

PLANNING APPLICATION PLN-19-0218

10 NORFOLK STREET, PERTH

ATTACHMENTS

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

PLANNING APPLICATION Proposal

Description of proposal: SUBDIVISION

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

(attach additional sheets if necessary)

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

1..... 2..... 3.....

Site address: 10 NORFOLK STREET, PERTH

.....

CT no: 128769/2

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:

SEE PLANNING SUBMISSION

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

(attach additional sheets if necessary)

Is any signage required? N/A
(if yes, provide details)

Planning Submission

Subdivision and associated works

10 Norfolk Street, Perth

Northern Midlands Council

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Figure 2: Zoning Map

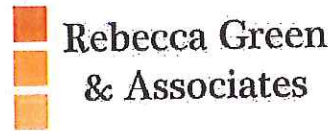
Appendices

Appendix A: Certificates of Title

Appendix B: Subdivision Plan – 6ty

Appendix C: Traffic Impact Assessment

Appendix D: Fill Memo



1. Executive Summary

1.1 Proposal Overview

This submission is prepared in support of a proposal for a 9 Lot Subdivision at 10 Norfolk Street, Perth. The location of the proposal is identified at CT 128769/2. A drainage easement will burden part of Lot 9, which is proposed to be used as Public Open Space only.

The owner of the subject land is Northern Midlands Council. This application is made with the consent of the owner.

This application is made under Section 57 of the *Land Use Planning and Approvals Act 1993*, which provides for the submission of an application for a discretionary planning permit. The proposal has been prepared in accordance with the provisions of the *Northern Midlands Interim Planning Scheme 2013* and the objectives of the *Land Use Planning and Approvals Act 1993*.

The proposal is summarised as:

- 9 Lot Subdivision of CT 128769/2, and is illustrated in Plan of Subdivision, provided at Appendix B.

2. Subject Land and Locality

2.1 Subject Land Description

The subject site is comprised in Certificate of Title Volume 128769 Folio 2. The registered owner of both site is Northern Midlands Council. A copy of the title is contained in Appendix A.

10 Norfolk Street is a vacant parcel of land, comprising an area of approximately 3.211ha bound by Youl Road/Western Line, Norfolk Street and Drummond Street and Frederick Street (unmade). The land is vacant and undeveloped with a 10 metre wide drainage easement burdens the site. The balance (public open space lot) will enlarge the park space that is located to the southeast corner of the subject site.

2.2 Locality Description

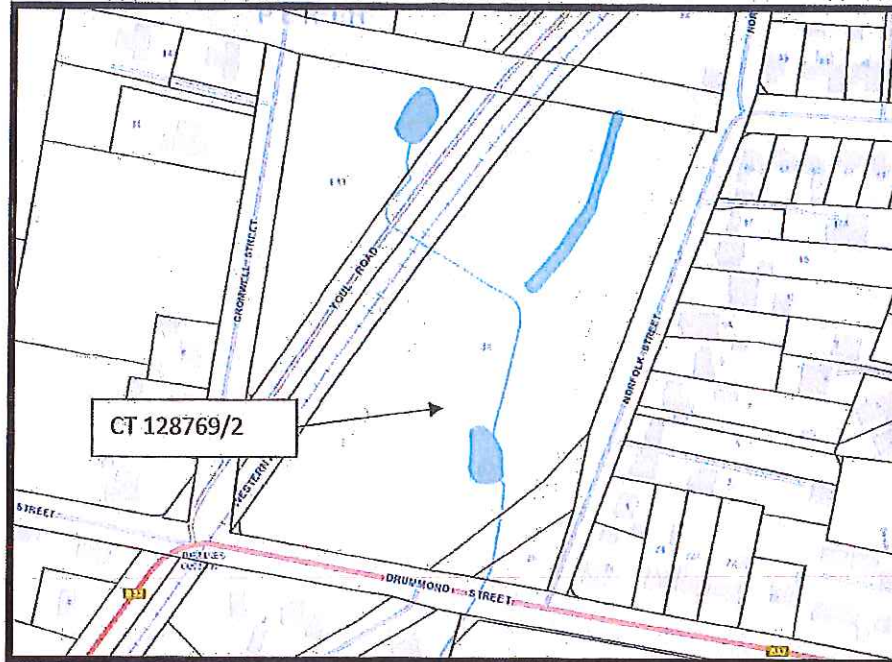


Figure 1: Locality Map

2.3 Access and Movement

The default speed limit of 50km/hr applies to Norfolk Street. The proposed subdivision will require a new property access to each new residential lot, which will be constructed to Council Municipal Standards.

2.4 Services

The subject site is located within the urban area of Perth; it can be provided with reticulated water, sewerage, stormwater, power and communications supplies.

2.5 Heritage

The subject site is not identified to be of heritage significance.

2.6 Flora and Fauna

The site is located within the urban area of Perth and does not support any remnant native vegetation and hence, any habitat of threatened species. A search of the Natural Values Atlas has revealed no recorded species on the subject site.

EXHIBITED

3. Proposal

3.1 Development Proposal

The proposal is to create eight new residential lots, varying in size from 700m² to 1257m². Lot 9 is proposed as the balance lot, which is to be dedicated as public open space. Whilst Lot 9 will retain the present zoning, it would seem reasonable that a future rezone may in fact zone this lot as Open Space into the future given the intent is to provide additional parkland space around Sheepwash Creek for the township of Perth to enjoy as public space. Each residential lot will be provided with a vehicular access to Norfolk Street, and will be connected to reticulated water, sewerage and stormwater. As Sheepwash Creek traverses the site which for the most part is prone to flooding in the western portion of the site, some fill of the proposed residential lots is proposed in order to prevent flooding on their western side in the 100 year flood. The total fill volume required for the above arrangement has been calculated at approximately 325m³. Forming part of the proposal is street beautification of the western side of Norfolk Street, including the provision of footpath extending from Drummond Street to Frederick Street, new kerb and channel into the existing western side of Norfolk Street adjacent to the subdivision and street plantings.

4. Planning Assessment

4.1 Northern Midlands Interim Planning Scheme 2013

The subject sites are both zoned General Residential within the *Northern Midlands Interim Planning Scheme 2013*. The Urban Growth Boundary burdens the subject site.

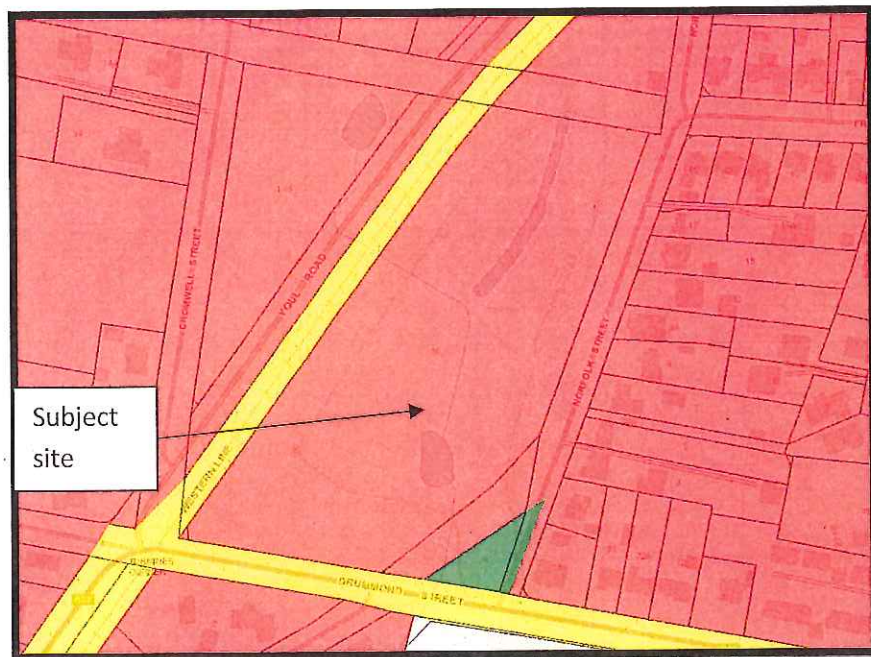


Figure 2: Zoning Map

(Red = General Residential zone, Yellow = Utilities zone)

3.2 Northern Midlands Interim Planning Scheme 2013

10 General Residential Zone

10.1.1 Zone Purpose Statements

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3 Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.

10.1.1.4 To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.

10.1.2 Local Area Objectives

- *To consolidate growth within the existing urban land use framework of the towns and villages.*
- *To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.*
- *To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.*

Proposal Response

The proposed 9 lot subdivision is consistent with the zone purpose and local area objective statement. The subdivision provides for eight residential lots suitable for single/multiple dwellings on large lots. Each lot will be provided with convenient access from an existing road. In addition the subject site can be serviced by reticulated water, sewerage and stormwater. Lot 9 is to be dedicated for public open space.

EXHIBITED

10.4 Development Standards

10.4.15 Subdivision

10.4.15.1 Lot Area, Building Envelopes and Frontage

Objective		
<p>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, private open space, vehicle access and parking, easements and site features.</p>		
Acceptable Solutions	Performance Criteria	Proposal Response
<p>A1 Lots must:</p> <ul style="list-style-type: none"> a) Have a minimum area of at least 450m² which: <ul style="list-style-type: none"> i) Is capable of containing a rectangle measuring 10m by 15m; and ii) Has new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or b) Required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or c) For the provision of utilities; or d) For the consolidation of a lot with another lot with no additional titles created; or e) To align existing titles with zone boundaries and no 	<p>P1 Each lot for residential use must provide sufficient useable area and dimensions to allow for:</p> <ul style="list-style-type: none"> 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. 	<p><i>The proposal complies with the acceptable solution a)i) and ii). Each lot range from 700m² to 25232m². Each lot is capable of containing a rectangle measuring 10m by 15m.</i></p>

EXHIBITED

additional lots are created.		
A2 Each lot must have a frontage of at least 3.6m.	P2 Each lot must have appropriate, permanent access by a Right of Carriageway registered over all relevant titles.	<i>The proposal complies with the acceptable solution. The proposed frontages range from 19.0m.</i>

10.4.15.2 Provision of Services

Objective		
To provide lots with appropriate levels of utility services.		
Acceptable Solutions	Performance Criteria	Proposal Response
A1 Each lot must be connected to a reticulated: a) Water supply; and b) Sewerage system.	P1 Each lot created must be: a) In a locality for which reticulated services are not available or capable of being connected; and b) Capable of accommodating an on-site wastewater management system.	<i>The proposal complies with the acceptable solution. Each lot is capable of being connected to reticulated water supply and reticulated sewerage system.</i>
A2 Each lot must be connected to a reticulated stormwater system.	P2 Each lot created must be capable of disposal of stormwater to a legal discharge point.	<i>The proposal provides for new connections to the public stormwater system and each lot is capable of connecting to the public stormwater system. 6ty has already held discussions with Council officer, Jonathan Galbraith who has been working with Cam Oakley to confirm stormwater modelling is fine for the proposed subdivision and that no on-site detention is required on the lots.</i>

10.4.15.3 Solar Orientation of Lots

Objective		
To provide for solar orientation of lots and solar access for future dwellings.		
Acceptable Solution	Performance Criteria	Proposal Response
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.	P1 Dimensions of lots must provide adequate solar access, having regard to the likely dwelling size and the relationship of each lot to the road.	<i>The proposal complies. All lots complies with b).</i>
A2 The long axis of residential lots less than 500m ² , must be within 30 degrees east and 20 degrees west of north.	P2 Lots less than 500m ² must provide adequate solar access to future dwellings, having regard to the: a) Size and shape of the development of the subject site; and b) Topography; and c) Location of access way(s) and roads.	<i>Not applicable.</i>

10.4.15.4 Interaction, Safety and Security

This clause was not used in this planning scheme.

10.4.15.5 Integrated Urban Landscape

Objective		
To provide attractive and continuous landscaping in roads and public open spaces that contribute to the:		
a) Character and identity of new neighbourhoods and urban places; or b) To existing or preferred neighbourhood character, if any.		
Acceptable Solution	Performance Criteria	Proposal Response
A1 The subdivision must not create any new road, public	P1 For subdivision that creates roads, public open space or other	<i>The proposal complies with the performance</i>

EXHIBITED

<p>open space or other reserves, the design must demonstrate that:</p>	<ul style="list-style-type: none"> 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. 	<p><i>solution. Although no new road or other reserve is to be created, Lot 9 is proposed to be for public open space. Lot 9 is to extend the existing parkland at the corner of Drummond Street and Norfolk Street providing connectivity and accessibility around the existing Sheepwash Creek. The Council intends to further enhance this area for the public use and future landscaping will be undertaken following the subdivision of the residential lots, which will assist to fund costs associated with establishment and maintenance of public spaces throughout Perth.</i></p>
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10.4.15.6 Walking and Cycling Network

<p>Objective</p>		
<ul style="list-style-type: none"> a) To provide safe, convenient and efficient movement through and between neighbourhoods by pedestrians and cyclists; and b) To design footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible. c) To provide adequate provision to accommodate wheelchairs, prams, scooters and other footpath bound vehicles. 		
<p>Acceptable Solution</p>	<p>Performance Criteria</p>	<p>Proposal Response</p>
<p>A1 Subdivision must not create any new road,</p>	<p>P1 Subdivision that creates new roads, footpaths, or public open spaces must demonstrate that the</p>	<p><i>The proposal complies with the performance solution. Although no</i></p>

<p>footpath or public open space.</p>	<p>walking and cycling network is designed to:</p> <ul style="list-style-type: none"> 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. 	<p><i>new road is to be created, Lot 9 is proposed to be for public open space.</i></p> <p><i>Lot 9 is to extend the existing parkland at the corner of Drummond Street and Norfolk Street providing connectivity and accessibility around the existing Sheepwash Creek. The Council intends to further enhance this area for the public use and future landscaping will be undertaken following the subdivision of the residential lots, which will assist to fund costs associated with establishment and maintenance of public spaces throughout Perth. Footpath extensions along the western side of Norfolk Street adjacent to the subdivision also form part of the proposal.</i></p>
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10.4.15.7 Neighbourhood Road Network

Objective		
<ul style="list-style-type: none"> a) To provide for convenient, safe and efficient movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood road network; and b) To design and construct road carriageways and verges so that the road geometry and traffic speeds provide an accessible and safe neighbourhood road system for all users. 		
Acceptable Solution	Performance Criteria	Proposal Response

EXHIBITED

<p>A1 The subdivision must not create any new road.</p>	<p>P1 The neighbourhood road network must:</p> <ul style="list-style-type: none"> 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 	<p><i>The proposal complies with the acceptable solution. No new road is proposed to be created.</i></p>
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h) Take into account any identified significant features.

