



### ***Performance Criteria P1***

Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:

- (a) the topography of the site;
- (b) the proposed setback;
- (c) any buffers created by natural or other features;
- (d) the location of existing or proposed buildings on the site;
- (e) the frequency of use of the rail network;
- (f) the speed limit and traffic volume of the road;
- (g) any noise, vibration, light and air emissions from the rail network or road;
- (h) the nature of the road;
- (i) the nature of the development;
- (j) the need for the development;
- (k) any traffic impact assessment;
- (l) any mitigating measures proposed;
- (m) any recommendations from a suitably qualified person for mitigation of noise; and
- (n) any advice received from the rail or road authority.

- a. The topography of the site is flat, and the development site is approximately level with South Rail line, see Figure 30.
- b. The development site Eastern boundary is 20m from the South Rail line reservation and 28m from the rail line ie < 50m West of the South Line, see Figure 30.
- c. The South Rail line is at a similar ground level to proposed lots 10, 11,12 and 13.
- d. Lots 10-13 are within 28m of the South Rail Line, see Figure 30.
- e. The South Rail Line is operational in the vicinity of the proposal.
- f. Rail activity on the South line is regular.
- g. Rail noise over 63 dB is possible.

# Exhibited

Traffic Impact Assessment



- h. The proposed lots are not grade separated from the Western Line.
- i. The proposed development is for residential dwellings consistent with the Tasmanian Planning Scheme Land Use Zoning – Northern Midlands.
- j. The development is justified on commercial grounds.
- k. This traffic impact assessment determines that subject to the recommendations contained in this report, the subdivision proposal will allow continued safe and efficient operation of William Street and is supported on traffic grounds.
- l. Mitigations may be required to mitigate road noise concerns.
- m. **A noise assessment report has been requested by Council ?**
- n. TasRail may request the offset dimension of proposed Lots 10- 13 to the South Line reservation boundary.

**Subject to TasRail advice, P1 may be satisfied.**

Traffic Impact Assessment

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### **C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area**

Not applicable as no subdivision is proposed within a road or railway attenuation area.

#### ***Acceptable Solution A1***

A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.

The proposal is for a 15 lot General Residential subdivision with lots 10-13 within 50m of the South Rail line and railway attenuation area. **A1 is not satisfied.**

#### ***Performance Criteria P1***

A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:

- (a) the topography of the site;
- (b) any buffers created by natural or other features;
- (c) the location of existing or proposed buildings on the site;
- (d) the frequency of use of the rail network;
- (e) the speed limit and traffic volume of the road;
- (f) any noise, vibration, light and air emissions from the rail network or road;
- (g) the nature of the road;
- (h) the nature of the intended uses;
- (i) the layout of the subdivision;
- (j) the need for the subdivision;
- (k) any traffic impact assessment;
- (l) any mitigating measures proposed;
- (m) any recommendations from a suitably qualified person for mitigation of noise; and
- (n) any advice received from the rail or road authority.

See responses under C3.6.1.

Subject to Noise & Vibration report & TasRail advice, **P1 may be satisfied.**



## 7. Recommendations and Conclusions

This report has been prepared to assess the proposed 15 lot subdivision of 7A William Street, Campbell Town in accordance with Tasmanian Planning Scheme - Northern Midlands and Road & Railway Assets Code C3 requirements.

It has been prepared following a review of available traffic and crash data, Road Safety Review, Austroads Safe System Assessment, future growth projections and review of applicable Austroads guidelines and Council Road standards.

### 7.1 Traffic Safety:

From road safety review, review of 5 year reported crash history and Austroads Safe System assessment no traffic safety issues have been identified with the proposal.

### 7.2 South Rail Line

As the South Rail Line is less than 50m from the development site and noise and vibration assessment will be required to determine what mitigations may be necessary.

### 7.3 William Street

It is estimated that the proposal will contribute up to 135vpd to William Street. Though this is a significant increase on the estimated AADT of 70 vpd (2023), the total traffic volume is very low and will have a very minor impact on operation of the road.

### 7.4 High Street / William Street junction

The existing junction layout is adequate for the increased traffic and negligibly impacted.

### 7.5 Tasmanian Planning Scheme – Northern Midlands

Evidence is provided to demonstrate the proposal satisfies Road & Railway Assets Code C3 requirements, subject to Noise and Vibration assessment.

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## **Recommendations:**

- *Construct the new road to a trafficable width of 6.9m with kerb & channel and footpath one side consistent with LGAT urban road standard TSD- R06.*
- *Install proposed driveways consistent with LGAT urban standard TSD-R09.*
- *Install street lighting on the proposed road to Council standard.*
- *Construct footpath along the Southern side of William Street from the Proposed Road to High Street.*
- *Comply with determination on unit setback requirement for the Southern Rail Line Reservation.*
- *Comply with any mitigations identified and agreed from the noise and vibration report for the South Rail Line.*

This traffic impact assessment finds that the proposed subdivision of 7A William Street provides adequately for continued safe and efficient operation of the impacted road network. The increased traffic resulting will have a very minor impact on the operation of the High Street / William Street junction.

Overall, it has been concluded that subject to the recommendations contained in this report, the proposed subdivision will allow continued safe and efficient operation of William Street and is supported on traffic grounds.

Traffic Impact Assessment

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**Appendices**

# Exhibited

Traffic Impact Assessment



## Appendix A - Subdivision Plan





Traffic Impact Assessment

# Exhibited



## Appendix B - High Street Traffic Data

### Site 0000A0087480

**A0087480**  
 Description: Midland Highway 160m S Of Pedder St  
 City: Campbell Town  
 Route number: A0087

Site Data

60 km/h



**Traffic Statistics by Direction**

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	3,424	3,491	24,439
South	3,234	3,348	23,438
Total	6,658	6,839	47,877

**Annual Statistics**

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT	-	-	-	-	-	6,069	-	6,751	-	7,870
% HV	-	-	-	-	-	19.3%	-	16.3%	-	15.0%

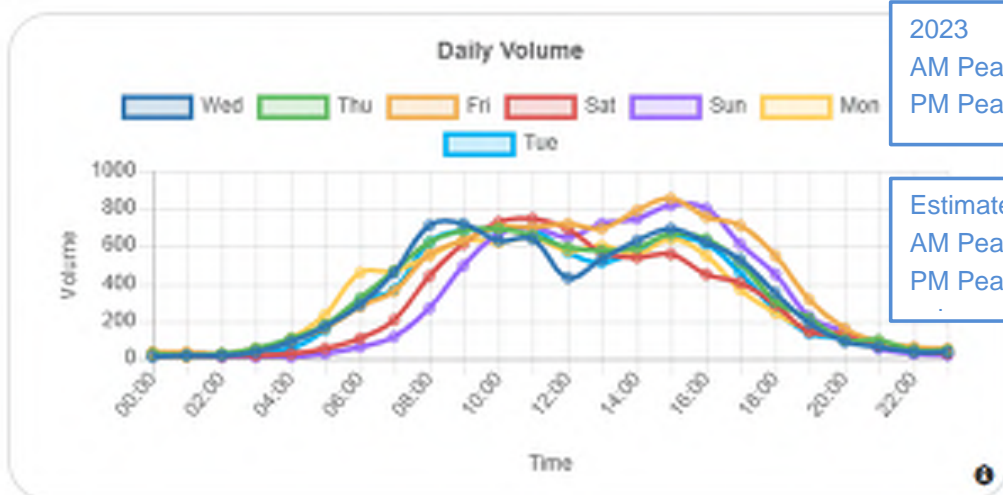
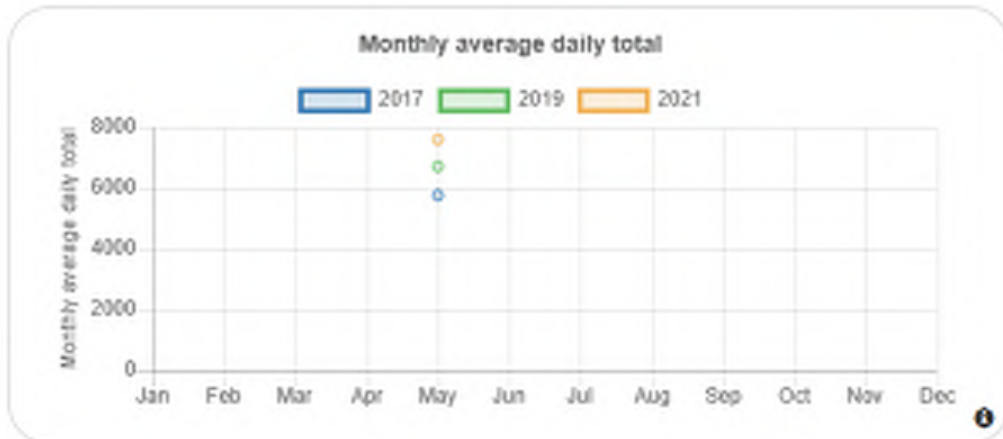
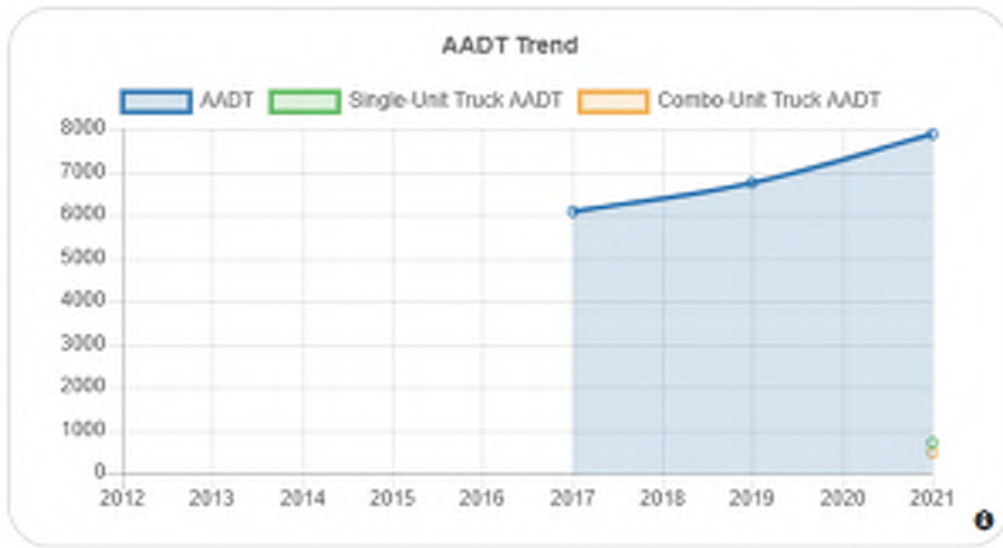
**Midlands Highway (Campbell Town)**

- Compound Ann. Growth: 6.8% over 4 years
- Compound Ann. Growth: 3.5% over long term used.
- Commercial Vehicles. 15 %
- 7,870 vpd (2021)
- 8,430 vpd (2023)
- 11, 890 vpd (2033)



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Traffic Impact Assessment



2023  
AM Peak 700 vph.  
PM Peak 850 vph.

Estimated 2033  
AM Peak 1,000 vph.  
PM Peak 1,200 vph.

Traffic Impact Assessment

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## Appendix C - William Street Traffic Data

Estimated AADT 70vpd (2023)

Estimated AADT 100vpd (2033) due to background Compound annual growth at 3.5%.

# Exhibited



## Appendix D - Level of Service Descriptions

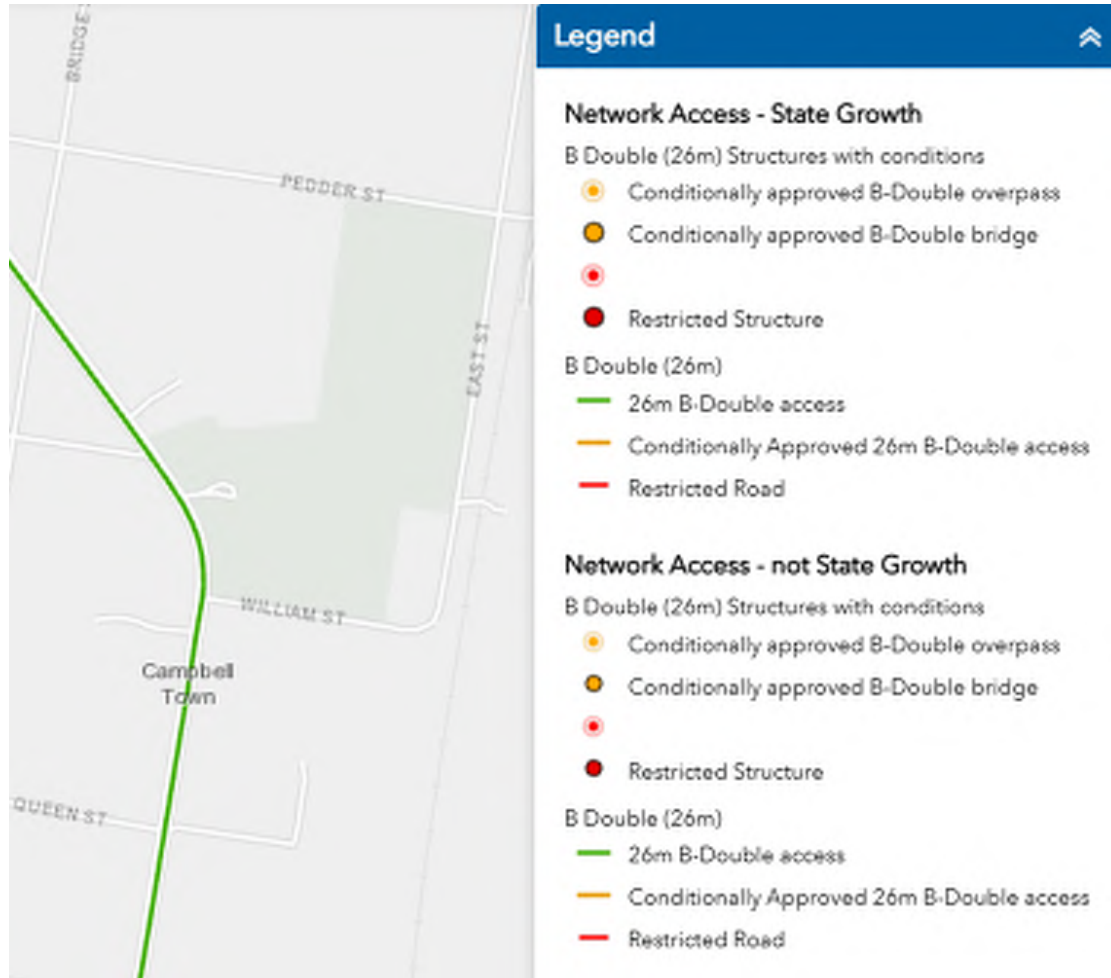
<b>Level of service A</b>	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
<b>Level of service B</b>	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
<b>Level of service C</b>	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
<b>Level of service D</b>	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
<b>Level of service E</b>	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
<b>Level of service F</b>	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

# Exhibited

Traffic Impact Assessment



## Appendix E - Tas. 26m B Double Network

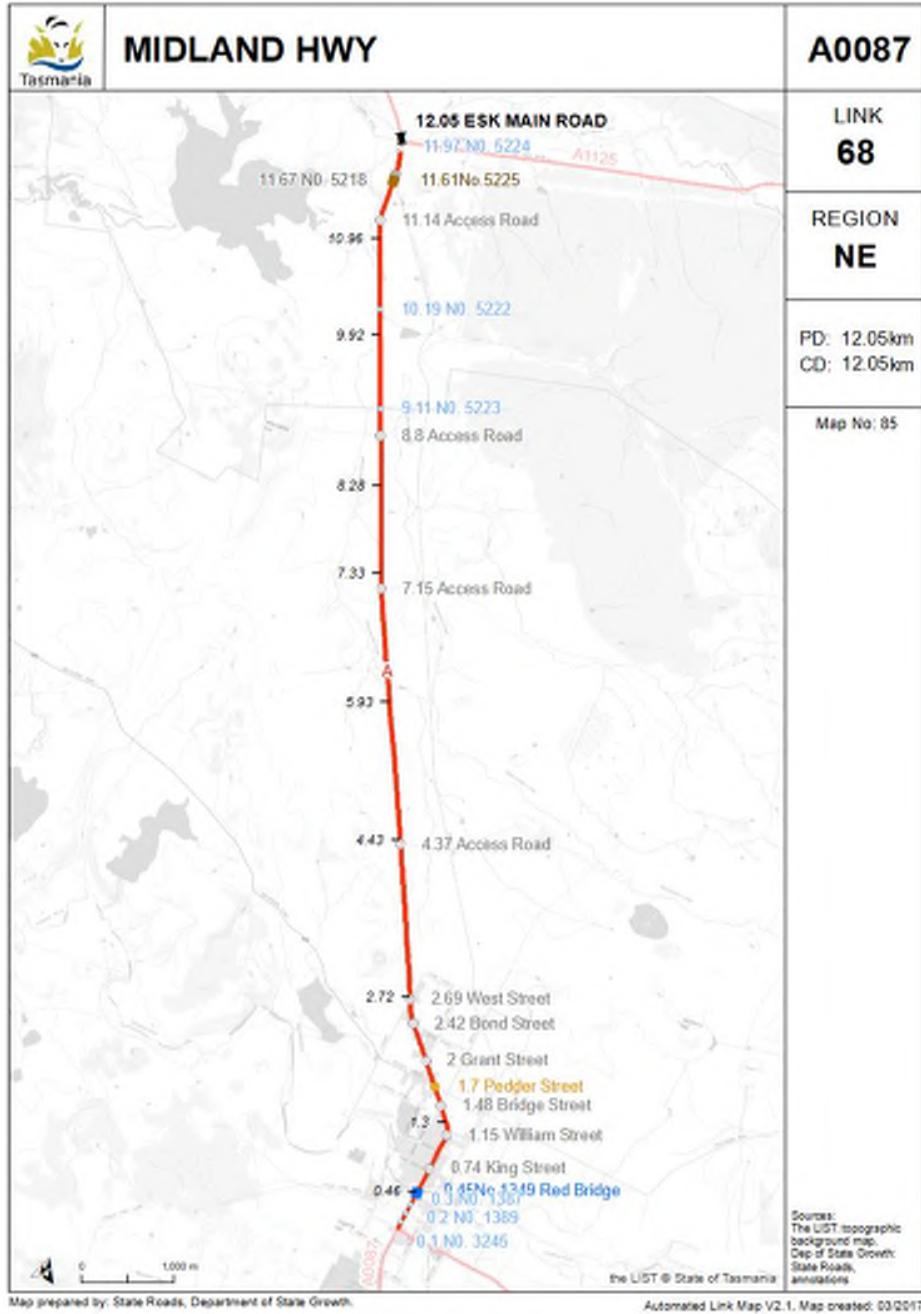


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## Appendix F - Midlands Highway – Link 68







