PLAN 2

PLANNING APPLICATION PLN-18-0216

16338 MIDLAND HIGHWAY, PERTH

ATTACHMENTS

- Application & plans, correspondence with applicant
- Responses from referral agencies
- Representations

1-152

PLANNING APPLICATION

Proposal

Description of proposal: 26-lot subdivision

.....

.....

.....

.....

.....

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1 Keppoch Drive 2 McKillop Drive 3 Aachens Drive.

Site address: *16338 Midlands Highway, Perth*

.....

CT no: 18088/1, 18088/7 + 37065/100

Estimated cost of project *$900,000*

(include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? *Yes*
If yes – main building is used as..... *Dwelling + Horse Stables*

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

Please refer to the planning accompanying planning submission

.....

.....

.....

.....

(attach additional sheets if necessary)

Is any signage required? No.....

(if yes, provide details)

Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Email permits@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
D19/9654

Tasmanian Government

George Walker
6ty
Po Box 63
RIVERSIDE TAS 7250

Dear Mr Walker

Crown Landowner Consent Granted – 16338 Midlands Highway, Perth

I refer to your recent request for Crown landowner consent relating to the development application at 16338 Midland Highway, Perth for a subdivision and subsequent accesses and new junction onto Haggerston Road.

I, Andrew Hargrave, Manager Asset Management, State Roads, the Department of State Growth, having been duly delegated by the Minister under Section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the **making of the application only** insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 11 January 2019, and the documents approved.

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

Access to the proposed subdivision is to a section of road still under the jurisdiction of Department of State Growth until its official transfer to Northern Midlands Council. As this section of road is classified as part of the Midland Highway and subject to limited access, the current access arrangement for this property does not permit subdivision access to the Midland Highway. This will no longer apply once the road becomes a Council Road.

Please note that in accordance with the *Tasmanian State Road Traffic Noise Management Guidelines*, the Department of State Growth does not mitigate noise impacts associated with land use changes in the vicinity of an existing or planned road.

Access – construction or alteration (Access works permit required)

In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit http://www.transport.tas.gov.au/road/permits or contact permits@stategrowth.tas.gov.au.

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

Pursuant to Section 16AA of the *Roads and Jetties Act 1935*, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access.

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely

Andrew Hargrave
MANAGER ASSET MANAGEMENT

Delegate of
Minister for Infrastructure
Jeremy Rockliff MP

1 May 2019

cc: General Manager, Northern Midlands Council

4 Salamanca Place Hobart - GPO Box 536 HOBART TAS 7001

6ty°

Planning Submission

25 Lot Subdivision

'Keppoch Lodge' 16338 Midland Highway, Perth

Prepared for:

Northern Midlands Council

Measured form and function

6ty Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

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

Issue	02 - Response to RFI
Date	22 May 2019
Project Name	Dornauf Subdivision
Project Number	11.105
Author	George Walker
Document	

Contents

Appendix D

Stormwater Catchment and Flooding Report

Appendix E

Traffic Impact Assessment

1.0 Introduction

Planning approval is sought to undertake a 25-lot subdivision at 16338 Midland Highway, Perth (the site – refer to Image 1). This planning submission provides relevant details of the application and an assessment against the applicable provisions of the Northern Midlands Interim Planning Scheme 2013 (the Scheme).

Image 1 – Aerial image illustrating the boundaries of the site

1.1 Planning Overview

Element	Overview
Location	16338 Midland Highway, Perth
Title Information	37065/100, 18088/1 and 180088/7
Land Area	25.4 ha
Planning Instrument	*Northern Midlands Interim Planning Scheme 2013* (the Scheme)
Use Class	Residential
Proposed Development	Subdivision - 25 Lots
Zone(s)	12.0 - Low Density Residential
Applicable Code(s)	E1.0 - Bushfire Prone Areas Code E4.0 - Road and Railway Assets Code E5.0 - Flood Prone Areas Code E6.0 - Parking and Sustainable Transport Code E10.0 - Recreation and Open Space Code
Status of Application	Discretionary

1.2 Proposed Use and Development

The application seeks approval to subdivide the 25 ha site into 25 low density residential lots, a road lot and a public open space lot and to undertake associated works including the construction of a road, stormwater detention basin and installation of service infrastructure.

Subdivision

The size and configuration of the proposed lots is detailed within the following table. The proposed plan of subdivision is contained within **Appendix B**.

Table 1 - size and configuration of the proposed low density residential lots

Lot	Area (ha)	Shape	Frontage Width (m)	Depth (m)
1	5,203m²	Oblong	78	63.2
2	1.05	Oblong	87.2	115.7
3	1.09	Oblong	64.5	169.2
4	1.09	Oblong	64.5	169.6
5	1.08	Oblong	63.4	177.3
6	**a** 5,286m²	Oblong	56.6	96.25
6	**b** 5,290m²	Oblong	51.8	110.75
7	1.05	Internal	7	90.1 (short axis of main body)
8	1.09	Internal	7	68.8 (short axis of main body)
9	1.07	Internal	7	72 (short axis of main body)
10	1.11	Oblong	7.8	136.7
11	1.07	Oblong	20	129.6
12	1.05	Internal	10.3	129.6
13	1.04	Irregular	10.9	184.4
14	1.10	Internal	11.9	83.8 (short axis of main body)
15	1.06	Irregular	62.9	100.8
16	**a** 5,453m²	Oblong	63.8	103.1
16	**b** 5,474m²	Oblong	64.5	103.1
17	1.09	Internal	6	131.1 (long axis of main body)
18	1.55	Internal	6	134.1 (long axis of main body)
19	**a** 5,399m²	Rectangle	100.9	53.5
19	**b** 5,399m²	Rectangle	100.8	53.5
20	1.02	Oblong (corner lot)	71 (primary) 101 (other)	85.1 (short axis)

21	1.03	Oblong	78.1	138.6
22	1.06	Oblong	77.1	148.7

Road Network

The site has frontage to Haggerston Road which was the former state highway between the Breadalbane roundabout and Perth. The construction of a new divided dual lane highway has recently been completed as part of the Perth-Breadalbane road improvement project which is a stage of the broader Perth bypass project. The new highway is located approximately 20 m to the west of Haggerston Road and shares the same alignment.

Haggerston Road is in the process of being reverted to a local road to be transferred to the Northern Midlands Council ('Council'). The road is used as a service lane to provide access to properties to the east of the new highway including the Devon Hills residential enclave and lots accessed off Gibbet Hill Rise. The 'newly constructed Midland Highway is a 'Category 1' road under the authority of the Department of State Growth (DSG) and is a primary freight and passenger route.

The proposed subdivision will include the construction of an access road which will extend perpendicularly from Haggerston Road. The access road will be approximately 470 m in length and will have a roughly east-west alignment. The road will provide access to each of the proposed lots with the exception of lots 1 and 20-22. It is proposed to access these lots directly from Haggerston.

Provision of Service Infrastructure

Water

The subdivision will be serviced by reticulated water infrastructure. The water supply will be retrieved from an existing DN180 water main which is located approximately 970 m to the south east of the site. The water main will be installed within a series of road reserves and will enter the site at the south-eastern corner. The water main will be located within easements where it extends along the rear or side boundaries of proposed lots. An alignment plan illustrating the proposed route of the water supply is contained within **Appendix B**. All works associated with the extension of the water main are exempt from requiring a permit under the Scheme pursuant to clause 6.2.2 (a).

Stormwater

The proposed access road will include a roadside swale drain that will direct stormwater runoff to the west where it will discharge into a detention basin which is proposed to be constructed in the public open space lot which will be located on the northern side of the new access road on the corner of Haggerston Road. Stormwater will be retained in the basin before discharging into existing culverts under Haggerston Road. The stormwater detention basin will be constructed to limit flows from the site to the existing surface flows for the equivalent of a 1 in 100 year event. Individual lots will be capable of connecting directly into the roadside drainage which forms part of

the reticulated stormwater system or, given the size of proposed lots, manage stormwater onsite.

An 8m wide stormwater drain will be constructed along the northern perimeter of lots 1-5. The drain will direct stormwater around the respective lots before discharging into the proposed detention basin.

Sewerage

The site is currently unserviced by sewerage infrastructure and it is not viable to extend sewerage infrastructure to the site due to existing capacity issues in Perth in addition to topographical and spatial constraints. Accordingly, each lot has been designed to be of a size and configuration that is suitable to accommodate on-site disposal of domestic wastewater in accordance with AS/NZS 1547:2012 On-site domestic wastewater management.

2.0 Location

2.1 Subject Site

The site is approximately 25 ha in area and comprises three titles (refer to Image 2). Together, the site is in the shape of a large oblong and has a 432 m frontage Haggerston Road and an average depth of approximately 600m.

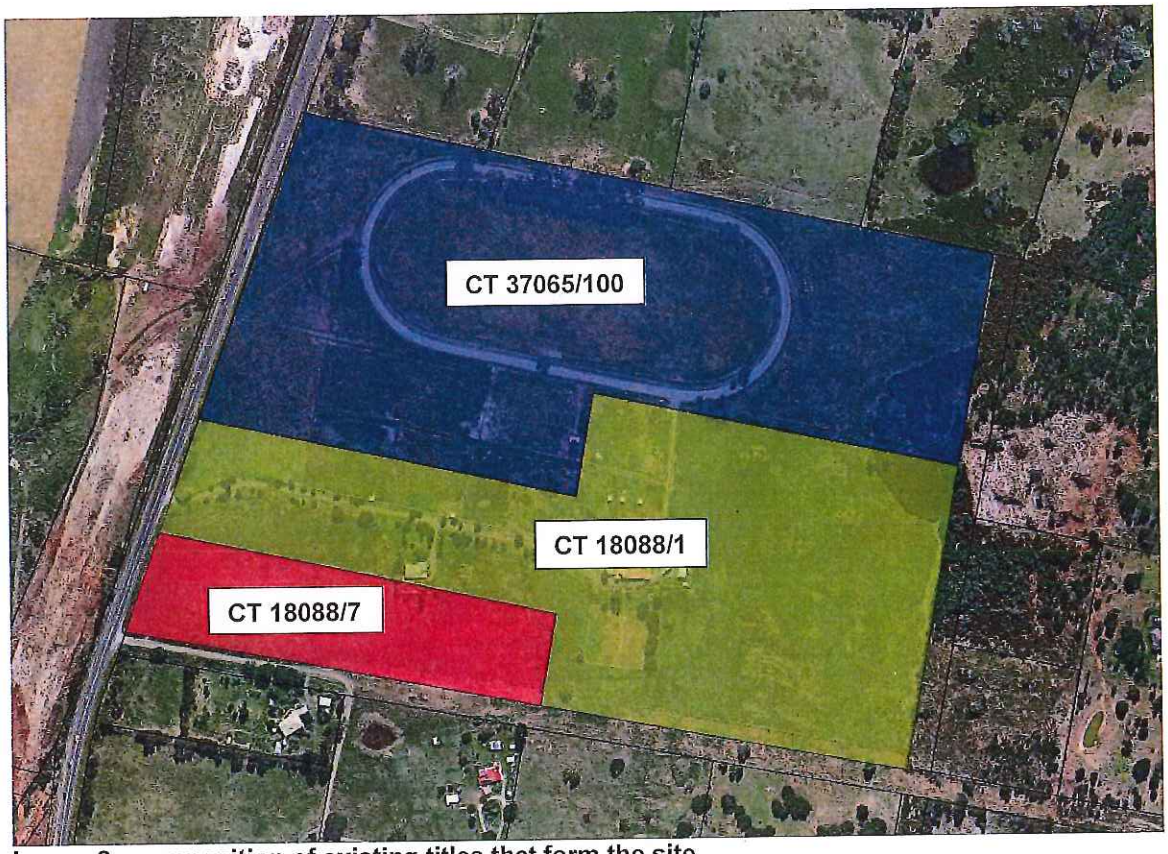


Image 2 - composition of existing titles that form the site

The site contains an existing dwelling, large horse stable and horse training track. It is otherwise undeveloped and contains managed pasture scattered with trees and scrub.

2.2 Description of the Surrounding Area

The site is located at the northern end of the Perth settlement area within a large contiguous expanse of Low Density Residential zoned land that is approximately 563 ha in area (refer to Image 3). The area of Low Density zoned land has been extensively developed overtime and includes a diverse mixture of lots that vary in shape, size and orientation. The majority of lots within this area contain single dwellings with only a handful of vacant lots remaining.

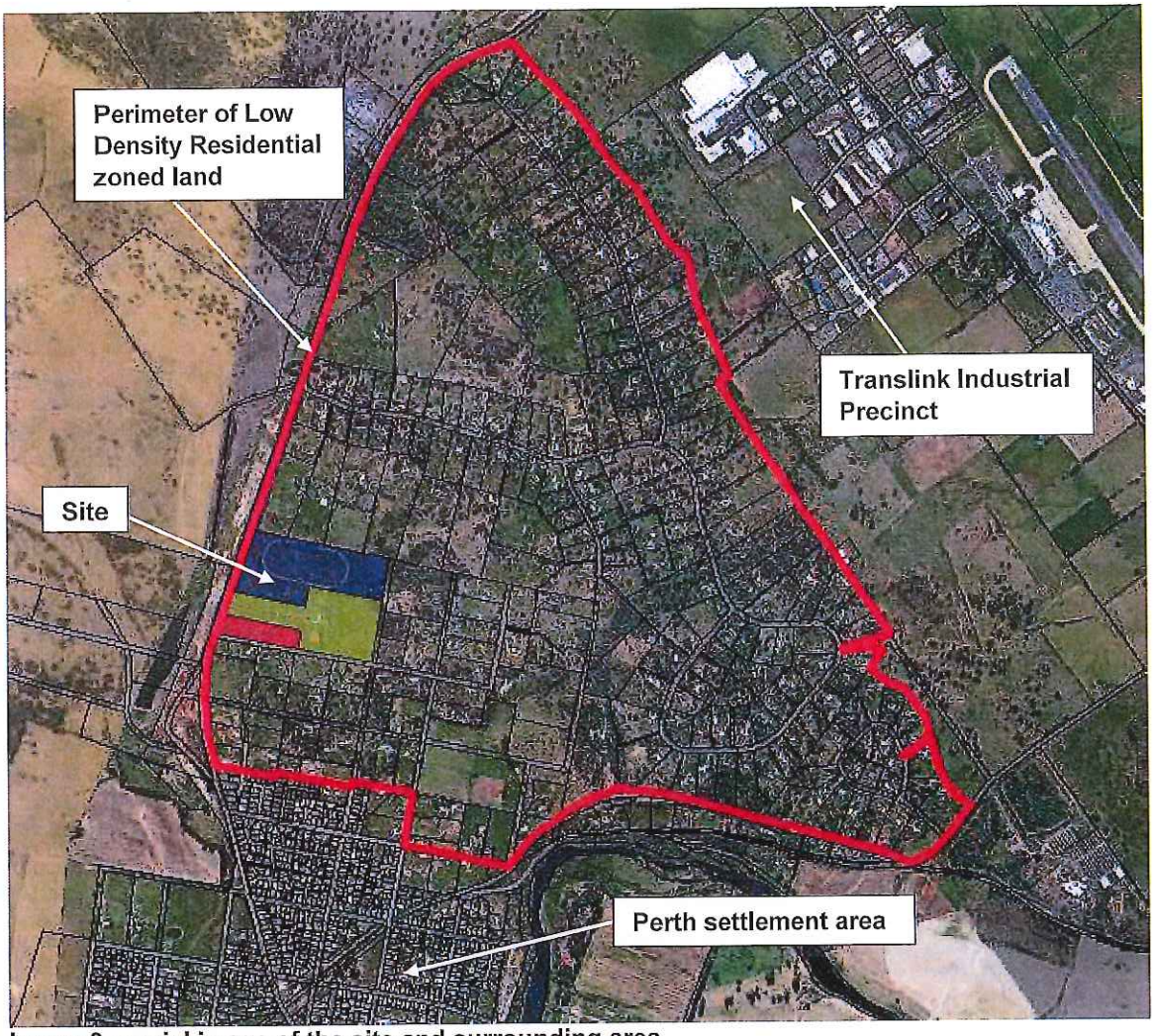


Image 3 - aerial image of the site and surrounding area

The eastern and southern boundaries of the site adjoin road reserves that are approximately 20m in width and lie parallel to the respective boundaries. The eastern road reserve is unmade. The southern road reserve contains a 180 m length of Gibbet Hill Rise which extends perpendicularly from Haggerston Road and runs parallel to the southern boundary before turning south at a right-angle. The remaining section of the road reserve is otherwise unmade. The northern boundary adjoins four rectangular lots which are perpendicular to the boundary. These lots contain residential dwellings, the closest of which is located approximately 180m from the northern boundary of the site.

2.3 Natural Values and Hazards

The site is located within a bushfire prone area. Accordingly, a bushfire hazard management plan (BHMP) has been prepared for the proposed subdivision to address the Bushfire-Prone Areas Code of the Scheme. The BHMP demonstrates that each lot can contain a hazard management area equal to or less than the requirements of BAL 19 and that vehicle access and water supply is appropriate for firefighting purposes. The BHMP is contained within **Appendix C**.

The north-western corner of the site is known to be subject to minor inundation during high rainfall events. Accordingly, a stormwater catchment and flooding report has been prepared for the proposed subdivision to address the Floor-Prone Areas Code of the Scheme. The stormwater catchment and flooding report is contained within **Appendix D**.

Haggerston Road which is adjacent to the frontage boundary of the site is shown as a scenic management - tourist road corridor on the planning scheme maps. However, pursuant to clause E7.3 (a) the site does not form part of the scenic management - tourist road corridor on the basis that it is an extension of the Perth urban area and is zoned Low Density Residential. Further, the site is not subject to a local scenic management area as indicated on the planning scheme maps.

Accordingly, the Scenic Management Code does not apply to the proposed subdivision pursuant to clause E7.2.1 of the Scheme.

2.4 Site Servicing

Each lot will be serviced by a reticulated water supply and capable of draining to the reticulated stormwater. Each lot will be capable of accommodating an onsite wastewater management system.

2.5 Site Access

Individual lots and the main access road will be accessed from the 'Old' Midland Highway which is parallel to the western boundary of the site.

3.0 Planning Assessment

The following assessment addresses the applicable zone and code provisions and identifies whether the relevant acceptable solutions are satisfied. The relevant performance criteria are addressed in Section 4.

3.1 Low Density Residential Zone

For the purposes of clause 8.2.1, the use of the proposed subdivision is categorised as 'Residential'. Residential use is identified as a permitted use in the Low Density Residential zone. The proposed development meets the acceptable solutions for most of the standards in the zone that are relevant, as identified in the following table.

12.4.3 Subdivision Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
12.4.3.1 Lot Area, Building Envelopes and Frontage			
A1.1(a)	Each lot must have a minimum area of 1 ha	Lots 1, 6a, 6b, 16a, 16b, 19a and 19b will have an area less than 1ha. All other lots will have a minimum area of 1ha.	Relies on performance criteria.
A1.1 (b)	Each lot must have new boundaries aligned from existing buildings that satisfy the relevant acceptable solutions for setbacks	There are three existing buildings on the site that will be retained. The existing dwelling will be contained within proposed lot 18 which is an internal lot. The dwelling will be setback 38.2 m from the northern boundary, 35.5 m from the eastern boundary, 58.3 m from the western boundary and greater than 60 m from the southern boundary. These distances exceed the relevant acceptable solutions for side and rear boundary setbacks which are 7.5 m and 5 m respectively. The existing stable and associated outbuilding will be contained within lot 15 which is a standard lot that will have a 62.9 m	Complies with acceptable solution.

12.4.3 Subdivision Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
		frontage to the access road. The buildings will be setback 12.8 m from the western boundary, 22.6 m from the eastern boundary, 25.9 m from the southern boundary and greater than 60 m from the northern boundary. These distances exceed the relevant acceptable solutions for frontage, side and rear boundary setbacks which are 15 m, 7.5 m and 5 m respectively. All remaining minor horse shelters will be removed.	
A1.2	Subdivision at Devon Hills will not result in any new lots	The site is located within the district of Perth.	Not applicable.
A2	Each lot must have a frontage of at least 6m	Each lot will have a minimum frontage of 6 m as illustrated by Table 1 and the proposed subdivision plan.	Complies with acceptable solution.
A3 (a)	Each lot must be connected to a reticulated water supply	Each lot will be connected to a reticulated water supply.	Complies with acceptable solution.
A3 (b)	Each lot must be connected to a reticulated sewerage system	It is not proposed to service the proposed subdivision with sewerage infrastructure.	Relies on performance criteria.
A4	Each lot must be connected to a reticulated stormwater system	Each lot is capable of connecting to the reticulated stormwater system.	Complies with acceptable solution.

3.2 Bushfire-Prone Areas Code

The application involves subdivision of land that is located within a bushfire-prone area. The Bushfire-Prone Areas Code therefore applies pursuant to clause E1.2.1 (a) of the Scheme.

E1.6 Development Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
E1.6.1 Subdivision: Provision of hazard management areas			
A1 (b)	The proposed plan of subdivision is to show all lots within a bushfire-prone area, a building area for each lot, hazard management areas between bushfire-prone vegetation and each building area and a certified BHMP showing that hazard management areas satisfy the separation distances for BAL 19.	The certified BHMP demonstrates that each lot within the proposed subdivision is capable of accommodating hazard management areas equal to, or greater than, the separation distances for BAL 19.	Complies with acceptable solution.
E1.6.2 Subdivision: Public and firefighting access			
A1 (b)	A BHMP is to include a plan of subdivision showing the layout of roads, property access and fire trails that comply with the relevant requirements in Tables E1-E3 of the Code.	The certified BHMP shows that the access road and the private accesses to individual lots will comply with the requirements of Tables E1, E2 and E3.	Complies with acceptable solution.
E1.6.3 Subdivision: Provision of water supply for firefighting purposes			
A1 (b) + A2 (b)	Reticulated or static water supply is to be provided.	The certified BHMP demonstrates that each lot will have suitable access to a water supply in accordance with subclause A1 (b) and A2 (b).	Complies with acceptable solution.

3.3 Rail and Railway Assets Code

The proposed subdivision requires a new junction and accesses and will involve works within 50m of a category 1 road. The Road and Railway Assets Code therefore applies pursuant to clause E4.2.1 (a) and (c) of the Scheme.

E4.6 Use Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
E4.6.1 Use and road or rail infrastructure			
A3	The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction in an area subject to a speed limit of more than 60km/h, must not increase by more than 10%.	The development of dwellings on the proposed lots will increase traffic generation associated with the site by more than 10%. This will in part be at the new junction created by the access road and the individual accesses from Haggerston Road for lots 1 and 20-22.	Relies on performance criteria.

E4.7 Development Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways			
A1	New road works, earthworks and building areas on new lots must be at least 50m from a railway, future road or railway and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h.	The junction of the new access road and the individual accesses to lots 1 and 20-22 will be located within 50m of the eastern edge of the new highway which is a category 1 road.	Relies on performance criteria.
E4.7.2 Management of Road Accesses and Junctions			
A2	No new accesses or junctions to be created.	A new road junction and individual lot accesses are proposed.	Relies on performance criteria.
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings			
A1 (a)	Sight distances at an access or junction must comply with Table E4.7.4.	It has been demonstrated that sight distances in both directions at the proposed junction and individual lot accesses onto Haggerston Road will comply with the requirements of Table E4.7.4 of the Scheme.	Complies with acceptable solution.

3.4 Flood Prone Areas Code

The site is potentially subject to flooding at a 1% annual exceedance probability. The Flood Prone Areas Code therefore applies pursuant to clause E5.2.1 (b) (i) of the Scheme.

E5.5 Use Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
E5.5.1 Use and flooding			
A2	Use must not be located in an area subject to a medium or high risk in accordance with the risk assessment in E5.7	The stormwater catchment and flooding report concluded that the site is subject to a low risk in accordance with Clause E5.7 and Table E5.1 of the Scheme.	Complies with acceptable solution.

E5.6 Development Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
E5.6.1 Flooding and Coastal Inundation			
A1	No acceptable solution	There is not acceptable solution.	Relies on performance criteria.

3.5 Parking and Sustainable Transport Code

Clause 6.2.1 of the Scheme identifies that the code applies to all use and development. On the other hand, the application does not include residential dwellings. The parking requirements relevant to each lot will be determined in conjunction with the design of individual dwellings. The current application therefore does not affect issues that are dealt with by the code directly, and it does not apply to the subdivision in accordance with Clause 7.4.2 (b) of the Scheme.

3.6 Recreation and Open Space Code

E10.6 Development Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
E10.6.1 Provision of Public Open Space			

E10.6 Development Standards			
Standard	**Requirement/s**	**Assessment**	**Compliance**
A1	The application must include consent in writing from Council's General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.	Council's General Manager has advised that land for public open spaces purposes is required to be provided as part of the subdivision.	Relies on performance criteria.

4.0 Performance Criteria Assessment

The proposed development requires a discretionary planning permit and does not satisfy several acceptable solutions in the Low Density Residential zone, Road and Railway Assets Code and Flood Prone Areas Code. The relevant performance criteria are address below.

4.1 Clause 12.1 Low Density Residential Zone Purposes Statements

12.1.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.

Consistent

The site is located within an area that is constrained by the absence of sewerage infrastructure services. Further, the site is subject to minor inundation and is located within a bushfire-prone area. The proposed subdivision will provide for larger lots (> 1 ha) that will be capable of facilitating residential use and development in a manner that will appropriately manage identified infrastructure and environmental constraints.

