY ACHERON 3714
Lot and Plan Number: Lot 1 PS445373
Local Government (Council): MURRINDINDI **Council Property Number:** 2488
Directory Reference: VicRoads 62 D6

Planning Zone

FARMING ZONE (FZ)
SCHEDULE TO THE FARMING ZONE



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

MAP 2: PLANNING REPORT

Attachment 6.1a

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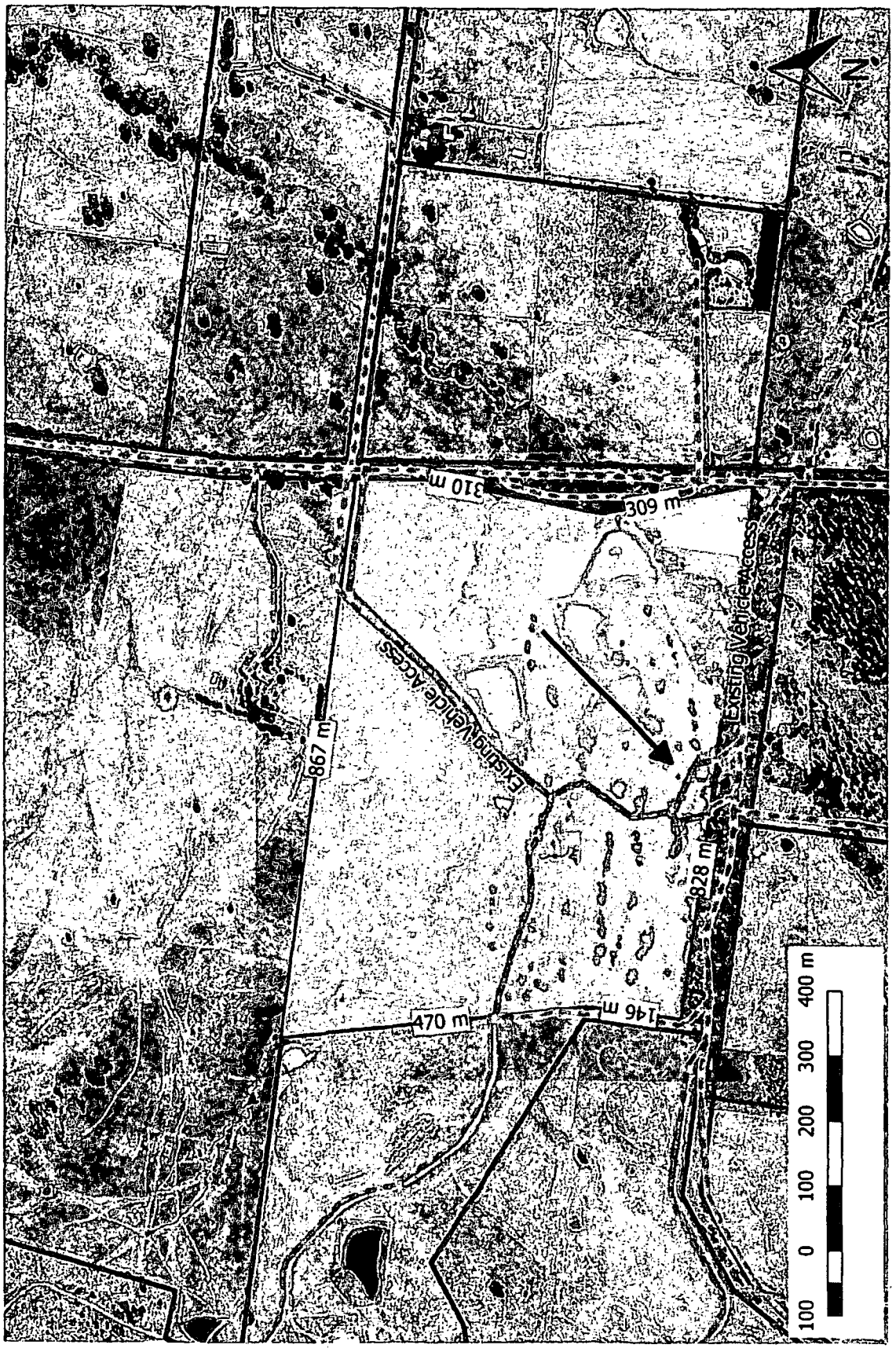
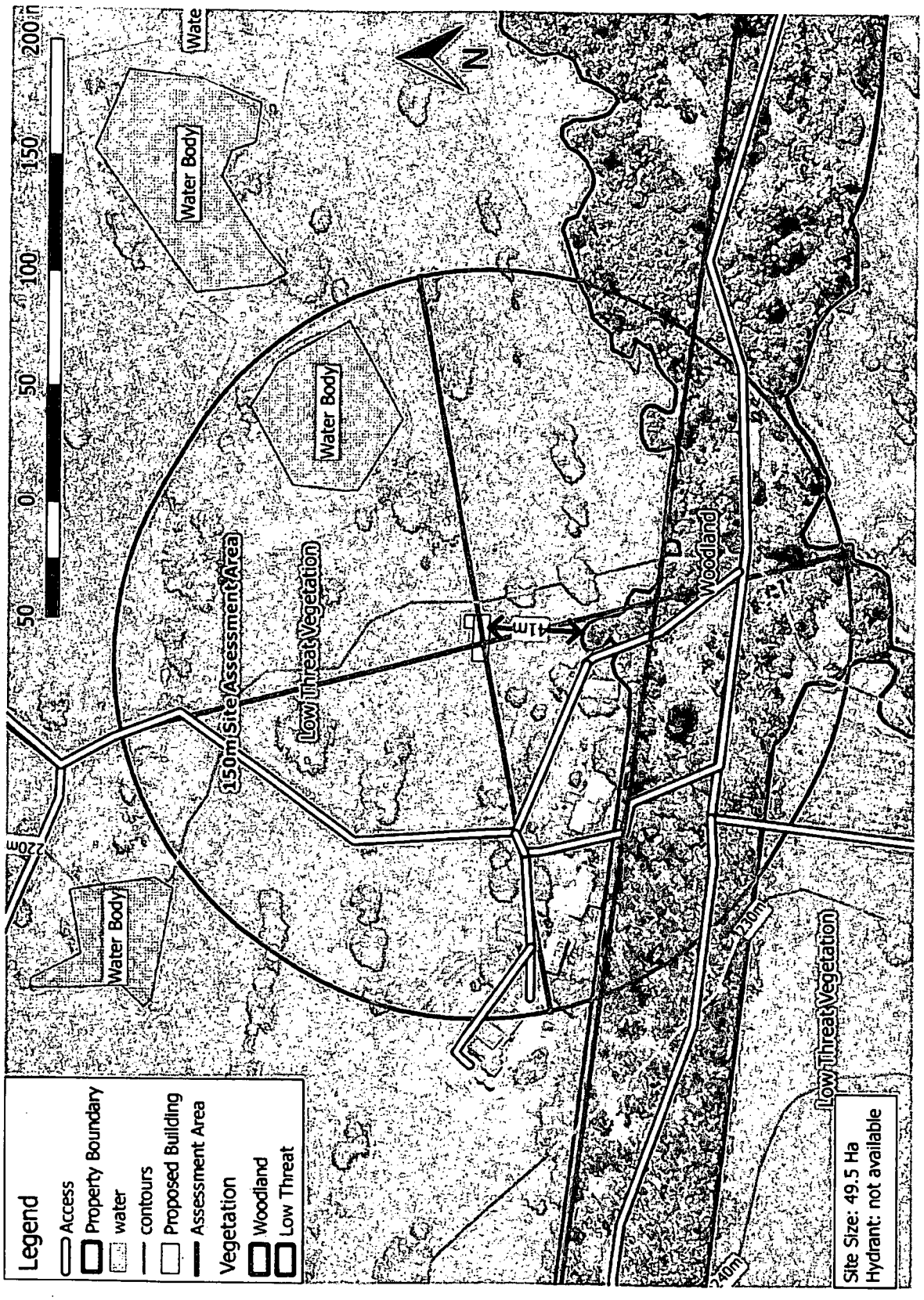
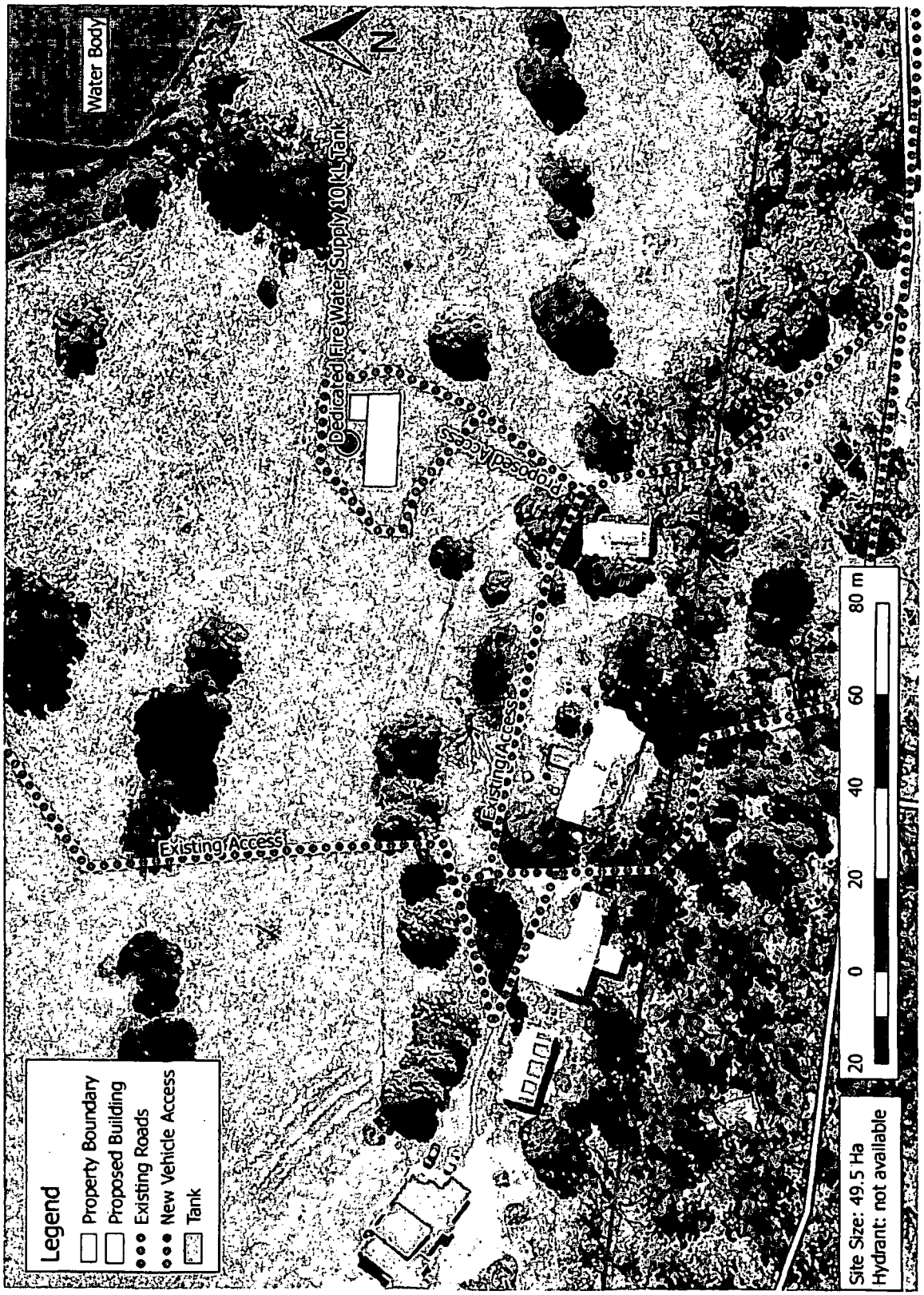


