Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

SA2024/004

LOCATION OF AFFECTED AREA

201 OLD BEACH ROAD & 38 RIVIERA DRIVE, OLD BEACH

DESCRIPTION OF DEVELOPMENT PROPOSAL

1 LOT SUBDIVISION AND MINOR BOUNDARY ADJUSTMENT

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT www.brighton.tas.gov.au AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M, MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS IN ACCORDANCE WITH S.57(5) OF THE LAND USE PLANNING AND APPROVALS ACT 1993 CONCERNING THIS APPLICATION UNTIL 4:45 P.M. ON **09/12/2024**. ADDRESSED TO THE CHIEF EXECUTIVE OFFICER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT development@brighton.tas.gov.au. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

JAMES DRYBURGH
Chief Executive Officer

SCAN ME

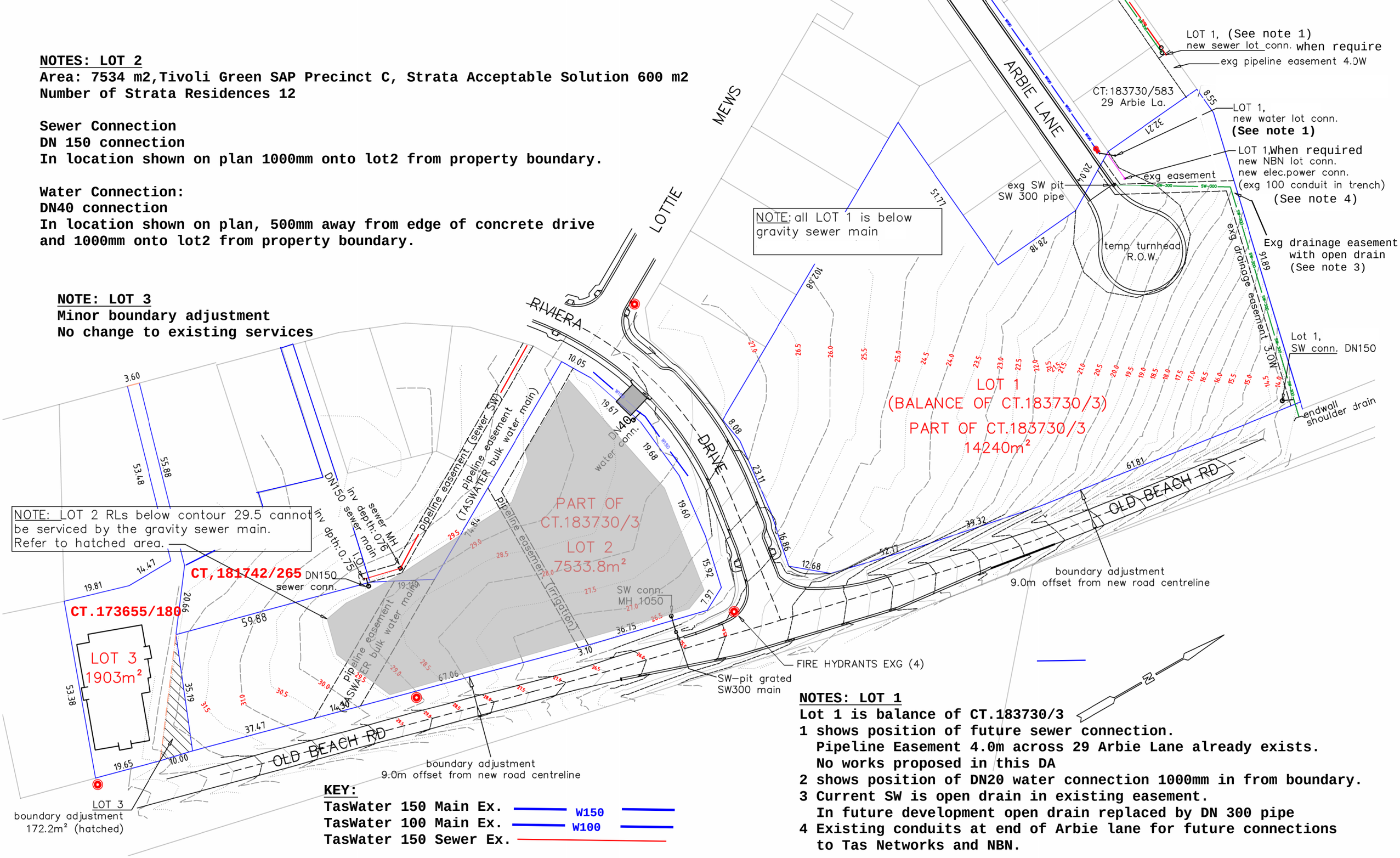
Brighton
going places

NOTES: LOT 2
Area: 7534 m2,Tivoli Green SAP Precinct C, Strata Acceptable Solution 600 m2
Number of Strata Residences 12

Sewer Connection
DN 150 connection
In location shown on plan 1000mm onto lot2 from property boundary.

Water Connection:
DN40 connection
In location shown on plan, 500mm away from edge of concrete drive and 1000mm onto lot2 from property boundary.

NOTE: LOT 3
Minor boundary adjustment
No change to existing services



KEY:
TasWater 150 Main Ex. W150
TasWater 100 Main Ex. W100
TasWater 150 Sewer Ex.

NOTES: LOT 1
Lot 1 is balance of CT.183730/3
1 shows position of future sewer connection.
Pipeline Easement 4.0m across 29 Arbie Lane already exists.
No works proposed in this DA
2 shows position of DN20 water connection 1000mm in from boundary.
3 Current SW is open drain in existing easement.
In future development open drain replaced by DN 300 pipe
4 Existing conduits at end of Arbie lane for future connections to Tas Networks and NBN.

Engineering Consultants
Civil & Environmental
Clint Johnstone
m 0417 540 501
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Building Design
Civil & Structural Drafting
Greg Carpenter
m 0417 506 525
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CLIENT	Tivoli Green Pty Ltd
PROJECT	Propoesed Boundary Adjustment **& Lot2** Balance of CT:183730 **/3 (Lot1)**
DRAWING	Development Plan Rev– **D**
Scale	1:1000
Date	25/10/2023
Job no: / Dwg no:	23007 C1
Drawn	GC
Design	GC
Checked	
	A3

REV.	AMENDMENTS	DRWN	DATE
D	Delete 63 Rising Main Add DN 20 Water Connection	CJ	10/11/24
C	Add 29 Arbie	CJ	25/10/24
B	Panel changes	GC	7/6/24
A	Submission for DA	GC	19/2/24
–	–	GC	–

Lot 3 Old Beach Rd

Submission to support a 1 lot subdivision and minor boundary adjustment.

February 2024

The Proposal

A 1 Lot subdivision and boundary adjustment is proposed for Lot 3 Old Beach Rd. Title Reference for the property is CT 183730/3. Title documents are attached. The proposal does not include any building works.

The boundary adjustment is proposed for the southern boundary between Lot 3 Old Beach Rd and 38 Riviera Drive. The southern boundary is proposed to move north resulting in an additional 169m2 for 38 Riviera drive.

The remainder of Lot 3 will be subdivided into two lots, comprised of a newly created lot and a balance of title lot. The newly created Lot will be approximately 7533.8m2 with balance title being approximately 14240m2 in size.

Site Description

Lot 3 Old Beach Rd is located along Old Beach Rd with access to the site off Riviera Drive as per Figure 1. The block is bound to the east by Old Beach Rd, to the south by 38 Riviera drive, to the east by residential blocks and to the north by Riviera drive. The area zoned general residential as per Figure 3 Zoning Information and falls within the Tivoli Green Specific Area Plan as per Figure 2.

Figure 1 General location of proposed subdivision.

Figure 2 Tivoli Green Specific Area Plan

Figure 3 Zoning Information

Figure 4 Site Overlays

Planning Assessment

The site falls within the Tivoli Green Specific Area Plan and is subject to a bushfire prone area overlay see Figure 4. A Bushfire Impact assessment has been complete and is attached to this report.

Open space requirements for the proposed subdivision have been meet by the Tivoli Green Specific Area Plan. The table below addresses the objectives outlined in the specific area plan.

	Objective	Solution	Assessment
BRI-S9.8.1 Lot size	New lots provide for a transition of densities consistent with the character of established development on the adjacent areas to the north and south, while maintaining an overall net density compatible with the efficient utilisation of land and existing infrastructure.	Each lot, or a lot proposed in a plan of subdivision, must have an area of not less than: (a) 300m² for Precinct A; (b) 500m² for Precinct B; and (c) 800m² for Precinct C.	The proposed subdivision is in precinct C and is 7533.8m2 in size. This complies with clause BRI-S9.8.1.
BRI-S9.8.2 Subdivision layout	New Lots are consistent with the purpose of the Specific Area Plan.	The layout of lots (including lot proposed in a plan of subdivision), roads and pedestrian connections must be consistent with the development framework in Figure BRI-S9.3.	There is no proposed change to roads or pedestrian connections as part of this application.
BRI-S9.8.3 Traffic impact	To minimise any adverse effects on the safety and efficiency of the road network from vehicular traffic generated by the subdivision of land.	Subdivision does not result in a total of more than 260 lots within the area south of the open space on the land subject to the Specific Area Plan as shown in Figure BRI-S9.3.	There are no buildings proposed as part of this development and it is therefore not expected to increase the amount of traffic to the area.
BRI-S9.8.4 Water sensitive urban design	To maintain, protect and improve the water quality of Gage Brook through a stormwater disposal system based upon water sensitive urban design principles.	Subdivision must: (a) Incorporate water sensitive urban design principles consistent with Water Sensitive Urban Design Engineering Procedure for Stormwater Management in Southern Tasmania; (b) Include vegetated swales for stormwater management within roads where appropriate; and (c) gross-pollutant traps at the primary detention	No buildings are proposed as part of this application. There will therefore be no impact on the stormwater in the area.

		basin inlets.	
BRI-S9.8.5 Noise attenuation for East Derwent Highway	To provide for new lots that incorporate measures to protect the efficiency of the east Derwent Highway and the residential amenity of a sensitive use.	The building area, as required by clause 8.6.1 or BRI-S9.7.2.1, on a lot adjoining the East Derwent Highway must have a setback from the boundary with the East Derwent Highway must have a setback from the boundary with the East Derwent Highway of not less than 20m.	The proposed development is not adjoining the East Derwent Highway; therefore, this clause is not applicable.
BRI-S9.8.6 Development standards for subdivision – Precinct A BRI-S9.8.6.1 Lot design - Precinct A	To provide for new lots in Precinct A that: (a) contribute to a compact streetscape with consistent frontages; (b) facilitate a legible street block in a grid pattern; (c) are capable of supporting good solar access; and (d) are not internal lots.	A1 Each lot, or a proposed in a plan of subdivision, in Precinct A, must have a frontage of: (a) not less than 10m; or (b) (b) not less than 12m when a corner lot and access is not provided from the secondary frontage; or (c) Where the frontage is between 30 degrees east or west of north, not less than 12m; and (d) Not more than 15m. A2 Each lot, or a lot proposed in a plan of subdivision, in Precinct A, must be able to contain a minimum area of 8m by 12m with a gradient not steeper than 1 in 5, clear of: (a) All setbacks required by clause BRI-S9.7.2.1; and Easements or other title restrictions that limit or restrict development.	Proposed development is in precinct C; therefore, this clause is not applicable.

