

**PLAN 3**

**PLANNING APPLICATION PLN-18-0246**

**60-62 FREDERICK STREET, PERTH**

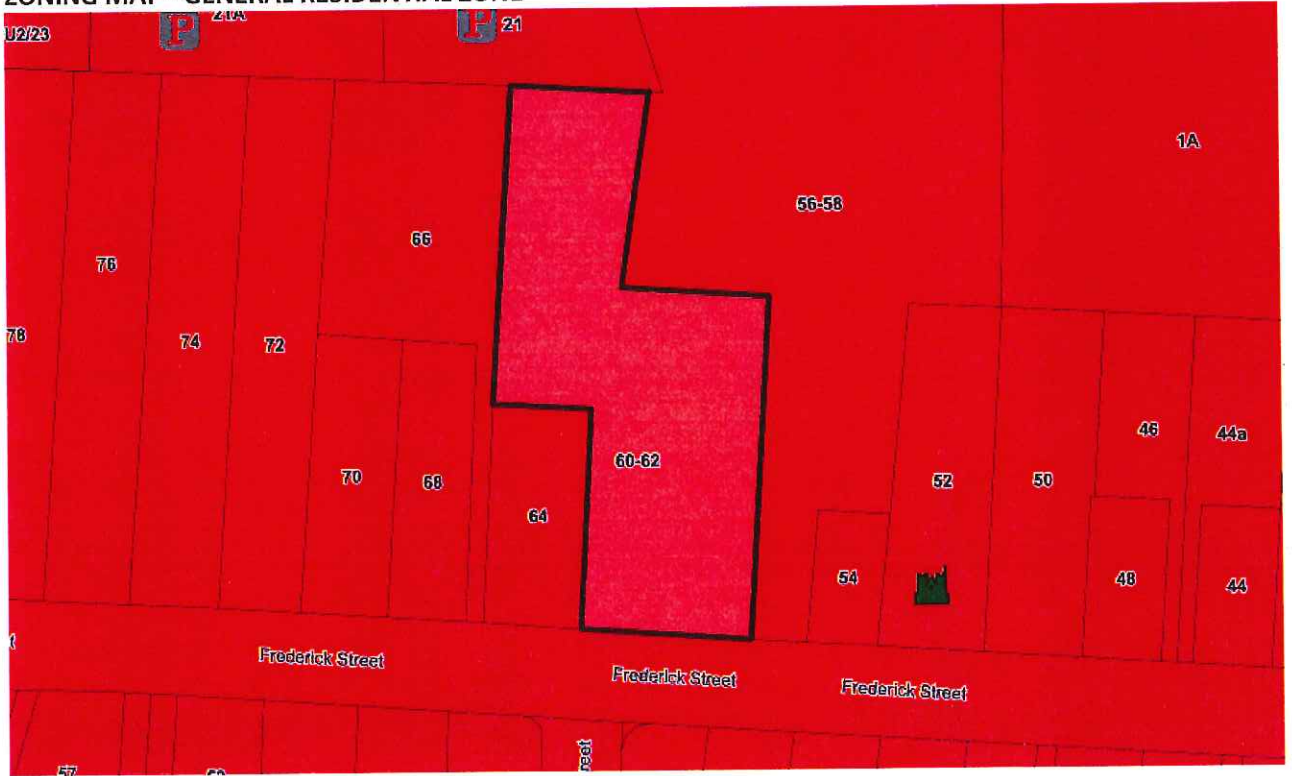
**ATTACHMENTS**

- A Application & plans, correspondence with applicant
- B Responses from referral agencies
- C Representations & applicant's response

AERIAL PHOTOGRAPH & SERVICES MAP for 60-62 FREDERICK STREET, PERTH



ZONING MAP - GENERAL RESIDENTIAL ZONE

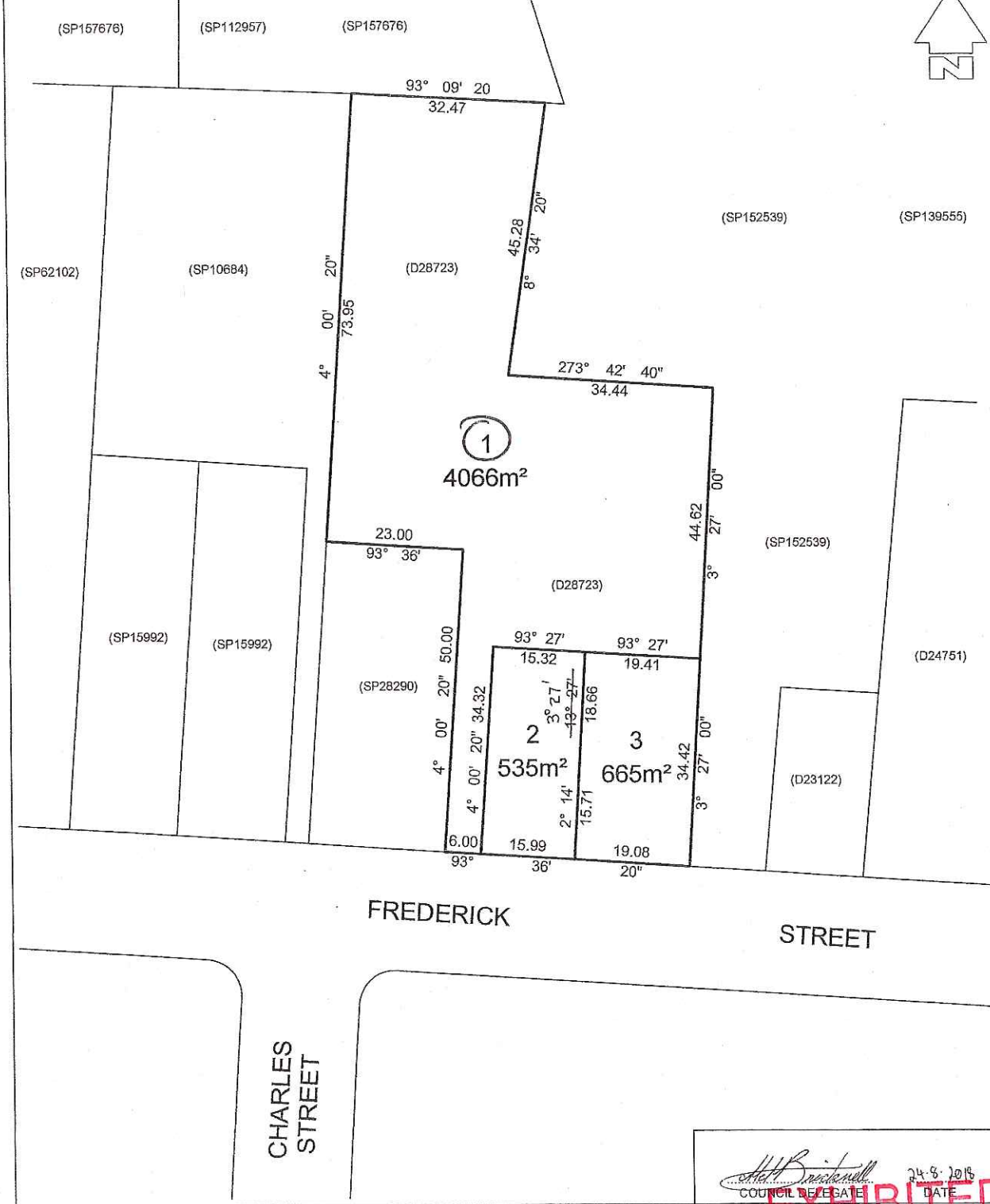


EXHIBITED

EARLY ISSUE

OWNER: A.C.N. 124 959 397 PTY LTD	<b>PLAN OF SURVEY</b> BY SURVEYOR DALLAS McCULLOCH D.J.McCULLOCH SURVEYING RIVERSIDE, TASMANIA 7250	REGISTERED NUMBER <b>SP175746</b>
FOLIO REFERENCE: FIR 28723/1		LOCATION <b>TOWN OF PERTH SECTION T</b> SCALE 1 : 600 LENGTHS IN METRES
GRANTEE: PART OF 20 ACRES, GTD. TO THOMAS JOHNSON & DALRYMPLE JOHNSON		

