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MINUTES FOR THE MEETING OF THE LONGFORD DISTRICT COMMITTEE

WEDNESDAY 2ND JULY 2025. COMMENCING AT 5.35 PM
HELD AT THE WAR MEMORIAL HALL, LONGFORD.

1. **PRESENT** – Peter Munro (Chair), Annette Aldersea (acting secretary), Neil Tubb, Christine Darke, Kenneth Richards.

2. **IN ATTENDANCE** – Cr Dick Adams, Guest Cr Paul Terrett.

3. **APOLOGIES** – Frances Stewart, Bronwyn Baker, Jo Clarke, Cr. Matthew Brooks

4. **DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

In accordance with the provisions of the *Local Government Act 1993*, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

a) has an interest; or

b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive, or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

No declaration of any pecuniary interest was declared by any person present.

5. **ACKNOWLEDGEMENT OF COUNTRY**

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present, and emerging.

6. **CONFIRMATION OF MINUTES**

The minutes of the meeting of the Longford District Committee held on 4th JUNE, 2025 confirmed as a true and correct record of proceedings.
Moved – Ken Richards Second – Christine Darke Carried.

BUSINESS ARISING FROM MINUTES

7.0 PROMOTIONAL ISSUES:

7.1 Signage for Longford Roundabout.

LDC received notification from Council that the Department of State Growth will not approve the installation of the Longford roundabout sign until their stipulated conditions have been met. One condition is the removal of two of the entry signs at the northern entrance into Longford.
The LDC was unanimous that it strongly objects to the removal of the significant stone "Longford" wall near the railway line. Committee members believe it has been in place for 40 – 50 years and must not be removed under any circumstances.

- 22/7/24 NMC Minute – Action Items – 04/07/2024 Engineering Officer Awaiting report from consultant.
- Noted that it is in the NMC Council Budget 24/25 with $200,000 funding allocated.
- Sign may not go in until roundabout is repaired.
- 8/1/25 NMC Minute – Engineering Officer received report from consultant.
- 7/2/25 NMC Engineering Officer reports that DSG have indicated that the Stone sign construction and location needs to be reviewed as part of the approval process for Welcome to Longford promotional signage and town signage on the Longford Roundabout.
- 25/2/25 Works Manager advised Traffic Engineer to inspect by 14/3/25
- 14/4/25 NMC Action Items: Traffic Engineer report received by NMC and a report is being prepared for a future Council Meeting.
- NMC Action Items p.23-24 Consultant report sent to State Growth, awaiting response. 16/6/25 Engineering Officer sent follow up email to DSG.
  ACTION: Continue to monitor.

7.2 Proposed relocation of the stone Longford entrance wall to the Woolmers end of Longford.

Longford District Committee members were unanimous in opposition to this proposal.

- 6/1/25 MOTION: The Longford District Committee request that the Northern Midlands Council ensures that, in view of recent discussions regarding historical nature of the Longford Entrance Wall, it remain in situ or in close proximity to its current location. Moved: Bronwyn Baker. Seconded: Christine Darke. Carried Unanimously.
- 20/1/25 NMC Minute 25/009 That Council notes the Committee's recommendation. Officer's comment: The Officer is assessing options and will report to the Council.
- 7/2/25 NMC Engineering Officer reports that DSG have indicated that the Stone sign construction and location needs to be reviewed as part of the approval process for Welcome to Longford promotional signage and town signage on the Longford Roundabout.
- 14/4/25 NMC Action Items: Report received and is being reviewed by Council officers. 19/5/25 NMC Action Items: Report sent to DSG for comment.
- NMC Action Items p27. Report sent to DSG for comment, awaiting response.

ACTION: Continue to Monitor

7.3 New Promotional Signage either side of Longford Roundabout on Illawarra Road.

LDC discussed the suitability of using Heritage colours for the signage, consistent with Longford, Brickendon & Woolmers (ie. Oatlands).

ACTION: Continue to monitor, considering DSG stance to Longford signage.

7.4 Directory of Clubs and other organizations and their branches in Longford – including sign.

It is proposed to place organisations sign on or near the visitor information booth in the Village Green, and a second sign near Woolmers Lane end of Wellington Street.

- Fiona Dewar NMC has provided a quotation of $35 - $40 for each club/organisation emblem.
- On 23rd May Ms Dewar provided further details of a quotation she received to manufacture the frames for the club signs of around $2,550 each. The frame for the Village Green may be slightly less as it will not require poles for installation.

- 10/1/25 NMC Minutes – NMC Motion to update Web page for community organizations – to discuss with IT. Cr. Dick Adams to raise the issue of funding.
- 14/4/25 NMC Action Items: Legal Disclaimers, Terms & Conditions being drawn up for NMC Online version.
    - NMC Action Items P27. Online Council Webpage now live 29/5/25. LDC Budget Request Item.

ACTION IN PROGRESS:

- Neil Tubb and Annette Aldersea have drafted a letter to present to organizations/clubs re: informing them of the proposal, cost for the emblems, and seeking their interest in participation. This will be circulated in March when people are back from holidays and notified on the LDC Facebook page.
- LDC would need to request funding from NMC for the frames – Item included in Budget Submission 2025-26.
  Awaiting outcome of Budget request. Continue to Monitor

7.6 Shopfront Christmas Window Competition

Christine Darke suggested NMC run a Christmas window decoration competition for Longford businesses**.**

- Christine Darke met with Rotary to discuss. Rotary response was that they endorsed the idea and committed to $100 prize donation for best window display.
- Christine Darke moved to write to Rotary confirming OK to action. Bronwyn Baker Seconded. Carried unanimously.

ACTION: Monitor for promotion.

8.0 SAFETY & AESTHETIC ISSUES:

8.1 Pullover area/Viewing Platform – Alternative Location.

A revised report – V3 had been prepared and circulated to LDC members. The report includes an alternative suggestion for a pullover point on Woolmers Lane. The committee decided to suggest two options to Council.

MOTION: LDC requests that NMC consider a lookout or pullover point at either

(1) Woolmers Lane on the hill between Woolmers Bridge and Panshanger Road.

or

(2) Norwich Drive on the southern side opposite number 59. See attached revised report – V3.1.

NMC Minute 24 June 2024 – DECISION That Council consider the location of the vista / look out point after a safety check is conducted on site. Carried Unanimously

Annette Aldersea reported that Council Officers report Council Meeting 9th July 2024 found both sites problematic,

MOTION: LDC request that NMC provide clarification regarding request for a pullover viewing area with respect to why the proposed Norwich Drive location is problematic.

Moved – Annette Aldersea. Second – Bron Baker. Carried unanimously.

NMC Minute No. 24/0264 Decision: That Council investigates alternate viewing locations.

- 5/3/25 Ken Richards suggested Prout's Vista – Mountford/Newry corner, Pateena Rd.
- 7/5/25 Dumaresq family not amenable to supporting this on Pateena Rd or Norwich Drive due to past issues with loiterers.

ACTION. LDC to continue to scout for a suitable site.

8.2 Wellington & Marlborough Streets Intersection (Sticky Beaks)

LDC discussed the lengthy delay since community members met with Minister Michael Ferguson and Garry Hills DSG, onsite 9th March 2023, to discuss the safety concerns regarding the large concrete planter boxes. The Minister gave his assurance at this meeting that an independent traffic study of the intersection would take place.

LDC discussed further, agreed it should be left turn only out of Wellington Street on to Marlborough Street, and left turn only out of William Street. Peter Munro noted the request to change the Give Way sign to a Stop Sign

- NMC Minutes 22 July 2024 -Action Items – 10/07/2024 Engineering Officer Awaiting information from the Department of State Growth. Council moved a motion to lobby State Growth regarding the roundabout, Sticky Beaks corner, pedestrian safety etc.
- Peter Munro noted the number of times recommendations have been put forward by LDC, supported by NMC but no action from State Growth, including the request to change the Give Way on Wellington Street sign to a Stop Sign, for which LDC is still waiting for feedback.
- It is anticipated that DSG will soon engage a consultant to conduct an independent safety survey and report.
- 8/1/25 Cr. Dick Adams advised that NMC have received a response from DSG noting comments on the Safety Audit and stating no futher response. NMC to discuss response.
- 5/2/25 NMC Exec Assistant advising item listed for next workshop.
- 2/3/25 NMC Exec Assistant preparing a report.
- 2/4/25 LDC discussed whether bollards were an option, since they are used in front of The Queen's Arms. Crs Adams and Brooks advised that they were not since there was underground infrastructure, but that NMC plan to lower the height of the boxes and move them back from the kerb where there are sight obstruction issues
- 14/4/25 NMC Action Item: Engineering Officer prepared report for May Workshop & Council Meeting presentation. Workshop discussed options such as Dept. State Growth redesign intersection, Reduction of speed limit to 40km/hr but dismissed lowering the box heights.
- 19/5/25 Council reviewing location of underground services to determine what impact this may have on any further works at this location.
- NMC Action Items p22-23. Council reviewing location of underground services to determine what impact this may have on any future works at this location. Scheduled for workshop discussion.

ACTION: Continue to monitor.

8.3 Environmental & Noxious weeds.

A Public Forum was held 29th May 2024, regarding the Northern Midlands Weed Management Strategy.

- Awaiting report from the consulting firm RMCG to come back to Council.
- NMC Budget Report notes Management Plan review is still in progress.
- Cr Dick Adams reported that NMC held a workshop to update the policy, which is close to being finalized. It is a government issue to allocate funding for a Weeds Officer.
- NMC Weed Management Strategic Plan has been finalized, now needs public awareness and circulation.
- NMC Minutes 10 January 2025 – Strategic Plan to be incorporated into Works Program and future Budgets.

- Cr. Dick Adams noted State Government Funding is available for some weeds control programs.

ACTION: Continue to Monitor.

8.4 Wellington Street and Marlborough Street speed limit reduction.

NMC Executive assistant sent letter to the Minister 12th March 2024, and are awaiting a response.

- NMC Minutes 19 August 2024: 10/1/25 Engineering Officer awaiting response from minister. Noted that a speed camera has a regular presence – which would improve with leaving overnight or early morning.
- NMC Minutes 14/4/25 Engineering Officer awaiting response from State Growth.
- 2/4/25 LDC discussion included comments regarding the high volume of traffic and that farmers prefer 40km/hr.
- NMC Action Items p24. Awaiting response from State Growth 16/6/25. *No update*.
-

ACTION. LDC suggests this needs sending to new Minister, Kerry Vincent. Awaiting the outcome of the election. Continue to Monitor.

8.5 Pedestrian Safety Concerns – Wellington and Marlborough Streets.

LDC Motion tabled at Council meeting 22.04.2024 – Minute NO: 24/0128

DECISION: "That Council note the concerns raised by the Local District Committee and consider the relocation/installation of a refuge in the vicinity of the library in future budget deliberations".

- NMC Minutes 20th May 2024 – Action Items – Matter is under consideration. Residents continue to raise safety concerns for pedestrians.
- NMC Minutes 24 June 2024 – Action items – 17/06/2024 Executive Assistant Letter sent, DSG Progressing
- NMC Minutes 22 July 2024 – Action items – Matter still under consideration
- NMC Minutes 19 August 2024 – Action Items – Council unanimous in decision that speed limit should be set to 50km/hr.
- Cr. Dick Adams reported that Dept State Growth are considering the request and he will put forward a motion to NMC to fix the dip in the road near the Library/Village Green.
- 5/3/25 Bron Baker spoke to Rebecca White regarding the issue. Discuss as Budget Item.
- 2/4/25 LDC discussed pedestrian island options and a lower speed limit.

14/4/25 NMC Action Items: Dept State Growth repairing pavement damage near Lyttleton St and undertaking repairs on Wellington Street. Matter under consideration.

- NMC Action Items p25. Pedestrian Refuge near library under consideration. *No update.*

ACTION. LDC suggests this needs sending to new Minister, Kerry Vincent. Now awaiting the outcome of the election. Continue to Monitor.

8.6 Illawarra Road West of Roundabout – Safety Concerns.

LLDC Motion tabled at NMC meeting 18th March 2024. Council DECISION – MINUTE NO. 24/093.

NMC Minutes 20th May 2024 - Action Item - Letter sent by Executive Assistant 18th April 2024 to Department of State Growth, awaiting response.

LDC discussed the extremely poor condition of the Longford roundabout which continues to deteriorate. The roundabout has become a major safety concern for the Longford community.

MOTION: The LDC requests NMC to seek from the Department of State Growth their

maintenance and surveillance program for the Longford roundabout as the poor condition of the surface and sides are of major concern to the community.
Moved – Annette Aldersea. Second – Peter Munro. Carried.
NMC Minute 24 June 2024 – DECISION That Council awaits a response from the Department of State Growth. Carried Unanimously
NMC Update – night works are scheduled to be carried out to patch the roundabout surface, currently delayed due to recent weather conditions.
Frances Stewart noted that noise and traffic monitoring was carried out along Illawarra Road in May 2024 but DSG have withheld the results.

- Requests from NMC in April 2024 and MVC in May 2024 to lower the speed limit to 90km/hr between Bishopsbourne Road and the Bass Highway have had no response from Dept. Transport. Jen Butler has drafted a Motion to present before Parliament on behalf of landowners to lower the speed limit to 80km/hr.
- LDC Note that surface repair work has been carried out on the roundabout, but is acknowledged temporary fix.
- Frances Stewart noted that Jen Butler will resubmit the lapsed Motion to Parliament.
- Frances Stewart has followed up with Kerry Vincent about speed, noise, vibration & safety concerns and has had standard department response, which was circulated. Continuing to communicate with Kerry Vincent directly on the issues and other relevant government ministers.
- 5/3/25 Jen Butler has put forward a constituent question from Illawarra Road Landowners to Kerry Vincent regarding the current speed limit causing safety and noise concerns, the Consultant's Report to State Growth and whether Kerry Vincent has seen it.
- 2/4/25 Commissioner of Transport Cynthia Heydon, Project Manager & Consultant met with Illawarra Road Landowners on site 25/3/25, including a group landowners meeting at "Valleyfield". The outcome revealed that the Commissioner was largely unaware of the issues arising from the road project and an undertaking to instigate a review of whether correct procedures have been followed and a review of the speed limit by 16/4/25.
- 7/5/25 Frances Stewart receivevd correspondence from Elspeth Moroni, General Manager State Roads, confirming a decision has been made to reduce the speed limit to 80km/hr on Illawarra Road from Perth Bypass/Midland Highway merge to approximately Wickford Mill Cottage (approximately 7km) as a temporary measure while a review of the upgrade plans is undertaken to see if a permanent reduction is warranted. New signs to be installed in next couple of weeks.
- Frances Stewart followed up with the Commissioner of Transport regarding extending the reduced speed limit a further 600 metres towards the Bass Highway. 80kmh signs have been put in place and a "No air brakes" sign at the beginning of the southbound zone.
- NMC Action Items p25. New Speed limit signs installed by DSG 26/5/25. Awaiting "no air brakes" sign on northbound lane to match one placed on southbound lane and revised designs.

ACTION: Frances Stewart to request a "No air brakes" sign on the northbound lane also.
Awaiting revised road upgrade plans for 80kmh speed. Continue to Monitor.

8.7 Longford Community Meeting 31/8/2024 regarding proposed Fuel Stop, Tannery Rd.
Annette Aldersea reported that the meeting was strongly attended by 350+ members of the Longford community. Motions were put forward and overwhelmingly approved by attendees to request a review by Parliament regarding the development of a refueling depot at Tannery Road.

A motion was also successfully put forward to support the NMC with applying pressure to DSG regarding the ongoing issues before DSG mentioned in these minutes, namely:

- Condition of Longford Roundabout (currently bandaid solution)
- Cyclist & Pedestrian Safety – Pateena Road to Longford (Viaduct access?)
- Sticky Beaks Corner – Traffic & safety concerns
- Improving pedestrian safety in Longford
- Requests a new traffic and noise level survey on Wellington and Marlborough Streets Longford be carried out urgently and the results of that survey be given back to Northern Midlands Council to be publicly available.
- Annette Aldersea has received letters from Premier Rockliff and Guy Barnett, which will be followed up.
- Dean Winter was on site at the proposed Truck Stop at 10am on Friday 11th October to meet with local residents and hear their concerns.
- Jen Butler is putting forward a motion to rescind the decision.
- Annette Aldersea met with Guy Barnett who said Government want to do something to rectify the situation and are currently working through the legalities.
- LDC to put forward a recommendation to NMC to request DSG conduct traffic and noise level surveys urgently along Tannery Road, Marlborough and Wellington Street and release results to NMC, to check for compliance with Government traffic noise guidelines. **NOTED that traffic counter were placed on Tannery Rd & Marlborough Street in November, 2024.**
- Annette Aldersea advised that there are ongoing discussions with Minister Kerry Vincent.
- Neil Tubb has had written response from Minister Kerry Vincent.
- Question on Notice: John Izzard query regarding the TASCAT Settlement Letter 3/12/24. Advice to be provided to Mr Izzard.
- 2/4/25 NMC Motion 17/3/25 Wilmores Lane, Bishopsbourne Rd & Herberts Road. Council Officers to prepare a report on the costs associated with upgrading these roads to become alternative heavy vehicle routes to divert from Tannery Road. Item to be discussed at Council Workshop 7/4/25.
- 7/5/25 Kerry Vincent, Min. Infrastructure has been contacted with correspondence and a constituent question in Parliament, with the response that it is ongoing with Parliament.
- Copy of a response from Minister Kerry Vincent to Jen Butler was tabled. Ongoing talks with Minister Vincent regarding his options for intervention.
- Annette Aldersea advised footpath being reinstated. Concerns the developer will take advantage while government is in caretaker mode for the election. Suggests contacting the Lyons candidates to ask their position and action they may take in regard to the fuel stop.

ACTION: Continue to Monitor

8.8 Tasmulch expansion to bulk landscaping supply – dust issues.

Some residents around the Tasmulch bulk landscape site have been experienced elevated issues of dust emerging from the Tasmulch site, as well as concern over the vibration from trucks unloading & loading within the heritage precinct.

- Annette Aldersea approached Tasmulch with a request to use dust suppressant on the driveway, and keep hosed down in hot weather. Response was “Taken on Board”
- Surrounding residents are in the process of writing to Tasmulch.
- 7/5/25 Approximately 6-8 houses are being impacted by dust, and noise after hours.

- Tasmulch is in a General Business Zone. Garden supplies is permissible, however more industrial level of bulk quarry materials and trucks using the site. Also operate outside allowable hours. Checking for Attenuation requirements.

ACTION: Annette Aldersea and neighbours to write a letter to Tasmulch. Annette Aldersea checking Attenuation guidelines. Tasmulch may have outgrown their location.

8.9 A-Double & B-Double 24 hour access on Illawarra and Longford Main Roads.

Concerns were raised about the effect of the recent A-Doubles and increase in B-Doubles traversing through Longford and the impact upon heritage buildings and noise levels especially during the night.

8/1/25 MOTION: The Longford District Committee requests Northern Midlands Council write to the Minister for Infrastructure, Kerry Vincent, to ask for clarification on when approval for 24 hour access was given to A-Doubles and B-Doubles to access Illawarra Road and Longford main streets, due to noise and vibration issues causing damage to heritage buildings.

Moved: Frances Stewart. Seconded: Neil Tubb. Carried unanimously.

LDC Motion tabled at NMC meeting 20th January 2025.

COUNCIL DECISION – MINUTE NO. 25/007. That Council Officer investigates and seeks clarification from the Department of State Growth.

- NMC Minutes 14/4/25 - Action Item – Engineering Officer awaiting response from DSG.
- Annette Aldersea reported that Minister Kerry Vincent appeared unaware that A-Doubles have access to Illawarra Road and Longford. To clarify with Minister.
- 4/6/25 Item has been removed from NMC Minutes without conclusion.
- Discussion re: possibility of a truck curfew. Peter Munro suggested door knocking residents first to gauge support.

ACTION: NHVR to be contacted with request to impose curfew for freight vehicles within Longford during 10pm-6am to reduce noise disturbance and vibration issues. Continue to Monitor.

8.10 Review of the Location & Number of 60km/hr signs on Woolmers Lane.

In light of the recent fatality, discussion was held regarding additional signage and the prevalence of tourists in this area unfamiliar with the road constraints.

8/1/25 MOTION: Longford District Committee request Northern Midlands Council install a “60km/hr zone ahead” sign on the sharp right-hand corner of Woolmers Lane on the approach to Longford, and a “concealed driveway” sign on Woolmers lane between the aforementioned corner and the current 60km/hr sign approaching Longford.

Moved: Annette Aldersea. Seconded: Bronwyn Baker. Carried unanimously.

- 20/1/25 NMC Minute No. 25/008: That Council act immediately to improve the safety of the Woolmers Lane & Brickendon Street corner as soon as the Traffic Engineer’s report is received.
- 7/2/25 NMC Engineering Officer awaiting response from the Department of State Growth.
- 2/4/25 Draft Report has been received by NMC. Council to review with Traffic Engineer.
- 14/4/25 NMC Action Items: Concealed Entrance sign has been installed. Further works to be carried out in accordance with the report.
- NMC Action Items p27. Further works to be carried out in accordance with the report. Police recently carried out investigations regarding sight lines etc.

ACTION: Continue to Monitor

8.11 Marlborough Street beautification of Footpath
2/4/25 Peter Munro raised the Marlborough Street need for beatification of footpath, specifically the current lack of trees and shade. It was suggested that if NMC could provide a list of suitable tree options for uniformity, a door knock with a flyer could be prepared for relevant resident feedback.
2/7/25 Peter Munro to speak to NMC General Manager Des Jennings re: door knocking.
ACTION: Peter Munro to discuss with Des Jennings, NMC.

8.12 Hill Street Entry/Exit
Christine Darke raised the idea of having a separate exit onto Wellington Street at Hill Street, adjacent to the BWS, to reduce the increasing congestion of vehicles turning out of the United Service Station which clashes with the vehicles turning in and out of Hill Street Car Park, resulting in a high number of accidents. Discussion was had regarding the necessity of an alternative to the current arrangement, along with the idea of a roundabout at the intersection of Wellington and Union Streets with exiting traffic re-routed behind Hill Street and businesses in Union Street.
2/07/25 Further discussion re: roundabout option be investigated, may involve private land and discussions with DSG.
ACTION: Further discussion with LDC and NMC.

9.0 TOWN IMPROVEMENT ISSUES

9.1 Longford Lawn Cemetery - Landscaping Improvements.
LDC prepared a report after visiting the cemetery in April, on improving the landscaping and therefore the amenity of the cemetery. LDC motion and report tabled at NMC meeting 20th May 2024. Council decision – That Council note the report.

- Officer reports that some roses are being replaced, new soil added, and a new irrigation system installed at the rose area in the cemetery.
- LDC note that the request for a seat under the trees and more trees for shade are still outstanding, with the only existing seat being out in full sun.
- Peter Munro requested an update from Vivian Tan at Council for an update, and thanked Council for the work done to date, being much appreciated. Irrigation is yet to go in.
- Requested trees to shade the seats are still an outstanding item.
- LDC added to Budget Items requested.
- 2/4/25 NMC visited during annual bus tour.
- 7/5/25 Council are considering options for shading the seats.
- 4/6/25 Bronwyn Baker noticed some contractors building something within the Cressy end of the cemetery.

ACTION: Continue to monitor.

9.2 EV Charging Site in Longford.
Rear of Hill Street a perfect location.

- Peter Munro reported still waiting for a call from Hill St Management. An approach has been made by Charles Gregory, Secretary Australian Electric Vehicle Association Tas, claiming that site as perfect.
- Maree Bricknell follow-up email requesting suggested sites.
- Cr Dick Adams advised NMC is looking at alternatives, such as near the Memorial Hall, which would be suitable as a Northern Midlands Council owned site.

- Cr Dick Adams advised that Grant Applications open 6/2/25 and NMC are going to apply. Needs consultation.
- LDC Discussions were unanimous in the position that the EV Charging site should be on private land, not community land. Suggestions were to approach Longford fuel stations to gauge interest.
- 2/4/25 Joanne Clarke suggested rear of Harcourts would be a good site.
- 19/5/25 Lyttleton St residents spoke at NMC Meeting Public Question time, stating that Lyttleton St/Village Green would be an inappropriate site, for multiple reasons. NMC decided Energy ROI should investigate other options.
- Peter Munro met with the new Hill Street Manager to discuss, waiting for feedback.
- 2/07/25 – Waiting to hear if Energy ROI have found another site, may be in discussions with Hill Street.

ACTION: Joanne Clarke to follow up with Harcourts.
Peter Munro to follow up with new Hill Street Manager for Hill Street owners' contact details.
Continue to Monitor.

9.3 New Public Toilets Marlborough Street.

Proposed location at rear of car park next to Harcourts. They have no objection to toilets if they will be maintained by Council, would also prefer that CCTV cameras are installed.
Cr. Brooks noted Council has provided new toilets the the War Memorial Hall, and suggested reopening toilets at Longford Town Hall may be an option.
Jo Clarke noted that people are currently using the laneway beside Joe's Takeaway, and queried whether the toilets, including the new ones at Laycock Park, need security. It was recommended that toilet design should be vandal proof, with one suggestion being hand dryers be placed outside the toilet cubicle so CCTV monitoring would be possible.

- Jo Clarke and Bron Baker have approached Carlton Dixon & Harcourts regarding Marlborough Street.
- 2/07/25 Discussions re: costly to build, maintenance and vandalism concerns.

ACTION: Jo Clarke to follow up again with Harcourts. Continue to Monitor

9.4 Longford Post Office – Ensuring the preservation of an essential community service.

4/06/25 Bronwyn Baker circulated a flyer from the Australian Citizens Party regarding plans to close a large number of rural post offices around Australia.
2/07/25 No known threat to Longford Post Office at this stage.
. ACTION: LDC to monitor for any indication that Longford Post Office would be at risk.

9.5 Lack of river signage at Macquarie River Bridge, Woolmers Lane.

4/06/25 Bronwyn Baker raised the lack of signage at Macquarie River bridge on Woolmers Lane to identify the Macquarie River.
2/07/25 Bron Baker advised via email prior to the meeting she has a Works Request with NMC. Awaiting outcome.
ACTION: Monitor.

9.6 Future plans for abandoned house block on Lyttleton Street.

4/06/25 Peter Munro raised this as an item for discussion at the next LDC meeting, due to concerns about it becoming a recent target for vandals and attempted arson.
2/07/25 Investigate possibilities further.
ACTION: Further consideration at next meeting.

10.0 RECREATIONAL ISSUES:

10.1 Deterioration of Facilities at Mill Dam.

LDC included ongoing maintenance and upgrades in its budget requests to Council.
Council is waiting on a further concept plan to be prepared and presented.

- NMC Minutes 22 July 2024 – Action items – 30/04/2024 Matter to be further presented to Councillors at a workshop after July 2024
- Cr. Brooks reported Council had a meeting regarding this. Land ownership is to be investigated as the property has multiple owners including Swifts, Hydro etc.
- NMC Budget indicated a Mill Dam Recreation Area Masterplan, recognizing the popularity of the area, has now been developed for improvements and budget allocation as a Priority Project. Improvements include shared pathways, flood debris deflectors, landscaping and furniture.
- Annette Aldersea advised that work is in progress with many trees having been planted, weeds have been sprayed and logs placed for direction of 4WD vehicles.
- NMC Executive Assistant has prepared follow up correspondence
- 5/2/25 NMC Executive Assistant meeting scheduled with Landowner JBS early March.
- 5/3/25 LDC noted more planting has occurred.
- 2/4/25 LDC noted weed spraying has been done and discussions are ongoing.
- 14/4/25 NMC Action Items: Council Exec. Assistant had onsite meeting with JBS Plant Manager. Council Officers awaiting a response.
- 2/07/25 – Annette Aldersea to ask Vivien Tan for an update.

ACTION: Monitor with Council.

10.2 The Missing Link – Lack of bikeways between Longford roundabout & Pateena Road.

The council considered LLDC Motion at 19.02.2024 meeting.

- 03/2024 Engineering Officer Council Officer has contacted Vanessa King, manager project delivery at the Department of State Growth and requested an update on this project. Awaiting response.
- 12/04/2024 Engineering Officer Response received from Luke Middleton of the Department of State Growth. The general manager has written to the Department of State Growth after receiving this response and advised that Council will continue to lobby for this path to be constructed as part of the Illawarra upgrade works to be carried out by the Department of State Growth.
- NMC Action Items list – NMC Minutes 20th May 2024 – Engineering Officer, Executive and Communication Officers awaiting further information from State Growth.
- NMC Minutes 22 July 2024 – Action items – 17/06/2024 Executive Assistant Letter sent, DSG Progressing.
- LDC noted the significant importance of a bike link between Longford and Perth. Monitor
- DSG response to NMC that bridges are too old and frail to support a pedestrian and bicycle access pathway.
- Christine Darke noted the bridges are dirty and in need of maintenance.
- Cr Paul Terrett suggested writing to Rebecca White on the issue.
- MOTION: The LDC requests NMC to approach Department of State Growth to provide weight ratings for the bridges on Illawarra Road between Mountford Hill and Bishopsbourne Road to verify their suitability for their current and future use, since there are no plans to strengthen them as part of the heavy vehicle freight corridor, and to detail

their unsuitability for pedestrian and bicycle access.
MOVED: Frances Stewart. SECONDED: Neil Tubb. Carried Unanimously.

- NMC Minute No. 24/0333 Decision: That Council follow up the request to the Department of State Growth.
- 31/10/24 Officer Comment: Email has been sent to the Department of State Growth. Awaiting their response. Discussion noted the frequency with which cyclists and pedestrians have been observed crossing the bridges.
- 10/1/25 NMC awaiting response from State Growth.
- 7/2/25 NMC awaiting response from State Growth.
- 2/4/25 Bron Baker called Mayors of Burnie/Wynyard and Break O'Day to discuss their local bike paths. Feedback was it was costly and formed part of Local Roads and Community Infrastructure Scheme.
- NMC awaiting a response from State Growth.
- LDC noted that this is a NMC Priority Project, with Illawarra Rd shared pathway submitted for State Government 2025-26 Budget consideration.
- 2/07/25 – Continue to support NMC as Priority Project.

ACTION: Monitor DSG activity regarding upgrading the bridges and whether pedestrian and cycle path is incorporated with plans for Stage 3 Illawarra Road upgrade. Peter Munro to contact Bike Association regarding ideas and feedback on the suitability of using the Railway Bridge as an alternative.

10.3 Community House @ old Police Station

Peter Munro raised a question regarding the NMC acquisition of the old Police station for repurposing as a community/neighbourhood house for Longford residents.

- Cr. Brooks advised that NMC is waiting to see if the building can be acquired and that the Mayor is conducting meetings with the community, such as Helping Hands, to gain input regarding such a facility.
- Annette Aldersea noted from NMC Community Infrastructure Projects that NMC is advocating for assistance from State Funding for the transfer of the property's ownership as a community lease and for funding to repurpose the residence as a Neighbourhood House style service with youth space, while the former police station would be converted to multi-purpose, community friendly meeting spaces. The surrounding land would become public green open space.
- Peter Munro has asked Des Jennings about availability of emergency generators for periods of power blackouts.
- Cr. Dick Adams advised that the official Emergency Centre is the Longford Town Hall and planned solar panels with a battery will be additional insurance in time of blackout.
- Joanne Clarke & Bron Baker noted that one of the main issues for elderly residents during the recent weather event & power outages was their inability to find somewhere warm.
- Frances Stewart noted that Motivity Fitness stepped up during the recent weather emergency to offer showers, power for charging communication devices, hot drinks etc.
- Joanne Clarke confirmed Helping Hands now open 10am-12pm, 4 days/wk.
- NMC awaiting a decision from Treasury.
- LDC noted that this is a NMC Priority Project.
- 2/07/2025 Noted there are no community houses in the NMC municipality.

ACTION: Continue to Monitor progress and discuss means of improving communication on resources available to the community during emergency events. Monitor for any plans by State Government to sell the asset. Monitor plans for future of old ambulance station.

10.4 NMC request for feedback regarding bicycle parking location priorities

LDC nominates the following two locations as a priority for bicycle parking facilities:

1. Village Green precinct, as close as practical to JJ's.
2. Browns/Hill St Supermarket.

NMC are commencing installation from southern end of Council area (ie. Ross) with the intention to progress northward and have these installed before Winter.

- 4/6/25 Frances Stewart contacted Vivien Tan for an update. Response was that NMC Projects and Buildings Compliance Manager, Trent Nathan, is progressing with this item but it has been delayed due to priorities elsewhere, such as Campbell Town streetscaping issues.

ACTION: Continue to monitor.

10.5 Additional bench seats & picnic tables for Longford Village Green near Latour and Lyttleton Streets.

It was noted that there is a lack of seating in the area of the Village Green near Latour and Lyttleton Streets, and that some visitors to the Village Green may prefer quieter seating location away from the children's play area, such as near the trees.

- 5/3/25 Annette Aldersea to take photos for Peter Munro to circulate for feedback on social media.
- 2/4/25 Peter Munro to put on the Longford District Committee Facebook page for community feedback on this suggestion.
- 7/5/25 Community opinion was 100% positive with approximately 40 comments/suggestions, including all corners of the Green, under shade, scattered benches around perimeter for elderly rest stops when strolling, more picnic benches along Arthur Street for food van patrons, while ensuring open areas remain for events such as Scots Day Out and Car Shows.
- Peter Munro provided a report on feedback from social media regarding the idea of extra seating, which was overwhelmingly positive.
- 2/07/25 Annette Aldersea tabled photos of suggested locations for extra picnic tables and bench seating in the Village Green. Peter Munro raised request through Facebook feedback for a picnic table at the safety park. Annette Aldersea to add to request. Agreed by all in attendance that Annette Aldersea lodge a work request for the additional tables and seating.

Action: Annette Aldersea to lodge a Works Request online. If no result consider a Motion to Council. Monitor.

10.6 Drop-In Centre for Youth 12-17yo.

Frances Stewart raised the issue of Longford Youth having no indoor recreation area, especially during Winter, for after school, weekends & school holidays. A summary of the need, benefit and proposal for provision was submitted, with the idea of allocating a couple of rooms in a Council Community House or a stand-alone premises for the purpose of diverting unsupervised youth from engaging in anti-social activity such as vandalism and shoplifting. Cost of a part-time youth worker may be offset by reduced vandalism costs and community have offered furnishings, laptops, PlayStation, television etc, with further staffing by volunteers.

Council members suggested a more thorough proposal and report be investigated and prepared before submitting a Motion to Council, and that Deloraine House be visited to see how their Community House operates.

- 4/6/25 Ideas was discussed with Mitchell Langley during his presentation. Follow up to be done regarding how LDC might support his work with Longford Youth in the future.
- 2/07/25 Noted Frances Stewart had emailed thanks to NMC Youth Worker Mitchell Langley for attending LDC June meeting.
-

ACTION: Frances Stewart and Annette Aldersea to arrange a visit to Deloraine and Frances Stewart to prepare a report as requested.

11.0 HERITAGE ISSUES:

11.1 Significant Trees Register.

The aim of which is to identify trees and vegetation of high community value and significance, worthy of protection by being included in the Significant Trees List.
There is also the National Trust Tree Nomination Form which can be found at: National Trust - Nomination Form (trusttrees.org.au) for more information.
Annette Aldersea spoke with a National Trust representative re: current list and collaboration to add more trees to the list.

- New members to LDC were invited to put trees forward for consideration.
- Annette Aldersea to suggest Longford History Society become involved, check whether the old trees on a property in Lewis Street should be listed.
- Annette Aldersea still has not been given the list from NMC.
- It was noted that the trees in Lewis Street needed pruning where impinging over the boundary prior to listing.
- Annette Aldersea informed that the Norfolk Plains Historical Society are coming on board to update the Register.
- 5/3/25 Annette Aldersea advised that NMC Nominations are now open until mid April to propose trees for inclusion in the Register.
- 2/4/25 Annette Aldersea proposed the following motion:
  MOTION: The Longford District Committee requests that the Northern Midlands Council extend the closing date for Significant Tree Register nominations to 30th June, 2025 due to the large number of trees in Longford being investigated and considered by the Longford District Committee, community groups and community members for nomination for addition to the current Significant Tree Register. We are aware other District Committees are also working on nominations and require an extension of time.
  Moved: Annette Aldersea Seconded: Frances Stewart Carried Unanimously.
- 14/4/25 NMC Minute No. 25/121 "That Council extends the nomination period for the Significant Tree Register until 30th June, 2025. Carried Unanimously.
- Frances Stewart asked Vivien Tan what the process would be after 30th June. Response was that the list would first be assessed for suitable tree candidates, according to their history, then referred to an appointed specialist.
- 2/07/2025 Nominations closed 30th June. Annette Aldersea advised the Longford – Norfolk Plains History Society had lodged approximately 16 nominations covering around 300 trees on public land, and aware of several nominations for trees on private property and

Longford Primary School. Encouraged ongoing nomination of trees for consideration at a later date by NMC.

ACTION: A form is available from NMC, which Annette Aldersea will forward to Peter Munro to post on the LDC Facebook page and share to the Longford Community Page.
Continue to Monitor

11.2 Preservation of Fred Davies Grandstand

Neil Tubb has been in discussion with the Longford Football Club, with the following summary: NMC Decided to retain the Grandstand in 2020 and made substantial improvements to ensure the Grandstand would remain standing for future generations. The Grandstand has social and cultural significance to the Longford community and it also compliments the Fred Davies Memorial located at the entrance to Longford Reserve. Listing of the building will ensure that it will remain in place for future generations to understand and enjoy.
5/2/25 Neil Tubb to talk to the President of the Longford Football Club.
5/3/25 Neil Tubb submitted the following motion for discussion (see attached background document):
MOTION: "The Longford District Committee requests that the Northern Midlands Council add the "Mulga" Fred Davies Grandstand to the Northern Midlands Committee Heritage List/Register under the **NOR-C6.0 Local Historic Heritage Code.**"
Moved: Annette Aldersea. Seconded: Kenneth Richards. Carried unanimously.

- 2/4/25 NMC Minute No. 25/0088 Decision: That Council make an application to Heritage Tasmania for heritage status of the Fred Davies Memorial Grandstand at the Longford Recreation oval.
- 2/4/25 Neil Tubb to investigate incorporating the Timekeeper boards also.
- 14/4/25 NMC Action Items: Senior Planner Application to Heritage Tasmania is being prepared.
- 19/5/25 NMC Action Items: Senior Planner Application to Heritage Tasmania has been made.
    - (NMC Action Items p29. Senior Planner Heritage Tasmania has advised that it received an enquiry regarding the potential for entry of the grandstand last year and provided advice that it is much more likely to meet the criteria for listing at the local level rather than at the state level, and that unless information could be provided supporting entry on the state register, it would be better to focus on listing at the local level in the planning scheme. 2/6/25 Exec & Communications Officer: Committee has been notified of the response from Heritage Tasmania. Completed.)
    - 2/07/25 Neil Tubb pointed out our Motion to NMC was a request for Council to add the grandstand to the NMC Heritage Register. Council Officers to review further for listing.

Continue to monitor.

12.0 GOVERNANCE ISSUES:

12.1 LDC Budget Allocation Submission - Results. New Budget 2025-2026.

LDC Projects for which funding will be requested. (Submission to be emailed to Council and LDC members in March):

- Marlborough Street footpaths – Upgrades.
- Legends Walk - Continuation of placement of historic stands & plaques $5,000

- Directory of Clubs – Framework for club signs – Visitor Information Centre Village Green and Wellington Street Woolmers Lane end - $6,000 (Noted that NMC are talking with IT about adding these on the NMC website also).
- Longford Cemetery – For planting of mature trees to provide shade over the existing seating.
- Mill Dam Reserve - Funding for improvements.
- Longford Road Bypass - future plan.
- Pedestrian Refuges – upgrade existing and new refuge Marlborough Street near "Yellow Shop".
- ½ Netball/Basketball Court – near skate park at Velodrome.
- 5/3/25 Annette Aldersea and Peter Munro have compiled the NMC Budget Submission List. Longford Cemetery, Marlborough Street Footpaths and Pedestrian Refuges have been nominated for inclusion in the Annual March municipal bus tour – Wednesday 26th March, 2025

ACTION: Awaiting release of Budget. Continue to monitor.

12.2 Kennel Licences – Review of Guidelines

Christine Darke to meet with Cr. Paul Terrett to see if a review of kennel licence guidelines is appropriate, given the recent situation of 200 labradoodles having to be rescued, rehabilitated and rehomed within NMC area.

- Cr Paul Terrett attended the meeting and advised that Dogs Tasmania is working with State Government to review the Animal Welfare Guidelines.
- Christine Darke and Cr Paul Terrett are looking at a review of the NMC Kennel Licence Guidelines.
- Christine Darke has submitted a statement document with suggestions *(see attached)* to form the background for a motion to be put forward by LDC to NMC at the next meeting.
- NMC have this issue on hold pending outcome of review by RSPCA.
- 2/4/25 NMC Policy Review: Dog Management – Officers are preparing a report for Council workshop in April 2025.
- 2/4/25 LDC noted NMC Minute No. 25/0082 - Motion put forward by Deputy Mayor Janet Lambert to continue community information campaign highlighting responsible dog ownership with emphasis on control of dogs on and off leads, plus the addition of a clause in the dog registration forms to include an acknowledgement of rights and obligations.
- 2/4/25 Annette Aldersea circulated a Longford resident's request (see attached) which was discussed.
- 14/4/25 NMC Action Item: Report drafted for review at May Council workshop.
- 19/5/25 NMC Action Item: Relisted for a future Workshop.
  - (NMC Action Items p25-26. Updated Dog Management Policy has been prepared for review at Council Workshop (June).
- 2/07/25 Christine Dark raised major concerns regarding the Draft NMC Dog Management Policy. Licence required for more than two dogs, can have four working dogs. Policy paper to be released shortly for community consultation. LDC needs to be notified when consultation takes place. When released it needs to be put up on LDC Facebook page.

ACTION: Annette Aldersea to ask Vivien Tan when Community Consultation will take place. Continue to monitor.

12.3 Draft Longford Expansion Strategy

Annette Aldersea has provided a copy of the Strategy document for discussion *(see attached Draft for Community Consultation)*

- Peter Munro suggested the Strategy should include traffic management planning, including investigation of a Longford bypass.
- A voluntary LDC meeting to discuss and prepare a group submission/response was held 13th November and a submission has been presented to NMC.
- Dick Adams reported that this has been workshopped in a closed session by NMC.
- 2/07/25 Awaiting report.

ACTION: Continue to monitor.

13. REPORTS FROM SUB-COMMITTEES:

13.1 Railway Committee

Cr Adams reported Two columns for the Western end of the bridge have been made, waiting to be painted.

July 26 and 27 Model Railway Exhibition in Town Hall.

13.2 Longford Legends

New path complete, awaiting return of Legends plaques and stands.

13.3 Town Hall Committee

Cr. Dick Adams reported waiting on a report on the viability of the roof to support solar panels.

13.4 Arts & Cultural Committee

Cr. Dick Adams reported Art Exhibition 2nd to 10th August, including "Young Archies" competition.

14. NEW BUSINESS:

Nil

NMC Meeting dates for 2024/2025, Meeting starts 5:00pm:

	15th September	15th December
21st July	20th October	
18th August	17th November	

15. CLOSURE: Chair closed the meeting at 6:59pm.

The next meeting will be at 5:30 pm on WEDNESDAY 6th August 2025 at the Longford War Memorial Hall, Meeting Room 1.

TASCAT
TASMANIAN CIVIL & ADMINISTRATIVE TRIBUNAL

Citation:	Hookway v Northern Midlands Council (No.2) [2025] TASCAT 131
Division:	General
Stream:	Resource and Planning
Parties:	Stirling Hookway (Appellant) Northern Midlands Council (Respondent) Tasmanian Water and Sewerage Corporation Pty Ltd (Party Joined)
Hearing Date:	On the papers
Hearing Location:	Hobart
Date of Orders:	1 July 2025
Date Reasons Issued:	1 July 2025
Panel:	Richard Grueber – Deputy President Marietta Wong – Member Peter Spratt - Member
Orders Made:	1. The decision of the Northern Midlands Council to refuse a permit for development application PLN-23-0232 is set aside and substituted with a decision to grant a permit subject to the conditions of approval in annexure A to this decision. 2. The Council is directed to issue a permit for development application PLN-23-0232 according with these orders within 14 days. 3. Any application for an order for costs in the appeal is to be made in writing with supporting submissions within 21 days. If no application is so filed each party is to bear their own costs.
Catchwords:	Environment and planning – Planning appeal – Subdivision in flood-prone area – Conditions of permit

Legislation Cited:	Tasmanian Planning Scheme – Northern Midlands
Cases Cited:	*Hookway v Northern Midlands Council* [2025] TASCAT 106
Representation:	Appellant: M Quartararo – Abetz Curtis Lawyers Respondent: N Street – Simmons Wolfhagen Party Joined: R Gretton – TasWater
File No:	P2024/105
Publication Restriction:	Nil.

REASONS FOR DETERMINATION

Introduction

1. In *Hookway v Northern Midlands Council* [2025] TASCAT 106 (the determination) we determined that an appeal by the appellant against a decision by the Council to refuse a permit for a subdivision development should be upheld. Before proceeding to a final determination and orders we made directions for the parties to agree conditions of a permit, or to file submissions if they were unable to agree on conditions. The parties were not able to agree conditions.

2. The Council filed draft conditions which are annexed and marked A. The Council describes those conditions as simple conditions of approval. The Council says that it is unable to frame conditions that limit use and development on the lots that cannot achieve a tolerable risk from flood, and invites us to do so.

3. The appellant is agreeable to the conditions as filed and opposes the imposition of further conditions of the type that the Council contends that it is unable to frame.

Consideration

4. The appeal turned on compliance of the proposed subdivision with cl C12.7.1 P1 in the Flood-Prone Hazard Code of the Tasmanian Planning Scheme – Northern Midlands (the Scheme), which only allows the creation of lots within a flood-prone hazard area which do not create an opportunity for use and development that cannot achieve a tolerable risk from flood. The Council contends that we should consider appropriate restrictions to be placed on lots to remove the possibility or opportunity for use and development that cannot achieve a tolerable risk. The Council says that the standard does not permit a deferral of the assessment of tolerable risk of potential use and development to the use and development standards in the Scheme.

5. The Council contends that conditions should be directed at the construction methods of future buildings, habitable floor levels of future buildings, filling of the site, creation of an evacuation plan, and the creation of a safe shelter for floor levels above the probable maximum flood level. It also says that a flood warning network should be introduced for Back Creek, which would be the relevant source of rapid flooding. The Council says that without such conditions the new lots would create an opportunity for use and development that cannot achieve a tolerable risk from flood. This was the ultimate issue on the appeal and is addressed in the determination.

6. The appellant says that the Council's contentions are based on a fundamental misconception of the determination. The appellant summarises the Council's process of reasoning as being that: the standard requires that the subdivision not create an opportunity for use and development which cannot achieve a tolerable risk from flood; doing so requires that it not be possible for such use and development to occur; therefore conditions must be imposed which remove the

possibility for any such use or development; and without such conditions the proposal cannot be said to comply with the standard. The appellant points out that that was the matter determined by the Tribunal. That observation is correct.

7. In respect to deferral of assessment to a later stage, the appellant says that the standard in cl C12.7.1 P1 is a subdivision standard and that development on the created lots would be subject to a specific standard which requires that all buildings and works much achieve and maintain a tolerable risk from flood. The appellant says that even if there were a need to impose any further conditions, the Council is the appropriate entity to formulate conditions, and it has chosen not to do so.

8. We have determined that the proposal satisfies the standard in cl C12.7.1 P1. The test in P1 is that a lot must not create an opportunity for use or development that cannot achieve a tolerable risk from flood. We were satisfied that development and use, particularly a residential dwelling, can achieve a tolerable risk. This was largely on the evidence of the Council's expert Mr Woods that if a flood resistant building is constructed with an elevated ground floor above flood level with open free water flow construction below the ground floor, and appropriate evacuation plans were in place, a tolerable risk could be achieved. At [50]-[51] of the determination we said:

> 50. However, on Mr Woods evidence, a tolerable risk can be achieved for a residential building and its occupants by raising the level of the lots, ensuring an appropriate floor level for the habitable areas of a dwelling, and having an appropriate evacuation plan, including an evacuation area on the site.
>
> 51. These are matters that would be addressed in the assessment of a development application for a residential dwelling on a lot, which would be subject to the development standards in the Code. Those standards include cl C12.6.1, which requires that buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk having regard to the type, form, scale and intended duration of the development. Residential uses are either no permit required or permitted in the General Residential Zone under the use table in cl 8.2. However, cl C12.6.1 contains no acceptable solution, requiring each development to meet performance criteria and so establishing a discretion to grant or refuse a permit for no permit required and permitted uses: see cl 6.6.1(b), cl 6.7.1(b) and cl 6.7.2(b) of the Scheme.

9. The assessment of any particular proposed building on a lot is a separate issue from assessment of the subdivision proposal and does not fall within the ambit of the appeal. That is a matter for determination when a development application is made in respect to the particular proposed building. At that point any proposal would need to satisfy cl C12.6.1 which provides that buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk having regard to the type, form, scale and intended duration of the development. It is therefore not necessary to impose conditions on the subdivision of the lots that would require development to achieve that standard. Nor would not including such conditions defer assessment of the subdivision to a later stage. The assessment of future use and development on the lots is necessarily deferred, but assessment of the subdivision proposal has been determined.

10. The introduction of a flood warning network for Back Creek is a broader matter of public safety for the appropriate authorities, not a matter for conditions of the permit.

11. For the reasons set out in the determination we are satisfied that a permit should issue for the proposed subdivision development. The conditions submitted by the Council are reasonable and appropriate for the permit.

12. Accordingly:

    1. The decision of the Northern Midlands Council to refuse a permit for development application PLN-23-0232 is set aside and substituted with a decision to grant a permit subject to the conditions of approval in annexure A to this decision.

    2. The Council is directed to issue a permit for development application PLN-23-0232 according with these orders within 14 days.

    3. Any application for an order for costs in the appeal is to be made in writing with supporting submissions within 21 days. If no application is so filed each party is to bear their own costs.

Annexure A

Tasmanian Planning Scheme – Northern Midlands

NORTHERN MIDLANDS COUNCIL

Planning Permit PLN-23-0232

In accordance with Division 2 of the *Land Use and Planning Approvals Act 1993*, the Northern Midlands Council (Planning Authority) hereby grants a permit for –

ADDRESS OF LAND:

30 PATON STREET, LONGFORD TAS 7301

P/N: 111300.015 PLN-23-0232

27/003/1035

CT43775/1

THIS PERMIT ALLOWS FOR:

The land at 30 PATON STREET, LONGFORD TAS 7301 to be developed and used for Subdivision (4 lots and balance)

1 Layout not altered

The use and development must be in accordance with the endorsed documents:

P1 Proposed Subdivision and Concept Servicing Plan, Survey & Alignment Services, Ref: 2022101, 26/03/2024, Rev. 01, Sheet 1 of 2.

P2 Proposed Subdivision and Concept Servicing Plan, Survey & Alignment Services, Ref: 2022101, 26/03/2024, Rev. 01, Sheet 2 of 2.

D1 Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, Rebecca Green & Associates, Version 1, 25 October 2023.

2 Council's Works Department conditions

2.1 Stormwater

Each lot must be provided with a connection to the Council's stormwater system, capable of draining the entire lot, and constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.

2.2 Access

- A concrete driveway crossover and apron must be constructed from the edge of Paton Street to the property boundary of lots 1, 2, 3 & 5 in accordance with Council standards.
- Access works must not commence until an application for vehicular crossing has been approved by Council.

2.3 As constructed information

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

2.4 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.

2.5 Works in Council road reserve

- 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.
- 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.

2.6 Works on Council Infrastructure

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

2.7 Roadworks

- Kerb and channel and a 1.8m wide concrete footpath must be constructed along the frontage of lots 1, 2, 3 & 5.
- The developer must construct an asphalt sealed road from the edge of the kerb to the road centreline for the frontage of lots 1, 2, 3 & 5.

- An engineering design of the road and footpath including kerb and pavement long sections and cross sections must be submitted to the approval of Council before the commencement of works on site.

2.8 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. The bond shall be calculated based on 5% of the total cost of works based on Council's standard road construction rates.

2.9 Pollutants

- The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- 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.

2.10 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.

3 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/01744-NMC) - attached at Appendix A.

4 Bushfire Hazard Report Requirements

The works required by the endorsed Bushfire Hazard Assessment Report must be completed to the satisfaction of the Tasmanian Fire Service or a practitioner accredited by the Tasmanian Fire Service. Documentation of compliance is to be submitted to the satisfaction of Council.

5 Public open space

- When the Final Survey Diagram is submitted for sealing, lot 4 must be shown as a single lot and dedicated as Public Open Space.
- The public open space lot must be conveyed to the Council upon the issue of titles. All costs involved in this procedure must be met by the Developer.

6 Sealing of plans

All conditions must be complied with prior to sealing of the final plan of survey. Council may, at the developer's request, accept a bond or bank guarantee, for particular works or maintenance, to enable early seal and release of the final plan of survey.

Note:

A This permit lapses after a period of two years from the date of granting of this permit if the use or development has not substantially commenced within that period.

TASCAT
TASMANIAN CIVIL & ADMINISTRATIVE TRIBUNAL

Citation:	Hookway v Northern Midlands Council [2025] TASCAT 106
Division:	General
Stream:	Resource and Planning Stream
Parties:	Stirling Hookway (Appellant) Northern Midlands Council (Respondent) Tasmanian Water and Sewerage Corp Pty Ltd (Joined Party)
Hearing Date:	26 & 27 February 2025
Hearing Location:	Hobart
Date of Orders:	28 May 2025
Date Reasons Issued:	28 May 2025
Panel:	RM Grueber - Deputy President P Spratt - Member M Wong - Member
Orders Made:	1. The parties are to jointly file agreed conditions for a permit within 14 days from the date of these reasons. 2. If the parties are unable to agree conditions in accordance with (1) then within 14 days from the date of these reasons the Council is to file and serve proposed conditions and the appellant is to file any submissions in respect to the proposed conditions within 7 days following filing and service of the proposed conditions. 3. The parties have liberty to apply in respect to this timetable.
Catchwords:	Environment and Planning – Planning appeal – Subdivision proposal withn a flood prone hazard area – whether the proposal would achieve a tolerable risk

Legislation Cited:	*Land Use Planning and Approvals Act 1993*; Tasmanian Planning Scheme - Northern Midlands
Cases Cited:	*Hobart City Council v Rich Tapestry Pty Ltd (ACN 667 999 055)* [2024] TASSC 54 *West Tamar Council v Resource Management and Planning Appeal Tribunal* [2015] TASFC 12; *Au v Glenorchy City Council (No 2)* [2024] TASCAT 50; *Meander Valley Council v Resource Management and Planning Appeal Tribunal* [2013] TASSC 42
Representation:	Appellant: Mea Quartararo – Abetz Curtis Lawyers Respondent: N Street – Simmons Wolfhagen Party Joined: No appearance
File No:	P2024/105
Publication Restriction:	None.

Amended pursuant to s119 of the Tasmanian Civil & Administrative Tribunal Act 2020

Clerical error, paragraph 51 incorrectly cited as cl 12.6.1 now amended to cl C12.6.1

Dated this 1st day of July 2025
R Grueber
Deputy President

REASONS FOR DETERMINATION

Introduction

1. The appellant has appealed a decision by the Northern Midlands Council to refuse a permit for a subdivision at Longford. The refusal relates to flood risk.

2. Although the Tasmanian Water and Sewerage Corp Pty Ltd was joined as a party it did not appear the hearing.

The proposed subdivision

3. The proposed subdivision will consist of a five lots. Lots 1, 2 and 3 will each be 600m² residential building blocks. Lot 4 will be a 409m² lot set aside for public open space. It will be transferred to the council to ensure that the adjoining Back Creek levee bank is on public land. Lot 5 contains the balance of 5471m² and includes an existing dwelling.

The site

4. The site of the proposal is within the town of Longford. It is located within the General Residential Zone in cl 8.0 of the Tasmanian Planning Scheme - Northern Midlands (the Scheme). No standards in cl 8.0 were raised for consideration on the appeal.

5. The site is roughly rectangular with the long sides running approximately north and south. The western boundary is approximately 25m east of Back Creek. The southern boundary has a frontage of approximately 60m with Paton Street. A detention basin is located to the south of the site, across Paton Street. The southwest corner of the site adjoins a sewer pump-station. Residential dwellings adjoin the eastern boundary. The Longford football ground is adjacent of the site to the north.

6. Evidence was called from two civil engineers, Mr Hein Poortenaar for the appellant and Mr Daniel Wood for the Council. Mr Poortenaar described the general context of the site in the following terms:

> The site is adjacent to Back Creek which is a sizable creek. Floodwaters from the South Esk back up the low lying valley. The South Esk is one of the bigger rivers in Tasmania making its way through the flat Northern Midlands before joining the Meander River and discharging to the Tamar through the Gorge. It has extensive flood plains. Longford is located on its bank and has a long history of flooding and flood protection works.

7. The site is located within the Longford flood levee. The levee consists of a main levee on the South Esk River, a levee on Back Creek and the Back Creek flood gates. The purpose of the flood gates is to prevent flooding in the South Esk River from backing up into Back Creek. In a significant flood event the flood gates would be closed once the Back Creek flood peak has passed and before the South Esk flood peak arrives at Longford.

The ground of refusal

8. A single revised ground of refusal by the Council was in issue:

> The proposal does not comply with clause C12.7.1 P1 of the Tasmanian Planning Scheme - Northern Midlands in that each lot, or a lot proposed in the plan of subdivision, within the flood-prone hazard area, creates an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:
>
> (a) any increase in risk from flood for adjacent land;
>
> (b) the level of risk to use or development arising from an increased reliance on public infrastructure;
>
> (c) the need to minimise future remediation works;
>
> (d) any loss or substantial compromise by flood of access to the lot, on or off site;
>
> (e) the need to locate building areas outside the flood-prone hazard area;
>
> (f) any advice from a State authority, regulated entity or a council; and
>
> (g) the advice contained in a flood hazard report.

9. The ground of refusal asserts that the proposal will not comply with the performance criterion P1 of cl C12.7.1 of the Scheme. The appellant contends that the proposal will satisfy P1.

Clause C12.7.1 P1

10. Clause C12.7.1 is located in the Flood-Prone Areas Hazard Code (the Code) in cl C12.0 of the Scheme. The purpose of the Code is stated in cl 12.1:

> **C12.1 Code Purpose**
>
> The purpose of the Flood-Prone Areas Hazard Code is:
>
> C12.1.1 To ensure that use or development subject to risk from flood is appropriately located and managed, so that:
>
> (a) people, property and infrastructure are not exposed to an unacceptable level of risk;
>
> (b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and
>
> (c) it does not increase the risk from flood to other land or public infrastructure.
>
> C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.

11. Clause C12.7.1 provides:

> **C12.7.1 Subdivision within a flood-prone 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 Solution		**Performance Criteria**

A1	P1
Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must: (a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities.	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: (a) any increase in risk from flood for adjacent land; (b) the level of risk to use or development arising from an increased reliance on public infrastructure; (c) the need to minimise future remediation works; (d) any loss or substantial compromise by flood of access to the lot, on or off site; (e) the need to locate building areas outside the flood-prone hazard area; (f) any advice from a State authority, regulated entity or a council; and (g) the advice contained in a flood hazard report

12. It was common ground that the proposal would not satisfy the acceptable solution A1 and that the proposal falls to be assessed against the performance criterion P1. The ground of refusal mirrors the elements of P1.

13. The test in P1 is that each proposed lot "must not create an opportunity for use or development that cannot achieve a tolerable risk from flood". It apples to proposed lots within a flood-prone hazard area. P1 directly reflects the objective in cl C12.7.1:

> 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.

14. It was common ground that the site is within a flood prone hazard area as defined in cl C12.3.

15. The focus of the hearing was on the question of tolerable risk. 'Tolerable risk' is defined in table 3.1 of the Scheme as:

> means the lowest level of likely risk from the relevant hazard:
>
> (a) to secure the benefits of a use or development in a relevant hazard area; and
>
> (b) which can be managed through:
>
> (i) routine regulatory measures; or
>
> (ii) by specific hazard management measures for the intended life of each use or development

16. The Tribunal considered that definition in *Au v Glenorchy City Council (No 2)* [2024] TASCAT 50 and said at [39]:

> 39. In assessing whether a risk is tolerable, we must consider the benefits of the development in the relevant area and the measures that can be put in place to manage the risk from the hazard. Assessing tolerable risk is not a purely quantitative or binary exercise. Nor does it involve replication of the Handbook's H1 through to H6 risk categorisation.

The reference by the Tribunal to 'the Handbook' is to the Australian Disaster Resilience Handbook 7 referred to below.

17. The benefit of the proposed development is the provision of residential building blocks at the edge of a developed residential area within the General Residential Zone, the purpose of which includes, at cl 8.1.1, the provision for residential use or development that accommodates a range of dwelling types. The relevant hazard is periodic flooding, in particular from the Back Creek watercourse. The issue is whether the benefit may be secured by management of the likely flood risk through measures to achieve a tolerable risk. This will require consideration of the likely risk and the measures to address that risk.

18. In considering compliance with P1, we are to have regard to the matters listed (a)-(g) in the standard. The obligation to have regard to those matters does not raise them to the status of separate standards with which the proposal must comply, but means that we are required to take them into account as a fundamental element of our decision-making in respect to the test in the standard: *Hobart City Council v Rich Tapestry Pty Ltd (ACN 667 999 055)* [2024] TASSC 54 at [36].

The evidence

19. Mr Poortenaar's evidence was that the flood levee is designed for a 1 in 100 year flooding event, also known as 1% annual exceedance probability, or 1% AEP. A 1% AEP flood has a 1% chance of occurring, or being exceeded, in any one year. He noted that the levee has no freeboard above that level. A 2016 flood study recommended raising the Back Creek levee, but there are no current plans to do so. The crest of the levee varies between 139.6 and 139.75m AHD, which is height above sea level. A 1% AEP event with the Back Creek flood gate open would result in a flood level of 139.6m AHD. However, modelled with climate change the level would be 140.16m AHD, which is 600mm higher than crest of the existing levee.

20. Mr Poortenaar's evidence was that if the levee was overtopped flood waters would spill in a broad flow, inundating 26ha of low lying area on the west side of Longford, and affecting approximately 350 properties. Some properties, including the three proposed building lots and the balance lot, would be inundated by up to 2m.

21. The Australian Institute for Disaster Resilience publishes a guide to best practice in flood risk management, known as the Australian Disaster Resilience Handbook 7. Guideline 7.3 in the handbook includes general flood hazard classifications that were relied on by both experts. The classifications include vulnerability curves which are a product of depth and velocity of flood water. The vulnerability curves provide ratings in a range from H1 to H6, increasing in severity. Mr Poortenaar considered that a flood depth of 2m at the site would correspond to a flood rating between H4 and H5. H4 is unsafe for people and vehicles. H5 is unsafe for vehicles and people,

with buildings vulnerable to structural damage and some less robust building types vulnerable to failure.

22. Mr Poortenaar observed that there is a risk that the levee could breach, which would result in a more destructive flow in the location of the breach, but he considered that the risk of breach was low.

23. Mr Poortenaar noted that the site is currently at a height of 137.75 to 138m AHD, which is 2.4m below the 1% AEP flood level. He considered that the site could be raised to 138.25m AHD using fill without disadvantaging neighbours.

24. Mr Poortenaar recommended that the habitable floor levels of buildings on the lots should be above the 1% AEP level, which would be achieved by having a non-habitable basement with the floor level at 140.5m AHD, allowing a 0.3m freeboard. The basement would need to be constructed so as to be able to be inundated without damage. He noted that the National Construction Code provides requirements for buildings in flood areas.

25. In addition to raising the level of the site and raising floor levels above the 1% AEP, Mr Poortenaar observed that mitigation options included evacuation. His evidence was that a major flood would have a couple of days warning with ample time for evacuation.

26. Mr Poortenaar stated that the functional life of a new residential dwelling in Australia is normally 50-60 years. Having regard to climate change, he calculated the likelihood of a flood overtopping the levee in a period of 60 years at 66%.

27. Mr Wood has extensive experience specialising in floodplain management and hydraulic modelling. He undertook an assessment of the proposal against the elements in P1.

28. Mr Wood agreed that elevating the habitable floor levels above the defined flood level would mean that the habitable level of a proposed dwelling would meet the requirements of tolerable flood risk with regard to protection of persons from flood water which would overtop the levee. He observed that flooding from Back Creek which overtopped the levee adjacent to the site would occur rapidly with little time to safely evacuate, and with access to the site cut off.

29. Mr Wood considered that with the flood gates open a 1% AEP event would result in Back Creek overtopping the levee within a short timeframe. Once flood waters overtopped the levee, drainage of the areas behind the levee would be constrained to the stormwater drainage network with effective discharge only occurring once levels outside the levee have receded. He considered that the duration of flood water above 138.5m AHD, equating to between .5 and 1m of flood depth on the site, may exceed two days at the site. He considered that there was a risk that occupants of dwellings on the site may be isolated for extended periods of time.

30. Mr Wood said that the depth of flow through the site at 2m would create a very high hazard that would be unsuitable for people and vehicles to enter and would put property and buildings at risk. Buildings would need to be designed to be compatible

with that risk. He observed that not every conceivable flood can be accounted for and it is never possible to completely eliminate risk.

31. Mr Wood considered that any construction would need to adhere to flood resilient design principles. He considered it preferable that the void underneath the habitable floor level be unenclosed to avoid that area being used for habitable space. Mr Wood observed that damage may occur to non-building property, such as cars, lawn mowers and so forth.

32. Mr Wood accepted that a strategy such as a car lift could be used to avoid non-building property damage, although he observed that a car lift would require a sufficient void above it, which may make it unrealistic. The possibility of using a car lift would increase with using fill to raise the level of the site. He did not consider that development on the site was totally unviable and noted that similar areas had been viably developed elsewhere in Australia and Tasmania.

33. Mr Wood considered that there was minimal risk to the site from flooding from the South Esk and that Back Creek was the primary risk. The speed of flooding from Back Creek would make it difficult to formulate an evacuation strategy.

34. Mr Wood considered that the risk of collapse of the levee is low. He agreed that in the event of collapse the risk level would be at an H5 event. He considered that residential building could be constructed to cope with such an event, with the lower uninhabited area constructed to withstand those forces.

35. Setting aside evacuation, Mr Wood accepted that raised floor levels above 1% AEP, building design to cope with an H5 event and raising the ground level with fill would result in a tolerable risk to the occupants and the building, although non-structural property would be at risk.

36. Mr Wood had a significant concern in respect to evacuation given the speed of flooding from Back Creek if the levee were overtopped. He did not, however, consider that it would be impossible to establish an evacuation plan. He considered that risk would not be tolerable unless there was a safe zone of evacuation on the property in the circumstances of an extreme event, inundating the habitable floors of the dwelling. This did not need to be a floor, but could be access to the roof in the event of a worst case scenario.

37. Mr Wood said that evacuation may not be the preferred option. Remaining in a property may be a reasonable response to risk. He said that advising people that they should stay in their home was not a matter to consider lightly, but equally he said that caution needed to be taken in recommending evacuation given the risks of entering flood waters. For that reason a safe zone of evacuation should be provided in any dwelling in the event of a catastrophic flood exceeding the 1% EAP level and inundating the habitable floors.

38. Mr Poortenaar and Mr Wood prepared a statement of agreed matters. They agreed that the existing flood warning network, based on South Esk River flooding, may not provide sufficient warning before a Back Creek dominated flood or a combined Back Creek and South Esk flood. They agreed that in a scenario where the South Esk is in flood and Back Creek is not, the flood gates should prevent flooding from

impacting the site. They agreed that raising the ground level of proposed dwellings with fill resulting in a 1.0m or less depth in the defined flood event would reduce the structural risk and reduce the hazard to a level that is safe for buildings. They agreed that once the levee is overtopped or breached the time for inundation would be short and that there would be limited time to react to the event.

39. Mr Poortenaar suggested that a condition requiring the entering into of a part 5 agreement would be an appropriate response to risk. A part 5 agreement is one entered into with a planning authority under Pt 5 of the *Land Use Planning and Approvals Act* 1993, which is registered on the title to a property and which binds subsequent owners. The Council will not agree to a part 5 agreement. The Tribunal can impose a condition making subdivision conditional on the entering into of a part 5 agreement, but cannot force the Council to enter an agreement: *West Tamar Council v Resource Management and Planning Appeal Tribunal* [2015] TASFC 12 at [23], [36] and [54].

Consideration

40. The test in P1 is that a lot must not create an opportunity for use or development that cannot achieve a tolerable risk from flood. The subdivision will create an opportunity for residential use and development by creating three residential building blocks. If the construction and use of a dwelling cannot achieve a tolerable risk from flood then P1 will not be satisfied. The test does not require that any or every form of residential dwelling must achieve a tolerable risk, but that the use and development cannot achieve a tolerable risk. The issue then is whether a residential dwelling and it occupation can achieve a tolerable risk. There is no difference between each lot in respect to this assessment.

41. We are required to have regard to the elements (a) to (g) in P1. In respect to (a), any increase in risk from flood for adjacent land, the evidence did not establish that development on the proposed lots would cause increased flood risk to adjacent land. There would be negligible loss of flood storage volume as a result of development on the lots. The risk identified by Mr Wood is increased pressure on emergency services and evacuation centres. Even if they might be considered as an increase in risk for adjacent land, the increase is not significant in the context of three additional dwellings in an area where there are some 350 dwellings already prone to inundation in a flood event.

42. In respect to (b), the level of risk to use or development arising from an increased reliance on public infrastructure, the only relevant public infrastructure is the levee itself. The proposal will rely on the levee but will not have any effect on the levee or consequentially on other use or development.

43. In respect to (c), the need to minimise future remediation works, the only remediation work identified is the possibility of raising the height of the levee, which would not be impacted by the proposal.

44. In respect to (d), any loss or substantial compromise by flood of access to the lot, on or off site, it is clear that a flood event where the levee is overtopped would result in the proposed new lots being cut off from access by flood waters. This would be

the same for other development in the area. It would require a response by way of an evacuation plan and safety zones in any dwelling constructed on the lots.

45. In respect to (e), the need to locate building areas outside the flood-prone hazard area, the entire site is within the flood-prone hazard area, as is the surrounding residential area generally. There is no opportunity to locate building areas outside the flood-prone hazard area.

46. In respect to (f), any advice from a state authority, regulated entity or a council, no particular advice was relied on other than the Council's modelling of the 1% AEP event.

47. In respect to (g),advice contained in a flood hazard report, a report was prepared by Mr Poortenaar for the development application. The report concluded that a tolerable risk would be achieved if the habitable floor levels of dwellings were required to be at 140.50m AHD or higher.

48. The current 1% AEP flood level is at the levee height, so that flooding will only occur for events greater than the 1% AEP event. However, the risk of overtopping will increase with climate change, and Mr Poortenaar's evidence establishes a likelihood that a 1% EAP event overtopping the levee will occur within the life of a dwelling erected on the site. In that event the site will be flooded to a depth greater than 2m and experience a flood rating between H4 and H5.

49. Mr Woods evidence as to risk arising from a Back Creek flood event is compelling. He explained that it would be rapid, with perhaps less than 12 hours between the onset of rain and inundation, and that inundation may occur while the rain event is in progress. There is presently no alarm system in place and evacuation may be challenging given short notice.

50. However, on Mr Woods evidence, a tolerable risk can be achieved for a residential building and its occupants by raising the level of the lots, ensuring an appropriate floor level for the habitable areas of a dwelling, and having an appropriate evacuation plan, including an evacuation area on the site.

51. These are matters that would be addressed in the assessment of a development application for a residential dwelling on a lot, which would be subject to the development standards in the Code. Those standards include cl C12.6.1, which requires that buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk having regard to the type, form, scale and intended duration of the development. Residential uses are either no permit required or permitted in the General Residential Zone under the use table in cl 8.2. However, cl C12.6.1 contains no acceptable solution, requiring each development to meet performance criteria and so establishing a discretion to grant or refuse a permit for no permit required and permitted uses: see cl 6.6.1(b), cl 6.7.1(b) and cl 6.7.2(b) of the Scheme.

Determination

52. The proposed development is able to secure the benefit of providing residential building lots in circumstances where the flood hazard can be managed through

hazard management measures. We are satisfied that lots 1-3 and 5 do not create the opportunity for use or development that cannot achieve a tolerable risk from flood. Lot 4 is to be provided for public open space.

53. The appeal should succeed. A permit for the proposal would normally issue subject to conditions. The decision whether to grant a permit and the conditions to be imposed on such a grant are not separate considerations but components of a single process: *Meander Valley Council v Resource Management and Planning Appeal Tribunal* [2013] TASSC 42 [10]. In accordance with usual practice the Council provided a draft set of conditions prior to the hearing. It would be reasonable to give the parties the opportunity to consider the conditions in the light of this decision before proceeding to a final determination and orders.

54. Accordingly:

    1. The parties are to jointly file agreed conditions for a permit within 14 days from the date of these reasons.

    2. If the parties are unable to agree conditions in accordance with (1) then within 14 days from the date of these reasons the Council is to file and serve proposed conditions and the appellant is to file any submissions in respect to the proposed conditions within 7 days following filing and service of the proposed conditions.

    3. The parties have liberty to apply in respect to this timetable.

Exhibited

This planning application is open for public comment until
10 June 2025

Reference no	**PLN-25-0072**
Site	**FAIRFIELD, 13790 MIDLAND HIGHWAY EPPING FOREST**
Proposed Development	**2 Lot Subdivision (Bushfire Prone, Scenic Road Corridor, Heritage Listed Place)**
Zone	**21.0 Agriculture**
Use class	**N/A**

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

Exhibited

PLANNING APPLICATION

Proposal

Description of proposal: PROPOSED SUBDIVISION

(attach additional sheets if necessary)

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

1…… 2…… 3……

***Site address**:* 13790 MIDLAND HIGHWAY, EPPING FOREST

CT no: 177934/11

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

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

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

(attach additional sheets if necessary)

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

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Exhibited

Tasmanian Government

OWNER
TAITS RIVERLEA HOLDINGS PTY LTD
ROBERT JOHN GLOVER

FOLIO REFERENCE
173568–1

GRANTEE
PART OF 1015 ACRES, LOT 616 979 ACRES, LOT 615 969 ACRES AND 1260 ACRES GTD TO DAVID GIBSON AND THE WHOLE OF 257 ACRES GTD TO JOHN GIBSON

PLAN OF TITLE

LOCATION: LAND DISTRICT OF SOMERSET
PARISH OF EPPING

CONVERTED BY PLAN No: D 52307

COMPILED BY:
COHEN & ASSOCIATES PTY LTD, LAUNCESTON

NOT TO SCALE LENGTHS IN METRES

REGISTERED NUMBER
P177934

APPROVED 28 OCT 2019
Recorder of Titles

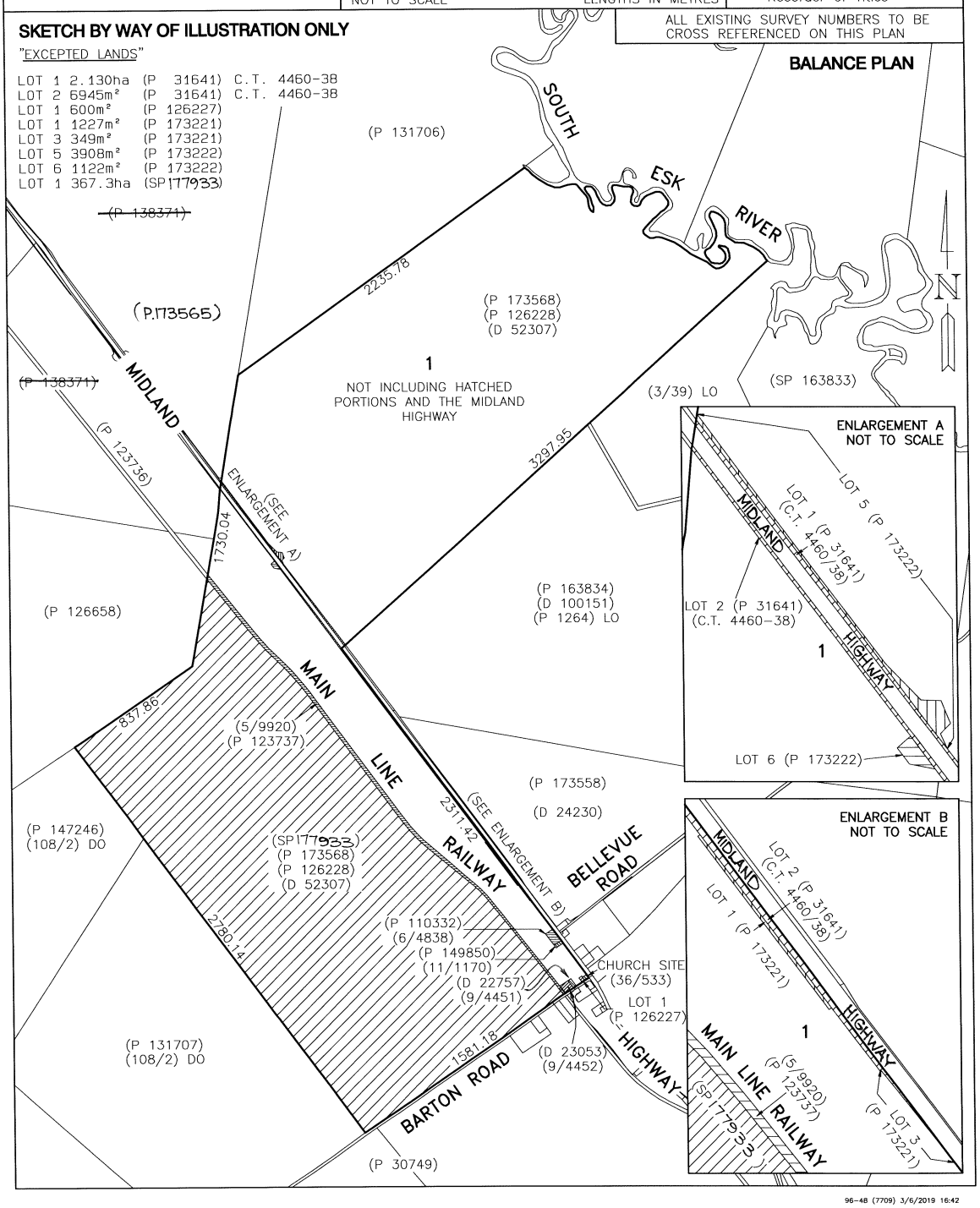
SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"

LOT 1 2.130ha (P 31641) C.T. 4460-38
LOT 2 6945m² (P 31641) C.T. 4460-38
LOT 1 600m² (P 126227)
LOT 1 1227m² (P 173221)
LOT 3 349m² (P 173221)
LOT 5 3908m² (P 173222)
LOT 6 1122m² (P 173222)
LOT 1 367.3ha (SP 177933)
~~(P 138371)~~

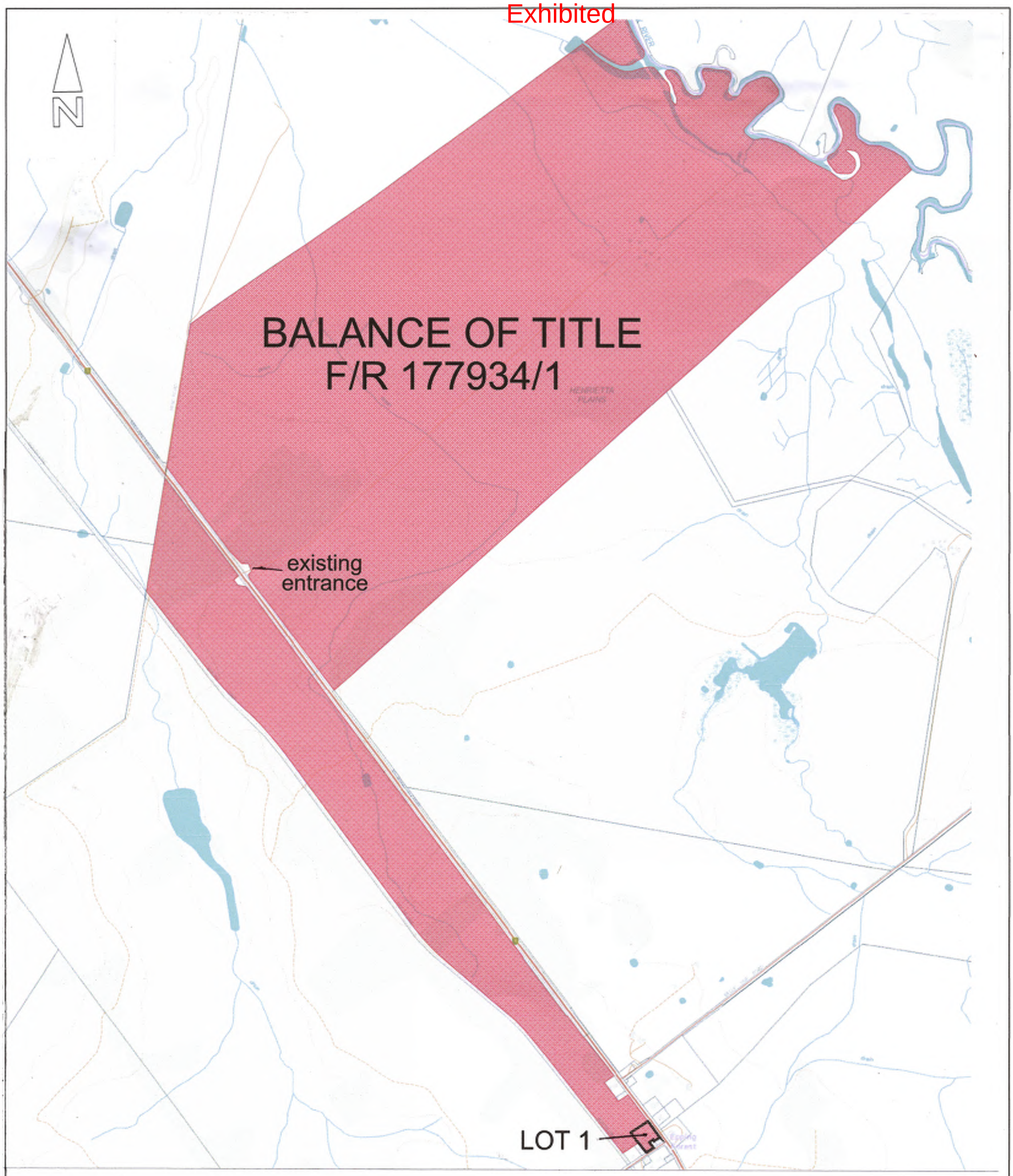
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



96-48 (7709) 3/6/2019 16:42

Exhibited



D.J.McCulloch & Associates

PO BOX 725
RIVERSIDE
TAS 7250

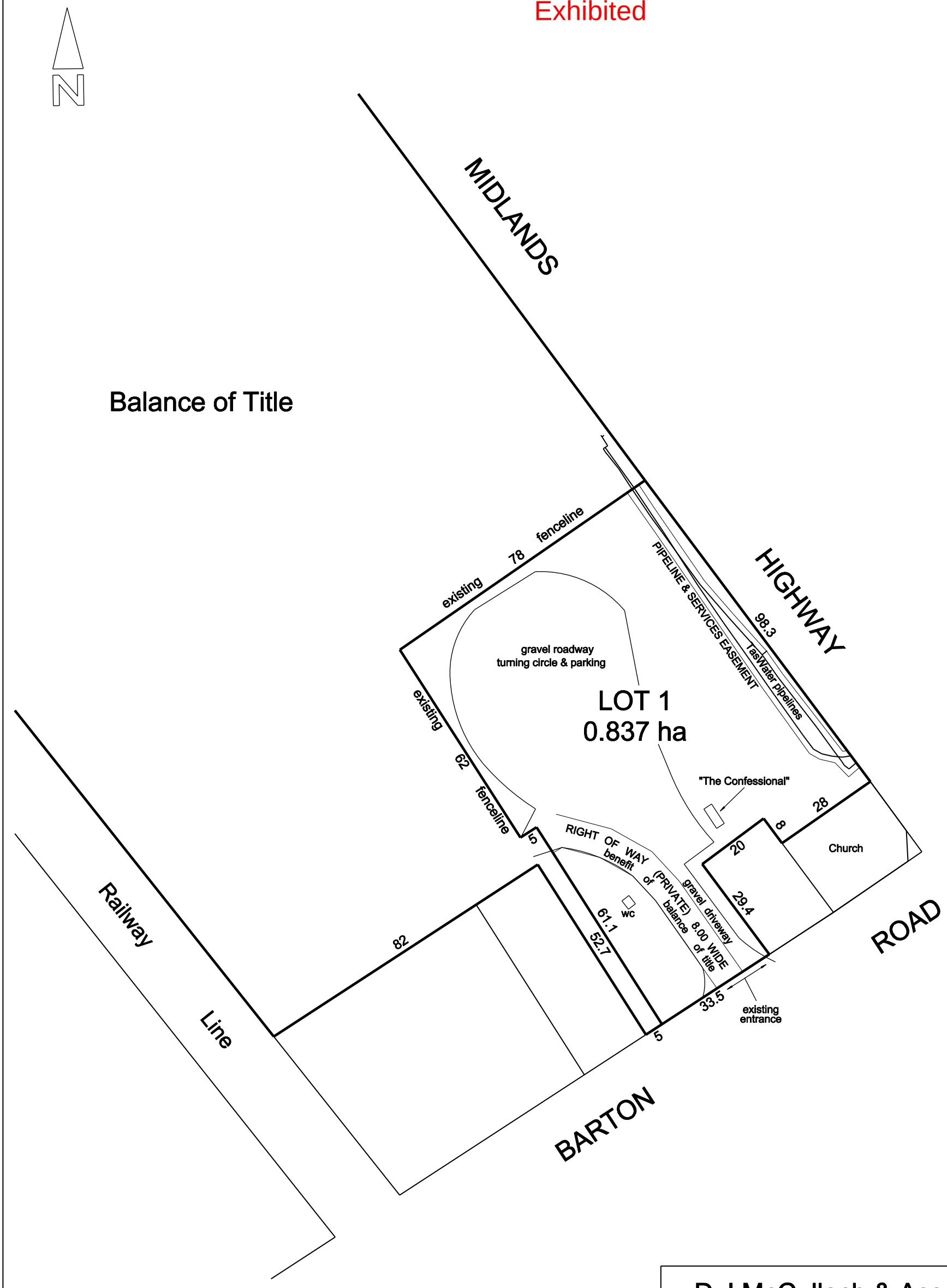
MOBILE 0417526589 EMAIL:- mcculldj@bigpond.net.au

SUBDIVISION PLAN
13790 Midlands Highway, Epping Forest
Taits Riverlea Holdings Pty Ltd owners
Title Refererence F/R 177934/1
Development Application for Planning Permit
Northern Midlands Council

SCALE N.T.S	D.McCulloch 24/04/2025 Date	Plan Number 6324-03 DA BALANCE
Job No. 1978-2463		

This plan has been prepared as a proposed subdivision plan to accompany an application to Council for Planning Approval and it should not be used for any other purpose. The dimensions, areas, boundary positions and number of lots are subject to final survey and also to the requirements of Council and any other authority acting under any relevant legislation. In particular no reliance should be placed on the information shown on this plan for any legal or financial dealings involving the subject or adjoining lands This note is an integral part of this plan

Exhibited



SCALE 1:1000 (A3) Job No. 1978-2463	D.McCulloch 24/04/2025 Date	Plan Number 6324-03DA	This plan has been prepared as a proposed subdivision plan to accompany an application to Council for Planning Approval and it should not be used for any other purpose. The dimensions, areas, boundary positions and number of lots are subject to final survey and also to the requirements of Council and any other authority acting under any relevant legislation. In particular no reliance should be placed on the information shown on this plan for any legal or financial dealings involving the subject or adjoining lands This note is an integral part of this plan

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RIVERSIDE
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EMAIL:- mcculldj@bigpond.net.au

SUBDIVISION PLAN
13790 Midlands Highway, Epping Forest
Taits Riverlea Holdings Pty Ltd owners
Title Refererence F/R 177934/1
Development Application for Planning Permit
Northern Midlands Council

Exhibited
Received
05/05/2025

Mail: 202 Wellington Street, South Launceston 7249
A.B.N: 71 615 812 747
Phone: 6344 7319
Email: info@designtolive.com.au

5 May 2025

Planning Application Cover Letter

Development: Proposed Subdivision
Owner: Taits Riverlea Holdings Pty Ltd
Address: 13790 Midland Highway, Epping Forest
Council: Northern Midlands
Zone: Agriculture

Please find below further information for the proposed Development at the above address.