MAP 3: SITE LOCATION



MAP 4: SITE ASSESSMENT



MAP 5: WATER AND ACCESS

FIGURE 3: SOUTH ORIENTATION FROM PROPOSED SITE

FIGURE 4: WEST ORIENTATION FROM PROPOSED SITE

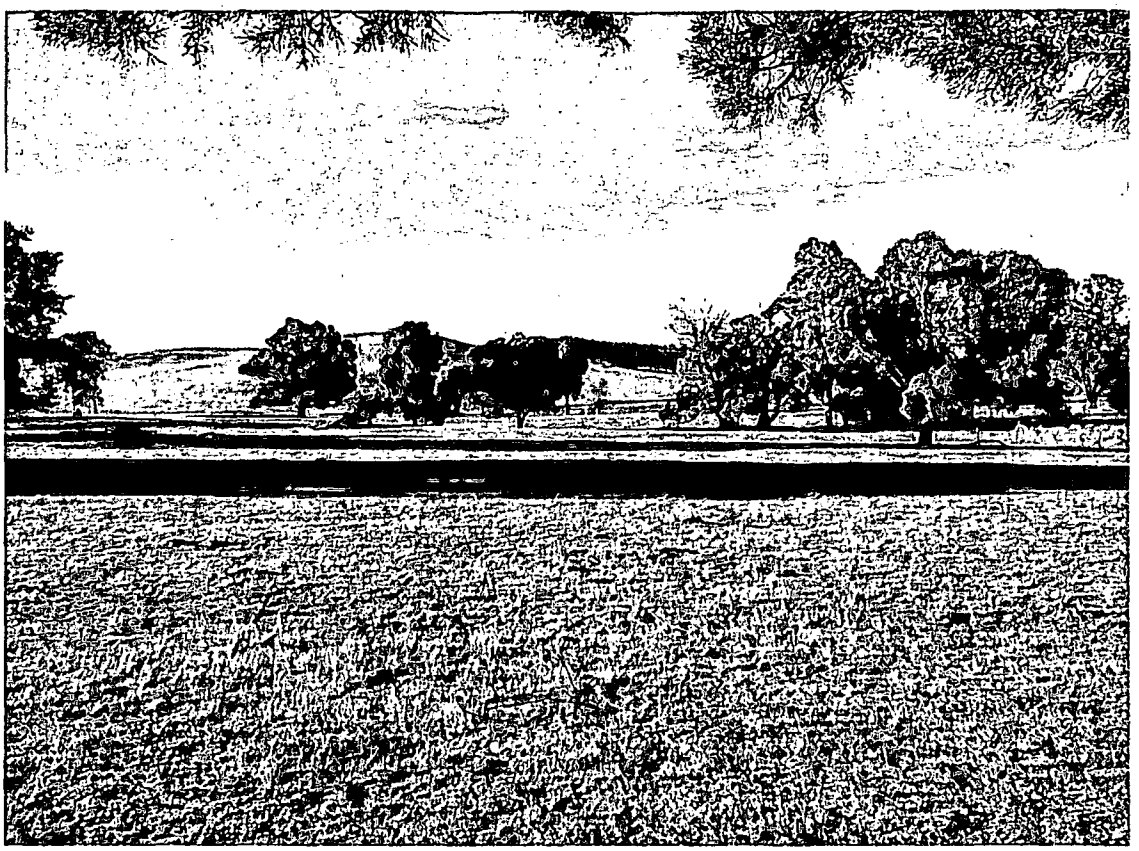


FIGURE 5 : NORTH ORIENTATION FROM PROPOSED SITE

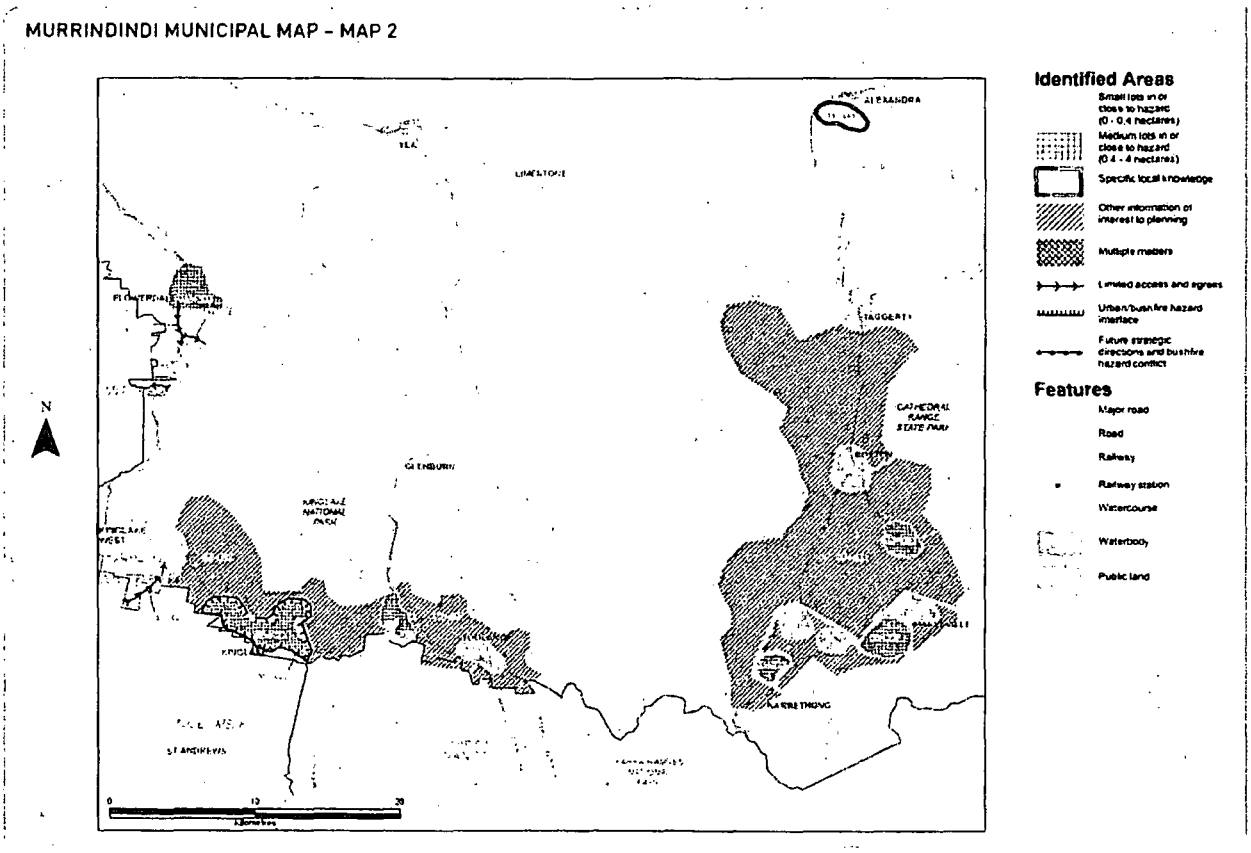
FIGURE 6: EAST ORIENTATION FROM PROPOSED SITE

FIGURE 7: WOODLAND ON YELLOW CREEK ROAD PARCEL

Landscape Assessment

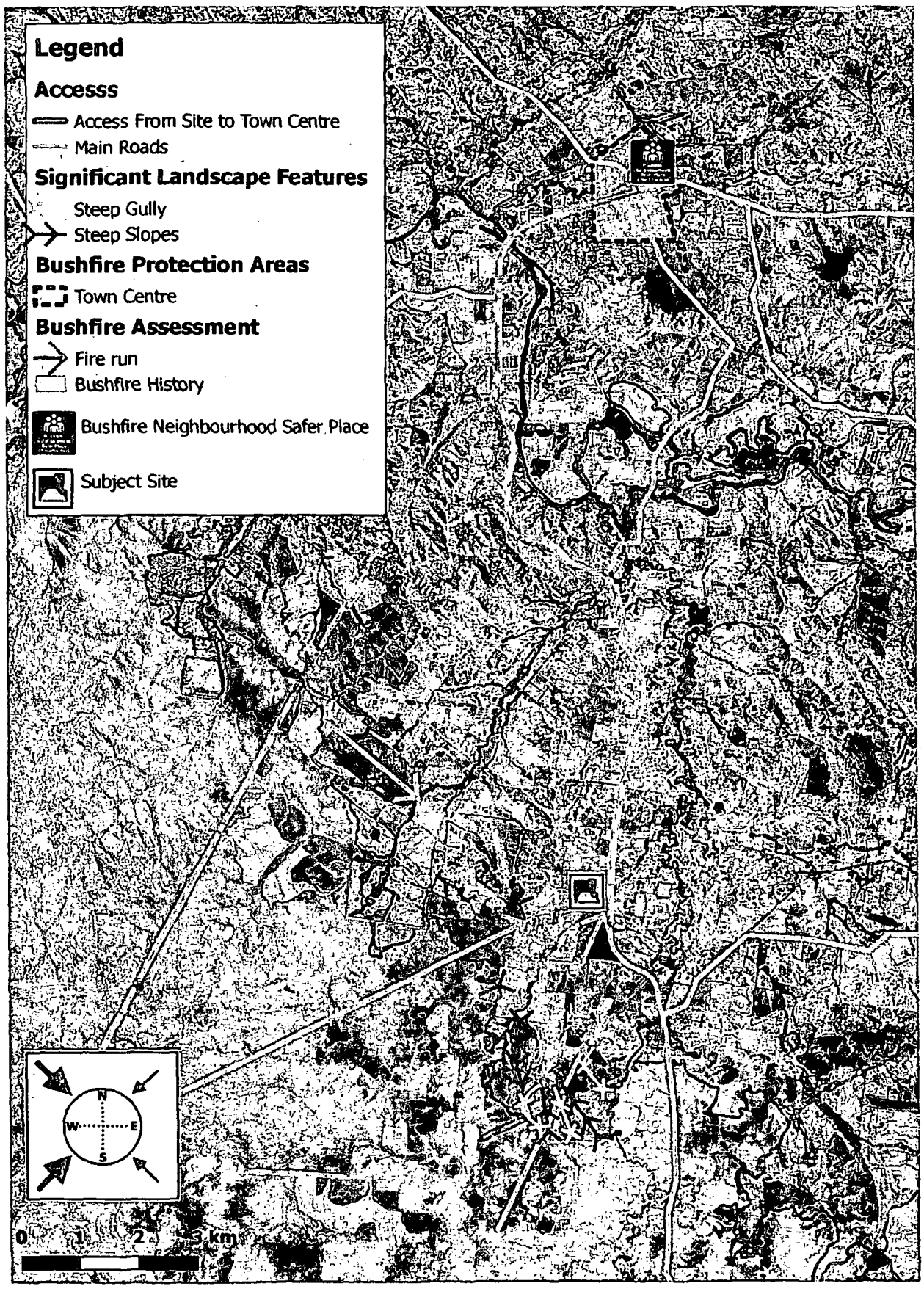
The broader landscape can be classified as **type two – refer to** Figure 8. Access is readily available from 2 major existing roads. Both which provide access to Maroondah highway. The access to the South is Yellow Creek Road, a wide well maintained dirt road including a bridge with a 25 tonne load carrying capacity with the site located a distance of approximately 120m off Yellow Creek Road (Figure 16). To the North is a private well maintained dirt road with little to no gradient and multiple areas wider then 6m to pass (Figure 21). Both are all weather roads and will be maintained in the future. Maroondah Highway then allows passage to the developed are of Alexandra including a community bushfire shelter to the North in Alexandra (14.8km) or to the South in Thornton (16.4km). The preference of shelter will depend upon the prevailing conditions and location of the fire however it is likely that Alexandra will be the best refuge. As the two nearest fire shelters are located in different directions it is very unlikely access to both would be cut off in a fire. Access to one shelter is almost a certainty. Southern approach bushfires are the only threat of significant size due to the long runs of minimal fuel condition to the North, East and South. Bushfire Approach is only probably from the South with large distances of low threat vegetation to the North, East and West of the site.

