PLANNING APPLICATION
Proposal

Description of proposal:

20m x 10m shed (including office and lunchroom), bitumen apron.

(attach additional sheets if necessary)

Site address: Anstey St, Longford

CT no: NA - no title docs

Estimated cost of project $40,000 *(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 Racecourse facilities.

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

Refer letter.

(attach additional sheets if necessary)

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

EXHIBITED

WOOLCOTT SURVEYS

EAST COAST SURVEYING

Date 08/02/2022

The Planning Department
Northern Midlands Council

Via email: planning@nmc.tas.gov.au

RE: PROPOSED 20M x 10M SHED.

Application is made for the development of a new shed at the Longford Racecourse. The shed has a total size of 200m^2 and includes three bays with roller doors, along with a lunch room and office for staff. The shed will be located in the western portion of the site, adjoining an existing outbuilding, and in proximity to the existing grandstand. Stormwater will be directed to the existing stormwater system onsite.

The shed is not an intensification of the use, but rather is used to accommodate existing machinery and equipment. There will be no additional staff being employed, nor will there be additional parking spaces proposed. The existing access to the site will remain unchanged.

Figure 1 - Zoning map of subject site

LAUNCESTON
10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

ST HELENS
48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
P 03 6376 1972

HOBART
Rear Studio, 132 Davey St,
Hobart TAS 7000
P 03 6227 7968

DEVONPORT
2 Piping Lane,
East Devonport TAS 7310
P 03 6332 3760

ABN 63 159 760 479

EXHIBITED

WOOLCOTT SURVEYS

EAST COAST SURVEYING

Planning Scheme Response

Zoning: Recreation Zone

Use: Sports and Recreation

use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, ***race course*** *and sports ground.*

The shed and offices are directly associated with and subservient to the race course.

Use Status: Permitted

18.0 Recreation Zone

18.3 Use Standards

Response: Complies. The use is a permitted use. There is no proposed flood lighting. The operating hours will not change, nor will it intensify the existing use. There will be no additional goods or material storage as a result of the development.

18.4 Development Standards

18.4.1 Building Design and Siting

Response:

A1 - Complies. The proposed building has a height of 5.05m.

P2 – Performance criteria is relied on, as the proposed boundary setback is 5m. The building will no overlook or overshadow any dwelling. There is no adjoining dwelling, with the closest dwelling being setback over 100m. The building enhances the recreation values of the site, by providing improved facilities which enhance the racecourse and its operation.

Performance criteria achieved.

Codes

LAUNCESTON
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EXHIBITED

- The bushfire code does not apply as the application does not involve any subdivision, or hazardous or vulnerable use.
- The road and railway code does not apply. No new vehicular accesses are being proposed. The development is not intensifying the use of an existing access.
- The car parking code applies to all use and development. There are no requirements for a race course within the sports and recreation use class. The use is not being intensified as a result of the development. The proposed bitumen apron will be appropriate drained, noting Council can condition drainage as part of any permit.
- The heritage code has been examined. There does not appear to be any criteria within the code which would trigger a discretionary application. The site is not within a Heritage Precinct. The building is setback the same as adjoining buildings. The shed will be constructed in natural tones that blend in with existing structures onsite. There is no vegetation being removed. The site is not an archeologically significant site. Correspondence with Chris Bonner at Heritage Tasmania indicates that there is no concern, given that the works supports the sustainable use of the Longford Racetrack.

If you have any questions regarding the contents of this letter, please don't hesitate to contact me on the numbers provided.

Kind regards
Woolcott Surveys

James Stewart
Senior Town Planner

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ABN 63 159 760 479

EXHIBITED

Tasmanian Government

Department of Natural Resources and Environment Tasmania

GPO Box 1751, Hobart, TAS 7001 Australia
Ph 1300 TAS PARKS / 1300 827 727 Fax 03) 6223 8308
www.parks.tas.gov.au

Enquiries: Jesse Walker
Phone: (03) 6165 3065
Email: propertyservices@nre.tas.gov.au
Our ref: 22/1485

28 March 2022

Mr James Stewart
Town Planner
Woolcott Surveys
PO BOX 593
MOWBRAY HEIGHTS TAS 7248

E: james@woolcottsurveys.com.au

Dear Mr Stewart,

LODGEMENT OF PLANNING APPLICATION
WOOLCOTT SURVEYS OBO TASRACING PTY LTD
20M X 10M SHED (INCLUDING OFFICE AND LUNCHROOM) & BITUMEN APRON
ANSTEY ST, LONGFORD (PID 2853277)

This letter, issued pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993*, is to confirm that the Crown consents to the making of the enclosed Planning Permit Application, insofar as the proposed development relates to Crown land managed by the Department Natural Resources and Environment Tasmania.

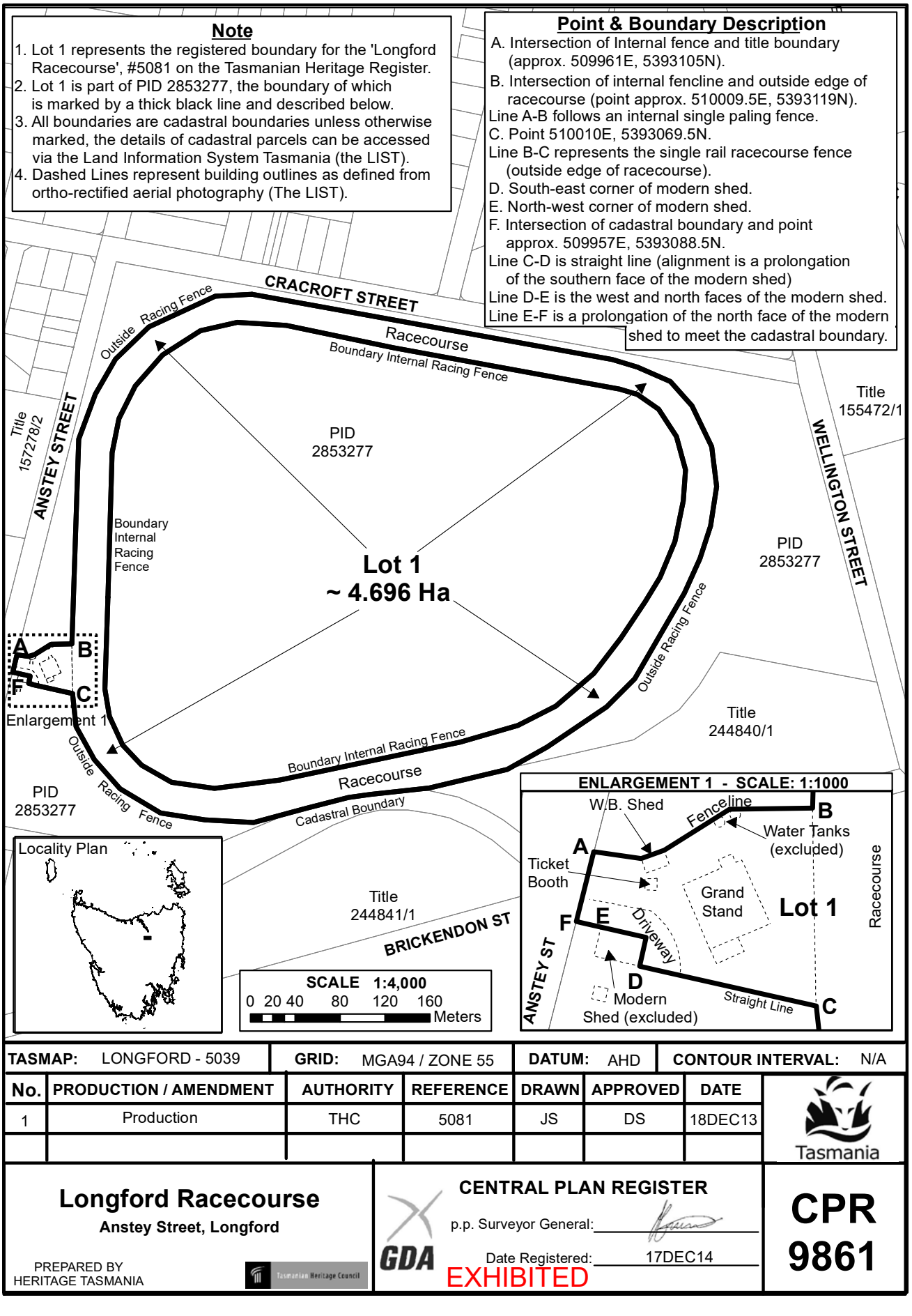
Crown consent is only given to the lodgement of this application. Any variation will require further consent from the Crown.

This letter does not constitute, nor imply, any approval to undertake works, or that any other approvals required under the *Crown Lands Act 1976* have been granted. If planning approval is given for the proposed development, the applicant will be required to obtain separate and distinct consent from the Crown before commencing any works on Crown land.

If you need more information regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely,

Jesse Walker
Team Leader (Assessments)



TASMAP:	LONGFORD - 5039	GRID:	MGA94 / ZONE 55	DATUM:	AHD	CONTOUR INTERVAL:	N/A

No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE
1	Production	THC	5081	JS	DS	18DEC13

Tasmania

Longford Racecourse

Anstey Street, Longford

PREPARED BY
HERITAGE TASMANIA

GDA

CENTRAL PLAN REGISTER

p.p. Surveyor General: _____

Date Registered: 17DEC14

EXHIBITED

CPR 9861

CHECK CAREFULLY ALL ASPECTS OF THESE
DOCUMENTS BEFORE COMMENCING ASSESSMENT.

ANY ERRORS OR ANOMALIES TO BE REPORTED
TO THE DRAWER BEFORE ASSESSMENT IS CONTINUED

CONFIRM ALL SIZES AND HEIGHTS ON SITE

DO NOT SCALE OFF PLAN

THESE DOCUMENTS ARE INTENDED FOR COUNCIL PLANNING APPLICATION
ONLY, THEY ARE NOT TO BE USED FOR ANY OTHER PURPOSES.

EXHIBITED

LEGEND:
COVER PAGE
PAGE 1# LOCALITY PLAN
PAGE 2# SITE PLAN
PAGE 3# FLOOR PLAN

PROPOSED SHED
FOR TASRACING
OBO DPIPWE (Crown Land Services)
AT ANSTEY ST
LONGFORD TAS 7301

wilkin design

P.O. BOX 478
LAUNCESTON
TASMANIA 7250

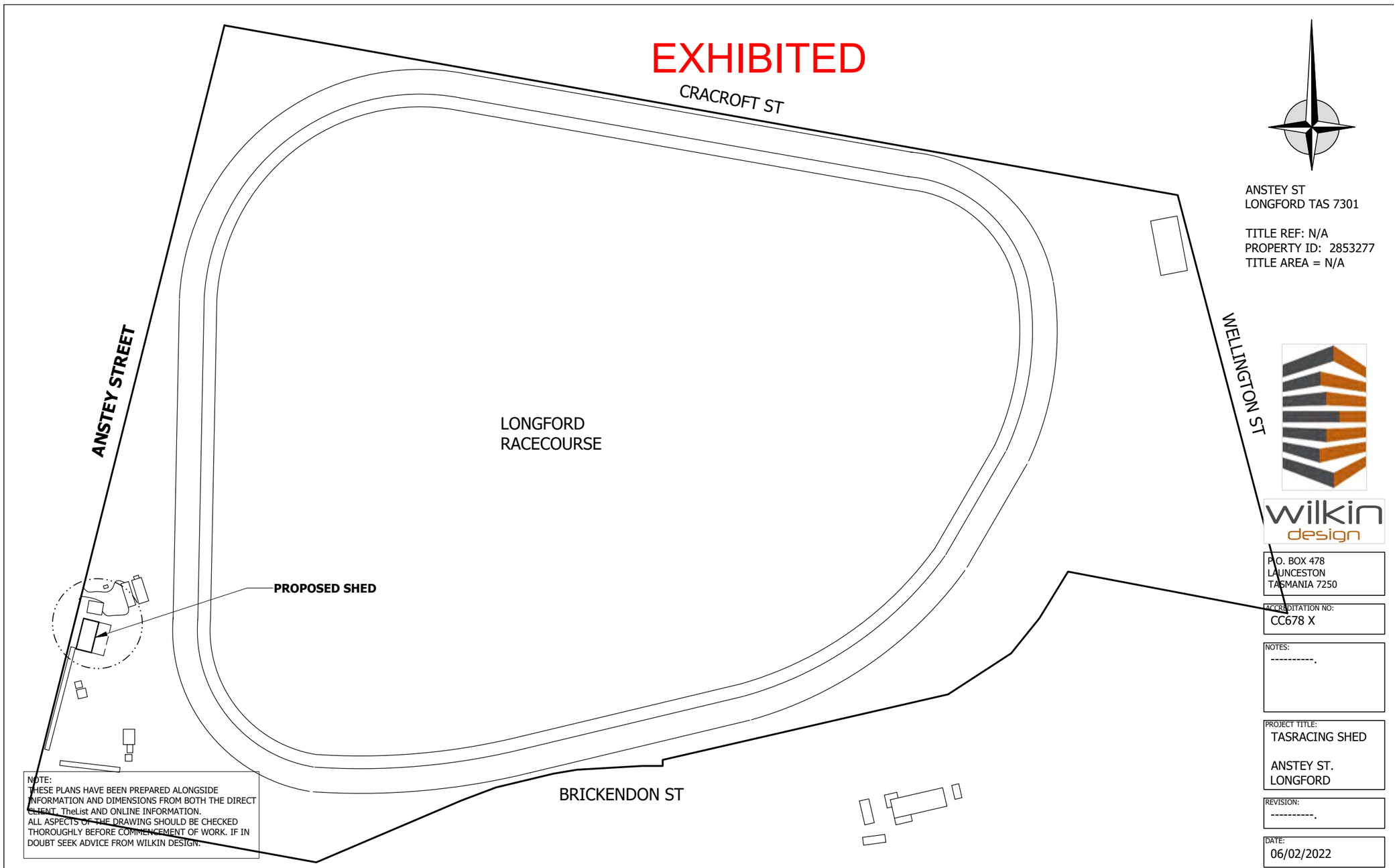
ACCREDITATION NO:
CC678 X

DATE:
06/02/2022

JOB NUMBER:
DA-22SCTASR

DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]

EXHIBITED



ANSTEY ST
LONGFORD TAS 7301

TITLE REF: N/A
PROPERTY ID: 2853277
TITLE AREA = N/A

NOTE:
THESE PLANS HAVE BEEN PREPARED ALONGSIDE INFORMATION AND DIMENSIONS FROM BOTH THE DIRECT CLIENT, TheList AND ONLINE INFORMATION.
ALL ASPECTS OF THE DRAWING SHOULD BE CHECKED THOROUGHLY BEFORE COMMENCEMENT OF WORK. IF IN DOUBT SEEK ADVICE FROM WILKIN DESIGN.

SET OUT NOTES:
- THE BUILDER IS TO SET OUT THE WORKS IN CONJUNCTION WITH THE ACCOMPANYING PLANS. THE FINAL POSITION IS TO BE CONFIRMED BY THE CLIENT AS TO BEING CORRECT. ALL DIMENSIONS HEIGHTS AND LEVELS ARE TO BE CONFIRMED ON SITE BY ALL PARTIES INCLUDING LOCAL COUNCIL, OWNER AND ENGINEER BEFORE ANY EXCAVATION IS TO BE CARRIED OUT.

PLUMBING NOTES:
- ALL PLUMBING WORK BOTH WASTE AND WATER TO COMPLY WITH CURRENT BCA AND AS 3500 WITH ALL LOCAL COUNCIL REQUIREMENTS SATISFIED.
- ALL DRAINS ARE TO BE 100mm PVC SEWER PIPE SET IN 12mm BLUEMETAL WITH A MINIMUM DEPTH OF 500mm ALL AS PER AS 3500 "PLUMBING AND DRAINAGE".
- STORMWATER DRAIN INSTALLATION SHALL COMPLY WITH AS 3500.

LOCALITY PLAN dns

NOTE: ALL DIMENSIONS TO BE CONFIRMED ON SITE.

DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]

A3

wilkin design
P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO: CC678 X

NOTES: ----------.

PROJECT TITLE: TASRACING SHED
ANSTEY ST.
LONGFORD

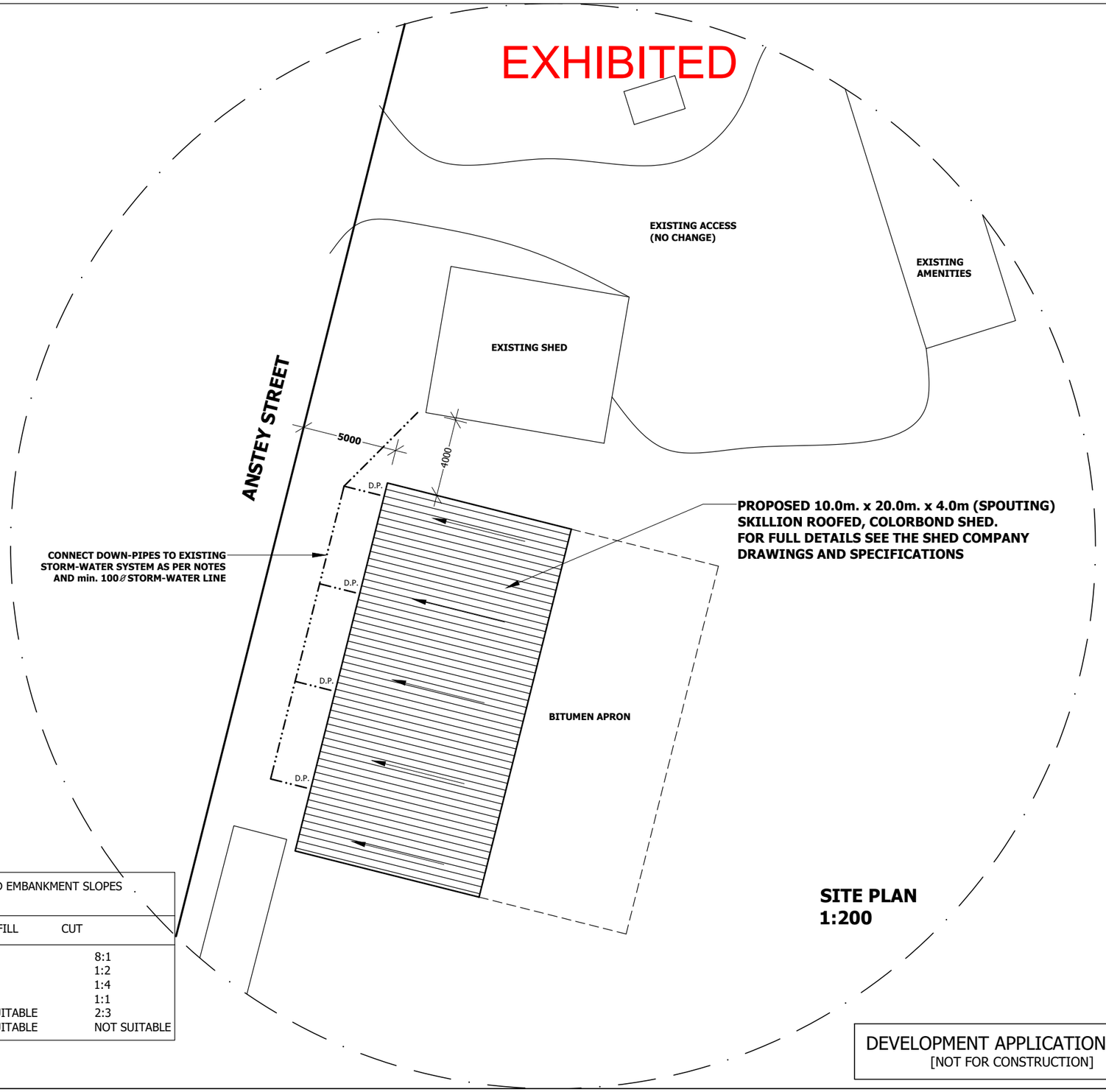
REVISION: ----------.

DATE: 06/02/2022

SCALE: AS SHOWN

JOB NUMBER: DA-22SCTASR

PAGE: 01 of 03



NOTE: TABLE FOR UNPROTECTED EMBANKMENT SLOPES
SLOPE = H:L

SOIL TYPE		COMPACTED FILL	CUT
STABLE ROCK		2:3	8:1
SAND		1:2	1:2
SILT		1:4	1:4
CLAY	(FIRM)	1:2	1:1
	(SOFT)	NOT SUITABLE	2:3
SOFT SOILS		NOT SUITABLE	NOT SUITABLE

SITE PLAN
1:200

A3

ANSTEY ST
LONGFORD TAS 7301

TITLE REF: N/A
PROPERTY ID: 2853277
TITLE AREA = N/A

wilkin design

P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO:
CC678 X

NOTES:
----------.

PROJECT TITLE:
TASRACING SHED

ANSTEY ST.
LONGFORD

REVISION:
----------.

DATE:
06/02/2022

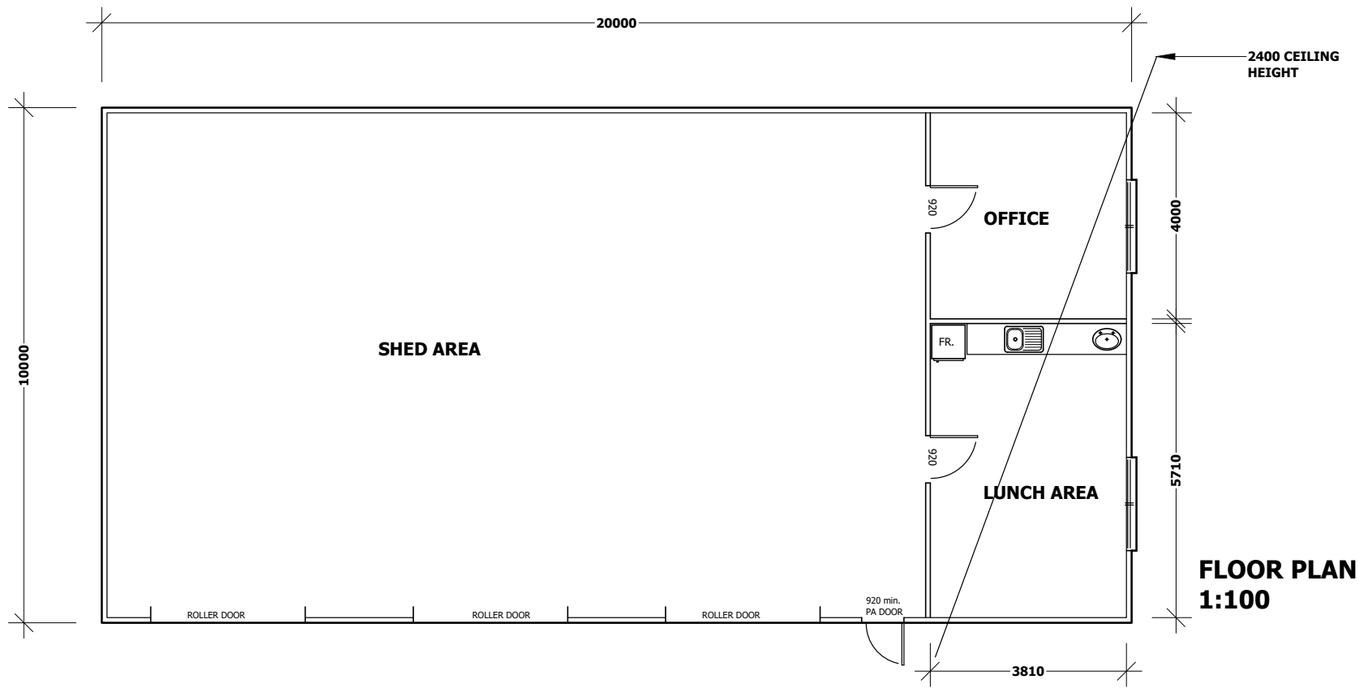
SCALE:
AS SHOWN

JOB NUMBER:
DA-22SCTASR

PAGE:
02 of 03

DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]

EXHIBITED



FLOOR PLAN
1:100

wilkin design
P.O. BOX 478
LAUNCESTON
TASMANIA 7250
ACCREDITATION NO: CC678 X

NOTES: ----------.

PROJECT TITLE: TASRACING SHED
ANSTEY ST.
LONGFORD

REVISION: ----------.

DATE: 06/02/2022

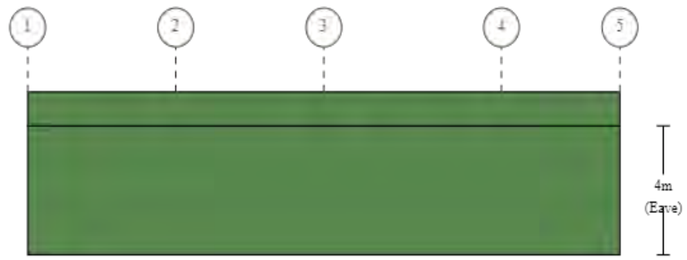
SCALE: AS SHOWN

JOB NUMBER: DA-22SCTASR

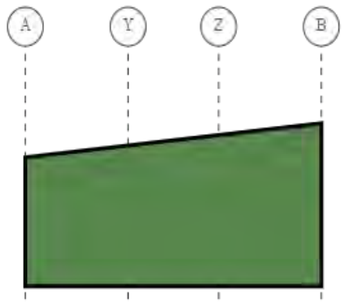
PAGE: 03 of 03

DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]

EXHIBITED



Left Side



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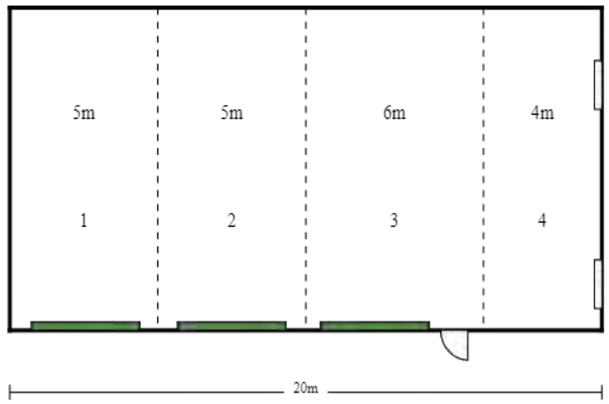
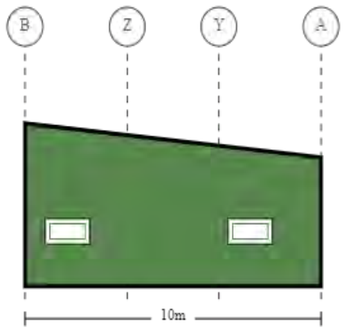




Right End

Right Side

Purchaser Name: Bryan Dunn		**Layout** Not to Scale © Copyright Steelx IP Pty Ltd	Seller: The Shed Company Launceston Name: Raymond Heald Phone: 03 9002 4272 Fax Email: ray.heald@theshedcompany.com.au
Site Address: anstey street Longford TAS 7301 Australia			
Drawing # e3bf5e84-c68b-46e1-afc1-bb5ead44ee26	Print Date: 05/02/22		

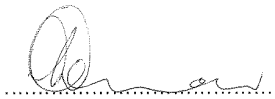
NORTHERN MIDLANDS COUNCIL

REPORT FROM:	**HERITAGE ADVISER, DAVID DENMAN**
DATE:	**12 April 2022**
REF NO:	**PLN-22-0055; 100400.06**
SITE:	**Anstey St (Longford Racecourse PID 2853277), Longford**
PROPOSAL:	**20m x 10m Shed inc. Office & Lunchroom & Bitumen Apron (Vary side Setback [W], Heritage Listed)**
APPLICANT:	**Woolcott Surveys**
REASON FOR REFERRAL:	
	HERITAGE-LISTED PLACE
	Local Historic Heritage Code

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

The shed will not detract from the historic heritage values of the site as it will be an practical part of the site operations and blend with the adjoining structures.
There will be no adverse visual impact on the streetscape.

Email referral as word document to David Denman – david@denman.studio
Attach public exhibition documents
Subject line: Heritage referral PLN-22-0055 - Anstey St (Longford Racecourse PID 2853277), Longford



David Denman (Heritage Adviser)

Date: 5/5/2022

Assessment against E13.0 (Local Historic Heritage Code)

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and
b) encourage and facilitate the continued use of these items for beneficial purposes; and
c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and
d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and
e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place

E13.2 Application of the Code

E13.2.1 This code applies to use or development of land that is:

a) within a Heritage Precinct;
b) a local heritage place;
c) a place of identified archaeological significance.

E13.3 Use or Development Exempt from this Code

E13.3.1 The following use or development is exempt from this code:

a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;
b) electricity, optic fibre and telecommunication cables and gas lines to individual buildings;
c) internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;
d) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;
e) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;
f) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and
g) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.

Comment:

.

The subject place is heritage listed.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

Objective: To ensure that the use of heritage buildings provides for their conservation.	
Acceptable Solutions	***Performance Criteria***
A1 No acceptable solution.	*P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:* *a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and* *b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and* *c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.*

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 Removal of non-original cladding to expose original cladding.	*P1.1 Existing buildings, parts of buildings and structures must be retained except:* *a) where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or* *b) the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or* *c) there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part; or* *d) the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and* *P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: N/a

E13.6.2 Subdivision and development density

Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 No acceptable	*P1 Subdivision must:*

solution.	*a) be consistent with and reflect the historic development pattern of the precinct or area; and* *b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and* *c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and* *d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and* *e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: N/a

E13.6.3 Site Cover

Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.	
Acceptable Solutions	***Performance Criteria***
A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	*P1 The site coverage must:* *a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and* *b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: Satisfies the performance criteria.

E13.6.4 Height and Bulk of Buildings

Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.	*P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and* *P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and* *P1.3 The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: Satisfies the performance criteria.

E13.6.5 Fences

Objective: To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	*P1 New fences must:* *a) be designed to be complementary to the architectural style of the dominant buildings on the site or* *b) be consistent with the dominant fencing style in the heritage precinct; and* *c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: N/a

E13.6.6 Roof Form and Materials

Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	*P1 Roof form and materials for new buildings and structures must:* *a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and* *b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: Satisfies the performance criteria.

E13.6.7 Wall materials

Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	*P1 Wall material for new buildings and structures must:* *a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and* *b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: Satisfies the performance criteria.

E13.6.8 Siting of Buildings and Structures

Objective: To ensure that the siting of buildings, does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	*P1 The front setback for new buildings or structure must:* *a) be consistent with the setback of surrounding buildings; and* *b) be set at a distance that does not detract from the historic heritage significance of the place; and* *c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: Satisfies the performance criteria.

E13.6.9 Outbuildings and Structures

Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 Outbuildings and structures must be: *a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and* *b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.*	*P1 New outbuildings and structures must be designed and located;* *a) to be subservient to the primary buildings on the site; and* *b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: Satisfies the performance criteria.

E13.6.10 Access Strips and Parking

Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 Car parking areas for non-residential purposes must be: *a) located behind the primary buildings on the site; or* *b) in accordance with the acceptable*	*P1 Car parking areas for non-residential purposes must not:* *a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the*

development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.	*setting of a building or its historic heritage significance; and* *b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: N/a

E13.6.11 Places of Archaeological Significance

Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.	
Acceptable Solutions	***Performance Criteria***
A1 No acceptable solution.	*P1 For works impacting on places listed in Table E13.3:* *a) it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and* *b) details of survey, sampling and recording techniques technique be provided; and* *c) that places of identified historic heritage significance will not be destroyed unless there is no prudent and feasible alternative.*

Comment: N/a

E13.6.12 Tree and Vegetation Removal

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 No acceptable solution.	*P1 The removal of vegetation must not:* *a) unreasonably impact on the historic cultural significance of the place; and* *b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: N/a

E13.6.13 Signage

Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.	
Acceptable Solutions	***Performance Criteria***
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater	*P1 New signs must be of a size and location to ensure that:* *a) period details, windows, doors and other architectural details are not covered or removed; and* *b) heritage fabric is not removed or destroyed through attaching signage; and* *c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from pubic viewpoints; and*

than 0.2m^2.	*d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: N/a

E13.6.14 Maintenance and Repair

Objective *To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.*
Acceptable Solution
New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.

Comment: N/a

Table E13.1: Local Heritage Precincts

For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts.

Existing Character Statement - Description and Significance
EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT *The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.* ***ROSS HERITAGE PRECINCT CHARACTER STATEMENT*** *The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who*

live in or visit the village.

PERTH HERITAGE PRECINCT CHARACTER STATEMENT

The Perth Heritage Precinct is unique because it is still the core of a small nineteenth century riverside town, built around the thoroughfare from the first bridge to cross the South Esk River, and which retains its historic atmosphere. It combines significant colonial buildings, compact early river's edge residential development, and retains the small-scale commercial centre which developed in the nineteenth century at the historic crossroads and river crossing for travel and commerce between Hobart, Launceston and the North West. Perth's unique rural setting is complemented by its mix of businesses still serving local and visitor's needs. Perth's heritage ambience is acknowledged by many of those who live in or visit the town, and will be enhanced by the eventual construction of the Midland Highway bypass.

LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT

The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and locals at the heart of the town. Campbell Town's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

Management Objectives

To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.

To ensure developments within street reservations in the towns and villages having Heritage

Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

Comment: The proposal is consistent with the Heritage Precinct Character Statement and satisfies the Management Objectives.

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-22-0055
THC WORKS REF:	#6864
REGISTERED PLACE NO:	#5081
FILE NO:	10-71-28 THC
APPLICANT:	Woolcott Surveys
DATE THC RECEIVED:	11 April 2022
DATE OF THIS NOTICE:	11 April2022

NOTICE OF (NO) INTEREST

(Historic Cultural Heritage Act 1995)

The Place:	Longford Racecourse, Anstey Street, Longford.
Proposed Works:	Shed (including office and lunchroom), bitumen apron.

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 works are located outside of the parcel of land CPR9861 that is subject to provision of the Act.

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

29th April 2022

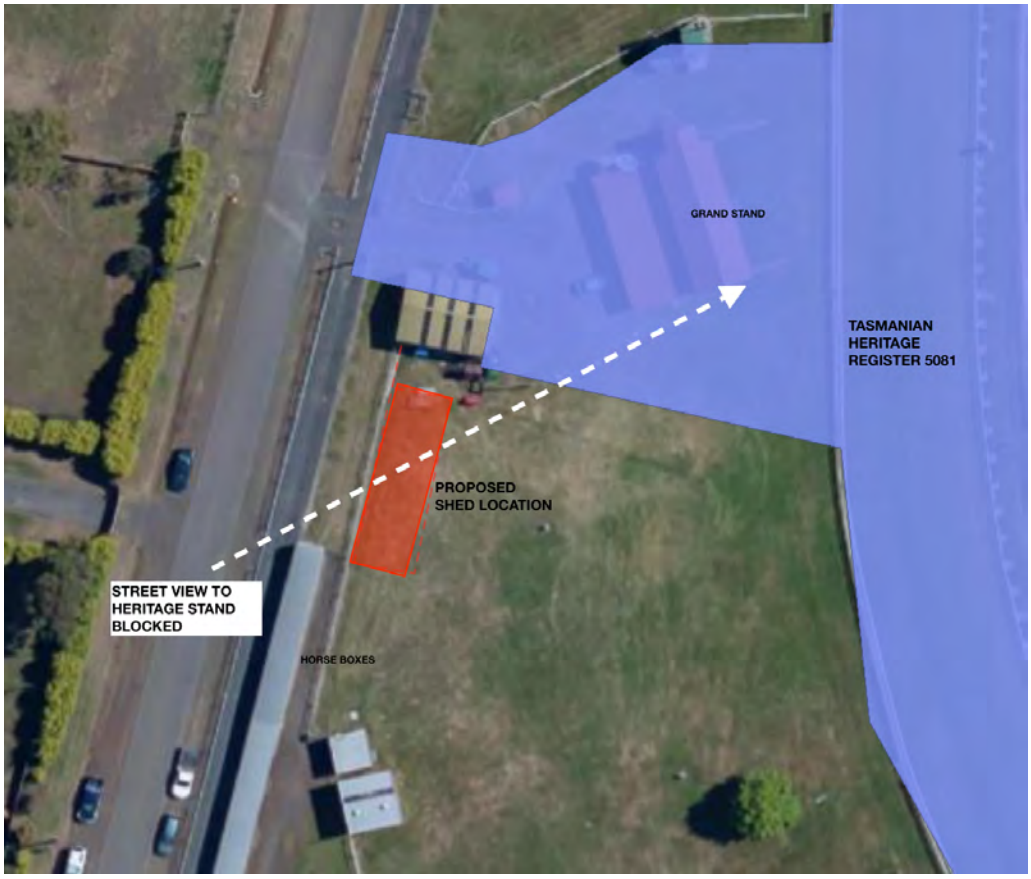
General Manager

Northern Midlands Council
planning@nmc.tas.gov.au

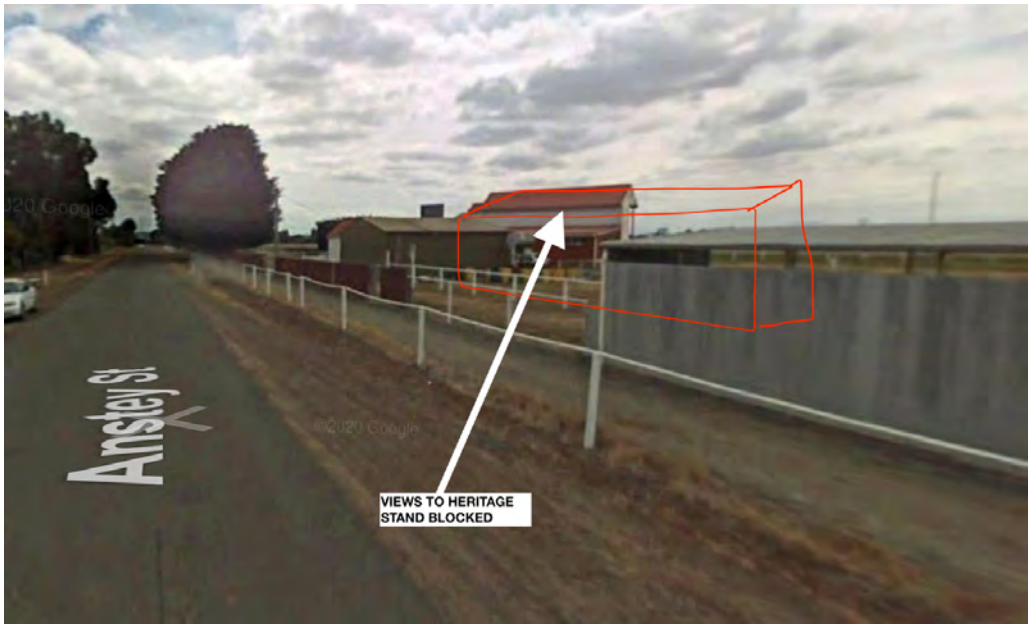
I received notice of an adjoining property of a planning application PLN-22-0055 Anstey St (Longford Racecourse PID 2853277) for a proposed 20m x 10m Shed, Office and lunchroom and Bitumen Apron. I have already spoken with Councillor Mr. M. Brooks and write to further expand.

I have had active racing stables opposite the course for over 35 years and understand the Thoroughbred Racing Industry.

I am not against the proposed shed but write to question the proposed shed position on the course. The shed is to be located directly behind the Grandstand running down to the current horse stables.



The position of the shed will hinder not only the aesthetic view to the current Grandstand in a Heritage listed area but also hinder future development of horse stalls of which we are desperately short of in the industry when working or racing horses at the track.



The proposed shed location is also not in accordance with the recently prepared plans as outlined in the Tas Racing and Northern Midlands Council Master plan released on the 1st November 2021.

In this Northern Midlands council 50% funded masterplan prepared less than 6 months ago, the Maintenance Shed is located at the southern end of the ground where there is direct access to the racecourse working horse tracks of grass and sand.

The masterplan proposed position has been located away from the heritage grandstand to ensure the character of the area is maintained. It is also consequently away from the pathways of the general public and horses, ensuring greater safety and no crossing of paths when machinery is required on the track.

As a Trainer and adjacent resident that has supported the Longford racecourse for over 35 years I wish to see it continue to provide a suitable venue for training, trials and meets and remain an important cultural heritage destination as the oldest continuously running racecourse in Australia. While the Masterplan has been welcomed in the racing community, there is great hope that all the money and time that went into preparing a careful and considered masterplan for the area should be realised each time an opportunity to improve an element of the racecourse becomes available.

While this planning application is only for a machinery shed, it should represent and be treated as the first step towards realising the masterplan that will improve, not hinder, the racecourse.

I strongly urge council and the applicant to reconsider the placement of the shed so as not to disrupt the important heritage values of the current grandstand, compromise the safety of the horses and patrons and adhere with the proposed masterplan.

Regards

Linda Hay

WOOLCOTT SURVEYS

EAST COAST SURVEYING

Date 08/06/2022

Planning Department
Northern Midlands Council

Via Email: planning@nmc.tas.gov.au

RE: Response to Representation – PLN 0055-20m x 10m Shed, Inc Office and Lunchroom.

Dear Planning Department

I am writing in response to the representation which was received in relation to the above-mentioned development application. The author of the representation is unknown; however, the submission is dated 29th April 2022.

In responding to this submission, it is important to note that only matters requiring assessment under the *Northern Midlands Interim Planning Scheme 2013* may be considered by Council when sitting as a planning authority.

The representor has stated they are not against the shed, but are concerned about the location of the shed.

In preparing this application, careful consideration has been given to the sheds proposed location. The following points are relevant on why this location was selected:

- The size and location of the shed is ideal to accommodate maintenance activities that doesn't impact on training operations.
- The shed location allows vehicles and machinery access from Anstey Street without impacting where horses will be stabled, or walking to training tracks.
- The size of the shed allows maintenance to be undertaken within the shed that could not occur in the past, as it had to occur outside in view of horses which had resulted in potential safety issues.
- The shed allows plant equipment to be locked away and secured. This equipment is currently stored unsecured in the middle of the racetrack.
- The location of the shed has the least impact on New Years race day events.
- Toilets for Tasracing staff are in close proximity to the shed, office and lunchroom.
- The view of the grandstand from Anstey Street entrance is still maintained.

In relation to the Tasracing and Northern Midlands Master Plan, the representor has drawn attention to the proposed location of the maintenance shed which is away from the grandstand. There is an existing shed already in this location which is currently used for maintenance purposes. A photo of that existing shed is provided below:

LAUNCESTON
10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

ST HELENS
48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
P 03 6376 1972

HOBART
Rear Studio, 132 Davey St,
Hobart TAS 7000
P 03 6227 7968

DEVONPORT
2 Piping Lane,
East Devonport TAS 7310
P 03 6332 3760

ABN 63 159 760 479

Figure 1 - Existing shed which is already in the location indicated by the representor

The existing maintenance shed is a 9m x 7m shed for storage, as well as the main irrigation control shed. It is not accessible for machinery while track work is being conducted. There are significant safety issues around utilising that shed as a maintenance shed when horses are being trained.

While the masterplan is a strategic document, it is understood that this plan has not yet been endorsed by the Council. Notwithstanding this point, the masterplan has no bearing or relevance on a planning application under the Interim Planning Scheme.

In relation to Heritage considerations, the shed is not located within a Heritage Precinct. The shed is also not considered to be on land which is a local heritage place. The Heritage Code states that a local heritage place is limited to that area defined under the Tasmanian Heritage Councils Central Plan Register (CPR). See below extract from the Heritage Code of the scheme:

Table E13.2: Local Heritage Places Outside Precincts

Where a Local Heritage Place is contained in the Tasmanian Heritage Register, the place is limited to that part of the title defined on the Tasmanian Heritage Council's Central Plan Register.

This development is **not** occurring within the CPR. The CPR is shown below, with the red marker as a general indication on where the proposed shed will be located.

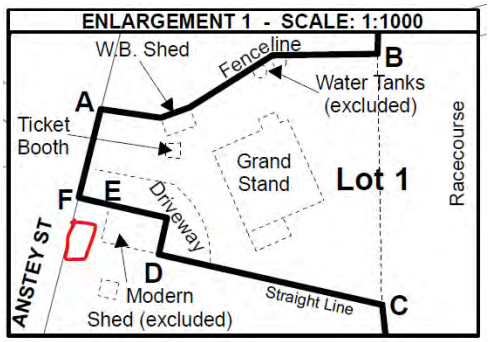


Figure 2 - Extract from CPR for Longford Racetrack. Development area is not within the CPR.

LAUNCESTON
10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

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When this application was discussed with Heritage Tasmania, it was stated that as the development was outside of the CPR, it was outside of their scope for comment under the *Historic Cultural Heritage Act 1995*. It was further stated that there was no requirement for Council to refer the application to Heritage Tasmania for comment.

Based on the above information, the Heritage Code has no relevance to this development application.

While Council has discretion in relation to clause 18.4.1 P2, my opinion is that both of the tests requiring consideration are achieved. It is noted that should the setback of the shed have been increased to 10m, we would have met the acceptable solution for this clause.

While the representors comments have been carefully considered by Tasracing, the view remains that the proposed location is suitable for a development which would support the future of the Longford Race Track.

Kind regards
Woolcott Surveys

James Stewart
Senior Town Planner

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Our Ref: 21.168

Measured form and function

6ty°

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26 April 2022

Planning Department
Northern Midlands Council
By Email: planning@nmc.tas.gov.au

Dear Sir/Madam,

BACKYARD UNITS FOR YOUNG PEOPLE PROJECT – 2 WELLINGTON STREET, LONGFORD – PLANNING COMPLIANCE ASSESSMENT

Housing Tasmania has contracted 6ty° Pty Ltd to provide services related to the Backyard Units Initiative. The initiative is one of several identified in the Tasmanian Affordable Housing Strategy 2015-2025 and will address youth homelessness. The delivery of demountable backyard units will accommodate young people and enable them to remain within the family home.

1. Background

A backyard unit is proposed for a property administered by Housing Tasmania at 2 Wellington Street, Launceston. The site, which contains an existing single dwelling and outbuildings, is located within the Light Industrial Zone. The proposed unit will be appurtenant to the existing single dwelling at the site. It will accommodate existing teenage members of the family that currently reside within the existing single dwelling.

The existing Residential use of the site is protected by the provisions in Section 12 of the *Land Use Planning and Approvals Act 1993* (the "Act"). The proposal involves an extension of the existing use and is therefore subject to the provisions in Clause 9.1 (Changes to an Existing Non-Conforming Use) of the *Northern Midlands Interim Planning Scheme 2013*.

A discretionary permit for the proposal is therefore sought from Council under Section 57 of the Act. The permit application comprises this planning submission and the following documents:

1. Completed planning permit application form;
2. Crown landowner permission;
3. Proposal plans; and
4. Certificate of title for the site.

2. Planning overview

Location	2 Wellington Street, Longford
Title Information	Certificate of Title Volume 251675 Folio 2
Land Area	1027m^2
Landowner	Director-General of Housing and Construction
Planning Instrument	*Northern Midlands Interim Planning Scheme 2013* (the "Scheme")

Use Class	Residential – single dwelling
Proposed Development	Construction of an ancillary dwelling
Zone	24.0 – Light Industrial
Overlays	Urban Growth Boundary
Relevant Codes	E4.0 – Road and Railway Assets Code E6.0 – Car Parking and Sustainable Transport Code E11.0 – Environmental Impacts and Attenuation Code
Status of Proposal	Discretionary

3. Subject Site

The site is identified in the aerial image in Figure 1. It is 1027m^2 in area and contains an existing single dwelling and outbuildings which encompass a combined footprint of 210m^2. The existing dwelling was constructed in 1900 and was transferred into the ownership of the Director-General of Housing and Construction in 1982.

Figure 1 –Subject Site

The site is a rectangular shaped lot which is located on the south-western side of Wellington Street. The land within the site accommodates a minimal change in levels. It includes areas of private open space to the rear and southern side of the existing dwelling which comprise a combined area of 450m^2.

The site has connections to water supply, sewerage and stormwater infrastructure located within the road reservation. The existing driveway that extends along the northern side boundary has a length of 30m and extends to a garage at the rear of the existing single dwelling.

The surrounding area includes a mix of industrial, commercial and residential uses. This includes other residential dwellings within the Light Industrial Zone. The adjoining land to the south of the site contains a farm equipment and machinery sales use. The land opposite, to the east, in Wellington Street includes a self-storage use, sewage pumping station and a service station. Adjacent land to the north forms part of the State rail network and includes another dwelling further to the north on the western side of Wellington Street. The land further to the north-west includes wood preservation use and the Longford meatworks.

4. Proposed Development

The proposed backyard unit will be sited to the rear of the existing dwelling within the site. It will have a floor area of 60m^2 and will contain 2 bedrooms, a bathroom, living space and a kitchen. It will comprise a remote extension to the existing dwelling.

The unit will be setback 5.01m from the northern side boundary, 7.61m from the southern side boundary and 3.68m from the rear boundary of the site. It will have a building height of 3.6m.

5. Planning Assessment

5.1 Use Categorisation

The proposed development is categorised into the Residential use class, which is defined as follows in Clause 8.2 of the Scheme:

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

A single dwelling is defined as follows:

> *means a dwelling on a lot on which no other dwelling is situated, or a dwelling and an ancillary dwelling on a lot on which no other dwelling is situated*.

An ancillary dwelling is defined as follows:

> *means an additional dwelling:*
> *a) with a floor area not greater than 60m^2;*
> *b) that is appurtenant to a single dwelling; and*
> *c) that shares with that single dwelling access and parking, and water, sewerage, gas, electricity and telecommunications connections and meters.*

The Residential use class is not identified in Table 24.2 (Use Table) of the Scheme as No Permit Required, Permitted or Discretionary, and therefore has a Prohibited status.

Notwithstanding, the existing Residential use of the site is protected by the provisions in Section 12 of the Act which provides for the continuance of existing uses that were lawfully established.

5.2 Clause 9.1 Changes to an Existing Non-Confirming Use

Furthermore, the provisions of Clause 9.1 of the Scheme provide for changes to an existing use that does not conform to the Scheme and any associated development. These provisions are reproduced below.

9.1.1 Notwithstanding any other provision of this planning scheme, whether specific or general, the planning authority may at its discretion, approve an application:

(a) to bring an existing use of land that does not conform to the scheme into conformity, or greater conformity, with the scheme; or

(b) to extend or transfer a non-conforming use and any associated development, from one part of the site to another part of that site; or

(c) for a minor development to a non-conforming use,

The application seeks approval to extend the existing single dwelling in the form of an ancillary dwelling that will accommodate existing teenage members of the family that currently reside at the site. The proposal is therefore above to be considered under the terms of Clause 9.1.1(b) above.

The provisions of Clause 9.1.1 provide an approval pathway as follows:

where there is –

(a) no detrimental impact on adjoining uses; or

(b) the amenity of the locality; and

(c) no substantial intensification of the use of any land, building or work.

The proposal involves an ancillary dwelling appurtenant to an existing single dwelling, which will accommodate existing teenage members of the family that currently reside at the site, and therefore will not intensify the existing use.

Additionally, the building development involved will have adequate setback from the site boundaries and will be located to the rear of the existing single dwelling.

The use and development therefore will not have a detrimental impact on adjoining uses or the amenity of the locality, which is predominantly commercial in character.

The provisions of Clause 9.1.1 further state that:

In exercising its discretion, the planning authority may have regard to the purpose and provisions of the zone and any applicable codes.

The purpose statements and applicable standards in the Light Industrial Zone and relevant codes are considered in the assessment which follows.

5.3 Light Industrial Zone

5.3.1 Zone Purpose

The zone purpose statements in Clause 24.1.1 state the following:

24.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses.

24.1.1.2 To focus light industrial use and development into appropriate areas suitable for its needs.

24.1.1.3 To provide for 'non-industrial' uses that either support, supply or facilitate industrial development.

The site contains a long-standing residential use which will not be intensified by the proposed ancillary dwelling. The proposal therefore does not conflict with the zone purpose statements.

5.3.2 Use Standards

The proposal involves a sensitive use and does not include processing or manufacturing operations. The use standards in Clause 24.4.1 of the Scheme therefore do not apply.

5.3.3 Development Standards

Clause 24.5 Development Standards			
Clause 24.5.1 Building Design and Siting			
Requirement/s		**Assessment**	**Compliance**
A1	Building height must not exceed: (a) 8m; or (b) the average of the heights of buildings on immediately adjoining titles.	The proposed backyard unit will have a building height of 3.6m.	Complies
A2	Buildings must be set back a minimum distance of 15m from a frontage.	The unit will be located to the rear of the existing single dwelling and, therefore, more than 15m from the frontage (Wellington Street).	Complies
A3.1	Buildings must be set back from side boundaries a minimum distance of 3m; and	The unit will be setback a minimum of 5.01m from the side boundaries.	Complies
A3.2	Buildings must be set back from rear boundaries a minimum distance of 3m.	The unit will be setback 3.68m from the rear boundary.	Complies
Clause 24.5.2 Subdivision			
Not applicable. The proposal does not include a subdivision.			

The proposal therefore is consistent with the standards for the zone.

5.4 Road and Railway Assets Code

The Code is relevant to the extent that the site contains a sensitive use and is located within 50m of the rail network. Otherwise, the proposal does not include or require a new vehicular access, junction or level crossing. It will not intensify the existing Residential use of the site, and therefore will not intensify the use of the existing vehicular access associated with the site.

5.4.1 Code Purpose

The code purpose statements in Clause E4.1.1 state the following:

E4.1.1 The purpose of this provision is to:

a) ensure that use or development on or adjacent to a road or railway will not compromise the safety and efficiency of the road or rail network; and

b) maintain opportunities for future development of road and rail infrastructure; and

c) reduce amenity conflicts between roads and railways and other use or development.