10.4.4.6 Integrated Urban Landscape

Objective		
To provide attractive and continuous landscaping in roads and public open spaces that contribute to the:		
a) Character and identity of new neighbourhoods and urban places; or b) To existing or preferred neighbourhood character, if any.		
Acceptable Solution	Performance Criteria	Proposal Response
A1 The subdivision must not create any new road, public open space or other reserves.	P1 For subdivision that creates roads, public open space or other reserves, the design must demonstrate that: <ul style="list-style-type: none"> f) It has regard to existing, significant features; and g) Accessibility and mobility through public spaces and roads are protected or enhanced; and h) Connectivity through the urban environment is protected or enhanced; and i) The visual amenity and attractiveness of the urban environment is enhanced; and j) It furthers the local area objectives, if any. 	<i>The proposal complies with the performance solution. Although no new road or other reserve is to be created, Lot 9 is proposed to be for public open space. Lot 9 is to extend the existing parkland at the corner of Drummond Street and Norfolk Street providing connectivity and accessibility around the existing Sheepwash Creek. The Council intends to further enhance this area for the public use and future landscaping will be undertaken following the subdivision of the residential lots, which will assist to fund costs associated with establishment and maintenance of public spaces throughout Perth. Footpath</i>

EXHIBITED

extensions along the western side of Norfolk Street adjacent to the subdivision also form part of the proposal.

10.4.4.7 Walking and Cycling Network

Objective		
<ul style="list-style-type: none"> a) To provide safe, convenient and efficient movement through and between neighbourhoods by pedestrians and cyclists; and b) To design footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible. c) To provide adequate provision to accommodate wheelchairs, prams, scooters and other footpath bound vehicles. 		
Acceptable Solution	Performance Criteria	Proposal Response
A1 Subdivision must not create any new road, footpath or public open space.	<p>P1 Subdivision that creates new roads, footpaths, or public open spaces must demonstrate that the walking and cycling network is designed to:</p> <ul style="list-style-type: none"> e) Link to any existing pedestrian and cycling networks; and f) Provide the most practicable direct access for cycling and walking to activity centres, community facilities, public transport stops and public open spaces; and g) 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 	<p><i>The proposal complies with the performance solution. Although no new road or other reserve is to be created, Lot 9 is proposed to be for public open space. Lot 9 is to extend the existing parkland at the corner of Drummond Street and Norfolk Street providing connectivity and accessibility around the existing Sheepwash Creek. The Council intends to further enhance this area for the public use and future landscaping will be undertaken following the subdivision of the residential lots, which will assist to fund costs associated with establishment and maintenance of public</i></p>

EXHIBITED

h) Promote surveillance spaces throughout along roads and from Perth. Footpath abutting dwellings. extensions along the western side of Norfolk Street adjacent to the subdivision also form part of the proposal.

4.2 Other Planning Considerations

E1.0 Bushfire Prone Areas Code – Not applicable, the site is not mapped as bushfire-prone.

E4.0 Road and Railway Code

E4.6.1 Use of Road or Rail Infrastructure

Objective

To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Acceptable Solution	Performance Criteria	Proposal Response
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected. 1.	Not applicable. Frederick Street and Norfolk Streets are not a Category 1 or 2 roads.
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions	The proposal complies with the performance criteria. The 8 residential lots are likely to generate 56-64 VPD. A Traffic Impact Assessment

<p>total of 40 vehicle entry and exit movements per day.</p>	<p>must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>	<p><i>prepared by Andrew Howell accompanies this application at Appendix C. The increase in vehicle movements per day generated by the proposed residential lots, is considered to not be an issues in terms of off-site network implications based on Youl Road likely capacity following PERTHLINKS completion.</i></p>
<p>A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</p>	<p>P3 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> a) Access to a category 1 road or limited access road must only be via an existing access or junction or the use of development must provide a significant social and economic benefit to the State or region; and b) Any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) An access or junction which is increased in use or is a new access or junction must be 	<p><i>Not applicable. The site is not within a speed limit of more than 60km/h for the new accesses.</i></p>

designed and located to maintain an adequate level of safety and efficiency for all road users.

E4.7.1 Development on and Adjacent to Existing and Future Arterial Roads and Railways

Objective		
To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:		
<ul style="list-style-type: none"> a) Ensure the safe and efficient operation of roads and railways; and b) Allow for future road and rail widening, realignment and upgrading; and c) Avoid undesirable interaction between roads and railways and other use or development. 		
Acceptable Solution	Performance Criteria	Proposal Response
<p>A1</p> <p>The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> a) New road works; buildings, additions and extensions, earthworks and landscaping works; and b) Building envelopes on new lots; and c) Outdoor sitting, entertainment and children's play areas. 	<p>P1</p> <p>Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <ul style="list-style-type: none"> a) Maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) Mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) Ensure that additions or extensions of buildings will not reduce the 	<p><i>Not applicable. Youl Road and Drummond Street roads will soon no longer be DSG Category 1 and 2 Roads. The building envelopes (Lots 1-8) are at least 50m from the railway line and Youl Road and Drummond Street.</i></p>

existing setback to the road, railway or future road or railway; and

d) Ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.

E4.7.2 Management of Road Accesses and Junctions

Objective		
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.		
Acceptable Solution	Performance Criteria	Proposal Response
<p>A1</p> <p>For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</p>	<p>P1</p> <p>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.</p>	<p><i>Each lot (Lots 1-8) will be provided with only one access to provide both entry and exit.</i></p>
<p>A2</p> <p>For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2</p> <p>For limited access roads and roads with a speed limit of more than 60km/h:</p> <p>a) Access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</p> <p>b) Any increase in use of an existing access or</p>	<p><i>Not applicable.</i></p>

junction or development of a new access or junction to a limited access road or a category 1,2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and

c) An access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.

E4.7.3 Management of Rail Level Crossings – Not applicable.

E4.7.4 Sight Distances at Accesses, Junctions and Level Crossings

Objective		
To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.		
Acceptable Solution	Performance Criteria	Proposal Response
<p>A1 Sight distances at</p> <p>a) An access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) Rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices – Railway crossings,</p>	<p>P1</p> <p>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>	<p><i>The proposal complies with the performance criteria. Whilst the required SISD is met for each lot access to the south, looking north some of the northern accesses, particularly Lot 8, are located towards the corner of Frederick Street. The current area</i></p>

<p>Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p><i>is clear and has open visibility to this former, with a sight distance of around 70m. Lower speed turning manoeuvres are also likely at the corner for approaching traffic turning left into Norfolk Street from Frederick Street. A Traffic Impact Assessment prepared by Andrew Howel accompanies this application at Appendix C demonstrating further compliance.</i></p>
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E5.0 Flood Prone Areas Code

E5.5 Use Standards

E5.5.1 Use and Flooding

<p>Objective</p> <p>To ensure that use does not compromise risk to human life, and that property and environmental risks are responsibly managed.</p>		
<p>Acceptable Solution</p>	<p>Performance Criteria</p>	<p>Proposal Response</p>
<p>A1</p> <p>The use must not include habitable rooms.</p>	<p>P1</p> <p>Use including habitable rooms subject to flooding must demonstrate that the risk to life and property is mitigated to a low risk level in accordance with the risk assessment in E5.7.</p>	<p><i>The proposal complies with the acceptable solution, no new buildings are proposed.</i></p>
<p>A2</p> <p>Use must not be located in an area subject to a medium or</p>	<p>P2</p> <p>Use must demonstrate that the risk to life, property and the environment will be mitigated to</p>	<p><i>The proposal complies with the acceptable solution.</i></p>

high risk in accordance with the risk assessment in E5.7.	a low risk level in accordance with the risk assessment in E5.7.
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E5.6 Development Standards

E5.6.1 Flooding and Coastal Inundation

Objective		
To protect human life, property and the environment by avoiding areas subject to flooding where practicable or mitigating the adverse impacts of inundation such that risk is reduced to a low level.		
Acceptable Solution	Performance Criteria	Proposal Response
A1	P1.1	<i>The proposal complies with P1.1 b).</i>
No acceptable solution.	It must be demonstrated that development: <ul style="list-style-type: none"> a) Where direct access to the water is not necessary to the function of the use, is located where it is subject to a low risk, in accordance with the risk assessment in E5.7 a); or b) Where direct access to the water is necessary to the function of the use, that the risk to life, property and the environment is mitigated to a medium risk level in accordance with the risk assessment in E5.7. 	<i>P1.2 – N/a</i>
	P1.2 Development subject to medium risk in accordance with the risk assessment in E5.7 must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low	<i>P1.3 The proposal complies with a-d. Hydrodynamica provides flood modelling demonstrating the change to flood footprints incorporating the improvements to Sheepwash Creek. The extent of flooding can be seen to be greatly reduced compared to the original 100 year and climate change maps due to works recently undertaken at 78 Drummond Street in which the waterway was realigned and a number of trees removed. With the inclusion of the fill proposed to the western portions of Lots 1-8 the</i>

risk level in accordance with the risk assessment in E5.7. *proposal will mitigate flood impacts.*

P1.3 Where mitigation of flood impacts is proposed or required, the application must demonstrate that:

- a) The works will not unduly interfere with natural coastal or water course processes through restriction or changes to flow; and
- b) The works will not result in an increase in the extent of flooding on other land or increase the risk to other structures;
- c) Inundation will not result in pollution of the watercourse or coast through appropriate location of effluent disposal or the storage of materials; and
- d) Where mitigation works are proposed to be carried out outside the boundaries of the site, such works are part of an approved hazard reduction plan covering the area in which the works are proposed.

E9.0 Water Quality Code

E9.6 Development Standards

E9.6.1 Development and Construction Practices and Riparian Vegetation

Objective

To protect the hydrological and biological roles of wetlands and watercourses from the effects of development.

Acceptable Solution	Performance Criteria	Proposal Response
<p>A1</p> <p>Native vegetation is retained within:</p> <ul style="list-style-type: none"> a) 40m of a wetland, watercourse or mean high water mark; and b) A Ben Lomond Water Catchment area – inner buffer. 	<p>P1</p> <p>Native vegetation removal must submit a soil and water management plan to demonstrate:</p> <ul style="list-style-type: none"> a) Revegetation and weed control of areas of bare soil; and b) The management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and c) That disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions. 	<p><i>The proposal complies with the acceptable solution. No native vegetation removal is to take place as part of this development.</i></p>
<p>A2</p> <p>A wetland must not be filled, drained, piped or channelled.</p>	<p>P2</p> <p>No performance criteria.</p>	<p><i>The proposal complies with the acceptable solution for lots.</i></p>
<p>A3</p> <p>A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.</p>	<p>P3</p> <p>A watercourse may be filled, piped or channelled:</p> <ul style="list-style-type: none"> 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 	<p><i>The proposal complies with the acceptable solution for lots.</i></p>

watercourse is not
feasible.

E9.6.2 Water Quality Management

Objective		
To maintain water quality at a level which will not affect aquatic habitats, recreational assets, or sources of supply for domestic, industrial and agricultural uses.		
Acceptable Solution	Performance Criteria	Proposal Response
<p>A1</p> <p>All stormwater must be:</p> <ul style="list-style-type: none"> 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) Diverted to an on-site system that contains stormwater within the site. 	<p>P1</p> <p>No performance criteria.</p>	<p><i>Not applicable. Ground surface runoff is not collected, therefore, no diversions through a sediment or grease trap is required.</i></p>
<p>A2.1</p> <p>No new point source discharge directly into a wetland or watercourse.</p> <p>A2.2</p> <p>For existing point source discharges into a wetland or watercourse there is to be no</p>	<p>P2.1</p> <p>New and existing point source discharges to wetlands or watercourse must implement appropriate methods of treatment or management to ensure point sources of discharge:</p>	<p><i>The proposal complies with the performance solution. The proposed new stormwater ,aom with outfall to the west of the residential lots will implement appropriate methods of treatment, including the provision of gross pollutant traps to</i></p>

<p>more than 10% increase over the discharge which existed at the effective date.</p>	<p>a) Do not give rise to pollution as defined under the <i>Environmental Management and Pollution Control Act 1994</i>; and</p> <p>b) Are reduced to the maximum extent that is reasonable and practical having regard to:</p> <ul style="list-style-type: none"> i) best practice environmental management; and ii) accepted modern technology; and <p>c) Meet emission limit guidelines from the Board of Environmental Management and Pollution Control in accordance with the <i>State Policy for Water Quality Management 1997</i>.</p>	<p><i>ensure that the proposal does not give rise to pollution.</i></p>
<p>P2.2</p>		
<p>Where it is proposed to discharge pollutants into a wetland or watercourse, the application must demonstrate that it is not practicable to recycle or reuse the material.</p>		
<p>A3</p>	<p>P3</p>	<p><i>Not applicable.</i></p>
<p>No acceptable solution.</p>	<p>Quarries and borrow pits must not have a detrimental effect on water quality or natural processes.</p>	

E9.6.3 Construction of Roads

Objective

To ensure that roads, private roads or private tracks do not result in erosion, siltation or affect water quality.		
Acceptable Solution	Performance Criteria	Proposal Response
A1	P1	<i>Not applicable.</i>
No acceptable solution.	Road and private tracks constructed within 50m of a wetland or watercourse must comply with the requirements of the <i>Wetlands and Waterways Works Manual</i> , particularly the guidelines for siting and designing stream crossings.	

E9.6.4 Access

Objective		
To ensure that roads, private roads or private tracks do not result in erosion, siltation or affect water quality.		
Acceptable Solution	Performance Criteria	Proposal Response
A1	P1	<i>Not applicable.</i>
No acceptable solution.	New access points to wetlands and watercourses are provided in a way that minimises: <ul style="list-style-type: none"> a) Their occurrence; and b) The disturbance to vegetation and hydrological features from use or development. 	
A2	P2	<i>Not applicable.</i>
No acceptable solution.	Accesses and pathways are constructed to prevent erosion, sedimentation and siltation as a result of runoff or degradation of path materials.	