MAPSHEET MUNICIPAL CODE No. 123 (5039-24) LAST UPI No. LAST PLAN No. D28723 ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



*Dallas McCulloch*  
 COUNCIL DELEGATE  
 24.8.2018  
 DATE

**EXHIBITED**

**PLANNING APPLICATION**  
**Proposal**

**AMENDED**

23/11

**Description of proposal: ...**

...Proposed Unit Development.....

.....

.....

*(attach additional sheets if necessary)*

**Site address:**

60-62 Frederick Street, Perth.....

Council's property no: ..... and/or ID no: ...7387332...

Area of land: 4066.0m<sup>2</sup> and/or CT no: ...1/175746.....

Estimated cost of project ...\$1,600,000.00  
*(include cost of landscaping, car parks etc for commercial/industrial uses)*

*Are there any existing buildings on this property?*

.....No.....

If variation to Planning Scheme provisions requested, justification to be provided:

.....

.....

.....

*(attach additional sheets if necessary)*

.....

.....

*(attach additional sheets if necessary)*

**EXHIBITED**

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Traffic Impact Assessment (TIA)

Wilkin Design - Unit Development  
60-62 Frederick Street, Perth, Tasmania

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Author: Andrew Howell,  
BEng(Hons), MEngSci

October 2018

EXHIBITED

### Document History and Status

Rev	Date	Revision Details
A	20/10/2018	TIA Report

### Distribution of Copies

Rev	Quantity	Issued To
A	1	Client

Author: Andrew Howell, BEng (Hons) - UTAS, MEngSci - UNSW  
Client: Todd Wilkin  
Project: Frederick Street Perth Unit Development  
Subject: 'TIA report'  
Document: Draft Report  
Job No. A1812

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# Contents

## 1. Introduction

- Background & Project Scope
- Objectives
- Subject Site Location
- Information Sources & References
- Planning Scheme Aspects

## 2. Existing Conditions

- Transport Network
- Road Conditions & Road Safety Performance

## 3. Proposed Development

- Site Development
- Traffic Generation & Distribution

## 4. Traffic Impacts

- Access/Junctions / Sight Distances
- Surrounding Road Network Impacts
- Parking Assessment
- Road Safety & Traffic Service
- Pedestrian and Cyclist impacts / Public Transport
- Summary of Assessment against Planning Scheme E4 – Road and Railway Assets Code

## 5. Authority Information & Feedback (NMC, DSG)

## 6. TIA Conclusions

- Limitations

## Appendices

- A Proposed Development Plan

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# 1. Introduction

The proponent of this unit development proposed by Wilkin Design has been requested to consider traffic impacts relating to the development at the currently undeveloped site at 60-62 Frederick St, Perth, Tasmania (Refer Fig 1.1 and 1.2 – Area / Access Plans).

The property is currently vacant land, and the new unit arrangement requires a new access proposed from Frederick Street as shown. The general layout of the development on the site is as per *APPENDIX 1 – Proposed Development Plan*.

## 1.1 Background & Project Scope

Planning requirements suggest that a TIA or similar would be required to be undertaken to assess traffic impacts and any issues arising. Based on the low traffic generation of the eight (8) units and the generally open/flat area in this residential street following onsite inspection, a brief Traffic Impact Assessment (TIA) is provided to assess the development.

The below report addresses traffic related aspects and attempts to identify and comment on any potential impacts affecting, or arising from, the development.

## 1.2 Objectives

The key objectives of this report are:

- Review of the existing road physical characteristics in the vicinity of the site(s).
- Review of existing traffic conditions.
- Describe the development with regards to arrangements for access, including any implications for traffic efficiency, safety, and amenity.

## 1.3 Subject Site Location

The subject site considered is 60-62 Frederick Street, Perth, an urban road with a default 50km/hr speed limit. The development requires a new property access to the site.

Frederick Street is a Northern Midlands Council (NMC) Road.

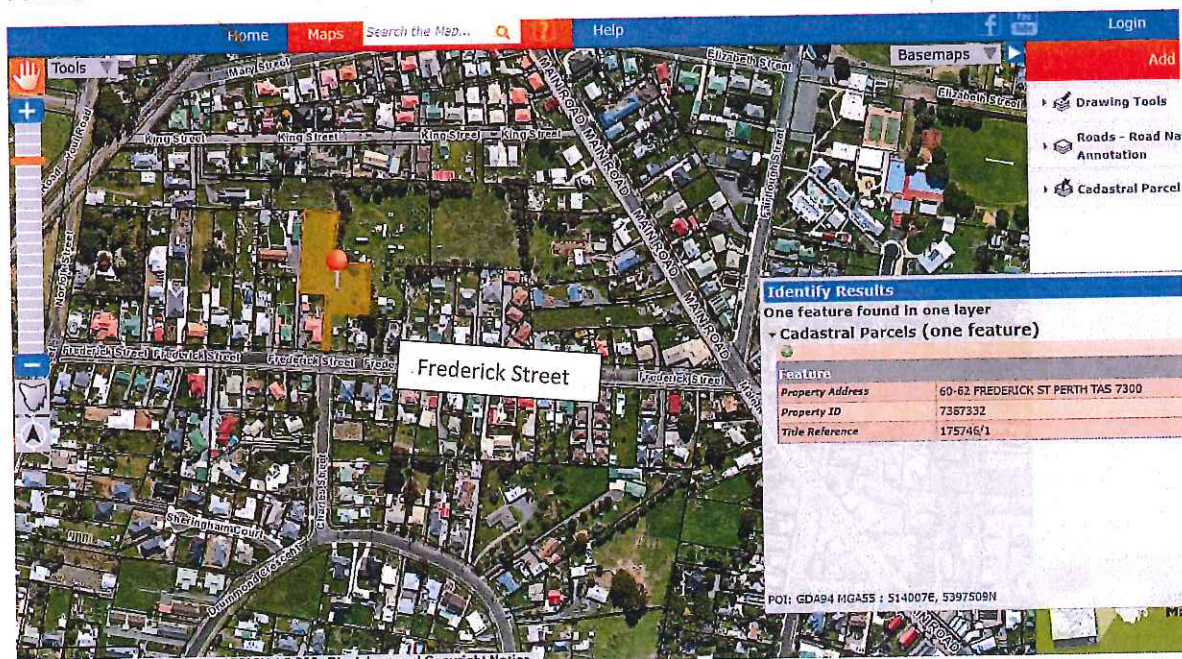


Fig 1.1 – Locality Plan /Area of site (Existing Image from [www.THELIST.tas.gov.au](http://www.THELIST.tas.gov.au))

EXHIBITED





Fig 1.2 – Site (zoom), and proposed access options (Existing Image from [www.THELIST.tas.gov.au](http://www.THELIST.tas.gov.au))

#### 1.4 Information Sources & References

The author has been provided with relevant information on the development, including preliminary plans prepared for development application stages. These details provide an outline of the proposed works, and indicate that generally the development proposes no significant change to existing traffic arrangements for the wider network (including no significant traffic increase).