The proposed ancillary dwelling will not intensify the existing Residential use of the site and will be located no closer to the rail network than the single dwelling that it will be appurtenant to. Therefore, it will not compromise the safety and efficiency of the rail network and will not compromise opportunities for future development of the railway, which in proximity of the site is located on land that is relatively wide. It also will not create land use conflict. The proposal is therefore consistent with the purpose statements for the Code.

5.4.2 Relevant Standard

The relevant development standard is considered below.

Clause E4.7 Development Standards			
Clause E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways			
Requirement/s		**Assessment**	**Compliance**
A1	The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: (a) new road works, buildings, additions and extensions, earthworks and landscaping works; (b) building areas on new lots; and (c) outdoor sitting, entertainment and children's play areas	The proposed backyard unit will be located within 50m of the rail network.	Performance criteria relevant

The objective for the standard in Clause E4.7.1 states:

To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

a) ensure the safe and efficient operation of roads and railways; and

b) allow for future road and rail widening, realignment and upgrading; and

c) avoid undesirable interaction between roads and railways and other use or development.

Further, the relevant performance criteria for the standard states:

P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:

a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and

b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and

c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and

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

The setback of the proposed backyard unit from the northern side boundary will be the same as that associated with the existing single dwelling within the site. It will therefore be located no closer to the rail network than the existing dwelling. The proposal therefore will not affect the safe and efficient operation of the rail network.

The land associated with the section of the rail network to the north of the site is relatively wide. It is therefore unlikely that the proposal would compromise any potential widening, realignment or upgrading of the rail network in the future.

The proposal will not intensify the existing use, and will be located no closer to the rail network than the existing single dwelling, and therefore avoids the creation of any undesirable interaction between the Residential use of the site and the railway including land use conflict.

The proposal is therefore consistent with the relevant standard in the Code.

5.5 Car Parking and Sustainable Transport Code

5.5.1 Code Purpose

The code purpose statements in Clause E6.1.1 state the following:

E6.1.1 The purpose of this provision is to:

(a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and

(b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and

(d) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and

(e) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and

(f) provide for the implementation of parking precinct plans.

The site includes a driveway that extends along the northern side boundary for a distance of 30m and provides access to a garage at the rear of the single dwelling. It also includes other outbuildings. It therefore provides an appropriate level of parking for cars and bicycles associated with the Residential use.

5.5.2 Use Standards

The relevant use standards are considered below.

Clause 6.6 Use Standards			
Clause E6.6.1 Car Parking Numbers			
Requirement/s		**Assessment**	**Compliance**
A1	The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone)	Table E6.1 requires Residential use in a zone other than the General Residential Zone to have 1 space per bedroom or 2 spaces of 3 bedrooms plus 1 visitor space for every 5 dwellings. The requirement under either calculation of 5 spaces. The site is capable of accommodating parking by at least 5 cars.	Complies
Clause E6.6.2 Bicycle Parking Numbers			
Requirement/s		**Assessment**	**Compliance**
A1.1	Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or	Table E6.1 requires 1 bicycle parking space which is capable of being accommodated within a building on-site.	Complies
A1.2	The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.		

The proposal therefore is consistent with the standards for the zone.

5.5.3 Development Standards

Given that the proposal does not involve the development of any new or altered parking areas, the other standards in the Code are not relevant.

5.5 Environmental Impacts and Attenuation Code

The Code is relevant because it includes a sensitive use that is within the attenuation distance specified in Table E11.1 from the wood preservation use and the meatworks to the north-west.

5.5.1 Code Purpose

The code purpose statements in Clause E11.1.1 state the following:

E11.1.1 The purpose of this provision is to:

a) ensure appropriate consideration of the potential for environmental harm or environmental nuisance in the location of new sensitive uses; or

b) ensure the environmental impacts of new development are considered to eliminate, reduce or mitigate potential for environmental harm or environmental nuisance.

The proposed ancillary dwelling will be in similar proximity to the wood preservation use and meatworks as the existing single dwelling within the site. It will therefore have adequate separation that will be sufficient to ameliorate any adverse impacts, noting that there would already be obligations on the other relevant existing uses to mitigate their potential to create environmental harm or environmental nuisance.

5.4.2 Relevant Standard

The relevant use standard is considered below.

Clause E11.7 Use Standards			
Clause E11.6.1 Attenuation Distances			
Requirement/s		**Assessment**	**Compliance**
A1	No acceptable solution.	There is no acceptable solution to consider.	Performance criteria relevant

The objective for the standard in Clause E11.6.1 states:

To ensure that potentially incompatible use or development is separated by a distance sufficient to ameliorate any adverse effects.

Further, the relevant performance criteria for the standard states:

P1 Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:

a) degree of encroachment; and

b) nature of the emitting operation being protected by the attenuation area; and

c) degree of hazard or pollution that may emanate from the emitting operation; and

d) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use.

The wood preservation use has an attenuation distance of 100m, as specified in Table E11.1, and there are other dwellings to the west that area in closer proximity. There are numerous other dwellings in the northern part of Longford that area within the 1km attenuation distance associated with the meatworks, which applies due to its associated rendering plant.

These relevant uses specified in Table E11.1 would therefore already be required to mitigate their potential to create environmental harm or environmental nuisance under the terms of their operating permits and/or the general obligations under the *Environmental Management and Pollution Control Act 1994*.

The proposed backyard unit will be in similar proximity to the wood preservation use and meatworks as the existing single dwelling within the site. It will therefore have adequate separation that will be sufficient to ameliorate any adverse impacts.

The proposal is therefore consistent with the relevant standard in the Code.

6. Conclusion

The proposal complies with the requirements in Clause 9.1 'Changes to an Existing Non-Confirming Use'.

It is also does not conflict, or is consistent, with the purpose statements for the Light Industrial Zone and relevant codes including the Road and Railway Assets Code, Car Parking and Sustainable Transport Code and Environmental Impacts and Attenuation Code. It is also consistent with relevant standards in these zone and code provisions, including the following performance criteria:

- Clause E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways – Performance Criteria P1
- Clause E11.6.1 Attenuation Distances – Performance Criteria P1

It is therefore submitted that a Discretionary permit can be issued for the use and proposed development in accordance with 8.8.1 of the Scheme and Section 57 of the Act.

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

Our Ref: 21.168 Measured form and function 6ty°

Yours faithfully
6ty° Pty Ltd

Ashley Brook
Planning Consultant

Project: COMMUNITIES TASMANIA BYI

At: 2 WELLINGTON STREET, LONGFORD

For: UNITS BYI

Project: 21.168

Drawings:

Ap01 SITE PLAN

PLANNING DOCUMENT

Issue date: 15.03.22

6ty°

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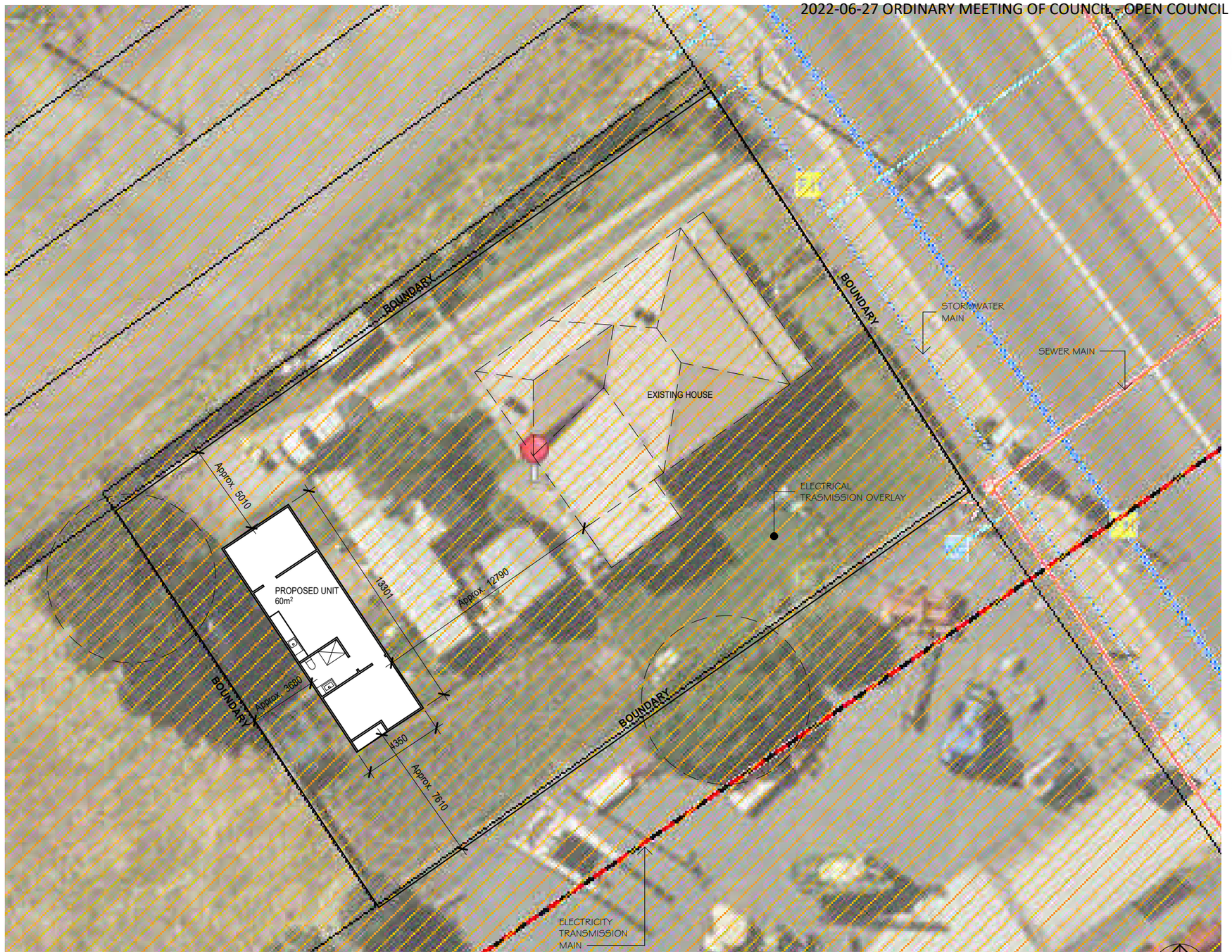
W 6ty.com.au
E admin@6ty.com.au

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120



SITE PLAN

SCALE 1 : 200

I:\2021\21168\2 Production\2 Drawings\2 Architectural\21168-2 Wellington Street, Longford.rvt

TRUE NORTH

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

ISSUE	DATE	ISSUED FOR
001	02.12.21	PRELIMINARY INFORMATION
002	15.03.22	PLANNING APPROVAL

PROJECT: COMMUNITIES TASMANIA BYI

ADDRESS: 2 WELLINGTON STREET, LONGFORD

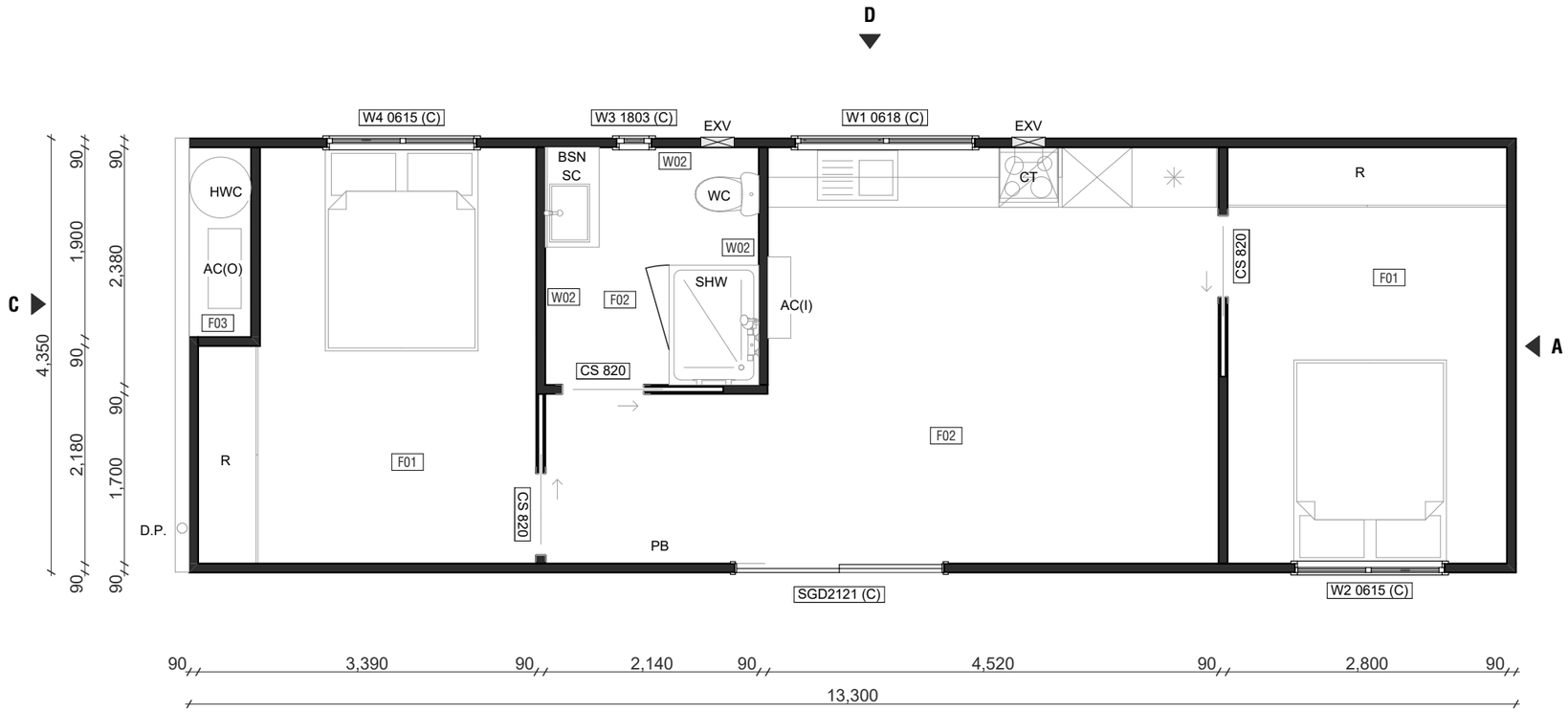
FOR: UNITS BYI

DRAWING: SITE PLAN

DESIGNED: -- DRAWN: SSC CHECKED: AJB

SCALES: 1 : 200

PROJECT No. 21.168 DRAWING No. Ap01 REV. 002



TAG	DESCRIPTION
HWC	Hot water cylinder
AC(O)	Air Conditioner (outdoor unit)
AC(I)	Air Conditioner (indoor unit)
CT	Cook Top
EXV	Exaust Vent *perforations no larger than 2mm in BAL 19 or greater*
EV	Eave Vent *perforations no larger than 2mm in BAL 19 or greater*
D.P.	Down Pipe
BSN	Basin / Vanity
WC	Water Closet
TR	Towel Rail
SHW	Shower
R	Wardrobe
SK	Wardrobe
PB	Powerboard

D01 FLOOR PLAN 1:50

EXTERNAL WALL FINISHES

EW01 External wall finish 1
Cement Sheet JamesHardie

Profile: EasyLap

Fixing method: To manufacturers specs (Cavity Trim or Timber Batten with 10mm Gap)

WALL FINISHES

W01 Wall finish 1
Plaster lining throughout unless labeled otherwise

Profile: Square Set

Fixing method: To manufacturers specs

W02 Wall finish 2
Wet area plaster

Finish: Square set

Fixing method: To manufacturers specs

FLOOR FINISHES

F01 Floor Finish 1
Type: Carpet

Area:

Colour: TBC

Fixing method: To manufacturers specs

F02 Floor finish 2
Type: Karndean Tile

Area:

Profile: 600x600mm sq

Fixing method: To manufacturers specs

F03 Floor Finish 4
Flame Sheild Modwood or Spotted Gum (BAL specific)

Area:

Profile: TBC

Fixing method: To manufacturers specs

PODMATRIX
A: 1102 CAMBRIDGE ROAD, CAMBRIDGE TAS 7170
P: +(03) 6248 4560 | E: INFO@PODMATRIX.COM.AU

PROJECT NAME : BYI
CLIENT : HOUSING TASMANIA
SITE : TBC
DRAWN BY : SC
CHECKED BY :
Date: 31-Aug-21

DRAWING TITLE : **FLOOR PLAN 60m²**
DRAWING NO. **C01** **C**
SCALE : **1:50**

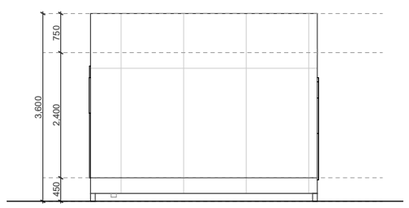
WINDOW LIST (D)				
ID	W1 0615 (D)	W2 0615 (D)	W3 0615 (D)	W4 0615 (D)
HEIGHT	600	1,800	600	600
WIDTH mm	1,800	350	1,500	1,500
SILL HEIGHT mm	900	100	1,300	1,300
HEAD HEIGHT mm	1,500	1,900	1,900	1,900
TYPE	A/F			

NOTE: Allow +50 for reveals

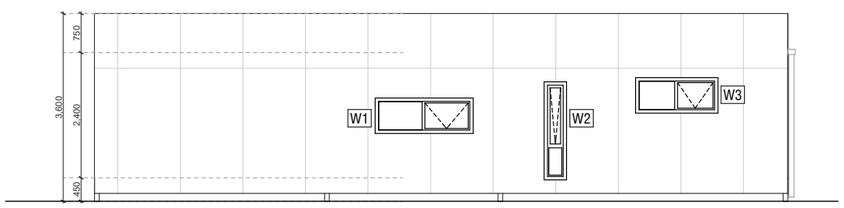
DOOR LIST (D)	
ID	D1 2121 (D)
HEIGHT mm	2,100
WIDTH mm	2,100
TYPE	GLASS SLIDING DOOR

NOTE: Allow +50 for reveals

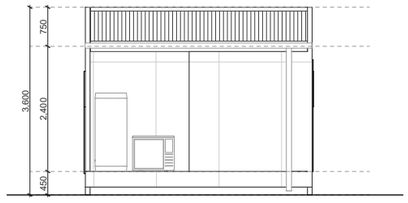
Colour: Monument



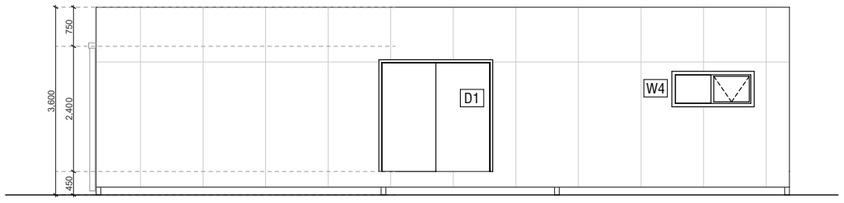
A ELEVATION 1:100



B ELEVATION 1:100



C ELEVATION 1:100



D ELEVATION 1:100

PODMATRIX
A: 1102 CAMBRIDGE ROAD, CAMBRIDGE TAS 7170
P: +(03) 6248 4560 | E: INFO@PODMATRIX.COM.AU

PROJECT NAME : BYI
CLIENT : HOUSING TASMANIA
SITE : TBC
DRAWN BY : SC
CHECKED BY :
Date: 31-Aug-21

DRAWING TITLE : **ELEVATIONS**
DRAWING NO. **C02** **C**
SCALE : **1:100, 1:1**

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

VOL. 3762 FOL. 24

ANNEXURE TO CERTIFICATE OF TITLE

Recorder of Titles

REGISTERED NUMBER

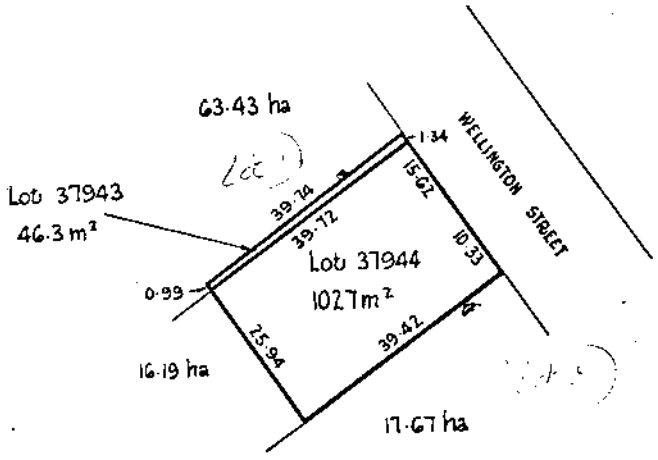
251675

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

Whole of Lots 37943 & 37944 Gtd to Director General of Housing & Construction

Measurements in Metres

PH. LONGFORD



Search Date: 09 Jul 2021 Search Time: 12:47 PM Volume Number: 251675 Revision Number: 01 Page 1 of 1

Department of Primary Industries, Parks, Water and Environment

www.thelist.tas.gov.au

General Manager
Northern Midlands Council
PO Box 156, Longford TAS 7301

By email: planning@nmc.tas.gov.au

Dear Sir/Madam

Re: Northern Midlands Council Development Application PLN-22-0075 – 2 Wellington Street

Thank you for the invitation to comment on the aforementioned development application.

As noted in the application, the proposed development is taking place in an area zoned light industrial. While the proposed works are relatively minor, they would reduce the distance between the dwelling space at 2 Wellington Street and the boundary with 2A Wellington Street.

The latter property is currently used for residential purposes, however – being in an area zoned light industrial – may in the future be used for industrial purposes (subject to any development application and Council consent).

In determining the present application for 2 Wellington Street, I wish to respectfully submit that, given current zoning, consideration should be given to future light industrial land use on adjoining sites, including 2A Wellington Street, and the reduced distance between the residential dwelling at 2 Wellington Street and these adjoining sites that this application, if approved, would result in.

While I support at 2 Wellington Street making improvements to their property and do not object to the present development application per se, I respectfully ask that intensification of residential land use not prejudice any future development application for light industrial activity at 2A Wellington Street.

Yours sincerely

[signed]

Our Ref: 21.168

Measured form and function 6ty°

6ty Pty Ltd
ABN 27 014 609 900

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

10 June 2022

Planning Department
Northern Midlands Council
By Email: planning@nmc.tas.gov.au

Dear Sir/Madam,

PLN-22-0075 – 2 WELLINGTON STREET, LONGFORD – RESPONSE TO REPRESENTATION

I refer to Council's letter dated 9 June 2022, which invites 6ty° to respond to the representation to PLN-22-0075.

I note that the representation indicates that there is no objection to the planning application and instead seeks an assurance that the proposal will "*not prejudice any future development application for light industrial activity at 2A Wellington Street*".

As things currently stand, the provisions of the *Northern Midlands Interim Planning Scheme 2013* (the "Scheme") would apply to any current proposed light industrial use and development within the adjoining 2A Wellington Street.

For any such proposed use not involving an activity listed in the Environmental Impacts and Attenuation Code, the Light Industrial Zone provisions in the Scheme at Clause 24.4.1 A1/P1 would require a 100m setback from sensitive uses (including dwellings), otherwise the associated performance criteria would require consideration. The property at 2A Wellington Street is within 100m of the subject site and any light industrial proposal within the property would therefore already require consideration against the performance criteria.

For any proposed uses that are listed in Tables E11.1 of the Environmental Impacts and Attenuation Code of the Scheme, the relevant standard in the Code at Clause E11.6.1 A2/P2 is applied on the basis of any existing sensitive uses within the relevant attenuation area for that use.

The proposal involves a remote extension to the existing sensitive use (single dwelling) at the subject site, comprising an ancillary dwelling that will accommodate existing teenage members of the family that currently reside at the site. Given that is relates to an existing sensitive use in proximity of 2A Wellington Street, it would not affect the application of the relevant provisions in the Light Industrial Zone and Environmental Impacts and Attenuation Code (if applicable) to any light industrial proposal within that property.

In the near future, the Tasmanian Planning Scheme – Northern Midlands ("TPS-NOR") will come into operation. Given the timing involved, it is likely that this will apply to any proposed light industrial use and development within the adjoining 2A Wellington Street. The new provisions will give lesser weight to existing sensitive uses located within the Light Industrial Zone.

The majority of the provisions seeking to limit the operation of light industrial uses or extent of associated building development do so on the basis of proximity to any adjacent or adjoining residential zone, rather than any existing residential uses also within the Light Industrial Zone.

Our Ref: 21.168

Measured form and function 6ty°

Further, the Attenuation Code in the TPS-NOR will not apply to a sensitive use occurring within the Light Industrial Zone. That is, the attenuation area for relevant uses listed in the Code does not take account of any existing sensitive use located within that zone.

Therefore, it is submitted that the proposal will not compromise any future light industrial use and development within the adjoining 2A Wellington Street. It will not affect the application of the relevant provisions under the current Scheme to such a proposal. Under the TPS-NOR, greater priority will be given to such a proposal.

Our client (Housing Tasmania) is aware of the potential for such a use and development within 2A Wellington Street to occur in the future and the relevant provisions that would apply under the current Scheme and future TPS-NOR.

It is recognised that the zone provisions seek to provide for light industrial use and development predominantly. However, the proposal relates to an existing residential use and involves a remote dwelling extension that will better accommodate existing family members at the subject site. It is being provided as part of the Backyard Units Initiative, which involves the delivery of demountable units for young people throughout the state that will be capable of being relocated to other Housing Tasmania properties in the future on the basis of housing need.

Please do not hesitate to contact me should any clarification be required.

Yours faithfully
6ty° Pty Ltd

Ashley Brook

Ashley Brook
Planning Consultant

EXHIBITED

PLANNING APPLICATION

Proposal

Description of proposal: .....

16 Unit Development (1 Existing, 15 Proposed)

.....

.....

.....

.....

(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: 21 Drummond Crescent, Perth

.....

CT no: 62886/14

Estimated cost of project $3,000,000.00 *(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 a Residence

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)

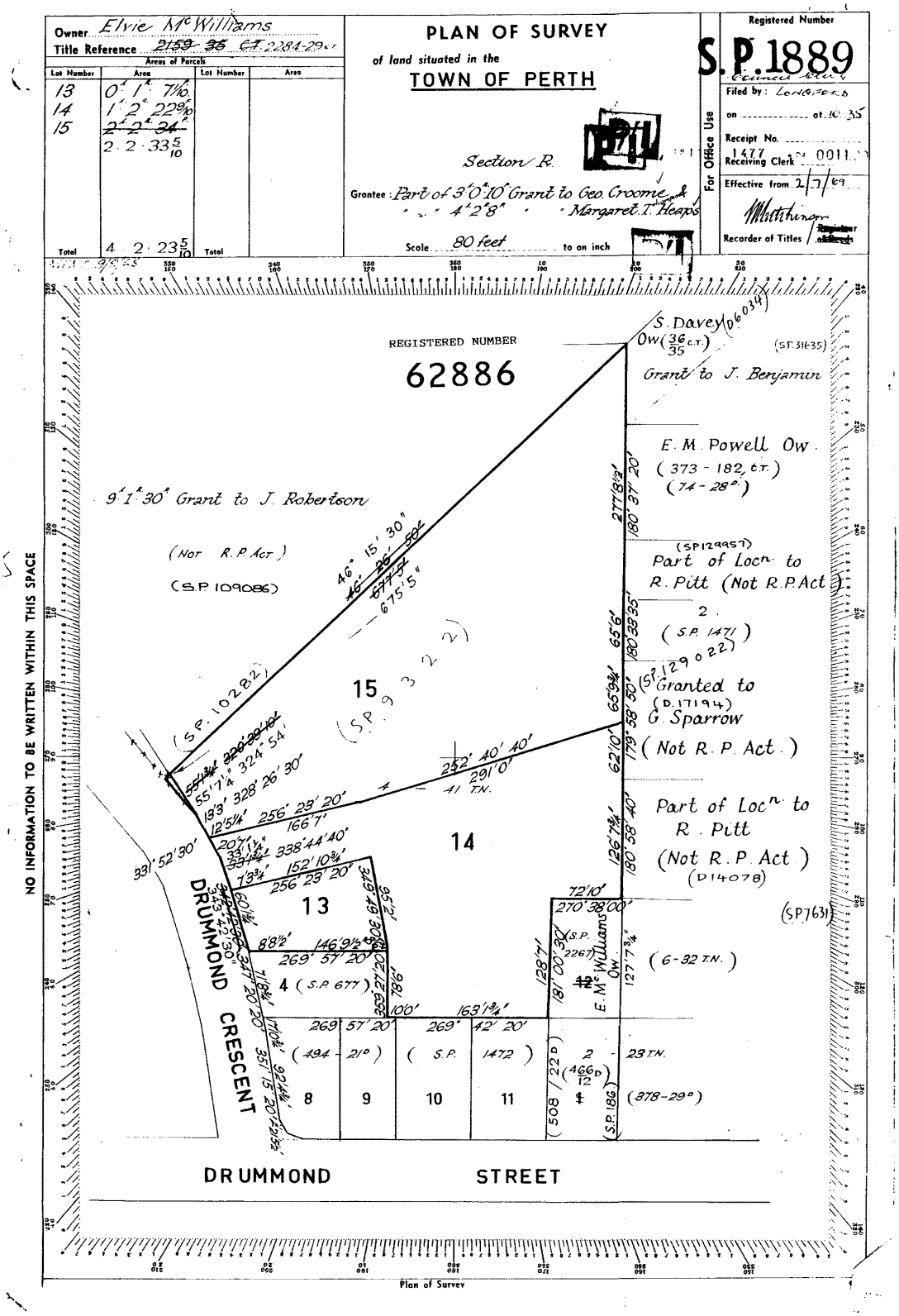
FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

EXHIBITED

Tasmanian Government



7

142/48.

RECORDER OF TITLES TASMANIA

SCHEDULE OF EASEMENTS **PLAN NO.** S.P.1889

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

No covenants easements or profits a prendre are created to benefit or burden any of the said lots.

SIGNED by ELVIE McWILLIAMS the registered proprietor of the land comprised in Certificate of Title Volume ~~2152~~ 2284 folio ~~20~~ 27 in the presence of

Elvie McWilliams

...D. Wamill...

I hereby certify that this and the preceding ONE sheets comprise a full and correct photographic copy of Sealed Plan No. S.P. 1889

Recorder of Titles

Tasmania

Date 2/7/69

SCHEDULE OF EASEMENTS

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

EXHIBITED

Tasmanian Government

This is the schedule of easements attached to the plan of .....

Lots 13, 14 and 15 .....comprising part of the land in

Certificate of Title Volume 2102 folio 20
(Insert Title Reference)

Sealed by Council of Municipality of Longford. .....on 8th July 1968

21928

Council Clerk/~~Town Clerk~~

the list

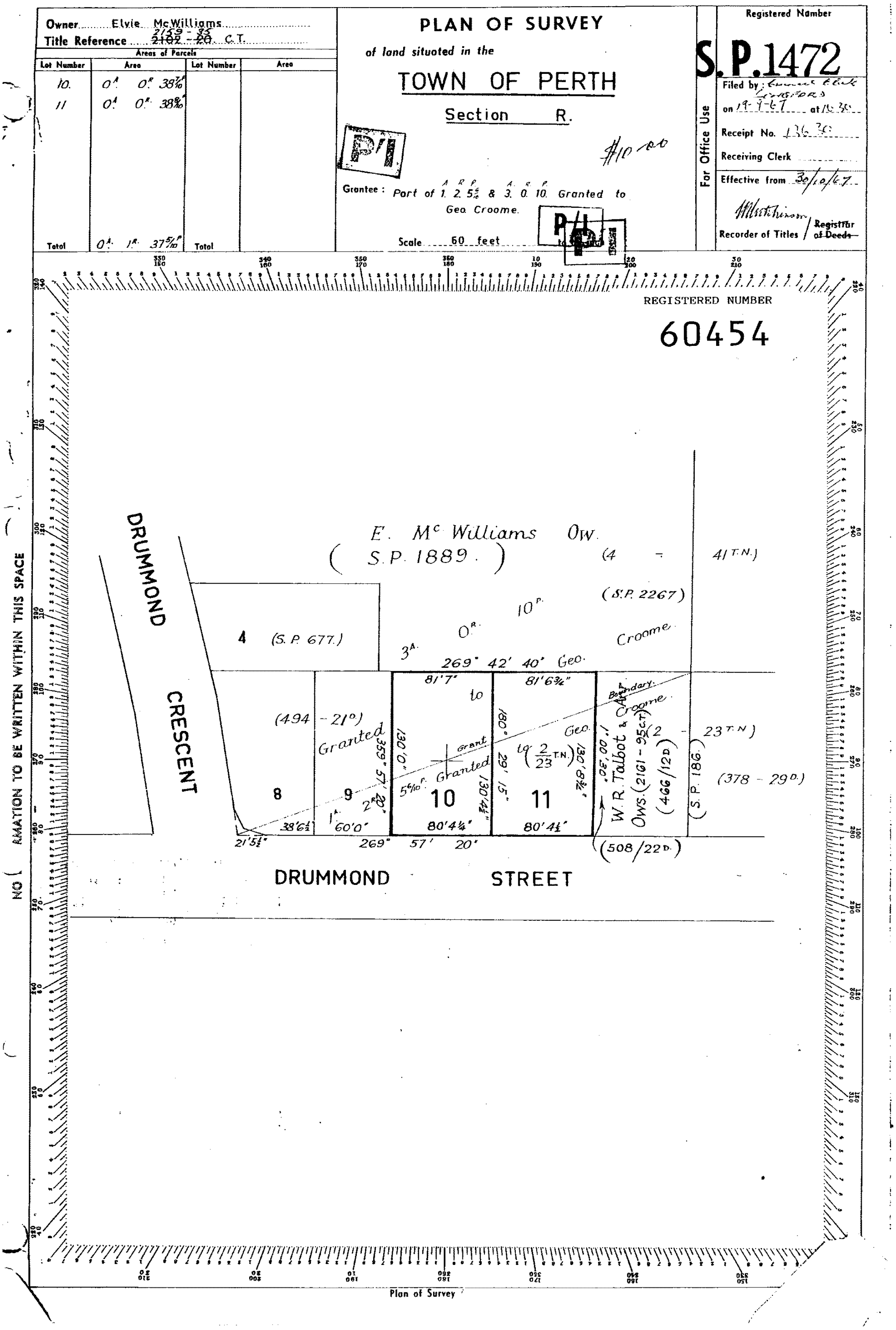
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

EXHIBITED

Tasmanian Government



142/48.

RECORDER OF TITLES TASMANIA

SCHEDULE OF EASEMENTS **PLAN NO.** S.P.1472

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

No covenants easements or profits a prendre are created to benefit or burden any of the said lots.

SIGNED by ELVIE McWILLIAMS the Registered Proprietor of the land comprised in Certificate of Title Volume ~~2102~~ 3151 folio ~~36~~ 35 ..... in the presence of

.....

.....

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

This is the schedule of easements attached to the plan of .....

Lots 10 and 11 ..... comprising part of the land in

Certificate of Title Volume 2162 .....
(Insert Title Reference)

Sealed by Municipality of Longford. ..... on 11th Sept 1967

14852

Council Clerk/~~Town Clerk~~

another perspective
drafting&design

AP2019-1707 - PROPOSED UNIT DEVELOPMENT (MADDEN)
21 Drummond Crescent,
PERTH

SHEET		DRAWING TITLE
01	B	LOCATION PLAN
01a	B	SITE PLAN A
01b	B	SITE PLAN B
01c	B	SITE PLAN C
01d	B	MANOEUVRING PLAN SHEET 1
01e	B	MANOEUVRING PLAN SHEET 2
01f	B	MANOEUVRING PLAN SHEET 3
01g	B	LANDSCAPING LOCATION PLAN
01h	B	LANDSCAPING PLAN A
01i	B	LANDSCAPING PLAN B
01j	B	LANDSCAPING PLAN C
01k	A	DEMOLITION PLAN
01l		EXISTING UNIT 1 FLOOR PLAN
02	B	UNIT 2 FLOOR PLAN
03	B	UNIT 2 ELEVATIONS
04		UNIT 3 FLOOR PLAN
05	B	UNIT 3 ELEVATIONS
06		UNIT 4 FLOOR PLAN
07	B	UNIT 4 ELEVATIONS
08		UNIT 5 FLOOR PLAN
09	B	UNIT 5 ELEVATIONS
10	B	UNIT 6 FLOOR PLAN

SHEET		DRAWING TITLE
11	B	UNIT 6 ELEVATIONS
12	B	UNIT 7 FLOOR PLAN
13	B	UNIT 7 ELEVATIONS
14	B	UNIT 8 FLOOR PLAN
15	B	UNIT 8 ELEVATIONS
16	B	UNIT 9 FLOOR PLAN
17	B	UNIT 9 ELEVATIONS
18	B	UNIT 10 FLOOR PLAN
19	B	UNIT 10 ELEVATIONS
20		UNIT 11 FLOOR PLAN
21		UNIT 11 ELEVATIONS
22		UNIT 12 FLOOR PLAN
23		UNIT 12 ELEVATIONS
24		UNIT 13 FLOOR PLAN
25		UNIT 13 ELEVATIONS
26		UNIT 14 FLOOR PLAN
27		UNIT 14 ELEVATIONS
28		UNIT 15 FLOOR PLAN
29		UNIT 15 ELEVATIONS
30		UNIT 16 FLOOR PLAN
31	B	UNIT 16 ELEVATIONS
32		PERSPECTIVE VIEWS SHEET 1
33		PERSPECTIVE VIEWS SHEET 2

EXHIBITED

SITE IS NOT BUSHFIRE PRONE AREA AS PER NORTHERN MIDLANDS INTERIM PLANNING SCHEME OVERLAY 2015.
No additional restrictions for construction methods / materials apply.

No.	Amendment	Date	Drawn	Checked	Sheet
B	Update FFLs to match civil plans.	11 Jan. 2022	CK	ST	01-01j, 02, 03, 05, 07, 09, 10-19, 31
A	Council amendment; Provide demolition plan, provide storage at each unit, show parking allocation, add 2 motor bike parking spaces, label front fence	11 Mar. 2020	SS	CK	01-01k
	DA Plan Set	15 Jan. 2020	CK	ST	01-33

Notes
- Builder to verify all dimensions and levels on site prior to commencement of work
- All work to be carried out in accordance with the current National Construction Code.
- All materials to be installed according to manufacturers specifications.
- Dimensions to take precedence over scale.
- Do not scale from these drawings.

Designer:
ANOTHER PERSPECTIVE PTY LTD
PO BOX 21
NEW TOWN
LIC. NO. CC2204H (A. Strugnell)
Ph: (03) 6231 4122
Fx: (03) 6231 4166
Email:
info@anotherperspective.com.au

Client / Project info
PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

Soil Classification:	TBC
Title Reference:	CT62886/14
Floor Areas:	See floor plans
Porch / Deck Areas:	See floor plans
Wind Speed:	TBC
Climate Zone:	7
Apline Zone:	N/A
Corrosion Environment:	TBC
Certified BAL:	Not Bushfire Prone
Designed BAL:	Not Bushfire Prone
(Refer to Standard Notes for Explanation)	

COVER SHEET

AP2019-1707

Date 16 January 2020

Scale

Sheet 00/33

PROPOSED UNIT DEVELOPMENT

U2 FFL	162.70
U3 FFL	162.70
U4 FFL	162.70
U5 FFL	162.70
U6 FFL	162.70
U7 FFL	162.70
U8 FFL	162.70
U9 FFL	162.70
U10 FFL	162.70
U11 FFL	162.90
U12 FFL	163.10
U13 FFL	163.40
U14 FFL	163.15
U15 FFL	162.77
U16 FFL	162.70

SITE LEGEND:

Private Open Space:
10.4.3 - A2(a)(i)&(f)
24m²
(min. dimension 4.0 m)
Max. Gradient = 1:10
Refer to Site plans for total areas.

Concrete driveway area =
Main driveway: 1904m²
U1 driveway: 24m²
Total: 1928m²

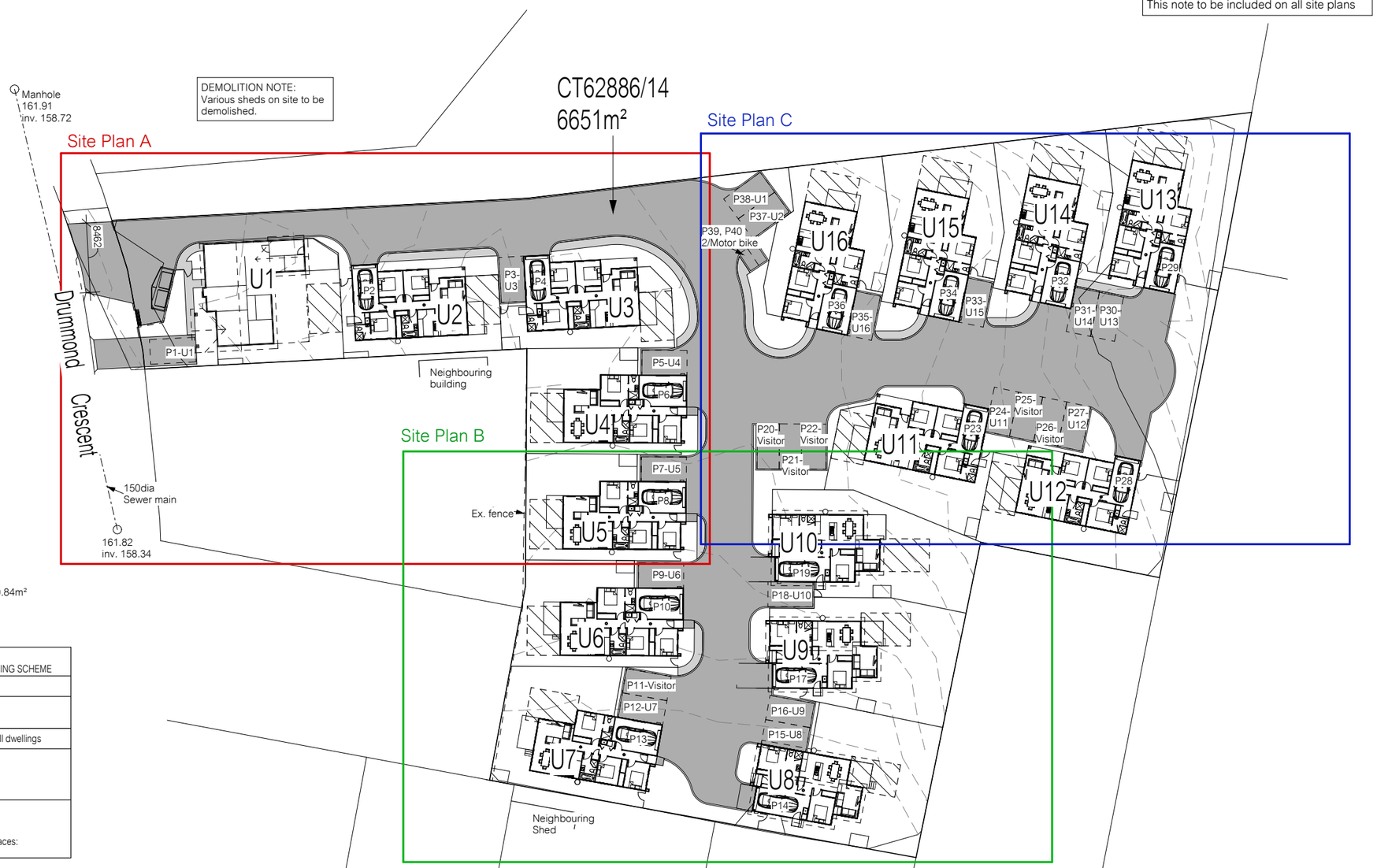
Concrete paths area = 110.84m²

EXPLANATORY NOTES: NORTHERN MIDLANDS COUNCIL INTERM PLANNING SCHEME		
10.4.1 - Residential density for multiple dwellings		
A1	(a)	Site area per dwelling (min. 325m²): Site area (6651m²) ÷ 16 = 415.69m²
10.4.3 - Site coverage and private open space for all dwellings		
A1	(a)	Site Coverage: Max. 50% of site = 3325.50m² Proposed site coverage: 1853.17m² (27.86%)
	(b)	Impervious Surfaces: Min. 25% of site to be free of impervious surfaces = 1662.75m² Proposed area free of impervious surfaces: 2691.95m² (40.47%)

Survey has been prepared by D J McCulloch Surveying.
Contours are at 0.10m intervals.
Existing sewer data in Drummond Crescent has been obtained from GIS.
Existing house positioned by survey.

This note to be included on all site plans

DEMOLITION NOTE:
Various sheds on site to be demolished.



EXHIBITED

Amendment changes as per cover sheet

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Notes
- Builder to verify all dimensions and levels on site prior to commencement of work
- All work to be carried out in accordance with the current National Construction Code.
- All materials to be installed according to manufacturers specifications.
- Dimensions to take precedence over scale.
- Do not scale from these drawings.

Designer:
ANOTHER PERSPECTIVE PTY LTD
PO BOX 21
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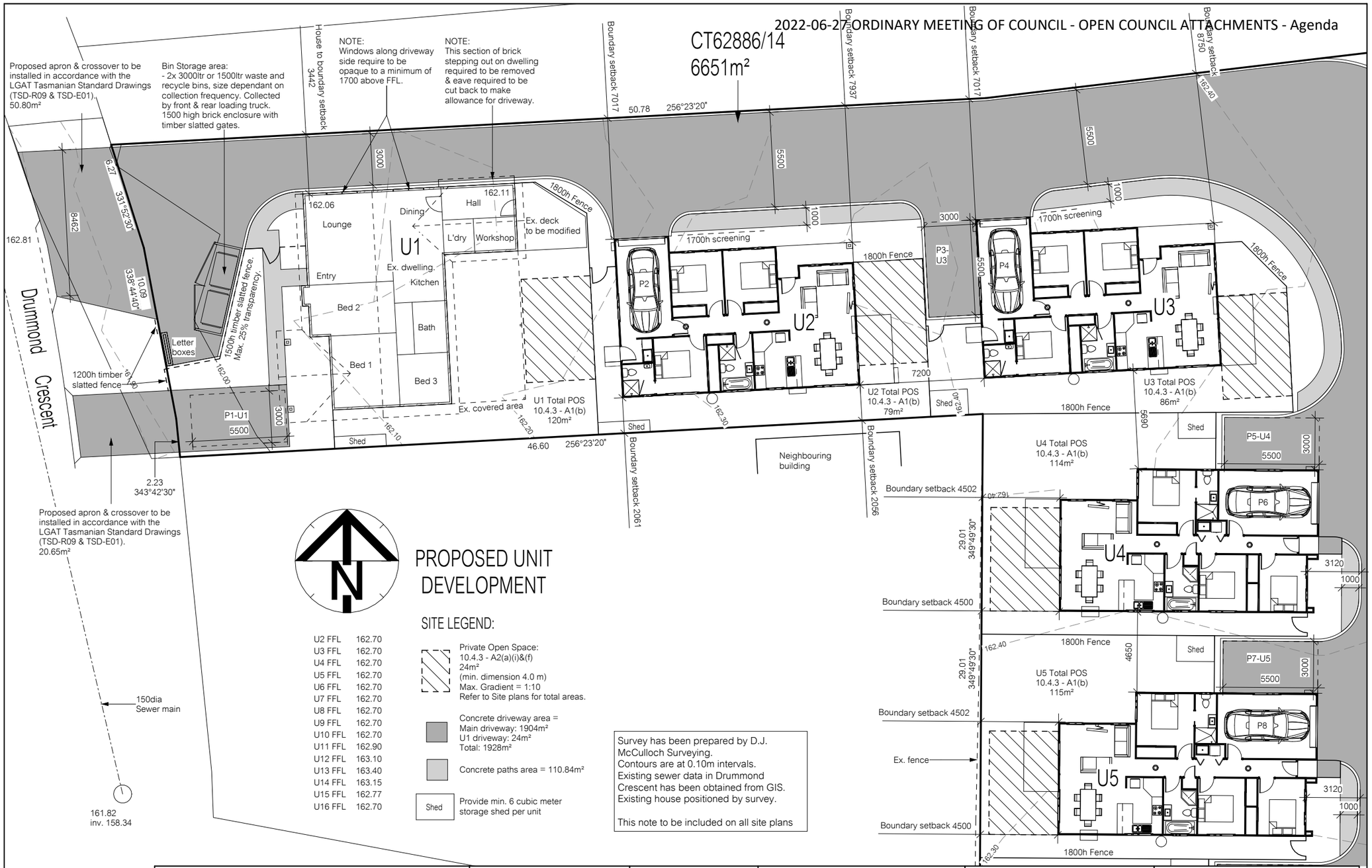
Client / Project info
PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

another perspective drafting&design

LOCATION PLAN

Drawn	CK	AP2019-1707
Date	27 November 2019	Sheet 01/33
Scale	1 : 500	



EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

Notes
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Client / Project info
PROPOSED UNIT DEVELOPMENT (MADDEN)
21 Drummond Crescent,
PERTH

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SITE PLAN A

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01a/33
Scale	1 : 200		

PROPOSED UNIT DEVELOPMENT

U2 FFL	162.70
U3 FFL	162.70
U4 FFL	162.70
U5 FFL	162.70
U6 FFL	162.70
U7 FFL	162.70
U8 FFL	162.70
U9 FFL	162.70
U10 FFL	162.70
U11 FFL	162.90
U12 FFL	163.10
U13 FFL	163.40
U14 FFL	163.15
U15 FFL	162.77
U16 FFL	162.70

Survey has been prepared by D.J. McCulloch Surveying.
Contours are at 0.10m intervals.
Existing sewer data in Drummond Crescent has been obtained from GIS.
Existing house positioned by survey.

This note to be included on all site plans

U5 Total POS 10.4.3 - A1(b) 115m²
U6 Total POS 10.4.3 - A1(b) 120m²
U7 Total POS 10.4.3 - A1(b) 150m²
U8 Total POS 10.4.3 - A1(b) 206m²
U8 Total POS 10.4.3 - A1(b) 195m²
10 Total POS 10.4.3 - A1(b) 180m²
11 Total POS 10.4.3 - A1(b) 125m²
12 Total POS 10.4.3 - A1(b) 164m²

CT62886/14
6651m²

SITE LEGEND:

Private Open Space:
10.4.3 - A2(a)(i)&(f)
24m²
(min. dimension 4.0 m)
Max. Gradient = 1:10
Refer to Site plans for total areas.

Concrete driveway area =
Main driveway: 1904m²
U1 driveway: 24m²
Total: 1928m²

Concrete paths area = 110.84m²

Shed — Provide min. 6 cubic meter storage shed per unit

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

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SITE PLAN B

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01b/33
Scale	1 : 200		

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Contours are at 0.10m intervals.
Existing sewer data in Drummond Crescent has been obtained from GIS.
Existing house positioned by survey.

This note to be included on all site plans

SITE LEGEND:

Private Open Space:
10.4.3 - A2(a)(i)&(f)
24m²
(min. dimension 4.0 m)
Max. Gradient = 1:10
Refer to Site plans for total areas.

Concrete driveway area =
Main driveway: 1904m²
U1 driveway: 24m²
Total: 1928m²

Concrete paths area = 110.84m²

Shed — Provide min. 6 cubic meter storage shed per unit

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

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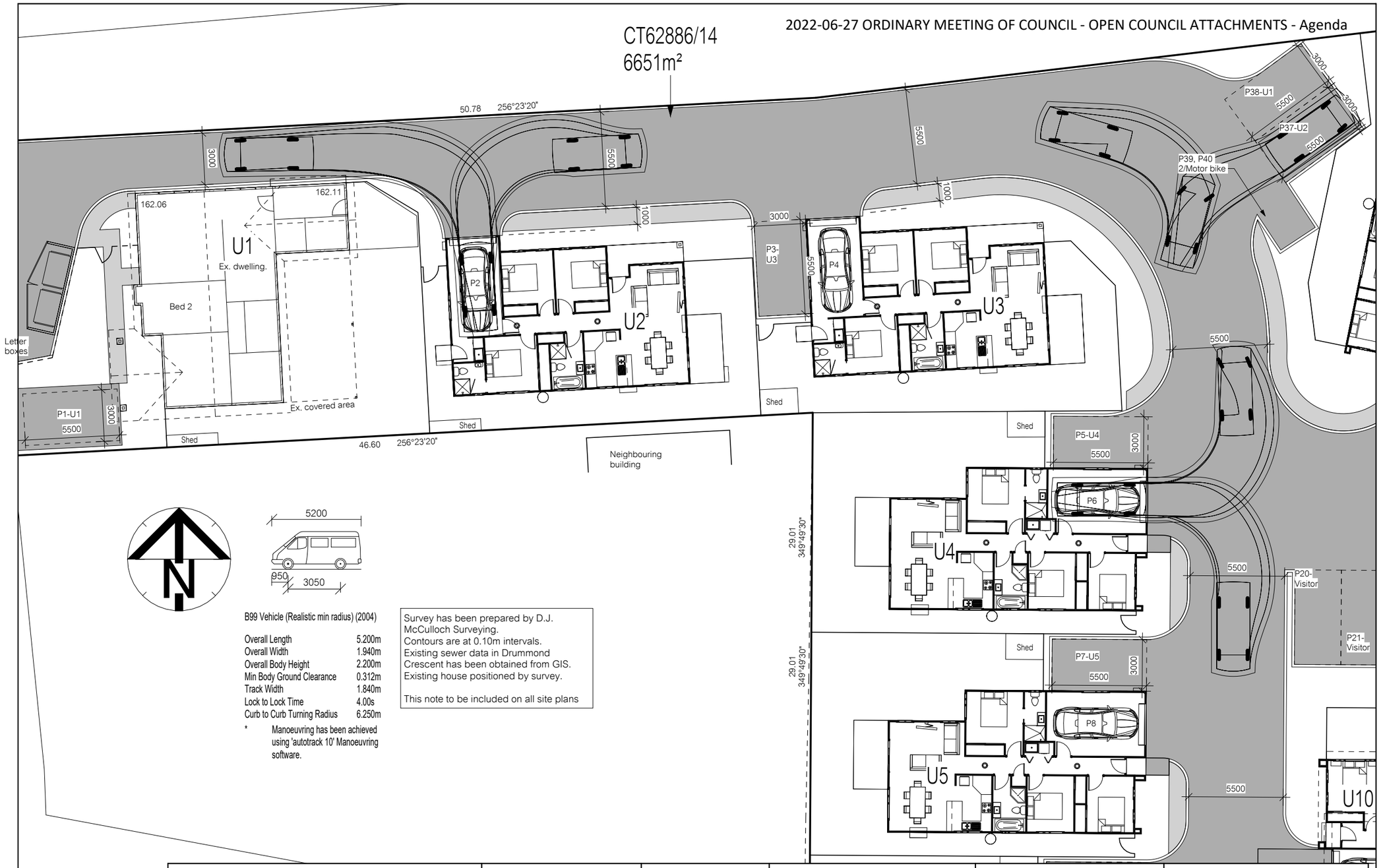
SITE PLAN C

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01c/33
Scale	1 : 200		



EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

Notes
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PROPOSED UNIT DEVELOPMENT (MADDEN)
21 Drummond Crescent,
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MANOEUVRING PLAN SHEET 1

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01d/33
Scale	1 : 200		

Survey has been prepared by D.J. McCulloch Surveying.
Contours are at 0.10m intervals.
Existing sewer data in Drummond Crescent has been obtained from GIS.
Existing house positioned by survey.