GES

GEO-ENVIRONMENTAL

SOLUTIONS

Proposed Subdivision

Lot 3 Old Beach Road, Old beach

Bushfire Hazard Report

Applicant: Tivoli Green Pty Ltd

August 2023, J9206v1

Geo-Environmental Solutions - 29 Kirksway Place, Battery point, Tasmania, 7004.
Phone: 036223 1839 Email: Web: www.geosolutions.net.au

Contents

1.0 Introduction

This Bushfire Hazard Report has been completed to form part of supporting documentation for a planning permit application for a subdivision resulting in 3 lots. The proposed subdivision occurs in a Bushfire-prone Area defined by the Tasmanian Planning Scheme – Brighton (the Scheme). This report has been prepared by Mark Van den Berg a qualified person under Part 4a of the *Fire Service Act 1979* of Geo Environmental Solutions Pty Ltd for Tivoli Green Pty Ltd

The report considers all the relevant standards of Code C13 of the planning scheme, specifically;

- The requirements for appropriate Hazard Management Areas (HMA's) in relation to building areas;
- The requirements for Public and Private access;
- The provision of water supplies for firefighting purposes;
- Compliance with the planning scheme, and
- Provides a Bushfire Hazard Management Plan to facilitate appropriate compliant future development.

2.0 Proposal

The proposal is for the subdivision of two existing lots, with one new lot created, as described on the proposed plan of subdivision in appendix A. Public access to new lots will be provided by existing public roadways. The development is proposed to occur as a single stage. Lot 3 has existing residential development; lots 1 & 2 are undeveloped.

3.0 Site Description

The subject site comprises private land on two titles at Lot 3 Old Beach Road, Old Beach, CT: 183730/3 and 38 Riviera Drive, Old Beach CT: 173655/180 (figure 1). The site occurs in the municipality of the Brighton, this application is administered through the Tasmanian Planning Scheme – Brighton which makes provision for subdivision. The proposed development occurs within the General Residential zone. The site is located on the eastern extent of an existing subdivision known as Tivoli Green where Old Beach Road separates new urban development from agricultural lands, it is approximately 1.2km east south-east of Gage Cove (figure 1). The surrounding landscape is characterised by grasslands with sparse native vegetation remnants which is fragmented to varying extents by residential developments and associated infrastructure. Grassland vegetation to the east of the site

provides linkages to landscape scale bushfire-prone vegetation units within the northern end of the Meehan Range (figure 2).

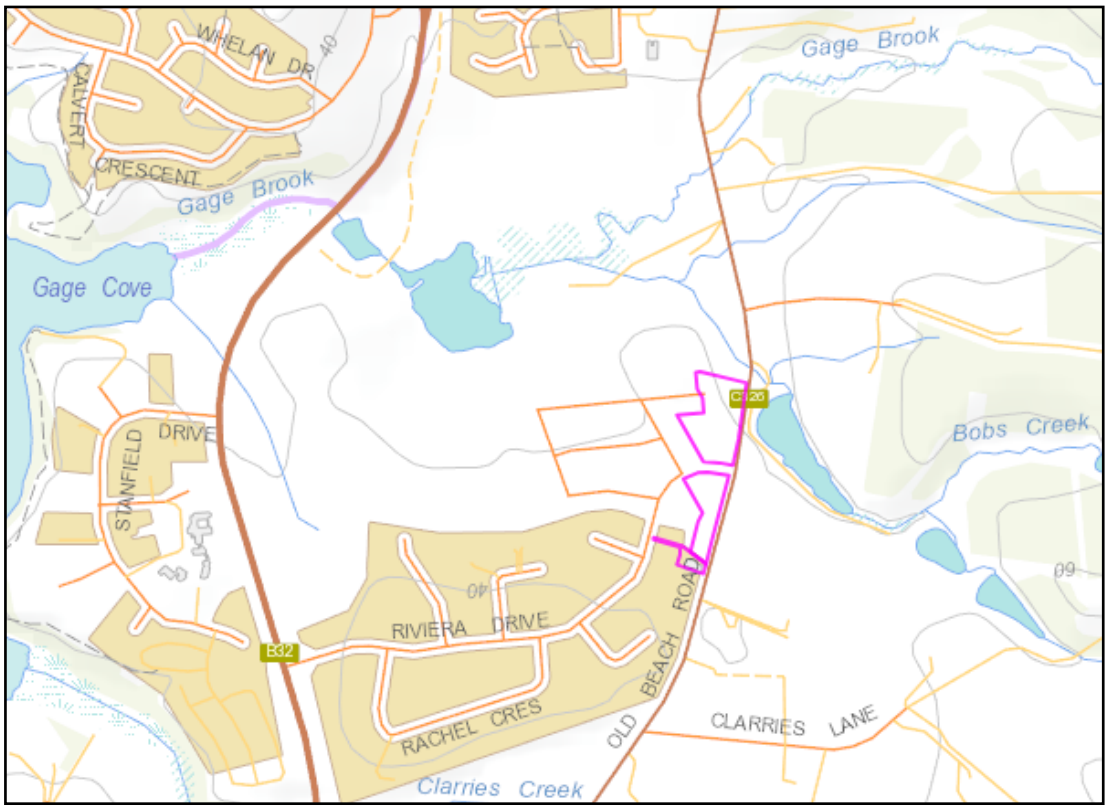


Figure 1. The site in a topographical context, pink line defines the parent lot (approximate).

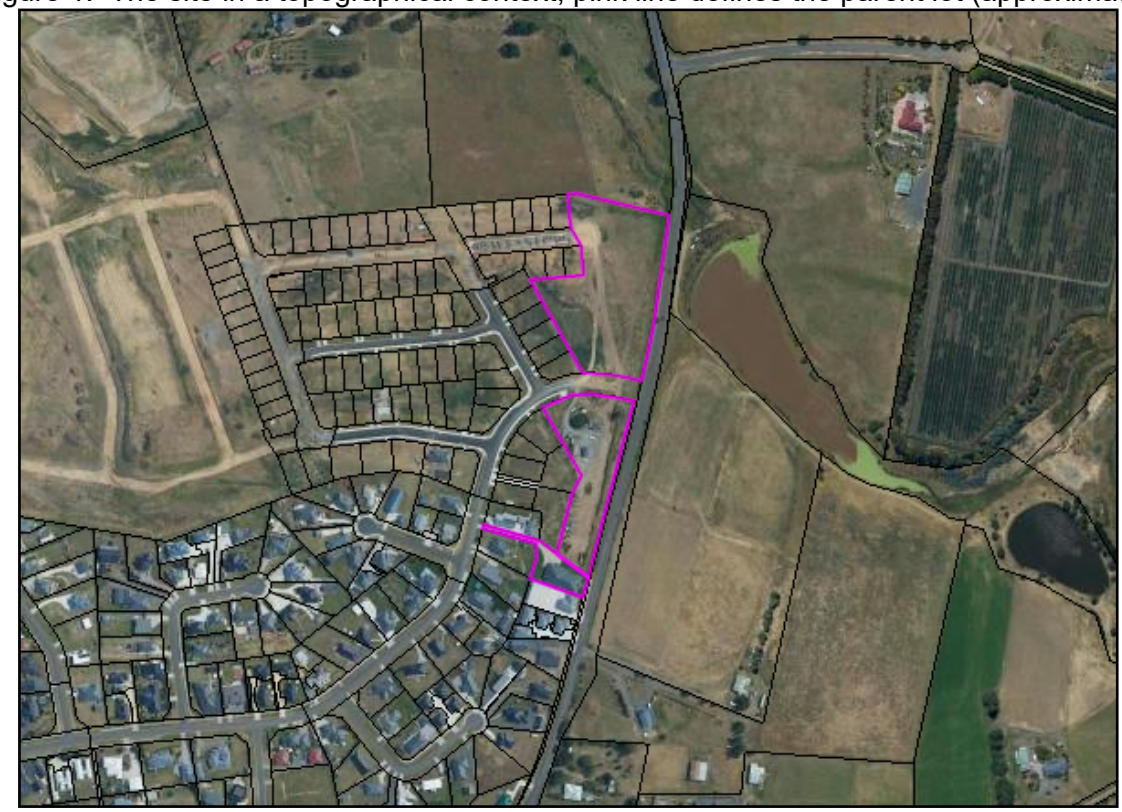


Figure 2. Aerial photo of the site, pink line denotes the parent lot (approximate).

4.0 Bushfire Hazard Assessment

4.1 Vegetation

The site and adjacent lands within 100 metres of the proposed building areas carry Grassland vegetation as well as low threat vegetation (figures 3 to 5). The highest risk vegetation occurs to the north and east of the sites.

4.2 slopes

The effective slopes in relation to the proposed building areas are gentle to moderate (<10 degrees) and are unlikely to have a significant on the influence on the bushfire attack at the sites.