The report has also reviewed publicly available information including [www.THELIST.tas.gov.au](http://www.THELIST.tas.gov.au) and online mapping and street-image tools to ascertain any obvious issues relating to the development. The author has a 20-year history of the site area generally, and a physical site inspection was undertaken on 5<sup>th</sup> October 2018.

The report has utilized the DIER (now Department of State Growth or DSG) document "Traffic Impact Assessment (TIA) Guidelines" in the preparation of this report. Further referenced documents include:

- DSG Tasmanian State Road Hierarchy
- NMC Interim Planning Scheme 2013 - Specifically, E4 Road and Rail Assets Code
- AUSTROADS Publications (various)
- Australian Standards, including specifically AS2890-Off Street Parking

#### 1.5 Planning Scheme Aspects

The Planning scheme applicable is the Northern Midlands Council Interim Planning Scheme 2013. The current zoning for the land and surrounding area is believed to be 10.0 – GENERAL RESIDENTIAL. The Road and Rail Assets Code (E4) from the planning scheme applies.

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## 2. Existing Conditions

### 2.1 Transport Network

Frederick Street is a local access street connected to the main road Perth, and is built to urban road construction standards. The speed limit is default 50km/hr, and the proposed new access is directly from Frederick Street. Whilst this link provides some connectivity to Drummond Street and Main Road, with other minimal through traffic using this as a preferred link between Drummond Street and Main Road, with other more direct options existing (e.g. Scone Street).

Frederick Street is an NMC administered road, suggested as a "Link" or "Local Access" street under the LGAT Local Government road hierarchy (Urban Roads – a Link Road is noted as traffic volumes between 1000-3000 VPD, and Local Access 50-1000 VPD - based on general functionality/dimensions to the Link standard, but closer to a Local Access based on likely assumed traffic volumes). The road is built generally to an urban road standard, with a sealed surface, no centre lines, kerb and channel and nature strips adjacent. Frederick Street carriageway is very wide for the street function, at 12.6m (FOK-FOK), providing open visibility and unrestricted parking either side of the road.

The proposed new property access required upgrading to meet current NMC IPWEA/LGAT standards, which appears to have been completed recently. It is also noted that existing Stormwater (piped) is available near to this proposed access and there are no drainage or grade issues identified with the access.

Sight distance at this site is ample, with sound vertical and horizontal alignment on Frederick Street in the vicinity of the new access.

### 2.2 Road Conditions & Road Safety Performance

Generally, the road network in this area appears to function satisfactorily, and provides significant carriageway width and surface consistency. Sight distances in all directions at this proposed access location area are appropriate with wide visibility available in all directions, with some potential for broken visibility at some locations due to free range parking on Frederick Street; however this is typical of most residential streets elsewhere which operate satisfactorily.

There is a nearby footpath on the Southern side of Frederick Street, with a grassed nature strip with kerb and channel outside the development location, with no changes to these aspects by the proposed development

Due to change in traffic use for the proposed access, the new access must be constructed to NMC (IPWEA/LGAT) standards to ensure a compliant access is created, which appears appropriate as built. Safe Intersection Sight Distance (SISD) can be achieved.

Based on the relatively small traffic numbers additionally generated by the development (48 VPD assumed) compared to the wider network and low traffic volumes on this specific link, capacity of the surrounding transport network is not considered an issue.

EXHIBITED

### 3. Proposed Development

#### 3.1 Site Development / Traffic Generation

The development as proposed includes eight (8) new residential dwellings, with approx. 48 VPD assumed generated by the development.

The new access to Frederick Street is able to be constructed to meet necessary NMC standards with sound driveway grades, widths (6.2m provided), and drainage arrangements all available, and the existing road network can accommodate the relatively small additional number of vehicle movements arising from this development.

#### 3.2 Traffic Generation & Distribution

N.A. – minimal generation in the scheme of wider network.

EXHIBITED

## 4. Traffic Impacts

### 4.1 Access/Junctions – including Sight Distance

Based on the details provided, it is likely that the property access option as proposed as constructed will satisfactorily cater for the development with the access appearing completed to IPWEA/LGAT standards, and with appropriate width.

The proposed access has been assessed for sight distance based on site inspection, as well as undertaking distance checks from aerial photos and mapping/image tools and on this basis, are deemed satisfactory, based on the information reviewed.

SISD in excess of 150m is available to the WEST and in excess of 250m is available to the EAST, back generally to the junction with Main Road. Whilst visibility can be obscured slightly by parked vehicles, based on the low volume of traffic, the set back of fence alignment and there being few other obstructions in this zone, this appears representative of the remainder of Frederick Street accesses and residential streets elsewhere, and is thus deemed acceptable. On this basis no parking restrictions are considered necessary in the immediate area adjacent to the access.

With consideration and review of AUSTRROADS guidelines, IPWEA/LGAT and Australian Standards guidelines, this sight distance for the property access is deemed satisfactory.

Clause E4.7.4 of the Planning Scheme notes that sight distance for accesses for Acceptable Solution A1 must comply with Safe Intersection Sight Distance (SISD) from table E4.7.4. For an 85% speed of 50 km/hr this SISD is nominally 80m for speed limit < 60 km/hr. Based on above analysis, E4.7.4 is met by A1. Sight distances can be deemed satisfactory for proposed access as proposed, with an access constructed to NMC (LGAT/IPWEA) standard.



Fig 4.1a – View from proposed new access to the EAST– approximate

EXHIBITED



Fig 4.1b – View from proposed new access to the WEST– approximate

#### **4.2 Surrounding Road Network Impacts**

Due to the likely small volume of additional traffic generated from the development, assessment of additional road network parameters beyond the site are outside the formal remit of this report, however volumes are not considered material and would have limited impact on the wider network.

#### **4.3 Parking Assessment**

Not required to be assessed, however noting that available parking spaces appears to meet planning scheme requirements per Table E6.1 (Code E6).

#### **4.4 Road Safety & Traffic Service**

Based on the sight distances above being considered appropriate for the road environment, with regard to Planning Scheme Acceptable Solution A1 being deemed met, road safety appears to not be compromised by the development works proposed.

Traffic service for the proposed development is adequately provided with the existing infrastructure (capacity, turning gaps, etc.), based on the small traffic volumes anticipated overall and existing low volumes on Frederick Street.

#### **4.5 Pedestrians, Cyclist impacts, Public Transport**

Currently there is pedestrian access via Footpath on the Southern side of the road servicing the area of the site, and no formal cycle access near to the site. No changes are proposed or required. Taxis can service the site. Buses appear to service the general area. No specific changes are proposed.