MURRINDINDI MUNICIPAL MAP - MAP 2



MAP 6: REGIONAL BUSHFIRE PLANNING ASSESSMENT

Attachment 6.1a



MAP 7: BUSHFIRE HAZARD LANDSCAPE ASSESSMENT 1, 1:75000

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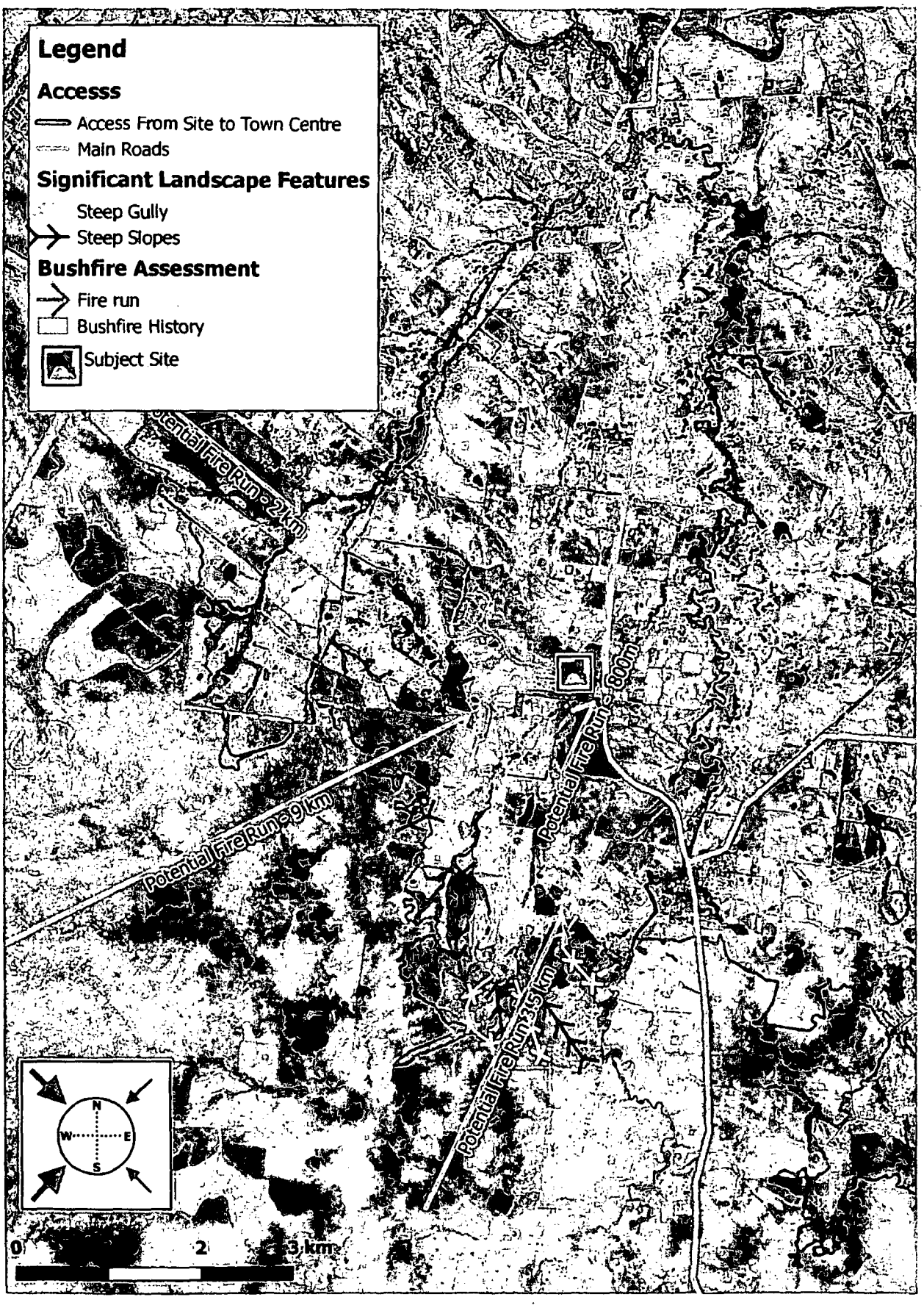
Attachment 6.1a



MAP 8: BUSHFIRE HAZARD LANDSCAPE ASSESSMENT 2, 1: 50000

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FIGURE 8: BROADER LANDSCAPE TYPOLOGY

Step 4: Bushfire Management Statement

This Bushfire management statement follows the Planning Practice Note 65 and clause 51.47: Planning for Bushfire, ***using only approved measures***

Objectives

- Development is appropriate having regard to the nature of the bushfire risk arising from the surrounding landscape.
- Development is sited to minimise the risk from bushfire.
- Development is sited to provide safe access for vehicles, including emergency vehicles.
- Building design minimises vulnerability to bushfire attack.
- Defendable space and building construction mitigate the effect of flame contact, radiant heat and embers on buildings

Siting

This particular site has been selected to minimise the risk to life in the event of a fire. From table 3 a defendable space of 40m is required with 41m provided (see Map 9). All of the defendable space is within property boundaries. The site has at 2 major access points that can be safely accessed by emergency vehicles in all weather conditions, which satisfies the requirements outlined in clause 52.47-3 (see Figure 16 and Figure 21). The site is also in close proximity to both Alexandra and Thornton bushfire safer places and is linked by a major highway (see Map 7 and Map 8).

Approved measures

Measure	Requirement
AM 2.1	The bushfire risk to the development from the landscape beyond the site can be mitigated to an acceptable level.
AM 2.2	A building is sited to ensure the site best achieves the following: ▪ The maximum separation distance between the building and the bushfire hazard. ▪ The building is in close proximity to a public road. ▪ Access can be provided to the building for emergency service vehicles.
AM 2.3	A building is designed to reduce the accumulation of debris and entry of embers.

FIGURE 9: APPROVED MEASURES 2

Approved measures

Measure	Requirement
AM 3.1	A building used for a dwelling (including an extension or alteration to a dwelling), a dependant person's unit, industry, office or retail premises is provided with defendable space in accordance with: • Column A, B or C of Table 2 to Clause 52.47-3 wholly within the title boundaries of the land; or • If there are significant siting constraints, Column D of Table 2 to Clause 52.47-3. The building is constructed to the bushfire attack level that corresponds to the defendable space provided in accordance with Table 2 to Clause 52.47-3.
AM 3.2	A building used for accommodation (other than a dwelling or dependent person's unit), a child care centre, an education centre, a hospital, leisure and recreation or a place of assembly is: • Provided with defendable space in accordance with Table 3 to Clause 52.47-3 wholly within the title boundaries of the land. • Constructed to a bushfire attack level of BAL12.5.

FIGURE 10: APPROVED MEASURE 3.2

Table 3 Defendable space

Vegetation class	Defendable space distance from building facade (metres)				
	Upslope and flat land (0 degrees)	Downslope (degrees)			
		>0-5	>5-10	>10-15	>15-20
Forest	60	70	85	105	125
Woodland	40	50	62	75	95
Shrubland	25	28	32	36	41
Scrub	35	40	45	50	55
Mallee/Mulga	23	26	30	35	40
Rainforest	30	36	46	60	70
Grassland	35	40	45	50	55

[ ] Defendable space inner zone distance from building facade (metres)

FIGURE 11: DEFENDABLE SPACE REQUIREMENTS

Structure

The proposed building is also designed to resist ember attach and minimise leaf matter build up. It will have a basic truss roof with no complex lines, no re-entrant corners, gaps between the roof and walls or unenclosed underfloor space. The building will be designed to a minimum standard of **BAL 12.5** , which will include non-combustible cladding on the exterior. And a non-combustible perimeter will be constructed from gravel. The building will also be equipped with a high volume pump and enough non-combustible hose to defend the building from fire. This will be fed from a designated tank water.

Improved roof design

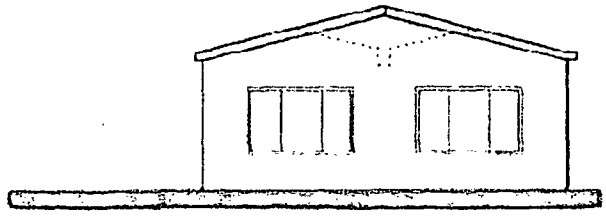


FIGURE 12: IMPROVED ROOF DESIGN

Landscape

Please refer to the landscape Maps 6, 7 and 8 in addition to Figure 8 for landscape assessment. Three significant bushfire runs exist. The first and probably the highest risk exists to the South West. It is a 9km long run in native bush. However, there is over a 1km buffer of low treat vegetation between the proposed site and the bush. It is also upsloping. There is Yellow Creek Road that runs between the site and the bush that acts as a fire break and allows access for emergency vehicles (see Figure 16 below). It is unlikely that a fire would pose any great threat from this direction due to these elements and this has been demonstrated in previous fire including 2009. Map 6 clearly shows that the Black Saturday bush fire was contained well before reaching the proposed site.

The second threat exists from a run also from the South and is 3.5km long, however there is a buffer of over 2km of farmland mostly comprising low threat vegetation between the site and the bush. The third 800m run exists to the South through hardwood plantation timber. Classified as open forest this area is managed and owned by the same client and is grazed throughout the year (see Figure 17). Very little undergrowth exists and no change to this is seen in the foreseeable future. This forest is also located over 300m from the proposed site, is upwards sloping and is unlikely to experience strong winds from the south West Direction. Thus it is unlikely to present a significant risk.