Figure 3. Grassland vegetation looking east from 38 Riviera Drive on Old Beach Road.

Figure 4. Grassland vegetation within lot looking north.

Figure 5. Pedestrian access gate to 38 Riviera drive from Old Beach Road with Fire Hydrant..

4.3 Bushfire Attack Level

An assessment of vegetation and topography was undertaken within and adjacent to the existing residential building on Lot 3 and the proposed building area on lots 1 & 2. A bushfire attack level assessment as per *AS3959-2018* was completed which has determined setbacks for each building area from bushfire-prone vegetation which do not exceed BAL-19 of AS3959-2018 (appendix B). The building area for lot 3 includes the footprint of the existing residential building. The building areas and bushfire attack levels are identified on the BHMP.

5.0 Bushfire Prone Areas Code

Code C13 of the planning scheme articulates requirements for the provision of hazard management areas, standards for access and firefighting water supplies and requirements for hazard management for staged subdivisions.

5.1 Hazard Management Areas

Hazard management areas are required to be established and/or maintained for all lots, they provide an area around the building within which fuels are managed to reduce the impacts of direct flame contact, radiant heat and ember attack on the site. Lot 3 has an established Hazard Management Area.

The Bushfire Hazard Management Plan (BHMP) shows building areas (for habitable buildings) and the associated HMA's for each building area, guidance for establishment and maintenance of HMA's is provided below.

The subdivision is to occur as a single stage. Each proposed lot can accommodate a building area with associated hazard management area with sufficient separation from bushfire-prone vegetation so as not to exceeding the requirements for BAL-19 of AS3959-2018. This means that each lot is not dependant on adjacent land use or management for bushfire mitigation.

5.1.1 Building areas

Building areas for habitable buildings on each lot are shown on the BHMP. Each building has been assessed and a Bushfire Attack Level (BAL) assigned to it. If future buildings are located within the building area and comply with the minimum setbacks for the associated hazard management area, the buildings may be constructed to the bushfire attack level assigned to that lot. If associated structures like sheds or other non-habitable buildings exist or are proposed, they do not need to conform to a BAL unless they are within 6 metres of the habitable building. Building areas for lots with existing residential development have been defined to include the footprint of the existing residential building.

5.1.2 Hazard Management Area requirements

A hazard management area is the area, between a habitable building or building area and the bushfire prone vegetation which provides access to a fire front for firefighting, is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire. This can be achieved through, but is not limited to the following strategies;

- Remove fallen limbs, sticks, leaf and bark litter;
- Maintain grass at less than a 100mm height;
- Avoid or minimise the use of flammable mulches (especially against buildings);
- Thin out under-story vegetation to provide horizontal separation between fuels;
- Prune low-hanging tree branches (<2m from the ground) to provide vertical separation between fuel layers;
- Remove or prune larger trees to establish and maintain horizontal separation between tree canopies;
- Minimise the storage of flammable materials such as firewood;
- Maintain vegetation clearance around vehicular access and water supply points;
- Use low-flammability plant species for landscaping purposes where possible;
- Clear out any accumulated leaf and other debris from roof gutters and other debris accumulation points.

It is not necessary to remove all vegetation from the hazard management area, trees and shrubs may provide protection from wind borne embers and radiant heat under some circumstances if other fuels are appropriately managed.

5.2 Public and firefighting Access

5.2.1 Public Roads

There is no proposal for the construction of new public roadways or fire trails, in this circumstance there are no further requirements for public roads or fire trails.

5.2.2 Property access (for building compliance)

There is existing property access to the residential building on Lot 3. The location of the existing property access is shown on the BHMP and is consistent with the requirements of table C13.2, there are no further requirements for the existing access for lot 3. Proposed property access to lots 1 and 2 is less than 30 metres in length and is not required to access a firefighting water connection point. In this circumstance there are no further requirements for property access for lots 1 & 2.

5.3 Water supplies for firefighting

Dedicated water supplies for firefighting are provided by existing fire hydrants connected to a reticulated water supply system managed by Tas Water. The existing hydrants conform with the following specifications;

- The building area to be protected is located within 120 metres of a fire hydrant; and
- The distance has been measured as a hose lay, between the firefighting water point and the furthest part of the building area.

6.0 Compliance

6.1 Planning Compliance

Table 1 summarises the compliance requirements for subdivisions in bushfire prone areas against Code C13 as they apply to this proposal. A planning certificate has been issued for the associated BHMP as being compliant with the relevant standards as outlined below and is located in appendix D.

Table 1. Compliance with Code C13 of the Tasmanian Planning Scheme – Clarence

Clause	Compliance
C13.4 Use or development exempt from this code	Not applicable.

C13.5 1 Vulnerable Uses	Not applicable.
E13.5.2 Hazardous Uses	Not applicable
C13.6.1 Subdivision: Provision of hazard management areas	The Bushfire Hazard Management Plan is certified by an accredited person. Each lot within the subdivision has a building area and associated hazard management area shown which is suitable for BAL-12.5 construction standards. Hazard management areas are able to be contained within each individual lot, therefore there is no requirement for part 5 agreements or easements to facilitate hazard management. The proposal is compliant with the acceptable solution at A1(b).
C13.6.2 Subdivision: Public and firefighting access	There is no proposal for the construction of new public roadways or fire trails as part of this development. Existing property access for lot 3 and proposed property access for lots 1 and 2 are consistent with table C13.2. The Bushfire Hazard Management Plan is certified by an accredited person. The proposal is compliant with the acceptable solution at A1(b).
C13.6.3 Subdivision: Provision of water supply for firefighting purposes	The building areas are serviced by an existing reticulated water supply system with fire hydrants which meet the specifications of s5.3 of this report. In this circumstance there is an insufficient increase in risk to warrant further firefighting water supply measures.

6.2 Building Compliance (for future development)

Future residential development may not require assessment for bushfire management requirements at the planning application stage. Subsequent building applications will require demonstrated compliance with the Directors Determination. If future development is undertaken in compliance with the Bushfire Hazard Management Plan associated with this report, a building surveyor may rely upon it for building compliance purposes if it is not more than 6 years old.

7.0 Summary

The proposed development occurs within a bushfire-prone area. The vegetation is classified as grassland, with the highest risk is presented by vegetation to the north and east of the building areas.

A bushfire hazard management plan has been developed and shows hazard management areas with building areas and construction standards, the location of existing and proposed property access and location of existing firefighting water supplies.

8.0 Limitations Statement

This Bushfire Hazard Report has been prepared in accordance with the scope of services between Geo-Environmental Solutions Pty. Ltd. (GES) and the applicant. To the best of GES's knowledge, the information presented herein represents the Client's requirements at the time of printing of the report. However, the passage of time, manifestation of latent conditions or impacts of future events may result in findings differing from that described in this report. In preparing this report, GES has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations referenced herein. Except as otherwise stated in this report, GES has not verified the accuracy or completeness of such data, surveys, analyses, designs, plans and other information.

The scope of this study does not allow for the review of every possible bushfire hazard condition and does not provide a guarantee that no loss of property or life will occur as a result of bushfire. As stated in AS3959-2018 “It should be borne in mind that the measures contained in this Standard cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire, and extreme weather conditions”. In addition, no responsibility is taken for any loss which is a result of actions contrary to AS3959-2018 or the Tasmanian Planning Commission Bushfire code.

This report does not purport to provide legal advice. Readers of the report should engage professional legal practitioners for this purpose as required. No responsibility is accepted for use of any part of this report in any other context or for any other purpose by third party

9.0 References

Building Amendment (Bushfire-Prone Areas) Regulations 2014

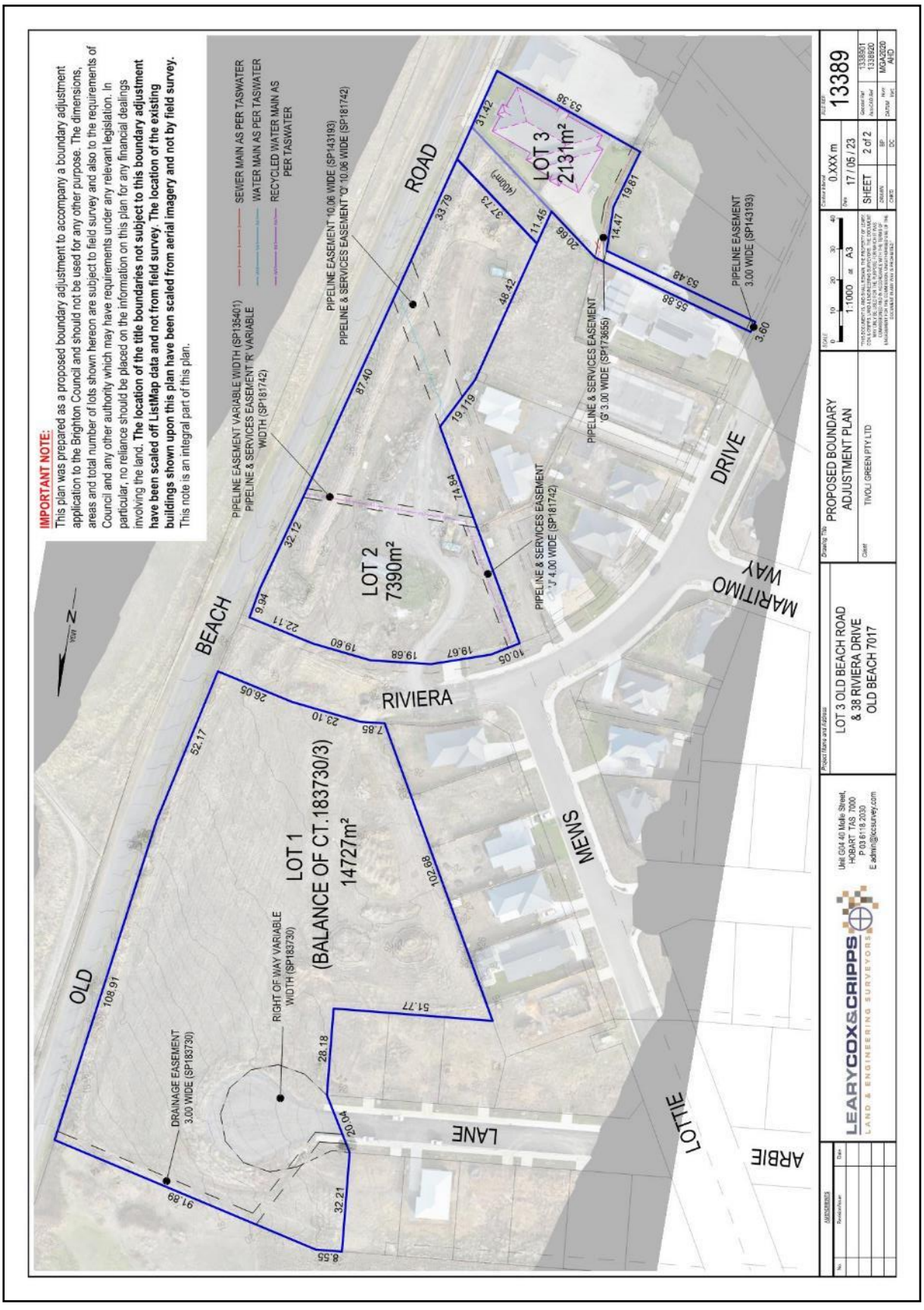
Determination, Director of Building Control – Requirements for Building in Bushfire-Prone Areas, version 2.2, 6th February 2020. Consumer, Building and Occupational Services, Department of Justice, Tasmania