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#### 4.6 Summary of Assessment against Planning Scheme E4 – Road and Railway Assets Code

Item	Comment/Criteria Met
E4.6.1 – Use of Road or Rail Infrastructure	A1 – <b>NOT APPLICABLE</b> (not Cat 1 or 2) A2 – <b>NOT MET</b> – Use increase >40VPD likely P2 – <b>COMPLIES</b> - is deemed acceptable - refer comments Sections 4.1 - 4.4 etc.)  A3 – <b>NOT APPLICABLE</b> (Not >60km/hr)
E4.7.1 – Development on and adjacent to Existing & Future Arterial Roads and Railways	A1 – <b>NOT APPLICABLE</b> (no works/key items proposed within 50m of Cat 1 or 2 Roads or Railways)
E4.7.2 – Management of Road Accesses and Junctions	A1 – <b>COMPLIES</b>  A2 – <b>NOT APPLICABLE</b> (<60km/hr)
E4.7.3 – Management of Rail Level Crossings	<b>NOT APPLICABLE</b>
E4.7.4 – Sight Distances at Accesses, Junctions and Level Crossings	A1 Sight distances at a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; - <b>COMPLIES</b> and b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; - <b>NOT APPLICABLE</b> or - c) If the access is a temporary access, the written consent of the relevant authority has been obtained. – <b>NOT APPLICABLE (NOT A TEMP ACCESS)</b>

**Conclusion: Requirements for E4 are met.**

## 5. Authority Comment/Feedback

Based on the low impact and small scale of this development on a residential street, no DSG comment or feedback is considered required at this time (no DSG road impacts likely).

This TIA is provided for submission to Northern Midlands Council (NMC) as part of consideration for road authority approval.

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## 6. TIA Conclusions

This TIA has investigated the potential impacts from the development of the site as proposed.

Key findings of this TIA are as follows:

- That the proposed access location to service the development as proposed with an access constructed to IPWEA/LGAT and NMC standards with general arrangements as per the proposed concept layout can likely to meet the requirements to service the development and to be able to cater for traffic as proposed.
- Negligible increase in traffic arising from the development - traffic service is adequately provided for by the road arrangements as proposed, in order to service the development,
- Sight distances for the proposed property access is deemed to comply with the planning scheme E4.7.4 Acceptable Solution A1, with adequate SISD able to be achieved based on a specific assessment of the site
- Other Planning Scheme Requirements under Code E4 are met as noted.

It is concluded based on the above assessment of available information that traffic aspects associated with the development are likely to meet the requirements for Traffic Safety and Service, and any potential for adverse effect on the existing traffic situation is unlikely based on relevant standards and guidelines noted, subject to recommendations and comments noted.

### Limitations

*This TIA has been completed based on information provided by the client and available in the public domain, additional information beyond this has not been considered.*

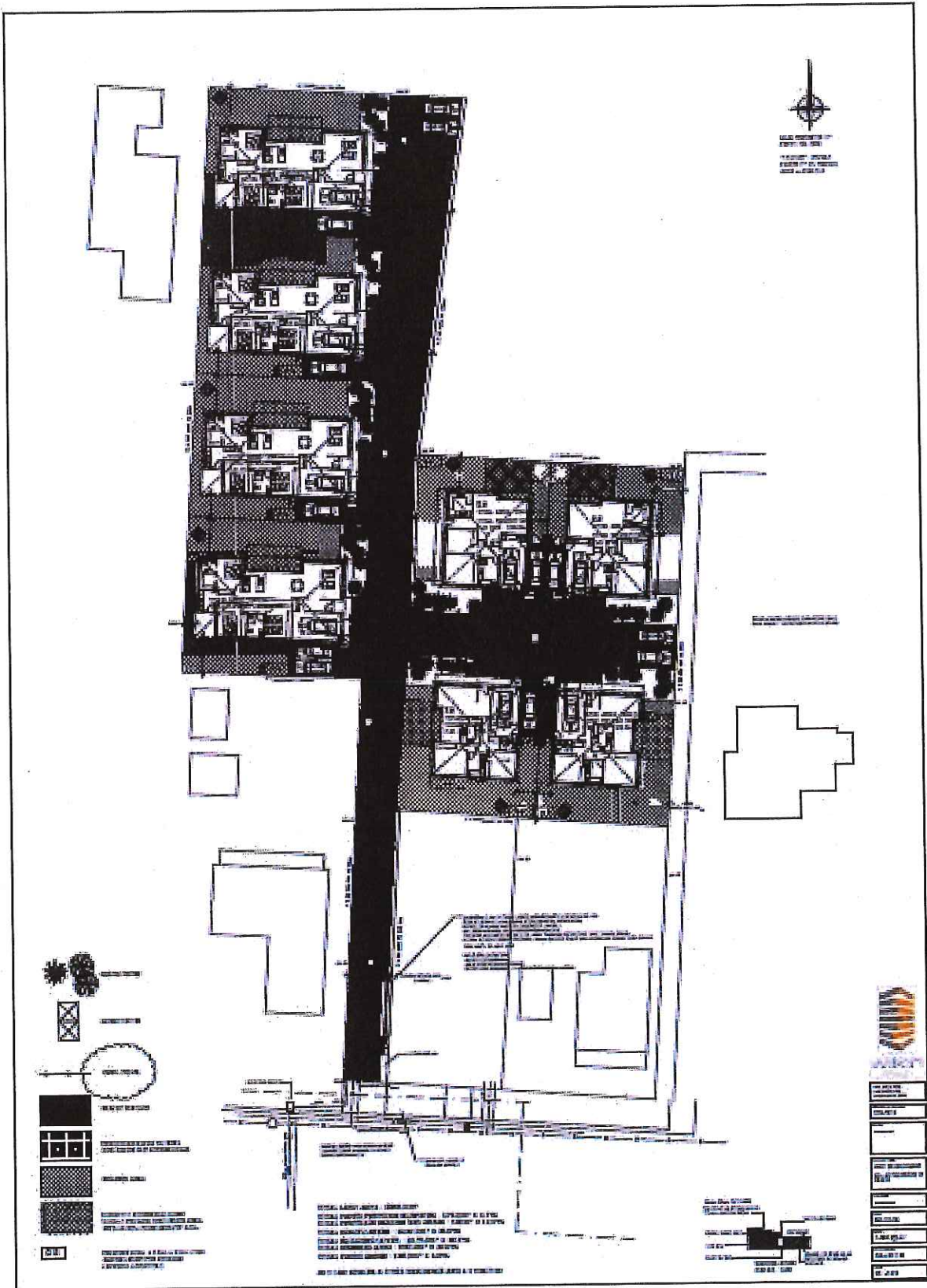
*Based on the nature of the development, this TIS has considered the access and operational aspects for this development only, and has not considered in detail the wider impacts beyond the site (upstream network impacts), this being outside the scope of this report.*

*Any subsequent changes to configuration or arrangements relating to the development which may impact on the content or recommendations of this report must be reviewed and approved by the author.*