21.5 Development Standards for Subdivision

21.5.1 Lot Design

A1 – Does not meet the Acceptable Solution, requires Performance Criteria

P1: Each Lot, or a lot proposed in a plan of subdivision, must: c) be fore the excision of a use or development existing at the effective date that satisfies all of the following:

(i) the balance lot provides for the operation of an agricultural use, having regard to:
  a. not materially diminishing the agricultural productivity of the land;
  b. the capacity of the balance lot for productive agricultural use;
  c. any topographical constraints to agricultural use; and
  d. current irrigation practices and the potential for irrigation;

(ii) an agreement under section 71 of the Act is entered into and registered on the title preventing future Residential use if there is no dwelling on the balance lot;

(iii) any existing buildings for a sensitive use must meet the setbacks required by clause 21.4.2 A2 or P2 in relation to setbacks to new boundaries; and

(iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use.

Exhibited
Received
05/05/2025

Response:
The current configuration of the land is largely Agricultural use with a small section at the South for the locally renowned coffee stop 'The Confessional', which provides much needed respite for travellers between the north and the south of the state. The grounds consist of carparking and parklands in addition to the coffee shop.

An existing approved use, the confessional utilises approx. 8500m2 for the carparking and parklands for weary travellers to explore and stretch their legs and prepare for the second half of their journey. The proposed title for 'The Confessional' will be 0.837ha, which will be for the existing approved use. The balance lot will still be for the existing agricultural use without having any impact on the agricultural productivity.

There are no existing buildings with a sensitive use that relies on a newly created boundary to meet the setbacks required in clause 21.4.2 of the planning scheme, and each lot has a frontage with the availability of vehicular access from Barton Road.

Regards,
Lyndon Stubbs
(B.EvnDes, M.Arch)

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geoscience and environmental

Agricultural Land Capability Assessment for

Part 13790 Midland Highway Epping Forest

May 2025

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1. Introduction and Legislative Context

1.1 Introduction

Strata Geoscience and Environmental P/L was commissioned by Damon Routley to carry out a land capability assessment of Part 13790 Midland Highway Epping Forest for the purposes of determining agricultural capability.

1.2 Legislative context

The state policy on the protection of agricultural land 2009 has two objectives:
To enable the sustainable development of agriculture by minimising:

(a) conflict with or interference from other land uses; and

(b) non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.

The above objectives aim to protect prime agricultural land from conversion to other non agricultural uses, with prime land being defined as:

"Prime agricultural land" means agricultural land classified as Class 1, 2 or 3 land based on the class definitions and methodology from the Land Capability Handbook, Second Edition, C J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.

This Policy applies to all agricultural land in Tasmania. A decision made in accordance with the provisions of a planning scheme; (a) approved under the Land Use Planning and Approvals Act 1993, as being in accordance with this Policy, or (b) amended in accordance with section 13 of the State Policies and Projects Act 1993, is taken to have been made in accordance with the Policy.

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2. Investigation

The investigation incorporated the following:

- Desktop survey included investigation of land capability and geological mapping units, landslip zoning, relevant meteorological information, Land Title and Freedom of Information (FOI) searches where relevant.

- Field investigation involved site reconnaissance and intrusive geotechnical drilling using an auger drilling rig characterising soils to 2.0m or refusal.

The above desktop and site surveys were integrated into a detailed land capability assessment of the site according to the principles outlined in Grose (1999).

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3. Results

3.1 Site Location, Use and Planning Context

The 2.1 Ha site is located within the township of Epping Forest on a plain between 190 m AHD. The site is zoned “Agriculture” under the Northern Midlands Local Provisions Schedule. Please refer to Appendix 1 and 2 for further site context. The site has improved pasture and hosts a carpark, church and a cricket pitch.

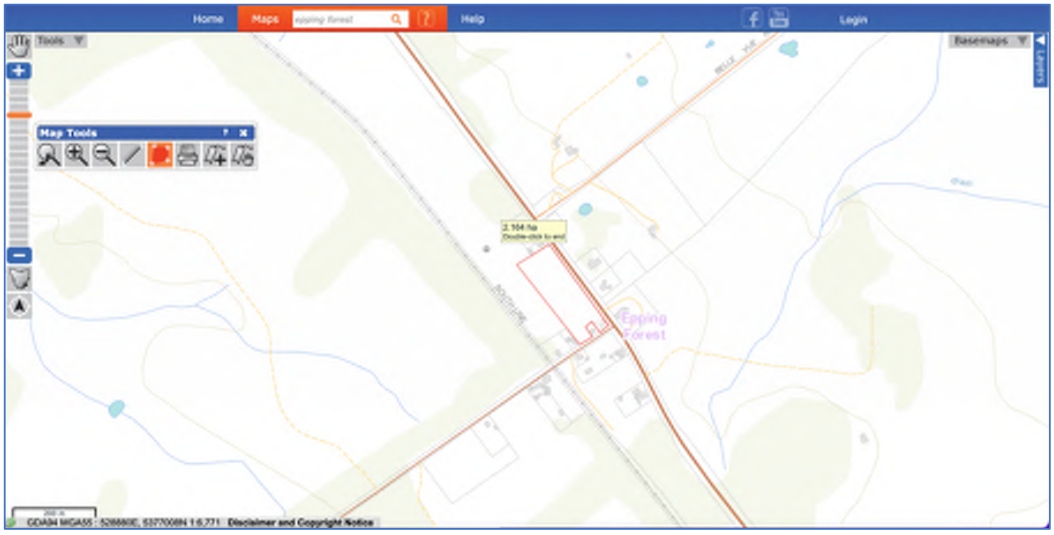


Figure 1: Site Location (Listmap, 2024)

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3.2 Land Capability Mapping

The land capability assessment undertaken by Moreton (1999) designates the subject property as 4.

CLASS 4

Land primarily suitable for grazing but which may be used for occasional cropping. Severe limitations restrict the length of cropping phase and/or severely restrict the range of crops that could be grown. Major conservation treatments and/or careful management is required to minimise degradation.

Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent, during 'normal' years to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited. (NB some parts of Tasmania are currently able to crop more frequently on Class 4 land than suggested above. This is due to the climate being drier than 'normal'. However, there is a high risk of crop or soil damage if 'normal' conditions return.)

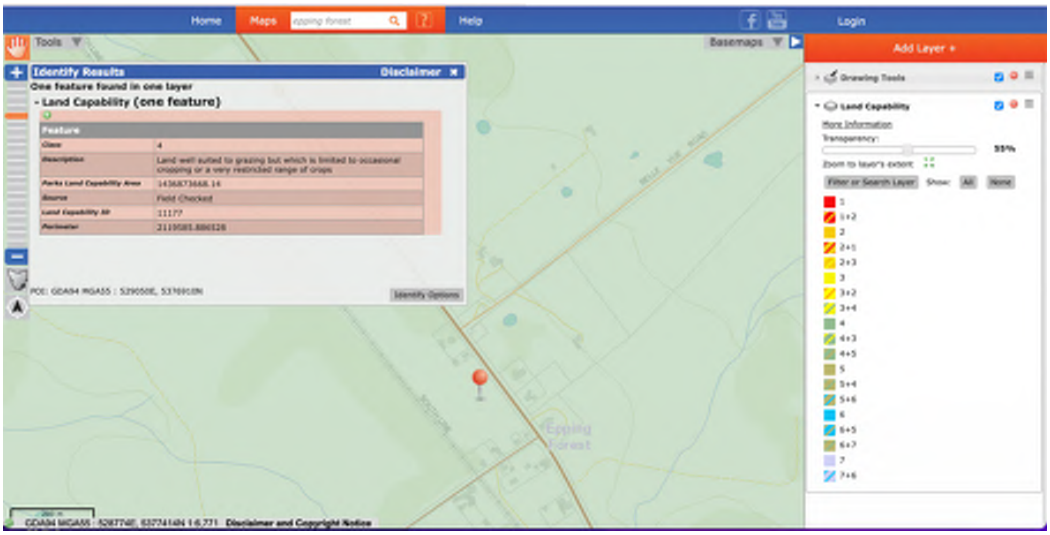


Figure 2: Morton and Gross (1997) Land Capability Survey of Tasmania 1:100000

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It is noteworthy that the coarse scale 1:100000 Land Capability Mapping Series (Moreton and Gross 1997) has been utilised to help assign planning boundaries in the local area. Given that a 1:100000 scale mapping sheet has an error factor of approximately 400m, combined with the small size of the proposed land parcel, a site specific land capability assessment is warranted.

3.4 Geology, Geomorphology and Slope

The site exists embedded in a plain with negligible slope.

The Mineral Resources Tasmanian Geological Map Series 1:250000 series shows the underlying geology of the localised area to wholly consist of Undifferentiated Tertiary aged soils (TQ).

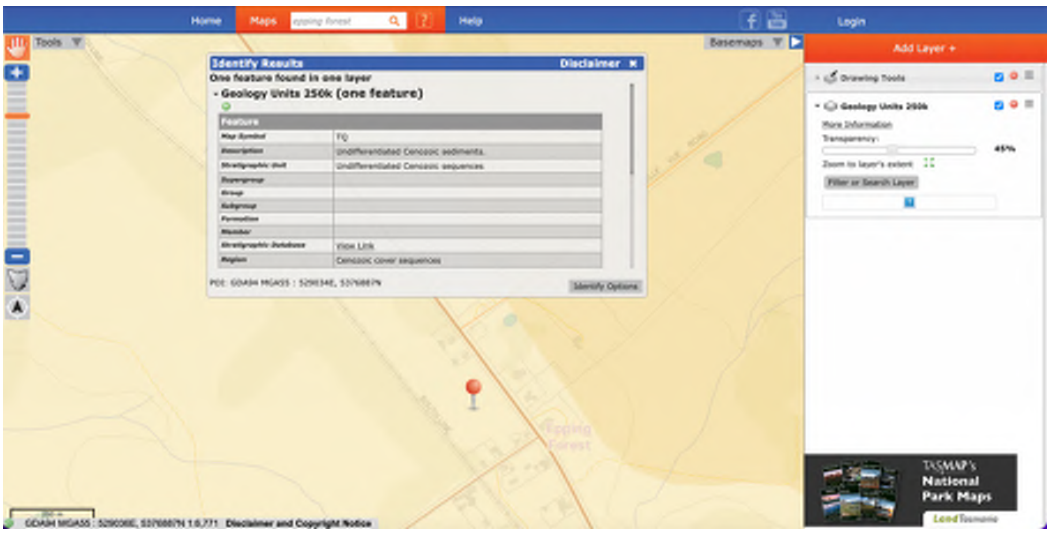


Figure 3: Extracts from MRT 1:250000 Mapping Series accessed through LISTMAP (2024)

3.5 Soils

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Geotechnical reconnaissance over the site revealed consistent soils type of Clayey SILTS (ML) parting to Silty CLAYS (CL/CH) to a characterised depth 2.0 m. Bore logs are presented in Appendix 2. According to the Unified Soil Classification System (Isbell, 2003) soils are classified as Yellowish Brown Chromosols being soils with subsoil pH >5.5

3.6 Landslide Zoning and Erosion Susceptibility

Reference was also made to the MRT Landslip mapping retrieved via the LISTMAP portal. It is noteworthy that the site is not mapped for any slope stability risk and is not in a proclaimed landslip zone.

It is notable where moderate risk areas on steeper slopes exist, the risk of slide/flow movement will be accentuated by soil disturbance. In an agricultural context disturbance may be triggered by some are all of the following activities:

1. Intensive cultivation and cropping
2. Intensive grazing and high stocking densities
3. Concentration of irrigation
4. Over cropping

Furthermore, triggered slides and flows can lead to soil erosion, soil loss and soil structural degradation, further reducing the productive capability of the land.

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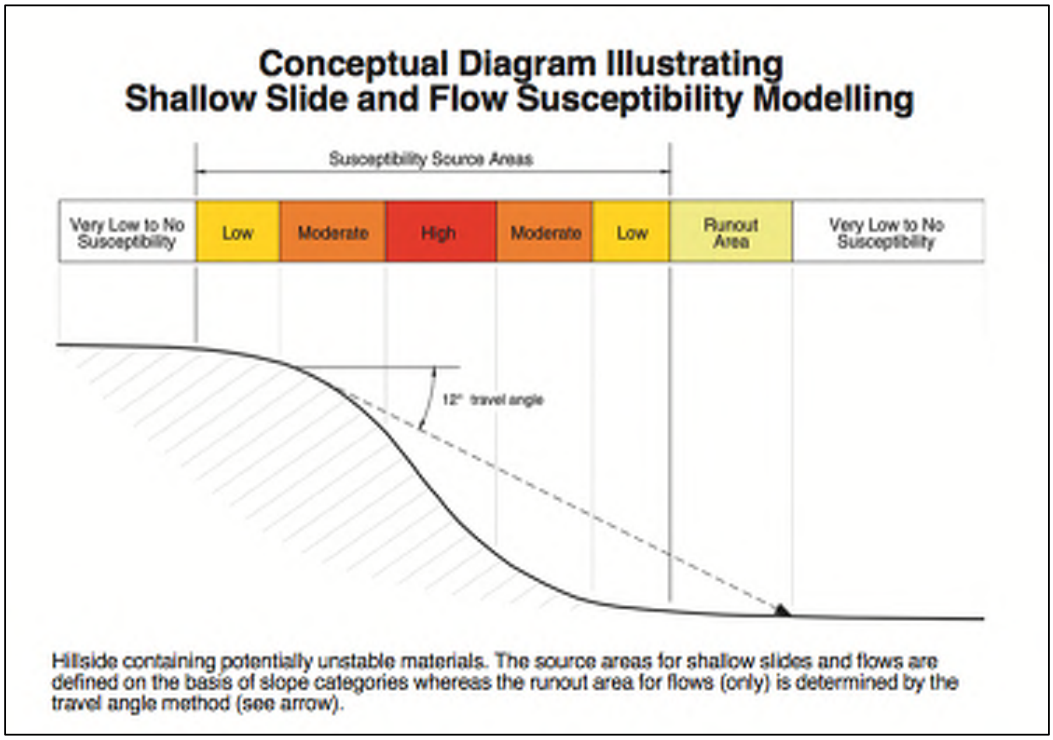


Figure: 4/5 Extracts from MRT

3.7 Climate

Climate data for the Dunorlan Station is presented in Appendix 3. Data reveals an annum rainfall of 564 mm with falls predominantly based in the winter months when evapotranspiration rates are at their lowest. This rainfall distribution has the potential to create adverse soil moisture conditions leading to an increase in the risk for mass movement and erosive events.

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4. Agricultural Land Capability Assessment

4.1 Background

Agricultural Land Capability assessment has been developed in Tasmania by the Department of Primary Industries Water and Environment according to the guidelines described in Gross (1999).

The classification system in Tasmania is based primarily upon three permanent biophysical features of the landscape - soil, slope and climate, and their interactions. These three factors have a major influence in determining the capability of the land to support various levels of agricultural production. Other factors which must be taken into account are rock type, erosion hazard, range of crops that can be grown, management practices, soil conservation treatment, risk of flooding and past land use history (Gross, 1999)

The system is hierarchical and comprises seven classes, ranked in order of increasing degree of limitations to use, and in decreasing order of versatility. Class 1 land can produce a wider variety of crops and pastures at higher levels of production with lower costs, or with less risk of damage to the land, than any of the other classes of land. Class 2 land is similarly superior to classes 3 to 7, and so on. Class 4 land is considered the limit for cropping. It is restricted by severe hazards or limitations to production such that cropping can only occur one or two years out of ten without leading to degradation of the soil resource or is limited to only one or two crop types which require low inputs and management but which allow more frequent cropping. The capability class is therefore an indicator of the degree of versatility, level of productivity and risk of degradation for a particular area of land. The second level of classification, indicated by the subclass code, identifies the nature of the risk or the type of hazard or limitation present. Limitations may be defined as physical factors or constraints which affect the range of crops that can be grown or limit the frequency of cultivation. This information is usually only presented on maps of scale 1:50 000 or greater although limited subclass information is available for some of the more recently published maps.

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The subclass code is indicated by a letter following the class code. Initially the system identified four major limitation groups - erosion, wetness, soils and climate. However, this approach is considered to provide only limited information to potential users and that subclass information could be made more valuable by increasing the range of limitations identified. The identification of a wider range of limitations is a new approach to mapping adopted for maps published from 1999 onwards. The third level of classification is the unit level, identified by a number following the subclass code. Unit level mapping is usually appropriate to 1:25 000 scale mapping or 8 larger. The unit level takes into account the levels of production, management strategies and soil conservation requirements that the land may need in order to maintain that level of production without long-term degradation. The system considers degradation of the soil resource and does not take into account the possible effects of agricultural land use on water quality, aesthetics, wildlife, etc. (Gross, 1999)

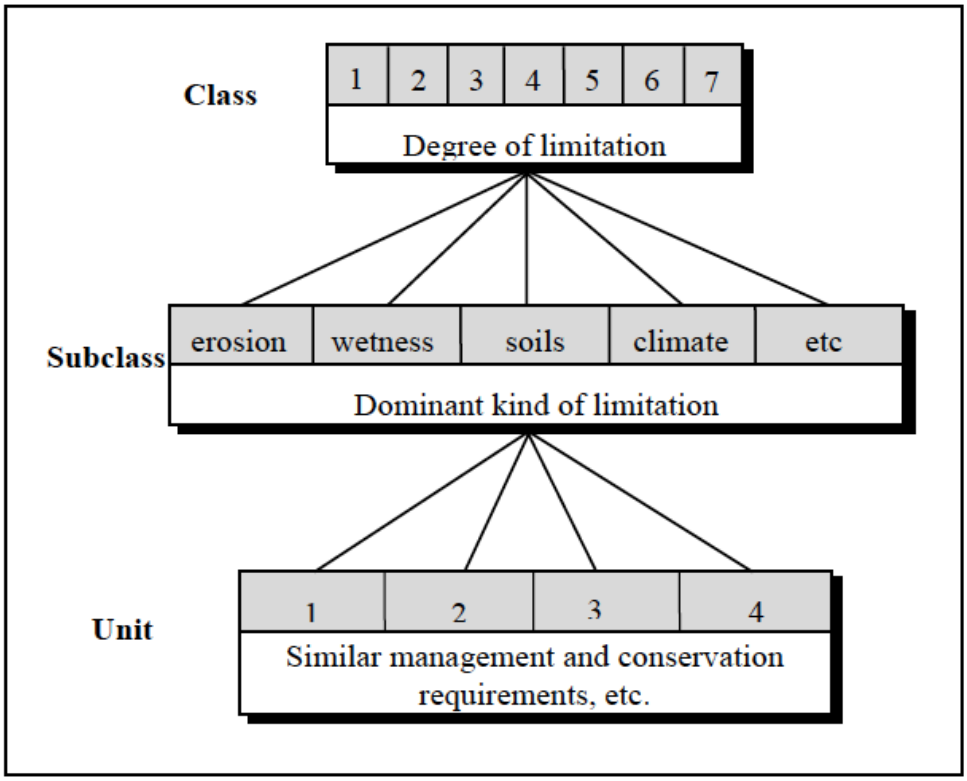


Figure 3. Levels of the land capability classification system.
(Adapted from: National Water and Soil Conservation Organisation, 1979, Our Land Resources. (NWASCO), Wellington, New Zealand.)

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INCREASING LIMITATIONS TO USE

DECREASING VERSATILITY

CLASS	CROPPING SUITABILITY	PASTORAL SUITABILITY	LAND USE OPTIONS
1	High	High	Many
2			
3	Medium		
4	Low		
5	Unsuitable	Medium	Limited
6		Low	
7		Unsuitable	Extremely Limited

Resources. (NWASCO), Wellington, New Zealand.)

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CLASS		LIMITATIONS	CHOICE OF CROPS	CONSERVATION PRACTICES
1	Under cultivation	Very minor	any	Very minor
2		Slight	Slightly reduced	Minor
3		Medium	Reduced	Major
4		Severe	Restricted	Major + careful management
5	Under pastoral use	Slight to moderate	Grazing	
6		Severe	Grazing	
7		Very severe to extreme	No, or very minor agricultural value	

Figure 5. Features of land capability classes.

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4.2 Site Specific Agricultural Land Capability Assessment

4.2.1 Summary of Findings and Handbook Definitions

The land contained within the study area was the subject of a site-specific land capability assessment according to the methodology of the land capability handbook of Gross (1999). Desktop and field survey has found that:

- The published map sheet for the area shows the property contains Class 4, however, due to the limitations of the 1:100 mapping scale and the associated 400m error in boundary delineation it is clear the published classification is not exact.
- Deep duplex soil profiles exist onsite. Stiff heavy clays exist relatively shallow to the soil profile and serve a root liming layer.
- Deeper clay soils were observed from geotechnical drilling in flatter areas
- Slope is negligible
- Climate data reveals moderate winter rainfalls which may lead to adverse soil moisture relations increasing the risk of mass movement or erosive events.
- Improved pasture was observed onsite

Referring to Gross (1999) a summary of land characteristics for Class 4 land is as follows:

CLASS 4 Land primarily suitable for grazing but which may be used for occasional cropping. Severe limitations restrict the length of cropping phase and/or severely restrict the range of crops that could be grown. Major conservation treatments and/or careful management is required to minimise degradation. Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent, during 'normal' years to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited. (NB some parts of Tasmania are currently able to crop more frequently on Class 4 land than suggested above. This is due to the climate being drier than 'normal'. However, there is a high risk of crop or soil damage if 'normal' conditions return.)

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4.2.2 Site Specific Land Capability Classes

Given the above, the land area surveyed should be classified associated with landform associations, namely:

The identified Land Capability Subclass therefore becomes **soil (s) due to the limiting root layer of heavy clays.**

Site Land Capability Class:

Class 4s(l)

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5. Conclusions

This Land Capability Assessment has found that:

- The subject site contains Class 4 with respect to the mapping produced by Moreton (1999).
- That a site-specific land capability assessment has determined that the site should be classified as **Class 4s (l)**.
- **Class 4 areas** are still suitable for some cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be possible. The land may have slight to moderate limitations for pastoral use.
- **Given proposed subdivisional plan proposes a relatively small (approximately 0.837 ha) subdivision from the parent title at one end of the title the development of the land would not be in conflict with the intent of the planning scheme or the State Agricultural Land Policy regarding the protection of prime agricultural land for sustainable production.**
- ***Further the proposed subdivision positioning should not impede agricultural production on productive land.***
- ***Lastly it will not confine or restrain any adjoining agricultural use.***

Any question regarding this report can be directed to the author below.





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6. References

Isbell. R.F. (1996). The Australian Soil Classification. CSIRO Publishing.

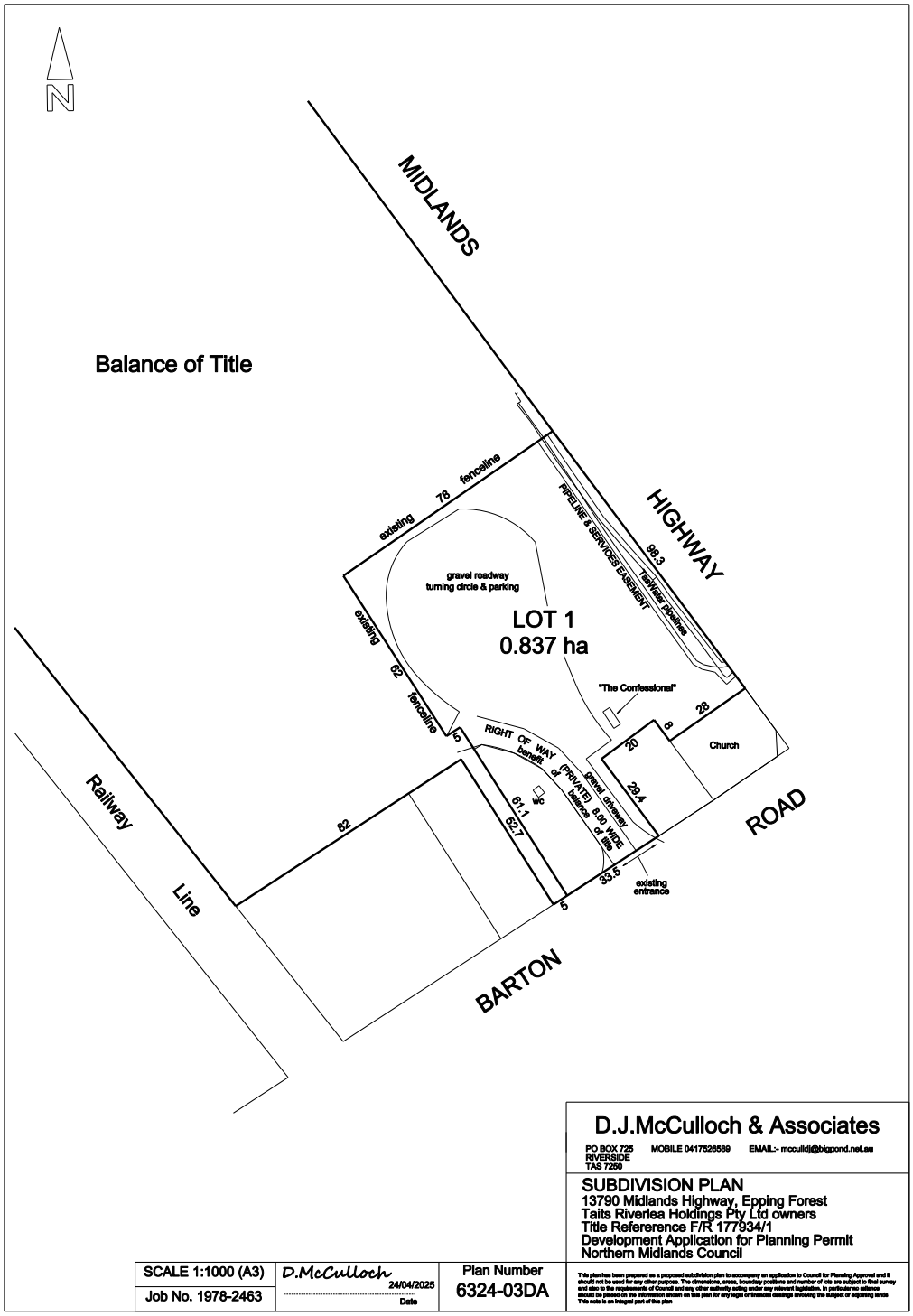
Gross CJ (1999) Land Capability Survey Handbook. Department of Primary Industries, Water and Environment, Tasmania

Moreton. R. E. 1999. Land Capability Survey of Tasmania, Inglis report. Department of Primary Industries, Water and Environment, Tasmania

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Appendix 1 Proposed Subdivision Plan



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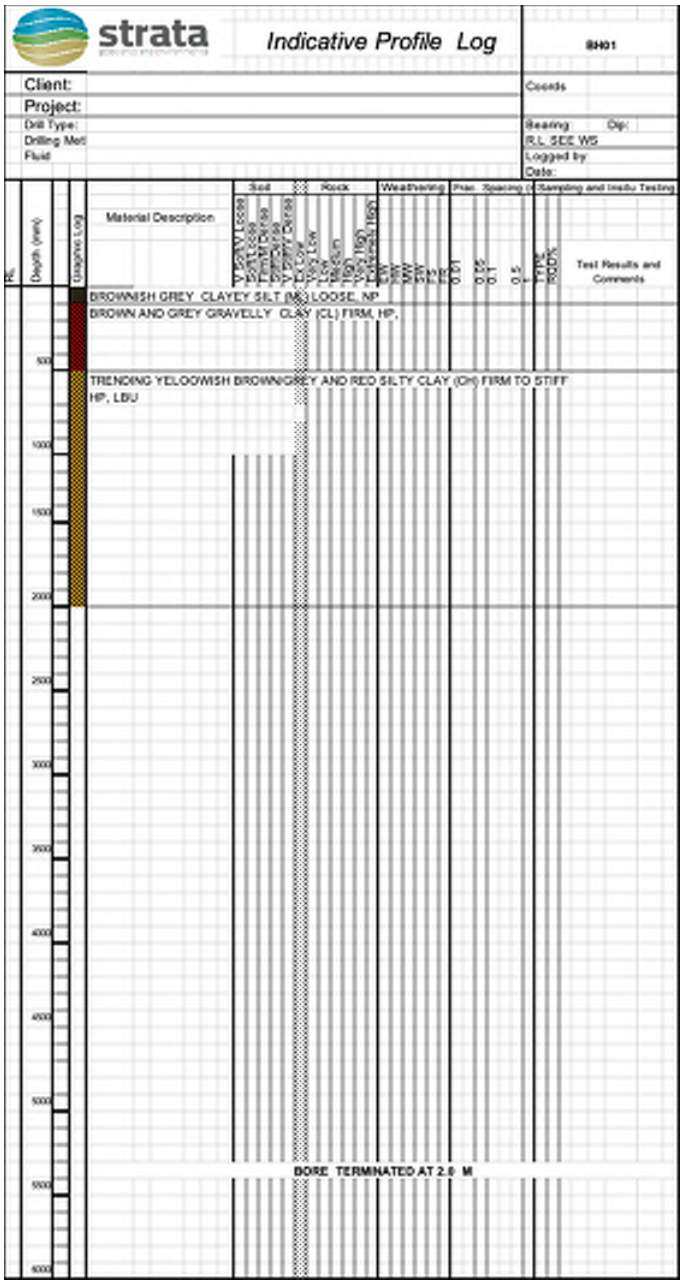
Appendix 2 Site Investigation Photos and Bore Logs



Plates 1 & 2 Overlooking the site showing improved established pasture and a carpark

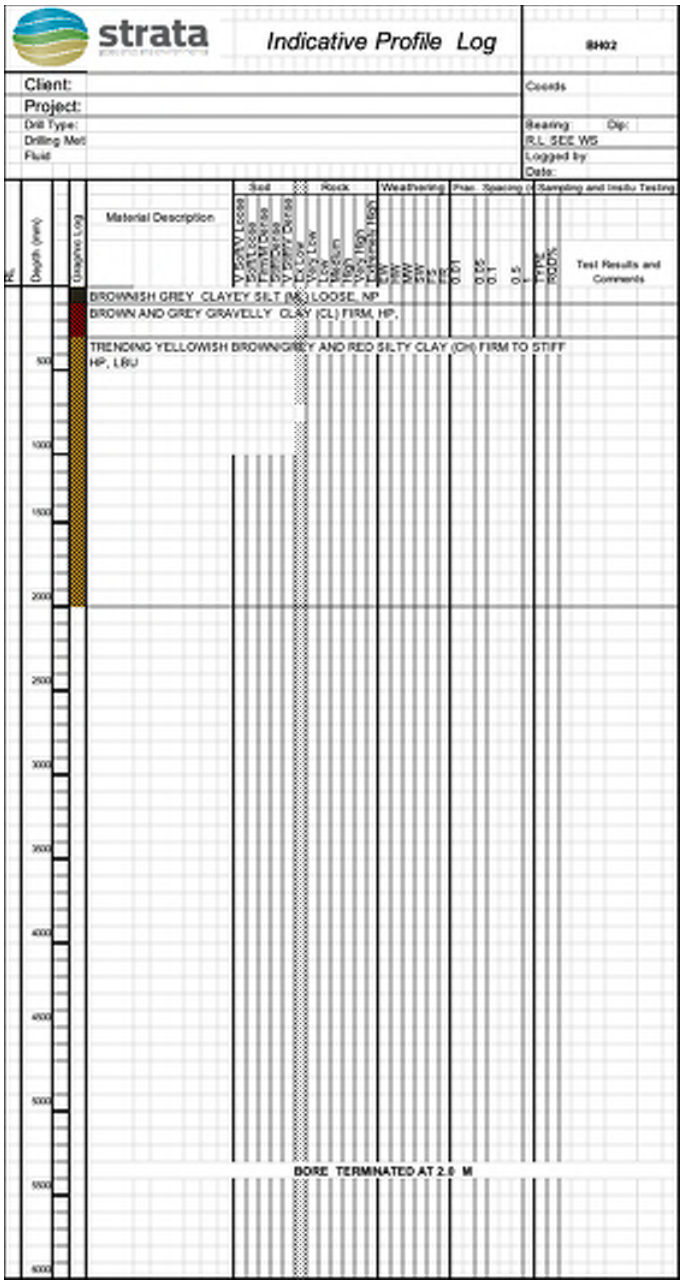
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BOREHOLE LEGEND

Method:	AF	Continuous Flight Solid Stem Auger with Eshlail Bit
	HA	Hand Auger
Support:	N	None
Water:	▶	Seepage
	▽	Standing Water Level
Samples:	D	Disturbed Sample
	U50	Undisturbed Tube Sample 50mm diameter
	U63	Undisturbed Tube Sample 63mm diameter
Moisture:	D	Dry
	M	Moist
	W	Wet
Consistency:	L	Loose
	MD	Medium Density
	D	Dense
	S	Soft
	F	Firm
	St	Stiff
	VSt	Very Stiff
Tests:	V	Vane Shear Strength
	DCP	Dynamic Cone Penetrometer
	PP	Pocket Penetrometer

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Appendix 3 – BOM Records

Monthly Rainfall (millimetres)

EPPING FOREST (FORTON)

Station Number: 091032 · State: TAS · Opened: 1927 · Status: Open · Latitude: 41.72°S · Longitude: 147.32°E · Elevation: 168 m

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
1927									23.1	28.7	24.2	117.9	
1928	63.2	44.2	20.2	60.8	14.0	14.7	56.7	44.2	69.8	95.6	52.8	17.0	553.2
1929	37.1	8.2	36.9	63.6	18.7	83.5	64.0	42.5	32.8	46.8	53.3	41.7	529.1
1930	7.9	39.8	18.7	42.1	43.6	5.3	67.1	65.4	32.5	40.7	44.0	89.2	496.3
1931	4.3	21.1	117.6	31.8	102.2	111.1	90.8	37.6	78.1	22.5	67.6	0.0	684.7
1932	17.8	22.6	67.6	56.3	6.3	66.9	22.0	71.3	43.0	69.4	19.5	53.4	516.1
1933	18.6	11.5	52.6	49.7	52.1	36.4	27.6	33.5	58.9	59.7	36.6	15.2	452.4
1934	27.4	13.1	9.0	70.0	7.7	5.6	60.4	33.5	52.0	80.8	86.6	60.0	506.1
1935	19.6	52.0	36.8	103.4	58.0	42.2	32.6	33.8	23.1	30.6	27.2	44.4	503.7
1936	24.4	12.8	25.0	43.1	21.9	32.3	26.7	168.2	26.0	49.0	19.0	47.5	495.9
1937	69.6	25.4	64.3	7.7	50.1	12.4	57.5	52.2	49.7	44.3	24.9	98.2	556.3
1938	49.7	78.3	26.2	64.5	32.6	125.5	18.1	33.3	37.6	41.0	27.4	36.9	571.1
1939	2.5	68.4	24.2	37.5	43.9	81.0	22.6	100.3	40.2	50.4	65.0	29.4	565.4
1940	43.4	8.1	12.0	19.8	31.5	27.7	71.3	12.3	19.5	9.7	21.1	48.5	324.9
1941	20.6	12.0	35.8	3.8	22.6	37.1	40.5	26.7	33.1	39.0	24.4	26.4	322.0
1942	17.8	7.9	15.5	13.9	48.6	65.0	93.5	43.5	54.8	31.3	8.7	29.1	429.6
1943	44.2	43.3	8.2	56.7	28.2	43.8	101.0	28.0	56.0	18.8	71.1	11.9	511.2
1944	81.7	42.5	27.8	28.4	35.0	29.4	112.5	28.0	59.3	53.8	34.0	75.9	608.3
1945	73.7	71.5	7.6	6.3	31.2	51.4	43.1	101.6	45.6	15.0	13.2	37.1	497.3
1946	49.6	108.5	83.0	20.8	30.6	26.0	123.7	78.8	18.5	43.6	40.3	81.9	705.3
1947	32.8	25.2	49.2	40.8	85.8	113.7	99.6	75.1	34.5	153.1	44.4	74.2	828.4
1948	23.7	33.6	17.3	31.4	48.2	14.4	55.3	52.4	70.4	61.1	44.5	37.3	489.6
1949	36.6	38.4	25.1	15.8	71.3	30.3	32.0	29.6	25.1	157.7	75.9	47.8	585.6
1950	44.6	19.5	29.7	15.5	46.3	21.6	33.4	55.0	49.1	76.3	57.5	88.0	536.5
1951	18.5	38.4	32.4	98.6	65.7	19.9	84.5	42.7	28.7	72.2	74.4	61.6	637.6
1952	39.7	26.5	10.4	113.4	73.8	71.6	90.2	40.4	109.4	112.5	99.6	34.1	821.6
1953	49.9	1.5	19.3	40.5	38.8	77.9	72.0	49.4	90.6	74.2	71.4	48.3	633.8
1954	30.2	86.2	29.0	69.3	43.2	28.5	51.7	68.4	29.9	18.4	23.1	31.2	509.1
1955	10.4	32.5	9.4	82.3	63.8	37.4	73.7	87.0	42.7	110.1	66.8	97.5	713.6
1956	69.1	20.9	44.9	139.1	69.3	106.7	54.1	65.3	55.3	53.1	33.5	41.1	752.4
1957	10.9	21.0	37.1	92.8	71.6	47.6	4.1	40.4	77.4	40.3	90.9	55.6	589.7
1958	14.2	87.2	30.0	51.1	133.3	36.4	48.2	62.5	22.5	98.4	51.8	97.7	733.3
1959	14.8	85.0	8.4	33.9	6.9	38.9	36.6	73.7	30.2	26.0	19.7	103.2	477.3
1960	28.8	44.5	15.3	188.6	82.9	44.6	84.0	49.9	56.2	40.4	43.2	1.3	679.7
1961	14.0	25.6	9.6	75.2	30.1	57.9	35.8	36.9	24.9	37.8	13.5	35.7	397.0
1962	50.6	25.7	41.4	25.5	54.7	59.5	44.7	63.1	37.7	73.3	30.0	24.7	530.9
1963	65.6	26.5	33.5	2.6	20.2	26.7	83.3	66.9	66.4	37.7	34.0	45.5	508.9
1964	16.2	144.8	59.2	24.0	45.6	70.6	97.7	19.8	77.6	45.1	31.1	29.4	661.1
1965	40.9	1.0	21.3	102.3	77.0	35.8	18.0	16.7	39.8	16.2	36.1	26.9	432.0
1966	0.3	33.8	61.1	45.8	27.4	16.9	106.1	39.6	58.8	34.3	14.7	41.8	480.6
1967	25.8	18.8	17.0	2.0	10.9	6.1	93.3	103.0	26.6	16.0	13.9	47.5	380.9
1968	16.2	37.9	66.8	55.7	60.5	33.3	57.4	78.6	34.5	65.8	67.0	36.2	609.9
1969	47.3	87.8	32.3	29.5	64.1	20.0	58.7	70.8	31.8	18.9	32.4	50.2	543.8
1970	61.4	26.2	63.3	45.9	32.3	73.6	75.9	91.7	43.1	43.0	29.0	126.0	711.4
1971	70.1	13.7	36.7	84.0	61.8	78.6	16.3	82.7	109.1	92.9	89.4	71.4	806.7
1972	39.0	41.0	9.9	35.2	9.6	43.0	69.6	56.9	24.4	18.0	34.8	10.9	392.3
1973	61.5	48.0	44.5	80.3	107.5	85.7	29.9	52.6	77.8	75.4	31.1	69.4	763.7
1974	47.1	16.0	39.1	97.1	40.3	42.6	127.4	52.2	75.2	47.4	57.2	119.0	760.6

Quality control: 12.3 Done & acceptable, *12.3* Not completed or unknown

Australian Government
Bureau of Meteorology

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Monthly Rainfall (millimetres)

EPPING FOREST (FORTON)

Station Number: 091032 · State: TAS · Opened: 1927 · Status: Open · Latitude: 41.72°S · Longitude: 147.32°E · Elevation: 168 m

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
1975	44.4	3.4	88.0	18.4	70.2	55.4	162.8	92.2	58.6	50.8	97.6	27.6	769.4
1976	53.2	8.6	47.7	20.4	35.4	34.6	19.8	70.0	37.2	43.7	52.7	94.4	517.7
1977	57.4	71.8	107.2	21.2	88.8	39.4	32.4	72.4	11.4	19.8	51.8	12.8	586.4
1978	19.2	79.0	21.6	57.6	65.8	32.0	35.0	85.6	58.3	44.4	82.6	85.2	666.3
1979	68.0	17.2	23.4	45.0	42.2	37.6	33.0	52.0	83.8	71.2	21.6	20.6	515.6
1980	8.2	20.6	87.8	85.6	33.0	32.8	65.2	87.8	58.8	54.8	21.9	25.6	582.1
1981	16.6	9.2	46.3	18.5	25.7	71.9	61.4	114.7	24.2	68.6	39.0	21.9	518.0
1982	18.4	11.2	24.7	53.3	48.0	40.4	19.4	8.0	44.9	18.6	12.1	73.6	372.6
1983	25.4	0.3	61.0	62.1	28.1	53.0	28.5	39.8	52.8	52.9	62.7	23.7	490.3
1984	4.6	14.5	78.1	59.2	29.2	46.6	25.5	99.6	126.4	17.6	59.1	44.2	604.6
1985	37.4	5.4	41.2	26.7	102.4	46.3	38.4	43.3	30.4	53.6	52.9	190.6	668.6
1986	65.4	15.4	21.3	88.0	64.4	32.6	82.4	33.7	50.0	97.3	21.7	59.6	631.8
1987	47.2	7.5	18.5	21.1	86.6	31.5	53.3	28.7	20.8	31.4	70.8	37.0	454.4
1988	35.8	17.8	7.0	18.8	71.5	66.3	72.6	49.6	48.3	51.3	62.7	81.8	583.5
1989	65.8	2.5	30.5	67.6	48.9	50.2	64.4	30.9	56.2	74.2	11.2	38.4	540.8
1990	11.0	44.2	21.4	31.4	18.8	71.4	68.0	91.0	31.2	66.6	33.0	53.6	541.6
1991	56.7	0.0	31.6	19.8	1.8	75.8	39.0	112.8	37.2	19.2	30.8	79.0	503.7
1992	57.4	13.6	9.6	86.4	60.2	35.6	80.6	68.6	69.8	59.2	83.8	47.0	671.8
1993	30.6	60.6	20.6	14.0	24.0	29.4	68.0	54.6	47.2	44.0	76.0	85.2	554.2
1994	29.4	38.0	3.4	28.0	56.4	43.0	30.8	25.2	16.2	34.8	49.8	10.0	365.0
1995	102.0	23.8	7.4	69.0	44.6	45.4	47.2	49.4	43.2	28.8	45.4	48.2	554.4
1996	156.4	46.8	45.4	52.0	9.8	29.0	42.4	104.6	88.8	53.6	21.6	27.2	677.6
1997	56.0	18.0	33.8	20.2	87.6	35.0	26.6	39.4	83.0	27.2	40.4	29.4	496.6
1998	39.4	38.4	6.0	43.1	14.2	48.9	60.4	23.2	98.0	39.1	51.4	64.6	526.7
1999	17.0	83.4	46.0	44.2	54.0	34.0	45.4	69.8	38.0	47.4	28.5	39.6	547.3
2000	73.8	19.0	21.6	24.4	60.0	37.8	124.2	26.0	52.4	91.6	89.6	12.4	632.8
2001	35.2	6.6	51.6	28.2	26.6	59.2	30.2	88.8	47.3	80.2	79.7	43.2	576.8
2002	55.0	23.6	7.4	13.6	15.8	48.6	44.8	49.2		57.0	57.0	16.0	
2003	54.8	4.4	34.0	71.0	37.4	116.2	62.8	77.0	83.4	23.6	12.2	27.2	604.0
2004	60.2	25.8	9.6	44.8	24.8	119.8	50.8	27.4	22.2	43.0	32.2	44.8	505.4
2005	25.4	33.6	11.4	46.0	7.4	50.2	40.8	159.0	92.4	64.2	63.4	78.2	672.0
2006	41.4	16.2	43.2	71.0	39.4	10.2	41.0	18.2	51.6	21.4	15.8	46.6	416.0
2007	34.6	23.8	36.4	12.2	83.2	3.4	43.6	58.4	34.4	20.4	24.6	37.0	412.0
2008	11.2	48.0	46.4	25.0	26.5	35.5	37.4	16.8	80.0	14.0	72.6	53.2	466.6
2009	8.1	19.4	38.4	44.2	9.6	74.6	49.4	153.2	73.2	29.6	59.4	27.8	586.9
2010	12.8	61.4	48.6	63.2	32.2	70.4	46.0	60.4	46.8	50.6	71.4	50.5	614.3
2011	57.8	44.0	86.0	50.4	40.8	108.0	28.2	68.4	37.2	31.3	78.0	17.2	647.3
2012	21.6	28.6	27.6	38.0	114.0	43.0	29.2	42.8	75.2	35.8	35.2	32.8	523.8
2013	17.6	38.8	52.8	13.0	45.6	12.2	90.8	117.0	71.2	59.6	121.8	28.6	669.0
2014	15.4	21.6	45.6	47.2	31.6	41.2	70.6	18.4	26.6	44.0	9.8	39.6	411.6
2015	40.8	27.4	41.2	18.2	68.0	31.8	50.6	24.6	35.2	2.2	31.8	29.0	400.8
2016	107.1	30.4	31.4	15.8	88.8	125.8	86.8	44.0	91.2	68.4	32.4	63.0	785.1
2017	56.8	4.2	30.2	55.2	61.6	2.0	53.0	41.0	42.4	47.2	16.6	80.0	490.2
2018	50.0	47.4	64.6	22.6	52.8	41.2	75.2	45.4	32.6	31.8	76.1	54.2	593.9
2019	12.4	49.6	40.6	26.4	47.8	61.0	68.0	26.8	32.0	10.8	46.6	20.8	442.8
2020	32.0	41.8	104.4	119.0	34.8	28.4	25.2	*93.2*	38.0	90.6	21.8	*64.8*	*694.0*
2021	47.6	45.6	28.8	18.2	36.2	43.8	80.0	46.2	31.4	134.8	30.0	13.8	556.4
2022	62.4	15.0	24.6	51.6	31.4	69.2	11.8	*125.2*	55.4	*102.4*	*88.8*	50.2	*688.0*

Quality control: 12.3 Done & acceptable, *12.3* Not completed or unknown

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Monthly Rainfall (millimetres)

EPPING FOREST (FORTON)

Station Number: 091032 · State: TAS · Opened: 1927 · Status: Open · Latitude: 41.72°S · Longitude: 147.32°E · Elevation: 168 m

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
2023	20.8	24.4	49.8	39.4	20.8	67.6	41.8	52.6	20.6	34.2	20.4	69.0	461.4
2024	56.0	6.6	*13.8*	*58.8*	*40.6*	*33.4*							

Quality control: 12.3 Done & acceptable, *12.3* Not completed or unknown

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Monthly Rainfall (millimetres)

EPPING FOREST (FORTON)

Station Number: 091032 · State: TAS · Opened: 1927 · Status: Open · Latitude: 41.72°S · Longitude: 147.32°E · Elevation: 168 m

Statistics for this station calculated over all years of data

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean	39.0	32.5	36.1	47.3	46.5	48.3	56.8	59.2	49.9	51.0	45.8	49.9	564.1
Lowest	0.3	0.0	3.4	2.0	1.8	2.0	4.1	8.0	11.4	2.2	8.7	0.0	322.0
5th percentile	8.1	3.2	7.6	11.3	9.2	9.4	19.1	18.4	20.8	15.8	13.0	12.3	388.9
10th percentile	11.1	6.6	9.5	14.9	14.1	16.0	25.4	25.6	23.6	18.5	16.3	16.6	413.6
Median	37.1	25.6	31.6	43.1	43.2	42.2	52.3	52.2	45.2	44.4	40.3	44.4	553.2
90th percentile	66.7	71.6	65.5	87.0	84.2	82.0	93.4	100.9	83.2	92.1	80.9	88.5	712.7
95th percentile	73.7	85.2	86.4	102.5	91.5	111.6	107.7	115.3	91.5	103.9	89.4	99.2	765.4
Highest	156.4	144.8	117.6	188.6	133.3	125.8	162.8	168.2	126.4	157.7	121.8	190.6	828.4

Statistics calculated over the period 1961-1990

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean	37.8	29.2	42.0	46.7	50.0	46.4	59.2	61.0	50.7	48.0	42.3	54.2	567.5
Lowest	0.3	0.3	7.0	2.0	9.6	6.1	16.3	8.0	11.4	16.0	11.2	10.9	372.6
5th Percentile	6.2	1.7	9.7	9.7	14.5	18.3	18.6	18.1	22.3	16.8	12.7	16.3	386.0
10th percentile	10.7	3.3	16.3	18.5	20.1	26.0	19.8	27.8	24.4	18.0	13.9	21.8	396.5
Median	40.0	18.3	37.9	45.4	46.8	42.8	58.0	60.0	46.6	46.2	34.4	43.0	542.7
90th percentile	65.6	72.5	79.1	85.8	86.8	72.1	98.5	92.9	78.4	74.3	72.0	96.9	760.9
95th percentile	67.0	83.8	87.9	93.0	96.3	76.3	117.8	101.5	97.7	85.0	86.3	122.8	766.8
Highest	70.1	144.8	107.2	102.3	107.5	85.7	162.8	114.7	126.4	97.3	97.6	190.6	806.7

1) Calculation of statistics

Summary statistics, other than the Highest and Lowest values, are only calculated if there are at least 20 years of data available.

2) Gaps and missing data

Gaps may be caused by a damaged instrument, a temporary change to the site operation, or due to the absence or illness of an observer.

3) Further information

http://www.bom.gov.au/climate/cdo/about/about-rain-data.shtml.

Product code: IDCJAC0001 reference: 0113215290 Created on Mon 07 Oct 2024 11:48:45 AM AEDT

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Appendix 4 Terms and Conditions

Scope of Work
These Terms and Conditions apply to any services provided to you ("the Client") by Strata Geoscience and Environmental Pty Ltd ("Strata"). By continuing to instruct Strata to act after receiving the Terms and Conditions or by using this report and its findings for design and/or permit application processes and not objecting to any of the Terms and Conditions the Client agrees to be bound by these Terms and Conditions, and any other terms and conditions supplied by Strata from time to time at Strata's sole and absolute discretion. The scope of the services provided to the Client by Strata is limited to the services and specified purpose agreed between Strata and the Client and set out in the correspondence to which this document is enclosed or annexed ("the Services"). Strata does not purport to advise beyond the Services.

Third Parties
The Services are supplied to the Client for the sole benefit of the Client and must not be relied upon by any person or entity other than the Client. Strata is not responsible or liable to any third party. All parties other than the Client are advised to seek their own advice before proceeding with any course of action.

Provision of Information
The Client is responsible for the provision of all legal, survey and other particulars concerning the site on which Strata is providing the Services, including particulars of existing structures and services and features for the site and for adjoining sites and structures. The Client is also responsible for the provision of specialised services not provided by Strata. If Strata obtains these particulars or specialised services on the instruction of the Client, Strata does so as agent of the Client and at the Client's expense. Strata is not obliged to confirm the accuracy and completeness of information supplied by the Client or any third party service provider. The Client is responsible for the accuracy and completeness of all particulars or services provided by the Client or obtained on the Client's behalf. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever suffered by the Client or any other person or entity resulting from the failure of the Client or third party to provide accurate and complete information. In the event additional information becomes available to the Client, the Client must inform Strata in writing of that information as soon as possible. Further advice will be provided at the Client's cost. Any report is prepared on the assumption that the instructions and information supplied to Strata has been provided in good faith and is all of the information relevant to the provision of the Services by Strata. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever if Strata has been supplied with insufficient, incorrect, incomplete, false or misleading information.

Integrity
Any report provided by Strata presents the findings of the site assessment. While all reasonable care is taken when conducting site investigations and reporting to the Client, Strata does not warrant that the information contained in any report is free from errors or omissions. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from errors in a report. Any report should be read in its entirety, inclusive of any summary and annexures. Strata does not accept any responsibility where part of any report is relied upon without reference to the full report.

Project Specific Criteria
Any report provided by Strata will be prepared on the basis of unique project development plans which apply only to the site that is being investigated. Reports provided by Strata do not apply to any project other than that originally specified by the Client to Strata. The Report must not be used or relied upon if any changes to the project are made. The Client should engage Strata to further advise on the effect of any change to the project. Further advice will be provided at the Client's cost. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever where any change to the project is made without obtaining a further written report from Strata. Changes to the project may include, but are not limited to, changes to the investigated site or neighbouring sites, for instance, variation of the location of proposed building envelopes/footprints, changes to building design which may impact upon building settlement or slope stability, or changes to earthworks, including removal (site cutting) or deposition of sediments or rock from the site.

Classification to AS2870-2011
It must be emphasised that the site classification to AS2870-2011 and recommendations referred to in this report are based solely on the observed soil profile at the time of the investigation for this report and account has been taken of Clause 2.1.1 of AS2870 - 2011. Other abnormal moisture conditions as defined in AS2870 – 2011 Clause 1.3.3 (a) (b) (c) and (d) may need to be considered in the design of the structure. Without designing for the possibility of all abnormal moisture conditions as defined in Clause 1.3.3, distresses will occur and may result in non "acceptable probabilities of serviceability and safety of the building during its design life", as defined in AS2870 - 2011, Clause 1.3.1. Furthermore the classification is preliminary in nature and needs verification at the founding surface inspection phase . The classification may be changed at this time based upon the nature of the founding surface over the entire footprint of the project area. Any costs associated with a change in the site classification are to be incurred by the client. Furthermore any costs associated with delayed works associated with a founding surface inspection or achange in classification are to be born by the client. Where founding surface inspections are not commissioned the classifications contained within this report are void.

Subsurface Variations with Time
Any report provided by Strata is based upon subsurface conditions encountered at the time of the investigation. Conditions can and do change significantly and unexpectedly over a short period of time. For example groundwater levels may fluctuate over time, affecting latent soil bearing capacity and ex-situ/insitu fill sediments may be placed/removed from the site. Changes to the subsurface conditions that were encountered at the time of the investigation void all recommendations made by Strata in any report. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from any change to the subsurface conditions that were encountered at the time of the investigation. In the event of a delay in the commencement of a project or if additional information becomes available to the Client about a change in conditions becomes available to the Client, the Client should engage Strata to make a further investigation to ensure that the conditions initially encountered still exist. Further advice will be provided at the Client's cost. Without limiting the generality of the above statement, Strata does not accept liability where any report is relied upon after three months from the date of the report, (unless otherwise provided in the report or required by the Australian Standard which the report purports to comply with), or the date

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when the Client becomes aware of any change in condition. Any report should be reviewed regularly to ensure that it continues to be accurate and further advice requested from Strata where applicable.

Interpretation
Site investigation identifies subsurface conditions only at the discrete points of geotechnical drilling, and at the time of drilling. All data received from the geotechnical drilling is interpreted to report to the Client about overall site conditions as well as their anticipated impact upon the specific project. Actual site conditions may vary from those inferred to exist as it is virtually impossible to provide a definitive subsurface profile which accounts for all the possible variability inherent in earth materials. This is particularly pertinent to some weathered sedimentary geologies or colluvial/alluvial clast deposits which may show significant variability in depth to refusal over a development area. Rock incongruities such as joints, dips or faults may also result in subsurface variability. Soil depths and composition can vary due to natural and anthopogenic processes. Variability may lead to differences between the design depth of bored/driven piers compared with the actual depth of individual piers constructed onsite. It may also affect the founding depth of conventional strip, pier and beam or slab footings, which may result in increased costs associated with excavation (particularly of rock) or materials costs of foundations. Founding surface inspections should be commissioned by the Client prior to foundation construction to verify the results of initial site characterisation and failure to insure this will void the classifications and recommendations contained within this report. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from any variation from the site conditions inferred to exist.

Strata is not responsible for the interpretation of site data or report findings by other parties, including parties involved in the design and construction process. The Client must seek advice from Strata about the interpretation of the site data or report.

Report Recommendations
Any report recommendations provided by Strata are only preliminary. A report is based upon the assumption that the site conditions as revealed through selective point sampling are indicative of actual conditions throughout an area. This assumption cannot be substantiated until earthworks and/or foundation construction is almost complete. Where variations in conditions are encountered, Strata should be engaged to provide further advice. Further advice will be provided at the Client's cost. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever if the results of selective point sampling are not indicative of actual conditions throughout an area or if the Client becomes aware of variations in conditions and does not engage Strata for further advice.

Geo-environmental Considerations
Where onsite wastewater site investigation and land application system designs are provided by Strata, reasonable effort will be made to minimise environmental and public health risks associated with the disposal of effluent within site boundaries with respect to relevant Australian guidelines and industry best practise at the time of investigation. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from:

- *(i) changes to either the project or site conditions that affect the onsite wastewater land application system's ability to safely dispose of modelled wastewater flows; or*
- *(ii) seepage, pollution or contamination or the cost of removing, nullifying or clearing up seepage, polluting or contaminating substances; or*
- *(iii) poor system performance where septic tanks have not been de-sludged at maximum intervals of 3 years or AWTS systems have not been serviced in compliance with the manufacturers recommendations; or*
- *(iv) failure of the client to commission both interim and final inspections by the designer throughout the system construction; or*
- *(v) the selection of inappropriate plants for irrigation areas; or*
- *(vi) damage to any infrastructure including but not limited to foundations, walls, driveways and pavements; or*
- *(vii) land instability, soil erosion or dispersion; or*
- *(viii) design changes requested by the Permit Authority.*

Furthermore Strata does not guarantee septic trench and bed design life beyond 5 years from installation, given the influence various household chemicals have on soil structural decline and premature trench failure in some soil types. Sand filters are not warranted for more than 2 years given the large impact pre- filtration and septic tank loading and de-sludging has on sand filter performance.

Strata does not consider site contamination, unless the Client specifically instructs Strata to consider the site contamination in writing. If a request is made by the Client to consider site contamination, Strata will provide additional terms and conditions that will apply to the engagement.

Copyright and Use of Documents
Copyright in all drawings, reports, specifications, calculations and other documents provided by Strata or its employees in connection with the Services remain vested in Strata. The Client has a licence to use the documents for the purpose of completing the project. However, the Client must not otherwise use the documents, make copies of the documents or amend the documents unless express approval in writing is given in advance by Strata. The Client must not publish or allow to be published, in whole or in part, any document provided by Strata or the name or professional affiliations of Strata, without first obtaining the written consent of Strata as to the form and context in which it is to appear.

If, during the course of providing the Services, Strata develops, discovers or first reduces to practice a concept, product or process which is capable of being patented then such concept, product or process is and remains the property of Strata and:

- *(i) the Client must not use, infringe or otherwise appropriate the same other than for the purpose of the project without first obtaining the written consent of Strata; and*
- *(ii) the Client is entitled to a royalty free licence to use the same during the life of the works comprising the project.*

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rjk CONSULTING ENGINEERS

BUSHFIRE ASSESSMENT REPORT

Report prepared for:

13790 Midland Highway
Epping Forest TAS 7211

Title Ref: 177934/1
PID: 9183645

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Project Reference:	24/25 TAS 057
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Date Approved:	13th May 2025

Document History

Version	Effective Date	Description of Revision	Prepared by:	Reviewed by:
V2	13/05/2025	Change to Lots	Risden Knightley	Cheryl Banks

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Executive Summary

The proposed subdivision is located within the Northern Midlands Council and is subject to their Local Provisions Schedule. The proposed subdivision requires a Bushfire Assessment Report as it is subject to bushfire threat being located within a bushfire prone mapped area. As such the site requires bushfire protection mitigation measures to protect the buildings and occupants in the event of a bushfire attack.

This report has been prepared in order to demonstrate that both lots can achieve BAL 19 as an acceptable level of risk.

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Appendices
Bushfire Hazard Management Plan
D.J.McCulloch & Associates Plan of Subdivision – Project 1978-2463 Plan 6324-03DA
Certificate S51 Bush-fire Prone Areas Code

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1 Introduction

This report along with the Bushfire Hazard Management Plan has been prepared for a subdivision submission in order to demonstrate compliance with Northern Midlands Provision Schedule and Land Use Planning and Approval Act 1993 and in accordance with AS3959-2018.

The proposal is to create 2 lots from the one title as per attached plan of subdivision by D.J.McCulloch & Associates. The proposed Lot 1 is located on the corner of Midland Highway and Barton Road and will not impact the existing coffee van and car park area accessed off Barton Rd.

This report provides an assessment of the bushfire prone vegetation with regards to the type of vegetation within 100 metres of the site which is equal to or greater than 1ha. It will also take into account the density of the vegetation on and surround the site.

1.1 Scope & Limitations

1.1.1 Scope

This report was commissioned to identify the Bushfire Attack Level Assessment and to provide Bushfire Hazard Management Plans for the proposed subdivision at 13790 Midland Highway, Epping Forest.

The allotments fall under the Bush-fire Prone Area and therefore require an assessment.

1.1.2 Limitations

This report only deals with potential bushfire risk, and all other statutory assessments are outside this report. All information provided was as at the time of inspection of the site, and this report is not to be used for further or future development of the site other than what has been provided by the plans attached.

This report and/or management plan does not guarantee the building will survive a bushfire. All comments, advice and fire suppression measures are in relation to compliance with Bushfire-Prone Areas Code of the Tasmanian Planning Scheme – Northern Midlands Local Provision Schedule, the Building Code of Australia and Australian Standards, AS 3959:2018, Construction of Buildings in Bushfire-Prone Areas.

1.2 References

- National Construction Code Volume 2, 2019
- AS 3959:2018 Construction of Buildings in Bushfire-Prone Areas
- Tasmanian Planning Scheme – Northern Midlands Local Provision Schedule
- Site plan by D.J.McCulloch & Associates P/L
- The List – LISTMap

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2 Proposal

The proposal is to subdivide a small area located in the southern portion of the title as per plan in Appendix and outlined as follows:

Lot	Current lot size	Proposed lot size
Lot 1		0.837ha
Balance	Approx. 411.196ha	Approx. 410.359ha

- Lot 1 will continue to have street frontage to Barton Road.
- Balance will continue to have street frontage to Barton Road via a 5m wide access along with a right of way access through Lot 1. The remainer of the balance will operate with access to Midland Highway in the northern area of the title.
- There are no dwellings located in the vicinity of the subdivision with the dwelling located on the balance situated on the opposite side of the Midland Highway.
- The proposal does not align with any zone boundaries.

3 The Site

13790 Midland Highway is a large grazing property that is located on both sides of the Midland Highway. There is a dwelling and sheds located on the eastern side of the Midland Highway, whilst on the western side the property is a strip of land bordering the Midland Highway to Barton Road in the south. There is a shipping container café and associated car park located in the southern section of the allotment that is accessed off Barton Road. Refer to Figure 1 below.

Figure 1 – Site location



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The lots are zoned Agriculture under the Northern Midlands Local Provisions Schedule. The lots are flat and the Balance is surrounded by rural developments and pasture land, with residential developments located to the south of the Balance adjoining Lot 1. Directly to the south of Lot 1 is a church and fire station whilst to the west and on the opposite side of Bartons Road to the south are residential developments. To the east on the opposite side of the Midland Highway is a service station and residential developments. Directly to the north of Lot 1 is council owned Epping Hall followed by a residential development along with land belonging to the Balance which is pastureland.

4 Bushfire Site Assessment

A site visit was conducted on the 5th November 2024 and involved a walk around Lot 1 and the south and eastern perimeter of the Balance.

4.1 Vegetation in and around the site

Reference to Tasmanian Vegetation and Monitoring Mapping program indicates the vegetation in and around the site belongs to 5 vegetation types as per Figure 3. Noting the mapped vegetation and photos taken during the site visit, it can be seen that the predominant fuel load relating to the site is the grassland taking up the majority of the site with pockets of forest/woodland scattered throughout the Balance and the surrounding properties to the west, north west and north east.

Figure 2 – Vegetation in and around the site (The ListMap)



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4.2 Topography

The entire site is flat.

4.3 Site and vegetation photos



Photo 1: Looking south from the shipping container café carpark towards the crossover and driveway assess for both lots.



Photo 2: Looking West from the car park of Lot 1 towards the access gate for the Balance.



Photo 3: Looking west from the western side of the car park at the vegetation on the Balance and the neighbouring property to the west.



Photo 4: View to the north-west taken from the northern side of the car park on Lot 1.

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Photo 5: View to the north-west from the northern side of the car park on Lot 1.



Photo 6: View to the north taken from the northern side of the car park on Lot 1.



Photo 7: View to north-east from the northern side of the car park on Lot 1.



Photo 8: View to east from the western side of the car park on Lot 1.

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Photo 9: View to the south-east from the western side of the car park on Lot 1.



Figure 3: Fire hydrant location to Lot 1 and Balance showing not within hose lay flat requirement.

4.4 Access

4.4.1 Lot 1

Access to the lot is by maintained Council sealed road with the existing crossover having direct access to Barton Road. The driveway/access road complies with State Planning Provisions - Table C13.2 Standards for Property Access.

4.4.2 Balance

Access to the property is via a 5m wide access to Barton Road along with a right of way through Lot 1 which utilizes the existing crossover having direct access to Barton Road and therefore complies with State Planning Provision – Table C13.2 Standards for Property Access.

Table C13.2 - Standards for Property Access

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.
B.	Property access length is 30m or greater; or access is required for a fire appliance to a fire-fighting water point.	The following design and construction requirements apply to property access: (a) all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 0.5m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;

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		(h) curves with a minimum inner radius of 10m; (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (j) terminate with a turning area for fire appliances provided by one of the following: (i) a turning circle with a minimum outer radius of 10m; or (ii) a property access encircling the building; or (iii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.
C.	Property access length is 200m or greater.	The following design and construction requirements apply to property access: (a) the requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.
D.	Property access length is greater than 30m, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (a) complies with requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length must be provided every 100m.

4.5 Water Supply

4.5.1 Lot 1

Noting the only fire hydrant within the area is located at the fire station and would not fall within 120 metres of hose lay flat for any proposed dwellings, an on-site dedicated fire-fighting water storage is required for any future habitable buildings. Refer to Table C13.5 for requirements.

4.5.2 Balance

This is to be a vacant grazing property however should there be future habitable buildings an on-site dedicated fire-fighting water storage is required. Refer to Table C13.5 for requirements for static water supply.

Table C13.5 – Static Water Supply for Fire-fighting

Element		**Requirement**
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 90m of the fire-fighting water point of a static water supply; and (b) the distance must be measured as a hose lay, between the fire-fighting water point and the furthest part of the building area.
B.	Static Water Supplies	A static water supply: (a) may have a remotely located offtake connected to the static water supply; (b) may be a supply for combined use (fire-fighting and other uses) but the specified minimum quantity of fire-fighting water must be available at all times; (c) must be a minimum of 10,000l per building area to be protected. This volume of water must not be used for any other purpose including fire-fighting sprinkler or spray systems; (d) must be metal, concrete or lagged by non-combustible materials if above ground; and (e) if a tank can be located so it is shielded in all directions in compliance with section 3.5 of Australian Standard AS 3959-2018 Construction of buildings in bushfire-prone areas, the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or

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		(iii) fibre-cement a minimum of 6mm thickness.
C.	Fittings, pipework and accessories (including stands and tank supports)	Fittings and pipework associated with a fire-fighting water point for a static water supply must: (a) have a minimum nominal internal diameter of 50mm; (b) be fitted with a valve with a minimum nominal internal diameter of 50mm; (c) be metal or lagged by non-combustible materials if above ground; (d) if buried, have a minimum depth of 300mm; (e) provide a DIN or NEN standard forged Storz 65mm coupling fitted with a suction washer for connection to fire-fighting equipment; (f) ensure the coupling is accessible and available for connection at all times; (g) ensure the coupling is fitted with a blank cap and securing chain (minimum 220mm length); (h) ensure underground tanks have either an opening at the top of not less than 250mm diameter or a coupling compliant with this Table; and (i) if a remote offtake is installed, ensure the offtake is in a position that is: (i) visible; (ii) accessible to allow connection by fire-fighting equipment; (iii) at a working height of 450 – 600mm above ground level; and (iv) protected from possible damage, including damage by vehicles.
D.	Signage for static water connections.	The fire-fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must: (a) comply with water tank signage requirements within Australian Standard AS 2304-2011 Water storage tanks for fire protection systems; or (b) *Water Supply Signage Guideline, version 1.0,* Tasmania Fire Service, February 2017.
E.	Hardstand	A hardstand area for fire appliances must be: (a) no more than 3m from the fire-fighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

4.6 Bushfire Attack Level Assessment

As the location of the site is within a map Bushfire-prone area as per State Planning Provisions there is a requirement for all lots within the subdivision to demonstrate that each lot can achieve a Hazard Management Area between the bushfire vegetation and each building on the lot with distances equal to or greater than those specified in Table 2.6 of AS3959:2018 Construction of Buildings in Bushfire Prone Areas for **BAL 19.**

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4.6.1 Lot 1

Vegetation classification AS3959	North-east	South-east	North-west	South-west
Group A	☒ Forest	☐ Forest	☐ Forest	☐ Forest
Group G	☒ Grassland	☒ Grassland	☒ Grassland	☒ Grassland
	☒ Managed Land	☒ Managed Land	☒ Managed Land	☒ Managed Land
Effective slope (degrees)	☒ Up/0^0	☒ Up/0^0	☒ Up/0^0	☒ Up/0^0
Distance to classified vegetation	0-23m LTV – road reserve and road 23-100m Forest	0-15m LTV – road reserve and road 15-80m LTV on residential developments 80-100m Grassland	0-100m Grassland	0-100m Grassland
Distance for BAL 19	23-<32	10-<14	10-<14	10-<14
Likely direction of bushfire attack	☐	☐	☐	☒
Prevailing winds	☐	☐	☒	☐

4.6.2 Balance

Vegetation classification AS3959	North-east	South-east	North-west	South-west
Group A	☒ Forest	☐ Forest	☐ Forest	☒ Forest
Group G	☒ Grassland	☒ Grassland	☒ Grassland	☒ Grassland
	☒ Managed Land	☒ Managed Land	☐ Managed Land	☐ Managed Land
Effective slope (degrees)	☒ Up/0^0	☒ Up/0^0	☒ Up/0^0	☒ Up/0^0
Distance to classified vegetation	0-69m Grassland 69-92m LTV – road reserve and road 92-100m Forest	0-53m LTV - neighbouring allotments 53–68m LTV road reserve and road 68-100m LTV on residential developments	0-100m Grassland	0-13m LTV -driveway on neighbouring allotment 13-100m Forest
Distance for BAL 19	23-<32	10-<14	10-<14	23-<32
Likely direction of bushfire attack	☐	☐	☐	☒
Prevailing winds	☐	☐	☒	☐

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4.6.4 Setbacks for Building Areas

Setback distances have been calculated based on the vegetation that is required for future developments and must be in place prior to issue of titles.

5 Bushfire-Prone Areas Code Compliance

5.1 C13.6.1: Subdivision: Provision of Hazard Management Areas

Objective:	Subdivision provides for hazard management areas that: (a) facilitate an integrated approach between subdivision and subsequent building on a lot; (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 (c) provide protection for lots at any stage of a staged subdivision.
Acceptable solutions	**Performance criteria**
A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (b) The proposed plan of subdivision: (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.6 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.6 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and (c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.	P1 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: (a) the dimensions of hazard management areas; (b) a bushfire risk assessment of each lot at any stage of staged subdivision; (c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (d) the topography, including site slope; (e) any other potential forms of fuel and ignition sources; (f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development; (g) an instrument that will facilitate management of fuels located on land external to the subdivision; and (h) any advice from the TFS.
Response: Both Lot 1 & Balance comply with A1 (b(iv)) above specific distances for Hazard Management Areas for BAL 19 as specified on the plan are in accordance with AS 3959. The proposal meets acceptable solution.	

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5.2 C13.6.2: Subdivision: Public and Fire-fighting Access

Objective: 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.

Acceptable solutions	**Performance criteria**
A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the specific measures for public access in the subdivision for the purposes of fire-fighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails, and the location of property access to building areas is included in a bushfire hazard management plan that: (i) demonstrates proposed roads will comply with Table C13.1, proposed private accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3; and (ii) is certified by the TFS or accredited person.	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 (c) any advice from the TFS.

Response:

Lot 1 & Balance comply with above requirements of A1.

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5.3 C13.6.3: Subdivision: Provision of Water Supply for Fire-fighting Purposes

Objective:	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.
Acceptable solutions	**Performance criteria**
A1 In areas serviced with reticulated water by the water corporation: (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; (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 C13.4; or (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.	P1 No Performance Criterion.
A2 In areas that are not serviced by reticulated water by the water corporation: (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; (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 C13.5; or (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.	P2 No Performance Criterion.
Response: Lot1 & Balance; A2(b) For any future habitable building a dedicated fire-fighting water tank that complies with the above requirements will be required prior to issue of occupancy.	

6 Conclusion

The lots have been assessed as demonstrating building areas that have the dimensions equal to or greater than the separation distance required for **BAL 19** in Table 2.6 of AS 3959 Construction of Buildings in Bushfire Prone Areas.

Ongoing management of the site by maintaining reduced fuel loads within the hazard management areas and within the site generally and to provide sources of water supply dedicated for firefighting purposes and the construction and maintenance of a safe egress route as per the relevant code and standards. The following points are raised for the subdivision:

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6.1 Access

Lot 1& Balance comply with requirements of Table 13.2.

6.2 Water Supplies

Lot 1 & Balance will require on-site water storage in the form of a 10,000 litre dedicated fire-fighting water supply for any future habitable buildings as per Table C13.5. This will be required prior to issue of occupancy.

6.3 Fuel Managed Areas

Hazard Management Areas as detailed within the plan shall be constructed and maintained as detailed in Schedule 2.

Hazard Management area for any future development. These are areas to be maintained for BAL 19.

7 Statement

I, Risden Knightley certify that in completing this report for Taits Riverlea Holdings P/L in relation to 13790 Midland Highway, Epping Forest, TAS, 7211 (Volume 177934/1) that I have taken all reasonable steps to ensure that the information provided in this assessment is accurate and reflects the conditions on and around the site and allotment on the date of this assessment.

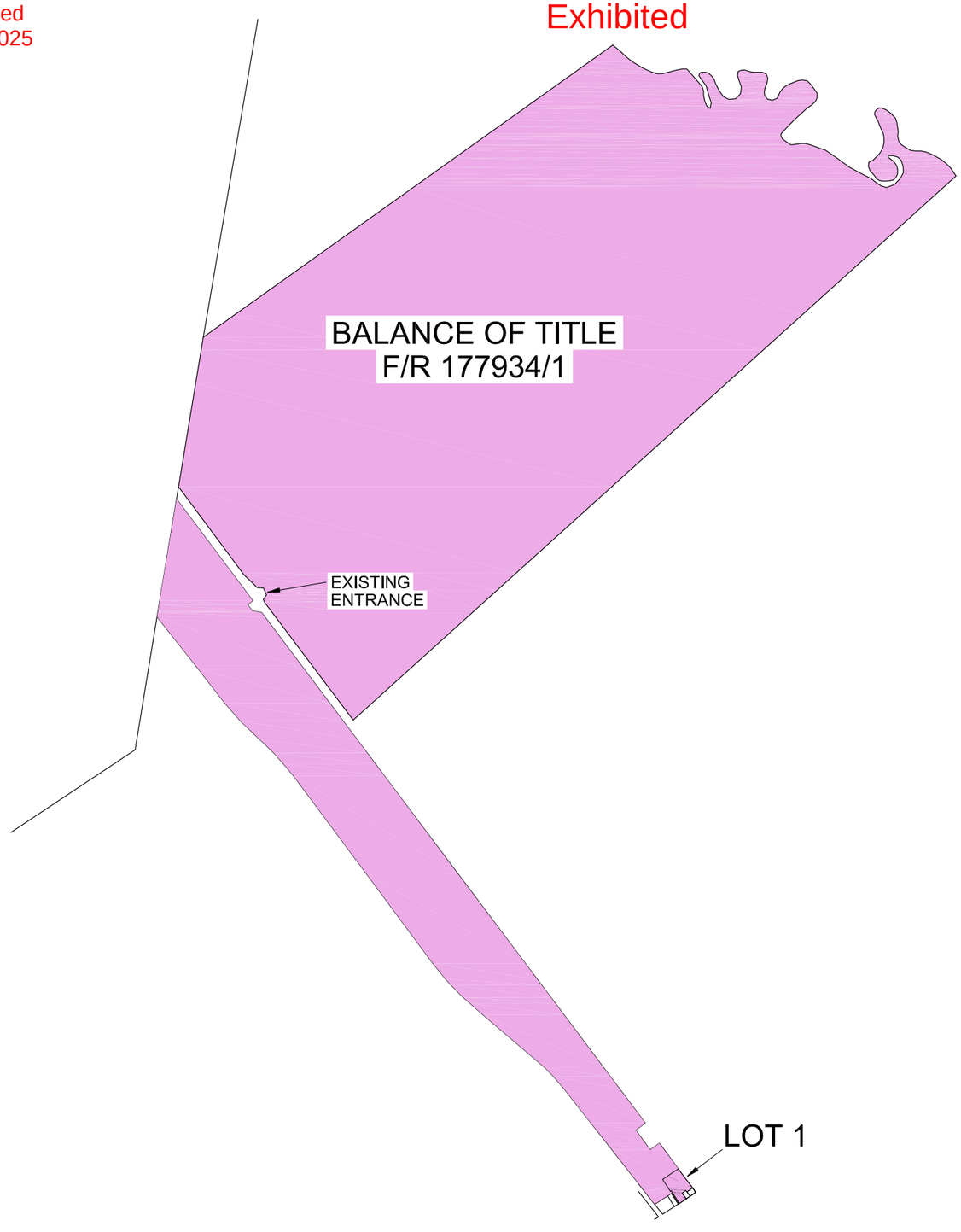


Risden Knightley BE (Civil)

Ass Dip Civil Eng, FIEAust, CC 2539X

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Hazard Management Area

Indicative dwelling

Existing driveway

LOT 1: BAL PARAMETERS	
BAL LEVEL	19
DISTANCES:	
NE	23m
SE	10m
NW	10m
SW	10m

NOTES

- THIS BHMP MUST BE READ IN CONJUNCTION WITH BUSHFIRE HAZARD REPORT REF: 24/25 TAS 057
- THIS BHMP HAS BEEN PREPARED TO SATISFY THE REQUIREMENTS OF THE DIRECTORS DETERMINATION - BUSHFIRE HAZARD AREAS.