Standards Australia 2018, *Construction of buildings in bushfire prone areas,* Standards Australia, Sydney.

Tasmanian Planning Commission 2017, *Planning Directive No.5.1 – Bushfire prone Areas Code*. Tasmanian Planning Commission, Hobart. 20th July 2022.

Tasmanian Planning Scheme – Brighton.

Appendix A - Site Plan



Appendix B – Bushfire Attack Level assessment tables

Table 1. Bushfire Attack Level Assessment for Lot 1.

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Grassland	>0 to 5º downslope	0 to 100 metres	16 metres	**BAL-12.5**
	--	--	--		
	--	--	--		
	--	--	--		
East	Grassland	>5º to 10º downslope	0 to 43 metres	19 metres	**BAL-12.5**
	Exclusion 2.2.3.2 (e, f)^	flat 0º	43 to 55 metres		
	Grassland	>5º to 10º downslope	55 to 100 metres		
	--	--	--		
South	Grassland	upslope	0 to 100 metres	14 metres	**BAL-12.5**
	--	--	--		
	--	--	--		
	--	--	--		
West	Grassland	flat 0º	0 to 10 metres	10 metres	**BAL-LOW**
	Exclusion 2.2.3.2 (e, f)^	flat 0º	10 to 80 metres		
	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	80 to 100 metres		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4(A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Appendix B – Bushfire Attack Level assessment tables

Table 2. Bushfire Attack Level Assessment for Lot 2

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	0 to 100 metres	6 metres	**BAL-LOW**
	--	--	--		
	--	--	--		
	--	--	--		
East	Grassland^	>0 to 5º downslope	0 to 51 metres	16 metres	**BAL-12.5**
	Exclusion 2.2.3.2 (e, f)^	flat 0º	51 to 63 metres		
	Grassland^	>0 to 5º downslope	63 to 100 metre		
	--	--	--		
South	Grassland^	upslope	0 to 100 metres	14 metres	**BAL-12.5**
	--	--	--		
	--	--	--		
	--	--	--		
West	Grassland^	>0 to 5º downslope	0 to 10 metres	10 metres	**BAL-LOW**
	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	10 to 100 metres		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4(A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Appendix B – Bushfire Attack Level assessment tables

Table 2. Bushfire Attack Level Assessment for Lot 3

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Grassland^	flat 0º	0 to 35 metres	14 metres	**BAL-12.5**
	Grassland^	flat 0º	35 to 100 metres		
	--	--	--		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 19 metres	5 metres	**BAL-12.5**
	Grassland^	>0 to 5º downslope	19 to 100 metres		
	--	--	--		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 100 metres	Title boundary	**BAL-LOW**
	--	--	--		
	--	--	--		
	--	--	--		
West	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 100 metres	Title boundary	**BAL-LOW**
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4(A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

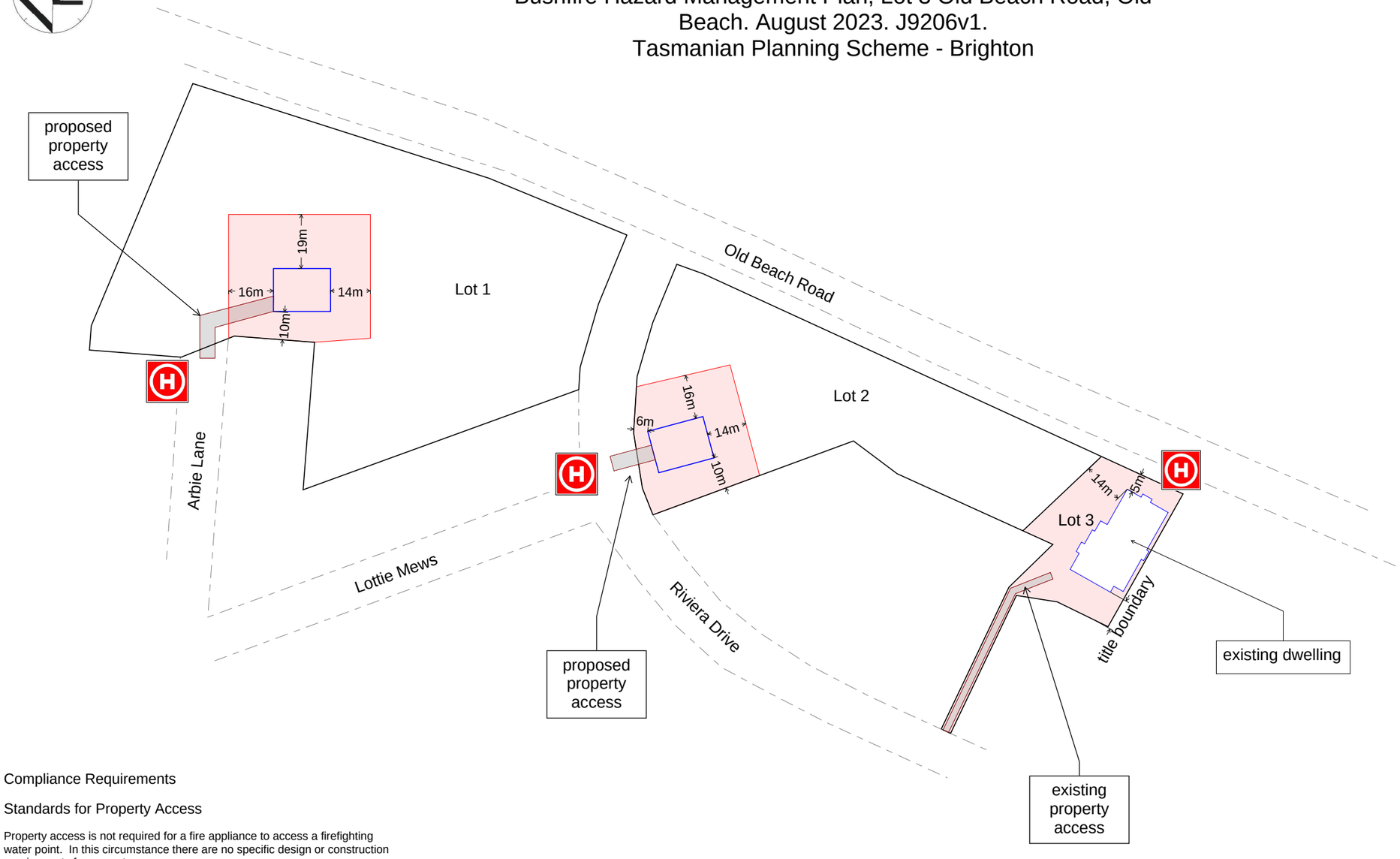
Appendix C

Bushfire Hazard Management Plan

BUSHFIRE HAZARD MANAGEMENT PLAN

Bushfire Hazard Management Plan, Lot 3 Old Beach Road, Old Beach. August 2023. J9206v1.
Tasmanian Planning Scheme - Brighton

GEO-ENVIRONMENTAL SOLUTIONS
29 Kirksway Place, Battery Point.
T| 62231839 E| office@geosolutions.net.au



Compliance Requirements

Standards for Property Access

Property access is not required for a fire appliance to access a firefighting water point. In this circumstance there are no specific design or construction requirements for property access.

Water Supplies for Firefighting

Dedicated water supplies for firefighting are provided by fire hydrants connected to a reticulated water supply system managed by Tas Water. The hydrants conform with the following specifications;
•The building area to be protected is located within 120 metres of a fire hydrant; and
•The distance has been measured as a hose lay, between the firefighting water connection point and the furthest part of the building area.
In this circumstance there are no further requirements for the provision of firefighting water supplies.

Hazard Management Areas

A hazard management area is required to be established and maintained for the life of the building and is shown on this BHMP. Guidance for the establishment and maintenance of the hazard management area is also provided.

Building Area - BAL-12.5

Approx. existing hydrant location

Hazard Management Area

Hazard Management Area

A hazard management area is the area, between a habitable building or building area and the bushfire prone vegetation, which provides access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire. This can be achieved through, but is not limited to the following actions;

- Remove fallen limbs, sticks, leaf and bark litter;
- Maintain grass at less than a 100mm height;
- Remove pine bark and other flammable mulch (especially from against buildings);
- Thin out under-story vegetation to provide horizontal separation between fuels;
- Prune low-hanging tree branches (<2m from the ground) to provide (vertical separation between fuel layers;
- Prune larger trees to maintain horizontal separation between canopies;
- Minimise the storage of flammable materials such as firewood;
- Maintain vegetation clearance around vehicular access and water supply points;
- Use low-flammability species for landscaping purposes where appropriate;
- Clear out any accumulated leaf and other debris from roof gutters and other accumulation points.