This note to be included on all site plans

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	6.250m

* Manoeuvring has been achieved using 'autotrack 10' Manoeuvring software.

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

Notes
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PROPOSED UNIT DEVELOPMENT (MADDEN)
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MANOEUVRING PLAN SHEET 2

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet
Scale	1 : 200	01e/33

CT62886/14
6651m²

88.70
252°40'40"
179°56'50"
19.15
180°58'40"
38.60

P38-U1
P37-U2
P39, P40
2/Motor bike
5500
3000

U16
U15
U14
U13
U11
U12
U10

1800h Fence

P36
P35-U16
P34
P33-U15
P32
P31-U14
P30-U13
P29
P28
P24-U11
P23
P27-U12
P25-Visitor
P26-Visitor
P20-Visitor
P22-Visitor
P21-Visitor

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Existing sewer data in Drummond Crescent has been obtained from GIS.
Existing house positioned by survey.

This note to be included on all site plans

5200
950
3050

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	6.250m

* Manoeuvring has been achieved using 'autotrack 10' Manoeuvring software.

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)
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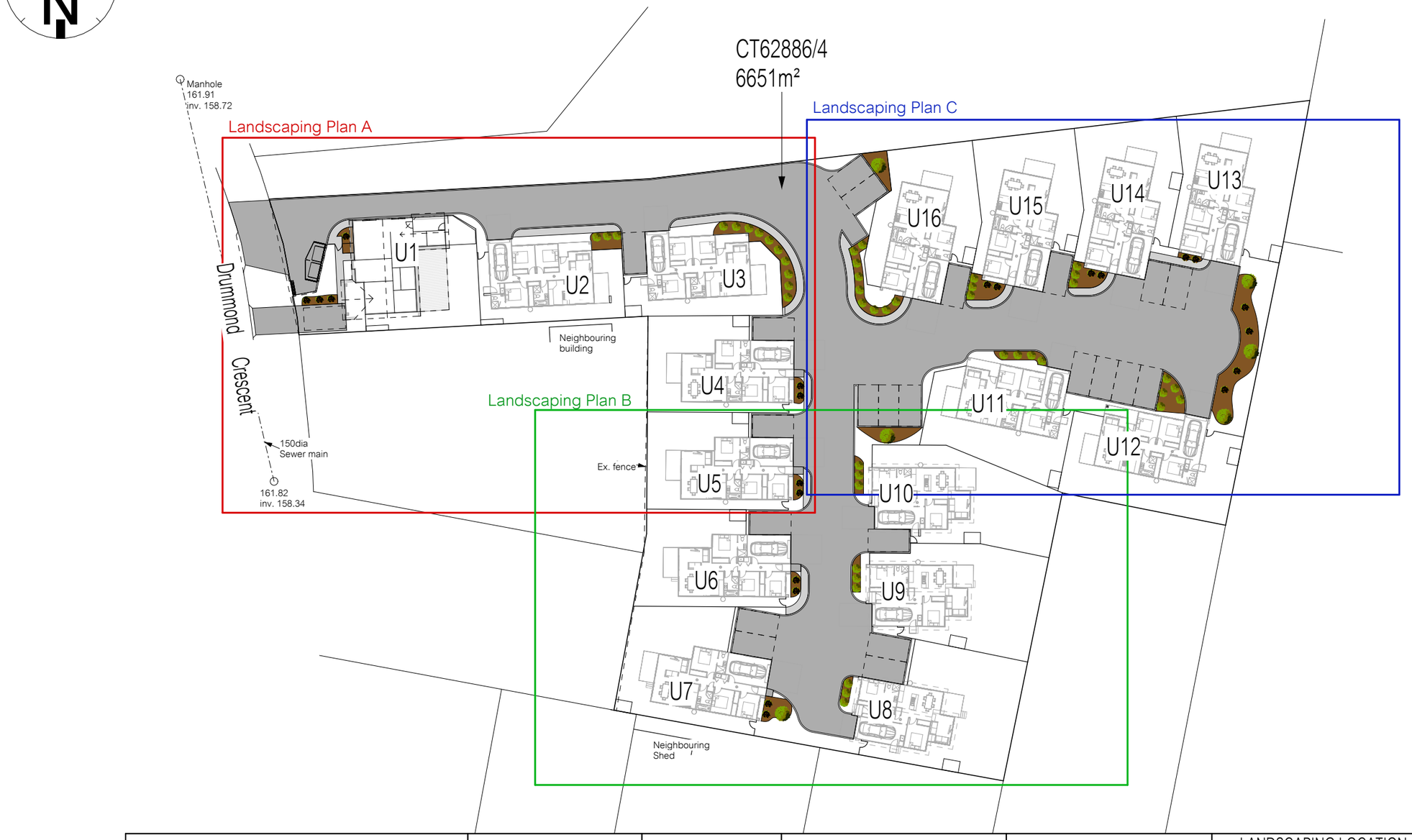
MANOEUVRING PLAN SHEET 3

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01f/33
Scale	1 : 200		



EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

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LANDSCAPING LOCATION PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01g/33
Scale	1 : 500		

LEGEND:

Icon:	Description:	Quantity: (total for site)
	Beluta (Silver Birch) 6-9m high	6
	Pittosporum Stephens Island 2-3m high.	46
	Prunis Elvins (Flowering cherry) 3m high	22
	Garden bed.	
	Natural finish concrete driveway.	
	Natural finish concrete foot path.	

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

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Client / Project info

PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

another perspective drafting&design

LANDSCAPING PLAN A

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01h/33
Scale	1 : 200		

Shed — Provide min. 6 cubic meter storage shed per unit

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

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Client / Project info

PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

another perspective drafting&design

LANDSCAPING PLAN B

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 01i/33
Scale	1 : 200	

CT62886/14
6651m²

88.70
252°40'40"
179°19'50"
19.15
180°58'40"
38.60

1800h Fence
1800h Fence
1800h Fence
1800h Fence
1800h Fence
1800h Fence

U16
U15
U14
U13
U11
U12
U10

N

LEGEND:

Icon:	Description:	Quantity: (total for site)
	Beluta (Silver Birch) 6-9m high	6
	Pittosporum Stephens Island 2-3m high.	46
	Prunis Elvins (Flowering cherry) 3m high	22
	Garden bed.	
	Natural finish concrete driveway.	
	Natural finish concrete foot path.	

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK
A	11 Mar. 2020	SS

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PROPOSED UNIT DEVELOPMENT (MADDEN)
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PERTH

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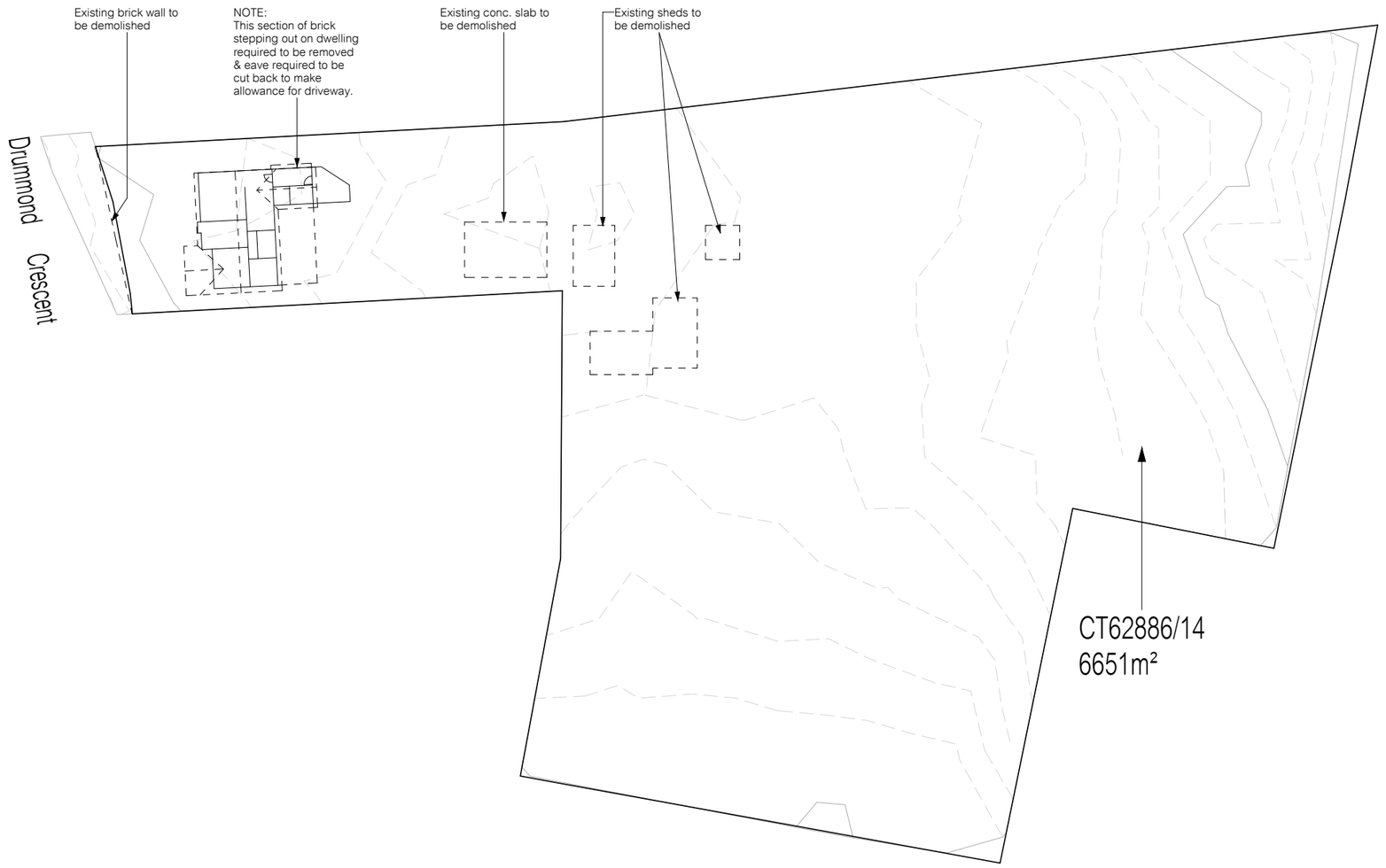
LANDSCAPING PLAN C

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	01j/33
Scale	1 : 200		



EXHIBITED

No.	Date	Int.
A	11 Mar. 2020	SS

Amendment changes as per cover sheet

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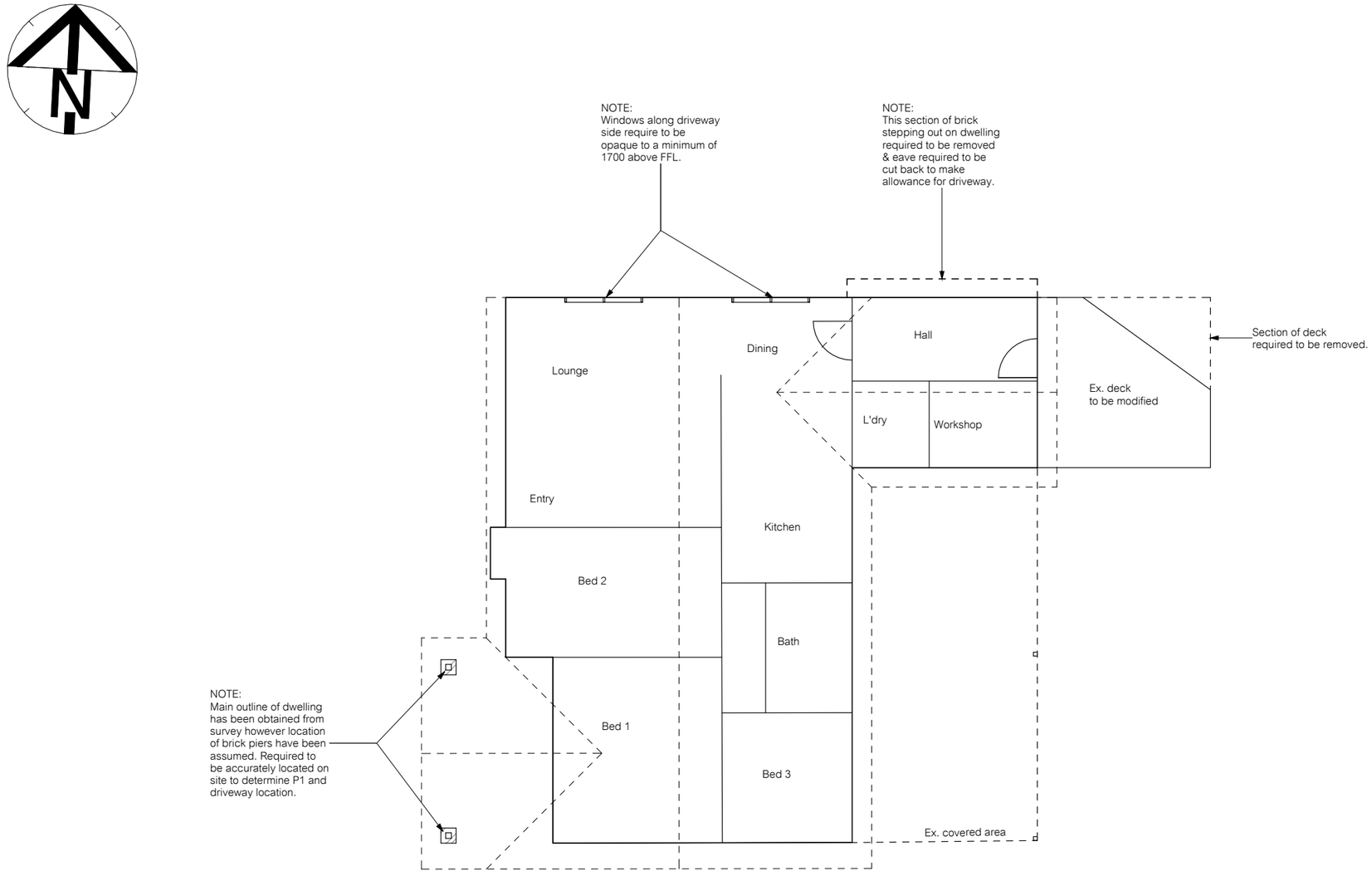
PROPOSED UNIT DEVELOPMENT (MADDEN)
21 Drummond Crescent,
PERTH

another perspective drafting&design

DEMOLITION PLAN

Drawn	SS	AP2019-1707	
Date	10 March 2020	Sheet	01k/33
Scale	1 : 500		

NOTE:
Outline of house obtained by survey. Internal layout & location of northern windows obtained from real estate information.



EXHIBITED

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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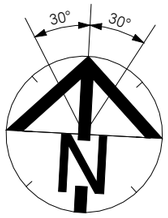
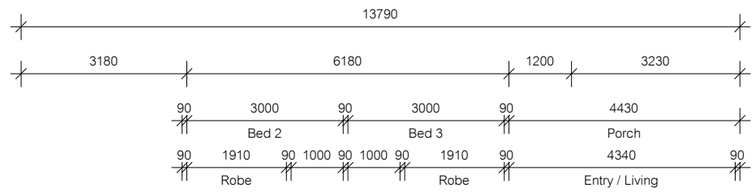
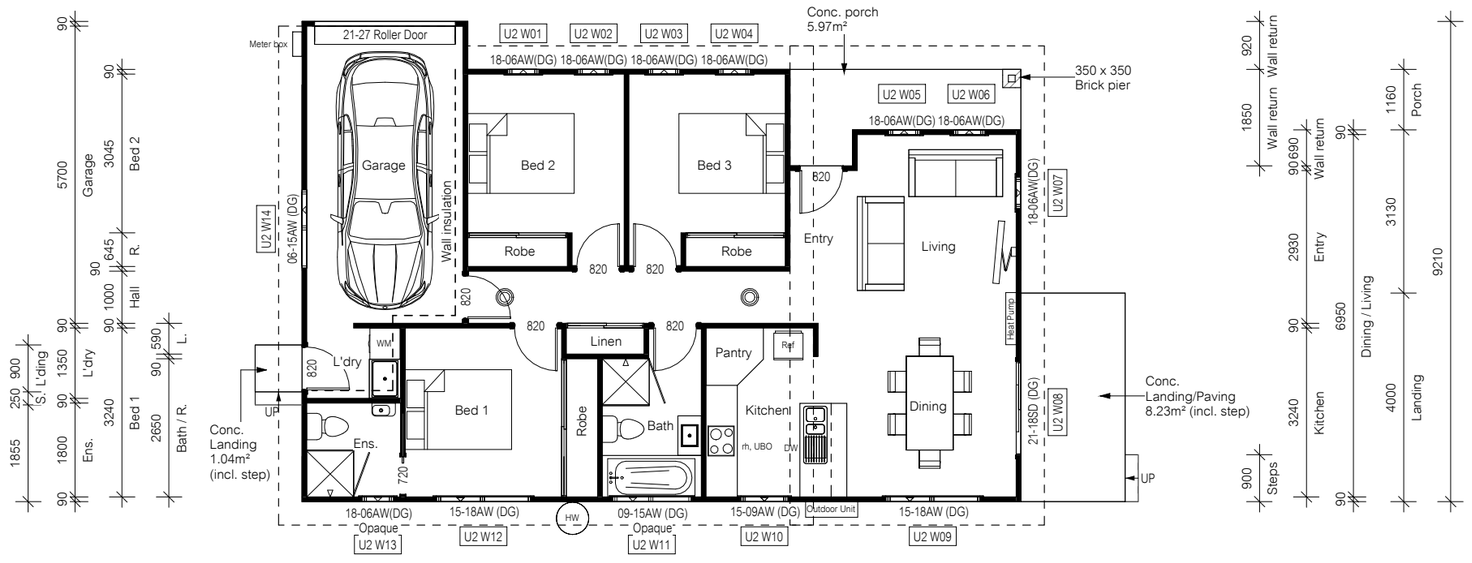
EXISTING UNIT 1 FLOOR PLAN

Drawn	Author	AP2019-1707	
Date	01/16/20	Sheet	01I/33
Scale	1 : 100		



PD4.1 clause 10.4.4
W05 & W06 satisfy A1





Floor Area = 111.28 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

EXHIBITED

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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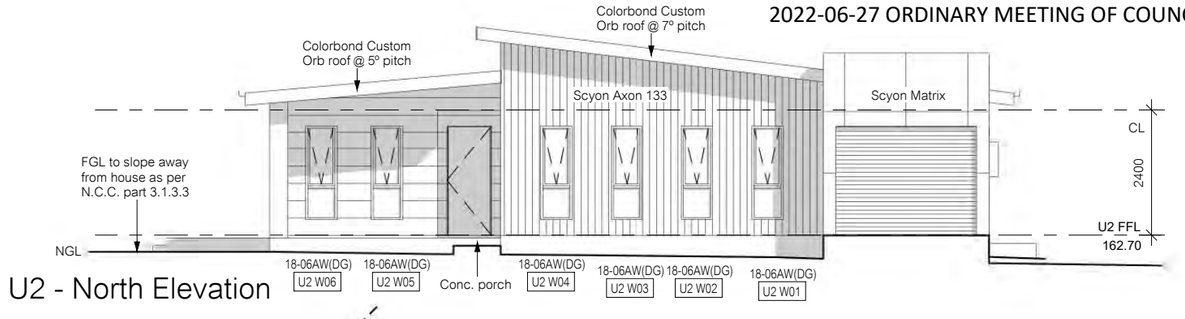
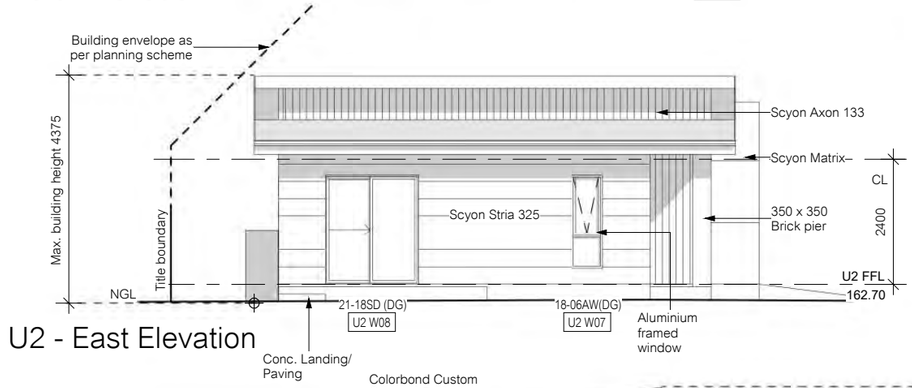
UNIT 2 FLOOR PLAN

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 02/33
Scale	1 : 100	

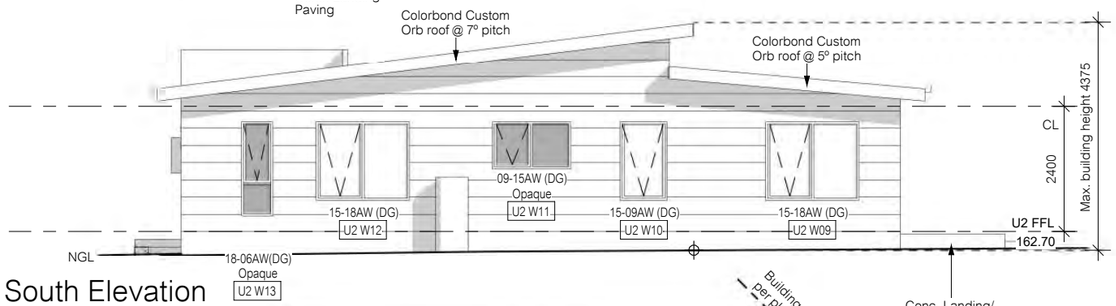
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Scyon Matrix FC Sheet	Monument
Colorbond Roof	Windspray



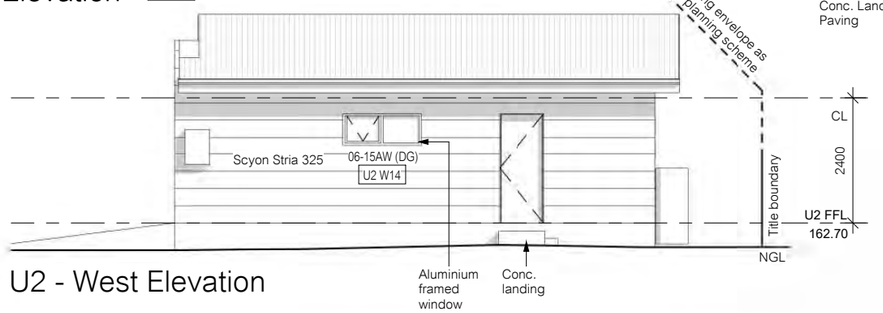
U2 - North Elevation



U2 - East Elevation



U2 - South Elevation



U2 - West Elevation

EXHIBITED

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

Shadows shown for stylisation purposes only

Notes
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PROPOSED UNIT DEVELOPMENT (MADDEN)

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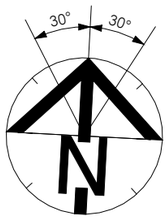
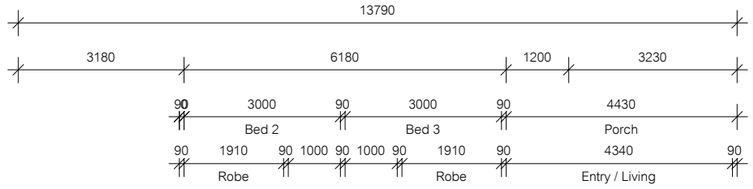
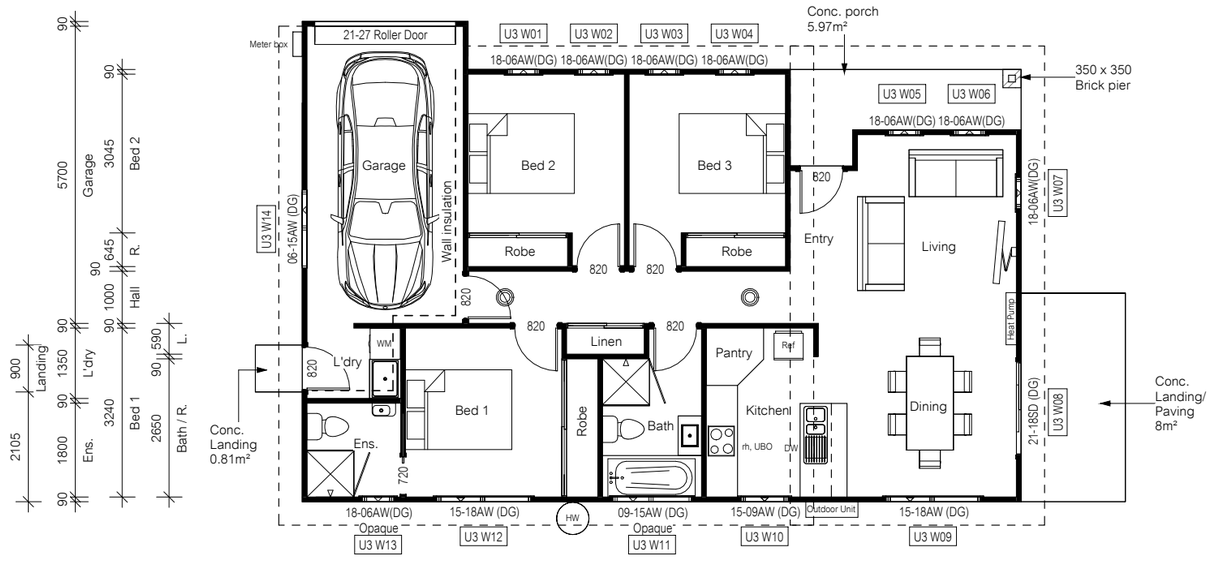
UNIT 2 ELEVATIONS

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	03/33
Scale	1 : 100		



PD4.1 clause 10.4.4
W05 & W06 satisfy A1





EXHIBITED

Floor Area = 111.28 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.	Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

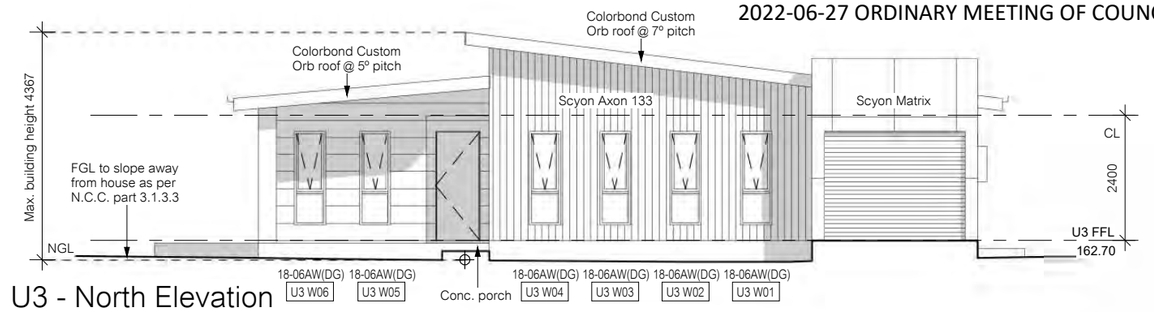
21 Drummond Crescent,
PERTH

another perspective drafting&design

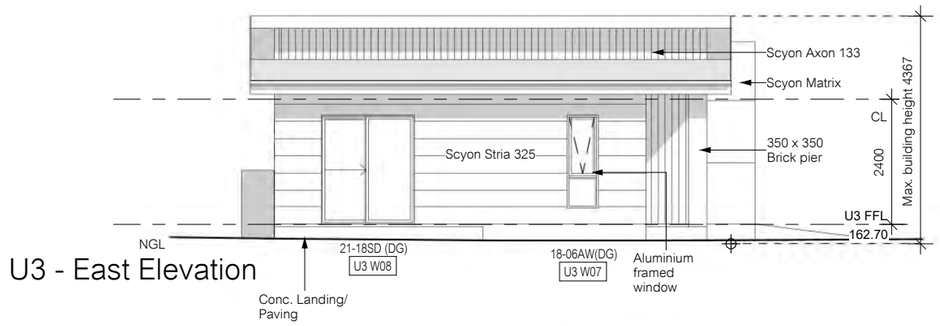
UNIT 3 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	04/33
Scale	1 : 100		

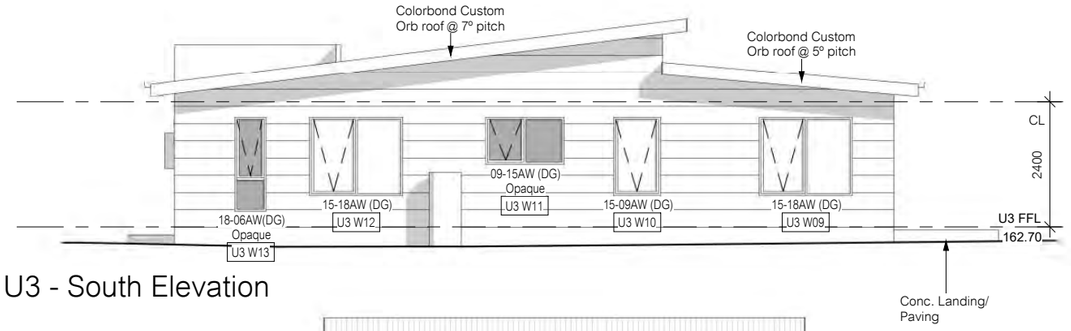
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Scyon Matrix FC Sheet	Monument
Colorbond Roof	Windspray



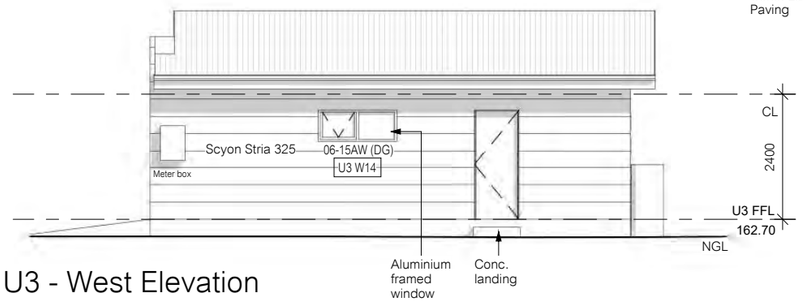
U3 - North Elevation



U3 - East Elevation



U3 - South Elevation



U3 - West Elevation

EXHIBITED

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

Shadows shown for stylisation purposes only

Notes
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Designer:

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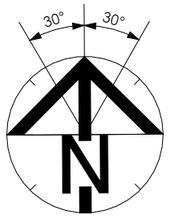
PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

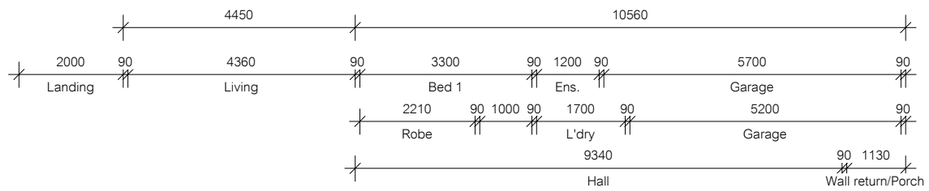
another perspective drafting&design

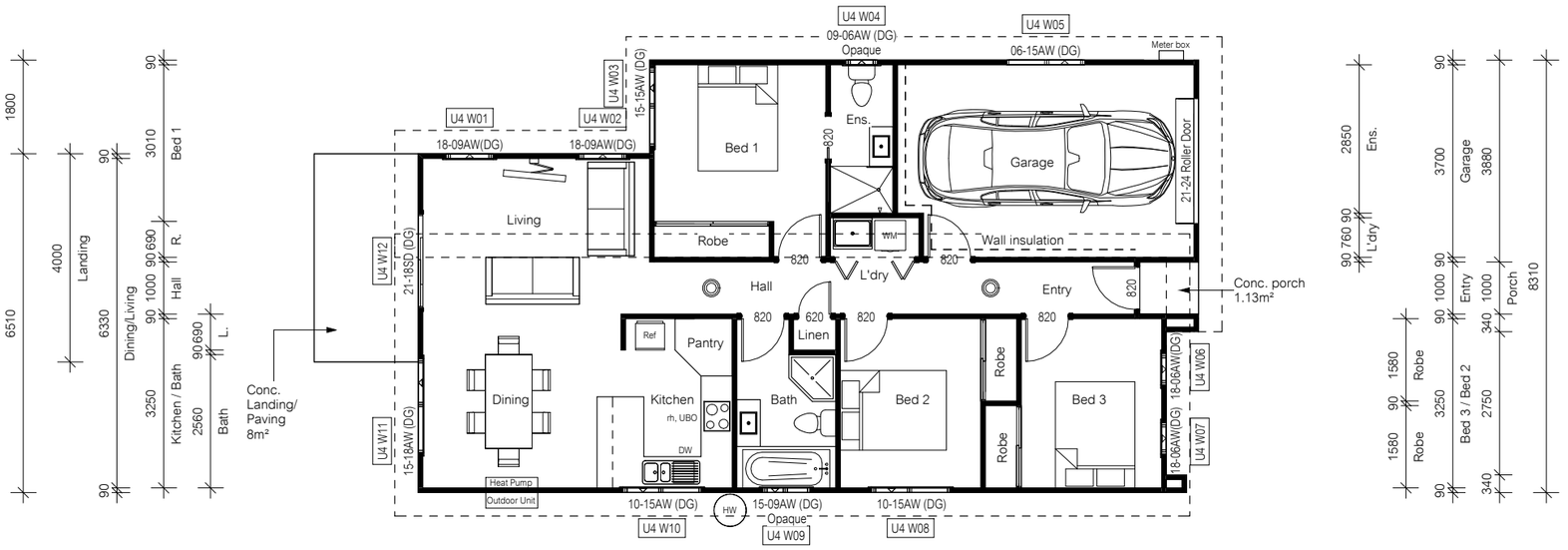
UNIT 3 ELEVATIONS

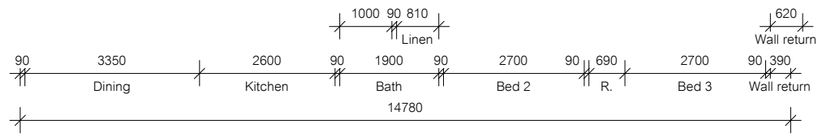
Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 05/33
Scale	1 : 100	



PD4.1 clause 10.4.4
W01 & W02 satisfy A1







EXHIBITED

Floor Area = 113.47 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
	Amendment changes as per cover sheet	

Notes
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PROPOSED UNIT DEVELOPMENT (MADDEN)

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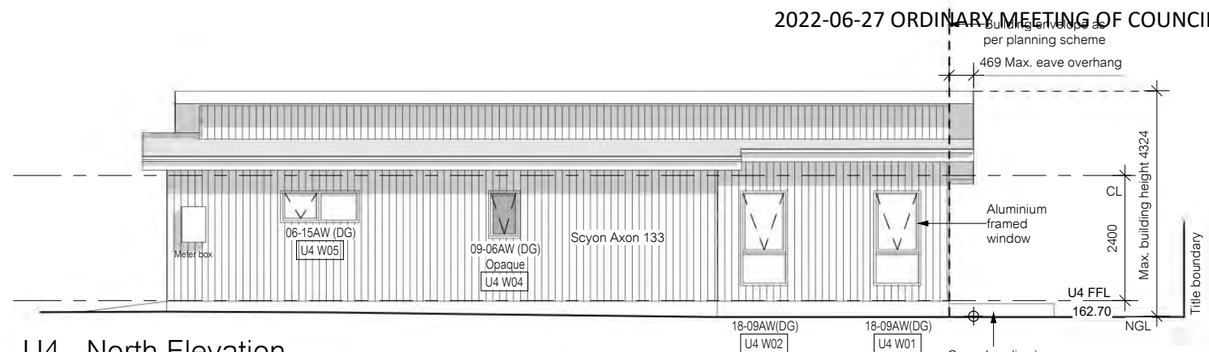
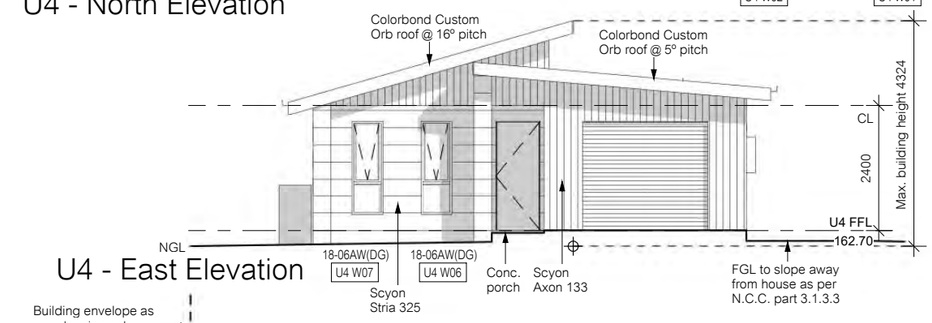
UNIT 4 FLOOR PLAN

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 06/33
Scale	1 : 100	

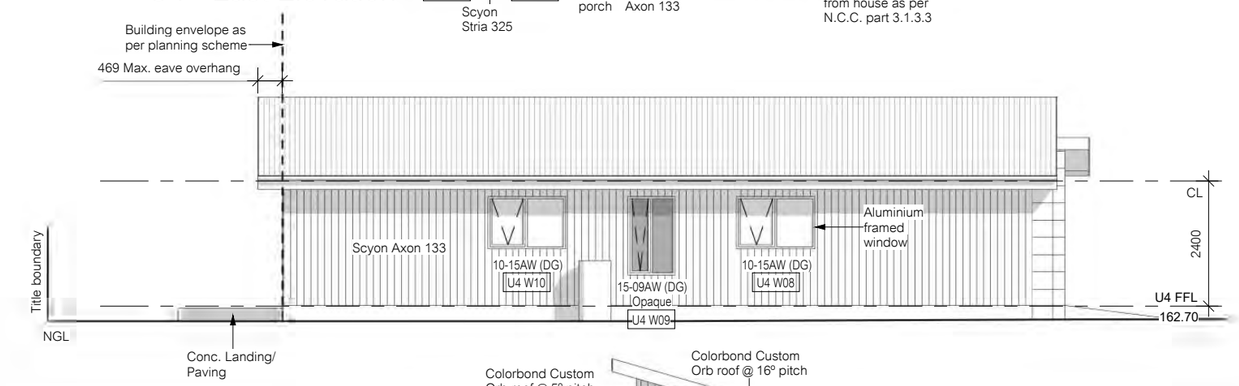
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



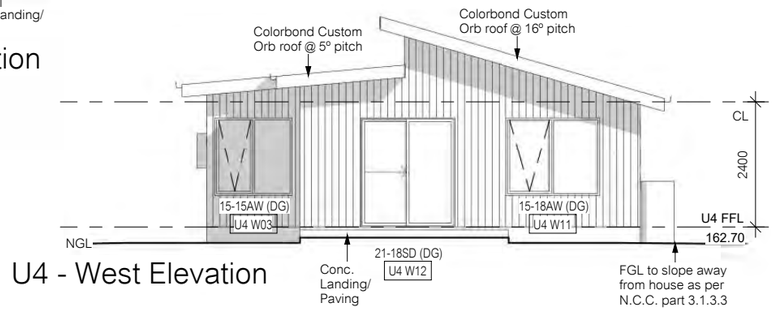
U4 - North Elevation



U4 - East Elevation



U4 - South Elevation



U4 - West Elevation

EXHIBITED

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No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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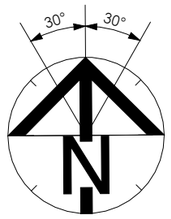
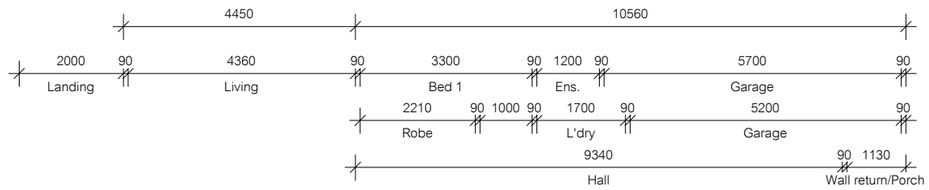
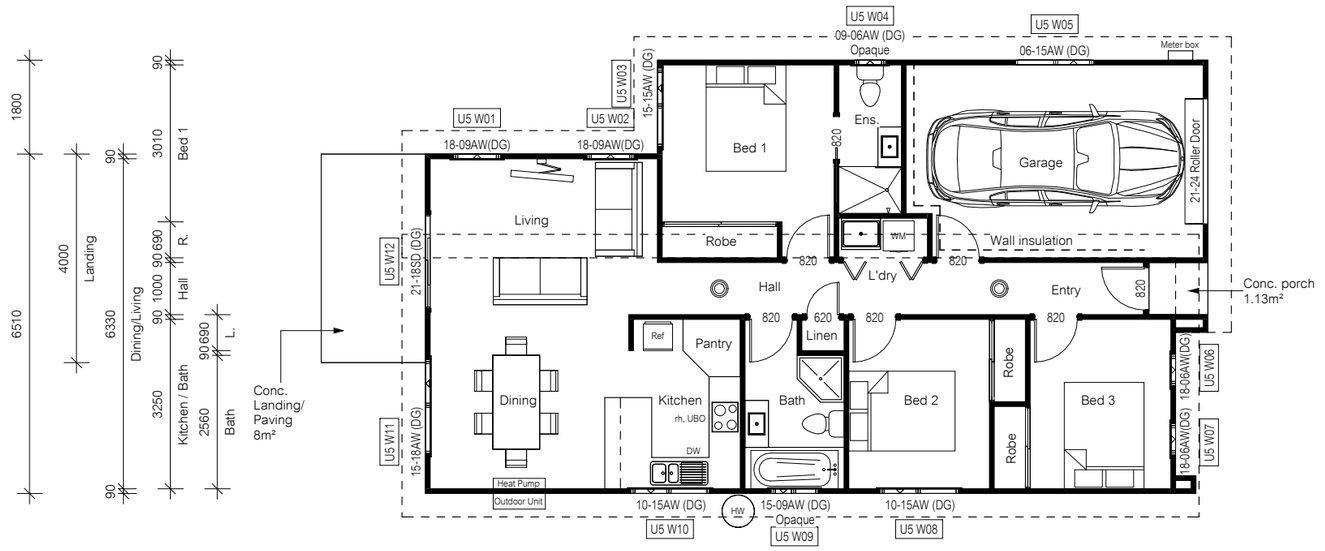
UNIT 4 ELEVATIONS

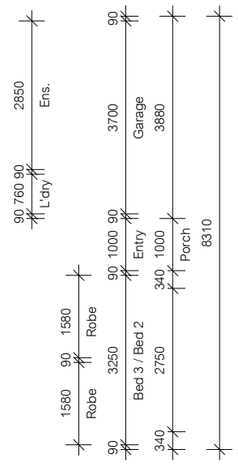
Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 07/33
Scale	1 : 100	

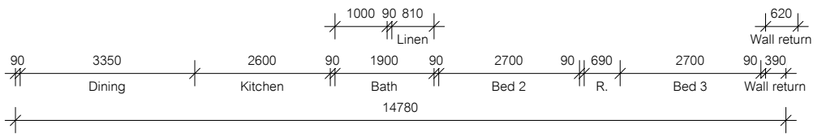


PD4.1 clause 10.4.4
W01 & W02 satisfy A1









EXHIBITED

Floor Area = 113.47 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
	Amendment changes as per cover sheet	

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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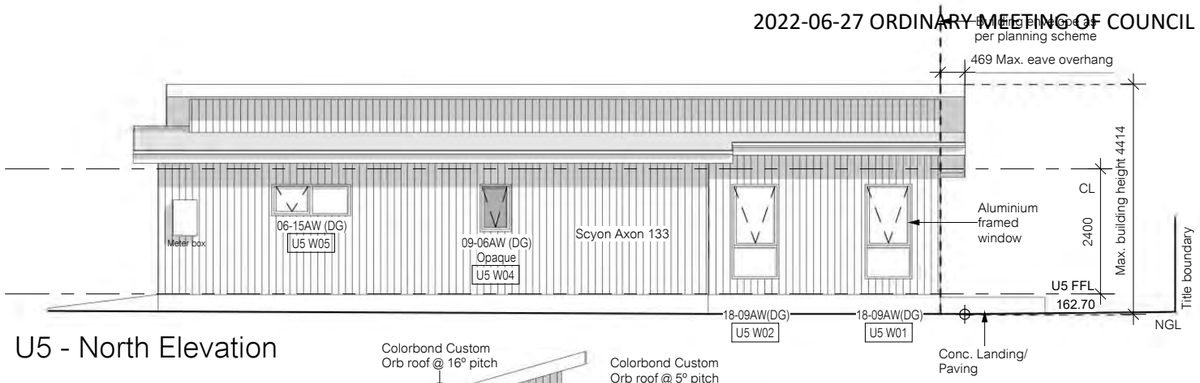
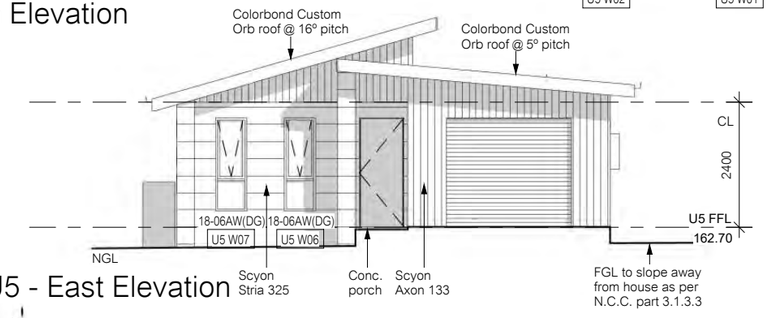
UNIT 5 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	08/33
Scale	1 : 100		

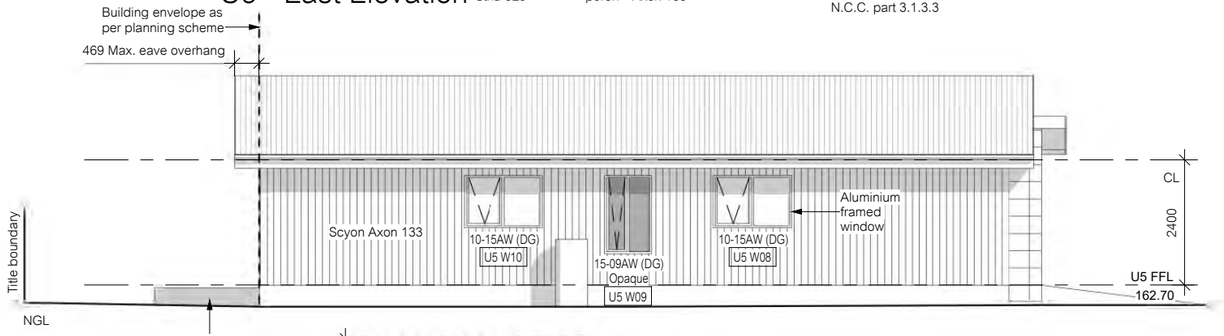
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



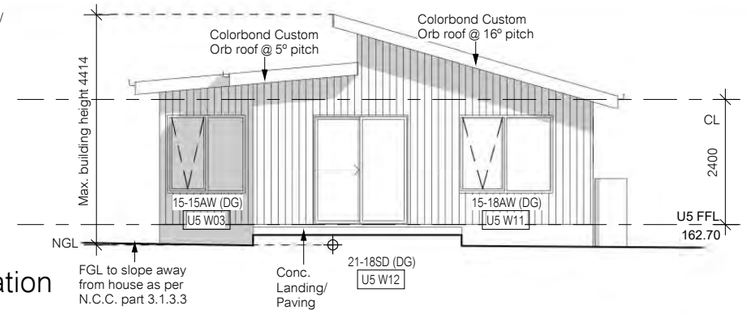
U5 - North Elevation



U5 - East Elevation



U5 - South Elevation



U5 - West Elevation

EXHIBITED

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No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

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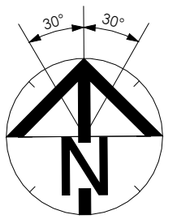
PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

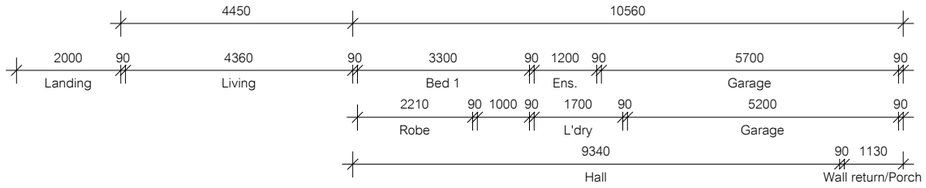
another perspective drafting&design

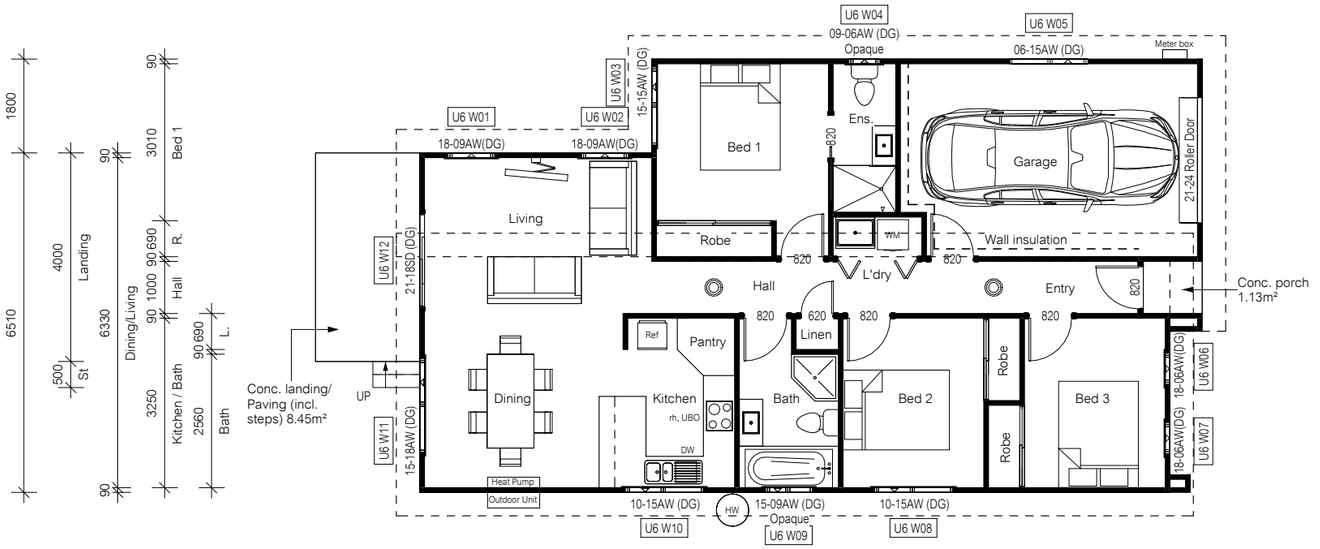
UNIT 5 ELEVATIONS

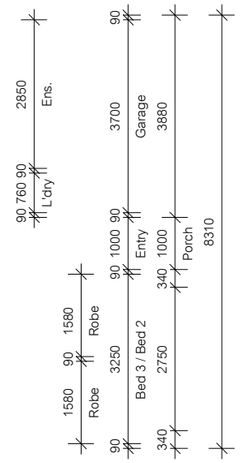
Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	09/33
Scale	1 : 100		

