

PLAN 6

PLANNING APPLICATION PLN-19-0184

84, 94 AND, 96-102 FAIRTLOUGH STREET, PERTH

ATTACHMENTS

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

PLANNING APPLICATION Proposal

Description of proposal: Subdivision - 37 lots and associated works including construction of road and service (water supply, sewerage and stormwater) infrastructure

.....
.....
.....

(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..... 2..... 3.....

Site address: 84, 94 and 96-102 Fairtlough Street, Perth

.....

CT no: CT 158305/101, CT 140407/1 and CT 46765/1

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

Are there any existing buildings on this property? Yes / No
If yes – main building is used as

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

Refer to response in Planning Submission in relation to Clause 10.4.15.1 Lot Area, Building Envelopes and
Frontage – Performance Criteria P1, Clause 10.4.15.5 Integrated Urban Landscape - Performance Criteria P1,
Clause 10.4.15.6 Walking and Cycling Network – Performance Criteria P1, Clause 10.4.15.7 Neighbourhood
Road Network - Performance Criteria P1, Clause E4.6.1 Use and Road or Rail Infrastructure – Performance
Criteria P2 and Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P2
(attach additional sheets if necessary)

Is any signage required? No
(if yes, provide details)

Our Ref: 19.147

Measured form and function



23 September 2019

Des Jennings
 General Manager
 Northern Midlands Council
 By Email: planning@nmc.tas.gov.au

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Dear Sir,

**PLANNING APPLICATION – 84-102 FAIRTLOUGH STREET, PERTH –
 PROPOSED 37-LOT SUBDIVISION (UPDATED)**

Please find enclosed a planning application (“application”) for a 37-lot subdivision at 84, 94 and 96-102 Fairtlough Street, Perth.

1. Planning Application

The application comprises this planning submission and the following documents:

1. Completed planning permit application form;
2. Proposal plan of subdivision (amended);
3. Bushfire assessment incorporating a bushfire hazard management plan;
4. Traffic impact assessment; and
5. Certificate of title for the site.

This planning submission has been prepared to demonstrate compliance with the applicable standards in the *Northern Midlands Interim Planning Scheme 2013* (the “Scheme”).

2. Planning overview

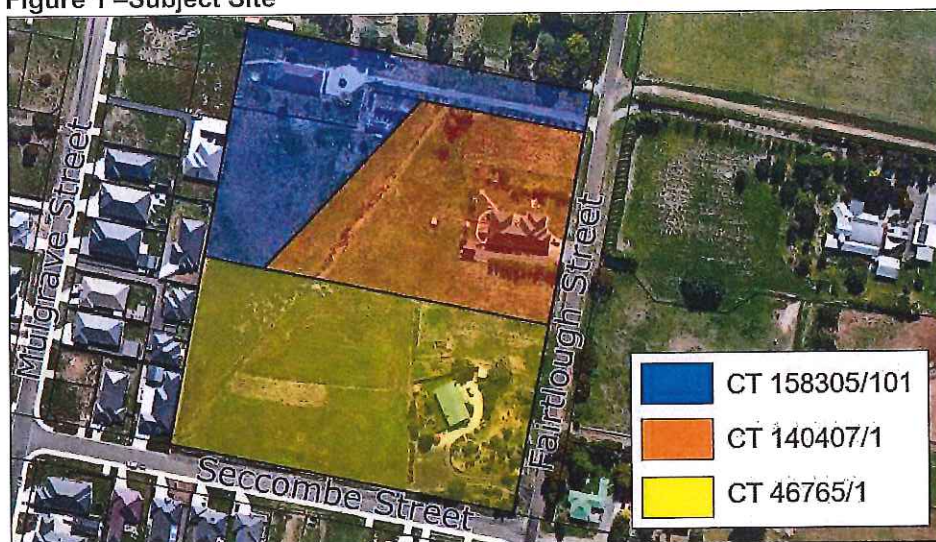
Location	84, 94 and 96-102 Fairtlough Street, Perth
Title Information	Volume 158305 Folio 101 Volume 140407 Folio 1 Volume 46765 Folio 1
Land Area	3.36ha
Use Class	Residential
Proposed Development	Subdivision – 37 lots and associated works
Zone	10.0 – General Residential
Overlays	Urban Growth Boundary, Bushfire-Prone Areas
Applicable Codes	E1.0 – Bushfire-Prone Areas Code E4.0 – Road and Railway Assets Code E9.0 – Water Quality Code E10.0 – Recreation and Open Space Code
Status of Proposal	Discretionary

3. Location

3.1 Subject Site

The location of the site is identified in Figure 1. It has rectangular shape and comprises 3 lots with a combined area of 3.36ha. Each of the existing lots contain a single dwelling. The site is located to the north-west of the intersection of Fairtlough Street and Seccombe Street.

Figure 1 –Subject Site



3.2 Surrounding Area

The site is located at the northern edge of the medium-density residential area within Perth. The land to the north and east is zoned Low Density Residential and comprises lots, with established dwellings, that are mostly larger than the lots which comprise the subject site. The land to the west and south is zoned General Residential and includes recently subdivided lots that are significantly smaller than the lots which comprise the site. The site is zoned General Residential, which provides for further subdivision to a medium-density.

3.3 Topography

The 175m contour extends along the northern and eastern boundaries of the site and the 170m contour is located in the south-west corner. The land falls towards a drainage path that extends diagonally through the site towards the south-west corner.

3.4 Natural Values and Hazards

The site does not contain a native vegetation community and is not identified within an area of priority habitat on the Scheme overlay maps. It includes a combination of agricultural, urban and exotic vegetation, and largely comprises grassland.

3.5 Site Access

The existing lots are accessed from Fairtlough Street, which is a local road that extends north from Main Road in the centre of Perth. The section that adjoins the site to the east is of a sealed rural road construction. The southern boundary of the site has frontage to Seccombe Street which, to the south and west of the site, is urban street of varying levels of construction. The section which provides frontage to the site does not include kerbing. The section on the opposite side of the street is kerbed and includes a footpath.

3.6 Site Servicing

There is existing reticulated water supply, sewerage and stormwater infrastructure adjacent to the site which is capable of being extended to service the proposed subdivision.

4. Proposed Development

The application seeks approval to subdivide the site into 37 lots, and to undertake associated works including construction of road and service infrastructure. It is likely that the subdivision will be staged in which event road and service infrastructure will be constructed to the extent required for the lots being created in each relevant stage.

4.1 Subdivision

The size and configuration of the proposed lots is detailed in the following table. The proposed plan of subdivision is included in Appendix B. The 3 existing dwellings within the site will be contained in the proposed Lots 10, 26 and 34.

Lot	Area	Frontage width	Depth (min.)	Rear boundary width
1	701 m ²	18.4m (Seccombe Street)	38m	18.5m
2	709 m ²	13.9m (Seccombe Street) 33.2m (subdivision road)	18.8m x 38.1m	N/A (corner lot)
3	720 m ²	19.3m (subdivision road)	37.3m	19.3m
4	718 m ²	19.3m (subdivision road)	37.2m	19.3m
5	718 m ²	19.3m (subdivision road)	37.2m	19.3m
6	730 m ²	19.7m (subdivision road)	37.2m	19.7m
7	731 m ²	19.7m (subdivision road)	37.2m	19.7m
8	730 m ²	19.7m (subdivision road)	37.1m	19.7m
9	845 m ²	15m (subdivision road)	37.1m	17.7m
10	1779 m ²	8.3m (subdivision road)	27.8m	59.5m
11	720 m ²	21.6m (subdivision road)	31.9m	20.5m
12	737 m ²	16.2m (subdivision road)	31.9m	30m
13	740 m ²	5.7m (subdivision road)	30.6m	16.2m
14	544 m ²	16.6m (subdivision road)	26.2m	21.8m
15	889 m ²	6.5m (subdivision road)	44.5m	18.3m
16	562 m ²	18.2m (subdivision road)	25.6m	22.4m

Lot	Area	Frontage width	Depth (min.)	Rear boundary width
17	562 m ²	17.5m (subdivision road) 20.6m (subdivision road)	22.5m x 25.6m	N/A (corner lot)
18	786 m ²	17.5m (subdivision road)	44.9m	17.5m
19	735 m ²	17.5m (subdivision road)	42m	17.5m
20	733 m ²	17.6m (subdivision road)	37.9m	19.3m
21	1141 m ²	6m (subdivision road)	21.2m	41m
22	934 m ²	18m (subdivision road)	51.9m	18m
23	708 m ²	12.4m (Seccombe Street) 36.1m (subdivision road)	17.5m x 41.3m	N/A (corner lot)
24	710 m ²	17.2m (subdivision road)	41.3m	17.2m
25	712 m ²	17.2m (subdivision road)	41.3	17.2m
26	1213 m ²	4m (subdivision road)	28.4m	37.9m
27	609 m ²	20m (subdivision road)	26m	22.1m
28	546 m ²	17.5m (subdivision road)	31.1m	17.5m
29	563 m ²	13.9m (subdivision road) 27.1m (Fairtlough Street)	18.3m x 31.3m	N/A (corner lot)
30	621 m ²	28.4m (Fairtlough Street)	21.9m	28.4m
31	852 m ²	17.6m (Fairtlough Street)	48.2m	17.7m
32	834 m ²	17.5m (Fairtlough Street)	48.4m	16.9m
33	933 m ²	19.5m (Fairtlough Street)	48.7m	18.7m
34	1713 m ²	34.5m (Fairtlough Street)	48.7m	47.9m
35	717 m ²	17.6m (Fairtlough Street)	40.8m	17.6m
36	718 m ²	17.6m (Fairtlough Street)	40.8m	17.6m
37	699 m ²	17.1m (Fairtlough Street)	40.8m	17.2m

4.2 Road Network

The proposed development includes the construction of a new cul-de-sac road that will extend into the site from Seccombe Street to provide access to 20 of the proposed lots. The remaining 17 lots will be accessed either from Fairtlough Street or Seccombe Street, which in the sections adjoining the site will be provided with seal widening, kerbing and (in the case of Fairtlough Street) a footpath. Lot 29 will be a corner lot with frontage to both streets, whilst Lots 2 and 23 will have frontages to both Seccombe Street and the new cul-de-sac road.

4.3 Service Infrastructure

The proposed development involves the construction of new water supply, sewerage and stormwater mains within the site and in the adjacent road reservations. This includes works in Seccombe Street for the provision of all 3 infrastructure services, and works in Fairtlough for the provision of water supply infrastructure.

4.4 Vegetation Management

Vegetation within the site will be managed as low threat vegetation in accordance with the stipulations in the certified Bushfire Hazard Management Plan.

5. Planning Assessment

5.1 Categorisation of the Development

A proposed development is required to be categorised into a use class in accordance with Clause 8.2.1 of the Scheme. The proposed subdivision development is categorised into the Residential use class, which is defined as follows:

use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

The proposed subdivision is intended to facilitate future dwelling development on the lots.

Future dwelling development, or other forms of residential use and development, will need to be assessed separately for their compliance with the applicable Scheme provisions. A single dwelling and multiple dwellings are identified as being no permit required and permitted uses respectively in the zone.

5.2 Status of the Application

The status of the proposal is dependent upon the relevant use categorisation and an assessment of whether it complies with the acceptable solutions for each applicable standard, or if it relies upon an associated performance criteria. The acceptable solution requirements for the applicable standards are considered in Sections 5.3 to 5.7. The proposal relies on several performance criteria to demonstrate compliance with the applicable standards. This includes:

- Clause 10.4.15.1 Lot Area, Building Envelopes and Frontage – Performance Criteria P1
- Clause 10.4.15.5 Integrated Urban Landscape - Performance Criteria P1
- Clause 10.4.15.6 Walking and Cycling Network – Performance Criteria P1
- Clause 10.4.15.7 Neighbourhood Road Network - Performance Criteria P1
- Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P2
- Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P2
- Clause E9.6.1 Development and Construction Practices and Riparian Vegetation – Performance Criteria P3
- Clause E9.6.5 Sediment and Erosion Control – Performance Criteria P1

A Discretionary permit is therefore sought for the proposal. The relevant performance criteria are assessed in Section 6.