EXHIBITED

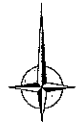
APPENDIX A

Proposed Development Plan

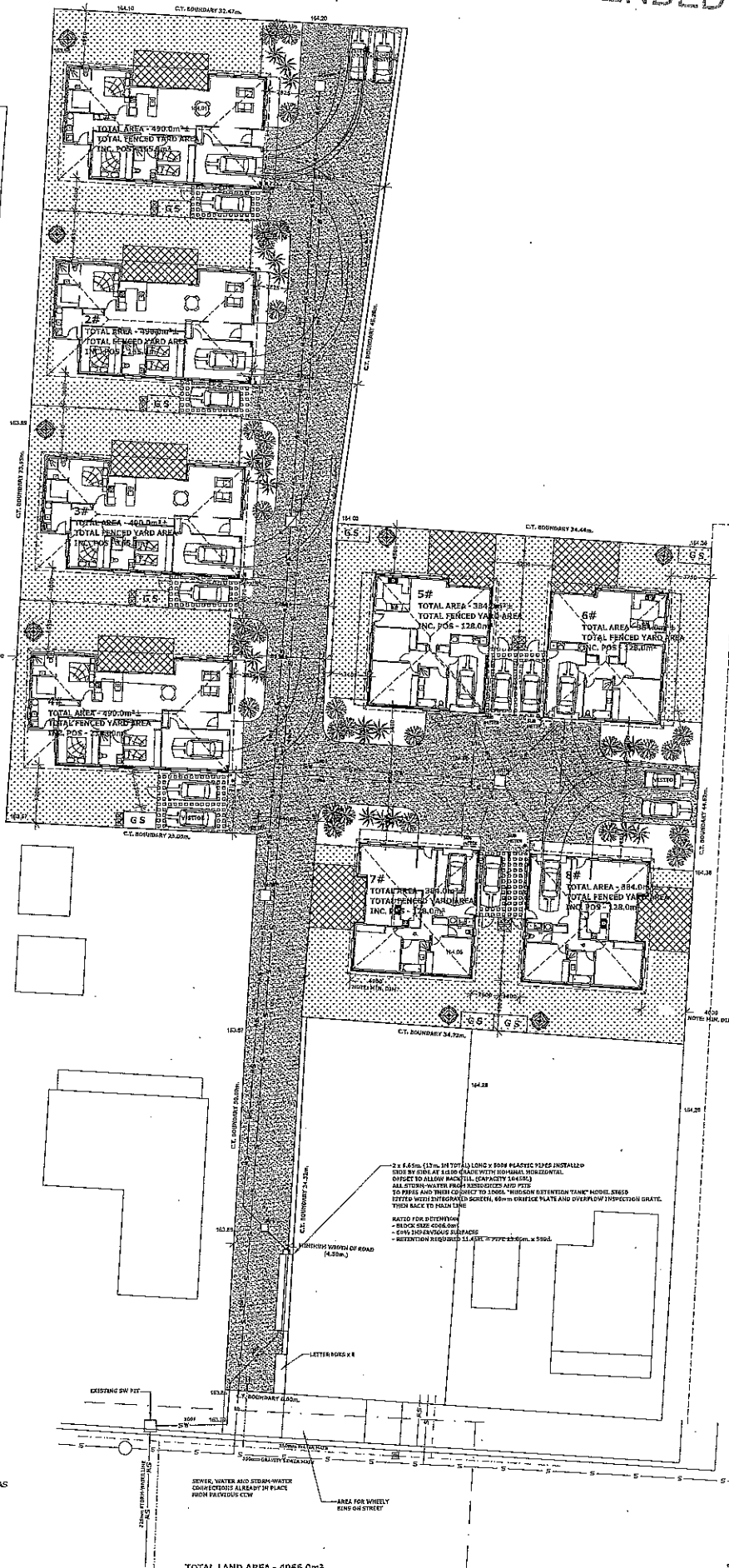


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60-62 FREDERICK ST  
PERTH WA 6150  
TITLE REF: 175746/1  
PROPERTY No: 7387332  
AREA = 4066.0m<sup>2</sup>



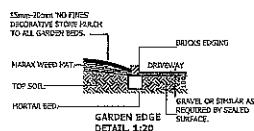
STORM-WATER DESIGN INDICATIVE ONLY AND SUBJECT TO FUTURE PA APPLICATION

- GARDEN BEDS
- WHEELY BINS
- 1500h. FENCE
- SEALED SURFACE
- PERVIOUS PAVERS TO OPEN CAR-PARKS AND ACCESS AREAS
- GRASSED AREA
- DIRECTLY ACCESSIBLE PAVED 24.0m<sup>2</sup> PRIVATE OPEN SPACE AREA WITH A MIN. DIMENSION OF 4.0m.
- GS DENOTES 3.0m. x 1.5m. x 2.0m. HIGH GARDEN SHED FOR STORAGE (APPROX. LOCATION)

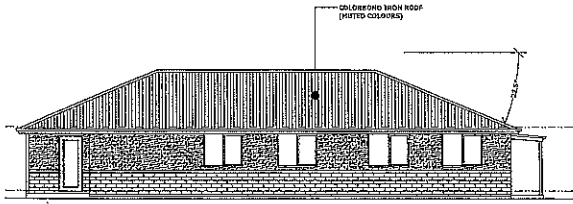
TOTAL LAND AREA - 4066.0m<sup>2</sup>  
 TOTAL PAVED PERVIOUS SURFACES - 176.0m<sup>2</sup> = 4.3%  
 TOTAL PERVIOUS GARDEN BED AREAS - 540m<sup>2</sup> = 13.3%  
 TOTAL SEALED AREAS - 1040.0m<sup>2</sup> = 25.6%  
 TOTAL BUILDING COVER - 1175.0m<sup>2</sup> = 28.9%  
 TOTAL GRASSED AREA - 950.0m<sup>2</sup> = 23.4%  
 TOTAL PAVED AREAS - 185.0m<sup>2</sup> = 4.5%

20 x CAR-SPACES = 2 PER RESIDENCE AND 4 x VISITOR

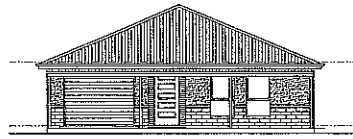
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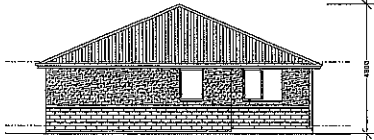
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DATE:	24-10-18
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DRAWN BY:	DA-181125
SHEET:	01 of 03



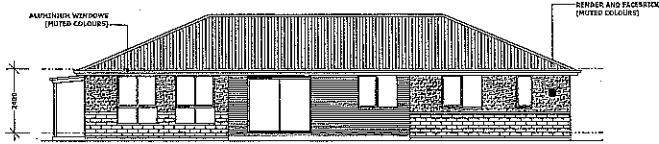
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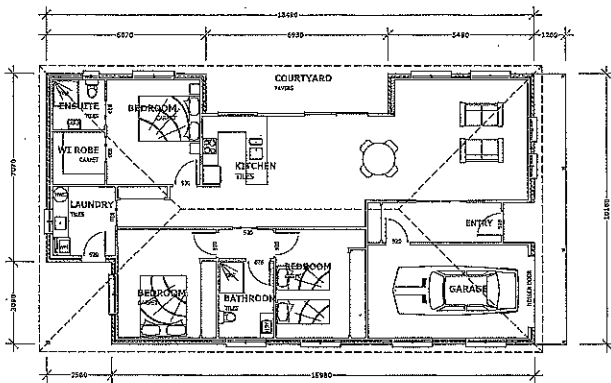
EAST ELEVATION  
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WEST ELEVATION  
1:100



NORTH ELEVATION  
1:100



RESIDENCES 1# - 4# FLOOR PLAN  
1:100  
PROPOSED FLOOR AREA = 158.00m<sup>2</sup>



wilkir  
design

P.O. BOX 478  
LAMBETHTON  
TASMANIA 7550

PROFESSIONAL NUMBER  
CC678 X

DATE

PROJECT NAME

80-23 FREDERICK ST  
PERTH

PROJECT NO.