Evacuation and Defence

Guests staying over periods of high fire risk will be given briefings of evacuation procedures and what to do in the event of a wild fire during their orientation on the property. They will also be provided a written copy detailing evacuation procedures and emergency contact details in addition to those instructions posted around the property. On days of total fire ban excursions around the property will be limited to no more than a 500 m radius from the accommodation. Guests will be advised to keep their phone on them at all times and watch for signs of fire. They will also be required to let management know their intended movements throughout the day if they intent to go beyond the immediate bounds of the accommodation this will be documented through a sign out registrar, including expected time of return and intended location.

In the event of a wild fire all guests will be notified immediately by where possible word of mouth from management or text message and phone call. All guests' emergency contact details will be kept on hand during their stay. Fire in the vicinity will require that all guests be accounted for, educated on the status of the fire and given a choice to stay within the accommodation or leave for the bushfire neighbourhood safer place. No excursions around the property will be undertaken until the risk level is deemed safe.

Two mobile firefighting units will be on standby on days of total fire ban, with the capacity to carry 2000 and 500 litres respectively (see Figure 18). Management will be trained and proficient in the effective use of both units. Maintenance of these units will be scheduled and regular. Fire movements and threat levels will be closely monitored by management through the medium of mobile phones, radio broadcast and UHF radios. Direct liaisons will be with the CFA where possible. The operators intend to form a relationship with CFA in the future where regular communication is made and yearly site assessments are conducted to improve fire safety.

Water Supply and Access

- A static water supply is provided to assist in protecting property.
- Vehicle access is designed and constructed to enhance safety in the event of a bushfire.

Measure	Requirement
AM 4.1	A building used for a dwelling (including an extension or alteration to a dwelling), a dependant person's unit, industry, office or retail premises is provided with: ▪ A static water supply for fire fighting and property protection purposes specified in Table 4 to Clause 52.47-3. ▪ Vehicle access that is designed and constructed as specified in Table 5 to Clause 52.47-3. The water supply may be in the same tank as other water supplies provided that a separate outlet is reserved for fire fighting water supplies.
AM 4.2	A building used for accommodation (other than a dwelling or dependent person's unit), child care centre, education centre, hospital, leisure and recreation or place of assembly is provided with: ▪ A static water supply for fire fighting and property protection purposes of 10,000 litres per 1,500 square metres of floor space up to 40,000 litres. ▪ Vehicle access that is designed and constructed as specified in Table 5 to Clause 52.47-3. ▪ An integrated approach to risk management that ensures the water supply and access arrangements will be effective based on the characteristics of the likely future occupants including their age, mobility and capacity to evacuate during a bushfire emergency. The water supply may be in the same tank as other water supplies provided that a separate outlet is reserved for fire fighting water supplies.

FIGURE 13: APPROVED MEASURES 4

As seen in MAP 5 a water tank is to be installed on the Northern side of the proposed building. With a volume of 10,000L it will be exclusively for fire safety and will have no domestic outlet. This water point will be signed and fitted to link directly to fire trucks (see Figure 19). Vehicle access is approximately **120 m from Yellow Creek Road**, and thus all requirements as detailed in Figure 15 will be adhered to. Specifically, the following will be designed and constructed for (see Figure 22 and Figure 23):

- Curves have inner radiuses less than 10m
- Average grade is less than 8.1°
- Dips have no more than 12.5% entry and exit angle
- Load limit of 15 tonnes and of all-weather construction
- Provide a minimum trafficable width of 3.5m
- Be clear of encroachments for at least 0.5m on each side and at least 4m vertically
- A driveway encircling the dwelling will also be constructed

Additionally, dams are located directly adjacent to the site as shown in Map 4: Site Assessment and Figure 20: Alternative Water Sources. Most guests are expected to have their own transport which will provide them with the ability to leave in the event of a fire. However, if guests do not have transport management currently has 5 registered vehicles located on site offering transport for 21 people. As previously discussed two well maintained roads link the site to Maroondah Hwy.

Lot sizes (square meters)	Hydrant available	Capacity (litres)	Fire authority fittings and access required
Less than 500	Not applicable	2,500	No
500-1,000	Yes	5,000	No
500-1,000	No	~~10,000~~	Yes
1,001 and above	Not applicable	10,000	Yes

FIGURE 14: WATER SUPPLY REQUIREMENTS - 52.47

Column A	Column B
Length of access is less than 30 metres	There are no design and construction requirements if fire authority access to the water supply is not required under ~~AM4.1~~.
Length of access is less than 30 metres	Where fire authority access to the water supply is required under **AM4.1** fire authority vehicles should be able to get within 4 metres of the water supply outlet.
Length of access is greater than 30 metres	The following design and construction requirements apply: ▪ All-weather construction. ▪ A load limit of at least 15 tonnes. ▪ Provide a minimum trafficable width of 3.5 metres. ▪ Be clear of encroachments for at least 0.5 metres on each side and at least 4 metres vertically. ▪ Curves must have a minimum inner radius of 10 metres. ▪ The average grade must be no more than 1 in 7 (14.4%) (8.1°) with a maximum grade of no more than 1 in 5 (20%) (11.3°) for no more than 50 metres.
Length of access is greater than 100 metres	A turning area for fire fighting vehicles must be provided close to the building by one of the following: ▪ A turning circle with a minimum radius of eight metres. ▪ A driveway encircling the dwelling. ▪ The provision of other vehicle turning heads – such as a T or Y head – which meet the specification of Austroad Design for an 8.8 metre Service Vehicle.
Length of access is greater than 200 metres	▪ Passing bays must be provided at least every 200 metres. ▪ Passing bays must be a minimum of 20 metres long with a minimum trafficable width of six metres.

FIGURE 15: ACCESS REQUIREMENTS

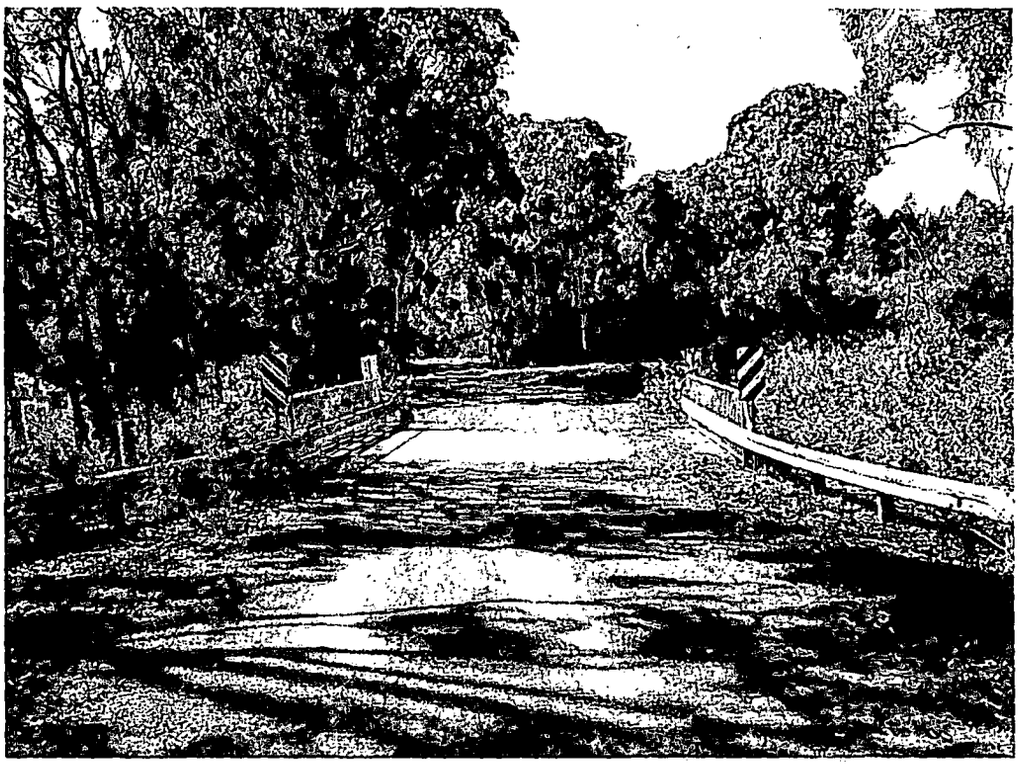
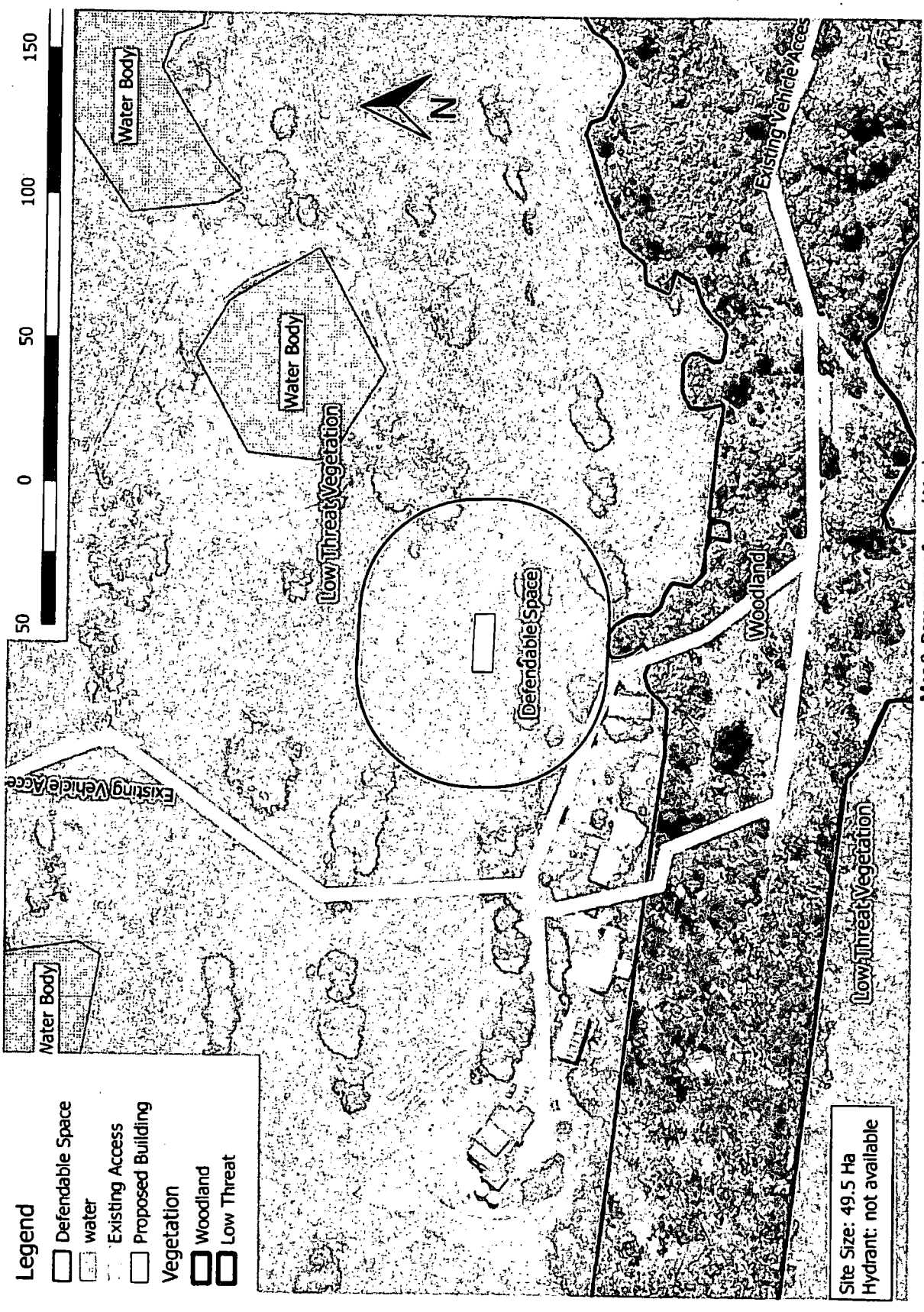