5.3 General Residential Zone

5.3.1 Use Standards

Although categorisation into a use class is required, the application does not seek approval to establish a use. The use standards therefore do not apply. It is noted that the standards apply to uses identified as discretionary in the zone. However, the proposed subdivision is intended to facilitate future Residential use and development which are identified either as no permit required or permitted uses in the zone.

5.3.2 Development Standards

The standards in the zone provisions that apply to subdivision development are addressed in the following tables.

Clause 10.4 Development Standards				
Clause 10.4.15 Subdivision				
Clause 10.4.15.1 Lot Area, Building Envelopes and Frontage				
Requirement/s	Assessment	Compliance		
A1	<p>Lots must:</p> <p>a) have a minimum area of at least 450m² which:</p> <p>i) is capable of containing a rectangle measuring 10m by 15m; and</p> <p>ii) has new boundaries aligned from buildings that satisfy the relevant acceptable solutions setbacks;</p>	<p>The smallest lot area will be 544m² (Lot 14), which is 20.9% greater than the 450m² minimum required. The proposal complies with this requirement.</p> <p>Given the configuration and dimensions of lots identified in Table 1, each is able to contain a theoretical rectangle measuring 10 m by 15 m. The proposal complies with this requirement.</p> <p>Lot 10 will contain an existing dwelling that will be setback 3m from the new side boundary to the south and 20.5m from the new side boundary to the east. The dwelling is single storey and will be contained within the Clause 10.4.2 A3 building envelope relative to these boundaries. The lot will also contain an existing outbuilding that will be located on the new eastern side boundary however the length of the wall on the boundary will be less than 9m.</p> <p>Lot 26 will be an internal lot that will contain an existing dwelling. The dwelling will be setback</p>	<p>Relies on performance criteria in relation to setback of the existing dwelling on the proposed Lot 26 from its new southern and northern boundaries and the setback of 2 existing outbuildings on Lot 34 from its new rear boundary.</p>	

Clause 10.4.15.1 Lot Area, Building Envelopes and Frontage		
Requirement/s	Assessment	Compliance
A1	<p>3m from the new southern boundary (which is the rear boundary of the lot to the south). The setback is less than the 4.5m required. The single-storey dwelling will be setback a minimum of 7m from the new side boundaries, which complies with the building envelope requirements. It will be setback 2.5m from the new northern (rear) boundary, which is less than the 4m required by Clause 10.4.2 A3.</p> <p>Lot 34 will contain an existing single-storey dwelling that will be setback a minimum of 8m from the new side boundaries and 11m from the rear boundary. These setbacks comply with the building envelope requirements. The lot will also contain an existing outbuilding that will be setback 1m from the new rear boundary and another smaller outbuilding that will be located up to the rear boundary. These setbacks are less than the 4m required by Clause 10.4.2 A3.</p>	
A2	Each lot must have a frontage of at least 3.6m.	The narrowest frontage width will be 4 m (Lot 26). Complies with acceptable solution.

Clause 10.4.15.2 Provision of Services			
Requirement/s		Assessment	Compliance
A1	Each lot must be connected to a reticulated: (a) water supply; and (b) sewerage system.	The proposed lots will be connected to a reticulated water supply system. The proposed lots will be connected to a reticulated sewerage system.	Complies with acceptable solution.
A2	Each lot must be connected to a reticulated stormwater system.	The proposed subdivision will be connected to a reticulated stormwater system.	Complies with acceptable solution.
Clause 10.4.15.3 Solar Orientation of Lots			
Requirement/s		Assessment	Compliance
A1	At least 50% of lots must have a long axis within the range of: (a) north 20 degrees west to north 30 degrees east; or (b) east 20 degrees north to east 30 degrees south	The site has a long axis which is orientated 11° east of north, and a short axis is which orientated 11° south of east. All lots will have a long axis that is oriented either parallel or perpendicular to the long axis of the site, and therefore within either of the ranges specified in the acceptable solution.	Complies with acceptable solution.
A2	The long axis of residential lots less than 500m ² , must be within 30 degrees east and 20 degrees west of north.	There are no proposed lots that will be less than 500m ² in area.	Not applicable.
Clause 10.4.15.5 Integrated Urban Landscape			
Requirement/s		Assessment	Compliance
A1	The subdivision must not create any new road, public open space or other reserves.	The proposed subdivision will create a new cul-de-sac road.	Relies on performance criteria.

Clause 10.4.15.6 Walking and Cycling Network			
Requirement/s		Assessment	Compliance
A1	The subdivision must not create any new road, footpath or public open space.	The proposed subdivision will create a new cul-de-sac road and an associated footpath.	Relies on performance criteria.
Clause 10.4.15.7 Neighbourhood Road Network			
Requirement/s		Assessment	Compliance
A1	The subdivision must not create any new road.	The proposed subdivision will create a new cul-de-sac road.	Relies on performance criteria.

5.4 Bushfire-Prone Areas Code

The certified Bushfire Hazard Management Plan (BHMP) which accompanies the application demonstrates that the proposed subdivision complies with the relevant acceptable solution requirements for the applicable standards in the Code, including:

- Clause E1.6.1 Subdivision: Provision of Hazard Management Areas – Acceptable Solution A1(b).
- Clause E1.6.2 Subdivision: Public and Fire Fighting Access – Acceptable Solution A1(b).
- Clause E4 E1.6.3 Subdivision: Provision of Water Supply for Fire Fighting Purposes – Acceptable Solution A1(c).

5.5 Road and Railway Assets Code

The Traffic Impact Assessment which accompanies the application demonstrates that the proposed subdivision complies with the applicable standards in the Code, including:

- Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P2.
- Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P1.
- Clause E4.7.4 Sight distance at accesses, junctions and level crossings – Acceptable Solution A1.

5.6 Car Parking and Sustainable Transport Code

Clause E6.2.1 of the Scheme identifies that the code applies to all use and development. On the other hand, the application does not seek approval to establish a residential use. The parking requirements relevant to each lot will be determined in conjunction with specific proposals for future use and development. The current application does not affect the issues dealt with by the code directly, and it does not apply to the subdivision in accordance with Clause 7.5.2 (b) of the Scheme.

5.7 Water Quality Code

5.7.1 Development Standards

Clause E9.6 Development Standards			
Clause E9.6.1 Development and Construction Practices and Riparian Vegetation			
Requirement/s	Assessment	Compliance	
A3	A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.	The existing drainage path that extends diagonally through the site will be accommodated within the reticulated stormwater system associated with the subdivision.	Relies on performance criteria.
Clause E9.6.2 Water Quality Management			
Requirement/s	Assessment	Compliance	
A1	All stormwater must be: a) connected to a reticulated stormwater system; or b) where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or c) meet emission limit guidelines from the Board of the Environment Protection Authority in accordance with the State Policy for Water Quality Management 1997.	The proposed subdivision will be connected to a reticulated stormwater system.	Complies with acceptable solution.
Clause E9.6.5 Sediment and Erosion Control			
Requirement/s	Assessment	Compliance	
A1	The subdivision does not involve any works.	The proposed subdivision will involve works.	Relies on performance criteria.

5.8 Recreation and Open Space Code

5.7.1 Development Standards

Clause E10.6 Development Standards		
Clause E10.6.1 Provision of Public Open Space		
Requirement/s	Assessment	Compliance
A1	The application 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.	Consent from Council's General Manager is sought in conjunction with the lodgement of the application. Complies with acceptable solution upon receipt of the advice from Council's General Manager.

6. Relevant Performance Criteria

6.1 Clause 10.4.15.1 Lot Area, Building Envelopes and Frontage – Performance Criteria P1

The performance criteria for the standard states:

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.*

The average lot size within the proposed subdivision is 800m² and the smallest lot (Lot 14) will have an area of 544m². The lots (including the main body of internal lots) will generally be rectangular in shape and will have a minimum dimension (depth or width) of 16m. The relevant lots are capable of providing a bushfire hazard management area whilst not constraining the area available for future dwellings. The orientation of the lots provides for solar access to future dwellings. The proposed lots therefore will provide sufficient useable area and dimensions for future dwellings, on-site parking, manoeuvrability and the provision of private open space.

The location of the existing dwelling on the proposed Lot 26 from its new southern and northern boundaries will not unreasonably impact the amenity of adjoining future dwellings. The dwelling is single-storey and will be orientated at an oblique angle away from the boundaries. This ensures that the dwelling will not cause any unreasonable overshadowing, overlooking or visual impacts. The outbuildings that will be in close proximity of the rear boundary of Lot 34 have floor areas of 35m² and 12m². They will be located in proximity of the eastern side boundary of the adjoining Lot 15. The size and orientation ensures the outbuildings ensures they will not cause an unreasonable overshadowing or visual impact upon that adjoining lot. Given they are outbuildings, their location will not create an overlooking issue.

The proposal complies with the performance criteria.

6.2 Clause 10.4.15.5 Integrated Urban Landscape – Performance Criteria P1

The performance criteria for the standard states:

For subdivision that creates roads, public open space or other reserves, the design must demonstrate that:

- (a) *it has regard to existing, significant features; and*
- (b) *accessibility and mobility through public spaces and roads are protected or enhanced; and*
- (c) *connectivity through the urban environment is protected or enhanced; and*
- (d) *the visual amenity and attractiveness of the urban environment is enhanced; and*
- (e) *it furthers the local area objectives, if any.*

The site largely comprises grassland and does not contain any significant features. The proposed subdivision will be located adjacent to existing medium residential development west and south. The proposed road extension will comprise a short cul-de-sac with a length of approximately 200 m, which will provide connectivity into the existing road network. It will be located adjacent to existing road infrastructure and will be compatible with the visual amenity and character of the surrounding area. The subdivision will provide for consolidation of growth within an existing urban growth area and therefore furthers the relevant local area objective for the zone. The proposal complies therefore with the performance criteria.

6.3 Clause 10.4.15.6 Walking and Cycling Network – Performance Criteria P1

The relevant performance criteria for the standard states:

Subdivision that creates new roads, footpaths, or public open spaces must demonstrate that the walking and cycling network is designed to:

- (a) *link to any existing pedestrian and cycling networks; and*
- (b) *provide the most practicable direct access for cycling and walking to activity centres, community facilities, public transport stops and public open spaces; and*
- (c) *provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood roads and regional public open spaces; and*
- (d) *promote surveillance along roads and from abutting dwellings.*

An existing footpath is located on the southern side of Seccombe Street which will accommodate pedestrian access associated with the subdivision. A new footpath is proposed on the western side of Fairtlough Street, adjoining the subdivision, where none currently exists. This will provide a link from the existing footpath along Fairtlough to the south (on the opposite side of Seccombe Street), and will therefore enhance the walking network. There is no formal cycling network located adjacent to the site, however the road infrastructure generally will continue to provide for the movement of cyclists. The proposal complies with the performance criteria.

6.4 Clause 10.4.15.7 Neighbourhood Road Network – Performance Criteria P1

The performance criteria for the standard states:

The neighbourhood road network must:

- (a) *take account of the existing mobility network of arterial roads, neighbourhood roads, cycle paths, shared paths, footpaths and public transport routes; and*
- (b) *provide clear hierarchy of roads and physical distinctions between arterial roads and neighbourhood road types; and*
- (c) *provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport; and*
- (d) *provide safe and efficient access to activity centres for commercial and freight vehicles; and*
- (e) *ensure connector roads align between neighbourhoods for safe, direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles; and*
- (f) *provide an interconnected and continuous network of roads within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles and minimise the provision of cul-de-sacs; and*
- (g) *provide for service and emergency vehicles to safely turn at the end of a dead-end road; and*
- (h) *take into account of any identified significant features.*

The site has frontage to Fairtlough Street and Seccombe Street, which will both provide vehicular access to lots within the proposed subdivision. However, the proposed cul-de-sac road will ensure that the entire subdivision site is capable of being adequately serviced by road infrastructure. It will connect with Seccombe Street and will perform a local access function. It will be a lower order road within the road network, and will provide for the convenient, safe and efficient movement of vehicles, pedestrians and cyclists associated with the relevant lots in the subdivision. The proposal complies with the performance criteria.

6.5 Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P2

The performance criteria for the standard states:

For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

The Traffic Impact Assessment which accompanies the application identifies that the traffic volumes associated with the subdivision are within the capacity of the road network and that the proposed driveways and new intersection will have adequate sight distance and design. It therefore demonstrates that the proposal complies with the performance criteria.