MAINTENANCE OF HAZARD MANAGEMENT AREA

- REMOVAL OF FALLEN LIMBS, STICKS, LEAF AND BARK LITTER.
- CUT LAWNS SHORT (LESS THAN 100MM) AND MAINTAIN.
- REMOVE PINE BARK AND OTHER FLAMMABLE MULCH (ESPECIALLY FROM AGAINST BUILDINGS)
- COMPLETE UNDER-BRUSHING AND THIN OUT THE UNDERSTORY.
- PRUNE LOW HANGING BRANCHES (<2M FROM GROUND) TO ENSURE SEPARATION FROM GROUND LITTER.
- PRUNE LARGER TREES TO ESTABLISH AND MAINTAIN HORIZONTAL AND VERTICAL CANOPY SEPARATION.
- MINIMIZE THE STORAGE OF FLAMMABLE FUELS.
- REMOVE FALLEN LIMBS, LEAF AND BARK LITTER FROM ROOFS, GUTTERS AND FROM AROUND THE BUILDING.

NOTES

- DEVELOPMENT TO BE CONSTRUCTED TO BAL-19 MINIMUM STANDARD
- UNDER AS3959-2018, CONSTRUCTION OF BUILDINGS IN BUSHFIRE PRONE AREAS

CONSULTING ENGINEERS

Risden Knightley - 991537
Registered Professional Engineer
BE Civil FIEAust CPEng NPR
13/05/2025
Tasmanian Accreditation No. CC2539X

RJK CONSULTING ENGINEERS
0400 642 469
TASMANIA - PO BOX 128, PROSPECT TAS 7250

JOB NAME : BUSHFIRE
LOCATION : 13790 MIDLAND HWY, EPPING FOREST

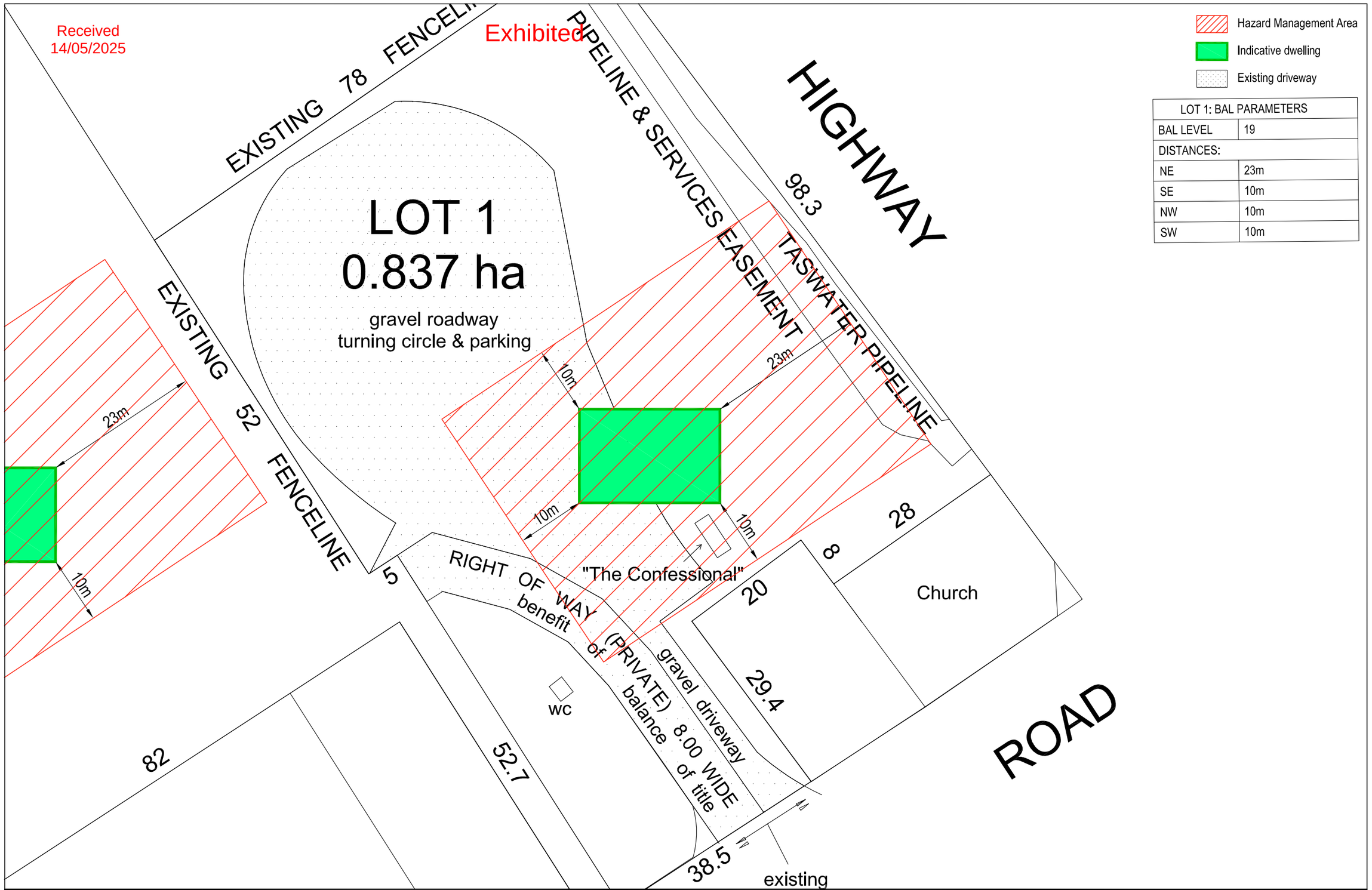
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DRAWING: OVERALL BHMP PLAN

DRAWN BY: PV CHECKED BY: RJK
SCALE: 1:4000
DATE: MAY 2025 Rev B

JOB NUMBER	SHEET	Size
24/25 TAS 057	1 of 3	A3

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14/05/2025

Exhibited



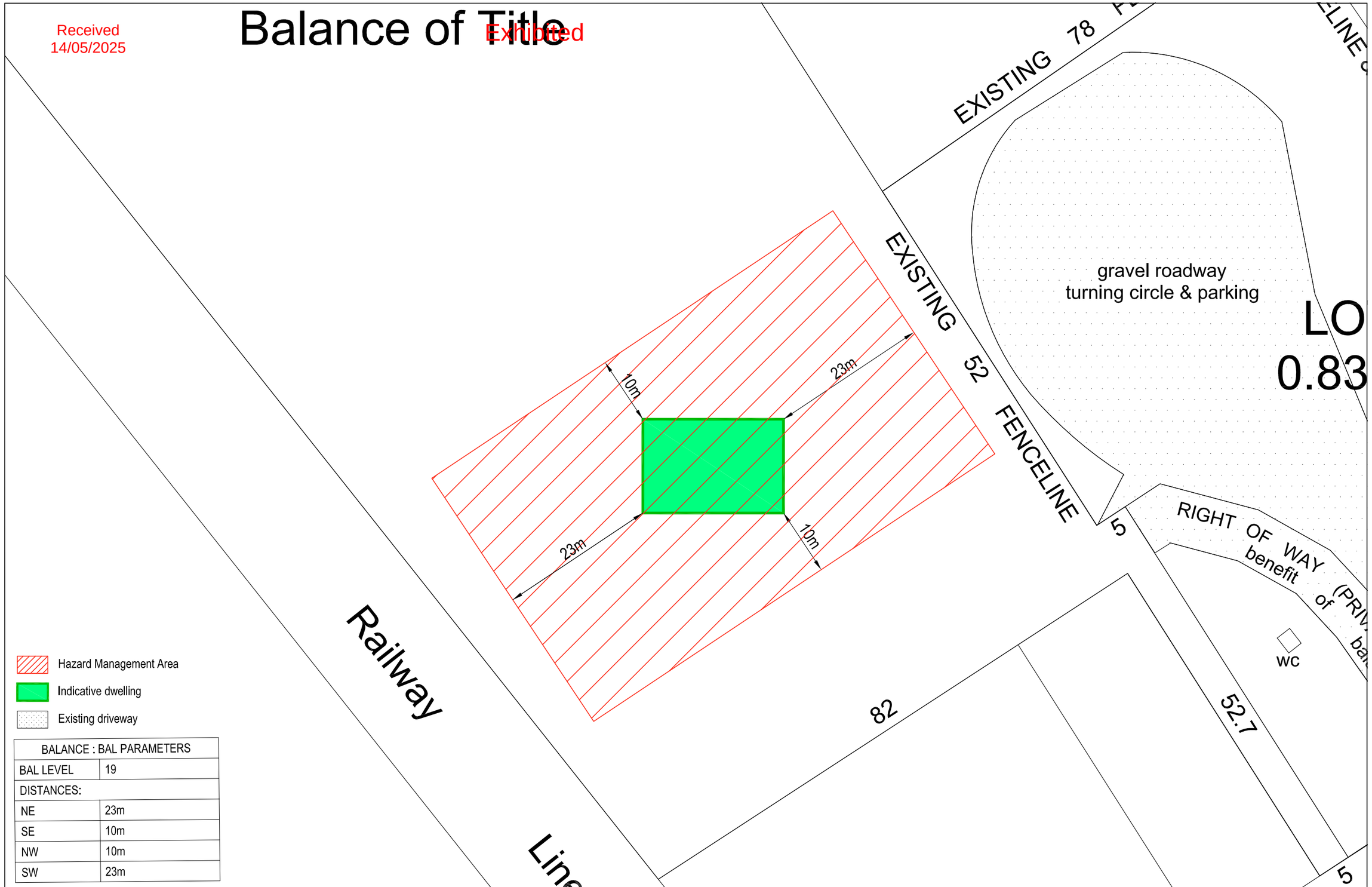
rjk CONSULTING ENGINEERS	Risden Knightley - 991537 Registered Professional Engineer BE Civil FIEAust CPEng NPR 13/05/2025 Tasmanian Accreditation No. CC2539X	RJK CONSULTING ENGINEERS 0400 642 469 TASMANIA - PO BOX 128, PROSPECT TAS 7250	JOB NAME : BUSHFIRE LOCATION : 13790 MIDLAND HWY, EPPING FOREST DESCRIPTION: --- DRAWING: LOT 1 BHMP PLAN

DRAWN BY: PV	CHECKED BY: RJK	
SCALE: 1:150		
DATE: MAY 2025		Rev B
JOB NUMBER	SHEET	Size
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Balance of Title

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BALANCE : BAL PARAMETERS	
BAL LEVEL	19
DISTANCES:	
NE	23m
SE	10m
NW	10m
SW	23m

CONSULTING ENGINEERS

Risden Knightley - 991537
Registered Professional Engineer
BE Civil FIEAust CPEng NPR
13/05/2025
Tasmanian Accreditation No. CC2539X

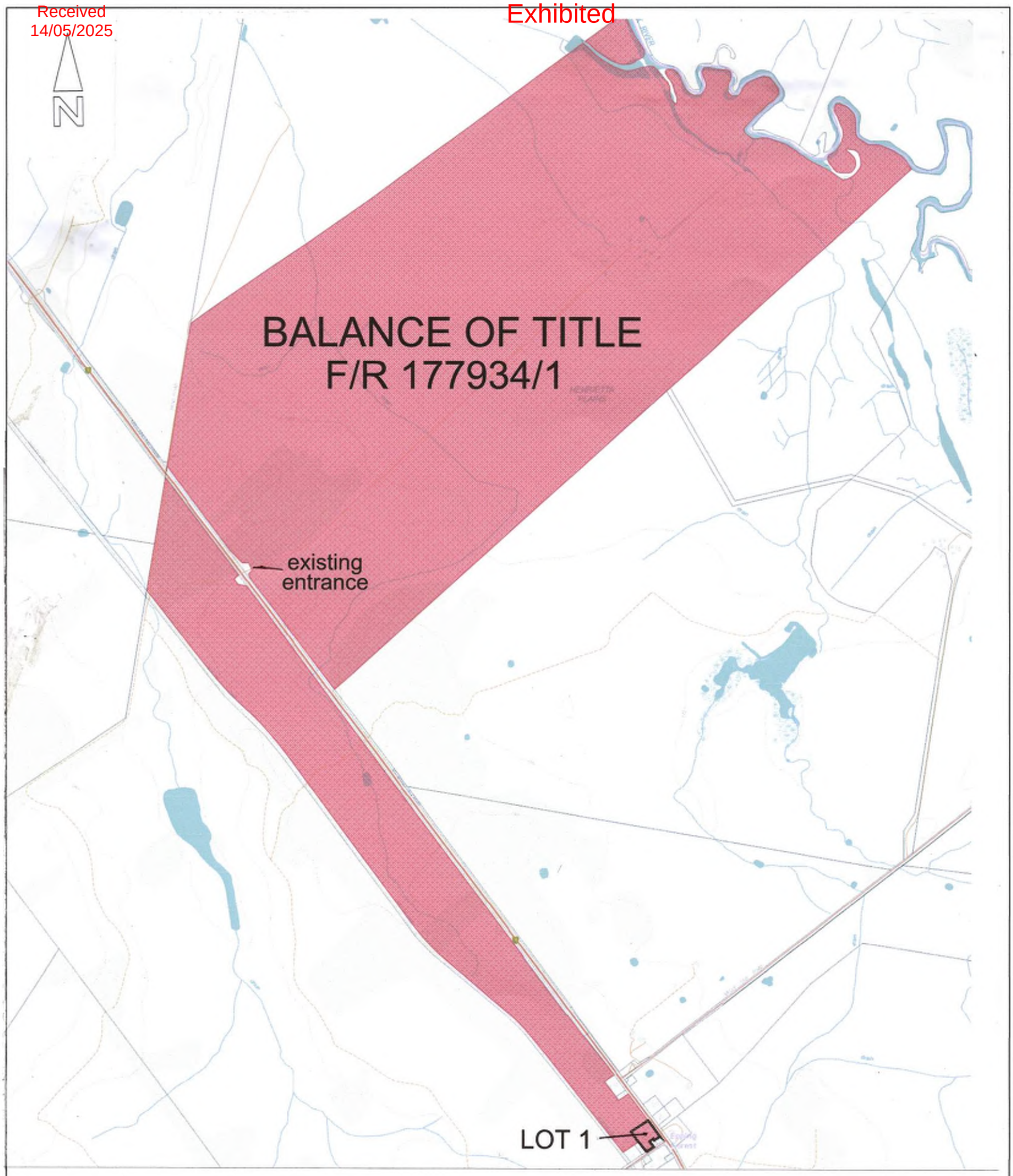
RJK CONSULTING ENGINEERS
0400 642 469
TASMANIA - PO BOX 128, PROSPECT TAS 7250

JOB NAME :	BUSHFIRE
LOCATION :	13790 MIDLAND HWY, EPPING FOREST
DESCRIPTION:	---
DRAWING:	LOT 2 BHMP PLAN

DRAWN BY: PV	CHECKED BY: RJK	
SCALE: 1:150		
DATE: MAY 2025		Rev B
JOB NUMBER	SHEET	Size
24/25 TAS 057	3 of 3	A3

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14/05/2025

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D.J.McCulloch & Associates

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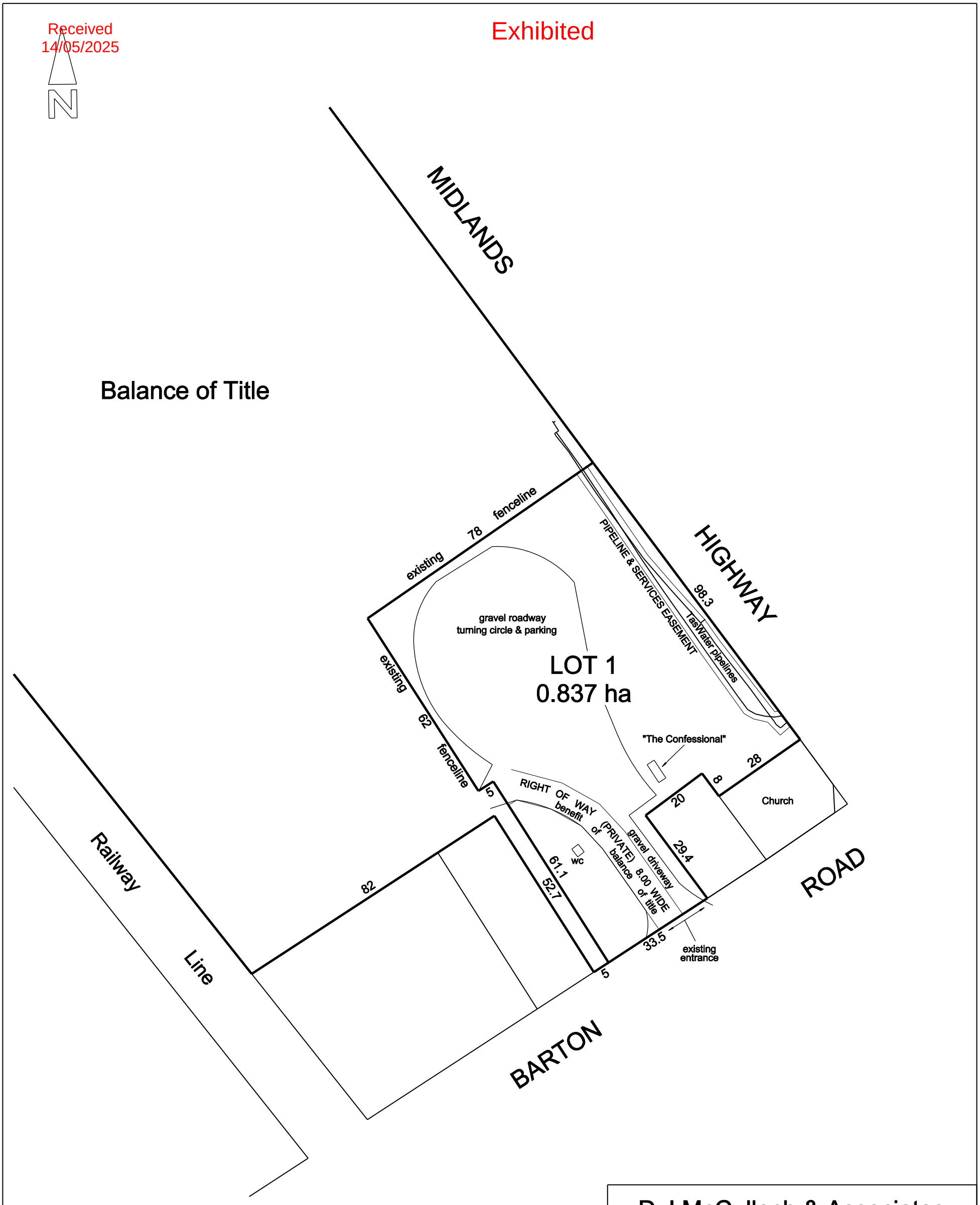
SUBDIVISION PLAN
13790 Midlands Highway, Epping Forest
Taits Riverlea Holdings Pty Ltd owners
Title Refererence F/R 177934/1
Development Application for Planning Permit
Northern Midlands Council

SCALE N.T.S	D.McCulloch 24/04/2025 Date	Plan Number 6324-03 DA BALANCE
Job No. 1978-2463		

This plan has been prepared as a proposed subdivision plan to accompany an application to Council for Planning Approval and it should not be used for any other purpose. The dimensions, areas, boundary positions and number of lots are subject to final survey and also to the requirements of Council and any other authority acting under any relevant legislation. In particular no reliance should be placed on the information shown on this plan for any legal or financial dealings involving the subject or adjoining lands This note is an integral part of this plan

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SCALE 1:1000 (A3)	D.McCulloch 24/04/2025 Date	Plan Number	This plan has been prepared as a proposed subdivision plan to accompany an application to Council for Planning Approval and it should not be used for any other purpose. The dimensions, areas, boundary positions and number of lots are subject to final survey and also to the requirements of Council and any other authority acting under any relevant legislation. In particular no reliance should be placed on the information shown on this plan for any legal or financial dealings involving the subject or adjoining lands This note is an integral part of this plan
Job No. 1978-2463		6324-03DA	

D.J.McCulloch & Associates
PO BOX 725 RIVERSIDE TAS 7250 MOBILE 0417526589 EMAIL:- mcculldj@bigpond.net.au

SUBDIVISION PLAN
13790 Midlands Highway, Epping Forest
Taits Riverlea Holdings Pty Ltd owners
Title Refererence F/R 177934/1
Development Application for Planning Permit
Northern Midlands Council

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Exhibited

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] 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:	13790 Midland Highway, Epping Forest, TAS, 7211
Certificate of Title / PID:	**177934/1 / 9183645**

2. Proposed Use or Development

Description of proposed Use and Development:	2 lot subdivision
Applicable Planning Scheme:	Northern Midland

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Assessment Report	Risden Knightley	13/05/2025	V2
Bushfire Hazard Management Plan	Risden Knightley	13/05/2025	B
Plan of Subdivision – 6324-01 DA Balance	D. McCulloch	24/04/2025	DA
Plan of Subdivision – 6324-03DA	D.McCulloch	24/04/2025	DA

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

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4. Nature of Certificate

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

☐	**E1.4 / C13.4 – Use or development exempt from this Code**	
	Compliance test	**Compliance Requirement**
☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

☐	**E1.5.1 / C13.5.1 – Vulnerable Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.1 P1 / C13.5.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
☐	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

☐	**E1.5.2 / C13.5.2 – Hazardous Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.2 P1 / C13.5.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
☐	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

☒	**E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.1 P1 / C13.6.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☒	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

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☒	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☒	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

☒	**E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
☐	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
☐	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
☐	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
☒	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

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14/05/2025

Exhibited

5. Bushfire Hazard Practitioner

Name:	Risden Knightley	**Phone No:**	0400 642 469
Postal Address:	PO Box 128, Prospect, TAS, 7250	**Email Address:**	mail@rjkconsultants.com.au
Accreditation No:	BFP – 115	**Scope:**	3B

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: Risden Knightley **Date:** 13/05/2025

Certificate Number: 24/25 TAS 057

(for Practitioner Use only)

Paul Godier

From: Skeggs, Georgina
Sent: Thursday, 10 July 2025 2:30 PM
To: NMC Planning
Cc: Siale, Vili; Ince, Michael
Subject: RE: (ECM:1437056) Referral to Department of State Growth of Planning Application PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest

Categories: ECM

ATTENTION: Rebecca Green

Our file ref.: 021141 (D25/145287)

Dear Rebecca

I refer to Northern Midland Council's correspondence dated 22nd May, 2025, referring the revised subdivision application for the subject property, and to my telephone conversation with you on Thursday, 26th June, 2025. I understand the revised proposal is to go before Council on 21st July, 2025. Thank you for the opportunity to provide comments/advice (I have taken the liberty of including pictures for clarification purposes).

As outlined in the Department's response to Council dated 29th January, 2025, on the initial application, 13790 Midland Highway, Epping Forest, contained in Folio of the Register 177934/1, is a large farming property with approx. 400 ha. on the eastern side of the Midland Highway and approx. 85 ha. on the western side of the Highway. It was a substantially larger title, but an approved subdivision in approx. 2019 reduced the portion of the title on the western side of the Highway by 367.3 ha. and reduced the public road frontage to Barton Road for that portion of land by approx. 1400 metres, leaving approx. 38.5 metres only.

The Department's concern is the further reduction of this remaining 38.5 metres (for the Balance) and the ramifications this may have in terms of future development and practical access for the Balance as a result of this subdivision, if approved.

The initial subdivision indicated the remaining 38.5 metres of frontage to Barton Road for FR 177934/1 would be wholly within proposed Lot 1 (1.8 ha.), with the Balance (approx. 85 ha. on the western side) having an eight-metre-wide right-of-way over Lot 1 for access to Barton Road (I incorrectly said 10 metres in my previous correspondence). The revised proposal indicates the Barton Road frontage for Lot 1 will be 33.5 metres and the Balance will have a five-metre-wide fee simple strip and an eight-metre-wide right-of-way over proposed Lot 1 (now 0.837 ha.). It is noted that the existing gravel access is wider than the eight metres proposed and appears to be approx. 12.5 metres, including the rocks along either side.

It is reiterated that the Balance must retain public road frontage and the ability for practical access to Barton Road in its own right, i.e., not be solely reliant upon a right-of-way over proposed Lot 1 (the two lots are to have separate and direct road frontage) and, in this regard, the inclusion in the revised proposal of a five-metre-wide fee simple strip is noted. This five-metre-wide fee simple strip is not, however, considered adequate, particularly for future development access purposes and/or if separate access were to be required or is desired. Ideally, the Balance, being the larger portion of land, would retain the majority of frontage to Barton Road with Lot 1, being the smaller portion, having the least amount of frontage to Barton Road. I understand this may not be considered practicable due to the location of the WC on the western side of the internal access.

Regarding the five-metre-wide fee simple strip now proposed for the Balance, it appears it may be based on existing fencing and not on true property boundaries (see below).



If the fence line is not the true property boundary, then it appears approximately half the five-metre-wide fee simple strip proposed is fenced in with adjoining property at 12 Barton Road (see below). I am not, however, a surveyor.



If through survey it is proven that the fencing is not on the true property boundary, it will render the fee simple strip unusable, thus making the Balance totally reliant upon an eight-metre-wide right-of-way over proposed Lot 1 for access. If the fencing is proven to be on the true property boundary, a five-metre-wide fee simple strip is still not considered adequate. The Midland Highway is a declared limited access road and public road frontage to and access (or the ability to gain separate practical access) via the lower road in the hierarchy (Barton Road) of an adequate measurement must be retained for the Balance, particularly having regard to possible future development of and development access to the Balance. This property once had an additional approx. 1.4 kms of frontage to Barton Road prior to a 2019 subdivision (your ref. PLN18-0220, 27/003/822).

It appears a wider fee simple strip is possible, which would still be clear of the WC on proposed Lot 1. 12 metres is indicated below, but 15 metres may also be possible.



Would a 12- or 15-metre-wide fee simple strip for the Balance be sufficient under Council's planning provisions to cater for access to Barton Road should separate access (other than that to be provided by the right-of-way over Lot 1) be required? Such an access could be for larger agricultural machinery associated with the current use of the property or for future development of the property. It is noted the existing property access is approx. 12.5 metres wide, including the rocks on either side.

It remains the opinion/recommendation of this Department that:

- the Balance must retain a sufficient shared boundary with Barton Road to allow for construction of a separate access for larger vehicles associated with the current agricultural use of the property or for possible future development purposes should such an access be desired/required in the future. The fee simple strip for the Balance is to be of a suitable width (having regard to true property boundaries) to accommodate this. Five metres is not considered adequate for approx. 85 ha. of agricultural land that currently has an access over double that width. The Midland Highway is a declared limited access road and public road frontage to and access/future access via the lower road in the hierarchy must be retained for the Balance.

- It is understood the illegal access along the Midland Highway boundary of proposed Lot 1 has been closed by fencing (although the support structures for the gate that was removed are still in situ). All access to proposed Lot 1 is to be via Barton Road only and this is to be a condition of any subdivision approval issued. Proposed Lot 1 has no legal right of access to the Midland Highway

and, therefore, the Midland Highway is not, in this instance, a public road for the purposes of providing frontage for or access to that lot. Public road frontage and legal access for proposed Lot 1 is to and via Barton Road only. An appropriately worded covenant restricting access to Barton Road only for proposed Lot 1 is to be included in the created Schedule of Easements.

If you have any queries, or require clarification, please do not hesitate in contacting me.

I would be grateful to receive notification, if possible, on the outcome of/Council's decision on this application.

Yours sincerely

Georgina Skeggs

Georgina Skeggs | Senior Project Officer, Property Assets
Asset Management Branch | State Roads Division | Department of State Growth
Level 2, 4 Salamanca Place, Hobart, 7000 | GPO Box 536, Hobart, 7001

From: Skeggs, Georgina
Sent: Wednesday, 25 June 2025 5:16 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: RE: Referral to Department of State Growth of Planning Application PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest

Hi Sylvia

Thanks for getting back to me. I'll 'phone Rebecca tomorrow.

Kind regards
Georgina

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Wednesday, 25 June 2025 3:34 PM
To: Skeggs, Georgina
Subject: RE: Referral to Department of State Growth of Planning Application PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest

Hi Georgina,
Thanks for that info. The lady to talk to is Rebecca Green and she will be here tomorrow. I will forward your email on to her for thought and a response.

Kind regards

Sylvia Goldspink

| Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: | W: www.northernmidlands.tas.gov.au
Tasmania's Historic Heart
employer of choice

From: Skeggs, Georgina
Sent: Wednesday, 25 June 2025 3:07 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: RE: Referral to Department of State Growth of Planning Application PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest

ATTENTION: Sylvia Goldspink

Hello Sylvia

I apologise for the delay in getting back to you – This revised proposal has not long been with me. I tried 'phoning NMC (6397 7303) a couple of times this afternoon, but there is no answer. I'll keep trying.

In the meantime, there are still concerns about the public road frontage proposed for the Balance, i.e., being 5 metres direct, which is unlikely to be adequate for access, and 8 metres via a right-of-way. It is considered that neither of these would be satisfactory for any future development that may be proposed on the Balance, thus putting pressure on direct access to the Midland Highway. It is not clear why proposed Lot 1 will have the majority of frontage to Barton Road rather than the Balance having that frontage, with a right-of-way for proposed Lot 1, the smaller of the two lots, over the Balance.

I realise we are likely outside the statutory timeframe for responding, but I would still like to have a chat with you about this revised proposal and provide something to you for your file.

Kind regards
Georgina

Georgina Skeggs | Senior Project Officer, Property Assets
Asset Management Branch | State Roads Division | Department of State Growth
Level 2, 4 Salamanca Place, Hobart, 7000 | GPO Box 536, Hobart, 7001

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Wednesday, 11 June 2025 10:47 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: FW: Referral to Department of State Growth of Planning Application PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest TAS 7211

Good Morning,

Could we please have your comments on the above referral.
Kind regards
Sylvia Goldspink

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

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From: NMC Planning
Sent: Thursday, 22 May 2025 1:43 PM
To: Development@stategrowth.tas.gov.au
Subject: Referral to Department of State Growth of Planning Application PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest TAS 7211
22/05/2025
Department of State Growth
Good Afternoon
The following planning application has been received under the *Tasmanian Planning Scheme - Northern Midlands*.

NMC ref no:	PLN-25-0072
Site:	Fairfield, 13790 Midland Highway, Epping Forest TAS 7211
Proposal:	2 Lot Subdivision (Bushfire Prone, Scenic Road Corridor, Heritage Listed Place)
Applicant:	Design to Live
Use class:	Resource Development
Zone:	21.0 Agriculture
Development status:	Discretionary
Notes:	The subject site is in a 80kph zone.

Uploaded to State Growth files is a copy of the application, plans/documentation relating to the proposal. It would be appreciated if you could return any comments, or notification that you do not wish to comment on the application, within fourteen (14) days of the date of this letter. If you have any queries, please telephone Council's Development Services Department on 6397 7301 or e-mail planning@nmc.tas.gov.au
Kind regards
Sylvia Goldspink

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

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Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PLN-25-0072
Council notice date	22/05/2025
TasWater Reference No.	TWDA 2025/00552-NMC
Date of response	26th May 2025
TasWater Contact	David Boyle
Phone No.	

Response issued to

Council name	NORTHERN MIDLANDS COUNCIL
Contact details	Planning@nmc.tas.gov.au
Development details	
Address	13790 MIDLAND HIGHWAY, EPPING FOREST
Property ID (PID)	9183645
Description of development	Subdivision - 2 Lots (CT 177934/1)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
D.J.McCulloch & Associates	1978-2463 / 6324-03DA	24/04/2025	

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

4. 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.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

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.

5. Pipeline easements to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

6. 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 water 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.

DEVELOPER CHARGES

7. Prior to TasWater issuing a Consent to Register a Legal Document the applicant or landowner as the case may be, must pay a developer charge totalling $1,757.00 to TasWater for water infrastructure for 1 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

8. The applicant or landowner as the case may be, must pay a development assessment fee of $242.85 and a Consent to Register a Legal Document fee of $256.99 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.

Advice

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

Developer Charges
For information on Developer Charges please visit the following webpage -
https://www.taswater.com.au/building-and-development/developer-charges

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.

Declaration

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

Tasmanian Heritage Council

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF:	PLN-25-0072
THC WORKS REF:	#8560
REGISTERED PLACE NO:	#4995
FILE NO:	10-47-52 THC
APPLICANT:	Design to Live, Lyndon Stubbs
DATE THC RECEIVED:	6 May 2025
DATE OF THIS NOTICE:	7 May 2025

NOTICE OF NO INTEREST

(*Historic Cultural Heritage Act 1995*)

The Place:	'Fairfield', 13790 Midland Highway, Epping Forest.
Proposed Works:	Subdivision: Subdivide a ~0.837ha land parcel from the south-west side of the Midlands Highway, with access from Barton Road, approximately 3.5km from the Fairfield homestead.

Under s36(3)(a) of the *Historic Cultural Heritage Act 1995* the Tasmanian Heritage Council provides notice that it has no interest in the discretionary permit application because the proposed heritage works are consistent with what is eligible for a Minor Works Approval under Section 5.2 of the *Works Guidelines*.

A Minor Works Approval need not be issued where a discretionary planning permit is issued.

The planning authority is required to notify the Heritage Council of its determination of this application, or if a discretionary planning is no longer required, or the application is withdrawn, in which case an application must be made to the Heritage Council for a Minor Works Approval in order to obtain heritage approval.

Any further information provided in relation to the application must be forwarded to the Tasmanian Heritage Council as soon as practicable (and in any event within 5 days), and a new Notice may be issued if the proposed works are no longer considered to be exempt.

Please contact the undersigned on 1300 850 332 if you would like to discuss any matters relating to this application or this notice.

Chris Bonner
Regional Heritage Advisor – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Friday, 30 May 2025 2:24 PM
To: NMC Planning
Subject: RE: Referral_-_TasNetworks PLN25-0072 13790 Midland Hwy Epping Forest - CN25-112155

Hi Sylvia,

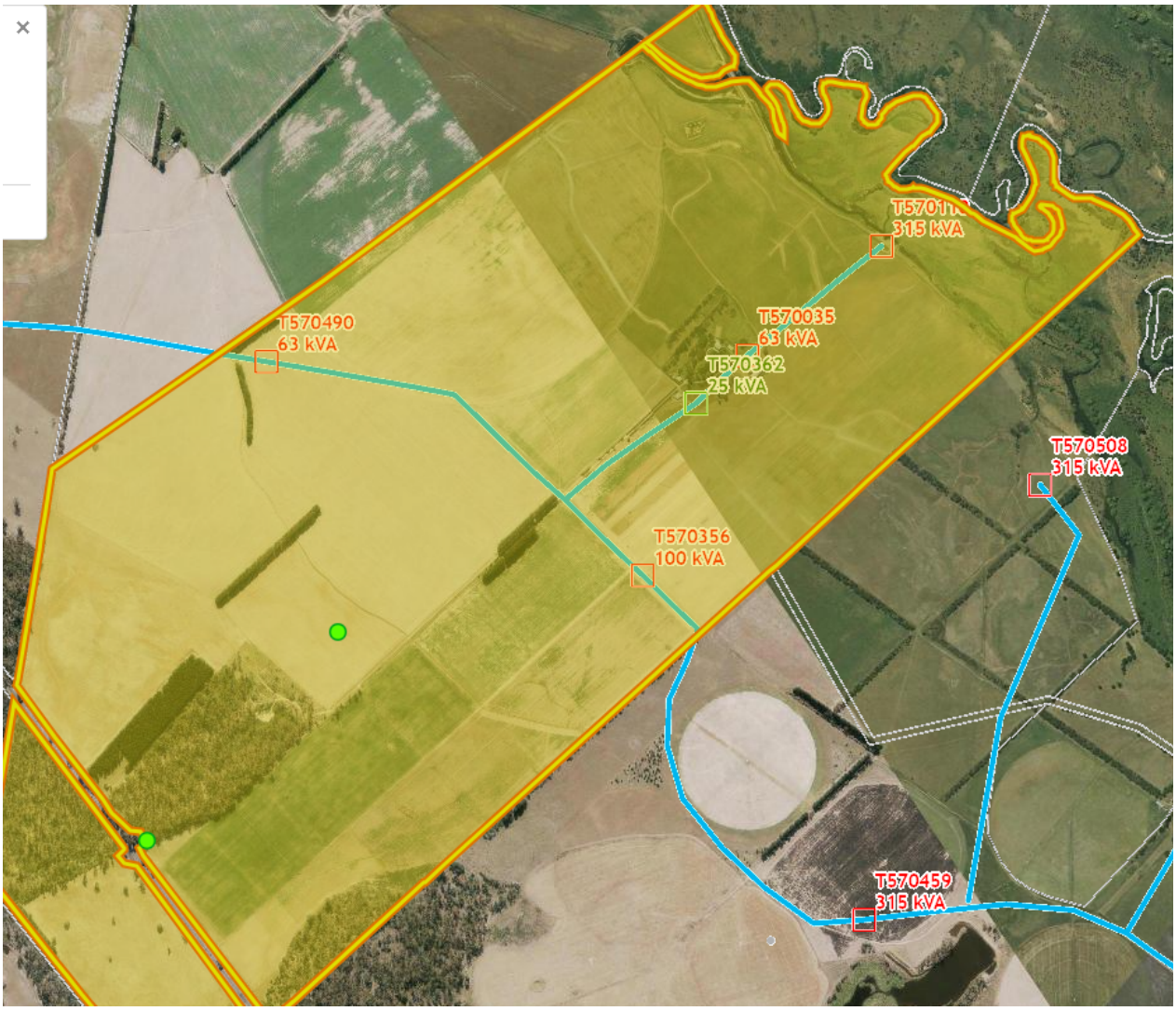
Thank you for your email on 22/05/2025 referring to the above development.

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

TasNetworks has Statutory Deemed easements over the balance lot for distribution assets. Further information regarding Easements can be found on the TasNetworks website: https://www.tasnetworks.com.au/easements. These will be required to be maintained.

As with any subdivision, consideration should be given to the electrical infrastructure required to ensure electrical separation is maintained between the 2 lots as per the TasNetworks Service & Installation Rules.

It is recommended that the customer or their electrician contact TasNetworks on 1300 137008 if they have any questions regarding an upgrade they may require to their electricity supply due to this development.



Kind Regards,
Shehan.

Shehan Mendis
Customer Relationship Specialist

P
E
1–7 Maria St, Lenah Valley 7008
PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au

@TasNetworks

/TasNetworks

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Thursday, 22 May 2025 1:54 PM
To: Council Referrals <Council.Referrals@tasnetworks.com.au>
Subject: Referral_-_TasNetworks PLN25-0072 13790 Midland Hwy Epping Forest - CN25-112155

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Emails from this user are not from within TasNetworks. Be careful with links and requests for information or action and consider reporting it via the "Report Suspicious" button to be extra safe!

Report Suspicious

Good Afternoon

Please see referral for your action. This is a new application, resubmitted from previous that didn't have the correct information.

Kind regards

Sylvia Goldspink
| Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: | W: www.northernmidlands.tas.gov.au
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Rosemary Jones

From: Property Team <PropertyTeam@tasrail.com.au>
Sent: Wednesday, 28 May 2025 1:29 PM
To: NMC Planning
Subject: Referral to TasRail - PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest
Attachments: May 2024 - OPERATIONAL Lines.docx

Follow Up Flag: Follow up
Flag Status: Completed

Afternoon,

Your Reference: PLN-25-072 – 13790 Midland Highway, Epping Forest, TAS, 7211

Thank you for notifying TasRail of the above planning application.

TasRail has reviewed the available documentation and confirms it has no objection to the proposal.

TasRail requests a copy of the attached TasRail Standard Notes be included with any permits issued by Council to inform applicants about matters related to building on land adjoining an operational rail corridor.

Kind regards

Mel

Mel Axford

Property, Legal and Compliance Manager | Property

11 Techno Park Drive, Kings Meadows, Tasmania, 7249

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



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From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Thursday, 22 May 2025 2:00 PM

To: Property Team <PropertyTeam@tasrail.com.au>
Subject: Referral to TasRail - PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest

CAUTION: This message originated outside of the TasRail network. Be cautious with links and attachments.

22/05/2025

Referral to TasRail - PLN-25-0072 - Fairfield, 13790 Midland Highway, Epping Forest
under *Land Use Planning and Approvals Act 1993*

Land Manager
Tasmanian Railway Pty Ltd

Please note that the following application, which is within 50m of the railway line, has been received:
Ref no: PLN-25-0072
Site: Fairfield, 13790 Midland Highway, Epping Forest
Proposal: 2 Lot Subdivision (Bushfire Prone, Scenic Road Corridor, Heritage Listed Place)

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

This application is being advertised this Saturday 24/5/25. During the public exhibition period, written representations may be made to the General Manager, PO Box 156, Longford, Tasmania 7301 or e-mailed to planning@nmc.tas.gov.au

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

Date of notice under s57 of
Land Use Planning & Approvals Act 1993: 22 May 2025

Kind regards

Sylvia Goldspink
| Northern Midlands Council
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NORTHERN MIDLANDS COUNCIL

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

The Proposal

Description of proposal:

Solid Southern side fence to 1.8m in hight to street frontage and solid front fence to 1.8m high for privacy, neighbour hood harmony + for the security of our children + pets in their outdoor play area at the front of the house

Driveway construction material:

The Land

Site address:	32 Archer Street Cressy
Title reference:	C/T: 54895/8
Existing buildings on site:	
Existing use of site:	

Applicant justification of any variation/discretion to the *Tasmanian Planning Scheme – Northern Midlands*

the List

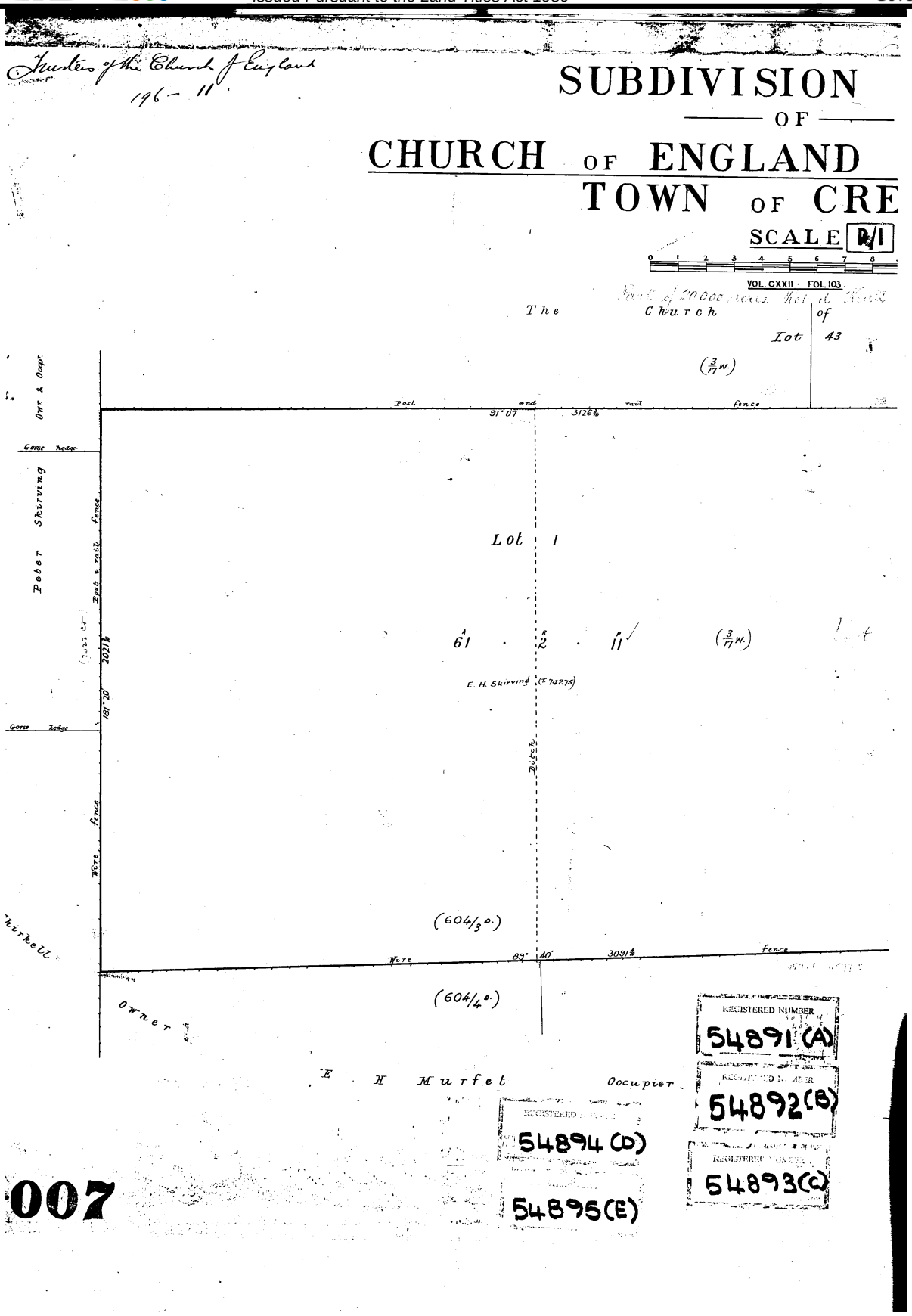
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Exhibited

Tasmanian Government



the List

FOLIO PLAN

RECORDER OF TITLES

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Exhibited

Tasmanian Government

ON PLAN

2001

ND GLEBE LAND
CRESSY

E R/1

10 CHAINS

of England

43

Lot 2

Lot 3

WILLIAM ST. 50 FT. WIDE

WILSON STREET 50 FT. WIDE

LONGFORD TO MAIN RD

ARCHER ST.

KING ST.

Public Hall

F. Jones Ow.

F. Lee

J.A. Jones Ow.

Waddingham Bros Ow.

REGISTERED NUMBER
54891 (A)

54892 (B)

54893 (C)

54894 (D)

54895 (E)

Start of survey 20 . 2 . 29

Finish of survey 2 . 3 . 29

Error of close , see sheets

Sheets on Board. A.H.

I, JOSEPH WILKS, of Launceston, Authorised Surveyor of Tasmania, do solemnly and sincerely declare that this plan has been made from surveys executed by me or under my own personal supervision, inspection, and field check, and that both plan and survey are correct, and have been made in accordance with the by-laws of the Surveyors' Board, dated 1st May, 1913.
And I make this solemn declaration by virtue of Section 132 of "The Evidence Act, 1910."

Wilks
Authorised Surveyor.

Declared at Launceston this second day of March 1929 before me.

Justice of the Peace.

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	Base data from theLIST, © State of Tasmania. For actual boundaries refer Title Plan. Base image by TASMAP, © State of Tasmania Where shown, aerial photography is indicative only and should not be used as an accurate comparison of title boundaries. Where shown, underground services are diagrammatic only. Actual location of services are to be confirmed on site.		4/06/2025 1:200	N

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NORTHERN MIDLANDS COUNCIL

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

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The Proposal	
Description of proposal:	Establishment of a retail tenancy involving the construction of a building and associated development and works, including the provision of vehicular access, parking and signage.
Driveway construction material:	Paved and sealed surface (material to be determined)

The Land	
Site address:	92 Main Street, Cressy
Title reference:	C/T: 46542/1
Existing buildings on site:	Dwelling and associated outbuildings
Existing use of site:	Single dwelling

Applicant justification of any variation/discretion to the *Tasmanian Planning Scheme – Northern Midlands*

See accompanying Planning Report and Parking Assessment Report

FOLIO PLAN

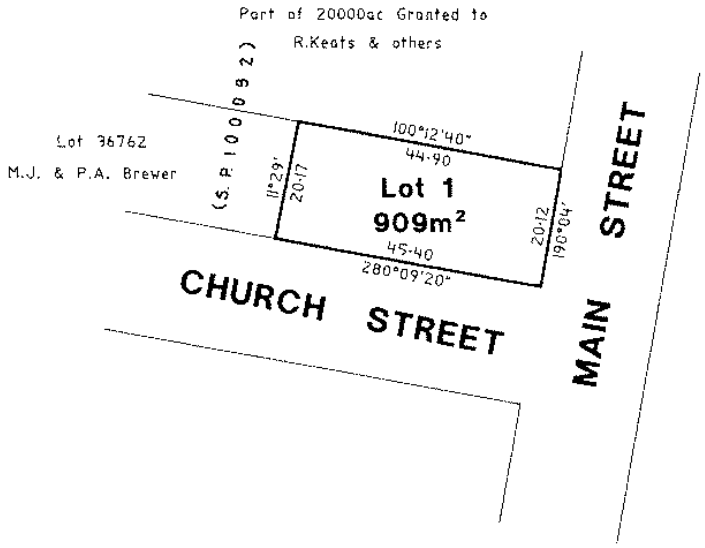
RECORDER OF TITLES

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Exhibited

Tasmanian Government

Owner:	PLAN OF TITLE of land situated in the TOWN OF CRESSY	Registered Number D.46542
Title Reference:		
Grantee: Whole of Lot 41025 Gtd.to Donald Charles Brown and Aileen Joyce Brown	COMPILED FROM P 4750 LO SCALE 1: 800 MEASUREMENTS IN METRES	Approved Recorder of Titles



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Planning Report

Retail Development

92 Main Street, Cressy



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Document Control Record

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Document Control					
Report Title:	Planning Report				
Project Number:	25.074	**Project Name:**	Retail Development – 92 Main Street, Cressy		
Client:	Damian Bennett		**Client Contact:**		
Revision:	**Date:**	**Revision details:**	**Prepared by:**	**Reviewed by:**	
0	28/05/2025	Application Lodgement	Ashley Brook		
Current revision:	**0**				

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1. Introduction

6ty° has been engaged to prepare a planning permit application ("application") to the Northern Midlands Council ("Council") planning authority for a proposed retail development at 92 Main Street, Cressy.

1.1 Purpose of the Report

This Planning Report has been prepared to provide a description of the proposal and a consideration of the provisions and standards in the *Tasmanian Planning Scheme – Northern Midlands* ("Planning Scheme").

1.2 Planning Overview

The matters summarised in Table 1 are described in greater detail throughout this Planning Report.

Table 1 – Overview of the Site and Applicable Planning Scheme Controls

Address:	92 Main Street, Cressy	
Property Identification Number ("PID"):	6750339	
Certificate of Title ("CT"):	**Volume**	**Folio**
	46542	1
Owners:	Damian Alston Bennett	
Area:	909m^2	
Planning Instrument:	*Tasmanian Planning Scheme - Northern Midlands*	
Applicable Zone:	Local Business	
Applicable Overlay:	Airport Obstacle Limitation Area	
Applicable Codes:	Signs Parking and Sustainable Transport Road and Railway Assets	
Applicable General Overlay:	Cressy Specific Area Plan	
General Provisions:	Nil	
Proposed Use:	General Retail and Hire	
Proposed Development:	Construction of a building and associated development and works including the provision of vehicular access, parking and signage	
Application Status:	Discretionary	

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1.3 Accompanying Plans and Documents

This Planning Report accompanies the proposal plans and other documentation prepared by **6ty°** that are listed in Tables 2 and 3. This report should be read in conjunction with these documents.

Table 2 – Current Proposal Plans

Drawing Title	Project Number	Drawing Number	Revision	Date
Location Plan	25.074	Ap001	004	28/05/2025
Site Plan	25.074	Ap002	004	28/05/2025
Floor Plan	25.074	Ap003	004	28/05/2025
Elevations	25.074	Ap004	004	28/05/2025

Table 3 – Accompanying Assessment

Assessment Title	Project Number	Issue	Date
Parking Assessment Report	25.074	2	28/05/2025

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2. Location

2.1 Site Details

The site is located at 92 Main Street, Cressy (PID 6750339), which is a single lot comprised in CT 46542/1. It is within a Local Business Zone.

The eastern boundary of the site has a length of 20.12m and abuts Main Street. Its southern boundary has a length of 45.4m and abuts Church Street.

As identified in Figure 1, the site is generally rectangular in shape. It has an area of 909m^2.

Figure 1 – Aerial Image Encompassing the Site and Surrounding Area[1]



[1] Source: Base image and data from TheLIST (www.thelist.tas.gov.au) © State of Tasmania.

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2.2 Site Characteristics

2.2.1 Existing Land Use

The site contains an existing weatherboard single dwelling, together with associated outbuildings and a driveway at the rear. The dwelling is setback approximately 11.5m from the Main Street frontage and 6.7m from the Church Street frontage.

2.2.2 Topography

The site is relatively level. It has an existing ground levels, relative to the Australian Height Datum ("AHD"), that vary between 162.5m in the south-west corner and 163.5m in the north-east corner.

2.2.3 Natural Assets and Hazards

The site is located within the rural township of Cressy. It has previously been cleared of native vegetation and comprises highly modified land. The maps that form part of the Northern Midlands Local Provisions Schedule ("LPS") of the Planning Scheme do not show any overlays associated with any natural assets at the site.

Additionally, the site is not shown as being subject to any overlays associated with natural hazards.

2.2.4 Heritage

The site does not form part of a listing to which the Local Historic Heritage Code of the Planning Scheme applies, or a place entered on the Tasmanian Heritage Register.

2.2.5 Service Infrastructure

Road Network

Main Street

Main Street is an arterial road administered by the Department of State Growth. It has a pavement width of 11m, providing for parallel parking on both sides. It also has footpaths on both sides of the road.

Church Street

Church Street is a local road administered by Council's road authority. It has a pavement width of 14m, providing for parallel parking on both sides.

The site is serviced by an existing vehicle crossing in Church Street, which is associated with the driveway to the rear of the dwelling.

Hydraulic Services

The site is serviced by reticulated water supply, sewerage and stormwater infrastructure. It has a connection to a water main located in Main Street. Sewer mains are located within the adjoining property to the west, and on the southern side of Church Street. Stormwater infrastructure is located within the road reservation.

Other Services

The site is also serviced to electricity and telecommunications infrastructure. Overhead powerlines are located on the western side of Main Street, directly adjacent to the site.

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2.3 Surrounding Area

The adjoining properties to the north and west contain single dwellings and associated outbuildings. The property to the north is within a Local Business Zone, and the property to the west is within a General Residential Zone. The properties directly opposite in Main Street each contain single dwellings and are zoned Local Business. The property directly opposite in Church Street is Bartholomew Park and is zoned Open Space.

The surrounding properties along Main Street include a convenience to the south-east of Bartholomew Park, fire station to the north-east of the site and a bakery and hotel further to the north.

A zoning map encompassing the surrounding area, and land slightly further afield, is provided in Figure 2.

Figure 2 – Zoning Map Encompassing the Site and Surrounding Area[2]



[2] Source: Base image and data from TheLIST (www.thelist.tas.gov.au) © State of Tasmania.

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3. Proposal

3.1 Proposed Use

It is proposed to establish a retail tenancy on a part of the site. The existing single dwelling and associated outbuildings and driveway will be retained.

3.2 Proposed Development

The establishment of the proposed use will involve the construction of a building and associated development and works, including the provision of vehicular access, parking and signage.

3.2.1 Retail Building

The proposed building encompass a rectangular footprint of 8.2m x 8.05m and a floor area of 66m^2 over a single-level. It is required to have sufficient clearance from the overhead powerlines directly adjacent to the site. Therefore, it will have a frontage setback of 2.56m from Main Street. Its frontage setback from Church Street will be 310mm.

The internal layout of the building will comprise a primary retail area, with associated spaces including a storage room and staff amenities.

The building exterior will include lightweight wall cladding. It will include powder-coated aluminium windows facing Main Street and Church Street and a doorway facing to the rear. The roof will have a 15° pitch and will be metal clad. It will have a maximum building height of 5.657m.

3.2.2 Vehicular Access

A new vehicle crossing, with a width of 5.8m, is proposed in Church Street to service the proposed retail tenancy.

3.2.3 Car Parking

A single car parking space is proposed on-site, which will be designated for parking by persons with a disability. This will be provided directly adjacent to the doorway at the rear of the building. It will be accessed from a new, relatively short driveway extending from Church Street. The driveway will have a width of 6.8m within the site.

3.2.4 Signage

The proposed development includes two building fascia signs, will face Main Street and Church Street. The signs will have a vertical dimension of 400mm and a horizontal dimension of 5.575m.

Additionally, a signage film is proposed to be installed on the window facing Main Street.

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4. Planning Controls

4.1 Categorisation of Use

A proposed use or development is required to be categorised into one of the use classes described in Table 6.2 of the Planning Scheme.

The proposal is for a retail tenancy. The General Retail and Hire use class most specifically describes the proposed use and development. Its definition is reproduced below.

> ***General Retail and Hire***
>
> *use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket.*

4.2 General Provisions

There are no General Provisions in Clause 7.0 of the Planning Scheme that area applicable to the application.

4.3 Local Business Zone

The Bulky Goods Sales use class is identified as **no permit required** in Clause 14.2 Use Table of the zone provisions in the Planning Scheme.

However, the assessment which follows identifies that the proposal relies on performance criteria to demonstrate compliance with applicable standards in the zone and code provisions. The application therefore seeks a **discretionary** permit in accordance with Clause 6.8.1 of the Planning Scheme and Sections 51 and 57 of the *Land Use Planning and Approvals Act 1993*.

4.3.1 Use Standards

Standard		Assessment	Compliance
14.3.1 All uses			
A1	*Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	The application does not seek approval for the proposed retail use to operate beyond the hours of operation that are specified in this acceptable solution.	Complies with Acceptable Solution

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Standard		Assessment	Compliance
14.3.1 All uses			
A2	*External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must:* *(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and* *(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.*	It is anticipated that the proposed retail use will operate during daylight hours. Therefore, the application does not seek approval for external lighting to operate beyond the hours of operation that are specified in this acceptable solution. Any security lighting in operation outside the operating hours of the use will be appropriately baffled so that direct light does not extend into the adjoining residential-zoned land to the west.	Complies with Acceptable Solution
A3	*Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	The application does not seek approval for commercial vehicles movements associated with the proposed use, including unloading and loading activities, to occur beyond the permitted hours that are specified in this acceptable solution.	Complies with Acceptable Solution
14.3.2 Discretionary use			
A1	*No Acceptable Solution.*	The proposal does not involve a discretionary use.	Not Applicable
A2	*No Acceptable Solution.*	The proposal does not involve a discretionary use.	Not Applicable
14.3.3 Retail impact			
A1	*The gross floor area for Bulky Goods Sales and General Retail and Hire uses must be not more than 250m² per tenancy.*	The proposed retail use will have a floor area of 66m^2.	Complies with Acceptable Solution

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4.3.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
14.4.1 Building height			
A1	*Building height must be not more than 9m.*	The maximum height of the proposed building will be 5.657m.	Complies with Acceptable Solution
14.4.2 Setbacks			
A1	*Buildings must be:* *(a) built to the frontage at ground level; or* *(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.*	The proposed building will have setbacks of 2.56m from the Main Street frontage and 310mm from the Church Street frontage. The proposed frontage setbacks are less than the setbacks of the buildings on the adjoining properties.	**Relies on Performance Criteria**
A2	*Buildings must have setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone of not less than:* *(a) 4m; or* *(b) half the wall height of the building,* *whichever is the greater.*	The relevant side boundary setback requirement is 4m. The proposed building will be located in the eastern part of the site. It will have an approximate setback distance of 34m from the western boundary, with adjoins land within a General Residential Zone.	Complies with Acceptable Solution
A3	*Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone.*[3]	The proposed building will not be located within 10m of the adjoining General Residential-zoned land. Additionally, therefore, the exemption for air conditioners and heat pumps applies in accordance with item (c) in Table 4.6.11.	Complies with Acceptable Solution
14.4.3 Design			
A1	*New buildings must be designed to satisfy all the following:* *(a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places;*	Mechanical plant and other service infrastructure will be suitably located, noting the abovementioned exemption that applies for air conditioners and heat pumps	**Relies on Performance Criteria**

[3] In accordance with Clause 4.6.11, an exemption for air conditioners and heat pumps applies in the Local Business Zone.

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Standard		Assessment	Compliance
14.4.3 Design			
	(b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;	The proposed single-level building does not include this type of mechanical plant or infrastructure.	
	(c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places;	The proposal does not include security shutters or grilles over external window or door openings.	
	(d) provide external lighting to illuminate external vehicle parking areas and pathways.	Given that the use will operate predominantly during daylight hours, the proposal does not include external lighting for the parking area on-site.	
A2	*New buildings or alterations to an existing façade must be designed to satisfy all of the following:*		**Relies on Performance Criteria**
	(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;	The pedestrian entrance on the western wall of the proposed building will be located near the Church Street frontage and will therefore be visible from the road.	
	(b) if for a ground floor level façade facing a frontage:	The window facing Main Street will constitute 23.5% of the total surface area of this façade.	
	(i) have not less than 40% of the total surface area consisting of windows or doorways; or	The window facing Church Street will constitute 63.5% of the total surface area of this façade.	
	(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;		
	(c) if for a ground floor level façade facing a frontage must:	The blank wall section facing Main Street will constitute 58% of the total length of this façade.	
	(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or	The Church Street façade will not include any continuous blank wall section exceeding 30% of its total length. Glazing will constitute 89.5% of the length of this façade.	
	(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and		

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Standard		Assessment	Compliance
14.4.3 Design			
	(d) *provide awnings over a public footpath if existing on the site or on adjoining properties.*	There are no awnings over a public footpath existing on the site or on adjoining properties. The acceptable solution requirement therefore does not apply.	
14.4.4 Fencing			
A1	*No Acceptable Solution*[4].	The application does not seek approval for the provision of fencing.	Not Applicable
A2	*Common boundary fences with a property in a General Residential Zone, Inner Residential Zone or Low Density Zone, if not within 4.5m of a frontage*[5]*, must:* *(a) have a height above existing ground level of not more than 2.1m; and* *(b) not contain barbed wire.*	The proposal does not involve a common boundary fence with any property within a residential zone.	Not Applicable
14.4.5 Outdoor storage areas			
A1	*Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.*	The proposal does not involve any outdoor storage areas.	Not Applicable
14.4.6 Dwellings			
A1	*A dwelling must have private open space that has an area not less than:* *(a) 24m² with a minimum horizontal dimension of not less than 4m; or* *(b) 8m² with a minimum horizontal dimension not less than 1.5m, if the dwelling is located wholly above ground floor level.*	The existing dwelling will retain private open space with sufficient area and dimensions, clear of the driveway, at the rear of the site.	Complies with Acceptable Solution
A2	*Each dwelling must be provided with a dedicated and secure storage space of not less than 6m³.*	The proposal will not affect the storage space associated with the existing dwelling.	Not Applicable

4.3.3 Development Standards for Subdivision

The standards do not apply because the proposal does not involve a subdivision.

[4] In accordance with Clause 4.6.3 (a), an exemption applies for frontage fences in the Local Business Zone subject to meeting the relevant requirements.

[5] In accordance with Clause 4.6.4 (a), an exemption applies for other fences in the Local Business Zone subject to meeting the relevant requirements.

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4.4 Code Applicability Overview

The applicability of the codes in the Planning Scheme is considered below.

Clause	Code Application	Assessment	Applicability
C1.0	**Signs Code**		
C1.2.1	*Unless otherwise stated in a particular purpose zone, this code applies to all development for signs, unless the following clauses apply:* *(a) C1.4.2; or* *(b) C1.4.3.*	The proposed development will include the provision of two building fascia signs and one window sign.	**Applicable**
C2.0	**Parking and Sustainable Transport Code**		
C2.2.1	*Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.*	The code requires consideration in relation to all use or development.	**Applicable**
C3.0	**Road and Railway Assets Code**		
C3.2.1	*This code applies to a use or development that:*		
	(a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;	The proposed use will result in additional traffic generation.	**Applicable**
	(b) will require a new vehicle crossing, junction or level crossing; or	The proposed use and development includes a new vehicle crossing in Church Street.	**Applicable**
	(c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.	The proposal does not involve a subdivision or sensitive use, and the site not within a road or railway attenuation area.	Not Applicable
C4.0	**Electricity Transmission Infrastructure Protection Code**		
C4.2.1	The code has applicability to specified developments within an electricity transmission corridor, communications station buffer area or substation facility buffer area.	The site is not shown within an electricity transmission corridor, communications station buffer area or substation facility buffer area on the Northern Midlands LPS overlay maps.	Not Applicable

Exhibited

Clause	Code Application	Assessment	Applicability
C5.0	**Telecommunications Code**		
C5.2.1	*Unless otherwise stated in a particular purpose zone, this code applies to all development for telecommunication facilities.*	The proposal does not involve a telecommunications facility.	Not Applicable
C6.0	**Local Historic Heritage Code**		
C6.2.1	This code has applicability to development within a local heritage place, local heritage precinct, local historic landscape precinct, excavation within a place or precinct of archaeological potential or lopping, pruning, removal or destruction of a significant tree.	The site is not included in the list of local heritage places in the Northern Midlands LPS, does not form part of a local heritage precinct, local historic landscape precinct or a place or precinct of archaeological potential and does not contain a significant tree (as listed).	Not Applicable
C7.0	**Natural Assets Code**		
C7.2.1	This code has applicability to development within a waterway and coastal protection area or future coastal refugia area, or a priority vegetation area if within specified zones (excludes the Light Industrial Zone).	The site is not shown within a waterway and coastal protection area, future coastal refugia area or priority vegetation area on the overlay maps.	Not Applicable
C8.0	**Scenic Protection Code**		
C8.2.1	This code has applicability to development within a scenic protection area or scenic road corridor if within specified zones (excludes the Local Business Zone).	The site is not shown within a scenic protection area or scenic road corridor on the overlay maps, and in any event is zoned Local Business.	Not Applicable
C9.0	**Attenuation Code**		
C9.2.1	*This code applies to:*		
	(a) activities listed in Tables C9.1 and C9.2;	The proposal does not involve an activity listed in Tables C9.1 and C9.2 of the code.	Not Applicable
	(b) sensitive uses; and	The proposal does not involve the establishment, or intensification, of a sensitive use.	Not Applicable
	(c) subdivision if it creates a new lot where a sensitive use could be established, within an attenuation area.	The proposal does not involve a subdivision.	Not Applicable

Exhibited

Clause	Code Application	Assessment	Applicability
C10.0	**Coastal Erosion Hazard Code**		
C10.2.1	*This code applies to:* *(a) use and development of land within a coastal erosion hazard area; or* *(b) development identified in a report, that is lodged with an application, or required in response to a request under section 54 of the Act, as located on an actively mobile landform within the coastal zone.*	The site is not shown within a coastal erosion hazard area on the overlay maps. The site is not located on an actively mobile landform within the coastal zone.	Not Applicable Not Applicable
C11.0	**Coastal Inundation Hazard Code**		
C11.2.1	*This code applies to use and development of land within a coastal inundation hazard area.*	The site is not shown within a coastal inundation hazard area on the overlay maps.	Not Applicable
C12.0	**Flood-Prone Areas Hazard Code**		
C12.2.1	*This code applies to development of land within a flood-prone hazard area.*	The site is not shown within a flood-prone hazard area on the overlay maps.	Not Applicable
C13.0	**Bushfire-Prone Areas Code**		
C13.2.1	This code has applicability to subdivision or a vulnerable or hazardous use within a bushfire-prone area.	The site is not shown within a bushfire-prone area on the overlay maps.	Not Applicable
C14.0	**Potentially Contaminated Land Code**		
C14.2.1	This code applies to specified uses, including a sensitive use or specified uses in the Passive Recreation and Sports and Recreation use classes, or development on potentially contaminated land.	The site is not known to have been used for any potentially contaminating activity listed in Table C14.2 of the Code, nor is it otherwise known to contain potentially contaminated land.	Not Applicable
C15.0	**Landslip Hazard Code**		
C15.2.1	This code has applicability to use or development within a landslip hazard area.	The site is not shown within a landslip hazard area on the overlay maps.	Not Applicable
C16.0	**Safeguarding of Airports Code**		
C16.2.1	This code has applicability to sensitive use within an airport noise exposure area or development within an airport obstacle limitation area	The site is not shown to be subject to an airport noise exposure area on the overlay maps. It is shown to be subject to an airport obstacle limitation area.	Not Applicable

Exhibited

Clause	Code Application	Assessment	Applicability
C16.0	**Safeguarding of Airports Code**		
C16.4.1	*The following use or development is exempt from this code:* *(a) development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.*	The AHD specified for the site on the relevant airport obstacle limitation area is 490m AHD. The site elevation varies between 162.5m AHD and 163.5m AHD. Therefore, given that the proposed building will have a maximum height of 5.657m, it will be well below the relevant AHD height specified on the overlay maps. The exemption therefore applies, and the code is not applicable.	Not Applicable

4.5 Signs Code

An assessment of the applicable standards in the code is provided below.

4.5.1 Development Standards for Buildings and Works

Standard		Assessment	Compliance
C1.6.1	**Design and siting of signs**		
A1	*A sign must:* *(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and* *(b) meet the sign standards for the relevant sign type set out in Table C1.6,*	The Local Business Zone is an applicable zone for the building fascia and window sign types, as set out in Table C1.6. Table C1.6 specifies the following requirements for building fascia signs: *Must:* *(a) not project above, or below, the fascia of the building;* *(b) not exceed two thirds the depth of the fascia and must not exceed 1m in vertical dimension; and* *(c) not project more than 200mm from the vertical face of the fascia.* The proposed signs will not project above or below the relevant fascias above the windows facing Main Street and Church Street.	**Relies on Performance Criteria**

Exhibited

Standard		Assessment	Compliance
C1.6.1 Design and siting of signs			
		The signs will have a vertical dimension of 400mm, however this will be more than two-thirds of the depth of the relevant fascias. The signs will project no more than 200mm from the relevant fascias. Table C1.6 specifies the following requirements for building fascia signs: *Must not occupy more than 25% of each window area.* The proposed sign on the window facing Main Street is proposed to occupy its entire area. This is because the retail area within the building will include shelving across the internal face of the window.	
	excluding for the following sign types, for which there is no Acceptable Solution: *(i) roof sign;* *(ii) sky sign; and* *(iii) billboard.*	The proposal does not include a roof sign, sky sign or billboard.	
A2	*A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.*	The proposed signs will not be located within 2m of the adjoining land that is within a General Residential Zone.	Complies with Acceptable Solution
A3	*The number of signs for each business or tenancy on a road frontage of a building must be no more than:*		Complies with Acceptable Solution
	(a) 1 of each sign type, unless otherwise stated in Table C1.6;	The proposed awning fascia signs will face separate frontages, and the window sign will face one frontage only.	
	(b) 1 window sign for each window;	The proposed development includes a single window sign.	
	(c) 3 if the street frontage is less than 20m in length; and	The frontages of the site are greater than 20m in length.	

Exhibited

Standard		Assessment	Compliance
C1.6.1 Design and siting of signs			
	(d) 6 if the street frontage is 20m or more, *excluding the following sign types, for which there is no limit:* *(i) name plate; and* *(ii) temporary sign.*	The proposed development includes less than 6 signs adjacent to each frontage. The proposal does not include a name plate or temporary sign.	
C1.6.2 Illuminated signs			
A1	*No Acceptable Solution.*	No illuminated signage is proposed.	Not Applicable
A2	*An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.*	No illuminated signage is proposed.	Not Applicable
C1.6.3 Third party			
A1	No Acceptable Solution.	No third-party signage is proposed.	Not Applicable

4.6 Parking and Sustainable Transport Code

An assessment of the applicable standards in the code is provided below.

4.6.1 Use Standards

Standard		Assessment	Compliance
C2.5.1 Car parking numbers			
A1	*The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:*	As identified in the accompanying Parking Assessment Report, the proposed use requires the provision of three on-site car parking spaces. The proposed development includes one parking space within the site for the retail tenancy. The following consideration of matters (a) to (d) identifies that they do not apply.	**Relies on Performance Criteria**

Exhibited

Standard		Assessment	Compliance
C2.5.1 Car parking numbers			
	(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;	There is no parking plan for the area adopted by Council. This matter is therefore not applicable to the assessment.	
	(b) the site is contained within a parking precinct plan and subject to Clause C2.7.	The site is not shown within a parking precinct plan on the overlay maps. It is therefore not subject to the associated provisions in Clause C2.7. This matter is not applicable to the assessment.	
	(c) the site is subject to Clause C2.5.5; or	Clause C2.5.5 deals with the number of car parking spaces within the General Residential Zone and Inner Residential Zone. The proposal will not be in either of these zones. This matter is therefore not applicable to the assessment.	
	(d) it relates to an intensification of an existing use or development or a change of use where: *…*	The proposal does not involve an intensification of an existing use or development or a change of use. This matter is therefore not applicable to the assessment.	
C2.5.2 Bicycle parking numbers			
A1	*Bicycle parking spaces must:* *(a) be provided on the site or within 50m of the site; and* *(b) be no less than the number specified in Table C2.1.*	Table C2.1 specifies the following requirement for a use or development categorised within the General Retail and Hire use class: *1 space per 100m^2 of floor area.* The proposed use have a floor area of 66m^2 and therefore requires a one bicycle parking space. The formal provision of bicycle parking is not proposed.	**Relies on Performance Criteria**

Exhibited

Standard		Assessment	Compliance
C2.5.3 Motorcycle parking numbers			
A1	*The number of on-site motorcycle parking spaces for all uses must:* *(a) be no less than the number specified in Table C2.4; and* *(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle numbers is maintained.*	The number specified in Table C2.4 is based on the number of car spaces required for a use. The relevant number of car spaces required by Table C2.1 is three. Table C2.4 specifies that there is no requirement for motorcycle parking spaces where the number of car spaces required for a use is between 0-20. The provision of motorcycle spaces is not required or proposed, and it therefore complies with Table C2.4. The proposal does not involve an extension or intensification of an existing use or development.	Complies with Acceptable Solution
C2.5.4 Loading bays			
A1	*A loading bay must be provided for uses with a floor area of more than 1,000m^2 in a single occupancy.*	The floor area of the proposed use and development is less than 1000m^2.	Not Applicable

4.6.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
C2.6.1 Construction of parking areas			
A1	*All parking, access ways, manoeuvring and circulation spaces must:* *(a) be constructed with a durable all weather pavement;* *(b) be drained to the public stormwater system, or contain stormwater on the site; and*	The proposed car parking space and associated driveway will be constructed with a durable all-weather pavement, sealed and drained.	Complies with Acceptable Solution

Exhibited

Standard		Assessment	Compliance
C2.6.1 Construction of parking areas			
	(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.		
C2.6.2 Design and layout of parking areas			
A1	*Parking, access ways, manoeuvring and circulation spaces must either:* *(a) comply with the following:*		Complies with Acceptable Solution
	(i) have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6.	Given the relatively level topography, the proposed car parking space and associated driveway will have a gradient in accordance with the relevant requirements in the Australian Standard.	
	(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;	Given that less than four car parking spaces is proposed, this requirement does not apply. However, the width of the proposed driveway will make it possible for vehicles to enter and exit the site in a forward direction.	
	(iii) have an access with no less than the requirements in Table C2.2;	The proposed driveway width exceeds the 3m required by Table C2.2.	
	(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;	The car parking space will have width and length dimensions that meet the requirements of Table C2.3. A combined access and manoeuvring width of 6.4m is required. The proposed driveway width, within the site, is 6.8m.	
	(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and	The proposed car parking space and associated driveway will not include any vertical obstructions.	

Exhibited

Standard		Assessment	Compliance
C2.6.2 Design and layout of parking areas			
	(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or *(b) comply with Australian Standard AS 2890 Parking facilities, Parts 1-6.*	The proposed car parking space will be delineated by line marking or other clear physical means. The proposal has instead been considered against the requirements in the relevant tables in the code.	
A1.2	*Parking spaces provided for use by persons with a disability must satisfy the following:* *(a) be located as close as practicable to the main entry point to the building;* *(b) be incorporated into the overall car park design; and* *(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6: 2009 Parking facilities, Off-street parking for people with disabilities.*[6]	The proposed car parking space will be designated for use by persons with a disability. The accessible space will be directly adjacent to the doorway at the rear of the proposed building. The overall car park design essentially seeks to provide the accessible space The accessible space has been designed in accordance with the relevant requirements in the Australian Standard.	Complies with Acceptable Solution
C2.6.3 Number of accesses for vehicles			
A1	*The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses,* *whichever is the greater.*	The proposal will include the provision of a second vehicle crossing, associated with the site, in Church Street.	**Relies on Performance Criteria**
A2	*Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	The site is not within the Central Business Zone and is not shown as being in a pedestrian priority street on the maps.	Not Applicable

[6] Requirements for the number of accessible car parking spaces are specified in part D3 of the *National Construction Code 2016*.

Exhibited

Standard		Assessment	Compliance
C2.6.5 Pedestrian access			
A1	*Uses that require 10 or more car parking spaces must:* *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:* *(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or* *(i) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and* *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.*	The provision of one on-site car parking space is proposed. Therefore, there is no requirement for a footpath under this acceptable solution.	Not Applicable
A1.2	*In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.*	Notwithstanding the above, the proposed car parking space will be designated as accessible. Accordingly, a 2-metre-wide pathway is proposed between the parking space (including its associated shared zone) and the rear wall of the building, where the pedestrian entrance is to be located.	Complies with Acceptable Solution

4.7 Road and Railway Assets Code

An assessment of the applicable standards in the code is provided below.

4.7.1 Use Standards

Standard		Assessment	Compliance
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction			
A1.1	*For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:* *(a) a new junction;* *(b) a new vehicle crossing; or* *(c) a new level crossing.*	The proposal does not involve any access to a Category 1 Trunk Road as defined in the State Road Hierarchy or a limited access road declared under the *Roads and Jetties Act 1935*. The adjoining roads are administered by Council's road authority.	Not Applicable

Exhibited

Standard		Assessment	Compliance
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction			
A1.2	*For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*	The proposed vehicle crossing will require consideration by Council's road authority as part of the planning approval process.	**Relies on Performance Criteria**
A1.3	*For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.*	The proposal does not involve the rail network.	Not Applicable
A1.4	*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:* *(a) the amounts in Table C3.1; or* *(b) allowed by a license issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.*	The relevant thresholds specified in Table C3.1 are: • 40 movements per day (on average) for vehicles up to 5.5m in length; and • 5 movements per day (on average) for vehicles greater than 5.5m in length. Annual average daily traffic is defined in Clause C3.3.1 as: *the number of vehicles per day averaged over all days in a calendar year.* It is intended that the retail tenancy will operate five days a week, with reduced trading hours on some days. When vehicle movements are averaged across all days of the week, the annual average daily traffic is estimated to be 20 vehicles per day (equating to 40 vehicle movements). In addition to movements associated with customers and staff, this estimate also accounts for deliveries. Any such movements undertaken by vehicles greater than 5.5 metres in length will average fewer than 5 per day, remaining within the thresholds set out in Table C3.1.	Complies with Acceptable Solution
A1.5	*Vehicular traffic must be able to enter and leave a major road in a forward direction.*	Main Street and Church Street are not identified in the Northern Midlands LPS as being major roads.	Not Applicable

Exhibited

4.8 Cressy Specific Area Plan

A consideration of the standards in the specific area plan is provided below.

4.8.1 Use Standards

There are no use standards in the specific area plan.

4.8.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
NOR-S3.7.1 Residential density for multiple dwellings			
A1	*Multiple dwellings must have a site area per dwelling of not less than 400m^2.*	The proposal does not involve multiple dwellings.	Not Applicable

4.8.3 Development Standards for Subdivision

The standards do not apply because the proposal does not involve a subdivision.

Exhibited

5. Performance Criteria Assessment

5.1 Commercial Zone

5.1.1 Clause 14.4.2 Setbacks – Performance Criteria P1

14.4.2 Setbacks	
Objective: *That building setback:* *(a) is compatible with the streetscape;* *(b) does not cause an unreasonable loss of amenity to adjoining residential zones; and* *(c) minimises opportunities for crime and anti-social behaviour through setback of buildings.*	
Performance Criteria	**Assessment**
P1 *Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:*	The streetscape associated with the site includes buildings with frontage setbacks ranging between 0m and 10m. The proposed building will be setback 2.56m from the Main Street frontage and 310mm from the Church Street frontage.
(a) providing small variations in building alignment to break up long building façades;	The proposed building will have a relatively small footprint of 8.2m x 8.05m meaning it will not have any long façades.
(b) providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping;	The building will be in the south-east corner of the site, forward of the building line of the existing dwelling to be retained. This siting will ensure variation in the frontage setbacks of buildings within the site. The existing dwelling will retain private open space within the frontage setback to Main Street, contributing to passive surveillance of the street.
(c) the avoidance of concealment spaces;	The design and siting of the proposed building avoids the creation of concealment spaces.
(d) the ability to achieve passive surveillance; and	The siting of the proposed building will maintain passive surveillance of both Main Street and Church Street from the existing dwelling. Additionally, the building will include a relatively large window facing Church Street.
(e) the availability of lighting.	Street lights are in Main Street to the north-east and Church Street to the south-west. Matters (a) to (e) are not mandatory requirements that the proposal must satisfy. They are matters to consider in determining compliance with the overarching requirement in the performance criteria. Having regard to these matters, including the design and siting of the proposed building, its frontage setbacks will be compatible with the streetscape and will minimise opportunities for crime and anti-social behaviour. Therefore, the proposal complies with the performance criteria.

Exhibited

5.1.2 Clause 14.4.3 Design – Performance Criteria P1 and P2

14.4.3 Design	
Objective: *That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety, and are compatible with the streetscape.*	
Performance Criteria	**Assessment**
P1 *New buildings must be designed to be compatible with the streetscape, having regard to:*	The proposed building will be compatible with the streetscape, taking account of the considerations outlined below.
(a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places;	For the proposed 66m² building, mechanical plant and other service infrastructure will be relatively minor in scale and appropriately located. As a result, its visual impact will be minimised.
(b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and	The proposed building does not include security shutters or grilles over the windows, nor does it include any lift structure.
(c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.	The retail tenancy will operate predominantly during daylight hours, minimising the need for lighting of the car parking space and associated pathway. It is anticipated that low-level light spill during operating hours will provide sufficient illumination for these areas. The proposal complies with the performance criteria.
P2 *New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:*	The proposed building will be compatible with the streetscape, taking account of the considerations outlined below.
(a) how the main pedestrian access to the building addresses the street or other public places;	The pedestrian entrance on the western wall of the proposed building will be located near the Church Street frontage and will therefore be suitably visible from the road.
(b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;	The windows facing Main Street and Church Street will provide visual interest and contribute to an active frontage. The relatively large window facing Church Street will enhance passive surveillance of the street. In addition, the siting of the proposed building will maintain passive surveillance from the existing dwelling.
(c) providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;	Given the relatively small building footprint, the 4.7-metre blank wall section facing Main Street will be limited in extent. Signage on other parts of this façade will provide visual interest.

Exhibited

Performance Criteria	Assessment
(d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and	The proposed building does not include security shutters or grilles over the windows.
(e) the need for provision of awnings over a public footpath.	There are no existing awnings over a public footpath on-site or on adjoining properties. The building therefore does not need an awning. The proposal complies with the performance criteria.