12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.

Not applicable

The application does not involve non-residential uses.

12.1.1.3 To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.

Consistent

The proposed subdivision will be generally consistent with the established pattern of subdivision within the surrounding area in terms of lot size, shape and orientation.

4.2 Clause 12.4.3.1 Lot Area, Building Envelopes and Frontage - Performance Criteria P1

12.4.3.1 Lot Area, Building Envelopes and Frontage
Objective To ensure: a) the area and dimensions of lots are appropriate for the zone; and b) the conservation of natural values, vegetation and faunal habitats; and

c) the design of subdivision protects adjoining subdivision from adverse impacts; and

d) each lot has road, access, and utility services appropriate for the zone.

Acceptable Solutions	Performance Criteria
A1 Each lot must: (a) have a minimum area of 1ha; (b) have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or (c) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; (d) be for the provision of public utilities; or (e) for the consolidation of a lot with another lot with no additional titles created; or (f) to align existing titles with zone boundaries and no additional lots are created. **A1.2** Subdivision at Devon Hills will not result in any new lots.	**P1** Each lot for residential use must provide sufficient useable area and dimensions to allow for: (a) a dwelling to be erected in a convenient and hazard free location; and (b) on-site parking and manoeuvrability; and (c) adequate private open space; (d) reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and (e) development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape. **P1.2** Land in Devon Hills must not be further subdivided.

Response

Lots 1, 6a, 6b, 16a, 16b, 19a and 19b will have an area less than 1ha. Assessment against the corresponding performance criteria is therefore required.

The site is not located within Devon Hills.

Performance Criteria Assessment

Each lot intended for residential use that will have an area of less than 1ha will be provided with sufficient useable area and dimensions having regard to the following:

a) each lot is capable of accommodating hazard management areas equal to BAL 19 as demonstrated by the certified BHMP. The site is not identified as being subject to any other natural hazards including landslip and flooding. Each lot will be predominately rectangular with a minimum width of approximately 45m and depth of approximately 63m. Dwellings can therefore be located within a convenient and hazard free location within each lot;

b) each lot will be provided with sufficient area to accommodate a driveway, on-site parking and vehicle circulation spaces in a location and of a scale that will be commensurate to residential use;

c) each lot will be capable of providing an area of private open space that will meet the needs of future residential use;

d) the majority of lots will have direct road frontage and the distance between the available building area and carriageway, including for internal lots, will be commensurate to surrounding residential development;

e) the dimensions of each lot will enable a future dwelling to be located in a position that can comply with the relevant acceptable solutions for building setbacks. Further, the subdivision will produce a lot density of 1 lot per hectare which is relative to the total area of the site. This will ensure that future development of each lot and the lot density of the subdivision is capable of achieving a character that is contemplated by relevant acceptable solutions for built form and lot size within the Low Density Residential zone whilst ensuring the amenity of adjoining lots is maintained.

Except for Lot 1, all proposed lots that will have an area of less than 1ha will be located centrally within the subdivision with acceptable solution compliant lots located around the perimeter of the subdivision. This will ensure that the smaller lots are not overtly apparent within the subdivision when viewed from public roads and surrounding subdivision development. Lot 1 will be adjacent to the public open space lot and will therefore read as a larger lot within the streetscape.

Overall, the proposed smaller lots is not expected to distort the amenity and character of the streetscape and surrounding area significantly beyond what is deemed to be acceptable within the Low Density Residential zone.

4.3 Clause 12.4.3.1 Lot Area, Building Envelopes and Frontage – Performance Criteria P3

12.4.3.1 Lot Area, Building Envelopes and Frontage

Objective To ensure: e) the area and dimensions of lots are appropriate for the zone; and f) the conservation of natural values, vegetation and faunal habitats; and g) the design of subdivision protects adjoining subdivision from adverse impacts; and h) each lot has road, access, and utility services appropriate for the zone.	
Acceptable Solutions	**Performance Criteria**
A3 Each lot must be connected to a reticulated: (a) water supply; and (b) sewerage system.	**P3** Lots that are not provided with reticulated water and sewerage services must be: (a) in a locality for which reticulated services are not available or capable of being connected; and (b) capable of accommodating an on-site wastewater management system.

Response

Lots will not be connected to a reticulated sewerage system. The subdivision relies on the performance criteria in relation to this standard. However, each lot will be connected to a reticulated water supply.

Performance Criteria Assessment

The site and broader Low Density Residential precinct that includes the Devon Hills residential enclave is not serviced by sewerage infrastructure. Following an investigation, it has been determined that the proposed subdivision is unable to be serviced with sewerage infrastructure due to significant capacity issues within Perth in addition to spatial and topographical constraints that will impede the ability to extend the existing sewerage infrastructure to the site.

It is noted that the Low Density Residential zone recognises that lots for residential purposes are not explicitly required to be serviced by reticulated sewerage infrastructure. This is reflected within zone purposes statement 12.1.1.1 and the flexibility provided within performance criteria 12.4.3.1 (P3).

Each lot will have a minimum size of 1 ha which provides enough space to locate a dwelling and onsite wastewater management system, including backup absorption and disposal areas. Further, the site is located within an area that can support domestic

scale onsite wastewater management systems which is demonstrated by the presence of established residential dwellings that utilise onsite wastewater management systems on adjoining and nearby lots.

The application therefore complies with the performance criteria.

4.4 Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P3

E4.6.1 Use and road or rail infrastructure	
Objective **To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.**	
Acceptable Solutions	**Performance Criteria**
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing junction by more than 10%.	**P3** For limited access roads and roads with a speed limit of more than 60km/h: (a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and (b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependant on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and (c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level or

	safety and efficiency for all road users.

Response

The development of dwellings on the lots facilitated by the proposed subdivision will increase traffic generation associated with the site by more than 10%. This will in part be at the new junction created by the access road and the individual accesses from Haggerston Road for lots 1 and 20-22. Assessment against the corresponding performance criteria is therefore required.

Performance Criteria Assessment

Pursuant to clause E4.5 of the Scheme, a Traffic Impact Assessment (TIA) has been prepared for the proposed subdivision. The TIA is contained within **Appendix E**.

The increase in vehicle traffic at the interface of the site and Haggerston Road from the new access road and individual lot accesses will be safe and will not unreasonably impact the efficiency of the road network, having regard to the following:

a) the proposed subdivision will not rely on an existing access or junction or require a new access or junction to a limited access road or a category 1, 2 or 3 road. Accordingly, subclauses (a) and (b) are not applicable to the proposed subdivision;

b) The TIA has concluded that the new junction and individual lot accesses onto Haggerston Road is unlikely to affect traffic amenity and safety of the road given the low traffic volumes currently experience along the road and adequate sight distances in both directions at the road junction and each of the individual lot accesses.

The application complies with the performance criteria.

4.5 Clause E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways – Performance Criteria P1

E4.7.1 Development on an adjacent to Existing and Future Arterial Roads and Railways
Objective **To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:** **a) ensure the safe and efficient operation of roads and railways; and** **b) allow for future road and rail widening, realignment and upgrading; and**

c) avoid undesirable interaction between roads and railways and other use or development.	
Acceptable Solutions	**Performance Criteria**
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: a) new road works, building, additions and extensions, earthworks and landscaping works; and b) building areas on new lots; and c) outdoor sitting, entertainment and children's play areas.	**P1** Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: (a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and (b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and (c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road and railway; (d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.

Response

The junction of the new access road and the individual accesses to lots 1, 2 and 20-22 will be located within 50m of the eastern edge of the new highway which is a category 1 road. Assessment against the corresponding performance criteria is therefore required.

It is noted that, whilst no building areas on new lots have bee illustrated on the proposed plan of subdivision, each lot will have sufficient separation from the new

midland highway to ensure that building envelopes are setback a minimum distance of 50m from the eastern edge of the highway.

Performance Criteria Assessment

The proposed road works will be setback approximately 40m from the eastern edge of the highway pavement.

The proposed road and earth works within 50m of the new Midland Highway will not reduce the safety and efficiency of the road, having regard to the following:

a) the proposed road and earthworks will be located on the eastern side of the Haggerston Road. Haggerston Road is separated from the new highway by a distance of approximately 20m and a safety barrier which is located on the eastern edge of the dual south bound lane of the new highway. In addition, the pavement of the new highway is situated between 1m and 2m above the pavement of Haggerston Road where it is adjacent to the site frontage.

   Linkage to Haggerston Road from the new highway, relative to the site, are from entry and exit points approximately 640m to the south and 1.2km to the north. Accordingly, there is no opportunity for direct interaction between the new junction and accesses and the new highway.

   The safety and efficiency of the new highway will therefore not be affected by the proposed road and earth works that will be within 50m from the eastern edge of the highway.

b) The proposed road and earthworks will not be affected by transport related environmental impacts generated by the operation of the new Midlands Highway;

c) No additions or extensions to existing buildings, or temporary buildings are proposed. Subclauses (c) and (d) are therefore not applicable to the proposed subdivision.

The application complies with the performance criteria.

4.6 Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P2

E4.7.2 Management of Road Accesses and Junctions	
Objective	
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	**Performance Criteria**
A2	**P2**

For roads with a speed limit of more than 60km/h the development must not include a new access of junction.	For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependant on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.

Response

A new road junction and individual lot accesses are proposed. Assessment against the corresponding performance criteria is therefore required.

Performance Criteria Assessment

The proposed new junction and individual lot accesses will not unreasonably impact the safety and efficiency of the road network, having regard to the following:

a) the proposed subdivision will not rely on an existing access or junction or require a new access or junction to a limited access road or a category 1, 2 or 3 road. Accordingly, subclauses (a) and (b) are not applicable to the proposed subdivision;

b) the TIA has concluded that the new junction and individual lot accesses onto Haggerston Road is unlikely to affect traffic amenity and safety of the road given the low traffic volumes currently experience along the road and adequate sight distances in both directions at the road junction and each of the individual lot accesses.

The application complies with the performance criteria.

4.7 Clause E5.6.1 Flooding and Coastal Inundation – Performance Criteria P1.2 and P1.3

Response against performance criteria P1.2 and P1.3 is provided within the stormwater catchment and flooding report is contained within **Appendix D**.

4.8 Clause E10.6.1 Provision of Public Open Space - Performance Criteria P1

E10.6.1 Provision of Public Open Space	
Objective **a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and** **b) To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term.**	
Acceptable Solutions	**Performance Criteria**
A1 The applicant must: a) Include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.	**P1** Provision of public open space, unless in accordance with Table E10.1, must: a) not pose a risk to health due to contamination; and b) not unreasonably restrict public use of the land as a result of: (i) services, easements or utilities; and (ii) stormwater detention basins; and (iii) drainage or wetland areas; and

	(iv) vehicular access; and c) be designed to: (i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; (ii) reasonably contribute to the pedestrian connectivity of the broader area; (iii) be cost effective to maintain; and (iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and (v) provide for public safety through Crime Prevention through Environmental Design principles; and (vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and (vii) have a clear relationship with adjoining land uses through treatment such as alignment fencing and landscaping; and (viii) create attractive environments and focal points that contribute to the existing or desired future character statements, if any.

Response

Council's General Manager has advised that land for public open spaces purposes is required to be provided as part of the subdivision. Assessment against the corresponding performance criteria is therefore required.

Performance Criteria Assessment

The location and configuration of the proposed public open space lot has been selected under the guidance of Council officers. It will have frontage to Haggerston Road and the proposed access road. It is proposed to incorporate some of the lot into a stormwater detention basin. The remaining area of the lot is otherwise level and is easily accessed for use and maintenance purposes. The lot is not restricted by significant physical constraints.

5.0 Conclusion

The proposed development involves a 22-lot subdivision at 16338 Midland Highway, Perth. The proposed subdivision relates to land that has previously been identified and zoned for residential use and development.

The planning submission has demonstrated that the proposed use and development complies with the applicable Scheme standards in the Low Density Residential zone and relevant code provisions, including the following performance criteria:

- **Clause 12.4.3.1 Lot area, building envelopes and frontage – Performance Criteria P3;**
- **Clause E4.6.1 Use and road or rail infrastructure – Performance Criteria P3;**
- **Clause E4.7.1 Development on and adjacent to existing and future arterial roads and railways – Performance Criteria P1;**
- **Clause E4.7.2 Management of road accesses and junctions – Performance Criteria P2;**
- **Clause E5.6.1 Flooding and coastal inundation – Performance Criteria P1.2 and P1.3; and**
- **Clause E10.6.1 Provision of public open space - Performance Criteria P1.**

It is therefore submitted that a discretionary permit can be issued for the use and proposed development in accordance with Section 51 and 57 of the *Land Use Planning and Approvals Act 1993*.

Appendix A

Certificate of Title

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
18088	1
EDITION	DATE OF ISSUE
7	25-Jul-2017

SEARCH DATE : 29-Aug-2018
SEARCH TIME : 11.36 AM

DESCRIPTION OF LAND

Parish of PERTH, Land District of CORNWALL
Lot 1 on Plan 18088
Derivation : Whole of 22A-2R-11.1/2Ps. Section G.G. Gtd. to G. Griffiths and Whole of 5A-3R-34Ps. Section G.G. Gtd. to W. Hoyle
Prior CT 4124/91

SCHEDULE 1

C484557 TRANSFER to WILLIAM GRANT DORNAUF and SONIA ANN DORNAUF Registered 06-May-2005 at noon

SCHEDULE 2

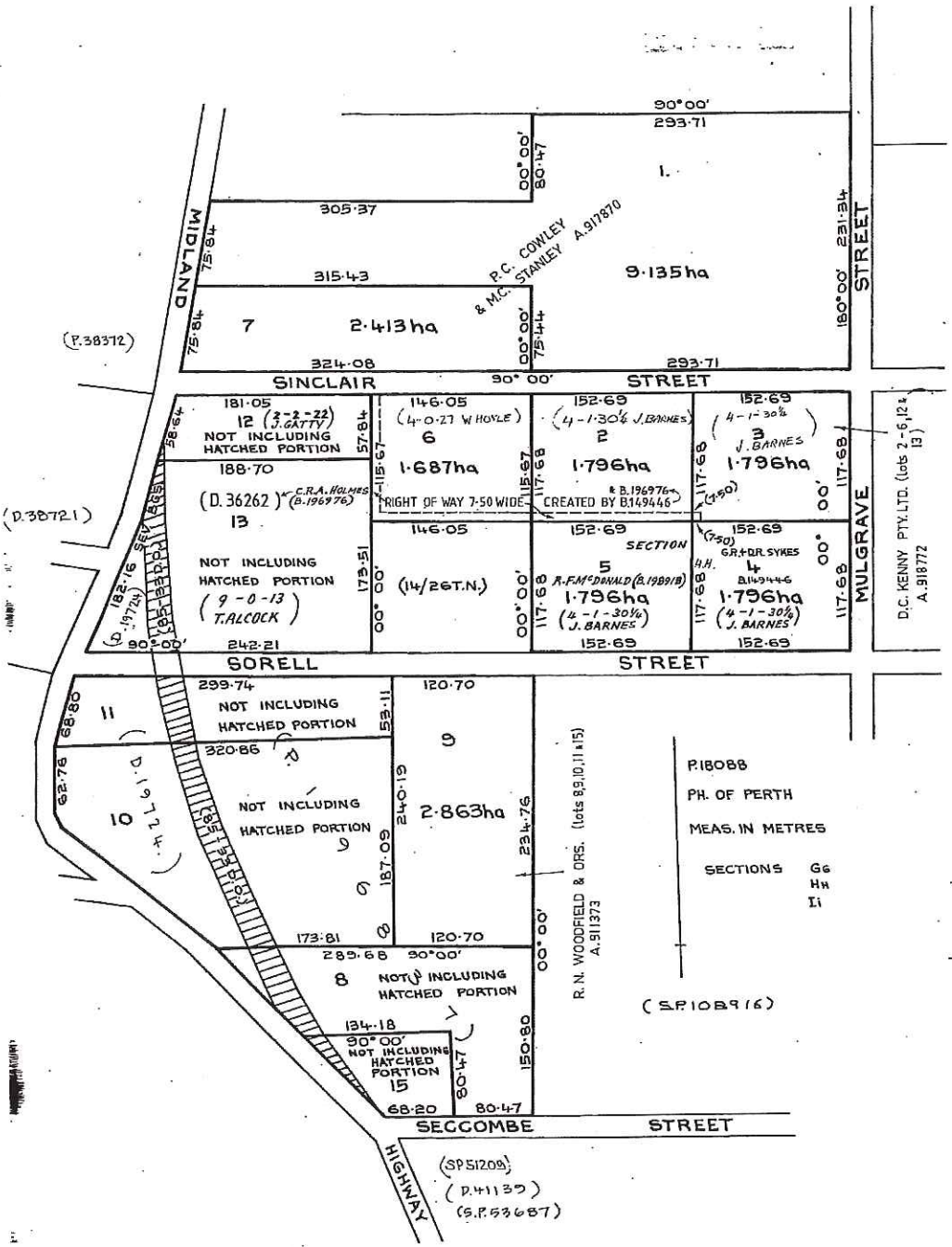
Reservations and conditions in the Crown Grant if any
B983376 PROCLAMATION under Section 9A and 52A of the Roads and Jetties Act 1935 Registered 11-Dec-1996 at noon
C679788 MORTGAGE to Douglas Vincent McKillop and Penelope June McKillop Registered 22-Jan-2008 at 12.01 PM
M461927 INSTRUMENT VARYING MORTGAGE C679788 Registered 08-May-2014 at noon
E54851 APPLICATION by Penelope June McKillop to be registered proprietor of Mortgage C679788. Registered 06-Jul-2017 at noon
E54854 TRANSFER of MORTGAGE C679788 to D & P McKillop Superannuation Fund Pty Ltd Registered 06-Jul-2017 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: DECEASED PERSONS ESTATE	PLAN OF SURVEY by Surveyor ..... of land situated in the LAND DISTRICT ~ CORNWALL PARISH ~ PERTH 3168 Scale 1:~~3000~~ Measurements in Metres	Registered Number: P.18088
Title Reference: Z.1703		Approved Effective from: 14 MAY 1982
Grantee: TURN OVER FOR GRANTEES.		ACTING DEPUTY Recorder of Titles

SEE INSIDE FIELD NOTES FOR REPEG. SEE D18083 FILE.



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
18088	7
EDITION	DATE OF ISSUE
6	25-Jul-2017

SEARCH DATE : 29-Aug-2018
SEARCH TIME : 11.37 AM

DESCRIPTION OF LAND

Parish of PERTH, Land District of CORNWALL
Lot 7 on Plan 18088
Derivation : Part of 22A-2R-11.1/2Ps(Sec. G.G.) Gtd. to G. Griffiths, Part of 5A-3R-34Ps(Sec.G.G.) Gtd. to W.Hoyle
Prior CT 4124/91

SCHEDULE 1

C484557 TRANSFER to WILLIAM GRANT DORNAUF and SONIA ANN DORNAUF Registered 06-May-2005 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
B983376 PROCLAMATION under Section 9A and 52A of the Roads and Jetties Act 1935 Registered 11-Dec-1996 at noon
C679788 MORTGAGE to Douglas Vincent McKillop and Penelope June McKillop Registered 22-Jan-2008 at 12.01 PM
M461927 INSTRUMENT VARYING MORTGAGE C679788 Registered 08-May-2014 at noon
E54851 APPLICATION by Penelope June McKillop to be registered proprietor of Mortgage C679788. Registered 06-Jul-2017 at noon
E54854 TRANSFER of MORTGAGE C679788 to D & P McKillop Superannuation Fund Pty Ltd Registered 06-Jul-2017 at 12.01 PM

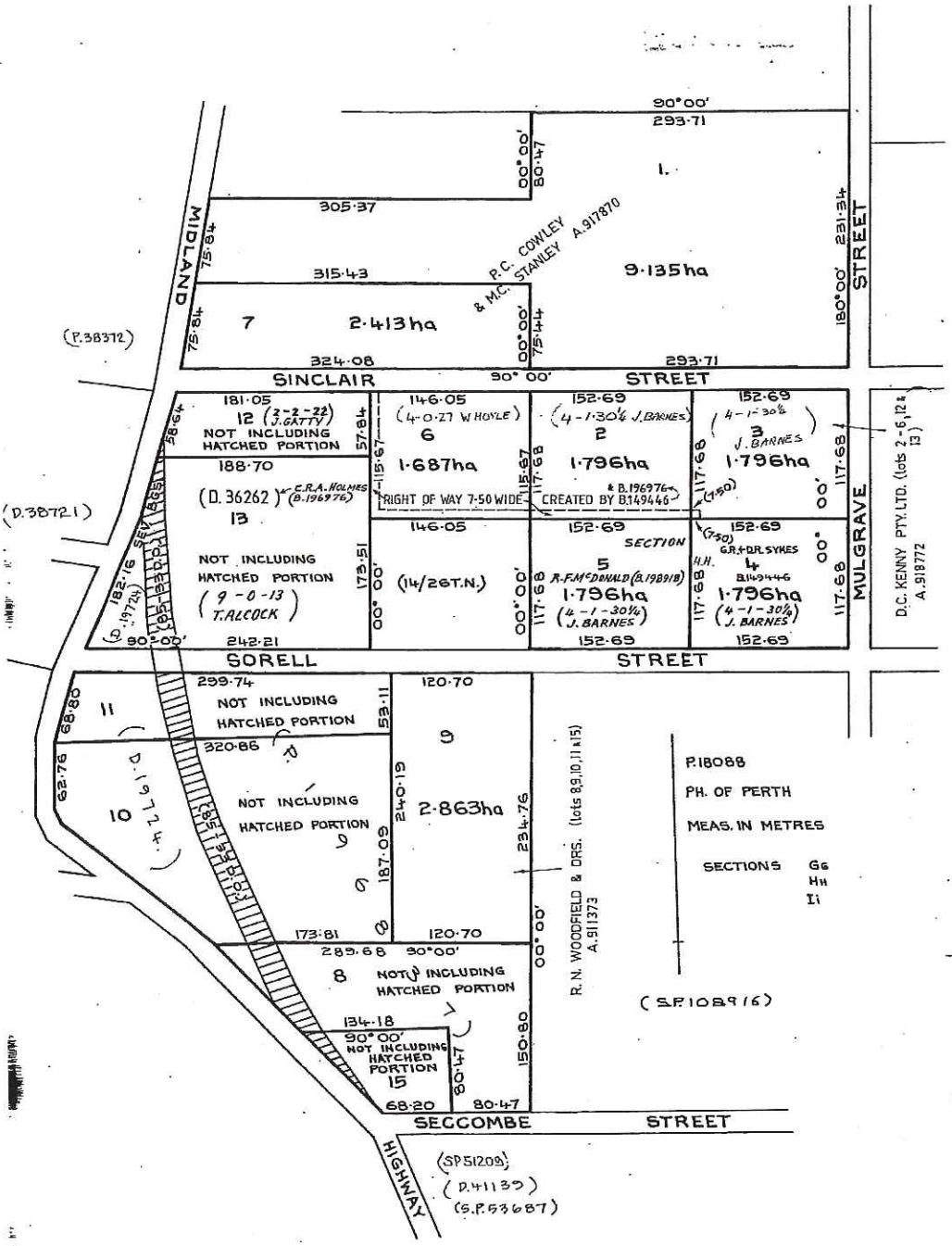
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OSK 1110

Owner: DECEASED PERSONS ESTATE	PLAN OF SURVEY by Surveyor ..... of land situated in the LAND DISTRICT ~ CORNWALL PARISH ~ PERTH 3168 Scale 1:~~3000~~ Measurements in Metres	Registered Number: P.18088 Approved Effective from: 14 MAY 1982 ACTING DEPUTY Recorder of Titles
Title Reference: Z.1703		
Grantee: TURN OVER FOR GRANTEES.		

SEE INSIDE FIELD NOTES FOR REPEC. SEE D18083 FILE.