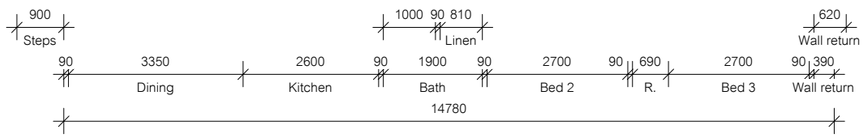


PD4.1 clause 10.4.4
W01 & W02 satisfy A1









EXHIBITED

Floor Area = 113.47 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

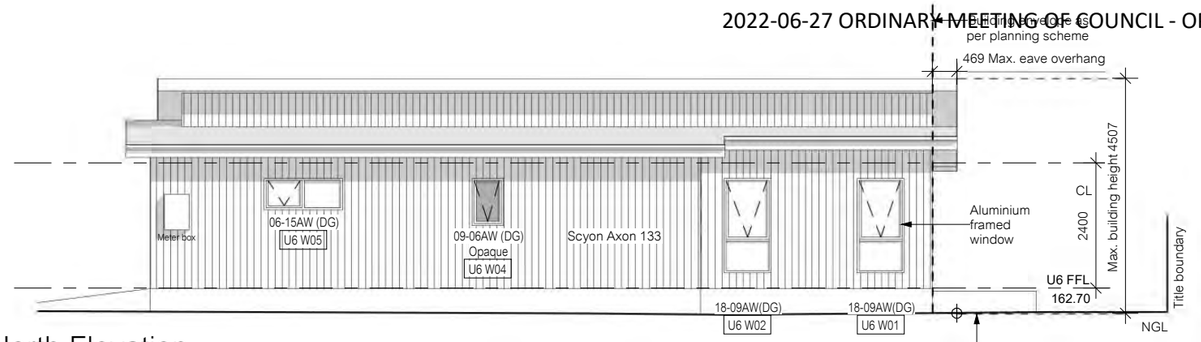
21 Drummond Crescent,
PERTH

another perspective drafting&design

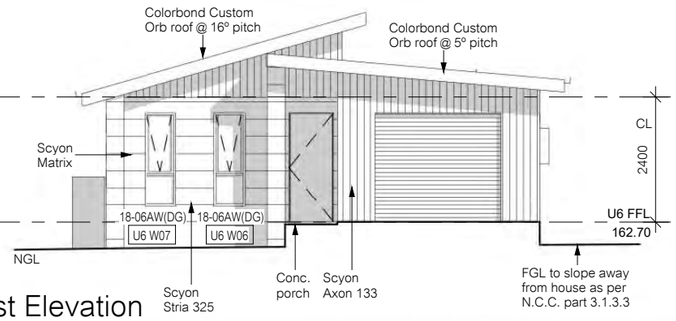
UNIT 6 FLOOR PLAN

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 10/33
Scale	1 : 100	

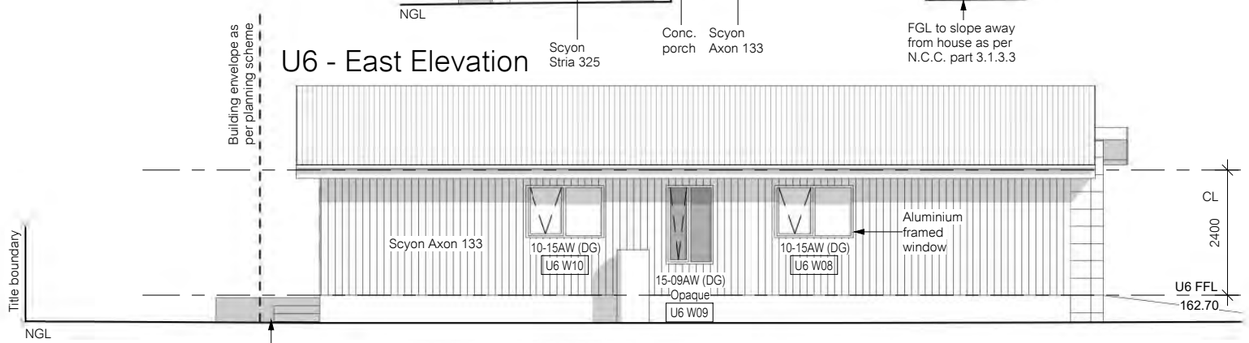
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



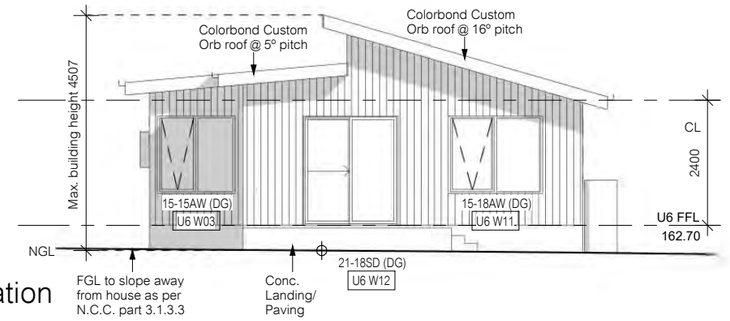
U6 - North Elevation



U6 - East Elevation



U6 - South Elevation



U6 - West Elevation

EXHIBITED

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No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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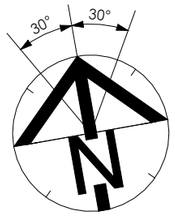
PERTH

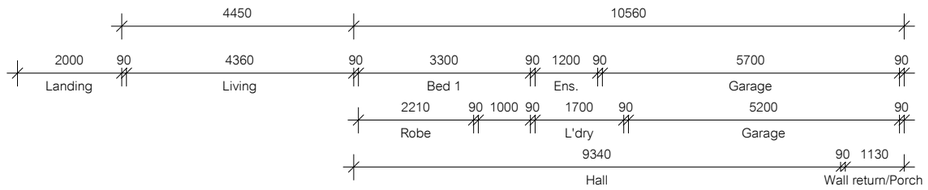
another perspective drafting&design

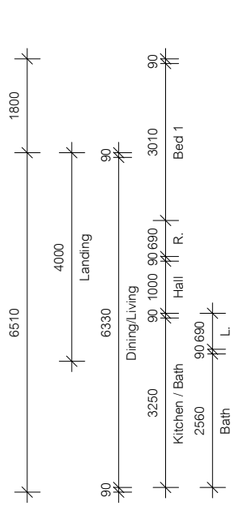
UNIT 6 ELEVATIONS

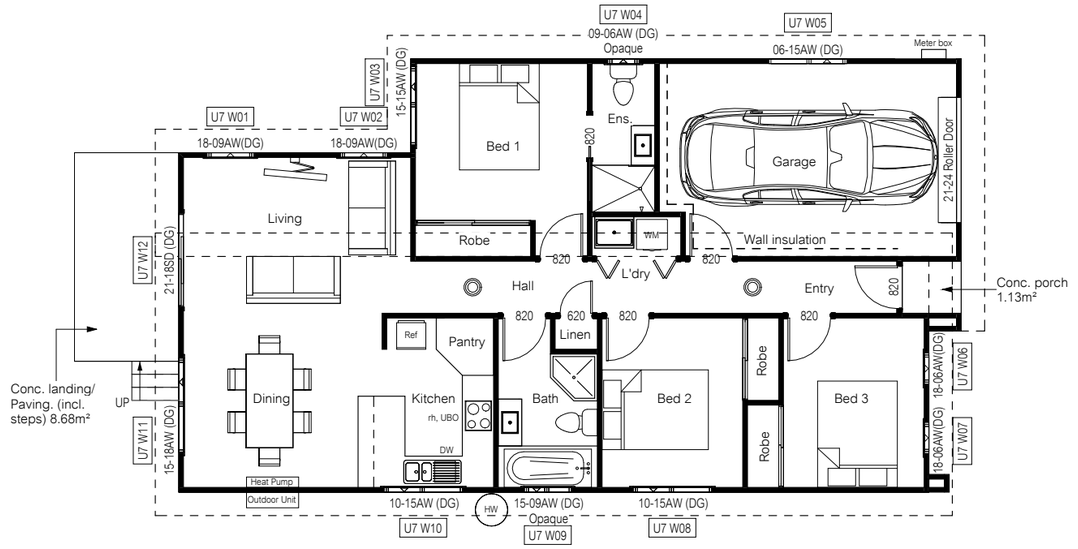
Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 11/33
Scale	1 : 100	

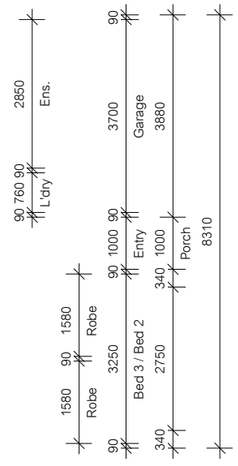


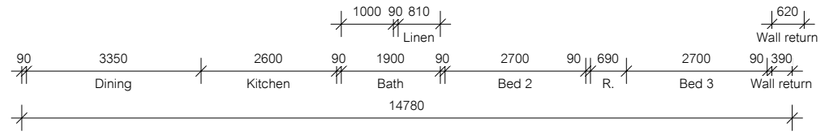
PD4.1 clause 10.4.4
W01 & W02 satisfy A1











EXHIBITED

B	11 Jan. 2022	CK
No.	Date	Int.

Amendment changes as per cover sheet

Floor Area = 113.47 m²

Articulation joints

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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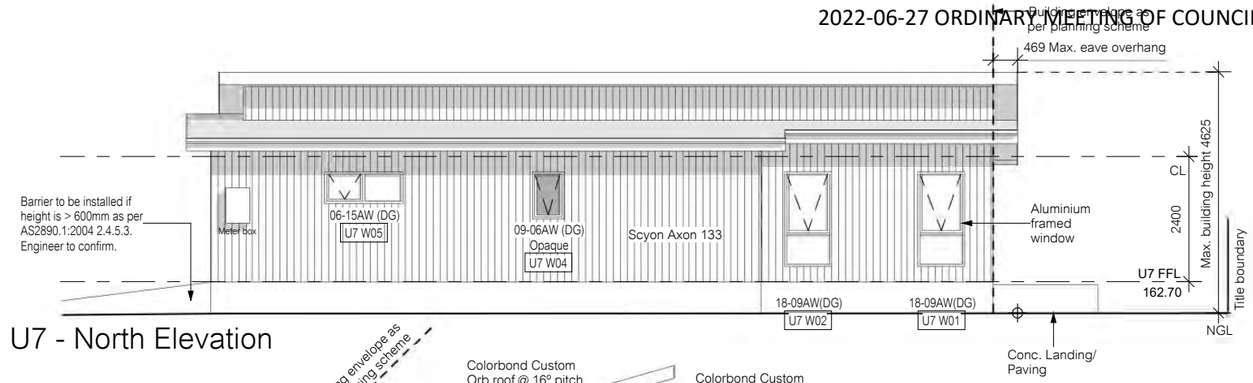
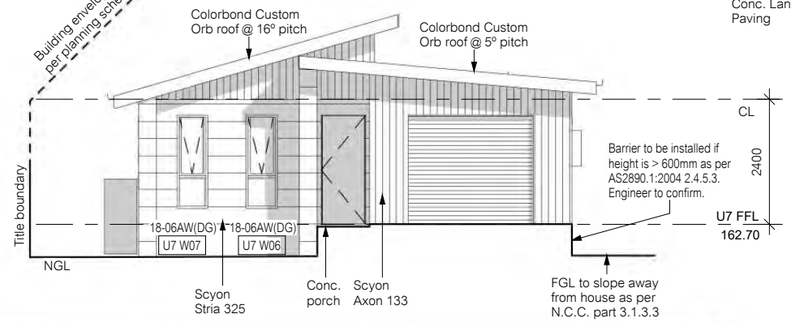
UNIT 7 FLOOR PLAN

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet
Scale	1 : 100	12/33

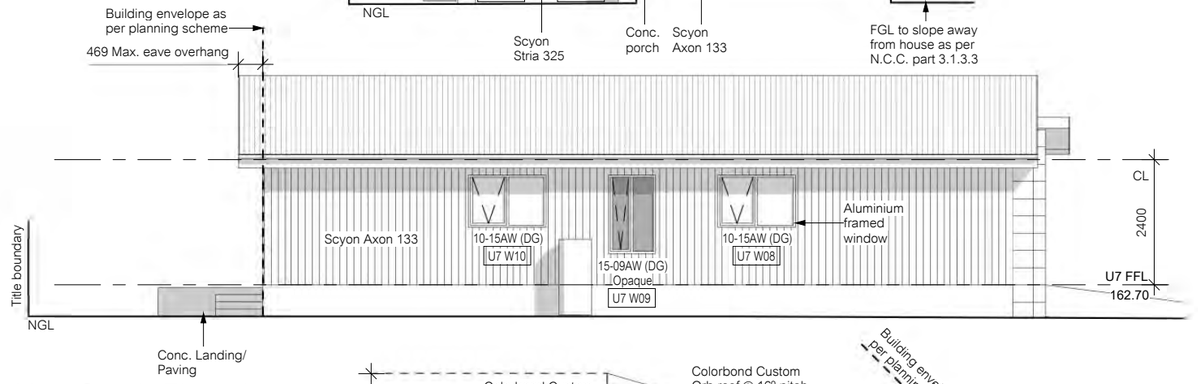
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



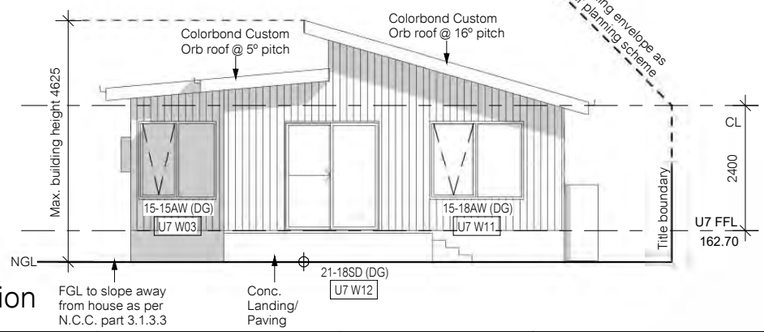
U7 - North Elevation



U7 - East Elevation



U7 - South Elevation



U7 - West Elevation

EXHIBITED

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No.	Date	Int.
B	11 Jan. 2022	CK

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Client / Project info

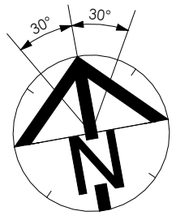
PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

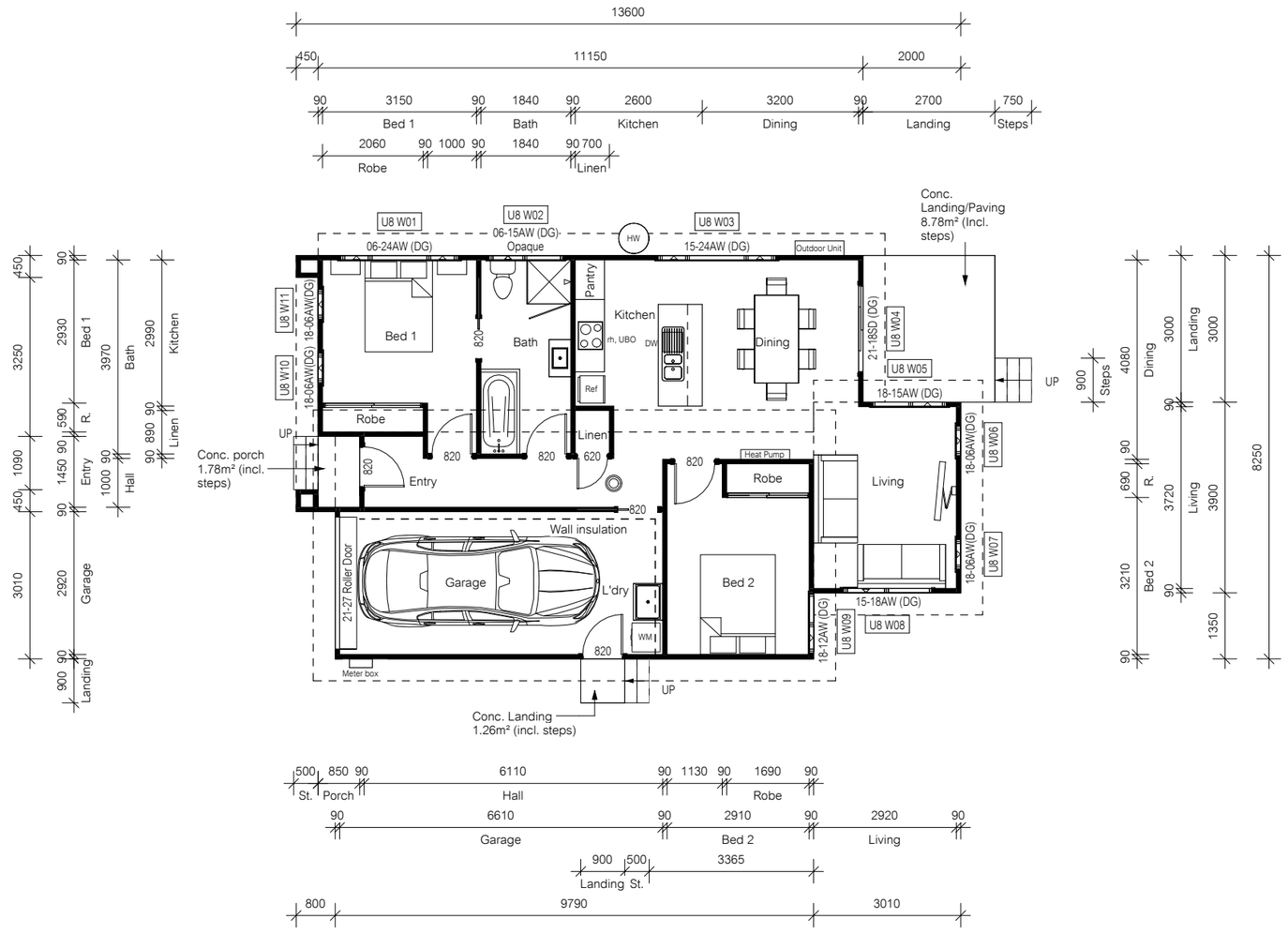
another perspective drafting&design

UNIT 7 ELEVATIONS

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	13/33
Scale	1 : 100		



PD4.1 clause 10.4.4
W03 & W05 satisfy A1



EXHIBITED

Floor Area = 96.11 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

Notes
- Builder to verify all dimensions and levels on site prior to commencement of work
- All work to be carried out in accordance with the current National Construction Code.
- All materials to be installed according to manufacturers specifications.
- Dimensions to take precedence over scale.
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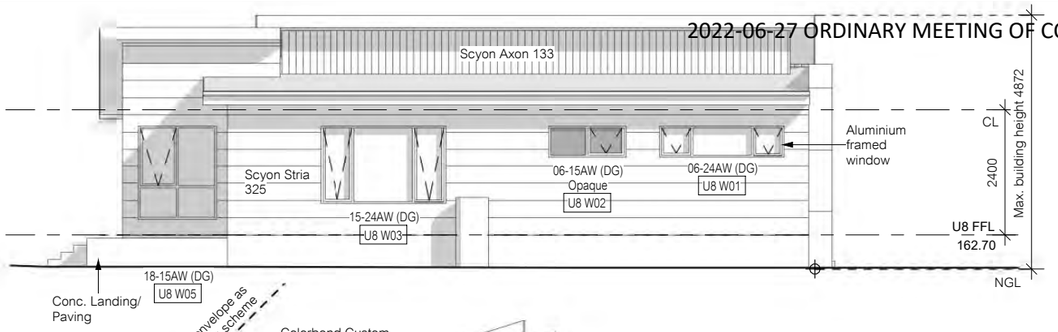
PROPOSED UNIT DEVELOPMENT (MADDEN)
21 Drummond Crescent,
PERTH

another perspective drafting&design

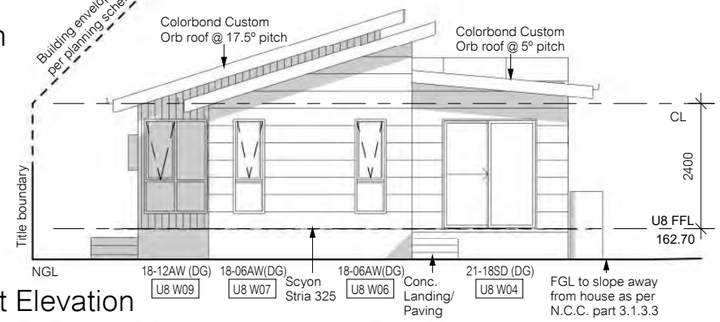
UNIT 8 FLOOR PLAN

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 14/33
Scale	1 : 100	

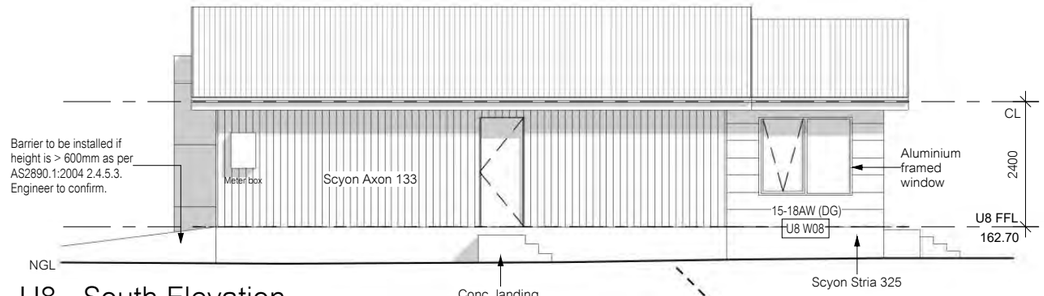
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Scyon Matrix FC Sheet	Monument
Colorbond Roof	Windspray



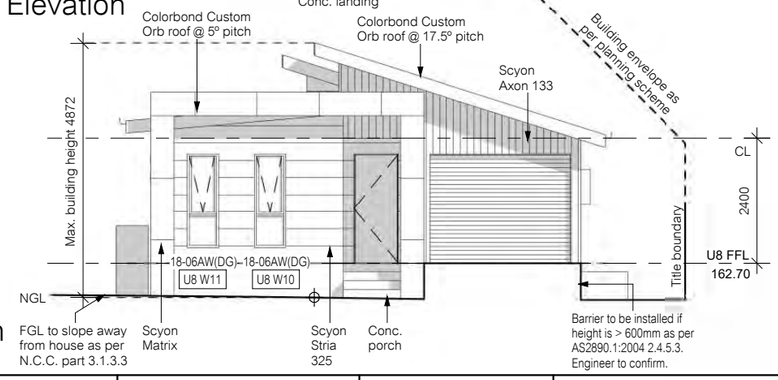
U8 - North Elevation



U8 - East Elevation



U8 - South Elevation



U8 - West Elevation

EXHIBITED

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

Shadows shown for stylisation purposes only

Notes
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PROPOSED UNIT DEVELOPMENT (MADDEN)

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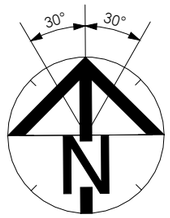
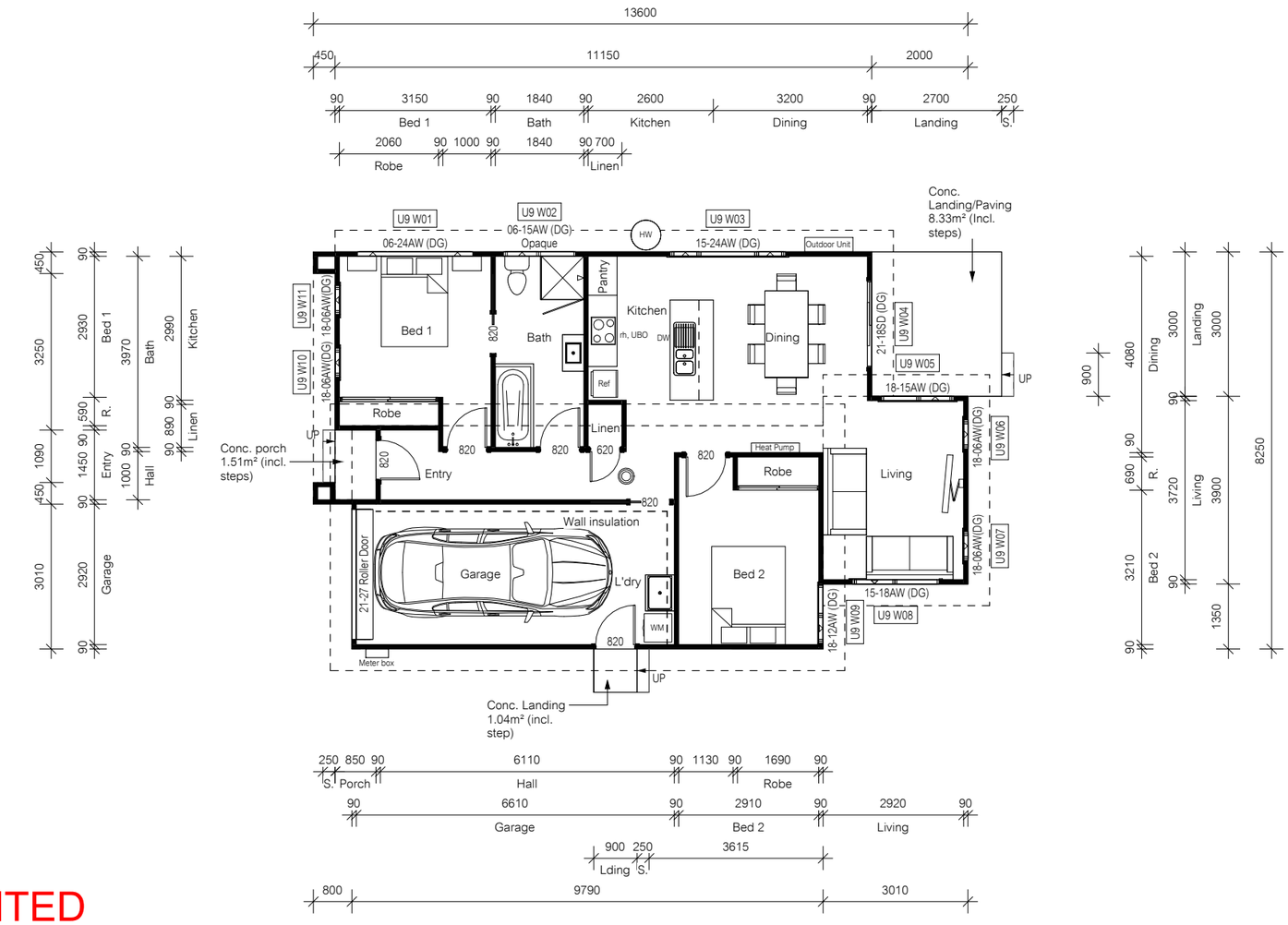
UNIT 8 ELEVATIONS

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	15/33
Scale	1 : 100		



PD4.1 clause 10.4.4
W03 & W05 satisfy A1



EXHIBITED

Floor Area = 96.11 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
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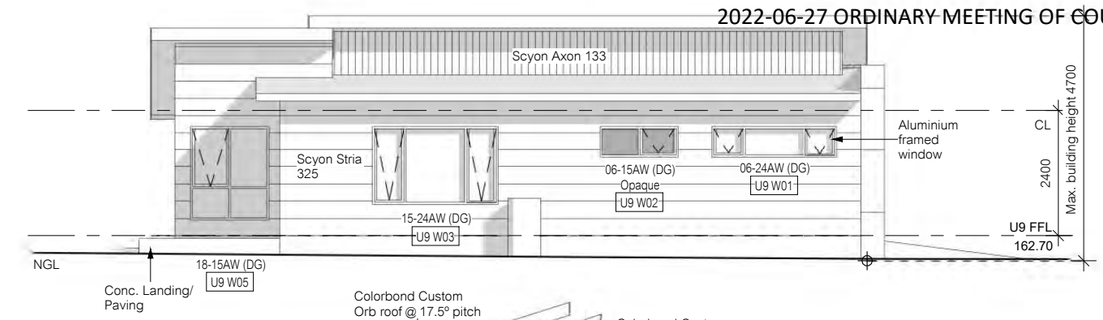
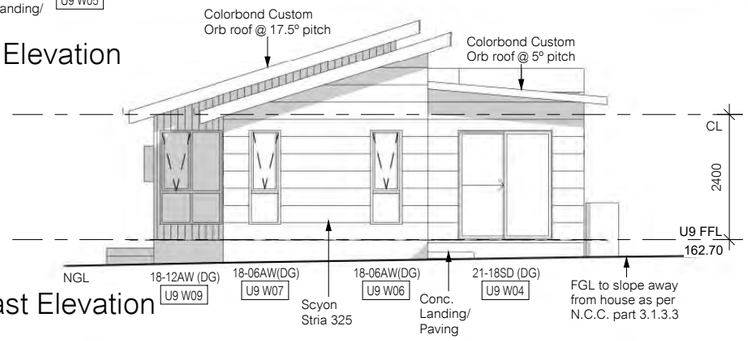
UNIT 9 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	16/33
Scale	1 : 100		

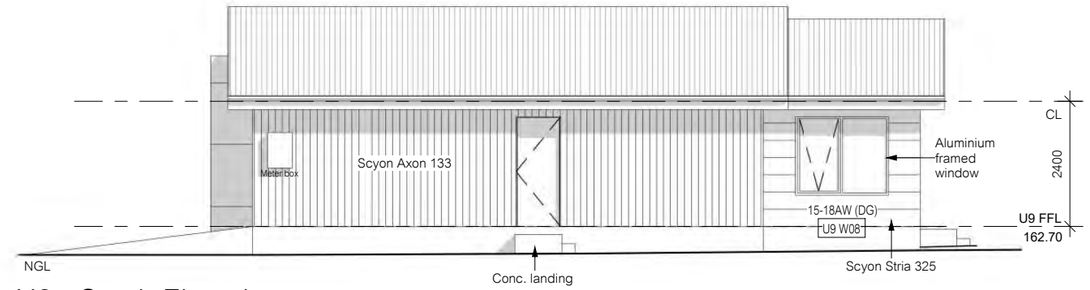
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Scyon Matrix FC Sheet	Monument
Colorbond Roof	Windspray



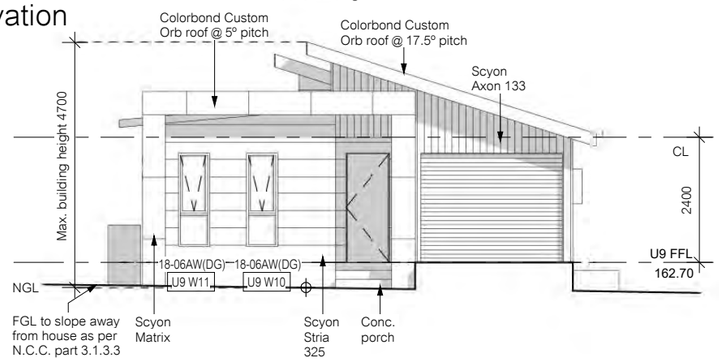
U9 - North Elevation



U9 - East Elevation



U9 - South Elevation



U9 - West Elevation

EXHIBITED

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

Shadows shown for stylisation purposes only

Notes
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PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
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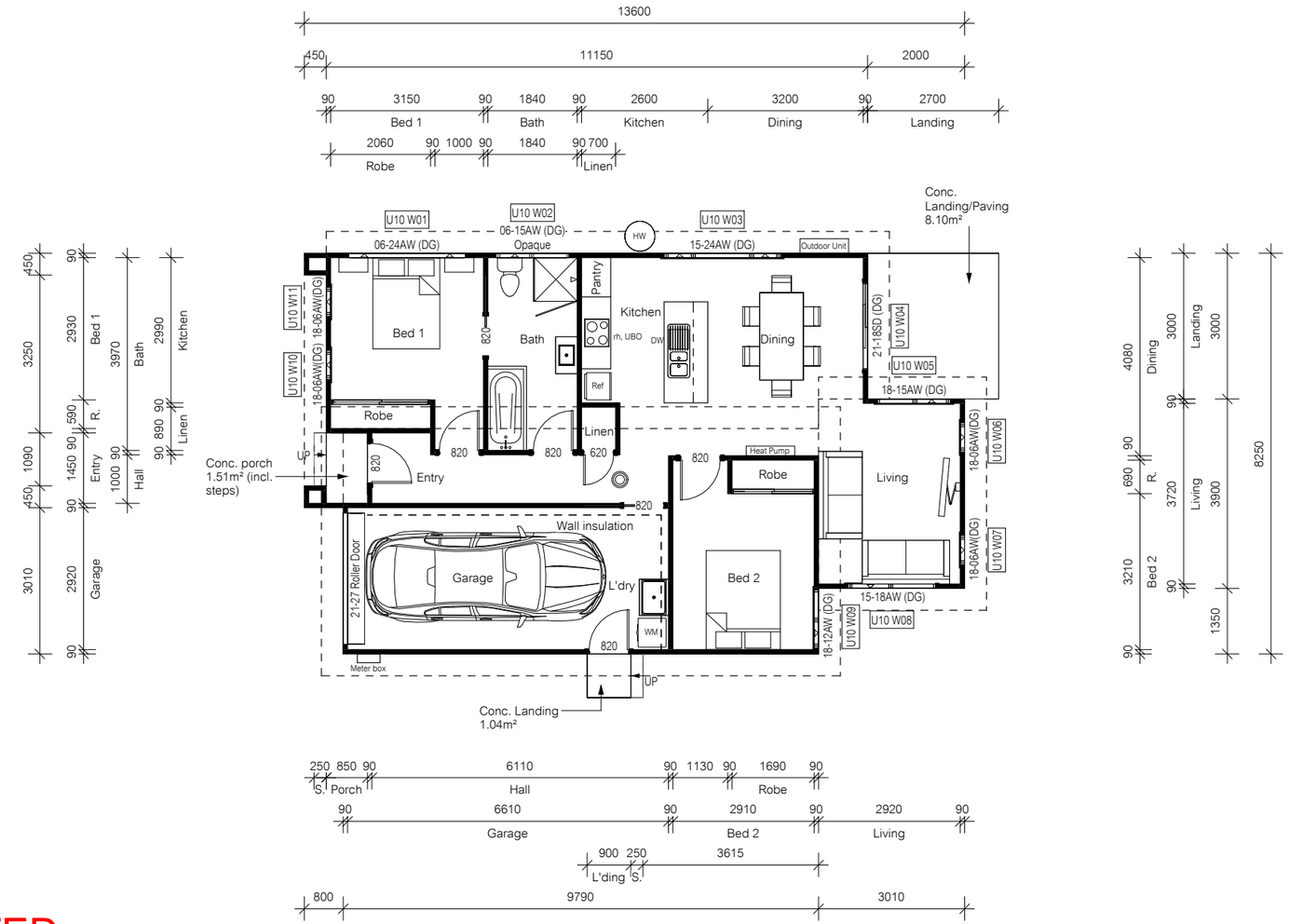
UNIT 9 ELEVATIONS

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 17/33
Scale	1 : 100	

PD4.1 clause 10.4.4
W03 & W05 satisfy A1



EXHIBITED

Floor Area = 96.11 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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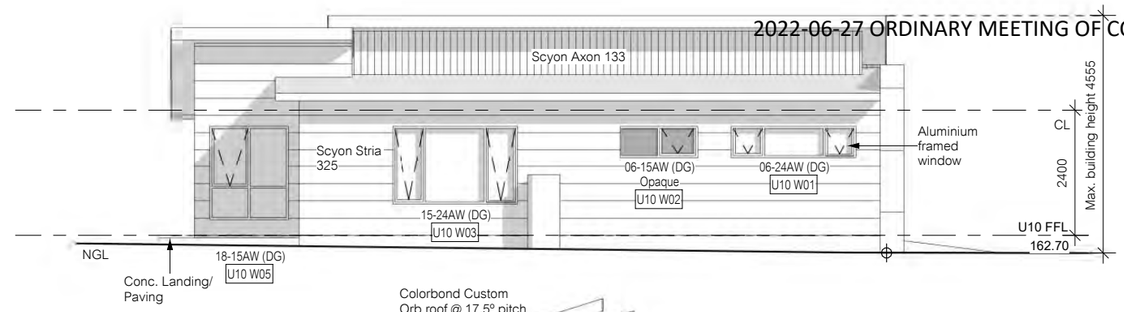
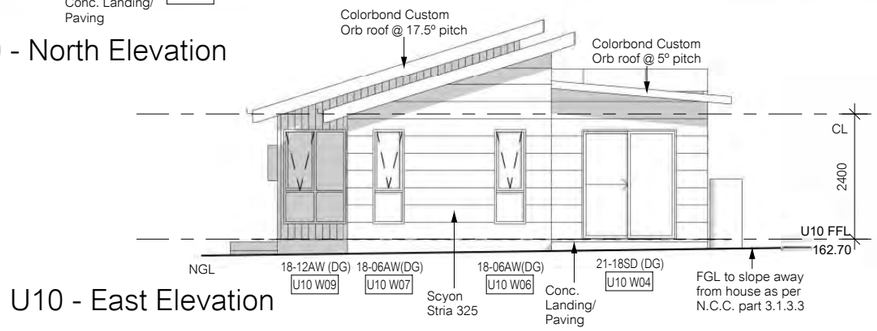
UNIT 10 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	18/33
Scale	1 : 100		

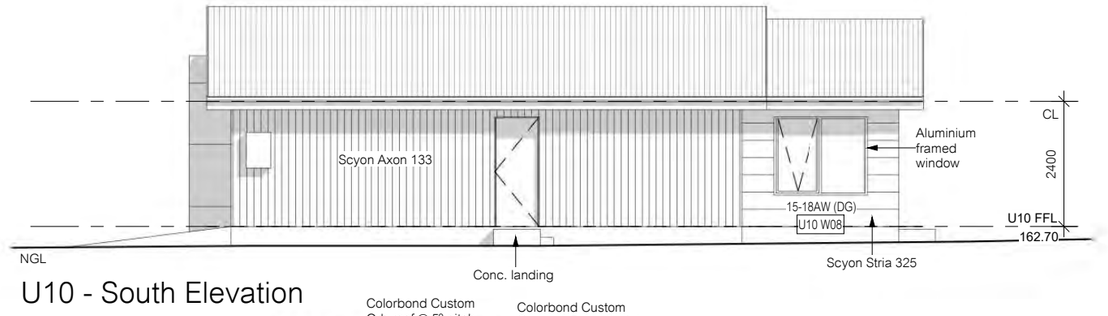
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Scyon Matrix FC Sheet	Monument
Colorbond Roof	Windspray



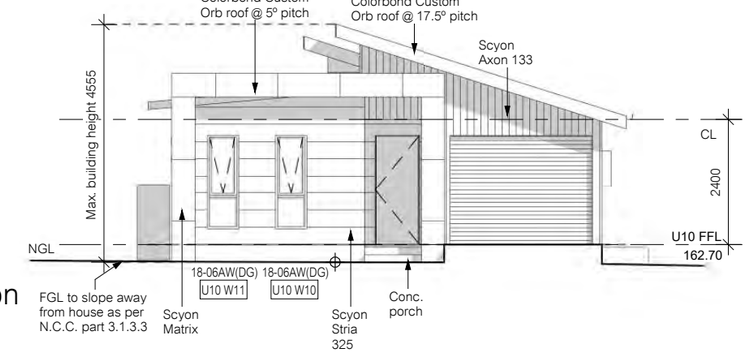
U10 - North Elevation



U10 - East Elevation



U10 - South Elevation



U10 - West Elevation

EXHIBITED

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
B	11 Jan. 2022	CK

Amendment changes as per cover sheet

Shadows shown for stylisation purposes only

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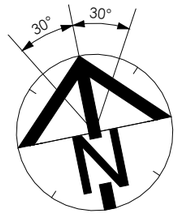
PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
PERTH

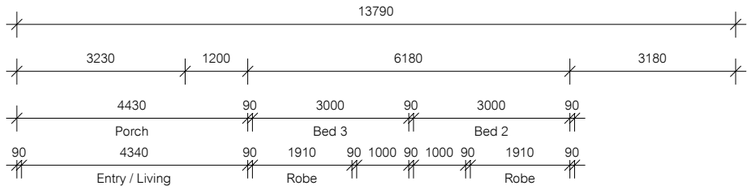
another perspective drafting&design

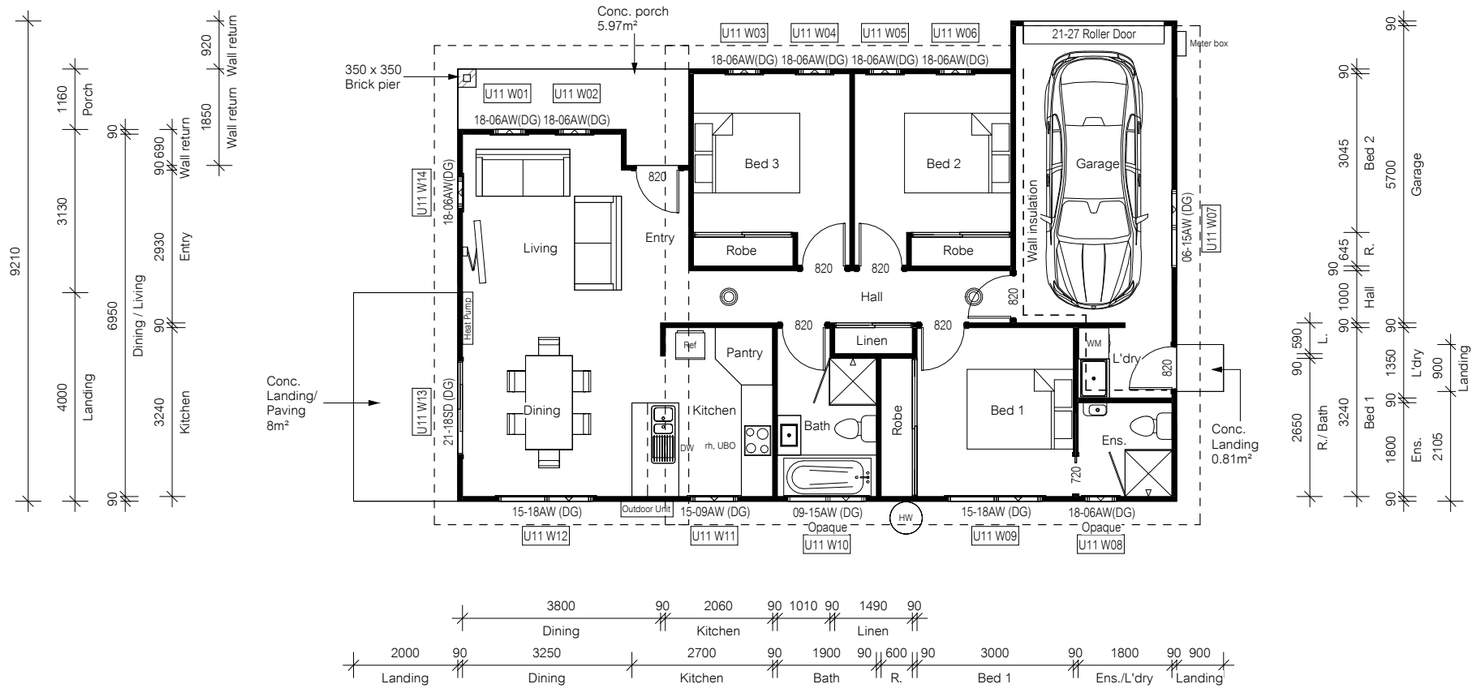
UNIT 10 ELEVATIONS

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	19/33
Scale	1 : 100		



PD4.1 clause 10.4.4
W01 & W02 satisfy A1





EXHIBITED

Floor Area = 111.28 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.	Amendment changes as per cover sheet

Notes
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PROPOSED UNIT DEVELOPMENT (MADDEN)

21 Drummond Crescent,
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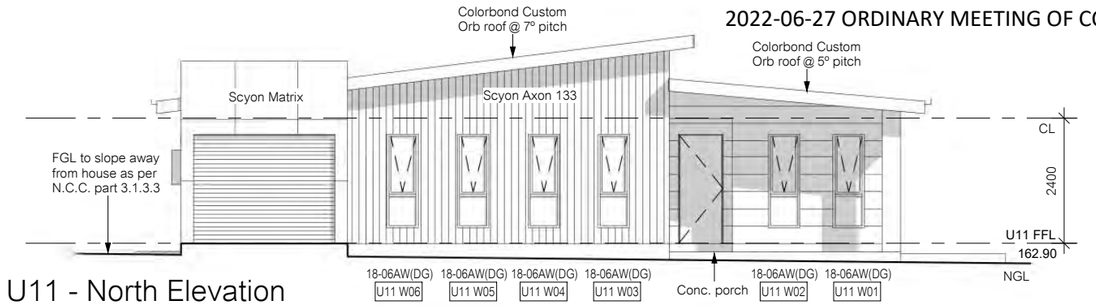
another perspective drafting&design

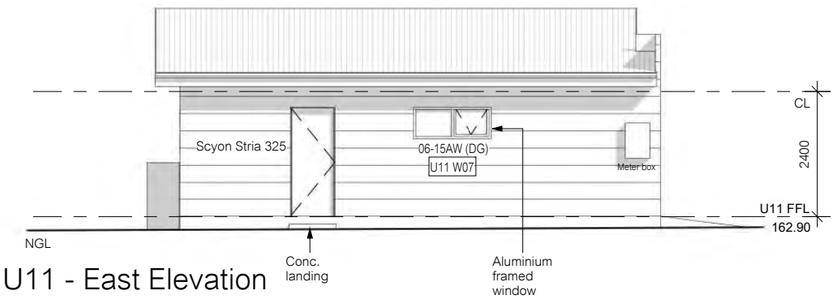
UNIT 11 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	20/33
Scale	1 : 100		

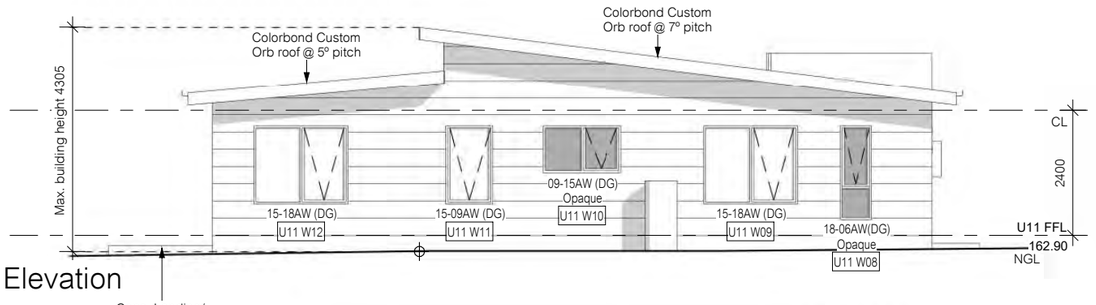
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Scyon Matrix FC Sheet	Monument
Colorbond Roof	Windspray



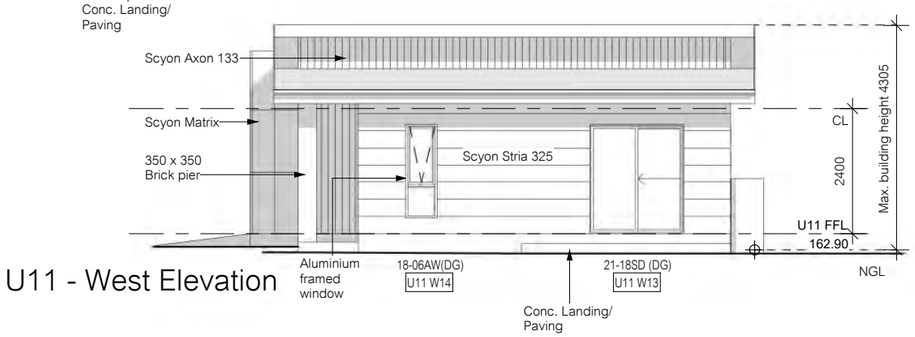
U11 - North Elevation



U11 - East Elevation



U11 - South Elevation



U11 - West Elevation

EXHIBITED

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.
	Amendment changes as per cover sheet	

Shadows shown for stylisation purposes only

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PROPOSED UNIT DEVELOPMENT (MADDEN)
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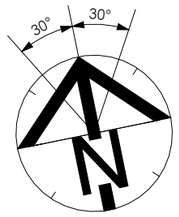
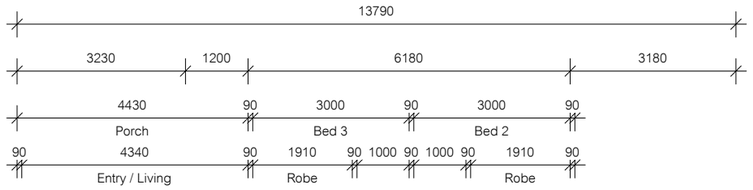
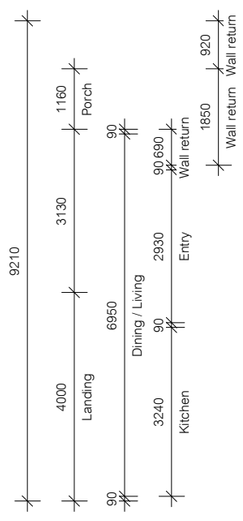
UNIT 11 ELEVATIONS

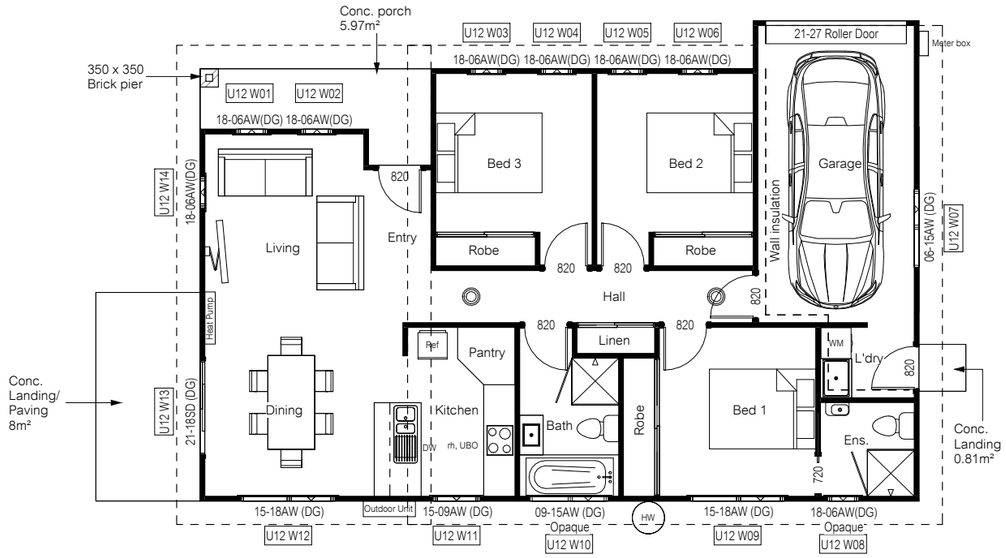
Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 21/33
Scale	1 : 100	

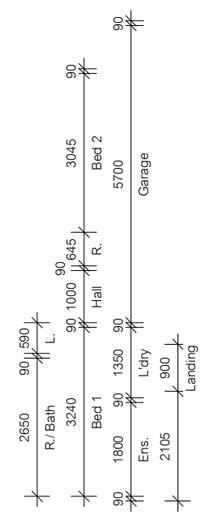


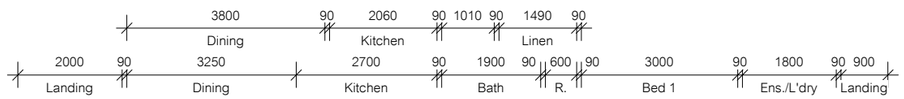
PD4.1 clause 10.4.4
W01 & W02 satisfy A1











EXHIBITED

Floor Area = 111.28 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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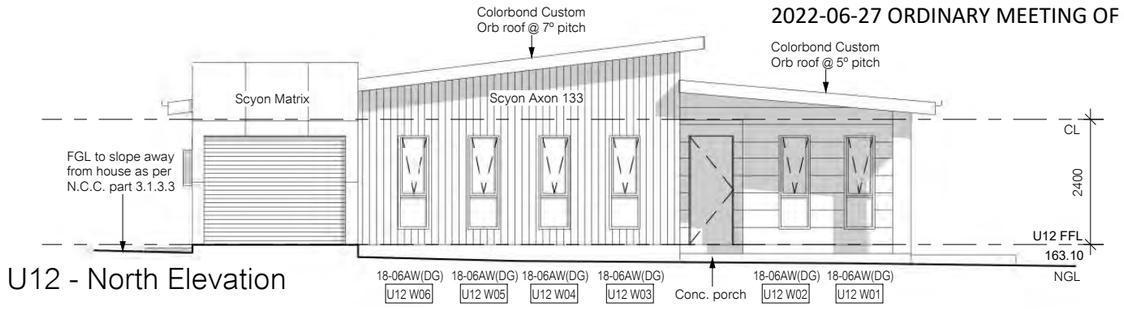
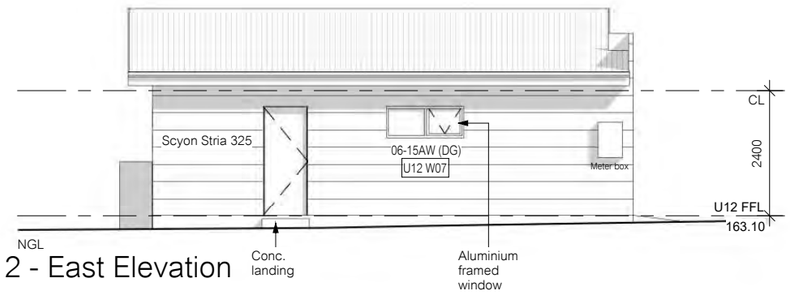
UNIT 12 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	22/33
Scale	1 : 100		

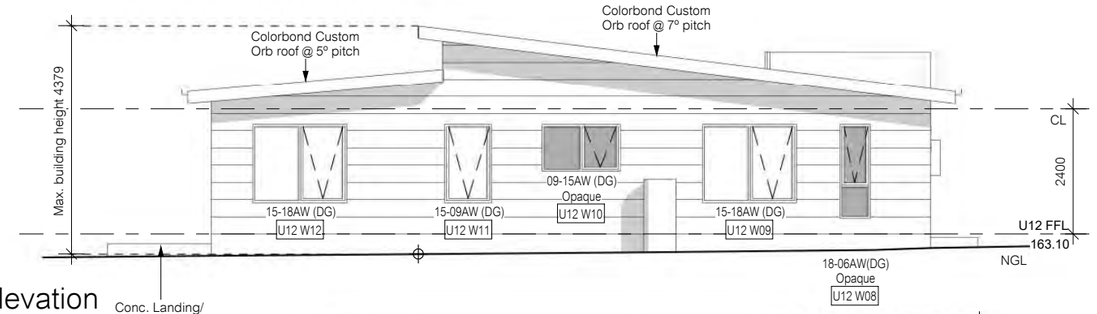
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Scyon Matrix FC Sheet	Monument
Colorbond Roof	Windspray



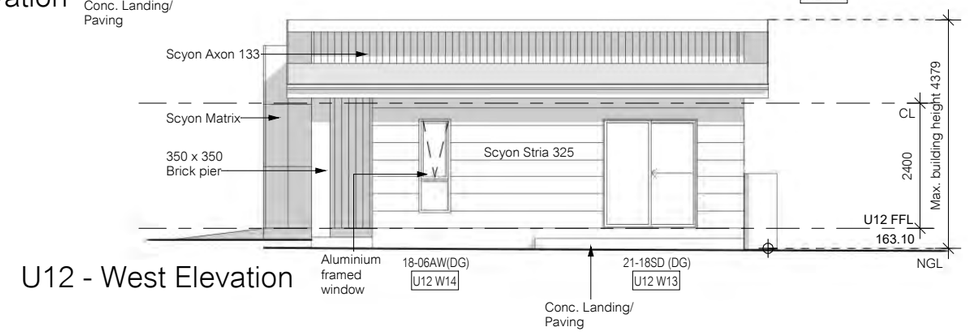
U12 - North Elevation



U12 - East Elevation



U12 - South Elevation



U12 - West Elevation

EXHIBITED

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

No.	Date	Int.