E9.6.5 Sediment and Erosion Control

Objective		
To minimise the environmental effects of erosion and sedimentation associated with the subdivision of land.		
Acceptable Solution	Performance Criteria	Proposal Response
A1 The subdivision does not involve any works.	P1 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.	A soil and water management plan can be appropriately conditioned upon an approval to ensure that the subdivision works manages and minimises the environmental effects of erosion and sedimentation associated with the subdivision of the land. The proposal can therefore meet the performance criteria.

E9.6.6 Ben Lomond Water Catchment Areas – Not applicable, not used in this planning scheme.

E10.0 Recreation and Open Space Code

E10.6.1 Provision of Public Open Space

Objective		
a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and b) To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term.		
Acceptable Solution	Performance Criteria	Proposal Response
A1 The application must include consent in writing from the General Manager that no land is required for public open space but	P1 Provision of public open space, must: a) Not pose a risk to health due to contamination; and	The proposal complies with the performance solution. Lot 9 is proposed to be for public open space. Lot 9

<p>instead there is to be a cash payment in lieu.</p>	<p>b) Not unreasonably restrict public use of the land as a result of:</p> <ul style="list-style-type: none"> i) services, easements or utilities; and ii) stormwater detention basins; and iii) drainage or wetland areas; and iv) vehicular access; and <p>c) Be designed to:</p> <ul style="list-style-type: none"> i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and ii) reasonably contribute to the pedestrian connectivity of the broader area; and iii) be cost effective to maintain; and iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and v) provide for public safety through Crime Prevention Through Environmental Design Principles; and vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and vii) have a clear relationship with adjoining land uses through treatment such as alignment, fencing and landscaping; and viii) create attractive environments and focal points that contribute to the existing or desired 	<p><i>will be created for public use and provide parkland interconnectivity for unrestricted public use in an open parkland setting.</i></p>
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future character statements, if any.

4.3 State Policies

4.3.1 State Coastal Policy 1996

The State Coastal Policy was created under the *State Policies and Projects Act 1993*. This Policy applies to the Coastal Zone, which is defined as the area within State waters and all areas within one kilometre of the coast.

Proposal Response

The subject site is not located within one kilometre from the coast.

4.3.2 State Policy on Water Quality Management 1997

This Policy applies to all surface waters, including coastal waters, and ground waters, other than:

- i. Privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or
- ii. Waters in any tank, pipe or cistern.

The purpose of the Policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System (Schedule 1 of the *State Policies and Projects Act 1993*).

The objectives of this Policy are to:

1. *Focus water quality management on the achievement of water quality objectives which will maintain or enhance water quality and further the objectives of Tasmania's Resource Management and Planning System;*
2. *Ensure that diffuse source and point source pollution does not prejudice the achievement of water quality objectives and that pollutants discharged to waterways are reduced as far as is reasonable and practical by the use of best practice environmental management;*
3. *Ensure that efficient and effective water quality monitoring programs are carried out and that the responsibility for monitoring is shared by those who use and benefit from the resource, including polluters, who should bear an appropriate share of the costs arising from their activities, water resource managers and the community;*
4. *Facilitate and promote integrated catchment management through the achievement of objectives (1) to (3) above; and*
5. *Apply the precautionary principle to Part 4 of this Policy.*



Proposal Response

The proposal involves continual collection and discharge of stormwater via Council's stormwater collection network. The objectives of this Policy will therefore be managed in this urban environment.

The proposal is consistent with the policy.

4.3.3 State Policy on Protection of Agricultural Land 2009

The subject site is within the urban area of Perth and therefore is not considered to have any agricultural value.

4.4 Land Use Planning and Approvals Act 1993

The *Land Use Planning and Approvals Act 1993* provides objectives for all development considered under this Act. The proposal has been considered against the objectives of this Act. The proposal has been prepared to be consistent with the provisions of the Northern Midlands Interim Planning Scheme 2013. The proposal is therefore considered to be consistent with the objectives of the Act.

4.5 National Environment Protection Measures

A series of National Environment Protection Measures (NEPMs) have been established by the National Environment Protection Council. These measures are:

- Ambient air quality;
- National pollutant inventory;
- Movement of controlled waste;
- Use packaging materials;
- Assessment of site contamination; and
- Diesel vehicle emissions.

Proposal Response

It is considered that the NEPMs are not relevant to the proposed development.

EXHIBITED

5. Conclusion

The proposal is for development of a nine lot subdivision (one lot for public open space and eight residential lots) at 10 Norfolk Street, Perth, and is illustrated in plans, provided at Appendix B.

The proposal complies with the development standards prescribed by the Scheme, and can be approved under the *Northern Midlands Interim Planning Scheme 2013*. This application is therefore made due to the use and development pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*.

The proposal is consistent with the relevant State and local policies, Planning Scheme objectives and considerations and objectives of the *Land Use Planning and Approvals Act 1993*. It is therefore recommended that the proposal be considered for planning approval.

Author	Version	Date
Rebecca Green	1	30 October 2019



Appendix A: Certificate of Title

EXHIBITED

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 128769	FOLIO 2
EDITION 6	DATE OF ISSUE 15-Apr-2019

SEARCH DATE : 28-Oct-2019
SEARCH TIME : 09.01 AM

DESCRIPTION OF LAND

Town of PERTH
Lot 2 on Sealed Plan 128769
Derivation : Part of 12A 3R 24P gtd. to Joseph Bird
Derived from A17113
Prior CT 128769/1000

SCHEDULE 1

M747249 TRANSFER to NORTHERN MIDLANDS COUNCIL Registered
15-Apr-2019 at noon

SCHEDULE 2

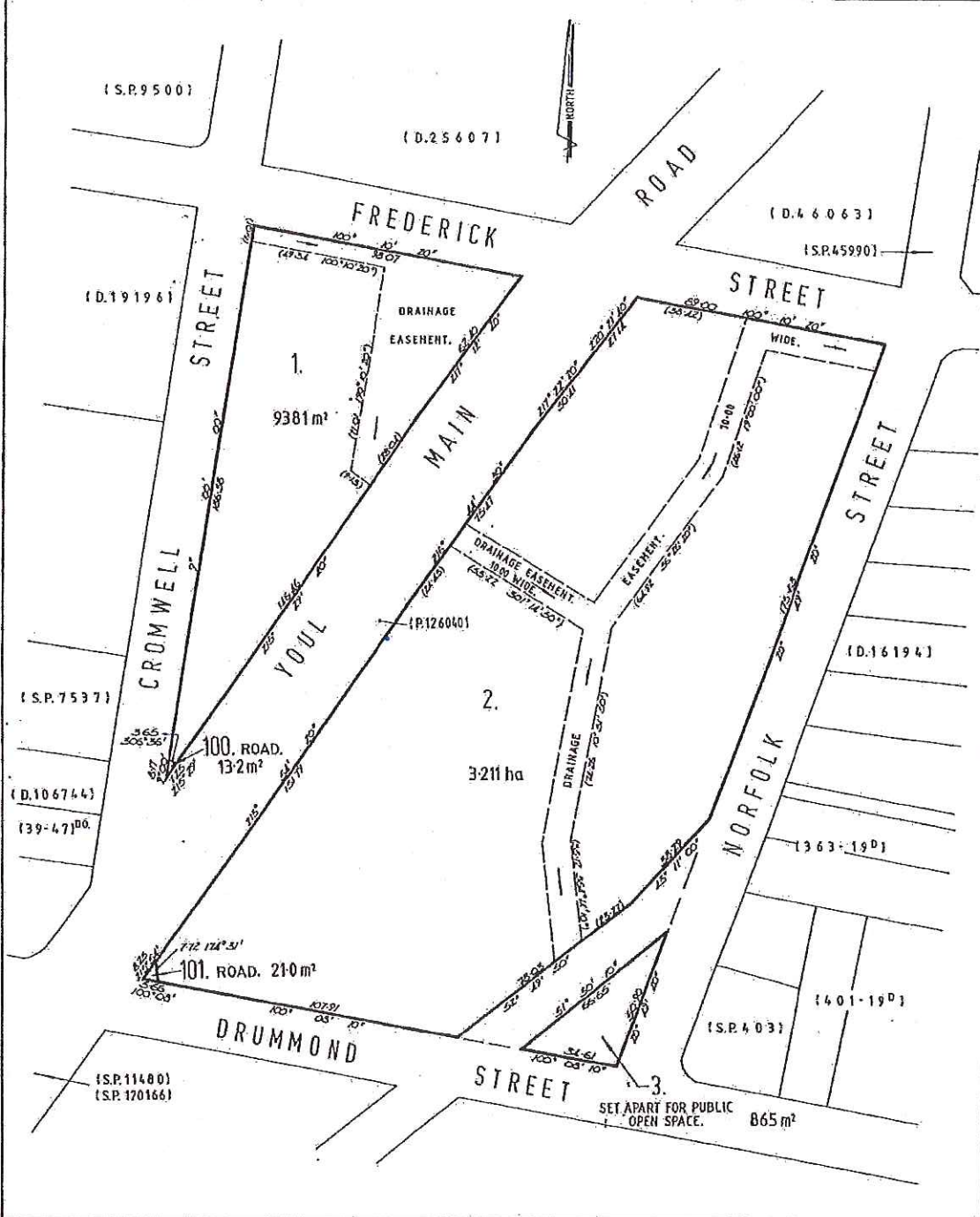
Reservations and conditions in the Crown Grant if any
SP128769 EASEMENTS in Schedule of Easements
SP128769 FENCING COVENANT in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER N. C. COUNSEL B. E. AYERS FOLIO REFERENCE Conv N ^o 51-0059. GRANTEE PART OF 12 ^A 3 ^R 24 ^R GTD. TO JOSEPH BIRD.	PLAN OF SURVEY BY SURVEYOR G. J. WALKER. - G. J. WALKER & CO. LAUNCESTON. LOCATION TOWN OF PERTH. SECTION Y. SCALE 1:1250. LENGTHS IN METRES	REGISTERED NUMBER SP128769 APPROVED 18 NOV 1997 EFFECTIVE FROM <i>M. H. ...</i> Recorder of Titles
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MAPSHEET MUNICIPAL CODE No. 123. (5039-24)	LAST UPI No. 5601339	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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EXHIBITED

SCHEDULE OF EASEMENTS

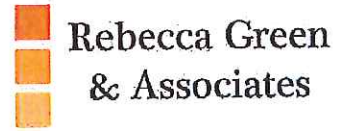
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS		REGISTERED NUMBER
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.		SP 128769
EASEMENTS AND PROFITS		PAGE 1 OF 1 PAGES
<p>Each lot on the plan is together with:- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and (2) any easements or profits a prendre described hereunder. Each lot on the plan is subject to:- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and (2) any easements or profits a prendre described hereunder. The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.</p> <p>Lot 1 on the Plan is subject to a right of drainage for Northern Midlands Council over the drainage easement shown thereon.</p> <p>Lot 2 on the Plan is subject to a right of drainage for Northern Midlands Council over the drainage easements 10.00 wide shown thereon.</p> <p>FENCING COVENANT:- The Owner of each lot on the Plan covenants with the Vendor (Chastity Dawn Counsel, Brendon Edwin Ayers and Joan Lorraine Hodgejts) that the Vendor shall not be required to fence.</p> <p>SIGNED by the said CHASTITY DAWN COUNSEL as personal) representative of Noel Clement Counsel deceased the) registered joint proprietor of the land comprised in) Indenture of Conveyance No.51/0059 in the presence of:)</p> <p style="text-align: center;"><i>[Signature]</i></p> <p>SIGNED by the said BRENDON EDWIN AYERS and JOAN) LORRAINE HODGETTS the surviving personal representatives) of Brian Edwin Ayers deceased the other registered) proprietor of the land comprised in Indenture of) Conveyance No.51/0059 in the presence of:)</p> <p style="text-align: center;"><i>[Signature]</i> <i>[Signature]</i></p> <p style="text-align: center;">Reservations Assist. 34 Green St Invermay.</p>		
SUBDIVIDER :		PLAN
FOLIO REF :		SEALED BY : NORTHERN MIDLANDS COUNCIL
SOLICITOR & REFERENCE :		DATE : 01 October 1997
		27/05/1996 <i>[Signature]</i>
		REF No. Council Delegate
NOTE: THE COUNCIL DELEGATE MUST SIGN THE CERTIFICATE FOR THE PURPOSE OF IDENTIFICATION.		