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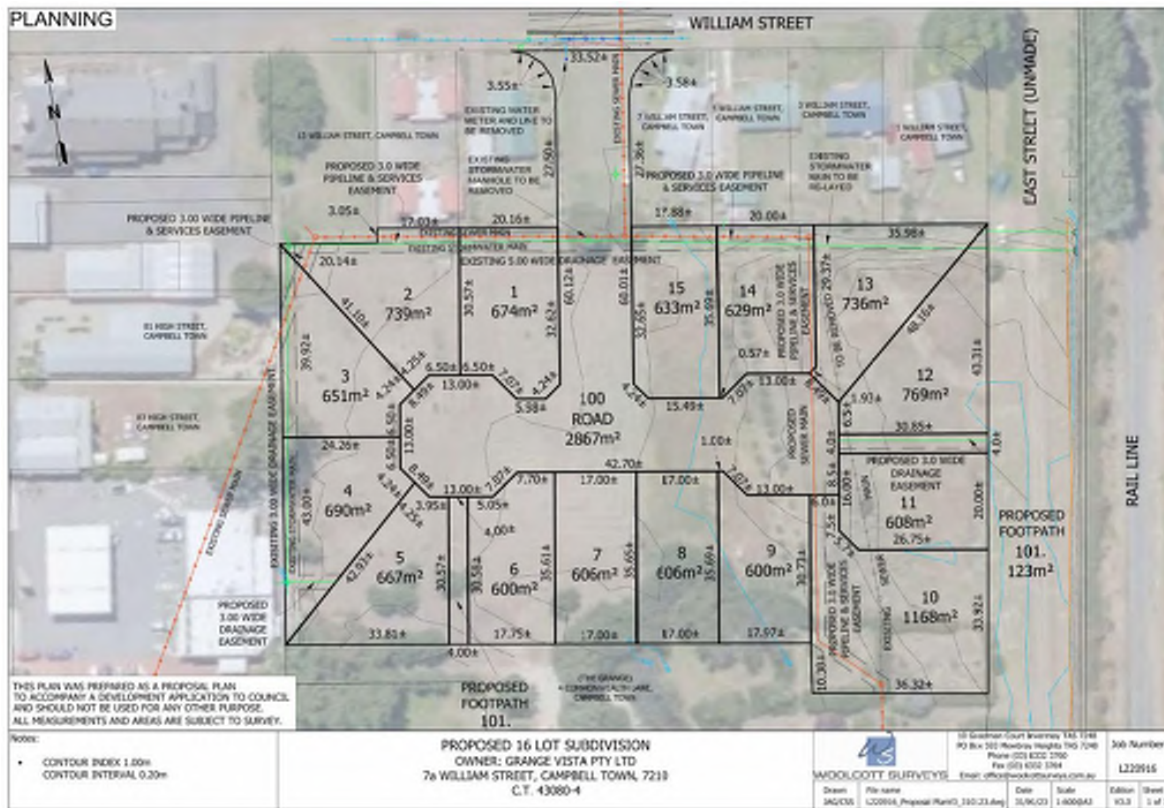
**MEMO**

**14 July 2023**

**Re: 7a William Street Subdivision Flood Prone Area Code Response Memo**

**1. Introduction:**

Grange Vista Pty Ltd is proposing a subdivision of 7a William Street, Campbell Town, which will create 15 new residential lots. Figure 1 shows the proposed layout:



**Figure 1. Proposed residential subdivision (ref. Woolcott Surveys L220916 Proposal Plan 310123 V3)**

Northern Midlands Council (NMC) provided the following RFI:

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Council's Stormwater System Flood and Risk Study, available at <https://mapping.nmc.tas.gov.au/IntraMaps99/> shows that part of 7A William Street and the stormwater discharge points in East Street adjacent to the railway are subject to flooding. It is therefore reasonably believed, in accordance with clause C12.2.5, that the land is subject to risk from flood and has the potential to cause increased risk from flood. Please provide a flood hazard report in accordance with clause C12.2.3. The flood hazard report is to:

- Show the flood extent on the plan of subdivision.
- Demonstrate compliance with clause C12.6.1 P1.1 and P1.2.
- Demonstrate compliance with clause C12.7.1 P1 for each lot proposed in the plan of subdivision within the flood prone hazard area.

I note that clause C12.6.1 P1.2 (a) requires the flood hazard report to demonstrate that the works will not cause or contribute to flood on adjacent land or public infrastructure.

Council's urban flood mapping layer is shown below, which is derived from the North Campbell Town Stormwater System Flood and Risk Study (H-DNA, 2020):



Figure 2. NMC urban flood mapping layer



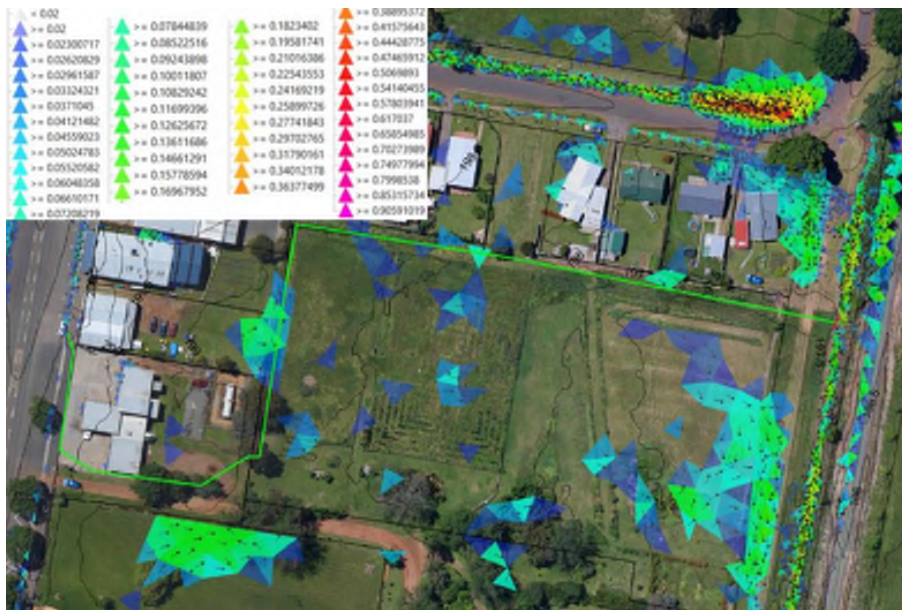


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**2. Pre-development Assessment:**

Figure 3 shows the original modelling results contained in the North Campbell Town Stormwater System Flood and Risk Study (H-DNA, 2020) from which the urban flood mapping layer for this area was derived. It shows the following flood depths on the eastern side of undeveloped 7a William Street:



**Figure 3. NMC urban flood mapping layer**

This modelling displays 1% AEP flooding, with predicted flood depths of 200mm and under.

In order to provide better resolution of this flooding this same model was updated, with mesh sizing reduced to a maximum 1 m<sup>2</sup> per triangle. The 2017 digital elevation model (DEM) which was used in the original urban flood modelling was used in the pre-development scenario. Hydrology was the same as that described in the North Campbell Town Stormwater System Flood and Risk Study. 1D subcatchments for the surrounding residential and commercial properties were also updated.

The modelled 1% AEP rainfall was also updated to be inclusive of climate change. Australian Rainfall and Runoff (ARR) Data Hub interim climate change factors for the RCP8.5 scenario to 2090 give a 16.3% increase in rainfall depths. The Pitt and Sherry *Climateasyst* tool gives a 28.32% difference in rainfalls in 2085 compared to those in 2025. The larger *Climateasyst* climate change factor was therefore adopted.

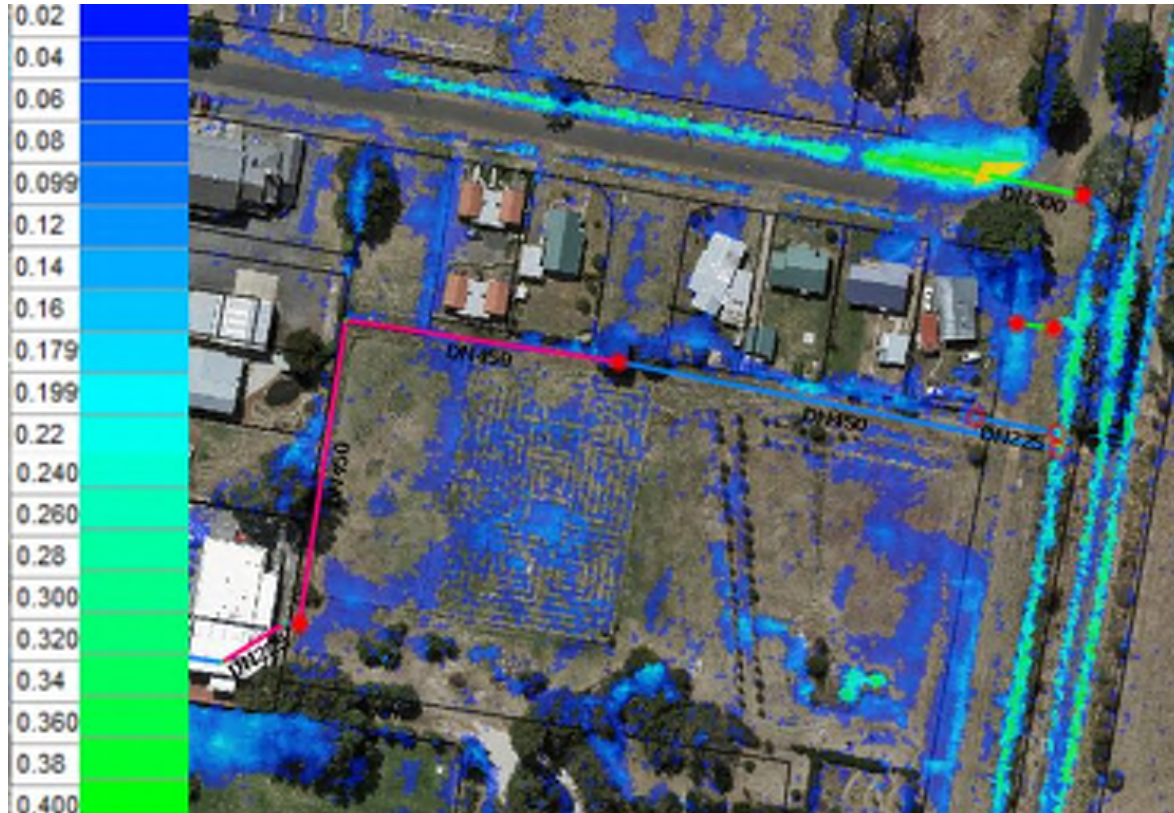
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The revised pre-development results are shown in Figure 4, with a depth key provided:



**Figure 4. Updated pre-development results (1% AEP climate change)**

Some ponding is noted on the site, peaking at 344mm deep in the small depression near the south-eastern corner of the property. Flooding over the remainder of the site peaks at 207mm. All flooding is in the H1 Hazard Vulnerability Classification which is 'generally safe for vehicles, people, and buildings' (Australian Rainfall and Runoff, 2019).

### 3. Post-development Assessment:

The pre-development model was updated to include the proposed stormwater works infrastructure changes, earthworks, and developed surfaces. Refer to Rare's Development Approval drawing series 231007 Revision A. The propose earthworks, including road formation, were patched into the latest base 1m DEM available on ELVIS (<https://elevation.fsd.org.au/>) which dates to 2019.

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The new lots were assumed to be 60% impervious, with road and verges a combined 80% impervious. Hydrology was otherwise the same as in the pre-development model.

The post-development results are shown in Figure 5:



**Figure 5. Post-development results (1% AEP climate change)**

The post-development results show less surface water within the development footprint due to direct plumbing to the proposed stormwater network and storage within the proposed roadway.

Again, all surface water on the site is in the H1 category. Roadway ponding peaks at 171mm near the proposed intersection of the new road with William Street, private property surface water peaks at 108mm at the southern boundary of proposed lots 7 and 8.

No special requirements are necessary for the dwellings on the subdivision, assuming finished floor levels (FFLs) are 100mm above the finished surface level (FSL) as per the Building Code. The

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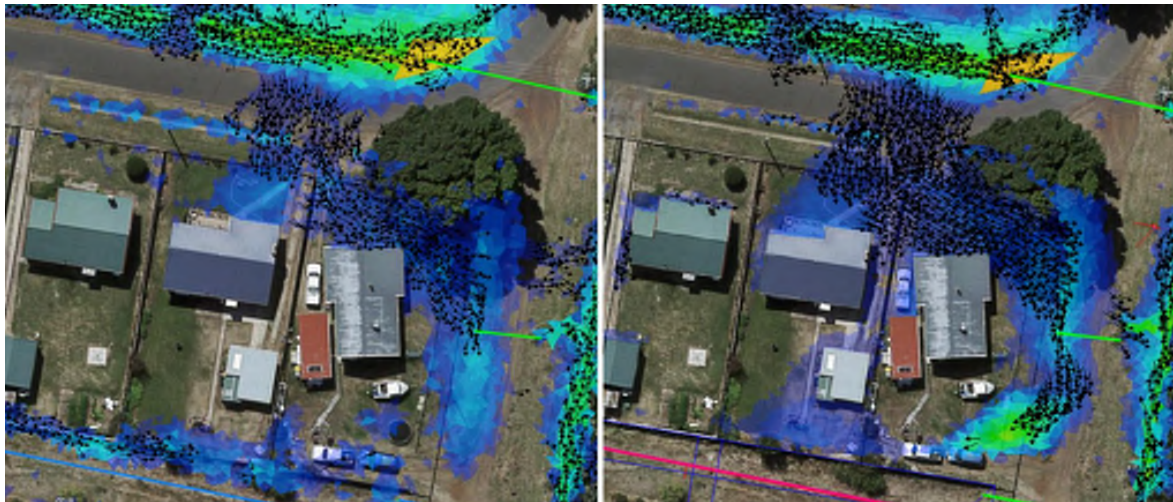
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exception are proposed Lots 7 and 8, which are recommended FFLs a minimum of 150mm above FSL.

#### 4. Comparison of Pre and Post-development Results:

When comparing Figures 4 and 5 there are three observed differences. The first of these is around and in the open drain on the northern side of William Street and nos. 1 and 3 William Street. The footprint is larger in the post-development scenario, refer to Figure 6:



**Figure 6. Pre and post-development comparison**

Upon examination this is not due to the development, but is an artefact of the modelling. No subdivision runoff is directed to this open drain. Flooding escaping the open drain and passing towards 1 and 3 William Street peaks at 71 L/S in the pre-developed scenario. This increases to 136 L/S in the post-development scenario, despite not being influenced by the development. This must be due to changes to the upstream catchment influencing the operation of the pre-development model, which used a 2017 DEM compared to the post-development model, which used a 2019 DEM.

The second difference is the deeper flood depth near the south-east corner of no. 1 William Street. The surface level at its deepest point is 197.44m AHD in the pre-development (2017 DEM) mesh. This compares to a surface level of 196.86m AHD in the post-development (2019 DEM). This is a difference of 580mm. Obviously, some alteration in the landform has occurred in the time between the two DEMs were captured and is certainly not a byproduct of the proposed development.

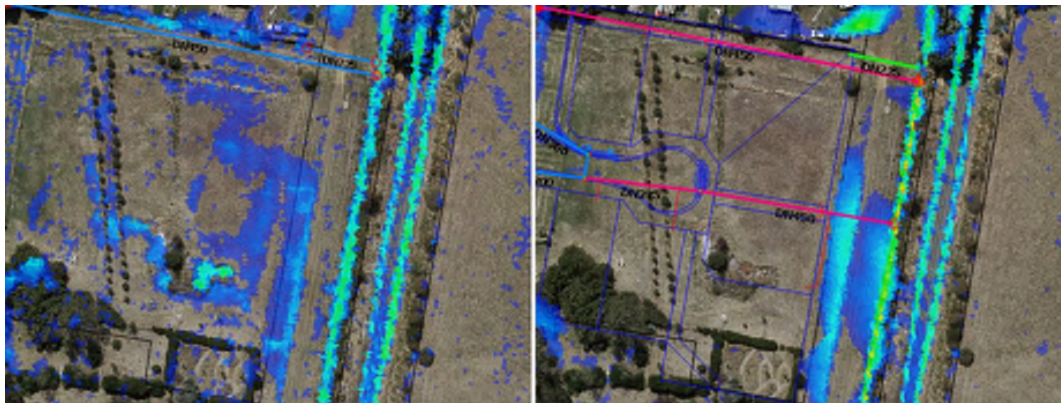




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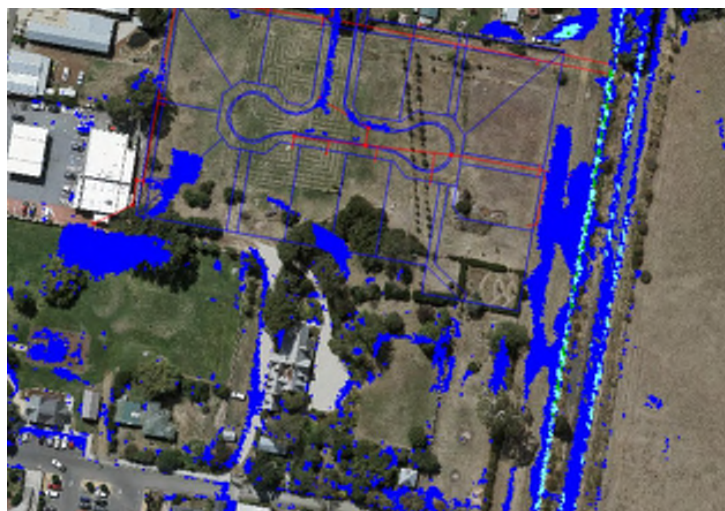
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This third difference is a larger footprint within unmade East Street, refer to Figure 7. Breakout from the existing open drain occurs, however the only impact is a larger flood footprint in the road easement. No impacts are noted on the rail line.