6.6 Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P1

The performance criteria for the standard states:

For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

The Traffic Impact Assessment which accompanies the application identifies that the proposed driveways and new intersection will have adequate sight distance and design. It therefore demonstrates that the proposal complies with the performance criteria.

6.7 Clause E9.6.1 Development and Construction Practices and Riparian Vegetation – Performance Criteria P3

The performance criteria for the standard states:

A watercourse may be filled, piped, or channelled:

- (a) *within an urban environment for the extension of an existing reticulated stormwater network; or*
- (b) *for the construction of a new road where retention of the watercourse is not feasible.*

The site is located within an urban area and the proposed subdivision will involve an extension of an existing reticulated stormwater system. It therefore complies with the performance criteria.

6.8 Clause E9.6.5 Sediment and Erosion Control – Performance Criteria P1

The performance criteria for the standard states:

For subdivision involving works, a soil and water management plan must demonstrate the:

- (a) *minimisation of dust generation from susceptible areas on site; and*
- (b) *management of areas of exposed earth to reduce erosion and sediment loss from the site.*

Soil and water management will be managed during the construction of the subdivision in accordance with the details identified on the proposal plan. These measures will be provided for the minimisation of dust generation and management of exposed areas to reduce erosion and sediment loss. The proposal complies with the performance criteria.

7. Conclusion

The proposed development involves a 37-lot subdivision at 84, 94 and 96-102 Fairtlough Street, Perth.

The proposal complies with the applicable Scheme standards in the General Residential Zone and relevant code provisions, including the following performance criteria:

- Clause 10.4.15.1 Lot Area, Building Envelopes and Frontage – Performance Criteria P1
- Clause 10.4.15.5 Integrated Urban Landscape - Performance Criteria P1
- Clause 10.4.15.6 Walking and Cycling Network – Performance Criteria P1
- Clause 10.4.15.7 Neighbourhood Road Network - Performance Criteria P1
- Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P2
- Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P2
- Clause E9.6.1 Development and Construction Practices and Riparian Vegetation – Performance Criteria P3
- Clause E9.6.5 Sediment and Erosion Control – Performance Criteria P1

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

Please do not hesitate to contact me should you have any queries on this application.

Yours faithfully
6ty° Pty Ltd



Ashley Brook
Planning Consultant

Attachments: 1. Completed planning permit application form.
 2. Proposal plan of subdivision.
 3. Bushfire assessment.
 4. Traffic impact assessment
 5. Certificate of title.

SOIL AND WATER MANAGEMENT NOTES

1. PRE EXISTING CREEK
2. THE CONTRACTOR IS RESPONSIBLE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE "SOIL AND WATER MANAGEMENT ON BUILDING SITES" DOCUMENT AVAILABLE FROM THE ENVIRONMENTAL PROTECTION AUTHORITY WEBSITE
3. ENSURE THAT VEGETATION CLEARING AND BULKING IS ONLY UNDERTAKEN WHEN NECESSARY IN ORDER TO LIMIT THE SOIL EXPOSURE TIME, RETURN AND PROTECT NATURAL VEGETATION WHEREVER PHYSICALLY POSSIBLE
4. EXISTING SURFACE VEGETATION IS TO REMAIN OVER ALL TEN LOTS TO MINIMIZE SOIL ROOF STABILISED GRAVEL HARDESTAND SITE ACCESS POINT
5. INSTALL AND TRUCKING OF SEDIMENT OFF SITE
6. UTILISE SEDIMENT FENCES IN ALL LIVE DRAINAGE PATHS DOWNSTREAM OF EXCAVATION ZONES. ALL SEDIMENT FENCING IS TO BE SUPPORTED ON STARK DRIPPERS @ 10M ORS. BOTTOM OF FENCING IS TO BE 150MM MIN. IN NATURAL GROUND. MONITOR AND EXTEND AS WORKS PROGRESS AS NECESSARY. EROSION AND SEDIMENT CONTROLS ARE TO BE INSPECTED AND MAINTAINED WEEKLY, AS WELL AS BEFORE AND AFTER EACH RAIN EVENT WHERE POSSIBLE WHEN EXCAVATING TRENCHES. STORE VEGETATION TOPSOIL AND REPLACE UPON COMPLETION.
7. DUST SUPPRESSION BY APPLICATION OF WATER TO AREAS BEING WORKED. RESTRICT ACCESS TO THE AREAS ACTUALLY UNDER CONSTRUCTION



WARNING
 ALL SERVICES SHOWN ARE APPROXIMATE ONLY.
 NO GUARANTEE IS GIVEN FOR THE ACCURACY OF THESE SERVICES AND THE BOUND.

THIS PLAN HAS BEEN PREPARED BY A REGISTERED SURVEYOR AND THE CONTRACTOR IS RESPONSIBLE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE "SOIL AND WATER MANAGEMENT ON BUILDING SITES" DOCUMENT AVAILABLE FROM THE ENVIRONMENTAL PROTECTION AUTHORITY WEBSITE.

PROPOSAL PLAN
 102 FAIRLOUGH STREET
 PERTH

DRAWN: P.M.W.
 CHECKED: H.B.
 SCALE: 1:500
 PROJECT: 19.147
 DRAWING: C01
 SHEET: 1

Our Ref: 19.147

6ty Pty Ltd
ABN 27 014 609 900

10 September 2019

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Dear Des,

57 Best Street
PO Box 1202
Devonport 7310
P (03) 6424 7161**PROPOSED 37-LOT SUBDIVISION – 84, 94 AND 96-102 FAIRTLOUGH STREET, PERTH**

We have been engaged to prepare and lodge a planning application for a 37-lot subdivision at 84, 94 and 96-102 Fairtlough Street, Perth.

The proposed subdivision will involve the construction of a new cul-de-sac road that will extend into the site from Seccombe Street. The sections of Fairtlough Street and Seccombe Street adjoining the site will be provided with seal widening and kerbing. This will include a new footpath on the western side Fairtlough Street which will provide a link from the existing footpath located on the opposite side of Seccombe Street and will enhance the walking network. New water supply, sewerage and stormwater mains within the site and in the adjacent road reservations in order to service the site.

The Recreation and Open Space Code in the *Northern Midlands Interim Planning Scheme 2013* deals with the provision of public open space as part of subdivision development. The Acceptable Solution A1 in Clause 10.6.1 provides an approval pathway in circumstances where Council's General Manager provides consent in writing to the effect that no land is required for public open space and instead there is to be a cash payment in lieu.

The provision of public open space is not proposed and we are therefore writing to formally request your written consent in accordance with Clause 10.6.1 A1.

Please do not hesitate to contact me should you have any queries on this application.

Yours faithfully
6ty° Pty LtdAshley Brook
Planning Consultant

Attachments: Proposed plan of subdivision



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DATE: 20/08/19
 SCALE: AS SHOWN
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 CHECKED BY: H.B.
 PROJECT NO: 19.147

WARNING!
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 SERVICES ARE SHOWN.

THIS PLAN WAS PREPARED AS A PROPOSED SUBDIVISION TO
 BE SUBMITTED TO THE LOCAL GOVERNMENT FOR APPROVAL.
 IT IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE
 INFORMATION ON THIS PLAN IS FOR INFORMATION ONLY AND
 IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE
 INFORMATION ON THIS PLAN IS FOR INFORMATION ONLY AND
 IS NOT TO BE USED FOR ANY OTHER PURPOSES.



PROVISION FOR THE SUBDIVISION IS NOT MADE. SHEETS AND SERVICE
 CONNECTIONS TO THE SUBDIVISION ARE TO BE PROVIDED BY THE
 APPLICANT. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ALL
 NECESSARY APPROVALS FROM THE LOCAL GOVERNMENT AND ALL
 APPLICABLE LEGISLATION. IN PARTICULAR, THE APPLICANT
 MUST OBTAIN APPROVAL FROM THE LOCAL GOVERNMENT FOR
 THE SUBDIVISION TO BE MADE.

PROPOSED SUBDIVISION
 102 FAIRLOUGH STREET
 PERTH

PROPOSAL PLAN
 DRAWN: H.B.
 CHECKED: P.M.W.
 SCALE: 1:500
 PROJECT NO: 19.147
 SHEET NO: C01



1-615

Measured form and function



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Planning Report

Subdivision of 84, 94 & 96-102 Fairtlough Street, Perth

Traffic Impact Assessment



Issue	01
Date	2 September, 2019
Project Number	19.147
Project Name	Traffic Impact Assessment – Fairtlough Street, Perth
Author	Mark Walters
Document	

1. INTRODUCTION

The proposed development is a 37 lot residential subdivision extending over three parcels of land situated on the corner of Seccombe Street and Fairtlough Street, Perth.

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 the owner, Jason Sherriff.

2. EXISTING CONDITIONS

Location:

84, 94 & 96-102 Fairtlough Street, Perth, Tasmania,

Title References:

- CT 158305/101
- CT 140407/1
- CT 46765/1

The three parcels total some 3.356 Ha in area and form the north western corner of the intersection of Seccombe Street and Fairtlough Street. Each of the existing titles contain a single residence that access off Fairtlough Street. The land is zoned General Residential in the Northern Midlands Interim Planning Scheme 2013.

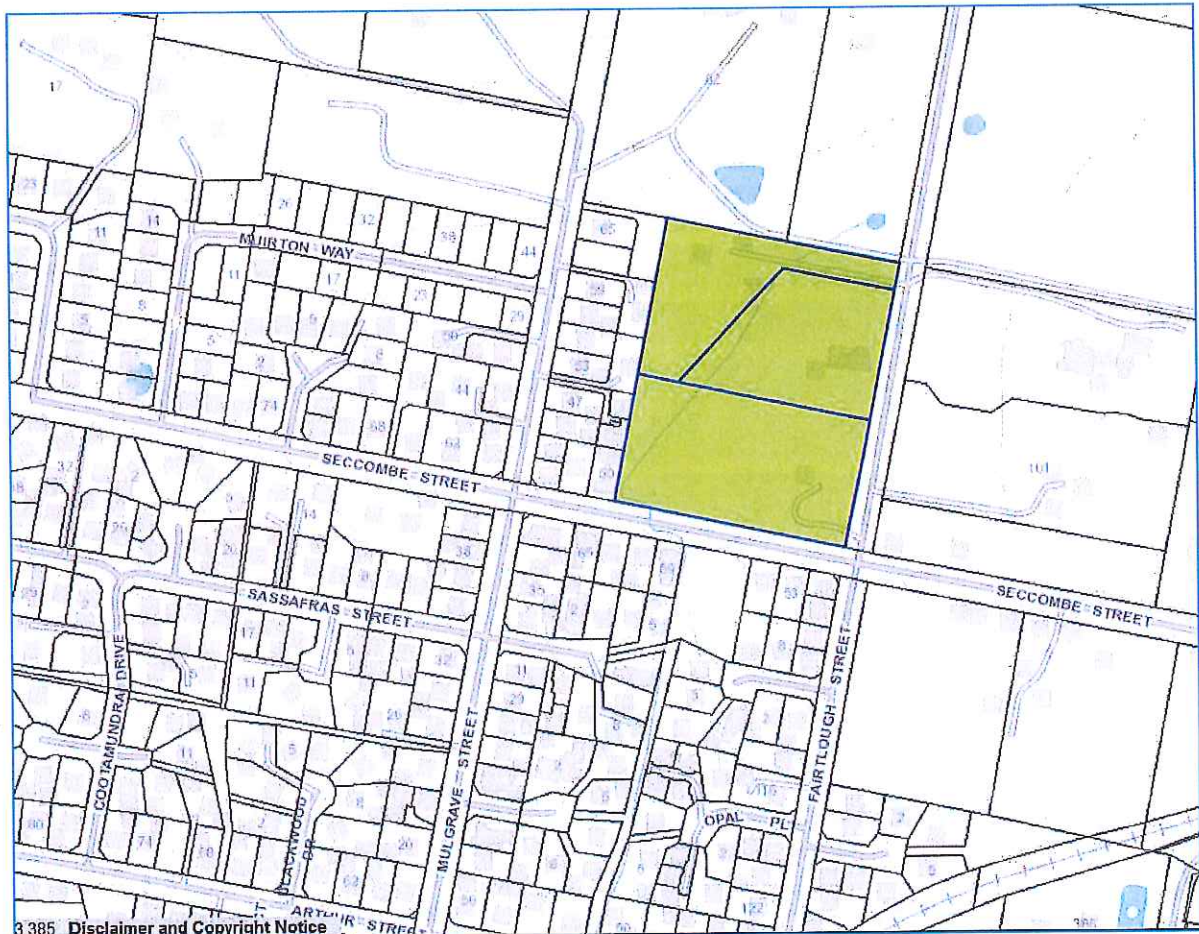


Image 1 - Site Location in Perth

The Existing Roads:

Fairtlough Street is a local road that extends north from Main Road in the centre of Perth through the developed residential areas to cross the rail line and the main east-

west collector Street of Arthur Street. This road, once north of Arthur Street, reduces in width and becomes a sealed rural road serving a limited number of Low Density properties north of Seccombe Street where it terminates as a cul-de-sac. At the site frontage, it has a typical pavement width of 5.5 metres of sealed pavement with 1.2m gravel shoulders. South of the Seccombe Street intersection, the road is provided with kerb and footpath on the western side, transitioning to a fully constructed road at the Opal Street intersection.