5.2 Signs Code

5.2.1 Clause C1.6.1 Design and Siting of Signs – Performance Criteria P1.1

C1.6.1 Design and siting of signs	
Objective: *That:* *(a) signage is well designed and sited; and* *(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.*	
Performance Criteria	**Assessment**
P1.1 *A sign must:*	
(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and	The Local Business Zone is an applicable zone for the building fascia and window sign types, as set out in Table C1.6
(b) be compatible with the streetscape or landscape, having regard to:	The proposed signs will be compatible with the streetscape, taking account of the considerations outlined below.
(i) the size and dimensions of the sign;	The site and dimensions of the sign are appropriate having regard to the nature of the building, which will accommodate a retail tenancy.
(ii) the size and scale of the building upon which the sign is proposed;	The proposal includes a relatively limited number of signs. The scale of the signs that are proposed is appropriate to the size and scale of the building.
(iii) the amenity of surrounding properties;	The signage on the Main Street façade will face Local Business–zoned property containing a dwelling located directly opposite. The separation provided by the road reservation, combined with the mixed-use nature of the surrounding area, ensures there will be no unreasonable loss of visual amenity to this adjacent property. The sign on the Church Street façade will face Bartholemew Park. Similarly, there will be no unreasonable loss of visual amenity to this adjacent property.

Exhibited

Performance Criteria	Assessment
(iv) the repetition of messages or information;	The number of proposed signs is relatively limited and will therefore not result in a repetition of messages.
(v) the number and density of signs on the site and on adjacent properties; and	The number of signs is appropriate taking account of the mixed-use nature of the surrounding area.
(vi) the impact on the safe and efficient movement of vehicles and pedestrians.	The proposed signs will be located within the site boundaries and will therefore not impact the safe and efficient movement of vehicles and pedestrians. The proposal complies with the performance criteria.

5.3 Parking and Sustainable Transport Code

5.3.1 Clause C2.5.1 Car Parking Numbers – Performance Criteria P1.1

C2.5.1 Car parking numbers	
Objective: *That an appropriate level of car parking spaces are provided to meet the needs of the use.*	
Performance Criteria	**Assessment**
P1.1 *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;* *(b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;* *(c) the availability and frequency of public transport within reasonable walking distance of the site;* *(d) the availability and frequency of other transport alternatives;* *(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;* *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*	The accompanying Parking Assessment Report includes a consideration of the performance criteria and demonstrates that the proposal complies.

Exhibited

Performance Criteria	Assessment
(g) the effect on streetscape; and *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*	

5.3.2 Clause C2.5.2 Bicycle Parking Numbers – Performance Criteria P1

C2.5.2 Bicycle parking numbers	
Objective: *That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.*	
Performance Criteria	**Assessment**
P1 *Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:*	Table C2.1 specifies that one bicycle parking space is required. The formal provision of bicycle parking is not proposed.
(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and	Given the nature of the proposed use, it is anticipated that some customers may cycle to the site. However, demand for bicycle parking is expected to be low, and visits will generally be of short duration. Informal bicycle parking can occur within the site, which is considered appropriate in this context.
(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.	The proposal does not seek to rely on bicycle parking on other land. Therefore, having regard to matter (a) in particular, the proposal complies with the performance criteria.

5.3.3 Clause C2.6.3 Number of Accesses for Vehicles – Performance Criteria P1

C2.6.2 Design and layout of parking areas	
Objective: *That:* *(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;* *(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and* *(c) the number of accesses minimise impacts on the streetscape.*	
Performance Criteria	**Assessment**
P1 *The number of accesses for each frontage must be minimised, having regard to:*	The proposal includes an additional vehicle crossing in Church Street for the proposed use, which requires consideration against the performance criteria.

Exhibited

Performance Criteria	Assessment
(a) any loss of on-street parking; and	As identified in the accompanying Parking Assessment Report, Church Street has ample width to accommodate on-street parking. Therefore, the impact of the proposed vehicle crossing on such parking will be minimal.
(b) pedestrian safety and amenity;	It is anticipated that traffic generation associated with the proposed use and development will be relatively low. Therefore, proposed vehicle crossing will not have an adverse impact on pedestrian safety and amenity.
(c) traffic safety;	Furthermore, it will not have an adverse impact on traffic safety.
(d) residential amenity on adjoining land; and	The vehicle crossing will be located centrally along the Church Street frontage, with a setback of 20m from adjoining property within a General Residential Zone to the west.
(e) the impact on the streetscape.	The Church Street frontage is relatively wide (45.4m). The provision of a second vehicle crossing, associated with the site, in the road reservation therefore will not have an adverse impact on the streetscape. Therefore, having regard to matters (a) to (e), the proposal complies with the performance criteria.

5.4 Road and Railway Assets Code

5.4.1 Clause C3.5.1 Traffic Generation – Performance Criteria P1

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: *To minimise any adverse effects on the safety and efficiency of the road and rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.*	
Performance Criteria	**Assessment**
P1 *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*	The proposal includes a new vehicle crossing in Church Street for the proposed use, which requires consideration against the performance criteria.
(a) any increase in traffic caused by the use;	As identified in the assessment of acceptable solution requirement A1.4 for the standard, it is anticipated that the number of vehicle movements associated with the proposed use and development will be relatively low. Only part of this traffic will utilise the new vehicle crossing, which will service a single car parking space that will be designated as accessible.

Exhibited

Performance Criteria	Assessment
(b) the nature of the traffic generated by the use;	Traffic that will utilise the new vehicle crossing will predominantly be light vehicles associated with trips to and from the site.
(c) the nature of the road;	Church Street is a local road administered by Council's road authority.
(d) the speed limit and traffic flow of the road;	It has a speed limit of 50km/h and accommodates relatively low traffic volumes.
(e) any alternative access to a road;	Whilst the site currently has a vehicle crossing in Church Street, it will be retained for the existing dwelling also within the site. The proposed development avoids providing vehicle access from Main Street, allowing much of the private open space within that setback to be retained.
(f) the need for the use;	The proposed vehicle crossing will serve an accessible car parking space associated with a use that is supported and encouraged by the Local Business zoning that applies to the site.
(g) any traffic impact assessment; and	A traffic impact assessment is not considered necessary for the proposed use and development, given the anticipated low traffic volumes and the minimal impact on the surrounding road network.
(h) any advice received from the rail or road authority.	The proposed vehicle crossing will be assessed by Council's road authority during the planning process and constructed to meet its standards. Having regard to matters (a) to (e), the proposal complies with the performance criteria.

Exhibited

6. Conclusion

The application seeks planning approval for a proposed retail development at 92 Main Street, Cressy.

This Planning Report demonstrates that the proposal complies with the applicable standards in the provisions for the:

- Local Business Zone;
- Signs Code;
- Parking and Sustainable Transport Code; and
- Road and Railway Assets Code.

This includes the performance criteria in the relevant zone and code provisions listed below.

- Local Business Zone
  - Clause 14.4.2 Setbacks – Performance Criteria P1; and
  - Clause 14.4.3 Design – Performance Criteria P1 and P2.
- Signs Code
  - Clause C1.6.1 Design and siting of signs – Performance Criteria P1.1.
- Parking and Sustainable Transport Code
  - Clause C2.5.1 Car parking numbers – Performance Criteria P1.1;
  - Clause C2.5.2 Bicycle parking numbers – Performance Criteria P1; and
  - Clause C2.6.3 Number of accesses for vehicles – Performance Criteria P1.
- Road and Railway Assets Code
  - Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction – Performance Criteria P1.

The site is within the area that is encompassed by the Cressy Specific Area Plan. However, the provisions for this specific area plan do not apply to the proposed use and development.

It is therefore submitted that a Discretionary permit can be in accordance with Clause 6.8.1 of the Planning Scheme and Sections 51 and 57 of the *Land Use Planning and Approvals Act 1993*.

Exhibited

Planning Report – Parking Assessment

Retail Development

Cressy

Prepared for:

Northern Midlands Council



Exhibited

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Issue	2
Date	28/05/25
Project Name	92 Main Street, Cressy
Project Number	25.074
Author	Mark Walters
Document	Parking Assessment

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2.3 Existing Roads 3
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1.0 Introduction

The proposed development is the construction of a small retail premises of 66 m2 on the front yard of an existing residence, which is to be retained at this time. The proposal does provide a single space for disabled parking on site but otherwise relies on street parking.

Council have asked for an assessment of the parking as response to the performance criteria C2.5.1 P1.1 of the Tasmanian Planning Scheme.

This road safety assessment report has been prepared by 6ty Pty Ltd on behalf of the developer, Mr. Damian Bennett.

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2.0 Existing Conditions

2.1 Subject Site

The subject site is located on the corner of Church Street and Main Street (B51) in the township of Cressy. (Refer to Image 1) and is some 911 m2 in area, and is within the Local Business Zone

The Title References are Lot 1 of CT 46542.



Image 1 –LIST map image of the subject site.

2.2 Use of Land

The land contains a single, weatherboard house with driveway access off Church Street.

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2.3 Existing Roads

Main Street is an arterial road managed by State Growth with a 60 km/hr speed zone for the township of Cressy. Church Street is a local road managed by Northern Midlands Council with a speed zone of 50 km/hr providing connection to a small residential area west of Main Street.

Main Street is provided with kerbing and footpath on both sides and has a total pavement width of 11.0m, providing for parallel parking on both sides. Church Street has a total pavement width of 14.0m and is kerbed on both sides save for a short section of missing kerb at the intersection (See Image 2 below) on the frontage of the site. Footpath is only provided on the southern side of Church Street.



Image 2 – Aerial image of site with road pavement widths (Nearmap - 04/12/24).

3.0 Traffic

No formal traffic count has been undertaken for this project.

Based on the houses served by Church Street and the connecting streets of Charles Street and Murfett Street, it is estimated that typical traffic volumes will be less than 500 vehicles per day. State Growth report an average daily count of 2851 vehicles per day in 2024 for Main Street, recorded just north of the township of Cressy.

4.0 Proposed Development

The proposed development is a new building to be used for retail located on the street corner as shown in Image 3.



Image 3 – The proposed development plan.

The works include the construction of a new driveway from Church Street to provide access to a single disability accessible car space and pedestrian access to the shop door, located on the western side of the building. The floor area of the building is 66 m2.

5.0 Existing Traffic Issues

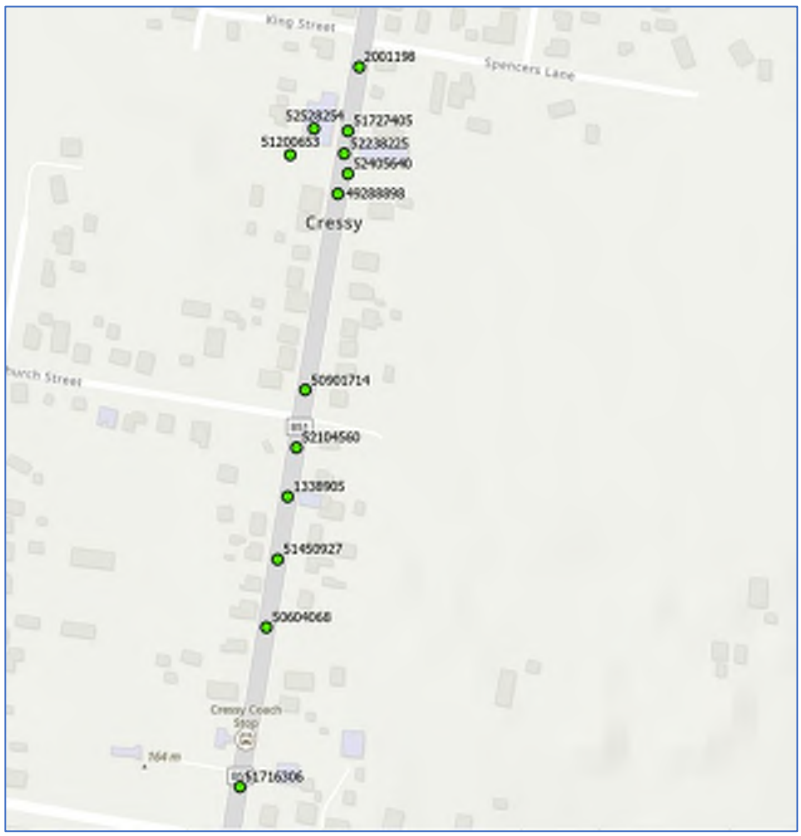
There are no known traffic issues with this locality.

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6.0 Road Safety

Enquiries with the Department of State Growth Crash Data section have revealed that there have been three reported accidents within 100m of the site (highlighted in yellow and thirteen within 300m) since 2016. None resulted in injury and the range of accident types are typical of rural townships. Of interests are two parked vehicles being struck, both of these in areas where there has been no edge of carriage way line painted as well as three accidents with vehicles emerging from a driveway.

There have been no recorded accidents on Church Street.



ID_2	UNIT_TYPE	DESCRIPTION	CRASH_DATE	CRASH_TIME	REPORT_DAT	SEVERITY	LIGHT_COND	CENTRE_LIN	SPEED_ZONE
1338905	LV; BC	149 - Other maneuvering	24-JAN-2016	13:15	25/01/2016	Property Damage Only	Daylight	Single broken	050
2001198	LV; LV	147 - Emerging from driveway or lane	27-JAN-2017	17:00	28/01/2017	Property Damage Only	Daylight	None	Not known
49288898	HV	149 - Other maneuvering	07-JUN-2018	10:05	7/06/2018	Property Damage Only	Daylight	Single broken	050
50604068	LV; LV	160 - Parked	08-MAR-2020	07:20	8/03/2020	Property Damage Only	Daylight	Single broken	060
50901714	LV; LV	120 - Wrong side/other head on (not overtaking)	13-DEC-2020	16:45	13/12/2020	Minor	Daylight	Single Continuous	060
51200653	LV	149 - Other maneuvering	24-MAY-2021	19:50	24/05/2021	Minor	Darkness (with street light)	None	<40
51450927	LV; PE	100 - Near side	12-NOV-2021	15:22	12/11/2021	Minor	Daylight	Single broken	060
51716306	HV; LV	160 - Parked	30-JUN-2022	15:13	30/06/2022	Minor	Daylight	Single broken	040 school
51727405	LV; HV	169 - Other on path	18-JUL-2022	21:00	20/07/2022	Property Damage Only	Darkness (with street light)	Not known	060
52104560	LV; LV	147 - Emerging from driveway or lane	24-AUG-2023	11:20	24/08/2023	Property Damage Only	Daylight	Single broken	050
52238225	HV; LV	147 - Emerging from driveway or lane	06-JAN-2024	15:00	7/01/2024	Property Damage Only	Daylight	Single broken	050
52405640	LV; LV	-	29-MAY-2024	07:00	3/06/2024	Property Damage Only	Dawn / Dusk	Single broken	050
52528254	LV	-	24-SEP-2024	19:12	25/09/2024	Property Damage Only	Dawn / Dusk	None	Not known

Image 4 – Extracts of State Growth Crash Database.

Exhibited

7.0 Planning Scheme

The Parking and Sustainable Transport Code of the Tasmanian Planning Scheme applies to this application.

Table C2.1 requires 1 space per 30 m2 of floor area. The land is within the Local Business zone so the general exemption for retail uses that are in the General or Inner Residential zones for developments of less than 100 m2 does not apply.

The area of the proposed development is 66 m2, requiring three spaces on the site, based on Table C2.1. One space within the site is proposed, the space set aside a being accessible by a disabled driver leaving a shortfall of two spaces and this requiring consideration of the Performance Criteria of C2.51 P1.1.

P1.1
The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

Comment: The only public off-street parking is located some 480m north of the site, at the Cressy Memorial Pool. This is too distant to be considered.

(b) the ability of multiple users to share spaces because of:
(i) variations in car parking demand over time; or
(ii) efficiencies gained by consolidation of car parking spaces;

Comment: There is no scope to share spaces within the site with only a single space for disabled access being provided. Whilst this lone space may be used for deliveries to the retail tenancy by short term tandem parking, it will not be viable to provide for the required customer parking.

(b) the availability and frequency of public transport within reasonable walking distance of the site;

Comment: A bus stop is available on the opposite side of Church Street outside of Bartholomew Park. The bus service is infrequent at 5 trips per day, during business hours.

(c) the availability and frequency of other transport alternatives;

Comment: There are no other transport alternatives available to this site other than pedestrian access from the local residential areas. The lack of a footpath connection from Main Street to the Church Street entrance of the site is a limitation to this form of access.

(d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

Comment: Car parking on the balance of the site is constrained by the wish to retain the existing residence at this time.

(e) the availability, accessibility and safety of on street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

Comment: Parallel street parking is available on both the Church Street and Main Street frontage as shown on the images on Section 8.0 of this report. Both streets have ample width to accommodate such parking spaces without impedance to traffic flows which are moderate in the case of Main Street and minor for Church Street.

(f) the effect on streetscape; and

Comment: Both streets are currently used for parallel parking (see Section 8.0) and the increased demand for parking on the street frontage will not alter the streetscape. The lack of contiguous kerb on Church Street, where the final 14m of kerb to connect the Church Street kerb line with the existing kerb in Main Street is a minor limitation. The lack of a footpath on the north side of Church Street to provide a connection to the Main Street footpath and to provide a place to alight from a parked vehicle is a more critical issue.

(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

Comment: The Planning Scheme demand for car parking is 3 spaces (allowing for rounding off to highest integer) with a rate of 1 space per 30 m2 of floor area equivalent to 33.3 spaces per 1000 m2 of floor space. This is slightly less that the 45 spaces per 1000 m2 of floor space suggested by the commonly used RTA Guide to Traffic Generating Developments (RTA 2002) but this New South Wales figure also would require 3 spaces for the development. Three spaces can amply be accommodated on the street frontage.

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8.0 Site Photographs



Image 6 – Looking west from Main Street along Church Street with subject land on right.



Image 7 – Church Street frontage of subject land showing incomplete kerb and absence of footpath.



Image 8 – Looking north along Main Street showing intersection of Church Street.



Image 9 – Looking south along Main Street with the intersection of Church Street visible on the right.

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9.0 Conclusion

The proposed construction of a small shop on the corner of Church Street and Main Street, Cressy can be served by on-street parking. Both streets have ample width to provide such parking, are currently being used for parallel parking and there is minimal competition for such spaces. Only 3 spaces are required for customer parking, and this can occur on either frontage of the development site.

A limitation of the current road infrastructure is the absence of a footpath on Church Street that would provide convenient access to the entrance of the proposed retail tenancy.

Project: RETAIL DEVELOPMENT

At: 92 MAIN STREET, CRESSY

For: DAMIAN BENNETT

Project: 25.074

Drawings:

Ap001	LOCATION PLAN
Ap002	SITE PLAN
Ap100	FLOOR PLAN
Ap200	ELEVATIONS

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Citation Certification
ISO 9001
Quality management system

PLANNING DOCUMENT

Issue date: 28.05.25



LOCATION PLAN

SCALE 1 : 2000

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ISSUE.	DATE	ISSUED FOR
001	11.04.25	CLIENT INFORMATION
002	09.05.25	DEVELOPMENT APPROVAL
003	12.05.25	DEVELOPMENT APPROVAL
004	28.05.25	DEVELOPMENT APPROVAL

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PROJECT: RETAIL DEVELOPMENT

AT: 92 MAIN STREET, CRESSY

FOR: DAMIAN BENNETT

DRAWING: LOCATION PLAN

TRUE NORTH

DESIGNED: DVG DRAWN: STL CHECKED: ADB

SCALES: 1 : 2000 AT A1

PROJECT No. 25.074 DRAWING No. Ap001 REV. 004

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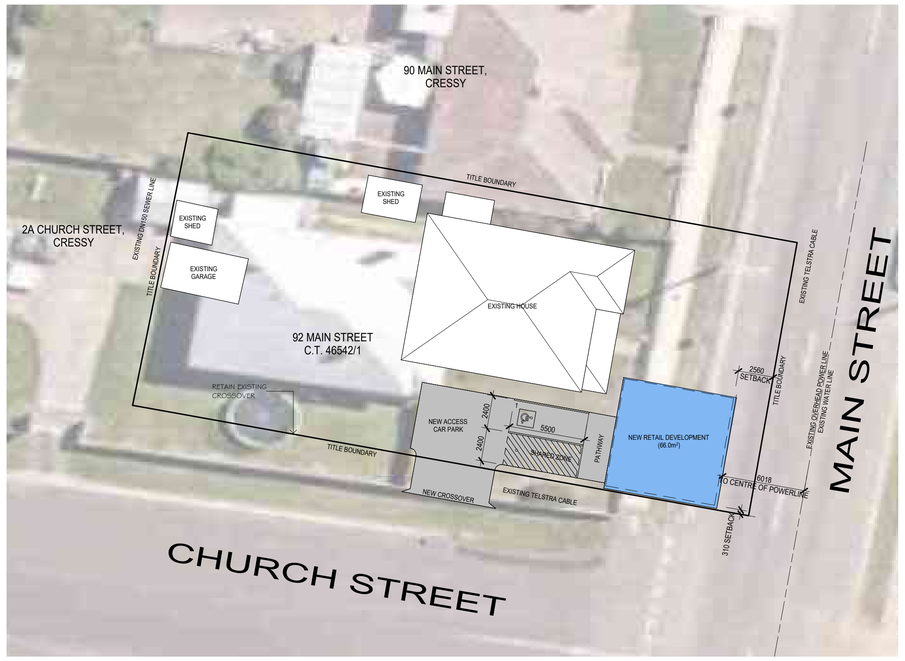
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SITE DEMO PLAN

SCALE 1 : 200



SITE PLAN

SCALE 1 : 200

AREA SCHEDULE

SITE AREA	909m²
EXISTING BUILDINGS	195m²
NEW BUILDING	66m²

ISSUE.	DATE	ISSUED FOR
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PROJECT: RETAIL DEVELOPMENT

AT: 92 MAIN STREET, CRESSY

FOR: DAMIAN BENNETT

DRAWING: SITE PLAN

TRUE NORTH

DESIGNED: DVG DRAWN: STL CHECKED: ADB

SCALES: As indicated AT A1

PROJECT No: 25.074 DRAWING No. Ap002 REV. 004

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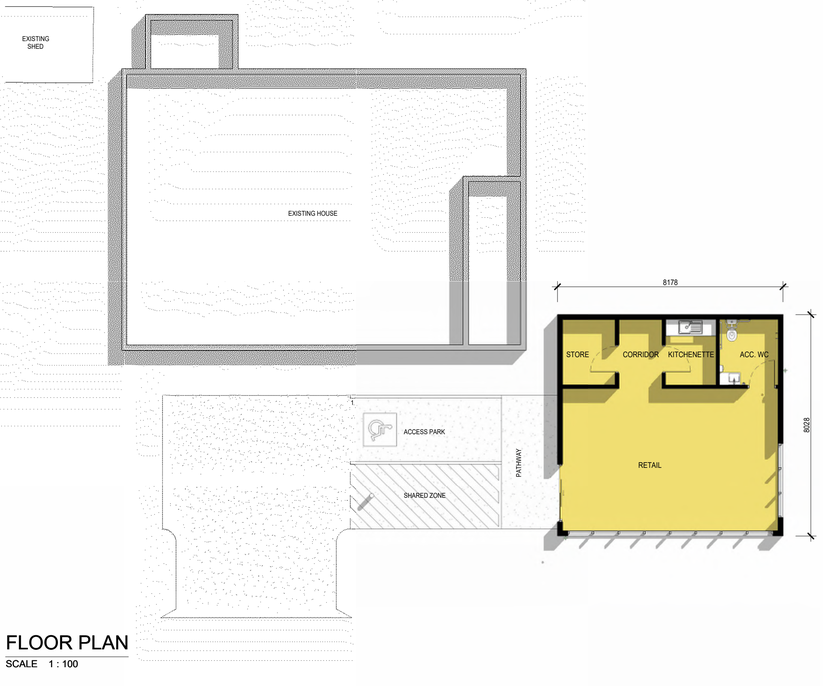
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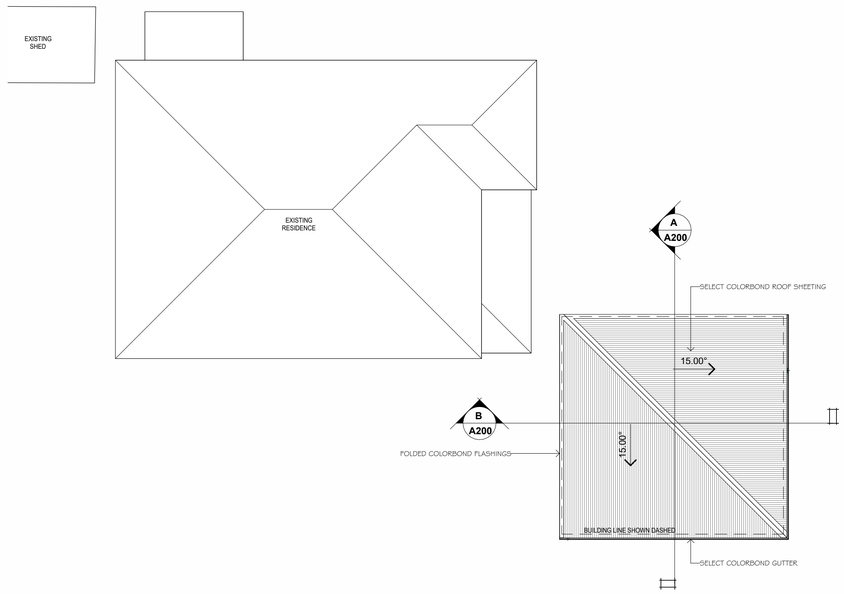
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FLOOR PLAN
SCALE 1 : 100



ROOF PLAN
SCALE 1 : 100

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PROJECT: RETAIL DEVELOPMENT

AT: 92 MAIN STREET, CRESSY

FOR: DAMIAN BENNETT

DRAWING: FLOOR PLAN

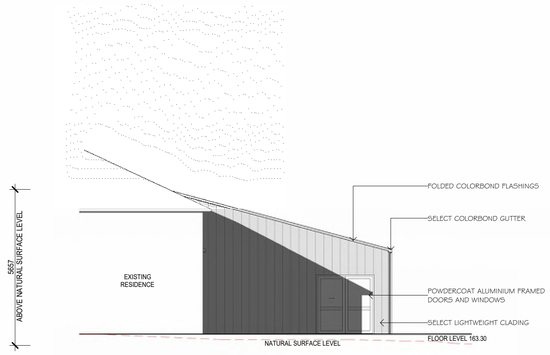
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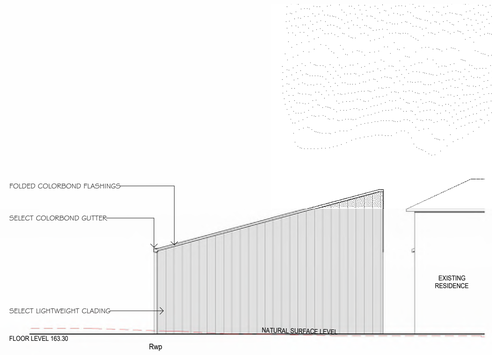
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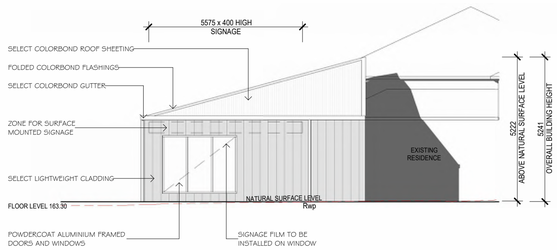
WEST ELEVATION

SCALE 1 : 100



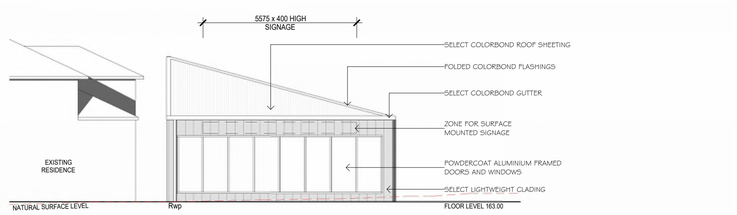
NORTH ELEVATION

SCALE 1 : 100



EAST ELEVATION

SCALE 1 : 100



SOUTH ELEVATION

SCALE 1 : 100

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PROJECT: RETAIL DEVELOPMENT

AT: 92 MAIN STREET, CRESSY

FOR: DAMIAN BENNETT

DRAWING: ELEVATIONS

DESIGNED: DVG DRAWN: STL CHECKED: ADB

SCALES: 1 : 100 AT A1

PROJECT No: 25.074 DRAWING No. Ap200 REV: 004

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Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PLN-25-0097
Council notice date	3/06/2025
TasWater Reference No.	TWDA 2025/00611-NMC
Date of response	5/06/2025
TasWater Contact	David Boyle
Phone No.	0436 629 652

Response issued to

Council name	NORTHERN MIDLANDS COUNCIL
Contact details	Planning@nmc.tas.gov.au
Development details	
Address	92 MAIN ST, CRESSY
Property ID (PID)	6750339
Description of development	Part change of use to General Retail and Hire for Pharmacy (new build)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
6ty°	Site Plan / 25.074 Dwg. Ap002	004	28/05/2025
6ty°	Site Plan / 25.074 Dwg. Ap100	004	28/05/2025

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to 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 /use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

DEVELOPER CHARGES

4. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

Document Set ID: 1431026
Version: 1, Version Date: 05/06/2025

$230.17 to TasWater for water infrastructure for 0.131 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

5. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $346.13 to TasWater for sewerage infrastructure for 0.197 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

6. The applicant or landowner as the case may be, must pay a development assessment fee of $242.85 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.

Advice

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

Important Notice Regarding Plumbing Plans and Associated Costs

The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Developer Charges

For information on Developer Charges please visit the following webpage -
https://www.taswater.com.au/building-and-development/developer-charges

Declaration

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

Document Set ID: 1431026
Version: 1, Version Date: 05/06/2025

Rosemary Jones

From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Monday, 16 June 2025 1:59 PM
To: NMC Planning
Subject: RE: Referral_-_TasNetworks PLN25-0097 92 Main St Cressy - CN25-127887

Follow Up Flag: Follow up
Flag Status: Completed

Hi,

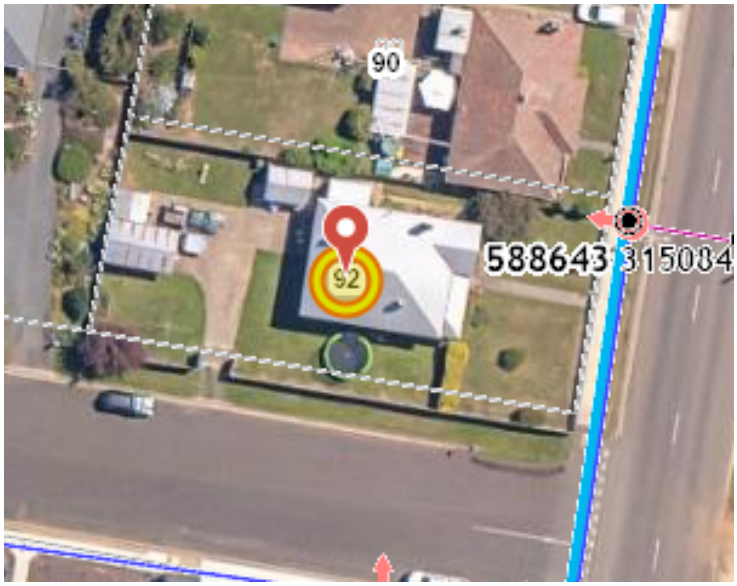
Thank you for your email on 03/06/2025 referring to the above development.

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

TasNetworks has an overhead powerline on Main St on the side of the property with High Voltage and Low Voltage lines as marked in the screenshot below with the royal blue and dark blue solid lines. An easement of 12m (6m either side of the centreline) is required which is covered by a deemed easement. Further information regarding Easements can be found on the TasNetworks website: https://www.tasnetworks.com.au/easements

It is noted from drawing AP002 REV 004, that the new development will have a clearance of 6m to the centre of the powerline which would meet this requirement.

It is recommended that the customer or their electrician contact TasNetworks on 1300 137008 if they have any questions regarding an upgrade they may require to their electricity supply due to this development.



Kind Regards,
Shehan.

Shehan Mendis
Customer Relationship Specialist
Distribution Customer Account Management

P 03 6271 8408 (***Please note my contact number has recently updated***)

1–7 Maria St, Lenah Valley 7008
PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au

/TasNetworks

TasNetworks | Powering a Bright Future

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Tuesday, 3 June 2025 3:06 PM
To: Council Referrals <Council.Referrals@tasnetworks.com.au>
Subject: Referral_-_TasNetworks PLN25-0097 92 Main St Cressy - CN25-127887

WARNING: This Message Is From an External Sender

Emails from this user are not from within TasNetworks. Be careful with links and requests for information or action and consider reporting it via the "Report Suspicious" button to be extra safe!

Report Suspicious

Good Afternoon

Please see referral for your action.

Kind regards

Sylvia Goldspink

| Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: | W: www.northernmidlands.tas.gov.au [northernmidlands.tas.gov.au]
Tasmania's Historic Heart

NORTHERN MIDLANDS COUNCIL

employer of choice

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Exhibited

This planning application is open for public comment until
02 June 2025

Reference no	**PLN-25-0067**
Site	**15 YOUL ROAD PERTH**
Proposed Development	**Outbuilding (Shed) Perth SAP (vary side (S) setback and building envelope)**
Zone	**8.0 General Residential**
Use class	**Residential**

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

NORTHERN MIDLANDS COUNCIL

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

Exhibited

The Proposal	
Description of proposal:	Proposed 12mx12m new shed designed by others
Driveway construction material:	

The Land	
Site address:	15 Youl Rd Perth TAS 7300
Title reference:	C/T: 179994/8
Existing buildings on site:	Existing Dwelling
Existing use of site:	Residential

Applicant justification of any variation/discretion to the *Tasmanian Planning Scheme – Northern Midlands*

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Exhibited

Tasmanian Government

OWNER: SIMCO (TAS) PTY LTD

FOLIO REFERENCE: C.T. 177743/301

GRANTEE: PART OF 1A-2R-11P GRANTED TO JAMES CORBETT, PART OF 0A-3R-27P GRANTED TO RICHARD PITT & PART OF 1A-2R-33P GRANTED TO JOHN JACOBS

PLAN OF SURVEY

WOOLCOTT SURVEYS

BY SURVEYOR: COLIN STERLING SMITH

LOCATION: TOWN OF PERTH

SCALE 1: 500 LENGTHS IN METRES

Registered Number

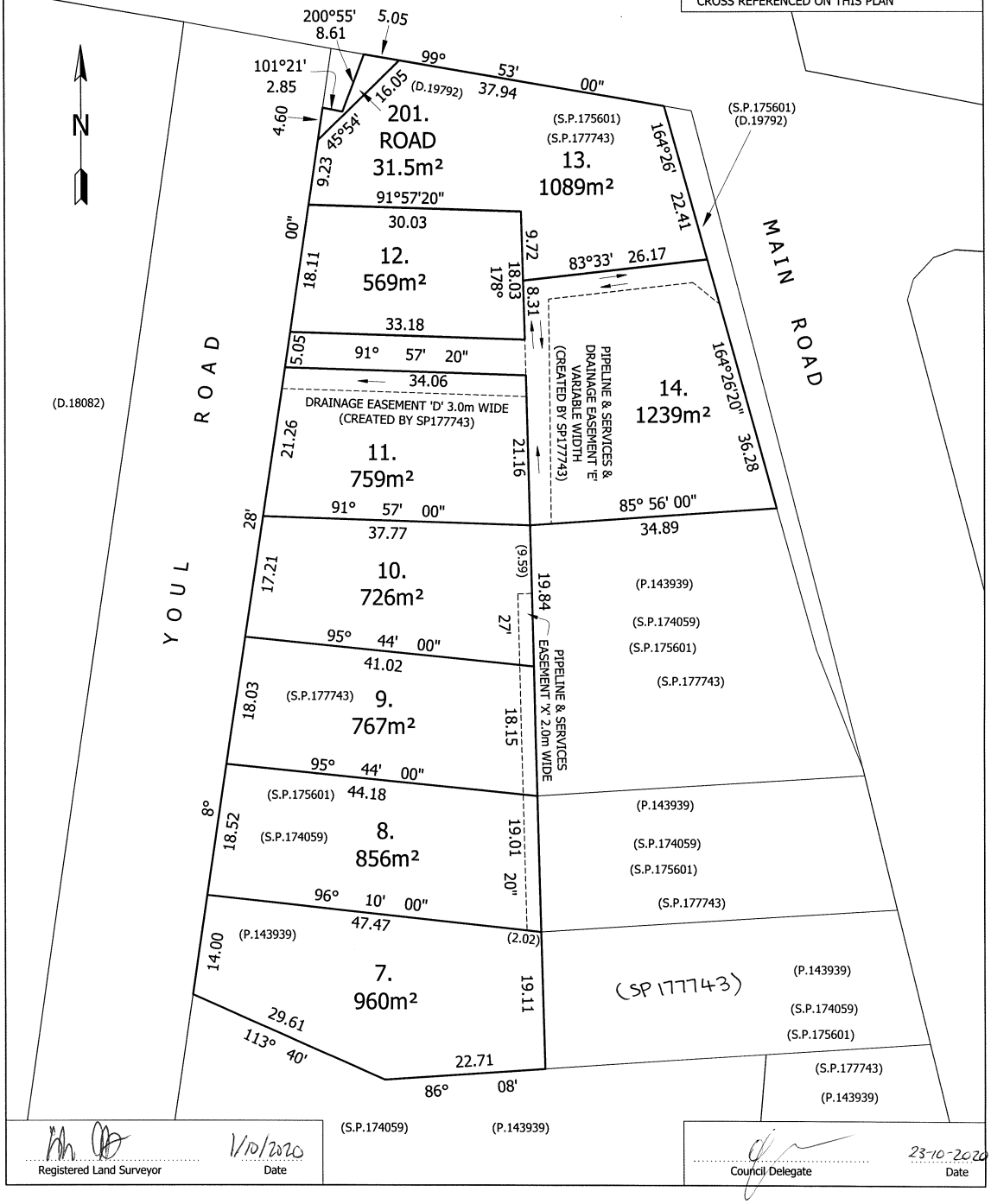
SP 179994

APPROVED 1.0 NOV 2020

EFFECTIVE FROM

Recorder of Titles

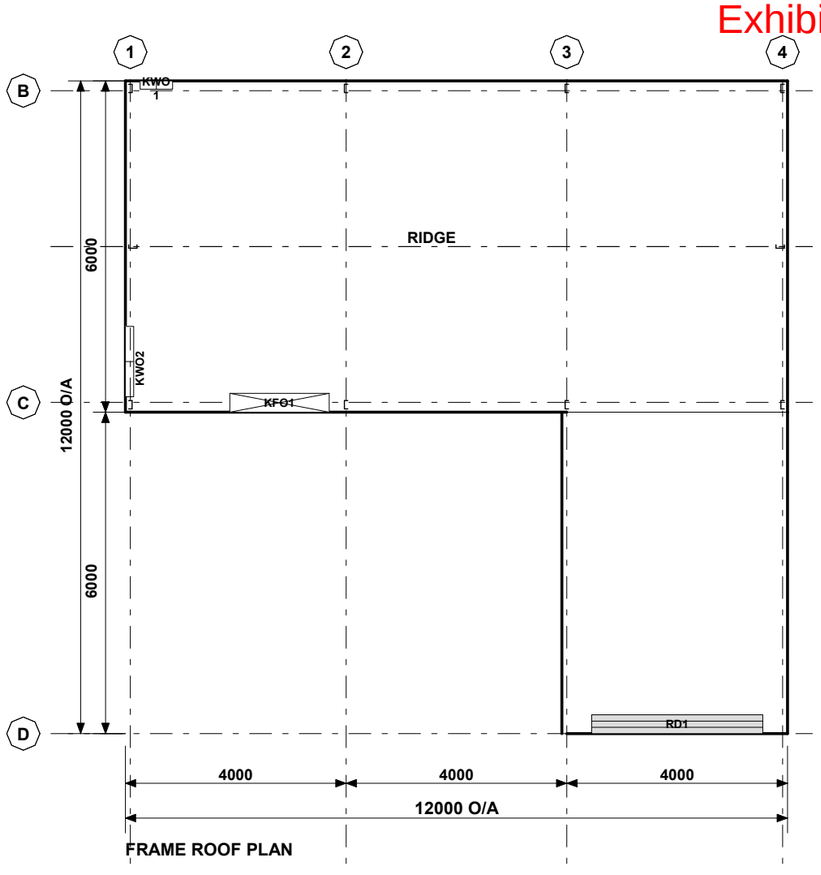
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



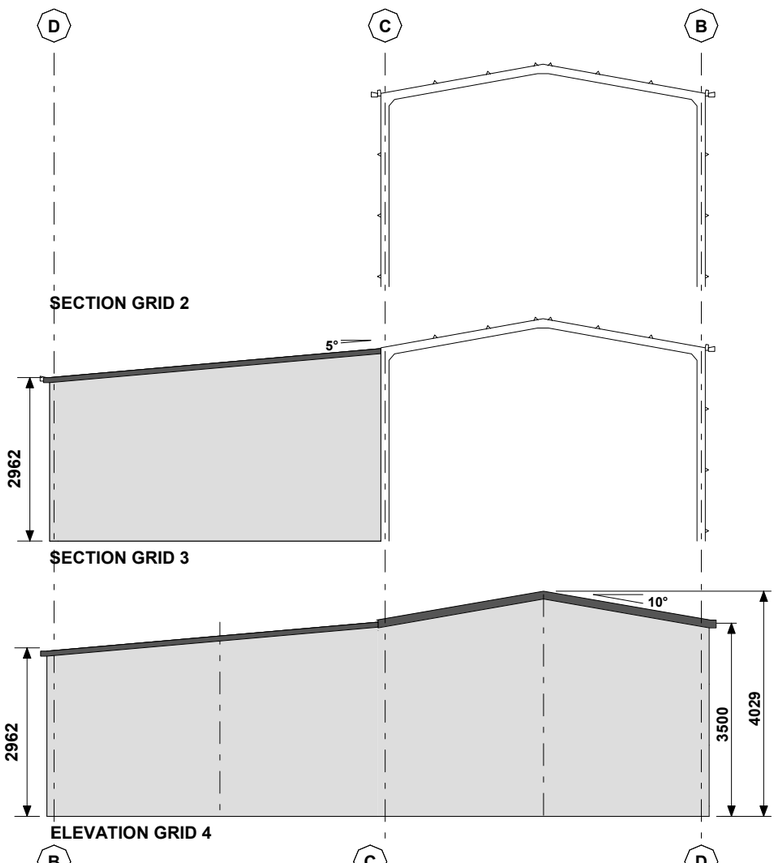
Registered Land Surveyor 1/10/2020 Date

Council Delegate 23-10-2020 Date

Exhibited



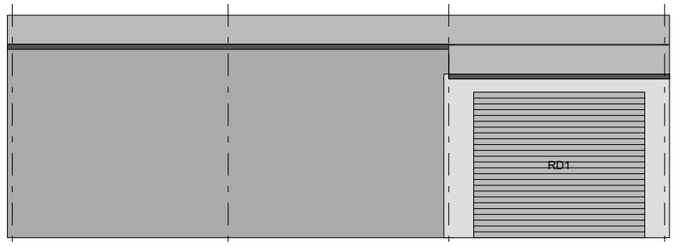
FRAME ROOF PLAN



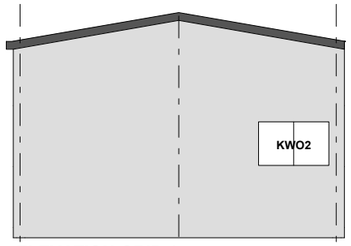
SECTION GRID 2

SECTION GRID 3

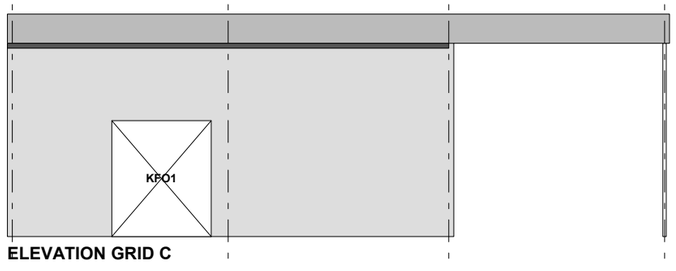
ELEVATION GRID 4



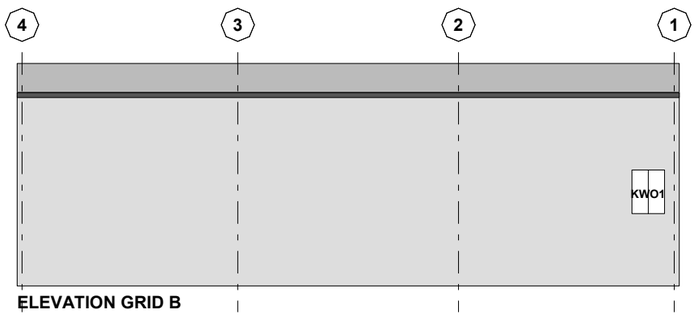
ELEVATION GRID D



ELEVATION GRID 1



ELEVATION GRID C



ELEVATION GRID B

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Lysaght Building Solutions Pty Ltd
trading as RANBUILD

RANBUILD

CLADDING

ITEM	PROFILE (min)	FINISH	COLOUR
ROOF	CUSTOM ORB 0.42 BMT	CB	AA
WALLS	TRIMDEK 0.42 BMT	CB	AA
CORNERS	-	CB	AA
BARGE	-	CB	AA
GUTTER	HI-QUAD	CB	AA

0.35bmt=0.40tct; 0.42bmt=0.47tct; 0.48bmt=0.53tct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
1	RD1	B&D, Firmadoor, R.D, Residential "R1F", 2560 high x 3100 wide Clear Opening C/B
1	KFO1	2100H x 1800W Framed Opening. Door must be fitted
1	KWO1	790x589 Window Opening (D). Window must be fitted
1	KWO2	790x1274 Window Opening (D). Window must be fitted

Accredited Practitioner
Alexander Filonov
CC4719P
LEVEL 1, 12 BEAUMONT ST
HAMILTON NSW 2303
+61 2 4962 4311
13/02/2025

ARCHITECTURAL DRAWING ONLY, FOR BUILDING PERMIT STAGE

CLIENT
Adrian Traill

SITE
15 Youl Road
PERTH TAS 7300

BUILDING
DELUXE
6000 SPAN x 3500 EAVE x 12000 LONG
PLUS 6000 ANNEXE

TITLE
GENERAL ARRANGEMENT

SCALE	DRAWING NUMBER	REV	PAGE
A3 SHEET 1:100	435936-GA	B	1/6

Exhibited

Received
12/05/2025

ENGINEERING PLUS
BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING

DRAWING SCHEDULE

A00	COVER PAGE
A01	SITE PLAN
A02	SHADOWS PLAN #1
A03	SHADOWS PLAN #2

PROJECT INFORMATION

BUILDING DESIGNER:	GRANT JAMES PFEIFFER
ACCREDITATION No:	CC2211T
ZONE:	8.0 GENERAL RESIDENTIAL ZONE
BUILDING CLASS:	CLASS 10A
LAND TITLE REFERENCE NUMBER:	179994/8
DESIGN WIND SPEED:	ASSUMED 'N3'
SOIL CLASSIFICATION:	ASSUMED 'H1'
CLIMATE ZONE:	7
BUSHFIRE-PRONE BAL RATING:	TBA
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	NO
FLOODING:	NO
LANDSLIP:	NO
DISPERSIVE SOILS:	UNKNOWN
SALINE SOILS:	UNKNOWN
SAND DUNES:	NO
MINE SUBSIDENCE:	NO
LANDFILL:	NO
GROUND LEVELS:	REFER PLAN
ORG LEVEL:	75mm ABOVE GROUND LEVEL

DEVELOPMENT AREA	
Name	Area
APPROX. EXISNGTING DWELLING	270.57 m²
PROPOSED SHED	96.60 m²
	367.17 m²

PROPOSED SHED

A. A & T. L TRAILL
15 YOUL ROAD
PERTH TAS 7300

NORTHERN MIDLANDS COUNCIL

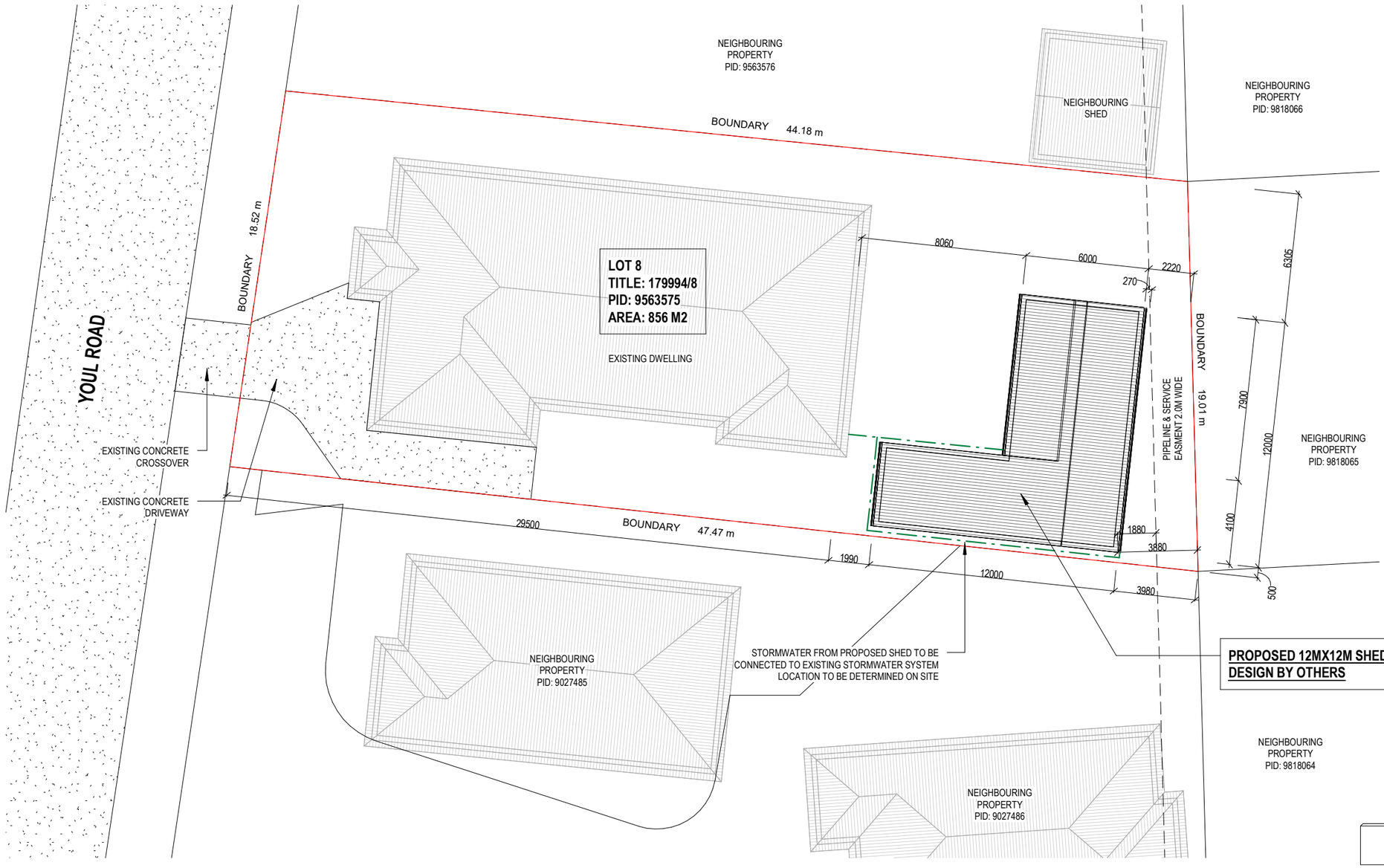
ISSUED FOR DEVELOPMENT APPROVAL

81 Elizabeth Street, Launceston, Tasmania 7250 info@engineeringplus.com.au
Office No: 6331 7021

Exhibited

Received
12/05/2025

ENGINEERING PLUS
BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING



SITE PLAN
SCALE 1 : 200

PLANNING RESPONSE

8.4.2 of the Tasmanian Planning Scheme – Northern Midlands.

P3

(a)
Based on the shadow diagrams at 9:00 AM, the proposal causes a minor reduction in sunlight to the neighbouring dwelling at PID 9027485. However, for the remainder of the day, there is no further impact.

Overshadowing on the adjoining property at PID 9027485 occurs only around 9:00 AM, and by approximately 12:00 PM, it affects only a small corner of the property. From 12:00 PM to 3:00 PM, overshadowing occurs on approximately 50% of the adjoining property at PID 9027486.

The topography of the proposed development is consistent with that of neighbouring buildings and is located behind the main dwelling, with an existing fence providing screening. As a result, the development has minimal impact from the street and surrounding properties and does not result in an unreasonable loss of amenity to adjoining properties.

(b)
In this area, the setbacks from the rear boundaries of neighbouring properties (PID 9996588, PID 9996589, and PID 9996590) are approximately 0.5 metres.

The proposed development is consistent with the established character of the area, where sheds or garages are commonly located at the rear of properties (e.g., PID 7644634, PID 6744449, and PID 2830980).

(c) N/A
No visible solar panels.

The proposed development is appropriate for the site and maintains the amenity and character of the surrounding area.

DRAINAGE
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES. ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF NATIONAL PLUMBING AND DRAINAGE CODE AS3500 AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

NOTE
STORMWATER FROM PROPOSED SHED TO BE DIRECTED INTO EXISTING STORMWATER SYSTEM TO LOCAL COUNCIL REQUIREMENTS & AS3500

LEGEND	
– – –	SEWER
– – –	WATER
– · –	STORMWATER

NOTES:
THE PROPERTY IS SITUATED WITHIN A PRIORITY VEGETATION AREA

Rev:	Amendment:	Date:	Int:
B	RFI UPDATE	05.05.25	J.N
A	ISSUED FOR DEVELOPMENT APPROVAL	11.04.25	J.N
Sk2	ISSUED FOR REVIEW	17.11.03	J.N
Sk1	ISSUED FOR REVIEW	11.03.25	J.N

Date Drawn: 11.03.25
Drawn: J. Nguyen
Checked: MMW
Approved: J. Pfeiffer
Scale: As Shown @ A3
Accredited Building Designer
Designer Name: J.Pfeiffer
Accreditation No: CC2211T

APPROVAL

Copyright ©

Client: A. A & T. L TRAILL
Project: PROPOSED SHED
Address: 15 YOUL ROAD
PERTH TAS 7300

Office: 6331 7021
info@engineeringplus.com.au
ENGINEERING PLUS

Drawing No: EP-2025-56 A01 / A03 Rev B

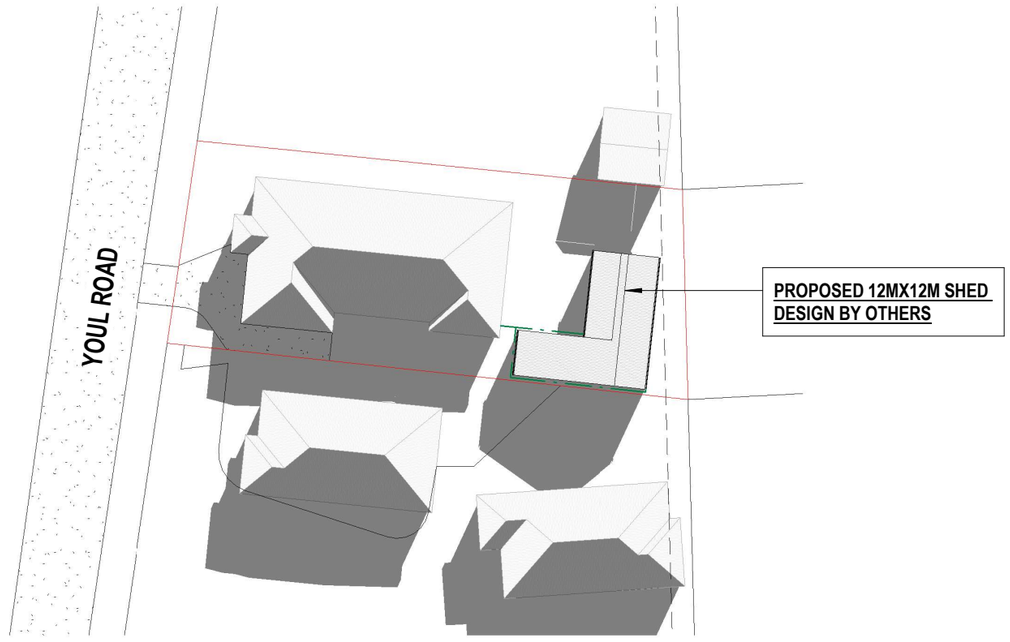
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Received
12/05/2025

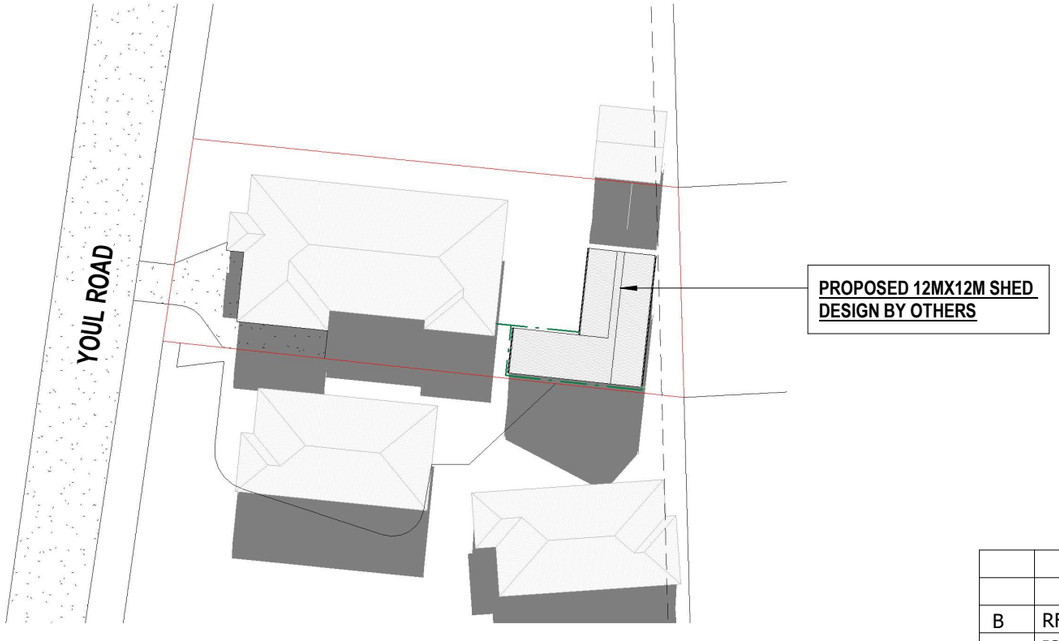
WINTER SOLSTICE - 21.06.25



SHADOW PLAN 9.00 AM
SCALE 1 : 500



SHADOW PLAN 10.30 AM
SCALE 1 : 500



SHADOW PLAN 12.00 PM
SCALE 1 : 500

Rev:	Amendment:	Date:	Int:
B	RFI UPDATE	05.05.25	J.N
A	ISSUED FOR DEVELOPMENT APPROVAL	11.04.25	J.N
Sk2	ISSUED FOR REVIEW	17.11.03	J.N
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Date Drawn: 11.03.25
Drawn: J. Nguyen
Checked: MMW
Approved: J. Pfeiffer
Scale: As Shown @ A3

Accredited Building Designer
Designer Name: J.Pfeiffer
Accreditation No: CC2211T

APPROVAL

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Client: A. A & T. L TRAILL
Project: PROPOSED SHED
Address: 15 YOUL ROAD
PERTH TAS 7300

Office: 6331 7021
info@engineeringplus.com.au

Drawing No: EP-2025-56 A02 / A03
Rev B

Exhibited

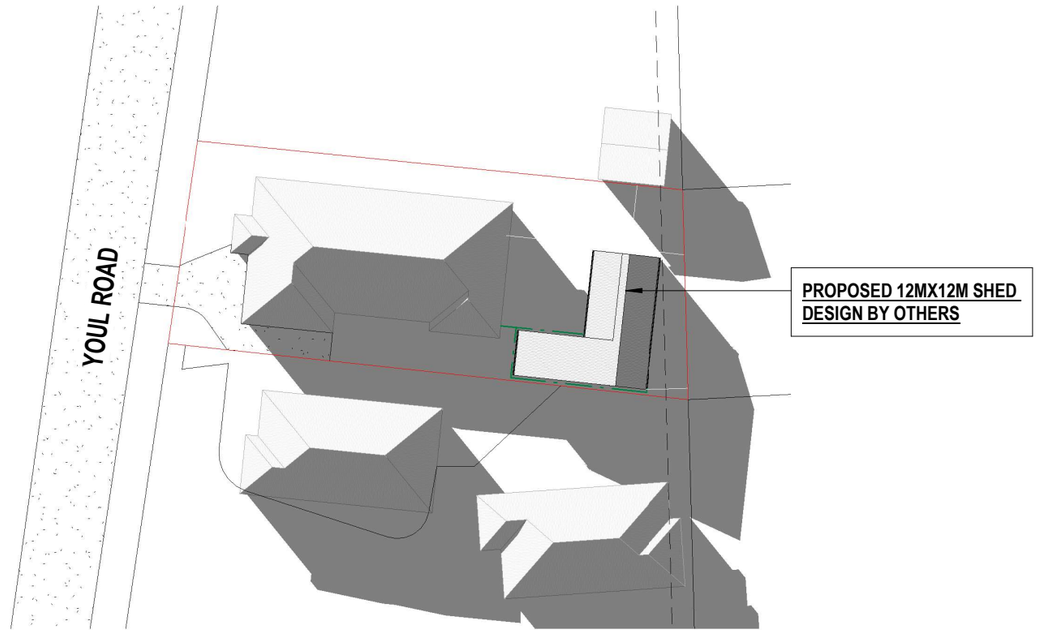
Received
12/05/2025

ENGINEERING PLUS
BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING

WINTER SOLSTICE - 21.06.25



SHADOW PLAN 1.30 PM
SCALE 1 : 500



SHADOW PLAN 3.00 PM
SCALE 1 : 500

APPROVAL

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Rev:	Amendment:	Date:	Int:
B	RFI UPDATE	05.05.25	J.N
A	ISSUED FOR DEVELOPMENT APPROVAL	11.04.25	J.N
Sk2	ISSUED FOR REVIEW	17.11.03	J.N
Sk1	ISSUED FOR REVIEW	11.03.25	J.N

Date Drawn: 11.03.25
Drawn: J. Nguyen
Checked: MMW
Approved: J. Pfeiffer
Scale: As Shown @ A3

Accredited Building Designer
Designer Name: J.Pfeiffer
Accreditation No: CC2211T

Client: A. A & T. L TRAILL
Project: PROPOSED SHED
Address: 15 YOUL ROAD
PERTH TAS 7300

Office: 6331 7021
info@engineeringplus.com.au

ENGINEERING PLUS BUILDING DESIGN PROJECT MANAGEMENT CIVIL/STRUCTURAL ENGINEERING

Drawing No: EP-2025-56 A03 / A03
Rev B

NORTHERN MIDLANDS COUNCIL

PLANNING APPLICATION

SUBDIVISION, BOUNDARY ADJUSTMENT & CONSOLIDATION

Office Use Only:

Exhibited

The Proposal			
Description of proposal:	Multiple dwellings (two) Retirement village (12 Units), common facilities, road works and subdivision (2 lots)		
Public Open Space land contribution *(please tick)*	☐ Land (area m²)	☐ Cash in Lieu	☒ Not Applicable
Proposed road names: (if proposing a new road within subdivision)	1.		
	2.		
	3.		
The Land			
Site address:	5 Affleck Court, Lot 1 Elizabeth Street (St Andrews Cemetery), and 2 William Street, Perth		
Title reference:	C/T: 178099/24, 176329/1, 11356/5		
Existing buildings on site:	Vacant, Cemetery, Single Dwelling		
Existing use of site:			

Applicant justification of any variation/discretion to the *Tasmanian Planning Scheme – Northern Midlands*

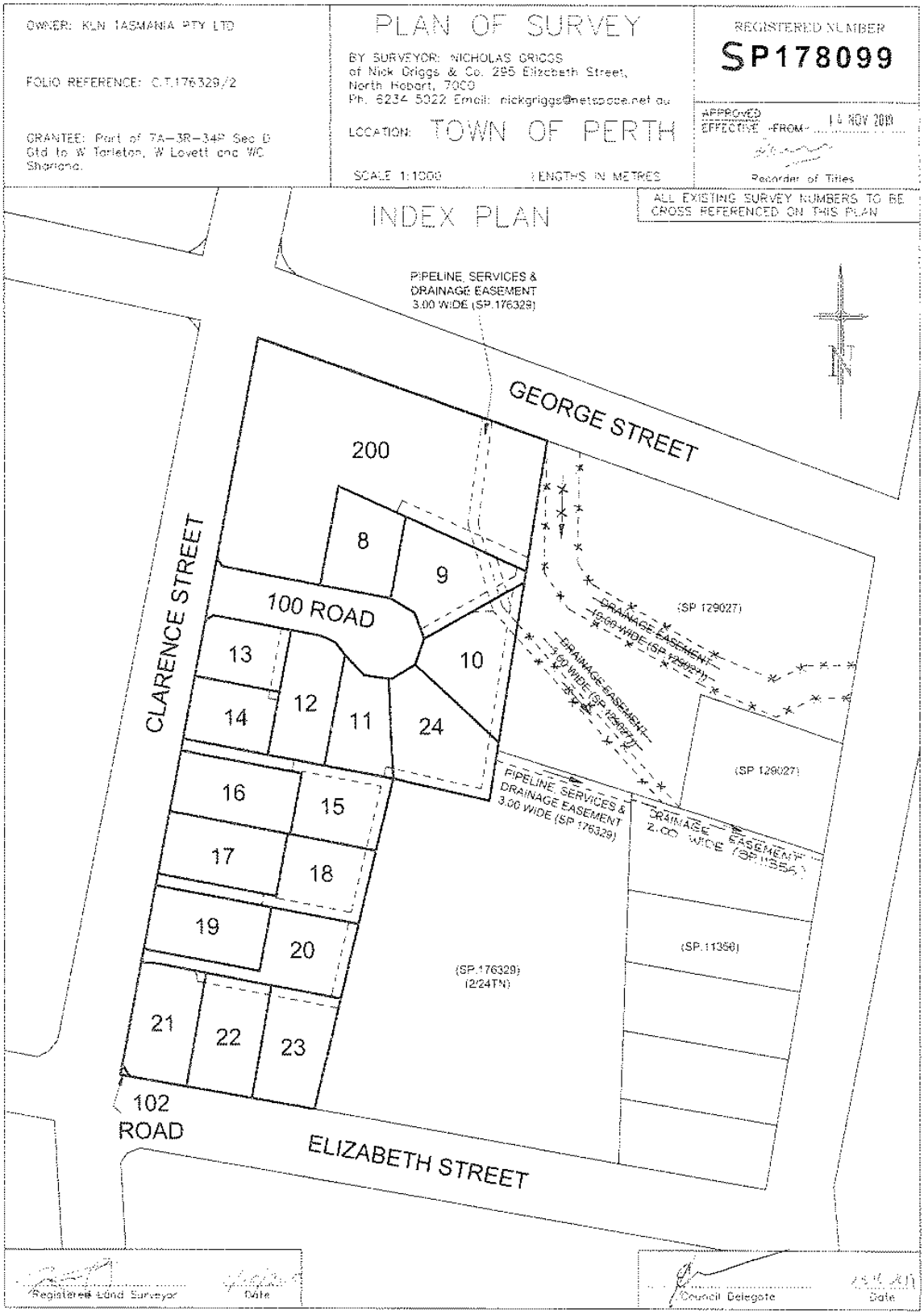
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Exhibited

Tasmanian Government



the List

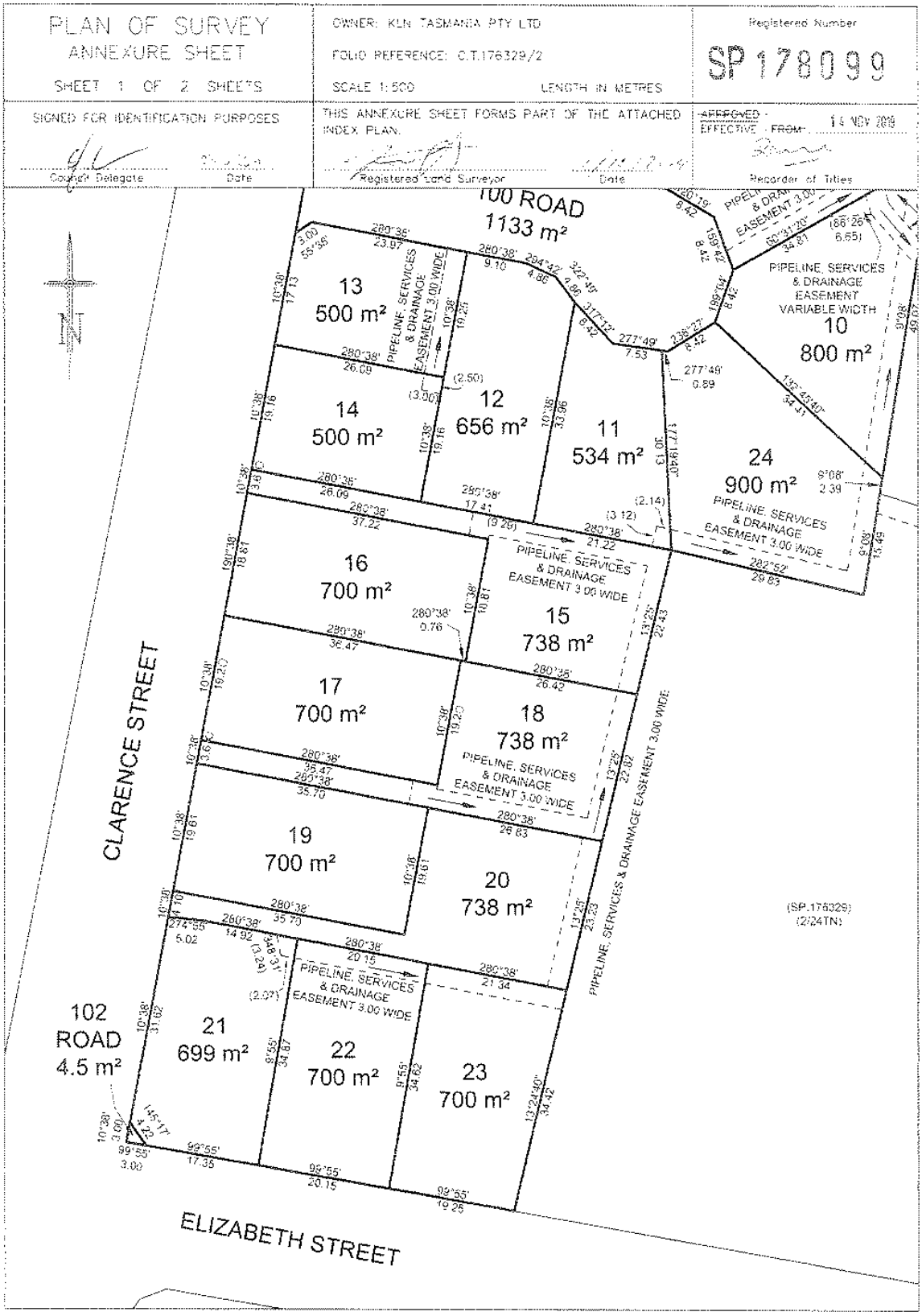
Tasmanian Government

FOLIO PLAN

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Exhibited



the List

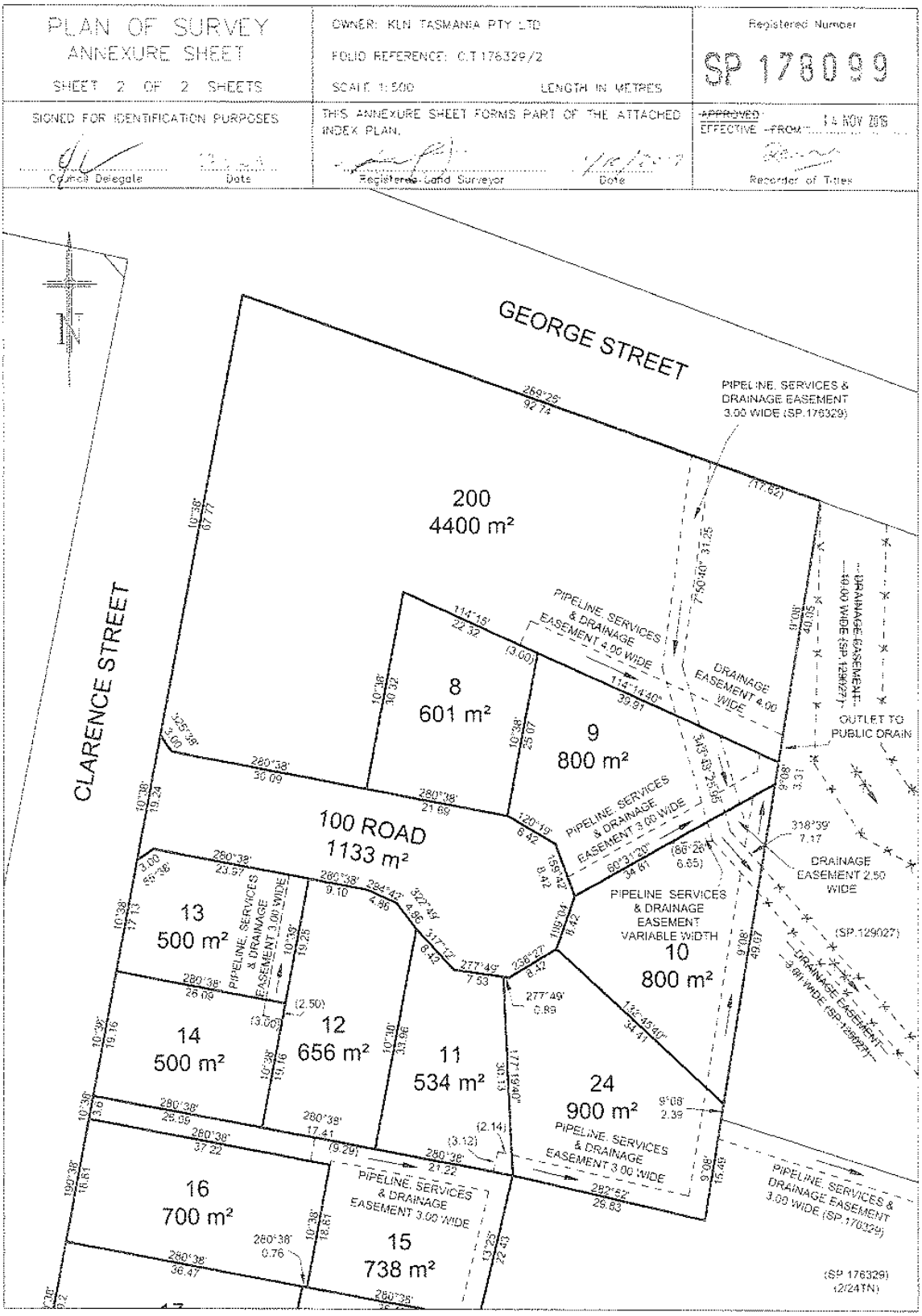
FOLIO PLAN

RECORDER OF TITLES

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Exhibited

Tasmanian Government



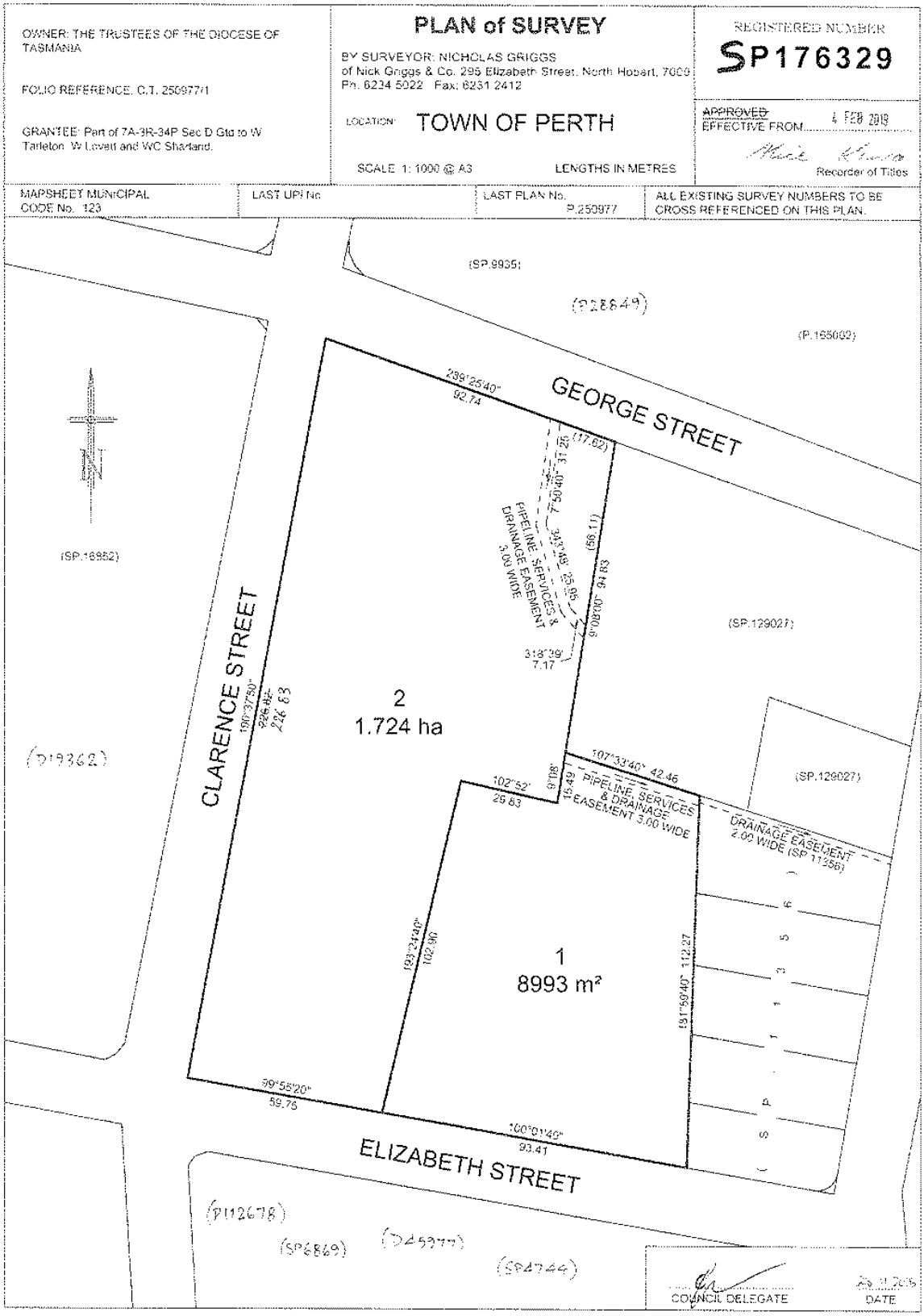
FOLIO PLAN

RECORDER OF TITLES

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Exhibited

Tasmanian Government



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Exhibited

Tasmanian Government

60750

Owner: ~~William Tarleton & Others~~ (The Trustees of the Diocese of Tasmania)

Title Reference: C T Vol. 2264 Fol. 48

Grantee: Part of 7a 3r 34p. granted to William Tarleton & ~~Others~~ WILLIAM LOVETT & WILLIAM LOCKBURN SHARLAND (Church of England Reserve)

PLAN OF SURVEY

by Surveyor C. J. Cohen.

of land situated in the

TOWN OF PERTH

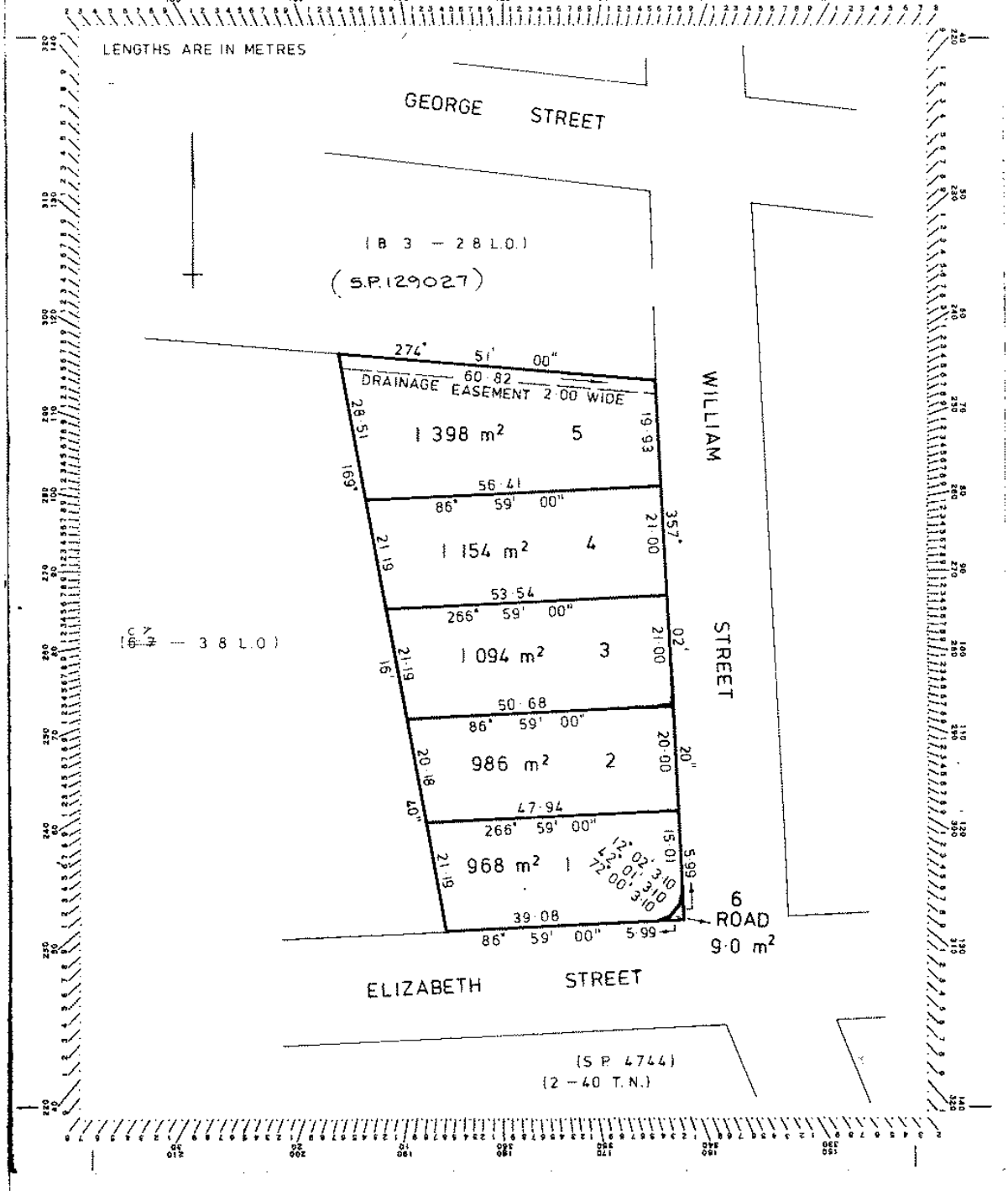
Section D

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Registered Number: S.P. 11356

Effective from: -5 SEP 1978

ACTING DEPUTY Recorder of titles



Exhibited

MATTHEW CLARK
PLANNERS

Planning Report

Multiple dwellings (two), Retirement village (10 units), common facilities, road works and subdivision (2 lots).