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
37065	100
EDITION	DATE OF ISSUE
7	25-Jul-2017

SEARCH DATE : 29-Aug-2018
SEARCH TIME : 11.35 AM

DESCRIPTION OF LAND

Town of PERTH
Lot 100 on Diagram 37065
Derivation : Part of 23A-3R-33Ps. (Section G.g.) and part of Lot 1 (Section G.g.) Gtd. to F.J. Houghton.
Prior CT 3321/46

SCHEDULE 1

C484557 TRANSFER to WILLIAM GRANT DORNAUF and SONIA ANN DORNAUF Registered 06-May-2005 at noon

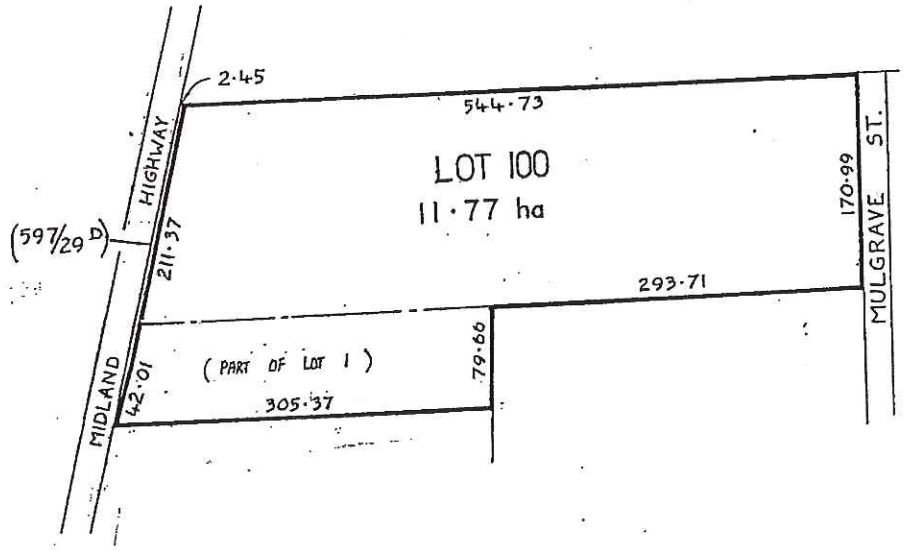
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
B983376 PROCLAMATION under Section 9A and 52A of the Roads and Jetties Act 1935 Registered 11-Dec-1996 at noon
C679788 MORTGAGE to Douglas Vincent McKillop and Penelope June McKillop Registered 22-Jan-2008 at 12.01 PM
M461927 INSTRUMENT VARYING MORTGAGE C679788 Registered 08-May-2014 at noon
E54851 APPLICATION by Penelope June McKillop to be registered proprietor of Mortgage C679788. Registered 06-Jul-2017 at noon
E54854 TRANSFER of MORTGAGE C679788 to D & P McKillop Superannuation Fund Pty Ltd Registered 06-Jul-2017 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner:	PLAN OF TITLE of land situated in the TOWN OF PERTH	Registered Number: D 37065
Title Reference: C.T. 3321-46	COMPILED FROM.....	Approved.....
Grantee: C.T. 3321-46	SCALE 1: 4000 MEASUREMENTS IN METRES	Recorder of Titles



Appendix B

Plan of Subdivision + Reticulated Water Supply Alignment

1-192

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 639 906

Architectural
ABP No. CC4674T
Structural / Civil
ABP No. CC1633I

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001 Quality Management Systems QMS Certification Services

ISSUE	DATE	ISSUED FOR	REV.
01	17.05.18	APPROVAL	-
02	05.03.19	POS ADDED	A
03	13.05.19	DETENTION BASIN AMENDED	B

N

DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REPER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

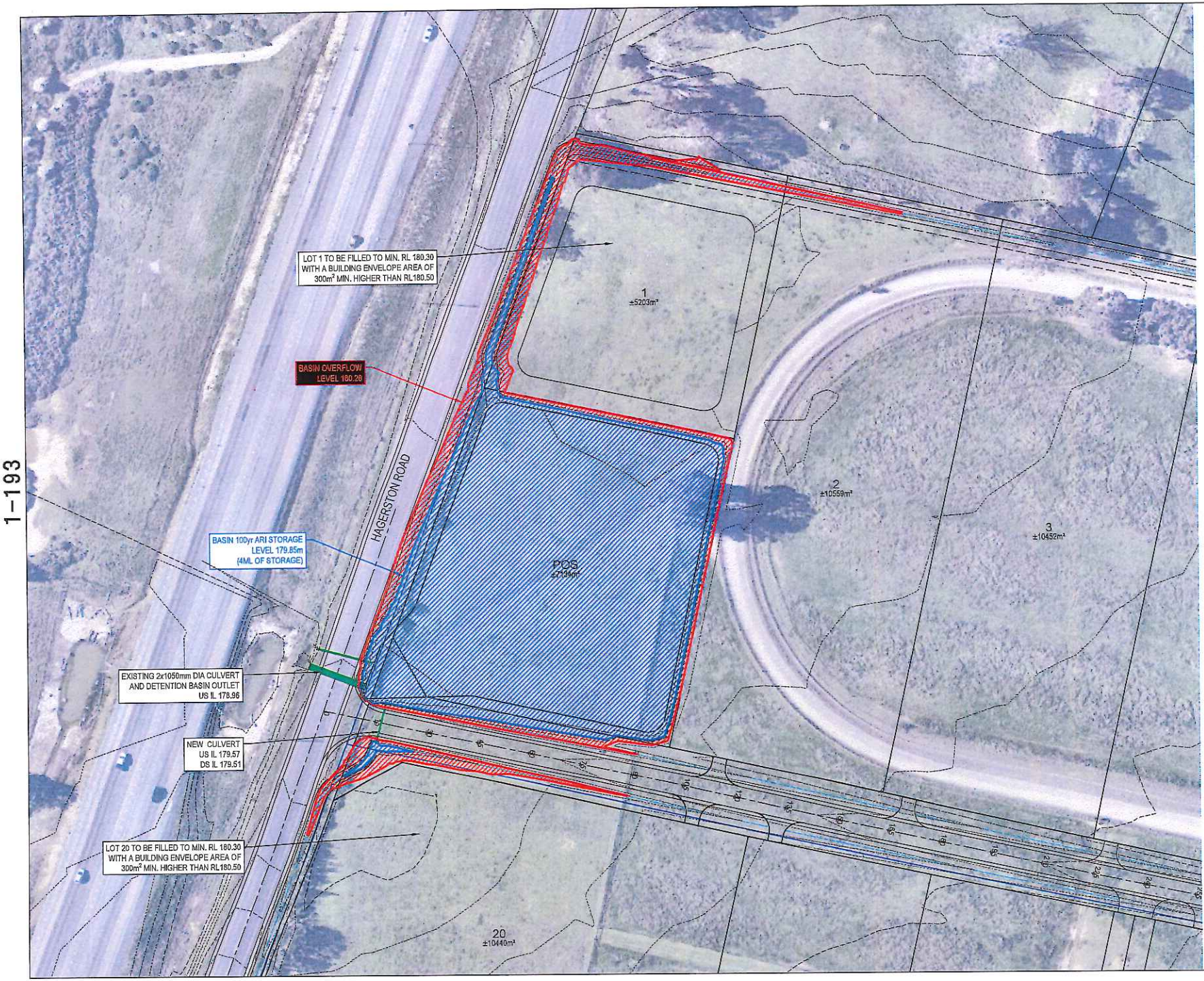
PROJECT KEPPOCH LODGE
PROPOSED 22 LOT SUBDIVISION
AT 16338 MIDLAND HWY
PERTH
FOR B. DORNAUF

DRAWING PROPOSED SUBDIVISION PLAN

DESIGNED M.C.V. DRAWN M.C.V. CHECKED P.M.W.

SCALE 1:1250 AT A1 SIZE DRAWING SHEET

PROJECT No. 11.105 DRAWING No. P01 REV. A



6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 633 000

Architectural
ABP No. CC4574T
Structural / Civil
ABP No. CC1633I

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS Certification Number

ISSUE	DATE	ISSUED FOR	REV.
01	13.05.19	INFORMATION	-

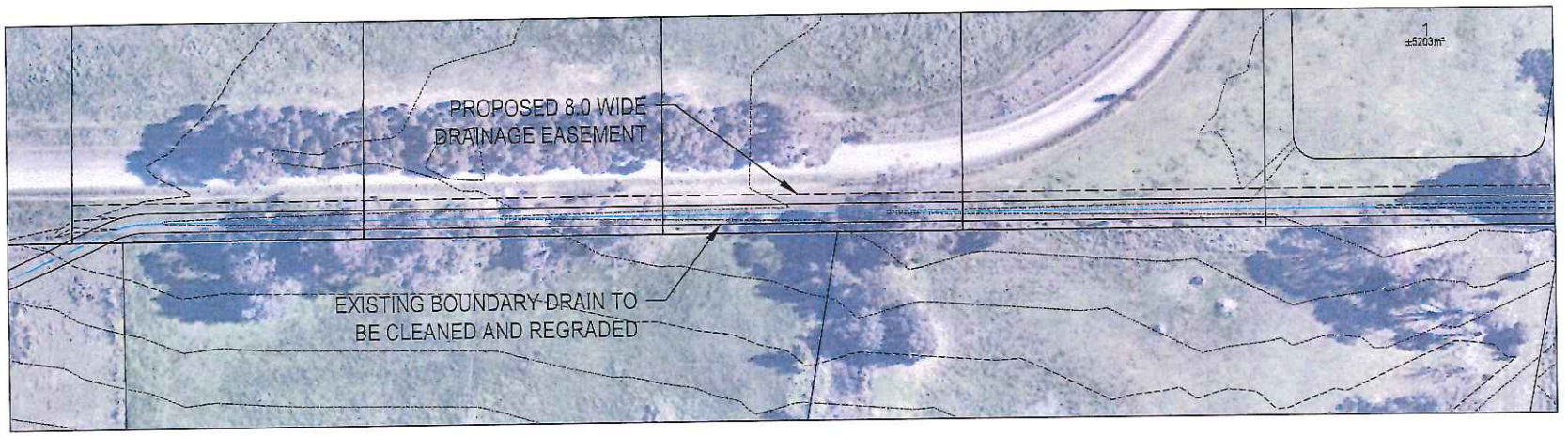
DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: KEPPOCH LODGE
PROPOSED 22 LOT SUBDIVISION
AT: 16338 MIDLAND HWY
PERTH
FOR: B. DORNAUF

DRAWING: DETENTION BASIN STORAGE PLAN

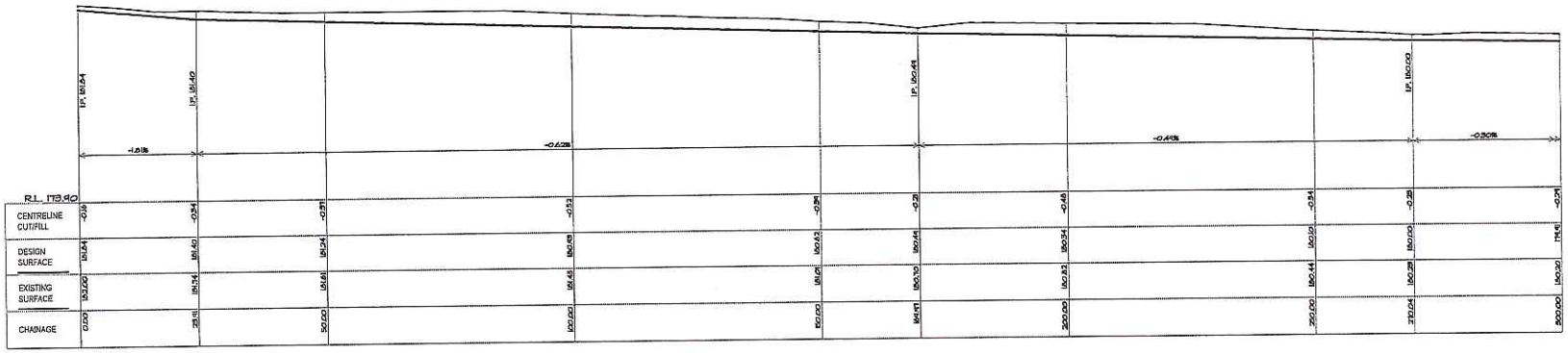
DESIGNED: M.C.V. DRAWN: M.C.V. CHECKED: P.M.W.
SCALES: 1:500 AT A1 SIZE DRAWING SHEET

PROJECT No. 11.105 DRAWING No. P06 REV. -



NORTHERN BOUNDARY DRAIN - PLAN

SCALES H 1:500, V 1:100



BOUNDARY DRAIN - LONGITUDINAL SECTION

SCALES H 1:500, V 1:100

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 488 800

Architectural
ABP No. CC4874I
Structural / Civil
ABP No. CC1623I

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS

ISSUE	DATE	ISSUED FOR	REV.
01	13.05.19	INFORMATION	-

DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT KEPPOCH LODGE
PROPOSED 22 LOT SUBDIVISION
AT 16338 MIDLAND HWY
PERTH
FOR B. DORNAUF

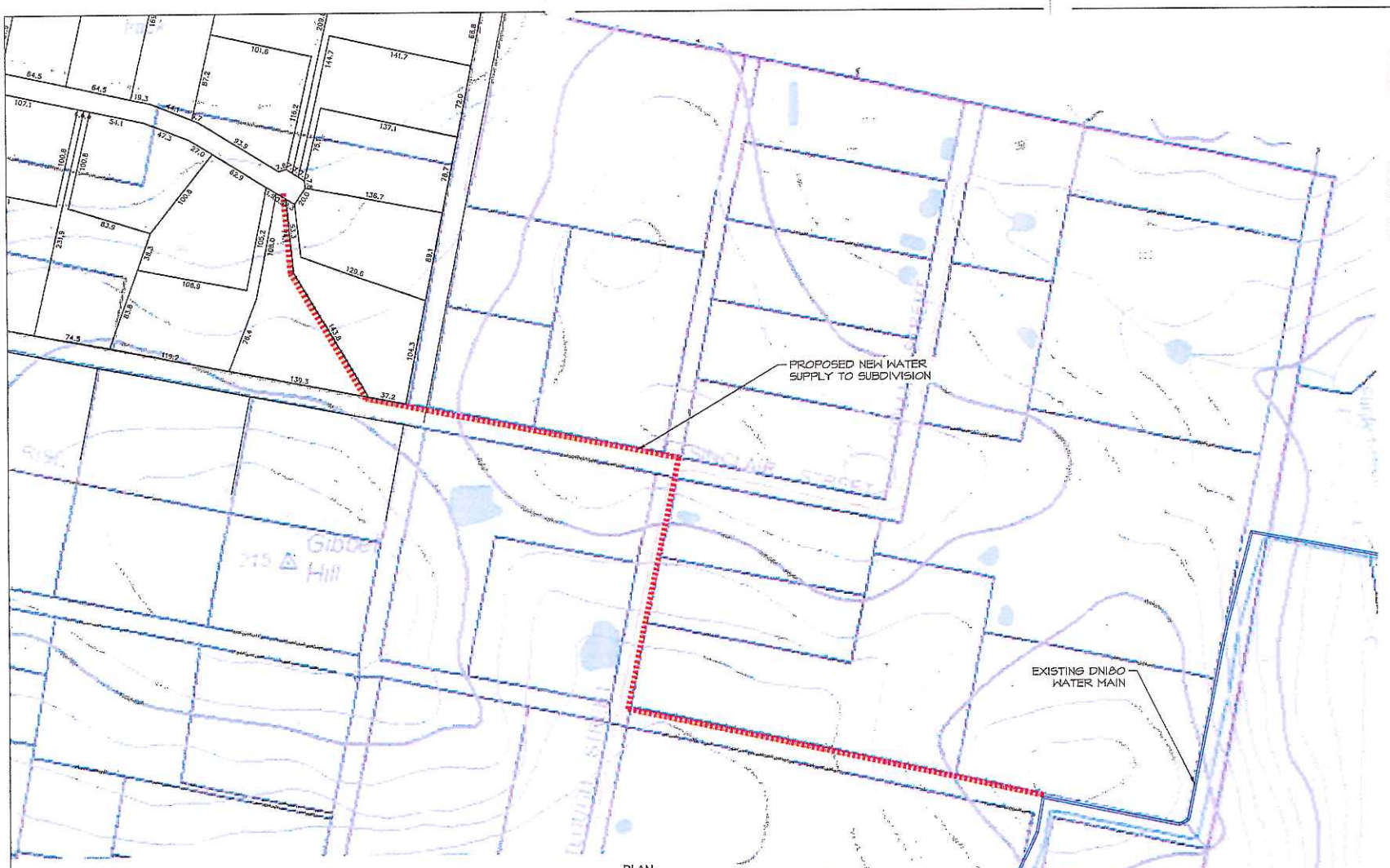
DRAWING NORTHERN BOUNDARY DRAIN
PLAN & SECTION

DESIGNED M.C.V. DRAWN M.C.V. CHECKED P.M.W.

SCALES AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No. 11.105 DRAWING No. P07 REV. -

1-195



PLAN
SCALE 1:2000

	207.62	198.08	187.39	182.56	182.71	188.32	201.51	208.72	204.37	200.00	199.24	198.20	191.29	189.90
0.00		100.00	200.00	300.00	400.00	500.00	600.00	700.00	800.00	900.00	1000.00	1100.00	1200.00	1277.11

LONGITUDINAL SECTION
SCALE 1:5000

DETAILS

SOURCE: DN180 HDPE PE100 MAIN
SOURCE ELEVATION: 207m
PEAK ELEVATION: 209m
LENGTH: 1280m

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6tyom.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 693 000

Architectural
AIBP No. CC4974Y
Structural / Civil
AIBP No. CC1633I

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY
ISO 9001 Quality Management Systems
QMS Bureau Veritas

ISSUE	DATE	ISSUED FOR	REV.
01	17.05.18	APPROVAL	-

DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: KEPPOCH LODGE
PROPOSED 22 LOT SUBDIVISION
AT: 16338 MIDLAND HWY
PERTH
FOR: B. DORNAUF

DRAWING: PROPOSED WATER SUPPLY ALIGNMENT PLAN

DESIGNED: M.C.V. DRAWN: M.C.V. CHECKED: P.M.W.

SCALE: 1:2000 AT A1 SIZE ENGINEERING SHEET

PROJECT No. 11.105 DRAWING No. P03 REV. -

Appendix C

Bushfire Hazard Management Plan

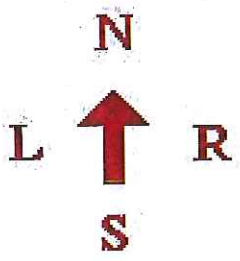
Bushfire Hazard Management Report: Subdivision

Report for: **6TY Pty Ltd**

Property Location: **16338 Midland Hwy, Perth**

Prepared by:
Scott Livingston
Livingston Natural Resource Services
12 Powers Road
Underwood, 7268

Date:
3rd June 2019
Version 3



Summary

Client: 6TY Pty Ltd obo Bill Dornauf

Property identification: 16338 Midland Hwy, Perth 7300
Current zoning: Low Density Residential, *Northern Midlands Interim Planning Scheme 2013*

CT 37065/100, 18088/1, 18088/7, PID 7241202

Proposal: A 25 lot plus road and POS subdivision is proposed from the existing 3 titles at 16338 Midland Hwy, Perth.

Assessment comments: A field inspection of the site was conducted to determine the Bushfire Risk and Attack Level.

Conclusion: A 25 lot plus road and POS subdivision is proposed from the existing 3 titles CT 37065/100, 18088/1, 18088/7, at 16338 Midland Hwy, Perth. The area is bushfire prone, being less than 100m from vegetation greater than 1ha in size. Proposed Lot 18 has an existing dwelling located on it and is considered exempt for subdivision purposes.

There is sufficient area on all lots to provide for a BAL 19 for any future habitable dwellings. Construction to BAL 12.5 is also possible on all lots with increased setbacks and hazard management areas.

Subdivision roads must comply with the relevant elements of Table E1 Roads from the *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*

Access to all lots must comply with the relevant elements of Table E2 Access, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.* It is anticipated that no dwelling will be more than 120m as the hose lays, from a water supply point and therefore will meet element A with no specific design or construction requirements.

The subdivision will be serviced by a new reticulated supply. New hydrants would be required to service the building areas, if installed they must meet the requirements of Table 4, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.* New habitable buildings greater than 120m as the hose lays from a hydrant must have a static water installed to the standards listed in Table 5, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*

Assessment by:

Scott Livingston,
Master Environmental Management,
Natural Resource Management Consultant.
Accredited Person under part 4A of the Fire Service Act 1979:
Accreditation # BFP-105.

1-200

Contents

DESCRIPTION

A 22 lot subdivision is proposed from the existing 3 titles CT 37065/100, 18088/1, 18088/7, at 16338 Midland Hwy, Perth. The area is bushfire prone, being less than 100m from vegetation greater than 1ha in size. Proposed Lot 18 has an existing dwelling located on it and is considered exempt for subdivision purposes.

There is sufficient area on all lots to provide for a BAL 19 for any future habitable dwellings. Construction to BAL 12.5 is also possible with increased hazard management areas.

Subdivision roads must comply with the relevant elements of Table E1 Roads from the *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*

Access to all lots must comply with the relevant elements of Table E2 Access from the *Planning Directive No. 5.1 Bushfire-Prone Areas Code.* It is anticipated that no dwelling will be more than 120m as the hose lays, from a water supply point and therefore will meet element A with no specific design or construction requirements.

The subdivision will be serviced by a new reticulated supply. New hydrants would be required to service the building areas, if installed they must meet the requirements of Table 4 of the *Interim Planning Directive No. 1.1 Bushfire-Prone Areas Code.* New habitable buildings greater than 120m as the hose lays from a hydrant must have a static water installed to the standards listed in Table 5 of the *Interim Planning Directive No. 1.1 Bushfire-Prone Areas Code.*

See Appendix 1 for maps and site plan, and appendi2 for photographs.

BAL AND RISK ASSESSMENT

The land is considered to be within a Bushfire Prone Area due to proximity of bushfire prone vegetation to the south and east greater than 1 ha in area.

VEGETATION AND SLOPE

	North	East	South	West
Vegetation, within 100m Subdivision boundaries	0-100m grassland	0-100m scrub/ woodland	0-100m grassland	0-80m low threat roads and verges 80-100m grassland
Slope (degrees, over 100m)	Flat /upslope	Flat /upslope	Flat /upslope	Down slope 0-5°

BUILDING AREA BAL RATING

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients.

Where no setback is required for fire protection other Planning Scheme setbacks may need to be applied, other building constraints such as topography have not been considered.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2009, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

Bushfire Attack Level (BAL)	Predicted Bushfire Attack & Exposure Level
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m^2
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m^2
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m^2
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m^2
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

BUILDING SETBACKS

BAL	Slope	Grassland	Scrub	Woodland
BAL 12.5	Flat/ Upslope	14m	27m	22m
	Down slope 0-5°	16m	31m	26m
BAL 19	Flat/ Upslope	10m	19m	15m
	Down slope 0-5°	11m	22m	18m

PROPOSED LOT BAL RATING

All Lots have building areas at BAL 19, with a smaller area at BAL 12.5.

Lot	BAL	Setback
1	BAL 12.5	14m from northern, eastern and southern boundaries

	BAL 19	10m from northern, eastern and southern boundaries
2-7	BAL 12.5	14m from northern, eastern and southern boundaries, 16m from western boundary
	BAL 19	10m from northern, eastern and southern boundaries, 11m from western boundary
8	BAL 12.5	27m from boundary(northern) with CT 11520/29 and eastern boundary, 14m from southern boundary, 16m from western boundary
	BAL 19	19m from boundary(northern) with CT 11520/29 and eastern boundary, 10m from southern boundary, 11m from western boundary
9-11	BAL 12.5	27m from boundary of scrub, 14m from northern and southern boundary, 16m from western boundary
	BAL 19	19m from boundary of scrub, 10m from northern and southern boundary, 11m from western boundary
12	BAL 12.5	14m from western, eastern and southern boundaries, 16m from northern boundary, 27m from NE corner of lot
	BAL 19	10m from western, eastern and southern boundaries 11m from northern boundary, 19m from NE corner of lot
13-17, 19	BAL 12.5	14m from western, eastern and southern boundaries, 16m from northern boundary,
	BAL 19	10m from western, eastern and southern boundaries 11m from northern boundary,
20-22	BAL 12.5	14m from eastern and southern boundaries, 16m from northern boundary
	BAL 19	10m from eastern and southern boundaries 11m from northern boundary

Lot 18 has an existing dwelling and is considered exempt from bushfire provisions for the purposes of subdivision.

HAZARD MANAGEMENT AREAS

It is assumed land within the lots will be managed as fuel loads up to grassland, with the exception of the areas on proposed lots 9 and 10 which is currently gorse. While removal of this weed is encouraged, the rocky nature of the site and remnant eucalypts present are such that after removal of gorse the area may be best revegetated to native woodland or scrub and is therefore assumed may continue to be a hazard and future buildings on those lots and adjacent lot 11 may be impacted.

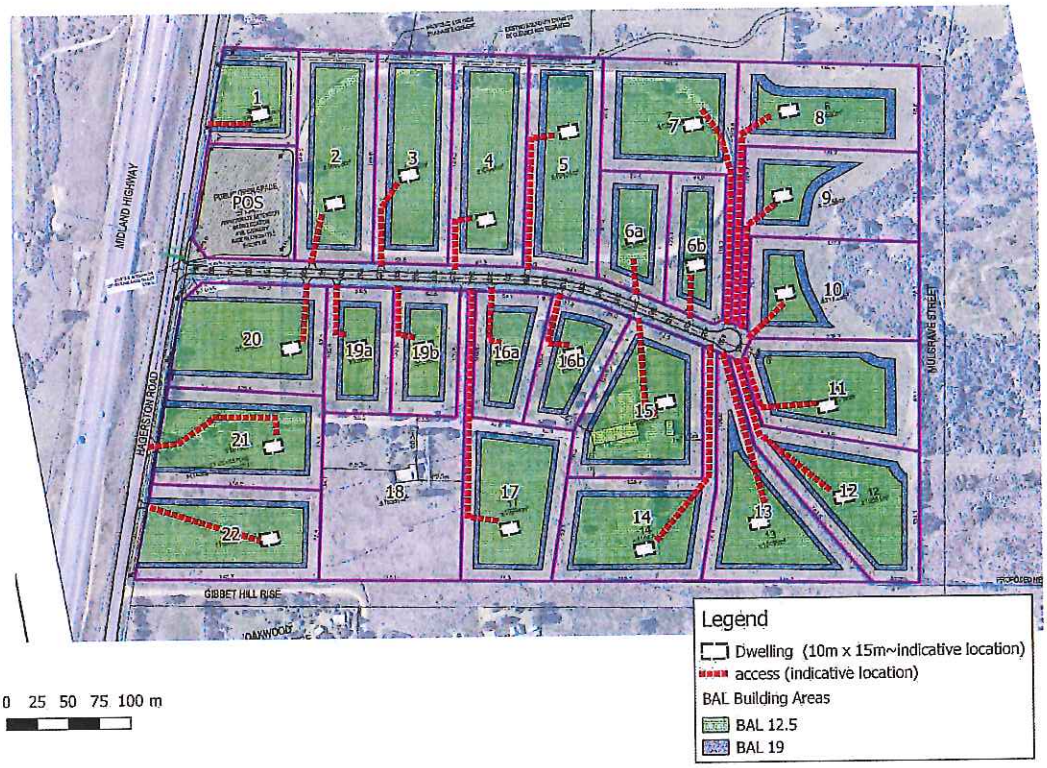


Figure 1: Proposed Lots and building areas

ROADS

Subdivision roads must comply with the relevant elements of Table E1 Roads, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.* The proposed road is dead end and longer than 200m and will need to comply with width or no parking zone requirements.