It is not necessary to remove all vegetation from the hazard management area, trees may provide protection from wind borne embers and radiant heat under some circumstances.

Certification No. J9206

Mark Van den Berg
Acc. No. BFP-108
Scope 1, 2, 3A, 3B, 3C.

Do not scale from these drawings. Dimensions to take precedence over scale. Written specifications to take precedence over diagrammatic representations.	Tivoli Green Pty Ltd PO Box 104 North Hobart, Tas., 7002	C.T.: 183730/3 & 173655/180 PID: 9105480 & 3534171	Date: 03/08/2023	Bushfire Hazard Management Plan Lot 3 Old Beach Road, Old Beach. August 2023. J9206v1. Bushfire Management Report Lot 3 Old Beach Road, Old Beach. August 2023. J9206v1.	Drawing Number: A01	Sheet 1 of 1 Prepared by: MvdB

Appendix D

Planning Certificate

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies

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

Street address:	Lot 3 Old Beach Road, Old beach & 38 Riviera Drive, Old beach
Certificate of Title / PID:	CT: 183730/3 173655/180 & PID: 9105480 & 3534171

2. Proposed Use or Development

Description of proposed Use and Development:	Division of two lots resulting in 3 lots
Applicable Planning Scheme:	Tasmanian Planning Scheme – Brighton

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Plan of Subdivision	Leary Cox & Cripps	17/05/2023	1338920
Bushfire Hazard Report Lot 3 Old Beach Road, Old Beach. August 2023. J9206v1.	Mark Van den Berg	03/08/2023	1
Bushfire Hazard Management Plan Lot 3 Old Beach Road, Old Beach. August 2023. J9206v1.	Mark Van den Berg	03/08/2023	1

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

4. Nature of Certificate

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

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

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

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

☒	**E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.1 P1 / C13.6.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☒	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-12.5 for all lots (including any lot designated as 'balance').
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

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

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

5. Bushfire Hazard Practitioner

Name:	Mark Van den Berg	**Phone No:**	03 62231839
Postal Address:	29 Kirksway Place Battery Point Tas. 7004	**Email Address:**	mvandenberg@geosolutions.net.au
Accreditation No:	BFP – 108	**Scope:**	1, 2, 3a, 3b & 3c

6. Certification

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

☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or

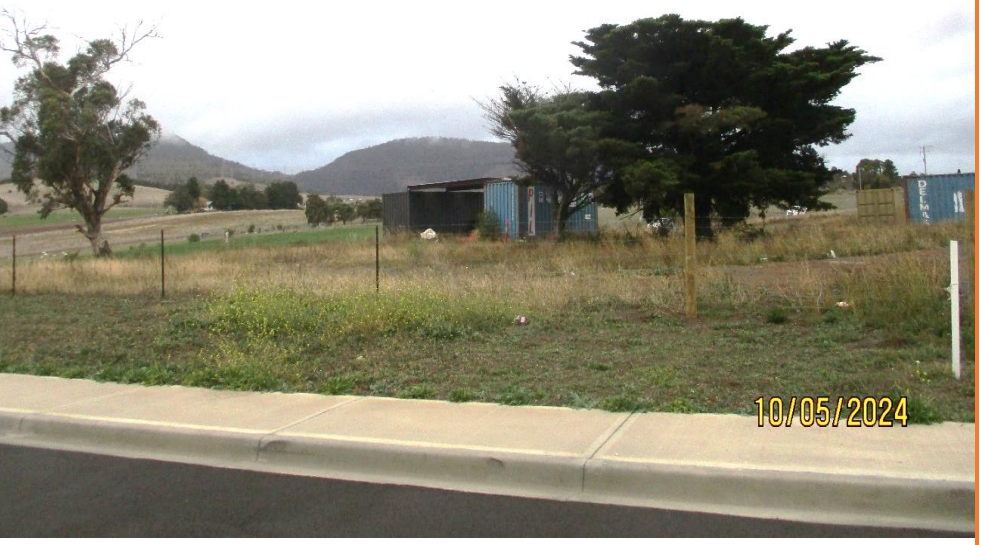
☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier

Name: Mark Van den Berg 03/08/2023

Certificate Number: J9206

(for Practitioner Use only)



TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

July 2024 updated

RESIDENTIAL DEVELOPMENT LOT 3 OLD BEACH ROAD, OLD BEACH

Hubble Traffic
T: 0416 064 755
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Version	Date	Reason for Issue
Draft	June 2024	Draft issued for client feedback
Final	June 2024	Final issued
Updated	July 2024	Council RFI

Contents

1. Introduction

Clint Johnson from Tivoli Green Pty Ltd, has engaged Hubble Traffic to prepare an independent Traffic Impact Assessment for Lot 3, Old Beach Road, Old Beach (development site).

Under the Tivoli Green specific area plan, this residential development requires the completion of a Traffic Impact Assessment.

This assessment considers the traffic performance of the surrounding road network when Tivoli Green is completed, and impact of this development.

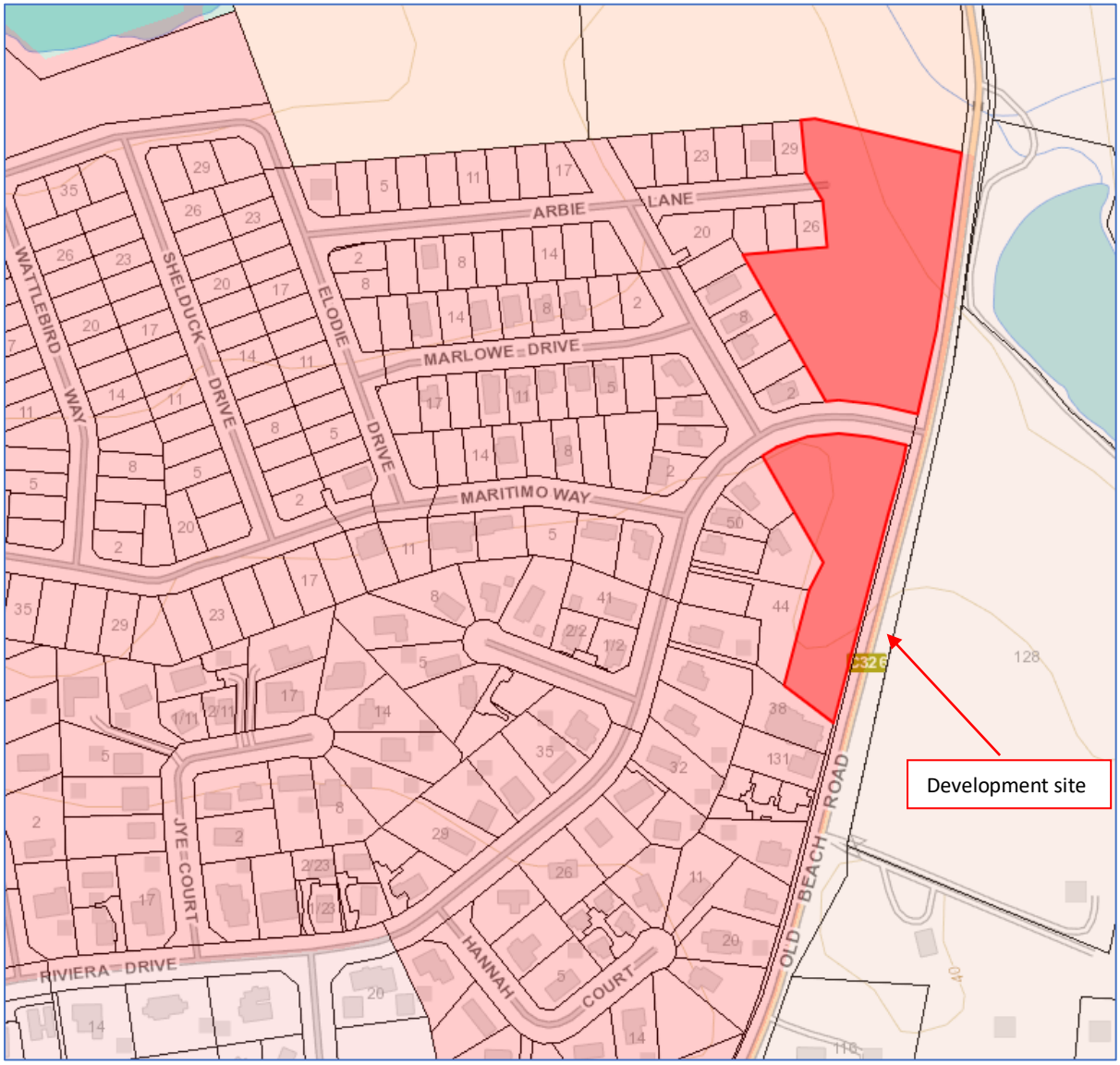
2. Development site

According to the Land Information System Tasmania Database, land title 183730/3 consists of two undeveloped parcels of land, located either side of Riviera Drive, with both parcels having road frontage with Old Beach Road and Riviera Drive.

The development site is situated on the southern side of Riviera Drive, is reasonably flat, cleared of significant trees or vegetation, with an existing vehicular access to Riviera Drive

Under the planning scheme the development site is zoned as general residential and is situated within an established urban residential area known as Tivoli Green. Within the Tivoli Green specific area plan, the development site is situated within Precinct C.

Diagram 2.0 – Extract from LIST Database



3. Development proposal

The development is for a 1 lot subdivision with boundary adjustments, with the size of the lot capable of accommodating between eight and twelve two-bedroom units. In considering a worst case traffic generation scenario, this assessment will consider the trip generation from 12 two-bedroom units, using an existing vehicular access onto Riviera Drive.

As the parcel of land is within close proximity to Old Beach Road, it is expected that the majority of vehicles will use Old Beach Road to commute between the site and East Derwent Highway.

4. Trip generation

A trip in this report is defined as a one-way vehicular movement from one point to another, excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments (RTA Guide), section 3.3 residential housing. This Guide recommends for medium density residential units, smaller units (up to two bedrooms):

- Daily vehicle trips of 5 per unit, and
- Weekday peak trips of 0.5 per unit.