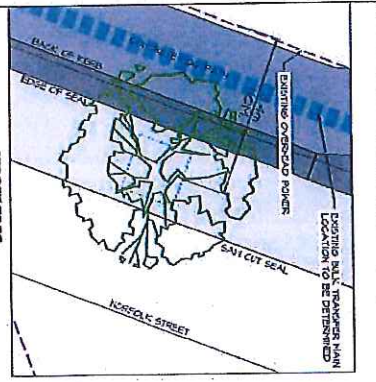
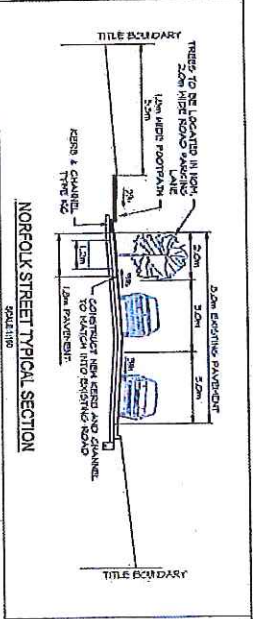
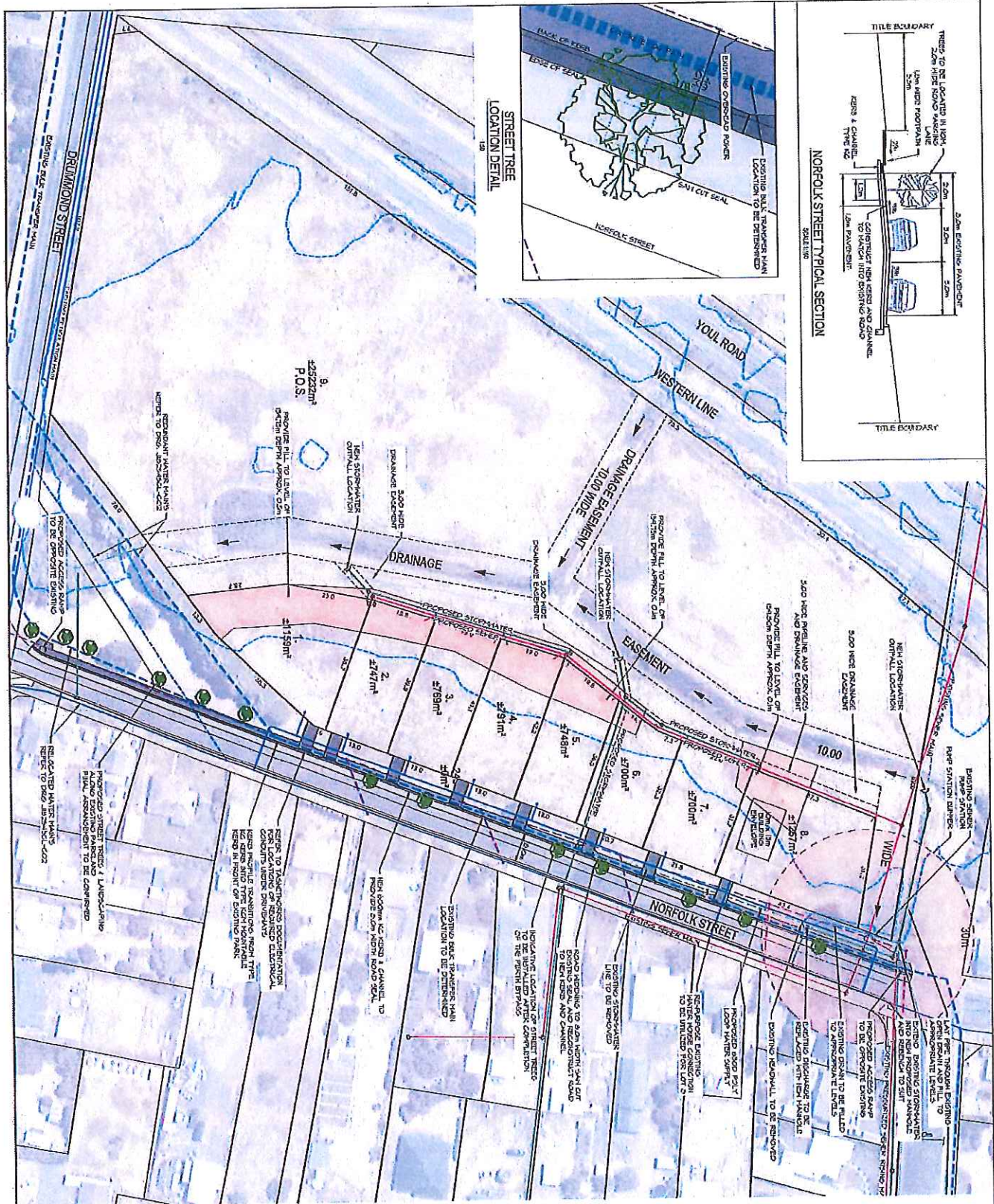
EXHIBITED



Appendix B: Subdivision Plan

6ty

EXHIBITED



City

10 NORFOLK STREET, PERTH
NORTHERN MIDLANDS COUNCIL
PROPOSAL PLAN

19.129 P01 F

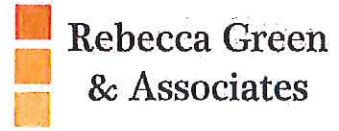
WARNING!
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL DOWNLINE SERVICES ARE SHOWN.

THIS PLAN HAS BEEN PREPARED FOR A PROPOSED SUBDIVISION. THE SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL DOWNLINE SERVICES ARE SHOWN.



10 NORFOLK STREET, PERTH
NORTHERN MIDLANDS COUNCIL
PROPOSAL PLAN

19.129 P01 F



Appendix C: Traffic Impact Assessment

EXHIBITED

Traffic Impact Assessment (TIA)

9 Lot Subdivision (inc. new property accesses)
Norfolk St, Perth, Tasmania

Northern Midlands Council

Author: Andrew Howell,
BEng(Hons), MEngSci

October 2019

EXHIBITED

Document History and Status

Rev	Date	Revision Details
A	08/10/2019	TIA Draft for Comment

Distribution of Copies

Rev	Quantity	Issued To
A	1	Client

Author: Andrew Howell, BEng (Hons) - UTAS, MEngSci - UNSW
Client: J Galbraith, Northern Midlands Council
Project: 9 Lot Residential Subdivision Development, Norfolk Street, Perth, Tasmania
Subject: 'TIA report'
Document: Report
Job No. 1902

EXHIBITED

Contents

1. Introduction

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

2. Existing Conditions

- Transport Network
- Road Conditions & Road Safety Performance

3. Proposed Development

- Site Development
- Traffic Generation & Distribution

4. Traffic Impacts

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

5. Authority Feedback

- Northern Midlands Council
- Dept State Growth (DSG)

6. TIA Conclusions

- Limitations

Appendices

- A Proposed Development Plan & Engineering Design Draft Plan
- B DSG Crash Statistics

EXHIBITED

1. Introduction

A proposed subdivision development at 10 Norfolk Street Perth requires the proponent to complete a Traffic Impact Assessment (TIA) (refer Fig 1.1 - Locality Plan) to assess and consider traffic impacts arising. The Proponent is Northern Midlands Council.

The development proposed consists of an 9 Lot subdivision - creating 8 new residential lots and one (1) new large POS lot as a balance lot. The balance lot is now proposed to complement an existing smaller park area to the Southeast of the subject site. Refer *APPENDIX A – Subdivision Layout Plan*.

A site inspection to consider the site proposal was carried out on 10th September 2019.

1.1 Background & Project Scope

Preliminary information has been developed by 6ty Degrees Surveying, in anticipation of providing a Development Application to Northern Midlands Council (NMC). *Northern Midlands Council is also the proponent for this development.*

The nature of the development requires that a TIA is required to be undertaken, and the below report addresses traffic related aspects and attempts to identify any potential impacts affecting the development.

1.2 Objectives

The key objectives of this report are:

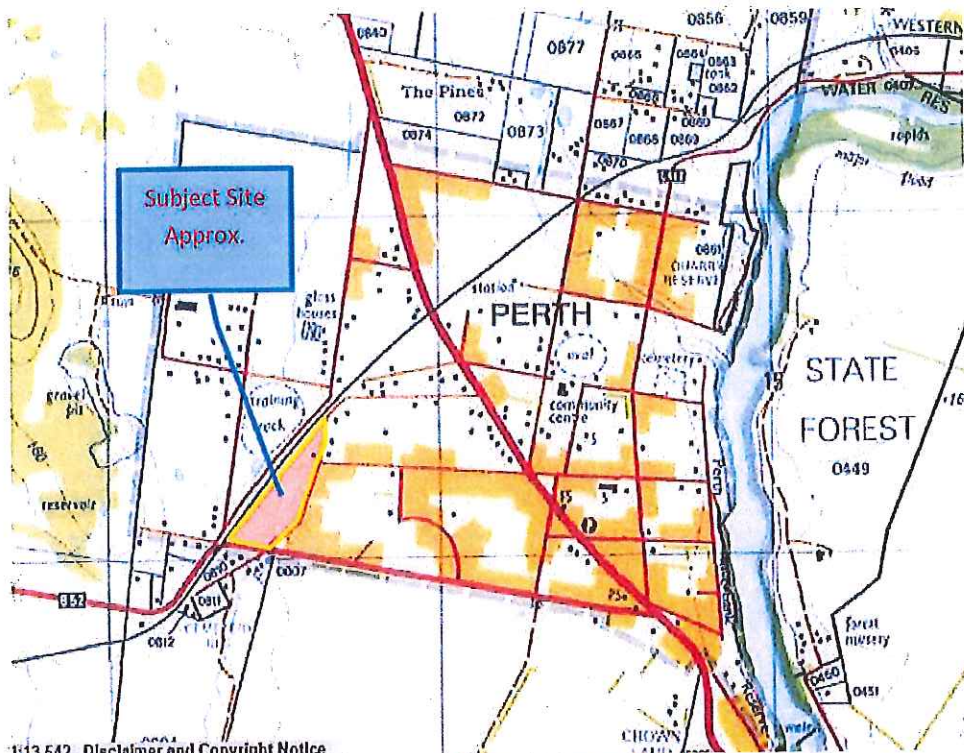
- Review of the existing road physical characteristics in the vicinity of the site.
- Review of existing traffic conditions and arrangements.
- Describe the development with regards to arrangements for access, including any implications for traffic efficiency, safety, and amenity.

1.3 Subject Site Location

The subject site considered in this TIA is located at 10 Norfolk Street, Perth, which has frontage to both Norfolk Street generally but also at South boundary has frontage to Drummond Street, and at rear to the "Western line" TASRAIL train line and then beyond this to the adjacent Youl Main Road (currently part of Bass/Midland Highway network link, noting Perth is soon to be bypassed via the PERTHLINKS project currently under construction, and volumes on both of these other major roads will substantially reduce, soon becoming local Council access roads only).

The area of land is currently vacant and undeveloped but abuts on to a small area of parkland to the Southeast corner. It is proposed that the new subdivision will enlarge this park significantly with the new lot 9 being designated Public Open Space. The proposed subdivision as shown in the attached plan will require a new property access to each new residential lot, which will be constructed to NMC Municipal Standards.

EXHIBITED



1:13,542 Disclaimer and Copyright Notice

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



Fig 1.2 – Site (zoom) (Existing Image from www.THELIST.tas.gov.au)

EXHIBITED

1.4 Information Sources & References

The author has been provided with relevant information from the proponent, including the preliminary subdivision development engineering design plan layout (Refer *APPENDIX A*). This provides an outline of the proposal, and indicates that generally the development proposes construction of typical road property accesses to Norfolk Street for the residential lots, and frontage for future pedestrian access to the balance lot (potential parkland) will be able to be constructed relatively easily from site inspection. All accesses would need to be in accordance with LGAT/IPWEA Municipal Standards.

Based on the outline of the layout and access works, generally the development proposes no significant change to existing traffic arrangements for the wider network (no material traffic increase arising based on wider network volumes, capacity and generation for the nearby Perth streets).

The report has also reviewed publicly available information including www.THELIST.tas.gov.au and online mapping and street-image tools to ascertain any obvious issues relating to the development. The author has a 20-year history of the site area generally and a recent site inspection has been undertaken to ascertain any obvious issues relating to the development

The author has utilised the DIER (now Department of State Growth or DSG) document "Traffic Impact Assessment (TIA) Guidelines" in the preparation of this report.

Further referenced documents include:

- DSG Tasmanian State Road Hierarchy
- Road and Rail Assets Code (Feb 2013)
- Northern Midlands Council Interim Planning Scheme 2013
- Tasmanian Standard Drawing Set (LGAT/IPWEA Municipal Standards)
- Australian Standards, including specifically AS2890-Off Street Parking

1.5 Planning Scheme Aspects

The Planning scheme applicable is the Northern Midlands Council Interim Planning Scheme 2013.

The current zoning for the land and surrounding area is believed to be **10.0 - General Residential**. *It is noted the adjacent small parkland (corner Norfolk and Drummond Streets) appears to be zoned 19.0 - Open Space and it is likely that the future parkland (Lot 9) may be considered for rezoning as part of this project at a later time – zoning details and any changes proposed in future TBC by Council.*

Based on the likely traffic movements to be generated by the development (>40 VPD), a TIA is required as part of the Development Application, based on E4.6.1.

EXHIBITED

2. Existing Conditions

2.1 Transport Network

The site access for new residential lots (8 lots total plus a large balance lot as POS and possible future parkland) as proposed is direct to Norfolk Street, Perth, which is probably best considered a 3.0 LINK ROAD under the LGAT Local Government Road Hierarchy – based on the connection of this link from the state road Drummond Street, via Norfolk and then Frederick Streets, to the Midland Highway (in Central Perth), and likely for traffic beyond to East Perth.

This link road is within the town boundary of Perth and has existing residential accesses on both sides of the road in Frederick Street and the East side of Norfolk, throughout the town boundaries, and thus has the urban default speed limit of 50 km/hr.

It is noted that this road sits inside the key links of Youl Rod, Drummond Street and Perth Main Road (Midland Highway) which all currently act as linkages for the Midland/Bass Highway and as a connector to Illawarra Road between Bass and Midland Highways. However, it is noted that this will soon no longer be the case when the Perth Bypass (PERTHLINKS PROJECT) is completed, which is likely within 6 months (DSG contractors are completing construction at present, completion anticipated April 2020). Traffic volumes will significantly reduce as a result of this through traffic no longer being required to travel through Perth, likely including this Norfolk Street link.

Current traffic statistics are likely not particularly relevant, and thus the guidance metric for a road of this type once the Perth Bypass is completed, of a 3.0 Link Road of 1000-3000 VPD using this road is in fact very high compared to actual use, based on site observation during day time periods.

Following site inspection, no traffic capacity issues are expected, with low traffic volumes anticipated even under current operation.

2.2 Road Conditions & Road Safety Performance

The speed limit outside the subject site is the default urban 50km/hr.

Norfolk Street is a lower priority road that connects to the state road link of Drummond Street (which acts as a default link between the Bass and Midland Highways), and so has some potential for through traffic to and from this link, via the Frederick Street link through to the Midland Highway as a link through to and from Eastern areas of Perth. However this is only under the current operation, shortly the completion of the Perth Bypass will significantly reduce this link traffic volume as noted above.

Norfolk Street outside the proposed site is constructed generally to rural road standards on the Western side (proposed development site side), with an approx. 8m wide chip-seal pavement, gravel shoulders, and minor swale-style open drains, with no kerb and channel, footpath or formed nature strip.

The Eastern side of the road is generally fully developed to urban standards with kerb and channel, but no footpath but a grassed nature strip.

The vertical alignment of the road at the proposed property access locations for each lot is excellent with no issues anticipated. Horizontal alignment for the South for all accesses is sound, however there is a curve/corner to the North as the main road link turns to the right through the Frederick Street corner, with only a minor road link extending to the North (Dead end servicing only a handful of properties). This corner requires consideration for SISD for the northern lots but appears sound on site specific assessment and review (refer sight distance comments/review below in Section 4).