FIGURE 16: YELLOW CREEK ROAD ACCESS

FIGURE 17: SOUTH EAST PLANTATION FOREST



MAP 9: DEFENDABLE SPACE (41M)

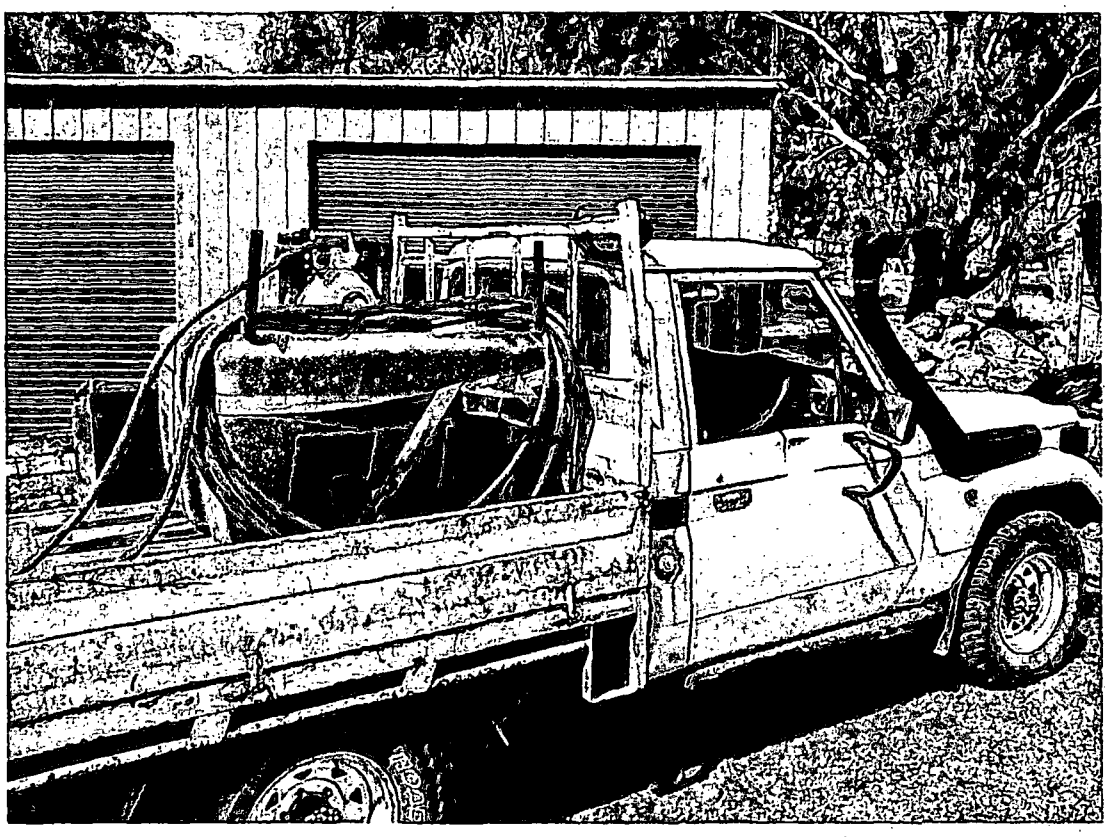


FIGURE 18: 500L FIREFIGHTER UNIT 1

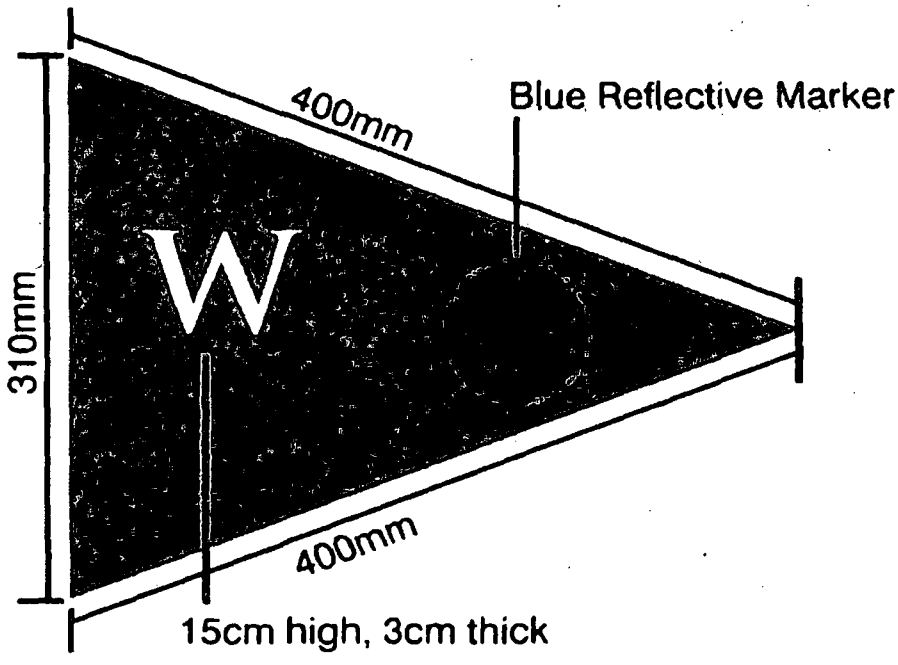


FIGURE 19: SIGNAGE FOR TANK

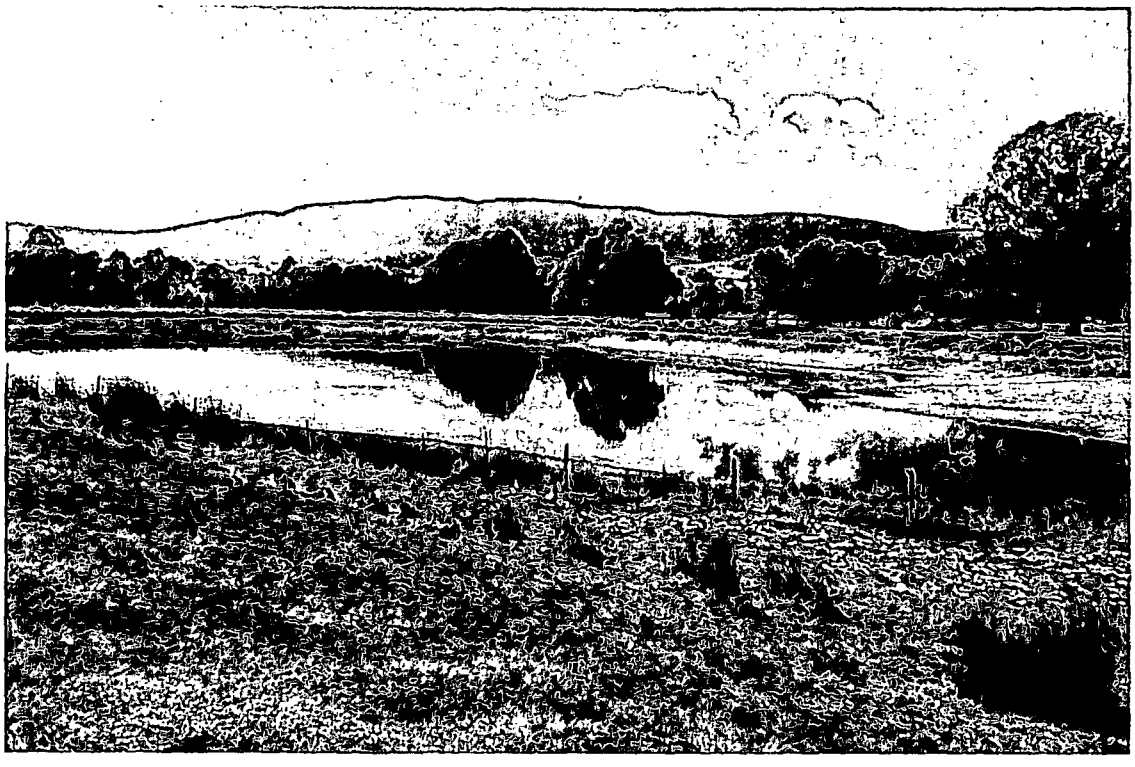


FIGURE 20: ALTERNATIVE WATER SOURCES

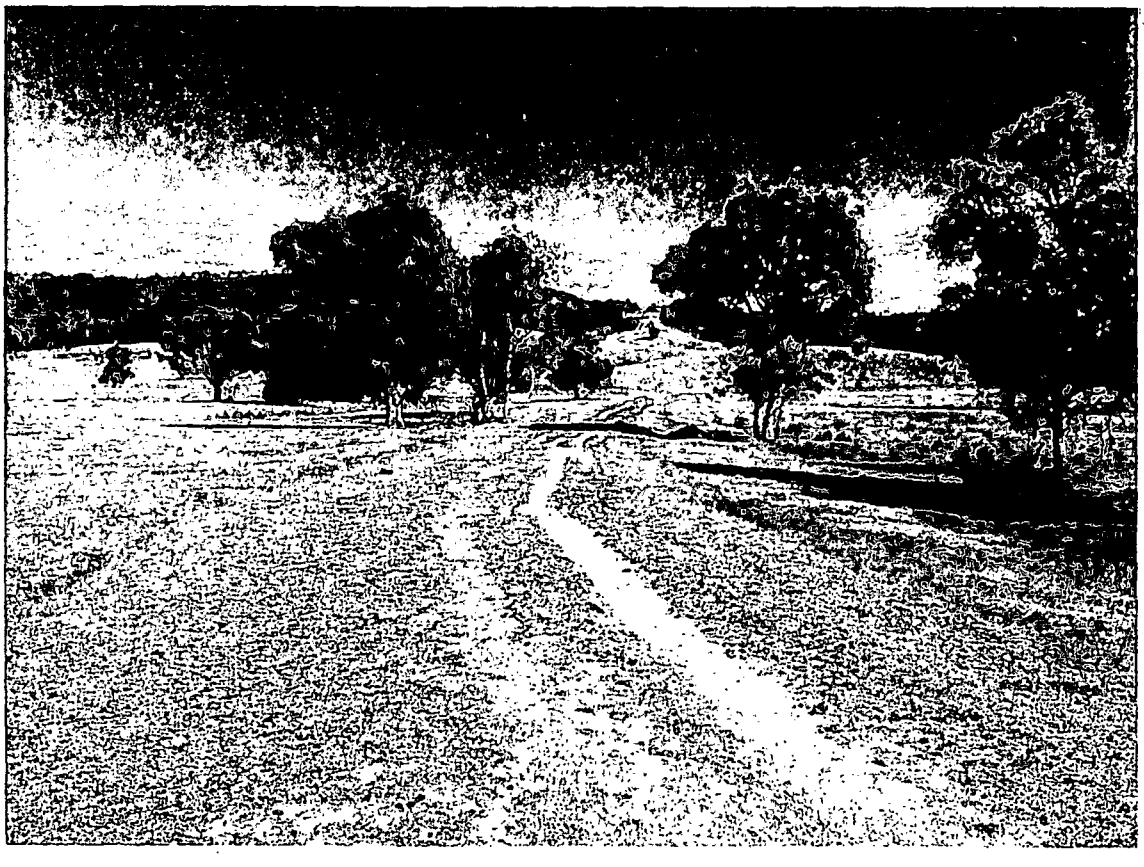


FIGURE 21: ALTERNATIVE MAROONDAH HWY ACCESS TO NORTH

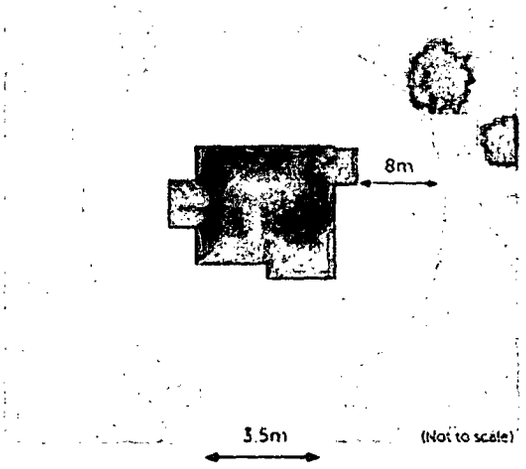


FIGURE 22: DRIVEWAY SURROUNDING THE BUILDING

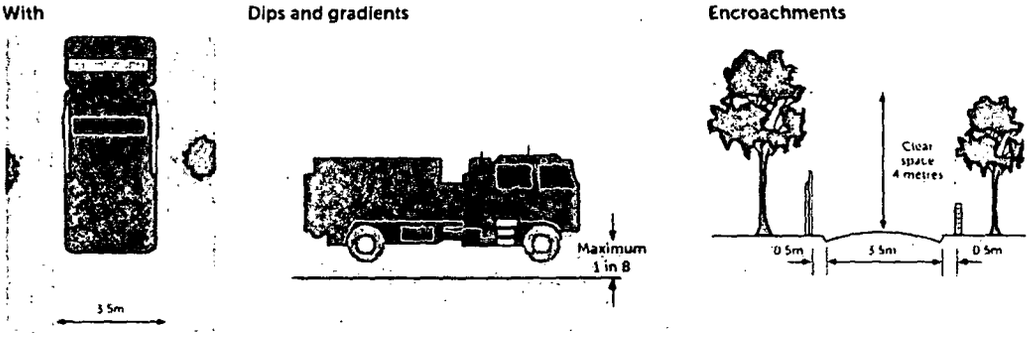


FIGURE 23: ACCESS REQUIREMENTS

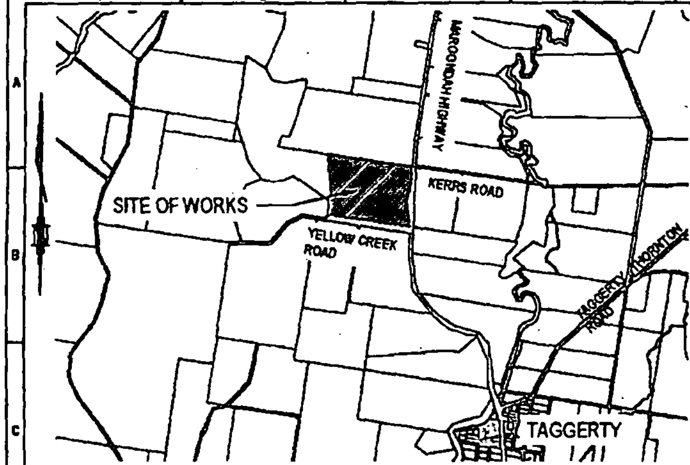
Conclusions

It is of the opinion that DJP consulting has addressed all State Planning Policy, Local Planning Policy and Municipal Strategic Statements in the preparation of this Planning Proposal.