**Figure 7. Pre and post-development comparison**

It is understood NMCs Works and Infrastructure Department have plans to undertake an upgrade of this existing open drain. This will help reduce flooding in the unmade road easement in the 1% AEP climate change event. Breakout flooding from the open drain has a H1 Hazard Vulnerability Classification, and so is tolerable in the unmade road in the 1% climate change event, refer to Figure 8:



**Figure 8. Post-development Hazard (H1=dark blue, H2=cyan, H3 = green)**



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Peak flooding in unmade East Street occurs during the 15 minute storm event. Flooding in the unmade road has significantly retracted within 45 minutes of the completion of the storm, see Figure 9:

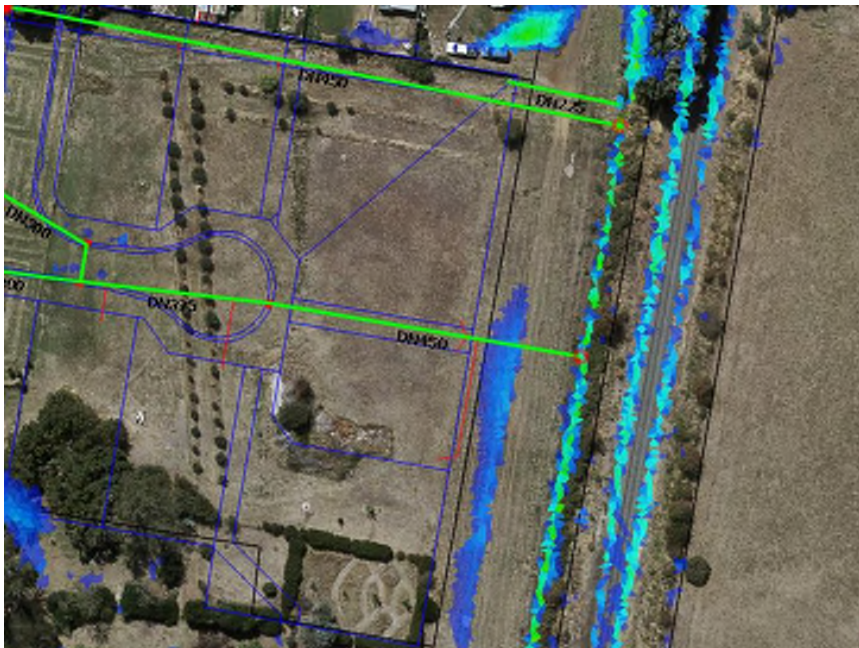


Figure 9. Post-development comparison, 45 minutes after storm completion

## 5. Flood Prone Areas Hazard Code Assessment

C12.6.1 is the appropriate code for a proposed subdivision:



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C12.6.1 Buildings and works within a flood-prone hazard area

<b>Objective:</b>	<b>That:</b> (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> No Acceptable Solution.	<b>P1.1</b> Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. <b>P1.2</b> A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Performance Criteria P1.1:

- a) Modest reshaping of the site ensures that the 1% AEP climate change storm events have a very limited impact on the subdivision site. Surface water, which is expected over significant proportions of the catchment in this extreme event, is shallow, safe, and tolerable. **Acceptable.**
- b) No specific hazard reduction measures are required, other than finished floor levels (FFLs) of future dwellings on Lots 7 and 8 being to be a minimum 150mm above the finished surface level (FSL). **Acceptable.**
- c) No advice. **Acceptable.**
- d) No further advice. **Acceptable.**

Performance Criteria P1.2:

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- a) The subdivision, when fully developed, will contribute to modest flooding of unmade East Street. As per Figures 8 and 9 the resultant flooding is safe, and will not be present for extended periods. No impacts are predicted on the rail line. **Acceptable.**
- b) The evidence provided in this report shows a tolerable risk is present and maintained for the life of the development. **Acceptable.**

The proposed development is therefore acceptable under C12.6.1 P1.1 and P1.2.

C12.7.1 is the appropriate code for a proposed subdivision:

C12.7.1 Subdivision within a flood-prone hazard area	
Objective:	That subdivision within a flood-prone hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from flood.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:</p> <ul style="list-style-type: none"> <li>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area;</li> <li>(b) be for the creation of separate lots for existing buildings;</li> <li>(c) be required for public use by the Crown, a council or a State authority; or</li> <li>(d) be required for the provision of Utilities.</li> </ul>	<p><b>P1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:</p> <ul style="list-style-type: none"> <li>(a) any increase in risk from flood for adjacent land;</li> <li>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;</li> <li>(c) the need to minimise future remediation works;</li> <li>(d) any loss or substantial compromise by flood of access to the lot, on or off site;</li> <li>(e) the need to locate building areas outside the flood-prone hazard area;</li> <li>(f) any advice from a State authority, regulated entity or a council; and</li> <li>(g) the advice contained in a flood hazard report.</li> </ul>

Performance Criteria P1:

- a) 1% AEP climate change flooding on the adjacent unmade road increases, however this is contained within the road easement and has a safe H1 Hazard Vulnerability Classification. This is a tolerable risk and there is no increased risk to private property or to the rail line. **Acceptable.**
- b) As per P1(a). **Acceptable.**
- c) There is no need for future remediation works, however it is understood NMC have plans to improve the existing open drain, which will help reduce the flood footprint. **Acceptable.**



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- d) Access to lots is unaffected. **Acceptable.**
- e) No need for buildings to be located outside flood-prone hazard area. Dwellings on Lots 7 and 8 to have FFLs a minimum 150mm above FSL. **Acceptable.**
- f) No advice.
- g) No further advice provided. **Acceptable.**

The proposed development is therefore acceptable under C12.7.1 P1.

A handwritten signature in black ink, appearing to read "Cameron Oakley".

Cameron Oakley  
CONSULTING ENGINEER  
B.Tech, B.Eng (Hons), MBA  
Licensed Building Services Provider No. 949718126

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# BUSHFIRE HAZARD REPORT



15 Lot Subdivision  
7a William Street, Campbell Town

April 2023

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i

Job number: L220916  
WS118  
Prepared by: James Stewart ([james@woolcottsurveys.com.au](mailto:james@woolcottsurveys.com.au))  
Town Planner & Bushfire Hazard Practitioner 157

Rev. no	Description	Date
1	FINAL	05/04/2023
2	UPDATE	02/05/2023

#### **Disclaimer**

This report deals with the potential bushfire risk only, all other statutory assessments sit outside of this report. This report is not to be used for future or further development on the site, other than what has been specifically provided for in the certified plans attached. Woolcott Surveys Pty Ltd accepts no responsibility to any purchaser, prospective purchaser or mortgagee of the property who in any way rely on this report. This report sets out the owner's requirements and responsibilities and does not guarantee that buildings will survive in the event of a bushfire event. If characteristics of the property change or are altered from those which have been identified, the BAL classification may be different to that which has been identified as part of this report. In this event the report is considered to be void.

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## Executive Summary

Development of a 15 lot residential subdivision is proposed for 7a William Street, Campbell Town. The development will be completed over one stage. Access to lots will be via William Street, which adjoins the property to the north.

The site is entirely within the boundary of a bushfire prone area shown on an overlay of a planning scheme map for the *Tasmanian Planning Scheme – Northern Midlands*. A bushfire event at this site or within the immediate area is likely to impact on future buildings at this location and subject development to considerable radiant heat and ember attack.

A bushfire hazard management plan has been prepared and is provided as an appendix to this report. The plan sets out the owner's responsibilities to maintain a managed area for each lot, taking into consideration the relevant requirements under Australian Standard AS3959-2018 *Construction of buildings in bushfire-prone areas*.

### Conclusions and recommendations

- a) Hazard management areas meeting the requirements of BAL 19 can be achieved for lots 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14. Lots 1-3, and Lot 15 meet the requirements of BAL LOW, being over 50m from any bushfire prone vegetation.
- b) Future dwellings on lots 1-15 must maintain Hazard Management Areas and follow recommendations as outlined in the Bushfire Hazard Management Plan and section 5.2 of this report. Maintenance of these hazard management areas is to be in perpetuity.
- c) The proposed road must be in compliance with Table C13.1, Element A, outlined in section 5.3 of this report, with the exception of a 12m outer radius turning head. No standing signage is to be provided at both ends of the cul-de-sac.
- d) New hydrants are required in accordance with the TasWater supplement to Water Supply code of Australia WAS 03-2011-3.1 MRWA Edition 2:0. Hydrants to have a separation of not more than 60m.
- e) All lots are to be treated as a hazard management area in accordance with section 5.2 of this report. Maintenance of all hazard management areas must be in perpetuity.
- f) Prior to the sealing of the final plan, solid metal fencing to a height of 2.4m is required along the eastern boundary of lots 10, 11 and 12, and solid fencing to a height of 2.1m is required along the southern boundary of lot 7, 8, 9, and 10, as shown on the Bushfire Hazard Management Plan. Fencing should not be constructed across the eastern boundary of lot 101.

Signed:



**Author:** James Stewart  
**Accreditation No:** BFP-157

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## 1. Introduction

This Bushfire Hazard Report and Bushfire Hazard Management Plan (BHMP) has been prepared in support of a proposed 15 lot subdivision at 7a William Street, Campbell Town.

### 1.1 The subject site

The following is a summary of the application information:

<b>Property address</b>	7a William Street, Campbell Town.
<b>Certificate of title</b>	CT43080/4
<b>Property ID (PID)</b>	9240372
<b>Property Owners</b>	Grange Vistas Pty Ltd
<b>Existing Use and Development</b>	Vacant Land
<b>Existing Zoning</b>	General Residential.
<b>Planning Scheme</b>	Tasmanian Planning Scheme – Northern Midlands
<b>Identified on a Bushfire Overlay Map</b>	Yes
<b>Priority Habitat identified</b>	Yes
<b>Proposed Works</b>	15 Residential lots, cul de sac road and two pedestrian linkages.
<b>Water Supply</b>	Reticulated water supply.
<b>Vehicular Access</b>	William Street.

### 1.2 Bushfire Assessment

A bushfire assessment is a process of analysing information about the potential impacts on a proposed development that is likely to occur in a bushfire hazard scenario. A 'bushfire-prone area' is an area where a bushfire event is potentially likely to occur, and that may result in significant adverse impact on buildings and/or lives.

In Tasmania, most local Councils have a planning scheme overlay map that identifies bushfire-prone areas. Subdivision within a bushfire-prone area triggers the assessment of the Bushfire-Prone Areas Code under the planning schemes and subsequently requires assessment against the provisions of the Code. The assessment generally requires a BHMP to be provided as part of the application.

The bushfire assessment will determine the Bushfire Attack Level (BAL) for the future lots, which measures the possible exposure of a building to bushfire hazard. The BAL is assessed in accordance with Australian Standard *AS 3959-2018 construction of buildings in bushfire-prone areas*.

The subject site falls within the municipal area of Northern Midlands. The assessment has been undertaken in accordance with C13.0 Bushfire-Prone Areas Code and to accompany a subdivision application under the *Tasmanian Planning Scheme – Northern Midlands*. Please refer to Section 6 of the report for detail.



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A BAL assessment is required to understand the fuel management requirements for the subject site and to demonstrate that future new buildings within each proposed new lots can be constructed to a BAL19 level under the *Building Act 2016*.

### 1.3 References

The following documents were referred in the preparation of, and should be read in connection with, this bushfire assessment report:

- Tasmanian Government, Director's Determination – Requirements for Building in Bushfire Prone Areas Version 2.2.
- Tasmanian Government, Director's Determination – Bushfire Hazard Areas Version 1.1
- Tasmanian Planning Scheme – Northern Midlands. C13.0 – Bushfire-Prone Areas Code
- Australian Standard, AS3959-2018 construction of buildings in bushfire-prone areas.
- Building Act 2016
- Tasmanian Fire Service, Bushfire Hazard Advisory Notes

## 2. Site Description

### 2.1 Site context

A 15-lot subdivision is being undertaken at 7a William Street, Campbell Town. The subdivision will be undertaken in one stage. The site consists of one regular shaped internal lot, which has a total area of 1.3ha. The land is located on the eastern side of the existing urban area of Campbell Town, within the general residential area of the township.

The site is currently vacant land. There is informal access provided via an unformed access strip onto William Street. The site adjoins the TasRail line and reserve to the east of the site.

The site adjoins residential land to the north and commercial development to the west. Land to the south appears to be residential, although does contain a permanently listed heritage building, 'The Grange'.

The site is generally flat, with the site sitting at the 200m AHD contour.



Figure 1 – Aerial view of the subject site and its surrounding area (source: The LISTMap)

The subject site will be serviced by a reticulated water supply maintained by TasWater which runs from William Street to the north.

## 2.2 Planning controls

The site is within the municipal area of the Northern Midlands Council. Therefore, the planning instrument is the *Tasmanian Planning Scheme – Northern Midlands* (The Scheme).

The subject site is currently within the General Residential Zone. There are two small portions of land within the open space zone. The subject site adjoins the General Residential zone to the north, general business zone to the west, community purpose land to the south, and utilities zone to the east.

The subject site entirely falls within the Bushfire-Prone Areas Overlay

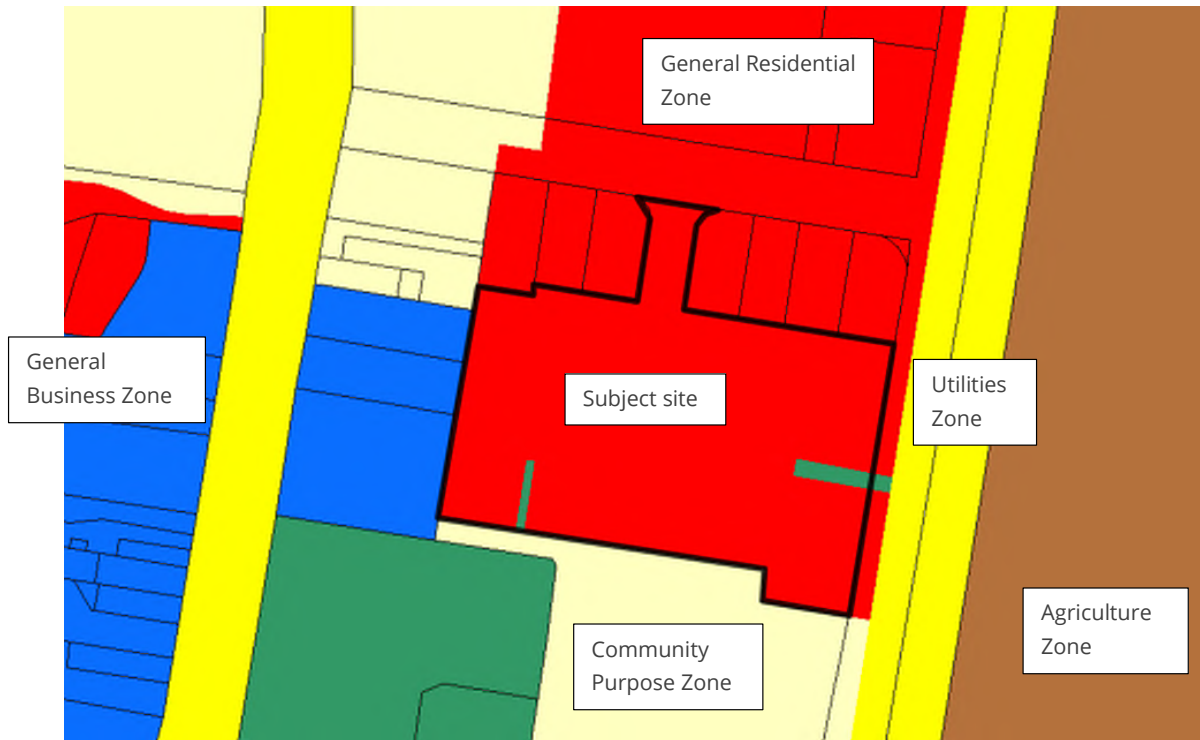


Figure 2 – Zoning Map (source: The LIST Map)

### 3. The Proposal

It is proposed to subdivide the subject site into 15 residential lots. The lots are intended for residential development. Lots range in size from 600m<sup>2</sup> up to 1168m<sup>2</sup>. A new cul-de-sac road will be developed from William Street, providing access via two cul-de-sac heads across the subject site. Solid metal fencing will be provided on the eastern boundary of lots 10, 11 and 12, and the southern boundary of lots 7-10 to provide a greater BAL 19 compliant building areas.

Cul-de-sac roads will be compliant with LGAT standards, with a recommendation to provide no standing signage on the cul-de-sac. The development will be serviced via reticulated water with hydrants installed as per engineering design and TasWater requirements.