Amendment changes as per cover sheet

Shadows shown for stylisation purposes only

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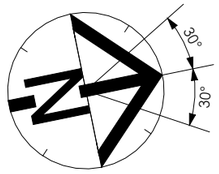
PROPOSED UNIT DEVELOPMENT (MADDEN)
21 Drummond Crescent,
PERTH

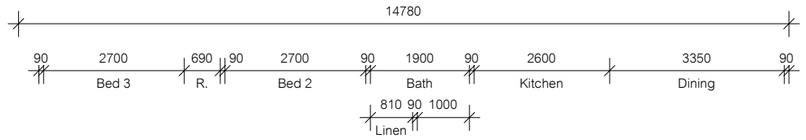
another perspective drafting&design

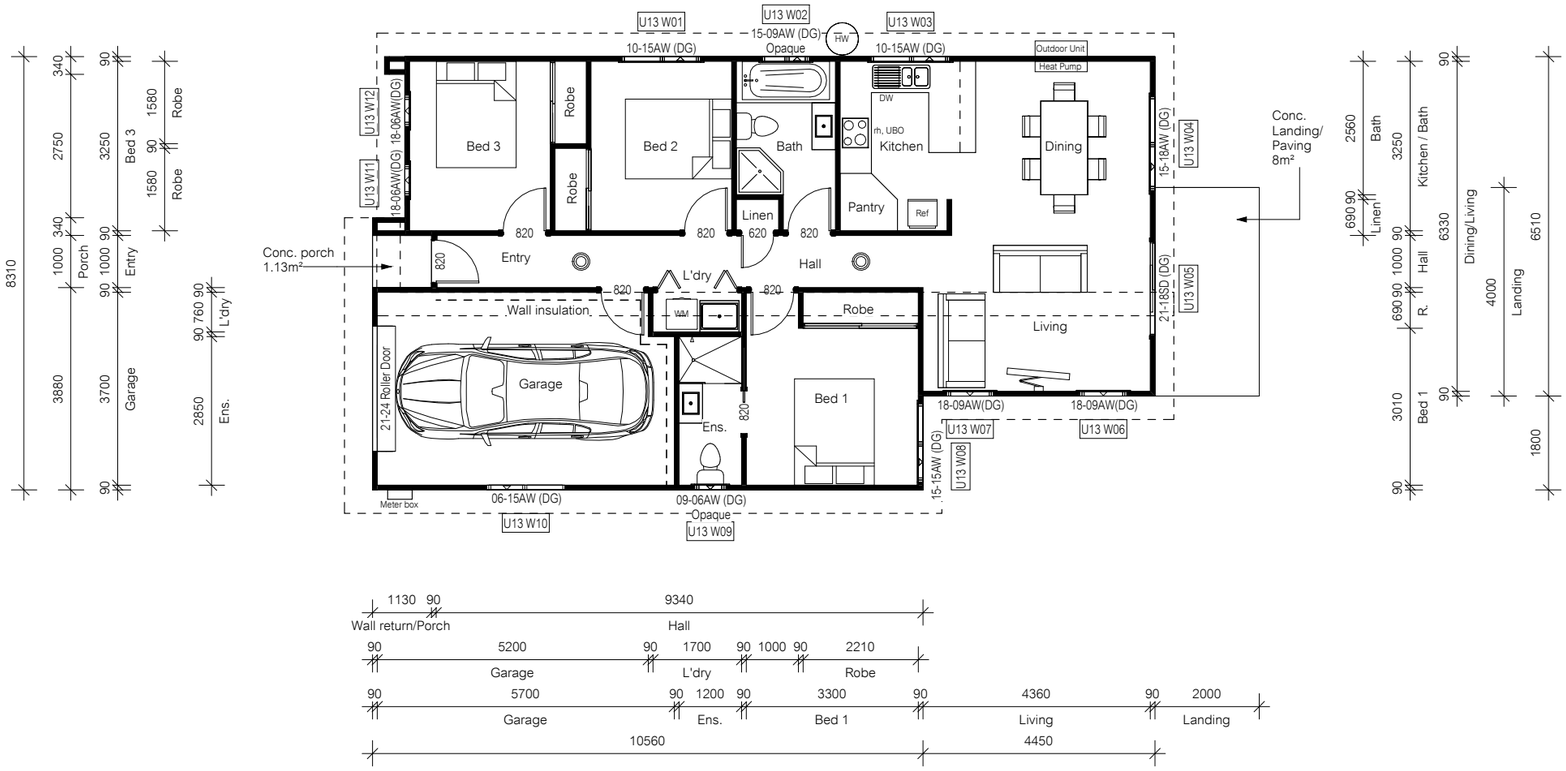
UNIT 12 ELEVATIONS

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 23/33
Scale	1 : 100	



PD4.1 clause 10.4.4
W04 & W05 satisfy A1





EXHIBITED

Floor Area = 113.47 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

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PROPOSED UNIT DEVELOPMENT (MADDEN)
21 Drummond Crescent,
PERTH

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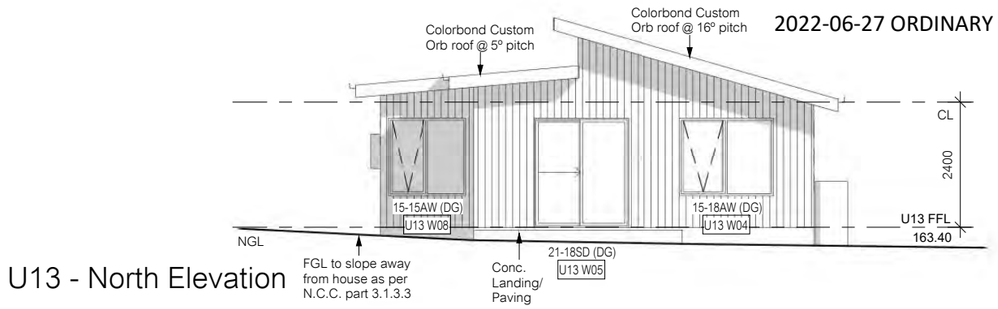
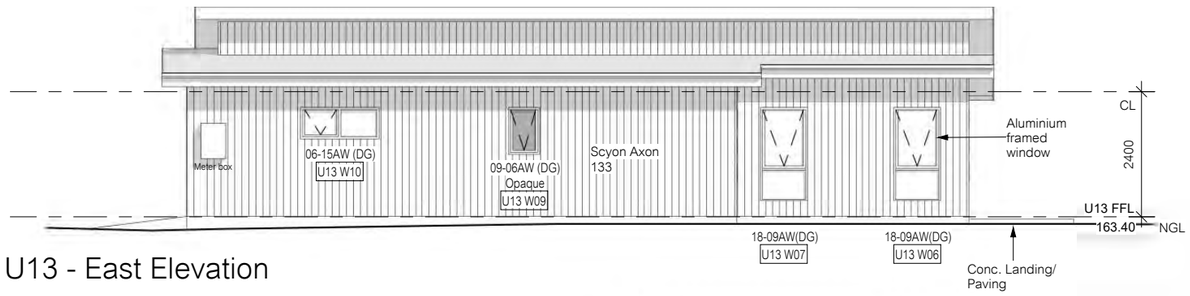
UNIT 13 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	24/33
Scale	1 : 100		

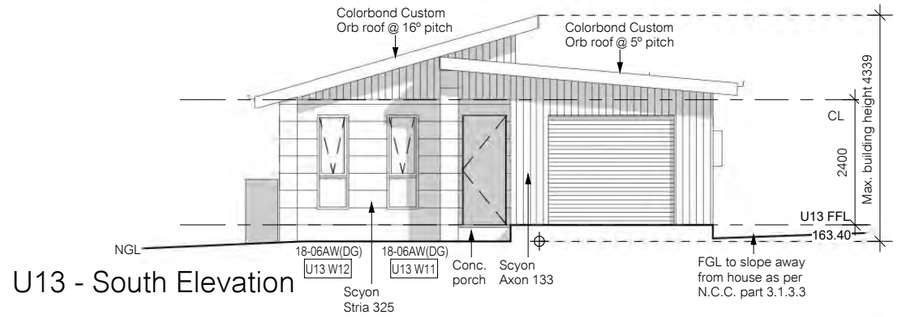
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



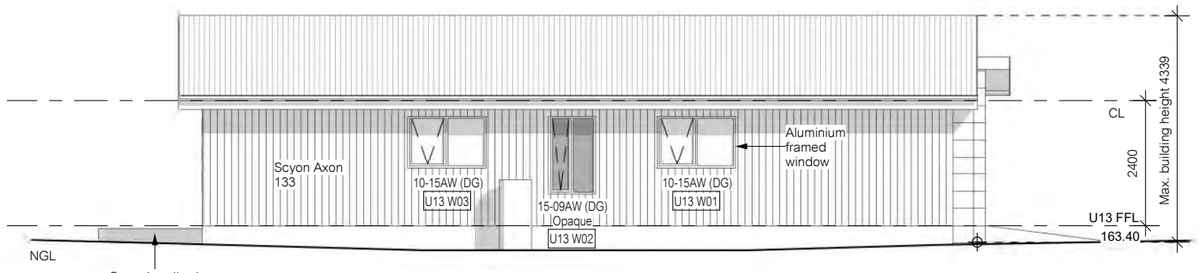
U13 - North Elevation



U13 - East Elevation



U13 - South Elevation



U13 - West Elevation

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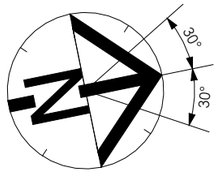
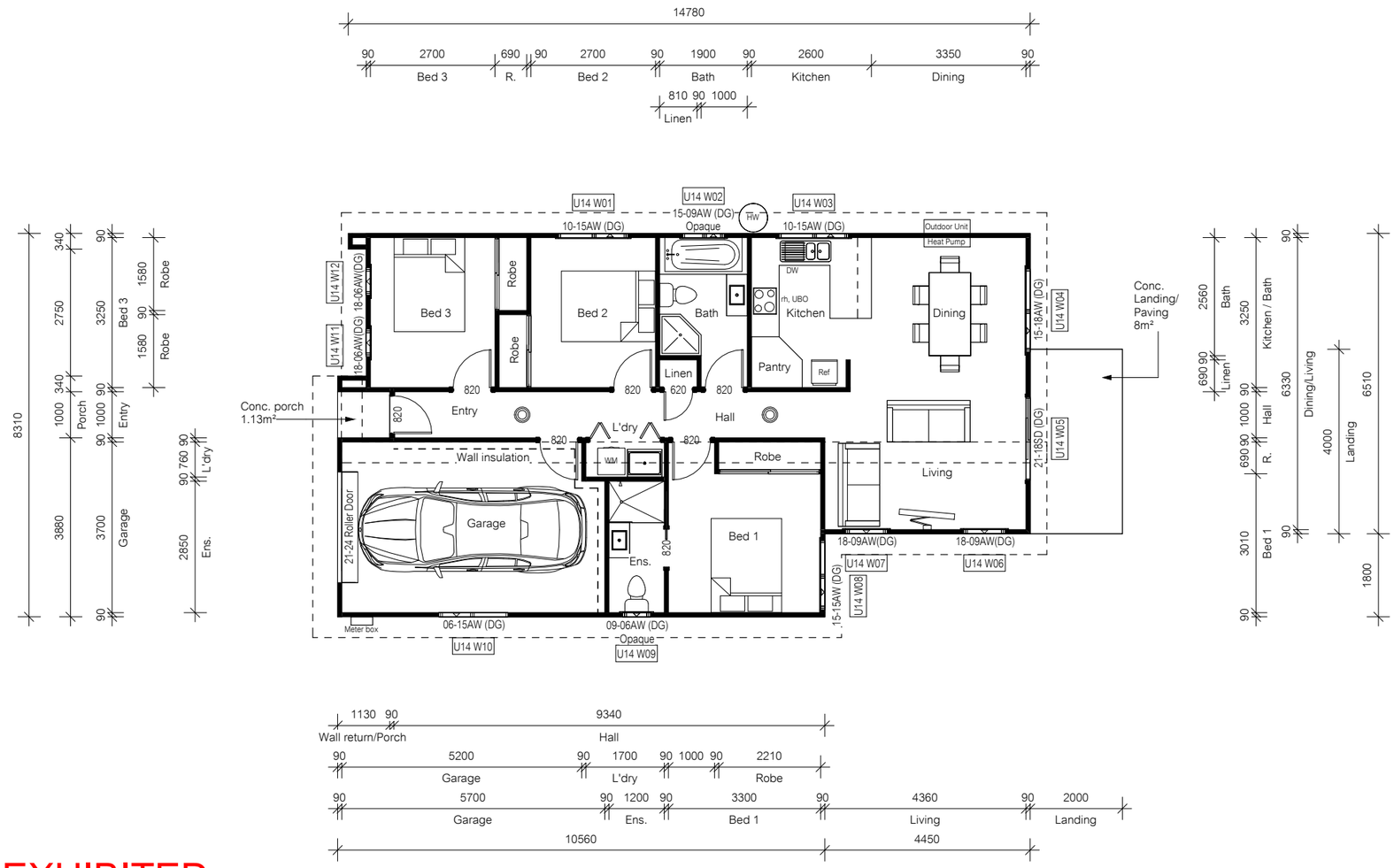
UNIT 13 ELEVATIONS

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	25/33
Scale	1 : 100		



PD4.1 clause 10.4.4
W04 & W05 satisfy A1



EXHIBITED

Floor Area = 113.47 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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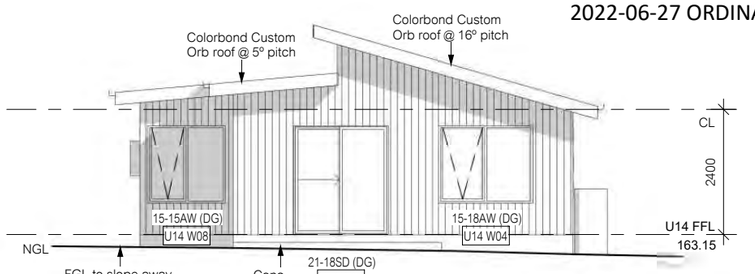
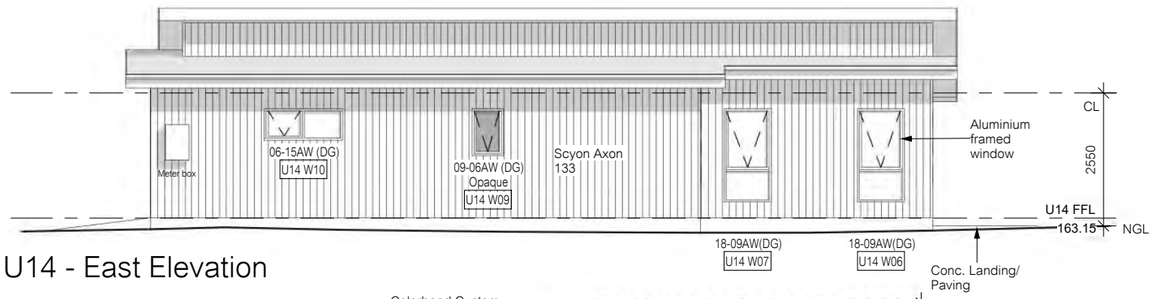
UNIT 14 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	26/33
Scale	1 : 100		

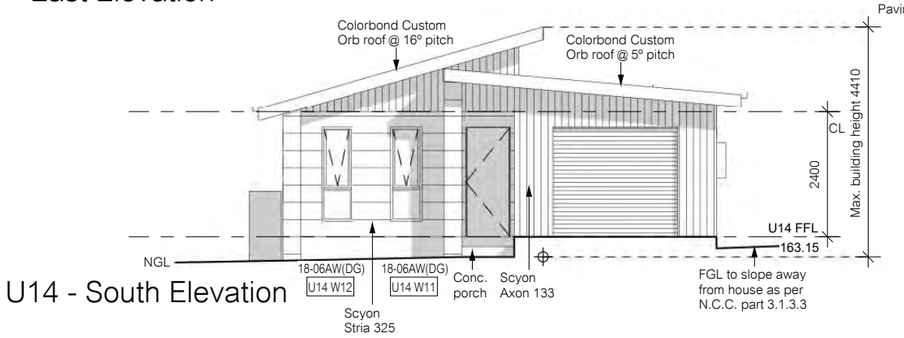
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



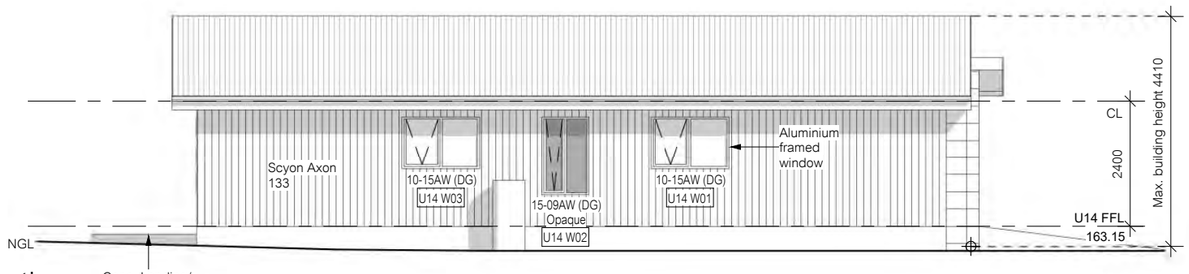
U14 - North Elevation



U14 - East Elevation



U14 - South Elevation



U14 - West Elevation

EXHIBITED

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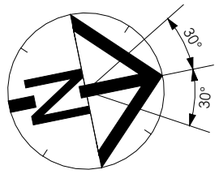
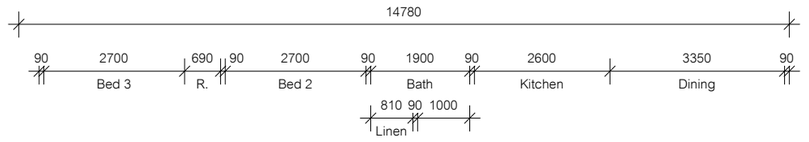
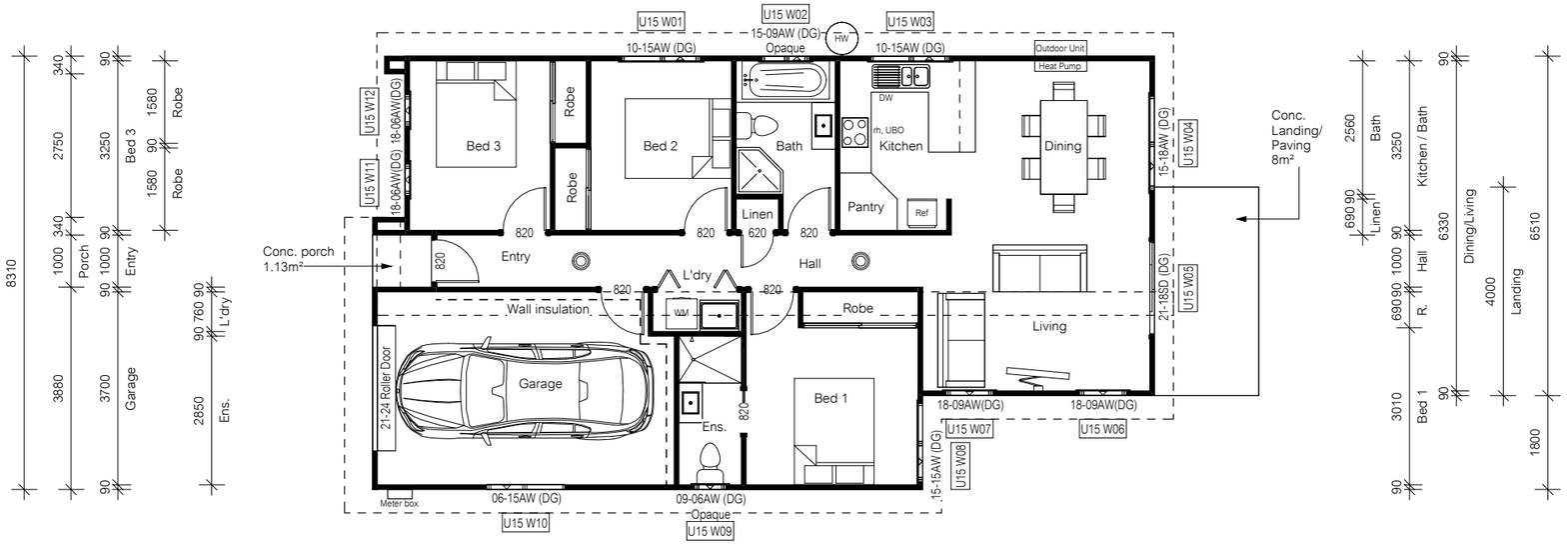
UNIT 14 ELEVATIONS

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 27/33
Scale	1 : 100	



PD4.1 clause 10.4.4
W04 & W05 satisfy A1





EXHIBITED

Floor Area = 113.47 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

All window sizes to be checked and/or confirmed on site prior to ordering glazing units

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PROPOSED UNIT DEVELOPMENT (MADDEN)

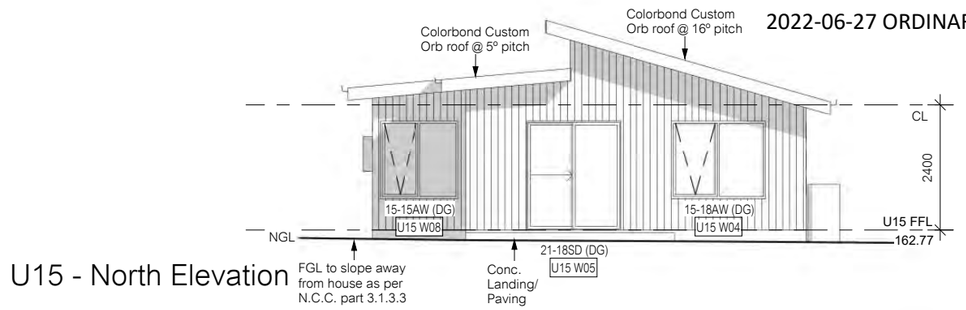
21 Drummond Crescent,
PERTH

another perspective drafting&design

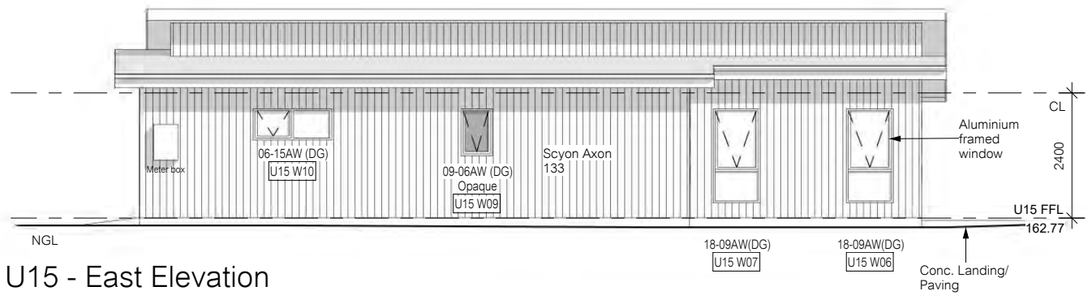
UNIT 15 FLOOR PLAN

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	28/33
Scale	1 : 100		

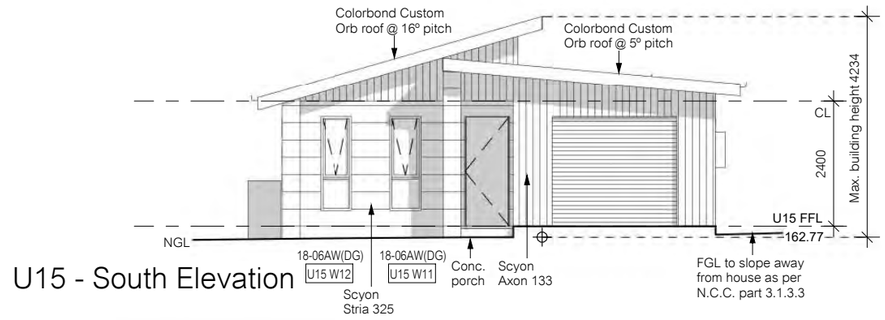
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



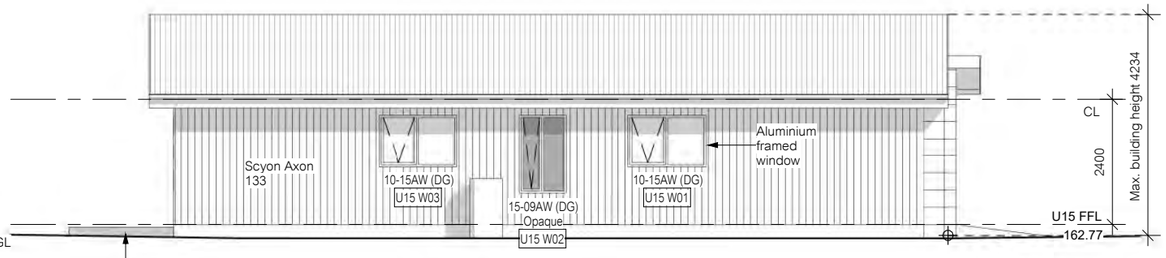
U15 - North Elevation



U15 - East Elevation



U15 - South Elevation



U15 - West Elevation

EXHIBITED

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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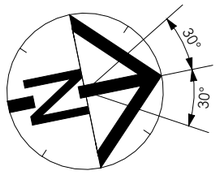
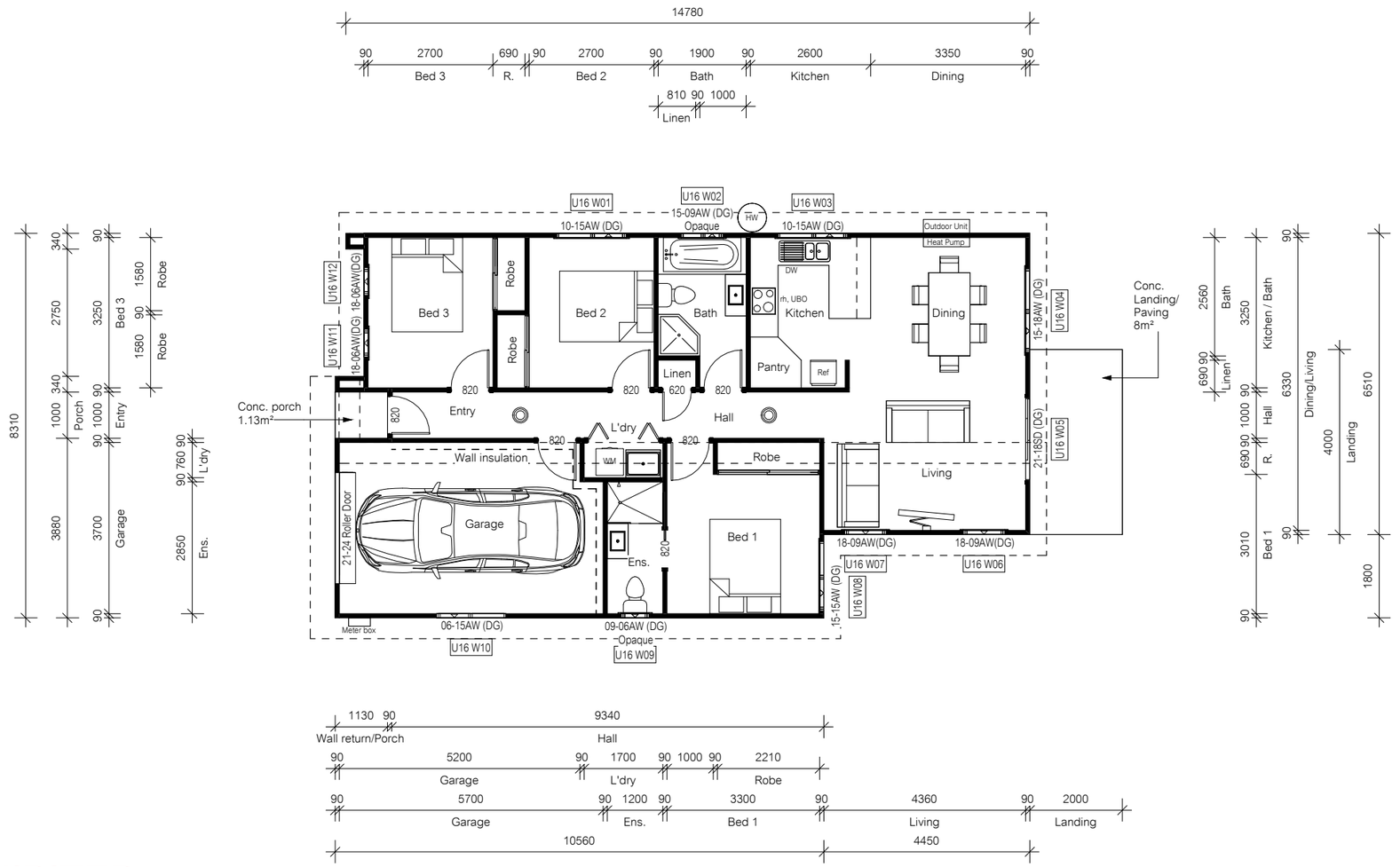
UNIT 15 ELEVATIONS

Drawn	CK	AP2019-1707	
Date	15 January 2020	Sheet	29/33
Scale	1 : 100		



PD4.1 clause 10.4.4
W04 & W05 satisfy A1



EXHIBITED

Floor Area = 113.47 m²

Articulation joints

Smoke Alarm (interconnected where more than 1)

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PROPOSED UNIT DEVELOPMENT (MADDEN)

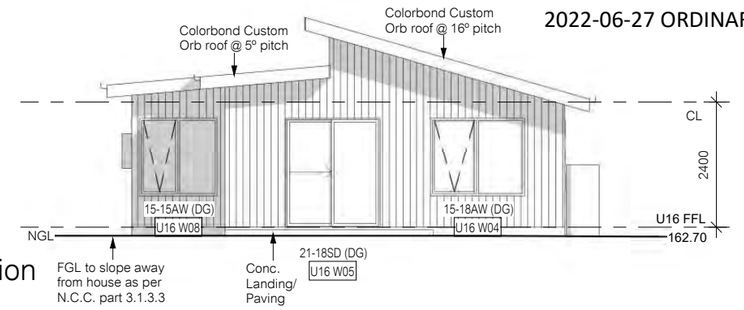
21 Drummond Crescent,
PERTH

another perspective drafting&design

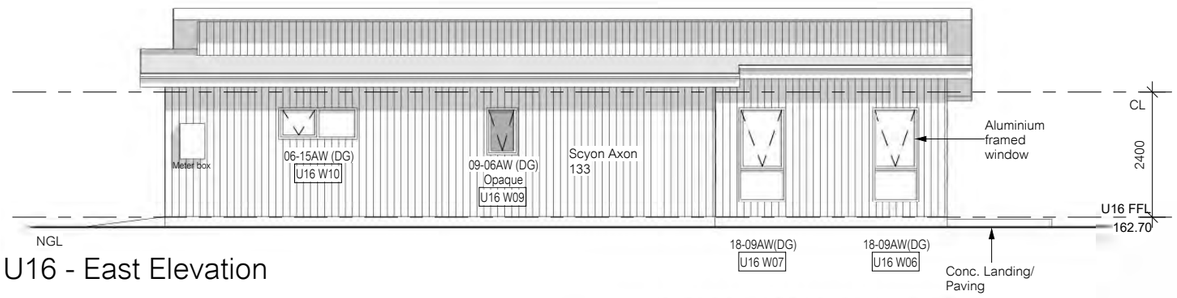
UNIT 16 FLOOR PLAN

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 30/33
Scale	1 : 100	

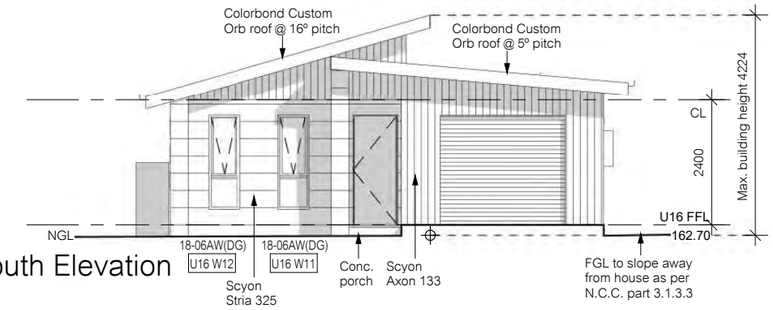
Material	Colour
Scyon Axon FC Sheet	Surfmist
Scyon Stria FC Sheet	Dune
Colorbond Roof	Windspray



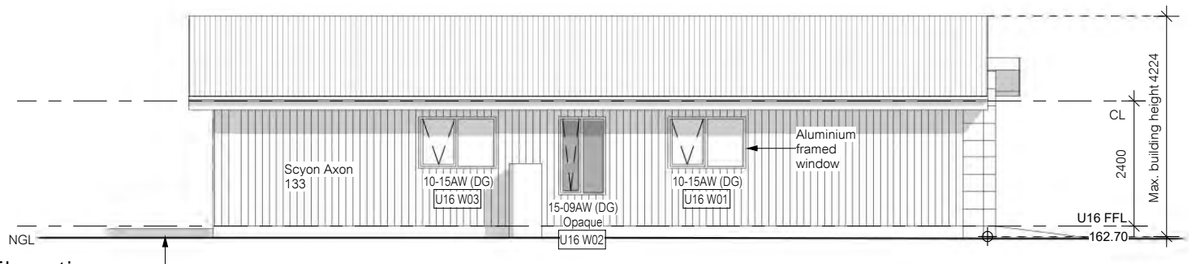
U16 - North Elevation



U16 - East Elevation



U16 - South Elevation



U16 - West Elevation

No.	Date	Int.
B	11 Jan. 2022	CK

EXHIBITED

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Amendment changes as per cover sheet

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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UNIT 16 ELEVATIONS

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 31/33
Scale	1 : 100	

South East Perspective

EXHIBITED

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PROPOSED UNIT DEVELOPMENT (MADDEN)

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PERSPECTIVE VIEWS SHEET 1

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 32/33
Scale		

Units 8-10

Units 11 & 12

Units 13-16

EXHIBITED

No.	Date	Int.

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PERSPECTIVE VIEWS SHEET 2

Drawn	CK	AP2019-1707
Date	15 January 2020	Sheet 33/33
Scale		

21 Drummond Cresc, Perth Stormwater Assessment.

7/12/21

By Chris Martin FIEAust, MBA (Tech Mgt), BE(Hons), CPEng, RPEQ, APEC Engineer, IntPE(Aus)

Senior Civil & Structural Engineer

Director – CSE Tasmania Pty Ltd

This report is prepared for Northern Midlands Council. It provides a commentary on the Drains Modelling undertaken to demonstrate that detention storage and a pipe outfall meet the requirements of the planning scheme.

Key Areas

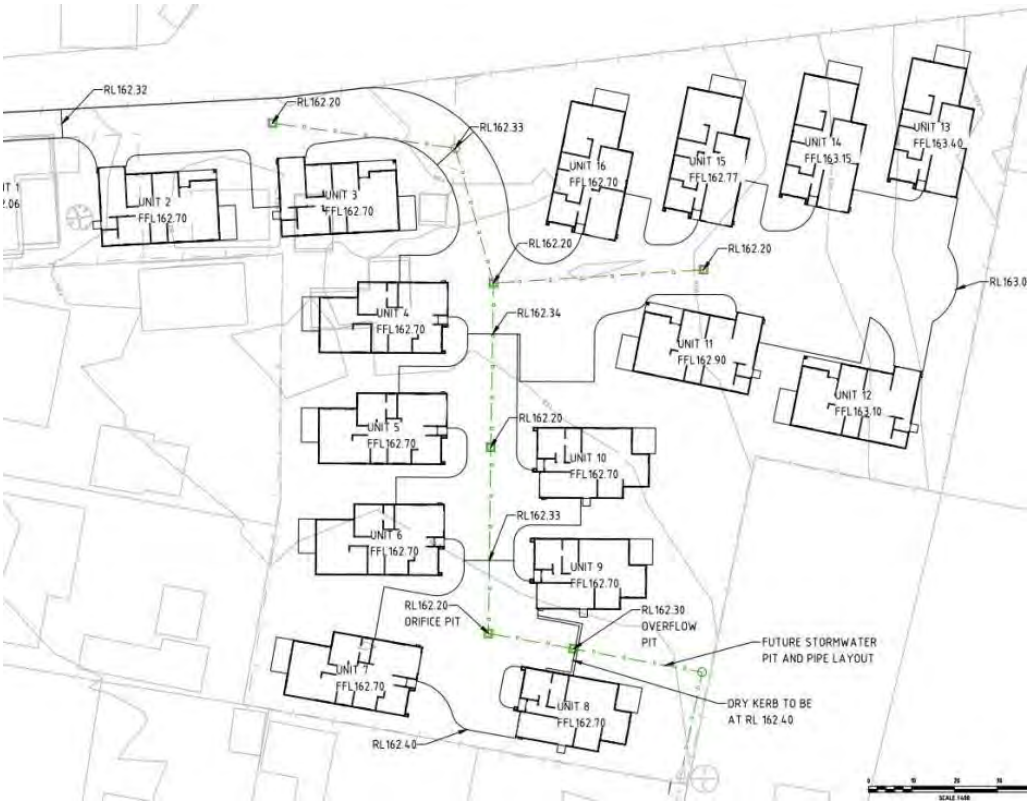
Check Unit 1 123m2 x 8 less slab 8.04 x 8		984
Unit 2 area 106m2 x 3 less 8.11 x3 area slab		318
Unit 3 117 x 4 + slab 8 x 4		500
Exist 192m2		192
Pavement		1766
	Total	3760

Total Site 6646m2

Therefore Area Impervious is 56.6%

Proposed site layout is below.

EXHIBITED



Each of 6 grated pits to have an above ground storage.

Smallest storage is the southern one with nominal area at overflow of 210m2 – shown in screen shot below. Top contours to be shown on design plans so that transition to driveways is not too steep.

Overflow at 162.3 into overflow pit. IF flows build up or pits are blocked the internal crest is at 162.34 and site roads are designed to overflow to Drummond Cresc at RL 162.32. Unit levels are the required 300 above 100 year ARI water levels.

All grated pit tops at 162.2.

Assuming even transition from pit tops to the 162.3 contours – area is 6 x 210 = 1260ms of pavement under water up to 100mm deep.

EXHIBITED

Smallest pit detention area is 210m2. Rest are larger so the assessment is conservative when multiplying this area by 6 for the 6 pit/detention areas.

A Drains model was prepared for the site – including modelling the outlet into the existing 375 pipe which needs to be lowered. This pipe has an estimated 1.4 Ha of paddock feeding to it.

The site soil conditions are assumed to be type 4 which is the worst case.

Flow from the undeveloped site for the 5 year ARI Event is then 46l/s. This assumes 100% grassed conditions. This flow is taken as the limiting flow rate.

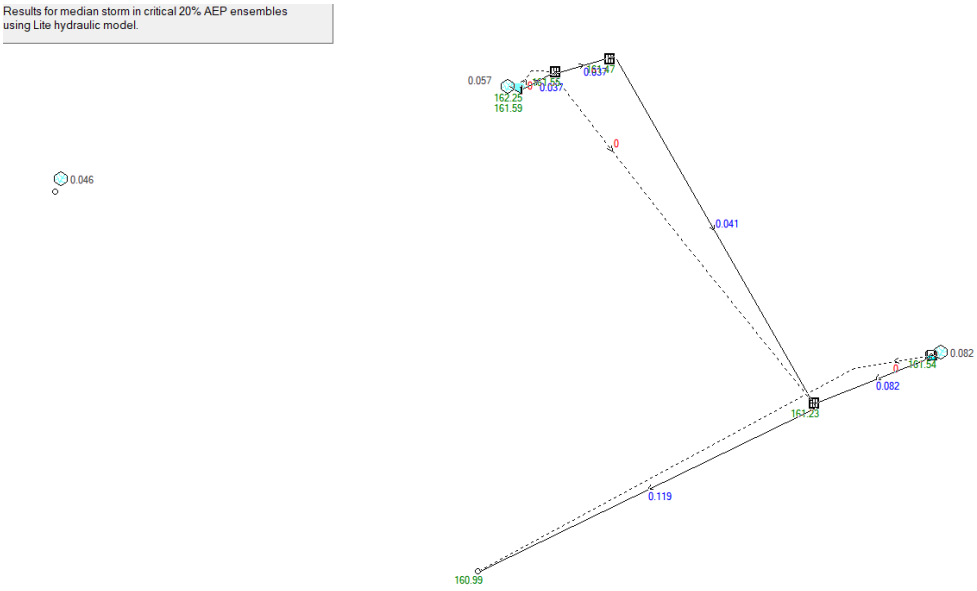
At our storage depth when the detention is working our peak flow needs to be 46l/s. This gives an orifice of 147mm dia.

EXHIBITED

Factor	Soil Type			
	A (or 1)	B (or 2)	C (or 3)	D (or 4)
Initial Rate, f_0 (mm/h)	250	200	125	75
Final Rate, f_c (mm/h)	25	13	6	3
Shape Factor, k (h^{-1})	2	2	2	2
Antecedent Rainfall Depths (mm) for AMCs:				
1	0	0	0	0
2	50	38	25	18
3	100	75	50	38
4	150	100	75	50
Initial Infiltration Rates (mm/h) for AMCs:				
1	250	200	125	75
2	162.3	130.1	78.0	40.9
3	83.6	66.3	33.7	7.4
4	33.1	30.7	6.6	3.0

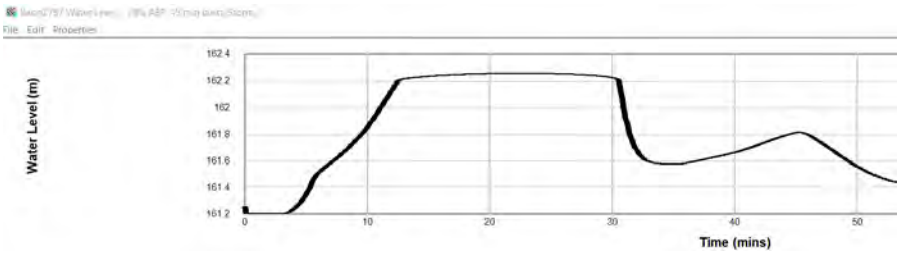
Table of soil conditions type 4 is worst case.

Following are the results for the 20% aep (5 year ARI) event demonstrating comments above.

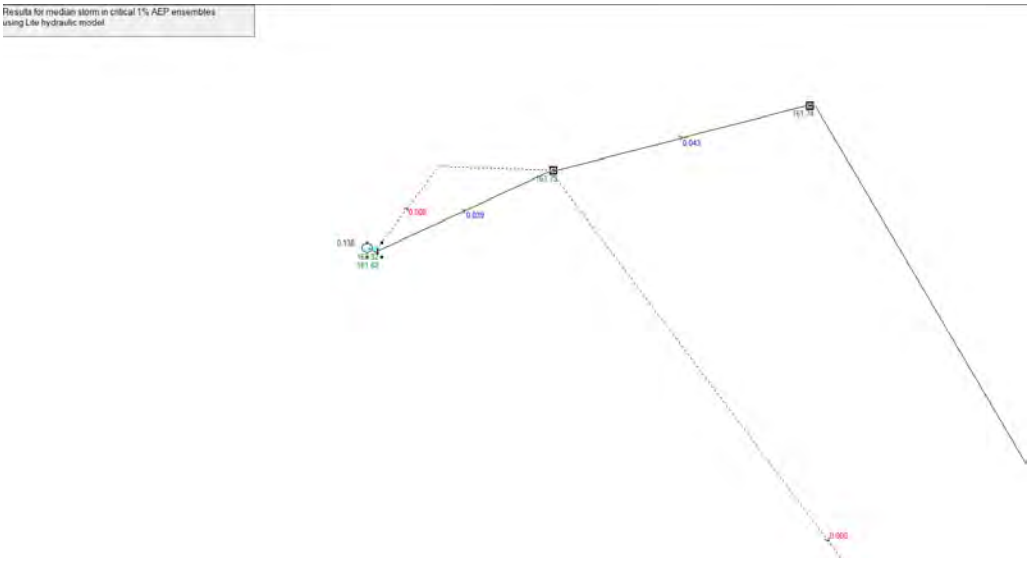


Water level in the detention is just above grated lids of the pits for 20 minutes.

EXHIBITED

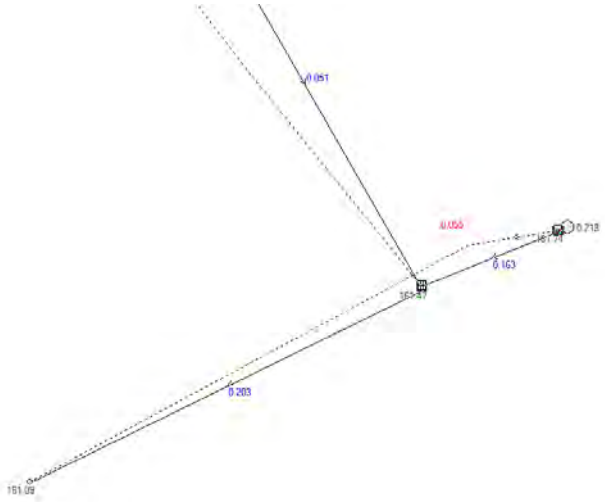


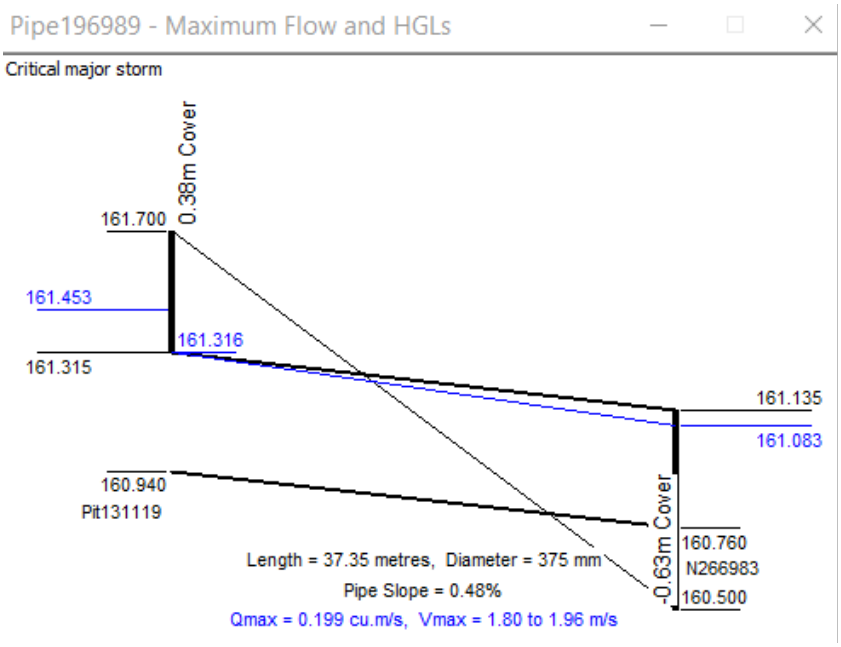
Then we run the 100 year event. This has an 8 l/s flow into the overflow pit.



The 100 year ARI event confirms the storage is adequately sized. There is no overflow even with the Drummond St pipe fully submerged.

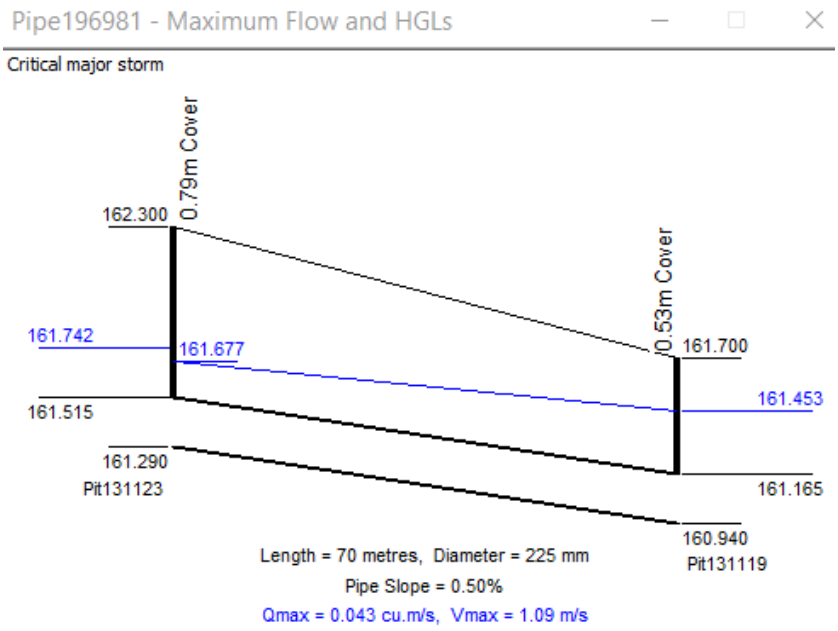
EXHIBITED



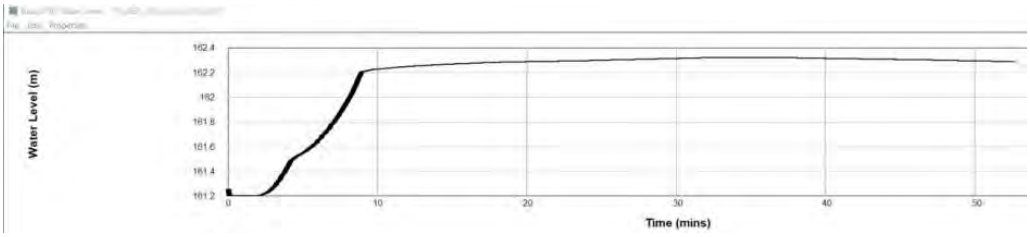


With the 150mm orifice the stormwater pipe can be reduced to 225 dia without affecting flows.

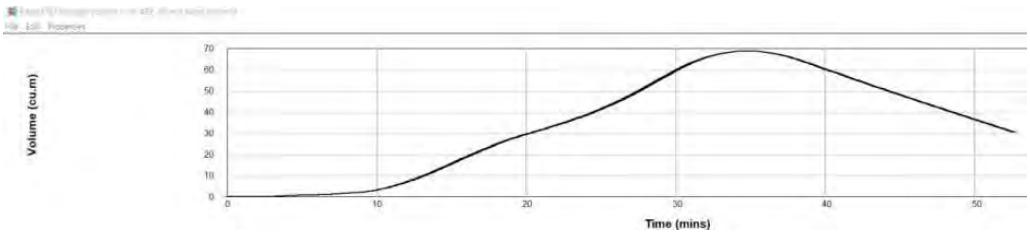
EXHIBITED



The Detention Basin stays wet for some time – but its only shallow.