Table E1: Standards for roads

Element		Requirement
A.	Roads	Unless the development standards in the zone require a higher standard, the following apply: (a) two-wheel drive, all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard AS1743-2001 Road signs-Specifications.*

PROPERTY ACCESS

Access to lots must comply with the relevant elements of Table E2 Access, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*

Table E2: Standards for Property Access

Column 1		Column
Element		Requirement
A.	Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point.	There are no specified design and construction requirements.
B.	Property access length is 30 metres or greater; or access for a fire appliance to a water connection point.	The following design and construction requirements apply to property access: (1) All-weather construction; (2) Load capacity of at least 20 tonnes, including for bridges and culverts; (3) Minimum carriageway width of 4 metres; (4) Minimum vertical clearance of 4 metres; (5) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway; (6) Cross falls of less than 3 degrees (1:20 or 5%); (7) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (8) Curves with a minimum inner radius of 10 metres; (9) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (10) Terminate with a turning area for fire appliances provided by one of the following: (a) A turning circle with a minimum inner radius of 10 metres; or (b) A property access encircling the building; or (c) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.
C.	Property access length is 200 metres or greater.	The following design and construction requirements apply to property access: (1) The Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200

D.	Property access length is greater than 30 metres, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (1) Complies with Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.

FIRE FIGHTING WATER SUPPLY

The subdivision will be serviced by a new reticulated supply. No existing hydrants are within 120m of the subdivision. New hydrants if installed they must meet the requirements of Table 4, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*
New habitable buildings greater than 120m as the hose lays from a hydrant must have a static water installed to the standards listed in Table 5, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*

Table E4 Reticulated water supply for fire fighting

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with *TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition*; and (b) fire hydrants are not installed in parking areas.

C.	Hardstand	A hardstand area for fire appliances must be: (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

Table E5 of the Interim Planning Directive No. 1.1 Bushfire-Prone Areas Code.

Column Element		Column 2 Requirement
A.	Distance between building area to be protected and water supply	The following requirements apply: a) The building area to be protected must be located within 90 metres of the water connection point of a static water supply; and b) The distance must be measured as a hose lay, between the water point and the furthest part of the building area.
B.	Static Water Supplies	A static water supply: a) May have a remotely located offtake connected to the static water supply; b) May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times; c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems; d) Must be metal, concrete or lagged by non-combustible materials if above ground; and e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or (iii) fibre-cement a minimum of 6 mm thickness.

Column		Column 2
Element		Requirement
C.	Fittings, pipework and accessories (including stands and tank supports)	Fittings and pipework associated with a water connection point for a static water supply must: (a) Have a minimum nominal internal diameter of 50mm; (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm; (c) Be metal or lagged by non-combustible materials if above ground; (d) Where buried, have a minimum depth of 300mm (compliant with *AS/NZS 3500.1-2003 Clause 5.23);* (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment; (f) Ensure the coupling is accessible and available for connection at all times; (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length); (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and (i) Where a remote offtake is installed, ensure the offtake is in a position that is: (i) Visible; (ii) Accessible to allow connection by fire fighting equipment; (iii) At a working height of 450 – 600mm above ground level; and (iv) Protected from possible damage, including damage by vehicles
D.	Signage for static water connections	The water connection point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must (a) comply with: Water tank signage requirements within AS 2304-2011 *Water storage tanks for fire protection systems; or* (b) comply with water tank signage requirements within *Australian Standard AS 2304-2011 Water storage tanks for fire protection systems*; or (c) comply with the Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service.

Column Element		Column 2 Requirement
E.	Hardstand	A hardstand area for fire appliances must be provided: (a) No more than three metres from the water connection point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) No closer than six metres from the building area to be protected; (c) With a minimum width of three metres constructed to the same standard as the carriageway; and (d) Connected to the property access by a carriageway equivalent to the standard of the property access.

CONCLUSIONS

25 lot plus road and POS subdivision is proposed from the existing 3 titles CT 37065/100, 18088/1, 18088/7, at 16338 Midland Hwy, Perth. The area is bushfire prone, being less than 100m from vegetation greater than 1ha in size. Proposed Lot 18 has an existing dwelling located on it and is considered exempt for subdivision purposes.

There is sufficient area on all lots to provide for a BAL 19 for any future habitable dwellings. Construction to BAL 12.5 is also possible on all lots with increased setbacks and hazard management areas.

Subdivision roads must comply with the relevant elements of Table E1 Roads from the *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*

Access to all lots must comply with the relevant elements of Table E2 Access, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.* It is anticipated that no dwelling will be more than 120m as the hose lays, from a water supply point and therefore will meet element A with no specific design or construction requirements.

The subdivision will be serviced by a new reticulated supply. New hydrants would be required to service the building areas, if installed they must meet the requirements of Table 4, *Planning Directive No. 5.1 Bushfire-Prone Areas Code.* New habitable buildings greater than 120m as the hose lays from a hydrant must have a static water installed to the standards listed in Table 5, *Planning Directive No. 5.1 Bushfire-Prone Areas*

REFERENCES

DPIPWE. (2010, March 22th). *Tasmanian Register of Water Licences and Dam Permits.* Retrieved March 29th, 2010, from Water Information Management System: http://wims.dpiwe.tas.gov.au.

DPIPWE. (n.d.). Model Isohyets 1970 - 2005.

Grose, C. J. (1999). *Land capability Handbook. Guidelines for the Classification of Agricultural Land in Tasmania.* (Second Edition ed.). Tasmania, Australia: Department of Primary Industries, Water and Environment.

Gunn, R. H., Beattie, J. A., Reid, R. E., & van de Graaff, R. H. (1988). *Australian Soil and Land Survey Handbook: Guidelines for Conducting Surveys.* Melbourne: Inkata Press.

Isbell, R. F. (2002). *The Australian soil classification* (Revised Edition ed.). Melbourne: CSIRO Publishing.

Launceston City Council. (2012). *Launceston Interim Planning Scheme.*

Learmonth, R., Whitehead, R., Boyd, B., & Fletch. (2007). *Living and Working in Rural Areas. A handbook for managing land use conflict issues on the NSW North Coast.*

McDonald, R. C., Isbell, R. F., Speight, J. G., Walker, J., & Hopkins, M. S. (1998). *Australian Soil and Land Survey Field Handbook* (Second Edition ed.). Canberra: Australian Collaborative Land Evaluation Program, CSIRO Land and Water.

Noble, K. E. (1993). *Land Capability Survey of Tasmania. Meander Report, 1:100 000.* Tasmania, Australia: Department of Primary Industry.

Queensland Government. (2008). Buffer Areas - Minimising conflict between agriculture and residential areas. Queensland Government - Natural Resources, Mines and Water.

Queensland Government Natural Resources Mines and Water. (2008). *Buffer areas; Minimising conflict between agricultural and residential areas.* Queensland: Department of Natural Resources Mines and Water.

Spanswick, S. a. (1999). *Quamby Soil report - Reconnaisance Soil Map Series of Tasmania, revised edition.* Department of Primary Industries, Water and Environment .

Standards Australia. (2009). *AS 3959-2009 Construction of Buildings in Bushfire Prone Areas.*

Planning Commission (2017), *Planning Directive No. 5.1 Bushfire-Prone Areas Code.*

APPENDIX 1 – MAPS

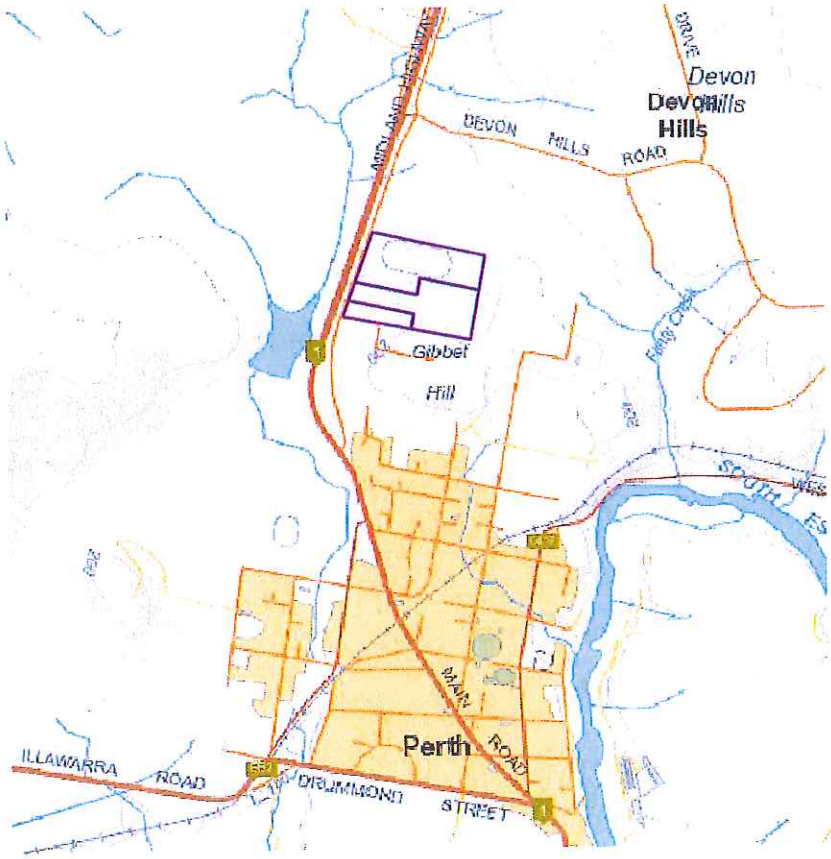


Figure 2: Location

Figure 3: Aerial Image

Figure 4: Proposed Subdivision Plan

APPENDIX 2 – PHOTO

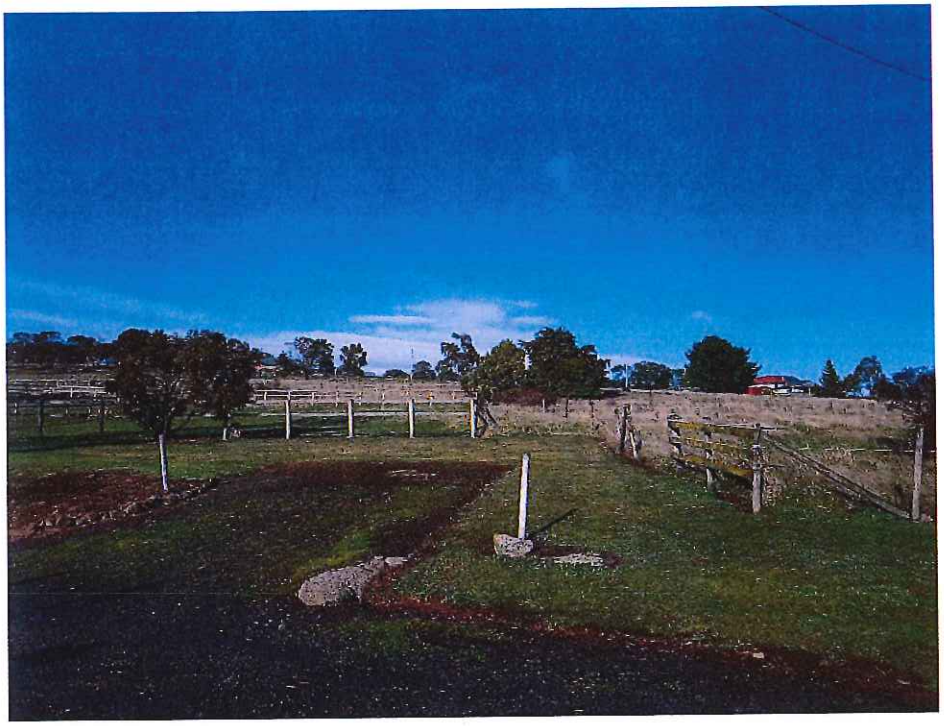


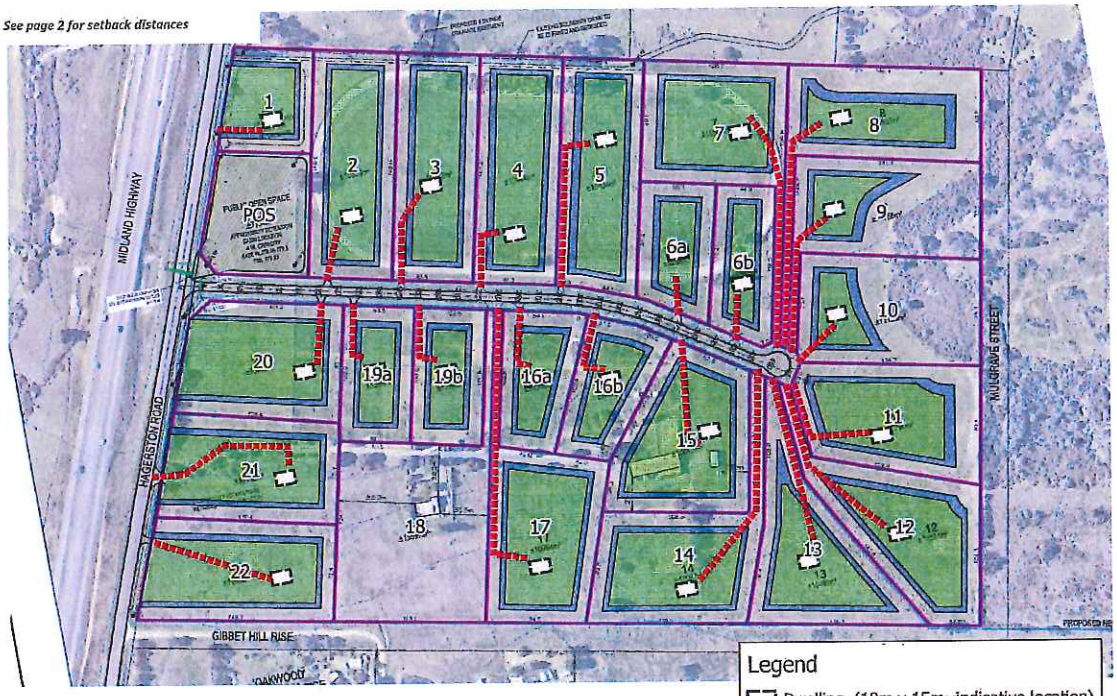
Figure 5: south from stables

Figure 6: east across property, gorse patch

Figure 7: north across property boundary, adjacent grassland

Bushfire Hazard Management Plan: Subdivision of 16338 Midland Hwy, Perth **(CT** 37065/100, 18088/1 & 7)

See page 2 for setback distances



0 25 50 75 100 m

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 3/6/2019

SRL18/4753

N
L R
S

Hazard Management Areas

Land within the distances shown in the table below must be managed to the following maximum fuel levels:

Low Threat/ Managed Land: managed gardens orchards or lawns maintained to < 100mm in height.

Grassland: may be unmown grass, tree canopy cover must be < 5%

Scrub: may contain shrubs over 2m in height but no tree species

Woodland: must have a grassy understory with only occasional shrubs and a tree canopy cover of less than 30%.

Maintenance Schedule:: Managed Land

- Cut lawns to less than 100mm and maintained
- Remove pine bark and other flammable garden mulch
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Minimise storage of petroleum fuels
- Maintain road access to the dwelling and water connection point.
- Remove fallen limbs, leaf & bark from roofs, gutters and around buildings.

BAL	Slope	Managed Land	Grassland	Scrub
BAL 12.5	Flat/ Upslope	0-14m	14-27m	>27m
	Down slope 0-5°	0-16m	16-31m	>31m
BAL 19	Flat/ Upslope	0-10m	10-19m	>19m
	Down slope 0-5°	0-11m	11-22m	>22m

Note:
It should be borne in mind that the measures contained in this Bushfire Management Plan cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire and extreme weather conditions

It is important to prepare your Bushfire Survival Plan, read your Community Protection Plan and know your Nearby Safer Place. These can be obtained from your Council or the Tasmanian Fire Service. For more information, visit www.fire.tas.gov.au

Construction: BAL 12.5—BAL 19

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959

Lot	BAL	Setback
1	BAL 12.5	14m from northern, eastern and southern boundaries
	BAL 19	10m from northern, eastern and southern boundaries
2-7	BAL 12.5	14m from northern, eastern and southern boundaries, 16m from western boundary
	BAL 19	10m from northern, eastern and southern boundaries, 11m from western boundary
8	BAL 12.5	27m from boundary (northern) with CT 11520/29 and eastern boundary, 14m from southern boundary, 16m from western boundary
	BAL 19	19m from boundary (northern) with CT 11520/29 and eastern boundary, 10m from southern boundary, 11m from western boundary
9-11	BAL 12.5	27m from boundary of scrub, 14m from northern and southern boundary, 16m from western boundary
	BAL 19	19m from boundary of scrub, 10m from northern and southern boundary, 11m from western boundary
12	BAL 12.5	14m from western, eastern and southern boundaries, 16m from northern boundary, 27m from NE corner of lot
	BAL 19	10m from western, eastern and southern boundaries 11m from northern boundary, 19m from NE corner of lot
13-17, 19	BAL 12.5	14m from western, eastern and southern boundaries, 16m from northern boundary,
	BAL 19	10m from western, eastern and southern boundaries 11m from northern boundary,
20-22	BAL 12.5	14m from eastern and southern boundaries, 16m from northern boundary
	BAL 19	10m from eastern and southern boundaries 11m from northern boundary

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 3/6/2019

SRL18/4753

N
L R
S

ROADS

All future roads within the subdivision must comply with the following:

a. two-wheel drive, all-weather construction;
b. load capacity of at least 20t, including for bridges and culverts;
c. minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
d. minimum vertical clearance of 4m;
e. minimum horizontal clearance of 2m from the edge of the carriageway;
f. cross falls of less than 3 degrees (1:20 or 5%);
g. maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
h. curves have a minimum inner radius of 10m;
i. dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width;
j. dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
k. carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard* AS1743-2001 Road signs-Specifications.

Access

If access exceeds 30m to a to a habitable building or water supply point it must be constructed to the following standards:

The following design and construction requirements apply to property access:

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

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 3/6/2019

SRL18/4753

N
L R
S

Water Supply

Additional Hydrants must comply with :

a. Fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA Edition 2.0; and

b. Fire hydrants are not installed in parking areas

A hardstand area for fire appliances must be provided:

a. no more than 3m from the hydrant, measured as a hose lay;

b. No closer than six metres from the building area to be protected;

c. With a minimum width of three metres constructed to the same standard as the carriageway; and

d. Connected to the property access by a carriageway equivalent to the standard of the property access

Where building areas are greater than 120m as the hose lays from a hydrant a static water supply to following standards must be installed for each building area:

The following requirements apply:

a. the building area to be protected must be located within 90m of the fire fighting water point of a static water supply; and

b. the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.

A static water supply:

a. may have a remotely located offtake connected to the static water supply;

b. may be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times;

c. must be a minimum of 10,000l per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems;

d. must be metal, concrete or lagged by non-combustible materials if above ground; and

e. if a tank can be located so it is shielded in all directions in compliance with section 3.5 of *Australian Standard AS 3959-2009 Construction of buildings in bushfire-prone areas*, the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by:
   i. metal;
   ii. non-combustible material; or fibre-cement a minimum of 6mm thickness.

Fittings and pipework associated with a fire fighting water point for a static water supply must:

a. have a minimum nominal internal diameter of 50mm;

b. be fitted with a valve with a minimum nominal internal diameter of 50mm;

c. be metal or lagged by non-combustible materials if above ground;

d. if buried, have a minimum depth of 300mm1;

e. provide a DIN or NEN standard forged Storz 65mm coupling fitted with a suction washer for connection to fire fighting equipment;

f. ensure the coupling is accessible and available for connection at all times;

g. ensure the coupling is fitted with a blank cap and securing chain (minimum 220mm length);

h. ensure underground tanks have either an opening at the top of not less than 250mm diameter or a coupling compliant with this Table; and

i. if a remote offtake is installed, ensure the offtake is in a position that is:
   i. visible;
   ii. accessible to allow connection by fire fighting equipment;
   iii. at a working height of 450 – 600mm above ground level; and
   iv. protected from possible damage, including damage by vehicles.

The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must:

a. comply with water tank signage requirements within *Australian Standard AS 2304-2011 Water storage tanks for fire protection systems;* or

b. Comply with the Tasmania Fire Service Water Supply Guideline published by Tasmania Fire Service

A hardstand area for fire appliances must be:

a. no more than 3m from the fire fighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like);

b. no closer than 6m from the building area to be protected;

c. a minimum width of 3m constructed to the same standard as the carriageway; and

d. connected to the property access by a carriageway equivalent to the standard of the property access

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 3/6/2019

SRL18/4753

CODE E1 – BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993

1. Land to which certificate applies[2]

Land that is the Use or Development Site that is relied upon for bushfire hazard management or protection.

Name of planning scheme or instrument:	Northern Midlands Interim Planning Scheme 2013
Street address:	16338 Midland Hwy, Perth 7300
• Certificate of Title / PID:	CT 37065/100, 18088/1, 18088/7, PID 7241202

Land that is not the Use or Development Site that is relied upon for bushfire hazard management or protection.

Street address:	
Certificate of Title / PID:	

2. Proposed Use or Development

Description of Use or Development:

(Provide a brief description of the proposed use or development; including details of scale, siting and context.)

A 22 lot subdivision from 3 existing titles.

Code Clauses[3]:

❑ **E1.4 Exempt Development**

❑ **E1.5.1 Vulnerable Use**

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

[2] If the certificate relates to bushfire management or protection measures that rely on land that is not in the same lot as the site for the use or development described, the details of all of the applicable land must be provided.

[3] Indicate by placing X in the corresponding ❑ for the relevant clauses of E1.0 Bushfire-prone Areas Code.

❑ E1.5.2 Hazardous Use × E1.6.1 Subdivision

3. Documents relied upon[4]

Documents, Plans and/or Specifications

Title:	Proposed Subdivision Plan		
Author:	6TY°		
Date:	13/5/2019	Version:	3

Bushfire Hazard Report

Title:	Bushfire Hazard Management Report, 16338 Midland Hwy v3		
Author:	Scott Livingston		
Date:	3/6//2019	Version:	3

Bushfire Hazard Management Plan

Title:	Bushfire Hazard Management Plan, 16338 Midland Hwy v3		
Author:	Scott Livingston		
Date:	3/6//2019	Version:	3

Other Documents

Title:			
Author:			
Date:		Version:	

4. Nature of Certificate[5]

[4] List each document that is provided or relied upon to describe the use or development, or to assess and manage risk from bushfire. Each document must be identified by reference to title, author, date and version.

[5] The certificate must indicate by placing X in the corresponding ❑ for each applicable standard and the corresponding compliance test within each standard that is relied upon to demonstrate compliance to Code E1

❑	E1.4 – Use or development exempt from this code		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.4 (a)	Insufficient increase in risk	

❑	E1.5.1 – Vulnerable Uses		
	E1.5.1.1 Standards for vulnerable use		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.5.1.1 P1.	Risk is mitigated	
❑	E1.5.1.1 A2	BHMP	
❑	E1.5.1.1 A3	Emergency Plan	

❑	E1.5.2 – Hazardous Uses		
	E1.5.2.1 Standards for hazardous use		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.5.2.1 P1.	Risk is mitigated	
❑	E1.5.2.1 A2	BHMP	
❑	E1.5.2.1 A3	Emergency Plan	

×	E1.6.1 – Development standards for subdivision		
	E1.6.1.1 Subdivision: Provision of hazard management areas		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.6.1.1 P1.	Hazard Management Areas are sufficient to mitigate risk	
❑	E1.6.1.1 A1. (a)	Insufficient increase in risk	
×	E1.6.1.1 A1. (b)	Provides BAL 19 for all lots	Bushfire Hazard Management Plan, 16338 Midland Hwy v3

5. Bushfire Hazard Practitioner[6]

❑	E1.6.1.1 A1. (c)	Consent for Part 5 Agreement	

	E1.6.1.2 Subdivision: Public and fire fighting access		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.6.1.2 P1.	Access is sufficient to mitigate risk	
❑	E1.6.1.2 A1. (a)	Insufficient increase in risk	
×	E1.6.1.2 A1. (b)	Access complies with Tables E1, E2 & E3	Bushfire Hazard Management Plan, 16338 Midland Hwy v3

	E1.6.1.3 Subdivision: Provision of water supply for fire fighting purposes		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.6.1.3 A1. (a)	Insufficient increase in risk	
☒	E1.6.1.3 A1. (b)	Reticulated water supply complies with Table E4	Bushfire Hazard Management Plan, 16338 Midland Hwy v3
❑	E1.6.1.3 A1. (c)	Water supply consistent with the objective	
❑	E1.6.1.3 A2. (a)	Insufficient increase in risk	
☒	E1.6.1.3 A2. (b)	Static water supply complies with Table E5	Bushfire Hazard Management Plan, 16338 Midland Hwy v3
❑	E1.6.1.3 A2. (c)	Static water supply is consistent with the objective	

[6] A Bushfire Hazard Practitioner is a person accredited by the Chief Officer of the Tasmania Fire Service under Part IVA of *Fire Service Act 1979*. The list of practitioners and scope of work is found at www.fire.tas.gov.au.