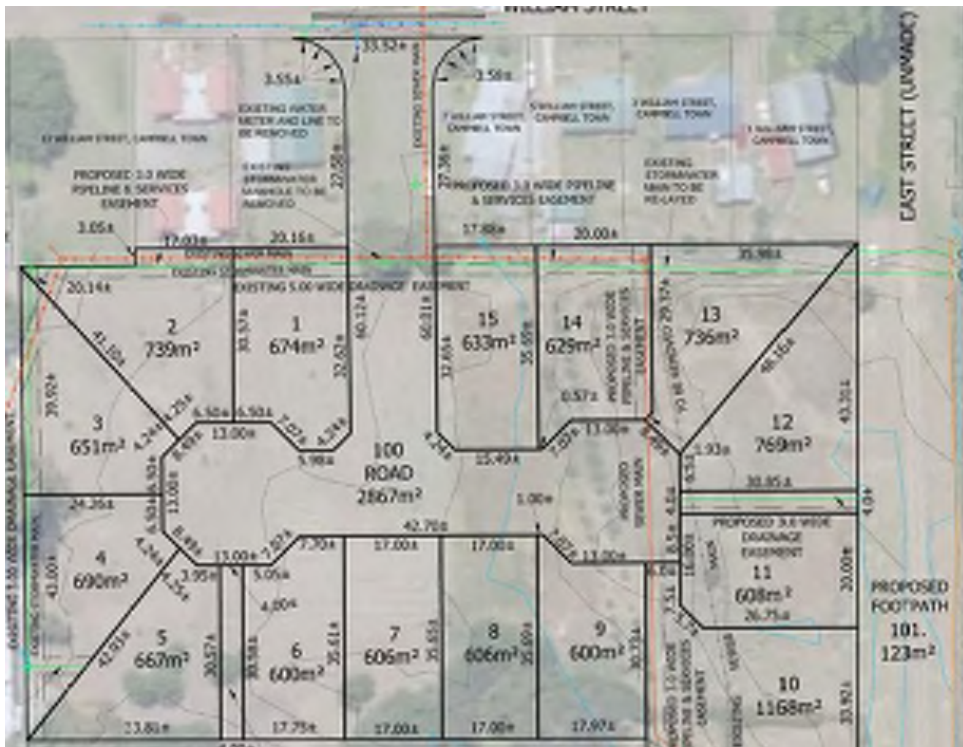


Figure 3 – Proposed subdivision layout. Refer to Annexure 2 for detail.

## 4. Bushfire Site Assessment

### 4.1 Vegetation Analysis

#### 4.1.1 TasVeg Mapping

The TasVeg map 4.0 provides general information indicating potential bushfire prone vegetation in the area.

The mapping shows the vegetation community across the subject site as FAG (Agricultural Land). Land to the north, south and west are classified as Urban (FUM) land. The mapping appears to be generally an accurate portrayal of mapping on site. A site visit noted that land to the south, adjoining lots 6-10 was classified as grassland and wasn't currently managed by the Grange residential property.

No other vegetation classifications other than grassland has been identified within 120m of the subject site.

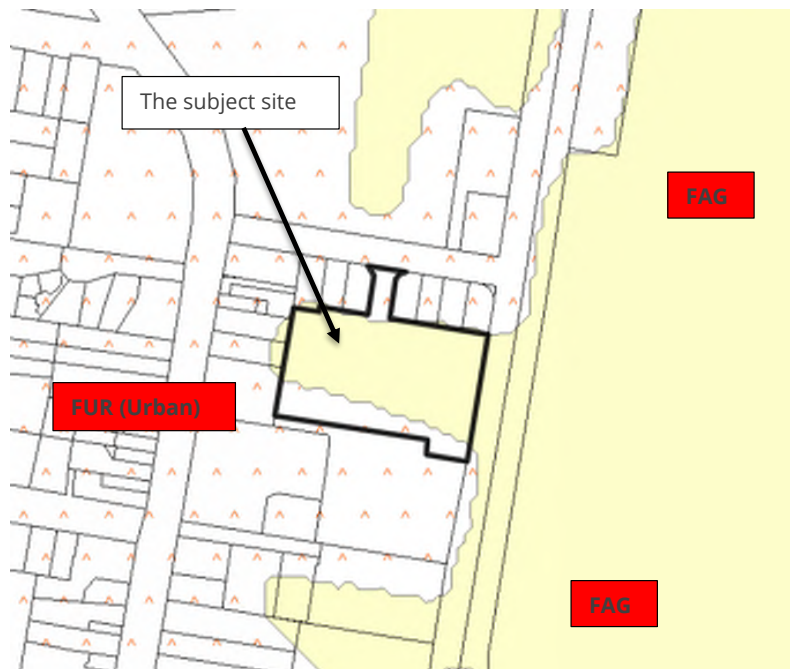


Figure 4 - TasVeg 4.0 map (source: The LISTMap)



#### 4.1.2 Vegetation Type and Separation

A site visit was conducted on the 9<sup>th</sup> of March 2023. An analysis of the land and bushfire prone vegetation within 120m from the subject site is provided below.

Direction	Analysis
North	Land directly north of the access onto William Street, contained grassland for 100m+. The grassland was used for grazing purposes at the time of inspection. It adjoined the recreation complex to the north west.
East	Grassland for 100m+. Part of a large and active farming estate. The road reserve directly adjoining the site wasn't managed and was assessed as a bushfire threat.
South	Land to the south of lots 7-10 was classified as grassland for a distance of approximately 5m - 15m. This portion of land was privately owned and part of the heritage listed 'Grange' estate. The site visit showed that this portion of the land wasn't managed with the remainder of the site and was assessed as a potential threat. Land to the south of lots 5 and 6 provided an unused gravel track. There were some vegetation plantings within this access strip to the south. There was no unmanaged understory through this section, with the strip of trees having a width of 8m. Land beyond the strip to the south was managed as the Campbell Town park. The balance of the land to the south was considered as managed.
West	Managed for 100m+

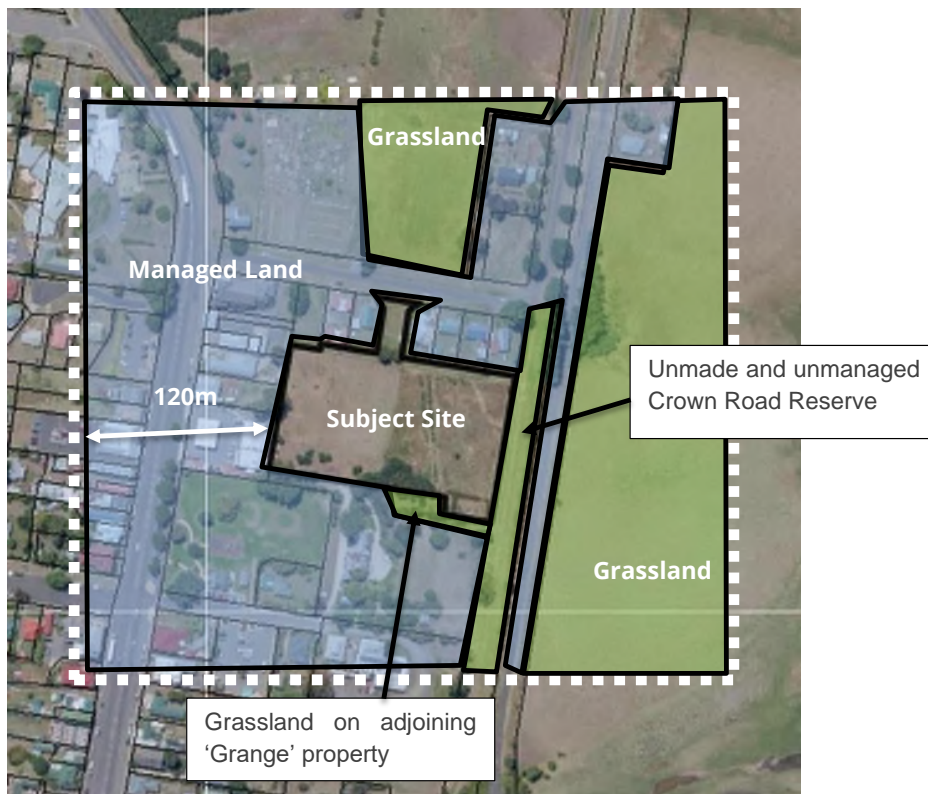


Figure 5 – Vegetation analysis within 100m – 120m of site.

#### 4.2 Slope Analysis

Figure 6 below shows the slope of land under the classified vegetation **in relation to** the subject site. The identified bushfire prone vegetation occurs on land that is generally flat. There is no obvious slope within the surrounding area.



Figure 6 – Effective slope of site and surrounding bushfire prone vegetation.



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#### 4.3 Photos



Figure 7 – view across the subject site, looking south west.



Figure 8 – Unmanaged grassland on property to the south, adjoining lots 7-10.



Figure 9 – Unmanaged road reserve to the east. Classified as grassland.



Figure 10 – Managed portion of land on the property to the south, the grassland identified on this site (figure 8) is to the right of this photo.



Figure 11 – Vegetation on the southern sides of lots 5 and 6. Not classified as bushfire prone due to lack of understory and minimal width. Not within 20m of other bushfire prone vegetation and adjoins park.



Figure 12 – managed park, public land that adjoins the access strip to the south of lots 5 and 6.

## 5. Bushfire Protection Measures

### 5.1 BAL Rating and Risk Assessment

The purpose of the BAL assessment is to identify the minimum separation between the bushfire prone vegetation and a building area within each proposed lot. The assessment aims to achieve the minimum requirements of **BAL 19**.

The definition of BAL 19 is highlighted as follows:

Bushfire attack level (BAL)	Predicted bushfire attack and exposure level
<b>BAL-LOW</b>	Insufficient risk to warrant specific construction requirements
<b>BAL-12.5</b>	Ember attack, radiant heat below 12.5kW/m <sup>2</sup>
<b>BAL-19</b>	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m <sup>2</sup>
<b>BAL-29</b>	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m <sup>2</sup>
<b>BAL-40</b>	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m <sup>2</sup>
<b>BAL-FZ</b>	Direct exposure to flames radiant heat and embers from the fire front.

The distances from each lot to the classified vegetation is presented below, along with the slope and type of vegetation. To better demonstrate the required separation as hazard management areas, a 10m x 15m building area is shown on each lot. As per the analysis in Section 4.1, the only vegetation around the subject site is grassland.

Lots 1-3 and lot 15 have been assessed as BAL LOW. This is on the basis that lots are over 50m from grassland, which is the only identified bushfire prone vegetation within 100m of the subject site.

Lot 4	North	East	South East	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-100m+ Managed	0m-40m+ Managed 40m-60m Grassland 60m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	NA	Flat	NA
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA
<b>BAL 12.5 Setbacks</b>	NA	NA	NA	NA

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Lot 5	North	East	South East	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-100m+ Managed	0m-20m+ Managed 20m-40m Grassland 40m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	NA	Flat	NA
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA
<b>BAL 12.5 Setbacks</b>	NA	NA	NA	NA

Lot 6	North	East	South East	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-85m Managed 85m-100m+ Grassland	0m-6m+ Managed 6m-20m Grassland 20m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	NA	6m	NA
<b>BAL 12.5 Setbacks</b>	NA	NA	9m	NA

Lot 7	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-70m Managed 70m-100m+ Grassland	0m-6m+ Managed 6m-20m Grassland 20m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	NA	6m	NA
<b>BAL 12.5 Setbacks</b>	NA	NA	9m	NA

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Lot 8	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-55m Managed 55m-100m+ Grassland	0m-6m+ Managed 6m-20m Grassland 20m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	NA	6m	NA
<b>BAL 12.5 Setbacks</b>	NA	NA	9m	NA

Lot 9	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-40m Managed 40m-100m+ Grassland	0m-6m+ Managed 6m-20m Grassland 20m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	NA	6m	NA
<b>BAL 12.5 Setbacks</b>	NA	NA	9m	NA

Lot 10	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-5.5m Managed 5.5m-100m+ Grassland	0m-6m+ Managed 6m-20m Grassland 20m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	5.5m	6m	NA
<b>BAL 12.5 Setbacks</b>	NA	9m	9m	NA

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Lot 11	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-100m+ Managed	0m-7.5m Managed 7.5m-100m+ Grassland	0m-30m+ Managed 30m-44m Grassland 44m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	7.5m	NA	NA
<b>BAL 12.5 Setbacks</b>	NA	10.5m	NA	NA

Lot 12	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-60m Managed 60m-100m+ Grassland	0m-7.5m Managed 7.5m-100m+ Grassland	0m-55m+ Managed 55m-69m Grassland 69m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	7.5m	NA	NA
<b>BAL 12.5 Setbacks</b>	NA	10.5m	NA	NA

Lot 13	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-60m Managed 60m-100m+ Grassland	0m-7.5m Managed 7.5m-100m+ Grassland	0m-60m+ Managed 60m-74m Grassland 74m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	6m	NA	NA
<b>BAL 12.5 Setbacks</b>	NA	9m	NA	NA

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<b>Lot 14</b>	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
<b>Vegetation within 100m of site</b>	0m-60m Managed 60m-100m+ Grassland	0m-38m Managed 38m-100m+ Grassland	0m-55m+ Managed 55m-69m Grassland 69m-100m+ Managed	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	NA	Flat	Flat	NA
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA
<b>BAL 12.5 Setbacks</b>	NA	NA	NA	NA

15 Lot Subdivision – 7a William Street, Campbell Town

## 5.2 Hazard Management Areas

As outlined in the *Planning Directive 5.1 – Bushfire-Prone Areas Code*, a Bushfire Hazard Management Area (BHMA) will be managed in accordance with the provided plan. Existing vegetation needs to be strategically modified and then maintained within this area in accordance with the BHMP to achieve the following outcomes:

- to reduce the quantity of windborne sparks and embers reaching buildings;
- to reduce radiant heat at the building; and
- to halt or check direct flame attack.

The BHMA will be developed within and up to the property boundaries to provide access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present that will significantly contribute to the spread of a bushfire.

The BHMA will be achieved by adoption of the following strategies:

### **Maintenance of Fuel Management Areas**

It is the responsibility of the property owner to maintain and manage the landscaping in accordance with the Bushfire Hazard Management Plan and the current Guidelines for Development in Bushfire-Prone Areas of Tasmania.

This area is to be regularly managed and maintained. Landscaping in this area will be minimised:

- Grass maintained to a maximum height of 100mm, with fuel loads kept to less than 2 tonnes per hectare which will be maintained at this level.
- Trees and any undergrowth will be clear of (BCA) class 1 – 9 buildings on all sides.
- All undergrowth and understorey of trees (up to 2m) will be removed within the bushfire hazard management area.
- Select larger trees can be retained within the BHMA, ensuring a minimum 5m canopy separation is provided between each established tree.
- Pathways to 1 metre surrounding the buildings and landscaping material, will be non-combustible (stone, pebbles etc.).
- The total shrub cover will be a maximum of 20% of the available area.
- There will be a clear space from the buildings of at least four (4) times the mature height of any shrubs planted.
- Shrubs will not be planted in clumps, this is to avoid build-up of debris and dead vegetation materials.

### **Landscaping**

- vegetation along the pathways to comprise non-flammable style succulent ground cover or plants (avoid plants that produce fine fuel which is easily ignited, plants that produce a lot of debris, trees and shrubs which retain dead material in branches or which shed long strips of bark, rough fibrous bark or drop large quantities of leaves in the spring and summer, vines on walls or tree canopies which overhang roofs)
- timber woodchip and flammable mulches cannot be used and brush and timber fencing should be avoided where possible

### 5.3 Roads

Table C13.1 - Roads must be constructed as per the following table. In this instance, performance criteria have been addressed due to the size of the cul-de-sac outer radius.

Element	Requirement
A. Roads	<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> <li>(a) two-wheel drive, all-weather construction;</li> <li>(b) load capacity of at least 20t, including for bridges and culverts;</li> <li>(c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;</li> <li>(d) minimum vertical clearance of 4m;</li> <li>(e) minimum horizontal clearance of 2m from the edge of the carriageway;</li> <li>(f) cross falls of less than 3 degrees (1:20 or 5%);</li> <li>(g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;</li> <li>(h) curves have a minimum inner radius of 10m;</li> <li>(i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 meters in width;</li> <li>(j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and</li> </ul> <p>carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications</i>.</p>

#### 5.4 Access

Table C13.2 Private access roads must be constructed as per the following table:

Element	Requirement
A. Property access length is less than 30m; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.

#### 5.5 Fire Fighting Water Supply

Table C13.4 Reticulated water supply for firefighting.

Element	Requirement
A. Distance between building area to be protected and water supply.	The following requirements apply: <ul style="list-style-type: none"> <li>(a) the building area to be protected must be located within 120m of a fire hydrant; and</li> <li>(b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.</li> </ul>
B. Design criteria for fire hydrants	The following requirements apply: <ul style="list-style-type: none"> <li>(a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2<sup>nd</sup> Edition</i>; and</li> <li>(b) fire hydrants are not installed in parking areas.</li> </ul>
C. Hardstand	A hardstand area for fire appliances must be: <ul style="list-style-type: none"> <li>(a) no more than 3m from the hydrant, measured as a hose lay;</li> <li>(b) no closer than 6m from the building area to be protected;</li> <li>(c) a minimum width of 3m constructed to the same standard as the carriageway; and</li> <li>(d) connected to the property access by a carriageway equivalent to the standard of the property access.</li> </ul>

## 6. Bushfire-Prone Areas Code Assessment

An assessment of C13.0 Bushfire-Prone Areas Code under the Scheme is provided as follows.