DATE

SCALE

1:100 @ A1

PROJECT NO.

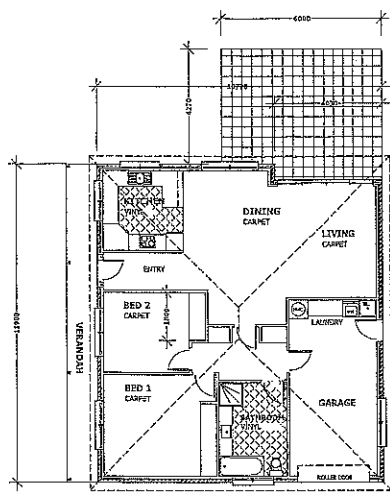
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DATE

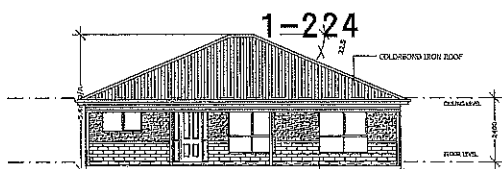
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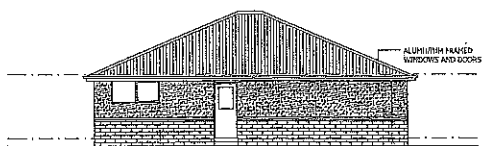
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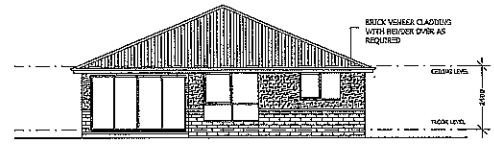
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PROPOSED FLOOR AREA = 126.70 sqm



**PROPOSED WEST ELEVATION**  
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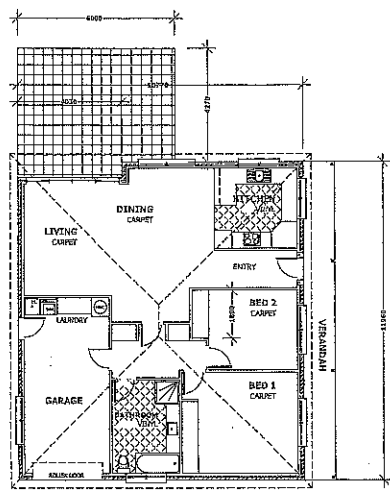
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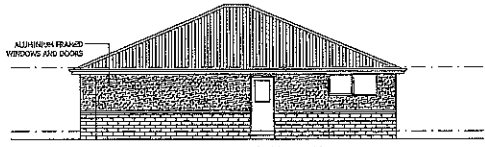
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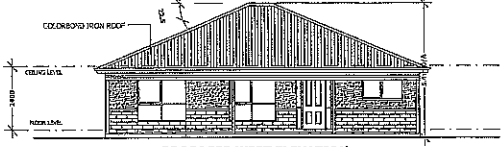
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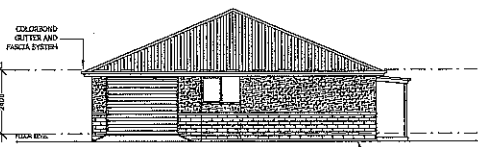
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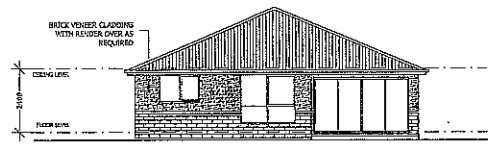
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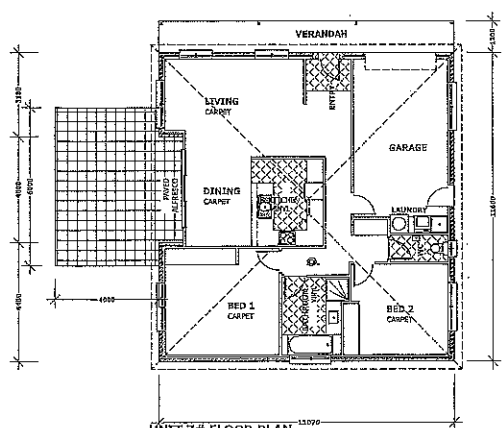
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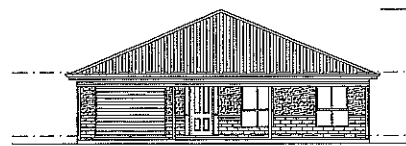
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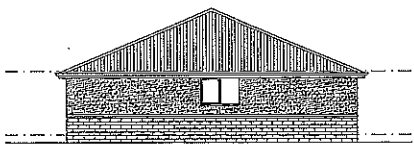
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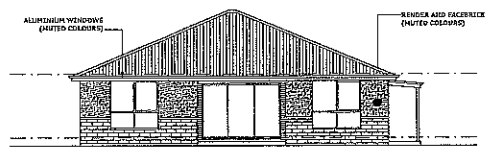
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FLOOR AREA - 126.00m<sup>2</sup>



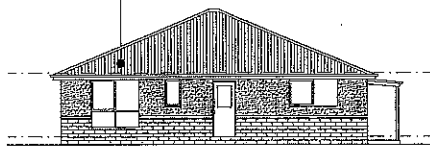
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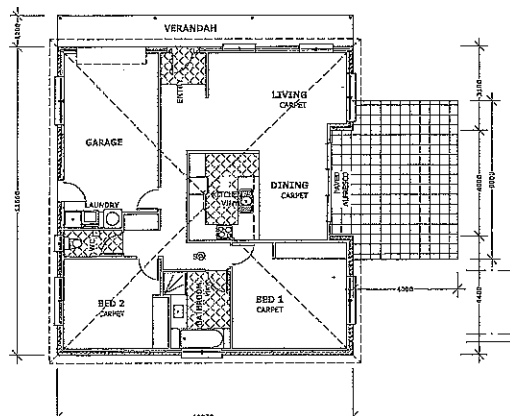
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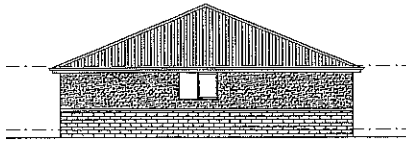
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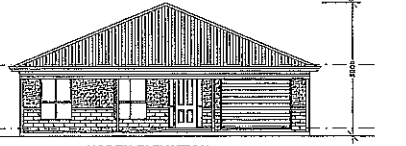
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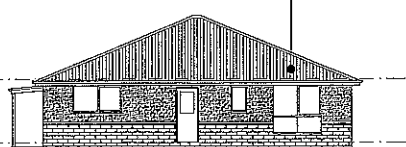
**UNIT 8# FLOOR PLAN**  
1:100  
FLOOR AREA - 126.00m<sup>2</sup>