Name:	Scott Livingston	**Phone No:**	0438 951 201
Address:	12 Powers Rd	**Fax No:**	
	Underwood	**Email Address:**	
	Tasmania 7268		
Accreditation No:	BFP – 105	**Scope:**	1, 2, 3A, 3B, 3C

6. Certification[7]

I, certify that in accordance with the authority given under Part 4A of the Fire Service Act 1979 –

The use or development described in this certificate is exempt from application of Code E1 – Bushfire-Prone Areas in accordance with Clause E1.4 (a) because there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measure in order to be consistent with the objectives for all the applicable standards identified in Section 4 of this Certificate.	☐

or

There is an insufficient increase in risk from bushfire to warrant the provision of specific measures for bushfire hazard management and/or bushfire protection in order for the use or development described to be consistent with the objective for each of the applicable standards identified in Section 4 of this Certificate.	☐

and/or

The Bushfire Hazard Management Plan/s identified in Section 4 of this certificate is/are in accordance with the Chief Officer's requirements and can deliver an outcome for the use or development described that is consistent with the objective and the relevant compliance test for each of the applicable standards identified in Section 4 of this Certificate.	x

Signed: certifier 

Date: 3/6//2019 Certificate No: SRL18/47S3

[7] The relevant certification must be indicated by placing X in the corresponding ☐.

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form 55

To: Bill Dournauf *Owner /Agent*
16338 Midland Hwy *Address*
Perth 7300 *Suburb/postcode*

Qualified person details:

Qualified person: Scott Livingston
Address: 12 Powers Rd
Underwood 7268
Phone No: 0438 951 201
Fax No:
Licence No: BFP-105
Email address: scottlivingston.lnrs@gmail.com

Qualifications and Insurance details: Accredited Bushfire Assessor *(description from Column 3 of the Director of Building Control's Determination)*

Speciality area of expertise: Bushfire Assessment *(description from Column 4 of the Director of Building Control's Determination)*

Details of work:

Address: 16338 Midland Hwy
Perth 7300
Lot No: 1-17, 19-22
Certificate of title No: CT 37065/100, 18088/1 &7

The assessable item related to this certificate: Bushfire Attack Level (BAL)

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

Certificate details:

Certificate type: Bushfire Hazard *(description from Column 1 of Schedule 1 of the Director of Building Control's Determination)*

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

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

or

a building, temporary structure or plumbing installation:

In issuing this certificate the following matters are relevant –

Documents:	• Bushfire Attack Level Assessment & Report
Relevant calculations:	N/A
References:	• Australian Standard 3959 • IPlanning Directive No.5.1 • Building Amendment Regulations 2016 • Director of Building Control, Determination (2017) • Guidelines for development in bushfire prone areas of Tasmania

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

1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959

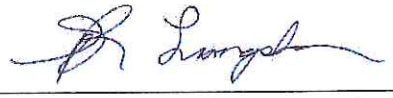
Scope and/or Limitations

Scope:
This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Interim Planning Directive No 1.1, Bushfire-Prone Areas Code issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, AS 3959-2009, Construction of buildings in bushfire-prone areas.

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

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

I certify the matters described in this certificate.

	Signed:	*Certificate No:*	*Date:*
Qualified person:		SRL18/47S3	3/6//2019

Appendix D

Stormwater Catchment and Flooding Report

6ty°

Planning Report

Stormwater Report

16338 Midland Highway, Perth

Prepared for:

Northern Midlands Council

Measured form and function

6ty Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

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

Issue	01
Date	22.08.2018
Project Name	Dornauf – Subdivision, 16338 Midland Highway, Perth
Project Number	11.105
Author	Mark Walters
Document	i:\2011\11105\council\r 18-08-22 stormwater report.docx

Contents

1.0 Introduction

This report forms part of a planning submission to local government for the subdivision of a parcel of land at 16338 Midland Highway, Perth, also known as "Keppoch Lodge".

The primary purpose of this report is to define the magnitude of runoff volumes produced by the contributing catchments in major storm events and to examine the likely extent of flooding during 100-year ARI events. This report also aims to assess the impact of the planned development on the subject land on the downstream stormwater infrastructure.

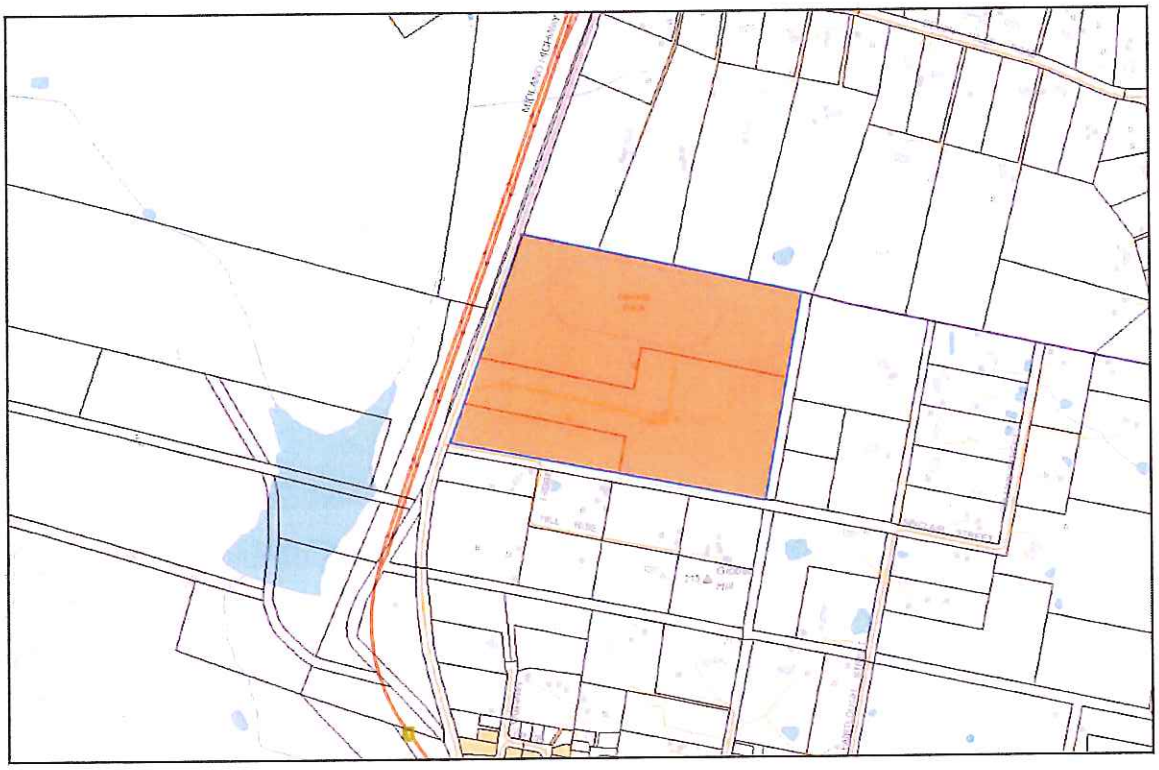


Image 1 – Subject site

2.0 The Existing Catchment

The subject land is surrounded by elevated areas with Devon Hills to the North East and Gibbet Hill to the South. Thus, the subject land receives runoff from these directions and naturally discharges these flows to the west in the direction of the Midland Highway.

This analysis assesses a total catchment area of approximately 95.6 Hectares, all of which is classified as low density residential according to the Tasmanian Interim Planning Scheme.

There are currently some minor open drains within the catchment to the north, which concentrate flows in rain events. Ultimately, all catchment flows are concentrated upstream of the culverts under the old Midland Highway by open channels from the North, East & South. There are three culverts under the old Midland Highway,

comprised of a dual 1050mm dia. culvert with a 600mm dia culvert located 6m to the north. Immediately downstream of these culverts is a new wetlands area dominated by a shallow settling pond, which leads to a new rectangular concrete culvert under the newly constructed Midland Highway.

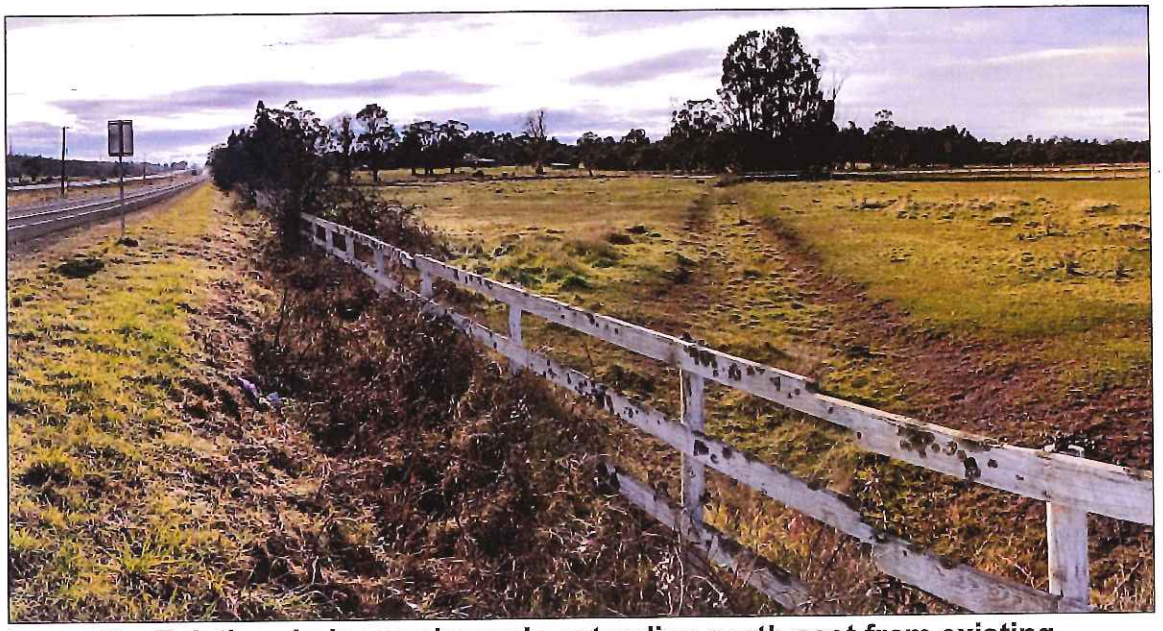


Image 2 – Existing drainage channels extending north east from existing culvert

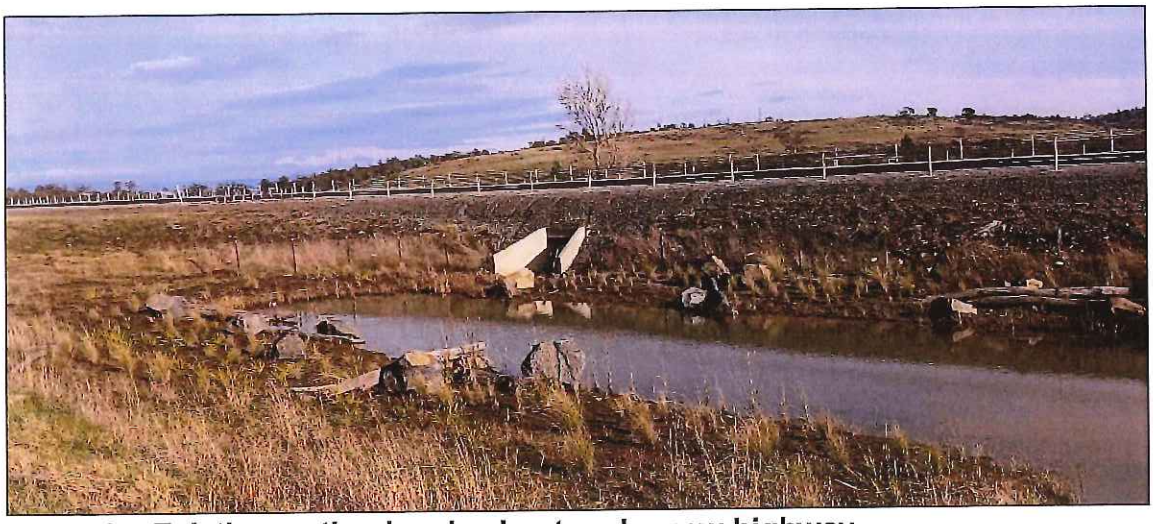


Image 3 – Existing wetland and culvert under new highway

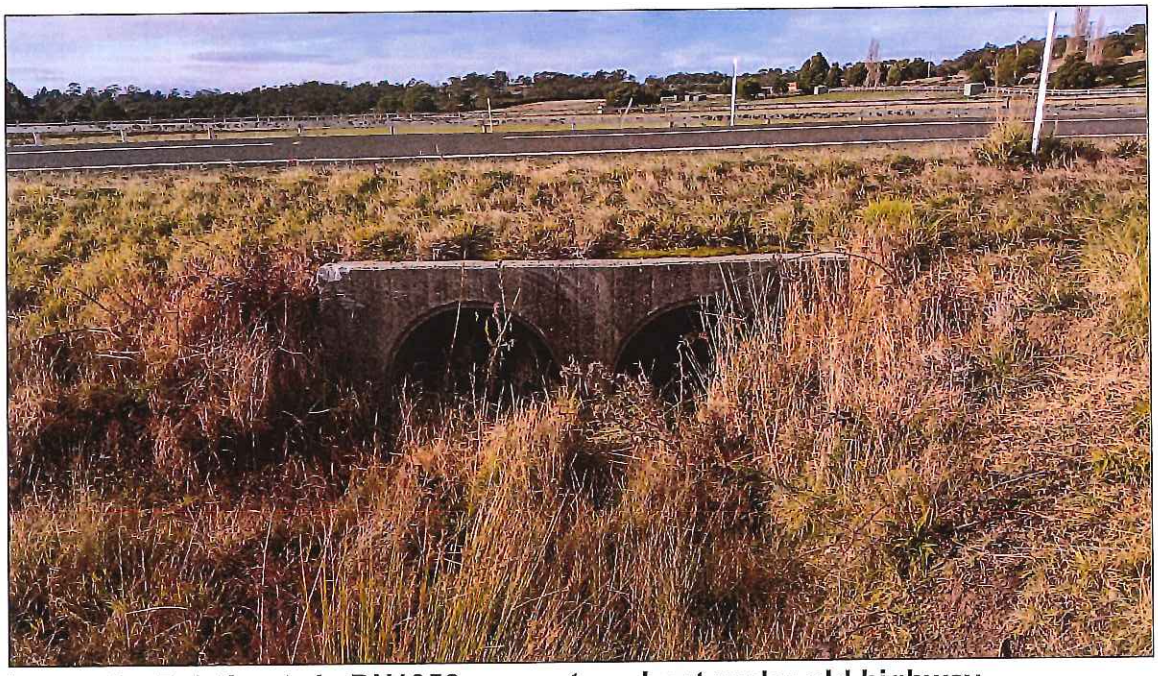


Image 4 – Existing twin DN1050 concrete culvert under old highway

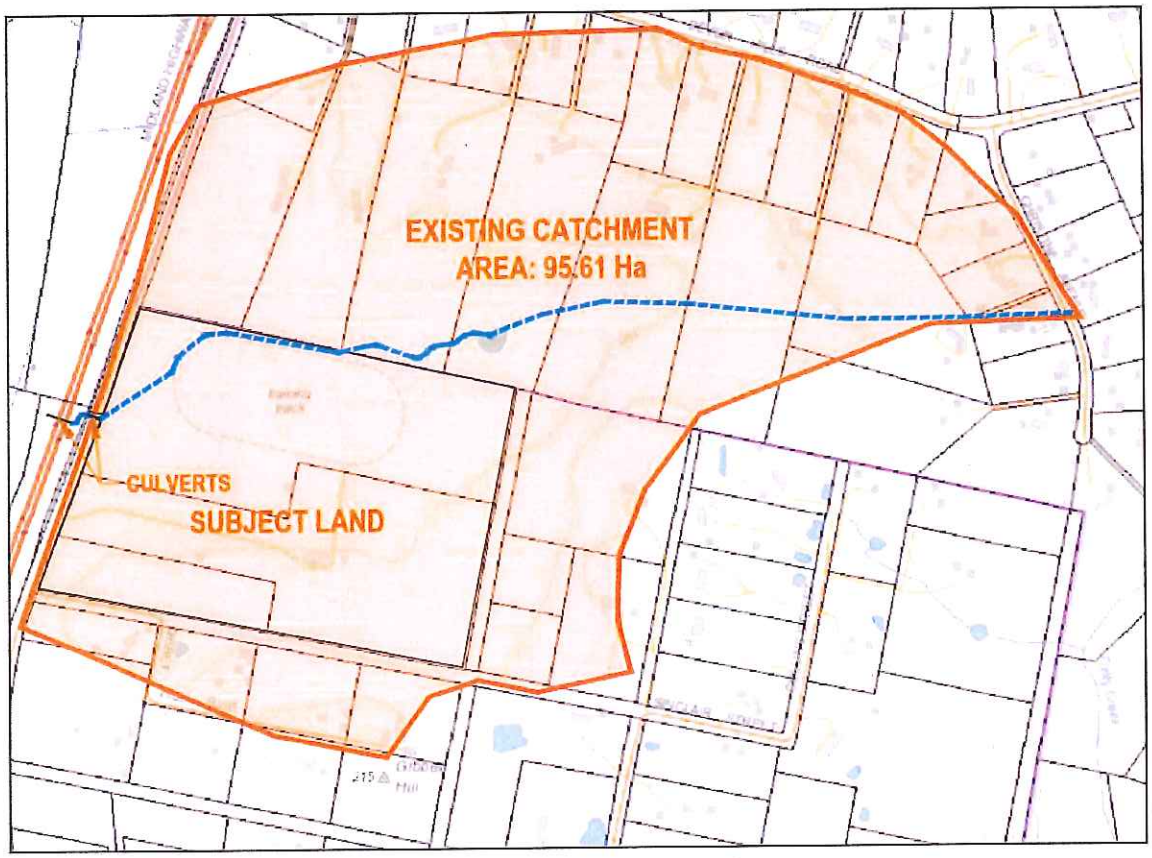


Image 5 – Image of existing catchment

Sub-Catchment	Area (Ha)	Percentage of Impervious Surfaces	Time of Concentration (mins)
North	18.51	3.00%	25
East	62.70	3.00%	50
South	14.40	5.00%	20
Overall	95.61	3.30%	

Table 1 – Watercom Drains Model – Existing catchment data

3.0 The Ultimate Catchment

The ultimate catchment area has the same footprint as the existing catchment. The major difference is the assumption that open drains will be constructed along the boundaries of the subject land. These boundary drains will concentrate flows from neighbouring properties and prevent potential shallow surface flows across the newly created titles. As the subject land will have boundary drains, this overall catchment has been further broken down into five sub-catchments as shown in image 6.

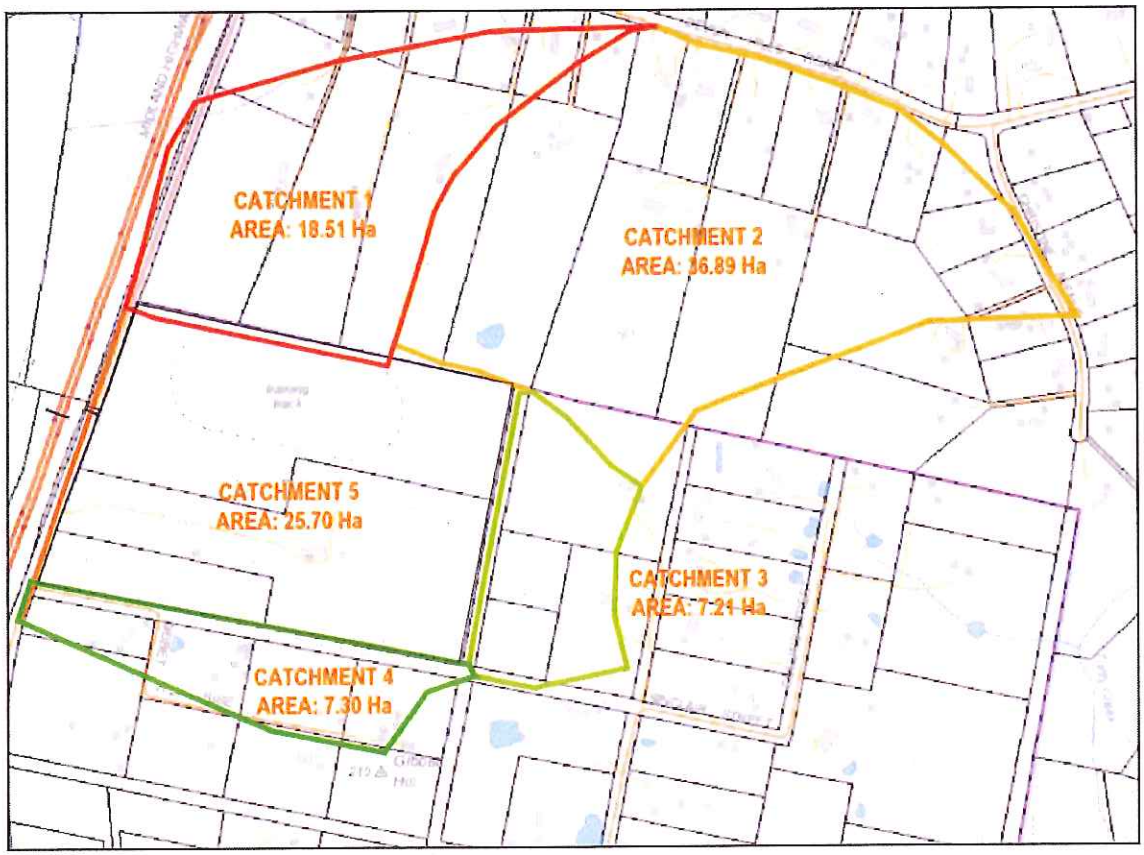


Image 6 – Image of sub-catchments

The overall catchment boundaries will not change from their pre-development locations because of the subdivision in the subject land. In addition to this, because the proposed subdivision is low density, the change in the percentage of impervious surfaces is minor.

Sub-Catchment	Area (Ha)	Percentage of Impervious Surfaces	Time of Concentration (mins)
Catchment 1	18.51	3.00%	24
Catchment 2	36.89	3.00%	30
Catchment 3	7.21	3.00%	15
Catchment 4	7.30	5.00%	15
Catchment 5	25.70	5.00%	20
Overall	95.61	3.69%	

Table 2 – Watercom Drains Model – Ultimate catchment data

4.0 Hydraulic Analysis

The Watercom Drains software package has been used to model the existing catchment flows under 100-year ARI storm event circumstances and compares these with the post development flows for the same storm events.

For simplicity the culverts under the old highway have been modelled as twin 1150mm Dia culverts which are approximately equal to the current arrangement in total flow area and perimeter.

A key finding during the development of the model, was that the existing culverts are not able to pass all flows during a 100-year ARI storm event and impoundment will occur. Effectively this means that we expect the water level upstream of the culverts under both highways to rise as flows increase, inundating the land immediately surrounding the headwall. This has been represented in the hydraulic model as two separate staged storage basins upstream of the culverts, with storage volumes based on surveyed topography. This allows for an accurate analysis of expected inundation levels in both areas during storm events.

4.1 Existing System – Peak Discharge for 100-year ARI

Under existing conditions, the hydraulic model shows that peak flow rates in the culverts under each highway peaks at just under **3.00 m^3/s.**

Upstream of the new highway culvert, the hydraulic model shows that peak inflows will slightly exceed peak outflows. This results in a peak retained volume of 900m^3 and a corresponding high-water level of **179.85m** in the area between the highways.