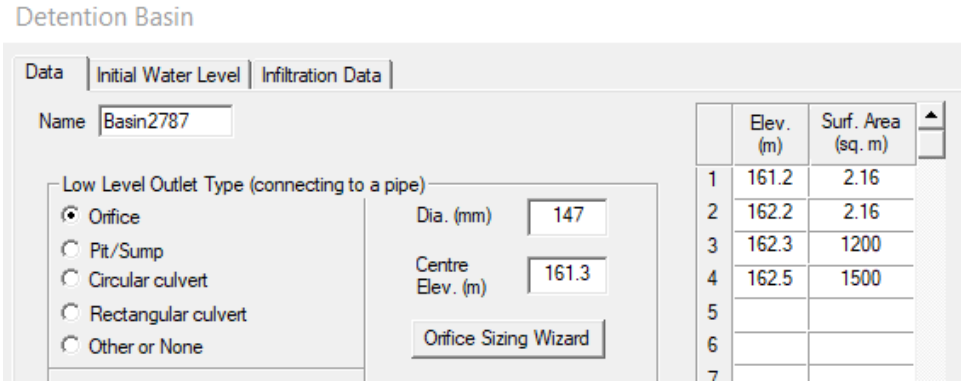
For the 100 year event the storage volume is shown as



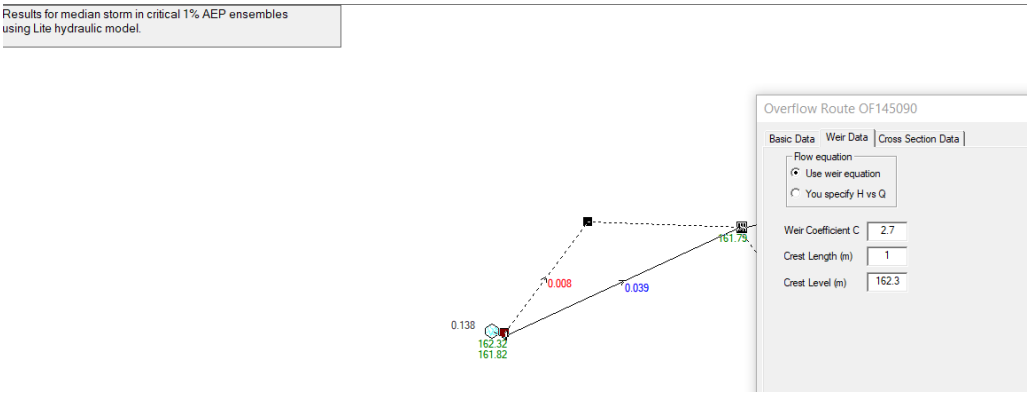
Detention basin was – as mentioned above set to overflow to the overflow pit at 162.3

Basin parameters are

EXHIBITED



The overflow route to the next pit shows the set level. For the 100 year event 8l/s overflows here.



PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
21 DRUMMOND CRESCENT, PERTH DEVELOPMENT
NORTHERN MIDLANDS COUNCIL

CSE TASMANIA REF: 1206-85

MARCH / 2021

CSE TASMANIA PTY LTD
civil • structural • environmental engineering

Received
10 December 2021

LOCALITY PLAN
SCALE: 1:1000

0 20 40 60 80 100m
SCALE 1:1000

DRAWING SCHEDULE

DRAWING No.	DRAWING NAME	REVISIONS
1206-85_G01	COVER SHEET AND LOCALITY PLAN	Rev B
1206-85_G02	GENERAL DETAILS PLAN	Rev B
1206-85_G03	GENERAL NOTES PLAN	Rev B
1206-85_G04	GENERAL ARRANGEMENT LAYOUT PLAN SHEET 01	Rev B
1206-85_G05	GENERAL ARRANGEMENT LAYOUT PLAN SHEET 02	Rev B
1206-85_C01	STORMWATER LONG SECTION PLAN	Rev B
1206-85_C02	SEWER AND WATER CONNECTION LAYOUT PLAN	Rev B
1206-85_C03	SWALE DRAIN LAYOUT AND LONG SECTION PLAN	Rev B

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DO NOT SCALE | Original Size A3

Scale 1:1000 | Designed CHRIS MARTIN
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Approved CHRIS MARTIN
Date MARCH 2021

-
PRELIMINARY

No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title COVER SHEET AND LOCALITY PLAN

Drawing No: 1206-85_G01 | Revision: B

TYPICAL LEGEND:

- PROPOSED LOT BOUNDARIES
- EXISTING LOT BOUNDARIES
- PROPOSED EASEMENTS
- PROPOSED BUILDING ENVELOPES
- PROPOSED PAVEMENT SAW CUT EDGE
- PROPOSED CONCRETE DRIVEWAY/FOOTPATHS
- PROPOSED CONTOURS
- EXISTING CONTOURS
- EXISTING FENCE LINE
- EXISTING GATE
- EXISTING TOP OF BANK
- EXISTING TOE OF BANK
- PROPOSED STORMWATER DRAINAGE LINE
- PROPOSED STORMWATER PIT
- PROPOSED STORMWATER MANHOLE
- EXISTING STORMWATER DRAINAGE LINE
- EXISTING STORMWATER MANHOLE
- PROPOSED WATER MAIN
- PROPOSED WATER METER
- PROPOSED WATER STOP VALVE
- EXISTING WATER MAIN
- PROPOSED SEWER MAIN
- PROPOSED SEWER MANHOLE
- EXISTING SEWER MAIN
- EXISTING SEWER MANHOLE
- EXISTING ELECTRICAL LINE
- EXISTING ELECTRICAL POLE
- EXISTING TREES
- EXISTING TREES TO BE REMOVED

STANDARD SEWER & WATER DRAWINGS (WSA)

Received
10 December 2021

DRAWINGS AS LISTED IN TASWATER SUPPLEMENTS TO

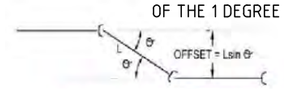
- WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 MRWA V2.0)
- SEWERAGE SUPPLY CODE OF AUSTRALIA (WSA 02-2014-3.1 MRWA)

STANDARD ROAD AND STORMWATER DRAWINGS (TSD)

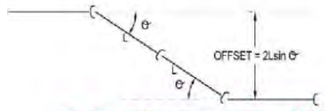
GENERAL DRAWINGS
TSD-G01 TO G05

ROAD AND STORMWATER DRAWINGS
TSD-C01 TO C03

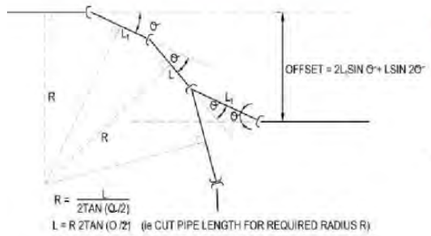
NOTE - FOLLOWING DEFLECTION VALUES MUST BE AMENDED FOR TASWATER TO 0.75% OF THE 1 DEGREE MANUFACTURERS DEFLECTION



DETAIL A: 1 PIPE DEFLECTION OFFSET



DETAIL B: 2 PIPE DEFLECTION OFFSET



L = R 2TAN (θ /2) (ie CUT PIPE LENGTH FOR REQUIRED RADIUS R)
TO REDUCE THE DISTANCE OVER WHICH THE DEFLECTION IS MADE, THE LENGTH OF L_1 MAY BE REDUCED UP TO $\frac{1}{2}$

DETAIL C: 3 PIPE DEFLECTION OFFSET or CURVED MAIN

TABLE 3: DEFLECTIONS

	PIPE / JOINT TYPE			
	TYPICAL RETIC PVC PIPE	TYPICAL RETIC DI PIPE	TYPICAL PVC PIPE + DOUBLE SOC CONNECTOR	COMMENTS
TYPICAL FULL LENGTH FOR L (m)	6	5.5	6 (PVC)	
TYPICAL MINIMUM LENGTH FOR L (m)	3	2.25	3 (PVC)	
TYPICAL θ MAX (degrees)	1	3.5	7	VARIES DEPENDING ON MANUFACTURER
MAX 1 PIPE MAX OFFSET (mm) [1]	100	(340)	⟨730⟩	HORIZONTAL OR VERTICAL DEFLECTION
MAX 2 PIPE MAX OFFSET (mm) [1]	210	⟨670⟩	⟨146⟩	2 or 3 PIPE HORIZONTAL DEFLECTION USUALLY NOT PREFERRED ALONG STRAIGHT ROADS DUE TO DISRUPTION OF OTHER ASSETS
MAX 3 PIPE MAX OFFSET (mm) [1]	(420)	⟨1340⟩	⟨2910⟩	
TYPICAL MIN R (m)	344	90	49	ASSUMING USE OF FULL PIPE LENGTHS
VERTICAL BLOCKING REQUIREMENTS	NO THRUST BLOCK REQUIRED	THRUST CALCULATION REQUIRED [2]	THRUST CONTROL REQUIRED [3]	VERTICAL BLOCKS REQUIRE WATER AGENCY APPROVAL [5]
HORIZONTAL BLOCKING REQUIREMENTS	NO THRUST BLOCK REQUIRED	THRUST CALCULATION REQUIRED [2]	THRUST BLOCK REQUIRED [4]	

NOTES ON TABLE 3:

ALL FIGURES HAVE BEEN CALCULATED ASSUMING FULL PIPE LENGTHS

1. MAX OFFSETS CALCULATED USING FULL LENGTH PIPES.
2. THRUST CONTROL REQUIREMENTS NEED TO BE CALCULATED AS PER THE METHOD DESCRIBED IN MRWA-W-204.
3. BLOCK AS PER TABLE 1 OF MRWA-W-205A USING ½ OF THE MASS VOLUME OF THE 11.25° BEND.
4. BLOCK AS PER 6 DEG BENDS OF MRWA-W-204.
5. FLANGED OR WELDED BENDS PREFERRED TO VERTICAL BLOCKS.

TO REDUCE EXCAVATION DEPTHS AND / OR LIMIT DISRUPTION TO HORIZONTAL ALIGNMENTS, THE FOLLOWING ARRANGEMENTS ARE GENERALLY PREFERRED:

- ◯ FIGURES IN CIRCLES INDICATED THAT THIS OFFSET IS NORMALLY BETTER ACHIEVED USING 22½° BENDS (FOR 300 TO 600 OFFSETS).
- ◇ FIGURES IN DIAMONDS INDICATE THAT THIS OFFSET IS NORMALLY BETTER ACHIEVED USING 45° BENDS (FOR > 600 OFFSETS).

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No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title GENERAL DETAILS PLAN
Drawing No: 1206-85_G02 | Revision: B

NOTES (GENERAL, EARTHWORKS & LANDSCAPING)

GENERAL

1. N.M.C. - NORTHERN MIDLANDS COUNCIL
2. T.W. - TAS WATER
3. ALL SETOUT BY A LICENSED SURVEYOR.
4. LEVEL DATUM - AHD
5. PRIOR TO ANY EXCAVATION, CONTRACTOR IS TO LOCATE ALL EXISTING UNDERGROUND SERVICES
6. ALL EXISTING MANHOLES AND SERVICE PITS / LIDS AFFECTED BY THE WORKS TO BE RAISED TO SUIT DESIGN LEVELS. WORK TO BE CARRIED OUT BY THE RELEVANT AUTHORITY AT DEVELOPERS EXPENSE.
7. CONTRACTOR TO ARRANGE PROVISION OF 'AS CONSTRUCTED' INFORMATION. SURVEY CO-ORDINATES TO BE RECORDED IN GDA94 & AHD AND PROVIDED IN ELECTRONIC AND HARD COPY FORMAT IN ACCORDANCE WITH THE REQUIREMENTS OF COUNCIL & T.W.
8. SERVICE OFFSETS AS PER TAS STANDARD DRAWINGS.
9. ALL ROAD AND STORMWATER WORKS IN ACCORDANCE WITH TAS STANDARD DRAWINGS.

EARTHWORKS

10. STRIP TOPSOIL FROM ENTIRE AREA OF ROADWAYS AND EXTERNAL AREAS THAT ARE TO BE CUT OR FILLED. TOPSOIL SHALL BE STOCKPILED ON SITE WHERE DIRECTED.
11. REDUNDANT OPEN DRAINS TO BE FILLED TO SUIT SURROUNDING NATURAL SURFACE. CONTRACTOR TO PROVIDE REPORT OF SITE CLASSIFICATION AND CERTIFICATION OF LEVEL 2 COMPACTION TO AS 3798.
12. AREAS OF FILL GREATER THAN 300MM IN DEPTH SHALL BE FILLED AND COMPACTED IN ACCORDANCE WITH AS3798.
13. NO FILLING OVER SERVICE MAINS IS PERMITTED. ALL FILLING TO BE DONE PRIOR TO PIPE TRENCHING AND INSTALLATION.

LANDSCAPING

14. ALL DISTURBED SURFACES SHALL BE REVEGETATED AND STABILISED WITH STABILISATION GRASS MIX.
15. GOOD QUALITY TOPSOIL TO BE USED ON NATURE STRIP AREAS. GRASS SEED TYPES TO BE ADVISED BY COUNCIL
16. ADVISORY NOTE - LANDSCAPING DESIGN, INCLUDING STREET FURNITURE AND BOLLARDS TO BE CONFIRMED.

NOTES (ROADWORKS & DRAINAGE)

ROADWORKS

1. SERVICE TRENCHES UNDER TRAFFICKED AREAS SHALL BE BACKFILLED WITH COMPACTED PAVEMENT SUB BASE MATERIAL.
2. ALL DRIVEWAYS TO BE TYPE KCRB AS PER TASMANIAN STANDARD DRAWING TSD-R16.

STORMWATER

1. FULL HEIGHT BENCHING TO BE USED IN ACCORDANCE WITH TSD SW03.
2. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
3. TOPS OF MANHOLES SHALL BE FINISHED TO MATCH ADJACENT FINISHED SURFACE LEVELS AND GRADES.
4. PIPE BEDDING AND HAUNCHING - AS PER TSD-G01.
5. 20mm CRUSHED ROCK BEDDING TO BE USED IN STORMWATER TRENCHES WITH SUB-SOIL DRAINS.
6. NEW PIPEWORK SHALL BE:
   - AS SPECIFIED ON STORMWATER LONG SECTIONS
   - PROPERTY CONNECTIONS: 150mmϕ P.V.C. (SN8)AS PER TSD-SW25.
7. ALL PIPES GREATER THAN 100mmϕ ARE TO BE RUBBER RING JOINTED AND LAID ON A MINIMUM OF 75mm SAND BEDDING EXTENDING TO 150mm ABOVE THE TOP OF PIPE.
8. ALL STORMWATER LOT CONNECTIONS SHALL BE BROUGHT NOMINALLY 100mm ABOVE SURROUNDING SURFACE AND SEALED WITH A GLUED END CAP. CAPS SHALL BE PAINTED GREEN. LOCATIONS OF CONNECTION POINTS TO BE MARKED WITH STAR PICKETS.
9. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON CONDUCTIVE PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
10. STORM WATER MANHOLE BENCHING IN ACCORDANCE WITH TSD-SW03.
11. SIDE ENTRY PITS TO TSD-SW10 - TYPE 4 UNLESS UNO.
12. MANHOLE, LIDS AND SURROUNDS:
    - IN THE ROAD RESERVATION AND TRAFFICKED AREAS - CLASS D - 'GATIC' HEAVY DUTY OR APPROVED EQUIVALENT
    - NON TRAFFICKED AREAS - 'GATIC' LIGHT DUTY OR APPROVED EQUIVALENT

NOTES (SEWER & WATER)

SEWER

1. ALL SEWER SUPPLY CONSTRUCTION TO:
   - SEWERAGE SUPPLY CODE OF AUSTRALIA (WSA 02 2014 3.1 MRWA) - PART 3: CONSTRUCTION AS AMENDED BY THE TASWATER SUPPLEMENT
2. NEW PIPEWORK SHALL BE:
   - AS SPECIFIED ON SEWER LONG SECTIONS
3. PROPERTY CONNECTIONS: 100 DIA. P.V.C. (SN10) SCJ AND IN ACCORDANCE WITH TYPE 4 ... MRWA-S-304 INCLUDING A SURFACE AS SHOWN.
   NOTE - INSPECTION OPENINGS SHALL BE 0.5m INSIDE THE PROPERTY BOUNDARY NOT OUTSIDE THE BOUNDARY.
   - TASWATER APPROVED PRODUCTS ARE CONTAINED ON THE CITY WEST WATER WEBSITE HTTP://WWW.MRWA.COM.AU/PAGES/PRODUCTS.ASPX
   - INSPECTED PRIOR TO BACKFILL
4. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
5. ALL LIVE CONNECTIONS BY TW AT DEVELOPERS COST.

WATER

1. ALL WATER SUPPLY CONSTRUCTION TO:
   - WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 VERSION MRWA EDITION V2.0) - PART 2: CONSTRUCTION AS AMENDED BY THE THE TASWATER SUPPLEMENT.
   - TASWATER'S STANDARD DRAWINGS TW-SD-W-20 SERIES
   - WATER METERING POLICY/METERING GUIDELINES
   - BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND AS3500.1:2003.
2. NEW PIPEWORK SHALL BE:
   - SERIES 2 OPVC PN16 - SIZE AS INDICATED ON THE DRAWINGS
   - 63 O.D. P.E. PN16 (CUL-DE-SAC HEAD ONLY)
   - ALL FITTINGS SHALL BE PN16 RATED
   - TASWATER APPROVED PRODUCTS ARE CONTAINED ON THE CITY WEST WATER WEBSITE HTTP://WWW.MRWA.COM.AU/PAGES/PRODUCTS.ASPX
   - INSPECTED PRIOR TO BACKFILL
   - BACKFILLED UNDER ROADWAYS IN COMPACTED SUBBASE 1 GRAVEL AT OMC COMPACTED IN 150mm LAYERS.
3. PROVIDE THRUST BLOCKS AT ALL BENDS AND TEES.
4. ALL LIVE CONNECTIONS BY TW AT DEVELOPERS COST.
5. ALL STOP VALVES TO BE CLOCKWISE CLOSING.
6. PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUG.
7. STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDANCE WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.
8. FIRE PLUGS AND VALVE POSITIONS TO BE MARKED IN ACCORDANCE WITH THE WSA CODE AND TASWATER SUPPLEMENT.
9. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
10. MINIMUM COVER:- NON TRAFFICABLE 600mm, TYPE F TRAFFICABLE 750mm, TYPE R TRAFFICABLE (LOCAL ROADS) 900mm AND TYPE R TRAFFICABLE (MAJOR AND ARTERIAL ROADS) 1200mm.
11. ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TASWATER STANDARD DRAWING TW-SD-W-20 SERIES. THEY SHALL BE DN25(I.D.20) HDPE (PE100) SDR 11 PN16 PIPE.
12. WHERE DN63 AND PROPERTY CONNECTIONS ARE UNDER ROADS PIPES SHALL BE SLEEVED IN DN100 SN4 PIPE FITTED WITH TRACE AND TIGHT FITTING RUBBER WRAPS AT 2m CENTRES TO PREVENT WATER HAMMER. SLEEVING TO BE EXTENDED PAST EITHER SIDE OF ROAD/FOOTPATH WHERE POSSIBLE TO AVOID DIGGING UP THE TRAFFICABLE AREA IN FUTURE.
13. FIRE PLUGS TO HAVE 100mm RISERS WITH SPRING TYPE PLUGS.
14. TASWATER TO WITNESS PRESSURE TEST TO 1200KPa PRIOR TO BACKFILL AT JOINTS.
15. MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK. REFER TO WSA CODE FOR DETAILS.
16. PLACEMENT OF WATER MAINS IN FILL REQUIRES THE CONTRACTOR TO PROVIDE DOCUMENTARY EVIDENCE INCLUDING:-
    - 16.1. THE COMPOSITION OF FILL MATERIAL, VERIFYING THAT IT CONTAINS NO ORGANIC OR OTHER MATERIALS THAT DECOMPOSE OR OTHERWISE LEAD TO LONG TERM SETTLEMENT
    - 16.2. THE PLACED LAYER THICKNESS
    - 16.3. THE COMPACTION METHOD USED
    - 16.4. THE DEPTH BELOW THE SURFACE OF EACH COMPACTED LAYER AT WHICH EACH FIELD DENSITY WAS MEASURED.
    - 16.5. THE FIELD DENSITY CALCULATION SHEETS AND RESULTS FOR ALL OF THE FILL BELOW THE INVERT OF THE PROPOSED WATER MAIN, VERIFYING THAT IT HAS AN IN-SITU DENSITY OF NOT LESS THAN 95% OF ITS STANDARD MAXIMUM DRY DENSITY (AS1289.5.1.1).
17. ALL FITTINGS TO BE F.B.E.

NOTES FOR SURVEYOR

- FOR ALL SEWER SERVICES THAT ARE NOT DEEMED TO CONTROL THE LOT THE PLAN OF SUBDIVISION COUNCIL ENDORSEMENT PAGE IS TO NOTE, PURSUANT TO SECTION 83 OF THE LOCAL GOVERNMENT (BUILDING AND MISCELLANEOUS PROVISIONS) ACT 1993, THAT TASWATER CANNOT GUARANTEE CUSTOMERS SANITARY DRAINS WILL BE ABLE TO DISCHARGE VIA GRAVITY INTO TASWATER'S SEWERAGE SYSTEM.
- TASWATER EASEMENTS SHALL BE CREATED IN ACCORDANCE WITH TASWATER'S PIPELINE AND SERVICES EASEMENT DEFINITION - SEE TASWATER WEBSITE HTTP://WWW.TASWATER.COM.AU/ARTICLEDOCUMENTS/489/PIPELINE%20AND%20SERVICES%20EASEMENT%20PRECEDENT%20FOR%20USE%20WITH%20SCHEDULE%200F%20EASEMENTS.PDF.ASPX
- COUNCIL STORMWATER EASEMENT TO BE PROVIDED AS PER SURVEY PLAN

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CJG	CC4109V
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Date	MARCH 2021

No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title GENERAL NOTES PLAN
Drawing No: 1206-85_G03 Revision: B

THERE MAY BE EXISTING SERVICES WITHIN THE WORKS AREA THAT ARE NOT SHOWN ON THESE PLANS.
THE CONTRACTOR IS TO LOCATE ALL SERVICES PRIOR TO THE COMMENCEMENT OF WORKS.

DIAL BEFORE YOU DIG
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NORTH

DRUMMOND CRESCENT

DRUMMOND STREET

SWALE DRAIN 01

FUTURE UNIT

EXISTING LOT 21
DRUMMOND CRESCENT

FUTURE UNIT

FUTURE STORMWATER
LAYOUT

PROPOSED NEW STORMWATER
CONNECTION TO BE INSTALLED
FOR ALL NEW DWELLINGS TO
CONNECT ON TOO

1/C

PROPOSED NEW STORMWATER
JUNCTION PIT TO BE INSTALLED

2.0m WIDE EASEMENT
FOR STORMWATER

2m

PROPOSED Φ225
STORMWATER LINE
TO BE INSTALLED

46 DRUMMOND
STREET DWELLING

PROPOSED NEW 46
DRUMMOND STREET
STORMWATER CONNECTION
TO BE INSTALLED

Φ225

EXISTING WATER MAIN TO
BE RAISED IF IT CLASHES
WITH PROPOSED STORMWATER

PROPOSED TAILOUT OF EXISTING
SWALE DRAIN TO ACCOMMODATE
NEW STORMWATER OUTLET

EXISTING SECTION OF
STORMWATER PIPE
LINE TO BE RELAYED

PROPOSED NEW
STORMWATER JUNCTION
PIT TO BE INSTALLED

EXISTING Φ375
STORMWATER PIPE LINE

Φ375

Φ375

PROPOSED NEW STORMWATER
HEADWALL TO BE INSTALLED,
IN SWALE DRAIN

1/A

1/B

Received
10 December 2021

EXHIBITED

0 5 10 20 30m
SCALE 1:300

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Date	MARCH 2021

No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title GENERAL ARRANGEMENT LAYOUT PLAN SHEET 01
Drawing No: 1206-85_G04 Revision: B

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10 December 2021

NORTH

DRUMMOND CRESCENT

RL161.81
RL162.32
RL162.20
RL162.33
RL162.20
RL162.20
RL163.00
RL162.34
RL162.20
RL162.33
RL162.20
ORIFICE PIT
RL162.30
OVERFLOW PIT
RL162.40

EX UNIT 1
FFL162.06

UNIT 2
FFL162.70

UNIT 3
FFL162.70

UNIT 4
FFL162.70

UNIT 5
FFL162.70

UNIT 6
FFL162.70

UNIT 7
FFL162.70

UNIT 8
FFL162.70

UNIT 9
FFL162.70

UNIT 10
FFL162.70

UNIT 11
FFL162.90

UNIT 12
FFL163.10

UNIT 13
FFL163.40

UNIT 14
FFL163.15

UNIT 15
FFL162.77

UNIT 16
FFL162.70

FUTURE STORMWATER PIT AND PIPE LAYOUT

DRY KERB TO BE AT RL 162.40

EXHIBITED

0 10 20 30 40m
SCALE 1:400

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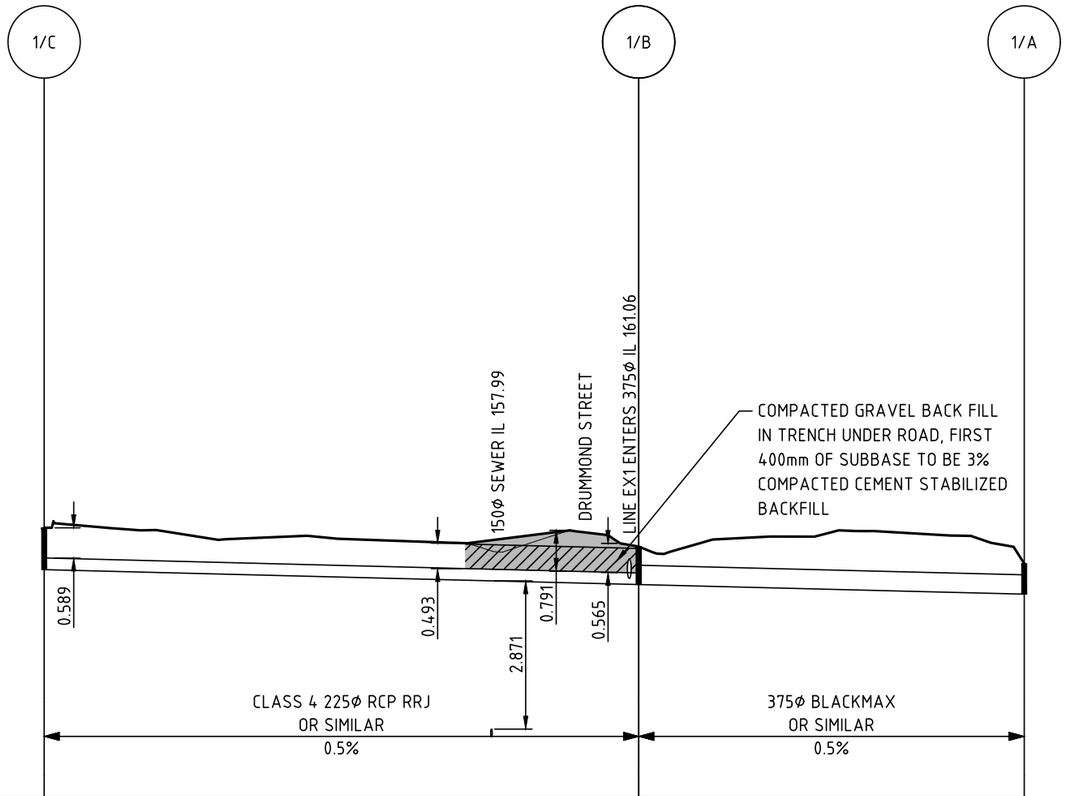
- PRELIMINARY		Drawn CJG	Accred. No. CC4109V
		Approved CHRIS MARTIN	
		Date MARCH 2021	

No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title GENERAL ARRANGEMENT LAYOUT PLAN SHEET 02
Drawing No: 1206-85_G05 Revision: B

Received
10 December 2021



PIPE DETAILS SLOPE/GRADE DATUM RL 156.8			
EXISTING SURFACE	162.04	161.68	161.35
FINISHED SURFACE	162.04	161.68	161.35
INVERT LEVEL	161.23	160.94	160.76
LENGTH	57.62		37.35

DRAINAGE LONGITUDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100

LEGEND:

EX SEP	EXISTING SIDE ENTRY PIT
SEP	SIDE ENTRY PIT WITH 1.2m LINTEL ALL LINTELS ARE TO BE; • TYPE 1 FOR ALL PITS ON-GRADE • TYPE 4 FOR ALL SAG PITS UNO.
LGE SEP	TYPE 6 DGEKI PIT
FI	FIELD INLET
MH	MANHOLE
IC	INSPECTION CHAMBER

NOTES:

1. ALL GRATES DEEPER THAN 1500mm IS TO HAVE 900x900 BOX CHAMBER.
2. ALL MANHOLES THAT DO NOT HAVE TRAFFIC LOADING TO HAVE LIGHT DUTY COVER.
3. ALL TRAFFICABLE MANHOLES TO HAVE CLASS D IC LIDS.
4. FCR BACKFILL UNDER ALL ROADWAYS.
5. ALL LOT CONNECTIONS TO BE 150ø UPVC.
6. ALL SIDE ENTRY PITS TO HAVE A BASKET LITTER TRAP INSTALLED.

EXHIBITED

SCALE 1:100
SCALE 1:500

CSE TASMANIA PTY LTD
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127 Leith Road, Leith TAS 7315
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DO NOT SCALE | Original Size A3

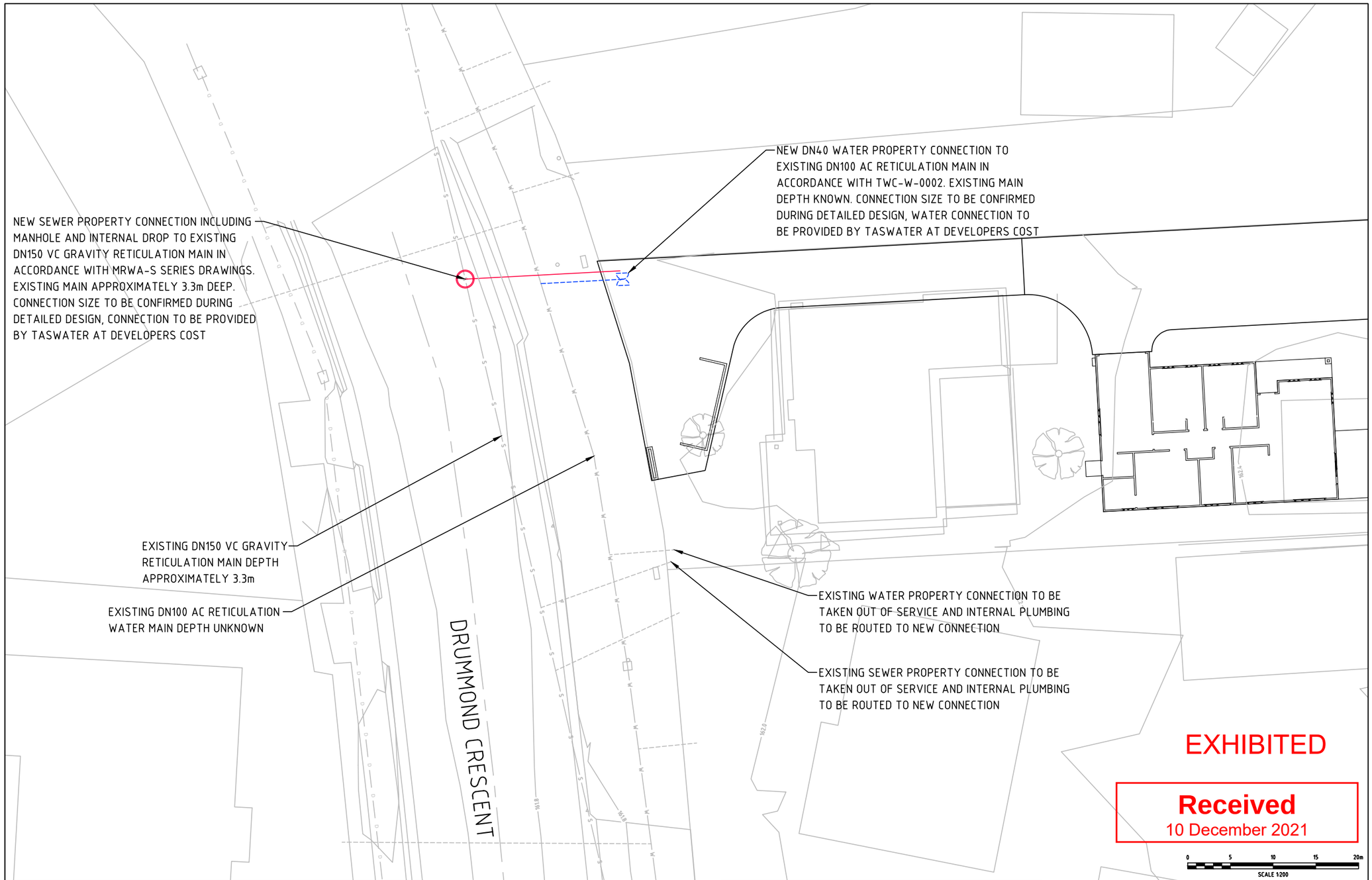
-
PRELIMINARY

Scale	1:500H 1:100V
Designed	CHRIS MARTIN
Drawn	CJG
Accred. No.	CC4109V
Approved	CHRIS MARTIN
Date	MARCH 2021

No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title STORMWATER LONG SECTION PLAN

Drawing No: 1206-85_C01 | Revision: B



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PRELIMINARY

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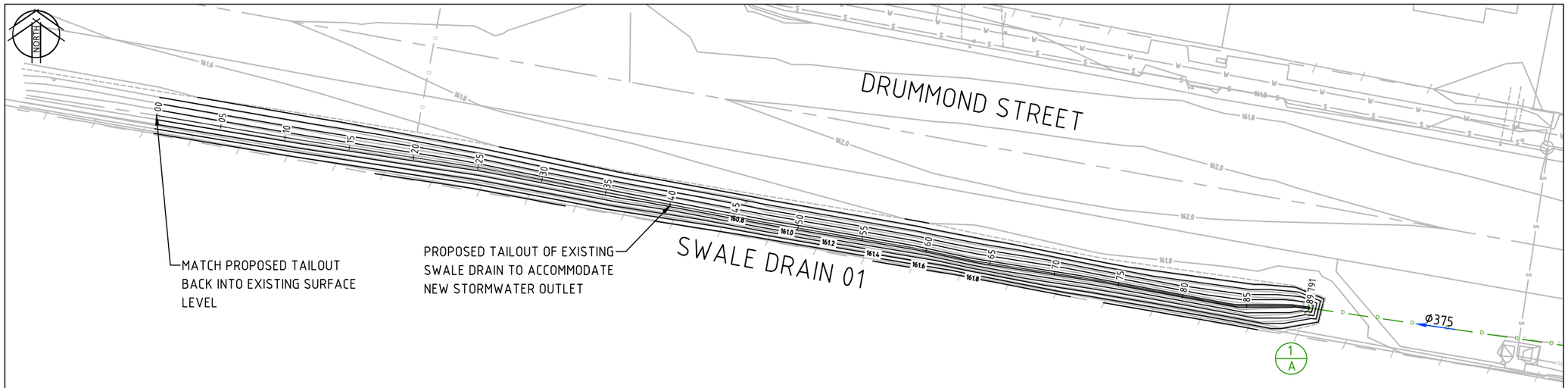
Designed	CHRIS MARTIN
Drawn	CJG
Accred. No.	CC4109V
Approved	CHRIS MARTIN
Date	MARCH 2021

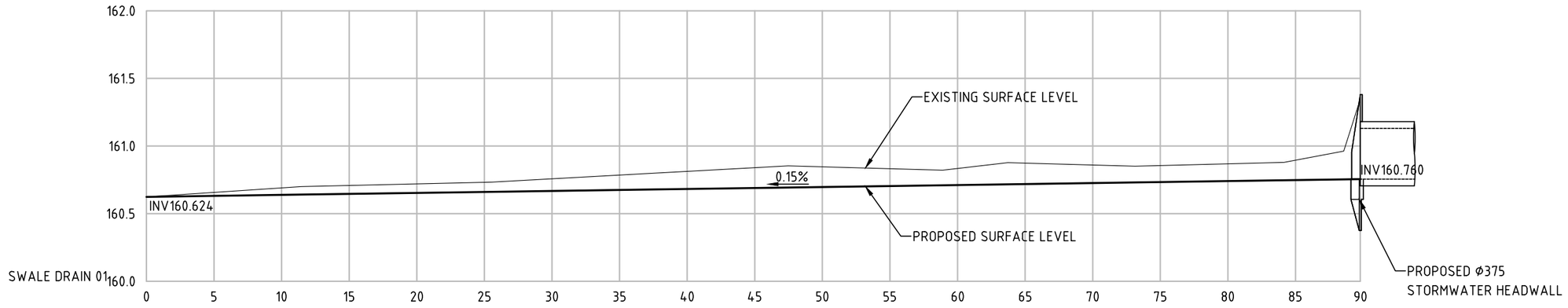
No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title SEWER AND WATER CONNECTION LAYOUT PLAN

Drawing No: 1206-85_C02 Revision: B



LAYOUT PLAN
SCALE: 1:300



SWALE DRAINS 01
SCALE: 1:300H 1:30V

0 0.5 1 2 3m
SCALE 1:30

0 5 10 20 30m
SCALE 1:300

Received
10 December 2021
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DO NOT SCALE | Original Size A3 | Scale AS NOTED | Designed CHRIS MARTIN | Drawn CJG | Accred. No. CC4109V | Approved CHRIS MARTIN | Date MARCH 2021

-
PRELIMINARY

No	Revision	Drawn	Date
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title SWALE DRAIN LAYOUT AND LONG SECTION PLAN
Drawing No: 1206-85_C03 | Revision: B

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PK Madden Family Trust

21 Drummond Crescent
Traffic Impact Assessment

April 2022

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL AWARDS
TASMANIA
WINNER 2016

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1. Introduction

1.1 Background

Midson Traffic were engaged by PK Madden Family Trust to prepare a traffic impact assessment for a proposed 16 unit development at 21 Drummond Crescent, 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, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009.

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 Northern Midlands Interim Planning Scheme.

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, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 26 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- 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 21 Drummond Crescent, Perth.

The subject site and surrounding road network is shown in Figure 1.

EXHIBITED

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:

- Northern Midlands Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- 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 (AS2890.1:2004)

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2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Drummond Crescent only. Drummond Crescent is a short, curved road that connects to Drummond Street at both ends (approximately 480 metres length). It provides access to residential properties along its length, as well as connecting to Sheringham Court and Charles Street.

The default urban speed limit of 50-km/h applies to Drummond Crescent. It is estimated to carry approximately 500 vehicles per day.

Drummond Crescent adjacent to the subject site is shown in Figure 2.

Figure 2 Drummond Crescent

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 2015 and 31st December 2019 for Drummond Crescent. One crash had been reported during this period. The crash occurred in June 2018 immediately west of the Charles Street junction, involving 'other-manoeuvring' and resulted in property damage only.

The crash data does not provide any indication that there are any pre-existing road safety deficiencies in the network near the subject site.

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3. Proposed Development

3.1 Development Proposal

The proposed development involves a strata title with the construction of 15 residential units, with the existing dwelling to remain as the 16th unit.

The internal road network consists of three internal access driveways. The existing driveway will provide access to the new units and a new driveway will provide access to a new parking space for the existing dwelling.

On-site car parking is proposed for 38 cars (consisting of 15 garage spaces, 22 on-street internal spaces, and 1 space accessed directly off Drummond Street).

The proposed development is shown in Figure 3.

Figure 3 Proposed Development Plans (overall site)

EXHIBITED

Figure 4 Proposed Development Plans (A)

Figure 5 Proposed Development Plans (B)

EXHIBITED

Figure 6 Proposed Development Plans (C)

EXHIBITED

4. Traffic Impacts

4.1 Traffic Generation

Traffic generation rates were sourced from the RMS Guide. Medium density residential housing generates 6.5 vehicles per unit per day, with a peak of 0.65 vehicles per hour per unit.

This results in a traffic generation of 104 vehicles per day, with a peak of 11 vehicles per hour.

4.2 Trip Distribution

The trip distribution at the two driveway accesses is set out in Table 1.

Table 1 Peak Traffic Distribution

Access	Inward Trips	Outward Trips	Total Trips
AM: Main access	3 vph	7 vph	10 vph
AM: Unit 1 driveway	0 vph	1 vph	1 vph
AM: TOTAL	**3 vph**	**8 vph**	**11 vph**
PM: Main access	6 vph	4 vph	10 vph
PM: Unit 1 driveway	1 vph	0 vph	1 vph
PM: TOTAL	**7 vph**	**4 vph**	**11 vph**

4.3 Access Impacts

The Acceptable Solution A2 of Clause E4.6.1 of the Planning Scheme states "*for roads with a speed limit of 60-km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day*".

The development proposal will generate 104 vehicles per day and therefore the requirements of Acceptable Solution A2 of Clause E4.6.1 of the Planning Scheme is not met. The Performance Criteria P2 states:

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

In this case the development will provide two driveway accesses that service all 16 units. The traffic generation is likely to be 11 vehicles per hour during peak periods (with 10 vehicles per hour at the main

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access and 1 vehicle per hour at the new driveway access to the existing dwelling). This traffic volume can be readily absorbed in the surrounding road network without any significant loss of efficiency or deterioration of road safety.

This is based on the following:

- There is adequate sight distance provided at the access locations.
- The traffic volume in Drummond Crescent is relatively low, thus reducing vehicular conflict at the access.
- The traffic generation of the development is residential in nature and consistent with traffic flows within the surrounding network.

On this basis, the development complies with the requirements of Performance Criteria P2 of Clause E4.6.1 of the Planning Scheme.

4.4 Number of Accesses

The Acceptable Solution A1 of Clause E4.7.2 of the Planning Scheme states "*For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit*".

In this case the development proposes two accesses: one main driveway servicing 15 new units; and 1 driveway servicing one car parking space associated with the existing dwelling. The development therefore does not comply with the requirements of Acceptable Solution A1 of Clause E4.7.2 of the Planning Scheme.

The Performance Criteria P1 of Clause E4.7.2 of the Planning Scheme states "*For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists*".

The following is relevant with respect to the development proposal:

- Both accesses will provide access to residential property, which is consistent with other accesses in Drummond Crescent.
- The spacing of the accesses is generally similar with many other residential driveways in Drummond Crescent.
- The southern access will provide access to one residential parking space only. This access will have a very low traffic volume and will be utilised by familiar road users.
- Both driveways are highly visible and obvious for all road users.
- Sight distance is acceptable for both access driveways along Drummond Crescent.

Based on the above assessment, the two driveway accesses comply with the requirements of Performance Criteria, P1 of Clause E4.7.2 of the Planning Scheme.

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4.5 Sight Distance

The Acceptable Solution A1 of Clause E4.7.4 of the Planning Scheme states: "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4*".

The requirements of Table E4.7.4 are reproduced in Table 2.

Table 2 Planning Scheme Sight Distance Requirements

Vehicle Speed	Safe Intersection Sight Distance (S.I.S.D) in metres, for speed limit of:	
km/h	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Assuming the vehicle speed is equal to the posted speed limit of 50-km/h, then the required SISD is 80 metres.

The available sight distance at the access's junction with Drummond Crescent exceeds this minimum requirement. The available sight distance therefore complies with the Acceptable Solution A1 of Clause E4.7.4 of the Planning Scheme.

4.6 Pedestrian Impacts

The proposed development will generate a relatively small amount of pedestrian activity in the surrounding road network. Much of this pedestrian activity is likely to be between the subject site and the Perth town centre.

The existing footpath infrastructure and road verges are considered to be of an acceptable standard in the existing road network to cater for the pedestrian movements generated by the development proposal.

The Acceptable Solution A1 of Clause E6.8.5 of the Planning Scheme states "*Pedestrian access must be provided for in accordance with Table E6.5*". Table E6.5 requires "*a 1m wide footpath separated from the driveway and parking aisles except at crossing points*".

No separate pedestrian path is provided. The requirements of Acceptable Solution A1 of Clause E6.8.5 of the Planning Scheme are not met.

The Performance Criteria P1 of Clause E6.8.5 of the Planning Scheme states "*Safe pedestrian access must be provided within car park and between the entrances to buildings and the road".*

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The driveway accesses are considered 'shared zones' where vehicles must give way to pedestrians. This is a relatively commonplace treatment in medium density residential developments. The movement of cars and pedestrians only relates to activity associated with the residential units and would be expected by all road users.

The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars. It is recommended that 'Shared Zone' 5-km/h speed signage be installed at the access to the development.

Based on the assessment above, and the inclusion of the shared zone signage, the access meets the requirements of Performance Criteria P1 of Clause E6.8.5 of the Planning Scheme.

4.7 Road Safety Impacts

No significant adverse road safety impacts are foreseen for the proposed development. This is based on the following:

- There is sufficient spare capacity in Drummond Crescent and the surrounding road network to absorb the relatively low peak hour traffic generated from the proposed development (11 vehicles per hour during peak periods).
- The existing road safety performance of Drummond Crescent does not indicate that there are any specific road safety deficiencies that might be exaggerated by traffic generated by the proposed development.
- The accesses are located within a residential area. As such, vehicle movements into and out of the site will not be seen as 'unusual' for motorists on Drummond Crescent.
- There is adequate sight distance from the access for the prevailing vehicle speeds on Drummond Crescent in accordance with Planning Scheme requirements.

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5. Parking Assessment

5.1 Parking Provision

On-site car parking is proposed for 38 cars (consisting of 15 garage spaces, 22 on-street internal spaces, and 1 space accessed directly from Drummond Street). The layout of the car parking spaces is shown in Figure 3.

5.2 Planning Scheme Requirements

Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states "*The number of car parking spaces must not be less than the requirements of Table E6.1*".

Residential Use class requires 2 spaces per dwelling plus 1 dedicated visitor spaces per 4 dwellings. This is a requirement for 36 spaces. With a total of 38 spaces provided, the development meets the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.

5.3 Car Parking Layout

The Acceptable Solution A2 of Clause E6.7.2 of the Planning Scheme states:

> *"A2.1 Car parking and manoeuvring space must:*
>
> *a) have a gradient of 10% or less; and*
>
> *b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and*
>
> *c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and*
>
> *A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking".*

The following is relevant with respect to the development proposal:

A2.1

a. All car parking and manoeuvring areas have a gradient less than 10%.
b. All car parking spaces accessed via the main access driveway (that services more than 4 cars) can enter and leave the site in a forwards motion. The turning movement swept paths of these parking spaces are provided in Figure 8.

   The driveway for unit-1 services 1 parking space only and therefore does not require on-site turning. The driveway for unit-1 will function in the same way that the majority of single dwellings do in the surrounding area (either reverse entry or reverse exit).

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c. Table E6.2 requires an access width of 5.5 metres for 35 parking spaces (noting that 1 parking space is accessed via a separate driveway access). This width is provided with the exception of a small section immediately adjacent to the existing dwelling, where the width is reduced to 3.0 metres for a distance of approximately 12 metres. The driveway access is shown in Figure 7.

A2.2

The minimum requirements of AS2890.1 area as follows:

- User Class 1A (residential, domestic and employee parking)
- Space width requirement 2.4 metres
- Space length requirement 5.4 metres
- Aisle width requirement 5.8 metres

The parking spaces comply with these physical dimensions.

The car parking associated with the development therefore does not comply with the requirements of the following:

- The parking space associated with Unit 1 cannot enter and leave the site in a forward motion (a reversing manoeuvre is required).
- Access width. The northern access driveway has a minimum width of 3.0 metres for a length of approximately 12 metres.

The Performance Criteria P2 of Clause E6.7.2 of the Planning Scheme states:

"Car parking and manoeuvring space must:

a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and

b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic".

The following is relevant with respect to the development:

a. The car parking spaces have been designed to be safe and efficient. All parking spaces associated with Units 2 to 16 can be accessed from Drummond Crescent with forward entry and forward exit. Sufficient manoeuvring has been provided to enable vehicles to manoeuvre efficiently within the site, as shown in Figure 8.

b. All parking spaces associated with Units 2 to 16 have sufficient space to turn within the site (as shown in Figure 8). The parking space associated with Unit 1 requires a car to either enter or exit via a reversing manoeuvre. In a residential context, this reversing manoeuvre is considered to be

acceptable – the parking space does not share an access driveway with any other parking spaces and its operation will be clear and obvious for all road users.

The width of the driveway is physically constrained by the building structure of the existing dwelling and the fence. It is not considered possible to increase the width of the driveway without demolition of the existing dwelling.

The driveway width was further examined under the requirements of AS2890.1. The AS2890.1 width requirements are reproduced in Figure 9. The driveway services a total of 35 parking spaces and fronts onto a 'local' road. This requires an entry width of 3.0 to 5.5 metres in accordance with AS2890.1 requirements. This is provided along the full length of the driveway (which varies from 3.0 metres minimum to 5.5 metres).

AS2890.1 also states the following with respect to narrow driveway lengths:

> *"Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m".*

The following is relevant with respect to the development proposal:

- The driveway is not located on an arterial or sub-arterial road.
- The traffic generation of the development is substantially less than 30 movements per hour during peak periods (calculated to be 11 vehicles per hour).
- Very good sight distance is available along the driveway, which has a straight alignment.
- The 3.0 metres narrow section is approximately 12 metres in length, which is substantially less than 30 metres.

Based on the above, the driveway complies with the requirements of AS2890.1 in terms of width. The development therefore meets the requirements of Performance Criteria P2 of Clause E6.7.2 of the Planning Scheme.

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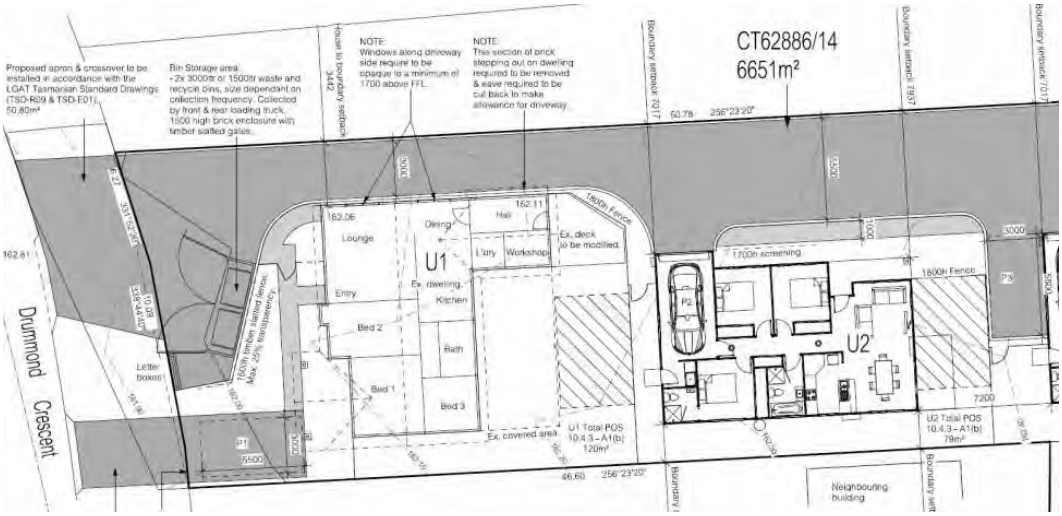
Figure 7 Access Driveway



5.4 Bicycle Parking

The Acceptable Solution A1.1 of Clause E6.6.2 of the Planning Scheme states "*Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1*".

Table E6.1 requires the provision of 1 bicycle space per unit for 'residential' land use. In this case this would be a provision of 15 bicycle parking spaces. No formal bicycle parking spaces are provided in the development. The Acceptable Solution A1.1 of Clause E6.6.2 of the Planning Scheme is therefore not met.

The Performance Criteria P1 of Clause 6.6.2 of the Planning Scheme states:

> *"Permanently accessible bicycle parking or storage spaces must be provided having regard to the:*
>
> *a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and*
>
> *b) location of the site and the distance a cyclist would need to travel to reach the site; and*
>
> *c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity".*

The development is a residential unit development. It is likely that a proportion of residents will have bicycle ownership. It is considered uncommon for dedicated bicycle parking facilities to be provided for residential developments. Typically bicycles (along with other transport, recreational and sporting goods) are stored in a garage or shed. Storage within the units is considered available for bicycles and therefore the Performance Criteria P1 of Clause E6.6.2 of the Planning Scheme is met.