### C13.6 Development Standards for Subdivision

#### C13.6.1 Subdivision: Provision of hazard management areas

<b>Objective</b>	
Subdivision provides for hazard management areas that:	
<ul style="list-style-type: none"> <li>(a) facilitate an integrated approach between subdivision and subsequent building on a lot;</li> <li>(b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</li> <li>(c) provide protection for lots at any stage of a staged subdivision.</li> </ul>	
<b>Performance Criteria</b>	<b>Proposed solutions</b>
<p>P1</p> <p>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:</p> <ul style="list-style-type: none"> <li>a) the dimensions of hazard management areas;</li> <li>b) a bushfire risk assessment of each lot at any stage of staged subdivision;</li> <li>c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</li> <li>d) the topography, including site slope;</li> <li>e) any other potential forms of fuel and ignition sources;</li> <li>f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development;</li> <li>g) an instrument that will facilitate management of fuels located on land external to the subdivision; and</li> <li>h) any advice from the TFS.</li> </ul>	<p>P1</p> <p>Performance criteria is relied upon due to relying on Colorbond fencing to increase the potential build area.</p> <ul style="list-style-type: none"> <li>a) An adequate hazard management area has been provided for lots along the southern and eastern sides. Each lot is required to maintain the entire lot as a hazard management area.</li> <li>b) The subdivision will not be staged.</li> <li>c) The bushfire prone vegetation is grassland. Its fuel load, structure and flammability is considered low.</li> <li>d) The bushfire prone vegetation is on land with no slope. It is level/upslope from the site.</li> <li>e) There are no other identified forms of fuel and ignition sources.</li> <li>f) The separation distances do not restrict subsequent development.</li> <li>g) There is no need to have a part 5 agreement or easement on land external to the subdivision.</li> </ul> <p>The TFS has reviewed the proposal.</p>



C13.6.2 Subdivision: Public and firefighting access

<b>Objective</b>	
Access roads to, and the layout of roads, tracks and trails, in a subdivision:	
(a) allow safe access and egress for residents, fire fighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken; (c) are designed and constructed to allow for fire appliances to be manoeuvred; (d) provide access to water supplies for fire appliances; and (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.	
<b>Acceptable solutions</b>	<b>Proposed solutions</b>
P1 A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:  a) appropriate design measures, including: i) two way traffic; ii) all weather surfaces iii) height and width of any vegetation clearances iv) load capacity v) provision of passing bays vi) traffic control devices vii) geometry, alignment and slope of roads, tracks and trails viii) use of through roads to provide for connectivity ix) limits on the length of cul-de-sacs and dead-end roads x) provision of turning areas xi) provision for parking areas xii) perimeter access; and xiii) fire trails  b) the provision of access to i) bushfire-prone vegetation to permit the undertaking of hazard management works; and ii) fire fighting water supplies; and any advice from the TFS.	P1) Performance criteria is relied upon due to the outer radius of the proposed cul-de-sac. It is proposed to have standard kerb and channel, thus not providing 12m outer radius suitable for turning.  A more detailed response to the criteria is provided later in this report.

## C13.6.3 Subdivision: Provision of water supply for firefighting purposes

<b>Objective</b>	
Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.	
<b>Acceptable solutions</b>	<b>Proposed solutions</b>
<p>A1 In areas serviced with reticulated water by the water corporation:</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes;</p> <p>(b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	<p>A1</p> <p>a) Not applicable</p> <p>b) The acceptable solution is achieved, noting that the BHMP shows the indicative location of hydrants. This will be determined as part of the final engineering design. Building areas are compliant with table C13.4, being within 120m of a hydrant.</p>
<p>A2 In areas that are not serviced by reticulated water by the water corporation:</p> <p>(a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;</p> <p>(b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	<p>A2 Not applicable as the subject site is serviced by reticulated water.</p>

## 7. Justification of Cul-De-Sacs

As noted in section 6 of this report, the application relies on performance criteria due to the cul-de-sacs not proposing a 12m outer radius turning head. The cul-de-sac has instead proposed to be constructed in accordance with LGAT standards, being a 9m outer radius head with regular kerb and channel.

In providing justification on a reduced standard, it is noted that all parts of the access standards can be achieved as compliant with Table C13.1, with the exclusion of the cul-de-sac radius. The current cul-de-sac is proposed to be 9m outer radius, with regular kerb and channel, consistent with the remainder of residential areas in Campbell Town

In arguing that a cul-de-sac constructed to urban standards is appropriate, the following is noted:

- Lots 1-3 and 15 are considered insufficient increase in risk, being over 50m from bushfire prone vegetation (grassland). The majority of remaining lots can be developed at BAL 12.5.
- The surrounding area is not bushland, but predominantly urban and agricultural in character, made up of residential uses and grazing land. The closest bushfire prone vegetation is 30m from the end of the eastern cul -de-sac.
- All lots can provide compliant accesses, as building areas for each of these lots is less than 30m from a road.
- Hydrants will be installed along the new cul-de-sac road, as well as on the surrounding road networks which adjoin the site.

It is subsequently argued that an urban cul-de-sac outer radius of 9m is appropriate for the location, given the nature of the lots and surrounding area, compliant accesses, and water provisions.

The safety of fire fighters has been considered when making this assessment. The generally urban environment to the north, south and west ensures there will be no unmanaged fuels in these areas. The road reserve to the east provides vehicular access for fire trucks in an emergency event.

A detailed response to the performance criteria of clause C13.6.2 Subdivision: Public and firefighting access is provided below.

P1) Performance criteria is relied upon as:

- a) The cul-de-sac head will be constructed in accordance with LGAT Standard drawings, having a radius of 9m. The acceptable solution requires a radius of 12m for cul-de-sacs within a bushfire prone area.
  - i. The road provides for two way traffic, including access for fire vehicles in a bushfire event.
  - ii. The road will be sealed as per LGAT standards. The road will be suitable for use in all weather conditions.
  - iii. There is no vegetation above the road. The road has a horizontal separation to any potential grassland threat to the south of minimum 30m to the east. There is an additional threat to the south, approximately 30m from the eastern cul-de-sac.
  - iv. The road has an appropriate load capacity to facilitate fire vehicles in a bushfire event.
  - v. Passing is achievable given the width of the road (5.5m) and road reserve (14m).

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- vi. There are no recommended traffic control devices as part of the subdivision.
- vii. The cul-de-sac head is level, and on a flat surface. The bushfire threat is on flat land in this part of the adjoining site.
- viii. The road is a cul-de-sac road and is within an urban area.
- ix. The cul-de-sac has a length of approximately 80m. It is considered there is ample opportunity for vehicles to exit to the north in a bushfire event.
- x. Turning area is provided. There are numerous access strips in the end of the proposed road, allowing for a three-point turn if required.
- xi. Parking areas at the end of the cul-de-sac will be limited due to the number access strips in this part. No standing signage has been recommended for both the eastern and western end of the cul de sac.
- xii. Perimeter access is provided to the east on the crown road reservation, however given the nature of the bushfire vegetation, is not seen as a requirement. The surrounding land to the north, west and generally south has been developed.
- xiii. There are no proposed fire trails, the road reserve to the east could provide vehicular access should it be required.
- b) The TFS can access the bushfire prone vegetation on the surrounding lots should a bushfire event occur.
- c) The application has been referred to TFS for comment who have confirmed they are satisfied with the reduced sized cul-de-sac.

The bushfire threat in this area is assessed as generally low. The lots will be cleared in their entirety to provide for residential development. The entire lot will be treated as a bushfire hazard management area. The development is within an established urban environment. The requirements to provide a cul-de-sac with 12m radius would be out of character with this area, and not considered warranted given the level of threat. The risk is considered low based on the site characteristics and nature of the area.

Performance criteria is achieved.

## 8. Conclusions and Recommendations

The proposal seeks planning approval for a 15-lot subdivision at 7a William Street, Campbell Town.

All of the lots have demonstrated that a building area can be provided in an area meeting the requirements of BAL 19. Despite this, bushfire fencing has been provided on the eastern and southern sides of the lots to provide a greater usable area for future dwellings to develop. Fire hydrants on the new cul-de-sac road provide sufficient protection, with building envelopes being within 120m of a hydrant. No access requirements are needed due to the hydrants being located on proposed roads.

- a) Hazard management areas meeting the requirements of BAL 19 can be achieved for lots 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14. Lots 1-3, and Lot 15 meet the requirements of BAL LOW, being over 50m from any bushfire prone vegetation.
- b) Future dwellings on lots 1-15 must maintain Hazard Management Areas and follow recommendations as outlined in the Bushfire Hazard Management Plan and section 5.2 of this report. Maintenance of these hazard management areas is to be in perpetuity.
- c) The proposed road must be in compliance with Table C13.1, Element A, outlined in section 5.3 of this report, with the exception of a 12m outer radius turning head. No standing signage is to be provided at both ends of the cul-de-sac.
- d) New hydrants are required in accordance with the TasWater supplement to Water Supply code of Australia WAS 03-2011-3.1 MRWA Edition 2:0. Hydrants to have a separation of not more than 60m.
- e) All lots are to be treated as a hazard management area in accordance with section 5.2 of this report. Maintenance of all hazard management areas must be in perpetuity.
- f) Prior to the sealing of the final plan, solid metal fencing to a height of 2.4m is required along the eastern boundary of lots 10, 11 and 12, and solid fencing to a height of 2.1m is required along the southern boundary of lot 7, 8, 9, and 10, as shown on the Bushfire Hazard Management Plan. Fencing should not be constructed across the eastern boundary of lot 101.



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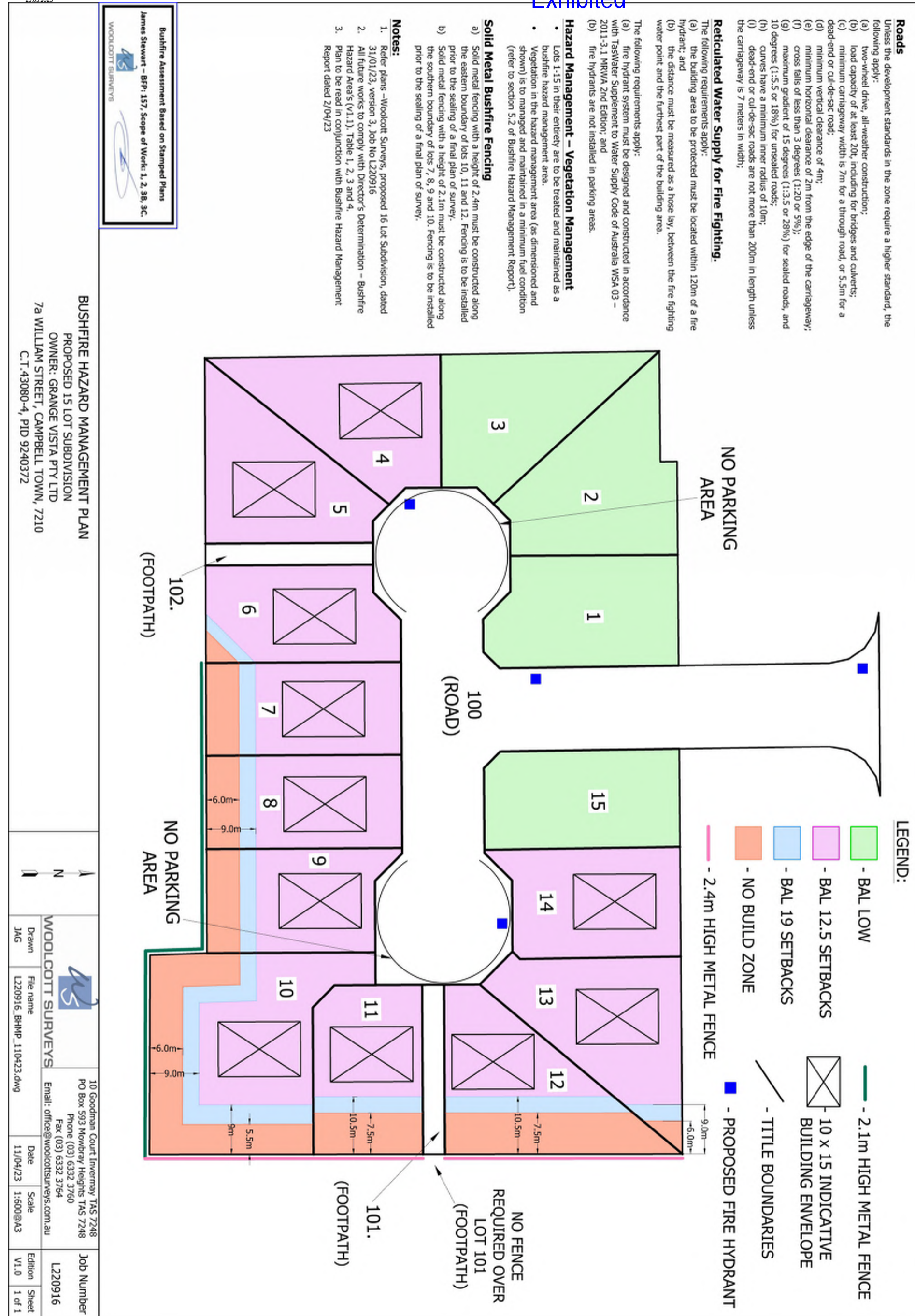
## **Annexure 1 – Bushfire Hazard Management Plan**

15 Lot Subdivision – 7a William Street, Campbell Town

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## **Annexure 2 – Subdivision Proposal Plan**

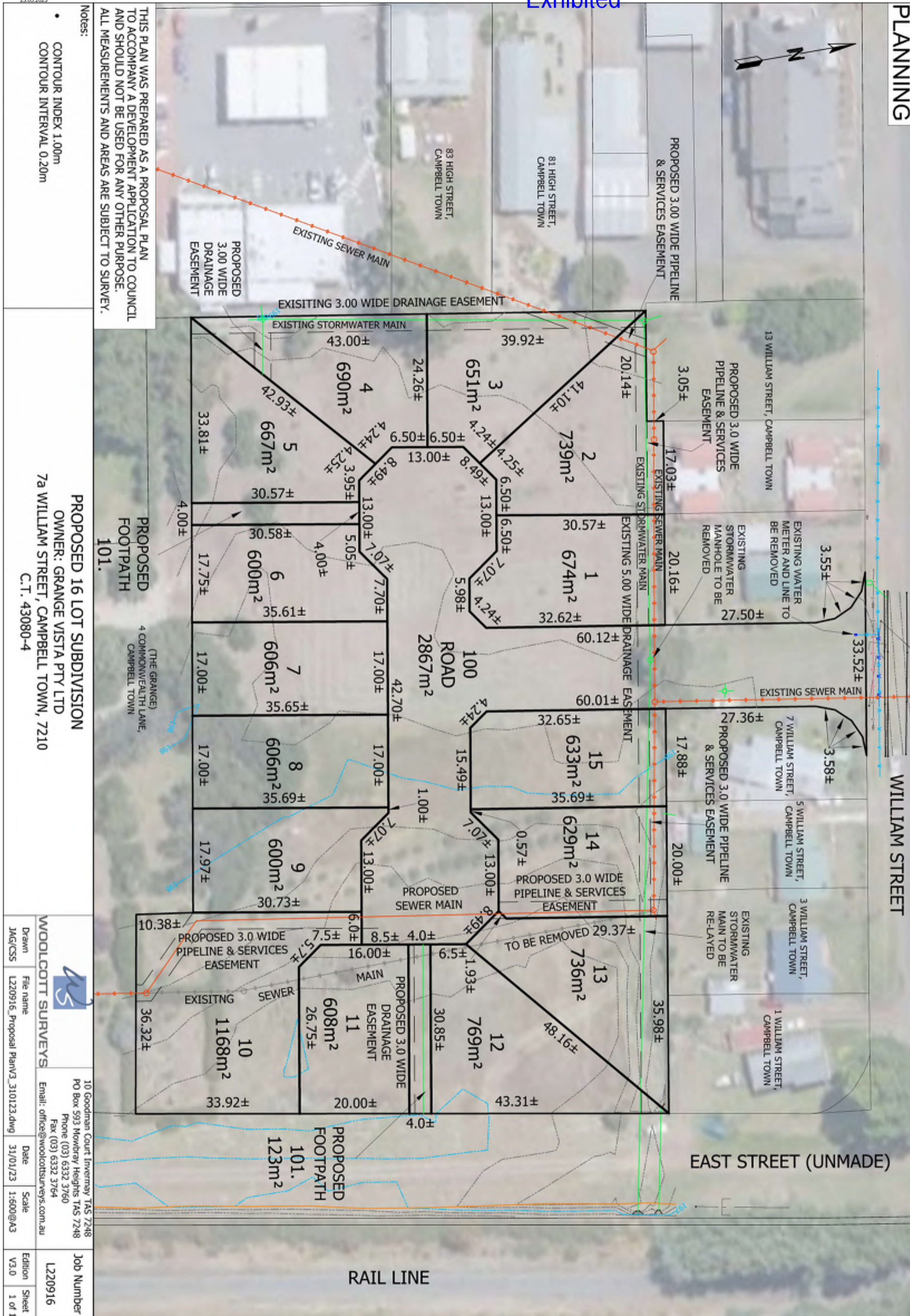
15 Lot Subdivision – 7a William Street, Campbell Town



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## **Annexure 3 – Planning Certificate**

15 Lot Subdivision – 7a William Street, Campbell Town



## BUSHFIRE-PRONE AREAS CODE

### CERTIFICATE<sup>1</sup> UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993

#### 1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

**Street address:**

7a William Street, Campbell Town

**Certificate of Title / PID:**

CT43080/4, PID9240372

#### 2. Proposed Use or Development

**Description of proposed Use and Development:**

15 Lot Subdivision + Road lot + footpath lots x 2

**Applicable Planning Scheme:**

Tasmanian Planning Scheme – Northern Midlands

#### 3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Report	Woolcott Surveys	02/05/2023	2
Proposed 16 Lot Subdivision	Woolcott Surveys	31/01/2023	3
Bushfire Hazard Management Plan	Woolcott Surveys	11/04/2023	1

<sup>1</sup> This document is the approved form of certification for this purpose and must not be altered from its original form.

**4. Nature of Certificate**

The following requirements are applicable to the proposed use and development:

<input type="checkbox"/>	<b>E1.4 / C13.4 – Use or development exempt from this Code</b>	
	<b>Compliance test</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.4(a) / C13.4.1(a)	Insufficient increase in risk.

<input type="checkbox"/>	<b>E1.5.1 / C13.5.1 – Vulnerable Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/>	<b>E1.5.2 / C13.5.2 – Hazardous Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/>	<b>E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk.
<input checked="" type="checkbox"/>	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots
<input type="checkbox"/>	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

<input checked="" type="checkbox"/>	<b>E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input checked="" type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<b>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</b> <i>Performance criteria addressed for cul-de-sac turning heads.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk.
<input type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

<input checked="" type="checkbox"/>	<b>E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk.
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk.
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

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### 5. Bushfire Hazard Practitioner

<b>Name:</b>	James Stewart	<b>Phone No:</b>	0467 676 721
<b>Postal Address:</b>	PO BOX 593, Mowbray, Tas, 7248	<b>Email Address:</b>	james@woolcottsurveys.com.au
<b>Accreditation No:</b>	BFP – 157	<b>Scope:</b>	1, 2, 3B, 3C

### 6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

**Signed:**  
certifier



**Name:** James Stewart **Date:** 23/05/2023

**Certificate Number:** WS-118

(for Practitioner Use only)

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23.05.2023

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**Annexure 4 – Bushfire Fencing Advice from Roger Fenwick BFP  
162**

15 Lot Subdivision – 7a William Street, Campbell Town

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23.05.2023

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Roger Fenwick Bush Fire Consultant  
PO Box 86B  
Kettering Tas 7155

James Stewart  
Woolcott Surveys  
[james@woolcottsurveys.com.au](mailto:james@woolcottsurveys.com.au)

Dear James,

**Performance calculations for proposed subdivision  
7a William St, Campbell Town**

The first table below shows the limiting combinations of metal fence height and setback (HMA width) for proposed lots adjoining defined unmanaged grassland, to satisfy BAL-19 specifications. A second table shows some BAL-12.5 combinations, and the third table indicates approximately what may be possible as a post-subdivision application to build to BAL-29 specifications.