Upstream of the old highway culvert, the hydraulic model shows that peak inflows will significantly exceed the culvert capacity, with **5.25 m^3/s** expected to arrive at this junction in a 20 min storm. In a 1 hour storm these surplus flows will result in a peak retained volume of around 3700m^3, which corresponds to a high-water level of **180.30m.**

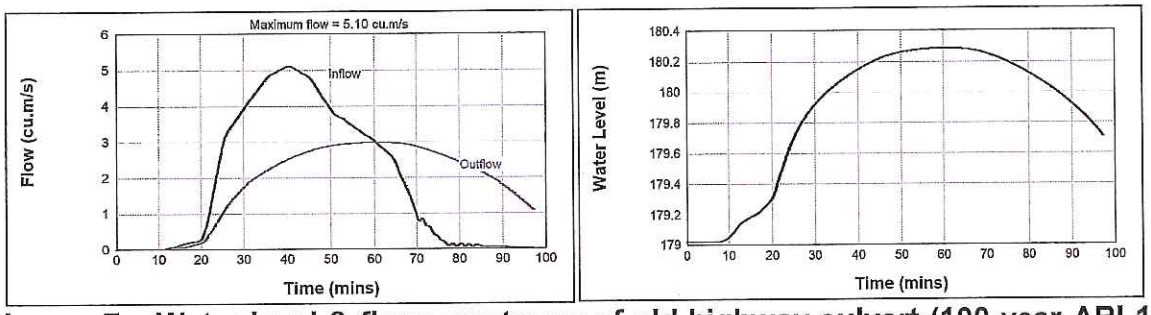


Image 7 – Water level & flows upstream of old highway culvert (100-year ARI 1 hour storm)

High water levels are not expected to exceed the level of the road pavement on both roads. Hence flows are expected to be retained within the culverts during a 100-year ARI storm event.

New Highway Culvert		
		Storm Duration
Peak Outflow	2.89m3/s	1 hour
Peak Upstream Inflows	2.94m^3/s	20 mins
Road Pavement Level	181.30m	-
Peak Upstream Water Level	179.85m	1 hour
Peak Upstream Storage Volume	900m^3	1 hour

Table 3 – Hydraulic analysis results – Existing catchment – New highway culvert

Old Highway Culvert		
		Storm Duration
Peak Outflow	2.97m^3/s	1 hour
Peak Upstream Inflows	5.25m^3/s	20 mins
Road Pavement Level	180.30m	-
Peak Upstream Water Level	180.28m	1 hour
Peak Upstream Storage Volume	3700m^3	1 hour

Table 4 – Hydraulic analysis results – Existing catchment – Old highway culvert

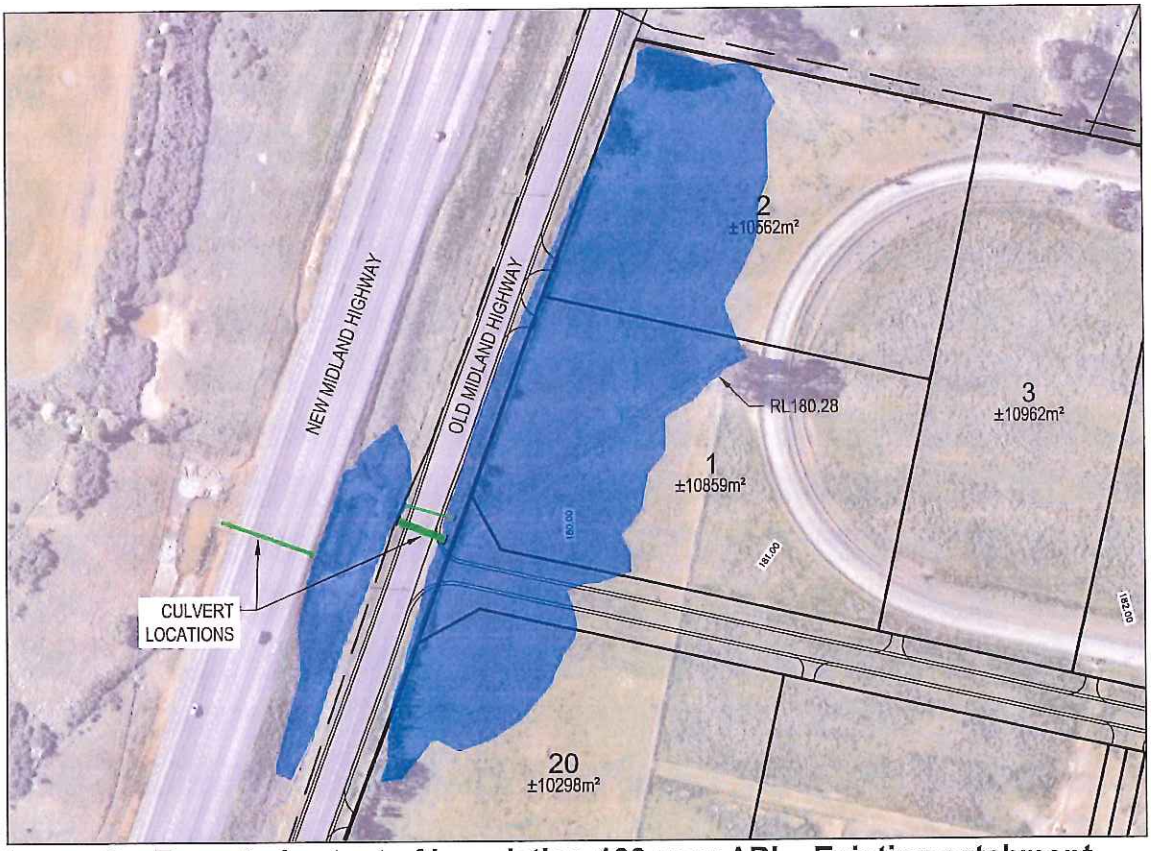


Image 8 – Expected extent of inundation 100-year ARI – Existing catchment

4.2 Developed System – Peak Discharge for 100-year ARI

Under developed conditions, the hydraulic model shows that there is a marginally higher peak discharge compared to the existing catchment.

Just as for the existing system upstream of the new highway culvert, the hydraulic model shows that peak inflows will slightly exceed peak outflows. This results in a peak retained volume of 900m^3 and a corresponding high-water level of **179.88m** in the area between the highways.

Upstream of the old highway culvert, the hydraulic model shows that peak inflows will significantly exceed the culvert flows, with **6.29 m^3/s** expected to arrive at this junction in a 1-hour storm. These surplus flows will result in a peak retained volume of around 4000m^3, which corresponds to a high-water level of **180.31m.**

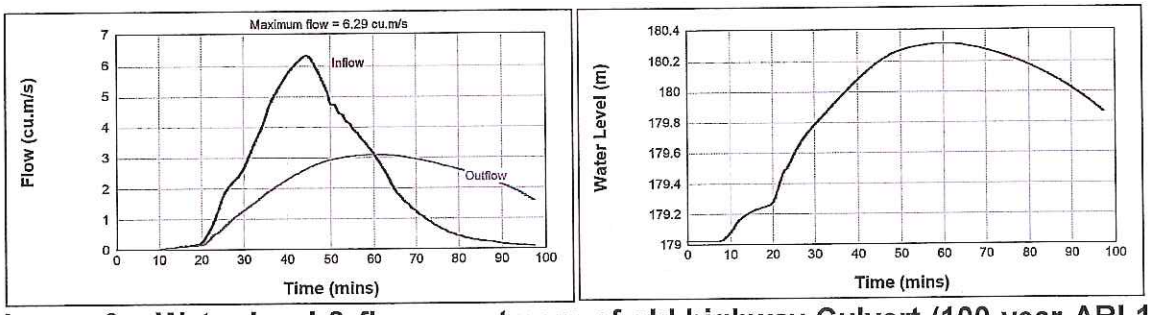


Image 9 – Water level & flows upstream of old highway Culvert (100-year ARI 1 hour storm)

High water levels will not exceed the level of the new Midland Highway road pavement but will exceed the level on the old Midland Highway by only 10mm. Hence all significant flows are expected to be retained within the culverts during a 100-year ARI storm event.

New Highway Culvert		
		Storm Duration
Peak Outflow	2.95m³/s	1 hour
Peak Upstream Inflows	3.02m³/s	1 hour
Road Pavement Level	181.30m	-
Peak Upstream Water Level	179.88m	1 hour
Peak Upstream Storage Volume	909m³	1 hour

Table 5 – Hydraulic analysis results – Existing catchment – New highway culvert

Old Highway Culvert		
		Storm Duration
Peak Outflow	3.07m³/s	1 hour
Peak Upstream Inflows	6.31m³/s	1 hour
Road Pavement Level	180.30m	-
Peak Upstream Water Level	180.31m	1 hour
Peak Upstream Storage Volume	3990m³	1 hour

Table 6 – Hydraulic analysis results – Existing catchment – Old highway culvert

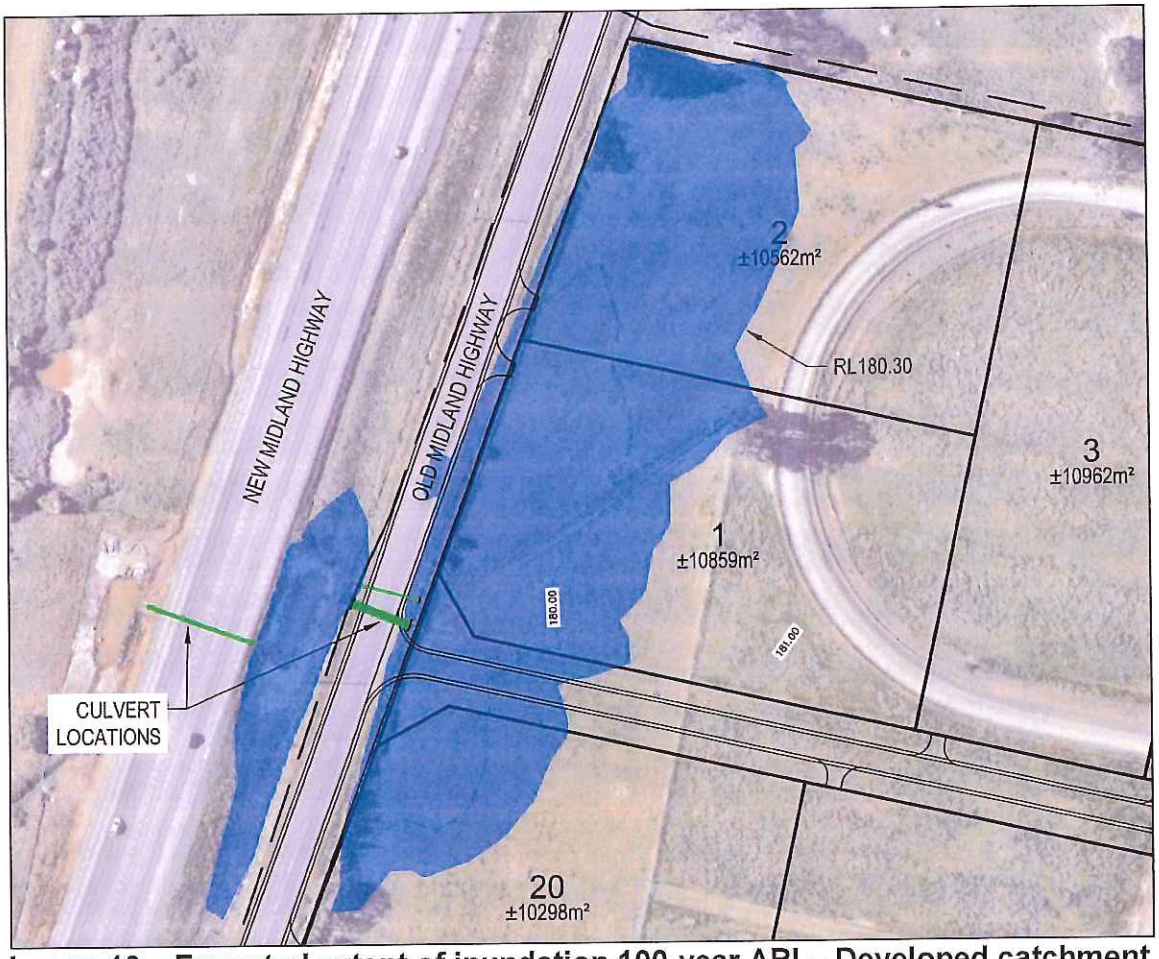


Image 10 – Expected extent of inundation 100-year ARI – Developed catchment

To reduce the level of inundation upstream of the old Midland Highway culvert, the capacity of the culvert could be increased. The addition of a third DN1050 culvert under the old highway will reduce water levels above the old highway, however the increased flows will increase the peak water levels in the areas between the highways. The following tables and figures show the relevant data for a 100-year event in the scenario where an additional DN1050 culvert is installed under the old Midland Highway.

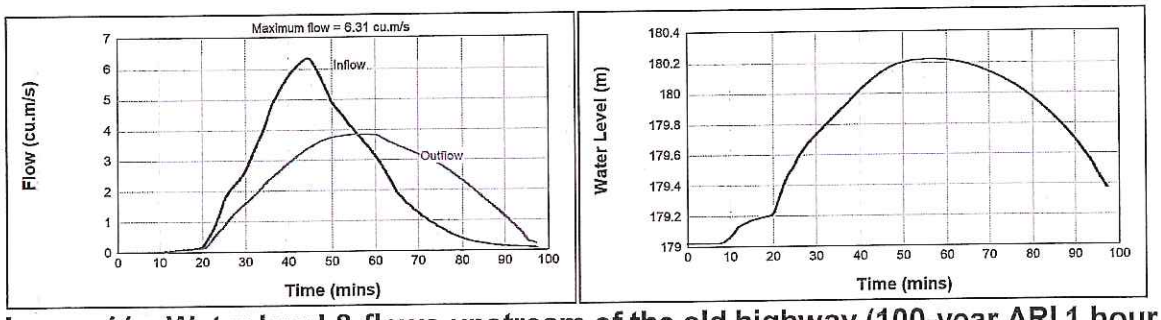


Image 11 – Water level & flows upstream of the old highway (100-year ARI 1 hour storm)

New Highway Culvert		
		Storm Duration
Peak Downstream Outflow	3.56m³/s	1 hour
Peak Upstream Inflows	3.73m³/s	1 hour
Road Pavement Level	181.30m	-
Peak Upstream Water Level	180.03m	1 hour
Peak Upstream Storage Volume	1190m³	1 hour

Table 7 – Hydraulic analysis results – Existing catchment – New highway culvert

Old Highway Culvert		
		Storm Duration
Peak Downstream Outflow	3.82m³/s	1 hour
Peak Upstream Inflows	6.31m³/s	1 hour
Road Pavement Level	180.30m	-
Peak Upstream Water Level	180.21m	1 hour
Peak Upstream Storage Volume	2830m³	1 hour

Table 8 – Hydraulic analysis results – Existing catchment – Old highway culvert

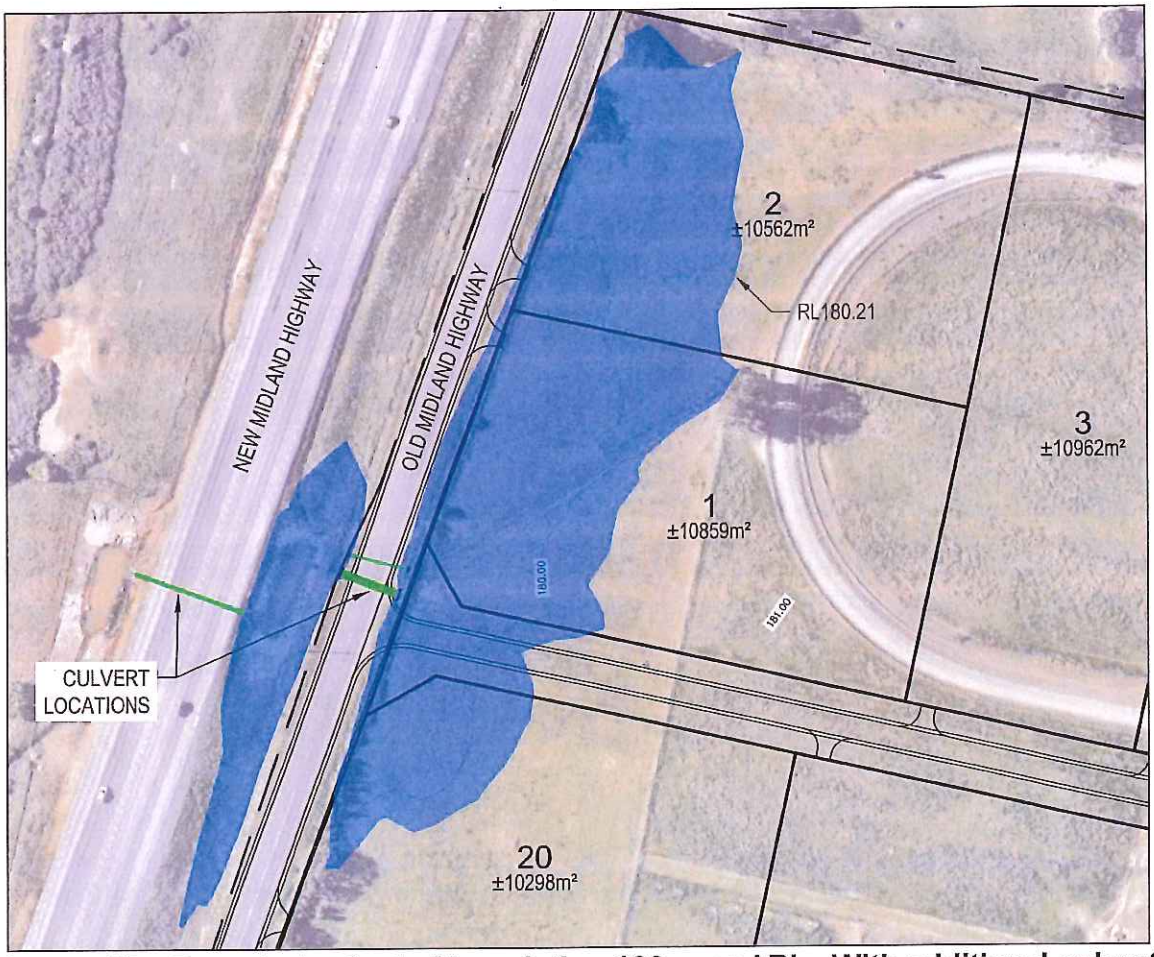


Image 12 – Expected extent of inundation 100-year ARI – With additional culvert installed

5.0 Summary

The existing catchment directs flows from surrounding lands through the subject land as either channel flows or sheet flows. The addition of formalised perimeter drainage to the subject land will reduce the incidence of overland sheet flows across the site, however it will also slightly increase the peak flowrate crossing the old Midland Highway.

The current culvert arrangement is able to contain a 10-year ARI storm without significant impoundment; however, a 20-year ARI storm will result in minor inundation of the residential land and a 50-year ARI storm is likely to result in significant inundation extending up to 40m east of the old highway.

A 100-year ARI storm event will result in impoundment of both highway culverts at the upstream end. This retained volume is relatively minor upstream of the new highway culvert, but it is more significant upstream of the old highway culvert and this will cause flood waters to extend up to 65m east of the old highway.

A summary of the flows through the new Midland Highway culvert is shown on the following table:

New Highway Culvert			
Scenario	Existing	Post Development	Post development with additional DN1050 under old highway
Peak Downstream Outflow	2.89m³/s	2.95m³/s	3.56m³/s
Peak Upstream Inflows	2.94m³/s	3.02m³/s	3.73m³/s
Road Pavement Level at low point	181.30m		
Peak Upstream Water Level	179.85m	179.88m	180.03m
Peak Upstream Storage Volume	900m³	909m³	1.19m³

Table 9 – New highway culvert flow summary

A summary of the flows through the old Midland Highway culvert is shown on the following table:

Old Highway Culvert			
Scenario	Existing	Post Development	Post Development with additional DN1050 under Old Highway
Peak Downstream Outflow	2.97m³/s	3.07m³/s	3.82m³/s
Peak Upstream Inflows	5.25m³/s	6.31m³/s	
Road Pavement Level at low point	180.30m		
Peak Upstream Water Level	180.28m	180.31m	180.21m
Peak Upstream Storage Volume	3.70m³	3.99m³	2.83m³

Table 10 – Old highway culvert flow summary

These results show that after the installation an additional culvert under the old Midland Highway, the retained water is reduced by 23% from existing conditions. This provides future residents with greater protection from flooding and greatly reduces the likelihood that the road will become inundated.

6.0 Flood Prone Areas Code

The following assessment addresses performance criteria P1.2 and P1.3 of the Flood Prone Areas Code.

Clause E5.6.1 Flooding and Coastal Inundation P1.2

Development subject to medium risk in accordance with the risk assessment in E5.7 must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site risks to a low risk level in accordance with the risk assessment in E5.7.

Response

As per the findings of this report the likely inundation in a major 100-year ARI storm event is isolated to lots 1, 2 & 20. The expected inundation zone leaves ample area for an unaffected building envelope on these lots with flood waters being shallow and slow moving over privately-owned land.

In accordance with the risk assessment in E5.7 the flooding likelihood is deemed to be "Unlikely" (2% AEP) and the consequence is deemed to be "Minor" with temporary access restrictions and minor environmental damage likely in such an event.

Clause E5.6.1 Flooding and Coastal Inundation P1.3

Where mitigation of flood impacts is proposed or required, the application must demonstrate that:

a) *the works will not unduly interfere with natural coastal or watercourse processes through restriction or changes to flow;*

b) *the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures;*

c) *inundation will not result in pollution of the watercourse or coast through appropriate location of effluent disposal or the storage of materials; and*

d) *where mitigation works are proposed to be carried out outside the boundaries of the site, such works are part of an approved hazard reduction plan covering the area in which the works are proposed.*

Response

As per the findings of this report the proposed development will not significantly increase impervious areas on the site and increased flowrates will be insignificant. Any increase in flow rates will be absorbed by large natural downstream detention storage and will not interfere with natural watercourse processes nor will it increase any flooding on other lands.

Provided site works are completed in accordance with standard soil and water management policy the proposal will not result in additional watercourse pollution.

7.0 Recommendations

1. That a perimeter cut off drain be constructed along the boundary of the subject land to reduce the likelihood of sheet flows travelling across any newly created residential lots during significant storm events.
2. That an additional DN1050 culvert be installed alongside the existing double culvert under the old Midland Highway, reducing the 100-year flood levels and providing extra protection against the flood waters exceeding the level of the road.
3. That the accumulated debris and vegetation in and around the existing double culvert under the old Midland Highway be removed to allow the culvert to function at optimal efficiency.
4. That the minimum floor level for future dwellings created as part of the proposed subdivision be at least 300mm higher than the expected 100-year ARI flood level.

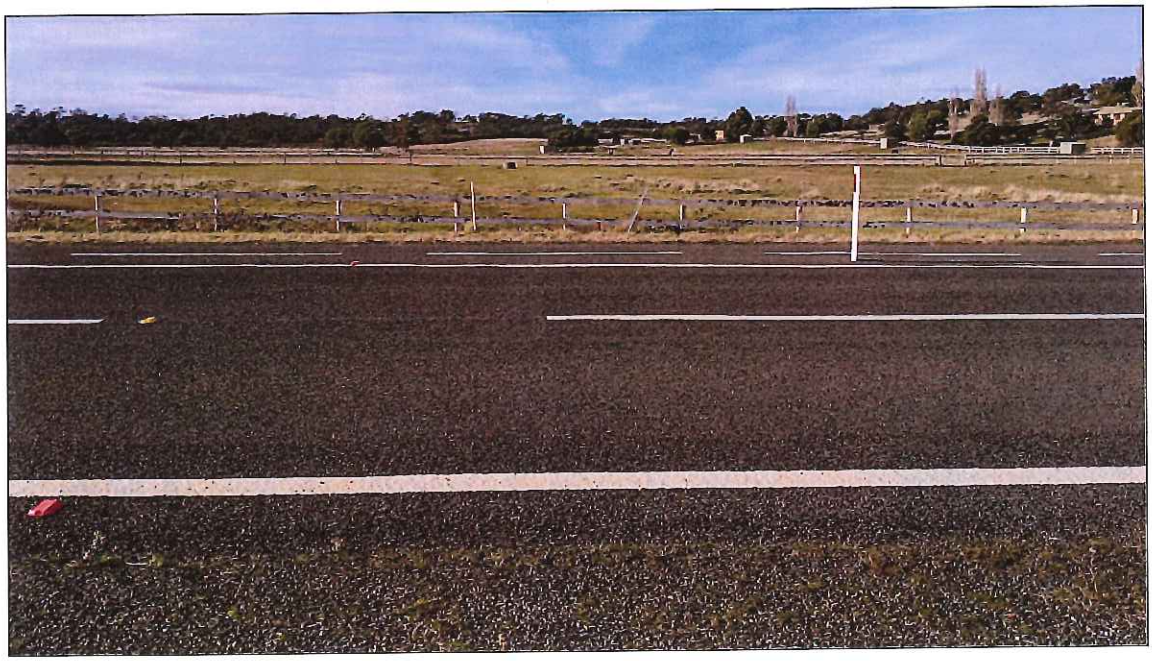


Image 13 – 'Keppoch Lodge' land

Appendix E

Letter requesting GM consent for cash-in-lieu payment for public open space

Our Ref: 11.105

Measured form and function

6ty Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

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

29 August 2018

Mr Des Jennings
General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301
By Email: council@nmc.tas.gov.au

Dear Mr Jennings,

REQUEST FOR CASH PAYMENT IN LIEU OF PUBLIC OPEN SPACE – 22-LOT SUBDIVISION 16338 MIDLAND HIGHWAY, PERTH

Pursuant to clause E10.6.1 A1 (a) of the Northern Midlands Interim Planning Scheme 2013, we request that written consent be provided confirming that no land will be required for public open space purposes for the proposed 22-lot subdivision at 16338 Midland Highway, Perth.

Please do not hesitate to contact me should you wish to discuss any aspect of this request.