West of Fairtlough Street, Seccombe Street is a relatively recently constructed road linking back to the north-south connector of Mulgrave Street. Other than the un-kerbed frontage of the site, this section of Seccombe Street is fully constructed with a seal width of 8.9m, finished with kerbing and footpath on the southern side.

The eastern leg of Seccombe Street is a dead-end road that serves seven low density properties before terminating at the rail reserve. It is constructed as a rural style sealed road, with a nominal seal width of 5m. Both Mulgrave Street and Fairtlough Street have priority over Seccombe Street with the intersections being controlled by Give Way signage and line marking. All of the road are within the 50 km/hr urban speed limit zone.

Existing Land Use:

Each of the three current lots making up the development contain a single residence with driveways from Fairtlough Street. The houses are within fenced enclosures or residential size with the balance of the land being pasture. A drainage path descends through the property from the northern boundary to the Seccombe Street frontage.



Image 4 – Aerial Image of site with 5m contours and drainage path

3. PROPOSED DEVELOPMENT

The proposed development of the land is to re-subdivide the three existing lots to create a new court bowl off Seccombe Street as shown on Image 5. The subdivision will have a total subdivision of 37 lots and retains the three existing dwellings.

There will be 17 lots with typical frontages of between 17 and 20 metres to the two streets which are to be provided with kerbing, seal widening and, in the case of Fairtlough Street, footpath, completing the residential streetscape for this part of Perth.

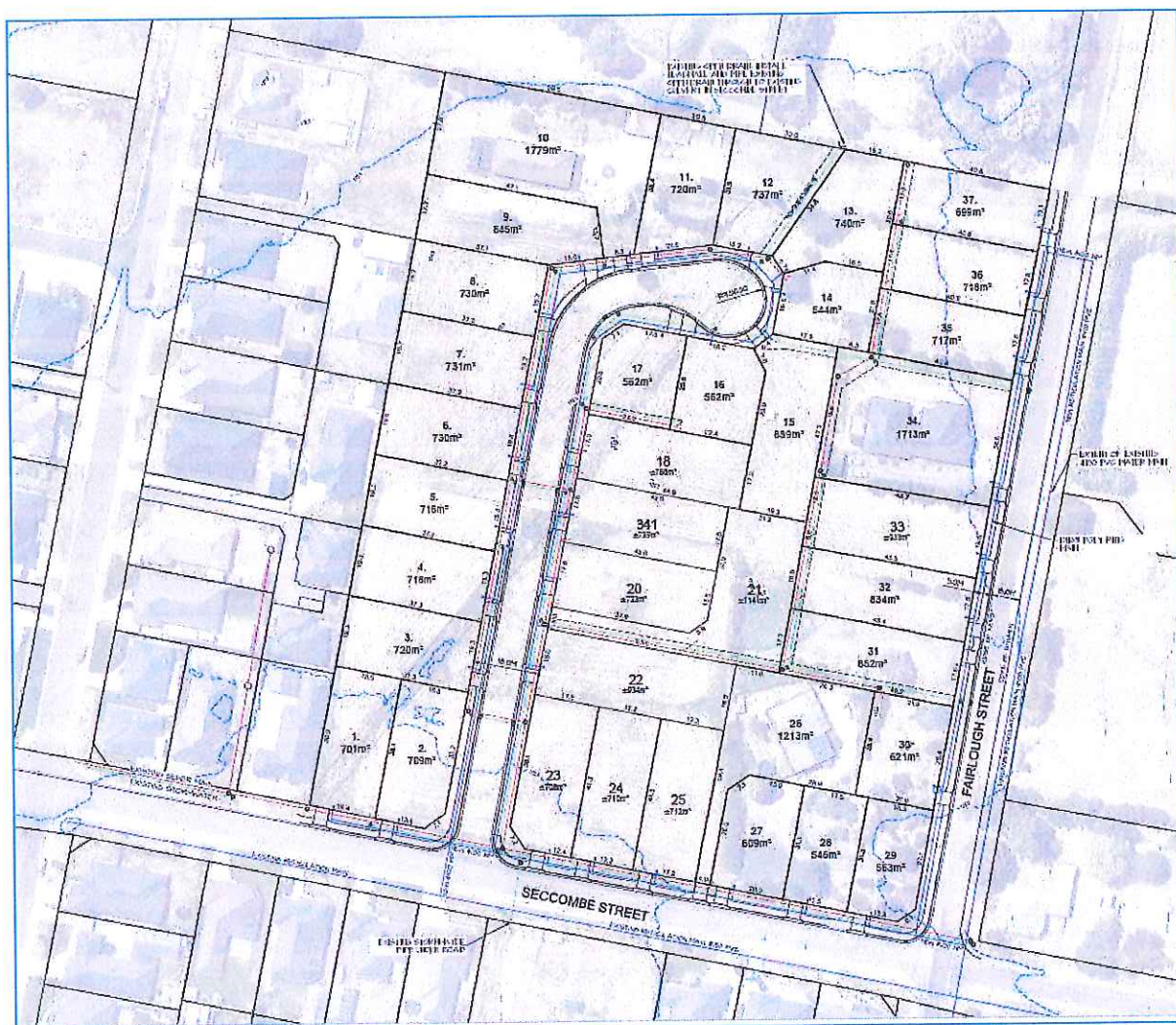


Image 5 - The proposed subdivision layout.

4. TRIP GENERATION

A daily trip generation rate of 10 traffic movements per residence is considered appropriate to residential subdivision, equating to 200 movements per day for the new court. Of these movements, 10% or 20 vehicle movements will occur during the peak hour.

5. TRIP ASSIGNMENT

The existing road layout is such that traffic from the site will travel south to either access the collector street, Arthur Street via either Mulgrave Street or Fairtlough so as to travel on to either Western Junction or Launceston. A proportion of the traffic will continue past Arthur Street to Main Road (the Midland Highway) to access the local shops and the primary school and destinations south of Perth. Arthur Street is the easiest approach for commuting traffic to Launceston or for traffic travelling to Western Junction and Evandale.

For design purposes, it is assumed that 90% of all peak hour traffic will be tidal in nature, leaving in the morning and returning in the evenings and that 70% of all traffic will have Launceston as a destination.

6. VEHICLE TYPES

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

7. ASSESSMENT YEARS

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

8. TRAFFIC GROWTH

The land is the northern extent of the General Residential land of Perth with the land north of the site and north of the eastern leg of Seccombe Street zoned Low Density Residential with a minimum lot size of 1 Ha providing limited opportunities for further subdivision.

For the purposes of design, traffic growth Seccombe Street and Fairtlough Street at the site frontage is conservatively estimated to be 1.0% per annum.

9. EXISTING TRAFFIC ISSUES

There are no known traffic issues in either Seccombe Street or Fairtlough Street in the vicinity of the proposed subdivision.

10. ROAD SAFETY

Enquiries with the Department of State Growth Crash Data section have revealed that there no recorded accidents over the past 5 years in proximity to the proposed subdivision. The nearest recorded accidents have been on Arthur Street or on Mulgrave Street, as shown on the attached plan.

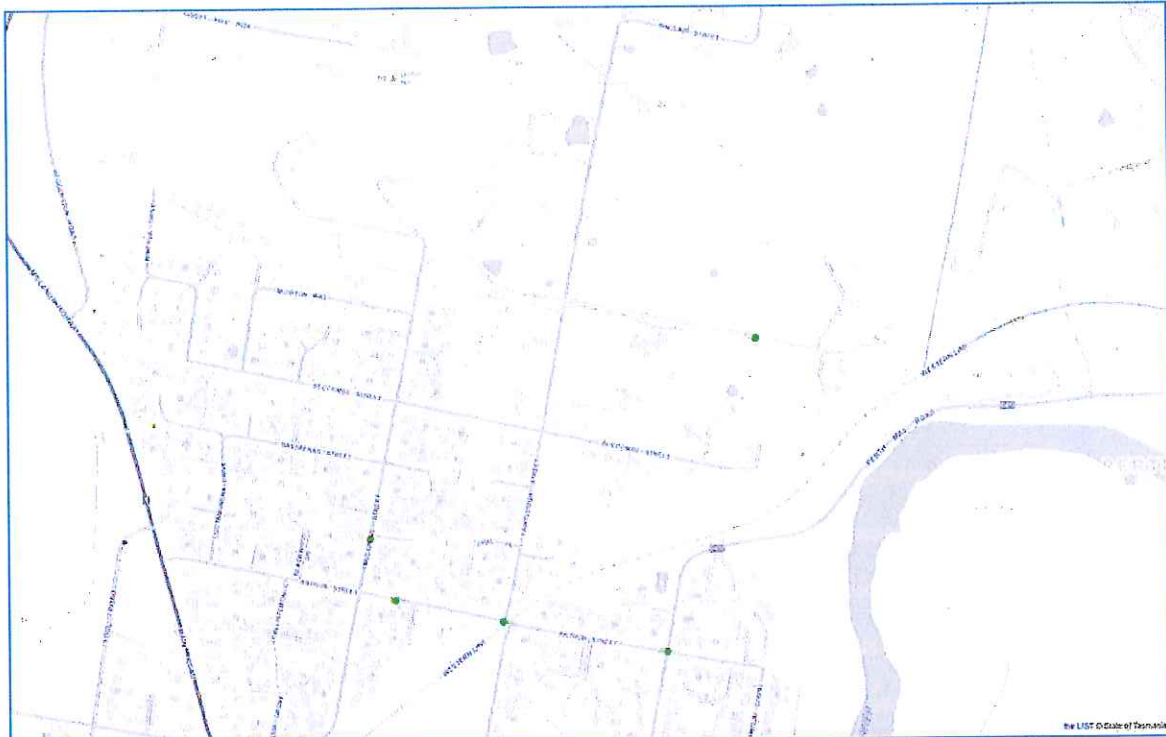


Image 6 – State Growth Accident Report (extract).

11. TRAFFIC VOLUMES

A traffic counts for the Fairtlough Street/Seccombe Street intersection have been estimated based on the full development of all the lots currently using the road for access and that each lot will generate 10 traffic movements per day. The calculated daily traffic is then adjusted to indicate average volumes in 2029 using a conservative annual growth factor of 1.0%.

Location	Existing lots	Daily Traffic	Future lots	2019 Traffic	2029 Traffic
Fairtlough St North	33	330	38	380	420
Seccombe St East	8	80	8	80	89
Seccombe St	9	90	37	185*	205*
Mulgrave St North	45	450	45	450	498
Seccombe St West	66	660	66	660	730

*50% of Seccombe Street traffic to Mulgrave Street and Fairtlough Street

As can be seen from the above, traffic in both Fairtlough Street and Seccombe Street will increase as a result of the development but the predicted traffic volumes,

including the existing residences relying on those street and an allowance for growth over 10 years are 420 and 205 vehicle movements per day respectively. These volumes are very minor and very much less than the 1000-3000 vpd range commonly considered acceptable for a collector street.

The main local collector street is Mulgrave Street, which serves the new residential areas on the western leg of Seccombe Street (Shervan Court, Muirton Way and Minerva Drive), a total of 66 lots. The traffic on Mulgrave Street, south of the Seccombe Street intersection is the sum of Mulgrave Street North, Seccombe Street and Seccombe Street West traffic, a total of 1430 vpd on the southern leg of Mulgrave Street heading to Arthur Street in 2029.