Based on the RTA Guide generation rates, the 12 two-bedroom units have the potential to generate up to 60 daily trips, with six of these trips expected to occur during the morning and evening peak hour periods.

Table 4.0 – Predicted number of trips to be generated from the 12 units

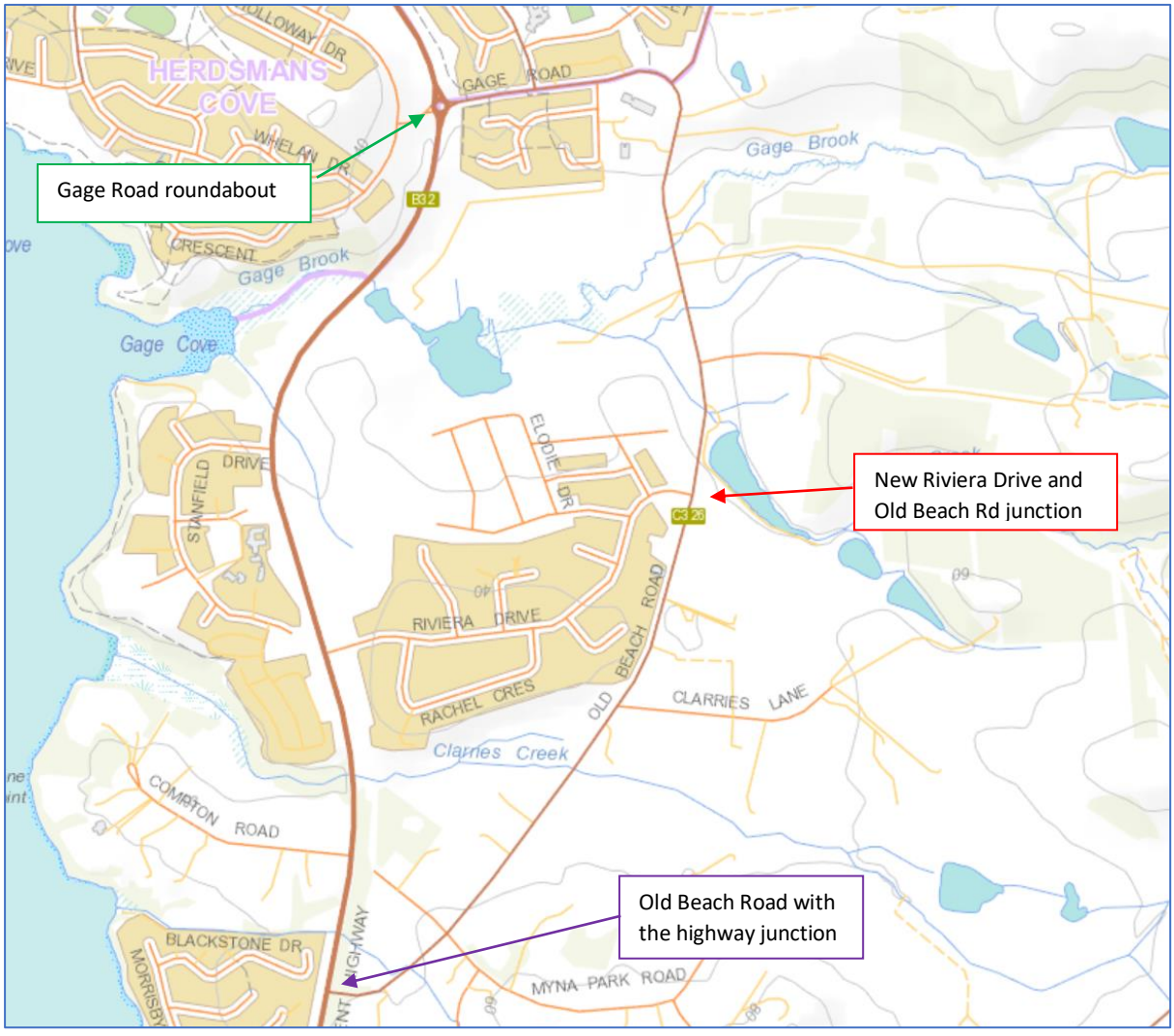
Dwelling Type	RTA Generation rate	Number of units	Daily trips	Peak trips
Two-bedroom unit	5 per day 0.5 per peak	12	60	6

5. Surrounding road network

Old Beach Road extends from the highway south of Riviera Drive and connects to Gage Road north of Riviera Drive and connects back onto East Derwent Highway (highway) at the Gage Road roundabout.

A new junction connecting Riviera Drive to Old Beach Road was recently constructed, and has been designed to provide an alternative access route between Tivoli Green and the highway, and is expected to be the preferred route for traffic generated by this development.

Diagram 5.0 – Surrounding road network



5.1. Riviera Drive characteristics

Riviera Drive extends between the highway and Old Beach Road, and within the surrounding road network would act as a local residential street. The road is constructed to a typical urban standard, with a sealed bitumen surface suitable to accommodate two-way traffic movements, concrete kerb and channel, concrete footpaths along both sides, and street lighting.

The horizontal road alignment is generally straight, with a long sweeping horizontal curve past the development site and situated within relatively flat vertical grades. There is no posted speed limit, with the 50 km/h urban default speed limit applying.

Photograph 5.1 – Riviera Drive standard

5.2. Old Beach Road characteristics

Within the surrounding road network, Old Beach Road would act as a minor local collector road, connecting local properties to the highway.

The road has a posted speed limit of 70 km/h and has been constructed to a two-lane rural standard, with a bitumen surface, delineation through marked centreline and guide posts, and grassy verges.

Photograph 5.2 – Old Beach Road standard

5.3. Riviera Drive and Old Beach Road junction

Riviera Drive forms a standard T-junction, intersecting Old Beach Road at approximately 90 degrees, with a give way sign and painted holding line reinforcing traffic priority for Old Beach Road.

Sight distance was measured on-site, based on a driver being five metres back from the middle of the inside traffic lane and 1.05 metres above the road surface, with an approaching vehicle being 1.2 metres high. In both directions the available sight distance exceeded 170 metres.

Austroads Guide to Road Design (AGRD) provides guidance of Safe Intersection Sight Distance (SISD), based on the speed environment. For a 70 km/h speed limit the recommended SISD is 141 metres, this is based on a driver reaction time of 1.5 seconds, and three seconds observation time.

As the available sight distance exceeds 170 metres in both directions, there is sufficient sight distance for vehicles to turn at the junction in a safe and efficient manner, without causing adverse impact to other users.

Photograph 5.3A – Available sight distance to the left

Photograph 5.3B – Available sight distance to the right

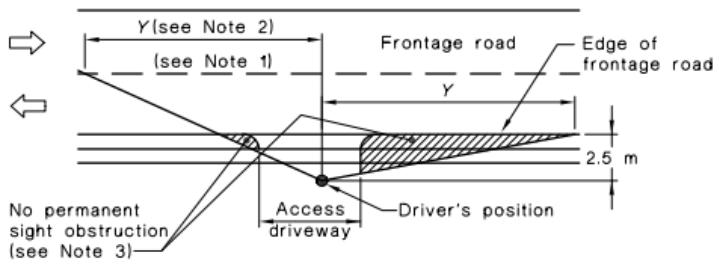
5.4. Site distance for development access onto Riviera Drive

The sight distance requirement for a residential driveway is less than the SISD requirement for a public road junction, as the number of daily traffic movements are significantly lower, with the users being familiar with the configuration of the access. For these reasons, the Australian Standards 2890.1:2004 (the Standard) allows for a lower sight distance requirement to be used at residential driveways, indicating minimum gap sight distance is applicable.

Figure 3.2 in section 3.2.4 of the Standard, indicates that for a residential driveway access within a 50 km/h speed environment, the minimum sight distance should be 45 metres, with a desirable sight distance of 69 metres.

Extract 5.4 – The Standard figure 3.2 – Sight distance

AS/NZS 2890.1:2004 32



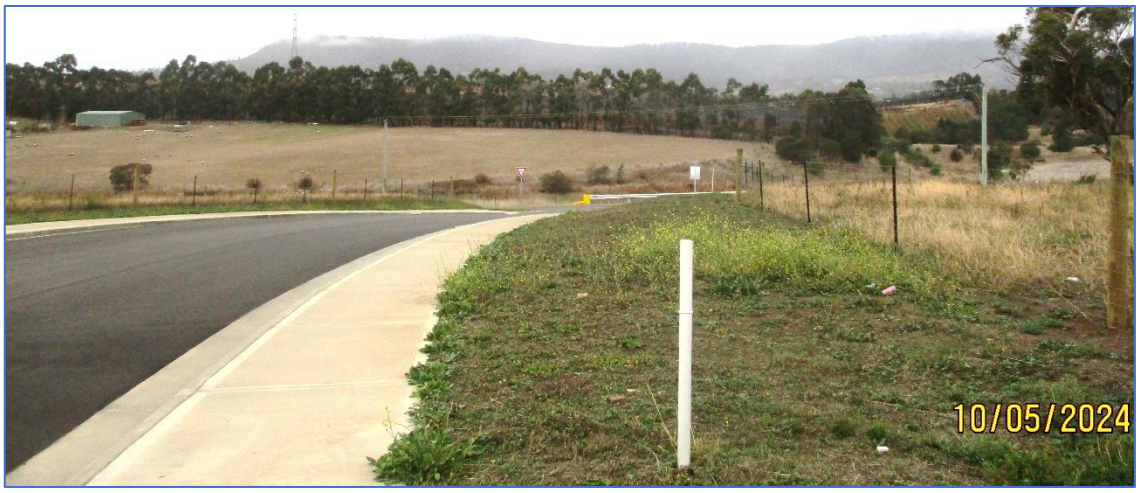
Frontage road speed (Note 4) km/h	Distance (*Y*) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

On-site measurements of the available sight distance were taken at the existing vehicular access, based on the driver leaving the access being 1.05 metres above the access surface, and an approaching vehicle being 1.2 metres high, with available sight distance in both directions exceeding 70 metres.