EXHIBITED



Fig 2.1 –View to South on Norfolk Street generally, to Junction with Drummond Street, showing current gravel parking area for corner parkland zone (Approx views)



Fig 2.2 –View to North on Norfolk Street generally (Approx)

EXHIBITED

3. Proposed Development

3.1 Site Development

The development as proposed provides for 8 new residential lots and one new balance lot likely proposed for public open space (POS) to complement the existing corner park area, all generally as per the layout plan attached.

New property accesses are required for each new serviceable residential lot and will need to be specified and constructed to the IPWEA/LGAT municipal standard drawings in terms of construction, width, etc. This consists of a level sealed access of suitable width and with continuous kerb and channel, plus new footpath as shown - Council will likely to require this roadside upgrade to create urban road frontage construction standards. It is noted barrier Kerb is proposed outside the residential lots, with street trees, and width for a nominal parking lane. This kerb will transition to mountable kerb South of the final residential lot, to allow off street access and parking at the existing park frontage area, for further off street parking - this zone currently exists for informal parking (gravel parking area) and no specific changes are currently proposed.

The applicable IPWEA/LGAT standards detail requirements apply for driveway accesses in each case, and the design plans appear to show these meeting the intent of these standards.

The interface options at the undeveloped roadside edge appears sound for this work as proposed to occur, with existing levels, edge of pavement and kerb alignments appearing to be able to be easily matched in with. Some stormwater improvement works appear to have been considered to facilitate this kerb drainage and access construction works, however based on the flat grades in the area final surface improvements/drainage works are likely required as part of current engineering design for construction works as proposed.

Connection for potential pedestrian and bike traffic is provided to the balance lot (potential parkland), with street frontage at the North linking directly to the Frederick Street alignment, and to the existing parkland area at the South. This provides sound connectivity for these uses.

3.2 Traffic Generation & Distribution

Due to the low probability of off-site impacts in light of the general residential nature of the surrounding area, a detailed assessment of external site impacts, beyond the proposed new property accesses and SISD, is not likely to be required by Council/DSG at this time.

Despite the above, for guidance, as a residential subdivision it is likely each lot may generate approximately 7-8 VPD. This equates to 56-64 VPD generation for the development - this is not material in terms of off-site network implications based on Youl Road likely capacity following PERTHLINKS completion due by early to mid-2020.

EXHIBITED

4. Traffic Impacts

4.1 Access/Junctions – Sight Distances

Based on an understanding of the current and proposed situation the new property accesses for the subdivision, constructed as per the Subdivision Design Plans and in accordance with DSG & IPWEA/LGAT Municipal Standards, appear to be able to satisfactorily cater for the proposed accesses to the properties in all cases. Some consideration and comment on sight distance with regard to the northern most lots is provided below.

It is noted that standard accesses with appropriate widths, construction standards, etc. will contribute to ensuring safe and efficient turning and access opportunities for vehicles entering and exiting the site. Stormwater checks should be undertaken during detailed design to ensure that the road drainage is maintained satisfactorily.

For Council, Clause E4.7.4 of the Planning Scheme notes that sight distance for accesses for Acceptable Solution A1 comply with Safe Intersection Sight Distance (SISD) from table E4.7.4. For a vehicle limit of 50 km/hr and a speed zone of 60km/hr or less this would require 80 metres at the proposed site.

For practical purposes with reference to AS2890, a road frontage speed limit of 50 km/h, min sight distance for a domestic driveway is 40m (Fig 3.2).

This distance is easily achieved for all new accesses for a view to the SOUTH with extensive visibility due to suitable horizontal and vertical alignment – approximately 100m min back to the Drummond St intersection, for the worst case/Southernmost access.

However, looking to the north some of the Northern accesses, particularly Lot 8, are located towards the corner of Frederick Street. The current area is clear and has open visibility to this corner, allowing drivers to see at the intersection (and vice-versa), a distance of around 70m to the likely location of Lot 8 driveway (worst case access). Lower speed turning manoeuvres are also likely at the corner for approaching traffic turning left into Norfolk Street from Frederick.

On this basis, whilst the Planning Scheme A1 is not strictly met, by consideration of the site specific requirements and with reference to AS2890, Performance Solution P1 can be achieved to ensure SISD for all accesses.

With site specific consideration and review of Austroads and Australian Standards requirements, sight distance for all lots is thus determined satisfactory.

Based on above analysis, E4.7.4 is met by P1. Sight distances are satisfactory.

EXHIBITED



Fig 4.1a - View from typical proposed new access to the NORTH - approximate



Fig 4.1b - View from typical proposed new access to the SOUTH - approximate

EXHIBITED



Fig 4.1c – Sight Distance from Lot 9 access (worst case) to North, considering potential sight distance to nearby intersection with Frederick Street



Fig 4.1d – Sight Distance to Lot 9 access (worst case) from North, considering potential sight distance from nearby intersection with Frederick Street

4.2 Surrounding Road Network Impacts

Whilst assessment of additional road network parameters beyond property access arrangements were outside the remit of this report, it is believed that off-site impacts arising from this development would not significantly affect the wider road network, based on the development fitting within the existing residential arrangements for the general Perth area, particularly in light of the future Perth Bypass soon to be completed. It is also noted other properties in the immediate area including Norfolk Street (eastern side) have similar accesses which operate successfully with no issues noted.

4.3 Parking Assessment

Not required to be considered as part of this report.

4.4 Road Safety & Traffic Service

Due to the appropriate sight distances as outlined, there appear no apparent issues for road safety arising from the development.

EXHIBITED

Traffic service for the proposed development is likely to be adequately provided with the existing infrastructure off site (capacity, turning gaps, etc.), based on the current development levels for existing property accesses operating successfully in this zone on the Eastern side of the street and residences likely serviced by this link. It is noted that the volume reductions likely arising from the proposed Perth Bypass soon to commence construction will only improve traffic service further for these accesses in future.

4.5 Pedestrians, Cyclist impacts, Public Transport

Currently there is no dedicated pedestrian footpath on the Norfolk Street frontage at the site. Design plans proposed that the proponent Council construct a footpath, as part of wider footpath linkages in the West Perth area and to link the proposed parkland area behind the proposed lots. An access link across from the extension of the Frederick Street footpath direct into the parkland site (north of Lot 8) is also proposed and considered appropriate.

This footpath network arrangement appears reasonable and provides good linkage to the proposed parkland and for pedestrian traffic to connect to the current Perth shipping precinct and other nearby destinations.

Existing cyclist access appears to be informal only in Perth (no dedicated infrastructure), and no specific impacts or changes are identified.

4.6 Public Transport Provision

Not part of this assessment, however taxis are able to service the site and buses service the general area of Perth. No change to any existing arrangements in the Perth area is proposed.

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

Item	Comment/Criteria Met
E4.6.1 – Use of Road or Rail Infrastructure	A1 – Not Applicable (speed limit not more than 60km/hr) A2 – Not Met (>40VPD) – refer P2 P2 – refer comments Section 4 – REQUIREMENTS ARE MET (Safety and Service requirements met) A3 – Not applicable (speed limit <60km/hr)
E4.7.1 – Development on and adjacent to Existing & Future Arterial Roads and Railways	A1 – REQUIREMENTS ARE MET (SUBJECT TO CONSTRUCTION OF PERTH BYPASS UNDER CONSTRUCTION – Both roads soon no longer be DSG Category 1 & 2 roads), Building envelopes and other key items >50m from rail line.
E4.7.2 – Management of Road Accesses and Junctions	A1 – REQUIREMENTS ARE MET (Single access only each property) A2 – Not applicable (speed limit <60km/hr)
E4.7.3 – Management of Rail Level Crossings	NOT APPLICABLE
E4.7.4 – Sight Distances at Accesses, Junctions and Level Crossings	A1 – NOT MET P1 - REQUIREMENTS ARE DEEMED MET (refer Section 4.4 Assessment)

Conclusion: Requirements for E4 are met.

EXHIBITED

5. Authority Feedback

5.1 Northern Midlands Council Comment/Feedback

Northern Midlands Council is the proponent for this development, and has commissioned this report.

Officers have provided the design layout plans for review, and noted the infrastructure department of Council see no immediate issues arising from the proposal, having had input into its development.

5.2 DSG comment

DSG crash statistics were sought for the preparation of this report, and noted no significant issues relating to the new property accesses area, based on the large traffic volumes using the through roads of Perth links (several minor crashes were located at the Youl Road section of road nearby, however based on volumes this crash history does not appear to be significant or related to any specific road arrangement or deficiency – lower volumes in future for Perth in general, are expected to reduce any potential such issues). Norfolk Street itself has no crash history apparent.

Perth will soon be bypassed as noted (April 2020), and DSG staff have previously indicated their expectations for traffic volumes in Perth to significantly reduce during informal discussions.

EXHIBITED

6. TIA Conclusions

This TIA has investigated the potential impacts from the development of a new 9 lot subdivision at Norfolk Street Perth as details in this report, including the construction of new property accesses for the subject site.

Key findings are as follows:

- That the new property accesses with likely locations in the subdivision general design layout as proposed will meet the requirements for traffic safety and service (when constructed in accordance with LGAT/IPWEA Municipal Standard requirements)
- Sight distances for all accesses as proposed can comply with the NMC Planning Scheme E4.7.4 requirements for SISD, and AS2890 requirements for property accesses
- All other aspects of the development comply with NMC planning scheme requirements under Code E4

Based on the above assessment of available information that the development including the new property accesses is likely to meet the requirements for Traffic Safety and Service, and any potential for adverse effect on the existing Traffic Safety situation is unlikely.

Limitations

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

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

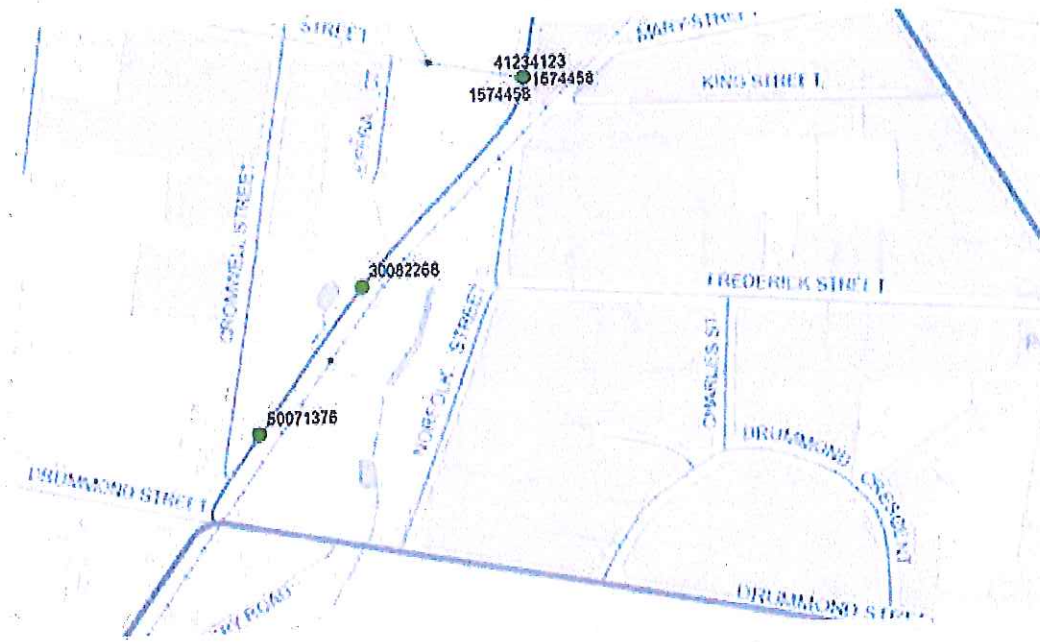
Any subsequent changes to configuration or arrangements relating to the development which may impact on the content or recommendations of this report must be reviewed and approved by the author.

EXHIBITED

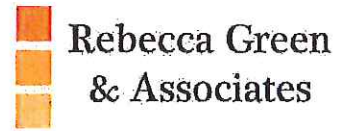
APPENDIX B

DSG Crash Statistics – Local Area

(Refer attached data set also, local map detail below – no issues shown)



EXHIBITED



Appendix D: Fill Memo

EXHIBITED



LAUNCESTON TAS 7250

E: _____
ABN: 169 442 993 50

MEMO

28 October 2019

Re: Norfolk Street & Drummond Street Perth Development Fill Proposal

Northern Midlands Council in proposing to create several new residential lots within the land bounded by Youl Road, Drummond Street, and Norfolk Street Perth. The original title numbers are 128769/2 and 128769/3. Sheepwash Creek runs through the land which for the most part is prone to flooding. Figure 1 shows the 100 year flood footprint (Hydrodynamica, 17/10/2018).