This value is still within the range of traffic numbers considered reasonable for a collector street with the subdivision traffic forming approximately 14% of the daily traffic on Mulgrave Street.

12. ACCESS POINTS

The proposed development is to construct a new court off Seccombe Street approximately midway between the intersections of Seccombe Street with Mulgrave Street and Fairtlough Street, these being some 250m apart.

The site of the new intersection is located on a section of straight road at a low point of the road. This provides sight distance in both directions to the street intersections with the north-south roads of Mulgrave Street and Fairtlough Street cross Seccombe Street. The traffic priority is such that drivers in Seccombe Street face Give Way signs at both intersections.

The subdivision also creates several residential driveways accessing both Fairtlough Street and Seccombe Street. The Seccombe Street frontage descends from a local high point on Fairtlough Street as shown on Image 7.

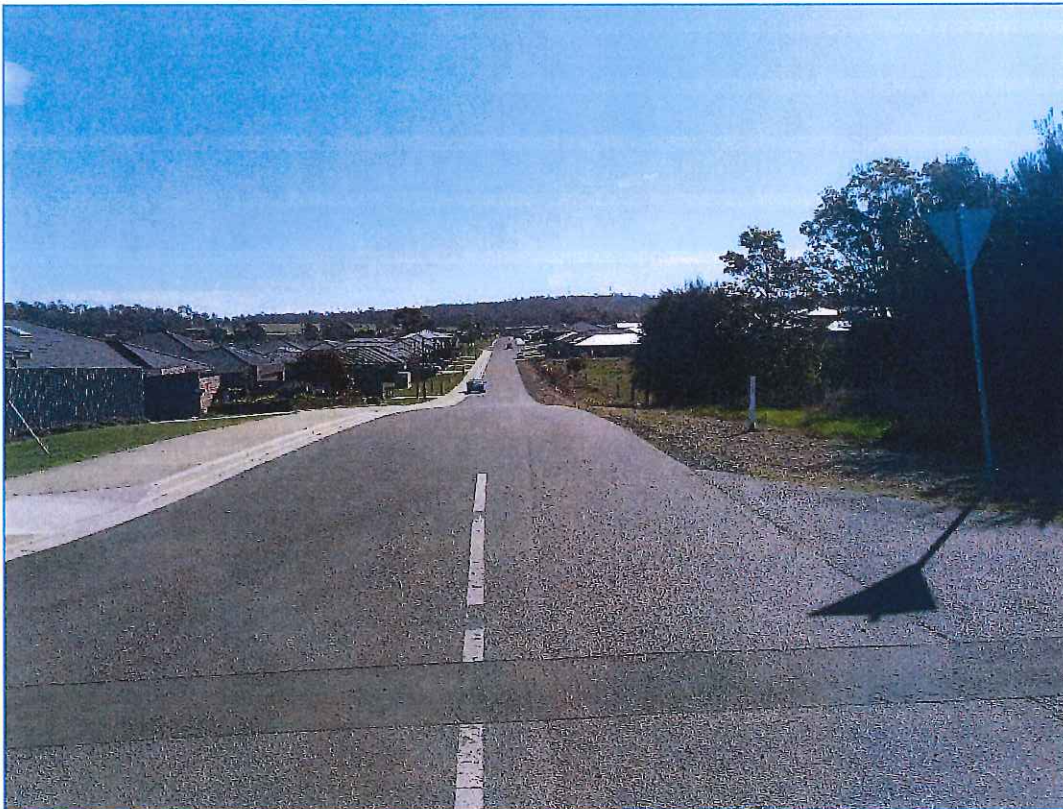


Image 7 – Seccombe Street road frontage from Fairtlough Street intersection

Fairtlough Street is a straight road, gradually climbing north from Arthur Street and reaching a local high point at the Seccombe Street intersection before climbing as it passes the site.



Image 8 – Fairtlough Street site frontage from the Seccombe Street intersection.

13. ACCESS PARAMETERS

The proposed new road intersection off Seccombe Street, being approximately midway between the intersections of Fairtlough Street and Mulgrave Street has a clear sight distance of some 120m to those intersection, each controlled by a Give Way sign. It is anticipated that virtually all traffic accessing the site will arrive and leave from Arthur Street to the south, stopping and turning at these intersections with very little through traffic.



Image 9 – Looking west along Seccombe Street to the Mulgrave Street intersection from the proposed intersection.



Image 10 – Looking east to the Fairtlough St intersection on the crest from the proposed intersection.

As can be seen from the preceding Images 9 and 10, sight distances in the Seccombe Street frontage exceeds 80m in both directions and the provision of conventional driveways will provide an acceptable level of safety for all users of the road.

Fairtlough Street has a gentle crest at the Seccombe Street intersection and then drops to minor low point some 60m north of the crest where there is a culvert. From there, the road climbs for the remaining site frontage as show on Image 11 (and Image 8 previously). This crest is sufficiently prominent to restrict visibility to driveway if located in the low point on the Fairtlough Street frontage. The proposed driveway layout avoids the potential problem by locating the driveway to Lot 30 at the crest and the next driveway, Lot 31, and the northern side of that lot such that an 80m sight distance to the Seccombe Street intersection is achieved.

The subdivision will see the local widening of the road from a 5.5m wide seal to an 8.9m wide seal and the provision of both kerbing and footpath along the site frontage.



Image 11 – Fairtlough Street frontage looking south from property boundary to the crest at the Secombe Street intersection.

14. PLANNING SCHEME REQUIREMENTS

The Northern Midlands Planning Scheme 2013 applies to this site, specifically the provisions of Section E4 Road and Railway Assets Code. As the proposal involves the creation of existing access points to a road, a TIA is required pursuant to section E4.5.1 of the Code where performance criteria are relied on.

Going through the Code sections:

Section E4.6.1

Acceptable Solution A1 does not apply as the road is not on or within 50m of a road as being classified as Category 1 or 2 in the State Road Hierarchy. It is a local road managed by Council.

Acceptable Solution A2 does apply as the road has a speed limit of less than 60 km/hr and the use will generate more than 40 movements per day. The Performance Criteria P2 can be satisfied as the proposed driveways and the new intersection each will have adequate sight distance and design, as detailed in the preceding sections of this report.

Acceptable Solution A3 does not apply as the roads do not have a speed limit of more than 60 km/hr.

Section E4.7.1

This section does not apply as the development is not on or adjacent to a Category 1 or Category 2 road, a railway or a future road.

Section E4.7.2

Acceptable Solution A1 applies as the proposal does require the construction of multiple access points to an existing road and hence the Performance Criteria are required to be considered.

Performance Criteria P1 is satisfied as the proposed driveways and new intersection each will have adequate sight distance and design, as detailed in the preceding sections of this report.

Acceptable Solution A2 does not apply as the road speed limit is not greater than 60 km/hr for either road.

Section E4.7.3

This section does not apply as the development is not located in the vicinity of a railway or a rail crossing.

Section E4.7.4

Acceptable Solution A1 (a) requires that an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4 and provides a simple schematic for a road junction in Figure E4.7.4. This defines the SISD as 80m in

both directions for new access points. As detailed in the previous section, the proposed new access points comply with the Acceptable Solution.

15. RECOMMENDED WORKS

The development will require the widening of both Seccombe Street and Fairtlough Street so as to comply with the adopted IPWEA standards for a local road. This suggests a minimum pavement width of 8.9m, a footpath on one side, and kerbing on both sides.

For Seccombe Street, the works will involve the extension of kerb and channel at #50 Seccombe Street through to the Fairtlough Street intersection, along with pavement widening and sealing works to match into the existing road seal.

The Fairtlough Street frontage requires the continuation of kerbing from Seccombe Street for the full frontage of the site including the extension of footpath that runs along the western side of the road. As discussed in Section 13 of this report, location of the driveways to 30 and 31 are to maximise the available sight distance and avoid the low point in the road.

16. STREET FURNITURE

No changes to street furniture are required by this development save for signage indicating the new road off Seccombe Street.

17. PEDESTRIAN ACCESS

The subdivision extends the Fairtlough Street footpath which provides for convenient pedestrian access south to access public open space in Seccombe Street, the primary school and the local shopping area in Main Road.

18. STATE ROADS

No works are proposed that will affect State Roads as all of the roads are Council managed.

19. SUMMARY

The development of the site is unlikely to affect traffic amenity or safety on either Seccombe or Fairtlough Streets and completes the pattern of development for the locality.

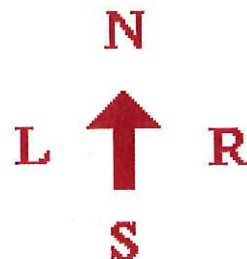
Bushfire Hazard Management Report: Subdivision

Report for: 6TY Pty Ltd

Property Location: 84, 94 and 96-102 Fairtlough Street, Perth

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

Date: 9th September 2019



1-633

Summary

Client: 6TY Pty Ltd obo Growth Developments Pty Ltd

84 Fairtlough Street, Perth
CT 158305/101, PID 3006619

Property

identification: 94 Fairtlough Street, Perth
CT 140407/1, PID 2272448

96-102 Fairtlough Street, Perth
CT 140407/1, PID 7696426

Current zoning: General Residential, *Northern Midlands Interim Planning Scheme 2013*

Proposal: A 37 lot plus road subdivision is proposed from the 3 titles at at 84, 94 and 96-102 Fairtlough Street Perth.

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



**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.

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CERTIFICATE UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT
1993 15

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM 20

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Figure 5: access to adjoining property along northern boundary 10

Figure 6: south west across property from Fairtlough St..... 10

Figure 7: north across property from Secome St..... 11

Figure 8: north along western boundary from Secome St..... 11

DESCRIPTION

A 37 lot subdivision is proposed from the existing 3 titles CT 158305/101, CT 140407/1 and CT 167651/ 102, Fairtlough Street, Perth. The area is mapped as Bushfire Prone. Existing dwellings on proposed Lots 10, 26 and 34 are considered exempt from the Bushfire Code for subdivision purposes.

The development is bounded to the east by Fairtlough Street and the south by Secome Street, Land to the north and east is low density residential zoned and a mosaic of low threat vegetation and grassland. Land to the south and west is developed general residential land considered low threat. The subdivision is serviced by a reticulated water supply.

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

BAL AND RISK ASSESSMENT

The land is mapped as within a Bushfire Prone Area on Planning Scheme Overlays.

VEGETATION AND SLOPE

	North (western section)	North (eastern section)	East	South	West
Vegetation, within 100m Subdivision boundaries	0-100m low threat	0-5m low threat (access), 5- 100m grassland	0-18m low threat (road), 18- 100m grassland.	0-100m low threat - residential	0-100m low threat - residential
Slope (degrees, over 100m)	Flat /upslope	Flat /upslope	Flat /upslope	Down slope 0-5°	Down slope 0-5°
BAL Rating at boundary	Not BFP	BAL29	BAL12.5	Not BFP	Not BFP

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 has 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
BAL Low	All	50m
BAL 12.5	Flat/ Upslope	14m
	Down slope 0-5°	16m
BAL 19	Flat/ Upslope	10m
	Down slope 0-5°	11m

PROPOSED LOT BAL RATING

Proposed Lots 10, 26 and 34 have existing dwellings and are considered exempt from the Bushfire Code for subdivision purposes.

Lot	BAL	Setback
1-5	not bushfire prone	none required
6-7	BAL Low	none required
8	BAL Low	
	BAL 12.5	8m from northern boundary
9	BAL 12.5	none required
11		
7-10	BAL Low	none required
11-13	BAL 12.5	9m from northern boundary
	BAL 19	5m from northern boundary

14	BAL 12.5	none required
15-18	BAL Low	none required
19-25	BAL Low (portions not bushfire prone)	none required
27	BAL Low	none required
28	BAL Low	south east of a line between point 10m west and 18m south from the NE corner of the lot
	BAL 12.5	none required
29-33	BAL 12.5 (western facades BAL Low)	none required
35-36	BAL 12.5	none required
37	BAL 12.5	9m from northern boundary
	BAL 19	5m from northern boundary

HAZARD MANAGEMENT AREAS

All land within the subdivision must be managed as low threat vegetation from commencement of construction on any lot under this management staging of works within the subdivision will not affect BAL rating of lots.