With the vehicular access complying with the desirable sight distance, this means vehicles will be able to enter and leave the development site in a safe and efficient manner, without impacting other road users.

Photograph 5.4A – Available sight distance to the left

Photograph 5.4B – Available sight distance to the right



5.5. Existing vehicular access

The development site has an existing concrete crossover onto Riviera Drive, which has sufficient width to accommodate two-way traffic movements.

Photograph 5.5 – Existing vehicular access

5.6. Traffic safety

The Department of State Growth maintains a database of reported road crashes, a check of this database for the last five years found one reported crash within close proximity to the development site. This incident occurred before the creation of the Riviera Drive junction, with a single vehicle leaving a straight section of Old Beach Road, resulting in property damage only.

At the Old Beach Road junction with the highway there have been two reported crashes, with one single vehicle leaving the highway resulting in property damage only, and an angle collision causing minor damage.

This number of crashes is not an over-representation for a busy highway, with no serious or fatal injuries the highway junction is providing an appropriate level of safety. This crash rate is not expected to change with this development operating.

6. Traffic flows when Tivoli Green is completed

As the development is located within Tivoli Green, it is important to consider the impact on the surrounding road network when Tivoli Green is fully developed.

Hubble Traffic undertook a traffic assessment quantifying the traffic flows on the surrounding roads when Tivoli Green is fully developed, and this has been used as the starting point for assessing the impact from this development.

6.1. Trip generation and distribution when Tivoli Green is completed

At completion of stage, the developer expects 464 dwellings to be built and occupied, with these dwellings predicted to generate 302 trips in the morning peak hour, and 325 trips in the evening peak hour. These trips will be assigned to the highway junction, based on the trip distribution as defined in the table below.

Table 6.1 – Trip assignment at completion

Scenario	Trips into the development			Trips out of the development			Total
	Left	Right	Total	Left	Right	Total	
Morning peak hour	17	16	33	196	73	269	302
	50%	50%	11%	73%	27%	89%	100%
Evening peak hour	75	152	227	34	64	98	325
	33%	67%	70%	35%	65%	30%	100%

6.2. Trip assignment onto Old Beach Road

When preparing the previous assessment, there was only one vehicular access to Tivoli Green, via the East Derwent Highway. Riviera Drive has been extended and a new junction provided with Old Beach Road, which has the potential to alter traffic flows.

Vehicles turning right out of Riviera Drive at the East Derwent Highway junction experience delays during the morning and evening peak periods, as the driver must select a gap in both highway traffic flows. The new junction provides right turning drivers an alternative route, Old Beach Road onto Gage Road, and turning right at the East Derwent Highway roundabout. As this is expected to provide a more efficient route, 70 percent of vehicles turning right vehicles have been reassigned to this alternative route.

With this Old Beach Road junction being within close proximity of a number of residential properties, it is reasonable to expect a portion of these properties will use this junction, rather the East Derwent Highway. For the purpose of this assessment, ten percent of the left turning vehicles have been reassigned to this junction.

Table 6.2 – Trip assignment onto surrounding road junctions using Old Beach Road

Peak period	Direction	Number of trips	East Derwent Highway	
			Old Beach Road junction	Gage Road roundabout
Morning peak hour	Leaving	71	20	51
	Arriving	2	2	0
Evening peak hour	Arriving	15	15	0
	Leaving	48	3	45

6.3. Traffic activity on the surrounding road network

The following traffic flows in table 6.3 is based on Tivoli Green being fully developed, and trips have been reassigned to the new junction of Riviera Drive and Old Beach Road.

Table 6.3 – Summary of increase to existing traffic flows with Tivoli Green is completed

Junction	Road	Peak hour two-way flows	
		Morning	Evening
Old Beach Road and Riviera Drive junction	Old Beach	222	221
	Riviera Drive west of Old Beach Road	118	79
Old Beach Road and highway	Old Beach Road	193	164
	Highway south of junction	1311	1299
	Highway north of junction	1132	1165
Gage Road and highway roundabout	Gage Road	540	549
	Highway south of roundabout	1067	1228
	Highway north of roundabout	992	1239
Riviera Drive and highway junction	Riviera Drive	229	262
	Highway south of junction	1144	1251
	Highway north of junction	993	1177

7. Impact to Riviera Drive and Old Beach Road

As determined in section 4 of this report, the development site has the potential to generate up to 60 daily trips, with six of these trips likely to occur during the morning and evening peak periods.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. The RTA Guide provides performance criteria for peak hour flows along rural roads (diagram 7.3) and junctions (diagram 7.2), with five levels from A to E.

LOS A provides the highest level of traffic performance, where motorists are not expected to incur traffic delays or queues, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users. For busy arterial urban roads LOS D within the weekday peak hour periods are acceptable.

7.1. Trip assignment

It is common with residential properties, that 90 percent of the generated trips leave the site during the morning peak, with the opposite occurring in the evening peak.

Based on the development site being in close proximity to Old Beach Road, it is expected that majority of the trips will use Old Beach Road to access the East Derwent Highway. In assigning the new trips to the surrounding road network, trip distribution from the manual surveys has been used, with the table below predicting how the new trips will use the surrounding roads.

Table 7.1 – Trip distribution

Peak period	Direction	Number of trips	East Derwent Highway	
			Old Beach Road junction	Gage Road roundabout
Morning peak hour	Leaving	5	4	1
	Arriving	1	1	0
Evening peak hour	Arriving	5	4	1
	Leaving	1	0	1

7.2. Traffic impact at the junction of Riviera Drive and Old Beach Road

The simplest method to determine the traffic performance at a junction is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths, and degree of saturation, which are all measures of traffic congestion and level of service.

Diagram 7.2 – RTA Level of service for intersections, junctions and roundabouts

Table 4.2
Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

A traffic model has been developed within the SIDRA software to replicate the junction of Riviera Drive and Old Beach Road, using peak hour traffic flows when Tivoli Green is fully developed. Traffic modelling predicts that the junction will perform at the highest level of service possible, LOS A, with motorists not likely to incur any delays or queues.

The junction is predicted to be lightly trafficked, with a maximum of 277 vehicles operating in the peak hour periods. The Degree of Saturation (DOS) is a measure of traffic capacity, with the junction predicted to operate at 0.08, which means the junction is operating at eight percent of its capacity, and there is ample spare traffic capacity to accommodate significant traffic growth.

Additional trips generated by the development will not adversely impact the traffic performance as shown in the table below. Incremental traffic growth of two percent per year for ten years has been modelled, demonstrating the junction will continue to provide the highest level of traffic performance.

Table 7.2 – Traffic modelling of the junction of Riviera Drive and Old Beach Road

Period	Scenario	Total vehicles	DOS	Highest delay	LOS	Max queue
Morning peak hour	Tivoli Green completed	277	0.079	6.4 secs	A	2.3m
	With development	283	0.084	6.4 secs	A	2.4m
	Incremental growth	365	0.110	6.8 secs	A	3.2m
Evening peak hour	Tivoli Green completed	254	0.077	6.4 secs	A	1.1m
	With development	260	0.079	6.5 secs	A	1.2m
	Incremental growth	336	0.102	6.8 secs	A	1.6m

Printout of the modelling can be found in Appendix B.

7.3. Lane capacity and level of service for Old Beach Road

The traffic performance of roads can be quantified based on the road type and volume of vehicles using the roads during the peak hour periods, with the RTA Guide providing guidance for both rural and urban roads.

The RTA Guide provides guidance for rural roads based on peak hour directional traffic flows, the percent of heavy vehicles, and the terrain of the road. For the purpose of this assessment, Old Beach Road has a level terrain, with the volume of heavy vehicles expected to be less than five percent.

When Tivoli Green is completed, the predicted two-way flow on Old Beach Road is expected to be less than 250 vehicles in both the morning and evening peak hour. Comparing this two-way flow to the diagram below, the RTA Guide predicts Old Beach Road will operate at LOS B., as the two-way flow is less than 590 vehicles. This is the highest level of service possible for this type of road, with adequate capacity to absorb the additional traffic without causing adverse impact to other users.

This LOS means that the traffic flow is stable, motorists have freedom to select their own operating speed, and there should be sufficient gaps in the traffic stream to enable vehicles to enter and leave, without causing any adverse impacts. There is sufficient spare traffic capacity for future traffic growth.

Diagram 7.3 – RTA Guide for level of service for rural roads

Table 4.5
peak hour flow on two-lane rural roads (veh/hr)
(Design speed of 100km/hr)

Terrain	Level of Service	Percent of Heavy Vehicles			
		0	5	10	15
Level	B	630	590	560	530
	C	1030	970	920	870
	D	1630	1550	1480	1410
	E	2630	2500	2390	2290
Rolling	B	500	420	360	310
	C	920	760	650	570
	D	1370	1140	970	700
	E	2420	2000	1720	1510
Mountainous	B	340	230	180	150
	C	600	410	320	260
	D	1050	680	500	400
	E	2160	1400	1040	820

7.4. Impact to Old Beach Road and East Derwent Highway junction

A traffic model was developed within the SIDRA software to replicate the junction of Old Beach Road with the highway, with predicted traffic flow when Tivoli Green is completed.

Traffic modelling indicates the junction is predicted to provide motorists with an acceptable level of traffic performance. It is important to understand LOS B only occurs for vehicles turning right out of Old Beach Road, due to vehicles having to select a gap in the two traffic flows, with all other vehicle movements operating at LOS A. The number of right turning vehicles is predicted to be low, around six movements.

As the development site is located adjacent to Old Beach Road, it is assumed vehicles commuting southbound will make use of this road proceed to the highway junction. In the morning, vehicles are expected to turn left onto the highway, and in the evening turn right into Old Beach Road.

This development is not likely to generate an increase in vehicles turning right out of this junction, as vehicles heading north are expected to use the Gage Road roundabout to enter the highway.

During the morning peak hour, the junction is operating with 1,387 vehicles, and 1,383 vehicles in the evening peak. The additional trips generated by the development represent less than one percent increase in traffic using the junction, and this increase is not expected to adversely impact the junction traffic performance.