Yours faithfully
6ty Pty Ltd

George Walker
Planning Consultant

6ty°

Planning Report

Traffic Impact Assessment

16338 Midlands Highway, Perth

Prepared for:

Northern Midlands Council

Measured form and function

6ty Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

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

Issue	01
Date	22.08.2018
Project Name	Dornauf – Subdivision, 16338 Midland Highway, Perth
Project Number	11.105
Author	Mark Walters
Document	i:\2011\11105\council\r 18-08-22 traffic impact assessment.docx

Contents

1.0 Introduction

The proposed development is to re-subdivide three parcels of land currently used as a horse training property into 22 lot low density residential properties accessed by a new road off the former Midland Highway.

This section of the original highway between Breadalbane and Perth has been duplicated and is now separate with the former alignment becoming a Council local road.

This traffic report has been prepared in conjunction with the Department of Transport's "Traffic Impact Assessment" (TIA) Guidelines (draft) by 6ty Pty Ltd on behalf of WG & SA Dornauf, the owners.

2.0 Existing Conditions

2.1 Subject Site

The subject site is located at 'Keppoch Lodge', 16338 Midlands Highway, Perth. (Refer to Image 1).

The Title References are: CT 37065/100, 18088/1 & 18088/7.

The parcels of land total some 25.31 Ha and are located approximately 600m north of Perth township, roughly midway between Devon Hills Road and Seccombe Street. The land is bounded by the Sinclair Street road reservation to the south and the Mulgrave Street road reservation to the east, both undeveloped at this time. The road providing frontage to the land is the former Midlands Highway, now a Council managed local road.

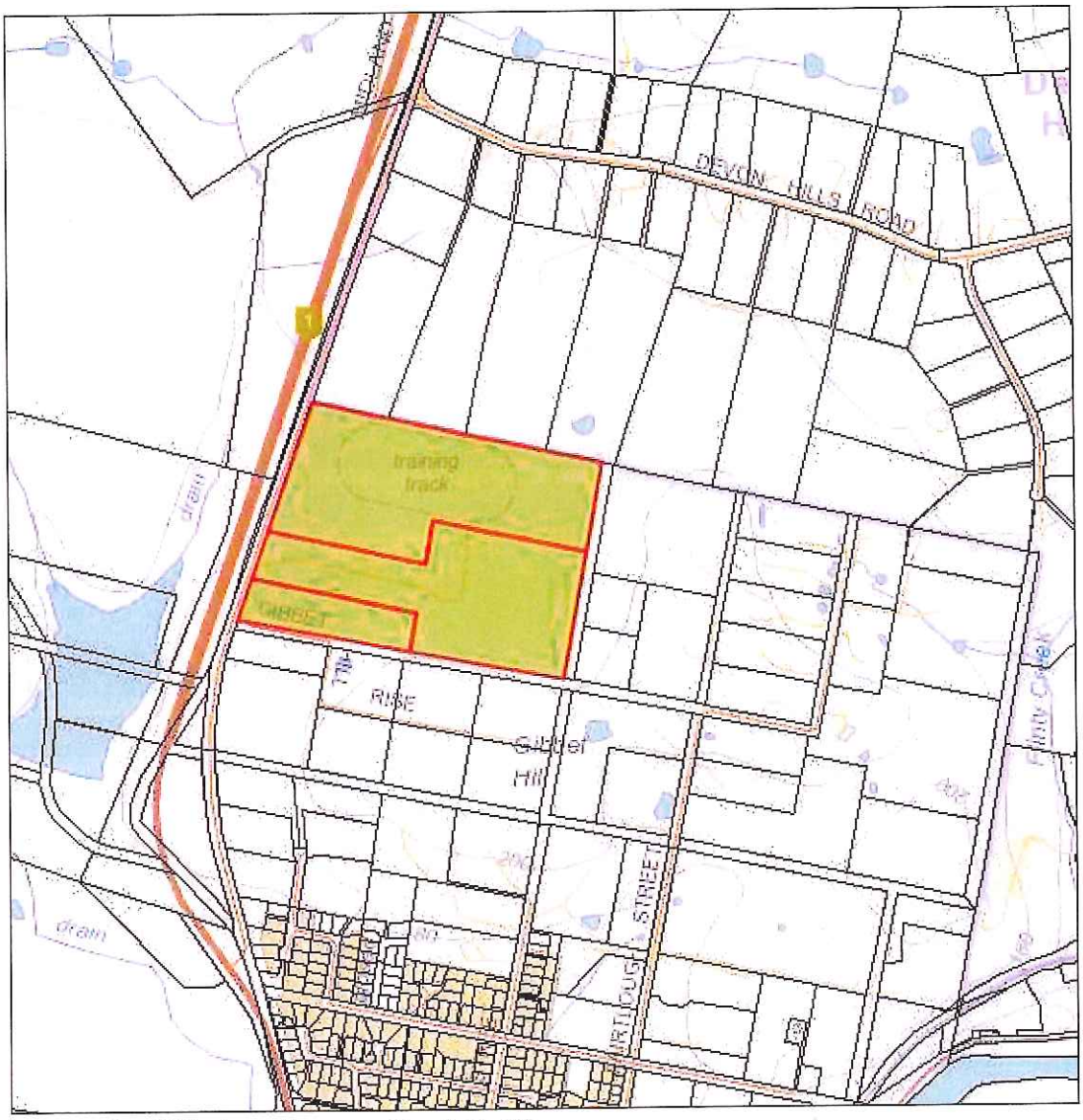


Image 1 – Site location north of Perth

2.2 Use of Land

The property is currently a rural property used for the breeding and training of horses. It has a training track, stables and a residence.

2.3 Existing Road

The old Midlands Highway that forms the frontage of the property is a sealed road, comprised of a 1.5m gravel shoulder on the western side, 1.2m sealed flanks on either sides, two 3.5m wide traffic lanes and a 1.2m gravel shoulder on the eastern (property) side. There is no provision for footpaths in the locality and the posted speed limit is 80 km/hr.

The road runs parallel with the new section of the Midlands Highway, which extends from Perth to Breadalbane and now acts as a service lane to provide access to properties on the eastern side of the Midlands Highway including the Devon Hills residential area and the lots accessed off Gibbet Hill Rise. The road is level and straight, save for crest and curve south of the land.

There are both off and entry ramps from the new highway to directly serve Devon Hills Road, as well as a two-way intersection connection within the Perth town boundary adjacent to Seccombe Street, to provide a southern connection to the old Midlands Highway

3.0 Traffic

The form section of the Midlands Highway has only been operational as a local road for some weeks and there have been no traffic counts taken in that period. There are some 157 properties accessed by Devon Hills Road and a further 8 properties located south of Devon Hills Road.

Devon Hills Road is amply served by entry and exits ramps from the new section of the Midlands Highway. These connections provide the most convenient link for traffic commuting between either Launceston or Perth, without the need for the southern leg of the old Midlands Highway.

However, for vehicles travelling to Devon Hills from the south, the southern leg of the old Highway is a shorter route by some 1.2 km as it avoids the underpass to the new highway north of the Devon Hills Road intersection.

For design purposes, it is assumed that 80% of all traffic during peak hours will be for commuting to and from the north and that the remaining 20% will all use the old Midlands Highway link rather than the new Highway. It can thus be estimated that the peak traffic passing the frontage of the land will not exceed 400 vehicles per hour.

This is a very conservative assumption as it ignores the south bound entry ramp to the new highway from Devon Hills Road intersection.

4.0 Proposed Development

The proposed development of the land is to subdivide the three existing parcels of land into 22 low density residential lots with a minimum lot size of 1.0 Ha. Of these 22 lots, 5 will have access from the old Midlands Highway, whilst the remainder will be from the new court.

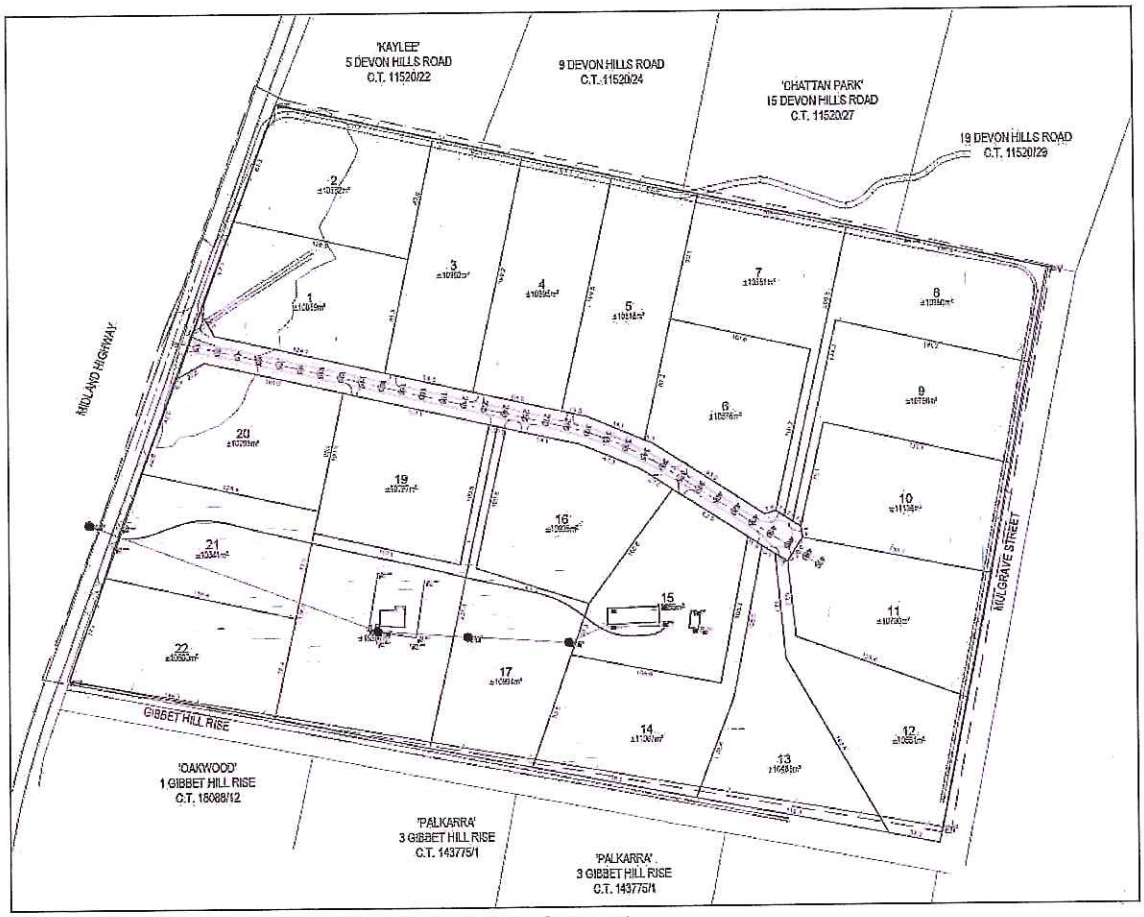


Image 2 – The proposed subdivision layout

5.0 Trip Generation

The development of the land will entail the construction of 22 new residences. At 10 movements per household per day, this will generate an additional 220 movements onto the old Midlands Highway, with a morning and evening peak of 22 vehicle movements per hour.

6.0 Trip Assignment

It is anticipated that 80% of all traffic to and from the site will be from the north, being the most convenient connection to the Midlands Highway, the Launceston Airport industrial zone and Launceston proper.

7.0 Vehicle Types

The predominant vehicle type will be passenger vehicles, with the largest vehicle routinely visiting the site being the weekly garbage collection service.

8.0 Assessment Years

Construction is likely to begin in early 2019, with the site being fully developed in late 2022.

9.0 Traffic Growth

Traffic growth for the old Midlands Highway is unlikely, as there is very limited potential for development of the lands accessed from the road and the new Highway will cater for future growth in the region. Traffic volumes and growth are not considered to be relevant factors for this proposal.

10.0 Existing Traffic Issues

There are no known traffic issues for the old Midlands Highway.

11.0 Road Safety

Enquiries with the Department of State Growth Crash Data section have revealed that there have been no accidents within the old Midlands Highway since the new section of the Midlands Highway was opened.

12.0 Access Points

The proposed subdivision will create a new road access onto the old Midlands Highway as well as 5 residential driveways, replacing the existing single access driveway.

13.0 Access Parameters

The most disadvantaged access point is the proposed driveway to Lot 22, which is located some 70m north of the Gibbet Hill Rise intersection and is the closest access point to the crest and bend that is on the southern leg of the old Midlands Highway. The sight distance to the access location exceeds the Safe Intersection Sight Distance of 175m here, as the available sight distance is some 240m from the driveway location.

For the proposed road intersection, the sight distance to the south is over 400m and 750m to the north, with the Devon Hills Road intersection being clearly visible.

Image 3 – Looking north along the old Midlands Highway. Available sight distance is in excess of 750m from the proposed intersection on the right hand side.

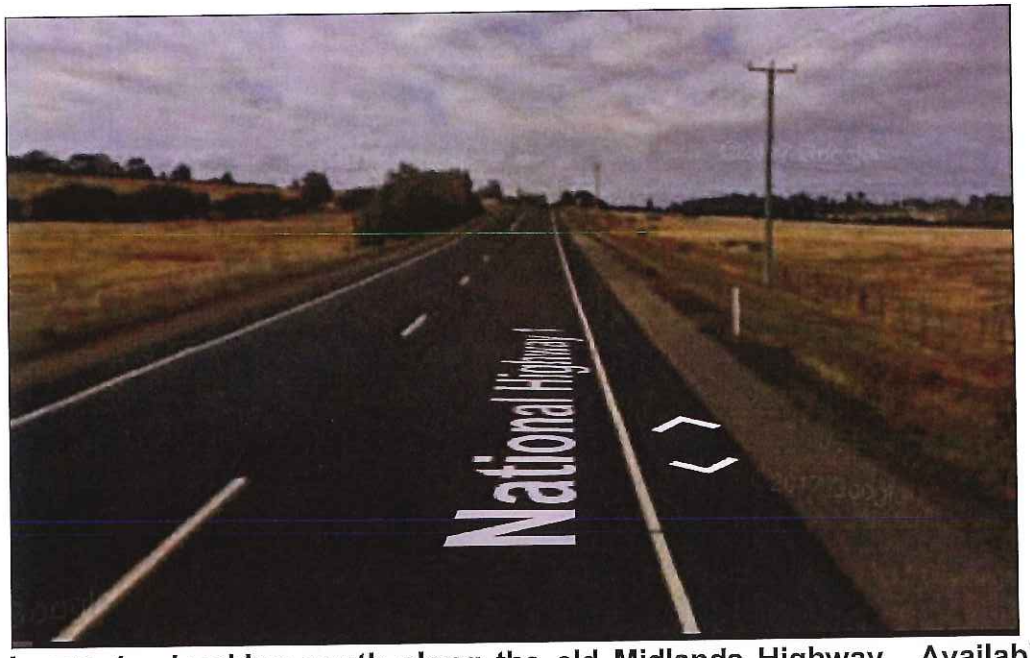


Image 4 – Looking south along the old Midlands Highway. Available sight distance is in excess of 750m from the proposed intersection on the right hand side.

14.0 Planning Scheme Requirements

The Northern Midlands Interim Planning Scheme 2013 applies to this site, specifically the provisions of Section E4 Road and Railway Assets Code. As the proposal is for more than one driveway and the speed limit of the former Midlands Highway is more than 60 km/hr, a TIA is required pursuant to sections E4.5.1 and E4.7.2 P2 (c).

Section E4.7.2 P2(c) requires that new access points to a road must be designed and located to maintain an adequate level of safety and efficiency for all road users. Given the low traffic numbers, the issue of safety is confined to the application of section E4.7.4 Sight Distances at Accesses, Junctions and Level Crossings, which requires the sight distances to comply with Table E4.7.4.

Table E4.7.4 requires a sight distance of 175m for a vehicle speed of 80 km/hr being routinely attained. As stated in the body of this report, the approach sight distances to the proposed access driveways and the new road intersection exceed 175m.

15.0 Recommended Works

The existing road infrastructure is considered to be ample for the existing and predicted traffic numbers.

The proposed driveways off the old Midlands Highway are to be constructed in accordance with the relevant LGAT standards for a rural driveway, being a Type DCE rural road access as shown on TSD-R03v1.

The new road intersection is to be designed in accordance with the DSG Drawing SD-84.011.

16.0 Street Furniture

No changes to street furniture are required by this development.

17.0 Pedestrian Access

There are no footpaths on this section of the old Midlands Highway and no evidence that pedestrians frequent either the shoulder or the grassed verges of the road. Given the nature of the surrounding rural uses, with the extended road frontages and the distance to likely destinations, it is unlikely to generate a demand for pedestrian paths.

18.0 State Roads

No works are proposed that will affect State Roads, if the section of the former Midlands Highway is now considered a Council managed road.

19.0 Summary

The development of the site is unlikely to affect traffic amenity or safety on the section of the former Midlands Highway that provides frontage for the land being developed. The traffic volumes are very low and the site has ample sight distances in both directions.

Our Ref: 11.105

Measured form and function

6ty Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

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

29 August 2018

Mr Des Jennings
General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301
By Email: council@nmc.tas.gov.au

Dear Mr Jennings,

REQUEST FOR CASH PAYMENT IN LIEU OF PUBLIC OPEN SPACE – 22-LOT SUBDIVISION 16338 MIDLAND HIGHWAY, PERTH

Pursuant to clause E10.6.1 A1 (a) of the Northern Midlands Interim Planning Scheme 2013, we request that written consent be provided confirming that no land will be required for public open space purposes for the proposed 22-lot subdivision at 16338 Midland Highway, Perth.

Please do not hesitate to contact me should you wish to discuss any aspect of this request.

Yours faithfully
6ty Pty Ltd

George Walker
Planning Consultant

NORTHERN MIDLANDS COUNCIL

Our Ref: **PLN-18-0216**

23 October 2018

60 Degrees Pty Ltd
PO Box 63
RIVERSIDE TAS 7250

By email only: gwalker@6ty.com.au

Dear Mr Walker

PLN-18-0216– 22 Lot Subdivision – 16338 Midland Highway, Perth

I refer to the abovementioned application.

I wish to advise that the General Manager has declined to provide written consent that no land will be required for public open space purposes in this subdivision (see attached letter).

The layout needs to be altered as follows:

- Inclusion of 5% public open space adjacent to the old Midland Highway.
- On-site stormwater detention to limit flows from the site to the existing amount for the 1 in 100 year event.
- Removal of the perimeter cut off drains from the plans.

I would be pleased to meet with you to discuss the amended layout.

The above information is required to form a valid application under section 51 of the Land Use Planning & Approvals Act 1993.

If you have any questions please contact me on 6397 7303 or email paul.godier@nmc.tas.gov.au.

Yours sincerely

Paul Godier
SENIOR PLANNER

Encl.

P.O. Box 156
Longford Tas 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331
www.northernmidlands.tas.gov.au

NORTHERN
MIDLANDS
COUNCIL

Our Ref: **PLN-18-0216**

23 October 2018

60 Degrees Pty Ltd
PO Box 63
RIVERSIDE TAS 7250

By email only: gwalker@6ty.com.au ✓

Dear Mr Walker

PLN-18-0216– 22 Lot Subdivision – 16338 Midland Highway, Perth

I refer to your request for consent that no land will be required for public open space purposes for the abovementioned subdivision.

I have discussed question of public open space with the Councillors and decline to provide such consent.

The layout should be altered to include 5% public open space adjacent to the old Midland Highway.

I would be pleased to meet with you to discuss the exact location of the open space.

Yours sincerely

Des Jennings
GENERAL MANAGER

P.O. Box 156
Longford Tas 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331
www.northernmidlands.tas.gov.au

Our ref: 203300.29; PLN-18-0216
Enquiries: Paul Godier

NORTHERN MIDLANDS COUNCIL

27/05/2019

George Walker
P.O. Box 63
RIVERSIDE 7250
via email: gwalker@6ty.com.au

Dear Mr Walker,

Additional Information Required for Planning Application PLN-18-0216- 25 (+POS) Lot Subdivision & cul de sac at 16338 Midland Highway, Perth

I refer to the abovementioned application. Prior to the application being further reviewed by Council's Planners, the following information is required to compose a valid application under the *Northern Midlands Interim Planning Scheme 2013*:

- Additional fees to reflect the new layout and additional lots. ($1800 – fee schedule attached) Paid 31/5
- Amended BHMP to reflect new layout 3/6/19 ✓

This information is required under Section 51(1AC) of the *Land Use Planning and Approvals Act* 1993. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail Planning@nmc.tas.gov.au

Yours sincerely

Rosemary Jones
Administration Officer

Rosemary Jones

From: George Walker <gwalker@6ty.com.au>
Sent: Friday, 26 July 2019 4:05 PM
To: Paul Godier
Cc: Rosemary Jones
Subject: FW: Keppoch Lodge subdivsion - drainage to Haggerston Rd

Hi Paul,

Further to my previous email below, please find a revised plan which:

- Removes the concept servicing plan for water supply as we are no longer proposed to extend water to the subdivision;
- Relocates the accesses to lots 20-22 from Haggerston Road to the new access road;
- Retains lots that are less than 1ha in area.

Could you please notify TasWater of our decision not to proceed with water supply.

Could you please advise how to proceed from here.

Regards,

George

From: George Walker
Sent: Thursday, 25 July 2019 5:34 PM
To: Paul Godier <paul.godier@nmc.tas.gov.au>
Subject: RE: Keppoch Lodge subdivsion - drainage to Haggerston Rd

Hi Paul,

In response to the matter raised in your email below, DSG typically consent to planning permits being issued where subdivision results in discharge into their road reserve subject to the inclusion of the following condition (or similar):

3. **DEPARTMENT OF STATE GROWTH**

a. With respect to site drainage discharge to the Bass Highway road reserve, the applicant shall request and obtain ministerial consent under section 17 of the *Roads and Jetties Act 1935* prior to the commencement of works. This can be facilitated via the Crown Land Owner Consent process form which can be found at www.transport.tas.gov.au/road/permits/crown_landowner_consent <http://www.transport.tas.gov.au/road/permits/crown_landowner_consent>.

b. The applicant must provide details/drawings of all stormwater drainage upgrades, including underground stormwater reticulation, that is directed to the State Road reserve to the Department for review and acceptance prior to commencing any works; and

c. The applicant shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation in relation to above. Application requirements and forms can be found at www.transport.tas.gov.au/road/permits/ service-works <https://www.transport.tas.gov.au/road/permits/service-works>, applications must be submitted at least 28 days prior to any scheduled works. In accordance with the *Roads and Jetties Act 1935*, no works shall be commenced within the State Road reservation until a permit has been issued.

The above condition is from a permit issued by Launceston in May this year. It avoids the need to obtain Ministerial approval at the front end of the of the permit process and deals with the requirements under the Roads and Jetties Act and LGBMP. Are you happy to proceed on this basis?

On another note, Bill would like to proceed with the current layout which was advertised. We will no longer propose to extend the water connection which will eliminate TasWater's requirements.

In relation to the accesses for lots 20, 21 and 22, could it be a condition of approval that they be accessed from the internal lot via an 'amended plan condition'.

On this basis, are we able to progress the application without the need to readvertise once we follow up with TasWater's RAI?

Regards,

George

George Walker
Director | Planning Consultant

Measured form and function

Tamar Suite 103, The Charles
287 Charles Street, Launceston 7250
PO Box 63 Riverside 7250
P 03 6332 3300
E gwalker@6ty.com.au
W 6ty.com.au
ARCHITECTURE | SURVEYING | ENGI

From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Tuesday, 25 June 2019 3:40 PM
To: George Walker <gwalker@6ty.com.au>
Subject: Keppoch Lodge subdivsion - drainage to Haggerston Rd

Dear George, I've noticed that while you have Crown Consent to the making of the application, we also need Ministerial approval for drainage to a State highway (Haggerston Rd) (s. 84 (1) (c) LGBMP Act).

Suggested wording for seeking such approval is:

Minister for State Growth
...

Dear Sir

Please find enclosed a copy of our subdivision proposal ....

The subdivision will concentrate and discharge stormwater into the existing culvert located in Haggerston Road (formerly Midland Highway), Perth.

We request that you provide your consent for the new stormwater drainage connection such that compliance to the requirements of Section 84 (1) (c) of the LGBMP Act is achieved.

Please let me know if you have any questions.

Regards,

Paul Godier

NORTHERN MIDLANDS COUNCIL

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

Tasmania's Historic Heart

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 Sheets located on our website at http://northernmidlands.tas.gov.au

Meetings can be arranged at other times by appointment.

1–267

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

57 East Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 999

Architectural
ABP No. CC4674F
Structural / Civil
ABP No. CC1633

APPROVED COMPANY
ISO 9001 Quality Management Systems
QMS Bureau Veritas

ISSUE	DATE	ISSUED FOR	REV.
01	17.05.18	APPROVAL	
02	06.03.19	POS ADDED	
03	13.05.19	DETENTION BASIN AMENDED	
04	30.05.19	WALKWAY ADDED	
04	26.07.19	UPDATED PLAN	D

DIMENSIONS ARE IN METRES. DO NOT SCALE, CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT KEPPOCH LODGE
PROPOSED 22 LOT SUBDIVISION
AT 16338 MIDLAND HWY
PERTH
FOR B. DORNAUF

DRAWING PROPOSED SUBDIVISION PLAN

DESIGNED M.C.V. DRAWN M.C.V. CHECKED P.M.W.
SCALE 1:1250 AT A1 SIZE DRAWING SHEET

PROJECT No. 11.105 DRAWING No. P01 REV. D

REFERRAL OF DEVELOPMENT APPLICATION PLN-18-0216 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 203300.29
Date: 7 June 2019
Applicant: 6ty °
Proposal: 25 Lot Subdivision plus Public Open Space & cul-de-sac (creation of 7 lots less than 1 hectare) (Road & Railway Assets Code, Flood Prone Areas Code)
Location: 16338 Midland Highway, Perth

W&I referral PLN-18-0216, 16338 Midland Highway, Perth

Planning admin: W&I fees paid.

Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.

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?	*Yes*
Is it connected to all Council services?	*N/A*
Are any changes / works required to the house lot?	*N/A*
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?	*Land falls to drain on Haggerstone Rd*
Can all lots access stormwater services?	*Yes*
If so, are any works required?	*Yes, as per design plan*
Is stormwater detention required	*Yes*
Has a stormwater detention design been submitted	*Yes*
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	*Yes*
If no to above , has the design for 100 – year ARI been done.	*N/A*
If yes to any of the above, does it comply with Councils stormwater policy	*Yes*
Is the design approved by works & infrastructure	*Yes*
Please quote drawing numbers and any other relate documentation (email etc.)	*#: 11.105*
Additional Comments/information	*No*
Stormwater works required:	
Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater connection to open drain system.	

Is there kerb and gutter at the front of the property?	*No*
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*
Road / access works required:	
Works to be in accordance with Standard Drawing TSD R03	
Is an application for vehicular crossing form required?	*Yes*
Is a footpath required?	*No*
Extra information required regarding driveway approach and departure angles	*No*
Are any road works required?	*Yes, as per design plan*
Are street trees required?	*Yes*
Additional Comments:	An Engineer's design is required.

Engineer's comment:

Council services for this subdivision can be addressed by standard conditions.

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

STANDARD CONDITIONS FOR SMALL SUBDIVISIONS

W.1 Stormwater

a) A Part V agreement shall be applied to lots 2,3,4, & 5 requiring them to provide a clear access to easement at the rear of their property suitable for a medium size truck for purposes of draining cleaning.

b) A stormwater design plan including long sections, cross sections and calculations shall be provided for all stormwater drains. The plan must demonstrate that all water can be adequately drained to the roadside drainage system in Haggertsone Rd.

W.2 Access (Rural)

c) A driveway crossover and hotmix sealed apron must be constructed from the edge of Road to the property boundary of all Lots in accordance with Council standard drawing TSD R03. If headwalls are less than 3.2m from the road the type DCe headwalls on the standard drawing must be used.

d) Access works must not commence until an application for vehicular crossing has been approved by Council.

e) Driveway culverts must be sized adequately for the peak 20% AEP event and calculations provided.

f) Details must be provided regarding culvert type and cover

W.3 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements.

W.4 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works &

Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

W.5 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 Works in State road reserve (if Haggerstone Road is still DSG at the time of commencement

a) The developer must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.

b) Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

W.6 Infrastructure Bond

c) A bond based on 5% of the total cost of the civil works shall be provided to Council as an infrastructure maintenance bond.

d) The infrastructure maintenance bond shall be held by Council for a minimum period of 12 months and shall be returned after satisfactory final completion inspection.

e)

W.6 Roadworks

f) Prior to commencement of works a full road design must be provide and approved by Council. The design shall include long sections, cross sections, drainage and driveway details shall be provided to Council for approval. Works must not commence on site until design approval has been given by Council

g) All roads are to be two-coat sealed and must be in accordance with Council Standard Drawings, including but not limited to TSD-R02-v1, TSD-R04-v1 and TSD-R08

W.7 Easements to be created

Easements must be created over all Council owned services in favour of the Northern Midlands Council. Such easements must be created on the final plan to the satisfaction of the General Manager.

W.8 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 the 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.

STREET TREES – LEIGH HAS REQUESTED THAT THIS SUBDIVIONS HAS STREET TREES – HE SENT ROUND A SAMPLE CONDITION USEDBY LAUNCESTON AT A RECENT SUBDIVISION, I CAN'T LOCATE THIS, PAUL MAY ALSO HAVE RECEIVED THIS EMAIL

W.9 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) 21/6/19
Stormwater and roads discussed with Leigh McCullagh (Works Manager) 17/6/19

Rosemary Jones

From: Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>
Sent: Thursday, 8 August 2019 3:52 PM
To: NMC Planning
Subject: RE: Referral to Department of State Growth of Planning Application PLN-18-0216 - 16338 Midland Highway, Perth TAS 7300

Follow Up Flag: Follow up
Flag Status: Flagged

Our Ref: D19/133423

Hello Rosemary, sorry for the delay in getting back to you on this one.

Confirming that the Department accept the revised plan provided - reference number 11.105-P01 Rev D (Dated 26.07.2019).

In regards to Department requirements it will be appreciated if you can arrange to include the below as conditions (and subsequent notes) on any permit issued by Council;

- With respect to site drainage discharge to the Midland Highway road reserve, the applicant shall request and obtain ministerial consent under s17 of the *Roads and Jetties Act 1935* prior to the commencement of works. This can be facilitated via the Crown Land Owner Consent process form which can be found at www.transport.tas.gov.au/road/permits/crown_landowner_consent.
- The applicant must provide flow calculation details / drawings of all stormwater drainage upgrades, including underground stormwater reticulation, that is directed to the State Road reserve to the Department for review and acceptance prior to commencing any works.
- The applicant must provide engineering design details / drawings of the new intersection with Haggerstone Road inclusive of the relevant geometric layout to Austroads Guidelines and how the arrangement incorporates the existing shared path to the Department for review and acceptance prior to commencing any works.

  NOTE: A valid works permit is required for all works undertaken in the State Road (Midland Highway / Haggerstone Road) reservation. Details of the permit process and application forms can be found at: www.transport.tas.gov.au/road/permits/road-access. Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

Additionally, appreciate if the following note can be included on the permit for information;

- NOTE: The Department of State Growth (nor its successors) have no control over current, or further increases in, traffic noise arising from the Midland Highway and subsequently no requirement to address any concerns relating to traffic noise that may arise in the future. This is inclusive of funding and / or providing any form of sound mitigation or attenuation treatments and signage. It is the responsibility of the applicant to consider the impacts from traffic noise including potential increases that may occur over time from future traffic volume growth. Provision and associated costs of any appropriate sound mitigation measures are a matter for the applicant and if undertaken, must be outside the State Road reserve boundary.

I trust this assists in progressing on your end. Let me know if you need any further information.

Cheers, Garry

NORTHERN MIDLANDS COUNCIL

REFERRAL TO:	**ENVIRONMENTAL HEALTH OFFICER**
Reference no:	PLN-18-0216; 7241202
Site:	16338 Midland Highway, Perth
Proposed development:	25 Lot Subdivision plus Public Open Space & cul-de-sac (creation of 7 lots less than 1 hectare) (Road & Railway Assets Code, Flood Prone Areas Code)
Applicant:	6ty° P.O. Box 63 Riverside Tas 7250
Owner:	William Grant & Sonia Ann Dornauf
Referral date:	07.06.19
Timeline:	Starting date: 31 August 2018 Advertised on: 08.06.2019 Closing date: 24.06.2019
NMC contact:	Planning@nmc.tas.gov.au
Attachments	Application & plans

On-site Wastewater Disposal for low density subdivision

Council's Environmental Health Officer (Chris Wicks) advised the applicant is to submit to Council a wastewater disposal assessment, representative of each proposed parcel of land, indicating the suitability of the land for wastewater effluent disposal. The assessment is to be undertaken by a suitably qualified person.

email to EHO as:
Referral to EHO - PLN-18-0216, 16338 Midland Highway, Perth

Rosemary Jones

From: NMC Planning
Sent: Friday, 26 July 2019 4:16 PM
To: TasWater - Development
Subject: Re: TWDA 2019/00807-NMC - PLN18-0216, 16338 Midland Highway Perth

Categories: Sent to ECM

Good afternoon,

Please be advised that the applicant has removed the servicing of the properties from the application. Accordingly, Northern Midlands Council withdraw the referral sent to TasWater on 07 June 2019 as it is not necessary.
Your email response to confirm receipt of this communication would be appreciated.

Kind regards,

Rosemary Jones
Administration Officer - Community & Development | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au
NORTHERN MIDLANDS COUNCIL
Tasmania's Historic Heart
employer of choice

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.

Request for Additional Information

For Planning Authority Notice

Council Planning Permit No.	PLN-18-0216	Application date	7/06/2019
TasWater details			
TasWater Reference No.	TWDA 2019/00807-NMC	Date of response	13/06/2019
TasWater Contact	David Boyle	Phone No.	6345 6323
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	16338 MIDLAND HWY, PERTH	Property ID (PID)	7241202
Description of development	Subdivision	Stage No.	

Additional information required

Additional information is required to process your request. To enable assessment to continue please submit the following:

1. Concept servicing plan for water. This proposed route is unacceptable and the proposed water main must not go through private property.
   As there are unformed road reserves (e.g. Gibbet Hill Rise) the water main extension will not go through lot 13, but must be placed in the unmade road reserved and then up the new proposed road. Minimum pipe size will be a determined prior to submitting engineering design plans (e.g. could be 150 to 300mm)

Advice

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.

Further information can be obtained from TasWater

- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

To view our assets, all you need to do is follow these steps:

1) Open up webpage - http://maps.thelist.tas.gov.au/listmap/app/list/map
2) Click 'Layers'
3) Click 'Add Layer'
4) Scroll down to 'Infrastructure and Utilities' in the Manage Layers window, then add the appropriate layers.
5) Search for property
6) Click on the asset to reveal its properties

Authorised by

Jason Taylor
Development Assessment Manager

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

Sondra White
20 Fairtlough Street
Perth, Tasmania, 7300
0427 975 091
sondra.anita@gmail.com

18 June 2019

Dear General Manager, Mayor Mary Knowles, Deputy Mayor Richard Goss and Councillors,

Thank you for the opportunity to submit my written representations on the proposed 25 lot subdivision at 16338 Midland Highway Perth. My address is 20 Fairtlough Street, Perth and my property borders the eastern boundary of the proposed subdivision.

My family and I have discussed the proposal and after consideration we do not think that blocks that are less than one hectare are in keeping with the surrounding properties in the area. This thinking is also that of the those who zoned the area.

The main reason my family purchased our property was to have a large block which has a country feel and also be close to Launceston. It is our opinion that the properties surrounding us and those in Devon Hills have country charm about them which we believe is worth preserving. We do not think that a subdivision with blocks of less than one hectare will be aesthetically pleasing to the area.

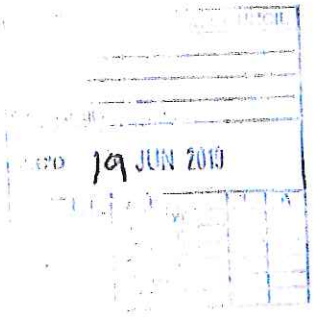
We are also concerned it will increase the noise in the area (both from vehicles and animals). When we purchased our property, we deliberately purchased in the area of Low Density Zoned land to hopefully experience less noise from surrounding neighbours.

Thank you for taking the time to consider our views.

Sincerely,

S White

Sondra White



Erin Eiffe (Mrs)
PO Box 96
Perth. Tas 7300

June 12 2019

Mr. Des Jennings
General Manager
Northern Midlands Council
PO Box 156
Longford Tas 7301

Re: Proposed subdivision of Keppoch Lodge Perth
Ref:PLN-18-0216 16338 Midlands Highway Perth

Dear Mr. Jennings,

I wish to make a submission in regards to the above, addressing the following points:

Use of Land "The property is currently a rural property.."

Question: Why can't the property be retained as rural, and sold as such? Our Perth/Longford area has already lost a considerable amount of rural land to the new Midlands Highway, and with other housing developments in the area, Perth is rapidly losing its rural identity and appeal. Subdividing the land in question further erodes the character and uniqueness of the area. If this creeping sale of rural land is continued, where will it stop?

Open Space: "..... to provide public open space ..... landscaping which contributes to the identity, visual amenity and health of the community....." ".. create attractive environments .."

Comment: This is good and necessary, but it is about public space and not to do with protecting the existing environment.

I could find no Environmental Impact Statement as part of the proposal.

Question: Why? Is the area now considered of no environmental importance, despite it being the natural territory of many animals, including endangered ones? The nearest the proposal comes to mentioning the environment is:

"....the conservation of natural values, vegetation and faunal habitats; and the design of subdivision protects adjoining subdivision from adverse impacts..." But what does this mean?

The very act of carving up the site for housing will entail extensive disruption to and destruction of **"vegetation and faunal habitats".** Building will require the destruction of existing vegetation, and major disruption as heavy machinery will be required for both house and road building and laying on the water supply.

"..the design of subdivision protects adjoining subdivision from adverse impacts", and **"..to ensure that the development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views."**

Question: What does this really mean? How can such a large development become invisible and not **"impact on public views"**? If **"adjoining properties"** refers to Gibbet Hill, our blocks overlook the proposed housing area, so how can visual impact be avoided?

And, how is this to be achieved, when the very buildings themselves will have a lasting impact on all overlooking properties which now have a rural outlook, and have invested in this area for that very reason?

Question: Should this subdivision be approved, where does it stop? Will it put undue pressure on other larger adjoining properties to also be subdivided?

Habitat and Extinction

In 2004-2005, the Council launched the **Small Mammal Project** with the aim of **revegetation** to protect threatened species in particular. Species that presently inhabit this broader area include the Eastern Barred Bandicoot, (seriously endangered), the Southern Brown Bandicoot, the Long Nosed Potoroo and the Tasmanian Bettong, wallabies, possums, echidnas, various frog species, snakes, blue tongue lizards, numerous birds and a myriad of insects, including native bees, to name but a few.

Regarding Snakes

At present our snake population is predominantly Copperheads. Last year, I contacted Reptile Rescue because of a Copperhead that was a little too close for comfort. Ian Norton, a well-known snake expert explained that if all the Copperheads are taken out of an area, then Tiger snakes are likely to move in and they are much more dangerous and aggressive than Copperheads. Too much change to an area (and an influx of people, no doubt some of whom will kill snakes despite their being a protected species) can have disastrous, long-term consequences. I sincerely hope that the present balance in the Copperhead snake population is not overturned.

Endangered Species

There is an extensive list on: (www.greeningaustralia.org.au), citing the Eastern Barred Bandicoot, the Green and Gold Frog and the Wedgetailed Eagle, among others, as seriously endangered and living within the Northern Midlands municipality. Yet the new Midlands Highway has been built through the Green and Gold Frogs known habitat.

This area is also part of the historic territory of the Eastern Barred Bandicoot. Further development puts it at risk, and negates the aims of the Small Mammal Project. What has changed since 2005 that their survival in our area seems no longer important?

At present one or two hawks still hunt in these skies, and recently I was privileged to see a Wedgetail eagle, the first one I have seen here. I fervently hope it will not be the last, but with more major disruption proposed for this area, it may well be. Disturbance also seems to be affecting plover numbers, as I rarely hear one these days.

Many creatures are territorial so that forcing them out of their historic territories amounts to a death sentence. Protecting remaining open land from housing development and the establishment of wildlife corridors in our area so that their territories are not fragmented would help alleviate the problem.

Question: Why isn't there an extensive planting between the old and new Midlands Highway to provide a wildlife corridor for this purpose? Such a planting would also possibly reduce road kill, and would enhance the drive into Perth. **I note that there is no provision for wildlife corridors on the plans for the proposed subdivision.**

How much more territory can these creatures lose before extinctionbecomes inevitable? Trees also have a tipping point – remove too many and the rest die.

I don't think that in all conscience we can say that this creature or that plant exists elsewhere so those in this area don't matter. They do matter, because unless we take action at a local level, there is no guarantee that they will survive, even 'elsewhere' if rezoning for housing development continues at the present rate.

This is where displacement and extinction begin – at the local level with residents and local councils when they fail to provide adequate protection for our wildlife. Hopefully, as a community, we don't want to be responsible for the deaths of naturally occurring plants and animals in this area.

The Chocolate lily (Arthropodium strictum) is listed on dpipwe.tas.gov.au as severely endangered. They grow in profusion at the south border of the proposed development and will be wiped out completely if it goes ahead.

Since the introduction of the Small Mammal Project, this area has experienced major disruptions with the imposition of the new high-speed, four-lane highway which now dissects the landscape and further compromises the safety and survival of our native animals. Mature trees, an essential part of the environment have also been destroyed to

accommodate this highway, and more will go, should the proposed housing development succeed.

Mature trees are essential for the survival of many birds, as only really old trees provide hollow nesting sites. If we keep destroying trees, there will be none of a sufficient age to produce the necessary nesting hollows. Trees are disappearing from this landscape at an alarming rate, as surrounding land is sold off for housing.

Australia is known to have the worst extinction record in the world. We have an obligation to protect our wildlife, and it starts with all of us – residents, local council, up to state and federal level, but initially, it starts at ground level – with each of us. Do we as a community really want to contribute to the continued extinction of our flora and fauna?

Scenic Beauty: "..the site does not form part of the scenic management-tourist road corridor on the basis that it is an extension of the Perth urban area .."

Question: Why is scenic management no longer applicable to our area as it once was? Is this why our trees and landmarks have been sacrificed to the new road? Maybe scenic beauty should now be more important than ever. Tourists don't only drive on fast-moving roads, and if Perth is to share in the tourist dollar, then Perth needs to beckon them.

Sewerage: "... each lot has been designed to be of a size and configuration that is suitable to accommodate on-site disposal of domestic wastewater ..."

At present the land in question is subject to naturally occurring rainfall, and as mentioned elsewhere in the proposal, the north-western corner is subject to flooding.

Question: The proposed development will contain 25 houses. The blocks will be 1 hectare or less. The proposal cites surrounding properties as having on-site waste water disposal, but to my knowledge, the surrounding properties are much larger than 1 hectare (except for ours). The proposed development will have a minimum of 2 people per household, that will be at least 50 extra people taking showers, washing their clothes, using the toilet, watering their gardens, all of which will be extra water for the land to absorb, and extra run-off will end up in that north-western corner. What kind of waste water units is proposed – septic tanks? **What guarantee is there that there will be no contamination of the designated catchment area, and the frog pond across the road?**

Electricity:

There is no mention of how electricity will be connected to this proposed subdivision.

Question: Will the supply travel underground, or will there be very visible poles and power lines?

Noise levels

"...mitigate significant transport-related noise, air pollution and vibrations ..."

Question: Noise travels, so how is this to be achieved? More people bring more noise into an area; not only vehicle noise but also, loud stereos and radios, and lawn mowers. There is already an excess of noise in this area due to the fast road speeds and heavy vehicles. How much more are we expected to tolerate? To date, noise generated by residents has not been an issue and we would like it to stay that way.

"...provide for public safety through Crime Prevention through Environmental Design principles ..."

Question: How will this be achieved in practice? Won't more people increase the possibility of crime in this area?

Road Access and Junctions: "... ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions ..." and "There are no known traffic issues for the Old Midlands Highway".

Question: What about the steel posts which now divide the road as separation between vehicles and the shared bicycle/walking lane? And will the safety of cyclists and pedestrians be compromised by the multiple new access points from the proposed subdivision?

Since the narrowing of the old Midlands Highway to the absolute minimum and the installation of the steel posts, there is nowhere to pull over should one meet a larger vehicle coming the other way. Ambulance and maxi-taxi drivers now find this narrowed road difficult to negotiate. This will also create difficulties for the heavy machinery required, should this subdivision go ahead.

Related Issues

Cats

Question: Will cat control be implemented? Should this subdivision be approved, people will invariably bring cats (and more dogs) into the area, further decimating our wildlife. At present there are ground-nesting and ground-feeding birds living in the immediate environment, (plovers, skylarks, blue wrens to name a few) all of which are very vulnerable, especially to cats. Tree-nesting birds will also be at risk. I am not keen to have neighbour's marauding cats undoing all that I have done to attract birds to our property.

Air quality

The air quality in this area is already very poor, especially in winter, with Forestry burn-offs, and many adjacent land owners continually burning and using wood heaters. More dwellings would mean a further compromise to air quality – which is already causing us health problems. New houses in the area are installing wood heating, rather than electrical and are already spewing out smoke. How many houses, should this subdivision go ahead, will be burning wood?

Blasting

Question: Will the development require any blasting to be done? Will we be informed if this is the case? And if so, will it be monitored, and who will be responsible for any damage to our houses?

This area has endured months of regular disruption due to blasting for rock for the Perth by-pass. Our houses have been regularly shaken by these explosions. How much more shaking can occur before lasting structural damage is done? As it stands, any present damage can be referred to the persons concerned; State Growth and Vac Shaw.

Any further major disruptions or noise in our area will be to put an unfair burden on us all.

Fencing

Question: What kind of fencing will be provided along Sinclair Street? These planned blocks come almost to our boundary, and will be closer to us than any of our existing neighbours, compromising our privacy, and our peace and quiet.

Height and Placement of Buildings

Question: Will buildings be restricted to single storey? Double-storey buildings would have a huge visual impact, especially on adjoining properties.

Question: How close will the house on proposed lot 22 be to Gibbet Hill Rise? And would it be restricted in height, for as far as I can judge from the map, it will be closer to us than any existing neighbour, and right in our line of vision. As things stand at present, our neighbours are far enough away to not encroach on our privacy, our peace and quiet, and their visual impact regarding our property is minimal. Any house built on lot 22 will compromise all of this.

Rates

Question: Should this subdivision go ahead, will our rates increase? We are pensioners and cannot afford to move or to pay increased rates.

Regarding Subdivision Approval: "The proposed subdivision relates to land that has previously been identified and zoned for residential use and development."

Question: When was the land in question rezoned? When we were looking for somewhere to settle in 2000, we asked the Council whether there would be any housing subdivisions in the area around us and were told no, there would be no further subdivisions. Believing the Council, we settled at our present address. I can only think that either the Council misled us, or actually lied (which I sincerely hope is not the case), because if at the time of asking, this land had already been rezoned as indicated above, why weren't we told when we asked?

It becomes very difficult to live in this area with any certainty, when the rules keep changing.

In Short

We do not support this proposed subdivision of Keppoch Lodge for all the reasons detailed above. There are too many questions left unanswered. It is our view that should the proposed subdivision be approved, it will further erode all that has made Perth special and a place worth living in. We would like to see a less destructive use found for the land, one that is more in keeping with the rural nature of this area, and that contributes to the preservation of our irreplaceable fauna and flora.

Yours sincerely,

(Mrs) Erin Eiffe

Mr Des Jennings

General Manager Northern Midlands Council

13 Smith Street

Longford 7301

Phill Canning

P.O. Box 800

Kings Meadows 7249

19th June 2019

Re Development Application Keppoch Lodge, 16338 Midlands Highway Perth

Dear Sir,

On Sunday the 16th June 2019 our regular Devon Hills Neighbourhood Watch and Residents Committee meeting was held.

Amongst the usual matters raised mention was made of the new Subdivision situated at Keppoch Lodge,

an area situated virtually beside Devon Hills.

No person in attendance spoke against the creation of the new proposed subdivision but concerns were raised regarding road safety, appearance of the area, access to the area and future sales of property within the area.

While it is noticed within the application to Council that the area is listed as being within the Perth area it is felt that the area will have no effect on Perth but could have on the area known as Devon Hills.

Concerns raised are:

<u>Road Safety</u>

There will be no doubt an increase of the number of vehicles using Haggerston Road (old highway)

With 23 new residences within the new area, at one vehicle per residence an additional 23 vehicles are likely to be using the road. With vehicles returning an additional 23 vehicles will return to the area equating to possibly to at least 46 extra vehicles daily.

Will this increase of traffic effect the safety of users of the designated bike / walkway

It has been suggested that there will be 5 driveways entering onto Haggerston Road;

What effect will the vehicles using these driveways have on people using the bike / walkway. Safety issues have again been raised.

The bike / walk way has been designated, constructed and is used daily be locals and people who travel from Launceston and surrounding areas just to use it.

The bike / walk way is considered very safe due to its location and the amount of traffic using the roadway.

Questions were asked as to whether the speed limit, now of 70kph will remain, any increase in the speed limit of that area will affect the safety of people using the bike/ walk way.

It was suggested that possibly the main entrance to the area by assessed as a road junction and traffic controlled by a Stop Sign rather than and Give Way sign.

Again, this suggestion is made concerning the safety of persons using the bike / walk way.

It was also suggested that due to likelihood of more people from within the area using the bike / walk way that Stop Signs replace the Give Way Signs currently at the junction of Devon Hills Road and Haggerston Road.

This suggestion has again been made considering road safety within the area.

Appearance

It was suggested that the present building guidelines, restrictions etc covering Devon Hills also apply to the new sub division.

This will then make the area look at least as one and not two separate areas built within a few metres of each other and give the area that country look and feel.

Land Usage

That blocks of land not be able to be sub divided in the future.

As blocks of land within Devon Hills cannot be subdivided this would again keep both areas under the same planning scheme which covers this area.

Again, this will keep both areas looking and feeling to be very similar in appearance to each other.

Regards Phill Canning

Chairman Devon Hills N.H.W. and Residents Committee