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*.

Table E1: Standards for roads

Element	Requirement
A. Roads	<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> (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 <i>Australian Standard AS1743-2001 Road signs-Specifications</i>.

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 Element	Column Requirement
<p>A. Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point.</p>	<p>There are no specified design and construction requirements.</p>
<p>B. Property access length is 30 metres or greater; or access for a fire appliance to a water connection point.</p>	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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.
<p>C. Property access length is 200 metres or greater.</p>	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> (1) The Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200

<p>D. Property access length is greater than 30 metres, and access is provided to 3 or more properties.</p>	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> (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. Existing hydrants on Secome Street are within 120m of portions of the subdivision. Additional hydrants will be required to provide coverage of all lots. New hydrants must meet the requirements of Table 4, *Planning Directive No. 5.1 Bushfire-Prone Areas Code*.

Table E4 Reticulated water supply for fire fighting

Element	Requirement
<p>A. Distance between building area to be protected and water supply.</p>	<p>The following requirements apply:</p> <ul style="list-style-type: none"> (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.
<p>B. Design criteria for fire hydrants</p>	<p>The following requirements apply:</p> <ul style="list-style-type: none"> (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition</i>; 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.
----	-----------	---

CONCLUSIONS

37 lot plus road subdivision is proposed from the existing 3 titles CT 37065/100, 18088/1, 18088/7, at Fairtlough Street Perth. The area is mapped as bushfire prone, Proposed Lot 10, 26 and 34 have existing dwellings and are considered exempt for subdivision purposes.

There is sufficient area on all lots to provide for a BAL 19 or lower for any future habitable dwellings. Construction to BAL 12.5 is also possible on all lots with increased setbacks and hazard management areas. The majority of lots are rated BAL Low or not Bushfire Prone provided all land within the subdivision is managed as low threat vegetation from commencement of construction of a habitable building on any lot within the subdivision.

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 will be required to service the building areas, they must meet the requirements of Table 4, *Planning Directive No. 5.1 Bushfire-Prone Areas Code*.

REFERENCES

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

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

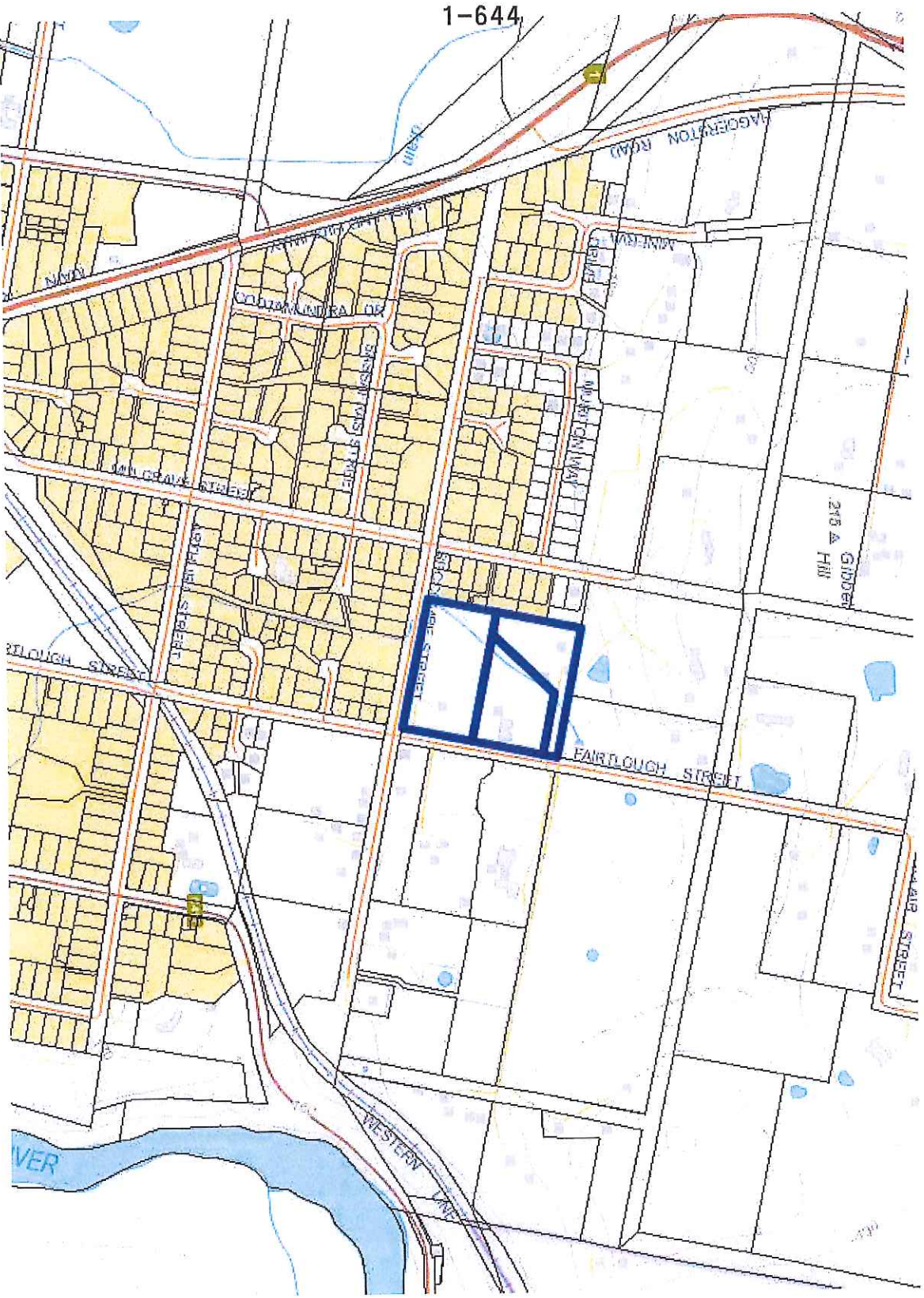


Figure 2: Location

1-64E



Figure 3: Aerial Image

1-646

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Figure 4: Proposed Subdivision Plan

APPENDIX 2 – PHOTO



Figure 5: access to adjoining property along northern boundary



Figure 6: south west across property from Fairtlough St

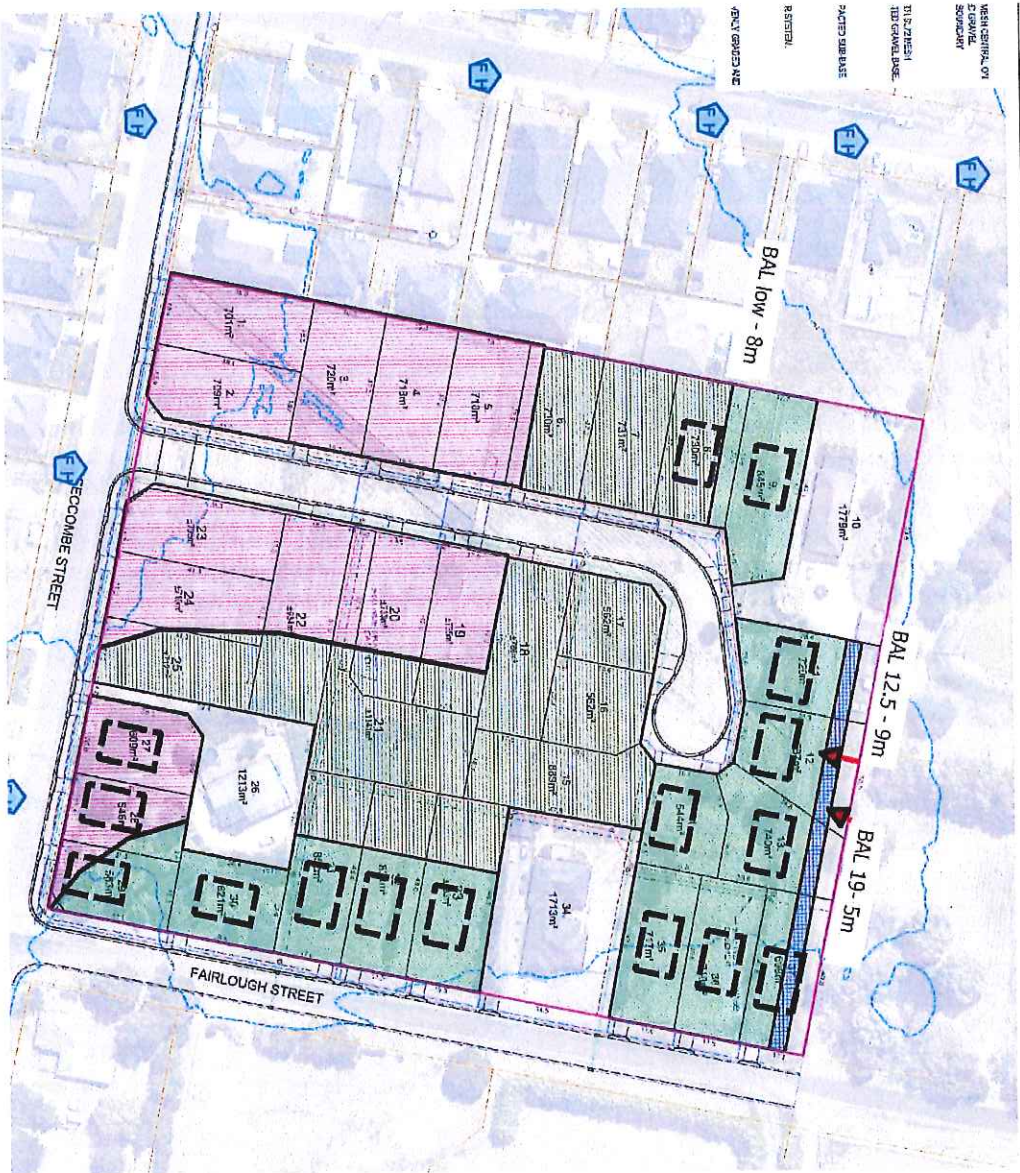


Figure 7: north across property from Secome St



Figure 8: north along western boundary from Secome St

Bushfire Hazard Management Plan: Subdivision of 84, 94, 96-102 Fairlough St, Perth (CT 158305/101, 140407/1 & 140407/1)



6ty

6ty is a registered provider of fire engineering services under the Fire and Emergency Services Act 2016. 6ty is a member of the Fire Engineering Association of Western Australia (FEA) and is a member of the Fire Engineering Association of Australia (FEAA).

6ty is a member of the Fire Engineering Association of Australia (FEAA) and is a member of the Fire Engineering Association of Western Australia (FEA).

6ty is a member of the Fire Engineering Association of Australia (FEAA) and is a member of the Fire Engineering Association of Western Australia (FEA).

6ty is a registered provider of fire engineering services under the Fire and Emergency Services Act 2016. 6ty is a member of the Fire Engineering Association of Western Australia (FEA) and is a member of the Fire Engineering Association of Australia (FEAA).

Legend

- BAL_{low}_125
- BAL 12.5
- BAL 19
- BAL Low
- not BFP
- dwelling (indicative 10m x 15m)

BAL Low and not bushfire prone dwellings omitted for clarity



Scott Livingston
 Accreditation: BFP-105: 1, 2, 3A, 3B, 3C
 Date 9/9/2019
 SRL19/505

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Hazard Management Areas

All land within the subdivision to be managed as low threat vegetation from commencement of construction of a habitable building on any lot:

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

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.

1-651

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 Low, 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
1-5	not bushfire prone	none required
6-7	BAL Low	none required
8	BAL Low	8m from northern boundary
9	BAL 12.5	none required
11	BAL Low	none required
7-10	BAL Low	none required
11-13	BAL 12.5	9m from northern boundary
14	BAL 12.5	5m from northern boundary
15-18	BAL Low	none required
19-25	BAL Low (portions not bushfire prone)	none required
27	BAL Low	none required
28	BAL Low	none required
29-33	BAL 12.5 (western facades BAL Low)	none required
35-36	BAL 12.5	none required
37	BAL 12.5	9m from northern boundary
	BAL 19	5m from northern boundary

Scott Livingston
Accreditation: BFP-105: 1, 2, 3A, 3B, 3C
Date 9/9/2019
SRL19/505



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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*.
- 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.