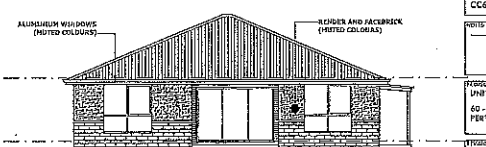
**SOUTH ELEVATION**  
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**NORTH ELEVATION**  
1:100



**WEST ELEVATION**  
1:100



**EAST ELEVATION**  
1:100

P3 EXHIBIT

**wilKir design**  
7/5, BOX 478  
LAURISTON  
TASMANIA 7250

PROJECT NUMBER: CC678 X

PROJECT TITLE: UNIT DEVELOPMENT  
40-42 FREEDALEY ST.  
PERTH

DATE: 24-10-14  
SCALE: 1:100 @ A1  
JOB NUMBER: DA-181125  
PAGE: 03 of 03

**Erin Boer**

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**From:** Erin Boer  
**Sent:** Tuesday, 2 October 2018 3:55 PM  
**To:** 'office@wilkindesign.com.au'  
**Cc:** 'Todd Wilkin'  
**Subject:** Email to applicant – Planning review PLN-18-0246, Multiple Dwellings x8, 60-62 Frederick Street, Perth – discretionary permit required  
**Attachments:** 60 - 62 Frederick St Unit DA 26-09-18.pdf

Council's Planning Section has reviewed the plans for a Multiple Dwellings x 8 at 60-62 Frederick Street, Perth, and it has been determined that a discretionary planning permit is required.

The application does not comply with the acceptable solutions of the following clauses:

- 10.4.2 A3 (a)(i) – Unit 4 varies the southern internal front setback
- 10.4.3 A2 – Units 5-8 do not achieve 24m<sup>2</sup> with minimum horizontal dimension of 4m that is directly accessible from habitable room
- 10.4.4 A1 – Units 5 & 6 – no north facing windows to habitable rooms (other than bedrooms)
- E4.6.1 A2 – Generation of more than 40 vehicle entry and exit movements per day

Additional information required for application:

- Turning templates for visitor parking spaces and unit 3 parking spaces (entry and exit) – entire vehicle movement must be able to be undertaken within the sealed area – unit 3 may need to be shifted west)
- Traffic Impact Assessment
- Dimensions to show compliance with 10.4.6 A3
- Revised plans to confirm access achieves 4.5m for initial 7m and passing bay and tapers or as per area shown as 'sealed' (if the latter, remove notations regarding minimum widths/dotted line)
- Floor plans for units 7 & 8
- Corrected land area (as per title) and site coverage
- Levels of stormwater infrastructure and on-site detention (discuss with Jonathan Galbraith to confirm exact requirements)

Kind Regards



**NORTHERN  
MIDLANDS  
COUNCIL**

*Erin Boer*

Urban & Regional Planner | Northern Midlands Council  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
T: (03) 6397 7303 | F: (03) 6397 7331  
E: [erin.boer@nmc.tas.gov.au](mailto:erin.boer@nmc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)

*T a s m a n i a ' s H i s t o r i c H e a r t*

Please note that due to the high volume of enquiries received, officers will be available for phone and face to face appointments to discuss building and planning matters at the following times:

- Monday – between 9:00am and 12:00pm
- Wednesday – between 2:00pm and 5:00pm
- Friday – between 9:00am and 12:00pm

For general enquiries please refer to the Fact Sheet located on our website at <http://northernmidlands.tas.gov.au>  
Meetings can be arranged at other times by appointment.

Our ref: 105100.11; PLN-18-0246  
Enquiries: Erin Boer



NORTHERN  
MIDLANDS  
COUNCIL

15/01/2019

Todd Wilkin  
P.O. Box 478  
LAUNCESTON 7250  
via email: office@wilkindesign.com.au

Dear Mr Wilkin

**Additional Information Required for Planning Application PLN-18-0246- Multiple Dwellings x 8 (vary vehicle movements per day) at 60-62 Frederick Street, Perth**

I refer to the abovementioned application, which has been further reviewed by Council's Planners. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- Corrected owner details on application form (the owner is A.C.N. 124 959 397 Pty Ltd, not JID)
- Corrected elevations/floor plan for units 7 & 8 (swap)
- Corrected parking (width of 2nd outside parking spaces for units 4, 5 & 6 & visitor space near unit 4 are non compliant and turning templates are required for northern most visitor parking space/s)
- Dimensions of garden areas to show compliance with 10.4.6 A3 (space between habitable room windows and communal access areas).

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au) and referenced with the planning application number PLN-18-0246. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

Yours sincerely

A handwritten signature in black ink, appearing to read 'Erin Boer'.

Erin Boer  
**URBAN & REGIONAL PLANNER**

Our ref: 105100.11; PLN-18-0246  
Enquiries: Erin Boer



**NORTHERN  
MIDLANDS  
COUNCIL**

15/01/2019

Todd Wilkin  
P.O. Box 478  
LAUNCESTON 7250  
via email: office@wilkindesign.com.au

Dear Todd Wilkin

**Additional Information Required for Planning Application PLN-18-0246- Multiple Dwellings x 8  
(vary vehicle movements per day) at 60-62 Frederick Street, Perth**

I refer to the abovementioned application, which is currently on public exhibition, and was referred to Council's Works Department. In order to assess the application, Engineering Officer (Jonathan Galbraith) requires the following information:

- Proposed levels for the On-site detention through to the connection (long-section)
- Clarification of how 'pervious pavers' are constructed

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au) and referenced with the planning application number **PLN-18-0246**. If you have any queries regarding the information required (or to request an on-site visit), please contact Mr Galbraith on 0400 935 642, or e-mail [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au). If you have any planning queries, please contact Council's Planning Section on 6397 7301, or e-mail [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

Yours sincerely

A handwritten signature in black ink, appearing to read 'Erin Boer'.

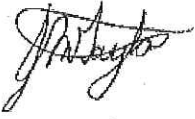
Erin Boer  
**URBAN & REGIONAL PLANNER**

## Submission to Planning Authority Notice

Council Planning Permit No.	PLN-18-0246	Council notice date	29/11/2018
<b>TasWater details</b>			
TasWater Reference No.	TWDA 2018/01942-NMC	Date of response	3/12/2018
TasWater Contact	David Boyle	Phone No.	6345 6323
<b>Response issued to</b>			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
<b>Development details</b>			
Address	60-62 FREDERICK ST, PERTH	Property ID (PID)	7387332
Description of development	Multiple dwellings x 8		
<b>Schedule of drawings/documents</b>			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Wilkin Design	DA-181125 Sh01		24/10/2018
<b>Conditions</b>			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connection / sewerage system and connection for this multiple development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</li> <li>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</li> <li>3. Prior to use of the development, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</li> </ol> <p><b>DEVELOPMENT ASSESSMENT FEES</b></p> <ol style="list-style-type: none"> <li>4. The applicant or landowner as the case may be, must pay a development assessment fee of \$351,28 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.</li> </ol> <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p>			
<b>Advice</b>			
<p><b>General</b></p> <p>For information on TasWater development standards, please visit <a href="http://www.taswater.com.au/Development/Development-Standards">http://www.taswater.com.au/Development/Development-Standards</a></p> <p>For application forms please visit <a href="http://www.taswater.com.au/Development/Forms">http://www.taswater.com.au/Development/Forms</a></p>			
<b>Declaration</b>			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning			

Authority Notice.