5 Affleck Court, Lot 1 Elizabeth Street (St Andrew's Cemetery), and services within 2 William Street, Perth.

For Loreto Community Housing

May 2025

Exhibited

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Issuing Office: 2/129 Bathurst Street, Hobart, 7000 MC Planners Project No. 23092								
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Exhibited

1. Summary

Use:	Residential (multiple dwellings and retirement village)
Development:	2 multiple dwellings, 10 retirement village units and common facilities and road works (new crossover), 2 lot subdivision.
Location:	5 Affleck Court (900m^2), Elizabeth Street (St Andrew's Cemetery) (8993m^2), 2 William Street, Perth
Certificate of Title:	Volume 178099 Folio 24, Volume 176329 Folio 1, and Volume 11356 Folio 5
Property ID:	9412143, 629080, 6746890
Planning Authority:	Northern Midlands
Planning Policy:	Tasmanian Planning Scheme – Northern Midlands Local Provisions Schedule
GM/Crown Consent:	GM consent required for widened crossover
Applicant:	MC Planners OBO Loreto Community Housing
Date of Assessment:	April 2025
Assessor:	Peter Coney

The development application relies on the performance criteria of the following provisions of the *Tasmanian Planning Scheme – Northern Midlands Local Provision Schedule:*

- 27.4.2 Setbacks (P2)
- 27.5.1 Lot design (P1, P2, and P3)
- C2.5.1 Car parking numbers (P1)
- C3.5.1 Traffic generation at an access (P1)
- C7.6.2 Clearance of Vegetation within a Priority Vegetation Area (P1.1 &P1.2)
- C7.7.2 Subdivision within a priority vegetation area.

Whilst relying on the Performance Criteria of these clauses the development meets the objectives and purpose of the General Residential and Community Purpose Zones and complies with the *Tasmanian Planning Scheme – Northern Midlands Local Provision Schedule*.

Exhibited

2. Introduction

MC Planners have been engaged by Loreto Community Housing to prepare a development application for the development of 2 multiple dwellings and 10 units for a retirement village (Residential). The proposal also includes the subdivision of land at Elizabeth Street, known as the St Andrews Cemetery, so as to provide for a lot to encompass the retirement village.

The report details the proposed development and provides an assessment against the provisions of the *Tasmanian Planning Scheme – Northern Midlands Local Provision Schedule* (the Planning Scheme).

The proposal has been considered against the General Residential [8.0] and Community Purpose zones [27.0].

Development on the site is subject to several Codes which are required to be considered under this application:

- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Local Historic Heritage Code [C6.0];
- Natural Assets Code [C7.0]; and
- Safeguarding Airports Code [C16.0];

3. Site Location and Context

The subject site is located at 5 Affleck Court (PID 9412143, CT 178099/24), Lot 1 Elizabeth St, Perth (PID 9629080, CT 176329/1) and includes 2 William Street (PID 6746890, CT11356/5) by reason of the provision of sewer infrastructure.

5 Affleck Court is a vacant residential block of land which contains no vegetation, whilst Elizabeth Street (St Andrew's Cemetery) has an existing cemetery, and includes both exotic and native vegetation in a garden setting.

The proposed site for development is positioned within the main residential area of Perth and is walking distance (<400m) to both the Perth Recreation Ground and Local Primary School. This site is 800m from the local shops along the main street of Perth and within walking distance to the recreational areas and walking paths along the South Esk River.

Refer to the Titles in Appendix A for full details.

Exhibited

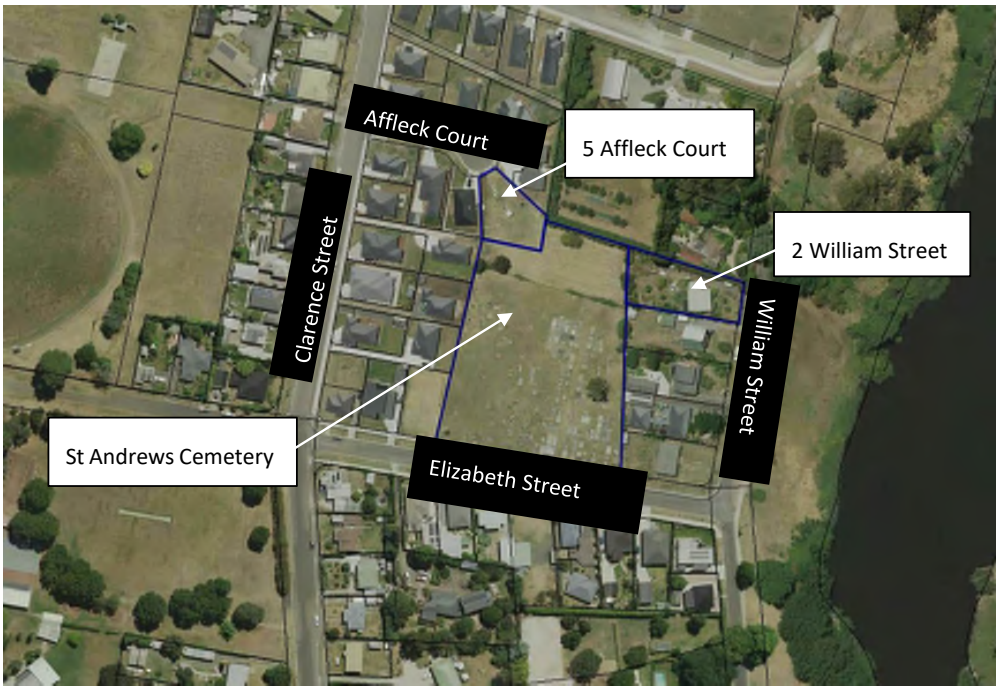


Figure 1 – Subject site in blue (source: LISTmap, Accessed 29 April 2025)

Exhibited

4. Proposed Use and Development

There are two proposed uses for the site. The first is for units 1 and 2 to function as Residential (Multiple dwellings), being located on the single lot at 5 Affleck Court. The other use is for those units 3-12 at Lot 1 Elizabeth Street, to function within the same use class, but as Residential (retirement village). The existing cemetery use at Lot 1 Elizabeth Street (St Andrew's Cemetery) will be retained, though will be encompassed on a single lot by way of the subdivision of this parcel.

The proposed development includes two multiple dwellings, 10 retirement village units, a new cross over and accessway, 22 parking spaces, associated services, and a communal open space with a gazebo (see Appendix B – Proposal plans). Further the proposal includes the subdivision of land as set out in the plan of subdivision (Appendix C).

The site has access to the public stormwater, water and sewerage services, and the existing residential crossover onto 5 Affleck Court will be widened.

The vegetation within the development area will be removed, and new landscaping is proposed.

5. Policy Assessment

The development site is located on land zoned 'General Residential' and 'Community Purpose' (see Figure 2).

The Local Heritage Place and Airport Obstacle Limitation Area overlays are present over the entirety of both sites. The Priority Vegetation overlay is present over the entirety of Elizabeth Street (St Andrew's Cemetery) and the majority of 5 Affleck court, with only the frontage to Affleck Court not subject to the overlay (See Figure 3). The site is also subject to the Perth Specific Area Plan.

The nature of the proposal and the location of the site requires that the proposal be considered against the following Scheme elements:

- General Residential Zone [8.0];
- Community Purpose Zone [27.0];
- Perth Specific Area Plan [NOR-S7.0];
- Parking and Sustainable Transport Code [2.0];
- Road and Railway Assets Code [3.0];
- Local Historic Heritage Code [6.0];
- Natural Assets Code [7.0]; and
- Safeguarding Airports Code [16.0].

The following section provides an assessment of the proposal against each of the above-listed Scheme elements.

Exhibited



Figure 2 – Land use zones (source: LIST map - accessed on 12/06/24).

Exhibited

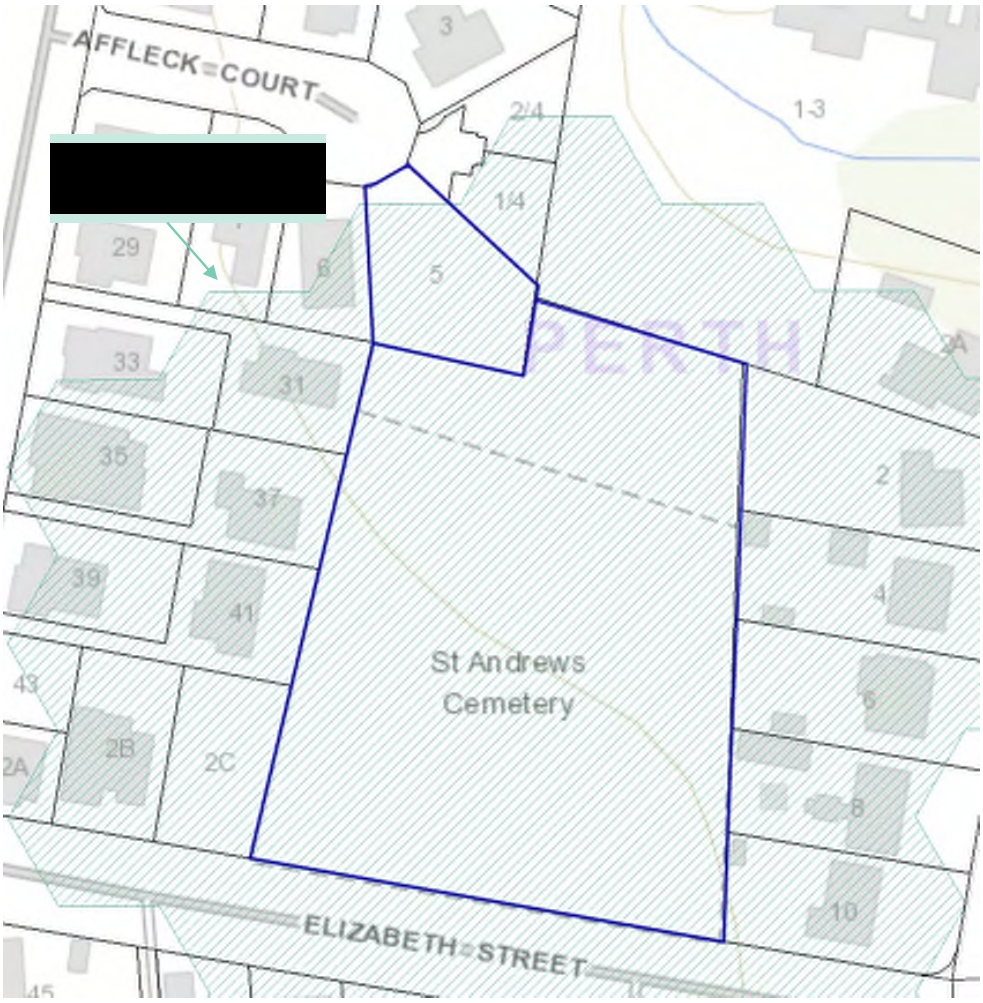


Figure 3 – Land use overlays – Priority Vegetation overlay (source: LIST map - accessed on 12/06/24).

General Residential [8.0]

The site at 5 Affleck Court is within the General Residential Zone, under the *Tasmanian Planning Scheme - Northern Midlands Local Provisions Schedule*.

8.2 Use Table

The proposed use of the dwellings (Unit 1 and Unit 2) within the General Residential Zone land is for multiple dwellings, which is a permitted use under clause 8.2. The retirement village which gains access over the General Residential zoned land, is also permitted within the zone.

8.3.1 Discretionary Uses

The use is permitted as such clause 8.3.1 is not applicable.

Exhibited

8.3.2 Visitor Accommodation

The application is not for a 'Visitor Accommodation' use, as such clause 8.3.1 is not applicable.

8.4.1 Residential density for multiple dwellings

Clause 8.4.1 is substituted by Perth Specific Area Plan clause NOR-S7.7.1 Residential Density for Multiple Dwellings address in the Local Provisions Schedule section of this report. As such clause 8.4.1 is not applicable.

8.4.2 Setbacks and building envelopes for all dwellings

A1 *Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:* *(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;* *(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;* *(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or* *(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.*	*P1* **
A2 *A garage or carport for a dwelling must have a setback from a primary frontage of not less than:* *(a) 5.5m, or alternatively 1m behind the building line;* *(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or*	*P2* **

Exhibited

(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	
A3 *A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:* *(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:* *(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and* *(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and* *(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:* *(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or* *(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).*	*P3* ***

Unit 1 has a setback of 5m from the frontage of 5 Affleck Court. As such, the proposed development complies with A1.

The garage of unit 1 does not face the frontage and is approximately 20m setback from the frontage, complying with A2.

Though Unit 1 has a reduced setback to the western side boundary, this portion of the dwelling does not extend for a length greater than 9m, complying with A3. All other setbacks exceed 1.5m.

As such, the proposal complies with the Acceptable Solution.

Exhibited

8.4.3 Site coverage and private open space for all dwellings

A1 *Dwellings must have:* *(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and* *(b) for multiple dwellings, a total area of private open space of not less than 60m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).*	*P1* **
A2 *A dwelling must have private open space that:* *(a) is in one location and is not less than:* *(i) 24m2; or* *(ii) 12m2, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);* *(b) has a minimum horizontal dimension of not less than:* *(i) 4m; or* *(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);* *(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and* *(d) has a gradient not steeper than 1 in 10.*	*P2* **

The units have a combined area of 230.79m^2 (See drawing number PD22070-U1/2-01 Appendix B) complying with a site coverage of less than 50% A1(a);

Unit 1 has a total private open space of 76m^2 and Unit 2 has 94m^2 both exceeding the minimum requirement of 60m^2 A1(b).

Both units have 24m^2 of private open space located in one area per A2(a); with a minimum horizontal dimension of 4m per A2(b). Neither of these areas are located between the frontage and dwelling, and all slope on site ranges between 1 and 4 degrees in accordance with A2(d) (see drawing number PD22070-02).

As such, the proposal complies with clause 8.4.3.

Exhibited

8.4.4 Sunlight to private open space of multiple dwellings

A1 *A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):* *(a) the multiple dwelling is contained within a line projecting (see Figure 8.4):* *(i) at a distance of 3m from the northern edge of the private open space; and* *(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;* *(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and* *(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:* *(i) an outbuilding with a building height not more than 2.4m; or* *(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.*	*P1* **

Unit 1 is to the north of Unit 2's private open space, though it is more than 3m from the northern edge. Relative to this private open space, Unit 1 does not exceed 3m above existing ground level, and is otherwise contained within a line determined by an angle of 45 degrees A1(a).

The shadow diagrams (Appendix B) show that unit 1 will not unreasonably overshadow unit 2's private open space being in sunlight from 12 noon onwards in midwinter in any event per (A1 b).

As such, the proposal complies with clause 8.4.4.

8.4.5 Width of openings for garages and carports for all dwellings

A1 *A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).*	*P1* **

Garages are not facing the frontage of Affleck Street, thus compliant with clause 8.4.5.

A1.

Exhibited

8.4.6 Privacy for all dwellings

A1 *A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:* *(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;* *(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and* *(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:* *(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or* *(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.*	*P1* **
A2 *A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):* *(a) the window or glazed door:* *(i) is to have a setback of not less than 3m from a side boundary;* *(ii) is to have a setback of not less than 4m from a rear boundary;* *(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and* *(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.* *(b) the window or glazed door:* *(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;* *(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or* *(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a*	*P2* **

Exhibited

height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	
A3 *A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:* *(a) 2.5m; or* *(b) 1m if:* *(i) it is separated by a screen of not less than 1.7m in height; or* *(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.*	*P3* **

As there are no proposed surfaces above 1m compliance is achieved with A1 and A2.

As all the proposed buildings are at least 2.5m from the shared driveway and parking areas A3 is met.

As such, the proposal complies with clause 8.4.6 Privacy for all dwellings.

8.4.7 Front Fences

No front fence is proposed as such clause 8.4.7 is not applicable

Exhibited

8.4.8 Waste Storage

A1 *A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations:* *(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or* *(b) a common storage area with an impervious surface that:* *(i) has a setback of not less than 4.5m from a frontage;* *(ii) is not less than 5.5m from any dwelling; and* *(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.*	*P1* ***

For each of the dwellings within the General Residential Zone, waste storage can be provided by way of individual bins to be collected fortnightly on an alternative rotation per A1(a). Importantly, the common bin collection area is not being relied upon for the storage of bins.

The servicing of the site is acceptable to a private contractor and a submission confirming this is appended at Appendix F.

As such the proposal complies with clause 8.4.8.

Exhibited

Community Purpose Zone [27.0]

The site at Elizabeth Street (St Andrew's Cemetery) is within the Community Purpose Zone under the *Tasmanian Planning Scheme - Northern Midlands Local Provisions Schedule*.

27.2 Use Table

The proposal is for Residential (retirement village) which is a permitted use in the zone. The proposal also includes subdivision which is a development otherwise not required to be categorised into a use class.

27.3.1 Non-Residential Uses

A retirement village is a residential use, as such the non-residential use standards are not applicable.

27.4.1 Building Height

A1 *Building height must be not more than 10m.*	*P1* **

The proposed building height is less than 10m. As such, the proposed development complies with clause 27.4.1.

27.4.2 Setback

A1 *Buildings must have a setback from a frontage of:* (a) *not less than 5m; or* (b) *not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.*	*P1* **
A2 *Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than:* *(a) 3m; or* *(b) half the wall height of the building, whichever is the greater*	*P2* *Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to:* *(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;* *(b) overlooking and reduction of privacy to adjoining properties; or* *(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.*

Exhibited

A3 **	*P3* **

All the units are proposed to be setback more than 5m from the frontage, the proposed development complies with A1.

For A2, Unit 7 is 2.7m from the adjoining residential zone at 2 William Street. The proposed Gazebo also is setback for a portion at 2m. As such, P2 must be addressed.

Neither Unit 7 nor the gazebo have the capacity to unreasonably overshadow either the dwelling at 2 William Street, or the private open space. This is understood from the separation between dwellings exceeding 30m, and the shadow diagrams provided showing only minimal overshadowing in the afternoon to a small portion of 2 William Street, which is currently vegetated (a) and (b).

With respect to the visual qualities of the proposal, Unit 7 is a single storey residence which has all the visual qualities of a dwelling. The gazebo is a relatively simple structure not out of character with residential development. It is considered the impact of these structures is minimal, and as such the proposal meets the performance criteria.

For A3, there are no proposed air extraction, pumping systems or the like which require assessment with respect to this part of the standard.

The proposal therefore complies with clause 27.4.2.

27.4.3 Fencing

No frontage fencing is proposed, as such clause 27.4.3 is not applicable.

27.4.4 Outdoor Storage Areas

A1 *Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.*	*P1* *Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.*

A number of bins are to be located within the common areas of the retirement village, for the use of occupants on an individual basis. These bin storage areas are outdoors and so clause 27.4.4 is considered an applicable standard.

As the bin areas are imperceptible from the road, and public open spaces, the proposal complies with the Acceptable Solution.

The proposal therefore complies with clause 27.4.4

Exhibited

27.5 Development Standards for Subdivision

The proposal includes the subdivision of the St Andrews cemetery such that the proposed retirement village will be encompassed on one lot, and the cemetery will be encompassed by the other. The proposed lot boundary is to the south of the existing fence line, at a distance of between 7m and 8m.

27.5.1 Lot design

A1 *Each lot, or lot proposed in a plan of subdivision, must:* *(a) have an area of not less than 600m2 and:* *(i) be able to contain a minimum area of 10m x 15m, with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 27.4.2 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and* *(ii) existing buildings are consistent with the setback required by clause 27.4.2 A1 and A2;* *(b) be required for public use by the Crown, a council or a State authority;* *(c) be required for the provision of Utilities; or* *(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.*	*P1* *Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:* *(a) the relevant requirements for development of buildings on the lots;* *(b) existing buildings and the location of intended buildings on the lots;* *(c) the topography of the site;* *(d) the presence of any natural hazards;* *(e) adequate provision of private open space; and* *(f) the pattern of development existing on established properties in the area.*

Within the Community Purpose Zone there are two lots proposed. Lot 2 at 2,403m^2 both exceed 600m^2, and is of a sufficient area to accommodate a building area such that it complies with the Acceptable Solution A1(a).

Lot 3 at 6,590m^2 is proposed to encompass the cemetery, and is of a sufficient size to meet the Acceptable Solution. Reasonably though, owed to the existing development and use as a cemetery, the lot cannot accommodate a building area clear of restrictions. The proposal is therefore reliant on the performance criteria.

For P1, as relevant for Lot 3, there is no requirement to undertake future development within the lot and the proposed lot size will sufficiently accommodate the existing use and development per (a) and (b);

For (c) and (d), there are no topographical constraints to the site, nor any hazards of relevance;

For (e), private open space is not relevant for the existing cemetery use; and

For (f), the subdivision will encompass existing features on a large lot relative to the surrounds, but not inconsistent with other similarly zoned lots in Perth (ie Perth Primary School). Generally, to seek to encompass a discrete use and development on a single lot is a reasonable approach to subdivision layouts.

The proposal is considered to comply.

Exhibited

A2 *Each lot, or lot proposed in a plan of subdivision, must have a frontage or legal connection to a road by a right of carriageway of not less than 10m.*	*P2* *Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:* *(a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;* *(b) the topography of the site;* *(c) the functionality and useability of the frontage;* *(d) the anticipated nature of vehicles likely to access the site;* *(e) the ability to manoeuvre vehicles on the site;* *(f) the ability for emergency services to access the site; and* *(g) the pattern of development existing on established properties in the area.*

Though Lot 3 has a frontage in excess of 10m, Lot 2 is reliant on a right of carriageway over the land at 5 Affleck Court, which is less than 10m. The proposal is therefore reliant on the Performance Criteria.

For Lot 2, the right of carriageway is shown as 5.5m wide, which is sufficient to include a driveway to serve the use and development of a retirement village.

Specifically, for (a), the access to Affleck Court will be shared with one other lot. The ability for this access to accommodate additional traffic volumes is supported by the accompanying Traffic Impact Assessment (Appendix E).

For (b) the topography of the site does not necessitate the reliance of a right of way for an access, though the existing development and lot geometry preclude providing an additional frontage by virtue of the location and extent of the cemetery, and the frontage at 5 Affleck Court being sub-minimum in any event.

For (c), a frontage is not proposed;

For (d), (e) and (f), the use of the access for the proposed retirement village use is supported by a traffic impact assessment.

For (g) though the surrounding area is predominately ordinary lots, or internal lots which gain access via an access strip, the proposal is a reasonable response to the constraints of the existing use and development of the cemetery, whilst providing sufficient access to the proposed use and development.

Having regard for the above, the proposal includes a legal connection to a road by a right of carriageway and this is sufficient for the needs of the use and development proposed.

The proposal is considered to comply.

A3	*P3*

Exhibited

Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	*Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:* *(a) the topography of the site;* *(b) the length of the access;* *(c) the distance between the lot or building area and the carriageway;* *(d) the nature of the road and the traffic; and* *(e) the pattern of development existing on established properties in the area.*

The proposal is reliant on an existing vehicle access for Lot 3, and a right of carriageway over 5 Affleck Court to provide for access to Lot 2.

The right of carriageway is shown as 5.5m wide, which is sufficient to include a driveway to serve the use and development of a retirement village.

For (a) the topography of the site does not necessitate the reliance of a right of way for an access, though the existing development and lot geometry preclude providing an additional frontage (and so an access to a boundary) by virtue of the location and extent of the cemetery.

For (c), the distance is marginal at approximately 45m from the road to the lot.

For (d), the nature of the road is considered as suitable to accommodate the additional traffic, as demonstrated in the accompanying Traffic Impact Assessment (Appendix E).

For (e) though the surrounding area is predominately ordinary lots, or internal lots which gain access via an access strip, the proposal is a reasonable response to the constraints of the existing use and development of the cemetery, whilst providing sufficient access to the proposed use and development.

Having regard for the above, the proposal includes a legal connection to a road by a right of carriageway and this is sufficient for the needs of the use and development proposed.

The proposal is considered to comply.

27.5.2 Services

A1 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:* *(a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service: or* *(b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.*	*P1* *No Performance Criterion.*

Lot 3 is reliant on an existing water connection at Elizabeth Street, and Lot 2 is to be provided with a connection to a full service supply from Affleck Court in accordance with A1 (a).

The proposal therefore complies.

Exhibited

A2 *Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.*	*P2* *Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.*

Both lots 2 and 3 are to be provided with sewer connections in accordance with A2, as shown on the plan of subdivision (Appendix C).

The proposal therefore complies.

A3 *Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.*	*P3* *Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:* *(a) the size of the lot;* *(b) topography of the site;* *(c) soil conditions; (d) any existing buildings on the site;* *(e) any area of the site covered by impervious surfaces; and* *(f) any watercourse on the land.*

Each lot is to have a stormwater connection which will suitably discharge to the public stormwater system in accordance with A3.

The proposal therefore complies.

Local Provision Schedule - Northern Midlands

Exhibited

NOR – Specific Area Plans

The Perth Specific Area Plan [NOR-S7.0] is applicable to this application.

NOR-S7.5 Use Table

As the proposal is not within the Low-Density Residential Zone, this substituting table is not applicable

NOR-S7.7.1 Residential Density for Multiple Dwellings

This clause is in substitution for General Residential Zone – clause 8.4.1 Residential density for multiple dwellings.

A1 *Multiple dwellings must have a site area per dwelling of not less than 400m2.*	*P1* **

The site area of that lot where multiple dwellings are proposed is 900m^2. Providing for 450m^2 per dwelling (A1).

As such the proposal complies with NOR-S7.7.1.

NOR-S7.8 Development Standards for Subdivision

Though the proposal includes subdivision, there are no substituting clauses within the Specific Area Plan which apply to the Community Purpose Zone.

Parking and Sustainable Transport Code [C2.0]

No use or development is exempt from assessment against this code (C2.1.1).

Exhibited

C2.5.1 Car Parking numbers

A1 - *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:* *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;* *(b) the site is contained within a parking precinct plan and subject to Clause C2.7;* *(c) the site is subject to Clause C2.5.5; or* *(d) it relates to an intensification of an existing use or development or a change of use where:* (i) *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or* (ii) *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C-B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.*	*P1.2 -* *The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:* *(a) the nature and intensity of the use and car parking required;* *(b) the size of the dwelling and the number of bedrooms; and* *(c) the pattern of parking in the surrounding area.*

The calculation of carparking spaces as derived from the multiple uses across two zones may be set out as below:

For units 1 and 2, being within the General Residential Zone, the requirement for each of these dwellings is 2 spaces per dwelling, which are provided in a tandem manner with garages. No visitor spaces are provided as part of this component of the proposal; For this reason the multiple dwellings component of the proposal is reliant on the performance criteria.

For the retirement village there are 10 units with varied numbers of bedrooms per dwelling totalling 18, (see Table 1).

Exhibited

Table 1. Car parking requirement pursuant to table C2.1

Unit No.	Number of Bedrooms	Spaces required
3	1	1
4	1	1
5	2	2
6	2	2
7	2	2
8	2	2
9	2	2
10	1	1
11	3	2
12	2	2
		Total 17

As outlined in Table 1, 17 parking spaces are required for the retirement village units. Further, an additional 3 visitor spaces are required, as determinable from a rate of 1 visitor space per 5 multiple dwellings. The total number of spaces required for the residential use in the Community Purpose Zone is therefore 20 spaces.

For the retirement village, the carparking demand is satisfied by a shared parking area providing 17 spaces, as well as one space which is provided in the garage of Unit 11. This number does not equate to the number required by the Acceptable Solution, and so the proposal is reliant on the performance criteria.

In addressing the performance criteria for these separate uses, in the first it is considered that for the multiple dwellings, there is an ability for any visitors to park on street.

For the retirement village, including the garage appurtenant to Unit 11, there are 18 parking spaces proposed (See drawing number PD22070-03 of the proposed plan Appendix B).

Unit 11 being of 3 bedrooms has a high likelihood of multiple car ownership, though for Units 3 – 10, despite the number of bedrooms, car ownership is unlikely to exceed 1 per dwelling, in which instance the parking is sufficient to meet the projected needs of the use, and allows for dedicated visitor spaces in addition.

The proposal is supported by a Traffic Impact Assessment and subsequent advice at Appendix E, which concludes the number of parking spaces is sufficient to meet the needs of the use.

The proposal is considered to comply.

C2.5.2 Bicycle parking numbers

Bike parking is not required in accordance with Table C2.1 and has not been provided as part of this proposal. As such, clause 2.5.2 is not applicable.

Exhibited

C2.5.3 Motorcycle parking numbers

A1	P1
The number of on-site motorcycle parking spaces for all uses must: *(a) be no less than the number specified in Table C2.4; and* *(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained*	* ***

The Table C2.4 requires 1 motorcycle parking space where the use requires more than 20 car parking spaces. There are two uses proposed, one for multiple dwellings, and the other for a retirement village. Neither use requires more than 20 spaces, and so there is no motorcycle parking requirement for the proposal.

As such the proposal complies with A1 C2.5.3.

C2.5.4 Loading bays

No loading bays are proposed in this application, as such, clause 2.5.4 is not applicable.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Parking is intended for residential use, as such, clause 2.5.5 is not applicable.

C2.6.1 Construction of parking areas

A1	P1
All parking, access ways, manoeuvring and circulation spaces must: *(a) be constructed with a durable all weather pavement;* *(b) be drained to the public stormwater system, or contain stormwater on the site; and* *(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*	* **

Civil engineering plans provided at Appendix D show all parking and accessways to be constructed of concrete per A1(a) and (c). The accessways will also be drained to the public stormwater system per A1(b).

Exhibited

As such the proposal complies with C2.6.1

C2.6.2 Design and layout of parking areas

A1.1 *Parking, access ways, manoeuvring and circulation spaces must either:* *(a) comply with the following:* *(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;* *(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;* *(iii) have an access width not less than the requirements in Table C2.2;* *(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;* *(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;* *(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and* *(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or* *(b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.* *A1.2* **	*P1* **

The proposed parking areas comply with the Australian Standard AS 2890. Please see the civil engineering plans (Appendix D), and the Traffic Impact Assessment with subsequent advice (Appendix E) A1.1

No onsite turning is required for the private waste collection to be undertaken from the collection point at the fore of the site.

No disabled parking spaces are required as part of this application, as such, A1.2 is not applicable.

As such the proposal complies with C2.6.2.

C2.6.3 Number of accesses for vehicles

Exhibited

A1 *The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses, whichever is the greater.*	*P1* **
A2 **	*P2* **

One access is proposed via 5 Affleck's frontage. As the proposed development is not located within the Central Business Zone, A2 is not applicable.

As such the proposal complies with clause 2.6.3.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

The proposal is not located within the General Business or Central Business Zones, as such, clause 2.6.4 is not applicable.

C2.6.5 Pedestrian access

A1.1 ***	*P1* *Safe and convenient pedestrian access must be provided within parking areas, having regard to:* *(a) the characteristics of the site* *(b) the nature of the use;* *(c) the number of parking spaces;* *(d) the frequency of vehicle movements;* *(e) the needs of persons with a disability;* *(f) the location and number of footpath crossings;* *(g) vehicle and pedestrian traffic safety;* *(h) the location of any access ways or parking aisles; and* *(i) any protective devices proposed for pedestrian safety.*

A 1m wide footpath is provided throughout the site, this footpath has kerbing as a protective measure between the pathway and parking areas, and pedestrian crossings are shown.

The proposal is supported by a Traffic Impact Assessment and subsequent advice (Appendix E).

The proposal is considered to comply with C2.6.5.

C2.6.6 Loading bays

No loading bays are proposed as part of this application, as such, clause 2.6.6 is not applicable.

Exhibited

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

The proposal is not within the General Business or Central Business Zones, as such, clause 2.6.7 is not applicable.

C2.6.8 Siting of parking and turning areas

The proposal is not located within the relevant zoning, as such, clause 2.6.7 is not applicable.

Road and Railway Assets Code [C3.0]

There are no exemptions from Road and Railway Assets Code, therefore provisions under C3.0 need to be considered.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

A1.1 **	*P1* *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:* *(a) any increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use;* *(c) the nature of the road;* *(d) the speed limit and traffic flow of the road;* *(e) any alternative access to a road;* *(f) the need for the use;* *(g) any traffic impact assessment; and* *(h) any advice received from the rail or road authority.*

The proposal is supported by a Traffic Impact Assessment (Appendix E) which determines that the proposed development does not meet A1, and so P1 must be addressed. In doing so, the following is of relevance:

Traffic generation is likely to be 32 vehicles per day, low peak hour generation of 3 vehicles per hour P1(a);

Traffic is residential in nature and consistent with surrounding area P1(b);

Affleck Court carries less than 40 vehicle per day, with speed of 50km/h which is compatible with the proposed development P1(c);

A speed of 50km/h is compatible and allows for a safe speed and viable traffic flow P1(d);

No alternative access is possible or considered necessary P1(e);

The use is compatible with the zonings and residential dwellings and developments are in high demand P1(f);

See attached Traffic Impact Assessment and subsequent advice (Appendix E) P1(g);

No further advice from road authority P1(h).

As such the proposal complies with clause C3.5.1.

Exhibited

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

The proposal is not located within an attenuation area, as such, clause 3.6.1 is not applicable.

C3.7 Development Standards for Subdivision

As there is no proposed subdivision, clause 3.7 and all sub-clauses are not applicable.

Local Historic Heritage Code [C6.0]

The site is, along with other lots fronting Clarence Street, shown as being within a local listed heritage place on the LPS maps. Review of the local heritage places list in the relevant Local Provisions Schedule (NOR C6.1.331 and .332) shows however that the listing, and specific extent identified within the table is limited to *the part of the title defined in the THC central plan register*. That area is much less than that area shown on the overlay maps, and for this reason, and with reference to the definition of a local heritage place; those parts of the site outside the spatial extent of the THR listed site are not considered to be listed within the local historic heritage code.

For those works which are within the specific extent of THR place 5207, the standards within the local historic heritage code are not applicable, for reason of clause C6.2.3 of that code.

Therefore no part of the development is assessable against the standards relating to a local heritage place.

Importantly, as the works will be undertaken within a state listed place, it is recognised the development will be referred to the Tasmanian Heritage Council. As such, a statement of archaeological potential, and a report on the findings of investigation, has been sourced and is appended at Appendix G.

For reference, a composite image of the Plan of Subdivision and the area of initial investigation as undertaken shows that the area of the proposed lot boundary has been examined for the potential to include burials, and no such evidence of burials subsequent to this investigation has been found.

Exhibited

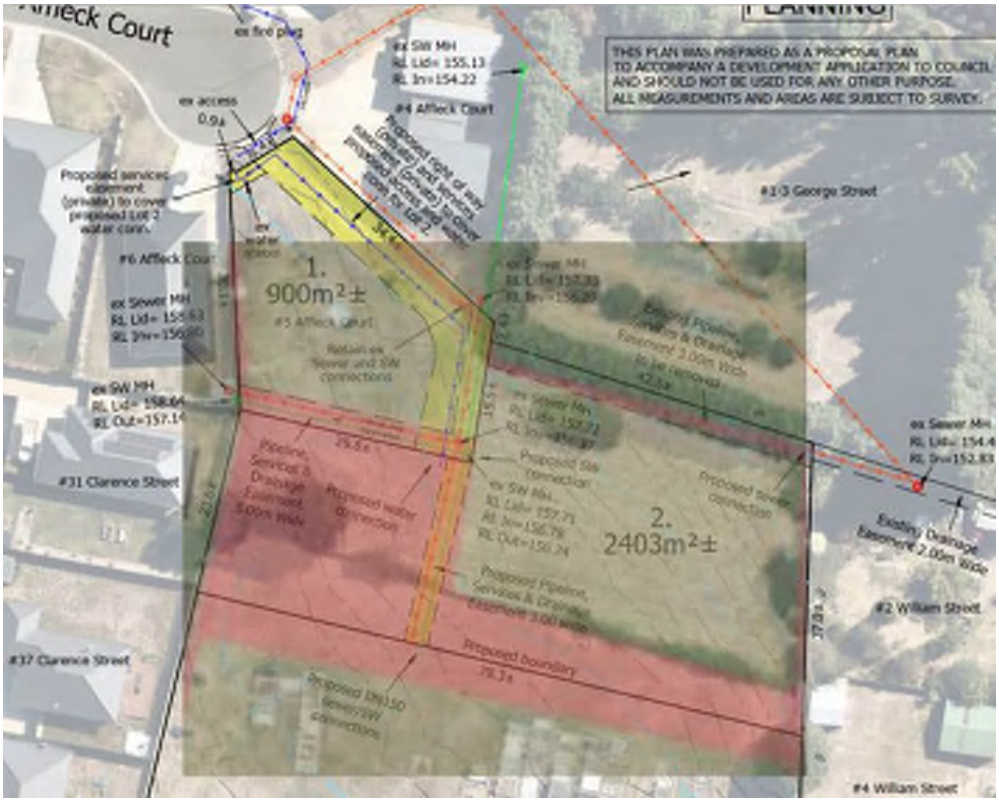


Figure 4 – Composite image of investigation area and the Plan of Subdivision (Source Woolcott Surveys, Praxis Environment as adapted from LIST).

Exhibited

Natural Assets Code [C7.0]

C7.6 Development Standards for Buildings and Works

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

As the proposed development is not located within a waterway and coastal protection are or a future coastal refugia area, clause 7.6.1 is not applicable.

C7.6.2 Clearance within a priority Vegetation area

A1 ***	*P1.1* *Clearance of native vegetation within a priority vegetation area must be for:* *(a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;* *(b) buildings and works associated with the construction of a single dwelling or an associated outbuilding;* *(c) subdivision in the General Residential Zone or Low Density Residential Zone;* *(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;* *(e) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or* *(f) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.* *P1.2* *Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:* *(a) the design and location of buildings and works and any constraints such as topography or land hazards;* *(b) any particular requirements for the buildings and works;*

Exhibited

	(c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings; *(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;* *(e) any on-site biodiversity offsets; and* *(f) any existing cleared areas on the site.*

The proposed development does not comply with A1. As such, P1 must be addressed:

The priority vegetation area overlay has been applied to the site and surrounding areas owed to an observation of *Dianella amoena* (grassland flaxlily) within the cemetery. No works however are proposed within 50m of this point. As for the trees within the site which require removal, these trees are not considered priority vegetation, though their removal as native vegetation does still require consideration against the performance criteria.

The proposed development being provided by an accredited housing provider will provide significant social benefit to the area (d). In addition to (d), it is worth noting that on balance of the sparse nature of vegetation, and understanding that it is not the priority vegetation for which the overlay was applied, the clearance is relatively minor relative to that priority vegetation within the cemetery (f). The proposal therefore complies with P1.1.

For P1.2, whilst there is a priority vegetation overlay, the removal of vegetation is limited to a few isolated trees which are not considered to be priority vegetation. The design and siting is at the periphery of the overlay, being a 100m buffer around that observed flora point (a). A review of the building requirements for works is considered unnecessary, in that the native vegetation to be removed is not priority vegetation, (b) and (c). The retention of the cemetery (THR listed) as an intact portion of the site to the south of the existing fence line will perpetuate the priority vegetation within the cemetery (d). On-site biodiversity offsets are not considered relevant on balance of the vegetation to be removed and the priority vegetation on site. The proposal is in a relatively clear area, and the removal of trees is select and inconsequential to the priority vegetation for which the overlay is applied.

As such the proposal complies with P1.2.

With regard for both P1.1 and P1.2, the proposal is considered to comply with clause C7.6.2.

C7.7 Development Standards for Subdivision

C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

The proposal is not within a Waterway Coastal Protection area, and so Clause C7.7.1 is not applicable.

C7.7.2 Subdivision within a priority vegetation area

A1 *Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:* *(a) be for the purposes of creating separate lots for existing buildings;*	*P1.1* *Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:* *(a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide*

Exhibited

(b) be required for public use by the Crown, a council, or a State authority; *(c) be required for the provision of Utilities;* *(d) be for the consolidation of a lot; or (* *e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.*	*adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;* *(b) subdivision for the construction of a single dwelling or an associated outbuilding;* *(c) subdivision in the General Residential Zone or Low Density Residential Zone;* *(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;* *(e) subdivision involving clearance of native vegetation where it is demonstrated that ongoing pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or* *(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.* *P1.2* *Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:* *(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;* *(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;* *(c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;* *(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;* *(e) any on-site biodiversity offsets; and* *(f) any existing cleared areas on the site.*

The priority vegetation area overlay has been applied to the site and surrounding areas owed to an observation of *Dianella amoena* (grassland flaxlily) within the cemetery. No works however are proposed within 50m of this point. As for the trees within the site which require removal, these trees are not considered priority vegetation, though their removal as native vegetation does still require consideration.

As the proposal includes subdivision of lots within a priority vegetation area, neither lot can comply with the Acceptable Solution for the reason that works to facilitate lot connections are required in each lot. The proposal is therefore reliant on the Performance Criteria.

For Lot 2, P1.1 (f) is relevant in that the site is relatively clear of priority vegetation (albeit mapped). For Lot 3, P1.1 (a) is relevant in that the lot will encompass the cemetery.

For both lots, as assessable under P1.2, the following is of relevance:

Relative to the extent of priority vegetation there is negligible disturbance either proposed at present, or such that would be likely in the future per (a) and (b). Further, the site is not within a bushfire prone area per (c).

Mitigation measures are not considered necessary, again owed to the negligible disturbance to priority vegetation (d).

Offsets are not considered necessary (e), and the design and siting of works and buildings is predominately reliant on existing cleared areas.

Exhibited

In short, the proposal is in a relatively clear area, and the removal of trees is select and inconsequential to the priority vegetation for which the overlay is applied.

As such the proposal complies with P1.2.

Safeguarding of Airports Code [C16.0]

C16.4 Use or Development Exempt from this Code

C16.4.1 The AHD for the site is 211m. As such, the proposal is exempt from this code (a).

Conclusion

This proposal seeks approval for the development of 2 multiple dwellings and 12 units for a retirement village (Residential) at 5 Affleck Court (CT 178099/24) and Elizabeth Street (St Andrew's Cemetery) (CT 176329/1), Perth. The development is on land within the General Residential Zone, and the Community Purpose Zone. The site is subject to the Perth Specific Area Plan.

The proposal has been considered against the development standards of the Zones and SAP and the proposal generates the following discretions under the *Tasmanian Planning Scheme - Northern Midlands local provision schedule*:

- 27.4.2 Setbacks (P2)
- 27.5.1 Lot design (P1, P2, and P3)
- C2.5.1 Car parking numbers (P1)
- C3.5.1 Traffic generation at an access (P1)
- C7.6.2 Clearance of Vegetation within a Priority Vegetation Area (P1.1 &P1.2)
- C7.7.2 Subdivision within a priority vegetation area.

The proposal has been assessed against all relevant scheme criteria and is found to either comply with the Acceptable Solutions or satisfy the relevant Performance Criteria. The application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.

Exhibited

APPENDIX B

Proposal Plans

Exhibited

PROPOSED MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

THE TRUSTEES OF THE DIOCESES OF TASMANIA

PD22070

PLANNING

SITE DRAWINGS

No	DRAWING
01	SITE PLAN
02	PART SITE PLAN
03	SITE LANDSCAPING PLAN
04	BIN ENCLOSURE ELEVATIONS
05	SHADOW DIAGRAMS
06	SHADOW DIAGRAMS
07	TURNING CIRCLES

COMMUNAL BUILDING DRAWINGS

No	DRAWING
G-01	FLOOR & ROOF PLAN
G-02	ELEVATIONS

UNIT DRAWINGS

No	DRAWING
UNIT 1 & 2	
U1/2-01	FLOOR PLAN
U1/2-02	DOOR AND WINDOW SCHEDULES
U1/2-03	ELEVATIONS
U1/2-04	ELEVATIONS
U1/2-05	ROOF PLAN
UNIT 3-6	
U3/6-01	FLOOR PLAN
U3/6-02	DOOR AND WINDOW SCHEDULES
U3/6-03	ELEVATIONS
U3/6-04	ELEVATIONS
U3/6-05	ROOF PLAN

UNIT DRAWINGS

No	DRAWING
UNIT 7-10	
U7/10-01	FLOOR PLAN
U7/10-02	DOOR AND WINDOW SCHEDULES
U7/10-03	ELEVATIONS
U7/10-04	ELEVATIONS
U7/10-05	ELEVATIONS
U7/10-06	ROOF PLAN

UNIT DRAWINGS

No	DRAWING
UNIT 11 & 12	
U11/12 -01	FLOOR PLAN
U11/12-02	DOOR AND WINDOW SCHEDULES
U11/12-03	ELEVATIONS
U11/12-04	ELEVATIONS
U11/12-05	ROOF PLAN

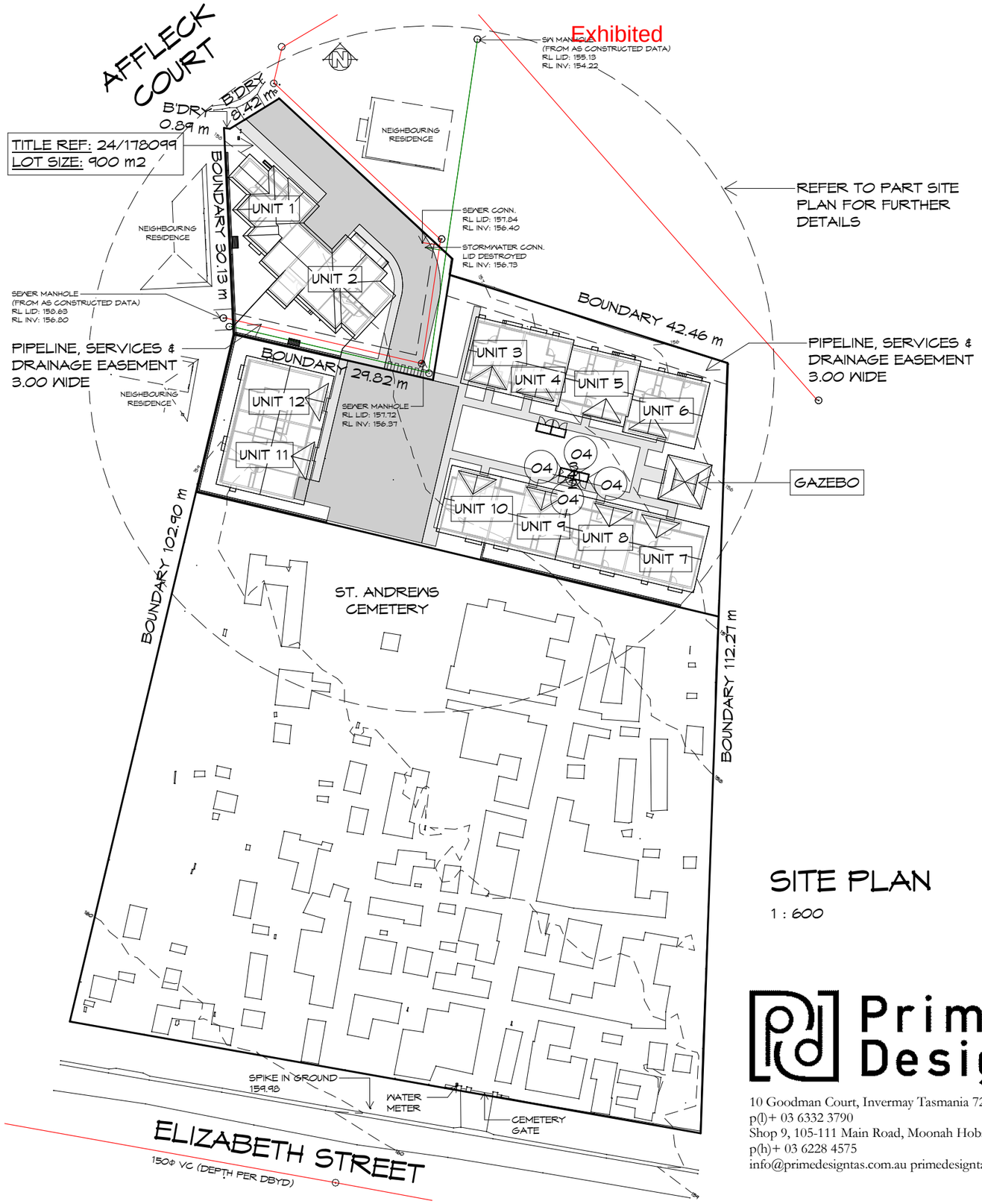
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info@ primedesigntas.com.au primedesigntas.com.au
Accredited Building Practitioner: Frank Geskus -No CC246A

APRIL 2025



GENERAL NOTES

- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC 2019, ALL S.A.A.. CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

SURVEYORS NOTES:

1. THIS PLAN HAS BEEN PREPARED BY WOOLCOTT SURVEYS FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT USED FOR ANY OTHER PURPOSE.
2. TITLE BOUNDARIES SHOWN WERE NOT MARKED AT THE TIME OF THIS SURVEY.
3. SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.
4. WOOLCOTT SURVEYS CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT.
5. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN FULL WILL RENDER THE INFORMATION SHOWN ON SUCH A REPRODUCTION INVALID AND NOT SUITABLE FOR USE WITHOUT PRIOR AUTHORITY OF WOOLCOTT SURVEYS.
6. HORIZONTAL BEARING DATUM IS MGA94 PER SP176329.
7. VERTICAL DATUM IS AHD83 PER SPM5749.
8. CONTOUR INTERVAL IS 0.2m INDEX IS 1.0m.
9. BOUNDARIES AND EASEMENTS ARE COMPILED FROM SP176329 AND SP178099; AND ARE APPROXIMATE AND SUBJECT TO SURVEY.
10. CO-ORDINATES ARE PLANE BASED ON GDA20 AT SPM5749.

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

SITE PLAN

1 : 600

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p(h)+ 03 6228 4575
info@primedesigntas.com.au primedesigntas.com.au

Project:
PROPOSED MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH
Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

Drawing:
SITE PLAN

Drafted by: J.M.M
Approved by: B.P

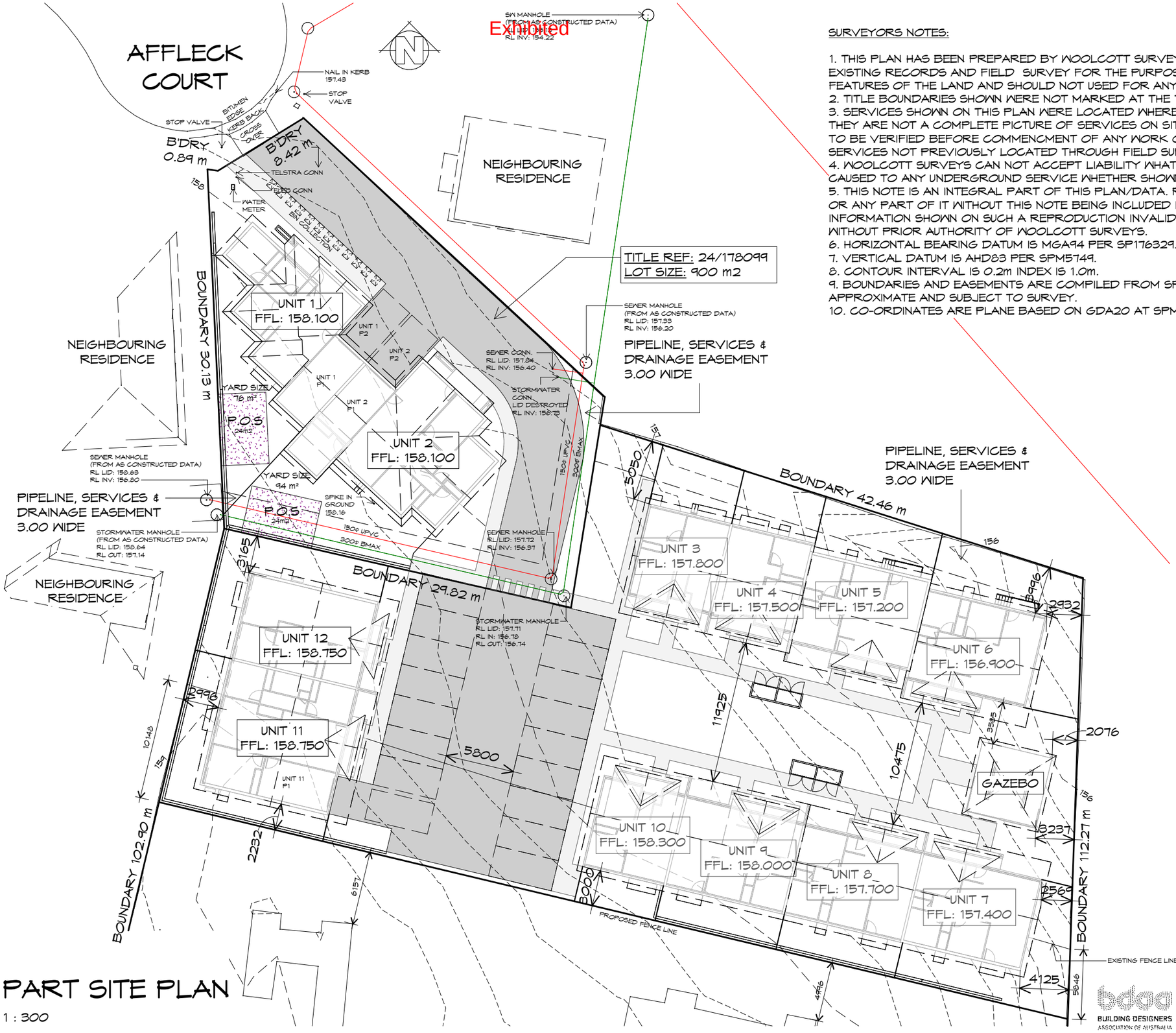
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Date: 30.04.2025
Scale: 1 : 600

Project/Drawing no: PD22070 -01
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



PART SITE PLAN

1 : 300

SURVEYORS NOTES:

1. THIS PLAN HAS BEEN PREPARED BY WOOLCOTT SURVEYS FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT USED FOR ANY OTHER PURPOSE.
2. TITLE BOUNDARIES SHOWN WERE NOT MARKED AT THE TIME OF THIS SURVEY.
3. SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.
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10. CO-ORDINATES ARE PLANE BASED ON GDA20 AT SPM5749.

PLANNING

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5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
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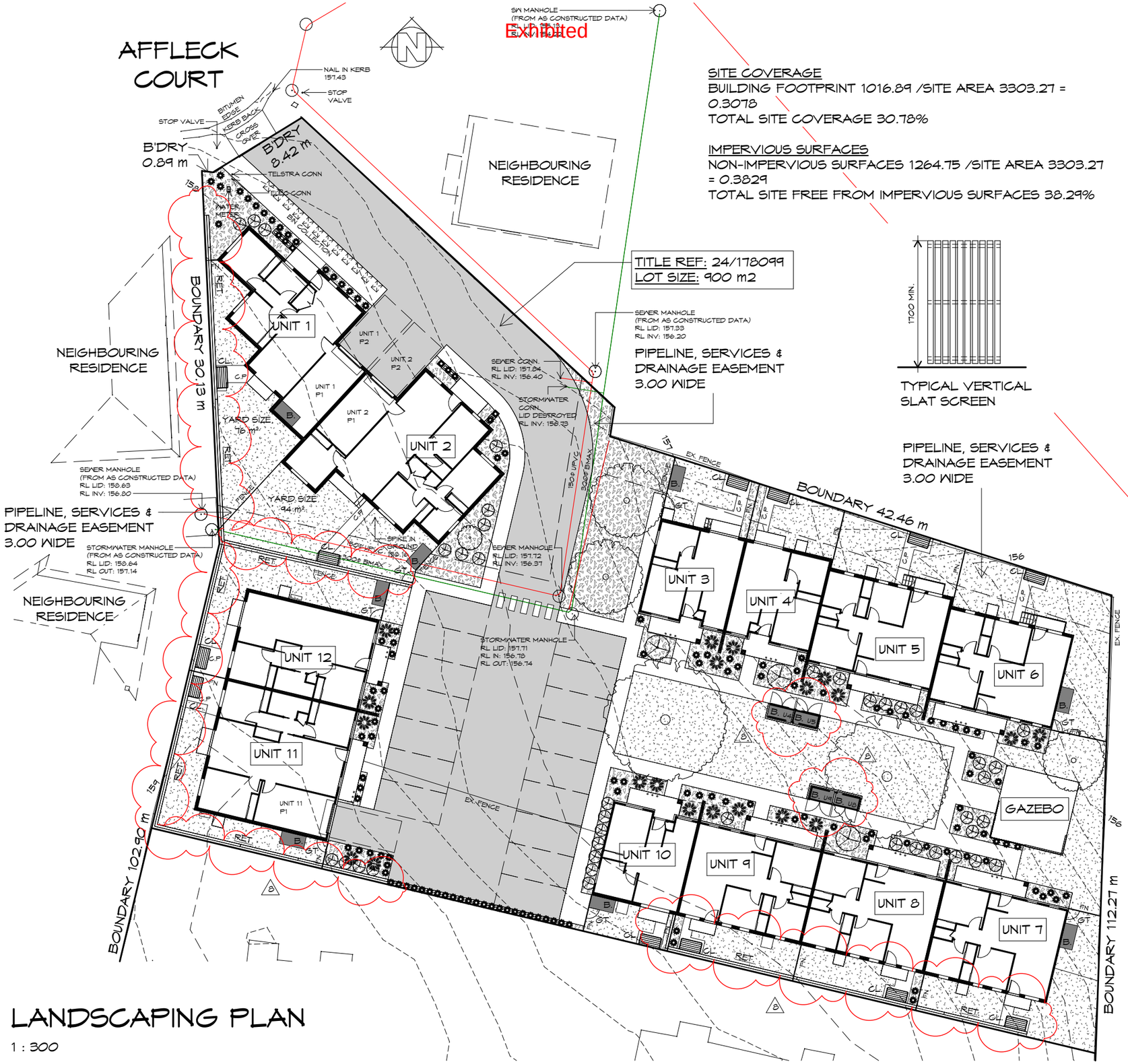
Drawing:
PART SITE PLAN

Drafted by:	Approved by:
J.M.M	B.P
Date:	Scale:
30.04.2025	1 : 300
Project/Drawing no:	Revision:
PD22070 -02	08

Accredited building practitioner: Frank Geskus -No CC246A

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

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SITE COVERAGE

BUILDING FOOTPRINT 1016.89 /SITE AREA 3303.27 = 0.3078
TOTAL SITE COVERAGE 30.78%

IMPERVIOUS SURFACES

NON-IMPERVIOUS SURFACES 1264.75 /SITE AREA 3303.27 = 0.3829
TOTAL SITE FREE FROM IMPERVIOUS SURFACES 38.29%

TYPICAL VERTICAL SLAT SCREEN

PIPELINE, SERVICES & DRAINAGE EASEMENT 3.00 WIDE

LEGEND

- PROPOSED TREE - Pn
- PROPOSED SHRUB - Dv, Ps
- PROPOSED GROUNDCOVER/GRASS - Jr, Lf, Ln, Mp
- LAWN
- MULCH OR SIMILAR
- CP — CONCRETE PATH/PAVING
- CONCRETE DRIVEWAY
- LB. — LETTER BOX
- B. — WASTE STORAGE
- GT — GATE
- FN — FENCE 1.8m HIGH
- CL — CLOTHES LINES - WALL MOUNT
- VERTICAL SLAT SCREEN
- RET. — RETAINING WALL; REFER TO CIVIL DRAWINGS FOR DETAILS

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

LANDSCAPING PLAN

1 : 300

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Project:
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5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
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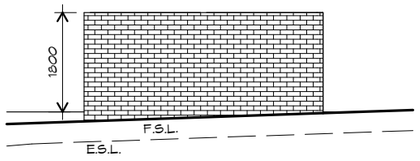
Drawing:
SITE LANDSCAPING PLAN

Drafted by:	Approved by:
J.M.M	B.P
Date:	Scale:
30.04.2025	As indicated
Project/Drawing no:	Revision:
PD22070 -03	08

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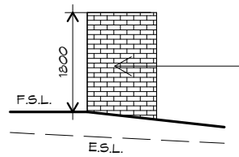
Accredited building practitioner: Frank Geskus -No CC246A

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NORTHERN ELEVATION

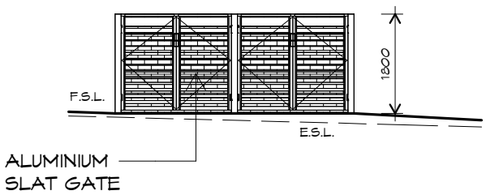
1 : 100



BRICKWORK
SELECTED FIRED CLAY
FACE BRICKS.
RAKED JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH ABCB HOUSING PROVISIONS PART 5

EASTERN ELEVATION

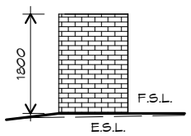
1 : 100



ALUMINIUM
SLAT GATE

SOUTHERN ELEVATION

1 : 100



WESTERN ELEVATION

1 : 100

NOTE: TYPICAL ELEVATIONS FOR BIN STORAGE FOR UNITS 4-5 & 8-9

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED MULTIPLE DWELLINGS
& OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE
DIOCESES OF TASMANIA

Drawing:
BIN ENCLOSURE ELEVATIONS

Drafted by: J.M.M
Approved by: B.P

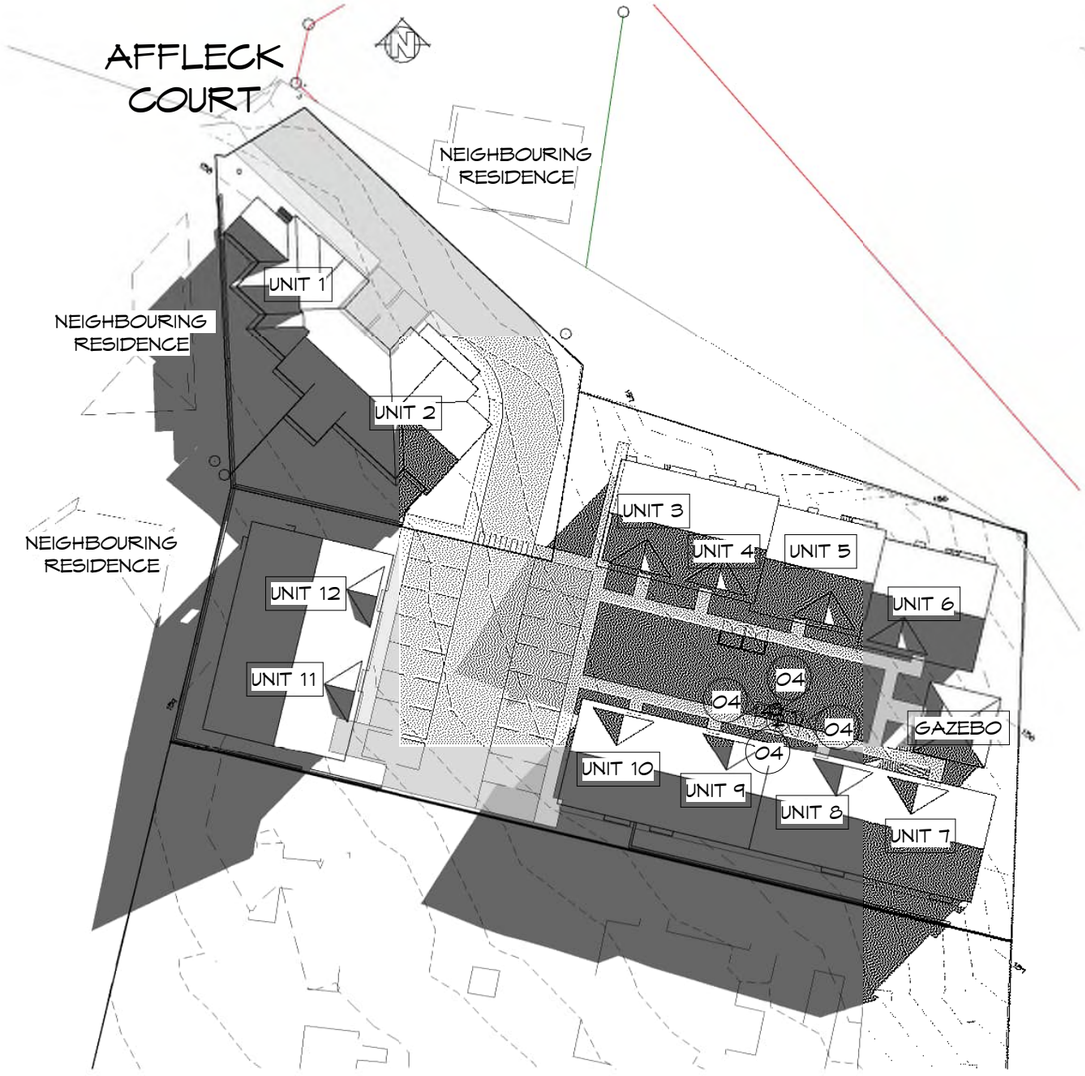
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Date: 30.04.2025
Scale: 1 : 100

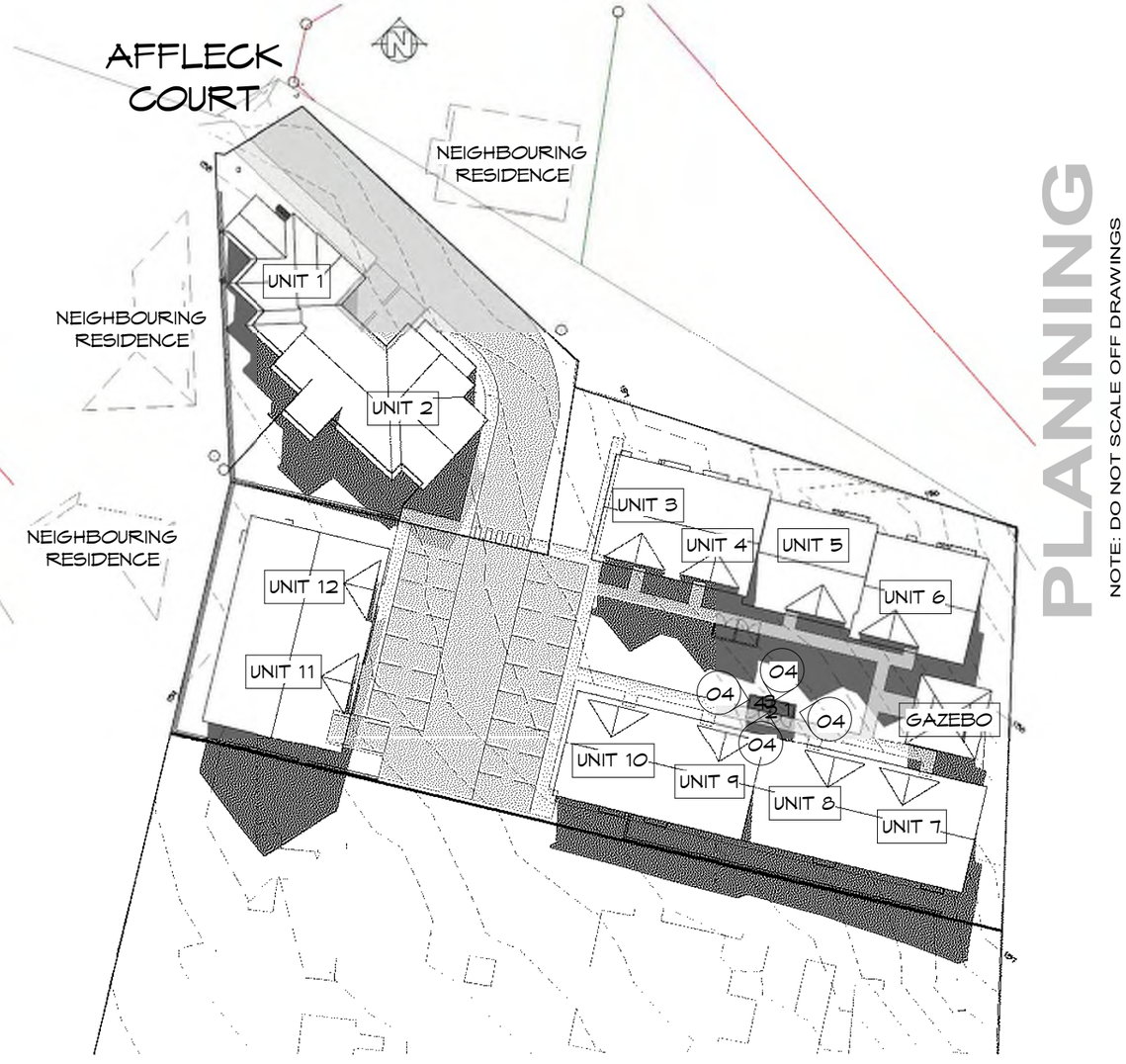
Project/Drawing no: PD22070 -04
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



GENERAL INFORMATION
NORTH: TRUE NORTH
DAY LIGHT SAVINGS: OFF
DATE: JUNE 21st
TIME: 09:00



GENERAL INFORMATION
NORTH: TRUE NORTH
DAY LIGHT SAVINGS: OFF
DATE: JUNE 21st
TIME: 12:00

SHADOW DIAGRAMS

1 : 500

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED MULTIPLE DWELLINGS
& OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE
DIOCESES OF TASMANIA

Drawing:
SHADOW DIAGRAMS

Drafted by: Author
Approved by: Approver

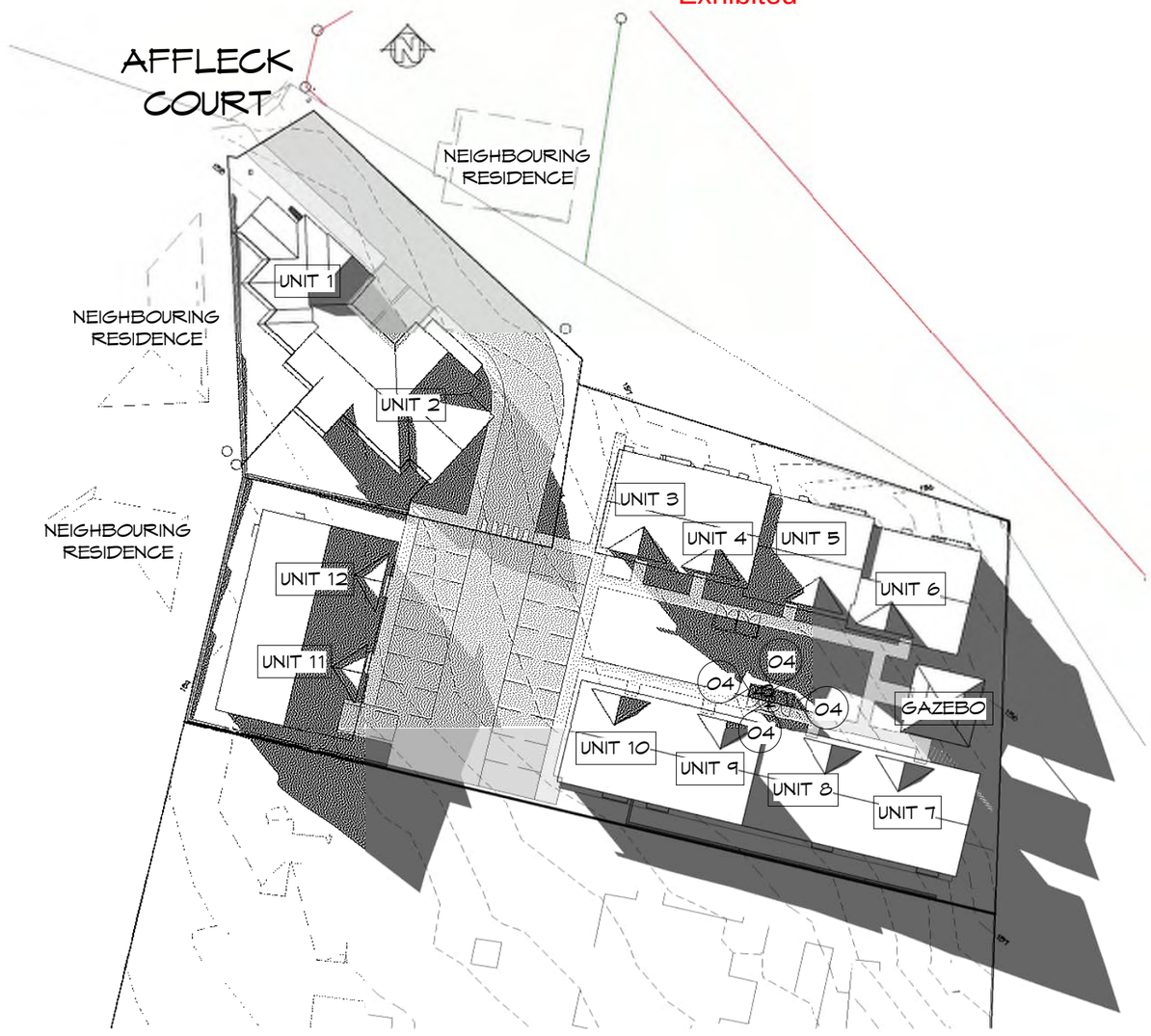
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Date: 30.04.2025
Scale: 1 : 500

Project/Drawing no: PD22070 -05
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



GENERAL INFORMATION
NORTH: TRUE NORTH
DAY LIGHT SAVINGS: OFF
DATE: JUNE 21st
TIME: 15:00

SHADOW DIAGRAMS 3PM

1 : 500

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

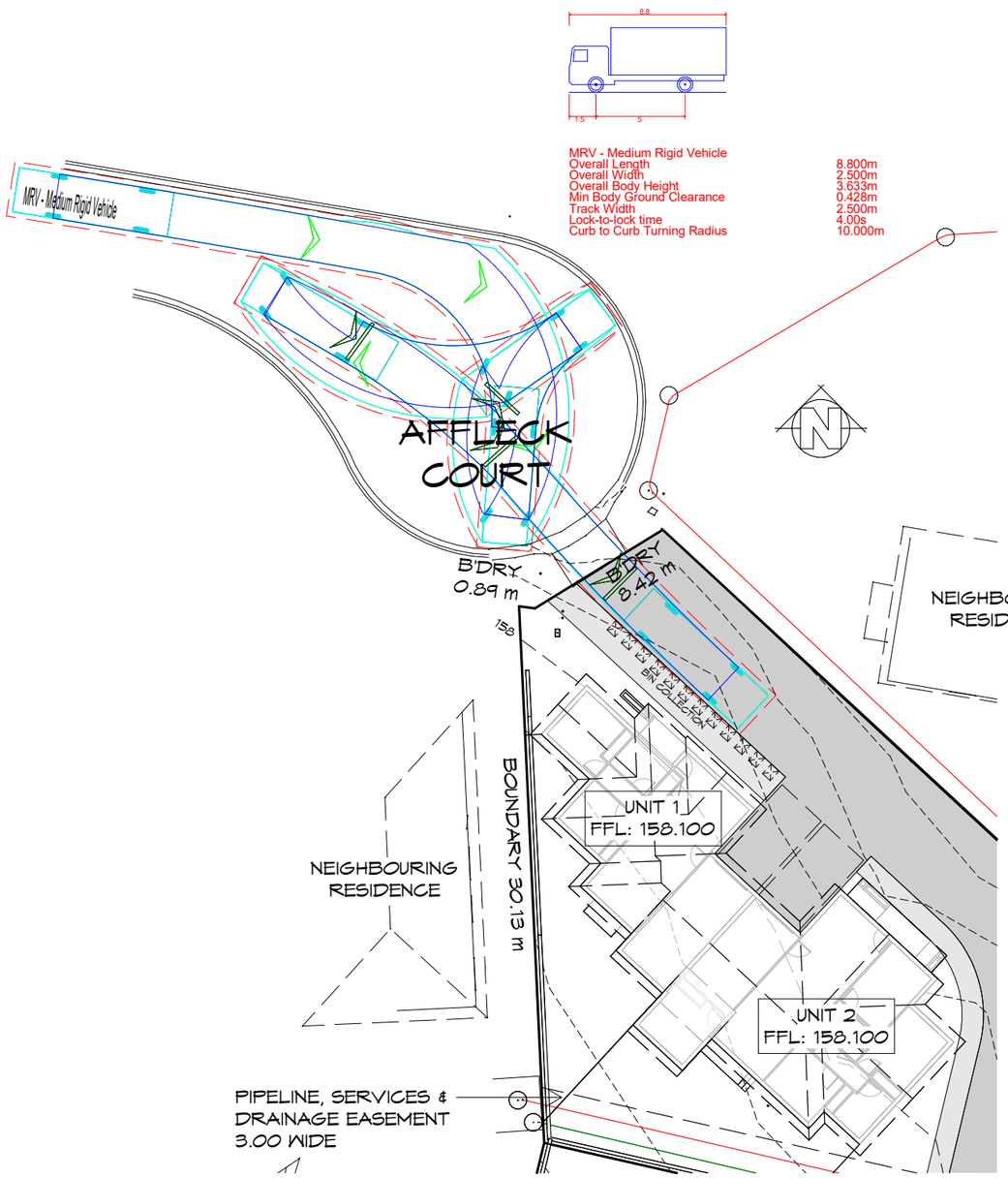
Drawing:
SHADOW DIAGRAMS

Drafted by:	Approved by:
Author	Approver
Date:	Scale:
30.04.2025	1 : 500
Project/Drawing no:	Revision:
PD22070 -06	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

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SERVICE VEHICLE REVERSE ENTRY

1 : 300

PLANNING

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Project:
PROPOSED MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

Drawing:
TURNING CIRCLES

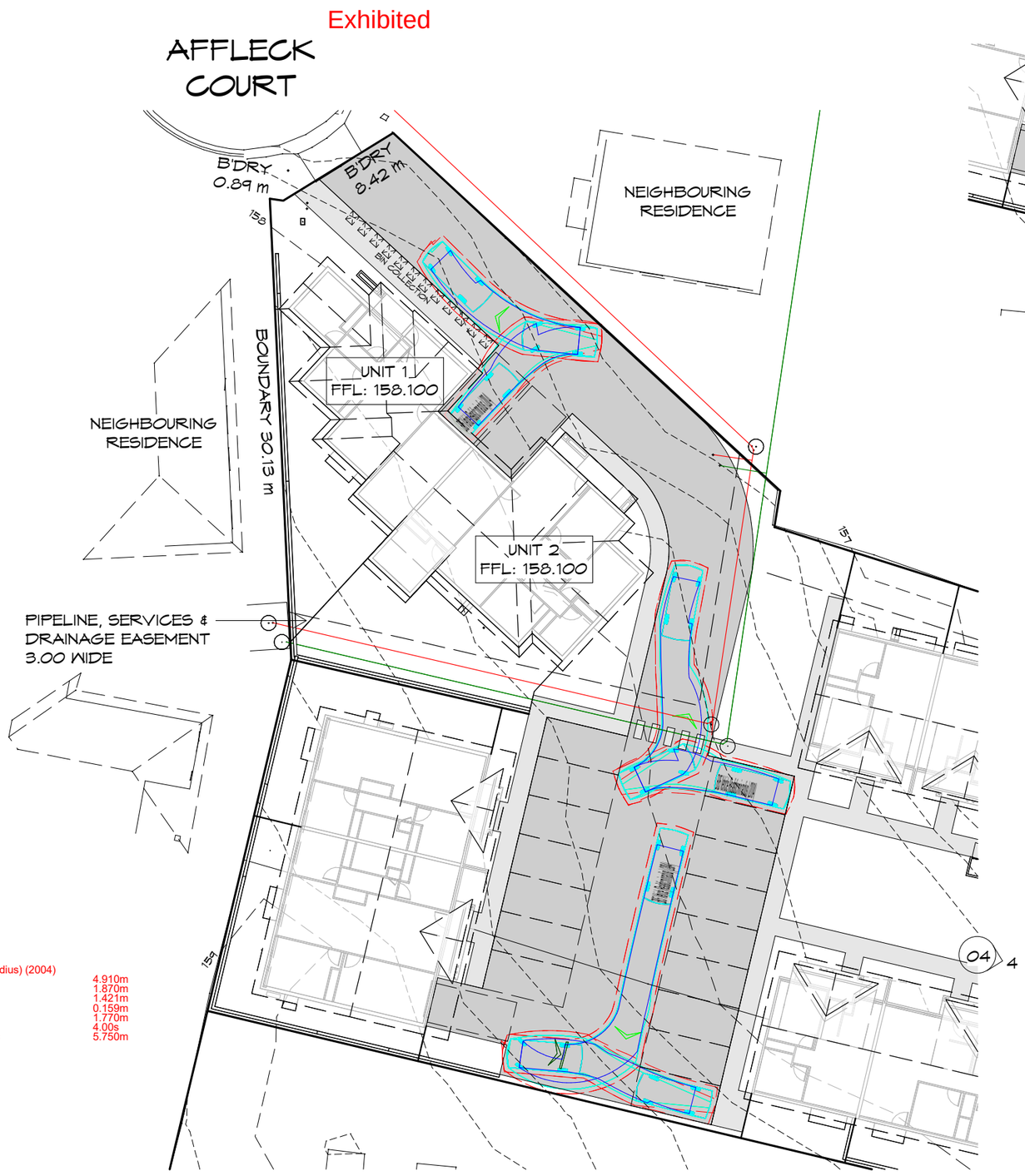
Drafted by:	Approved by:
Author	Approver
Date:	Scale:
30.04.2025	1 : 300

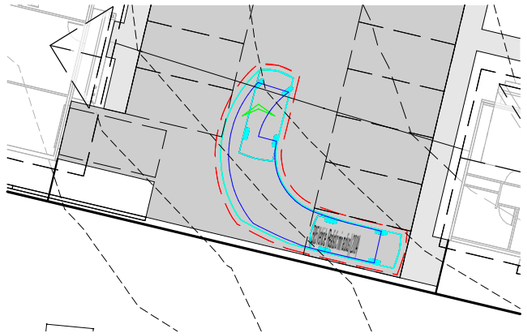
Project/Drawing no:	Revision:
PD22070 -07	08

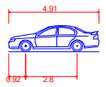
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited







B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

B85 VEHICLE TURNING CIRCLES

1 : 300

PLANNING

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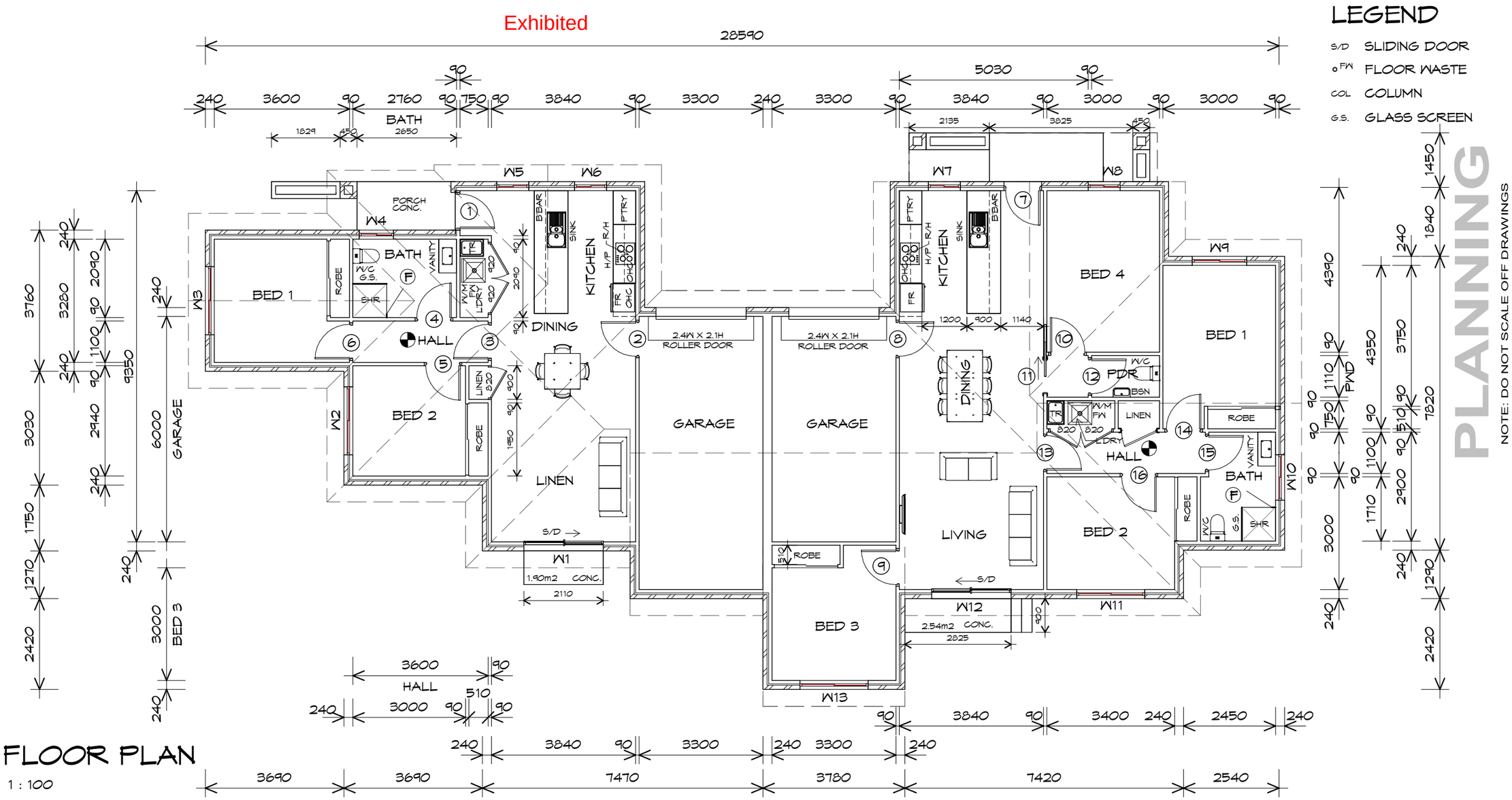
Drawing:
TURNING CIRCLES

Drafted by:	Approved by:
Author	Approver
Date:	Scale:
30.04.2025	1 : 300
Project/Drawing no:	Revision:
PD22070 -08	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



FLOOR PLAN

1 : 100

UNIT 2 FLOOR AREA	101.10	m2	(10.87	SQUARES)
UNIT 2 GARAGE AREA	22.45	m2	(2.41	SQUARES)
UNIT 2 PORCH AREA	2.29	m2	(0.25	SQUARES)
UNIT 1 FLOOR AREA	80.42	m2	(8.65	SQUARES)
UNIT 1 PORCH AREA	2.08	m2	(0.22	SQUARES)
UNIT 1 GARAGE AREA	22.45	m2	(2.41	SQUARES)
TOTAL AREA	230.79		24.82	

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING AND GARAGE, UNLESS OTHERWISE STATED. DECKS AND OUTDOOR AREAS ARE CALCULATED SEPARATELY.