Access

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

Scott Livingston
 Accreditation: BFP – 105-1, 2, 3A, 3B, 3C
 Date 9/9/2019
 SRL19/505



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BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993

1. Land to which certificate applies²

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:

84, 94, 96-102 Fairtlough Street, Perth

Certificate of Title / PID:

CT 158305/101, PID 3006619
CT 140407/1, PID 2272448
CT 167651/1, PID 7696426

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:

31 lot subdivision from 3 existing titles

Code Clauses:

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.

E1.4 Exempt Development

E1.5.1 Vulnerable Use

E1.5.2 Hazardous Use

E1.6.1 Subdivision

3. Documents relied upon

Documents, Plans and/or Specifications

Title: Proposed Subdivision

Author: 6TY Pty Ltd

Date: 16/4/2019

Version: 1

Bushfire Hazard Report

Title: Bushfire Hazard Management Report, 84, 94, 96-102 Fairtlough St

Author: Scott Livingston

Date: 9/9/2019

Version: 1

Bushfire Hazard Management Plan

Title: Bushfire Hazard Management Plan 84, 94, 96-102 Fairtlough St

Author: Scott Livingston

Date: 9/9/2019

Version: 1

Other Documents

Title:

Author:

Date:

Version:

4. Nature of Certificate

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

Lots 10, 26, 34 only

E1.5.1 – Vulnerable Uses

Assessment
Criteria

Compliance Requirement

Reference to Applicable
Document(s)

- E1.5.1 P1 Residual risk is tolerable
- E1.5.1 A2 Emergency management strategy
- E1.5.1 A3 Bushfire hazard management plan

E1.5.2 – Hazardous Uses

Assessment Criteria	Compliance Requirement	Reference to Applicable Document(s)
<input type="checkbox"/> E1.5.2 P1	Residual risk is tolerable	
<input type="checkbox"/> E1.5.2 A2	Emergency management strategy	
<input type="checkbox"/> E1.5.2 A3	Bushfire hazard management plan	

E1.6 – Development standards for subdivision

E1.6.1 Subdivision: Provision of hazard management areas

Assessment Criteria	Compliance Requirement	Reference to Applicable Document(s)
<input type="checkbox"/> E1.6.1 P1	Hazard Management Areas are sufficient to achieve tolerable risk	
<input type="checkbox"/> E1.6.1 A1 (a)	Insufficient increase in risk	
<input checked="" type="checkbox"/> E1.6.1 A1 (b)	Provides BAL 19 for all lots	Bushfire Hazard Management Plan, 84, 94, 96-102 Fairtlough Street
<input type="checkbox"/> E1.6.1 A1 (c)	Consent for Part 5 Agreement	

E1.6.2 Subdivision: Public and fire fighting access

Assessment Criteria	Compliance Requirement	Reference to Applicable Document(s)
<input type="checkbox"/> E1.6.2 P1	Access is sufficient to mitigate risk	
<input type="checkbox"/> E1.6.2 A1 (a)	Insufficient increase in risk	

- | | | | |
|-------------------------------------|---------------|---|---|
| <input checked="" type="checkbox"/> | E1.6.2 A1 (b) | Access complies with Tables E1, E2 & E3 | Bushfire Hazard Management Plan, 84, 94, 96-102 Fairtlough Street |
|-------------------------------------|---------------|---|---|

E1.6.3 Subdivision: Provision of water supply for fire fighting purposes

Assessment Criteria	Compliance Requirement	Reference to Applicable Document(s)
<input type="checkbox"/> E1.6.3 A1 (a)	Insufficient increase in risk	
<input checked="" type="checkbox"/> E1.6.3 A1 (b)	Reticulated water supply complies with Table E4	Bushfire Hazard Management Plan, 84, 94, 96-102 Fairtlough Street
<input type="checkbox"/> E1.6.3 A1 (c)	Water supply consistent with the objective	
<input type="checkbox"/> E1.6.3 A2 (a)	Insufficient increase in risk	
<input type="checkbox"/> E1.6.3 A2 (b)	Static water supply complies with Table E5	
<input type="checkbox"/> E1.6.3 A2 (c)	Static water supply is consistent with the objective	

5. Bushfire Hazard Practitioner³

Name:	Scott Livingston	Phone No:	0438 951 021
Address:	12 Powers Road	Fax No:	
	Underwood	Email Address:	scottlivingston.lnra@gmail.com
	Tasmania		7250
Accreditation No:	BFP - 105	Scope:	1, 2, 3A, 3B, 3C

6. Certification

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

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 3 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.

Signed:
certifier



Date: 9/9/2019

Certificate No: SRL19/50S

³ 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.

**CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE
ITEM**

Section 321

To: Owner /Agent
 Address
 Suburb/postcode

Form **55****Qualified person details:**

Qualified person:
 Address: Phone No:
 Fax No:
 Licence No: Email address:

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

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

Details of work:

Address: Lot No:
 Certificate of title No:

The assessable item related to this certificate: *(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: *(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
- Planning 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
2. Bushfire Hazard Management Plan

Assessed as -BAL 19, BAL 12.5, BAL Low, not Bushfire Prone

Proposal is compliant with DTS requirements, clauses 4.1, 4.2, 4.3 & 4.4 Directors Determination Requirements for Building in Bushfire Prone Areas (v2.1)

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 Planning Directive No 5.1, 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.

Qualified person:

Signed:



Certificate No:

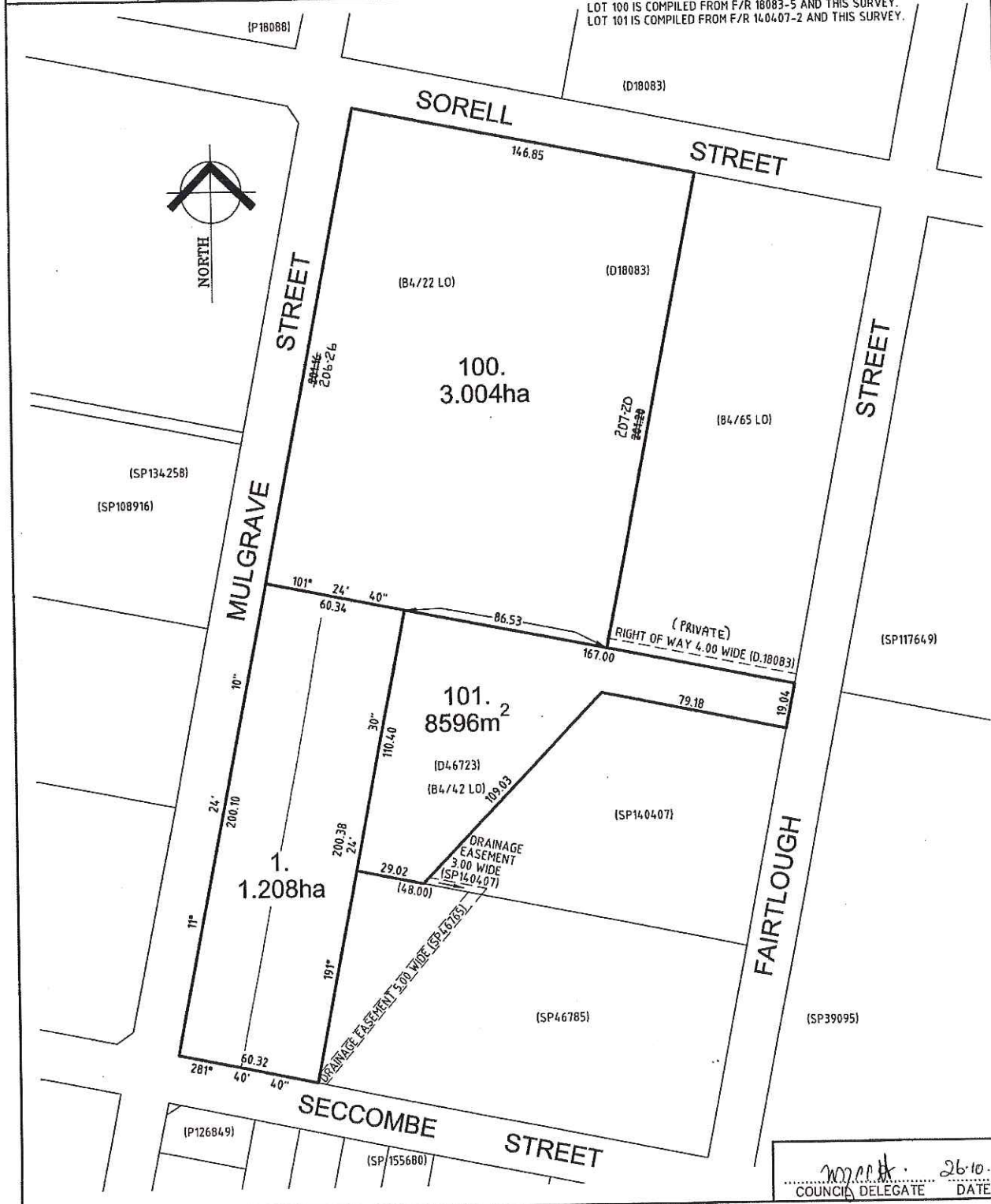
SRL19/50S

Date:

9/9/2019

OWNER SCOTT ANTHONY BEAN & MELISSA BEAN, JOHN RAYMOND KERR & SHELLEE ANNE KERR	PLAN OF SURVEY	REGISTERED NUMBER SP158305
FOLIO REFERENCE CT Vol 140407 Fol 2 CT Vol 18083 Fol 5	BY SURVEYOR R.V. TAIT of G.J. WALKEM & Co. LAUNCESTON	APPROVED EFFECTIVE FROM 11 JAN 2010
GRANTEE PART OF LOT 1, 10 ACRES SECTION EE GRANTED TO FREDERICK JAMES HOUGHTON. WHOLE OF 8a-2r-35p SECTION EE GRANTED TO JOSEPH BIRD.	LOCATION LAND DISTRICT OF CORNWALL PARISH OF PERTH	<i>Alice Kawa</i> Recorder of Titles
SCALE 1:1500 LENGTHS IN METRES.		

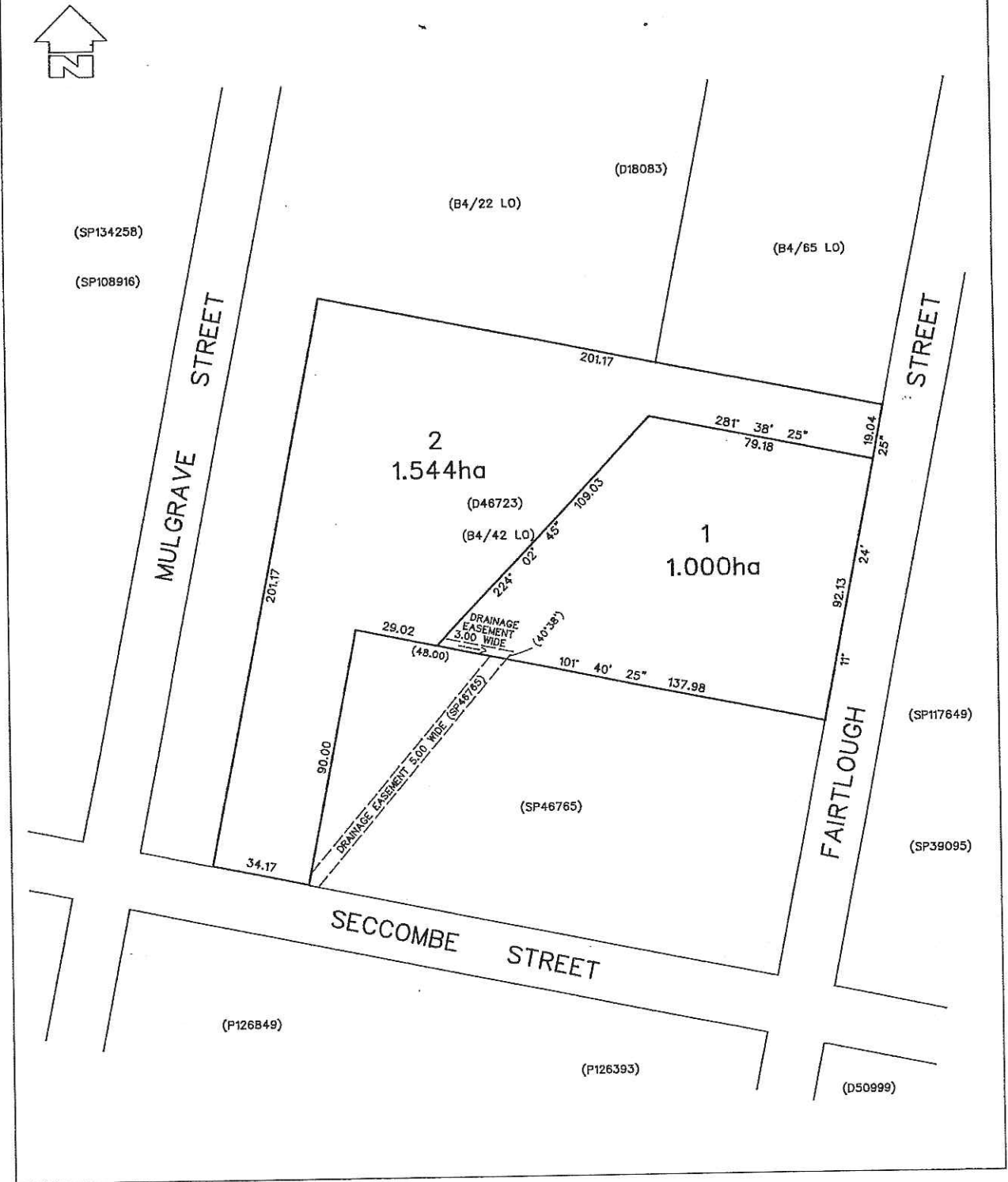
MAPSHEET MUNICIPAL CODE No. 123 (5039-14)	LAST UPI No. 5600876 FBV66	LAST PLAN No. SP 14,04.07	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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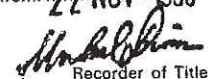