I'm aware of and have adopted your preference for a 2.4m high fence beside the railway line, and for no more than 2.1m high fences beside the private property to the south, and (if necessary at all) beside the pedestrian footpaths. Those footpaths will be on what will become Council land, and therefore on Council's mowing schedule. As managed land the vegetation on them will be Low Threat, and only the flames in the adjoining unmanaged grass visible through the 4m wide gap in the 2.4m fence on the eastern side will be an issue.

Any fire within the unmanaged grass to the south of Lot 7 will project less than 50% of the radiant heat of a full 100m wide front on to a structure on Lot 6. With a 6m setback on Lot 6, the 100m wide radiant heat load would be  $29.53\text{kWm}^{-2}$ , half of which is near enough to 15, safely within the BAL-19 limit. Thus there is no necessity to extend the southern fence beyond the western side of Lot 7.

A fire approaching the 4m wide gap in the fence where the footpath between Lots 11 & 12 is proposed would radiate  $8.3\text{kWm}^{-2}$  directly ahead of it at a distance of 7.5m (and slightly less as measured to each side of central). This is 4.83 more than would be experienced with a full-width fence, ie  $13.52 + 4.83 = 18.35$ . This is within the BAL-19 target, and shows that a house on Lot 11 or Lot 12 7.5m from their eastern boundary would meet BAL-19 specifications.

A fire approaching the NE corner of the site from the northeast would project one half of its radiant heat load at and over the 2.4m high metal fence, and one half directly at a structure on Lot 13 visible 'around the corner' of the fence. An HMA 6m in width beside the eastern side of the fence would be  $6 \times 1.4 = 8.4\text{m}$  in effective width relative to a direct fire approach. Half of the heat received over the fence, plus half of the heat received around the edge of the fence, is  $0.5 \times ((21.35 - 9.24) + 21.35) = 16.73$ . This is less than the specified  $19\text{kWm}^{-2}$  limit, and therefore no additional radiant heat protection is necessary beyond the northern end of Lots 12/13.

[roger@bushfire-consultant.com.au](mailto:roger@bushfire-consultant.com.au)

0411 609 906



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Roger Fenwick Bush Fire Consultant  
PO Box 86B  
Kettering Tas 7155

Table 1 BAL-19 setbacks (DtS = 10m)

Setback (m)	Heat flux (no fence)	Heat flux blocked by 2.1m high fence	Net heat flux	Heat flux blocked by 2.4m high fence	Net heat flux
8.4	21.35			9.24	21.11
7.5	23.89			10.37	13.52
7.5, 4m wide	8.3			3.47	+4.83
7	25.55	9.63	15.92	11.12	14.38
6	29.53	11.2	18.33	12.99	16.56
5.5	31.94	12.17	19.79	14.12	17.82

Table 2 BAL-12.5 setbacks (DtS = 14m)

Setback (m)	Heat flux (no fence)	Heat flux blocked by 2.1m high fence	Net heat flux	Heat flux blocked by 2.4m high fence	Net heat flux
11	16.18	6.07	10.11		
9	19.29	7.47	11.82		
8.5	21.11	7.92	13.18	9.13	11.98

Table 3 BAL-29 setbacks (DtS = 6m)

Setback (m)	Heat flux (no fence)	Heat flux blocked by 2.1m high fence	Net heat flux	Heat flux blocked by 2.4m high fence	Net heat flux
5	34.7	13.33	21.4		
4	41.47	16.23	25.24	19.01	22.46
3	50.23	20.43	29.8	24.26	25.97

In summary, for BAL-19, the proposed subdivision should feature a 2.1m high metal (Colorbond or similar) fence along the southern boundary of lots 6 – 10, and a 2.4m high metal fence along the eastern boundary, apart from opposite the footpath between lots 11 & 12. The building setbacks adjoining unmanaged land to the south should be 6m for lots 6 – 10. Setbacks to the east must be 5.5m for Lot 10, 7.5m for lots 11 & 12., and 6m for Lot 13.

For BAL-12.5, with a 2.1m fence, the setbacks from the southern boundary are 9m. From the eastern boundary, Lots 10 & 13 require 9m setbacks and a 2.4m high fence. Lots 11 &

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12 require a 10.5m setback and a 2.4m high fence to compensate for the additional radiant heat flux through the 4m wide footpath opening.

Yours sincerely,



Roger Fenwick  
6 April 2023

[roger@bushfire-consultant.com.au](mailto:roger@bushfire-consultant.com.au)

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23.05.2023

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## **Annexure 5 – TFS advice re cul-de-sac**

15 Lot Subdivision – 7a William Street, Campbell Town

**Received**  
23.05.2023

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From: Bushfire Practitioner <[chi@fire.tas.gov.au](mailto:chi@fire.tas.gov.au)>  
Sent: Thursday, 27 April 2023 3:00 PM  
To: James Stewart <[james@wyndockturners.com.au](mailto:james@wyndockturners.com.au)>  
Cc: Bushfire Practitioner <[chi@fire.tas.gov.au](mailto:chi@fire.tas.gov.au)>  
Subject: RE: BFP 157 -15 Lot Subdivision, 7a William Street, Campbell Town - Report for Review

Hi James,

In response to section 7, we support the variation to reduce the size of the cul-de-sac turning heads, we don't think that the variation will significantly impact firefighter safety or operations. We note that the report recommends no standing signage in the eastern cul-de-sac and no parking signage in carriageways less than 7m wide. We would also like to see the signage requirements for the cul-de-sac included in section 7 as well.

Let me know if you have any further questions

Regards  
Chris

**Chris Moore**  
Planning & Assessment Officer  
Bushfire Risk Unit

Tasmania Fire Service  
Service | Professionalism | Integrity | Consideration  
Northern Region Office | 339 Hobart Road | Youngtown Tasmania 7249  
Mobile 0418 350 446  
[chi@fire.tas.gov.au](mailto:chi@fire.tas.gov.au) | [www.fire.tas.gov.au](http://www.fire.tas.gov.au)

Please note that I work Tuesday-Friday

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Devonport

5 April 2023

Michelle Schleiger  
Planner  
Woolcott Surveys  
10 Goodman Court  
INVERMAY Tasmania 7248

Dear Michelle

**Re: 7a William Street, Campbell Town - Railway Noise Assessment Rev1**



This noise assessment has been prepared to support a development application for a proposed residential subdivision at 7a William Street, Campbell Town, (Title Reference: 43080/4). It is required as part of the proposed development falls within the 50m attenuation zone of the TasRail South Line.

**Planning Scheme Requirements**

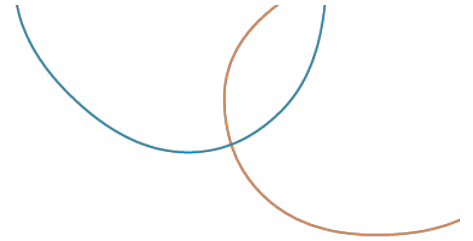
The site, shown in Figure 1 below, is zoned as "General Residential" under the *Tasmanian Planning Scheme – Northern Midlands*, with one small section of "Open Space". Due to its location in the attenuation area, the development must meet the performance criteria P1 of the *Road and Railway Assets Code C3.7.1 Subdivision for sensitive uses within a road or railway attenuation zone*, reproduced below:

<p><b>P1</b> A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) any buffers created by natural or other features;</li> <li>(c) the location of existing or proposed buildings on the site;</li> <li>(d) the frequency of use of the rail network;</li> <li>(e) the speed limit and traffic volume of the road;</li> <li>(f) any noise, vibration, light and air emissions from the rail network or road;</li> <li>(g) the nature of the road;</li> <li>(h) the nature of the intended uses;</li> <li>(i) the layout of the subdivision;</li> <li>(j) the need for the subdivision;</li> <li>(k) any traffic impact assessment;</li> <li>(l) any mitigating measures proposed;</li> <li>(m) any recommendations from a suitably qualified person for mitigation of noise; and</li> <li>(n) any advice received from the rail or road authority.</li> </ul>
---

Table C3.2 of the Code defines acceptable external noise levels for habitable buildings within a railway attenuation area to be a 24 hour  $L_{eq}$  noise level of 65 dB(A) and a  $L_{max}$  noise level of 87 dB(A) assessed as a single event maximum sound pressure level". The  $L_{eq}$ , relates to the equivalent continuous or "logarithmically averaged" noise level over a specified time period (in this case 24hours) and the  $L_{max}$  level relates to the maximum noise level recorded.

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10/07/2023

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### **On-Site Noise Logging**

Unattended noise logging was conducted between the 9th and 20th of March 2023, at a location on the eastern fence line of the site, approximately 31m from the centreline of the railway, using a Rion NL-42 noise logger, setup and operated in accordance with the *DEPHA Noise Measurement Procedures Manual, 2<sup>nd</sup> edition, 2008*.

Normally 6 trains pass the site, every day in each direction, between about 8pm and 5am, Monday to Friday. During the measurement period  $L_{eq,24hr}$  values ranged between 45.2 and 54.2dB(A). This meets the  $L_{eq,24hr}$  requirement of the Code by a wide margin.

$L_{max}$  noise peaks at times when trains might be expected ranged between around 80 dB(A) and a maximum recorded  $L_{max}$  of 90.8dB(A). This exceeds the Code  $L_{max}$  limit of 87 dB(A) by about 4 dB(A).

### **Recommended Noise Mitigation Measures**

The  $L_{max}$  noise level on the site can be reduced sufficiently to meet the code limit if a 2.4 metre solid fence is constructed along the full length of the eastern boundary facing the railway, with a break for a footpath between Lots 11 and 12. This could be built from heavy duty Colorbond steel, timber or masonry, but must be free from of any gaps or cracks, including between the fencing panels and the ground. All joints must be well sealed.

### **Ground Vibration**

Levels of ground vibration from trains operating on the Tasmanian rail network are normally relatively low and diminish quickly with distance from the track. Vibration levels are unlikely to be sufficient to adversely affect residential amenity on the proposed subdivision site.

### **Conclusions**

On this basis it may be concluded that residents of the proposed subdivision will not be adversely impacted by noise and vibration from the railway and the requirements of Clause C3.7.1 of the planning scheme will be met.

Please do not hesitate to get in contact if you have any further queries.

Yours sincerely,

Alexander Seen  
**Graduate Mechanical Engineer**

Douglas Ford  
**Principal Mechanical Engineer/Noise Specialist**



Received  
10/07/2023

# Exhibited



Figure 1 - Aerial image of site (Blue boundary) and surrounding area (base image from theList).

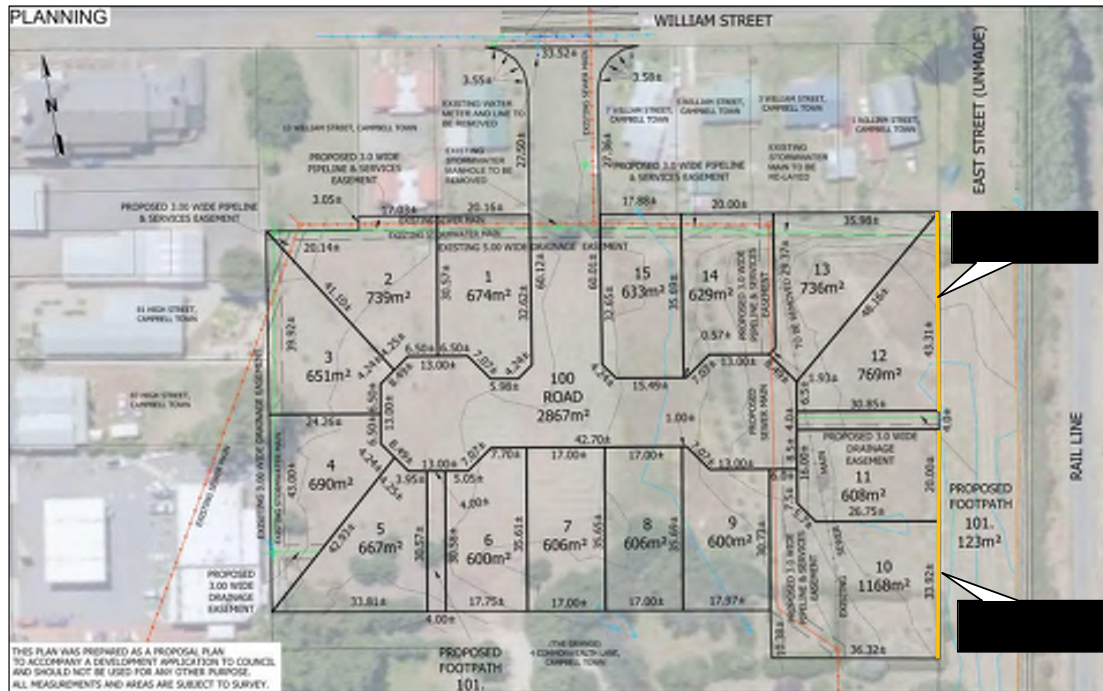


Figure 2 – Subdivision Plan, extracted from project drawings.

## Rosemary Jones

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**From:** Council Referrals <Council.Referrals@tasnetworks.com.au>  
**Sent:** Friday, 16 June 2023 3:52 PM  
**To:** NMC Planning  
**Subject:** CN23-117572: referral of development application 7A William St Campbell Town

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

Good Afternoon

Thank you for your email on 06/06/2023 referring the abovementioned development.

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot.

To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks on 1300 137 008 or our Subdivision team at [subdivisionsteam@tasnetworks.com.au](mailto:subdivisionsteam@tasnetworks.com.au) at their earliest convenience.

Kind Regards

Georgie



Georgie Coleman

Customer Relationship Specialist

Tasmanian Networks Pty Ltd

ABN 24 167 357 299

P 03 6324 7583

1 – 7 Maria Street, Lenah Valley 7008

PO Box 606, Moonah TAS 7009

[www.tasnetworks.com.au](http://www.tasnetworks.com.au)

@TasNetworks

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**From:** NMC Planning <planning@nmc.tas.gov.au>

**Sent:** Tuesday, 6 June 2023 11:45 AM

**To:** Council Referrals <Council.Referrals@tasnetworks.com.au>  
**Subject:** FW: referral of development application 7A William St Campbell Town

Good morning,

Notice of Application to Relevant Entity (TasNetworks) under s. 44L of the Electricity Supply Industry Act 1995

Please be advised that the attached application has been received.

Your consideration and response under s44M91) is requested.

Kind regards,

*Rosemary Jones*



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: [council@n.mc.tas.gov.au](mailto:council@n.mc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)  
[\[northernmidlands.tas.gov.au\]](http://northernmidlands.tas.gov.au)

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## Rosemary Jones

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**From:** Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>  
**Sent:** Saturday, 17 June 2023 3:00 PM  
**To:** NMC Planning  
**Subject:** Attention Planning Department  
**Attachments:** RE: Subdivision Proposal - 7A William Street Campbell Town

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

### Your Reference PLN-23-0085 – 7A William Street Campbell Town – 18-Lot Subdivision (15 Residential 1 Road Lot 2 Footway Lots)

Thank you for notifying TasRail of the above application.

TasRail has reviewed the available documentation and through this email, TasRail advises that it objects to the application in its current form.

TasRail had already provided advice to Woolcott Surveys (acting obo the client) and to Council's Jonathan Galbraith that TasRail has concerns with this proposal in terms of stormwater treatment/discharge/inflows through the corridor. The advice made it clear that TasRail will require a hydrology assessment and forecast of stormwater discharge/inflows as well as any assumptions made about the capacity of the existing stormwater infrastructure. TasRail notes this information has not been provided and the submitted plans still shows stormwater being directed to the rail corridor. This is not acceptable to TasRail noting that this area is already subject to flooding and periodic inundation of the rail. It is TasRail's view that the existing infrastructure is already below capacity and therefore any additional inflows will service to heighten the risk to rail operations, infrastructure and assets.

TasRail had also advised both Woolcott Surveys and Council that if the requested information was not provided to TasRail prior to the DA being submitted, then TasRail would be requesting the information as an RFI through the planning process. I attach a copy of the email between TasRail and Council. There has been no communication from Woolcott Surveys since the initial discussion (prior to the Crown Landowner Consent (CLOC) being issued).

It should also be acknowledged that this application was subject to a CLOC which also noted that TasRail does not permit the discharge of stormwater or other run-off into State Rail Network land and/or the use of the rail drainage system for inflows. The CLOC also advised that access to State Rail Network land for any reason is not permitted without a TasRail Permit issued by [property@tasrail.com.au](mailto:property@tasrail.com.au) (conditions apply).

In confirming TasRail's objection to the proposal in its current form, TasRail is also formalising an RFI for the requested information in relation to stormwater.

Kind regards

**Jennifer Jarvis**



Group Manager Property and Compliance | Property  
Phone: 03 6335 2603 | Mobile: 0428 139 238  
11 Techno Park Drive, Kings Meadows, Tasmania, 7249  
[Jennifer.Jarvis@tasrail.com.au](mailto:Jennifer.Jarvis@tasrail.com.au)

*'Tasmania's trusted provider of safe and dependable rail logistics solutions'*



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**NORTHERN MIDLANDS COUNCIL**

**REPORT FROM:** HERITAGE ADVISER, DAVID DENMAN  
**DATE:** 4 August 2023  
**REF NO:** PLN-23-0085; 305100.155  
**SITE:** 7A William Street & William St & East St, Campbell Town  
**PROPOSAL:** 15 residential lot subdivision incl. filling of land, & 1 road lot & 2 footway lots, 2.4m high fence along East St boundary & infrastructure works in William St and East St  
**APPLICANT:** Woolcott Surveys  
**REASON FOR REFERRAL:** Local Historic Heritage Code


Do you have any objections to the proposal: **No**

The layout of the proposed streets and lots is considered acceptable within the context of the site and will therefore have no adverse impact on the historic cultural significance of the precinct.