UNITS 1 & 2

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Drafted by: J.M.M
Approved by: B.P

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Drawing:
FLOOR PLAN

Date: 30.04.2025
Scale: 1 : 100

Project/Drawing no: PD22070 -U1/2-01
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	
2	920	INTERNAL TIMBER DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	INTERNAL TIMBER DOOR	
5	920	INTERNAL TIMBER DOOR	
6	920	INTERNAL TIMBER DOOR	
7	920	GLAZED EXTERNAL DOOR	
8	920	INTERNAL TIMBER DOOR	
9	920	INTERNAL TIMBER DOOR	
10	920	INTERNAL TIMBER DOOR	
11	920	CAVITY SLIDING DOOR	
12	920	INTERNAL TIMBER DOOR	
13	920	INTERNAL TIMBER DOOR	
14	920	INTERNAL TIMBER DOOR	
15	920	INTERNAL TIMBER DOOR	
16	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	2100	2110	SLIDING DOOR	
W2	1460	1810	SLIDING WINDOW	
W3	1800	1810	SLIDING WINDOW	
W4	1030	910	SLIDING WINDOW	OPAQUE
W5	1800	850	SLIDING WINDOW	
W6	1800	850	SLIDING WINDOW	
W7	1800	850	SLIDING WINDOW	
W8	1800	850	SLIDING WINDOW	
W9	1800	1450	SLIDING WINDOW	
W10	600	1210	SLIDING WINDOW	OPAQUE
W11	1460	1810	SLIDING WINDOW	
W12	2100	2110	SLIDING DOOR	
W13	1460	1810	SLIDING WINDOW	

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE
WITH FLY SCREENS TO SUIT **TBC BAL** RATING.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

UNITS 1 & 2

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Project:
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5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES
OF TASMANIA

Drafted by: J.M.M
Approved by: B.P

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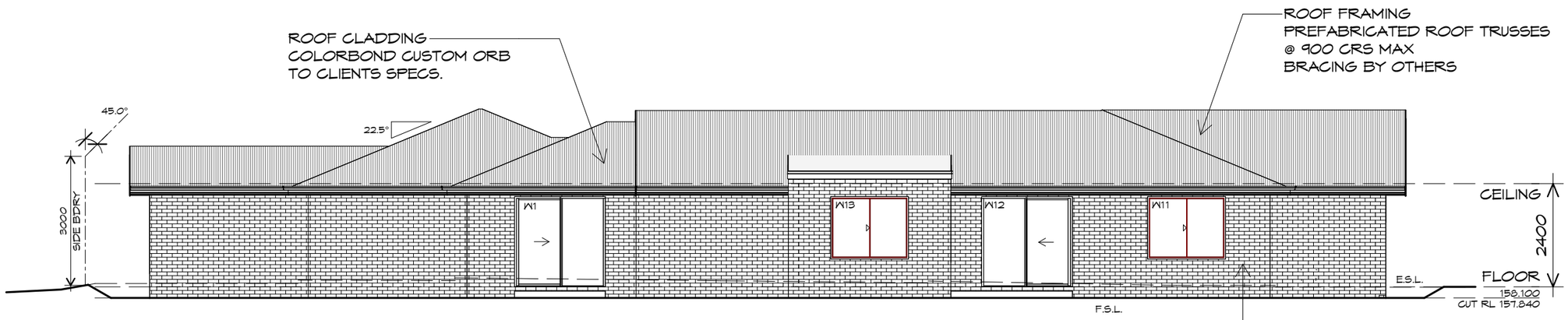
Drawing:
DOOR AND WINDOW
SCHEDULES

Date: 30.04.2025
Scale:

Project/Drawing no: PD22070 -U1/2-02
Revision: 08

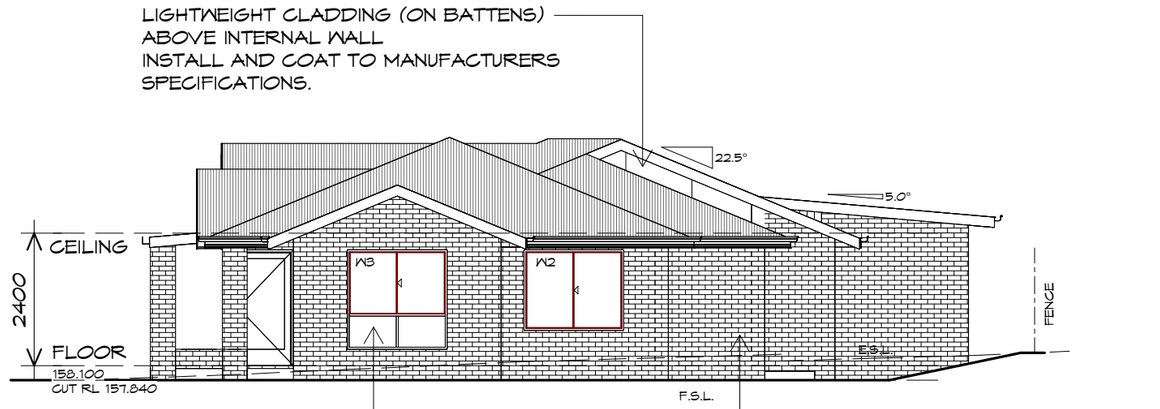
Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



SOUTH WESTERN ELEVATION

1 : 100



NORTH WESTERN ELEVATION

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE
DIOCESES OF TASMANIA

Drawing:
ELEVATIONS

Drafted by:	Approved by:
J.M.M	B.P
Date:	Scale:
30.04.2025	1 : 100
Project/Drawing no:	Revision:
PD22070 -U1/2-03	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

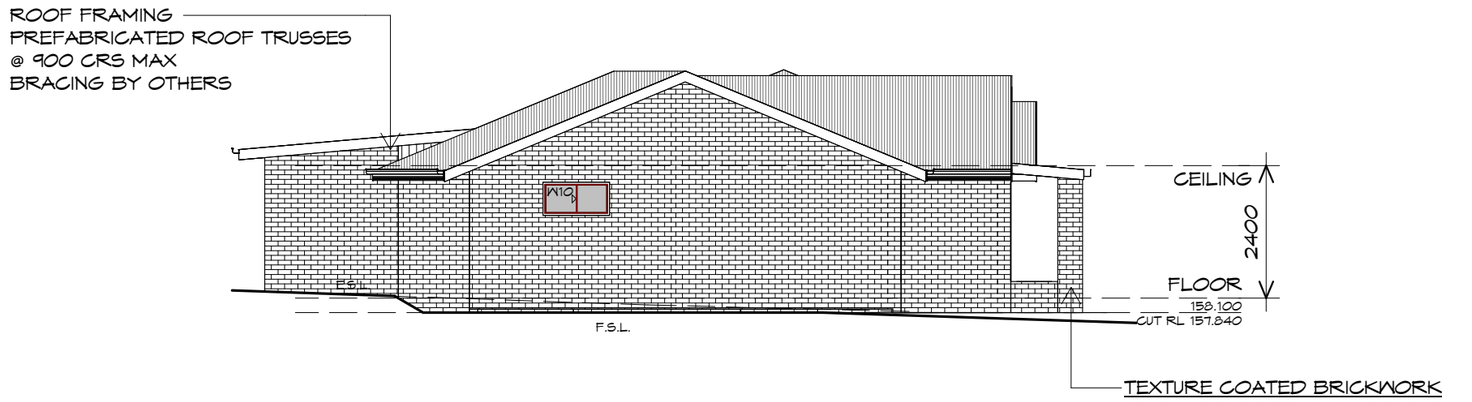
UNITS 1 & 2

Exhibited



NORTH EASTERN ELEVATION

1 : 100



SOUTH EASTERN ELEVATION

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Client name:
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Drawing:
ELEVATIONS

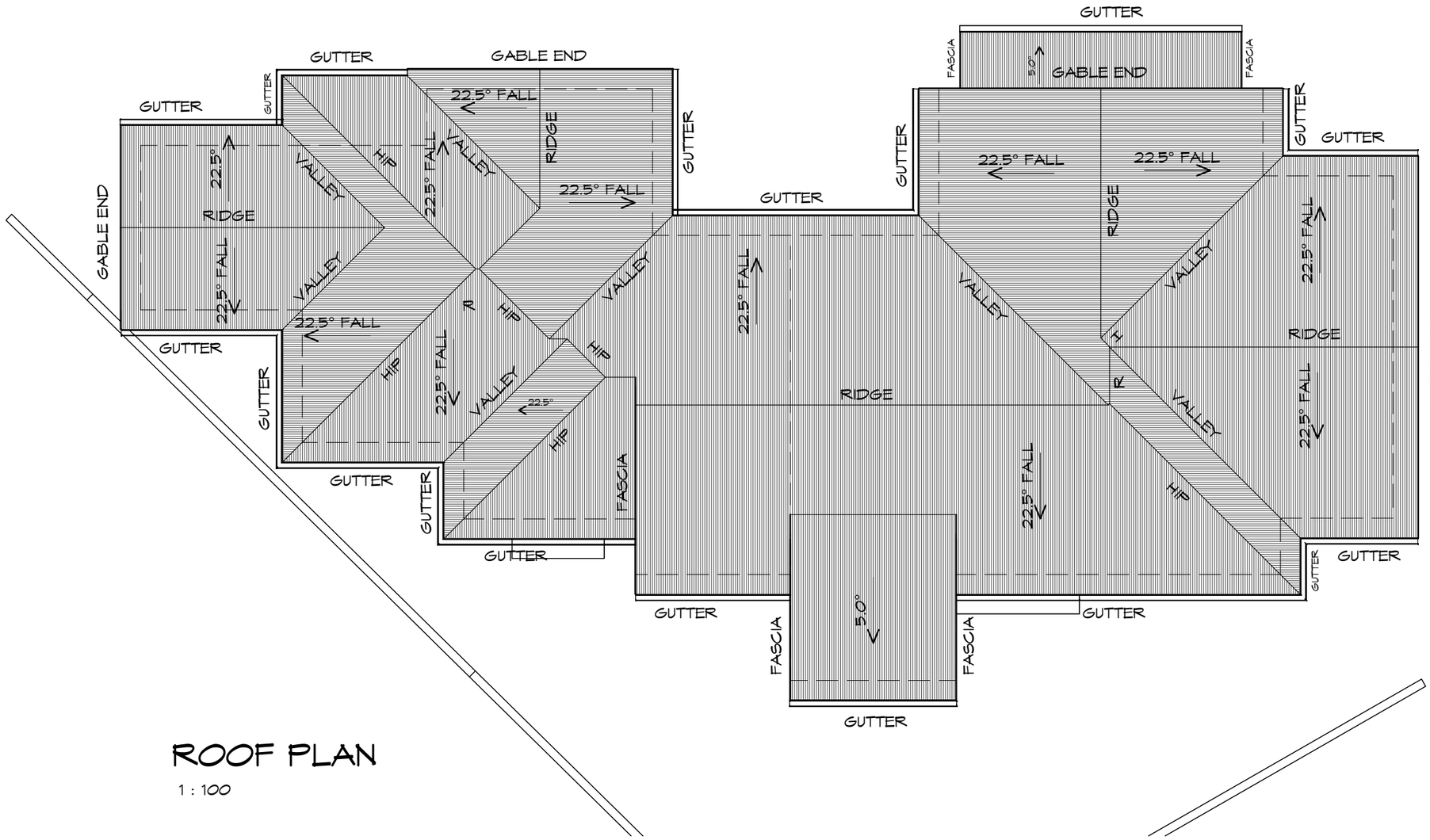
Drafted by:	Approved by:
J.M.M	B.P
Date:	Scale:
30.04.2025	1 : 100
Project/Drawing no:	Revision:
PD22070 -U1/2-04	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

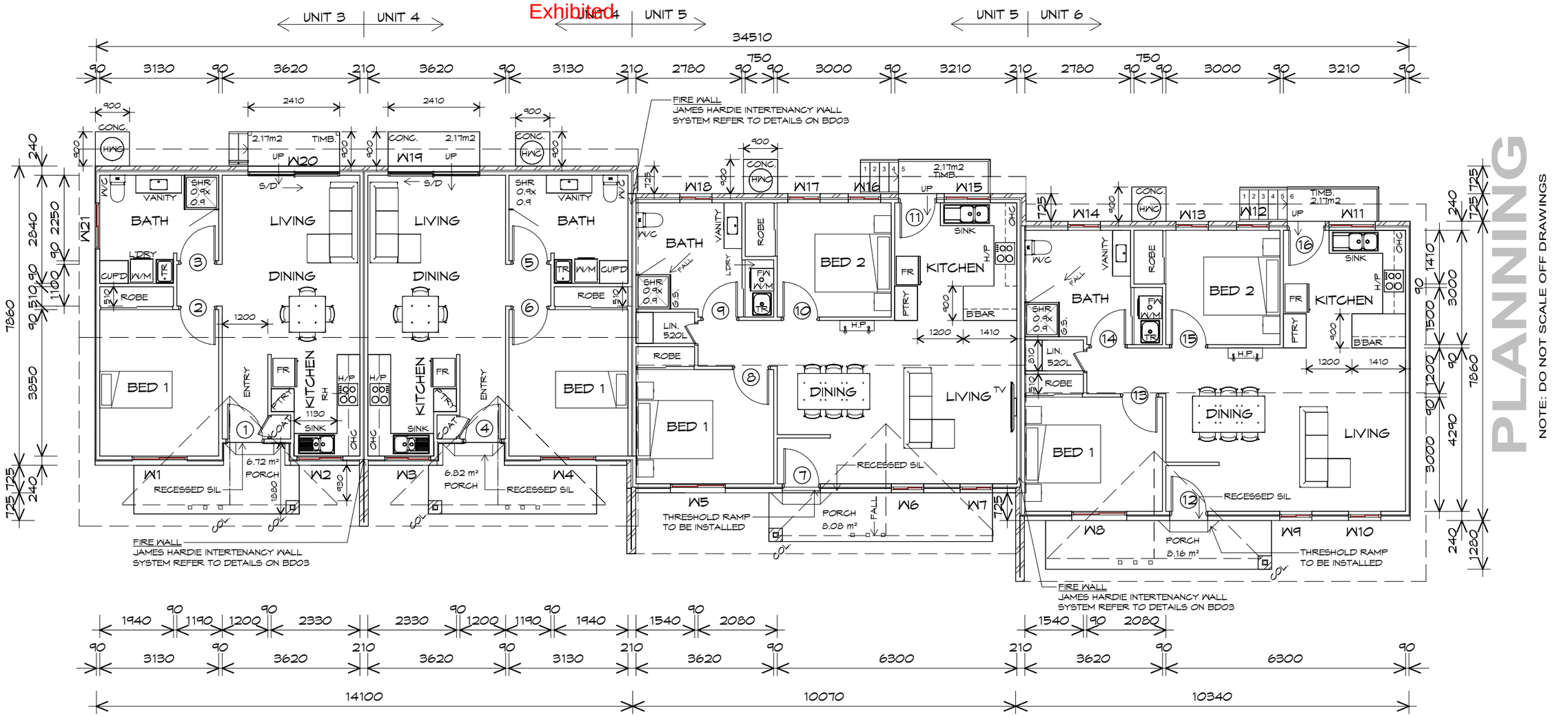
Accredited building practitioner: Frank Geskus -No CC246A

UNITS 1 & 2

Exhibited


GUTTER
GABLE END
22.5° FALL
RIDGE
VALLEY
HIP
FASCIA
5.0°
GABLE END
GABLE END
GUTTER
GUTTER
GUTTER

Exhibited



FLOOR PLAN

1 : 100

UNIT 3 FLOOR AREA	53.64	m2	(5.77	SQUARES)
UNIT 4 FLOOR AREA	53.60	m2	(5.77	SQUARES)
UNIT 5 FLOOR AREA	79.86	m2	(8.60	SQUARES)
UNIT 6 FLOOR AREA	79.88	m2	(8.60	SQUARES)
UNIT 3 PORCH AREA	7.17	m2	(0.77	SQUARES)
UNIT 4 PORCH AREA	7.28	m2	(0.78	SQUARES)
UNIT 5 PORCH AREA	8.22	m2	(0.89	SQUARES)
UNIT 6 PORCH AREA	8.31	m2	(0.89	SQUARES)
TOTAL AREA	297.97		32.07	

UNITS 3-6

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info@primedesigntas.com.au primedesigntas.com.au

Project:
PROPOSED MULTIPLE DWELLINGS
& OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES
OF TASMANIA

Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Drawing:
FLOOR PLAN

Date: 30.04.2025
Scale: 1 : 100

Project/Drawing no: PD22070 -U3/6-01
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited

DOOR SCHEDULE

MARK	WIDTH	TYPE	REMARKS
1	920	EXTERNAL SOLID DOOR	
2	920	INTERNAL TIMBER DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	EXTERNAL SOLID DOOR	
5	920	INTERNAL TIMBER DOOR	
6	920	INTERNAL TIMBER DOOR	
7	920	EXTERNAL SOLID DOOR	ALUMINIUM DOOR FRAME
8	920	INTERNAL TIMBER DOOR	
9	920	INTERNAL TIMBER DOOR	
10	920	INTERNAL TIMBER DOOR	
11	920	GLAZED EXTERNAL DOOR	
12	920	EXTERNAL SOLID DOOR	ALUMINIUM DOOR FRAME
13	920	INTERNAL TIMBER DOOR	
14	920	INTERNAL TIMBER DOOR	
15	920	INTERNAL TIMBER DOOR	
16	920	GLAZED EXTERNAL DOOR	
17	920	EXTERNAL SOLID DOOR	

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1800	1450	SLIDING WINDOW	
W2	1030	1210	SLIDING WINDOW	
W3	1030	1210	SLIDING WINDOW	
W4	1800	1450	SLIDING WINDOW	
W5	1800	1450	SLIDING WINDOW	
W6	1460	850	SLIDING WINDOW	
W7	1460	850	SLIDING WINDOW	
W8	1800	1450	SLIDING WINDOW	
W9	1460	850	SLIDING WINDOW	
W10	1460	850	SLIDING WINDOW	
W11	1030	1210	SLIDING WINDOW	
W12	1460	850	SLIDING WINDOW	
W13	1460	850	SLIDING WINDOW	
W14	1460	850	SLIDING WINDOW	OPAQUE
W15	1030	1210	SLIDING WINDOW	
W16	1460	850	SLIDING WINDOW	
W17	1460	850	SLIDING WINDOW	
W18	1460	850	SLIDING WINDOW	OPAQUE
W19	2100	2410	SLIDING DOOR	
W20	2100	2410	SLIDING DOOR	
W21	860	1210	SLIDING WINDOW	OPAQUE

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE
WITH FLY SCREENS TO SUIT **TBC BAL** RATING.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

UNITS 3-6

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Project:
PROPOSED MULTIPLE DWELLINGS
& OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES
OF TASMANIA

Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

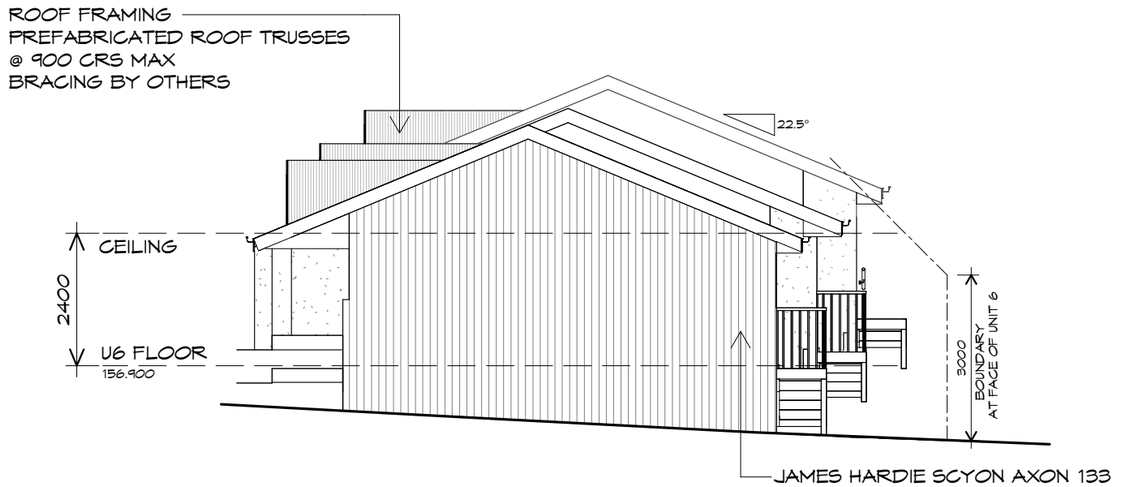
Drawing:
DOOR AND WINDOW
SCHEDULES

Date: 30.04.2025
Scale:

Project/Drawing no: PD22070 -U3/6-02
Revision: 08

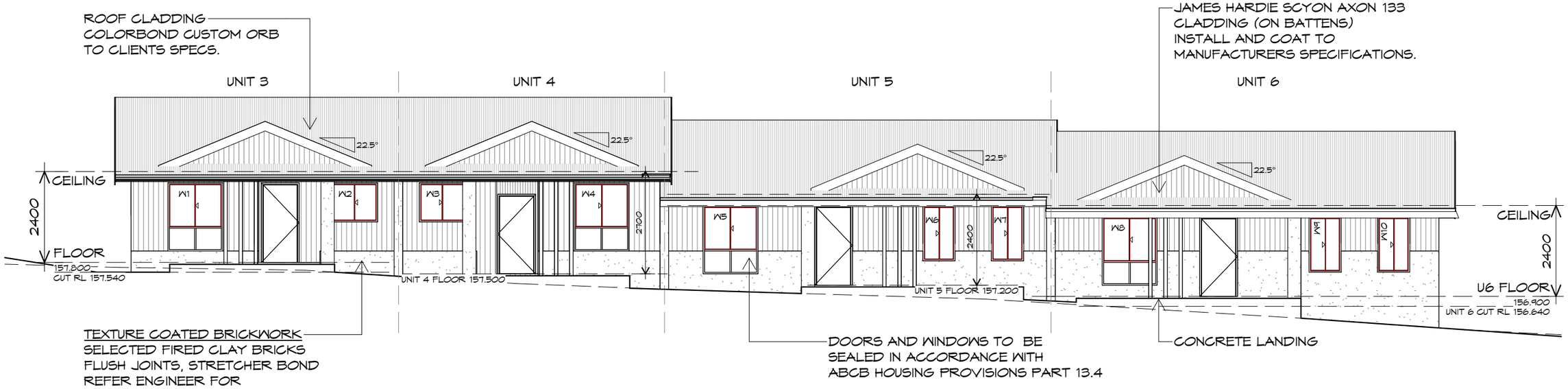
Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



EASTERN ELEVATION

1 : 100



NORTHERN ELEVATION

1 : 100

UNITS 3-6

PLANNING

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5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Drawing:
ELEVATIONS

Client name:
THE TRUSTEES OF THE DIOCESES
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Date: 30.04.2025
Scale: 1 : 100

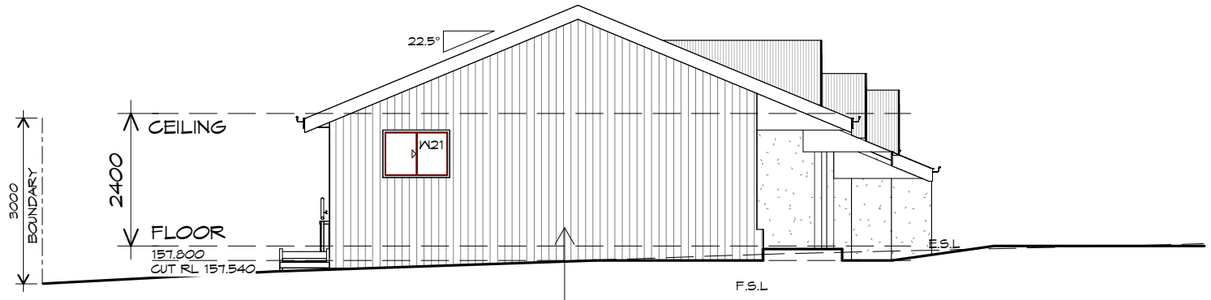
Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Project/Drawing no: PD22070 -U3/6-03
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



JAMES HARDIE SCYON AXON 133
CLADDING (ON BATTENS)
INSTALL AND COAT TO
MANUFACTURERS SPECIFICATIONS.

WESTERN ELEVATION

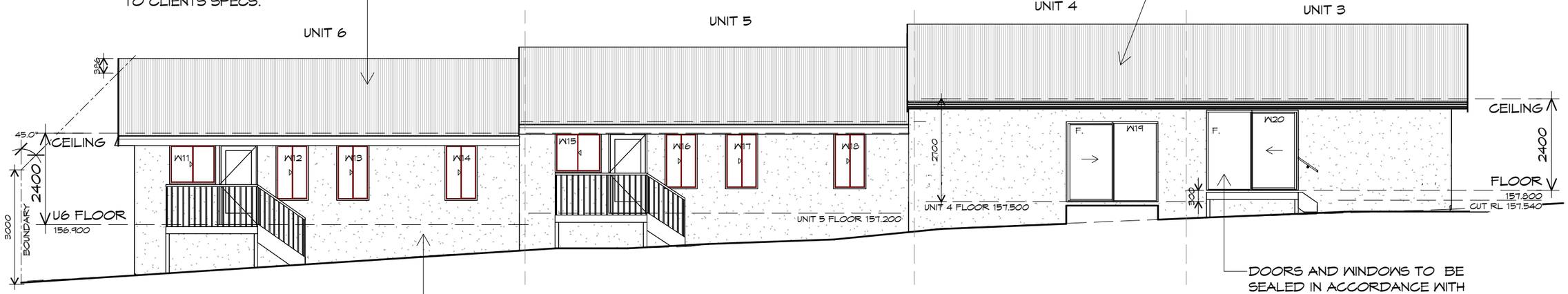
1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

ROOF CLADDING
COLORBOND CUSTOM ORB
TO CLIENTS SPECS.

ROOF FRAMING
PREFABRICATED ROOF TRUSSES
@ 900 CRS MAX
BRACING BY OTHERS



TEXTURE COATED BRICKWORK
SELECTED FIRED CLAY BRICKS
FLUSH JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH NCC 2022 H1D5

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 13.4

SOUTHERN ELEVATION

1 : 100

UNITS 3-6

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5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Drawing:
ELEVATIONS

Client name:
THE TRUSTEES OF THE DIOCESES
OF TASMANIA

Date: 30.04.2025
Scale: 1 : 100

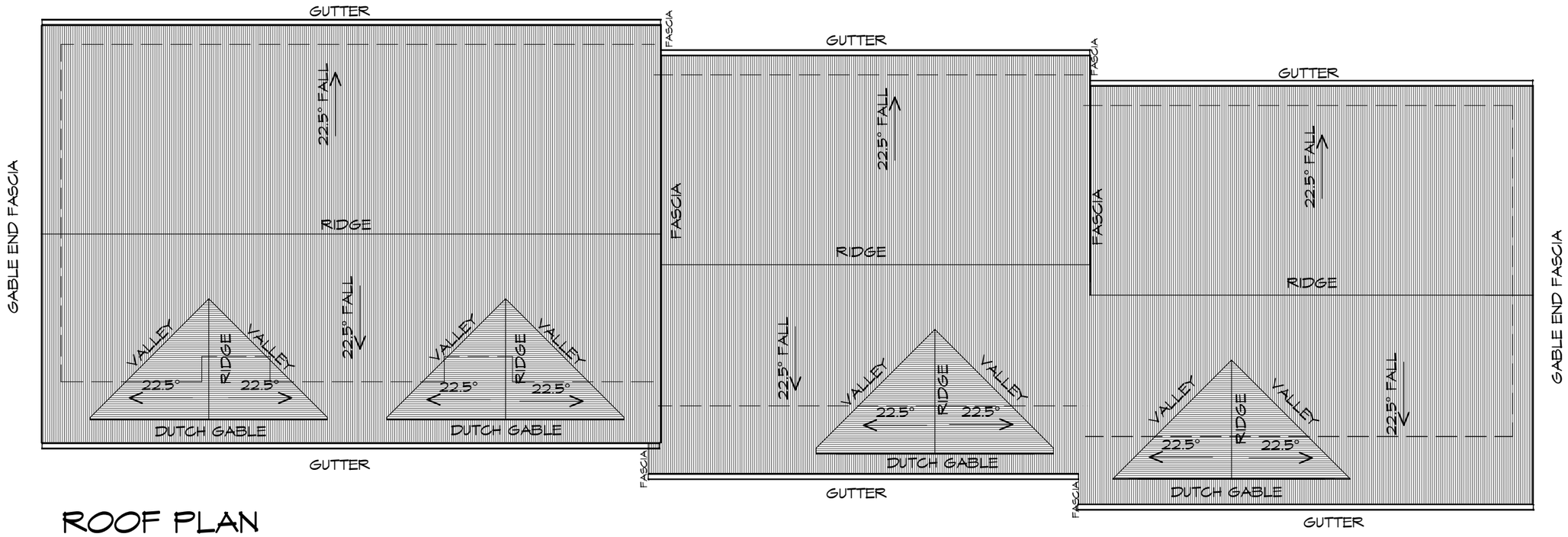
Drafted by: J.M.M
Approved by: B.P.

Project/Drawing no: PD22070 -U3/6-04
Revision: 08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



ROOF PLAN

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

ROOF PLUMBING NOTES:

GUTTER INSTALLATION
TO BE IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 7.4.4
WITH FALL NO LESS THAN
1:100 FOR BOX GUTTERS
1:500 FOR EAVES GUTTER

UNLESS FIXED TO METAL FASCIA
EAVES GUTTER TO BE FIXED
@ 1200 CRS MAX.

VALLEY GUTTERS ON A ROOF WITH A PITCH:
A) MORE THAN 12.5° DEGREES - MUST
HAVE A WIDTH OF NOT LESS THAN
400mm AND ROOF OVERHANG OF NOT
LESS THAN 150mm EACH SIDE OFVALLEY
GUTTER.
B) LESS THAN 12.5° DEGREES, MUST BE
DESIGNED AS A BOX GUTTER.

LAP GUTTERS 75mm IN THE DIRECTION
OF FLOW, RIVET & SEAL WITH AN
APPROVED SILICONE SEALANT.

DOWNPIPE POSITIONS SHOWN ON THIS
PLAN ARE NOMINAL ONLY.
EXACT LOCATION & NUMBER OF D.P'S
REQUIRED ARE TO BE IN ACCORDANCE
WITH ABCB HOUSING PROVISIONS PART 7.4.5
REQUIREMENTS.
SPACING BETWEEN DOWNPIPES MUST NOT
BE MORE THAN 12m & LOCATED AS CLOSE
AS POSSIBLE TO VALLEY GUTTERS

METAL ROOF
METAL SHEETING ROOF TO BE INSTALLED IN
ACCORDANCE WITH ABCB HOUSING PROVISIONS PART
7.2. REFER TO TABLE 7.2.2a FOR ACCEPTABLE
CORROSION PROTECTION FOR SHEET ROOFING,
REFER TO TABLE 7.2.2b-7.2.2e FOR ACCEPTABILITY
OF CONTACT BETWEEN DIFFERENT ROOFING
MATERIALS. FOR FIXING, SHEET LAYING SEQUENCE,
FASTENER FREQUENCY FOR TRANVERSE FLASHINGS
AND CAPPINGS, ANTI CAPILLARY BREAKS, FLASHING
DETAILS REFER TO ABCB HOUSING PROVISIONS PART
7.2.5- 7.2.7. ROOF PENETRATION FLASHING DETAILS.
REFER TO TO ABCB HOUSING PROVISIONS PART
7.2.5- 7.2.7. ROOF SHEETING MUST OVERHANG MIN
35mm AS PER ABCB HOUSING PROVISIONS PART 7.2.8

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Project:
PROPOSED MULTIPLE DWELLINGS
& OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Drawing:
ROOF PLAN

Client name:
THE TRUSTEES OF THE DIOCESES
OF TASMANIA

Date: 30.04.2025
Scale: 1 : 100

Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Project/Drawing no: PD22070 -U3/6-05
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

UNITS 3-6

UNIT 10 FLOOR AREA	53.64	m2	(	5.77	SQUARES)
UNIT 9 FLOOR AREA	78.69	m2	(	8.47	SQUARES)
UNIT 8 FLOOR AREA	78.72	m2	(	8.47	SQUARES)
UNIT 7 FLOOR AREA	78.85	m2	(	8.49	SQUARES)
UNIT 7 PORCH AREA	8.66	m2	(	0.93	SQUARES)
UNIT 8 PORCH AREA	8.56	m2	(	0.92	SQUARES)
UNIT 9 PORCH AREA	8.55	m2	(	0.92	SQUARES)
UNIT 10 PORCH AREA	7.14	m2	(	0.77	SQUARES)
TOTAL AREA	322.80			34.75	

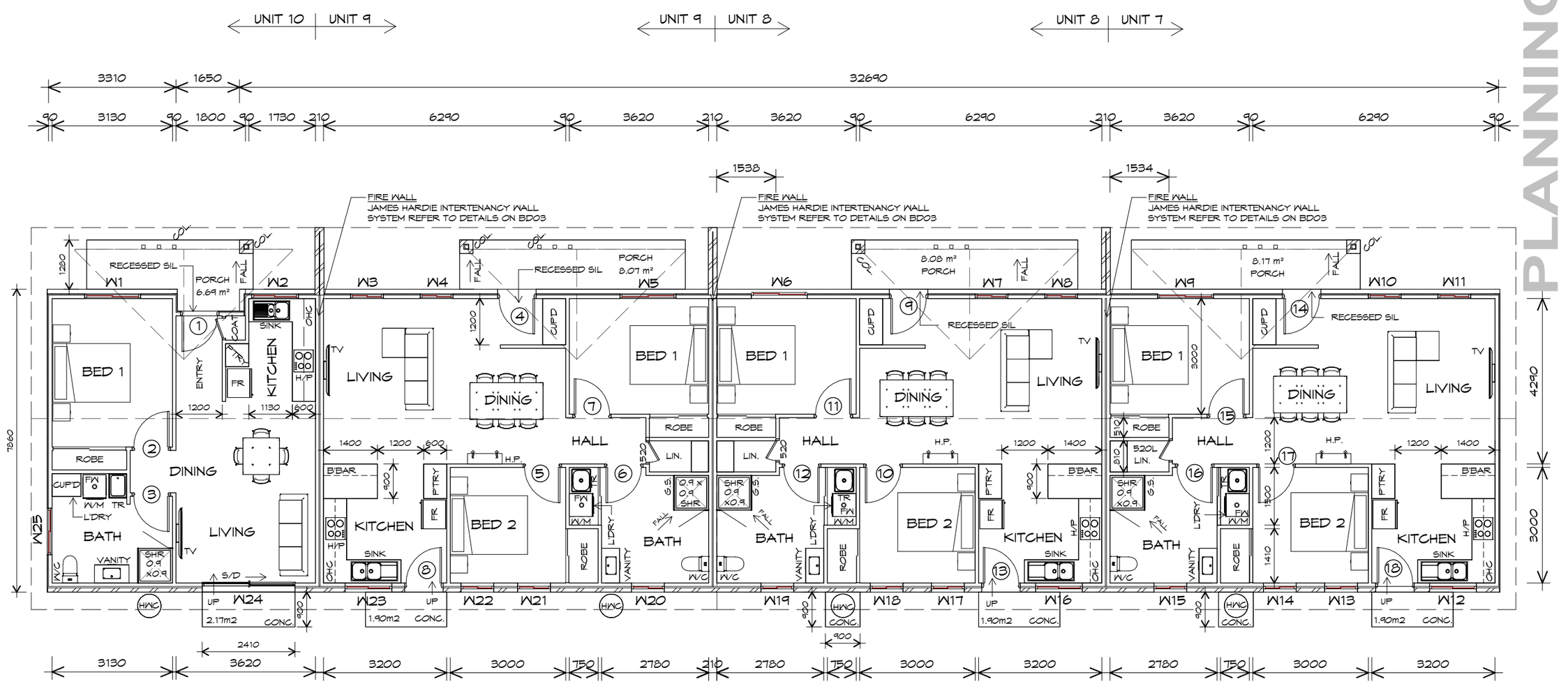
Exhibited

LEGEND

- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- S/L SIDELIGHT
- COL COLUMN
- G.S. GLASS SCREEN
- HWC HOT WATER CYLINDER

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



FLOOR PLAN

1 : 100

UNITS 7-10

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5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Drawing:
FLOOR PLAN

Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Date: 30.04.2025
Scale: 1 : 100

Project/Drawing no: PD22070 -U7/10-01
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

DOOR SCHEDULE

Exhibited

MARK	WIDTH	TYPE	REMARKS
2	920	INTERNAL TIMBER DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	EXTERNAL SOLID DOOR	ALUMINIUM DOOR FRAME, RECESSED SIL
5	920	INTERNAL TIMBER DOOR	
6	920	INTERNAL TIMBER DOOR	
7	920	INTERNAL TIMBER DOOR	
8	920	GLAZED EXTERNAL DOOR	
9	920	EXTERNAL SOLID DOOR	ALUMINIUM DOOR FRAME, RECESSED SIL
10	920	INTERNAL TIMBER DOOR	
11	920	INTERNAL TIMBER DOOR	
12	920	INTERNAL TIMBER DOOR	
13	920	GLAZED EXTERNAL DOOR	
14	920	EXTERNAL SOLID DOOR	ALUMINIUM DOOR FRAME, RECESSED SIL
15	920	INTERNAL TIMBER DOOR	
16	920	INTERNAL TIMBER DOOR	
17	920	INTERNAL TIMBER DOOR	
18	920	GLAZED EXTERNAL DOOR	

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1800	1450	SLIDING WINDOW	
W2	1030	1210	SLIDING WINDOW	
W3	1460	850	SLIDING WINDOW	
W4	1460	850	SLIDING WINDOW	
W5	1800	1450	SLIDING WINDOW	
W6	1800	1450	SLIDING WINDOW	
W7	1460	850	SLIDING WINDOW	
W8	1460	850	SLIDING WINDOW	
W9	1800	1450	SLIDING WINDOW	
W10	1460	850	SLIDING WINDOW	
W11	1460	850	SLIDING WINDOW	
W12	1030	1210	SLIDING WINDOW	
W13	1460	850	SLIDING WINDOW	
W14	1460	850	SLIDING WINDOW	
W15	1460	850	SLIDING WINDOW	OPAQUE
W16	1030	1210	SLIDING WINDOW	
W17	1460	850	SLIDING WINDOW	
W18	1460	850	SLIDING WINDOW	
W19	1460	850	SLIDING WINDOW	OPAQUE
W20	1460	850	SLIDING WINDOW	OPAQUE
W21	1460	850	SLIDING WINDOW	
W22	1460	850	SLIDING WINDOW	
W23	1030	1210	SLIDING WINDOW	
W24	2100	2410	SLIDING DOOR	
W25	860	1210	SLIDING WINDOW	OPAQUE

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE
WITH FLY SCREENS TO SUIT **TBC BAL** RATING.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING

UNITS 7-10

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

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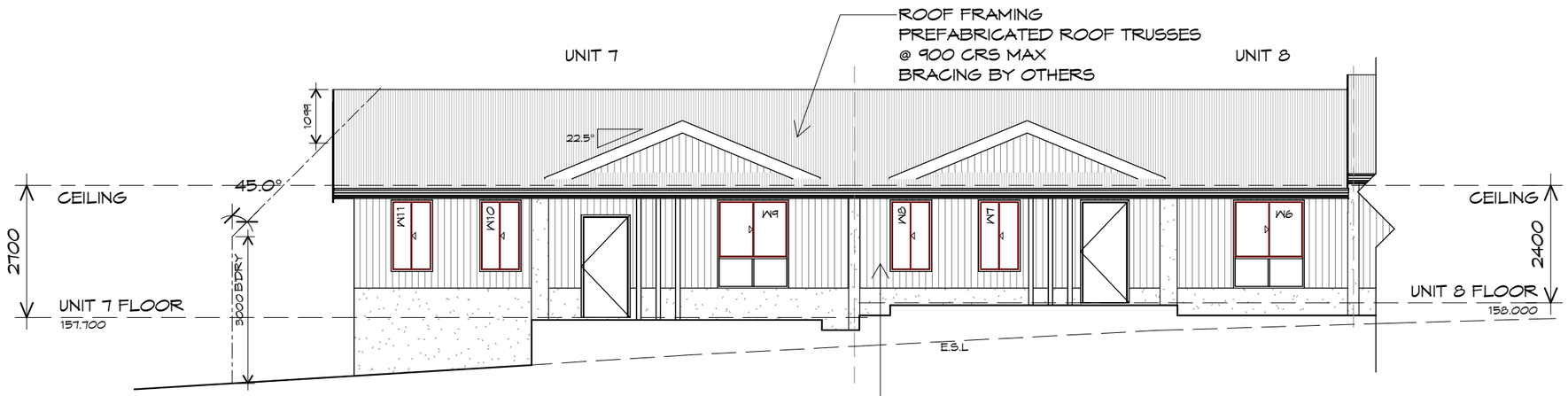
Drawing:
DOOR AND WINDOW
SCHEDULES

Date: 30.04.2025
Scale:

Project/Drawing no: PD22070 -U7/10-02
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited

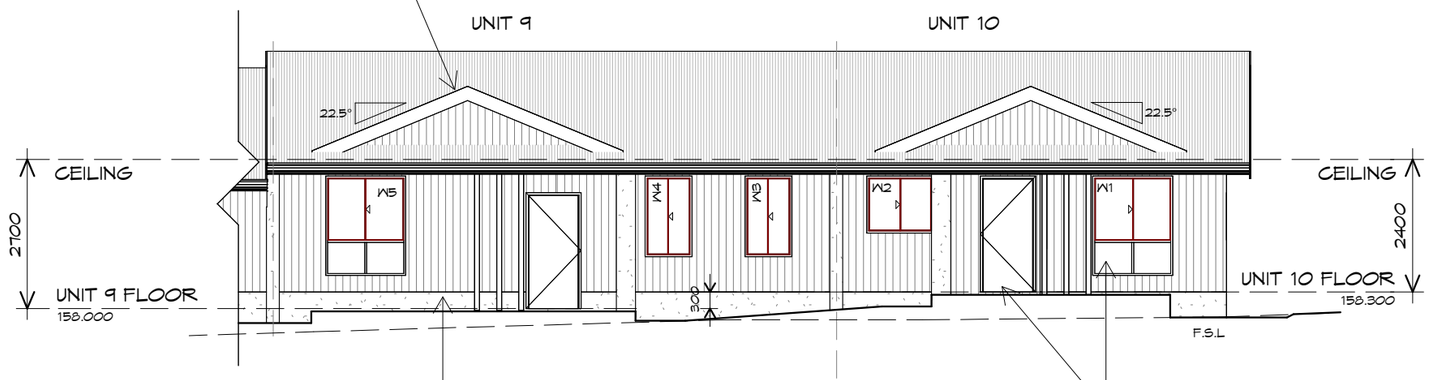


NORTHERN ELEVATION

1 : 100

JAMES HARDIE SCYON AXON 133
CLADDING (ON BATTENS)
INSTALL AND COAT TO
MANUFACTURERS SPECIFICATIONS.

ROOF CLADDING
COLORBOND CUSTOM ORB
TO CLIENTS SPECS.



TEXTURE COATED BRICKWORK
SELECTED FIRED CLAY BRICKS
FLUSH JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH NCC 2022 H1D5

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 13.4

NORTHERN ELEVATION

1 : 100

PLANNING

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Drawing:
ELEVATIONS

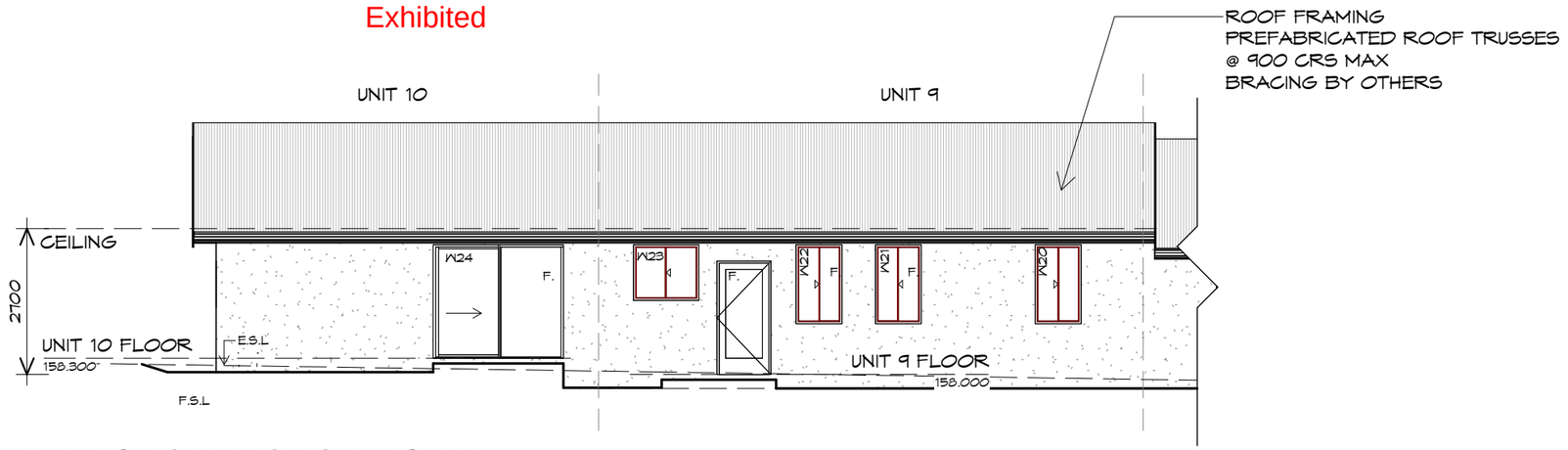
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Scale: 1 : 100

Project/Drawing no: PD22070 -U7/10-03
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

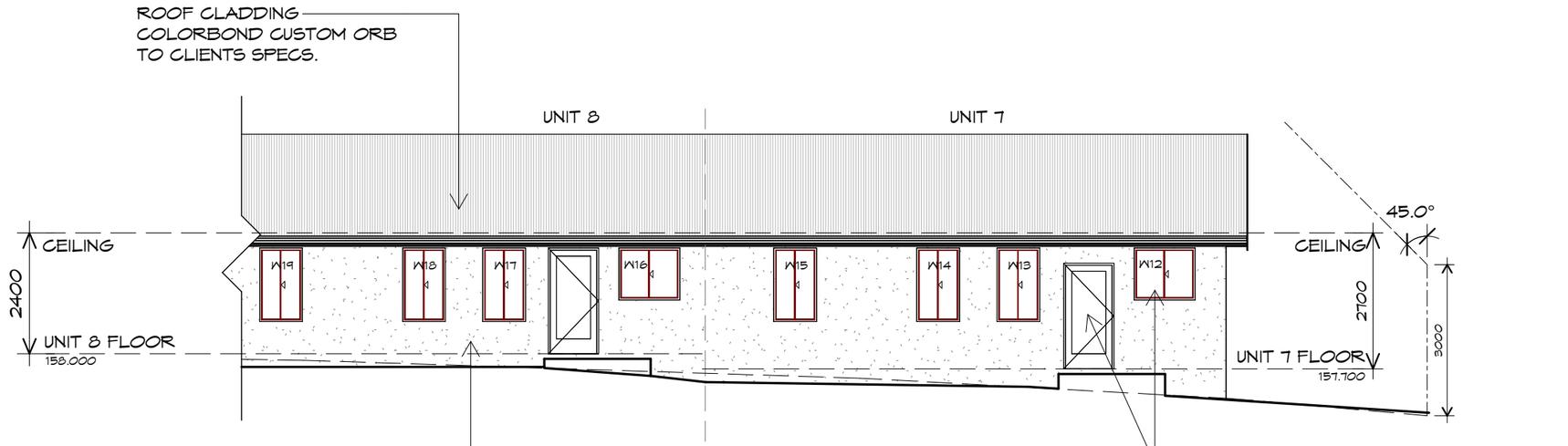
UNITS 7-10

Exhibited



SOUTHERN ELEVATION

1 : 100



SOUTHERN ELEVATION

1 : 100

PLANNING

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Drawing:
ELEVATIONS

Client name:
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Date: 30.04.2025
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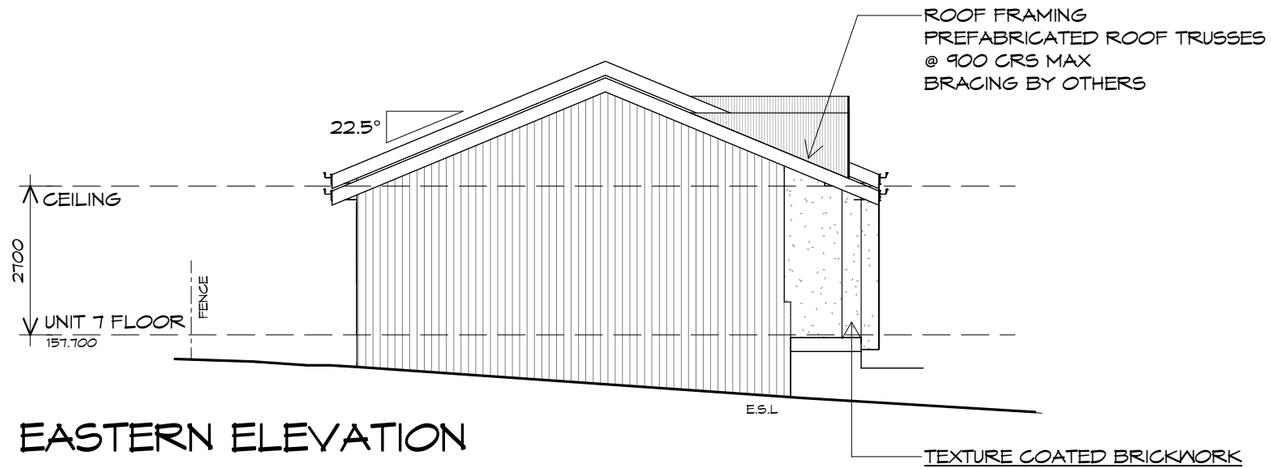
Project/Drawing no: PD22070 -U7/10-04
Revision: 08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

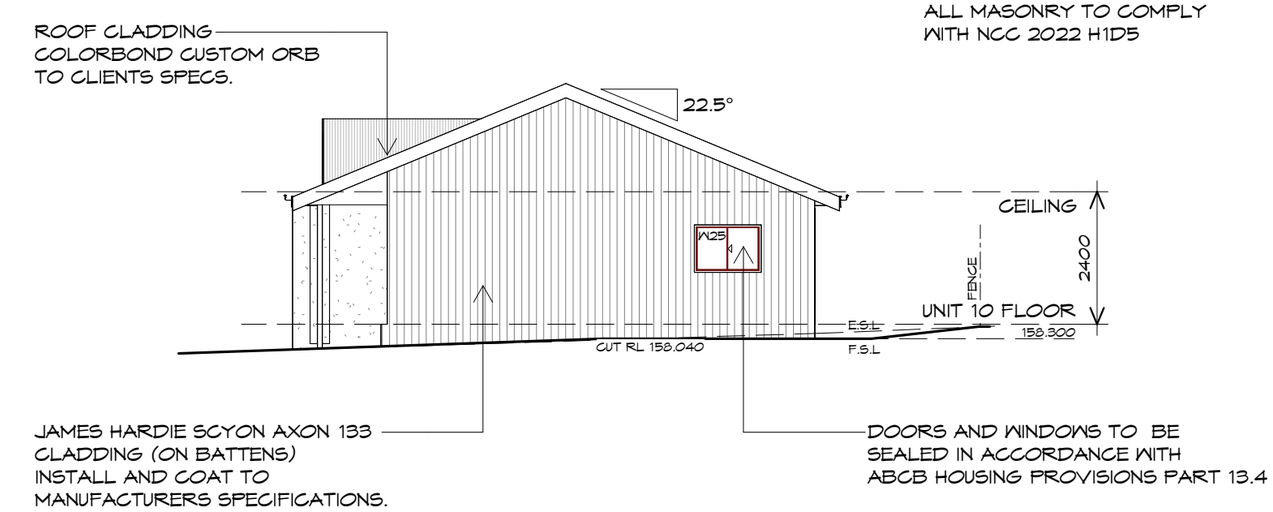
UNITS 7-10

Exhibited



EASTERN ELEVATION

1 : 100



WESTERN ELEVATION

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Drawing:
ELEVATIONS

Date: 30.04.2025

Scale: 1 : 100

Project/Drawing no: PD22070 -U7/10-05

Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

UNITS 7-10

ROOF PLUMBING NOTES:

GUTTER INSTALLATION
TO BE IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 7.4.4
WITH FALL NO LESS THAN
1:100 FOR BOX GUTTERS
1:500 FOR EAVES GUTTER

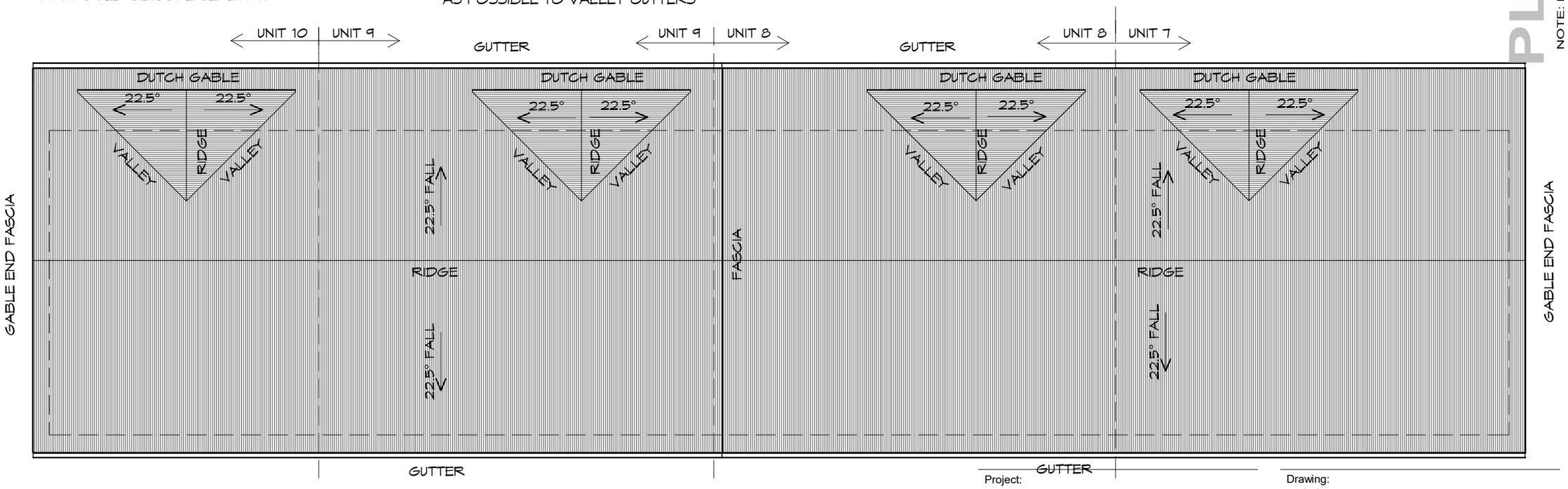
UNLESS FIXED TO METAL FASCIA
EAVES GUTTER TO BE FIXED
@ 1200 CRS MAX.

VALLEY GUTTERS ON A ROOF WITH A PITCH:
A) MORE THAN 12.5° DEGREES - MUST
HAVE A WIDTH OF NOT LESS THAN
400mm AND ROOF OVERHANG OF NOT
LESS THAN 150mm EACH SIDE OFVALLEY
GUTTER.
B) LESS THAN 12.5° DEGREES, MUST BE
DESIGNED AS A BOX GUTTER.

LAP GUTTERS 75mm IN THE DIRECTION
OF FLOW, RIVET & SEAL WITH AN
APPROVED SILICONE SEALANT.

METAL ROOF
Exhibited
METAL SHEETING ROOF TO BE INSTALLED IN
ACCORDANCE WITH ABCB HOUSING PROVISIONS PART
7.2. REFER TO TABLE 7.2.2a FOR ACCEPTABLE
CORROSION PROTECTION FOR SHEET ROOFING,
REFER TO TABLE 7.2.2b-7.2.2e FOR ACCEPTABILITY
OF CONTACT BETWEEN DIFFERENT ROOFING
MATERIALS. FOR FIXING, SHEET LAYING SEQUENCE,
FASTENER FREQUENCY FOR TRANVERSE FLASHINGS
AND CAPPINGS, ANTI CAPILLARY BREAKS, FLASHING
DETAILS REFER TO ABCB HOUSING PROVISIONS PART
7.2.5- 7.2.7. ROOF PENETRATION FLASHING DETAILS.
REFER TO TO ABCB HOUSING PROVISIONS PART
7.2.5- 7.2.7. ROOF SHEETING MUST OVERHANG MIN
35mm AS PER ABCB HOUSING PROVISIONS PART 7.2.8

DOWNPIPE POSITIONS SHOWN ON THIS
PLAN ARE NOMINAL ONLY.
EXACT LOCATION & NUMBER OF D.P'S
REQUIRED ARE TO BE IN ACCORDANCE
WITH ABCB HOUSING PROVISIONS PART 7.4.5
REQUIREMENTS.
SPACING BETWEEN DOWNPIPES MUST NOT
BE MORE THAN 12m & LOCATED AS CLOSE
AS POSSIBLE TO VALLEY GUTTERS



ROOF PLAN

1 : 100

UNITS 7-10

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p(l)+ 03 6332 3790
Shop 9, 105-111 Main Road, Moonah Hobart 7009
p(h)+ 03 6228 4575
info@primedesigntas.com.au primedesigntas.com.au

Project:
PROPOSED MULTIPLE DWELLINGS
& OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES
OF TASMANIA

Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Drawing:
ROOF PLAN

Date: 30.04.2025
Scale: 1 : 100

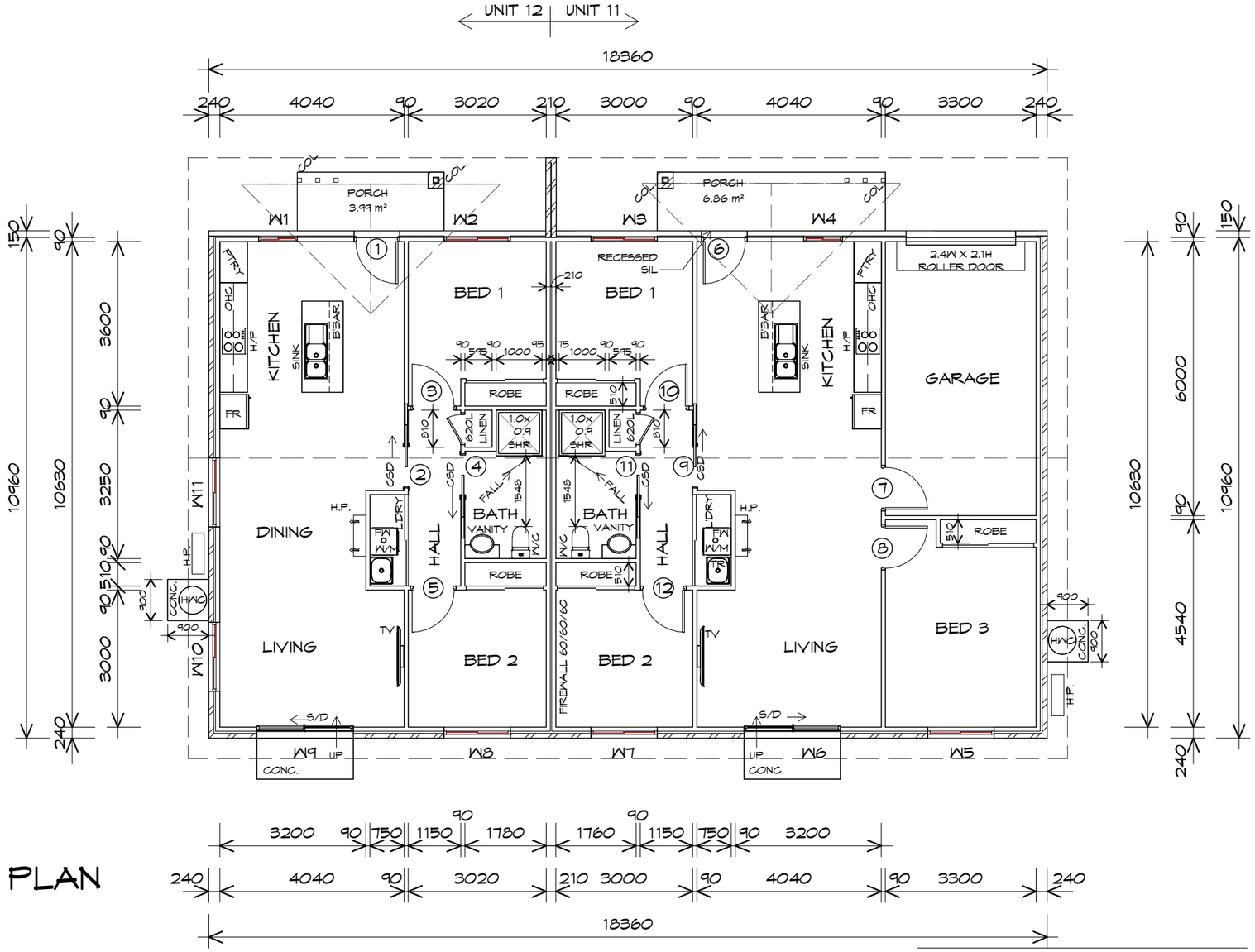
Project/Drawing no: PD22070 -U7/10-06
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Exhibited



FLOOR PLAN

1 : 100

LEGEND

- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- FW FLOOR WASTE
- G.S. GLASS SCREEN TO BE REMOVABLE

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

UNIT 12 FLOOR AREA	82.20	m2	(8.84 SQUARES)
UNIT 11 FLOOR AREA	119.14	m2	(12.81 SQUARES)
UNIT 11 PORCH AREA	7.29	m2	(0.78 SQUARES)
UNIT 12 PORCH AREA	4.69	m2	(0.50 SQUARES)
TOTAL AREA	213.32		22.94

UNIT 11-12

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Project:
PROPOSED MULTIPLE DWELLINGS & OVER 55s VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Drawing:
FLOOR PLAN

Date: 30.04.2025
Scale: 1 : 100

Project/Drawing no: PD22070 -U11/12 -01
Revision: 08

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	EXTERNAL SOLID DOOR	ALUMINIUM DOOR FRAME, RECESSED SIL
2	920	CAVITY SLIDING DOOR	
3	920	INTERNAL TIMBER DOOR	
4	920	CAVITY SLIDING DOOR	
5	920	INTERNAL TIMBER DOOR	
6	920	EXTERNAL SOLID DOOR	ALUMINIUM DOOR FRAME, RECESSED SIL
7	920	INTERNAL TIMBER DOOR	
8	920	INTERNAL TIMBER DOOR	
9	920	CAVITY SLIDING DOOR	
10	920	INTERNAL TIMBER DOOR	
11	920	CAVITY SLIDING DOOR	
12	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1460	850	SLIDING WINDOW	
W2	1800	1450	SLIDING WINDOW	
W3	1800	1450	SLIDING WINDOW	
W4	1460	850	SLIDING WINDOW	
W5	1800	1450	SLIDING WINDOW	
W6	2100	2110	SLIDING DOOR	
W7	1800	1450	SLIDING WINDOW	
W8	1800	1450	SLIDING WINDOW	
W9	2100	2110	SLIDING DOOR	
W10	400	1510	SLIDING WINDOW	
W11	400	1510	SLIDING WINDOW	OPAQUE

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE
WITH FLY SCREENS.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

UNIT 11-12

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Project:
PROPOSED MULTIPLE DWELLINGS & OVER 55s VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

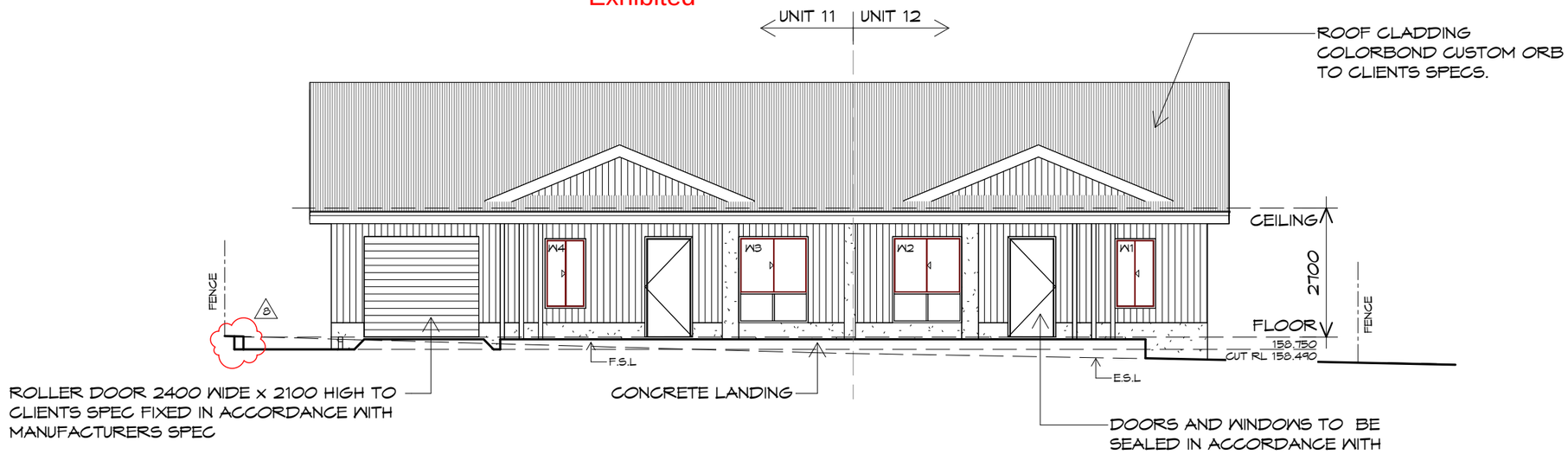
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DOOR AND WINDOW SCHEDULES

Date: 30.04.2025
Scale:

Project/Drawing no: PD22070 -U11/12-02
Revision: 08

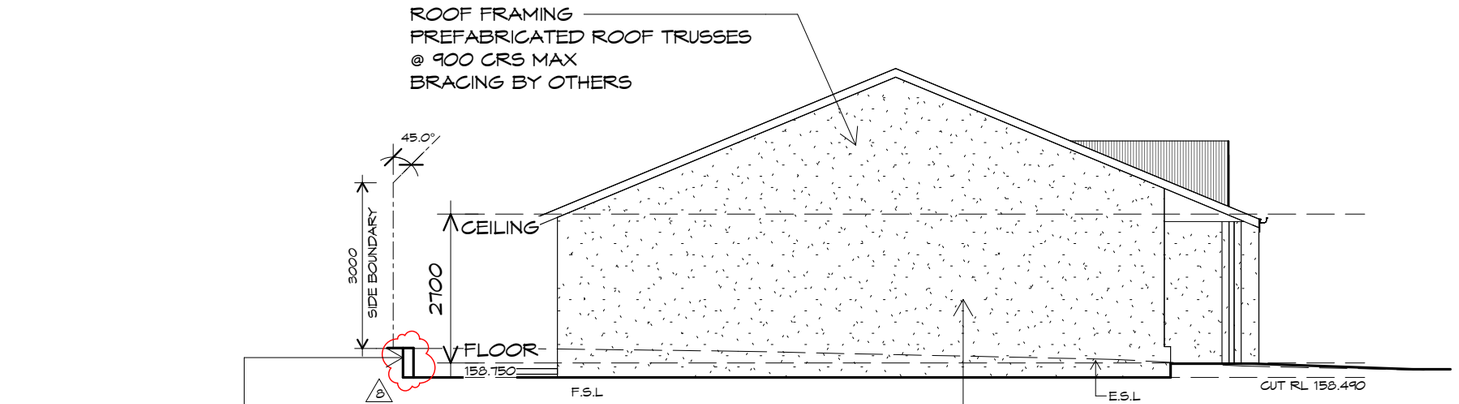
Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



EASTERN ELEVATION

1 : 100



SOUTHERN ELEVATION

1 : 100

UNIT 11-12

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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PROPOSED MULTIPLE DWELLINGS
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5 AFFLECK COURT & LOT 1
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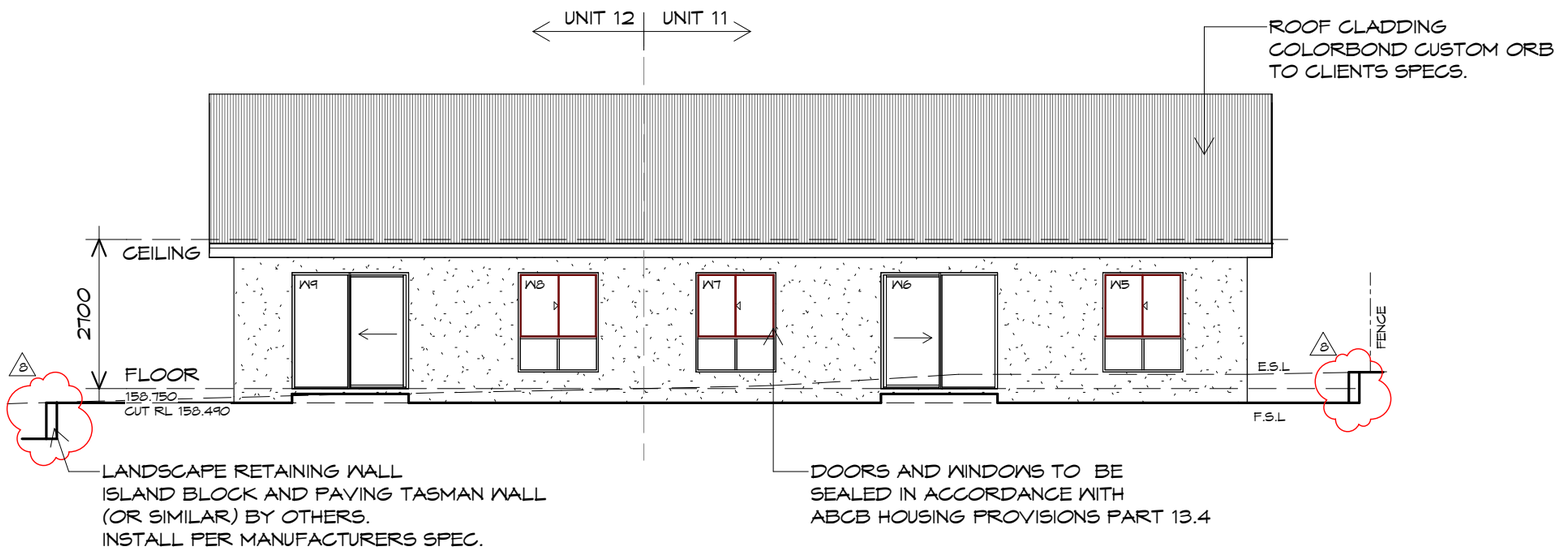
Drawing:
ELEVATIONS

Drafted by:	Approved by:
J.M.M	B.P.
Date:	Scale:
30.04.2025	1 : 100
Project/Drawing no:	Revision:
PD22070 -U11/12-03	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

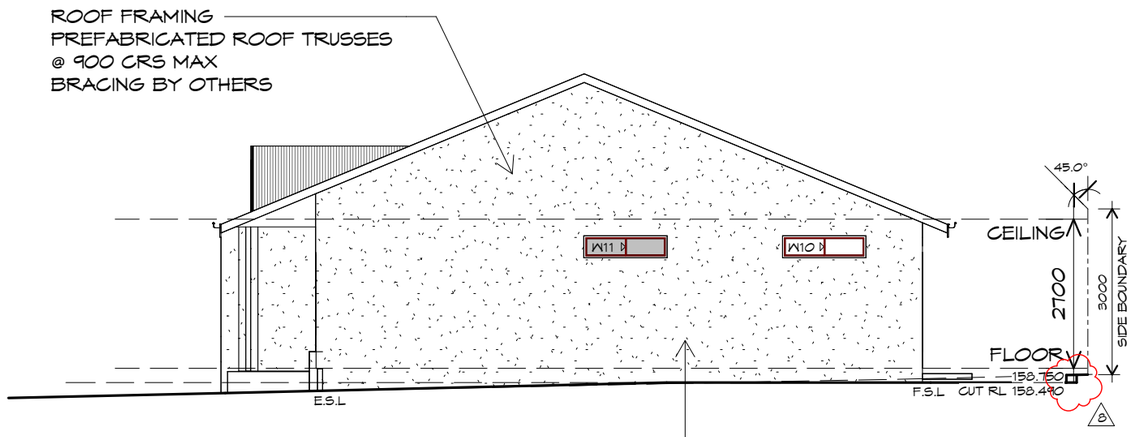
Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



WESTERN ELEVATION

1 : 100



NORTHERN ELEVATION

1 : 100

UNIT 11-12

PLANNING

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Project:
PROPOSED MULTIPLE DWELLINGS & OVER 55s VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET, PERTH

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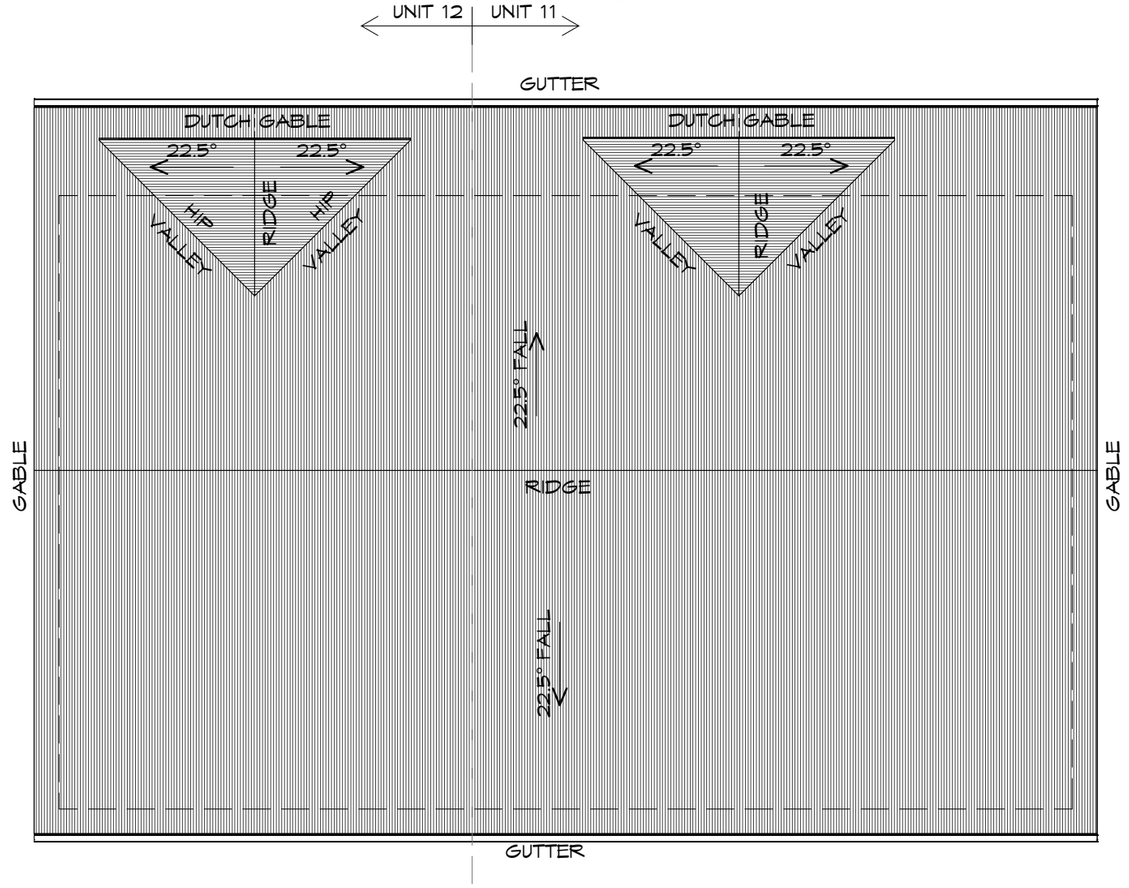
Drawing:
ELEVATIONS

Drafted by:	Approved by:
J.M.M	B.P.
Date:	Scale:
30.04.2025	1 : 100
Project/Drawing no:	Revision:
PD22070 -U11/12-04	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



ROOF PLAN

1 : 100

ADDITIONAL ROOF LOAD
NO SOLAR P.V. SYSTEM HAS BEEN ALLOWED FOR,
NO SOLAR HOT WATER HAS BEEN ALLOWED FOR.

ROOF PLUMBING NOTES:

GUTTER INSTALLATION
TO BE IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 7.4.4
WITH FALL NO LESS THAN
1:100 FOR BOX GUTTERS
1:500 FOR EAVES GUTTER

UNLESS FIXED TO METAL FASCIA
EAVES GUTTER TO BE FIXED
@ 1200 CRS MAX.

VALLEY GUTTERS ON A ROOF WITH A PITCH:
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REFER TO TO ABCB HOUSING PROVISIONS PART
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35mm AS PER ABCB HOUSING PROVISIONS PART 7.2.8

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

UNIT 11-12

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Project:
PROPOSED MULTIPLE DWELLINGS
& OVER 55s VILLAGE
5 AFFLECK COURT & LOT 1
ELIZABETH STREET, PERTH

Drawing:
ROOF PLAN

Client name:
THE TRUSTEES OF THE DIOCESES
OF TASMANIA

Date: 30.04.2025
Scale: 1 : 100

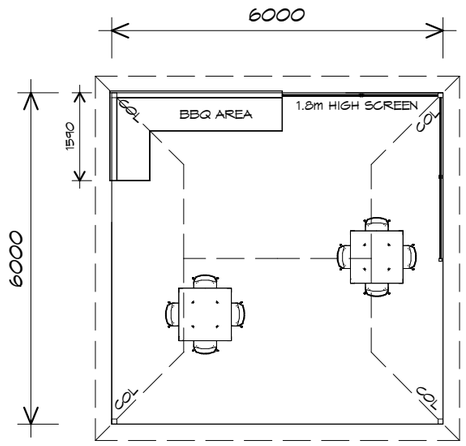
Drafted by: J.M.M
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Project/Drawing no: PD22070 -U11/12-05
Revision: 08

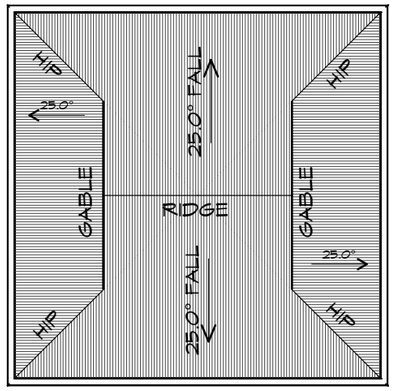
Accredited building practitioner: Frank Geskus -No CC246A

Exhibited



FLOOR PLAN

1 : 100



ROOF PLAN

1 : 100

GAZEBO AREA	36.00 m2	(3.88	SQUARES)
TOTAL AREA	36.00	3.88	

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING AND GARAGE, UNLESS OTHERWISE STATED. DECKS AND OUTDOOR AREAS ARE CALCULATED SEPARATELY.