- A **Bushfire hazard assessment has been provided** for 150m radius from the proposed development and the site has been described and vegetation classified according to AS3959:2009
- A **Bushfire hazard landscape assessment** has been provided for a 5km radius from the site and has addressed all key bushfire hazards with the addition of photos and significant landscape features.
- A **bushfire management statement** has been described and utilises only approved measures from clause 52.47-2. It is of the opinion that all key bushfire objectives have been satisfied by detailing implementation of approved measures

Please do not hesitate to contact DJP consulting if further documentation or details are required.

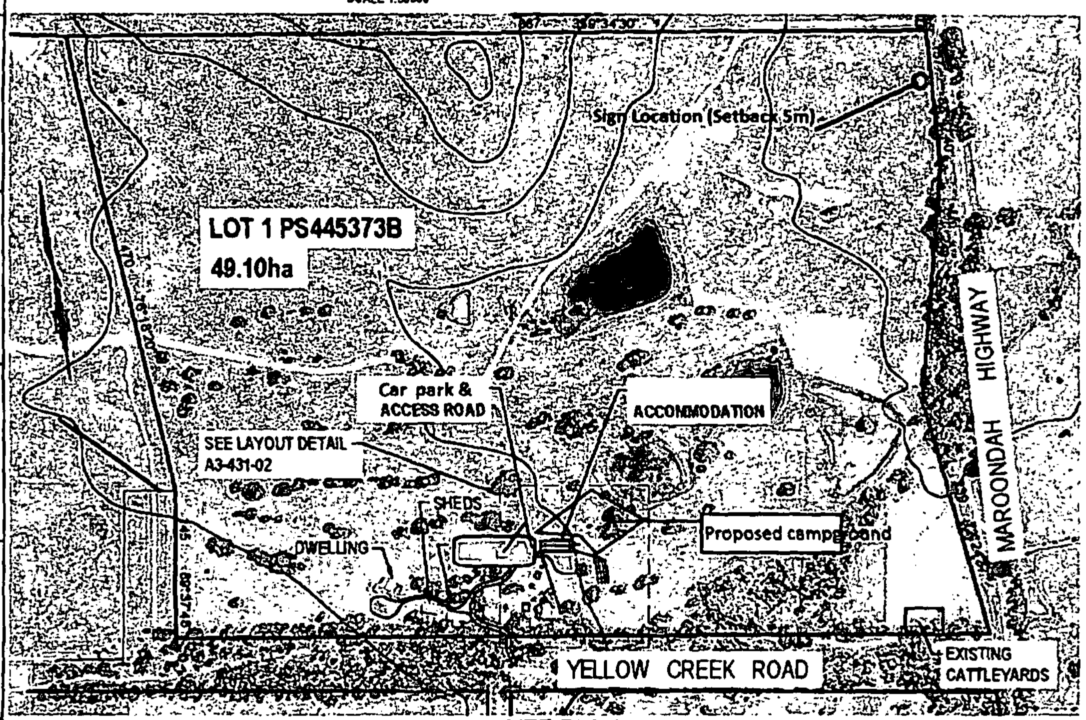
Attachment 6.1a



LOCALITY PLAN
SCALE 1:5000

DRAWING INDEX

SHEET NO.	CONTENTS
A3-431-01	LOCALITY & SITE PLAN & NOTES
A3-431-02	STORAGE SHED LAYOUT PLAN
A3-431-03	TYPICAL CROSS-SECTION & DETAIL