*Email referral as word document to David Denman – [david@denman.studio](mailto:david@denman.studio)*

*Attach public exhibition documents*

*Subject line: Heritage referral PLN-23-0085 - 7A William Street & William St & East St, Campbell Town*



David Denman (Heritage Adviser)

Date: 11/08/2023



**Assessment against C6.0 (Local Historic Heritage Code)**

C6.1 Code Purpose

The purpose of the Local Historic Heritage Code is:

C6.1.1 To recognise and protect:

- a) the local historic heritage significance of local places, precincts, landscapes and areas of archaeological potential; and
- b) significant trees.

C6.1.2 This code does not apply to Aboriginal heritage values.

C6.2 Application of this Code

C6.2.1 This code applies to:

- a) development on land within any of the following, as defined in this code:
  - i) a local heritage place;
  - ii) a local heritage precinct;
  - iii) a local historic landscape precinct; and
  - iv) for excavation only, a place or precinct of archaeological potential; and
- b) the lopping, pruning, removal or destruction of a significant tree as defined in this code.

C6.2.2 If a site is listed as a local heritage place and also within a local heritage precinct or local historic landscape precinct, it is only necessary to demonstrate compliance with the standards for the local heritage place unless demolition, buildings and works are proposed for an area of the site outside the identified specific extent of the local heritage place.

C6.2.3 This code does not apply to a registered place entered on the Tasmanian Heritage Register, unless for the lopping, pruning, removal or destruction of a significant tree as defined in this code.

C6.2.4 This code does not apply to use.

**Comment: The site is within a local heritage precinct**

**C6.4 Development Exempt from this Code**

C6.4.1 Development described in Table C6.4.1 is exempt from this code provided it meets the corresponding qualifications.

Table C6.4.1 Exempt Development

<b>Exempt Development</b>	<b>Qualifications</b>
Development within a local heritage place	(a) temporary structural stabilisation works as certified by a structural engineer; (b) permanent structural stabilisation works considered by a suitably qualified person to maintain the local historic heritage significance of the place; (c) building works, alterations and modifications required for compliance with fire regulation under the <i>Building Code of Australia</i> , which are not visible externally upon completion from any road or public open space adjoining the site; or (d) the pruning of a tree to improve its health or appearance provided its normal growth habit is not retarded
Development within a local heritage place, local	(a) a maximum of 1 mast for telecommunications and a single flagpole, provided each is not more than 6m in height and is not attached to any building specifically part of a

<p>heritage precinct or local historic landscape precinct</p>	<p>local heritage place listed in the relevant Local Provisions Schedule;</p> <ul style="list-style-type: none"> <li>(b) the construction or demolition of: <ul style="list-style-type: none"> <li>(i) side and rear boundary fences: <ul style="list-style-type: none"> <li>a. not adjoining a road or public reserve; and</li> <li>b. not more than a total height of 2.1m above existing ground level, except where they are within a garden or grounds that is specifically part of a local heritage place listed in the relevant Local Provisions Schedule; or</li> </ul> </li> <li>(ii) fencing of agricultural land or for protection of wetlands and watercourses;</li> </ul> </li> <li>(c) the planting, clearing or modification of vegetation on pasture or cropping land, other than for plantation forestry on prime agricultural land;</li> <li>(d) electricity, optic fibre and telecommunications cables, water, sewerage and drainage connections and gas lines to individual buildings;</li> <li>(e) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;</li> <li>(f) repainting or re-rendering of an exterior surface that has been previously painted or rendered, in a colour similar to the existing;</li> <li>(g) solar collector panels and photovoltaic cells aligned with the plane of a roof and located on a roof plane not visible from any road or public open space adjoining the site;</li> <li>(h) one satellite dish not more than 2m in diameter, and if on a local heritage place not visible from any road or public open space adjoining the site; or</li> <li>(i) minor upgrade by, or on behalf, of a State authority or a council, of infrastructure such as roads, rail lines, footpaths, cycle paths, drains, sewers, power lines and pipelines including: <ul style="list-style-type: none"> <li>(i) minor widening or narrowing of existing carriageways or making, placing or upgrading kerbs, gutters, footpaths, roadsides or traffic control devices; and</li> <li>(ii) road markings, street lighting and landscaping, except where any of those elements are specifically part of a local heritage place listed in the relevant Local Provisions Schedule.</li> </ul> </li> </ul>
<p>Development involving a place or precinct of archaeological potential</p>	<ul style="list-style-type: none"> <li>(a) development not involving ground disturbance;</li> <li>(b) works involving excavation within an area that has been assessed under a previous development application and the archaeological potential was realised when that permit was acted upon or the site was found not to be of archaeological sensitivity in that process;</li> <li>(c) minor excavations where a suitably qualified person has prepared an archaeological</li> </ul>

	<p>impact assessment and determined that there is no chance of disturbance to significant archaeological values;</p> <p>(d) removal of non-significant deposits by a suitably qualified person to test, confirm or refine an archaeological assessment and temporarily expose underlying deposits without disturbing them;</p> <p>(e) excavation of land to a depth of not more than 1m on a site provided it is within an existing building that is not listed as a local heritage place; or</p> <p>(f) excavation of land to a depth of not more than 0.3m and not more than 20m<sup>2</sup> in area on a site provided it is for the purposes of minor building works and structures.</p>
Involving development to significant trees	The pruning of a tree to improve its health or appearance provided its normal growth habit is not retarded.
signs	All signs, excluding any associated excavation works on a place or precinct of archaeological potential, not exempt from this code <sup>3</sup> .
<b>Comment</b>	
<b>The development does not qualify for an exemption.</b>	

**C6.5 Use Standards**

C6.5.1 There are no Use Standards in this code.

**C6.6 Development Standards for Local Heritage Places**

C6.6.1 Demolition

Objective:	That the demolition or removal of buildings do not cause an unacceptable impact on the local historic heritage significance of local heritage places.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
No Acceptable Solution.	<p>Demolition or removal of buildings on a local heritage place must not cause an unacceptable impact on the local historic heritage significance of the place, having regard to:</p> <p>(a) the physical condition of the local heritage place;</p> <p>(b) the extent and rate of deterioration of the building or structure;</p> <p>(c) the safety of the building or structure;</p> <p>the streetscape or setting in which the building or structure is located;</p> <p>(e) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule,</p>	

	<p>the historic heritage values as identified in a report prepared by a suitably qualified person;</p> <p>(f) any options to reduce or mitigate deterioration;</p> <p>(g) whether demolition is a reasonable option to secure the long-term future of a building or structure; and</p> <p>(d) any economic considerations.</p>
<b>Comment: N/a</b>	

C6.6.2 Site coverage

Objective:	That site coverage is compatible with the local historic heritage significance of local heritage places.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
No Acceptable Solution.	<p>The site coverage must be compatible with the local historic heritage significance of a local heritage place, having regard to:</p> <p>(a) the topography of the site; and</p> <p>(b) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person.</p>	
<b>Comment: N/a</b>		

C6.6.3 Height and bulk of buildings

Objective:	That the height and bulk of buildings are compatible with the local historic heritage significance of local heritage places.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
No Acceptable Solution.	<p>The height and bulk of buildings must be compatible with the local historic heritage significance of a local heritage place, having regard to:</p> <p>(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report</p>	

	<p>prepared by a suitably qualified person;</p> <p>(b) the character and appearance of the existing building or place;</p> <p>(c) the height and bulk of other buildings in the surrounding area; and</p> <p>(d) the setting of the local heritage place.</p>
<b>Comment: N/a</b>	

C6.6.4 Siting of buildings and structures

Objective:	That the siting of buildings is compatible with the local historic heritage significance of local heritage places.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>	
No Acceptable Solution.	<p>The front, side and rear setbacks of a building must be compatible with the local historic heritage significance of the place, having regard to:</p> <p>(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person;</p> <p>(b) the topography of the site;</p> <p>(c) the size, shape, and orientation of the lot; and</p> <p>(d) the setbacks of other buildings in the surrounding area.</p>	
<b>Comment: N/a</b>		

C6.6.5 Fences

Objective:	That fences are compatible with the local historic heritage significance of local heritage places.
------------	--

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>New fences and gates on local heritage places must be designed and constructed to match existing original fences on the site.</p>	<p><b>P1</b></p> <p>New fences and gates must be compatible with the local historic heritage significance of a local heritage place, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person;</li> <li>(b) the architectural style of the buildings on the site;</li> <li>(c) the dominant fencing style in the setting;</li> <li>(d) the original or previous fences on the site; and</li> <li>(e) the proposed height and location of the fence</li> </ul>
<p><b>Comment: N/a</b></p>	

C6.6.6 Roof form and materials

Objective:	That roof form and materials are compatible with the local historic heritage significance of local heritage places.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Replacement roofs on local heritage places which will be visible from any road or public open space adjoining the site, must be of a form and material to match the existing roof being replaced.</p>	<p><b>P1</b></p> <p>Roof form and materials must be compatible with the local historic heritage significance of a local heritage place, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person;</li> <li>(b) the design, period of construction and materials of the building on the site that the roof directly relates to;</li> <li>(c) the dominant roofing style and materials in the setting; and</li> <li>(d) the streetscape.</li> </ul>



**Comment: N/a**

C6.6.7 Building alterations, excluding roof form and materials

Objective:	That building alterations, excluding roof form and materials, are compatible with the local historic heritage significance of local heritage places.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
No Acceptable Solution.	Building alterations, excluding roof form and materials, of an existing building that is a local heritage place must be compatible with and not detract from the local historic heritage significance of the place, having regard to:	
	(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person;	
	(b) the design, period of construction and materials of the building on the site that the building alterations most directly relate to;	
	(c) the dominant external building materials in the setting; and	
	(d) the streetscape.	
<b>Comment: N/a</b>		

C6.6.8 Outbuildings and structures

Objective:	That the siting of outbuildings and structures are compatible with the local historic heritage significance of local heritage places.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
Outbuildings and structures on local heritage places must:	Outbuildings and structures must be compatible with the local historic heritage significance of a local heritage place, having regard to:	
(a) not be located in the front setback;	(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person;	
(b) not be visible from any road or public open space adjoining the site;	(b) the bulk, form and size of buildings on the site;	
(c) not have a side that is longer than 3m;		
(d) have a gross floor area less than 9m <sup>2</sup> ;		
(e) have a combined total area of all outbuildings on		

<p>the site of not more than 20m<sup>2</sup>;</p> <p>(f) have a maximum height less than 2.4m above existing ground level;</p> <p>(g) not have a maximum change of level as a result of cut or fill of more than 1m; and</p> <p>(h) not encroach on any service easement or be located within 1m of any underground service.</p>	<p>(c) the bulk, form and size of the proposed outbuilding or structure;</p> <p>(d) the external materials, finishes and decoration of the outbuilding or structure; and</p> <p>(e) the visibility of the outbuilding or structure from any road or public open space adjoining the site.</p>
<p><b>Comment: N/a</b></p>	

C6.6.9 Driveways and parking for non-residential purposes

Objective:	That driveways and parking for non-residential purposes are compatible with the local historic heritage significance of local heritage places.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Parking areas for non-residential purposes on local heritage places must be located behind the building line of buildings located or proposed on a site.</p>	<p><b>P1</b></p> <p>Driveways and parking areas for non-residential purposes must be compatible with the local historic heritage significance of a local heritage place, having regard to:</p> <p>(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person;</p> <p>(b) the loss of any building fabric;</p> <p>(c) the removal of gardens or vegetated areas;</p> <p>(d) parking availability in the surrounding area;</p> <p>(e) vehicle and pedestrian traffic safety; and</p> <p>(f) the streetscape.</p>
<p><b>Comment: N/a</b></p>	

C6.6.10 Removal, destruction or lopping of trees, or removal of vegetation, that is specifically part of a local heritage place

Objective:	That the removal, destruction or lopping of trees or the removal of vegetation that is specifically part of a local heritage place does not impact on the local historic heritage significance of the place.
------------	--

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>The removal, destruction or lopping of trees or the removal of vegetation which is specifically part of a local heritage place listed in the relevant Local Provisions Schedule, must not cause an unreasonable impact on the local historic heritage significance of a local heritage place, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person;</li> <li>(b) the age and condition of the tree or vegetation;</li> <li>(c) the size and form of the tree or vegetation;</li> <li>(d) the importance of the tree or vegetation to the local historic heritage significance of a local heritage place; and</li> <li>(e) any advice by a suitably qualified person.</li> </ul>
<p><b>Comment: N/a</b></p>	

**C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts**

C6.7.1 Demolition within a local heritage precinct

Objective:	That demolition within a local heritage precinct does not have an unacceptable impact on the local historic heritage significance of the precinct.	
Acceptable Solutions	Performance Criteria	
<p><b>A1</b></p> <p>Within a local heritage precinct, demolition of a building, works or fabric, including trees, fences, walls and outbuildings must:</p> <ul style="list-style-type: none"> <li>(a) not be on a local heritage place;</li> <li>(b) not be visible from any road or public open space; and</li> <li>(c) not involve a value, feature or characteristic</li> </ul>	<p><b>P1</b></p> <p>Within a local heritage precinct, demolition of a building, works or fabric, including trees, fences, walls and outbuildings, must not cause an unacceptable impact on the local historic heritage significance of the local heritage precinct as identified in the relevant Local Provisions Schedule, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the physical condition of the building, works, structure or trees;</li> </ul>	

<p>specifically part of a precinct listed in the relevant Local Provisions Schedule.</p>	<ul style="list-style-type: none"> <li>(b) the extent and rate of deterioration of the building, works, structure or trees;</li> <li>(c) the safety of the building, works, structure or trees;</li> <li>(d) the streetscape in which the building, works, structure or trees is located;</li> <li>(e) the special or unique contribution that the building, works, structure or trees makes to the streetscape or townscape values of the local heritage precinct identified in the relevant Local Provisions Schedule;</li> <li>(f) any options to reduce or mitigate deterioration;</li> <li>(g) whether demolition is a reasonable option to secure the long-term future of a building, works or structure; and</li> <li>(h) any economic considerations.</li> </ul>
<p><b>Comment: N/a</b></p>	

C6.7.2 Demolition within a local historic landscape precinct

<p>Objective:</p>	<p>That demolition within a local historic landscape precinct does not have an unacceptable impact on the local historic heritage significance of the precinct.</p>
<p><b>Acceptable Solutions</b></p>	<p><b>Performance Criteria</b></p>
<p><b>A1</b></p> <p>Within a local historic landscape precinct, demolition of a building, works, fabric or landscape elements including trees, fences, walls and outbuildings must:</p> <ul style="list-style-type: none"> <li>(a) not be on a local heritage place;</li> <li>(b) not be visible from any road or public open space; and</li> <li>(c) not involve a value, feature or characteristic specifically part of a precinct listed in the relevant Local Provisions Schedule.</li> </ul>	<p><b>P1</b></p> <p>Within a local historic landscape precinct, demolition of a building, works, fabric or landscape elements including trees, fences, walls and outbuildings, must not cause an unacceptable impact on the local historic heritage significance of the local historic landscape precinct as identified in the relevant Local Provisions Schedule, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the physical condition of the building, works, structure or trees;</li> <li>(b) the extent and rate of deterioration of the building, works, structure or trees;</li> <li>(c) the safety of the building, works, structure or trees;</li> </ul>

	<p>(d) the special or unique contribution that the building, works, structure or trees makes to the landscape values of the local historic landscape precinct identified in the relevant Local Provisions Schedule;</p> <p>(e) any options to reduce or mitigate deterioration;</p> <p>(f) whether demolition is a reasonable option to secure the long-term future of a building, works or structure; and</p> <p>(g) any economic considerations.</p>
<b>Comment: N/a</b>	

C6.7.3 Buildings and works, excluding demolition

<b>Objective:</b>	That development within a local heritage precinct or a local historic landscape precinct is sympathetic to the character of that particular precinct.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Within a local heritage precinct or local historic landscape precinct, building and works, excluding demolition, must:</p> <p>(a) not be on a local heritage place;</p> <p>(b) not be visible from any road or public open space; and</p> <p>(c) not involve a value, feature or characteristic specifically part of a local heritage precinct or local historic landscape precinct listed in the relevant Local Provisions Schedule.</p>	<p><b>P1.1</b></p> <p>Within a local heritage precinct, design and siting of buildings and works, excluding demolition, must be compatible with the local heritage precinct, except if a local heritage place of an architectural style different from that characterising the precinct, having regard to:</p> <p>(a) the streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule;</p> <p>(b) the character and appearance of the surrounding area;</p> <p>(c) the height and bulk of other buildings in the surrounding area;</p> <p>(d) the setbacks of other buildings in the surrounding area; and</p> <p>(e) any relevant design criteria or conservation policies for the local heritage precinct, as identified in the relevant Local Provisions Schedule.</p> <p><b>P1.2</b></p>

	<p>Within a local heritage precinct, extensions to existing buildings must be compatible with the local heritage precinct, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule;</li> <li>(b) the character and appearance of the surrounding area;</li> <li>(c) the height and bulk of other buildings in the surrounding area;</li> <li>(d) the setbacks of other buildings in the surrounding area; and</li> <li>(e) any relevant design criteria or conservation policies for the local heritage precinct, as identified in the relevant Local Provisions Schedule</li> </ul> <p><b>P1.3</b></p> <p>Within a local historic landscape precinct, design and siting of buildings and works, excluding demolition, must be compatible with the local historic landscape precinct, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the landscape values identified in the statement of local historic heritage significance for the local historic landscape precinct, as identified in the relevant Local Provisions Schedule; and</li> <li>(b) any relevant design criteria or conservation policies for the local historic landscape precinct, as identified in the relevant Local Provisions Schedule.</li> </ul>
<p><b>Comment: N/a</b></p>	
<p><b>A2</b></p> <p>Within a local heritage precinct, new front fences and gates must be designed and constructed to match the existing original fences on the site.</p>	<p><b>P2</b></p> <p>Within a local heritage precinct, new front fences and gates must be compatible with the local heritage precinct, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the streetscape or townscape values identified in the local historic heritage significance of the local</li> </ul>