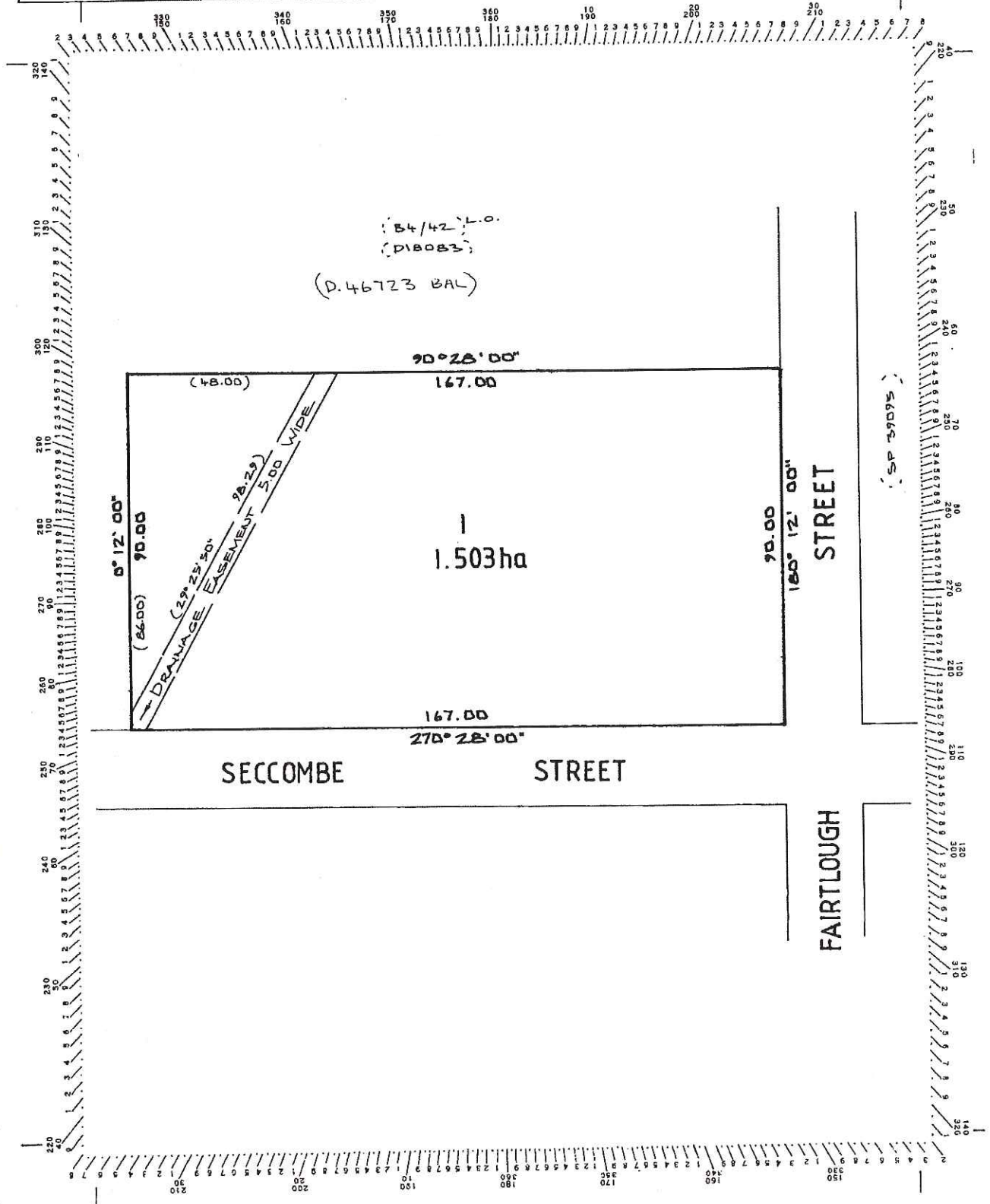
M. P. H. 26.10.09
COUNCIL DELEGATE DATE

OWNER Scott Anthony Bean & Melissa Bean	PLAN OF SURVEY BY SURVEYOR DALLAS McCULLOCH D.J.McCULLOCH & Associates Riverside, Tasmania	REGISTERED NUMBER SP140407
FOLIO REFERENCE F/R 46723-1		APPROVED EFFECTIVE FROM 27 FEB 2004 <i>Alice Kawa</i> Recorder of Titles
GRANTEE Part of Lot 1 Section E 10a-0r-0p gtd.to Frederick James Houghton	LOCATION LAND DISTRICT OF CORNWALL PARISH OF PERTH	SCALE 1 : 1250 LENGTHS IN METRES
MAPSHEET MUNICIPAL CODE No. 5039-14 (123)	LAST UPI No. FBV66	LAST PLAN No. D46723
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

Lot 2 is compiled from this survey & F/R 46723-1



Owner: GEOFFREY PARNELL HUTCHINSON & KEITHA HUTCHINSON	PLAN OF SURVEY by Surveyor M. G. JACK of of land situated in the FISHER & JACK PTY LTD	Registered Number: SP46765
Title Reference: CT 4143-14	LAND DISTRICT OF CORNWALL	Approved Effective from: 22 NOV 1990
Grantee: PART OF LOT 1, 10 ACRES SEC EE GTD TO FREDERICK JAMES HOUGHTON.	PARISH OF PERTH SCALE 1: 1000 MEASUREMENTS IN METRES	 Recorder of Titles



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-0184	Council notice date	24/09/2019
TasWater details			
TasWater Reference No.	TWDA 2019/01406-NMC	Date of response	3/10/2019
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	84 FAIRTLOUGH ST, PERTH	Property ID (PID)	3006619
Description of development	37 Lot Subdivision		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
6ty°	Subdivision Plan / 19.147 C01	02	23/09/2019
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p>			
CONNECTIONS, METERING & BACKFLOW			
<ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections / sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction of the subdivision any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. 			
ASSET CREATION & INFRASTRUCTURE WORKS			
<ol style="list-style-type: none"> 4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. 5. Prior to applying for a Permit to Construct to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction. 6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction. 7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements. 8. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, 			

generally as shown on the concept servicing plan "19.147 C01 Rev. 02", are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
11. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

14. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
15. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

DEVELOPMENT ASSESSMENT FEES

16. The applicant or landowner as the case may be, must pay a development assessment and Consent to Register a Legal Document fee to TasWater, as approved by the Economic Regulator and the fees

will be indexed, until the date they are paid to TasWater, as follows:

- a. \$1,139.79 for development assessment; and
- b. \$149.20 for Consent to Register a Legal Document

The payment is required by the due date as noted on the statement when issued by TasWater.

17. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice

General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/Development/Technical-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Boundary Conditions

The proposed development is located in the Devon Hills Booster Pump pressure zone supplied from the Devon Hills booster pump station with a TWL of 256 m AHD. This development is at an elevation of 175 m AHD, giving a maximum static pressure of 81 from a single-direction feed pipe.

These pressure heads are at the highest assumed connection point within the subdivision and do not include losses through the service connection or associated pipework. The highest contour at this site is approx. R.L. 177 m.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by



Jason Taylor

Development Assessment Manager

TasWater Contact Details

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

REFERRAL OF DEVELOPMENT APPLICATION PLN-19-0184 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 104900.295

Date: 24 September 2019

Applicant: Ashley Brook

Proposal: 37-lot Subdivision (vary setbacks of existing buildings, Bushfire Prone Area, new road & accesses, realign/pipe watercourse)

Location: 84, 94 and, 96-102 Fairtlough Street, Perth

W&I referral PLN-19-0184, 84, 94 and, 96-102 Fairtlough Street, Perth

Planning admin: W&I fees paid.

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

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

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes
Is the property connected to Council's stormwater services?	Yes
If so, where is the current connection/s?	-
Can all lots access stormwater services?	Yes
If so, are any works required?	Yes, as per plan
Is stormwater detention required	No
Has a stormwater detention design been submitted	N/A
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.	N/A
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	N/A
Is the design approved by works & infrastructure	N/A
Please quote drawing numbers and any other relate documentation (email etc.)	N/A
Additional Comments/information	N/A

Stormwater works required:

Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater connection.

Is there kerb and gutter at the front of the property?	No
Are any kerb-and-gutter works required?	Yes, per plan

Road Access:

Does the property have access to a made road?	Yes
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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?	Yes, as per plan
Is off-street parking available/provided?	Yes
Road / access works required:	
<i>Works to be in accordance with Standard Drawing TSD-R09 - concrete driveway crossover & apron from the edge of the road to the property boundary of each Lot</i>	
Is an application for vehicular crossing form required?	Yes
Is a footpath required?	Yes
Extra information required regarding driveway approach and departure angles	No
Are any road works required?	Yes, as per 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) Each lot must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) A stormwater design plan shall be provided detailing a piped stormwater network (designed for the 10% AEP storm) and overland flow paths for the 1% AEP storm.
- c) The overland flow path through the development must be designed to link with the existing overland flow path to the south.
- d) Overland flowpaths must not be contained in private property and be shown to be safe for vehicles and pedestrians

W.2 Access (Urban)

- e) A concrete driveway crossover and apron must be constructed from the edge of the Road to the property boundary of each Lot in accordance with Council standard drawing TSD R0-09.
- f) Access works must not commence until an application for vehicular crossing has been approved by Council.

W.3 Roadworks

- o Kerb and channel, a hotmix sealed road and a 1.8m wide concrete footpath shall be constructed to service all lots in the cul de sac.
 - o An engineering design of the road footpath and drainage system including pavement long sections and cross sections is to be approved by Council before the commencement of works on site
- Kerb and channel shall be constructed along the frontage of all lots in Seccombe St and road widening works shall be carried out to match the existing kerb to the west.

W.4 Street trees

Street trees will be required – this condition needs some work because I think it is the first one we have done since changing our policy:
When do we want the street trees to be in? Before practical completion?
Do we want to use the wording from the subdivision in LCC (attached)

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.6 Separation of hydraulic services

- a) All existing pipes and connections must be located.
- b) Where required, pipes are to be rerouted to provide an independent system for each lot.
- c) Certification must be provided that stormwater services have been separated between the lots.

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.7 Bonds

The subdivision shall be subject to a maintenance period of twelve months and a bond shall be held by Council until the satisfactory completion of an inspection at the end of the maintenance period.

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.

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)

Discussed with Leigh McCullagh (Works Manager)

Date: 27/9/19