Figure 1. 100 year AEP flood footprint

It can be seen that the land adjacent Norfolk Street is free from flooding and, as such, the proposed new lots will be accessible from that street. However, some fill of the proposed lots will be required in order to prevent flooding on their western side in the 100 year flood, see the red shaded areas in Figure 2:

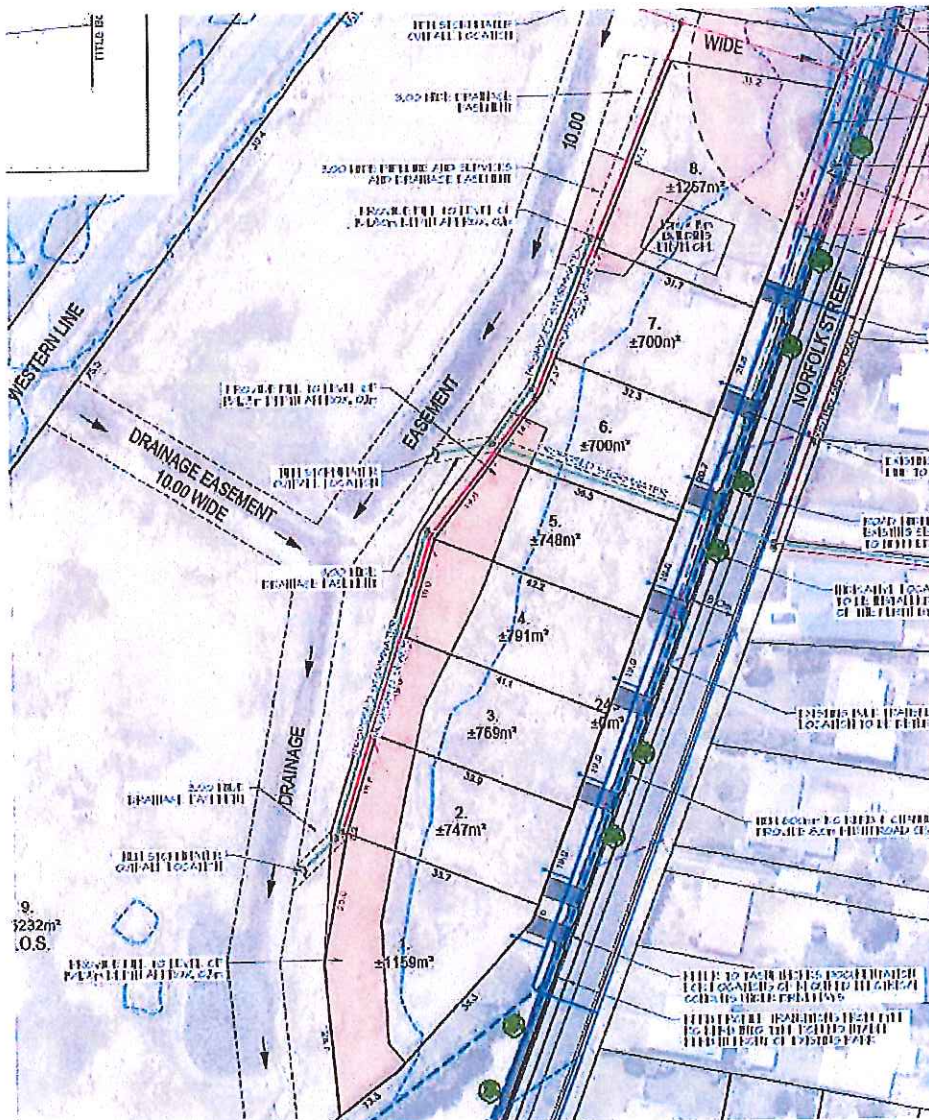


Figure 2. Proposed residential lots (6ty Degrees Rev F, 17/09/2019)



LAUNCESTON TAS 7250

ABN: 169 442 993 50

The total fill volume required for the above arrangement has been calculated at approximately 325 m³.

Due to the large volume and area of the adjacent flood plain, and the separation of the proposed development from other flooded properties north and west of Youl Road there are unlikely to be any material impacts upon them in 100 year AEP flood due to the proposed fill. The fill is also unlikely to cause any increase to the flood footprint within the neighbouring property at 32 Norfolk Street, as only a small proportion of the creek profile is being affected and no real barriers to flow are being created which could lead to increased backwater effects.

Regards,



Cameron Oakley

CONSULTING ENGINEER
HYDRODYNAMICA

EXHIBITED

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-0218	Council notice date	12/11/2019
TasWater details			
TasWater Reference No.	TWDA 2019/01664-NMC	Date of response	27/11/2019
TasWater Contact	Anthony Cengia	Phone No.	(03) 6237 8243
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	10 NORFOLK STREET, PERTH	Property ID (PID)	2254100
Description of development	9 Lot Subdivision		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No. Date of Issue
	TasWater	Sewer Infrastructure Plan	1 27/11/2019
	6ty°	19.129 Sheet P01	F 17/09/2019
	6ty°	19.129 Sheet P02	F 21/11/2019
Conditions			
SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL			
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:			
CONNECTIONS, METERING & BACKFLOW			
1. Except for lot 9, 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/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
ASSET CREATION & INFRASTRUCTURE WORKS			
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. <ul style="list-style-type: none"> a. The developer is required to design and construct a new DN1200mm 'inlet maintenance hole' with appropriate isolation valve (knife gate valve) at the connection point to TasWater's existing sewer main, in accordance with the current adopted version of the WSAA Sewage Pumping Station Code of Australia to TasWater's satisfaction. 			
5. Prior to applying for a Permit 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 are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
 9. After testing 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.
 14. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.



FINAL PLANS, EASEMENTS & ENDORSEMENTS

15. 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.

16. 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

17. 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. \$351.28 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.

18. 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>

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		



The developer is required to design and construct a new DN1200mm 'inlet' maintenance hole with appropriate isolation valve (knife gate valve) at the connection point to TasWater's existing sewer main

Indicative location of the proposed sewer extension to service the lots

- TasWater Infrastructure**
 - R Stormwater Rained Main
 - Stormwater Gravity Retention Main
 - Sewer Pressure Retention Main
 - R • Sewer Rising Main
 - Sewer Gravity Retention Main
 - Recycled Water Distribution Main
- Private Infrastructure**
 - Stormwater Gravy Main - Private
 - Sewer Pressured Mains - Private
 - Sewer Gravy Mains - Private
 - Recycled Water Mains - Private
- Abandoned Infrastructure**
 - Sewer Abandoned Line
 - Recycled Water Abandoned Line

NOTE:
The representation of the TasWater assets shown on this map was derived from data supplied by TasWater. TasWater makes no representation as to the accuracy or completeness of the assets shown on this map.



Paul Godier

From: NMC Planning
Sent: Tuesday, 4 February 2020 3:19 PM
To: Paul Godier
Subject: FW: PLN-19-0218 - 10 Norfolk Street - Response to Request for Additional Information

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Friday, 22 November 2019 5:23 PM
To: development@taswater.com.au
Subject: FW: PLN-19-0218 - 10 Norfolk Street - Response to Request for Additional Information

Good afternoon

Please see attached additional information regarding PLN-19-0218 - 10 Norfolk Street – Taswater RAI.

Kind Regards



Erin Boer

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

**NORTHERN
MIDLANDS
COUNCIL**

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

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

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

For general enquiries please refer to the Fact Sheet located on our website at <http://northernmidlands.tas.gov.au>

Meetings can be arranged at other times by appointment.

From: Moses Van Den Berg <mvandenberg@6ty.com.au>
Sent: Thursday, 21 November 2019 4:12 PM
To: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>; Cengia, Anthony <Anthony.Cengia@taswater.com.au>
Cc: TasWater - Development <Development@taswater.com.au>; Jacob Goelst <jgoelst@6ty.com.au>
Subject: RE: PLN-19-0218 - 10 Norfolk Street - Request for Additional Information

Hi Jono/Anthony,

Here attached is the response to the RAI. Basically it's just a preliminary sewer lsec which shows that we can achieve minimum grade and service lots by gravity. I am showing around 250mm of fill at the top end to demonstrate minimum cover requirements. It is intended to fill this section for flood risk reasons anyway but I have not yet modelled this fill.

Ds connection invert level is based on info from the LIST. In any case I believe that this shows we can reasonably comfortably connect without augmenting any existing infrastructure.

Kind regards



Moses van den Berg

Civil Engineer
0432 570 098

Measured form and function

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

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From: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>
Sent: Wednesday, 20 November 2019 1:32 PM
To: Moses Van Den Berg <mvandenberg@6ty.com.au>
Subject: FW: PLN-19-0218 - 10 Norfolk Street - Request for Additional Information

Moses,

See attached an RAI we have received from Taswater. Could you please update the plans to show what they have requested.

Thanks,

Jonathan Galbraith



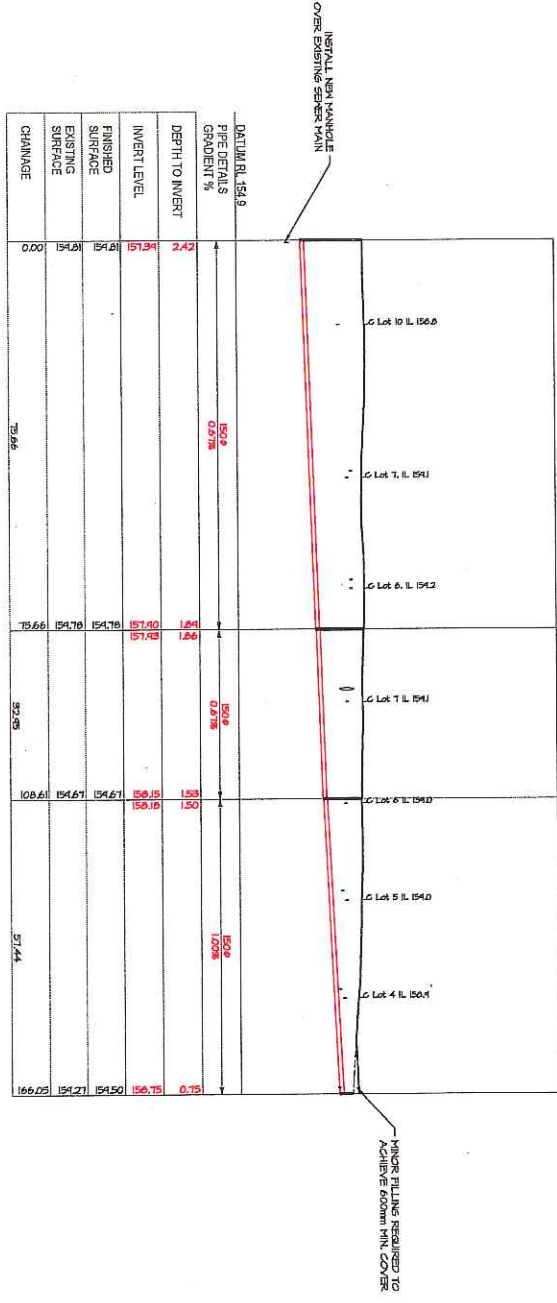
Engineering Officer | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | M: 0400 935 642 | F: (03) 6397 7331
E: jonathan.galbraith@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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

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SEWER - LONGITUDINAL SECTION

SCALE: 1:200

DATE: 19.12.19

THIS PLAN HAS BEEN PREPARED AS A PRELIMINARY DESIGN AND SHOULD NOT BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ENGINEER. THE ENGINEER HAS NOT CONDUCTED A VISUAL SURVEY OF THE SITE AND HAS NOT BEEN ADVISED OF ANY OBSTACLES OR CONDITIONS THAT MAY AFFECT THE DESIGN. THE ENGINEER HAS NOT BEEN ADVISED OF ANY ADVERSE CONDITIONS THAT MAY AFFECT THE DESIGN. THE ENGINEER HAS NOT BEEN ADVISED OF ANY ADVERSE CONDITIONS THAT MAY AFFECT THE DESIGN. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN.

DATE: 19.12.19
 DRAWN BY: [Name]
 CHECKED BY: [Name]

Project Address:
 10 NORFOLK STREET,
 PERTH
 WESTERN AUSTRALIA 6150
 PH: (08) 9447 1111
 FAX: (08) 9447 1112
 APPROVED COMPANY
 820 2001
 230 Charles Street
 Perth WA 6150
 PH: (08) 9447 1111
 FAX: (08) 9447 1112



DISBURSEMENT: 19.12.19
 PROJECT: 19.129
 SHEET: P02

Our ref: PLN-19-0218

20 November 2019

Rebecca Green & Associates
PO BOX 2108
LAUNCESTON 7250

via email: admin@rgassociates.com.au

Dear Ms Green,

Additional Information Required for Planning Application PLN-19-0218- 8 Lot Subdivision and balance (Flood Prone Areas Code, Water Quality Code & Road & Railway Assets Code) at 10 Norfolk Street, Perth

I refer to the abovementioned application, which is currently on public exhibition and was referred to TasWater. TasWater has requested additional information (see attached RAI). If you have any queries, please contact TasWater's Development Co-ordinator directly:

☎ 13 6992

✉ development@taswater.com.au

The information requested must be provided to Council for forwarding to TasWater (preferably by email to Planning@nmc.tas.gov.au).

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority.

If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely



Paul Godier
SENIOR PLANNER



**NORTHERN
MIDLANDS
COUNCIL**



Request for Additional Information

For Planning Authority Notice

Council Planning Permit No.	PLN-19-0218	Application date	12/11/2019
TasWater details			
TasWater Reference No.	TWDA 2019/01664-NMC	Date of response	15/11/2019
TasWater Contact	Anthony Cengia	Phone No.	(03) 6237 8243
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	10 NORFOLK STREET, PERTH	Property ID (PID)	2254100
Description of development	9 Lot Subdivision	Stage No.	
Additional information required			
<p>Additional information is required to process your request. To enable assessment to continue please submit the following:</p> <ol style="list-style-type: none"> 1. Please provide an amended concept servicing plan which shows the following: <ol style="list-style-type: none"> a. The grades associated with the preliminary sewer main extension proposal must comply with the adopted TasWater standards. <i>Advice: See table 5.6. of the sewer code</i> b. Where re-grading of an existing sewer main is required to connect to TasWater's gravity sewer network, then a **brief outline of the sewer line to be re-graded must be outlined on the proposal plans. c. An indication of the location/extent of fill required to provide minimum cover over the proposed TasWater's sewer main will need to be shown on the plan(s). <p>**NOTE: Full scale engineering plans are not required at the stage of the development, however the concept plans submitted in response to the request need to outline a clear scope of works so that the proposal can be conditioned accordingly.</p> 			
Advice			
Service Locations			
<p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.</p> <ul style="list-style-type: none"> • A permit is required to work within TasWater's easements or near its infrastructure. Further information can be obtained from TasWater • TasWater has listed several service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies • TasWater will locate residential water stop taps free of charge • Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council. <p>To view our assets, all you need to do is follow these steps:</p> <ol style="list-style-type: none"> 1) Open up webpage - http://maps.thelist.tas.gov.au/listmap/app/list/map 			



- 2) Click 'Layers'
- 3) Click 'Add Layer'
- 4) Scroll down to 'Infrastructure and Utilities' in the Manage Layers window, then add the appropriate layers.
- 5) Search for property
- 6) Click on the asset to reveal its properties

Authorised by

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

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-19-0218 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 110500.125

Date: 12 November 2019

Applicant: Rebecca Green

Proposal: 8 Lot Subdivision and balance (Flood Prone Areas Code, Water Quality Code)

Location: 10 Norfolk Street, Perth

W&I referral PLN-19-0218, 10 Norfolk Street, Perth

Planning admin: W&I fees paid.

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

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

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes
Is the property connected to Council's stormwater services?	No
If so, where is the current connection/s?	N/A
Can all lots access stormwater services?	Yes
If so, are any works required?	No
Is stormwater detention required	No
Has a stormwater detention design been submitted	Yes
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	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.)	#:
Additional Comments/information	N/A

Stormwater works required:

Works to be in accordance with Standard Drawing TSD-R09 – a 100mm stormwater connection.