	<p>heritage precinct, as identified in the relevant Local Provisions Schedule;</p> <p>(b) height, form, style and materials of the proposed fence; and</p> <p>(c) the style, characteristics and setbacks of fences and gates in the surrounding area.</p>
<b>Comment: N/a</b>	

**C6.8 Development Standards for Places or Precincts of Archaeological Potential**

**C6.8.1 Building and Works**

Objective:	That building and works on a place or precinct of archaeological potential is implemented in a manner that seeks to retain or protect, preserve or otherwise appropriately manage archaeological evidence.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> No Acceptable Solution.	<b>P1</b> Building and works on places or precincts of archaeological potential must not cause an unacceptable impact on archaeological evidence, having regard to:  (a) the nature of the archaeological evidence, either known or potential;  (b) measures proposed to investigate the archaeological evidence to confirm statements of potential;  (c) strategies to avoid, minimise or control impacts arising from building, works and demolition;  (d) measures proposed to preserve significant archaeological evidence in situ; and  (e) any advice contained in a statement of archaeological potential.	
<b>Comment: N/a</b>		

**C6.9 Significant Trees**

C6.9.1 Significant Trees

Objective:	That significant trees are not unnecessarily destroyed and are managed in a way that maintains their health, structural stability and appearance.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	No Acceptable Solution.	<b>P1</b> Works involving construction, soil disturbance or soil compaction within the tree protection zone of a significant tree must not impact the health and appearance of the tree, and be supported by a written statement to that effect prepared by a suitably qualified person.
<b>Comment:</b>		
<b>A2</b>	No Acceptable Solution.	<b>P2</b> Works requiring the removal of a listed tree or which may impact on the health, structural stability or appearance of a listed tree must demonstrate:  (a) that there are no feasible alternatives which could be implemented to avoid impacting on the tree and the proposed methodology of the works incorporates measures to minimise and mitigate any damage to the tree; and  (b) there are environmental, economic or safety reasons of greater value to the community than the cultural significance of the tree; or  the tree is determined to be dead or dying based on a written statement to that effect prepared by a suitably qualified person.
<b>Comment: There are no significant trees to be removed on the subject site.</b>		

**C6.10 Development Standards for Subdivision**

C6.10.1 Lot design on a Local Heritage Place

Objective:	That subdivision does not cause an unacceptable impact on the local historic heritage significance of local heritage places.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>

<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>Subdivision must not cause an unacceptable impact on the local historic heritage significance of a local heritage place, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the local historic heritage significance of the local heritage place identified in the relevant Local Provisions Schedule;</li> <li>(b) the historic development pattern of the area;</li> <li>(c) the separation of buildings or structures from their original setting;</li> <li>(d) the lot sizes, dimensions, frontage, access and orientation;</li> <li>(e) the suitability of the proposed lots for their intended uses; and</li> <li>(f) the removal of vegetation, trees or garden settings.</li> </ul>
<p><b>Comment: N/a</b></p>	

C6.10.2 Lot design for a Local Heritage Precinct or a Local Historic Landscape Precinct

<p>Objective:</p>	<p>That:</p> <ul style="list-style-type: none"> <li>(a) subdivision within a local heritage precinct is consistent with historic patterns of development; and</li> <li>(b) subdivision within a local historic landscape precinct is compatible with the character of the precinct.</li> </ul>
<p><b>Acceptable Solutions</b></p>	<p><b>Performance Criteria</b></p>
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>Subdivision must be compatible with the local historic heritage significance of a local heritage precinct or a local historic landscape precinct, as identified in the relevant Local Provisions Schedule, having regard to:</p> <ul style="list-style-type: none"> <li>(a) any relevant design criteria or conservation policy for a local heritage precinct or local historic landscape precinct, as identified in the relevant Local Provisions Schedule; and</li> <li>(b) the historic pattern of subdivision of the precinct.</li> </ul>
<p><b>Comment: The proposed subdivision is on internal land and therefore, does not form part of an historic streetscape.</b></p>	

**The layout of the proposed streets and lots is considered acceptable within the context of the site and will therefore have no adverse impact on the historic cultural significance of the precinct.**

**Future house designs on the new lots will be subject to assessment under the Heritage Code**

C6.10.3 Subdivision works for places or precincts of archaeological potential

Objective:	That works associated with subdivision, including infrastructure, do not increase the likelihood of adverse impact on a place or precinct of archaeological potential.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>Works associated with subdivision must not increase the likelihood of adverse impact on archaeological evidence on places or precincts of archaeological potential, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature, extent and significance of the archaeological evidence existing on the land;</li> <li>(b) any significant impact upon archaeological evidence or potential;</li> <li>(c) any increased likelihood of future development that is incompatible with a place or precinct of archaeological potential;</li> <li>(d) the statement of archaeological potential for the place or precinct identified in the relevant Local Provisions Schedule; and</li> <li>(e) any advice contained in a statement of archaeological potential.</li> </ul>	
<b>Comment: N/a</b>		



## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	PLN-23-0085	<b>Council notice date</b>	6/06/2023
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2023/00730-NMC	<b>Date of response</b>	17/07/2023
<b>TasWater Contact</b>	Shaun Verdouw	<b>Phone No.</b>	0467 901 425
<b>Response issued to</b>			
<b>Council name</b>	NORTHERN MIDLANDS COUNCIL		
<b>Contact details</b>	Planning@nmc.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	7A WILLIAM ST, CAMPBELL TOWN	<b>Property ID (PID)</b>	9240372
<b>Description of development</b>	18 Lot Subdivision (15 Residential, 1 Road Lot, 2 Footway Lots)		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
RARE.	231007 – COV, C000, C101, C102, C501, C502, C531, C601, C701,	A	29/03/2023
Woolcott Surveyors	L220916	V3.0	31/01/2023
<b>Conditions</b>			
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:			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to commencing construction of the subdivision, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
<b>ASSET CREATION &amp; INFRASTRUCTURE WORKS</b>			
4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.			
5. Prior to applying for a Permit to Construct 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 completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
  - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
  - b. A request for a joint on-site inspection with TasWater's authorised representative must be made.
  - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
  - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred 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". TasWater will release any security held for the defect's 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 and, 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.
- 17. In the event that the property sewer connection for affected lots cannot control the lot for a gravity connection, the Plan of Subdivision Council Endorsement Page for those affected lots is to note, pursuant to Section 83 of the Local Government (Building and Miscellaneous Provisions) Act 1993, that TasWater cannot guarantee sanitary drains will be able to discharge via gravity into TasWater’s sewerage system.

*Advice: See WSA 02—2014-3.1 MRWA Version 2 section 5.6.5.3 Calculating the level of the connection point*

- 18. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater’s satisfaction, showing:
  - a. the exact location of the existing sewerage infrastructure,
  - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

**DEVELOPMENT ASSESSMENT FEES**

- 19. The applicant or landowner as the case may be, must pay a development assessment fee of \$749.17, and a Consent to Register a Legal Document fee of \$248.30 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.  
The payment is required within 30 days of the issue of an invoice by TasWater.
- 20. 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**

**Advice to Planning Authority (Council) and developer on fire coverage**

TasWater cannot provide a supply of water for the purposes of firefighting to the lots on the plan.

**Boundary Conditions**

Location	H.G.L. Peak hour	H.G.L Peak Day + 10 l/s fire flow
A262506	230	220

Please note that whilst modelling indicated there is sufficient pressures during domestic usage, the fire flow residual pressure at the property connection 22m. This is less that the required 25m (Table 3.1.5 Fire Flow TW Supplement to WSA03).

This is a known issue in all of Campbell Town.

**General**

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>



For application forms please visit <https://www.taswater.com.au/building-and-development/development-application-form>

#### **Water Submetering**

As of July 1, 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website ([www.taswater.com.au](http://www.taswater.com.au)) within our Sub-Metering Policy and Water Metering Guidelines.

#### **Service Locations**

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

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

Further information can be obtained from TasWater.

(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.

(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

#### **Declaration**

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

#### **TasWater Contact Details**

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

**REFERRAL OF DEVELOPMENT APPLICATION PLN-23-0085 TO WORKS & INFRASTRUCTURE DEPARTMENT**

**Property/Subdivision No:** 305100.155

**Date:** 6 June 2023

**Applicant:** Woolcott Surveys

**Proposal:** 18 Lot Subdivision (15 Residential, 1 Road Lot, 2 Footway Lots)

**Location:** 7A William Street, Campbell Town

W&I referral PLN-23-0085, 7A William Street, Campbell Town

Planning admin: W&I fees paid.

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

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

Is there is a house on one of the lots?	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?	Yes
If so, where is the current connection/s?	Existing main near northern boundary
Can all lots access stormwater services?	Yes
If so, are any works required?	Yes, as per plan
Is stormwater detention required	N/A
Has a stormwater detention design been submitted	N/A
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	N/A
If no to above , has the design for 100 – year ARI been done.	N/A
If yes to any of the above, does it comply with Councils stormwater policy	N/A
Is the design approved by works & infrastructure	N/A
Please quote drawing numbers and any other relate documentation (email etc.)	#:
Additional Comments/information	N/A

**Stormwater works required:**

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

Is there kerb and gutter at the front of the property?	Yes
Are any kerb-and-gutter works required?	Yes, as per design plans

**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?	As per design plans

Is off-street parking available/provided?	Yes
<b>Road / access works required:</b>	
<i>Works to be in accordance with Standard Drawing TSD R09 - concrete driveway crossover &amp; hotmix sealed apron from the edge of ... Street/Road to the property boundary of Lot/s ...</i>	
Is an application for vehicular crossing form required?	No as all lots are on a new road
Is a footpath required?	Yes
Extra information required regarding driveway approach and departure angles	No
Are any road works required?	No
Are street trees required?	Yes
Additional Comments:	An Engineer's design is not required.

Engineer's comment:

It should be noted that the stormwater mains are very shallow and it will be difficult to fully drain some lots. I have asked for building envelopes to be shown on plans as a condition.

**WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS**

**STANDARD CONDITIONS FOR SMALL SUBDIVISIONS**

W.1 Stormwater

- a) Each lot must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) A stormwater report and design plans, including calculations long sections and the depth, size and grade of all mains is to be provided to Council for approval prior to the commencement of any works on site.
- c) A building envelope show be shown on any lots where the stormwater connection cannot provide drainage for the entire lot

W.2 Access (Urban)

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

W.3 Roadworks

- e) Kerb and channel and a 1.8m wide concrete footpath shall be constructed to service all.
- f) All new roads or road widening works are to be hotmix sealed.
- g) An engineering design of the road footpath and drainage system including pavement long sections and cross sections is to be approved by Council before the commencement of works on site.

W.3 As constructed information

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

W.4 Municipal standards & certification of works

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

W.5 Works in Council road reserve

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

**W.5 Works on Council Infrastructure**

The applicant must complete a Council Road Opening Permit prior to constructing any infrastructure in the road reserve which will become Council responsibility including kerb and channel, footpaths and stormwater. Works must not commence until the permit has been approved by Council.

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.

W. 10 Planting of Street Trees

- c) Prior to the commencement of works on site a plan must be provided showing the proposed location of all street trees for approval by Council. Where possible a street tree must be provided for each lot.
- d) PLEASE INCLUDE MOST RECENT CONDITIONS ABOUT STREET TREE PLANTING

W.11 Bonds

The subdivision shall be subject to a maintenance period and a bond shall be held by Council until the completion of the maintenance period and a satisfactory final completion inspection. The bond shall be calculated based on 5% of the total cost of works based on Council's standard road construction rates.

*Jonathan Galbraith (Engineering Officer)*

*Stormwater discussed with Leigh McCullagh (Works Manager)*

*Date: 8/9/23*

8<sup>th</sup> August 2023

Received  
09/08/2023

Keryn Smith-Harvey and Luke Harvey  
Gallery 81  
81 High Street  
CAMPBELL TOWN TAS 7210

General Manager  
Northern Midlands Council  
PO Box 156  
LONGFORD TAS 7301

Dear Planning Committee,

RE: REPRESENTATION FOR PLN-23-0085 7A WILLIAM STREET CAMPBELL TOWN

We would like to state our concerns/objections to the proposed development behind our business and home.

We invested a substantial amount of funds in building our art gallery and home at 81 High Street Campbell Town in 2016 largely due to view that this position provided. The “wall of glass” installed was to enhance our customers experience when visiting our establishment, see photo below.



By approving this development, it will impact on this experience. As we live onsite our view from our home will also be impacted. This will severely affect our property value.

Having to look at **15 houses** on small blocks of land is not what we envisaged would be contemplated or approved for future use of this land. I don't believe this development is in the spirit of “retaining the rural township character”.

The original masterplan was for **10 lots** (NOR-S2.2.2) which is still disappointing but more acceptable.



Received  
09/08/2023

Applying to increase the number of lots by 50% has created an internal lot and smaller lots. With setbacks required on lots 7 to 12 especially, a very limited building envelope is available, referring to Bushfire Hazard Management Plan, see below. This proposal requires solid metal fencing to a height of 2.1m on the southern boundary and 2.4m height on the eastern boundary for Bushfire Management and Noise Reduction. High fences on small lots could arguably ruin “the rural township character”.

In conclusion our reasons to objecting to this development are:

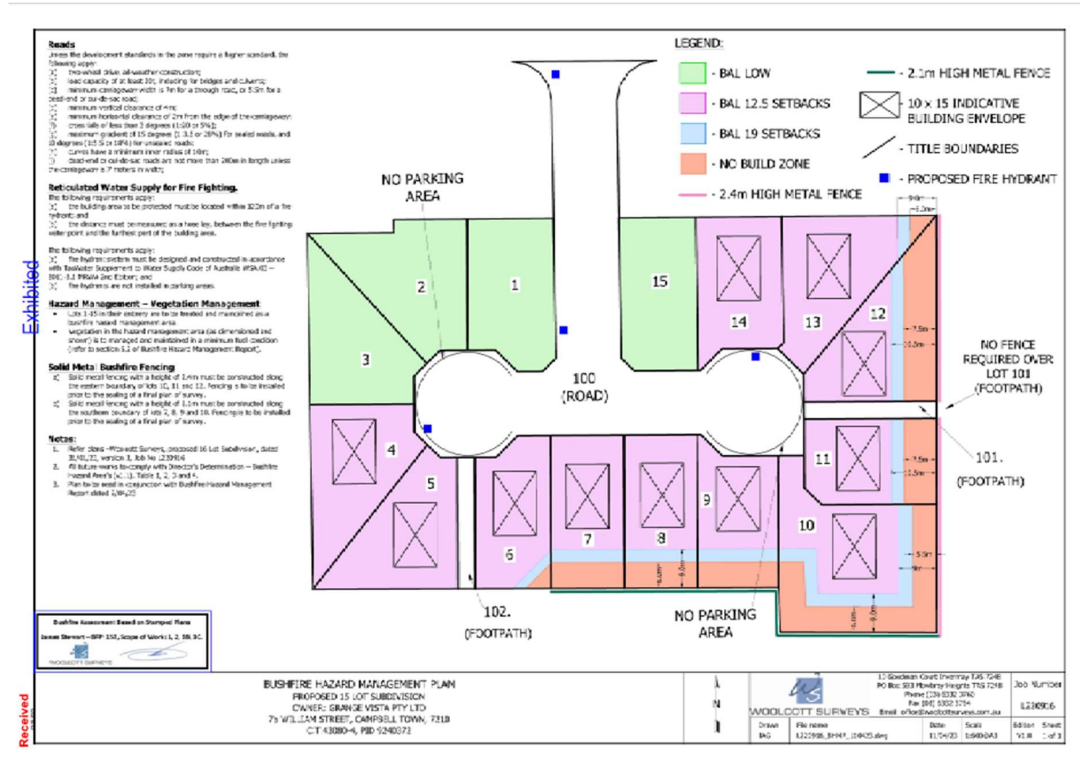
- Loss of view
- Devaluation of property
- Increase to the number of lots from the original masterplan
- Does not truly meet the objective “Retains the rural township character”

We thank you for taking the time to read our communication.

Yours sincerely,

Keryn Smith-Harvey

Luke Harvey



NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachment					
REC'D 16 APR 2023					
	L	A		L	A
GM			PLH		✓
D&DM			RLD		
CSM			LYB		
WM			EA		
HR					
PLT					

9<sup>th</sup> August 2023

Liz Chivers  
 9 William Street  
 CAMPBELL TOWN TAS 7210

General Manager  
 Northern Midlands Council  
 PO Box 156  
 LONGFORD TAS 7301

Dear Planning Committee,

RE: REPRESENTATION FOR PLN-23-0085 7A WILLIAM STREET CAMPBELL TOWN

I would like to state my concerns/objections to the proposed development behind and next to my home.

By approving this development, it will impact on my every day life. The increase in traffic is predicted to be 135 vehicles per day going in and out of this new development. My home is situation on the corner of the proposed new road therefore there will be increase traffic noise as well as increased pedestrian activity. With no parking/standing signs recommended for both cul-de-sacs this may lead to more on-street parking around my house for visitors to these 15 lots.

Having **15 houses** on small blocks of land doesn't seem to align with the objective of "retaining the rural township character" especially installing solid metal 2.1m and 2.4m high fences on the southern and eastern sides for Bushfire Management and Noise Reduction.

The original masterplan was for **10 lots** (NOR-S2.2.2) which is still disappointing but more acceptable. The increase in traffic movement would be considerably less.

In conclusion my reasons to objecting to this development are:

- Increase to the number of lots from the original masterplan
- Increasing the traffic and pedestrian activity from the original masterplan
- Does not truly meet the objective "Retains the rural township character"

I thank you for taking the time to read my communication.

Yours sincerely,



Liz Chivers