SITE PLAN
SCALE 1:5000

GENERAL NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH MURRINDINDI SHIRE STANDARD DRAWINGS, SPECIFICATIONS, APPROVED PLANS, AND TO THE SATISFACTION IN WRITING OF THE COUNCIL.
2. COUNCIL'S ASSETS MANAGER TO BE NOTIFIED 7 CLEAR WORKING DAYS PRIOR TO THE COMMENCEMENT OF WORKS WITH A PRE COMMENCEMENT MEETING HELD BETWEEN MURRINDINDI SHIRE, THE CONSULTANT AND THE CONTRACTOR. A SITE MANAGEMENT PLAN IS TO BE SUBMITTED PRIOR TO THE COMMENCEMENT OF WORKS. THE CONTRACTOR SHALL PROVIDE EVIDENCE TO THE COUNCIL THAT THEY HOLD CURRENT PUBLIC LIABILITY AND WORK COVER CERTIFICATES PRIOR TO COMMENCING ON SITE.
3. PRIOR TO COMMENCEMENT OF WORKS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING INFORMATION:
   A. SOURCE OF QUARRY MATERIAL
   B. N.A.T.A. APPROVED TEST RESULTS FOR THE F.C.R. TO BE USED
   C. IF THE SOURCE OF THE QUARRY MATERIAL IS CHANGED DURING THE COURSE OF WORKS, THEN NEW TEST RESULTS SHALL BE PROVIDED
4. PRIOR TO COMMENCEMENT OF WORKS ON SITE, THE CONTRACTOR MUST ENSURE THAT ALL MATTERS RELATING TO THE OCCUPATIONAL HEALTH AND SAFETY ACT 2004, HAVE BEEN COMPLIED WITH.
5. ON COMMENCEMENT OF CONSTRUCTION WORKS, THE CONTRACTOR MUST COMPLY WITH THE RECOMMENDATIONS OF THE ENVIRONMENT PROTECTION AUTHORITY PUBLICATION "CONSTRUCTION TECHNIQUES FOR SEDIMENT POLLUTION CONTROL". APPROPRIATE SILTATION CONTROL IS TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION AND MAINTENANCE PERIOD OF WORKS.
6. THE DISPOSAL SITE FOR SPOIL REMOVAL FROM SITE & TRUCK ROUTE IS TO BE SUBMITTED IN WRITING TO THE COUNCIL PRIOR TO COMMENCEMENT OF WORKS.
7. WHERE WORKS ARE TO BE IN THE VICINITY OF EXISTING SERVICES, THESE SERVICES ARE TO BE LOCATED AND EXPOSED/PROVED PRIOR TO COMMENCEMENT OF WORKS. ALL THE RELEVANT AUTHORITIES NOTIFIED 7 CLEAR DAYS PRIOR TO COMMENCEMENT OF WORKS.
8. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
9. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (AHD).
10. ALL CO-ORDINATES ARE TO AUSTRALIAN MAP GRID (AMG).
11. THE CONTRACTOR MUST ARRANGE THE REQUISITE INSPECTIONS OF THE WORKS WITH THE DESIGN CO-ORDINATION MANAGER AS PER THE HOLD POINTS IN THE MURRINDINDI SHIRE SPECIFICATIONS.
12. FILL AREAS TO BE STRIPPED OF TOPSOIL, FILLED AND TOPSOIL REPLACED TO OBTAIN FINAL FILL LEVELS AS SHOWN ON PLAN. FILLING IS TO BE CLEAN CLAY COMPACTED TO A DENSITY NOT LESS THAN 95% OF THE MAXIMUM DRY DENSITY VALUE DETERMINED BY THE STANDARD COMPACTION TEST IN ACCORDANCE WITH AS. 1289.5.1-2003.
13. FILLING TO COMPLY WITH AS.3798-1996 APPENDIX B, LEVEL 1 (OR 2) AS SPECIFIED.
14. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL IMPORTED FILL MATERIAL, INCLUDING TOPSOIL, SATISFIES THE DESCRIPTION FOR CLEAN FILL MATERIAL IN EPA BULLETIN PUBLICATION NO. 448 (SEP 1995) AND SUBSEQUENT REVISIONS. THE CONTRACTOR SHALL IF REQUIRED PROVIDE VERIFICATION INCLUDING TEST CERTIFICATES TO THE COUNCIL.
15. APPROVAL TO REMOVE ANY TREES SHALL BE OBTAINED FROM THE COUNCIL PLANNING DEPARTMENT. ANY TREES REMOVED, VEGETATION OR OTHER MATERIALS ARE NOT TO BE BURNT ON SITE.
16. THE CONTRACTOR IS TO OBTAIN A BUILDING PERMIT FOR ANY STRUCTURES/FENCES AND FOR ANY RETAINING WALLS OVER 1.0m IN HEIGHT OR PROTECTING ADJOINING PROPERTY.
17. ANY INFRASTRUCTURE DAMAGE DURING THE DEFECTS LIABILITY PERIOD IS THE RESPONSIBILITY OF THE DEVELOPER OR THEIR REPRESENTATIVE AND IS TO BE REINSTATED TO THE SATISFACTION IN WRITING OF THE COUNCIL.
18. ALL NATURESTRIPS, FROM THE BACK OF KERB TO EXISTING BACK EDGE OF PATH OR PROPERTY BOUNDARY ARE TO BE REINSTATED TO A CLEAN TIDY CONDITION, TOP DRESSED (100mm LOAMY TOP SOIL FREE OF CLUMPS, SODS AND CLAY LUMPS) AND SOWN WITH GRASS SEED. SEED IS TO BE GENERAL PARKLAND AND NATURESTRIP BLEND UNLESS OTHERWISE DETAILED. BLEND IS GENERALLY AS FOLLOWS: 25% DWARF TALL FESCUE, 15% CREEPING RED FESCUE, 10% KENTUCKY BLUE GRASS, 5% BENT RYE, 15% CHEWING FESCUE, 15% SHEEPS FESCUE, & 15% HARD FESCUE.
19. ALL NEW CONCRETE WORKS SHALL BE JOINED INTO ABUTTING EXISTING CONCRETE WITH 450mm LONG Y20 DOWEL BARS @ 600 CTRS UNLESS NOTED OTHERWISE.
20. ANY EXPOSED AGGREGATE CONCRETE WORKS TO BE ACHIEVED BY SANDBLASTING ONLY. WASHING AGGREGATE WITH WATER IS NOT PERMITTED.
21. ALL SERVICE CONDUIT TRENCHES UNDER ROAD PAVEMENTS ARE TO BE BACKFILLED WITH 20mm 3% CEMENT TREATED CLASS 3 CRUSHED ROCK COMPACTED TO A DENSITY NOT LESS THAN 95% OF THE MAXIMUM DRY DENSITY VALUE DETERMINED BY THE MODIFIED COMPACTION TEST IN ACCORDANCE WITH AS. 1289.5.2.1-2003.
22. ALL STORMWATER DRAINS ARE TO BE CLASS 2 RC. PIPES OR RCP, UNLESS NOTED OTHERWISE. ALL PIPES UP TO 600mm DIA. ARE TO BE RUBBER RING JOINTED. INTERLOCKING FLUSH JOINTS WITH EXTERNAL BANDS CAN ONLY BE USED ON PIPE SIZES OVER 600mm DIA.
23. WHERE NEW ASPHALT, CONCRETE K & C, PATHS AND DRIVEWAYS MATCH INTO EXISTING, THE THE EXISTING SURFACE IS TO BE SAW CUT AND MATCHED NEATLY.
24. ALL TREES AND SHRUBS ARE TO BE RETAINED UNLESS OTHERWISE SHOWN OR DIRECTED IN WRITING BY THE COUNCIL.
25. AT THE COMPLETION OF ALL WORKS, ALL RUBBISH, DEBRIS, AND SURPLUS SPOIL SHALL BE REMOVED AND THE SITE SHALL BE CLEARED TO THE SATISFACTION IN WRITING OF THE COUNCIL.
26. ALL DRAINS BEHIND KERB & CHANNEL SHALL BE BACKFILLED TO MATCH PAVEMENT SUBGRADE LEVEL WITH 20mm CLASS 3 FCR. COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY VALUE DETERMINED BY THE MODIFIED COMPACTION TEST IN ACCORDANCE WITH AS. 1289.5.2.1-2003.
27. PAVEMENT DEPTH SPECIFIED IS A MINIMUM DEPTH & MAY BE VARIED IN WRITING BY THE COUNCIL. SOFT SPOTS SHALL BE EXCAVATED TO A PROOF ROLLED BASE AND BACKFILLED WITH APPROVED MATERIAL COMPACTED IN 150mm LAYERS TO ACHIEVE A DENSITY VALUE DETERMINED BY THE STANDARD COMPACTION TEST IN ACCORDANCE AS. 1289.5.1.1-2003.
28. ALL EXISTING ASSETS AFFECTED BY THE WORKS; SUCH AS SIGNS, VEHICLE CROSSINGS, FOOTPATHS, KERB AND LINEMARKING SHALL BE REINSTATED BY THE CONTRACTOR PRIOR TO THE COMPLETION OF THE WORKS TO THE SATISFACTION IN WRITING OF THE COUNCIL.
29. AGRICULTURAL DRAINS ARE TO BE PLACED BEHIND ALL KERB & CHANNEL, KERB ONLY AND EDGE STRIPS IN ACCORDANCE WITH COUNCIL STANDARD DRAWINGS.
30. ALL TABLE DRAINS & VERGES ARE TO BE REINSTATED UPON COMPLETION OF WORKS TO THE SATISFACTION IN WRITING BY THE COUNCIL.
31. ALL TRAFFIC CONTROL MEASURES, SIGNS AND LINEMARKING SHALL BE IN ACCORDANCE WITH AS. 1742-1.2&3. STREET NAME SIGNS ARE TO BE IN ACCORDANCE WITH STANDARD DRAWING SD408.
32. ALL LINEMARKING PAINT SHALL BE LONG LIFE TYPE IN ACCORDANCE WITH VIC ROADS SPECIFICATIONS. LATERAL WORKS AND ARROWS BEING COLD APPLIED PLASTIC TROWELLED INTO PLACE (MATERIAL DEGADUR PLASTELINE) AND LONGITUDINAL LINES BEING EXTRUDED THERMOPLASTIC MATERIAL.
33. ALL SIGNS TO TO BE CLASS 1 HIGH INTENSITY TYPE AND COMPLY WITH THE REQUIREMENTS OF AS. 1743-2001.
34. HOUSE DRAIN CONNECTIONS TO 100mm DIAMETER PIPES TO BE VIA A MANUFACTURED JUNCTION PIECE. 150mm DIAMETER STORMWATER PIPES ARE TO BE HEAVY DUTY SEWER GRADE. PVC PIPES SHALL BE BACKFILLED WITH 10mm MINUS F.C.R. TO 150mm ABOVE TOP OF PIPE IN ALL LOCATIONS.
35. 100mm HOUSE DRAIN CONNECTIONS TO BE LAID AT AN OFFSET OF 5.0m FROM THE LOW SIDE TITLE BOUNDARY AND PROPERTY INLETS 1.0m FROM THE LOW CORNER OF THE LOT UNLESS OTHERWISE SHOWN.
36. SERVICE CONDUITS SHALL COMPRISE OF CLASS 6 PVC PIPES OF 50mm DIAMETER EXTENDING 750mm BEHIND BACK OF KERB AND CHANNEL UNLESS OTHERWISE SHOWN.
37. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH RELEVANT STANDARDS AND DRAWING SPECIFICATIONS OF THE RELEVANT MUNICIPALITY AND STATUTORY AUTHORITY (CURRENT AT TIME OF CONSTRUCTION) AND AUSTRALIAN STANDARD, GENERAL CONDITIONS OF CONTRACT AS2124-1992 AND ANY SUBSEQUENT REVISIONS.
38. NO WORK TO COMMENCE PRIOR TO CONSENT TO WORK ON ROAD RESERVE APPLICATION IS COMPLETED & APPROVED.