GAZEBO

LEGEND

COL COLUMN

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 ALLFECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

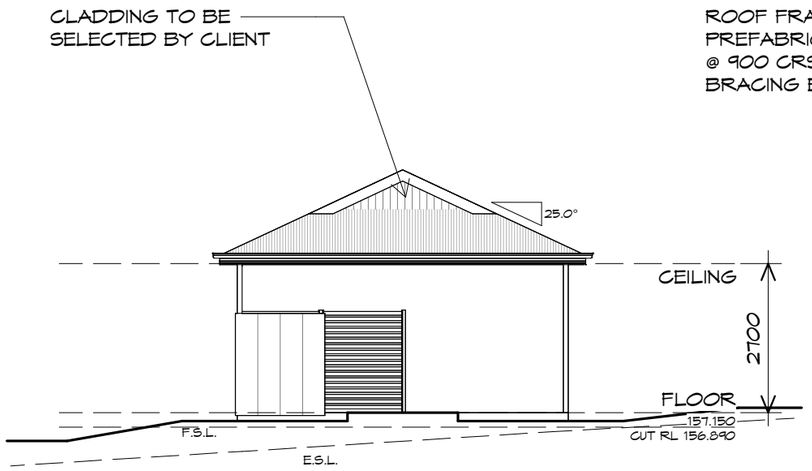
Drawing:
FLOOR & ROOF PLAN

Drafted by:	Approved by:
Author	Approver
Date:	Scale:
30.04.2025	1 : 100
Project/Drawing no:	Revision:
PD22070 -G-01	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

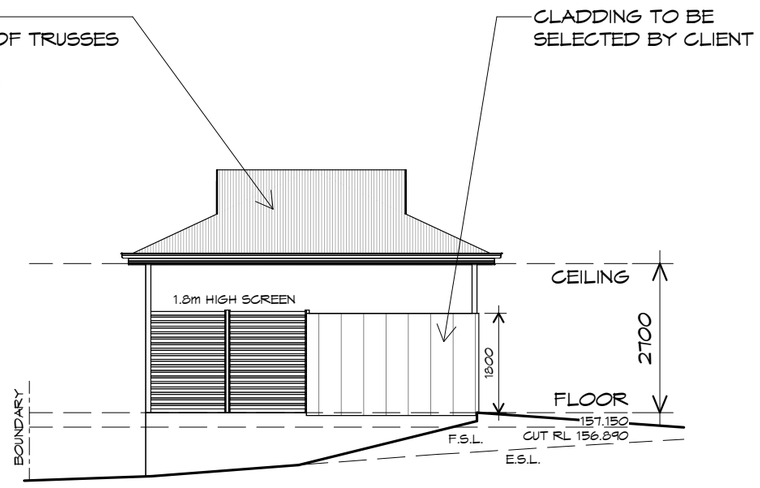
Accredited building practitioner: Frank Geskus -No CC246A

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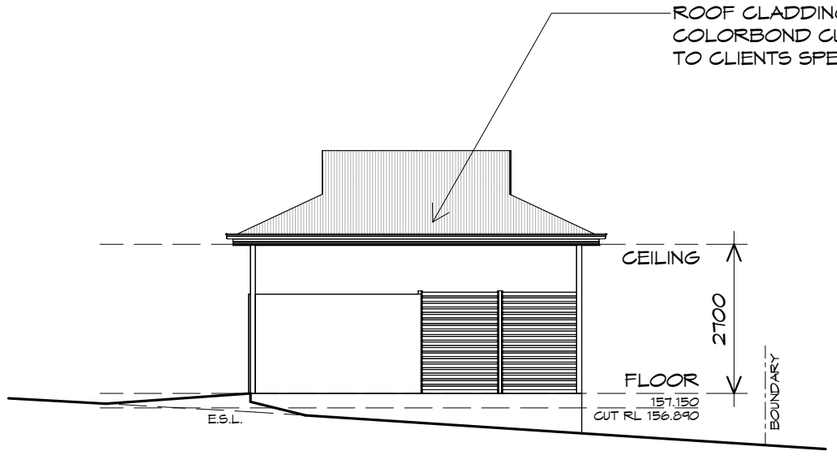
WESTERN ELEVATION

1 : 100



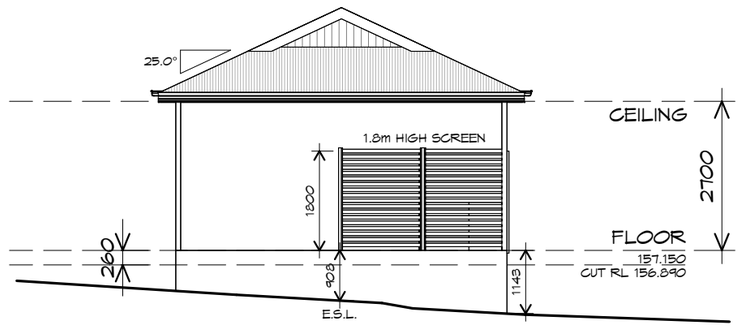
NORTHERN ELEVATION

1 : 100



SOUTHERN ELEVATION

1 : 100



EASTERN ELEVATION

1 : 100

GAZEBO

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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5 ALLFECK COURT & LOT 1 ELIZABETH STREET, PERTH

Client name:
THE TRUSTEES OF THE DIOCESES OF TASMANIA

Drawing:
ELEVATIONS

Drafted by:	Approved by:
Author	Approver
Date:	Scale:
30.04.2025	1 : 100
Project/Drawing no:	Revision:
PD22070 -G-02	08

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited

APPENDIX C

Plan of Subdivision

Exhibited

PLANNING

THIS PLAN WAS PREPARED AS A PROPOSAL PLAN
TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL
AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
ALL MEASUREMENTS AND AREAS ARE SUBJECT TO SURVEY.

Affleck Court

ex fire plug

ex SW MH
RL Lid= 155.13
RL In=154.22

#4 Affleck Court

ex access
0.9±

8.4±

Proposed right of way (private) and services easement (private) to cover proposed access and water conn for Lot 2.

34.4±

Proposed services easement (private) to cover proposed Lot 2 water conn.

ex water meter

#6 Affleck Court

30.1±

1.
900m²±

#5 Affleck Court

#1-3 George Street

ex Sewer MH
RL Lid= 157.33
RL Inv=156.20

2.4±

Existing Pipeline, Services & Drainage Easement 3.00m Wide to be removed
42.5±

ex Sewer MH
RL Lid= 158.63
RL Inv=156.80

Retain ex Sewer and SW connections

15.5±

ex SW MH
RL Lid= 158.64
RL Out=157.14

ex Sewer MH
RL Lid= 157.72
RL Inv=156.37

ex Sewer MH
RL Lid= 154.41
RL In=152.83

DN150 UPVC
DN300 BMAX

29.8±

Pipeline, Services & Drainage Easement 3.00m Wide

Proposed SW connection

ex SW MH
RL Lid= 157.71
RL In=156.78
RL Out=156.74

Proposed water connection

Proposed sewer connection

Existing Drainage Easement 2.00m Wide

#31 Clarence Street

23.6±

2.
2403m²±

Proposed Pipeline, Services & Drainage Easement 3.00 wide

#2 William Street

37.0±

#37 Clarence Street

Proposed boundary
78.3±

Proposed DN150 sewer/SW connections

#4 William Street

#41 Clarence Street

79.3±

3.
6590m²±

St Andrews Cemetery

#6 William Street

#2c Elizabeth Street

75.3±

#8 William Street

93.4±

#10 William Street

Elizabeth Street

ex water meter

ex access

DN150 VC
DN100 PVC-U

ex fire plug

Notes:	Proposed Subdivision	N	Woolcott LAND SERVICES	Job Number
Heights shown are in AHD83. Contour interval is 0.2m. Contour index is 1.0m. All dimensions and areas subject to final survey. Proposed easements hatched yellow.	-Boundary Adjustment- 5 Affleck Court & St Andrews Cemetery Perth 7300 C.T.178099/24 & C.T.176329/1		10 Goodman Court Invermay TAS 7248 PO Box 593 Mowbray Heights TAS 7248 Phone (03) 6332 3760 Fax (03) 6332 3764 Email: enquiries@woolcott.au	L250316

Drawn	File name	Date	Scale	Edition	Sheet
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Exhibited

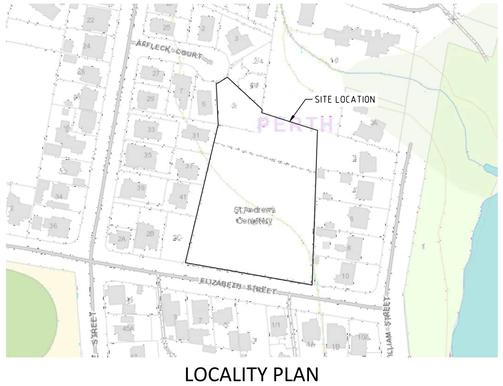
APPENDIX D

Civil Engineering Plans and advice

CENTACARE EVOLVE HOUSING MULTIPLE DWELLINGS & OVER 55's VILLAGE
5 AFFLECK COURT AND LOT 1 ELIZABETH STREET, PERTH

DWG No.	DRAWING TITLE	REV	ISSUE DATE
C001	DRAWING INDEX AND NOTES	F	12.06.2025
C020	SUBDIVISION PLAN	A	17.03.2025
C200	SITEWORKS PLAN	D	17.03.2025
C201	SITEWORKS PLAN	E	29.04.2025
C400	STORMWATER PLAN	E	29.04.2025
C500	SEWER PLAN	D	17.03.2025
C501	SEWER LONG. SECTION	D	17.03.2025
C600	WATER PLAN	E	12.06.2025
C700	DETAILS	D	17.03.2025

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LOCALITY PLAN
SCALE 1:2000

CIVIL/HYDRAULIC NOTES

GENERAL

G1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES SHALL BE REFERRED TO GANDY AND ROBERTS FOR CLARIFICATION.

G2. SETTING OUT DIMENSIONS AND LEVELS SHOWN ON THE DRAWINGS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT.

G3. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING THESE DRAWINGS.

G4. DURING CONSTRUCTION THE CONTRACTOR SHALL MAINTAIN EXCAVATIONS AND STRUCTURES IN A STABLE CONDITION AND ENSURE THAT NO PART IS OVERSTRESSED UNDER CONSTRUCTION ACTIVITIES.

G5. THE CONTRACTOR IS RESPONSIBLE FOR THE CREATION AND MAINTENANCE OF TEMPORARY SITE ACCESSES. STRENGTHENING OF DESIGN PAVEMENTS TO CARRY CONSTRUCTION VEHICLES (IN EXCESS OF THE DESIGN ALLOWANCE) SHALL BE AT THE CONTRACTOR'S EXPENSE.

G6. LOCATION AND VERIFICATION OF EXISTING SERVICES IS THE CONTRACTOR'S RESPONSIBILITY. REFER ANY SERVICES DISCOVERED ONSITE WHICH ARE NOT SHOWN ON THE DRAWINGS, OR ARE IN A DIFFERENT LOCATION TO THAT SHOWN, TO GANDY AND ROBERTS. THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY INVESTIGATIONS, INCLUDING LIAISON WITH SERVICE AUTHORITIES, TO DETERMINE IF THE DISCOVERED SERVICES ARE LIVE. THE CONTRACTOR SHALL NOTIFY GANDY AND ROBERTS IN WRITING THAT REDUNDANT SERVICES HAVE BEEN LOCATED AND REQUEST APPROVAL TO SEAL AND ABANDON THOSE SERVICES.

G7. PROTECT ALL EXISTING SERVICES AND OTHER INFRASTRUCTURE FROM DAMAGE DURING CONSTRUCTION. SHOULD DAMAGE OCCUR, ADVISE GANDY AND ROBERTS IMMEDIATELY ALONG WITH DETAILS OF PROPOSED REMEDIAL ACTION. THE COST OF REMEDIAL WORK (INCLUDING REDESIGN IF REQUIRED) SHALL BE BORNE BY THE CONTRACTOR.

G8. THE CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING WHATEVER DILAPIDATION SURVEYS OF EXISTING BUILDINGS/INFRASTRUCTURE THEY CONSIDER NECESSARY PRIOR TO CONSTRUCTION COMMENCING, AND CONSULTATION WITH ADJOINING LAND OWNERS TO MINIMISE DISRUPTION TO SERVICES/ACCESS ETC. DURING CONSTRUCTION.

G9. ALL SURPLUS CONSTRUCTION MATERIALS (INCLUDING EXCESS CUT AND FILL MATERIAL) SHALL BE REMOVED FROM THE SITE (UNLESS INSTRUCTED OTHERWISE) AT COMPLETION OF THE WORKS.

G10. SURVEY INFORMATION HAS BEEN SUPPLIED BY WOOLCOTT SURVEYORS. FOR THE PURPOSES OF PREPARING THE DESIGN DRAWINGS. ALL OTHER SURVEY REQUIRED TO SETOUT AND CONSTRUCT THE WORKS SHALL BE PROVIDED BY THE CONTRACTOR USING A REGISTERED SURVEYOR.

G11. ALL WORKS ARE TO BE UNDERTAKEN BY THE CONTRACTOR AND HIS SUBCONTRACTORS UNLESS NOTED OTHERWISE ON THE DRAWINGS.

G12. PROPOSED CHANGES TO THE DESIGN OF ANY PART OF THE WORKS SHALL BE SUBMITTED TO GANDY AND ROBERTS FOR REVIEW. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH THE DESIGN CHANGE.

G13. THE CONTRACTOR IS TO ALLOW FOR ALL TESTING OF RAW MATERIALS AND CONSTRUCTED WORKS THAT IS REQUIRED TO DEMONSTRATE COMPLIANCE WITH THE NOMINATED AUSTRALIAN STANDARDS, SPECIFICATIONS, AND STANDARD DRAWINGS. RESULTS OF TESTS SHALL BE PROVIDED TO GANDY AND ROBERTS ON REQUEST.

G14. IF PROTECTION WORKS ARE REQUIRED THE CONTRACTOR SHALL ADVISE THE PROPERTY OWNER THAT THEY ARE REQUIRED TO NOTIFY ADJOINING PROPERTY OWNERS OF THEIR INTENTION TO UNDERTAKE PROTECTION WORKS IN ACCORDANCE WITH PART 6 OF THE BUILDING ACT 2016. THE CONTRACTOR SHALL REFER THE PROPERTY OWNER TO FORM 6 - NOTICE FOR PROPOSED PROTECTION WORK AVAILABLE ON THE CBOS WEBSITE. THE CONTRACTOR SHALL NOT COMMENCE WORKS UNTIL CONFIRMATION HAS BEEN RECEIVED FROM THE PROPERTY OWNER THAT THIS PROCESS HAS BEEN COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUILDING ACT 2016.

G15. THE IDENTIFICATION OF A PROPRIETARY ITEM DOES NOT NECESSARILY IMPLY EXCLUSIVE PREFERENCE FOR THE ITEM IDENTIFIED BUT SHALL BE DEEMED TO INDICATE THE REQUIRED PROPERTIES OF THE ITEM, SUCH AS QUALITY, PERFORMANCE AND THE LIKE. SIMILAR ITEMS HAVING THE REQUIRED PROPERTIES MAY BE OFFERED BY THE CONTRACTOR FOR APPROVAL. WHEN OFFERING AN ALTERNATIVE FOR APPROVAL THE CONTRACTOR MUST PROVIDE ALL AVAILABLE TECHNICAL INFORMATION REQUESTED BY THE SUPERINTENDENT.

G16. PROPRIETARY ITEMS SHALL BE USED, FITTED, INSTALLED AND FINISHED IN ACCORDANCE WITH THE WRITTEN INSTRUCTIONS AND RECOMMENDATIONS OF THE SUPPLIER OR MANUFACTURER.

G17. ON COMPLETION, THE CONTRACTOR SHALL SUPPLY AS CONSTRUCTED DRAWINGS (PREPARED BY A REGISTERED SURVEYOR IN ACCORDANCE WITH AS 1100.401) AND FULL SERVICE MANUAL IN BOTH HARD COPY (3 SETS) AND ELECTRONIC (PDF AND .DWG) FORMATS. AS CONSTRUCTED DRAWINGS SHALL BE PREPARED IN ACCORDANCE WITH TASWATER'S,THE LOCAL AUTHORITY'S AND/OR THE CLIENT'S REQUIREMENTS.

TEMPORARY WORKS

THE CONTRACTOR IS REQUIRED TO CARRY OUT ALL TEMPORARY WORKS NECESSARY TO ENABLE COMPLETION OF THE WORKS (INCLUDING THE ENGAGEMENT OF SUITABLY QUALIFIED DESIGNERS AND IS RESPONSIBLE FOR ALL ASSOCIATED COSTS), THIS INCLUDES (BUT IS NOT LIMITED TO) THE FOLLOWING: PRECAST PANEL PROPPING, FORMWORK, SCAFFOLDING, SHORING, BACK PROPPING OF SUSPENDED SLABS.

APPROVALS

A1. PRIOR TO CONSTRUCTION COMMENCING, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND ENGINEERING PERMIT IS IN PLACE FOR THE WORK AND THAT THE RELEVANT AUTHORITIES ARE NOTIFIED AND ALLOWED TO INSPECT AT THE NOMINATED HOLD POINTS.

A2. WHERE PUBLIC WORKS ARE BEING UNDERTAKEN THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE LOCAL AUTHORITY AND/OR TASWATER PERMIT TO CONSTRUCT, AS APPLICABLE, PRIOR TO CONSTRUCTION COMMENCING. THIS INCLUDES SUBMITTING REQUESTS FOR LOCAL AUTHORITY ROAD OPENING, STORMWATER CONNECTIONS AND TASWATER SERVICE CONNECTIONS.

A3. UNLESS NOMINATED OTHERWISE, THE FOLLOWING INSPECTION REGIME SHALL BE ADOPTED:

- ROAD FORMATIONS
  INSPECTION OF SUBGRADE, SUBBASE AND BASE LIFTS, KERBING AND SEAL BY THE LOCAL AUTHORITY AND GANDY AND ROBERTS;
- STORMWATER
  INSPECTION OF STORMWATER LINES BY THE LOCAL AUTHORITY;
- SEWER AND WATER
  SEWER AND WATER INFRASTRUCTURE TO BE OWNED BY TASWATER TO BE INSPECTED AND SELF-CERTIFIED BY CIVIL CONTRACTOR OR THEIR SUBCONTRACTOR. SEWER PIPELINE PRIOR TO BACKFILLING BY GANDY AND ROBERTS ;
- AS-BUILT SERVICES SURVEYS
  WATER, SEWER, STORMWATER SURVEYS UNDERTAKEN BY CONTRACTOR'S REGISTERED LAND SURVEY OR (DEPTH OF WATER RETICULATION RECORDED PRIOR TO BACKFILLING);
- INSTALLATION OF OTHER IN-GROUND SERVICES
  POWER, COMMUNICATIONS, GAS ETC. UNDERTAKEN BY THE RELEVANT MANAGING AUTHORITY;
- DEFECT'S LIABILITY INSPECTION
  BY GANDY AND ROBERTS.

A4. A MINIMUM OF 24 HOURS NOTICE IS REQUIRED FOR GANDY AND ROBERTS TO ATTEND THE SITE. DO NOT RELY UPON FACSIMILE OR EMAIL TO COMMUNICATE REQUESTS - MAKE CONTACT WITH OUR OFFICE TO CONFIRM ATTENDANCE.

A5. INSPECTION OF ROAD FORMATIONS MAY INVOLVE PROOF ROLLING WITH A TEST VEHICLE. CONFIRM WITH GANDY AND ROBERTS AND ENSURE A SUITABLE VEHICLE IS AVAILABLE AT THE TIME OF INSPECTION. REFER NOTE R11 FOR ADDITIONAL REQUIREMENTS.

A6. PHOTOGRAPHIC DOCUMENTATION IS NOT AN ADEQUATE BASIS TO PROCEED BEYOND A HOLD POINT UNLESS APPROVED BY GANDY AND ROBERTS.

WORK HEALTH AND SAFETY

HS1. THE MAIN CONTRACTOR AND ALL SUB-CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT, REGULATIONS, AND ALL RELEVANT CODES OF PRACTICE.

HS2. THE GANDY AND ROBERTS DESIGN SAFETY REPORT 23.0414 REVISION A FORMS AN INTEGRAL PART OF THIS DOCUMENTATION. THIS REPORT IDENTIFIES SAFETY RISKS AND PROPOSES CONTROL MEASURES TO BE FOLLOWED BY THE CONTRACTOR AND THE BUILDING OPERATOR. CONTROLS AND HAZARDS REQUIRING MORE EXPLANATION THAN IN THE SAFETY REPORT ARE HIGHLIGHTED IN OUR DRAWINGS WITH AN EXCLAMATION MARK IN THE TRIANGLE SYMBOL AS SHOWN.

HS3. SHOULD THE MAIN CONTRACTOR OR SUB-CONTRACTORS IDENTIFY OMISSIONS OR ERRORS IN THE REPORT RELATED TO THE SCOPE OF GANDY AND ROBERT'S WORK ON THE PROJECT, OR HAVE SAFER WAYS OF WORKING, THEY SHOULD CONTACT GANDY AND ROBERTS PRIOR TO CONSTRUCTION.

HS4. SHOULD THE CONTRACTOR PROPOSE AN ALTERNATIVE DESIGN, THIS SHALL BE PRESENTED WITH APPROPRIATE SAFETY RISK PLANNING TO GANDY AND ROBERTS FOR REVIEW.

EARTHWORKS

E1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS" WITH TESTING METHODS IN ACCORDANCE WITH AS1289 "METHODS OF TESTING SOILS FOR ENGINEERING PURPOSES".

E2. THE EXISTING SURFACE INCLUDING VEGETATION AND DEBRIS UNDER THE BUILDING AND PAVED AREAS SHALL BE TOTALLY REMOVED OR REMOVED TO A DEPTH OF NOT LESS THAN 200 mm WHICHEVER IS THE LESSER TREATMENT. THE LAYER TO BE REMOVED INCLUDES ANY MATERIAL THAT MAY BE UNSUITABLE TO SUPPORT THE PROPOSED WORKS. TOP SOIL TO BE STOCKPILED AS DIRECTED, AND VEGETATION AND DEBRIS REMOVED FROM SITE UNLESS NOTED OTHERWISE. TREE STUMPS SHALL BE FULLY GRUBBED, MINIMUM DEPTH OF 300 mm, AND HOLES FILLED WITH MATERIAL SIMILAR TO THE SURROUNDING MATERIAL AND COMPACTED TO THE SAME DEGREE AS THE SURROUNDING MATERIAL.

E3. FOR EXCAVATION PURPOSES, ROCK IS DEFINED AS HARD OR STRONGLY CEMENTED BEDS OR MASSES WHICH CANNOT BE RIPPED AT THE FOLLOWING PRODUCTION RATES (INSITU VOLUMES) FOR THE PARTICULAR CLASS OF EQUIPMENT, AS DEFINED IN AS2868:

GENERAL EXCAVATION:

MACHINE EQUIPPED WITH A HEAVY DUTY, SINGLE TINE PARALLELOGRAM RIPPER (APPROVED BY THE MACHINE MANUFACTURER FOR USE ON THE PARTICULAR MACHINE IN ROCK):

EXCAVATOR OPERATING MASS ≥27T +38T: EXCAVATION RATE SOLID 10 m3 PER HOUR.

EXCAVATOR OPERATING MASS ≥38T +44T: EXCAVATION RATE SOLID 15 m3 PER HOUR.

TRENCH EXCAVATION:

MACHINE FITTED WITH A HEAVY DUTY BUCKET AND TEETH WITH HIGH PENETRATION BOOTS (APPROVED BY THE MACHINE MANUFACTURER FOR USE ON THE PARTICULAR MACHINE IN ROCK):

EXCAVATOR OPERATING MASS ≥12.5T +15T, 450mm WIDE BUCKET, MAXIMUM PRODUCTION RATE SOLID OF 1.5 m3 PER HOUR.

EXCAVATOR OPERATING MASS ≥19T +23T, 600mm WIDE BUCKET, MAXIMUM PRODUCTION RATE SOLID OF 3 m3 PER HOUR.

E4. ANY INTERFACE BETWEEN CUT AND FILL SHALL BE NO STEEPER THAN 1V:4H. CUT HORIZONTAL BENCHES FOR ANY FILL PLACED ON GROUND STEEPER THAN 1V:4H.

E5. ALL EXCAVATIONS SHALL BE INSPECTED BY GANDY AND ROBERTS AND/OR THE LOCAL AUTHORITY BEFORE PROCEEDING ANY FURTHER. INSPECTION AND TESTING SHALL OCCUR AFTER EACH LIFT DURING FILLING. TESTING (IN ACCORDANCE WITH TABLE 8.1 OF AS 3798) SHALL BE ARRANGED BY THE CONTRACTOR SUCH THAT THE RESULTS ARE AVAILABLE AT THE TIME OF INSPECTION. THE CONTRACTOR SHALL ENGAGE A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER TO UNDERTAKE LEVEL 1 INSPECTION AND TESTING OF COMPACTED FILL WITHIN COMMERCIAL AND RESIDENTIAL PROPERTIES IN ACCORDANCE WITH AS 3798 AND PROVIDE A STATEMENT OF COMPLIANCE. EARTHWORKS WITHIN PUBLIC ROAD RESERVATIONS ARE NOT REQUIRED TO BE SUPERVISED BY THE GEOTECHNICAL ENGINEER.

E6. THE SUBGRADE SHALL BE COMPACTED TO ACHIEVE 98% STANDARD DENSITY RATIO TO A DEPTH OF 300 mm PRIOR TO FILLING, SUBGRADE IS TO BE PROOF ROLL TESTED. THE TEST SHALL CONSIST OF WITNESSING SOIL DEFLECTION FROM THE TYRE OF A SINGLE REAR AXLE TRUCK DRIVEN AT WALKING SPEED WITH A MINIMUM 8 TONNE REAR AXLE LOAD AND A TYRE PRESSURE OF 550 kPa. EACH LAYER SHALL BE PROOF ROLL TESTED WITH NO VISIBLE MOVEMENT OBSERVED OTHER VEHICLES THAT MAY BE ALLOWED BY GANDY AND ROBERTS ARE A 12 TONNE STATIC ROLLER WITH 6 TONNE/m LOAD, OR 20 TONNE PLANT WITH 450 kPa TYRES AND GREATER THAN 0.035 m^2 CONTACT AREA PER TYRE.

E7. FILL SHALL BE PLACED IN HORIZONTAL LAYERS OF 200 TO 300 mm DEEP LOOSE MEASUREMENT, UNLESS TESTING CAN DEMONSTRATE TO GANDY AND ROBERTS THAT COMPACTION IS ADEQUATE WITHIN LARGER LIFTS. COMPACT EACH LAYER OF FILL WITHIN 1% OF ITS OPTIMUM MOISTURE CONTENT. MAXIMUM PARTICLE SIZE IS TWO THIRDS DEPTH OF EACH LIFT. EACH LAYER IS TO BE PROOF ROLL TESTED; NUCLEAR DENSITY TESTING TO BE UNDERTAKEN AT A FREQUENCY BASED ON AS3798 (TYPICALLY THE GREATER OF FOUR TESTS PER INSPECTION OR ONE TEST PER 1000 m^3) FOR MATERIAL 60 mm AND COARSER, IN-LIEU OF DENSITY TESTING A TEST BY DEFLECTION SHALL BE DONE USING SPOT LEVEL DIFFERENCE AT REPRESENTATIVE LOCATIONS BEFORE AND AFTER ROLLING THREE TIMES WITH A 12 TONNE STATIC ROLLER, WITH ACCEPTABLE DIFFERENCES BEING LESS THAN 2 mm.

E8. ALL PROOF ROLLING SHALL BE WITNESSED BY GANDY AND ROBERTS. A MINIMUM OF TWO PASSES FOR EACH SECTION BEING TESTED IS REQUIRED, WITH A PASS DEFINED AS TRAVEL ACROSS ONE FULL LENGTH OF THE AREA BEING TESTED. COMPLIANCE WITH PROOF ROLLING REQUIREMENTS SHALL BE WHEN AN AREA WITHSTANDS PROOF ROLLING WITHOUT VISIBLE DEFORMATION OR SPRINGING.

E9. COHESIONLESS (GRANULAR) FILL SHALL BE USED UNLESS OTHERWISE APPROVED BY GANDY AND ROBERTS. COHESIONLESS (GRANULAR) FILL SHALL HAVE LESS THAN 15% PASSING THE 75 MICRON SIEVE, WITH GRADING CURVES SUBMITTED FOR APPROVAL. COHESIONLESS FILL SHALL BE COMPACTED TO THE REQUIREMENTS OF TABLE 5.1 OF AS 3798. COHESIVE FILL SHALL HAVE A MINIMUM 4 DAY SOAKED CBR OF 5% AND A MAXIMUM CBR SWELL OF 1%. MINIMUM STANDARD DENSITY RATIOS FOR COHESIVE MATERIAL SHALL BE AS PER TABLE 5.1 OF AS 3798. REACTIVE CLAY SHALL HAVE A MAXIMUM STANDARD DENSITY RATIO OF 100%. LANDSCAPING ZONES SHOULD BE COMPACTED TO STANDARD DENSITY RATIO OF 85% UNLESS NOTED OTHERWISE.

ROADWORKS

R1. ALL ROADWORKS, FOOTPATHS & DRIVEWAYS SHALL BE IN ACCORDANCE WITH LOCAL GOVERNMENT ASSOCIATION TASMANIA - IPWEA STANDARD DRAWINGS, REFERENCED IN THIS DRAWING SET BY THE ABBREVIATION "TSD".

R2. IT IS ASSUMED ROADS ACCESSING THE DEVELOPMENT SITE ARE ADEQUATE TO TAKE THE DESIGN TRAFFIC LOAD DURING THE DESIGN LIFE OF 40 YEARS.

R3. PAVEMENT DEPTH SHALL BE AS SHOWN ON THE TYPICAL CROSS SECTION BUT SHALL BE SUBJECT TO CBR TESTING OF THE SUBGRADE OR PROOF ROLLING BY THE CONTRACTOR, WITH FINAL DEPTH TO BE CONFIRMED BY GANDY AND ROBERTS.

R4. KERB AND CHANNEL SHALL BE FORMED ON A MINIMUM OF 100 mm SUB-BASE WHICH SHALL EXTEND A MINIMUM 150 mm BEYOND THE BACK OF THE KERB.

R5. SUBSOIL DRAINS SHALL BE PROVIDED AT ALL LOCATIONS WHERE THE PAVEMENT IS BELOW GROUND LEVEL AND AS SHOWN ON THE DRAWINGS. PIPE AND FITTINGS SHALL BE PROPRIETARY ITEMS COMPLYING WITH AS2439.1.

R7. ALL RADII ARE TO THE BACK OF KERB UNLESS NOTED OTHERWISE.

ROADWORKS (CONTINUED)

R8. THE ROAD PROFILE AND CROSS FALL SHALL BE FINISHED TO THE SATISFACTION OF GANDY AND ROBERTS AND SHALL BE TO THE LINE AND LEVEL INDICATED ON THE DRAWINGS, FREE OF ANY LOCAL HIGH OR LOW AREAS WHICH MAY HOLD WATER.

R9. ALL GRAVEL SHALL COMPLY WITH THE FOLLOWING TASMANIAN DEPARTMENT OF STATE GROWTH (DSG) SPECIFICATIONS:
BASE COURSE: CLASS 2 FINE (CRUSHED ROCK (FCR) (PREVIOUSLY R40 CLASS A - 20 mm)
SUB-BASE COURSE: CLASS 3 FCR (PREVIOUSLY SUB-BASE 1 - 40 mm)

R10. SUB-BASE AND BASE SHALL HAVE A MINIMUM DRY DENSITY RATIO OF 95% AND 98% MODIFIED COMPACTION RESPECTIVELY, WITH NUCLEAR DENSITY TEST RESULTS AVAILABLE AT THE PROOF ROLL INSPECTION. TESTS TO BE TAKEN AT A FREQUENCY BASED ON AS3798 (TYPICALLY THE GREATER OF FOUR TESTS PER INSPECTION OR ONE TEST PER 1000 m^2).

R11. EACH PAVEMENT COURSE SHALL BE PROOF ROLL TESTED. ALL PROOF ROLL TESTING SHALL BE WITNESSED BY GANDY AND ROBERTS. THE TEST SHALL CONSIST OF WITNESSING DEFLECTION FROM THE TYRE OF A SINGLE REAR AXLE TRUCK DRIVEN AT WALKING SPEED WITH A MINIMUM 8 TONNE REAR AXLE LOAD AND A TYRE PRESSURE OF 550 KPa. COMPLIANCE WITH THE TEST ROLLING REQUIREMENTS SHALL BE WHEN AN AREA WITHSTANDS TEST ROLLING WITHOUT VISIBLE DEFORMATION OR SPRINGING.

R12. PAVEMENT COURSE TOLERANCES SHALL COMPLY WITH THE DSG SPECIFICATION, SECTION 304, CLAUSE 304.06 WITH SCALE C SURFACE LEVEL REQUIREMENTS APPLYING.

R13. TRENCHES AND EXCAVATIONS WITHIN TRAFFICABLE PAVEMENTS SHALL BE BACKFILLED TO SUBGRADE LEVEL WITH 40 mm FCR TO A MINIMUM DENSITY OF 95% STANDARD COMPACTION. MATCH EXISTING PAVEMENT ABOVE SUBGRADE. NUCLEAR DENSITY TESTING TO BE UNDERTAKEN AS DIRECTED WITHIN COMMERCIAL SITES AND PUBLIC ROAD RESERVES.

R14. ASPHALT SEALS SHALL BE A TYPE B MIX WITH CLASS 170 BITUMEN IN ACCORDANCE WITH AAPA ADVISORY NOTE 5, UNLESS NOTED OTHERWISE ON THE DRAWINGS. THE SEAL SHALL BE PLACED ON A CLEAN SWEPT SURFACE WITH A BITUMEN EMULSION COAT APPLIED.

R15. SPRAYED BITUMINOUS SURFACINGS SHALL BE IN ACCORDANCE WITH DSG SPECIFICATION SECTION 408. REMOVAL OF LOOSE AGGREGATE SHALL BE UNDERTAKEN IN ACCORDANCE WITH CLAUSE 408.14 OF THE SPECIFICATION.

R16. ALL LANDSCAPED AREAS AFFECTED BY THE WORKS SHALL BE REINSTATED TO MATCH EXISTING. REFER LANDSCAPE ARCHITECT FOR SPECIFIC REQUIREMENTS.

STORMWATER

SW1. ALL WORKS SHALL BE IN ACCORDANCE WITH LOCAL GOVERNMENT ASSOCIATION TASMANIA - IPWEA STANDARD DRAWINGS, REFERENCED IN THIS DRAWING SET BY THE ABBREVIATION "TSD".

SW2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LOCAL AUTHORITY'S SPECIFICATIONS, BY-LAWS AND AS/NZS 3500.3.

SW3. PIPE AND CHANNEL INFRASTRUCTURE HAS BEEN DESIGNED TO CONVEY 5% ANNUAL EXCEEDANCE PROBABILITY (AEP) STORMS, WITH OVERLAND FLOW PATHS PROVIDED FOR 1% AEP STORMS. IT IS ASSUMED THAT WATER FLOWING ONTO THE DEVELOPMENT SITE IS CONTAINED WITHIN LOCAL AUTHORITY INFRASTRUCTURE FOR 5%AEP STORMS AND THE ROAD RESERVE FOR 100 YEAR ARI STORMS.

SW4. STORMWATER TRENCHES, PIPE BEDDING AND BACK FILLING SHALL COMPLY WITH AS/NZS 3725 INSTALLATION REQUIREMENTS FOR TYPE HS2 SUPPORT.

SW5. BELOW GROUND PIPEWORK AND FITTINGS SHALL BE PVC-U DWV SN10 FOR DN100 AND SN8 FOR DN150 OR GREATER, JOINTS SHALL BE OF SOLVENT CEMENT TYPE OR FLEXIBLE JOINTS MADE WITH APPROVED RUBBER RINGS UNLESS OTHERWISE STATED ON THE DRAWINGS.

SW6. ALL TRENCHES UNDER TRAFFICKED AREAS, INCLUDING FUTURE DRIVEWAY EXTENSIONS, SHALL BE BACK FILLED WITH APPROVED COMPACTED CLASS 2 FCR OR CEMENT STABILISED SAND WITH NOT LESS THAN 4% CEMENT BY WEIGHT OF CEMENT.

SW7. MINIMUM GRADE OF PAVED AREAS AND PIPEWORK SHALL BE 1 IN 100. PAVED AREAS SHALL BE SHAPED TO DRAIN TO GRATED PITS AND TRENCHES WITHOUT PONDING (ACCEPTABLE LIMIT IS 3 mm UNDER A 2 m STRAIGHT EDGE).

SW8. SURFACE WATER DRAINS, CATCH PITS/GRATED PITS AND JUNCTION BOXES SHALL BE CONSTRUCTED AS DETAILED OR AS SPECIFIED BY THE MANUFACTURER. GRATED PITS TO HAVE SUMPS AS NOTED ON THE DRAWINGS. PITS AND LIDS TO BE CLASS A IN NON-TRAFFICKED AREAS AND CLASS B IN RESIDENTIAL DRIVEWAYS. PRE-CAST CONCRETE PITS AND LIDS WITH CLASS C OR CLASS D RATING SHALL BE USED ELSEWHERE OR AS NOTED ON THE DRAWINGS. ALL COVERS AND GRATES SHALL COMPLY WITH AS3996. CONVEY TRENCH WATER INTO PITS/MANHOLES THROUGH WEEP HOLES ON UPSTREAM SIDE USING 2 m OF DN100 SUBSOIL DRAIN WITH FILTER SOCK.

SW9. SUBSOIL DRAINS SHALL BE INSTALLED TO THE REQUIREMENTS OF AS/NZS 3500 AND PART 3.1.2 OF THE BCA. PERFORATED PVC DRAINAGE PIPE AND FITTINGS SHALL COMPLY WITH AS2439.1. ALL CONNECTIONS AND FITTINGS SHALL BE MADE USING PURPOSE SPECIFIC PROPRIETARY ITEMS.

SW10. ALL HYDRAULIC CONNECTIONS SHALL BE CLEAR OF DRIVEWAYS AND TRAFFICKED AREAS.

SW11. WHERE BOTH STORMWATER AND SEWER LINES ARE ALONG REAR AND SIDE BOUNDARIES THEY SHALL BE LOCATED TO FIT INSIDE A 3.0 m EASEMENT UNLESS NOTED OTHERWISE. A SINGLE STORMWATER LINE SHALL FIT WITHIN A 2.5 m EASEMENT.

SW12. ALL MANHOLES SHALL BE LOCATED CLEAR OF FUTURE FENCE LINES.

SW13. PROPERTY CONNECTIONS SHALL BE CLEAR OF DRIVEWAYS, CLEAR OF FUTURE FENCE LINES AND BE LOCATED 600mm INSIDE THE BOUNDARY.

SW14. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.

PUBLIC SEWER

S1. ALL WORKS SHALL BE IN ACCORDANCE WITH THE SEWERAGE CODE OF AUSTRALIA (SCA) W.S.A. 02-2014-3.1 MR.W.A. EDITION - VERSION 2 AND TASWATER'S CURRENT SUPPLEMENT TO THE CODE.

S2. PROPERTY CONNECTIONS SHALL BE DN100 PVC-U WITH A MINIMUM GRADE OF 1 IN 60 (REFER ABOVE CODE FOR DETAILS) AND SHALL BE LOCATED CLEAR OF TRAFFICKED AREAS, DRIVEWAYS AND FENCES.

S3. WHERE BOTH STORMWATER AND SEWER LINES ARE LOCATED ALONG A REAR OR SIDE BOUNDARY THEY SHALL BE LOCATED IN AN EASEMENT THAT WHOLLY CONTAINS BOTH SERVICES AND THEIR RESPECTIVE APPURTENANCES. EASEMENTS AND OFFSETS SHALL BE IN ACCORDANCE WITH TABLE 111-C DRAWING MRWA-S-111 IN THE ABOVE CODE AND TASWATER'S SUPPLEMENT (CLAUSE 5.2.8 CLEARANCES TO OTHER SERVICES SHALL BE IN ACCORDANCE WITH TABLE 5.4 IN THE ABOVE CODE.

S4. ALL MAINTENANCE STRUCTURES SHALL BE LOCATED CLEAR OF FUTURE FENCE LINES WITH END OF LINES TO BE 1.2 m PAST THE BOUNDARY FOR ANY FUTURE EXTENSION.

S5. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.

PUBLIC WATER

W1. ALL WORKS SHALL BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA (WSCA) W.S.A. 03-2011-3.1 MR.W.A. EDITION -VERSION 2 AND TASWATER'S CURRENT SUPPLEMENT TO THE CODE.

W2. UNLESS NOTED OTHERWISE, SINGLE HOUSE CONNECTIONS SHALL BE DN25 HDPE PN16 TO TASWATER'S STANDARD DRAWING TWS-W-0002 SERIES WITH VALVE, 'SENSUS' WATER METER, AND BOX TO EACH LOT. CONNECTIONS SHALL BE LOCATED 500 mm INSIDE BOUNDARY AND 500 mm FROM EDGE OF DRIVEWAY ON MIDDLE SIDE OF LOT, UNLESS NOTED OTHERWISE.

W3. ALL WATER MAINS SHALL BE TESTED AND WITNESSED BY TASWATER TO STATIC PRESSURE PLUS 50% PRIOR TO BACKFILLING.

W4. ALL HYDRAULIC CONNECTIONS AND TAPPINGS TO BE CLEAR OF DRIVEWAYS AND TRAFFICKED AREAS.

W5. FOR MINIMUM COVER OVER PIPES REFER WSCA DRAWING MRWA-W-202.

W6. FOR MINIMUM CLEARANCES TO OTHER SERVICES REFER TO TASWATER'S SUPPLEMENT CLAUSE 5.12.5.2. RECOMMENDATIONS.

PUBLIC WATER (CONTINUED)

W7. ALL TRENCHES UNDER TRAFFICKED AREAS SHALL BE BACK FILLED WITH APPROVED COMPACTED CLASS 2 FCR INCLUDING FUTURE DRIVEWAY EXTENSIONS.

W8. FLUSHING OF MAINS TO BE CARRIED OUT IN ACCORDANCE WITH THE MANUFACTURER'S.

W9. ELECTROMAGNETIC TRACKER TAPE SHALL BE PLACED IN ALL WATER MAIN TRENCHES ABOVE THE PIPE.

W10. WATER MAINS SHALL BE BEDDED ON 80 mm APPROVED 7 mm CLEAN METAL.

W11. CONCRETE ANCHOR BLOCKS SHALL BE PROVIDED AT ALL SUDDEN CHANGES OF DIRECTION, BOTH VERTICALLY AND HORIZONTALLY AT TEES AND END OF LINES. REFER TO WSCA DRAWINGS MRWA-W-205B AND MRWA-W-205C.

W12. ROAD CROSSINGS:
DN100 PVC-U CONDUITS, CLASS SN6, FOR ALL HDPE.
DICL WITH PE WRAPPING SLEEVE TO AS 3680.

W13. FOR VALVE AND HYDRANT SURFACE BOX MARKINGS REFER TO TASWATER'S SUPPLEMENT CLAUSE 8.8 & CLAUSE 8.10.3. HYDRANT ROAD MARKINGS SHALL COMPLY WITH THE IPWEA TASMANIA DIVISION DOCUMENT TITLED FIRE HYDRANT GUIDELINES - REFER SECTION 8. ALL VALVES AND HYDRANTS TO BE RESILIENT SEATED POWDER COATED CLASS 16 AND ALL COMPONENTS TO BE DN100.

W14. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.

CONCRETE

C1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS3600.

C2. CONCRETE GRADES (UNO ON DRAWINGS):

ELEMENT	GRADE	ELEMENT	GRADE
GENERAL	N25	BLINDING	N15
FOOTINGS	N20	PAVEMENT	N25

C3. CONCRETE SHALL NOT BE POURED WHEN THE SITE TEMPERATURES ARE BELOW 5°C.

C4. CONCRETE SHALL BE CURED BY CONTINUOUS WETTING (WATER SPRAY, PONDING OR IRRIGATED HESSIAN) OR APPLICATION OF AN IMPERMEABLE MEMBRANE (SECURED PLASTIC OR CURING COMPOUND) FOR AN APPROPRIATE PERIOD OF TIME (NOT LESS THAN 3 DAYS). IN HOT DRY AND WINDY WEATHER SPRAY THE SURFACE WITH ALIPHATIC ALCOHOL WHILE CONCRETE IS PLASTIC, WATER CURE FOR AT LEAST 24 HOURS THEN COVER WITH IMPERMEABLE MEMBRANE (OR CONTINUE TO WATER CURE) FOR A FURTHER 2 DAYS.

C5. CONSTRUCTION JOINTS SHALL BE PROPERLY FORMED AND US

NOTES

1. 5 AFFLECK (PID 9412143) AND PART OF ELIZABETH ST (PID 9629080) TO BE ADHERED TO SINGLE TITLE.
2. LOCATION OF SOME EXISTING SERVICES BASED ON DIAL BEFORE YOU DIG INFORMATION. CONTRACTOR TO CONFIRM ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
3. DRIVEWAY LAYOUT BY THE BUILDING DESIGNER. PRIME DESIGN.
4. FOR PARKING SPACE NUMBERING REFER TO BUILDING DESIGNER DRAWINGS.
5. LINE MARKING, WHERE INDICATED, DELINEATING PARKING SPACES TO BE 80mm WIDE USING WHITE WATER BASED ACRYLIC LINE MARKING PAINT.
6. PARKING SPACE NUMBERING OR VISITOR PARKING DESIGNATION, WHERE INDICATED,TO BE MIN. 200mm HIGH TEXT USING YELLOW WATER BASED ACRYLIC LINE MARKING PAINT.
7. PROVIDE WHEEL STOPS, WHERE INDICATED, TO AS/NZS 2890.1.
8. JOINTS ON CURVES TO BE PERPENDICULAR TO EDGE AND MINIMUM 450 LONG BEFORE CHANGE OF DIRECTION.
9. ALL PITS TO BE FINISHED FLUSH WITH SURFACE LEVEL.

NO 7

NO 6

LOT 1 (5 AFFLECK CRT)

LOT 2 (5A AFFLECK CRT)

BALANCE LOT (CEMETERY)

EXS SEWER MH

EXS SEWER MH
RL LID 154.67
IL OUT 153.48

EXS SW MH
RL LID 155.13
IL IN 154.22

EXS SEWER MH

EXS SEWER MH
RL LID 154.41
IL 152.82

EXS SV

EXS TURRET

EXS SV

EXS FIRE PLUG

EXS DN63 WATER MAIN

EXS DN150 PVC SEWER

EXS DN300 BMAX SW

EXS ELECTRICAL U/G

EXS ELECTRIC AND COMM. PROPERTY CONNECTIONS

EXS. WATER METER

1m WIDE PRIVATE SERVICE EASEMENT FOR WATER CONNECTION TO 5A AFFLECK

EXISTING EASEMENT TO BE REMOVED FROM TITLE

DRAINAGE EASEMENT 3 m WIDE

2.5m WIDE DRAINAGE EASEMENT FOR PROPOSED SERVICES TO BALANCE LOT

EXISTING 2.0m WIDE EASEMENT

AS2870 SITE SOIL CLASSIFICATION: CLASS H1

REV	DESCRIPTION	APP'D	DATE
A	PLANNING APPROVAL	DH	17.03.2025

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North

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MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300

DRAWING TITLE
SUBDIVISION PLAN

0 50mm

SCALE 1:200 @ A1

DESIGNED	DRAWN	CHECKED
DH	DS	DH

PROJECT	DRAWING	REVISION
23.0414	C020	A

6/7/2025 12:16:23 PM S:\Projects\2023\23.0414 5 Affleck Court - LDAS - GR drawings\GR - Working drawings, models\23.0414 5 C.dwg

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NOTES

1. 5 AFFLECK (PID 9412143) AND PART OF ELIZABETH ST (PID 9629080) TO BE ADHERED TO SINGLE TITLE.
2. LOCATION OF SOME EXISTING SERVICES BASED ON DIAL BEFORE YOU DIG INFORMATION. CONTRACTOR TO CONFIRM ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
3. DRIVEWAY LAYOUT BY THE BUILDING DESIGNER. PRIME DESIGN.
4. FOR PARKING SPACE NUMBERING REFER TO BUILDING DESIGNER DRAWINGS.
5. LINE MARKING, WHERE INDICATED, DELINEATING PARKING SPACES TO BE 80mm WIDE USING WHITE WATER BASED ACRYLIC LINE MARKING PAINT.
6. PARKING SPACE NUMBERING OR VISITOR PARKING DESIGNATION, WHERE INDICATED,TO BE MIN. 200mm HIGH TEXT USING YELLOW WATER BASED ACRYLIC LINE MARKING PAINT.
7. PROVIDE WHEEL STOPS, WHERE INDICATED, TO AS/NZS 2890.1.
8. JOINTS ON CURVES TO BE PERPENDICULAR TO EDGE AND MINIMUM 450 LONG BEFORE CHANGE OF DIRECTION.
9. ALL PITS TO BE FINISHED FLUSH WITH SURFACE LEVEL.

AFFLECK COURT

EXS SEWER MH

EXS SEWER MH
RL LID 154.67
IL OUT 153.48

EXS SW MH
RL LID 155.13
IL IN 154.22

EXS DN63 WATER MAIN

EXS DN150 PVC SEWER

EXS FIRE PLUG

EXS SV

EXS TURRET

EXS ELECTRICAL U/G

EXS ELECTRIC AND COMM. PROPERTY CONNECTIONS

EXS WATER METER

SAW CUT, BREAK OUT AND REMOVE EXS. DRIVEWAY/K&C AND CONSTRUCT NEW 5.5m WIDE CONCRETE DRIVEWAY AND CROSSING TO TSD-R09 v3 & R16 v3

150 THICK CONCRETE, N25 SL82(T) 30 COVER. INTEGRAL KERB WHERE SHOWN. REFER DETAILS ON DRG C700

MAX 0.8 m HIGH VERSA BLOCK LANDSCAPE WALL REFER DETAILS ON DRG C700 (TYPICAL)

PROVIDE N12 TRIMMER TO ALL CURVED EDGES DISCONTINUE AT JOINTS

FSL AT REAR OF UNITS 158.00

FSL AT REAR OF UNITS 158.65

PROVIDE N12 TRIMMERS TO PITS. REFER DETAIL ON DRG C700

DRAINAGE EASEMENT 3 m WIDE

EXS DN150 PVC SEWER

EXS DN300 BMAX SW

EXISTING 2.0m WIDE EASEMENT

UNIT 1
FFL158.10

UNIT 2
FFL158.10

UNIT 3
FFL157.8

UNIT 4
FFL157.5

UNIT 5
FFL157.2

UNIT 6
FFL156.9

UNIT 7
FFL157.4

UNIT 8
FFL157.70

UNIT 9
FFL158.0

UNIT 10
FFL158.3

UNIT 11
FFL158.75

UNIT 12
FFL158.75

GAZEBO

AS2870 SITE SOIL CLASSIFICATION: CLASS H1

REV	DESCRIPTION	APP'D	DATE
.	.	.	.
.	.	.	.
D	PLANNING APPROVAL	DH	17.03.2025
C	PLANNING APPROVAL	DH	13.12.2024
B	PLANNING APPROVAL	DH	07.06.2024

REV	DESCRIPTION	APP'D	DATE

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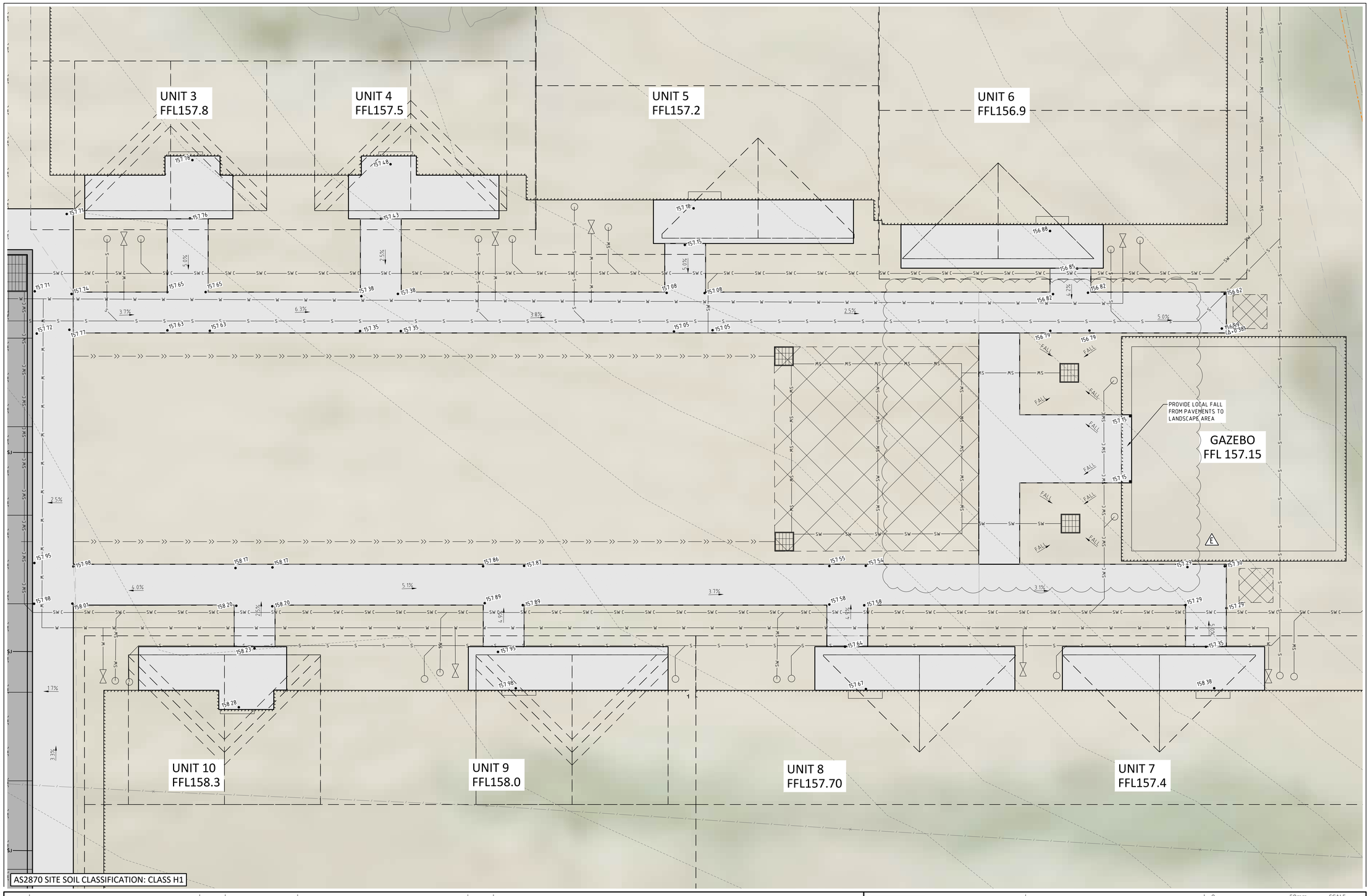
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MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300
DRAWING TITLE
SITEWORKS PLAN

SCALE	DESIGNED	DRAWN	CHECKED
1:200 @ A1	DH	DS	DH

PROJECT	DRAWING	REVISION
23.0414	C200	D

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REV	DESCRIPTION	APP'D	DATE
E	PLANNING APPROVAL	DH	29.04.2025
D	PLANNING APPROVAL	DH	17.03.2025
C	PLANNING APPROVAL	DH	13.12.2024
B	PLANNING APPROVAL	DH	07.06.2024

REV	DESCRIPTION	APP'D	DATE

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MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300
DRAWING TITLE
SITEWORKS PLAN

0 50mm SCALE 1:50 @ A1

DESIGNED	DRAWN	CHECKED
DH	DS	DH

PROJECT	DRAWING	REVISION
23.0414	C201	E

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NOTES

1. 5 AFFLECK (PID 9412143) AND PART OF ELIZABETH ST (PID 9629080) TO BE ADHERED TO SINGLE TITLE.
2. ALL PRIVATE STORMWATER INFRASTRUCTURE SHALL COMPLY WITH AS/NZS 3500.3, THE NCC AND ANY OTHER AUTHORITY HAVING JURISDICTION OVER THE INSTALLATION.
3. THE LOCATION OF SOME EXISTING SERVICES IS BASED ON DIAL BEFORE YOU DIG INFORMATION. CONTRACTOR TO CONFIRM ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
4. CONFIRM INVERT LEVEL OF ALL CONNECTION POINTS PRIOR TO COMMENCING ANY TRENCHING WORKS.
5. INSPECTION SHAFTS WITHIN THE DRIVEWAY ARE TO BE PROVIDED WITH A TRAFFICABLE COVER BOX FINISHED FLUSH WITH THE FINISHED SURFACE.
6. ALL PITS ARE TO BE FINISHED FLUSH WITH THE FINISHED SURFACE.
7. STORMWATER DETENTION HAS NOT BEEN PROPOSED FOR THE SITE DUE TO ITS PROXIMITY TO THE SOUTH ESK RIVER AND BEING AT THE BASE OF THE CATCHMENT. REVIEW OF EXISTING PROPERTIES WITHIN AFFLECK CRT FAILED TO LOCATE THE PROVISION OF DETENTION DURING THEIR DEVELOPMENT.

AFFLECK COURT

EXS FIRE PLUG

EXS DN63 WATER MAIN

EXS DN150 PVC SEWER

EXS SEWER MH

EXS SEWER MH RL LID 154.67 IL OUT 153.48

EXS SW MH RL LID 155.13 IL IN 154.22

EXS SV

EXS TURRET

EXS ELECTRICAL U/G

EXS ELECTRIC AND COMM. PROPERTY CONNECTIONS

EXS. WATER METER

450 SQ PIT RL 157.44 IL 157.05

450 SQ PIT RL 157.66 IL 156.86

DN150 PVC @ 1.00%

DN150 PVC @ 2.93%

UNIT 1 FFL158.10

UNIT 2 FFL158.10

UNIT 3 FFL157.8

UNIT 4 FFL157.5

UNIT 5 FFL157.2

UNIT 6 FFL156.9

UNIT 7 FFL157.4

UNIT 8 FFL157.70

UNIT 9 FFL158.0

UNIT 10 FFL158.3

UNIT 11 FFL158.75

UNIT 12 FFL158.75

GAZEBO

LOCATE AND CONNECT TO EXISTING DN150 IO. CONFIRM IO IS INSTALLED IN ACCORDANCE WITH TSD-SW25-v3. PROVIDE TRAFFICABLE COVER OVER. RL 157.72 IL 156.73

DN100 SN6 CHARGED STORMWATER LINE FROM DOWNPIPES TO OUTLET PIT (TYP FOR UNITS 3-10)

DRAINAGE EASEMENT 3 m WIDE

EXS DN150 PVC SEWER

EXS DN300 RMAX SW

EXS SW MH RL LID 158.64 RL OUT 157.14

IL 156.80

SW 1/1 EXS SW MH RL LID 157.71 IL OUT 156.74 RAISE TO SUIT NEW DESIGN RL 157.90. CONFIRM CLASS B COVER INSTALLED

900 SQ PIT RL 159.59 OUTLET IL 157.10 DN100 CHARGED INLETS IL 158.00

DN225 PROPERTY IO TO TSD-SW25-v3 SERVING LOT 2

SW 1/2 DN150 PRIVATE LOT STORMWATER CONNECTION TO TSD-SW25-v3 SERVING CEMETERY TITLE. IL 157.05

DN100 SLIDING GATE VALVE ON CHARGED DRAINAGE FLUSH POINT LOCATED WITHIN PIT (TYP FOR EACH). TEMPORARY SUBMERSIBLE PUMP TO BE INSTALLED WITHIN PIT TO PUMP OUT CHARGED LINE DURING MAINTENANCE.

EXS SEWER MH RL LID 154.41 IL 152.82

EXISTING 2.0m WIDE EASEMENT

1mL x 1mW x0.5mD SOAKAGE CLEAN GRAVEL (20mm) SOAKAGE TRENCH SERVING FOOTPATH ADJACENT TO GAZEBO (TYPICAL)

GAZEBO DOWNPIPES CHARGED TO DRAINAGE SERVING U7-10.

6mL x 6mW x0.5mD SOAKAGE CLEAN GRAVEL (20mm) SOAKAGE TRENCH SERVING FOOTPATH. PROVIDE 450 PITS ON INLETS FROM LANDSCAPE SWALES WITH LITTER BASKETS INSTALLED WITHIN

SHALLOW SWALE DRAIN IN LANDSCAPE DIRECTING FOOTPATH RUN-OFF TO PIT AND SOAKAGE TRENCH (TYP)

AS2870 SITE SOIL CLASSIFICATION: CLASS H1

REV	DESCRIPTION	APP'D	DATE
-	.	-	.
E	PLANNING APPROVAL	DH	29.04.2025
D	PLANNING APPROVAL	DH	17.03.2025
C	PLANNING APPROVAL	DH	13.12.2024
B	PLANNING APPROVAL	DH	07.06.2024

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MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300

DRAWING TITLE
STORMWATER PLAN

0 50mm

SCALE	DESIGNED	DRAWN	CHECKED
1:200 @ A1	DH	DS	DH

PROJECT	DRAWING	REVISION
23.0414	C400	E

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NOTES

1. 5 AFFLECK (PID 9412143) AND PART OF ELIZABETH ST (PID 9629080) TO BE ADHERED TO SINGLE TITLE.
2. PUBLIC SEWER INFRASTRUCTURE WORKS SHALL COMPLY WITH THE REQUIREMENTS DETAILED ON DRG C001.
3. PRIVATE SEWER INFRASTRUCTURE WORKS SHALL COMPLY WITH AS/NZS 3500.2, THE NCC AND ANY OTHER AUTHORITY HAVING JURISDICTION OVER THE INSTALLATION.
4. THE LOCATION OF SOME EXISTING SERVICES IS BASED ON DIAL BEFORE YOU DIG INFORMATION. THE CONTRACTOR IS TO CONFIRM THE ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
5. CONFIRM INVERT LEVELS OF ALL CONNECTION POINTS PRIOR TO COMMENCING ANY TRENCHING WORKS.
6. INSPECTION SHAFTS WITHIN THE DRIVEWAY ARE TO BE PROVIDED WITH A TRAFFICABLE COVER BOX FINISHED FLUSH WITH THE SURFACE.
7. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.

AFFLECK COURT

EXS FIRE PLUG

EXS DN63 WATER MAIN

EXS SEWER MH

EXS SEWER MH
RL LID 154.67
IL OUT 153.48

EXS DN150 PVC SEWER

EXS SW MH
RL LID 155.13
IL IN 154.22

EXS SV
EXS TURRET

EXS ELECTRICAL U/G

EXS ELECTRIC AND COMM. PROPERTY CONNECTIONS

EXS WATER METER

EXS DN150 PVC SEWER

LOCATE AND CONNECT TO EXISTING PROPERTY CONNECTION BY DEVELOPER'S PRIVATE PLUMBING CONTRACTOR AT DEVELOPERS COST.
RL 157.84 IL 156.40

EXS SEWER MH
RL LID 157.33
IL IN 156.20

UNIT 1
FFL158.10

DN100 PVC @ 2.00%

UNIT 2
FFL158.10

EXS DN150 TASWATER PVC SEWER MAIN

EXS DN300 RMAX SW

S1/2
EXS SEWER MH
EXS RL LID 157.72 IL156.37
RAISE LEVELS OF EXISTING MANHOLE TO SUIT NEW DRIVEWAY AND CONFIRM CLASS B COVER INSTALLED. PROPOSED RL 157.95
RE-BENCH TO SUIT NEW CONNECTION. WORKS BY TASWATER AT DEVELOPERS COST

S1/1
EXS SEWER MH
RL LID 158.63
IL 156.80

DRAINAGE EASEMENT 3 m WIDE

EXS DN150 PVC SEWER

EXS DN300 RMAX SW

IL 156.42

UNIT 3
FFL157.8

UNIT 4
FFL157.5

UNIT 5
FFL157.2

UNIT 6
FFL156.9

UNIT 12
FFL158.75

DN100 PVC @ 2.50%

PROPOSED DN150 TASWATER PVC SEWER MAIN @ 100%

DN100 PVC @ 2.50%

DN150 PRIVATE LOT SEWER CONNECTION TO MRWA-S-302
IL 152.98

IL 152.82

EXS SEWER MH
RL LID 154.41
IL 152.82

EXISTING 2.0m WIDE EASEMENT

DN150 SEWER LOT CONNECTION AT MIN 120% WITHIN EXISTING EASEMENT TO LOT. WORKS BY TASWATER AT DEVELOPERS EXPENSE.

UNIT 11
FFL158.75

GAZEBO

UNIT 10
FFL158.3

UNIT 9
FFL158.0

UNIT 8
FFL157.70

UNIT 7
FFL157.4

S2/1
DN150 PRIVATE LOT SEWER CONNECTION TO MRWA-S-302
IL 156.68

AS2870 SITE SOIL CLASSIFICATION: CLASS H1

REV	DESCRIPTION	APP'D	DATE
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D	PLANNING APPROVAL	DH	17.03.2025
C	PLANNING APPROVAL	DH	13.12.2024
B	PLANNING APPROVAL	DH	07.06.2024

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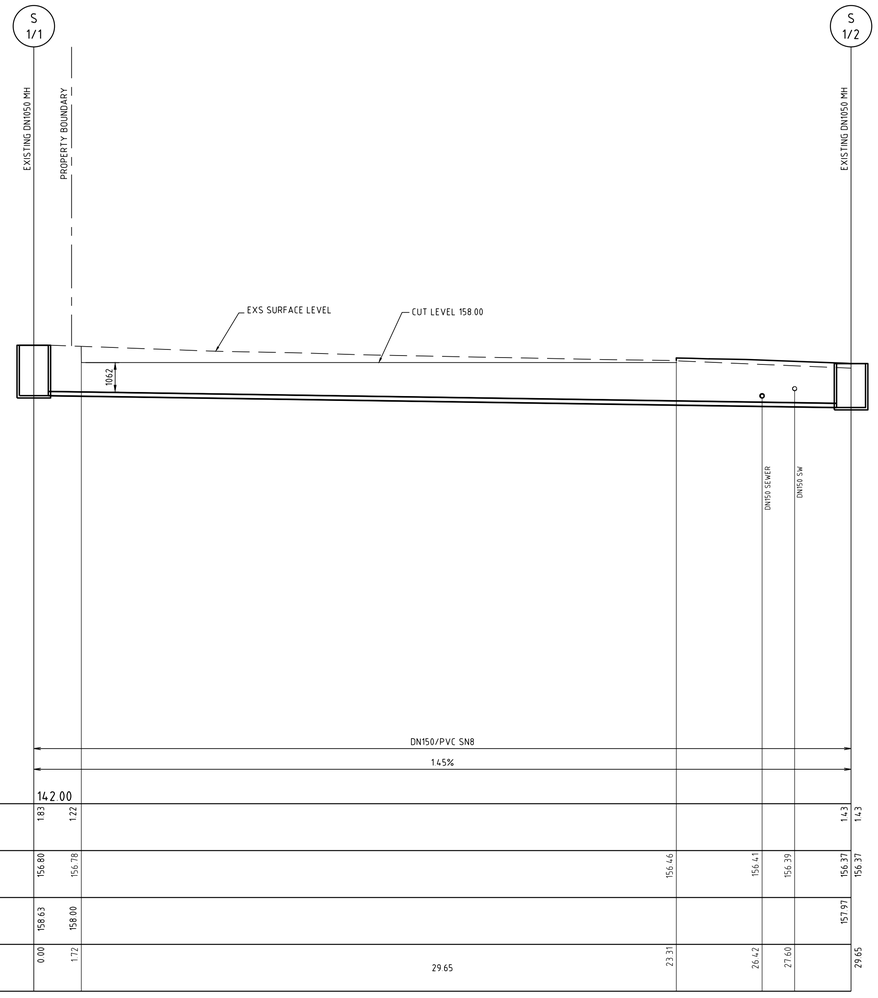
MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300
DRAWING TITLE
SEWER PLAN

0 50mm SCALE 1:200 @ A1

DESIGNED	DRAWN	CHECKED
DH	DS	DH
PROJECT	DRAWING	REVISION
23.0414	C500	D

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DIAMETER/MATERIAL	DN150/PVC SN8								
GRADIENT	1.45%								
DATUM R.L.	142.00								
DEPTH TO INVERT	1.83	1.22							1.43
INVERT LEVEL	156.80	156.78		156.46	156.41	156.39		156.37	156.37
FINISHED SURFACE LEVEL	158.63	158.00							157.97
CHAINAGE	0.00	1.72	29.65	2.31	26.42	27.60			29.65

LINE No.EXS EXS SEWER

REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
.	.	.	.				
.	.	.	.				
D	PLANNING APPROVAL	DH	17.03.2025				
C	PLANNING APPROVAL	DH	13.12.2024				
B	PLANNING APPROVAL	DH	07.06.2024				

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MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300
DRAWING TITLE
SEWER LONG. SECTION

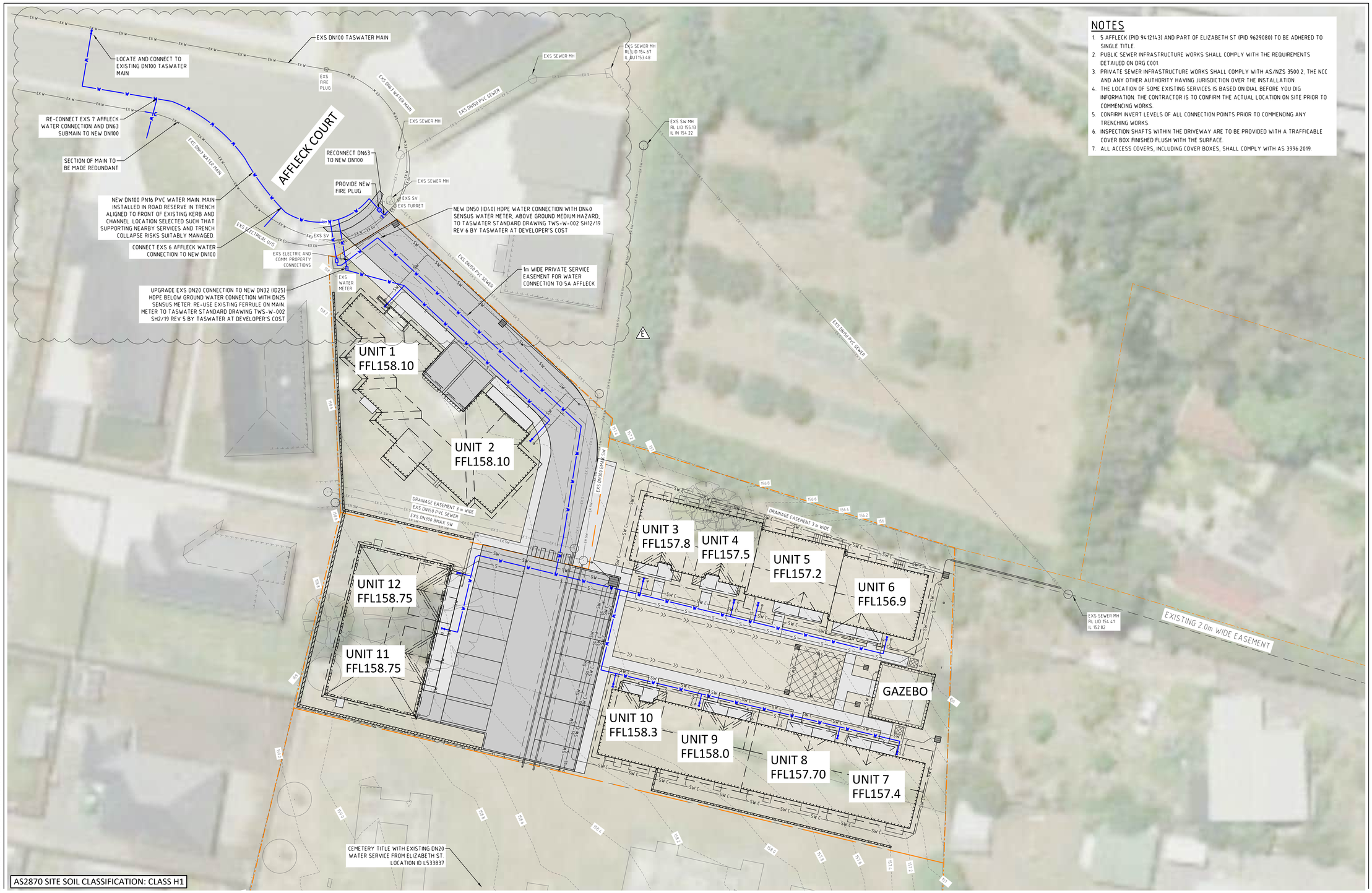
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DESIGNED	DRAWN	CHECKED
DH	DS	DH

PROJECT	DRAWING	REVISION
23.0414	C501	D

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NOTES

1. 5 AFFLECK (PID 9412143) AND PART OF ELIZABETH ST (PID 9629080) TO BE ADHERED TO SINGLE TITLE.
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AS2870 SITE SOIL CLASSIFICATION: CLASS H1

REV	DESCRIPTION	APP'D	DATE
-	.	-	.
E	PLANNING APPROVAL	DH	12.06.2025
D	PLANNING APPROVAL	DH	17.03.2025
C	PLANNING APPROVAL	DH	13.12.2024
B	PLANNING APPROVAL	DH	07.06.2024

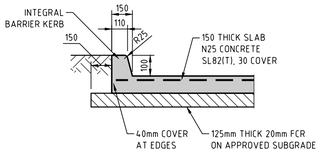
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MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300
DRAWING TITLE
WATER PLAN

SCALE	DESIGNED	DRAWN	CHECKED
1:200 @ A1	DH	DS	DH
PROJECT	DRAWING	REVISION	
23.0414	C600	E	

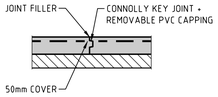
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TYPICAL CONCRETE PAVEMENT AND BARRIER KERB DETAIL

NTS

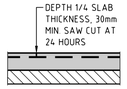
NOTE: CONCRETE PAVEMENT DETAIL NOT SUITABLE FOR EXPOSED AGGREGATE OR SIMILAR SURFACE FINISHES. CONCRETE TO BE FLOAT OR BROOM FINISHED TO ACHIEVE A P5 SLIP RESISTANCE CLASSIFICATION IN ACCORDANCE WITH AS 4586



TYPICAL KEY JOINT 'KJ'

NTS

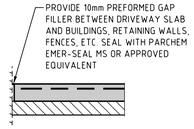
NOTE: 18m CENTRES MAX UNLESS SHOWN OTHERWISE



TYPICAL SAWN JOINT 'SJ'

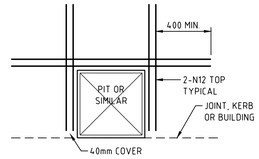
NTS

NOTE: 4.5m MAX CENTRES UNLESS SHOWN OTHERWISE



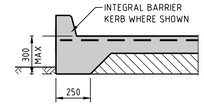
TYPICAL ISOLATION JOINT 'IJ'

NTS



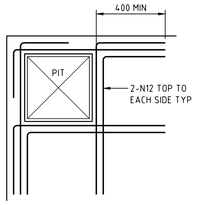
TYPICAL REINFORCEMENT TO PENETRATIONS

NTS



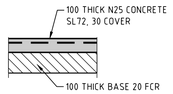
TYPICAL EDGE THICKENING DETAIL

NTS



TYPICAL REINFORCEMENT TO PITS AT SLAB EDGE

NTS

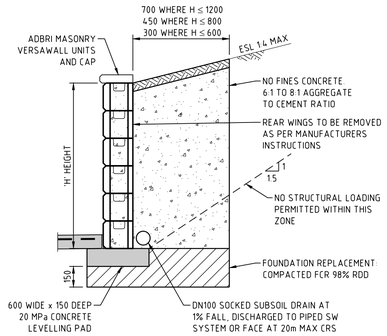


NOTE:

- PROVIDE 5 mm GROOVE TOOLED JOINT AT 1.5x WIDTH CRS.
- PROVIDE JOINT WITH 10 mm THICK COMPRESSIBLE JOINT FILLER AT 18.0 m MAX CRS.
- CONCRETE TO BE FLOAT OR BROOM FINISHED TO ACHIEVE A P5 SLIP RESISTANCE CLASSIFICATION IN ACCORDANCE WITH AS 4586

TYPICAL CONCRETE FOOTPATH DETAIL

NTS

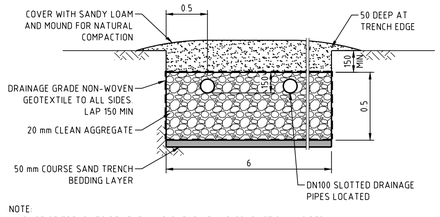


TYPICAL VERSAWALL DETAIL

SCALE 1:20

NOTE:

- TYPICAL DETAILS SHOWN. REFER MANUFACTURERS WRITTEN INSTRUCTIONS FOR FULL INSTALLATION DETAILS. WALL STABILITY IS CONTINGENT UPON THE MANUFACTURER'S INSTALLATION DETAILS BEING FOLLOWED.



NOTE:

- BASE OF TRENCH TO BE LEVEL AND SMEARING AND COMPACTION AVOIDED.

TYPICAL SOAKAGE TRENCH DETAIL

NTS

REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
.	.	.					
.	.	.	.				
D	PLANNING APPROVAL	DH	17.03.2025				
C	PLANNING APPROVAL	DH	13.12.2024				
B	PLANNING APPROVAL	DH	07.06.2024				

THIS DRAWING HAS NOT BEEN APPROVED FOR CONSTRUCTION

North

GANDY AND ROBERTS CONSULTING ENGINEERS
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TASMANIA, AUSTRALIA 7000
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mail@gandyandroberts.com.au
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MULTIPLE DWELLINGS & OVER 55S VILLAGE
5 AFFLECK COURT & LOT 1 ELIZABETH STREET
PERTH, TASMANIA 7300

DRAWING TITLE
DETAILS

0 50mm

SCALE	DESIGNED	DRAWN	CHECKED
1:200 @ A1	DH	DS	DH

PROJECT	DRAWING	REVISION
23.0414	C700	D

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8/7/2025 12:16:32 PM S:\Projects\2023\23.0414\5 Affleck Court - CEN15 - GR drawings\GIV - Working Drawings, Model\23.0414_C.dwg



ENGINEERS ADVICE

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TO	Kristel Hazi	**DATE**	29/04/2025
FROM	Dale Hayers	**TIME**	
PROJECT	5 Affleck Court - CEH	**PROJECT №**	23.0414
SUBJECT	PLN 24-0137 RFI Response	**REF №**	EA-C02

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Advice provided to MC Planners from Meander Valley Council on 10.04.2025 provided a stormwater query stating:

Regarding Point 4 and 5 of the NMC request for information, the Stormwater Authority is not satisfied with the information submitted and has provided the following comments:

- *My concerns here are the gazebo, footpaths and open space near the gazebo all drain to 2x small soakage trenches (see below). It would be better if all this drained to the pump at the north-eastern side Unit 6.*
- *We need calculations from a designer that the pumps, wet-well, storage and pipework has been sized in accordance with AS3500.3 and evidence that flow rates offsite meet the Detention Policy requirements.*

Point 1 Response:

It is confirmed that the updated design drawing C400 Rev E (dated 29.04.2025) shows a revised intention to connect the Gazebo roof drainage to the charged stormwater system. The purpose of the soakage trenches is to drain only footpaths. The larger 6x6m soakage trench generally services all footpath zones above the Gazebo and the smaller soakage trenches are for the footpaths adjacent to the Gazebos only. Refer to Figure 1 below for details on this.

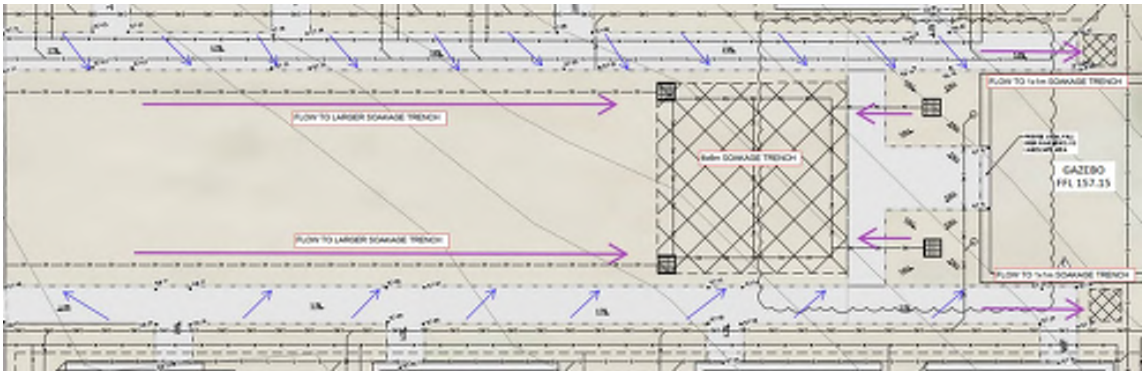


Figure 1: Extract of C201 showing footpaths grading to soakage trenches

Point 2 Response:

No stormwater pumping station is proposed by the development. The inclusion of the stormwater pits on the western boundary is for the purpose of maintenance only and flow of stormwater is only noted when the charged stormwater system is being flushed. A sliding gate valve is proposed for each charged stormwater connection to the pits, allowing the maintenance plumber to slowly open the system and drain the system via a submersible pump as required. This strategy will be included as part of the final stormwater maintenance plan to be developed for the site during detailed design.

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Sliding gate valve specifications: https://rainharvesting.com.au/products/sliding-gate-valves/sliding-gate-valve-ss-paddle/
Northern Midlands Council confirmed in October 2024 that given the proximity to the South Esk River that no onsite stormwater detention system is required by the development.

Additional Design Information:

Charged Stormwater System

Charged stormwater is proposed to service Units 3-6 and Units 7-10 as well as the external Gazebo. These systems have been generally designed in accordance with AS3500.3 Stormwater Drainage, along with the CBOS publication *Director's Guidelines - Charged Downpipes to Rainwater Tanks of Class 1a & 10 Buildings for Drinking Water Purposes*. This guideline details a minimum in ground pipe size of DN100 graded at min 1.00% to a flush out point. 150mm of system head is a required minimum and it notes where flows are over 5.0L/s specific head calculations are required.

Assessment of the proposed design has been undertaken using a quantitative approach. Calculations have been made using the Bernoulli equation to ensure sufficient head in the system to operate correctly. The analysis for each charged system has been undertaken using the longest pipe run from the point of discharge to the furthest downpipe. The longest pipe run has the highest friction losses and is therefore deemed to be the most suitable run to assess. In addition, the total roof area being collected by each charged system has been used to determine the design flow. This overestimates pipe friction losses resulting in a conservative estimate of available system head. For each of the charged drainage runs proposed, flow rates vary between 5.00 L/s and 6.50 L/s. Available system head varies between 0.70m and 0.90m.

Each charged drainage system has been provided with its own flush point and connection to the discharge pit.

Soakage Trench

Three soakage trenches are proposed for installation. The largest is proposed to service the Gazebo along with external footpath in front of Units 3-5 and Units 8-10. The other two services footpath areas at the front of Unit 6 and Unit 4.

Geotechnical investigation shows the existing soils profile consists of a Sandy/Silt Topsoil (nom 0.2m) over a stiff Sandy/Gravelly Clay. No groundwater was noted to the test depths of 2.0m. With consideration to Table 10.2 of *Derwent Estuary Program's WSUD Procedures for Stormwater Management Chapter 10 Infiltration Measures* the saturated hydraulic conductivity for this soil may range from 0.36 m/day to

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5m/day. For this analysis a mid-range K_{sat} of 0.15 m/day has been adopted, with a sensitivity analysis of higher and lower K_{sat} also considered.