EXHIBITED

EXHIBITED

Figure 8 Car Parking Manoeuvring

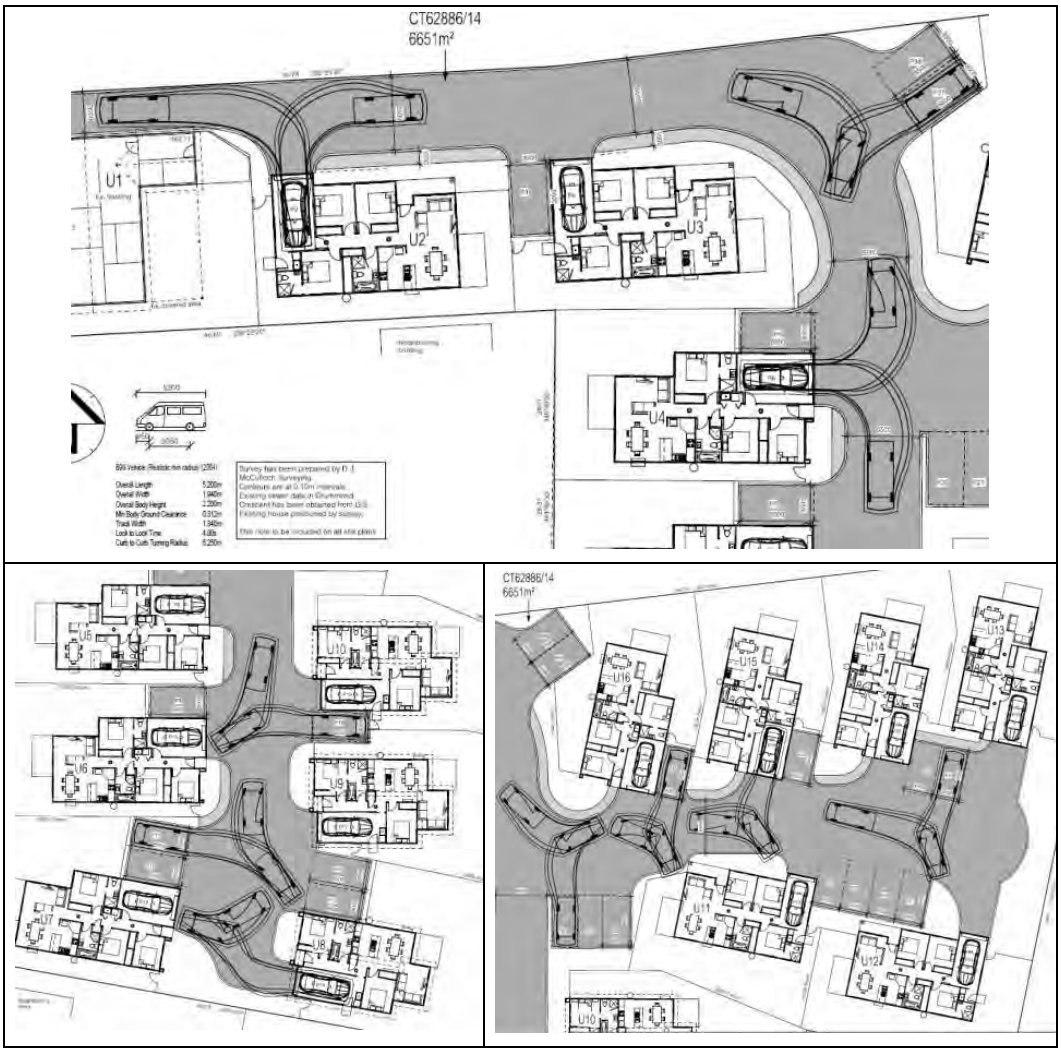


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Figure 9 Australian Standards - Width Requirements

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential unit development at 21 Drummond Crescent, Perth.

The key findings of the TIA are summarised as follows:

- The proposed development consists of 16 residential units, with vehicular access from Drummond Crescent. A total of 38 parking spaces are proposed.
- The parking provision meets the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.
- The development is accessed via two driveways – the northern driveway services 15 units located at the rear of the existing dwelling; and the southern driveway services one parking space associated with Unit 1 (the existing dwelling).
- The car parking layout and manoeuvring areas comply with the requirements of Performance Criteria P2 of Clause E6.7.2 of the Planning Scheme.
- The northern driveway has a minimum width of 3.0 metres for a distance of approximately 12 metres. The width of the driveway is physically constrained by the building structure of the existing dwelling and the fence. The width and design of the driveway complies with the minimum driveway requirements of AS2890.1.
- No separate pedestrian path is provided into the site. Pedestrians share the vehicular driveway in a low-speed/ low traffic volume environment. It is recommended that 'Shared Zone 5-km/h' signage be installed at the start of the driveway to reinforce the shared environment.

Based on the findings of this report and subject to the recommendations above, 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

Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	23 January 2020
1	Keith Midson	Zara Kacic-Midson	14 April 2022

NORTHERN MIDLANDS COUNCIL

Our ref: PLN22-0045

17 March 2022

Another Perspective
P.O. Box 21
NEW TOWN TAS 7008
By email: stuart.french@anotherperspective.com.au

Dear Mr French

Additional Information Required for Planning Application PLN-22-0045
16 multiple dwellings and associated infrastructure at 21 Drummond Crescent, 46 Drummond Street, Drummond Crescent and Drummond Street road reserves, Perth

I refer to the abovementioned application which Council originally received in January 2020 and allocated the application number PLN20-0019. Council received the application in its current form on 8 March 2022 when Crown Consent to the proposed works in Drummond Street was received and allocated the application number PLN22-0045.

Additional Fees Required
Fees paid for the original application will be transferred to the current application. Additional fees of $1,516 are required in accordance with the current fee schedule.

	Paid 19 February 2020 per 2019-2020 fee schedule		Fee per 2021-2022 fee schedule	Additional fee required to be paid
Multiple Dwelling application	$528	Multiple Dwelling application	$543	$15
Fee per new unit ($268 x 15)	$4,020	Fee per new unit ($275 x 15)	$4,125	$105
Advertising	$258	Advertising	$265	$7
$134 per variation per unit may be payable after review by planners		$134 per variation per unit may be payable after review by planners	10 variations* = $1,340	$1,340
Total	**$4,806**	**Total**	**$6,273**	**$1,467**
Engineering Dept. assessment	$354	Engineering Dept. assessment	$364	$10
$129 per unit over 3 (x 13)	$1,677	$132 per unit over 3 (x 13)	$1,716	$39
Total	**$2,031**	**Total**	**$2,080**	**$49**
				$1,516

*Does not comply with the following Acceptable Solutions:

1) 10.4.6 A3: Shared driveway within 1m of habitable room windows (lounge room and dining room) of unit 1.
2) 10.4.8 A1 (b)(i): Common waste storage area less than 4.5m from frontage.
3) 10.4.8 A1 (b)(ii): Common waste storage area less than 5.5 from unit 1.
4) E4.6.1 A2: Generating more than 40 vehicle entry and exit movements per day.
5) E4.7.2 A1: More than one access each providing both entry and exit.
6) E6.6.2 A1.2: Bicycle parking or storage not provided in accordance with Table 6.1.
7) E6.7.2 A1.1: Parking for unit 1 forward of the building line.
8) E6.7.2 A2.1 (b): Parking for unit 1 unable to enter and exit the site in a forward motion.
9) E6.7.2 A2.1 (c): Width of vehicular access less than prescribed in Table E6.2.
10) E6.8.5 A1: Pedestrian access not provided in accordance with Table E6.5.

Notification of Current Owner of 21 Drummond Street Required

Section 51 (1AB) of the *Land Use Planning and Approvals Act* 1993 requires an application to include a declaration that the applicant has notified the owner of the intention to make the application. The title shows the owner as Integrity Property Solutions Pty Ltd. The application form names the owner as Moises Lopez and includes a declaration that you have notified Mr Lopez of the application. Please provide a separate notification advising that you have notified Integrity Property Solutions Pty Ltd of the intention of making the application.

Additional Information Required

The Traffic Impact Assessment (Midson Traffic Pty Ltd, January 2020) states 'on-site parking is proposed for 36 cars (consisting of 15 garage spaces and 21 on-street internal spaces)'.

Actually, on-site car parking is proposed for 38 cars (consisting of 15 garage spaces, 22 on-street internal spaces, and 1 space directly off Drummond Crescent).

The application proposes a 3m wide driveway adjacent to unit 1. This will serve 37 car parking spaces. The planning scheme requires:

E6.8.5 Pedestrian Walkways

Objective *To ensure pedestrian safety is considered in development*	
Acceptable Solution	***Performance Criteria***
A1 Pedestrian access must be provided for in accordance with Table E6.5.	*P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.*

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	***Pedestrian Facility***
11 or more	*A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].*

Notes

a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.

b) Separation is deemed to be achieved by:
i) a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
ii) protective devices such as bollards, guard rails or planters between the driveway and the footpath; and
iii) signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

The following information is required under section 54 of the *Land Use Planning and Approvals Act* 1993:

- A revised Traffic Impact Assessment including the current proposal plans and assessing the 37 internal car parking spaces and the one car parking space directly off Drummond Crescent.
- A revised Traffic Impact Assessment addressing lack of pedestrian access along the driveway - clause E6.8.5 P1: *Safe pedestrian access must be provided within car park and between the entrances to buildings and the road*.

In accordance with Section 54 of the *Land Use Planning and Approvals Act* 1993, the statutory period for processing the application will not recommence until the requested information has been satisfactorily supplied. Please send any emailed correspondence to planning@nmc.tas.gov.au and include the reference **PLN22-0045**.

Please contact me on 6397 7301 or by email if you have any questions.

Yours sincerely

P Godier.

Paul Godier
Senior Planner

Paul Godier

From: Cem Kali <cem.kali@anotherperspective.com.au>
Sent: Thursday, 28 April 2022 9:54 AM
To: Paul Godier
Cc: Scott Jordan; Stuart French
Subject: Planning Application for 16 units (1 existing, 15 proposed) at 21 Drummond Crescent, Perth
Attachments: Additional Information Required 17 March 2022.pdf

Hi Paul,

I am writing in response to the attached letter that we received. Specifically, points number 1 – 3.

1) 10.4.6 A3: Shared driveway within 1m of habitable room windows (lounge room and dining room) of unit 1.
Response to 1): It is acknowledged that a 1m separation is not physically possible due to existing elements. Achieving this would require reducing the driveway width or heavy modification to the existing house. I'm sure you agree both options are not desired.
To achieve minimal light intrusion, as per the plans, opaque film has been proposed on the 2 windows on the driveway side. As well as this due to the windows being at 90° to the path of vehicle travel, there should be no direct light into the windows.
Regarding the impact of vehicle noise, due to the nature of accessing and entering a development like this, the lack of ground slope, it would be reasonable to assume vehicle noise would be to a minimum.
2) 10.4.8 A1 (b)(i): Common waste storage area less than 4.5m from frontage.
3) 10.4.8 A1 (b)(ii): Common waste storage area less than 5.5 from unit 1.
Response to 2) and 3): It is acknowledged that the acceptable solutions regarding separation distances are not being achieved. The current design has been proposed to help the proposed residents from having wheel individual bins to the street, or for a truck to enter the whole site. The siting allows for a truck to practically enter and collect waste. Whilst setbacks to the frontage and U1 are closer than suggested A1, as per P1 it will be capable of storing the waste for the site, it will be fully screened and there is still a reasonable separation to unit 1.

Please let me know if you are satisfied with the above responses to progress the development or if you require further action.

Kind Regards,

Cem Kali

another perspective drafting&design
Level 1, 67 Letitia Street
NORTH HOBART, TASMANIA, 7000
P: (03) 62314122
F: (03) 62314166
E: cem.kali@anotherperspective.com.au

Request for Additional Information

For Planning Authority Notice

Council Planning Permit No.	PLN-22-0045	**Application date**	12/05/2022
TasWater details			
TasWater Reference No.	TWDA 2022/00696-NMC	**Date of response**	13/05/2022
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	21 DRUMMOND CRES, PERTH	**Property ID (PID)**	6742128
Description of development	Multiple Dwellings x 16 (x 1 ex + x 15 new)	**Stage No.**	

Additional information required

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

1. The previous Council DA PLN-20-0019 had engineering plans that showed the sewer & stormwater going through No. 48 Drummond St as the sewage could not be directed to the driveway. The new DA PLN-22-0045 now shows only the stormwater is going through 46 Drummond St and the sewage being directed to a new property sewer connection at the drive entrance for these units.
   What has change from the design for PLN-20-0019 to the new DA that will allow the sewage to go to the driveway and not the same direction as the stormwater main?

   If Council will did not allow a private SW pump station to pump to the drive entrance, I suspect they will not allow a private sewage pump station to be installed.
   Please demonstrate how you expect to control this site for a 100% gravity solution from the furthest corner/unit of this site to the proposed sewer connection at the driveway.

Advice

Service Locations

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

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

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

1) Open up webpage - http://maps.thelist.tas.gov.au/listmap/app/list/map
2) Click 'Layers'
3) Click 'Add Layer'
4) Scroll down to 'Infrastructure and Utilities' in the Manage Layers window, then add the

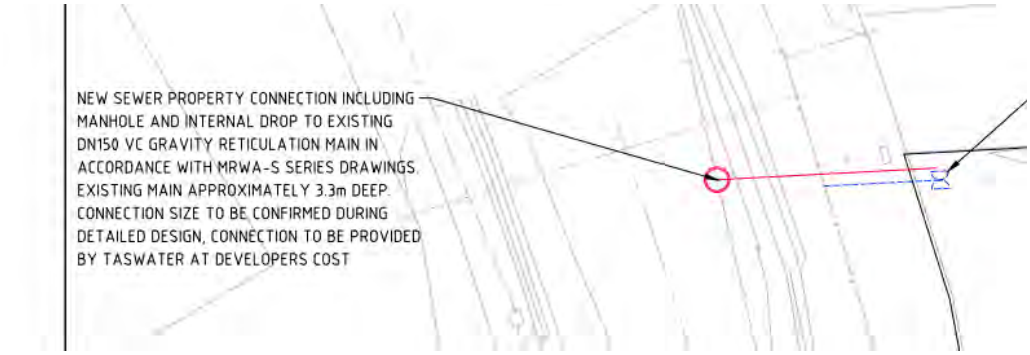
appropriate layers. 5) Search for property 6) Click on the asset to reveal its properties

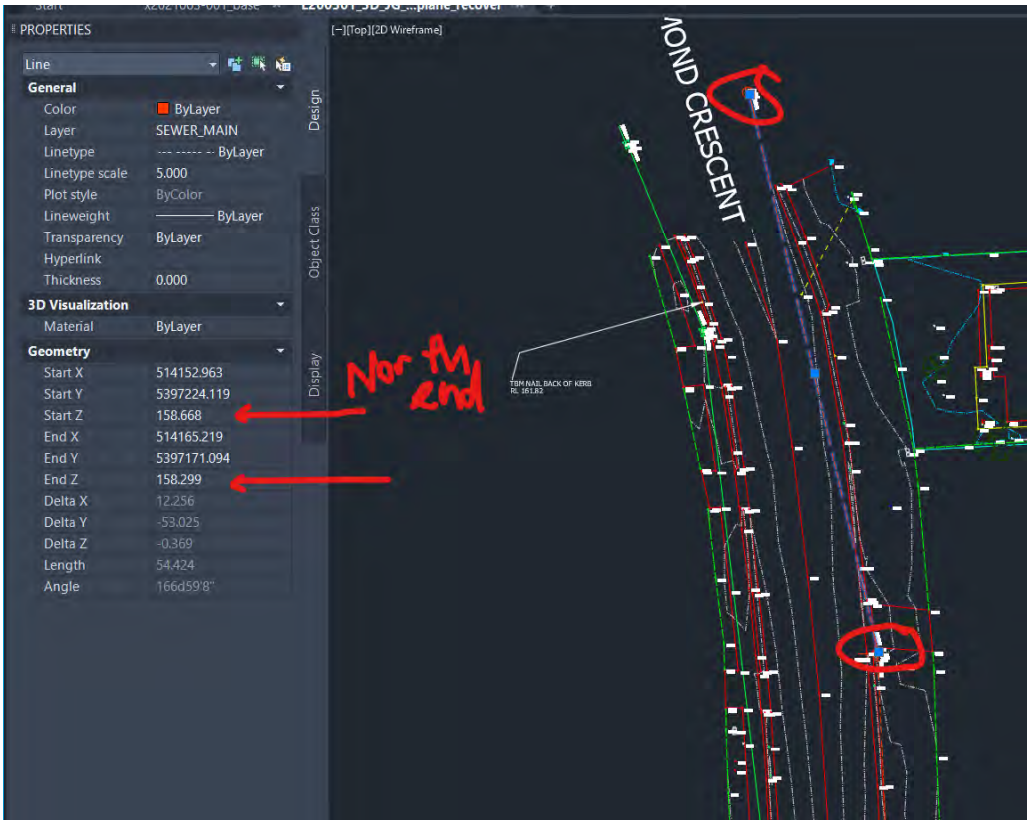
TASWATER CONTACT DETAILS			
Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

21 Drummond Cresc, Perth Sewer Assessment.

16/52/22

Sheet C02 CSE Tas Drawings outlines depth of sewer main is much deeper than stormwater at 3.3m below surface.





Ground level is 161.86 at entrance and 162 at south of site which is worst area for stormwater control. West side is 158m from the connection. Worst case fall is 2.6m if 1 in 60 adopted for the units. Can be a lot flatter than 1 in 60. East side of site rises to 163m

By Chris Martin FIEAust, MBA (Tech Mgt), BE(Hons), CPEng, RPEQ, APEC Engineer, IntPE(Aus)

Senior Civil & Structural Engineer

Director – CSE Tasmania Pty Ltd

NORTHERN
MIDLANDS
COUNCIL

Our ref: PLN-22-0045

24 May 2022

Stuart French
P.O. Box 21
NEW TOWN TAS 7008

By email: stuart.french@anotherperspective.com.au

Dear Mr French

Additional Information Required for Planning Application PLN-22-0045
16 Multiple Dwellings (1 Existing, 15 New) at 21 Drummond Crescent, 46 Drummond Street, Drummond Crescent and Drummond Street road reserves, Perth

I refer to the abovementioned application, which is currently on public exhibition, and was referred to Council's Works Department who have requested the following information:

- A plan showing the breakdown of surface types (roofs, driveway, pavement, pervious).
- A review the PSD discharge calculations. A PSD of 46L/s has been calculated & used, using Type 4(D) soils. These will provide high pre-development catchment flows and thus worst case for generation of PSD, thus they will not be conservative in determining the detention required. As such we request either the 35 L/s previously discussed with IPD, or for modelling to assume Type 3(c) soils assuming 'rather wet' antecedent conditions to determine the PSD. If the latter is used then please provide a box plot of results for the range of full storms (rather than storm bursts).
- A plan showing contours on driveways. Page 2 of the assessment states that 'top contours to be shown on design plans so that transition to driveways is not too steep'. Please provide full pavement design drawings/levels which show how much above ground detention (m3) is able to be provided at each pit, and a top water level/contour area for each flood area.
- Inclusion of an outlet / orifice pit detail on the drawings.
- It has been noted by Council staff that the Drummond St drain holds water and it is mentioned in the report (page 5) that 'there is no overflow even with the Drummond St pipe full submerged'. Please confirm if and how a submerged outlet condition was applied to the model.

In accordance with Section 54 of the *Land Use Planning and Approvals Act* 1993, the statutory period for processing the application will not recommence until the requested information has been satisfactorily supplied. Please send any emailed correspondence to planning@nmc.tas.gov.au and include the reference PLN-22-0045.

If you have any queries regarding the required information, please contact me on 6397 7303 or e-mail planning@nmc.tas.gov.au.

Yours sincerely

Paul Godier
SENIOR PLANNER

Received
30.05.2022

21 Drummond Cresc, Perth Stormwater Assessment.

24/5/22

By Chris Martin FIEAust, MBA (Tech Mgt), BE(Hons), CPEng, RPEQ, APEC Engineer, IntPE(Aus)

Senior Civil & Structural Engineer

Director – CSE Tasmania Pty Ltd

The following letter was received 24/5/22

Dear Mr French

Additional Information Required for Planning Application PLN-22-0045
16 Multiple Dwellings (1 Existing, 15 New) at 21 Drummond Crescent, 46 Drummond Street, Drummond Crescent and Drummond Street road reserves, Perth

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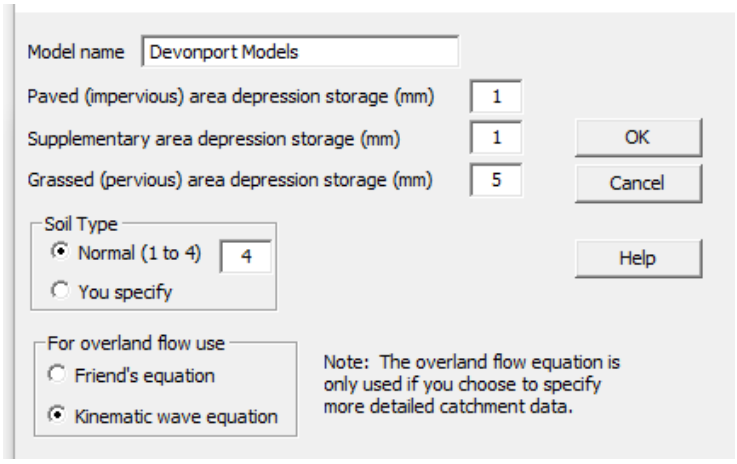
- Inclusion of an outlet / orifice pit detail on the drawings.
- It has been noted by Council staff that the Drummond St drain holds water and it is mentioned in the report (page 5) that 'there is no overflow even with the Drummond St pipe full submerged'. Please confirm if and how a submerged outlet condition was applied to the model.

First dot point – see sheet C04

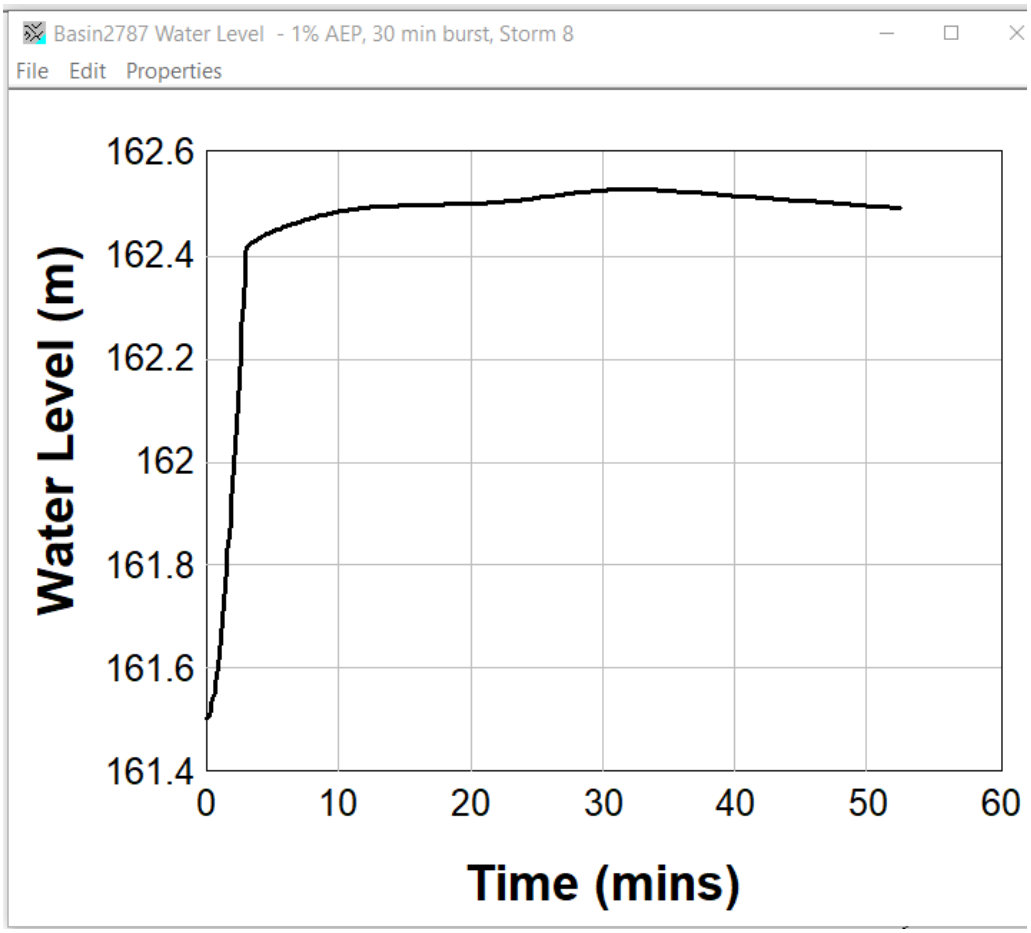
Second dot point Soil type was set to 4 giving predevelopment flow of 46l/s for a 20%AEP Event. As discussed this is a worst case scenario for the soils.

Changing to a type 3 gave 20% AEP flow of 0l/s predevelopment with usual depression storage arrangements. Deletion of depression storage gave a predevelopment flow of 31l/s - I have used this.



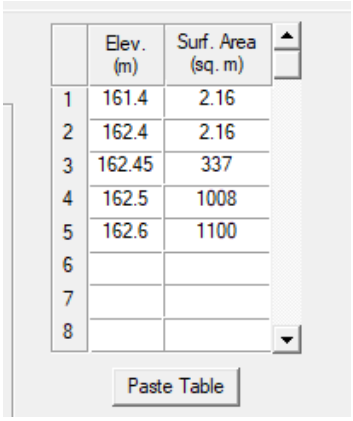
With these changes Orifice size is reduced from 147mm dia to 130mm

With these soil conditions the 100 year event flow rate is 113l/s predevelopment and 38l/s post development. Water in the detention storage – which was calculated using areas on sheet G05, reaches the overflow level for a short period discharging 12l/s. so this works with the reduced orifice size.



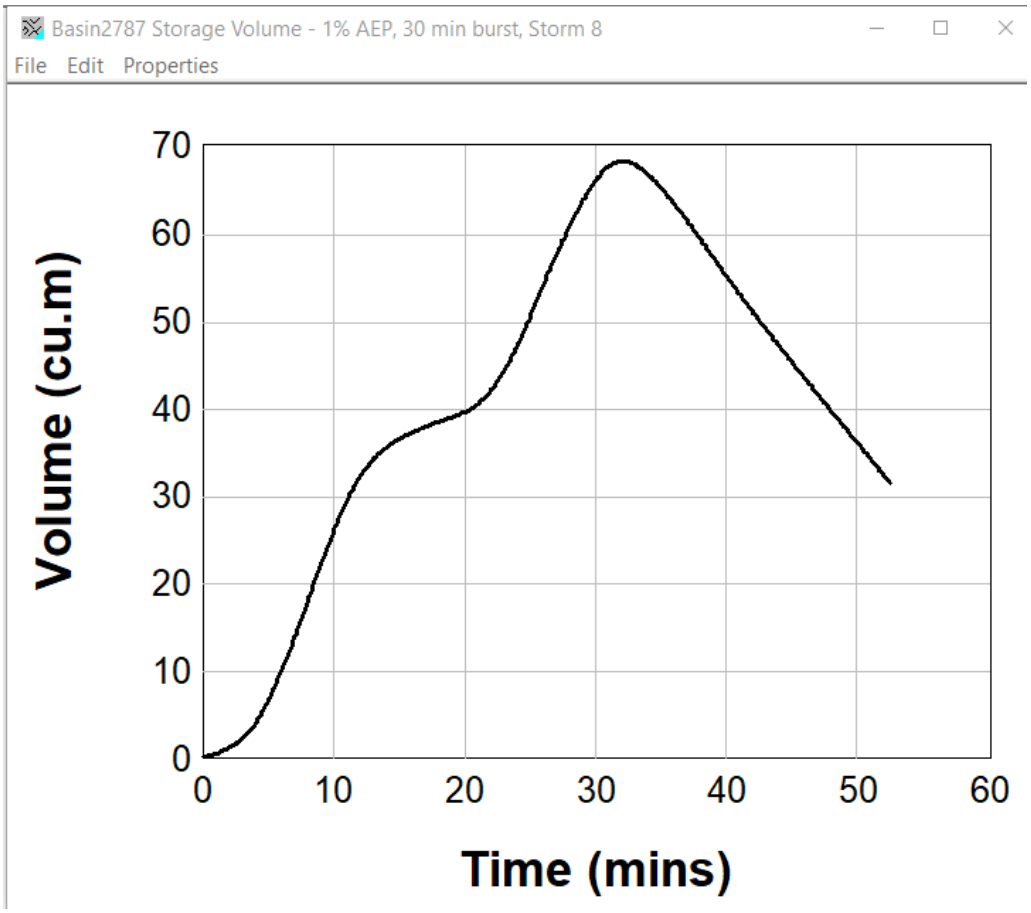
Third dot point

This review has prompted raising of the pit and pavement levels by 200 mm.



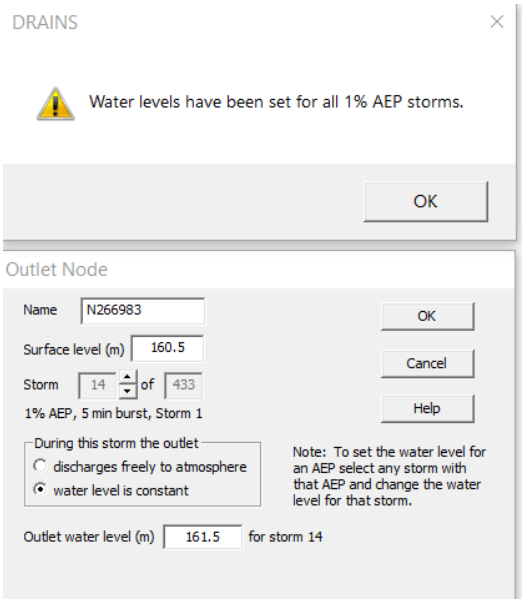
Crests are created with grades of 1 in 100 at each side. This will not be unsightly or an issue.

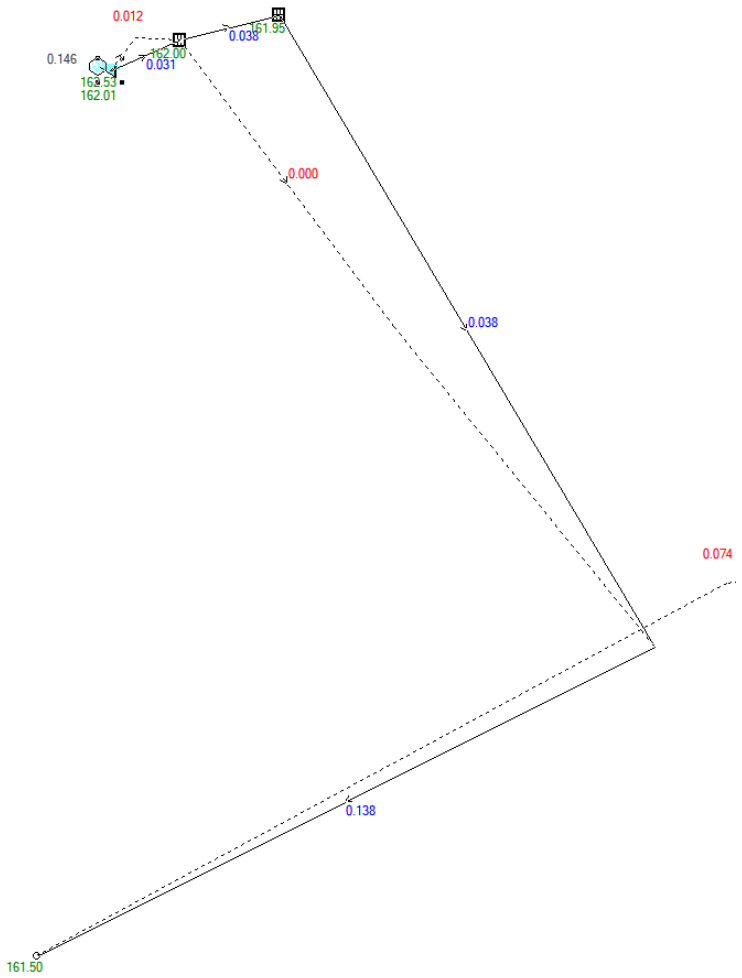
Storage Graph is then



Final Dot Point

Water level set at 700mm above the pipe outlet invert (160.76 invert to 161.5 water level) in drains for the 100 year event shows the following result.





This caused a reduction in the pipe flow and a slight increase in overflow.

Following was submitted 7/12/21

This report is prepared for Northern Midlands Council. It provides a commentary on the Drains Modelling undertaken to demonstrate that detention storage and a pipe outfall meet the requirements of the planning scheme.

Key Areas

Check Unit 1 123m2 x 8 less slab 8.04 x 8	984
Unit 2 area 106m2 x 3 less 8.11 x3 area slab	318

Unit 3 117 x 4 + slab 8 x 4		500
Exist 192m2		192
Pavement		1766
	Total	3760

Total Site 6646m2

Therefore Area Impervious is 56.6%

Proposed site layout is below.

Each of 6 grated pits to have an above ground storage.

Smallest storage is the southern one with nominal area at overflow of 210m2 – shown in screen shot below. Top contours to be shown on design plans so that transition to driveways is not too steep.

Overflow at 162.3 into overflow pit. IF flows build up or pits are blocked the internal crest is at 162.34 and site roads are designed to overflow to Drummond Cresc at RL 162.32. Unit levels are the required 300 above 100 year ARI water levels.

All grated pit tops at 162.2.

Assuming even transition from pit tops to the 162.3 contours – area is 6 x 210 = 1260ms of pavement under water up to 100mm deep.

Smallest pit detention area is 210m2. Rest are larger so the assessment is conservative when multiplying this area by 6 for the 6 pit/detention areas.

A Drains model was prepared for the site – including modelling the outlet into the existing 375 pipe which needs to be lowered. This pipe has an estimated 1.4 Ha of paddock feeding to it.

The site soil conditions are assumed to be type 4 which is the worst case.

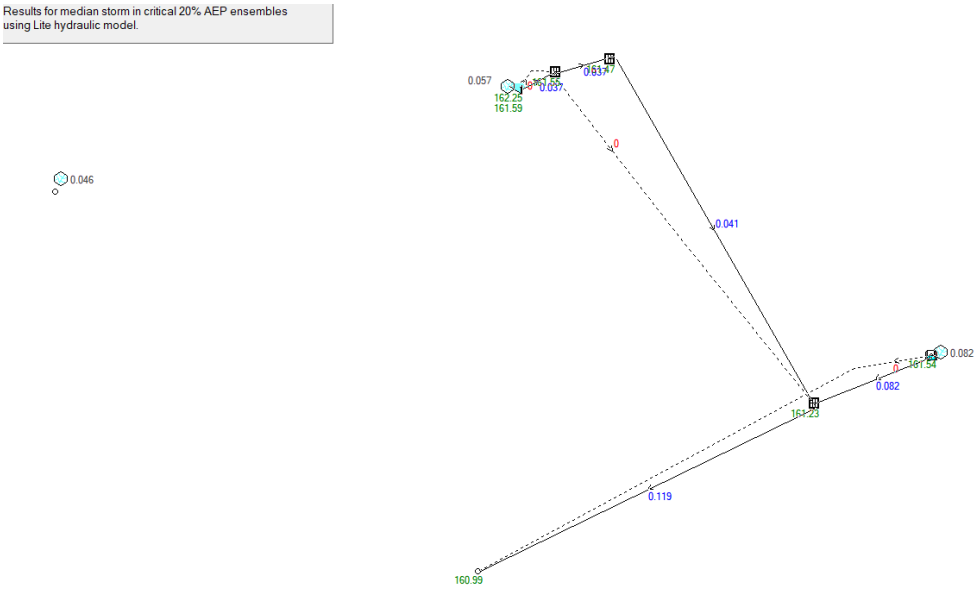
Flow from the undeveloped site for the 5 year ARI Event is then 46l/s. This assumes 100% grassed conditions. This flow is taken as the limiting flow rate.

At our storage depth when the detention is working our peak flow needs to be 46l/s. This gives an orifice of 147mm dia.

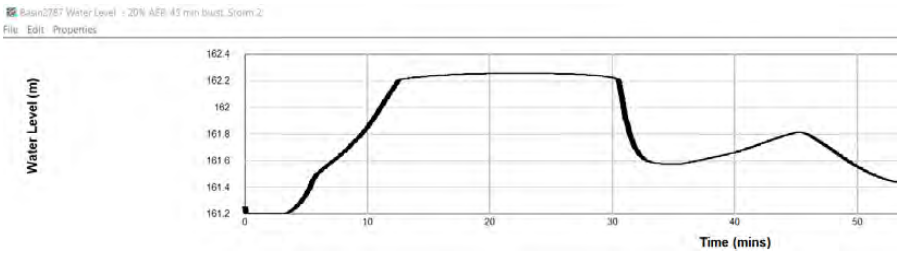
Factor	Soil Type			
	A (or 1)	B (or 2)	C (or 3)	D (or 4)
Initial Rate, f_0 (mm/h)	250	200	125	75
Final Rate, f_c (mm/h)	25	13	6	3
Shape Factor, k (h^{-1})	2	2	2	2
Antecedent Rainfall Depths (mm) for AMCs:				
1	0	0	0	0
2	50	38	25	18
3	100	75	50	38
4	150	100	75	50
Initial Infiltration Rates (mm/h) for AMCs:				
1	250	200	125	75
2	162.3	130.1	78.0	40.9
3	83.6	66.3	33.7	7.4
4	33.1	30.7	6.6	3.0

Table of soil conditions type 4 is worst case.

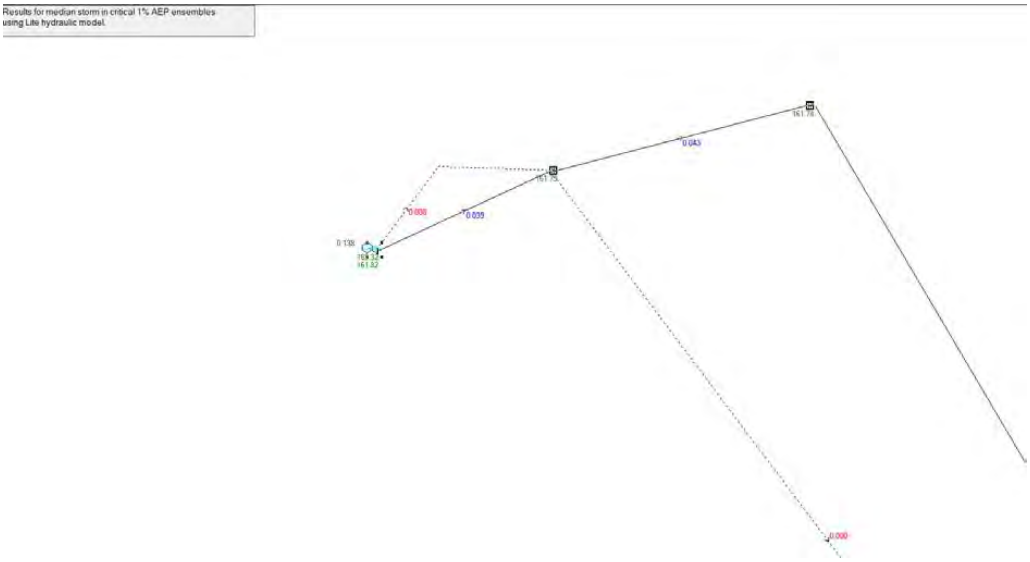
Following are the results for the 20% aep (5 year ARI) event demonstrating comments above.



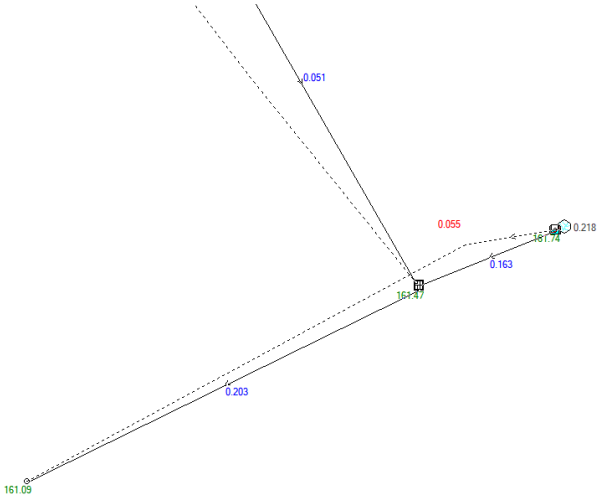
Water level in the detention is just above grated lids of the pits for 20 minutes.

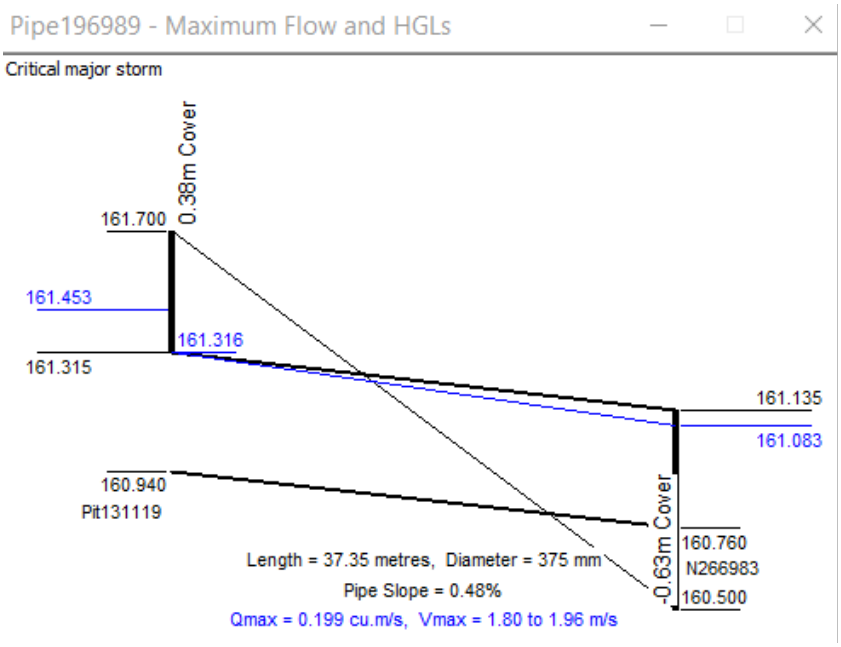


Then we run the 100 year event. This has an 8 l/s flow into the overflow pit.

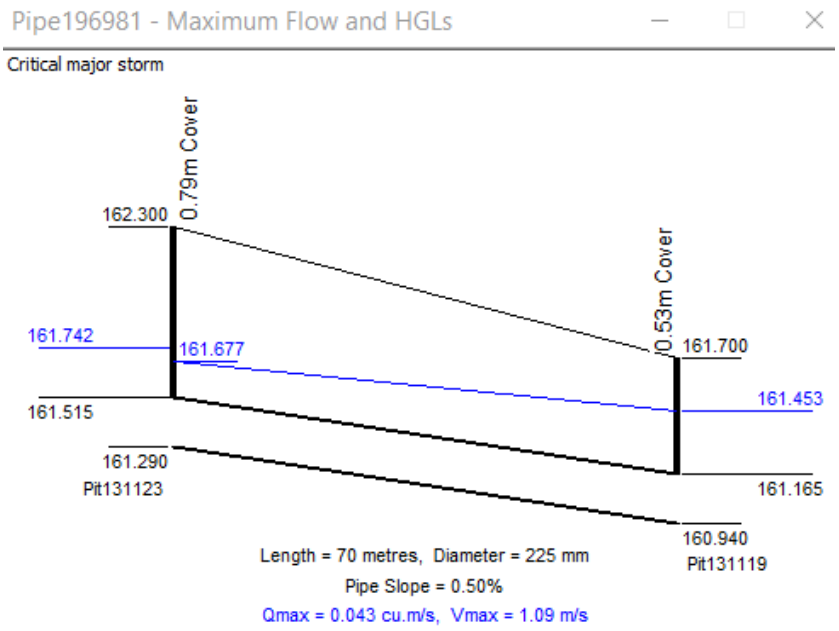


The 100 year ARI event confirms the storage is adequately sized. There is no overflow even with the Drummond St pipe fully submerged.

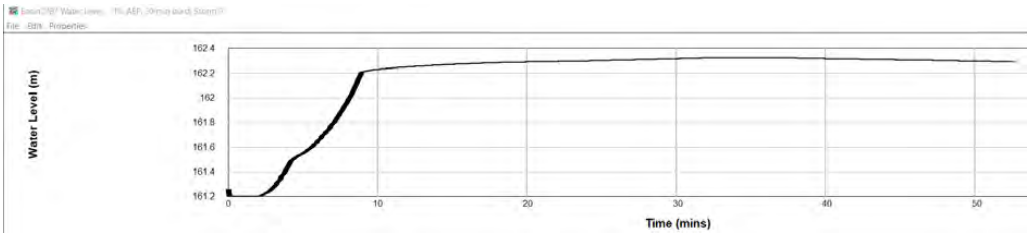




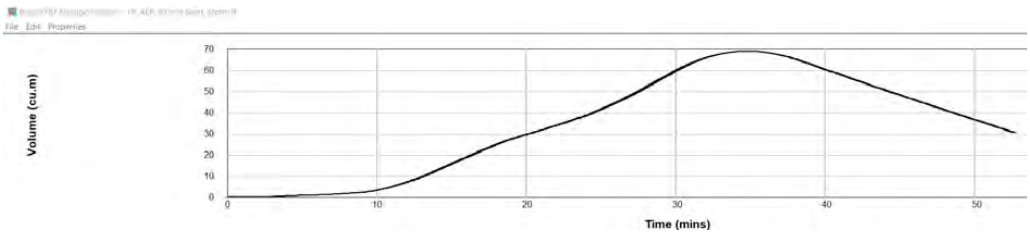
With the 150mm orifice the stormwater pipe can be reduced to 225 dia without affecting flows.



The Detention Basin stays wet for some time – but its only shallow.

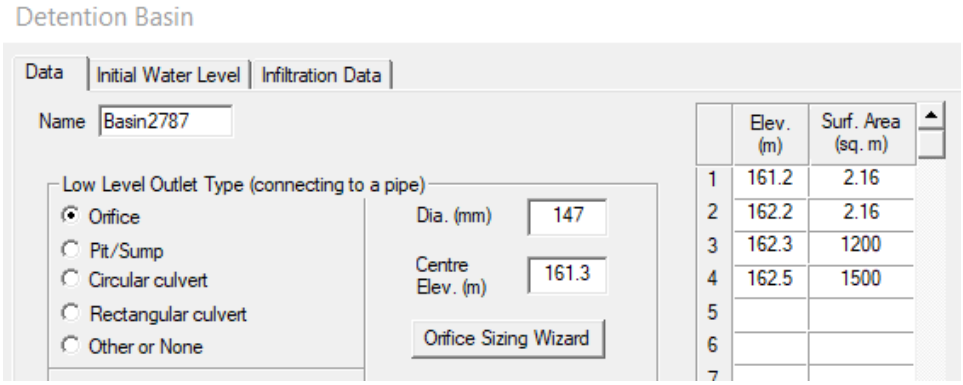


For the 100 year event the storage volume is shown as

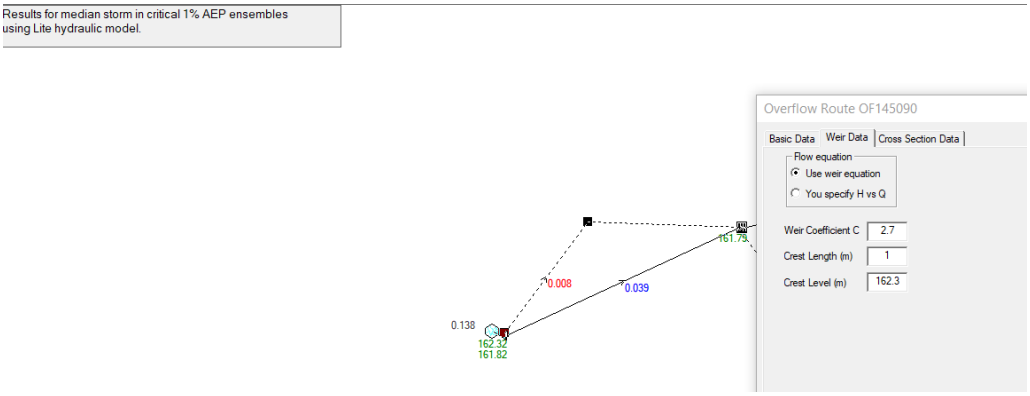


Detention basin was – as mentioned above set to overflow to the overflow pit at 162.3

Basin parameters are



The overflow route to the next pit shows the set level. For the 100 year event 8l/s overflows here.



CSE TASMANIA PTY LTD
civil • structural • environmental engineering

PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
21 DRUMMOND CRESCENT, PERTH DEVELOPMENT
NORTHERN MIDLANDS COUNCIL

CSE TASMANIA REF: 1206-85
MARCH / 2021

LOCALITY PLAN
SCALE: 1:1000

0 20 40 60 80 100m
SCALE 1:1000

DRAWING SCHEDULE

DRAWING No.	DRAWING NAME	REVISIONS
1206-85_G01	COVER SHEET AND LOCALITY PLAN	Rev C
1206-85_G02	GENERAL DETAILS PLAN	Rev C
1206-85_G03	GENERAL NOTES PLAN	Rev C
1206-85_G04	GENERAL ARRANGEMENT LAYOUT PLAN SHEET 01	Rev C
1206-85_G05	GENERAL ARRANGEMENT LAYOUT PLAN SHEET 02	Rev C
1206-85_C01	STORMWATER LONG SECTION PLAN	Rev C
1206-85_C02	SEWER AND WATER CONNECTION LAYOUT PLAN	Rev C
1206-85_C03	SWALE DRAIN LAYOUT AND LONG SECTION PLAN	Rev C
1206-85_C04	IMPERVIOUS AND PERVIOUS AREA LAYOUT PLAN	Rev C

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Drawn CJG | Accred. No. CC4109V
Approved CHRIS MARTIN
Date MARCH 2021
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No	Revision	Drawn	Date
C	DRAWING UPDATED WITH COMMENTS FROM COUNCIL	CJG	25/05/22
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title COVER SHEET AND LOCALITY PLAN
Drawing No: 1206-85_G01 | Revision: C

TYPICAL LEGEND:

- PROPOSED LOT BOUNDARIES
- EXISTING LOT BOUNDARIES
- PROPOSED EASEMENTS
- PROPOSED BUILDING ENVELOPES
- PROPOSED PAVEMENT SAW CUT EDGE
- PROPOSED CONCRETE DRIVEWAY/FOOTPATHS
- PROPOSED CONTOURS
- EXISTING CONTOURS
- EXISTING FENCE LINE
- EXISTING GATE
- EXISTING TOP OF BANK
- EXISTING TOE OF BANK
- PROPOSED STORMWATER DRAINAGE LINE
- PROPOSED STORMWATER PIT
- PROPOSED STORMWATER MANHOLE
- EXISTING STORMWATER DRAINAGE LINE
- EXISTING STORMWATER MANHOLE
- PROPOSED WATER MAIN
- PROPOSED WATER METER
- PROPOSED WATER STOP VALVE
- EXISTING WATER MAIN
- PROPOSED SEWER MAIN
- PROPOSED SEWER MANHOLE
- EXISTING SEWER MAIN
- EXISTING SEWER MANHOLE
- EXISTING ELECTRICAL LINE
- EXISTING ELECTRICAL POLE
- EXISTING TREES
- EXISTING TREES TO BE REMOVED

STANDARD SEWER & WATER DRAWINGS (WSA)

DRAWINGS AS LISTED IN TASWATER SUPPLEMENTS TO

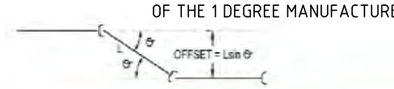
- WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 MRWA V2.0)
- SEWERAGE SUPPLY CODE OF AUSTRALIA (WSA 02-2014-3.1 MRWA)

STANDARD ROAD AND STORMWATER DRAWINGS (TSD)

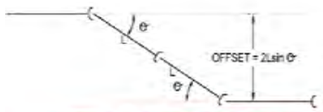
GENERAL DRAWINGS
TSD-G01 TO G05

ROAD AND STORMWATER DRAWINGS
TSD-C01 TO C04

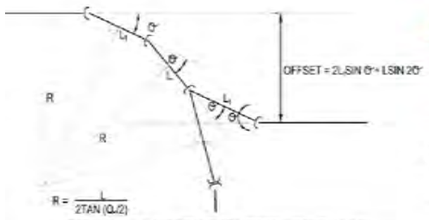
NOTE - FOLLOWING DEFLECTION VALUES MUST BE AMENDED FOR TASWATER TO 0.75% OF THE 1 DEGREE MANUFACTURERS DEFLECTION



DETAIL A: 1 PIPE DEFLECTION OFFSET



DETAIL B: 2 PIPE DEFLECTION OFFSET



L = R 2TAN (θ /2) (ie CUT PIPE LENGTH FOR REQUIRED RADIUS R)
TO REDUCE THE DISTANCE OVER WHICH THE DEFLECTION IS MADE, THE LENGTH OF L_1 MAY BE REDUCED UP TO $\frac{L}{2}$

DETAIL C: 3 PIPE DEFLECTION OFFSET or CURVED MAIN

TABLE 3: DEFLECTIONS

	PIPE / JOINT TYPE			
	TYPICAL RETIC PVC PIPE	TYPICAL RETIC DI PIPE	TYPICAL PVC PIPE + DOUBLE SOC CONNECTOR	COMMENTS
TYPICAL FULL LENGTH FOR L (m)	6	5.5	6 (PVC)	
TYPICAL MINIMUM LENGTH FOR L (m)	3	2.25	3 (PVC)	
TYPICAL θ MAX (degrees)	1	3.5	7	VARIES DEPENDING ON MANUFACTURER
MAX 1 PIPE MAX OFFSET (mm) 1	100	(340)	⟨730⟩	HORIZONTAL OR VERTICAL DEFLECTION
MAX 2 PIPE MAX OFFSET (mm) 1	210	⟨670⟩	⟨146⟩	2 or 3 PIPE HORIZONTAL DEFLECTION USUALLY NOT PREFERRED ALONG STRAIGHT ROADS DUE TO DISRUPTION OF OTHER ASSETS
MAX 3 PIPE MAX OFFSET (mm) 1	(420)	⟨1340⟩	⟨2510⟩	
TYPICAL MIN R (m)	344	90	49	ASSUMING USE OF FULL PIPE LENGTHS
VERTICAL BLOCKING REQUIREMENTS	NO THRUST BLOCK REQUIRED	THRUST CALCULATION REQUIRED 2	THRUST CONTROL REQUIRED 3	VERTICAL BLOCKS REQUIRE WATER AGENCY APPROVAL 5
HORIZONTAL BLOCKING REQUIREMENTS	NO THRUST BLOCK REQUIRED	THRUST CALCULATION REQUIRED 2	THRUST BLOCK REQUIRED 4	

NOTES ON TABLE 3:

ALL FIGURES HAVE BEEN CALCULATED ASSUMING FULL PIPE LENGTHS
1. MAX OFFSETS CALCULATED USING FULL LENGTH PIPES.
2. THRUST CONTROL REQUIREMENTS NEED TO BE CALCULATED AS PER THE METHOD DESCRIBED IN MRWA-W-204.
3. BLOCK AS PER TABLE 1 OF MRWA-W-205A USING ¼ OF THE MASS VOLUME OF THE 11.25° BEND.
4. BLOCK AS PER 6 DEG BENDS OF MRWA-W-204.
5. FLANGED OR WELDED BENDS PREFERRED TO VERTICAL BLOCKS.