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

Road Access:

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	Yes
Does the new lot/s have access to a made road?	Yes

If so, are any works required?	Yes
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 Norfolk Street to the property boundary of each Lot</i>	
Is an application for vehicular crossing form required?	No (design plan)
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

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.

W.2 Access (Urban)

- a) A concrete driveway crossover and apron must be constructed from the edge of Norfolk Street to the property boundary of each Lot in accordance with Council standards.

W.3 Roadworks

- b) Kerb and channel and hotmix sealed roads shall be constructed along the frontage of all lots.
- c) A 1.8m wide concrete footpath shall be constructed along the frontage of all lots.
- d) An engineering design plan showing 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

W.4 Street trees

A street tree shall be planted outside the frontage of each lot (where practical) prior to the end of the maintenance period.

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.

W.6 Separation of stormwater services

- a) All existing stormwater 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.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)

Date: 19/11/19

Erin Boer

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Wednesday, 20 November 2019 12:57 PM
To: NMC Planning
Subject: RE: Referral to Department of State Growth of Planning Application PLN-19-0218 - 10 Norfolk Street, Perth TAS 7300

Our Ref: D19/284937

Hello Rosemary,

Confirming we have no comment to make regarding this application.

Thanks,

Garry Hills | Senior Traffic Engineering Officer
 State Roads Division | Department of State Growth
 GPO Box 536, Hobart TAS 7001
 Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



From: NMC Planning [mailto:planning@nmc.tas.gov.au]
Sent: Tuesday, 12 November 2019 10:40 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-19-0218 - 10 Norfolk Street, Perth TAS 7300

12/11/2019

Department of State Growth

via email to: Development@stategrowth.tas.gov.au

Referral to Department of State Growth of Planning Application PLN-19-0218 - 10 Norfolk Street, Perth TAS 7300

The following planning application has been received under the *Northern Midlands Interim Planning Scheme 2013*.

NMC ref no:	PLN-19-0218
Site:	10 Norfolk Street, Perth TAS 7300
Proposal:	8 Lot Subdivision and balance (Flood Prone Areas Code, Water Quality Code & Road & Railway Assets Code)
Applicant:	Rebecca Green & Associates
Use class:	Subdivision
Zone:	GENERAL RESIDENTIAL ZONE Flood prone areas code, water quality code and road & railway assets code
Development status:	discretionary
Notes:	The subject site is in a 50kph zone. Accesses will be off Norfolk St

Attached is a copy of the application, plans/documentation relating to the proposal. It would be appreciated if you could return any comments, or notification that you do not wish to comment on the application, within fourteen (14)

days of the date of this letter. If you have any queries, please telephone Council's Development Services Department on 6397 7301 or e-mail planning@nmc.tas.gov.au

Attachments: Application & supporting documentation as pdf

Rosemary Jones



Administration Officer - Community & Development | Northern
Midlands Council

Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301

T: (03) 6397 7303 | F: (03) 6397 7331

E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

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Tasmania's Historic Heart

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

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

For general enquiries please refer to the Fact Sheet located on our website at <http://northernmidlands.tas.gov.au>

Meetings can be arranged at other times by appointment.

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Rosemary Jones

From: Jennifer Jarvis
Sent: Tuesday, 12 November 2019 1:51 PM
To: NMC Planning
Subject: RE: Referral to TasRail - PLN-19-0218 - 10 Norfolk Street, Perth under Land Use Planning and Approvals Act 1993

Thanks Rosemary – yes you're right, the sighting distance probably only relates to Drummond Street! That will teach me to rush.....:)

Cheers

From: NMC Planning [mailto:planning@nmc.tas.gov.au]
Sent: Tuesday, 12 November 2019 1:28 PM
To: Jennifer Jarvis
Subject: RE: Referral to TasRail - PLN-19-0218 - 10 Norfolk Street, Perth under Land Use Planning and Approvals Act 1993

Hi Jen,

Can you confirm how the two rail crossing site distances come into play? All access are onto Norfolk st so I can kind of get the Drummond St crossing but Main St has no direct access at all?

Rosemary Jones



Administration Officer - Community & Development | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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

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Meetings can be arranged at other times by appointment.

From: Jennifer Jarvis <jj>
Sent: Tuesday, 12 November 2019 1:16 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Cc: Allison Alexander <Allison.Alexander@tasrail.com.au>
Subject: RE: Referral to TasRail - PLN-19-0218 - 10 Norfolk Street, Perth under Land Use Planning and Approvals Act 1993

Hi Rosemary – thanks for confirming referral date.

I will provide a more formal response to the referral, but wanted you to be aware ASAP that based on a very quick review of the documents, TasRail has a number of concerns.

TasRail is therefore requesting additional information be provided, plus and is requesting more information to address these concerns

- TasRail does not consider that the TIA has adequately consider the railway, particular in relation to the sighting distances at the two relevant level crossings being Drummond Street and Main Road. There is no mention of any assessment of sighting distances or reference to the required sighting distances as set out in AS1742. TasRail requests this information be provided in to enable assessment of the proposal.
- Under Rail Safety National Law, Council is obligated to undertake a joint risk assessment with TasRail of the two aforementioned level crossings to ensure the expected change in conditions does not alter (1) the risk profile of the crossing and (2) to confirm if the existing controls are adequate for the changed conditions and compliance with AS1742. TasRail requests this information be provided in to enable assessment of the proposal.
- Given that the only authorised and signed rail crossing points in the vicinity are located at Drummond St and also Main Road (approximately 1 kilometre apart) and noting the intention to create a large open public space and housing lots, the planning documentation provided does not appear to have considered the very real risks of people taking short cuts across the rail line (not at authorised crossing points) which is already the case now but the risks will only increase because the proposal seeks to attract even more people to the area. TasRail therefore requests that either a culvert underpass be constructed under the rail line; or a rail overpass access be developed to provide a suitable and authorised pedestrian crossing point for the public OR alternatively the length of rail corridor boundary on the Norfolk Street side of the rail line be fenced to a height of 1.8m using materials that cannot be cut or climbed. Note: the ONRSR Policy is that no new rail crossing be created over the rail lines. TasRail requests that options to reduce the risk of trespass over the rail line with potential to result in death or serious harm need to be developed and submitted to enable assessment of the proposal.

I have not yet looked at other considerations but wanted to get the above back to you asap.....

Happy to have a chat about this.....not sure what next steps are?

Cheers

From: NMC Planning [<mailto:planning@nmc.tas.gov.au>]

Sent: Tuesday, 12 November 2019 10:36 AM

To: Property

Subject: Referral to TasRail - PLN-19-0218 - 10 Norfolk Street, Perth under Land Use Planning and Approvals Act 1993

12/11/2019

Referral to TasRail - PLN-19-0218 - 10 Norfolk Street, Perth under Land Use Planning and Approvals Act 1993

Land Manager

Tasmanian Railway Pty Ltd

Via email to: property@tasrail.com.au

Please note that the following application, which is within 50m of the railway line, has been received:

Ref no: PLN-19-0218

Site: 10 Norfolk Street, Perth

Proposal: 8 Lot Subdivision and balance (Flood Prone Areas Code, Water Quality Code & Road & Railway Assets Code)
Closing date: 26 November 2019

A copy of the public exhibition documents are attached. If you have any comments, please provide them within 14 days via e-mail to planning@nmc.tas.gov.au

During the public exhibition period, written representations may be made to the General Manager, PO Box 156, Longford, Tasmania 7301 or e-mailed to planning@nmc.tas.gov.au

If you have any queries, please telephone Council's Development Services Department on 6397 7301 or e-mail planning@nmc.tas.gov.au

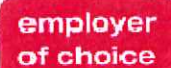
Date of notice under s57 of
Land Use Planning & Approvals Act 1993: 13 November 2019

Enc: Public Exhibition Documents

Rosemary Jones



Administration Officer - Community & Development | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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

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Rosemary Jones

From:
Sent: Saturday, 16 November 2019 5:52 PM
To: NMC Planning; mboon@bigpond.net.au
Subject: Objection to proposed subdivision ref PLN-19-0218
Attachments: A6BABB2A-740E-4B5C-A3B3-4273B4D9F0D1.jpeg; 47987995-346F-454C-814F-C59049918D9B.jpeg

Follow Up Flag: Follow up
Flag Status: Flagged

letter of objection

Stephen & Michaela Boon
9 Norfolk Street
Perth
Tasmania 7300

Northern Midlands Council
13 Smith street
Longford Tasmania 7301

15 November 2019

For the attention of The General Manager

Dear Sir / Madam

Reference:

PLANNING APPLICATION NO PLN-19-0218

Proposal: 8 Lot Subdivision and balance (Flood Prone Areas Code, Water Quality Code & Road & Railway Assets Code)

Site: 10 Norfolk Street Perth

Proposed by NMC

I write in connection with the above planning application. I have examined the plans and I know the site well. I wish to object strongly to the development of these house lots in this location.

Land Use Planning & Approvals Act 1993

10 Norfolk street is a known flood plain where development proposals should be considered very carefully: infilling (as per the proposal to cart in fill to raise the level of the subdivision under consideration) will have unknown affects on the flow of flood waters creating a new flood footprint. This may undermine any new structures and pose danger to those existing in the immediate area. Being a known flood plain this may impact availability of insurance against such regular events. Council and its advisors appear to have completely overlooked the implications of CLIMATE CHANGE in their deliberations.



The above diagram A shows where locals observed flood waters making their way across Norfolk street in the June 2016 floods. If homes were in existence at the proposed site at that time, they would have been inundated. A definite possibility exists that this level of water will be seen again perhaps causing a major catastrophe for any home owners on the proposed development.

In relation to:

2 Subject Land and Locality

2.4 Services

There is a sewerage pump station located near number 32 Norfolk Street which may need to be relocated, especially in view of the unknown path floodwaters will find if houses are built on number 10.

2.5 Heritage

Historic dwellings in Norfolk street may be impacted, along with an historic water well (unmarked) beside the existing cottage at number 32.

The Jolly Farmer Inn, of considerable value & significance at number 21 could be under threat by the unknown quantity of a new flood water footprint, should this proposal go ahead. Further investigation & consultation with locals would assist Council to locate the water well.

2.6 Flora and Fauna

Council has already removed the Pinweed *Erodium cicutarium* that will have aided in slowing the flow of flood waters in past flood incidents, removal of this may in fact impact the surging waters noted by locals. Australian Wood Ducks Scientific name: *Chenonetta jubata*, breed in this area. Masked Lapwing (Spur-winged Plover) are protected in Tasmania and several families dwell & breed on this parcel of land, and as a wetland there are many frogs endemic to Tasmania living & breeding in the area.

The protection of existing dwellings in the area, historic & newer need protecting from poor design that fails to take the opportunities available for improving the quality of an area and the way it functions.

Historical maps reveal the area known as Sheepwash Creek, to have once been a lagoon.

OBJ

Diagram B showing the historic lagoon

Pressure for the development in the township of Perth appears to be considerable, mainly for housing city commuters, but there are other new subdivisions underway in the local area.

I am aware in the past there have been applications from others to build on the site at 10 Norfolk street, these were rejected by NMC. Anecdotal & eye witness evidence suggests the area is not suitable for building. Known flood prone areas are generally not insurable.

The proposed siting of the development is particularly ill-considered: it is on a greenfield site & many locals are hoping it will be, as widely believed, used for recreation and walking dogs, building here would both diminish the striking views toward the Western Tiers & Ben Lomond.

Furthermore, there is no need for this housing subdivision in Perth.

I understand that many locals share these concerns.

Formal request to speak at the local planning authority committee meeting at which this proposed subdivision will be decided .

If this application is to be decided by councillors, please take this as notice that I would like to speak at the meeting of the committee at which this application is expected to be decided. Please let Norfolk street residents know as soon as possible the date of the meeting.

Disclaimer:

Finally, please note that our submission is in respect of the proposed development. While we have taken every effort to present accurate information for your consideration, as we are not a decision maker or statutory consultee, we cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching your decision.

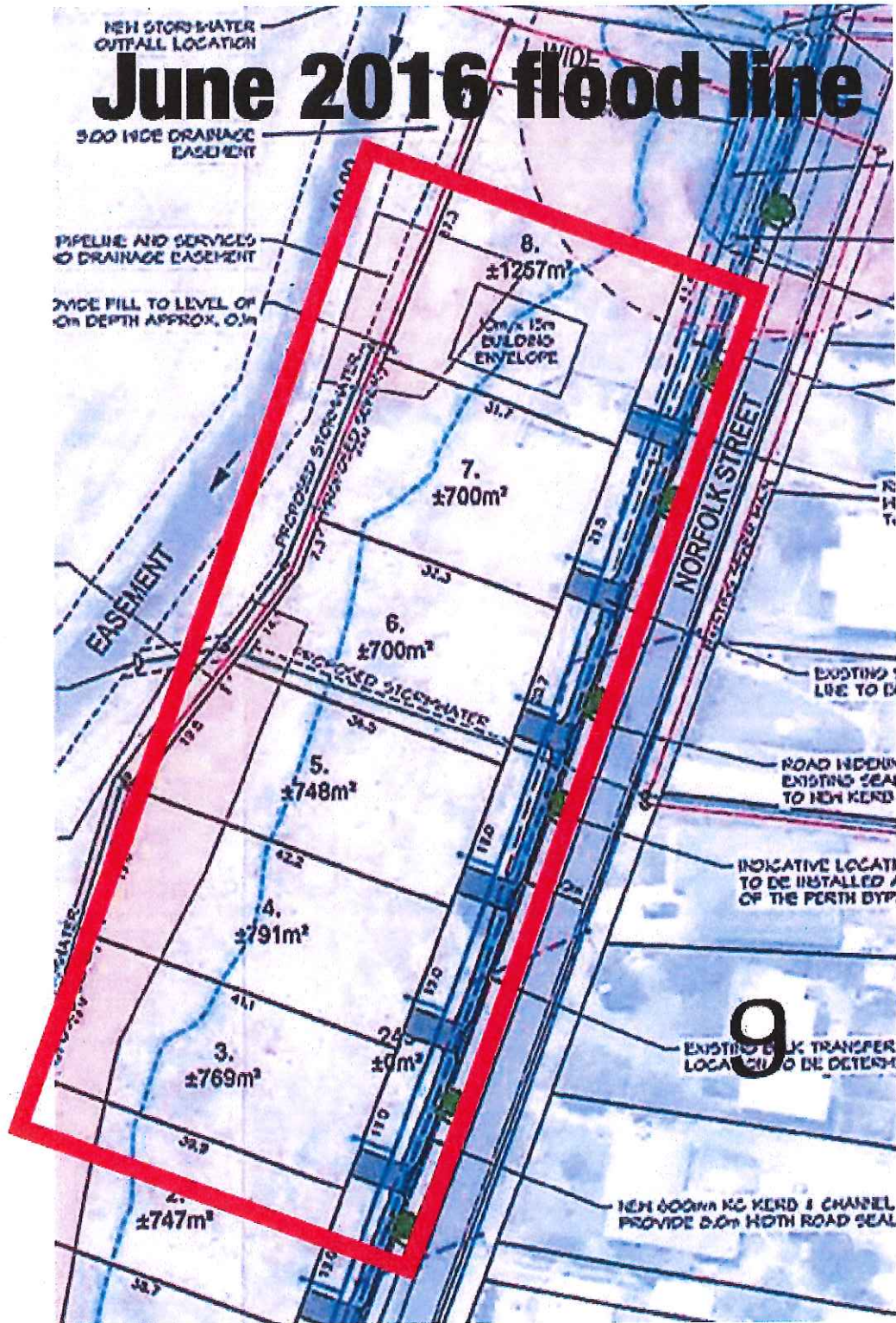
Signature:

Yours faithfully,

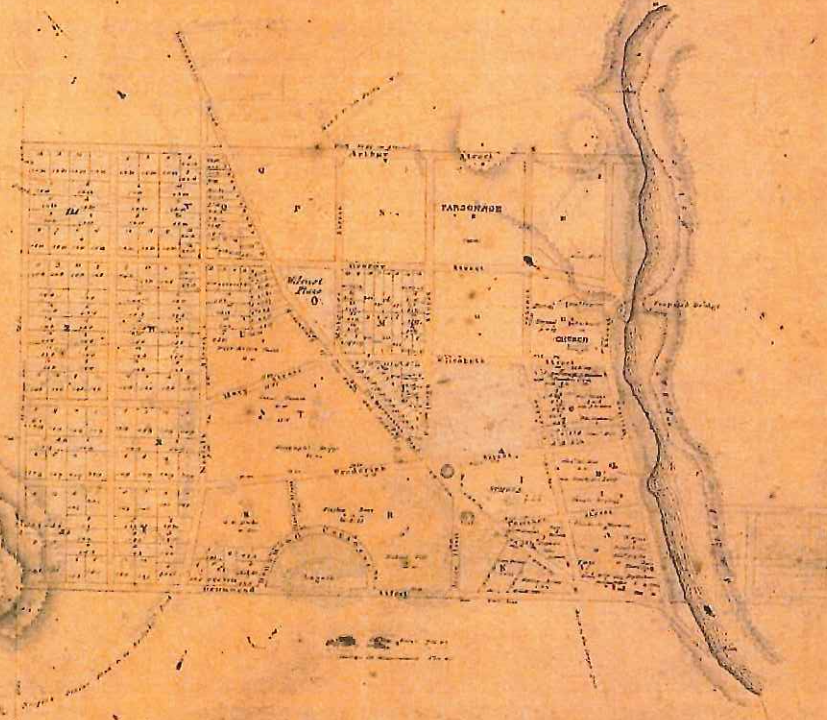
S & M Boon

Attachment A - flood water line June 2016 as seen by locals living on site

Attachment B - historical map of Perth showing lagoon



Nr. 10



PLAN
OF THE
TOWNSHIP
OF
P E R T H



Scale Eight Chains to an Inch

Rosemary Jones

From: Vicki
Sent: Tuesday, 19 November 2019 9:37 PM
To: NMC Planning
Subject: PLN-19-0218. 10 Norfolk Street Perth

Follow Up Flag: Follow up
Flag Status: Completed

Christopher and Ingrid Selby
[8 Range Road](#)
[Western Junction](#)
[Tas. 7212](#)

PLANNING APPLICATION NO
PLN - 19-0218

Proposal 8 Lot subdivision and balance(Flood Prone Areas Code and
Road and Railway Assets Code)

Proposed by NMC

Site, [10 Norfolk St. Perth](#)

As a ratepayers of the Northern Midlands Council, for the last 35 years.
We wish to object to the above proposal.

The land has flooded many times In the past, and is within the 100 year
flood plain.

Sheepwash Creek is an unpredictable watercourse, shown on old maps
as a lagoon on this piece of land.

It is a runoff area for the hill to the north west of Perth,the railway line
creates a dam,with two outlets on to the proposed development area.
When the water builds up behind this dam, a torrent rushes through
these outlet at great speed, inundating the area that it proposed to build
houses on.

We do not want to pay compensation in the form of extra rates when
the proposed blocks flood, and the purchasers sue Northern Midlands
Council.

We draw the Council's attention to the recent catastrophe regarding the
Hobart Rivulet, and a hundred year event in a known water course.

If it is intended to fill the propose subdivided lots, it is very obvious that this will extend the flood plain to the existing houses in Norfolk Street, thereby compounding the problem. Water will always find its own level.

We find it difficult to believe that an insurance company will insure the proposed lots against flood.

The land is ideal for the original proposed public park area. As it was purchased with rate payers money, it belongs to the rate payers of the Northern Midlands, and is not the council's to sell. It belongs to The Rate Payers of Northern Midlands. The council has no right to spend rates money on speculation and developing real estate.

Christopher Keith Selby

Ingrid Victoria Selby

Vicki Selby

Michael Tonkin
9A Norfolk St
Perth TAS 7300

25/11/2019

General Manager
Northern Midlands Council

Dear Sir/Madam,

As a homeowner and rate payer under the Northern Midlands Council, I am writing to formally object to the proposed 8 lot subdivision at 10 Norfolk St Perth 7300, Ref NO. PLN-0218.

This area was recently advertised by the Northern Midlands Council as being reserved for a green belt area with walking, riding, play and dog facilities due to the flood prone nature of the area. This would have been a great choice for the space, and exactly what our little community of Perth needed. There are very few areas in Perth where people of all ages can enjoy a large, safe outdoor recreational environment.

It makes no sense at all to build houses in an area that is prone to flooding and was never designed or intended for this purpose. The fact that the proposed blocks of land would need to be built up in height to hopefully negate any possible flooding issues really says a lot about the unsuitability of this space for housing.

I am happy to see the growth of Perth continue but I also feel that a balance needs to be kept, and rather than squeezing in new dwellings wherever possible, leaving some areas for public use, as was the original plan for this area as advertised by the NMC.

Kind Regards,

Michael Tonkin

LETTER OF OBJECTION

James and Fiona Stevenson
69 Frederick Street
Perth Tasmania 7300

2rd November 2019-11-24

For the attention of the General Manager

Dear Sir/Madam

Reference:

Planning APPLICATION MO PLN-19-0218

Proposal 8 Lot Subdivision and Balance (flood prone areas code, water quality code, road and railway assets code)

Site: 10 Norfolk Street, Perth

Proposed by NMC

I am submitting this letter of objection for the above planning application. I have studied the plans and object strongly to the development to these house lots in this location.

I would like to draw attention to the concerns of flooding in 10 Norfolk Street as a resident who neighbours the said property. We have resided here for 19 years and have seen the said property flood on numerous occasions, most recently in 2016 when severe flooding swelled the rivers in the area. I have great concerns that adding eight house lots to this property, including fill, extra stormwater and changing the watercourse, could have an adverse effect on the properties that will be built and the properties that are already present. The hundred-year flood plan that is shown in the planning approval I can confirm has already been at this level in 2016. It is shocking to us that the council are considering such a development without consultation with the residents that have eye witness accounts of the flooding. At no time were the residents contacted by the council or by the consultants or engineers that have put this planning approval together, therefore, missing integral information on the submission.

I would like to draw attention to the attached videos that show flooding on the street in 2016 that affected our property and that of our neighbours, which shows water unable to escape at the rate that the rain fell and stormwater gathered. I have additionally attached photos from a previous occasion of flooding. Please note, this has happened more times than I can quantify in the nineteen years of our residency.

It is of great concern that the ethics of the council if they intend to move forward with this development considering I have spoken to several of the elected councillors who have given me conflicting information of what is to be undertaken on site. Not all of them, clearly, have an understanding of the development and the implications that it causes. In fact, the purchase of the land seems somewhat unnecessary considering the council had 24/7 access to the drains at all times previous to the purchase and considering that council do not intend to change the open drainage. We are at a loss as to why a considerable amount of public money was used to purchase this land in the first place. It has been indicated to me by several councillors that it was only purchased to

subdivide and sell the lots to recoup money that council has seemingly in our opinion has been unnecessarily spent. It would also be our opinion, as we are both qualified builders that it would be highly unlikely that the council would recoup their money considering that there are only eight blocks and due to the services that need to be created for the sale of the blocks will be of some expense.

I have looked over the traffic management report and it indicates that there are no known crash points in Norfolk or Frederick Street (corner area) please see attached the planning approval diagram. I have marked the areas of known crashes, reported from our own experience and the experiences of other residents. Please also keep in mind that the video showing the flood water increases the risks of crashes and even in light rain or wet road cars regularly spin out on the corner of Norfolk and Frederick Street. Less than two months ago there was a crash where a car hit the fence of a resident.

We are concerned of the impact on the heritage buildings on the street. There is an unmarked historic "well" situated next to the cottage at number 32 Norfolk Street. It has not been marked on the plans submitted by council or shown by engineers whether there will be any impact for this well. Although not marked as "heritage listed" it still has historic value to the property know as the 'Jolly Farmer Inn' which is situated opposite the well and the existing cottage beside it. It is our belief that the well should be marked or showcased as part of the history of the area. The council have shown that they have no visible interest in the preservation of this site.

We are also concerned about what kind of houses i.e design and facade will be constructed at 10 Norfolk Street. These houses should be in visual keeping with the street landscape considering there are four heritage listed homes on the street out of the fourteen total residences in Norfolk Street. We believe the council have taken no consideration whatsoever in their planning and it would be a shame to add more generically designed homes to our otherwise unique neighbourhood.

In conclusion, we would like to additionally add that people in Perth have requested a public space or public square for community events. It would be a perfect space for this request to be fulfilled as the flooding would be of little consequence to the space as the land regenerates after the water has dissipated. The residents in the area were originally told that this area would be an open space park area in which we were all excited about and supportive of. Some people had even been told from council employees, including ourselves, that this was the case only to find out that we had been misled, which is of great disappointment.

It has been indicated to us by many residents that live around this piece of land that our concerns are shared by many.

Disclaimer: Please note that our submission is in respect of the proposed development. While we have taken every effort to present accurate information for your consideration, we cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching your decision.

Yours faithfully,

James and Fiona Stevenson

1-266



1-267





Fig 4.1a - Sight Triangles from Lot 9 access (paved road) to North, considering potential sight distance from nearby intersection with Forest St Road



Fig 4.1b - Sight Triangles to Lot 9 access (paved road) from North, considering potential sight distance from nearby intersection with Forest St Road

4.2 Surrounding Road Network Impacts

With assessment of additional road network parameters for all property access arrangements were outside the work of this report, it is believed that all-site impacts arising from the development would not significantly affect the wider road network, based on the development fitting within the existing residential arrangements for the general North area, particularly in light of the future North Spine soon to be completed. It is also noted other properties in the immediate area including Forest St Road (eastern side) have similar access which operate successfully with no issues noted.

4.3 Parking Assessment

Not required to be considered as part of this report.

4.4 Road Safety & Traffic Service

Due to the appropriate sight distances as outlined, there appear no apparent issues for road safety arising from the development.

Site ID

traffic service for the proposed development is likely to be adequately provided with the existing infrastructure (all the lights, traffic signs, etc), based on the current development levels for existing



10:57

67%



Fig 4.14 - View from typical proposed wire location to the 1007TH - approximate



Fig 4.15 - View from typical proposed wire location to the 1007TH - approximate



5:20 PM



The General Manager
Northern Midlands Council
PO Box 156
Longford Tasmania 7301

Mrs Olwyn Nilon
11 Old Bridge Rd
Perth 7300
21 November, 2019

Dear Sir

Thank you for the opportunity to comment on the proposal PLN 19-0218 and your consideration of the following points.

My concerns about the proposed subdivision are as follows:

Perth is growing rapidly and many young families have been encouraged to move into this satellite area which is beneficial for our community. As resident numbers grow, so does the need for open space as research and studies show that open space, or green space, is beneficial on many levels to a community. I would like to see the entire parcel of land in Norfolk Street developed into a multiuse public open area. I believe that it is well situated to provide other proposed housing developments (Youl Road and Drummond Street) with recreation areas.

A combination of walking paths, open play areas, dog exercise areas, climbing frames, bbqs, seating and belts of trees and plantings could make this a vibrant and interesting area for families and people of all ages. It could conceivably include a skate park, cycle paths and other exercise stations. A flood proof podium could also become a venue for community events, such as Christmas Carols (previously held at the River Reserve), community fairs or many other occasions. Even without a stage, many events could be held at this open space

The large subdivision envisioned for Drummond Street will certainly negate the need for an extra eight residential blocks on Norfolk Street and Council could use this opportunity to present the community with a wonderful facility, at considerably less cost than those associated with development of the proposed subdivision.

It was explained, by the General Manager, at the public meeting (19th November in Norfolk St), that the NMC needed to develop and sell these housing blocks to recoup some of the ratepayers' money which had been used to purchase the land, which in turn had been purchased to allow mitigation of the flooding in this area. The General Manager explained the proposed flood mitigation works and the fact that it will not guarantee the solving of this issue. Therefore, the land is inherently unsuitable for residences, even assuming that purchasers could be found. It is likely that this land will take considerable time to sell and that the Council will be waiting a long time for reimbursement of purchase and development costs. When the new highway is completed it would be possible for Drummond St to end at the Norfolk St intersection, thereby removing the water damming effect currently caused by the pipes under Drummond Street and perhaps helping mitigate the flood problem. This could have been achieved without the expenditure of \$690K on 10 Norfolk Street. A walk/cycle way could possibly then continue further into a link with Longford or back into Perth.

Kind regards
Olwyn Nilon