The 5% AEP rainfall intensities have been taken from the BOM website with the following peak flow rates and total event volumes determined for a range of storm durations:

Design storm (20 year ARI)											
Duration (min)	5	10	20	30	60	120	180	360	720	1440	1800
Intensity (mm/h)	85.5	64.2	44.9	35.5	22.9	14.5	11.1	7.07	4.55	2.94	2.55
Peak flow rate (L/s)	1.7	1.3	0.9	0.7	0.5	0.3	0.2	0.1	0.1	0.1	0.1
Volume In (L)	512	769	1076	1276	1647	2085	2394	3050	3926	5073	5500

A soakage trench consisting of 20 mm clean aggregate of size 6mL x 6mW x 0.5m D results in the following flows from the soakage trench and the required storage volumes:

Volume out (L), Ksat mid	22	44	88	131	263	525	788	1575	3150	6300	7875
Detention (L), Ksat mid	490	726	989	1145	1384	1560	1607	1475	776	-1227	-2375

The highest storage volume required is for the 3-hour duration storm requiring 1607 L of storage. The soakage trench sized as indicated with a storage volume of 6300 L will drain in approximately 60 hours and aligning with the preferred 60 hour drain time indicated in Engineers Australia *'Australian Runoff Quality' A guide to Water Sensitive Urban Design*.

The soakage trench is proposed for installation centrally between Unit 3-6 and Units 7-10, nominally 3.5m away from footings. This is suitable when considering Table 10.2 of *Derwent Estuary Program's WSUD Procedures for Stormwater Management Chapter 10 Infiltration Measures.*

Based on this analysis the system is expected to perform satisfactorily.

Systems Maintenance

Both systems required little maintenance from the Homeowner or Body Corporate, no more than typical maintenance required by gravity drainage systems.

- Pits shall be checked for blockages/build up post all large rain events and at least annually.
- Charged drainage shall be flushed at least annually, this work is to be undertaken by an approved plumbing contractor. Pits are provided at the end of the charged system allowing a temporary submersible pump to be installed as required to drain the system.

Exhibited

APPENDIX E

Traffic Impact Assessment and subsequent advice

Exhibited

MIDSON traffic pty ltd

Prime Design

5 Affleck Court, Perth
Traffic Impact Assessment

December 2023

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL AWARDS
TASMANIA
WINNER 2016

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Exhibited

1. Introduction

1.1 Background

Midson Traffic were engaged by Prime Design to prepare a traffic impact assessment for a proposed residential unit development at 5 Affleck Court, Perth.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Northern Midlands, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 28 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

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- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 5 Affleck Court, Perth. The site is currently a vacant lot located at the head of a cul-de-sac. The site is zoned 'General Residential' under the Planning Scheme.

The subject site and surrounding road network is shown in Figure 1.

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Figure 1 Subject Site & Surrounding Road Network

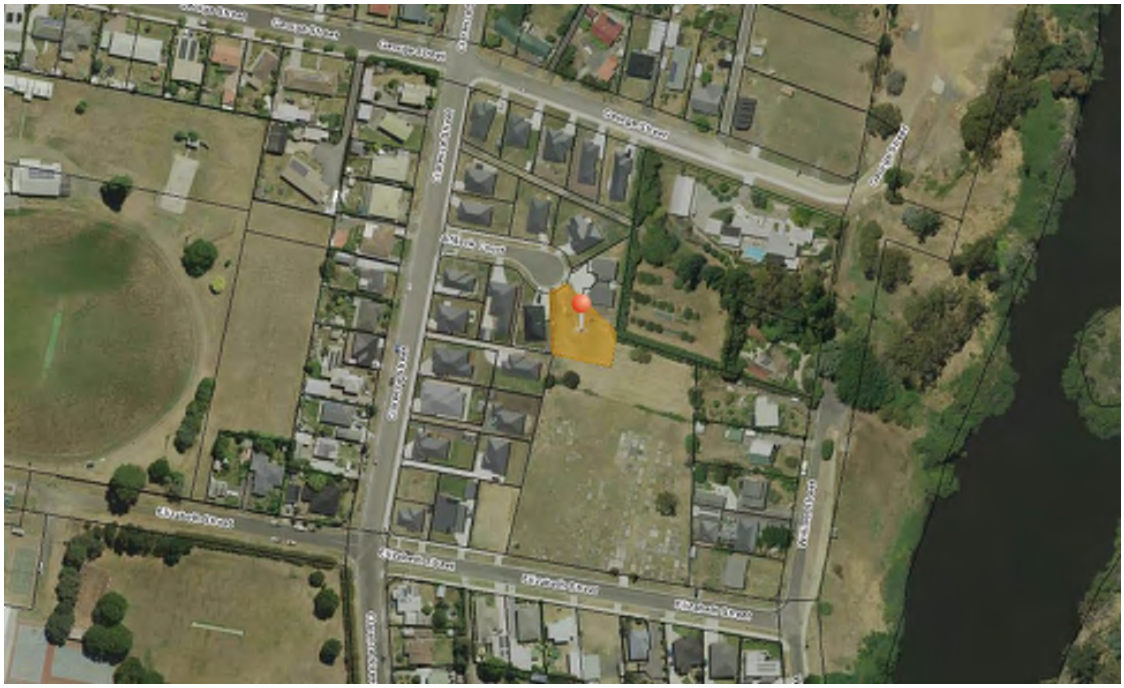


Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Northern Midlands, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

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2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Affleck Court and Clarence Street only.

Affleck Court is a cul-de-sac that is approximately 60 metres long. It provides access to a small number of residential properties along its frontage (4 dwellings and 2 units). Traffic volumes are very low, in the order of 30 to 40 vehicles per day. The general urban speed limit of 50-km/h is applicable to Affleck Court.

Affleck Court near the subject site is shown in Figure 2.

Figure 2 Affleck Court



Clarence Street connects between Arthur Street/ Perth Mill Road and Main Road. It provides a local collector road function for a small residential catchment area west of the South Esk River.

Clarence Street at the Affleck Court junction is shown in Figure 3.

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Figure 3 Clarence Street





2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2018 to 31st October 2023 for Affleck Court and Clarence Street between George Street and Elizabeth Street. No crashes were reported during that period.

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3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of 12 residential units. The units will be a mix of 2 residential units (1 being a rectory) and 10 retirement village units.

A total of 22 on-site car parking spaces are proposed.

The proposed development is shown in Figure 4.

Figure 4 Proposed Development Plans



Exhibited

4. Traffic Impacts

4.1 Trip Generation

Trip generation was sourced from the RMS Guide. The RMS Guide recommends the following traffic generation rates for the development:

- Residential units 6 trips/ dwelling per day, peak 0.6 trips/ dwelling per hour
- Retirement village units 2 trips/ dwelling per day, peak 0.2 trips/ dwelling per hour

This equates to a total traffic generation of 32 vehicles per day with a peak of 3 vehicles per hour.

4.2 Trip Assignment

The subject site is located at the head of a cul-de-sac and therefore all traffic will enter directly from Affleck Court (ie. no left or right turning traffic entering or leaving the site).

At the intersection of Affleck Court and Clarence Street a relatively even distribution of turning movements is likely. This is due to the connectivity of Clarence Street to Main Road and the external arterial road network.

4.3 Access Impacts

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase in daily traffic volume at an access to be 10% of 10 vehicle movements per day whichever is greater. The traffic generation of the proposed development will exceed the requirements of Table C3.1 and therefore does not comply with the requirements of Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature of the road;*
>
> *(d) the speed limit and traffic flow of the road;*
>
> *(e) any alternative access to a road;*

Exhibited

(f) the need for the use;

(g) any traffic impact assessment; and

(h) any advice received from the rail or road authority".

The following is relevant with respect to the development proposal:

a. Increase in traffic. The traffic generation of the development is likely to be 32 vehicles per day. The traffic generation is considered to be low with a peak hour traffic generation of 3 vehicles per hour which can be absorbed in at the site's access at a high level of efficiency noting that it represents an average of 1 vehicle every 20 minutes on average during peak periods.

b. Nature of traffic. The traffic will be residential in nature, consistent with traffic currently utilising the surrounding network.

c. Nature of road. Affleck Court is a low volume cul-de-sac that services residential property. The nature of the road is consistent with the type of traffic that will be generated by the development proposal.

d. Speed limit and traffic flow. Affleck Court carries less than 40 vehicles per day. The general urban speed limit of 50-km/h is applicable to Affleck Court. The volume and speed limit of Affleck Court is compatible with the traffic generation of the proposed development.

e. Alternative access. No alternative access is possible or considered necessary.

f. Need for use. The access is required to service the car parking and loading areas associated with the proposed development.

g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.

h. Road authority advice. Council requires a TIA to be prepared for the proposed development.

Based on the above assessment, the access arrangements associated with the proposed development satisfy the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for residential and domestic driveways. Sight distance requirements are lower for driveways compared to road junctions.

AS2890.1 requires a minimum sight distance of 40 metres for a domestic property. Sight distance is unrestricted at the driveway access, noting that it is located at the end of a cul-de-sac and therefore there will be no opposing traffic flow past the access. The sight distance requirements of AS2890.1 are therefore met.

Exhibited

4.5 Pedestrian Impacts

The development provides 1.0-metre pedestrian footpaths adjacent to the parking areas. These paths connect to the tenancies within the development. A footpath is also provided that connects along the southern side of the driveway to Affleck Court. A painted pedestrian zebra crossing is provided across the driveway access at a path crossing location

The Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme states:

"Uses that require 10 or more car parking spaces must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles".

In this case pedestrian footpaths are provided but it is not located 2.5 metres from the access way and is not protected by bollards or other protective devices. On this basis the Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme is not met.

The Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme states:

"Safe and convenient pedestrian access must be provided within parking areas, having regard to:

(a) the characteristics of the site;

(b) the nature of the use;

(c) the number of parking spaces;

(d) the frequency of vehicle movements;

(e) the needs of persons with a disability;

(f) the location and number of footpath crossings;

(g) vehicle and pedestrian traffic safety;

(h) the location of any access ways or parking aisles; and

(i) any protective devices proposed for pedestrian safety".

The following is relevant with respect to the development:

Exhibited

a. Characteristics of site. The site is a small-scale residential development that is primarily a retirement village. Pedestrian paths are provided and the traffic generation associated with the development is very low. Vehicle speeds will be very low by virtue of the short and narrow access that services the development.

b. Nature of the use. The use is residential, which is consistent with land use in the surrounding area.

c. Number of parking spaces. A total of 22 on-site parking spaces are proposed, accessed via a single driveway access.

d. Frequency of vehicle movements. The peak traffic generation will be 3 vehicles per hour. The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and vehicles.

e. Needs of persons with a disability. Not applicable.

f. Location and number of footpath crossings. Not applicable.

g. Vehicle and pedestrian safety. A 1-metre footpath is provided adjacent to the parking area and driveway. As noted in d above, the low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.

h. Location of access ways or parking aisles. The development has a relatively simple layout with a main driveway access and a central manoeuvring area within the main section of the car park. Parking is accessed at 90-degrees within the main area. There are no internal junctions within the site.

i. Protective devices. No pedestrian protective devices are included in the design. The low-speed and low volume environment associated with the site does not warrant the use of protective devices.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.

4.6 Road Safety Impacts

No significant road safety impacts are foreseen for the proposed development. This is based on the following:

- The surrounding road transport network is capable of absorbing the relatively small estimated traffic generation of the proposed development. Noting specifically that the peak generation is 3 vehicles per hour, which represents slightly greater than 1 vehicle every twenty minutes on average.
- The access is located at the end of a cul-de-sac, with no opposing traffic past the access and sight distance of the full length of Affleck Court.

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- The crash history of the surrounding road network near the subject site does not indicate that there are any specific road safety issues that are likely to be exacerbated by the proposed development.

Exhibited

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 22 on-site parking spaces. This consists of the following:

- 3 x garage parking spaces.
- 3 x jockey parking spaces located immediately in front of the garages.
- 16 x parking spaces located within a car park at the end of the driveway access.

The car parking layout is shown in Figure 4.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;

(b) the site is contained within a parking precinct plan and subject to Clause C2.7;

(c) the site is subject to Clause C2.5.5; or

(d) it relates to an intensification of an existing use or development or a change of use where:

(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or

(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

N = A + (C- B)

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

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C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

In this case, sub-points (a), (b), (c), and (d) are not applicable.

The parking requirements of Table C2.1 are set out as follows:

Residential

- 1 bedroom unit 1 parking space
- 3 bedroom unit 2 parking spaces
- Visitor parking 1 space per 3 units (located at head of a cul-de-sac) = 0.7 spaces

Retirement Village

- 1 per bedroom or 2 spaces per 3 bedrooms + 1 space per 10 bedrooms visitor parking = 18 spaces (based on 1 space per bedroom which is the greater of two calculations)

Total

- 22 spaces

The total parking provision is 22 spaces, thus complying with the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

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(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".

The development was assessed against A1.1(b). The relevant Australian Standards associated with the development is AS2890.1. The assessment is provided in the following sections.

5.3.1 Driveway Grade

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

i. Longer than 20 metres – 1 in 5 (20%) maximum.

ii. Up to 20 metres long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The maximum grade of the access is well below the maximum AS2890.1 requirements.

5.3.2 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

The grades of the parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.3.3 Parking Dimensions

AS2890.1 defines the parking as User Class 1A, *Residential, Domestic and Employee Parking*. Parking dimension requirements for 90-degree parking for User Class 1A are:

- Space length 5.4 metres
- Space width 2.4 metres
- Aisle width 5.8 metres

All parking spaces comply with AS2890.1 requirements.

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5.3.4 Driveway Width

AS2890.1 defines the access as 'Category 1' access facility (Class 1A parking with less than 25 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 1 access is 3.0 metres.

The available width complies with this requirement at the driveway, therefore the access width complies with the requirements of AS2890.1.

5.3.5 AS2890.1 Assessment Summary

The parking space dimensions and manoeuvring areas comply with the requirements of AS2890.1. The development therefore complies with the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

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6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential unit and retirement village development at 5 Affleck Court, Perth.

The key findings of the TIA are summarised as follows:

- The traffic generation of the development is likely to be 32 vehicles per day with a peak generation of 3 vehicles per hour.
- The development's access on service road meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The pedestrian infrastructure within the on-site car park meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.
- The car parking provision of 22 on-site parking spaces meets the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.
- The car parking layout of the development meets the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

Based on the findings of this report the proposed development is supported on traffic grounds.

Exhibited

Midson Traffic Pty Ltd ABN: 26 133 583 025

28 Seaview Avenue
Taroona TAS 7053
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	1st December 2023

Exhibited

CELEBRATING
15 YEARS
2008 - 2023

Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

15 January 2025

Bianca Pople
Prime Design
10 Goodman Court
Invermay TAS 7248

Dear Bianca,

5 AFFLECK COURT, PERTH – RESPONSE TO COUNCIL RFI

Further to our recent discussions, this letter provides a response to Council's request for further information regarding the proposed development at the abovementioned address. This letter can be considered an addendum to the TIA.

Council have stated:

> The planning submission and Traffic Impact Assessment both state that C2.6.2 is satisfied via the acceptable solution. However, this relies on there being provision on site for vehicles to enter and exit in forward direction. You have stated in the planning submission that no onsite turning is required for the private waste collection. This suggests that the waste collection vehicle will either reverse onto the site or onto the street which does not meet the acceptable criteria. Furthermore, the TIA does not appear to consider onsite waste collection at all.
>
> 2. Please clarify if/how all vehicles (including waste collection vehicles) will enter and exit the site in forward direction if there is to be no onsite turning. Compliance with the performance criteria may be required.

The assessment of Clause C2.6.2 of the Planning Scheme is provided in Section 5.3 of the TIA (pages 16 to 18).

Clause C2.6.2 specifically relates to the layout of on-site car parking. It specifically refers to the appropriate parking dimensions (either through the use of Planning Scheme tables, or Australian Standards). The TIA referenced Australian Standards, AS2890.1 for the layout of parking. Access to the site by waste vehicles is not considered a component of on-site car parking.

In order to provide comprehensive response, the assessment of commercial vehicle turning requirements has been undertaken using A1.1(a) and A1.1(b) of Clause C2.6.2 of the Planning Scheme.

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1. Acceptable Solution A1.1(a)

The relevant subclause of A1.1(a) that relates to on-site turning is (ii): "*parking, access ways, manoeuvring and circulation spaces must provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces*".

In this case the site provides a total of 22 on-site car parking spaces. On-site turning is provided for cars that relate to the provided on-site car parking spaces. The car parking associated with the proposed development therefore satisfies the requirements of A1.1(a)(ii) for car parking.

No on-site parking is provided for commercial vehicles (waste vehicles or any other commercial vehicle). On-site turning is therefore not required for this class of vehicle.

2. Acceptable Solution A1.1(b)

Acceptable Solution A1.1(b) states: "*parking, access ways, manoeuvring and circulation spaces must comply with Australian Standards AS2890-Parking facilities, Parts 1-6".*

The relevant Australian Standard for commercial Vehicles is AS2890.2, *Off-street Commercial Vehicle Facilities*, 2018. In this case the proposed development is residential in nature and does not require or provide on-site commercial parking facilities.

The collection of waste is considered a standard 'service' that would normally be expected for residential dwellings in an urban area. The collection of waste is conducted using a truck that accesses the site due to the small road frontage of the site. It is relatively commonplace for waste collection to access a site using a reverse manoeuvre (either reverse entry or reverse exit). The proposed development does not provide an on-site turning facility for a commercial waste vehicle, in this case identified to be a Violia rear lift truck with a length of 7.2 metres (which is slightly smaller than a Medium Rigid Vehicle).

AS2890.2 provides guidance on design principles relating to commercial vehicle access (Section 3.2 of AS2890.2). Access of waste vehicles associated with the proposed development would be classified as 'occasional service'. AS2890.2 states the following in relation to occasional service requirements:

> **3.2.2 Occasional service**
>
> Requirements for providing occasional service shall be as follows:
>
> (a) The vehicle shall be able to stand wholly within the site.
>
> (b) Reverse manoeuvres at the property boundary, if permitted by the relevant authority, shall be limited to one only, either on entering or departing, and be subject to determination of both safety and obstruction to other on-street traffic.
>
> NOTE The AV vehicle class is the largest vehicle to be considered for reverse manoeuvres.
>
> (c) The swept path plus clearances shall be accommodated within the access driveway or circulation roadway.
>
> NOTE The full width of the access driveway may be used for both entering and leaving the site.

The manoeuvre associated with the waste collection vehicle would require a reverse entry manoeuvre. This is permitted under AS2890.2 (noting that the full width of the driveway would be required, and the manoeuvre will not have any adverse impact on Affleck Court due to the location of the driveway at the head of a cul-de-sac).

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On this basis the access arrangements satisfy the requirements of Acceptable Solution A1.1(b) of Clause C26.2 of the Planning Scheme (again noting that the main assessment relating to AS2890.1 for car parking is provided in the TIA).

To avoid ambiguity, the use of A1.1(b) is preferred as it specifically addresses the requirements of AS2890.1 and AS2890.2 for the different classifications of vehicles that would normally access the site.

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR
Midson Traffic Pty Ltd

Exhibited

APPENDIX F

Veolia Response on servicing

Exhibited

Peter Coney

From: Dickens, Cameron <cameron.dickens@veolia.com>
Sent: Tuesday, 29 April 2025 12:33 PM
To: Peter Coney
Cc: drew@primedesigntas.com.au
Subject: Re: FW: 5 Affleck update.

Good Afternoon Peter,

Yes we can accommodate this request, we would generally pick up general waste and recycling on alternate weeks, so this won't be an issue at all,

Regards

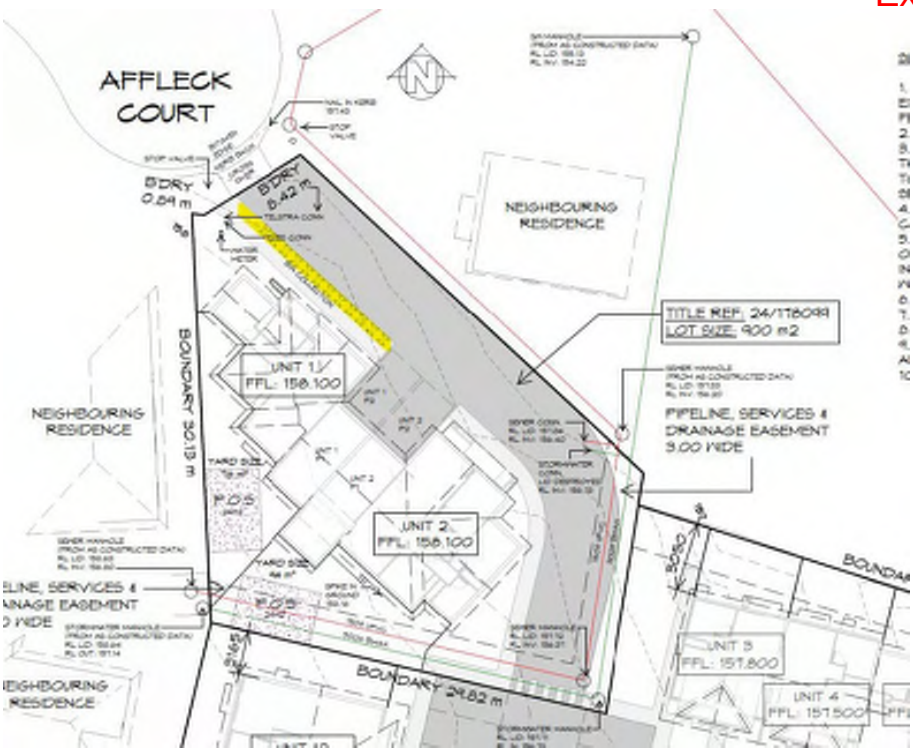
Cameron,

Cameron Dickens | Operations Manager - North | Veolia Australia and New Zealand
A: Murphy St. Depot and Liquid Treatment Plant | 23 Murphy St | Invermay | TAS | 7248
P: 0439 475 946| M: | E: Cameron.Dickens@veolia.com

On Tue, 29 Apr 2025 at 11:02, Peter Coney <peter@mcplanners.com.au> wrote:

> Hi Cameron,
>
> you may recall our proposal for multiple dwellings and a retirement village in Perth.
>
> We provided a response to Council that we were moving from shared bins in a communal storage area, to individual bins – still to be collected from a communal pickup point (see below). We provided your email confirming this would be serviceable at once per week for waste and once per fortnight for recycling.

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Given the 15m wide collection point at the front, it has been suggested there may not be enough room for the 24 bins on recycling day if each unit were to have its own waste and recycling bin. This would be about 625mm per bin.

My question is, can we have fortnightly waste and recycling on alternative weeks so that at any one collection day, there would only be 12 bins? This would allow 1.25m per bin which I expect is enough.

If you can confirm that Veolia would service on an alternative week arrangement for waste and recycling, I can then supply that response to Council. \

If you have any questions, please let me know.

Thanks, Peter

Kind regards,

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APPENDIX G

Statement of Archaeological Potential and Report on Works

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praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Report on Archaeological Testing
St Andrews Cemetery

Elizabeth Street (and 5 Affleck Court)
PERTH TASMANIA

Brad Williams
Historical Archaeologist
On behalf of Centacare Evolve Housing

December 2023

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Contents:

1. BACKGROUND AND EXECUTIVE SUMMARY 1

2. RESULTS OF TESTING 4

3. CONCLUSION AND RECOMMENDATIONS 10

This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management)
Historical Archaeologist, Heritage Consultant and Director of Praxis Environment, a division of Praxis Synergy Pty. Ltd.

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page. 'Project North' is designated as the Affleck Court end of the site.

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor. Rectified aerial imagery has not been used; therefore the actual location as depicted in aerial images may differ to that of actual survey.

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1. Background and executive summary

This report details the archaeological testing works undertaken in a part of St Andrews Cemetery, Perth, Tasmania as part of an up-front due-diligence process to investigate the possibility of burials in a section of the cemetery (with no marked burials) to inform the design of a possible future housing development.



Figure 1.1 – Area of initial GPR investigation (adapted from www.thelist.tas.gov.au).

Exhibited



Figure 1.2 – Area of excavation reported on here (green) in relation to the (part) site (outlined red) with the *possible* burial sites as per the GPR report (red dots). Adapted from www.thelist.tas.gov.au

This report is to be read in conjunction with the document *Statement of Historical Archaeological Potential, St Andrews Cemetery, Elizabeth Street (and 5 Affleck Court), Perth Tasmania* (Praxis Environment, May 2023 – hereinafter referred to as the SoHAP). That document provides a historical and contextual background to the site and was the basis for the planning of the testing works reported on here. That document did not find any firm record of burials in the area of investigation here, however a 2001 map of the cemetery held by Northern Midlands Council notes the area as 'believed to be convict resting place' (see Figure 5.2 of that document). The source of that statement is not known; however it is historically known that 15 convicts from the nearby Perth Bridge/Road Station were interred *somewhere* in the cemetery.

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Appendix A provides some follow-up codependence between Praxis Environment as to how it may be possible to define, or at least represent due-diligence in investigating that possibility of convict (or other) burials in the area intended for a possible housing development[1]. That advice resulted in a ground penetrating radar (GPR) survey by Utility Detection and Mapping (UDM) which his provided here as Appendix B.

Appendix C provides a synthesis of the GPR results with archaeological approaches to plan the works reported upon here – and provides detail on the methodology of the investigation. Those documents were used to support the issue of a Certificate of Exempt Works from the Tasmanian Heritage Council for the archaeological testing.

Approximately 160m2 was investigated in the area where the GPR survey noted anomalies that *may* represent burials – however no evidence of any excavation that could represent a burial was found in the testing work. The anomalies are concluded as natural features (e.g. clay intrusions or other natural variants in the geology, or possibly ancient botanical disturbance). Coupled with the results of testing, given the lack of firm historical data of burials within the investigation area and that GPR survey elsewhere within that area has not indicated other anomalies that could represent burials. Whilst burials within the investigation area cannot be completely ruled-out, the likelihood is considered low. Section 3 of this report makes recommendations for mitigation strategies in the event of any development of the investigation area.

[1] Note that commercial detail has been omitted from the version of that correspondence provided here.

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2. Results of testing

An initial geological test trench was excavated on the edge of the site to ascertain the geological strata of the upper 1500mm of the site (as no borehole tests had prior been undertaken). This revealed a clean light-grey silty-loam to the top (approx.) 500mm of the site, which had a very clear horizon into a yellow clay, which darkened upon depth. This strata is considered consistent with the methodology applied here, i.e. if a grave were dug to 1800mm, then backfilled, it would be extremely likely that the lower clay would be evident in the top 500mm where it does not naturally occur.



Figure 2.1 – Indicative strata of the upper 1.0 metre of the site.

Exhibited

As per Figure 1.2, an area of approximately 160m^2 was 'skimmed' to a depth of generally 500mm by mechanical excavator with a 1200mm wide flat-edged bucket. Initially turf was removed (to a depth of approximately 100mm to expose the investigation area, then 1200mm wide strips were excavated to the length of the area (approximately 20m) to the width of the investigation area (ranging from 7.0-10m). The methodology employed was as per Appendix A.

The western end of the investigation area revealed an array of anomalies which were all definitely natural geological anomalies – i.e. different soil/clay consistencies which do not represent any human process (i.e. the excavation of a grave) – all of these had irregular edges and in no way represented excavation and backfill into lower stratigraphy. It is also possible that these may derive from historic/ancient botanical presence.

The eastern end of the investigation area was much more homogenous with very clear silt and no anomalies as described in the western end.

Overall, it is concluded that there **is no evidence of any burials in the investigation area**. The anomalies indicated by the GPR at the depth of 1200-1500mm are considered to be most likely geological or ancient botanical anomalies and **not the presence of burials.**

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Figure 2.2 – Post-excavation view of the western end of the investigation area (facing north). Note that naturally occurring clay intrusions – none of which are concluded to represent human activity.

Exhibited



Figure 2.3 – Post-excavation view of the central area and eastern end of the investigation area (facing north). Note the cleaner silt and less intrusions eastward.

Exhibited



Figure 2.4 – Post-excavation view, facing west.

Exhibited



Figure 2.5 – Post-excavation view, facing east.

Exhibited

3. Conclusion and recommendations

As per the discussion in Section 2, **no evidence of burials was found in the investigation area,** which is considered to be the most likely area of burials given the GPR results.

It must be noted that as per the appendices of this report, there are a range of variables whereby it is possible that the GPR results are not 100% conclusive and that there may be other areas of the site that *could* be investigated as per the methodology here – however it is considered that the current works program has responded to the most likely anomalies as detected by the GPR and has therefore represented an adequate level of due diligence in investigating the site ahead of any development considerations.

Although considered unlikely, it cannot be conclusively guaranteed that there are no burials within the unmarked area of the site (i.e. as per Figure 1.1), it is recommended that any excavation for any future development within that area be monitored by an archaeologist, and that the following mitigation strategies be implemented in **all** excavations on the subject site as part of any future development works[2].

Any archaeological remains on the site would comprise of:

- Human remains
- Funerary goods (e.g. coffins, ritual tokens, jewelry, remnants of clothing etc.).
- Monument fragments (including headstones, footstones and surrounds) – however noting that these have been removed, fragments may remain.
- Underground funerary structures (e.g. vaults).

A historical archaeologist must be present on the site for **all** excavations and in the event that any such items are found, then work must stop immediately and an assessment of the type, significance and need for disturbance is to be made by the archaeologists (in consultation with the project manager/engineers).

[2] Note that there are no statutory heritage controls on the portion of the site known as 5 Affleck Court – i.e. the Tasmanian Heritage Register entry only includes the 'cemetery site' in Elizabeth Street.

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However the archaeologist is to have the discretion to 'clear' any particular part of the works area of the need to archaeologically monitor if it is certain beyond any doubt that the excavations for any defined area will be wholly in modern fill (this may occur as a text excavation exercise). This must firstly involve consultation with Heritage Tasmania.

In the event that archaeological remains (non-human remains) are found.

Remains of monuments, formerly above-ground grave goods, grave surrounds etc. may be found in fragmentary form. Whilst these may not necessarily be of archaeological potential, they are of historical interest and could indicate associated burials (they could also represent discard/deposition from elsewhere). If any such items are encountered, these may be removed and managed as per the requirements below and excavation may continue. The precise location of these items is to be marked on a master site plan, and these are to be retained and managed as 'artifacts' as per below.

In the event that human remains are found.

It not considered necessary that any future excavations associated with any development be planned up-front as an exhumation under either Sections 30 or 70 of the *Burials and Cremations Act 2019,* therefore in the unlikely and unexpected event that human remains are encountered, these must not be disturbed or removed unless those sections of the Act are complied with.

If human remains are found, work is to stop immediately, and the site secured. A historical archaeologist is to manage the reporting process and to immediately contact the Coroner (6165 7134), Tasmania Police (13 13 44) and Northern Midlands Council's Environmental Health Officer (6391 1303). The directions of those authorities are to be followed. At that point, and in consultation with those authorities, the property owner and if necessary the planning authority (in the event that any conditions of planning approval require consultation if human remains are encountered) are to decide a course of action.

Such a course of action *may* be exhumation (subject to a permit by the Director of Public Health), or an agreement that development can proceed without disturbance, but with obscuring of any particular burial site. Note that it *may* be possible to further interrogate the historical records cited in Section 4 to identify any particular burial.

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APPENDIX A

Correspondence re – Recommendations for further investigations

Exhibited

info@prax.com.au

Subject: 5 Affleck Court, Perth

From: info@prax.com.au <info@prax.com.au>
Sent: Thursday, September 14, 2023 10:37 AM
To: 'Sarah Henley' <sarah.henley@aohtas.org.au>
Cc: 'Kristel Hazi' <kristel.hazi@AOHTAS.ORG.AU>
Subject: RE: 5 Affleck Court, Perth

Dear Sarah and Kristel (cc'd Bianca)

Further to our recent discussions re – a way forward with better determining the possibility of burial sites at the rear of St Andrews Cemetery, Perth, I make the following comments.

The area in question is as per this figure (approx. 1500m2) :

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Firstly, I have obtained a cost estimate for a Ground Penetrating Radar survey of the area, which would present interpreted scans of the area at depths of 1.0, 1.5 and 1.7 metres to seek geological anomalies that could represent.

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Secondly, as informed by the GPR survey, we could undertake a 'skimming' exercise, where we would mechanically excavate the investigation area to look for anomalies that represent burial plots. The principle behind this methodology is that by scraping the surface to a depth exceeding normal 'gardening disturbance' (nominally 300mm) – a 'slice' of natural ground can be exposed which can include artefactual evidence and evidence of intrusions or disturbance and lower strata which can be correlated with expected archaeological signatures of burial plots. Note that geological testing is required up-front to ensure that there is a heterogeneity of strata – this method is not effective if the top 1800mm of strata is homogenous (has there been any soil testing done on the site?). The principle relies on variability of the natural geological strata within the depth of a burial plot. Digging of the grave disturbs and mixes these strata, which are again mixed upon filling the grave – the result being a mixed geological pattern of fill within the footprint of the grave which can contrast with the surrounding natural ground.

Namely, this scraping would be looking for:

- Evidence of different ground treatments associated with burials such as gravelled surfaces.
- Any physical remains of grave surrounds (e.g. remains of fencing or kerbing) or headstones (e.g. broken bases, funerary objects).
- More likely in this case the investigations would be looking for evidence of lower ground strata/disturbance in the expected shape of a burial plot.
- Given the excavation depth of a maximum of 300mm across the site, it is not considered likely that any human remains would be encountered in such works.

The following images are examples of how such evidence can be archaeologically determined:

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Distinct deeper-strata intrusions in a known cemetery approximating the expected dimensions of a burial plot revealed through scraping demonstrating definitive burial locations – Hobart area 2018.

Exhibited



Area of scraping in a known cemetery showing no evidence of disturbance (i.e. no deeper-strata intrusions) - Tasmanian midlands 2011.

Note that I propose the GPR first, and if this provides a high degree of conclusiveness, then I would recommend abandoning the skimming exercise. **Note however** that neither of these exercises guarantee definitive results, as there are a range of factors which can influence their effectiveness. Undertaking either/both of these exercises would however demonstrate the maximum due-diligence in site planning.

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The above does not allow any inputs for public consultation or communications, which would be required for the project.

I expect that these works could be undertaken via an Exemption from Works Approval certificate from Heritage Tasmania, and consequently not require a development application to Northern Midlands Council. In the interests providing a more formal and transparent process, you may choose to lodge a development application so as a formal advertising and representation process occurs. However if third-party representation occurs, this could severely impact project timelines.

Regards

Brad

Brad Williams - Principal Consultant

praxisenvironment

heritage I conservation planning I archaeology I project management I interpretation

a division of praxis synergy pty. ltd.

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north hobart

tasmania 7002

0418 303184

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APPENDIX B

St Andrews Cemetery Ground Penetrating Radar Report - UDM

Exhibited

UDM
Utility Detection & Mapping

ST ANDREWS CEMETERY

GPR REPORT

ASSESSING SUBSURFACE CONDITIONS WITH THE IDS STREAM DP GROUND PENETRATING RADAR

UDMGROUP.COM.AU

Exhibited

18 October 2023

General Disclaimer: Please note, not all buried pipes, cables and ducts can be detected and mapped in consideration of their depth, location, material type, geology and proximity to other utilities. Even an appropriate and professionally executed survey may not be able to achieve a 100% detection rate.

1.INTRODUCTION

Utility Detection and Mapping were contracted to perform a subsurface survey at the St. Andrews Cemetery in Perth, Tasmania covering approximately 400m2 as represented in Figure 1 below.

The GPR survey revealed consistent layered patterning throughout the AOI oscillating between approximately 50cm to 100cm with sporadic anomalies beneath.

Regions displaying particularly high intensity reflective signatures consistent with disturbed soil were highlighted and marked with their corresponding apparent depth.

There appeared to be no consistent orientation regarding hyperbola that are representative of potential unmarked burials albeit the presence of localised high intensity regions indicates locations that may prompt further investigation.

The central northern section of the AOI revealed several highly attenuated anomalies with rectangular profiles consistent with marked burials coupled with numerous linear features in the north-west quadrant indicative of potential drainage. The southern section of the AOI revealed features extending from the marked graves ranging from approximately 90cm to 150cm depth. Refer to the tomographic depth-slices, shape and dxf files attached with this report for closer inspection.

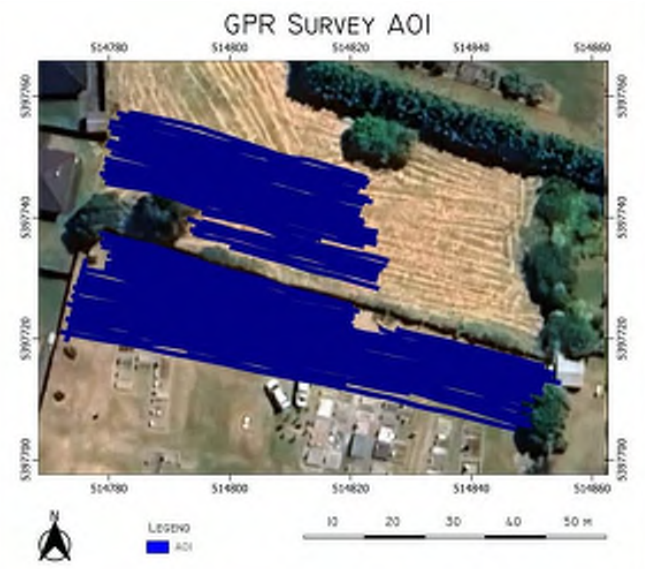


FIGURE 1: OVERHEAD IMAGE OF THE AREA OF INVESTIGATION (AOI) AT ST. ANDREWS CEMETERY

2. METHOD

Ground Penetrating Radar

This survey utilised GPR to model the subsurface and determine the presence of underground utilities and features such as dense rock that may require specialised equipment to excavate. Each traverse or swath with the GPR generates a two-dimensional profile of the subsurface and due to the arrangement of antennas into multiple channels, data could be resampled to produce quasi-3D visuals called time-slices (K, N.S. 2020).

GPR is a passive geophysical technique that can be used to detect and map subsurface artefacts,
features and patterning without the risk of damaging them. A GPR transmitter emits high frequency polarized electromagnetic energy into the ground, generally within the range of 10 MHz to 2.6 GHz and when the radio waves encounter a buried object or boundary between materials having different permittivity, the signal is reflected, refracted or

Exhibited

scattered back to the surface whereby variations in the return signal are recorded by a receiving antenna.

Electromagnetic wave velocity is governed by the dielectric permeability of any given medium that it encounters a discontinuity in the electrical properties of materials, velocity is altered and consequently some of the energy is reflected toward the surface. The percentage of energy that will be reflected back is proportional to the ratio of the refractive indexes of the two mediums.

GPR can be a powerful tool in favourable conditions, but the principal disadvantage is that it is limited by less-than-ideal environmental conditions. Fine-grained sediments can be problematic because their high electrical conductivity, causing loss of signal strength whilst rocky sediments can scatter the GPR signal, consequently weakening the useful signal while increasing superfluous noise.

Among other methods used in geophysics, GPR is unique equally in its ability to detect small objects at relatively great depths and its ability to distinguish the depths of anomaly sources. (Ground Penetrating Radar).

3. DATA ACQUISITION AND PROCESSING

Equipment

Data acquisition was conducted by Utility Detection and Mapping utilising an IDS Stream DP (Figure 2), a multichannel GPR array with 30 active antennas oriented in double polarization, (18VV + 10HH) with a bandwidth centred around 600MHz. The



FIGURE 2. IDS STREAM DP (IMAGE FROM IDSGEORADAR.COM)

combination of a high frequency and narrow spacing of antennas coupled with equalised scrambling technology yields detailed tomography at extended depth range and ultra-high resolution. The quality of output allows for the highest resolution of subsurface features to a depth of approximately 6 metres below the surface and was a determining factor in choosing this piece of equipment (Stream DP).

Processing and Interpretation

GPR features within the data were identified and interpreted using two-dimensional profiles in IQMaps software shows in Figure 3 next page whereby the data was transferred to QGIS to produce accurate maps representing the location of features throughout the AOI. Each region that had unique characteristics in profile view were traced through adjacent channels over the width of the swath and then correlated with the time-slice image so that the approximate size and orientation of the features could be estimated.

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Filtering Parameters

The GPR data were initially transposed in the temporal domain utilising the Start Time Shifter filter to set the ground surface as time-zero. Automatic gain control (AGC) was enabled, accounting for geometric spreading of the EM energy and highlighting deeper features. Dewow was applied to eliminate low frequency EM interference (RFI) in concert with a Background Removal filter that was adjusted to remove banding in the data without compromising planar features. A bandpass filter was then applied to cut off both high and low-frequency interference in accordance with the particular depth or feature of interest. Velocity estimation was calculated using hyperbola fitting and data was then migrated to move features to their correct subsurface location. Finally, tomographic depth-slices were created to give a stronger representation of the shape of features in the ground.

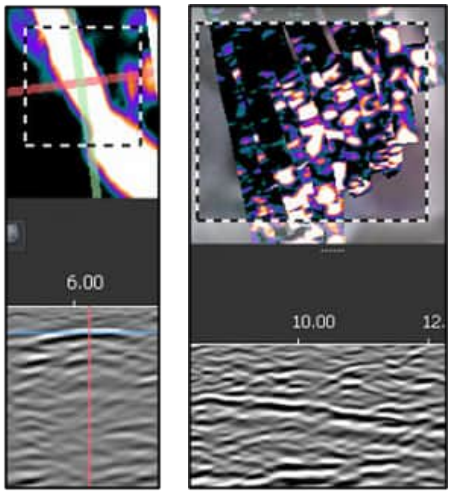


FIGURE 4: PROFILE VIEWS CORRELATED WITH DEPTH-SLICES YIELD A SOLID REPRESENTATION OF SUBSURFACE FEATURE CHARACTERISTICS

The left-hand image of Figure 4 above shows the profile view of the data correlated with the depth-slice revealing a potential pipe whilst the right-hand image illuminates a potential geological boundary.

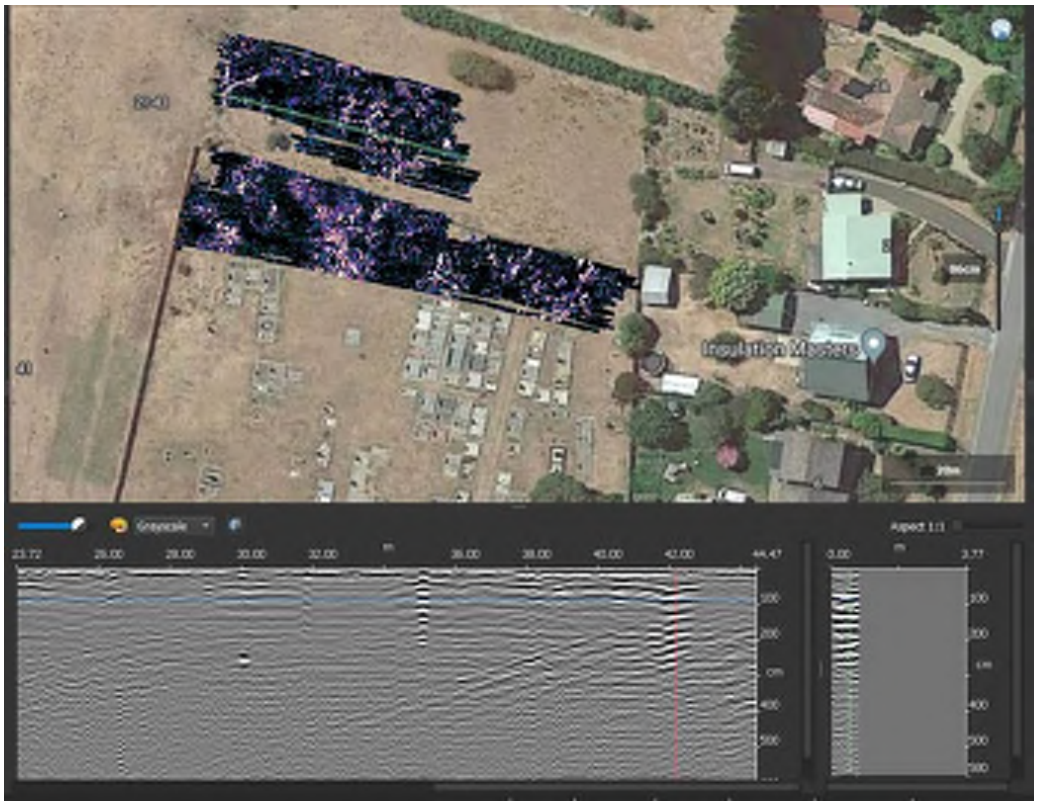


FIGURE 3: THE CROSS-SECTIONAL, PROFILE AND TOMOGRAPHIC MODEL OF THE SUBSURFACE ENVIRONMENT USING IQMAPS SOFTWARE

Exhibited

4. RESULTS AND DISCUSSION

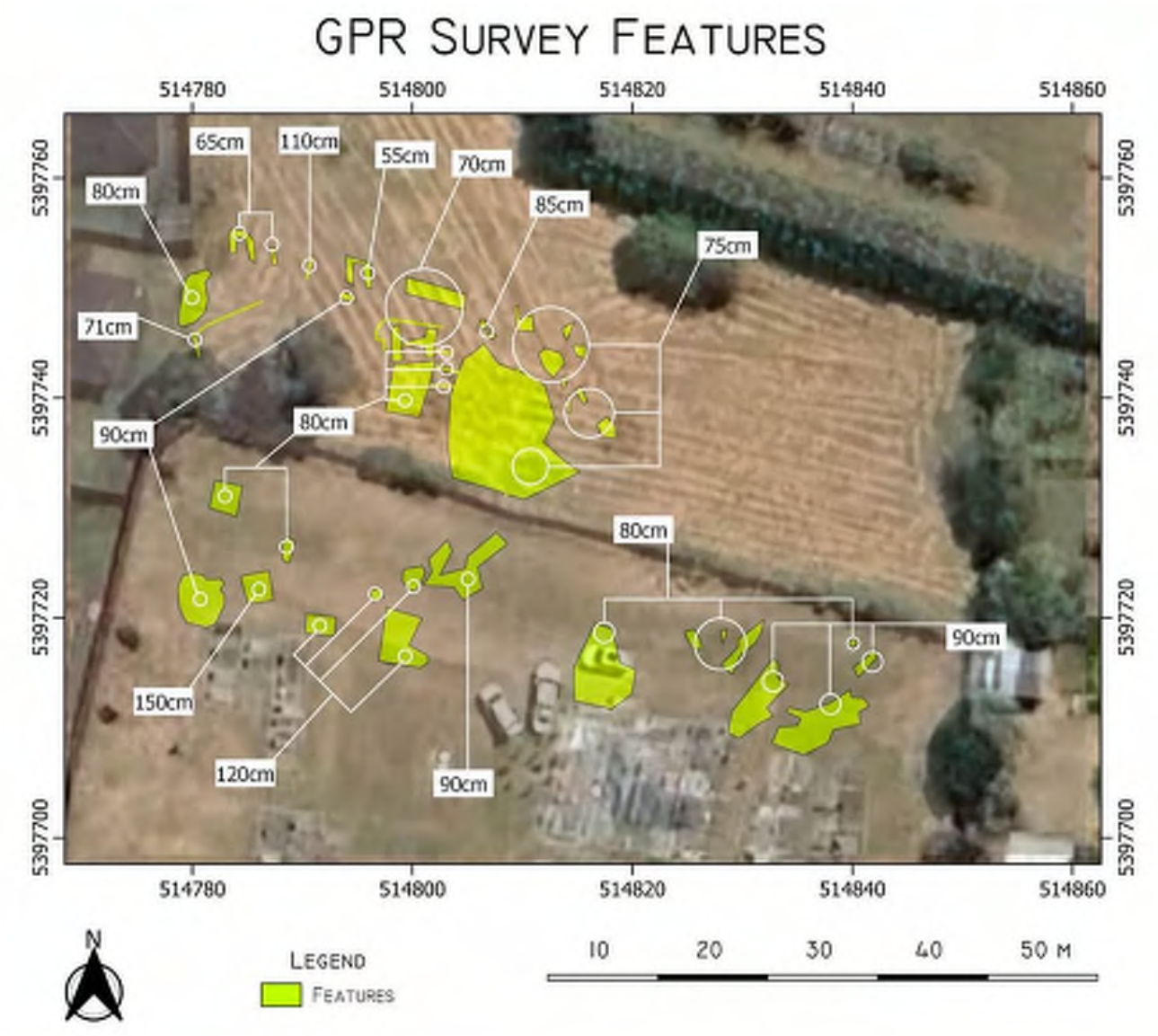


FIGURE 5. OVERHEAD IMAGE OF THE ST. ANDREWS CEMETERY WITH ANOMALOUS REGIONS OF HIGH INTENSITY IN YELLOW

Figure 5 above reveals the locations and apparent average depths of regions presenting with the highest intensity reflective GPR signal responses. These regions represent areas displaying distinct changes in dielectric properties and as such highest probability of disturbed soil and potential unmarked.

Exhibited

4. RESULTS AND DISCUSSION

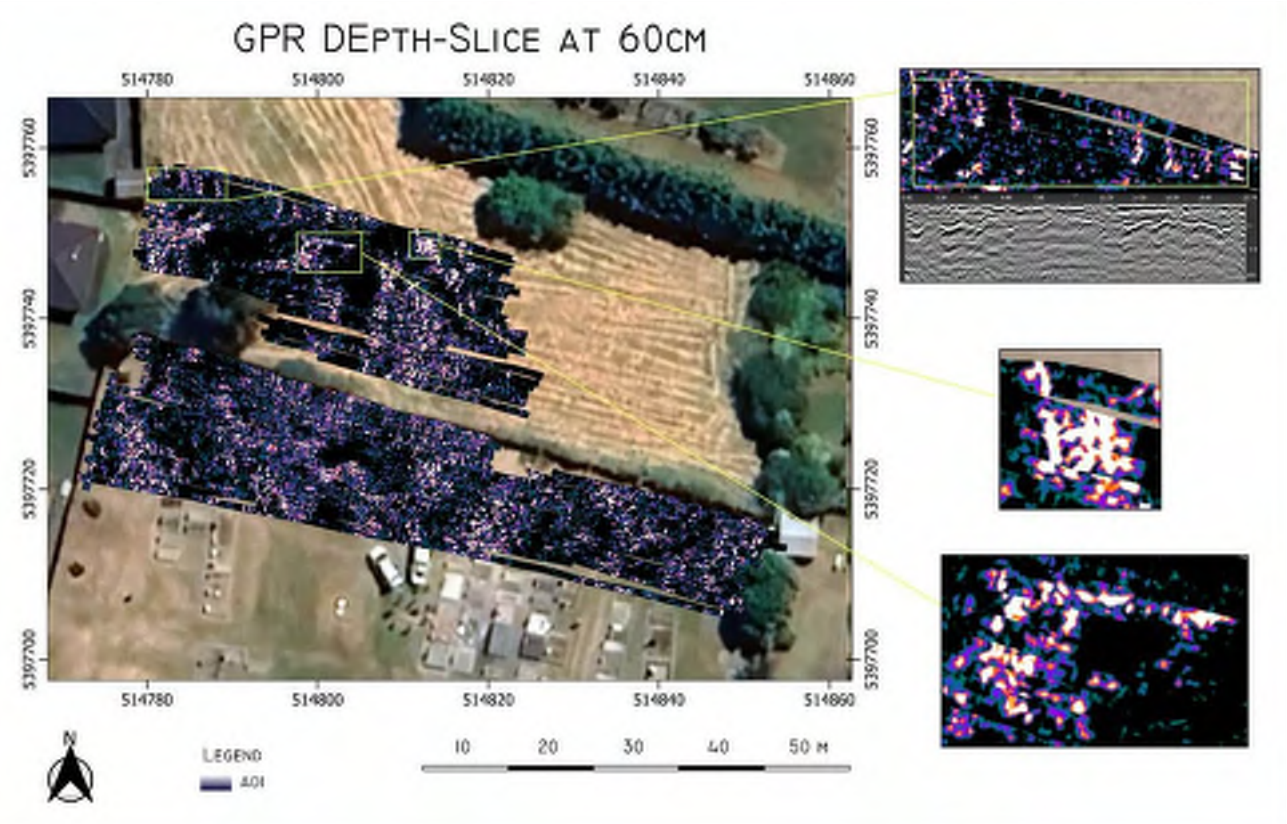


FIGURE 6. TOMOGRAPHIC DEPTH-SLICE AT 66CM SHOWS FOUR MAGNIFIED REGIONS WITH POTENTIAL UTILITIES

Figure 6 above depicts a depth-slice at 60cm depth featuring three magnified regions presenting distinct anomalous features. The top region shows a depth-slice accompanied with the corresponding profile and reveals several high intensities peaks that oscillate between approximately 50cm and 100cm along the swath. The lower two highlighted sections display somewhat linear features at this depth with the lower region presenting a rectangular region of highly attenuated signal strength.

Exhibited

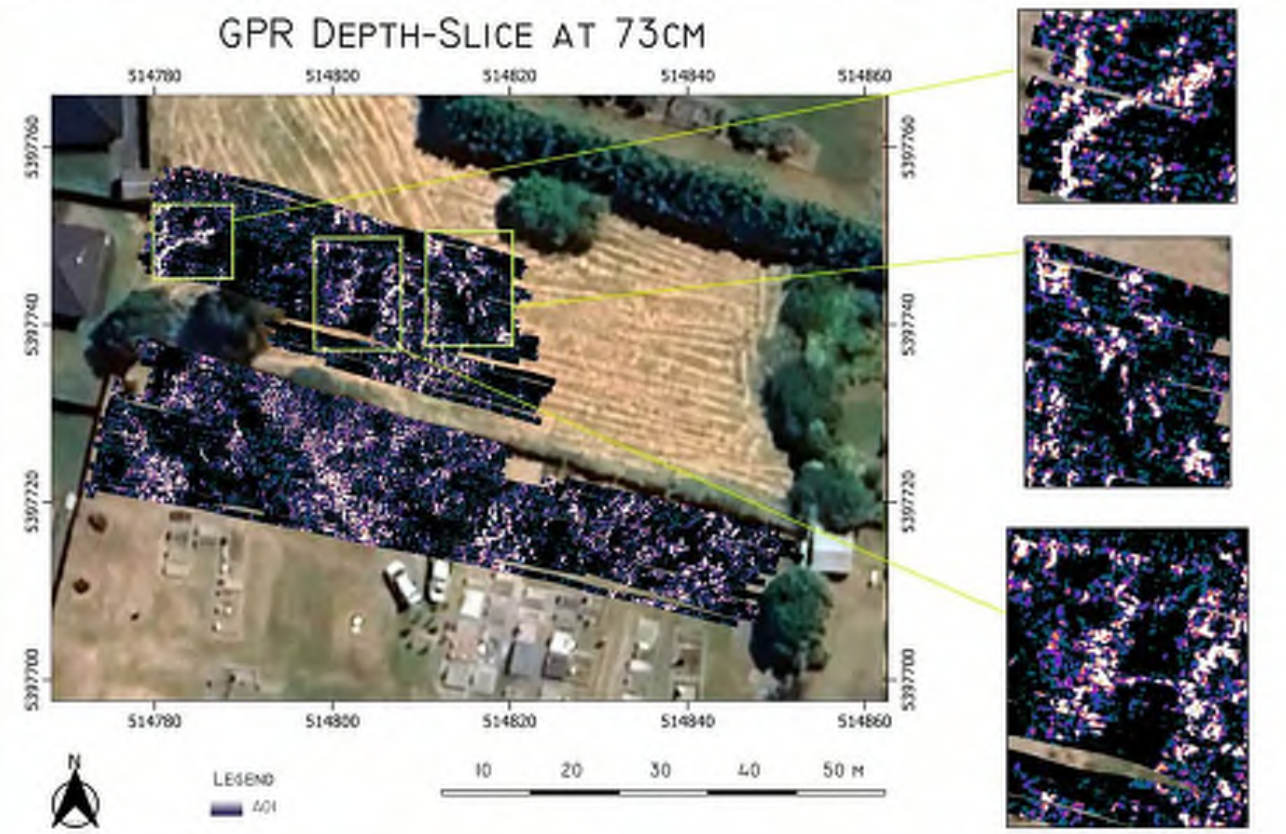


FIGURE 7. TOMOGRAPHIC DEPTH-SLICE AT 73CM SHOWS SEVERAL POTENTIAL UTILITIES ADJACENT TO THE TWO TANKS

Figure 7 above shows three magnified sections illuminated in a depth-slice at 73cm. The top section reveals two strong linear features whereby the longer of the two extends due north to approximately north-east and may represent potential drainage. The centre enlarged image displays sporadic, high intensity elongated anomalies ranging in length from approximately 100cm to 200cm. The lower magnified section shows a more detailed extended section of the bottom highlighted region in Figure 6 and displays several more regions of attenuated reflected signal enveloped in rectangular profiles.

Exhibited

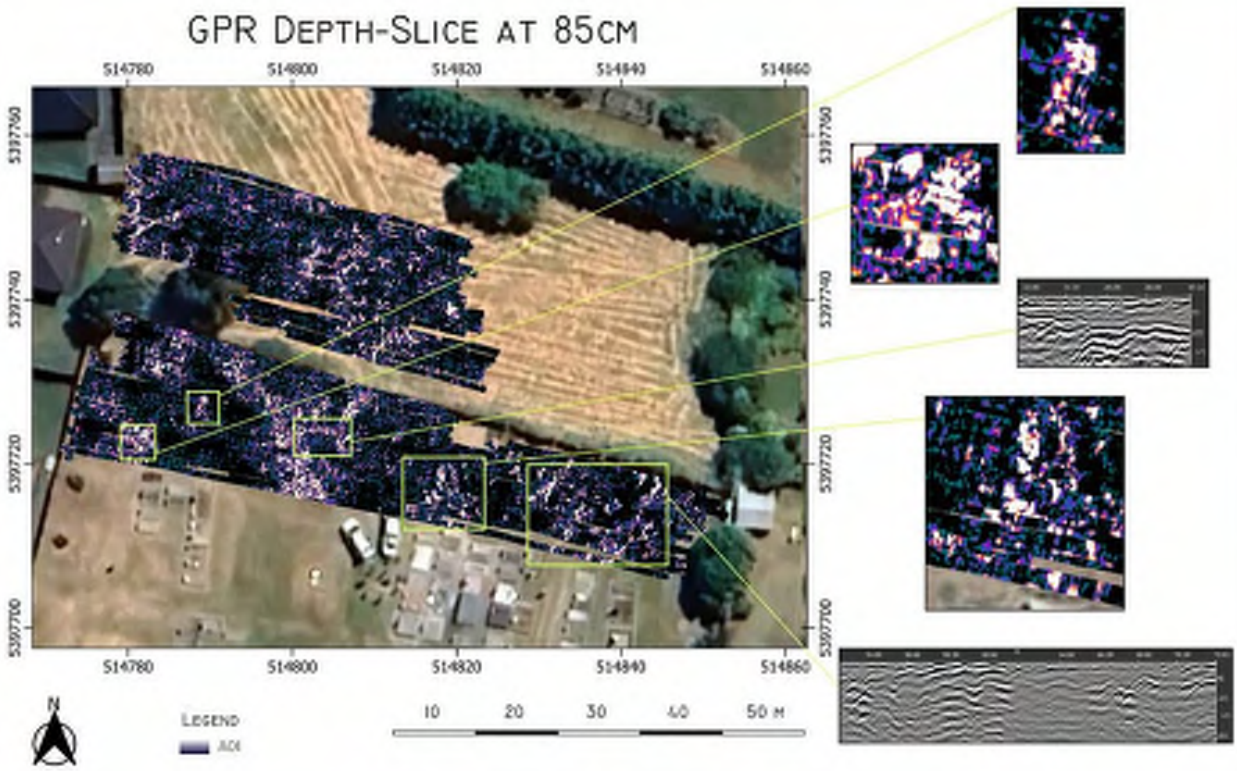


FIGURE 8. TOMOGRAPHIC DEPTH-SLICE AT 85CM SHOWS FIVE HIGHLIGHTED REGIONS OF INTEREST

Figure 8 above depicts a depth-slice at 85cm featuring five magnified regions presenting interesting anomalous data. The three enlarged depth-slices show areas of high intensity representing potentially disturbed soil due to stark contrasts in the dielectric properties of the soil relative to the surrounding medium. The top profile view illustrates a strong planar reflector at approximately 100cm depth trending up to around 50cm whilst the lower profile shows many smaller, high intensity anomalies in the soil oscillating at depths between approximately 50cm and 100cm.

Exhibited

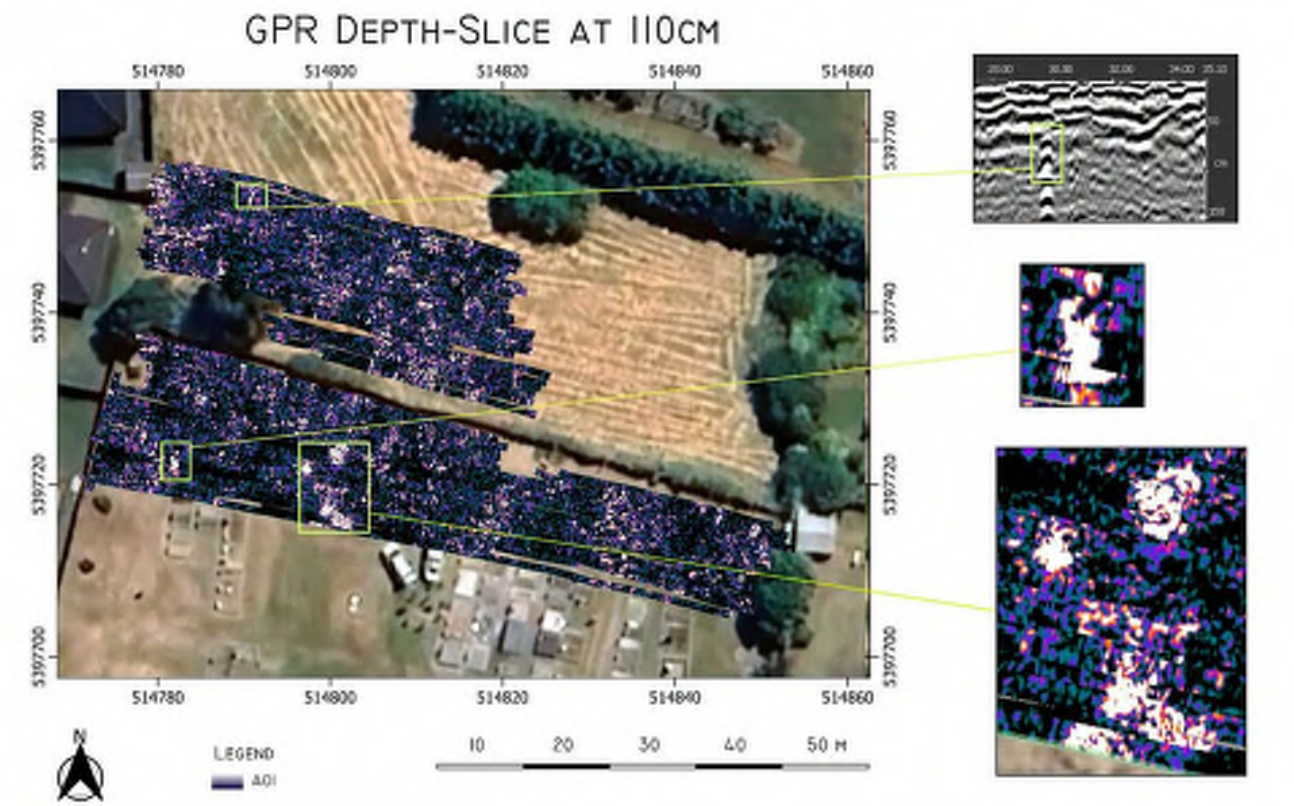


FIGURE 9. TOMOGRAPHIC DEPTH-SLICE AT 110CM SHOWS TWO MAGNIFIED REGIONS AND A PROFILE VIEW

Figure 9 above depicts a depth-slice at 110cm and reveals a highly conductive material represented by the ringing in the diffraction pattern highlighted in the top profile view. The central magnified section shows a region featuring an exceptionally high reflective signature whilst the lower magnified section displays several high intensity features with rounded profiles.

Exhibited

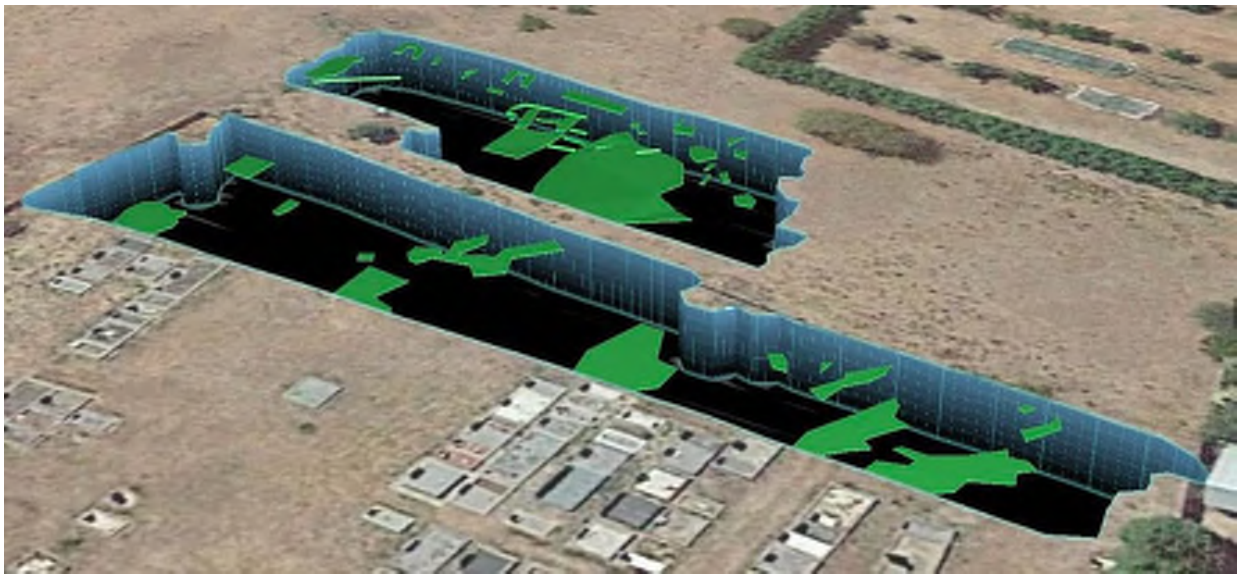


FIGURE 10: DEPTH-SLICE OF THE AOI ILLUSTRATING POTENTIAL GEOLOGICAL BOUNDARIES AND UTILITIES IN 3-DIMENSIONS

Figure 10 above displays a 3-dimensional depth profile of the AOI revealing regions of high intensity anomalous signatures representative of the highest probability of potentially disturbed soil.

5. CONCLUSION

The GPR survey revealed distinctive layered patterning throughout the AOI oscillating between approximately 50cm to 150cm depth with several regions displaying particularly high intensity reflective signatures consistent with disturbed soil.

There was no consistent orientation regarding hyperbola that are representative of potential unmarked burials albeit the high intensity reflective signatures illuminate locations that may benefit from further investigation due to the anomalous signatures that lie beneath.

The central northern section of the AOI displayed numerous rectangular anomalies that displayed attenuated signal strength with profiles consistent with marked graves whilst several linear features were also revealed in the north-west quadrant of the survey that may indicate drainage.

The southern section of the AOI displayed interesting features in proximity to the marked graves that appear to extend north ranging in depths of approximately 90cm to 150cm.

Refer to the tomographic depth-slices, shape and dxf files attached with this report for closer inspection.

Exhibited

6. REFERENCES

Ground penetrating radar (no date). Available at: https://www.pcte.com.au/ground-penetrating-radar.

Stream DP (no date). Available at: https://idsgeoradar.com/products/ground-penetrating-radar/stream-dp.

K, N.S. (2020) "How does a Ground Penetrating Radar (GPR) Work? [PDF]," The Constructor. Available at: https://theconstructor.org/practical-guide/ndt/how-ground-penetrating-radar-gpr-work/43370/

Oatlands Reservoir Map: https://earth.google.com/web/@-42.32641432,147.31527194,419.67669607a,39916.03885798d,35y,-0h,0t,0r accessed 10 October 2023

Exhibited

UDM
Utility Detection & Mapping

CONTACT

03 6171 2555

admin@udmgroup.com.au

23/15 Stanton Pl, Cambridge

udmgroup.com.au

CERTIFIED LOCATOR
www.dbydlocator.com

ACCREDITED PLANT LOCATOR

TasWater

NULCA AUSTRALIA

Exhibited

APPENDIX C

Results of, and recommendations arising from ground penetrating radar survey, St Andrews Cemetery, Perth. Praxis Environment

praxisenvironment
heritage | planning | archaeology
po box 338
north hobart
tasmania 7002
0418 303184
info@prax.com.au

Exhibited

Kristel Hazi

Project Coordinator

Centacare Evolve Housing

35 Tower Road

NEW TOWN TAS 7008

24th October 2023

Re – Results of, and recommendations arising from ground penetrating radar survey, St Andrews Cemetery, Perth.

Dear Kristel

See attached for the report from UDM on the ground penetrating radar (GPR) survey of St Andrew's Cemetery undertaken late last month.

The survey area comprised of the area depicted on the figure below:

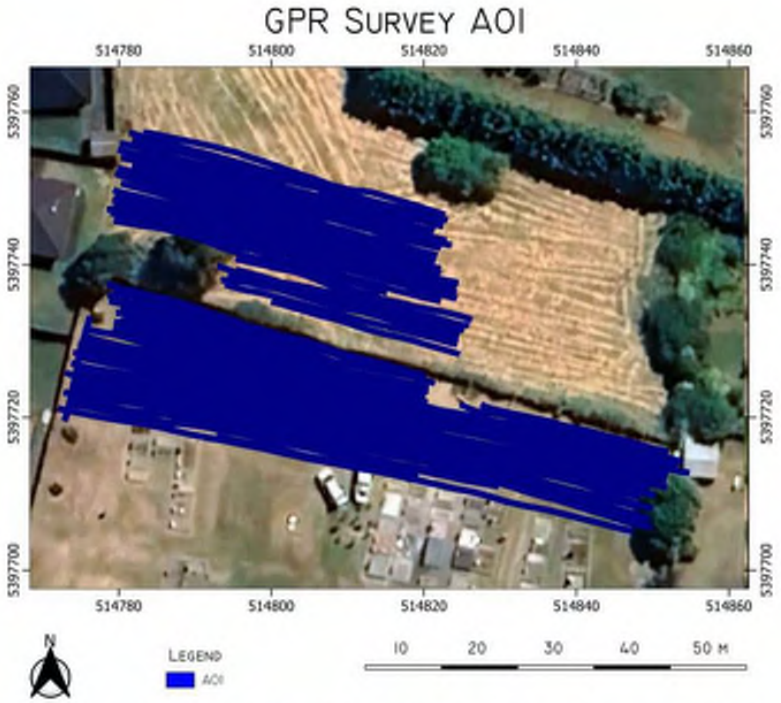


FIGURE 1: OVERHEAD IMAGE OF THE AREA OF INVESTIGATION (AOI) AT ST. ANDREWS CEMETERY

Exhibited

The following figure provides a summary of the anomalies found in the survey (depth indicates the average base depth of that particular anomaly):

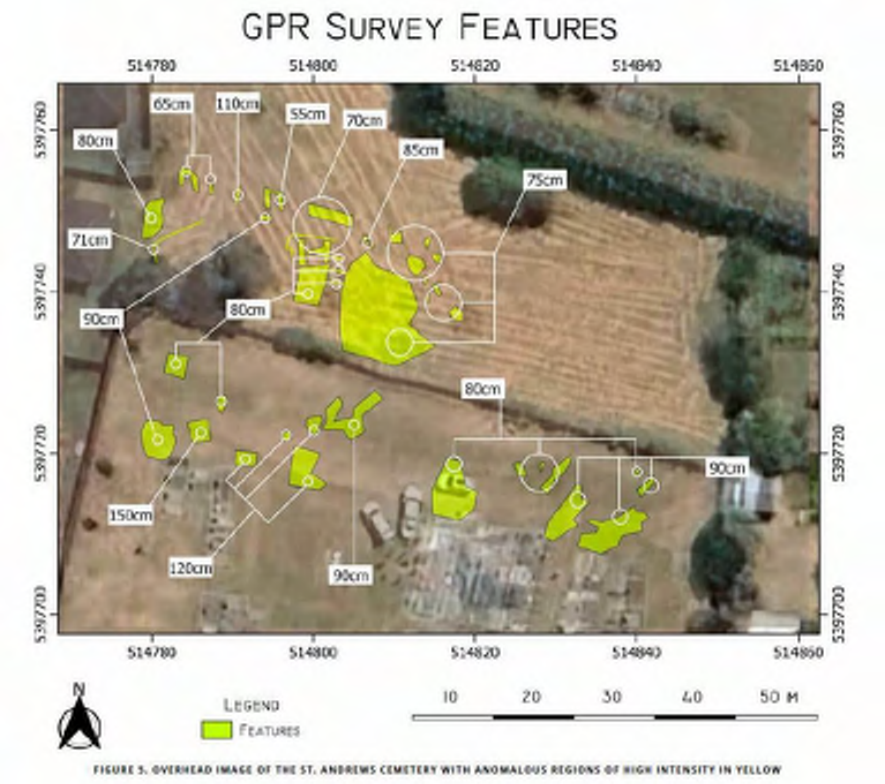
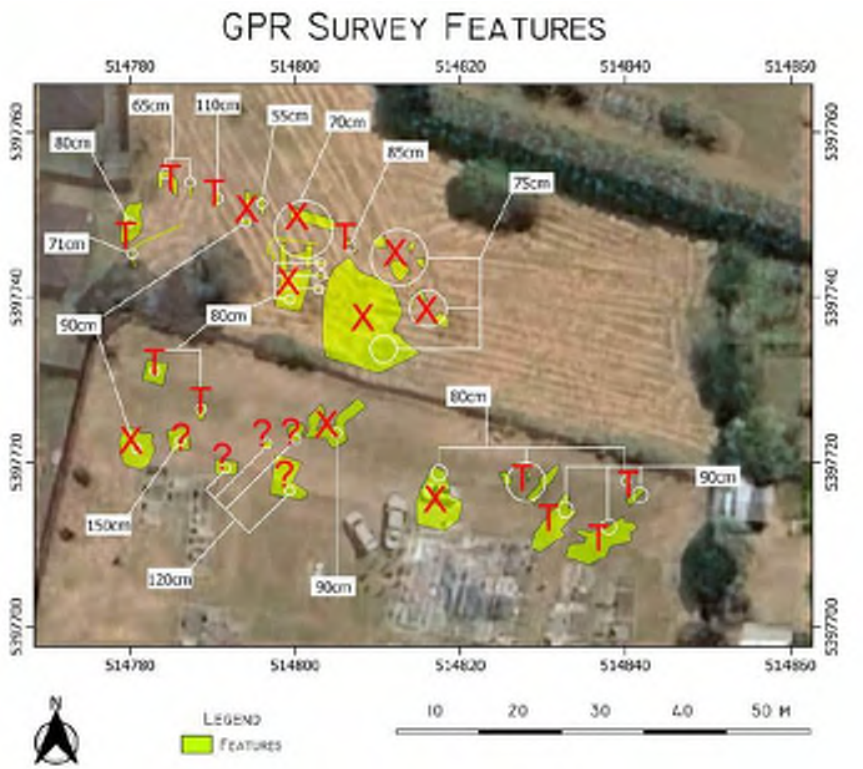


FIGURE 5. OVERHEAD IMAGE OF THE ST. ANDREWS CEMETERY WITH ANOMALOUS REGIONS OF HIGH INTENSITY IN YELLOW

I preface this discussion with the following points drawn from the statement of historical archaeological potential (SoHAP):

- The northern portion of the cemetery is reputedly the 'convict resting place' – although no historically verifiable source of that claim has been found.
- There were 14 convict burials in the cemetery between 1834 and 1845.
- No historical data on the location of those 14 burials has been found. It is not impossible that burials were undertaken outside the currently fenced area of the cemetery, although that is considered unlikely.
- It was not usual that specific 'convict areas' were designated in rural cemeteries, however it was not uncommon that convicts and paupers would be buried distant to the free population, i.e. the convicts could have been buried anywhere.
- There is no historical evidence that in country cemeteries that convicts were buried in shallow graves or 'stacked' – so it is considered unlikely in this instance that the nature of a convict burial would be different to that of a non-convict burial. Note that it is also possible that this area could contain non-convict burials in any case.
- Note that the current ground level is expected to be similar to historic ground level – therefore assumptions on depth are comparative historically.

Exhibited



Location	Discussion and recommendation
X	At a maximum depth of 90 cm. These anomalies are considered to be too shallow to represent burials. It is not clear what these anomalies may be. It is possible that they are geological, and it is also possible that they represent pre-mid-c20th tree locations. The large area in the south-eastern quadrant of the northern portion of the investigation area might represent an agricultural waterhole or refuse dump given the broad but relatively shallow anomaly. **No further investigation of these locations is recommended.**
T	At a maximum depth of 90 cm (although noting one is at 110cm). These anomalies are considered to be too shallow to represent burials and also correlate with locations of trees as seen in mid-c20th aerial photographs – these anomalies probably represent shallow disturbance from tree stumps/root balls and rotted organic material. **No further investigation of these locations is recommended.**
?	These locations are considered as possible burial sites **and further investigation is recommended**. Given the depths of 120-150cm it is considered feasible that these could be slightly shallower than normal graves. Also given the clustering of these anomalies it is possible that this could represent a clustering of near-contemporary burials.

Exhibited

As per the above analysis, and also as per the methodology outlined in Section 6 of the SoHAP and my email of 14th September (attached here for reference), should the client seek to further investigate these anomalies to pursue potential development of this area, I recommend skimming the area depicted in green below (an area of approximately 140m2).



I see no benefit in skimming the wider area as per the *possible* methodology of my email of 14th September – given that the GPR did not identify any other logical targets elsewhere, and that the next-step investigation of these possible targets will represent the highest degree of due-diligence ahead of further site planning – and I would expect would be useful in the statutory approvals process in demonstrating that due diligence. Note that I expect that the works could be undertaken under a certificate of exemption from the Tasmanian Heritage Council. Consideration for local communication would need to be made ahead of the works.

Note that the disclaimers of the SoHAP, my email of 14th September and those of the UDM GPR report remain. The skimming work may not provide definitive results either way, and there is still some possibility that the GPR has missed possible burials (noting that there are some areas of the areas of investigation which were inaccessible due to vegetation coverage and fencing).

Exhibited

Please contact me if you have any further queries or require any clarification.

Regards



Brad Williams BA. (Hons.) Archaeology, MA Cultural Heritage Management.

Director – Praxis Environment

Tasmanian Heritage Council

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-25-0077
THC WORKS REF: #8655
REGISTERED PLACE NO: #5207
APPLICANT: MC Planners obo Loreto Community Housing
DATE: 8 July 2025

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: 5 Affleck Court, Perth.
The Registered Place: St Andrew's Cemetery, Elizabeth Street, Perth (CT176329/1).
Proposed Works: Multiple dwellings (two), Retirement Village (12 units), common facilities, road works, and subdivision (2 lots).
Heritage Works: Construction of 10 units with associated site work and services within the northern part of the St Andrew's Cemetery title. Subdivide the development site from the balance cemetery title.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-25-0077, advertised on 20/06/2025, subject to the following conditions:

1. **(i) An historical archaeologist must be present on site to monitor all excavation within the 'Lot 2' development site in accordance with 'Part 3. Conclusion and recommendations' (p10-11) of the submitted 'Report on Archaeological Testing, St Andrews Cemetery' (Praxis, December 2023).**
   (ii) In the event that significant archaeological remains are found, then work must stop immediately and an assessment of the type, significance and need for disturbance be made by the archaeologist (in consultation with the project manager/engineers).
   (iii) A report on findings must be provided to Heritage Tasmania within 12 months of the completed site excavation.

Reason for condition
To ensure that sub-surface heritage information is considered and appropriately managed, consistent with the appropriate outcomes described in Section 7 of the *Works Guidelines*.

2. **Fencing of hardwood paling to a height no greater than 1800mm must be applied to the St Andrews Cemetery side of the new Lot 2-Cemetery boundary.**

Reason for condition
To ensure that the fencing is in keeping with the character of the place, consistent with the appropriate outcomes in Section 12 of the *Works Guidelines*.

Advice

In relation to Condition 1(ii), 'significant archaeological remains' must be understood to mean remains relating to burials, comprising any of the following:

- human remains,
- funerary goods (e.g. coffins, ritual tokens, jewellery, remnants of clothing etc.),
- monument fragments (including fragments of headstones, footstones and grave surrounds of various materials; and,
- underground funerary structures (e.g. vaults).

The applicant should note that all of the areas affected by the subdivision will remain entered in the Tasmanian Heritage Register as part of the original entry for the site, and that heritage works to the new lots shall require heritage approval pursuant to Part 6 of the *Historic Cultural Heritage Act 1995*. The applicant/owner may request a review and amendment to the place's entry in the THR once the new property title/s are sealed.

Should you require clarification of any matters contained in this notice, please contact Chris Bonner on 1300 850 332.

Ian Boersma
Works Manager – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PLN-25-0077
Council notice date	15/05/2025
TasWater Reference No.	TWDA 2025/00521-NMC
Date of response	16/06/2025
TasWater Contact	Shaun Verdouw
Phone No.	

Response issued to

Council name	NORTHERN MIDLANDS COUNCIL
Contact details	Planning@nmc.tas.gov.au
Development details	
Address	5 AFFLECK CT, PERTH
Property ID (PID)	9412143
Description of development	Multiple dwellings (2) Retirement village (10 Units), common facilities, road works and subdivision (2 lots)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Gandy & Roberts	23.0414 - C01 C020 C200, C500, C501, C700 C201, C600	F A D E	12.06/2025 17.03.2025 17.03.2025 29.04.2025
Prime Design	PD22070-01 to G-02	08	30.04.2025
Woolcott Land Services	L250316	2.0	24.03.2025

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection and sewerage system and connection 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.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

3. Prior to commencing construction of the development, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Prior to applying for a Certificate for Certifiable Works/Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.

5. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.

6. Prior to applying for a Permit to Construct/the issue of a Certificate for Certifiable Work (Building and/or Plumbing) 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.

7. 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.

8. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.

9. 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.

10. Prior to the issue of a Consent to Register a Legal Document or a Certificate of Water and sewerage Compliance (Building and/or Plumbing) 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.

11. 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.

12. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document or applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), 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.

13. 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.

14. 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.

15. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

16. 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.

17. Pipeline easements to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

18. The Plan of Survey must include private service easements over the proposed private pipes located on Lot 1, servicing Lot 2. The easement must benefit Lot 2 and burden Lot 1.

19. Prior to the issue of a Consent to Register a Legal Document from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement to cover existing/proposed TasWater infrastructure as required by condition 17. All costs and expenses related to the transfer of easement(s)/lots to TasWater are to be paid by the developer.

20. 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 water & 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.

DEVELOPER CHARGES

21. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $10,542.00 to TasWater for water infrastructure for 6 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

22. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $13,616.75 to TasWater for sewerage infrastructure for 7.75 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

23. In the event Council approves a staging plan, prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing) for each stage, the developer must pay the developer charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

DEVELOPMENT ASSESSMENT FEES

24. The applicant or landowner as the case may be, must pay a development assessment fee of $403.51 and a Consent to Register a Legal Document fee of $256.99 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.

Advice

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

Important Notice Regarding Plumbing Plans and Associated Costs

The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Developer Charges

For information on Developer Charges please visit the following webpage -
https://www.taswater.com.au/building-and-development/developer-charges

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) 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.