TO REDUCE EXCAVATION DEPTHS AND / OR LIMIT DISRUPTION TO HORIZONTAL ALIGNMENTS, THE FOLLOWING ARRANGEMENTS ARE GENERALLY PREFERRED

- ○ FIGURES IN CIRCLES INDICATED THAT THIS OFFSET IS NORMALLY BETTER ACHIEVED USING 22½° BENDS (FOR 300 TO 600 OFFSETS).
- ◇ FIGURES IN DIAMONDS INDICATE THAT THIS OFFSET IS NORMALLY BETTER ACHIEVED USING 45° BENDS (FOR > 600 OFFSETS).

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Approved: CHRIS MARTIN	
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No	Revision	Drawn	Date
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Client: PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project: 21 DRUMMOND CRESCENT, PERTH
Title: GENERAL DETAILS PLAN
Drawing No: 1206-85_G02 | Revision: C

NOTES (GENERAL, EARTHWORKS & LANDSCAPING)

GENERAL

1. N.M.C. - NORTHERN MIDLANDS COUNCIL
2. T.W. - TAS WATER
3. ALL SETOUT BY A LICENSED SURVEYOR.
4. LEVEL DATUM - AHD
5. PRIOR TO ANY EXCAVATION, CONTRACTOR IS TO LOCATE ALL EXISTING UNDERGROUND SERVICES
6. ALL EXISTING MANHOLES AND SERVICE PITS / LIDS AFFECTED BY THE WORKS TO BE RAISED TO SUIT DESIGN LEVELS. WORK TO BE CARRIED OUT BY THE RELEVANT AUTHORITY AT DEVELOPERS EXPENSE.
7. CONTRACTOR TO ARRANGE PROVISION OF 'AS CONSTRUCTED' INFORMATION. SURVEY CO-ORDINATES TO BE RECORDED IN GDA94 & AHD AND PROVIDED IN ELECTRONIC AND HARD COPY FORMAT IN ACCORDANCE WITH THE REQUIREMENTS OF COUNCIL & T.W.
8. SERVICE OFFSETS AS PER TAS STANDARD DRAWINGS.
9. ALL ROAD AND STORMWATER WORKS IN ACCORDANCE WITH TAS STANDARD DRAWINGS.

EARTHWORKS

10. STRIP TOPSOIL FROM ENTIRE AREA OF ROADWAYS AND EXTERNAL AREAS THAT ARE TO BE CUT OR FILLED. TOPSOIL SHALL BE STOCKPILED ON SITE WHERE DIRECTED.
11. REDUNDANT OPEN DRAINS TO BE FILLED TO SUIT SURROUNDING NATURAL SURFACE. CONTRACTOR TO PROVIDE REPORT OF SITE CLASSIFICATION AND CERTIFICATION OF LEVEL 2 COMPACTION TO AS 3798.
12. AREAS OF FILL GREATER THAN 300MM IN DEPTH SHALL BE FILLED AND COMPACTED IN ACCORDANCE WITH AS3798.
13. NO FILLING OVER SERVICE MAINS IS PERMITTED. ALL FILLING TO BE DONE PRIOR TO PIPE TRENCHING AND INSTALLATION.

LANDSCAPING

14. ALL DISTURBED SURFACES SHALL BE REVEGETATED AND STABILISED WITH STABILISATION GRASS MIX.
15. GOOD QUALITY TOPSOIL TO BE USED ON NATURE STRIP AREAS. GRASS SEED TYPES TO BE ADVISED BY COUNCIL
16. ADVISORY NOTE - LANDSCAPING DESIGN, INCLUDING STREET FURNITURE AND BOLLARDS TO BE CONFIRMED.

NOTES (ROADWORKS & DRAINAGE)

ROADWORKS

1. SERVICE TRENCHES UNDER TRAFFICKED AREAS SHALL BE BACKFILLED WITH COMPACTED PAVEMENT SUB BASE MATERIAL.
2. ALL DRIVEWAYS TO BE TYPE KCRB AS PER TASMANIAN STANDARD DRAWING TSD-R16.

STORMWATER

1. FULL HEIGHT BENCHING TO BE USED IN ACCORDANCE WITH TSD SW03.
2. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
3. TOPS OF MANHOLES SHALL BE FINISHED TO MATCH ADJACENT FINISHED SURFACE LEVELS AND GRADES.
4. PIPE BEDDING AND HAUNCHING - AS PER TSD-G01.
5. 20mm CRUSHED ROCK BEDDING TO BE USED IN STORMWATER TRENCHES WITH SUB-SOIL DRAINS.
6. NEW PIPEWORK SHALL BE:
   - AS SPECIFIED ON STORMWATER LONG SECTIONS
   - PROPERTY CONNECTIONS: 150mmØ P.V.C. (SN8)AS PER TSD-SW25.
7. ALL PIPES GREATER THAN 100mmØ ARE TO BE RUBBER RING JOINTED AND LAID ON A MINIMUM OF 75mm SAND BEDDING EXTENDING TO 150mm ABOVE THE TOP OF PIPE.
8. ALL STORMWATER LOT CONNECTIONS SHALL BE BROUGHT NOMINALLY 100mm ABOVE SURROUNDING SURFACE AND SEALED WITH A GLUED END CAP. CAPS SHALL BE PAINTED GREEN. LOCATIONS OF CONNECTION POINTS TO BE MARKED WITH STAR PICKETS.
9. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON CONDUCTIVE PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
10. STORM WATER MANHOLE BENCHING IN ACCORDANCE WITH TSD-SW03.
11. SIDE ENTRY PITS TO TSD-SW10 - TYPE 4 UNLESS UNO.
12. MANHOLE, LIDS AND SURROUNDS:
    - IN THE ROAD RESERVATION AND TRAFFICKED AREAS - CLASS D - 'GATIC' HEAVY DUTY OR APPROVED EQUIVALENT
    - NON TRAFFICKED AREAS - 'GATIC' LIGHT DUTY OR APPROVED EQUIVALENT

NOTES (SEWER & WATER)

SEWER

1. ALL SEWER SUPPLY CONSTRUCTION TO:
   - SEWERAGE SUPPLY CODE OF AUSTRALIA (WSA 02 2014 3.1 MRWA) - PART 3: CONSTRUCTION AS AMENDED BY THE TASWATER SUPPLEMENT
2. NEW PIPEWORK SHALL BE:
   - AS SPECIFIED ON SEWER LONG SECTIONS
3. PROPERTY CONNECTIONS: 100 DIA. P.V.C. (SN10) SCJ AND IN ACCORDANCE WITH TYPE 4 ... MRWA-S-304 INCLUDING A SURFACE AS SHOWN.
   NOTE - INSPECTION OPENINGS SHALL BE 0.5m INSIDE THE PROPERTY BOUNDARY NOT OUTSIDE THE BOUNDARY.
   - TASWATER APPROVED PRODUCTS ARE CONTAINED ON THE CITY WEST WATER WEBSITE HTTP://WWW.MRWA.COM.AU/PAGES/PRODUCTS.ASPX
   - INSPECTED PRIOR TO BACKFILL
4. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
5. ALL LIVE CONNECTIONS BY TW AT DEVELOPERS COST.

WATER

1. ALL WATER SUPPLY CONSTRUCTION TO:
   - WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 VERSION MRWA EDITION V2.0) - PART 2: CONSTRUCTION AS AMENDED BY THE THE TASWATER SUPPLEMENT.
   - TASWATER'S STANDARD DRAWINGS TW-SD-W-20 SERIES
   - WATER METERING POLICY/METERING GUIDELINES
   - BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND AS3500.1:2003.
2. NEW PIPEWORK SHALL BE:
   - SERIES 2 OPVC PN16 - SIZE AS INDICATED ON THE DRAWINGS
   - 63 O.D. P.E. PN16 (CUL-DE-SAC HEAD ONLY)
   - ALL FITTINGS SHALL BE PN16 RATED
   - TASWATER APPROVED PRODUCTS ARE CONTAINED ON THE CITY WEST WATER WEBSITE HTTP://WWW.MRWA.COM.AU/PAGES/PRODUCTS.ASPX
   - INSPECTED PRIOR TO BACKFILL
   - BACKFILLED UNDER ROADWAYS IN COMPACTED SUBBASE 1 GRAVEL AT OMC COMPACTED IN 150mm LAYERS.
3. PROVIDE THRUST BLOCKS AT ALL BENDS AND TEES.
4. ALL LIVE CONNECTIONS BY TW AT DEVELOPERS COST.
5. ALL STOP VALVES TO BE CLOCKWISE CLOSING.
6. PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUG.
7. STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDANCE WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.
8. FIRE PLUGS AND VALVE POSITIONS TO BE MARKED IN ACCORDANCE WITH THE WSA CODE AND TASWATER SUPPLEMENT.
9. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
10. MINIMUM COVER:- NON TRAFFICABLE 600mm, TYPE F TRAFFICABLE 750mm, TYPE R TRAFFICABLE (LOCAL ROADS) 900mm AND TYPE R TRAFFICABLE (MAJOR AND ARTERIAL ROADS) 1200mm.
11. ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TASWATER STANDARD DRAWING TW-SD-W-20 SERIES. THEY SHALL BE DN25(I.D.20) HDPE (PE100) SDR 11 PN16 PIPE.
12. WHERE DN63 AND PROPERTY CONNECTIONS ARE UNDER ROADS PIPES SHALL BE SLEEVED IN DN100 SN4 PIPE FITTED WITH TRACE AND TIGHT FITTING RUBBER WRAPS AT 2m CENTRES TO PREVENT WATER HAMMER. SLEEVING TO BE EXTENDED PAST EITHER SIDE OF ROAD/FOOTPATH WHERE POSSIBLE TO AVOID DIGGING UP THE TRAFFICABLE AREA IN FUTURE.
13. FIRE PLUGS TO HAVE 100mm RISERS WITH SPRING TYPE PLUGS.
14. TASWATER TO WITNESS PRESSURE TEST TO 1200KPa PRIOR TO BACKFILL AT JOINTS.
15. MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK. REFER TO WSA CODE FOR DETAILS.
16. PLACEMENT OF WATER MAINS IN FILL REQUIRES THE CONTRACTOR TO PROVIDE DOCUMENTARY EVIDENCE INCLUDING:-
    - 16.1. THE COMPOSITION OF FILL MATERIAL, VERIFYING THAT IT CONTAINS NO ORGANIC OR OTHER MATERIALS THAT DECOMPOSE OR OTHERWISE LEAD TO LONG TERM SETTLEMENT
    - 16.2. THE PLACED LAYER THICKNESS
    - 16.3. THE COMPACTION METHOD USED
    - 16.4. THE DEPTH BELOW THE SURFACE OF EACH COMPACTED LAYER AT WHICH EACH FIELD DENSITY WAS MEASURED.
    - 16.5. THE FIELD DENSITY CALCULATION SHEETS AND RESULTS FOR ALL OF THE FILL BELOW THE INVERT OF THE PROPOSED WATER MAIN, VERIFYING THAT IT HAS AN IN-SITU DENSITY OF NOT LESS THAN 95% OF ITS STANDARD MAXIMUM DRY DENSITY (AS1289.5.1.1).
17. ALL FITTINGS TO BE F.B.E.

NOTES FOR SURVEYOR

- FOR ALL SEWER SERVICES THAT ARE NOT DEEMED TO CONTROL THE LOT THE PLAN OF SUBDIVISION COUNCIL ENDORSEMENT PAGE IS TO NOTE, PURSUANT TO SECTION 83 OF THE LOCAL GOVERNMENT (BUILDING AND MISCELLANEOUS PROVISIONS) ACT 1993, THAT TASWATER CANNOT GUARANTEE CUSTOMERS SANITARY DRAINS WILL BE ABLE TO DISCHARGE VIA GRAVITY INTO TASWATER'S SEWERAGE SYSTEM.
- TASWATER EASEMENTS SHALL BE CREATED IN ACCORDANCE WITH TASWATER'S PIPELINE AND SERVICES EASEMENT DEFINITION - SEE TASWATER WEBSITE HTTP://WWW.TASWATER.COM.AU/ARTICLEDOCUMENTS/489/PIPELINE%20AND%20SERVICES%20EASEMENT%20PRECEDENT%20FOR%20USE%20WITH%20SCHEDULE%200F%20EASEMENTS.PDF.ASPX
- COUNCIL STORMWATER EASEMENT TO BE PROVIDED AS PER SURVEY PLAN

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No	Revision	Drawn	Date
C	DRAWING UPDATED WITH COMMENTS FROM COUNCIL	CJG	25/05/22
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client: PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project: 21 DRUMMOND CRESCENT, PERTH
Title: GENERAL NOTES PLAN
Drawing No: 1206-85_G03
Revision: C

THERE MAY BE EXISTING SERVICES WITHIN THE WORKS AREA THAT ARE NOT SHOWN ON THESE PLANS.
THE CONTRACTOR IS TO LOCATE ALL SERVICES PRIOR TO THE COMMENCEMENT OF WORKS.

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NORTH

DRUMMOND CRESCENT

DRUMMOND STREET

SWALE DRAIN 01

EXISTING LOT 21
DRUMMOND CRESCENT

FUTURE UNIT

FUTURE UNIT

FUTURE STORMWATER
LAYOUT

PROPOSED NEW STORMWATER
CONNECTION TO BE INSTALLED
FOR ALL NEW DWELLINGS TO
CONNECT ON TOO

1/C

PROPOSED NEW STORMWATER
JUNCTION PIT TO BE INSTALLED

2.0m WIDE EASEMENT
FOR STORMWATER

PROPOSED Φ225
STORMWATER LINE
TO BE INSTALLED

2m

46 DRUMMOND
STREET DWELLING

PROPOSED NEW 46
DRUMMOND STREET
STORMWATER CONNECTION
TO BE INSTALLED

Φ225

EXISTING WATER MAIN TO
BE RAISED IF IT CLASHES
WITH PROPOSED STORMWATER

PROPOSED TAILOUT OF EXISTING
SWALE DRAIN TO ACCOMMODATE
NEW STORMWATER OUTLET

EXISTING SECTION OF
STORMWATER PIPE
LINE TO BE RELAYED

PROPOSED NEW
STORMWATER JUNCTION
PIT TO BE INSTALLED

EXISTING Φ375
STORMWATER PIPE LINE

Φ375

Φ375

PROPOSED NEW STORMWATER
HEADWALL TO BE INSTALLED,
IN SWALE DRAIN

1/A

1/B

Received
30.05.2022

0 5 10 20 30m
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Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title GENERAL ARRANGEMENT LAYOUT PLAN SHEET 01
Drawing No: 1206-85_G04 Revision: C

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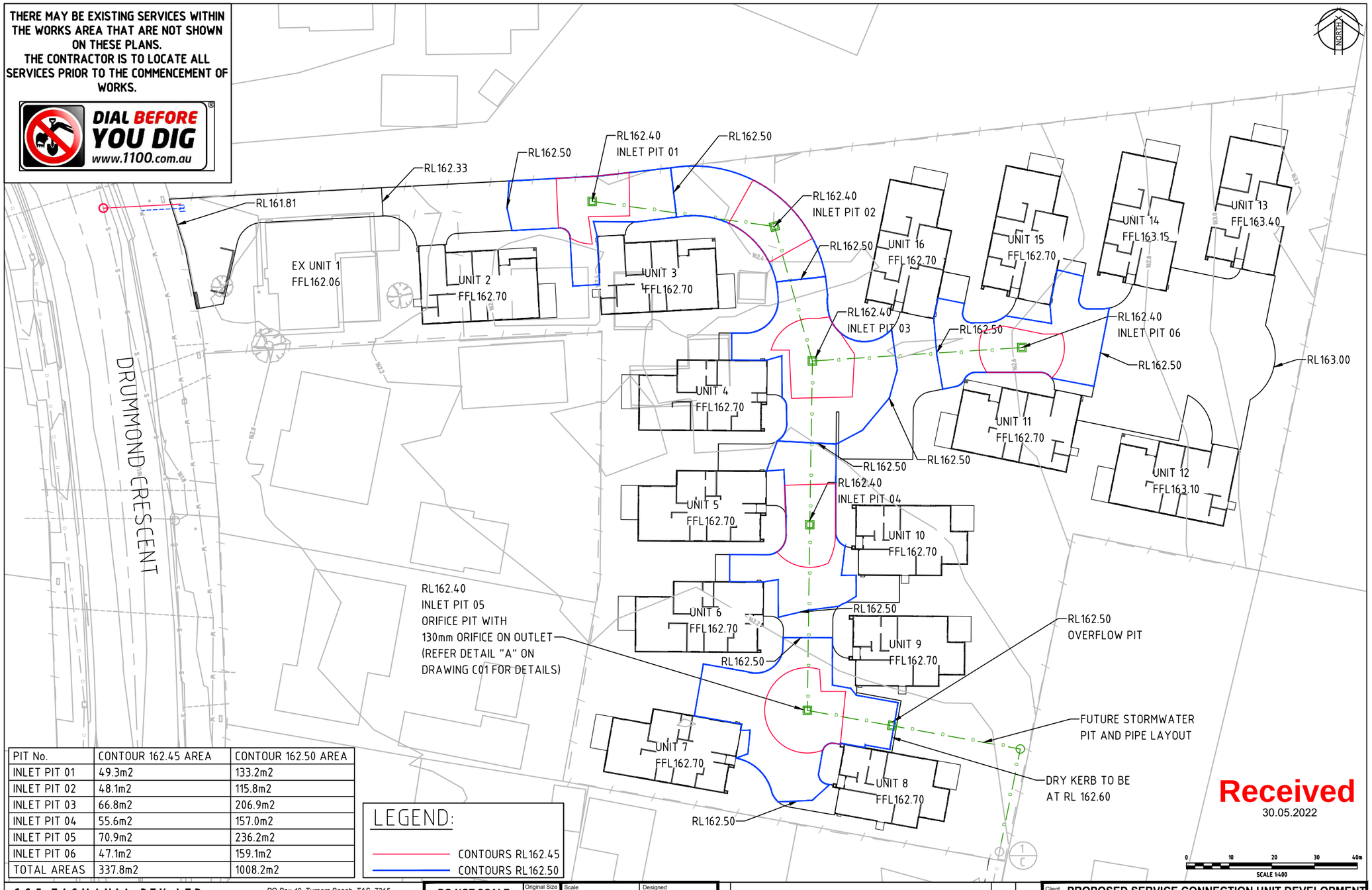

PIT No.	CONTOUR 162.45 AREA	CONTOUR 162.50 AREA
INLET PIT 01	49.3m2	133.2m2
INLET PIT 02	48.1m2	115.8m2
INLET PIT 03	66.8m2	206.9m2
INLET PIT 04	55.6m2	157.0m2
INLET PIT 05	70.9m2	236.2m2
INLET PIT 06	47.1m2	159.1m2
TOTAL AREAS	337.8m2	1008.2m2

LEGEND:
CONTOURS RL162.45
CONTOURS RL162.50

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30.05.2022

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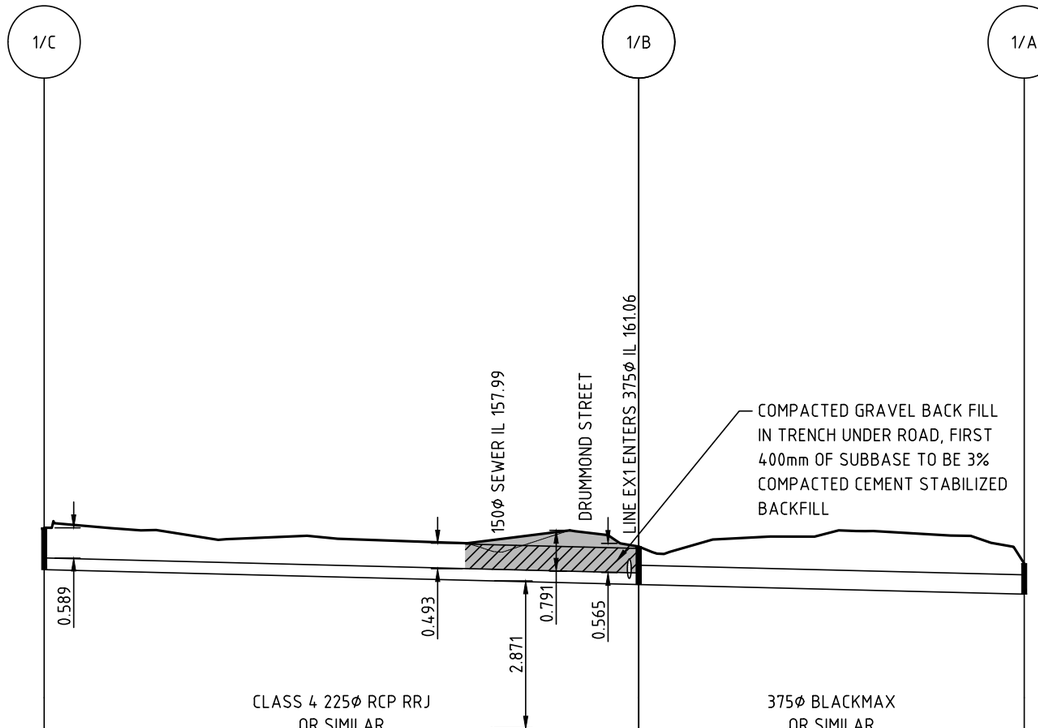
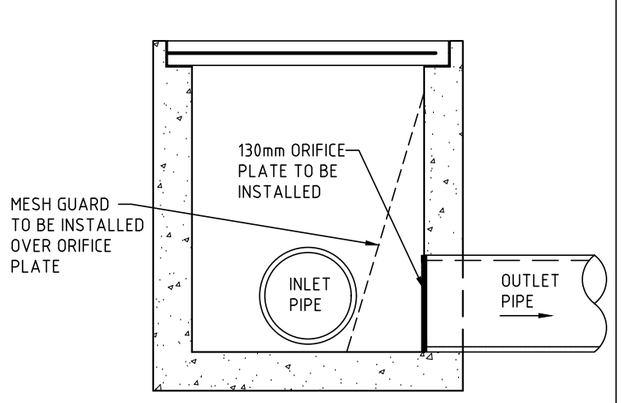
Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title GENERAL ARRANGEMENT LAYOUT PLAN SHEET 02
Drawing No: 1206-85_G05 Revision: C



PIPE DETAILS			
SLOPE/GRADE		CLASS 4 225Ø RCP RRJ OR SIMILAR 0.5%	375Ø BLACKMAX OR SIMILAR 0.5%
DATUM RL 156.8			
EXISTING SURFACE	162.04	161.68	161.35
FINISHED SURFACE	162.04	161.68	161.35
INVERT LEVEL	161.23	160.94	160.76
LENGTH		57.62	37.35

DRAINAGE LONGITUDINAL SECTION FOR LINE 1

SCALES: HORIZONTAL 1:500 VERTICAL 1:100



A G05 DETAIL

SCALE 1:20

LEGEND:

EX SEP	EXISTING SIDE ENTRY PIT
SEP	SIDE ENTRY PIT WITH 1.2m LINTEL ALL LINTELS ARE TO BE; • TYPE 1 FOR ALL PITS ON-GRADE • TYPE 4 FOR ALL SAG PITS UNO.
LGE SEP	TYPE 6 DGEKI PIT
FI	FIELD INLET
MH	MANHOLE
IC	INSPECTION CHAMBER

NOTES:

1. ALL GRATES DEEPER THAN 1500mm IS TO HAVE 900x900 BOX CHAMBER.
2. ALL MANHOLES THAT DO NOT HAVE TRAFFIC LOADING TO HAVE LIGHT DUTY COVER.
3. ALL TRAFFICABLE MANHOLES TO HAVE CLASS D IC LIDS.
4. FCR BACKFILL UNDER ALL ROADWAYS.
5. ALL LOT CONNECTIONS TO BE 150Ø UPVC.
6. ALL SIDE ENTRY PITS TO HAVE A BASKET LITTER TRAP INSTALLED.

Received
30.05.2022

0 0.5 1 1.5 2m
SCALE 1:20
0 2 4 6 8 10m
SCALE 1:100
0 10 20 30 40 50m
SCALE 1:500

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PO Box 49, Turners Beach TAS 7315
127 Leith Road, Leith TAS 7315
ACN 118 678 667
t (03) 6428 3994
m 0429 418 739
chris@csetas.com.au

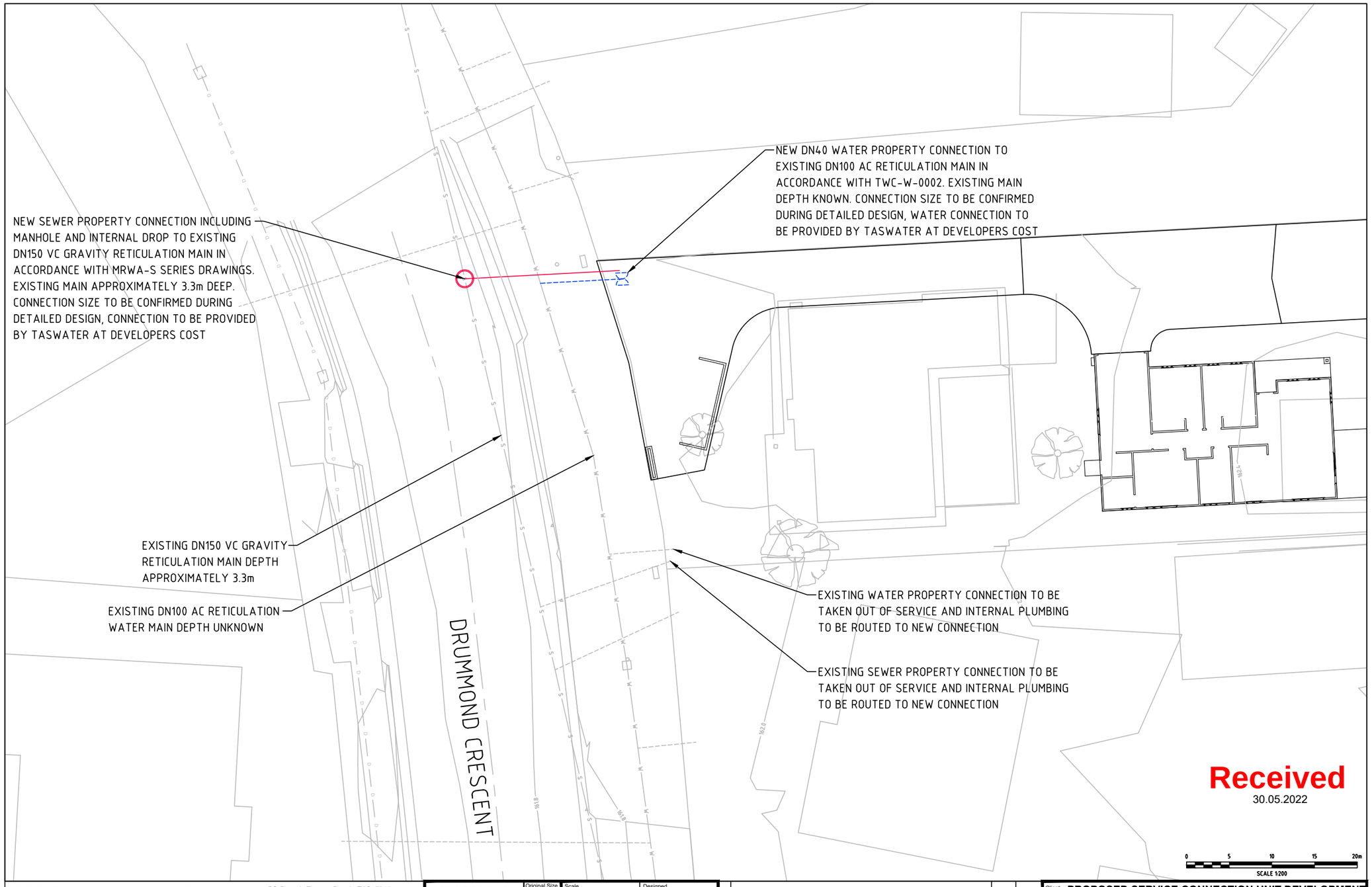
DO NOT SCALE | Original Size A3

\- PRELIMINARY

Scale	1:500H 1:100V
Designed	CHRIS MARTIN
Drawn	CJG
Accred. No.	CC4109V
Approved	CHRIS MARTIN
Date	MARCH 2021

No	Revision	Drawn	Date
C	DRAWING UPDATED WITH COMMENTS FROM COUNCIL	CJG	25/05/22
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client: PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project: 21 DRUMMOND CRESCENT, PERTH
Title: STORMWATER LONG SECTION PLAN
Drawing No: 1206-85_C01 Revision: C



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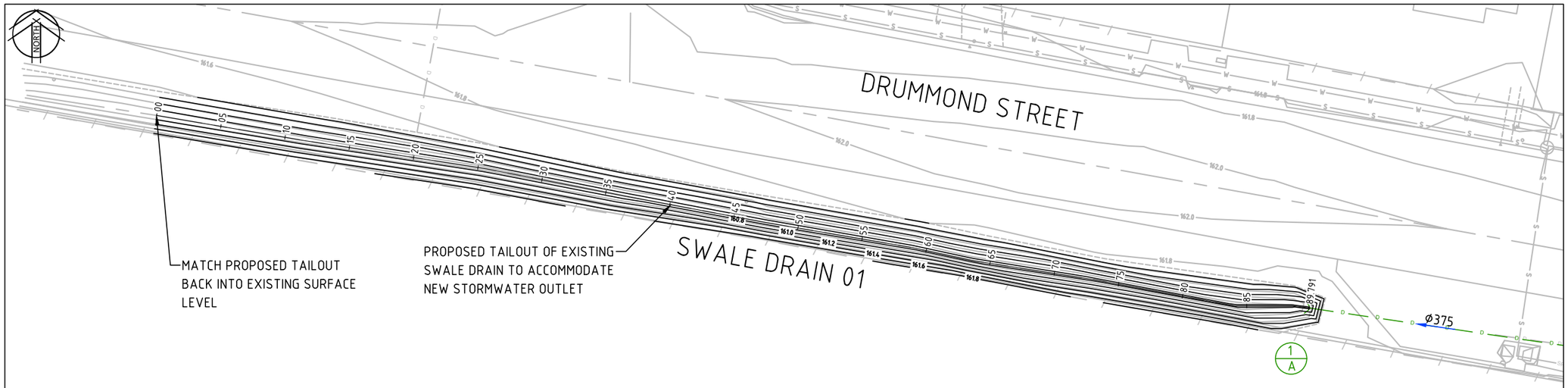
PRELIMINARY

Scale	Designed
1:200	CHRIS MARTIN
Drawn	Accred. No.
CJG	CC4109V
Approved	CHRIS MARTIN
Date	MARCH 2021

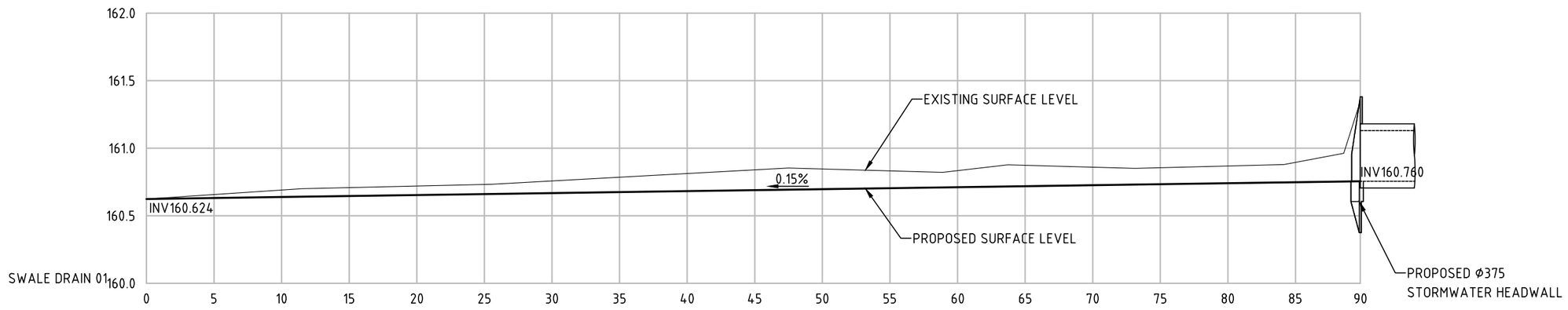
No	Revision	Drawn	Date
C	DRAWING UPDATED WITH COMMENTS FROM COUNCIL	CJG	25/05/22
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title SEWER AND WATER CONNECTION LAYOUT PLAN

Drawing No: 1206-85_C02 | Revision: C



LAYOUT PLAN
SCALE: 1:300



SWALE DRAINS 01
SCALE: 1:300H 1:30V

0 0.5 1 2 3m
SCALE 1:30

0 5 10 20 30m
SCALE 1:300

Received
30.05.2022

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DO NOT SCALE | Original Size A3
-
PRELIMINARY

Scale	AS NOTED
Designed	CHRIS MARTIN
Drawn	CJG
Accred. No.	CC4109V
Approved	CHRIS MARTIN
Date	MARCH 2021

No	Revision	Drawn	Date
C	DRAWING UPDATED WITH COMMENTS FROM COUNCIL	CJG	25/05/22
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client: PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project: 21 DRUMMOND CRESCENT, PERTH
Title: SWALE DRAIN LAYOUT AND LONG SECTION PLAN
Drawing No: 1206-85_C03 | Revision: C

Received
30.05.2022

PROPOSED PAVEMENT AREAS
TO BE 150mm THICK 25MPa
CONCRETE ON A 100mm COMPACTED
GRAVEL BASE

NORTH

DRUMMOND CRESCENT

PAVED AREAS	1707.4m2
ROOF AREAS	2005.6m2
GRASSED/LANDSCAPED AREAS	2936.2m2

LEGEND:

- PAVED AREAS
- ROOF AREAS
- GRASSED/LANDSCAPED AREAS

0 10 20 30 40m
SCALE 1:400

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DO NOT SCALE | Original Size A3

-
PRELIMINARY

Scale	1:400
Designed	CHRIS MARTIN
Drawn	CJG
Accred. No.	CC4109V
Approved	CHRIS MARTIN
Date	MARCH 2021

No	Revision	Drawn	Date
C	DRAWING UPDATED WITH COMMENTS FROM COUNCIL	CJG	25/05/22
B	DRAWING SERVICES UPDATED	CJG	12/11/21
A	DRAWING ISSUED FOR REVIEW	CJG	18/03/21

Client PROPOSED SERVICE CONNECTION UNIT DEVELOPMENT
Project 21 DRUMMOND CRESCENT, PERTH
Title IMPERVIOUS AND PERVIOUS AREA LAYOUT PLAN

Drawing No: 1206-85_C04 Revision: C

REFERRAL OF DEVELOPMENT APPLICATION PLN-22-0045 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 104100.11
Date: 12 May 2022
Applicant: Another Perspective
Proposal: 16 Multiple Dwellings (1 Existing, 15 New) (Reliance on performance criteria of the General Residential Zone, Road and Railway Assets Code & Car Parking and Sustainable Transport Code)
Location: 21 Drummond Crescent, 46 Drummond Street, Drummond Crescent and Drummond Street road reserves, Perth

W&I referral PLN-22-0045, 21 Drummond Crescent, 46 Drummond Street, Drummond Crescent and Drummond Street road reserves, Perth

Planning admin: W&I fees paid.

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

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

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

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	*Yes*
Is the property connected to Council's stormwater services?	*Yes*
If so, where is the current connection/s?	*Connects to kerb*
Can all lots access stormwater services?	*Yes*
If so, are any works required?	*No*
Is stormwater detention required	*Yes*
Has a stormwater detention design been submitted	*Yes*
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	*N/A (see below)*
If no to above , has the design for 100 – year ARI been done.	*Yes*
If yes to any of the above, does it comply with Councils stormwater policy	*Yes*
Is the design approved by works & infrastructure	*Yes*
Please quote drawing numbers and any other relate documentation (email etc.)	*#: 1206-85*
Additional Comments/information	*No*
Stormwater works required:	
Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater	

connection. *Multiple Dwellings: Works to be in accordance with Standards – a 150mm stormwater connection*	
Is there kerb and gutter at the front of the property?	*Yes*
Are any kerb-and-gutter works required?	*No*

Road Access:

Does the property have access to a made road?	*Yes*
If so, is the existing access suitable?	*No, to be upgraded as part of works*
Does the new lot/s have access to a made road?	*Yes*
If so, are any works required?	*Yes, as per plan*
Is off-street parking available/provided?	*Yes* *No*
Road / access works required:	
Works to be in accordance with Standard Drawing TSD R09 - concrete driveway crossover & apron.	
Is an application for vehicular crossing form required?	*Yes*
Is a footpath required?	*No*
Extra information required regarding driveway approach and departure angles	*No*
Are any road works required?	*No*
Are street trees required?	*No*
Additional Comments:	An Engineer's design **is** required.

Engineer's comment:

STANDARD CONDITIONS FOR MULTIPLE DWELLINGS

W.1 Stormwater

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

b) Concentrated stormwater must not be discharged into neighbouring properties

c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.

d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.

e) Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant must provide detailed stormwater drainage plans for approval by Council's Works and Infrastructure Department. The plans must provide full details of the stormwater detention arrangements including calculations. The detailed plans are to be developed based on the plans exhibited plans included with the planning application.

f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.

W.2 Access

a) A concrete driveway crossover and apron must be constructed for each dwelling from the edge of the road to the property boundary in accordance with Council standard drawing TSD R03 and to the satisfaction of Council's Works and Infrastructure Manager.

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

W.3 Municipal standards & approvals

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

W.4 Works in Council road reserve

a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.

b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.5 Pollutants

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

b) Prior to the commencement of development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.6 Works damage bond

a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a $1000 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.

b) This bond is not taken in place of the Building Department's construction compliance bond.

c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.

d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

W.7 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

Jonathan Galbraith (Engineering Officer)
Date: 20/6/22

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-0045	**Council notice date**	12/05/2022
TasWater details			
TasWater Reference No.	TWDA 2022/00696-NMC	**Date of response**	19/05/2022
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	21 DRUMMOND CRES, PERTH	**Property ID (PID)**	6742128
Description of development	Multiple Dwellings x 16 (x 1 ex + x 15 new)		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Another Perspective	AP2019-1707 Sh.01/33	B	11/01/2022
CSE Tasmania Pty Ltd	1206-85_G05 & C02	B	12/11/2021

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 for this multiple unit 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.

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of $699.36 to TasWater, as approved by the Economic Regulator and the fee 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

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

Rosemary Jones

From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Wednesday, 25 May 2022 12:39 PM
To: NMC Planning
Subject: RE: TasNetworks Referral – PLN22-0045 CN22-96654
Attachments: TasNetworks Referral – PLN22-0045.pdf; PLN-22-0045 _public_exhibition_documents.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Hi Karen

Thank you for your email on 12 May 2022 referring the abovementioned development.

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

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

Regards

Megan Loftus
Connections Advisor
Customer Connections Team

P (03) 6324 7583 | **E** networkcustomersupply@tasnetworks.com.au
1 Australis Dr, Rocherlea 7248
PO Box 419, Launceston TAS 7250

www.tasnetworks.com.au
@TasNetworks
/TasNetworks

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Thursday, 12 May 2022 1:45 PM
To: Council Referrals <Council.Referrals@tasnetworks.com.au>
Subject: TasNetworks Referral – PLN22-0045 CN22-96654

Good afternoon

Please find attached referral for your actions.

Kind regards
Karen

Karen Jenkins

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

To Whom It May Concern:

I note the Development Application PLN-22-0045 for 16 multiple dwellings located at 21 Drummond Crescent, Perth.

The proposal appears to have a number of minor issues which could be easily remedied. However, the approach to dealing with waste/recycling and the narrow driveway access zone in particular requires more careful consideration.

10.4.6 A3
Unit 1: Opaque treatment to windows to nom. 3m driveway zone does not address noise issues and requires further consideration with solution to be verified by an appropriately qualified engineer.

Unit 1: Living room window in front façade will be directly illuminated by headlights of vehicles entering the site, proposed planting of Prunus Elvins (flowering cherry) may not have adequate screening effect if canopy too high and provide minimal screening effect in winter as species is deciduous (note: this may also be the case to a lesser extent if vehicles are reversed into parking spaces opposite units 13 and 14 and driven out in a forward direction at night).

Unit 11: One living room window + both windows of bedroom next to living room are within 2.5m of shared driveway and require screening.

Unit 12: Living room windows are within 2.5m of visitor parking space 'P-26' and require screening.

10.4.8
The common storage area for waste/ recycling at the front of the property does not comply with the acceptable solution (1.985m to closest point on frontage, 3.665m to closest point to existing dwelling).

Given the proximity to Unit 1 (existing dwelling), measures to counter noise and odour issues would be required in order to satisfy the relevant performance criteria and may require input from a suitably qualified engineer.

It is unclear how residents would be transferring waste/recycling from their unit to the common storage area which is some 40m away from the front door of Unit 2, some 59m away from the front door of Unit 3 with the remainder varying from 84m to 134m. All movements would similarly need to pass through the narrow driveway zone and it is unclear whether this aspect has been fully considered as part of the TIA.

For example, without bins it is more likely residents would carry smaller bags (or items) necessitating increased trips. Similarly, bags could be prone to breakage which may be exacerbated over longer distances and increase the potential for litter problems within the site.

The size of the bins in the common storage area can similarly be calculated based on the standard waste (140L) and recycling (240L) bins provided by the NMC.

This suggests the absolute minimum size would be 2240L for waste and 3840L for recycling, necessitating more frequent collection than every fortnight based on the maximum capacity of 3000L given.

Similarly, it is unclear whether this proposed setup could adequately accommodate future needs such as green waste collection and what measures would be employed to prevent illegal dumping.

10.4.9
The drawings state storage sheds will provide a minimum capacity of 6m³.

Units 1 (existing dwelling) and 2 are shown to have long, narrow storage sheds of approx. 3m x 0.7m for a footprint of 2.1m². This would necessitate a height in excess of 2.85m to achieve 6m³ which seems unlikely (and would be difficult to utilise).

Given both units are indicated as being 3 bedrooms, a storage shed commensurate with those for the other 14 units (approx. 2.2m x 1.5m for a footprint of 3.3m²) should be provided, which also provides the option for storing bicycles or larger items for improved amenity.

E6.7.2 A2.2 - AS2890.1:2004
The proposal shows a driveway width of 3m running for a length of approximately 14.38m past the existing dwelling (Unit 1), with a maximum clear width of 3.442m between the dwelling and fence, although it is unclear how this width has been measured. For example, measuring from the fence lining to the dwelling wall would result in a greater dimension than measuring from the fence posts to the brick window sills which protrude beyond the wall face.

The DA proposes modification to a section of wall + roof to the rear of the existing dwelling to achieve these widths. However, the drawings make no reference to the section of roof covering the dining/living areas which appears to extend as far as the wall/roof being cut back and has the same height at the lowest point (est. max. 3m from ground level).

Whilst it is agreed with the TIA the driveway width between kerbs can be reduced to 3m as shown; AS2890.1:2004 consistently refers to the provision of additional clearances to obstructions exceeding 150mm in height. With specific regard to circulation roadways, the Standard only mentions high kerbs and barriers exceeding 150mm in height. However, these would be no different to a fence or wall.

On this basis, a minimum clear zone of 3.6m between the fence and nearest part of the dwelling would likely be required.

Similarly, the Standard recommends protective devices where buildings could be damaged by vehicles. Given the frequency of news reports where vehicles mount kerbs in similarly low speed environments and crash into buildings in addition to

potential for non-compliance with the 5km/h speed limit recommended in the TIA, further space may be required to provide the necessary protection to prevent the risk of damage to the existing dwelling.

The proposed driveway may also prevent or unnecessarily delay access of fire appliances and other large vehicles (e.g. trucks used for transporting construction materials or those used by removalists).

Whilst TFS guidelines appear limited to bushfire prone areas, requiring minimum clearances of 4m for width and height, interstate guidelines appear similar in predominantly suggesting a minimum clear width of 3.5m and clear height of 4m, although NSW does appear to allow a width reduction to 3.2m for constricted pinch points with a specific note suggesting 4m as preferable given the potential for human error.

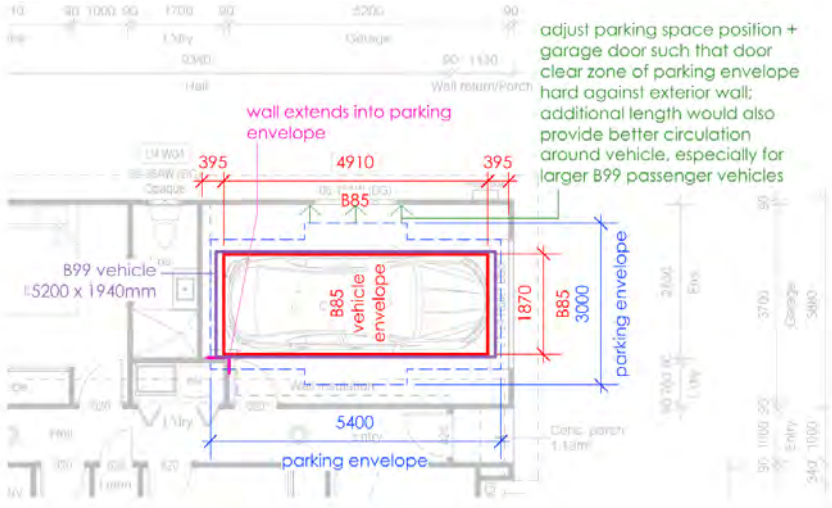
Even if it is considered acceptable to have such a narrow access, the roof extending from the living/dining areas of the existing dwelling would likely require modification in order to achieve the height clearances for fire appliances and/or other large vehicles.

One solution to the narrow driveway access is demolition of the existing dwelling (as noted in the TIA). Aside from resolving this issue, it may also permit waste/recycling collection within the site with individual bins rather than the shared facility within the frontage.

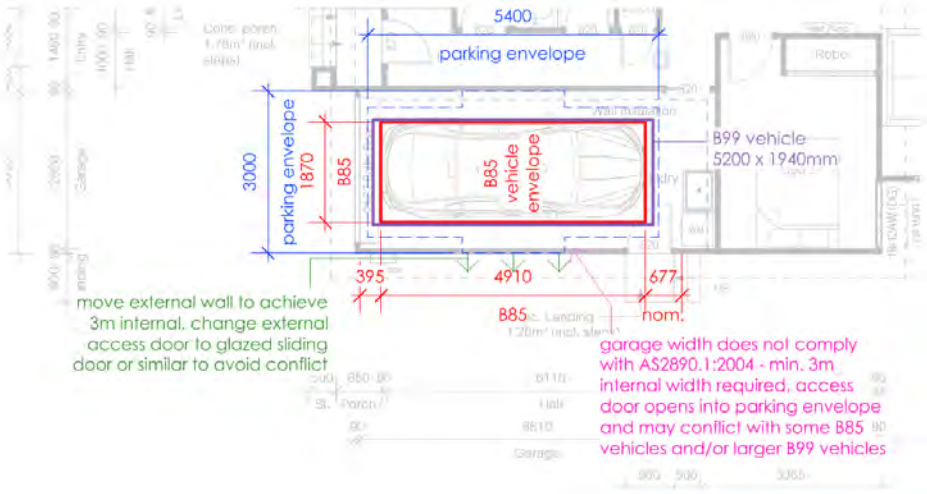
AS2890.1:2004 further stipulates a minimum 3m internal width for single garages and provides in Figure 5.2 the design envelope for vehicle parking which further shows a minimum length of 5.4m.

The proposal shows three general plan types (some are mirrored) with the following diagrams summarising the apparent issues.

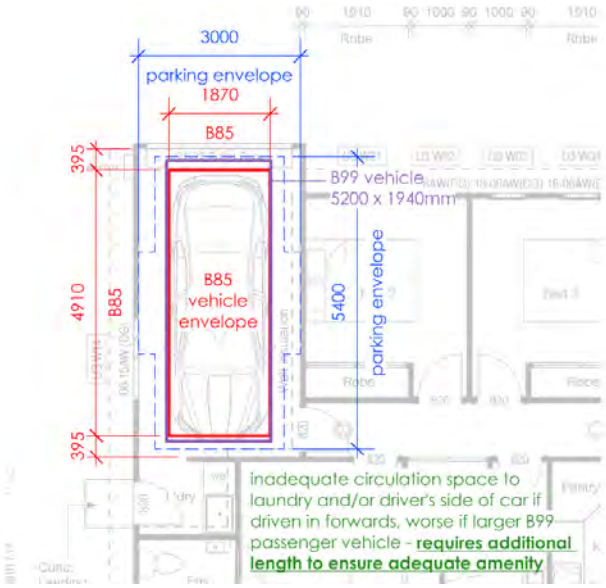
<u>Units 4, 5, 6, 7, 13, 14, 15 and 16</u>



Units 8, 9 and 10



Units 2, 3, 11 and 12



E6.8.2 A2 Bicycle Parking Access, Safety and Security
The TIA covers E6.6.2 stating the performance criteria is achievable and notes that dedicated bicycle parking spaces are not shown.

However, the TIA does not consider E6.8.2 which provides more specific requirements for bicycle parking spaces (1.7m length, 0.7m width) and access to those spaces (unobstructed 2m width).

The garages of units 2, 3, 8, 9, 10, 11 and 12 cannot provide bicycle parking without making the car parking space non-compliant. Whilst the garages of the remaining units could potentially provide bicycle parking, they would not provide the requisite 2m unobstructed access width.

On this basis, it is assumed all bicycle parking must be in the storage sheds or yards.

For units 2-16, yard access is shown to be via gates. Of these, units 7, 8, 12 and 13 could comply with the acceptable solution. Unit 1 could similarly comply if a gate were provided to the shared driveway from the rear yard area.

Other units would subsequently be reliant on performance criteria.

AS2890.3:2015 appears to recommend 1.5m for aisle widths for off-street bicycle parking for one way aisles which would provide around 0.25m clearance either side of the handlebars when standing next a bicycle and wheeling it. However, it may be reasonable to reduce this to 1.2m if the path does not pass a parked vehicle where there is a risk of accidental damage to the vehicle.

It should also be considered that whilst the bicycle parking space is 0.7m at the handlebars, some bicycle manufacturers offer bicycles with handlebar widths in excess of 0.8m.

To achieve this, the gates accessing the yards of units 2, 3, 9, 10, 11, 14 and 15 simply need to be relocated to the opposite side of the unit to avoid conflicts with parking spaces and/or unacceptably narrow access for bicycles.

For units 4, 5 and 6, the width of the zone to access the gate would satisfy the performance criteria if the hot water cylinder were moved from this zone.

I trust Council will carefully consider all aspects of this proposal to ensure a desirable outcome is achieved to ensure a safe, amenable development for future residents.

Kind regards,

Mark Rhodes

Paul Godier

From: Stuart French <stuart.french@anotherperspective.com.au>
Sent: Monday, 20 June 2022 2:40 PM
To: Paul Godier; NMC Planning
Cc: Scott Jordan; Integrity Property Solutions
Subject: RE: Additional information required - 21 Drummond Crescent, Perth - PLN22-0045 - Multiple Dwellings

Hi Paul,

I can confirm we are will to make the changes required to the garages to comply with the planning scheme as a permit condition.

Please contact me if you need anything further.

Kind Regards,

Stuart French
Office Manager

another perspective drafting&design
Level 1, 67 Letitia Street
NORTH HOBART, TASMANIA, 7000
P: (03) 62314122
F: (03) 62314166
M: 0417 303 356
E: stuart.french@anotherperspective.com.au

From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Monday, 20 June 2022 1:14 PM
To: Stuart French <stuart.french@anotherperspective.com.au>; NMC Planning <planning@nmc.tas.gov.au>
Cc: Scott Jordan <scottajordan77@gmail.com>; Integrity Property Solutions <integritypropertys@gmail.com>
Subject: RE: Additional information required - 21 Drummond Crescent, Perth - PLN22-0045 - Multiple Dwellings

Hello Stuart, a representation was received, previously provided to you.

Can you please advise if you are willing to make the changes to the garages as indicated in the attached extract from the representation.

Regards,

Paul Godier
Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
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