**Authorised by**

A handwritten signature in black ink, appearing to read "Jason Taylor".

**Jason Taylor**

Development Assessment Manager

**TasWater Contact Details**

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



**REFERRAL OF DEVELOPMENT APPLICATION PLN-18-0246 TO WORKS & INFRASTRUCTURE DEPARTMENT**

**Property/Subdivision No:** 105100.11

**Date:** 27.11.18

**Applicant:** Wilkin Design and Drafting

**Proposal:** 175746/1

**Location:** 60-62 Frederick Street, Perth

W&I referral PLN-18-0246, 60-62 Frederick Street, Perth

Planning admin: W&I fees paid.

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Is there is a house on one of the lots?	No
Is it connected to all Council services?	No
Are any changes / works required to the house lot?	No
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	Yes

**Stormwater:**

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes
Is the property connected to Council's stormwater services?	Yes
If so, where is the current connection/s?	Connects to main in Frederick St
Can all lots access stormwater services?	Yes
If so, are any works required?	No
<b>Stormwater works required:</b>	
<i>Stormwater mains and detention to be sized in accor</i>	
Is there kerb and gutter at the front of the property?	Yes
Are any kerb-and-gutter works required?	No

**Road Access:**

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	Yes
Does the new lot/s have access to a made road?	Yes
If so, are any works required?	No
Is off-street parking available/provided?	Yes
<b>Road / access works required:</b>	
N/A	
Is an application for vehicular crossing form required?	No
Is a footpath required?	No
Extra information required regarding driveway approach and departure angles	No
Are any road works required?	No
Are street trees required?	No
Additional Comments:	An Engineer's design is required.

**STANDARD CONDITIONS FOR MULTIPLE DWELLINGS**W.1 Stormwater

- a) Each dwelling must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) Prior to the issue of a building permit or the commencement of development authorised by this permit, the applicant must design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed area of buildings. The system must connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector.
- f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.
- g) Prior to the issue of a building permit or the commencement of development authorised by this permit, design levels for detention and overflow paths must be prepared by a suitably qualified person and provided to Council, to the satisfaction of Council's Works and Infrastructure Manager. A minimum detention of 11.45m<sup>3</sup> is required with a maximum permissible site discharge of 35L/s during the 20 year ARI. The above volume is suitable for a single detention - if multiple site detention areas (i.e. separate rainwater tanks and/or underground detention) are used, then calculations and/or modelling must show that the proposed detention limits site flows as per the above flow rate. Overflows in excess of the 1 in 20 year ARI must be shown to pass to the road and not to private property.

W.3 Municipal standards & approvals

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction,

such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

W.4 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.5 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.6 Works damage bond

- a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a \$1000 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

W.7 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

*Jonathan Galbraith (Engineering Officer)*

*Date: 15/1/19*

The General Manager  
PO Box 156  
LONGFORD TAS 7301

Date: 7 / 12 / 2018

I, G. Buckley wish to make a representation to planning application number:  
SP175746 on the following grounds:

1. Apart from the density of this housing development proposed, I have major objections to the cul-de-sac driveway which will access at the minimum four vehicles, if a one car family, and a minimum of eight vehicles, if a two car family.
2. This cul-du-sac abutts straight onto my adjoining boundry fence, which is my backyard.
3. Further more the width of this Cul-du-sac is wider than the main access drive to this development.

Yours sincerely

G Buckley

Email: .....  
Address: 56 FREDRICK ST PERTH 7300  
Contact Number: .....



To The Planner;  
C/O Northern Midlands Council  
Re: Unit development at 60-62 FREDERICK STREET, PERTH

NMC Reference: PLN18-0246  
WDD Reference: DA-181125

Dear Sir/Madam, thank you for the copy of the representation, we are surmising that it has come from Mr. Buckley as there has been some correspondence already. With that in mind we have the following points to make.

Point 1; The density of the development is not a discretionary element. The volume of housing fits within the *Northern Midlands Interim Planning Scheme 2013 (updated 2018)*, and complies on all criteria except a minor trigger on traffic movements, this latter part has been addressed by a TIA.

Point 2; There is no "cul-de-sac ". There is only an access driveway to the units on the Eastern end of the development not a cul de sac as stated. This is not a street and only reserved for people using the units specific to that. There is no other way to get access without an access driveway. The fact that it abuts Mr Buckley's property is un-avoidable. It's also worthwhile to note that even if there was a single dwelling erected on this site, it would still abut Mr Buckley's property. That is just a geographical reality.

Point 3; The width of the driveway is defined by the *Northern Midlands Interim Planning Scheme 2013 (updated 2018)*, to allow for mandatory turning circle requirements.

To help to appease Mr Buckley, it may need to be pointed out to him, that it is highly likely that a standard condition of any D.A. of this nature will most likely require that an 1800mm high fence be erected on all perimeter boundaries. This should mitigate any loss of amenity to his back yard by way of headlights of an evening, by way of privacy during the day and may also go some way to abate any perceived noise from vehicles.

It is also worthwhile to note that the design of the houses that "abut" Mr Buckley's boundary, have the garages on the Western side, which puts a significant distance between his boundary and neighbouring vehicles.

We would ask that the planner offer these responses to Mr Buckley, and kindly ask that he withdraw his objection as we would regard this as a "non-relevant representation.

Yours Sincerely

A handwritten signature in black ink, appearing to be "Todd Wilkin", written over a faint, illegible printed name.

Todd Wilkin  
Director 12-12-18

**Rosemary Jones**

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**From:** Residential Project Management <rpmtas@gmail.com>  
**Sent:** Wednesday, 2 January 2019 2:43 PM  
**To:** NMC Planning  
**Cc:** 'Todd Wilkin'; 'Laura Walduck'; Cr Ian Goninon  
**Subject:** Development application...62 Frederick Street Longford...8 units

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

**Categories:** Sent to ECM

Hello Paul

Further to our application for D.A. and our conversation of earlier today, I would formally like to request that a mediation process be organised between ourselves as applicant, and the representors to this application.

During the past 2 weeks, I have had several discussions with the representor, Mr Buckley. I have listened to his concerns, and I feel that the majority of his concerns can be met by simple methods.

His concerns primarily are regarding his loss of amenity in Privacy, lights and noise.

I think all of these issues are resolvable, however at this point it requires Mr Buckley to withdraw his application in order for the D.A. to proceed. At this point he seems reluctant to do this.

I think mediation may be a formal process that will address his concerns to his satisfaction, and re-assure him that what ever is agreed to will be carried out.

I look forward to hearing from you soon.

Regards

Peter Krushka  
Residential Project Management Tasmania  
o/b/o Wilkin Design acting for Fenmarsh Superannuation Fund

Ph.  
E. [rpmtas@gmail.com](mailto:rpmtas@gmail.com)