WARNING!!
BEWARE OF UNDERGROUND SERVICES

0 50 100 150 200 250m
SCALE 1:5000 AT ORIGINAL SIZE

0 500 1000 1500 2000 2500m
SCALE 1:50000 AT ORIGINAL SIZE

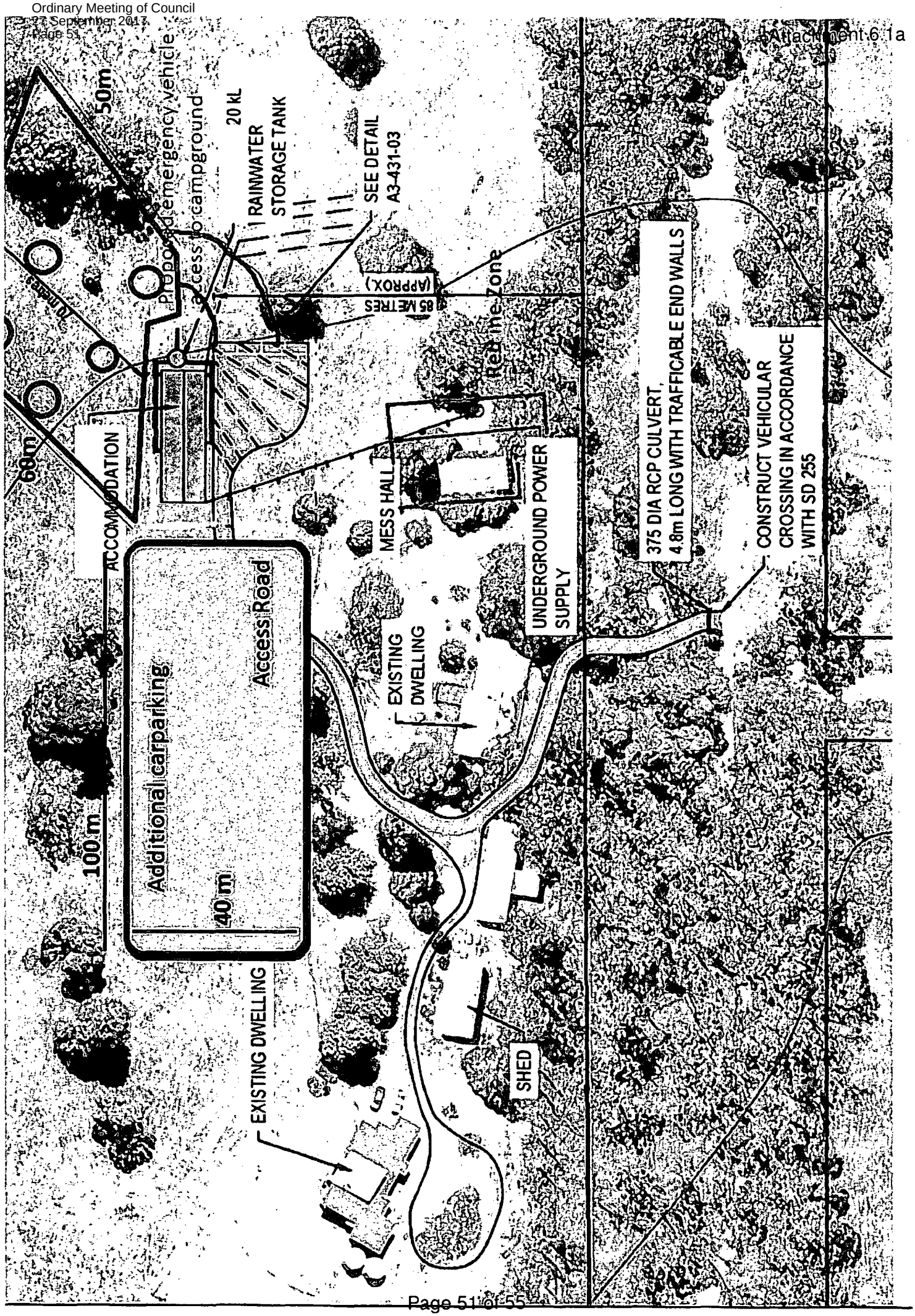
BUNDALAGUAH ENGINEERING

PLANNING PERMIT No. 2017/41

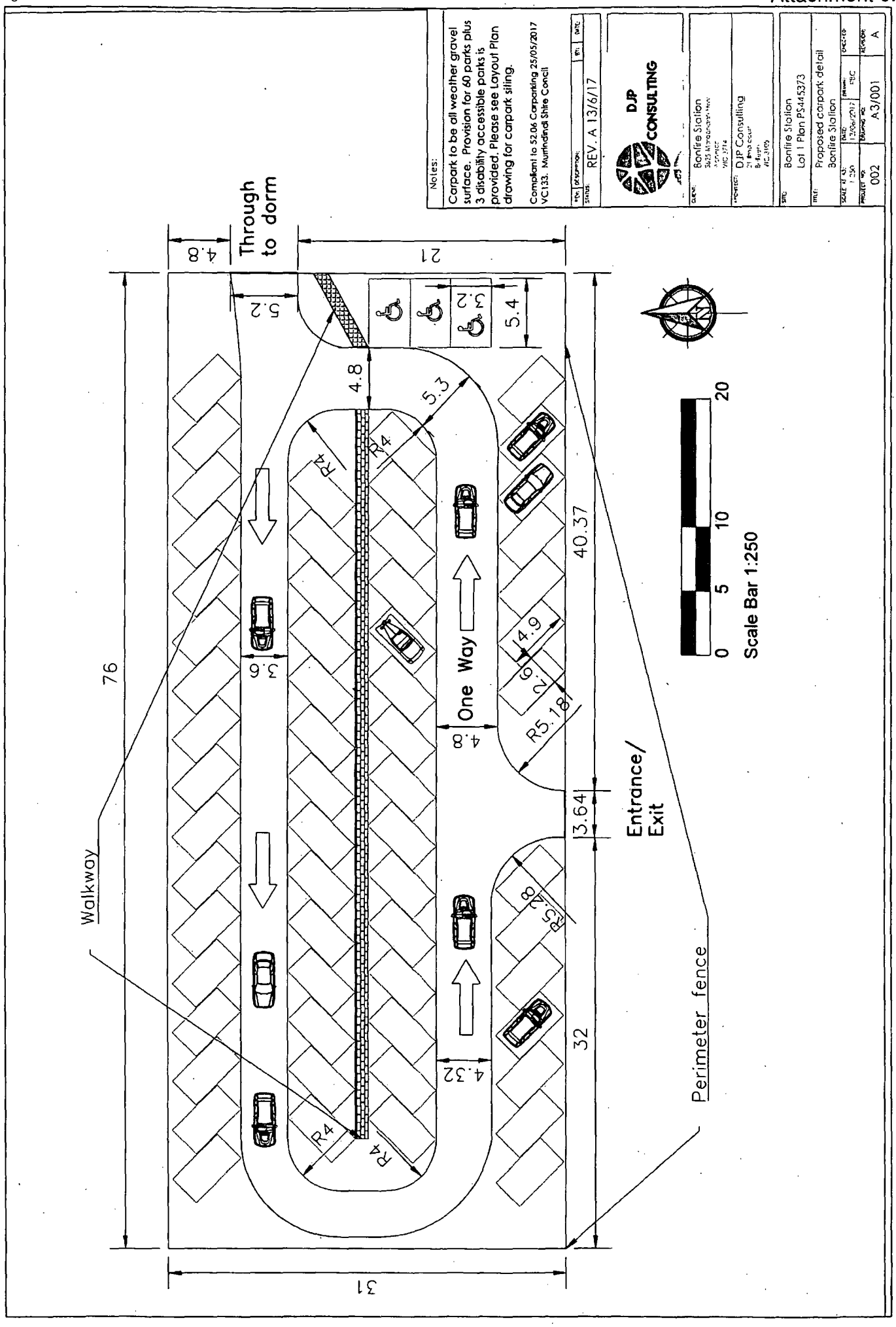
MURRINDINDI SHIRE COUNCIL
BUNKHOUSE ACCOMMODATION
3825 MAROONDAH HIGHWAY ACHERON 3714
MUNDROOLA FARMS PTY LTD
LOCALITY & SITE PLAN & NOTES

A3-431-01 | 0

REFERENCES | REVISIONS | PRELIMINARY ISSUE


50m
Proposed emergency vehicle access to campground
20 kL
RAINWATER STORAGE TANK
SEE DETAIL A3-431-03
85 METRES (APPROX.)
Re me zone
60m
ACCOMMODATION
MESS HALL
UNDERGROUND POWER SUPPLY
375 DIA RCP CULVERT, 4.8m LONG WITH TRAFFICABLE END WALLS
CONSTRUCT VEHICULAR CROSSING IN ACCORDANCE WITH SD 255
100 m
Additional carparking
40 m
Access Road
EXISTING DWELLING
EXISTING DWELLING
SHED

Attachment 6.1a




BONFIRE STATION
FARMSTAY &
FUNCTIONS
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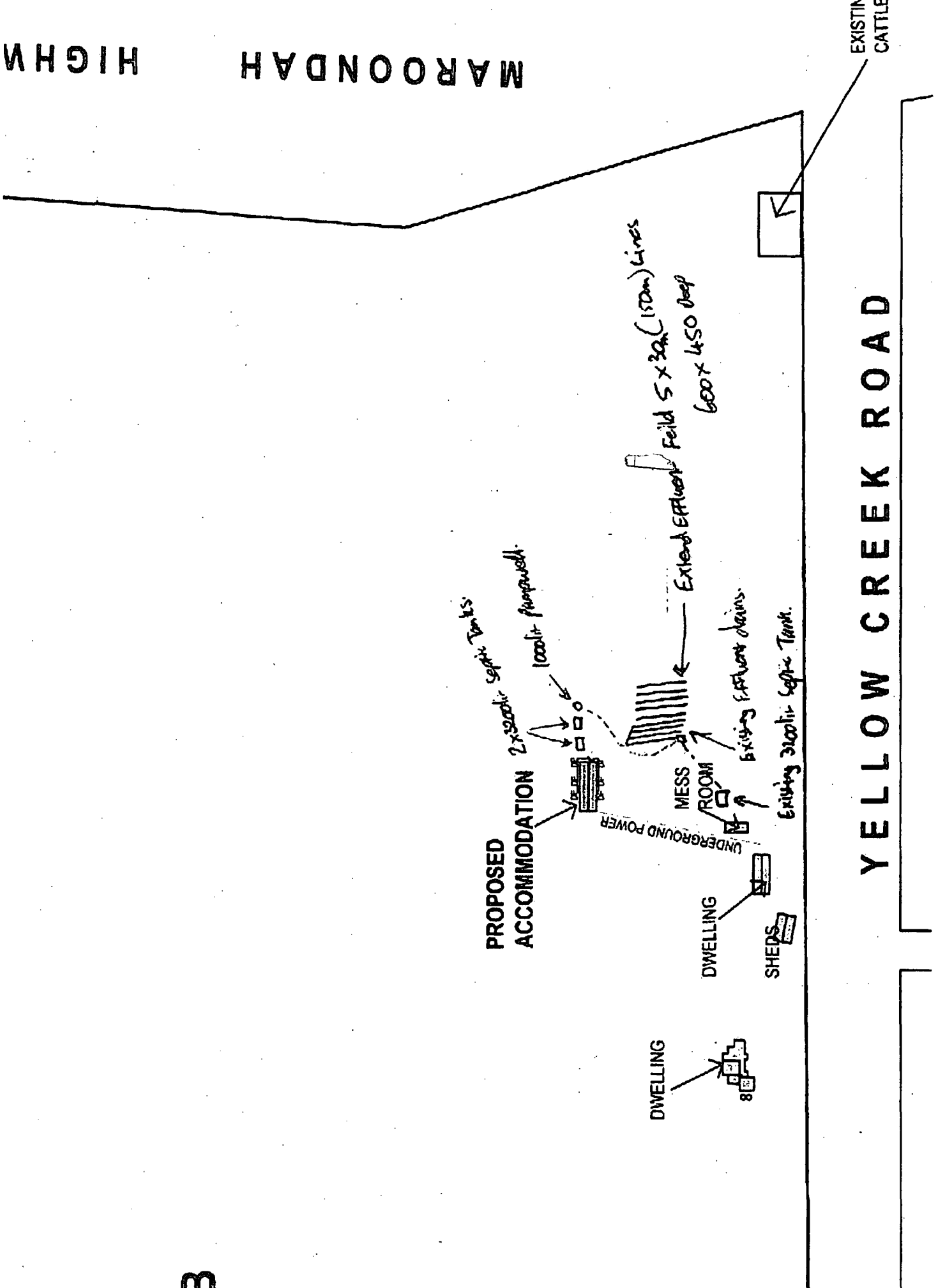
MAROONDAH HIGHW
EXISTING CATTLE YARDS
YELLOW CREEK ROAD
PROPOSED ACCOMMODATION
2x3000lt Septic Tanks
1000lt Pumpwell
Extend Effluent Field 5x30m (150m) Lines
600x450 Deep
Existing Effluent drains
Existing 3000lt Septic Tank
MESS ROOM
UNDERGROUND POWER
DWELLING
SHEDS
DWELLING
B

Attachment 6.1a