Table 7.4 – Traffic modelling for the junction of Old Beach Road when Tivoli Green is completed

Period	Scenario	Total vehicles	DOS	Highest delay	LOS	Max queue
Morning peak hour	When Tivoli Green is completed	1387	0.443	28.3 sec	B	9.0m
Evening peak hour		1383	0.405	28.4 sec	B	2.9m

Printout of the modelling can be found in Appendix B.

7.5. Impact to the Gage Road roundabout

Traffic modelling of the Gage Road roundabout, predicts when Tivoli Green is completed, motorists are expected to receive the highest level of traffic performance, in both the morning and evening peak periods of LOS A.

The average delay for motorists turning right-out of Gage Road is low, with 13.8 seconds in the morning peak and 14.2 seconds in the evening peak. Given the right turn delays are low, it is expected this route will be popular for traffic leaving Tivoli Green when heading north.

Similar to the Old Beach Road and highway junction, the additional development trips represent less than a one percent increase in the number of vehicles using the roundabout. This increase is not expected to cause any adverse traffic impact to the roundabouts performance.

Table 7.5 – Traffic modelling at the Gage Road roundabout when Tivoli Green is completed

Period	Scenario	Total vehicles	DOS	Worst average delay	LOS	Max queue
Morning peak hour	Tivoli Green completed	1,455	0.490	13.8 sec	A	26.9m
Evening peak hour		1,685	0.593	14.2 sec	A	38.5m

Printout of the modelling can be found in Appendix B.

7.6. Impact to the Riviera Drive junction with the highway

Traffic modelling of the Riviera Drive junction predicts when Tivoli Green is completed, motorists are expected to receive an appropriate level of traffic performance. Similar to the Old Beach Road junction with the highway, it is important to understand that vehicles turning right out of Riviera Drive receive a LOS B during the morning peak and LOS C during the evening peak, with all other vehicle movements operating at LOS A.

Given the high level of traffic performance at the Gage Road roundabout, motorists turning right may choose to use the alternative route. This is not expected to cause any adverse impact, as the Old Beach Road and Riviera Drive junction is predicted to be lightly trafficked with spare traffic capacity.

Table 7.6 – Traffic modelling at the Riviera Drive junction when Tivoli Green is completed

Period	Scenario	Total vehicles	DOS	Worst average delay	LOS	Max queue
Morning peak hour	Existing	1,245	0.425	26.9 sec	B	13.8m
Evening peak hour	Existing	1,416	0.360	35.5 sec	C	4.4m

Printout of the modelling can be found in Appendix B.

8. Planning scheme

C3.5.1 – Traffic generation at a vehicle crossing, level crossing or new junction

The development will increase the use of the existing vehicular access onto Riviera Drive by more than 40 vehicle movements per day, and will need to be assessed against the performance criteria P1, to ensure that it can operate safely and efficiently.

Performance criteria	Assessment
Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
a) Any increase in the traffic caused by the use;	The development site has the capacity to accommodate 12 new two-bedroom residential units, which has the potential to generate 60 daily vehicle trips, with six of these trips likely to occur during the morning and evening peak periods.
b) The nature and frequency of the traffic generated by the use;	The development is for residential units, with most vehicle movements generated by the development to be less than 5.5 metres in length, these types of vehicles are associated with urban residential living, and compatible with the existing vehicles using the surrounding local road network.
c) The nature of the road;	Riviera Drive is a local residential street, built to a typical urban standard, with sufficient road width to accommodate two-way traffic movements. Old Beach Road is a minor collector road, which has been built as a typical two-lane rural road, with sufficient road width to accommodate two-way traffic movements. The standard of the surrounding roads is suitable to accommodate the additional vehicles generated by the development, without causing adverse impact. There is sufficient sight distance at the existing vehicular access onto Riviera Drive for a residential property, allowing vehicles to enter and leave the development site safely and efficiently.
d) The speed limit and traffic flow of the road;	Riviera Drive operates under a 50 km/h speed limit, while Old Beach Road operates under a 70 km/h speed limit. The surrounding road network has been modelled based on when Tivoli Green is completed, with the modelling demonstrating the surrounding road network is expected to provide motorists with efficient travel conditions, with acceptable delays and queues. The traffic performance at the Riviera Drive and East Derwent Highway is expected to improve, as motorists use the new Old Beach Road junction. The surrounding road network has spare traffic capacity to cater for the increase in traffic generated by this development and spare capacity for future growth.
e) Any alternative access;	None.
f) The need for the access or junction;	Urban infill in established residential areas is an excellent method to increase the supply of housing, while optimising the current infrastructure and community facilities.
g) Any traffic impact assessment; and	An independent traffic assessment found there was no reason for this development not to proceed.

h)	Any written advice received from the road authority.	A request from council asking to provide a Traffic Impact Assessment.

9. Conclusion

The development site has the capacity to accommodate multiple residential units, with the trip generation from 12 two-bedroom units assessed as a worst case scenario.

From a traffic engineering and road safety perspective, additional vehicle movements generated by this development are not expected to create any adverse safety or traffic impact, as:

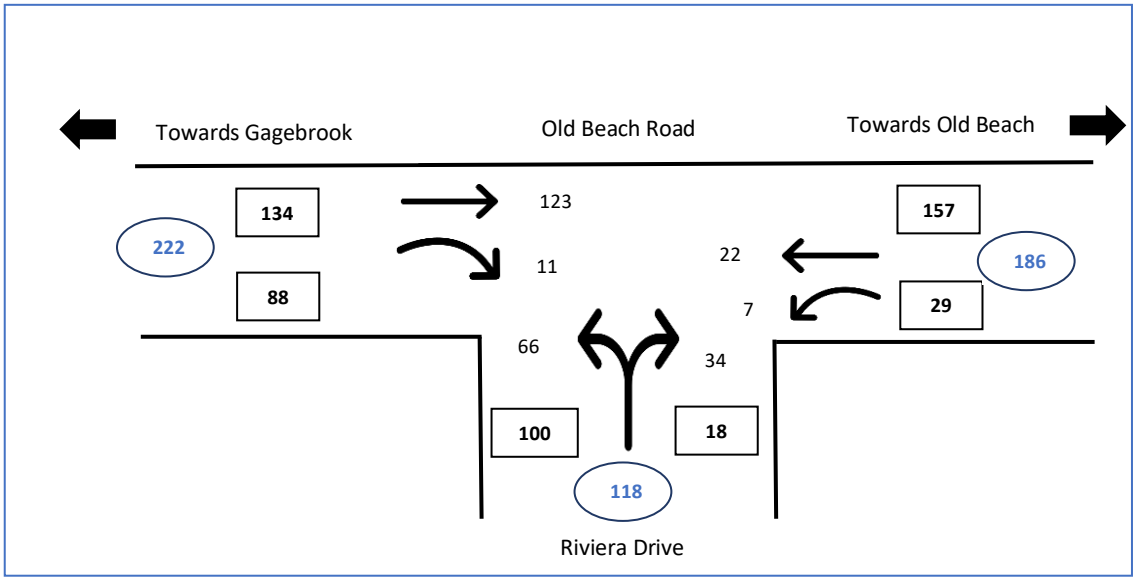
- the amount of traffic expected to be generated during the peak hour periods is reasonably low, traffic modelling predicts when Tivoli Green is completed, the surrounding road network will be operating at an acceptable level of efficiency, with spare traffic capacity for future growth,
- the additional traffic generated by this development can be easily absorb within the surrounding road network,
- drivers will have available sight distance at both the Riviera Drive and Old Beach Road junction and the existing access, for the prevailing speed of vehicles to turn in a safe and efficient manner, without impacting other motorists.

This Traffic Impact Assessment found no reason for this development not to proceed.

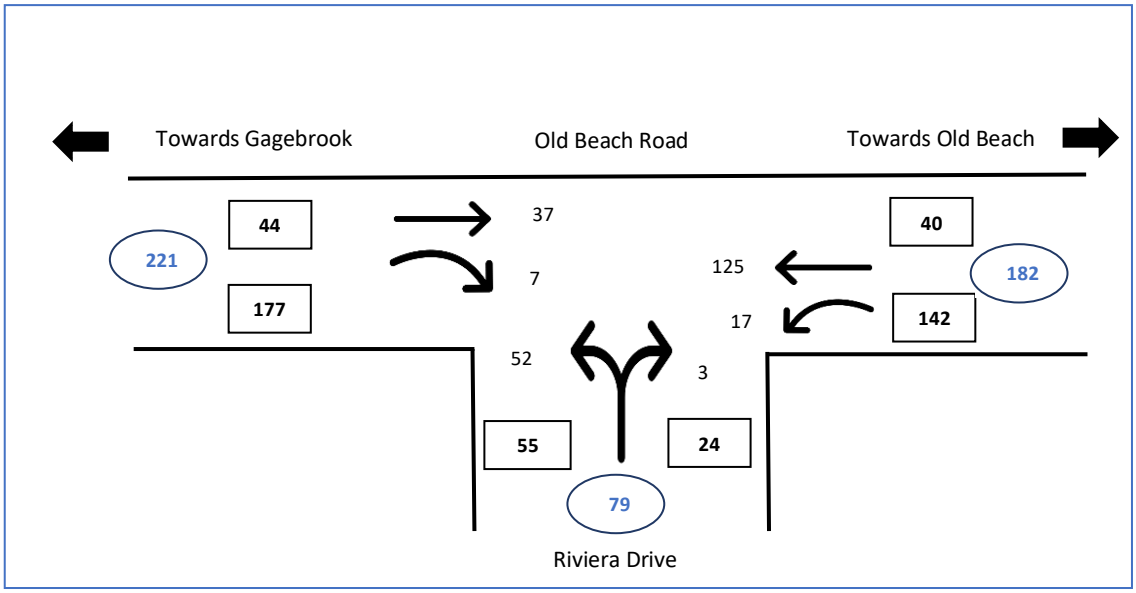
10. Appendix A – Traffic surveys when Tivoli Green is completed

10.1. Riviera Drive and Old Beach Road junction

Morning peak hour traffic movements when Tivoli Green is completed

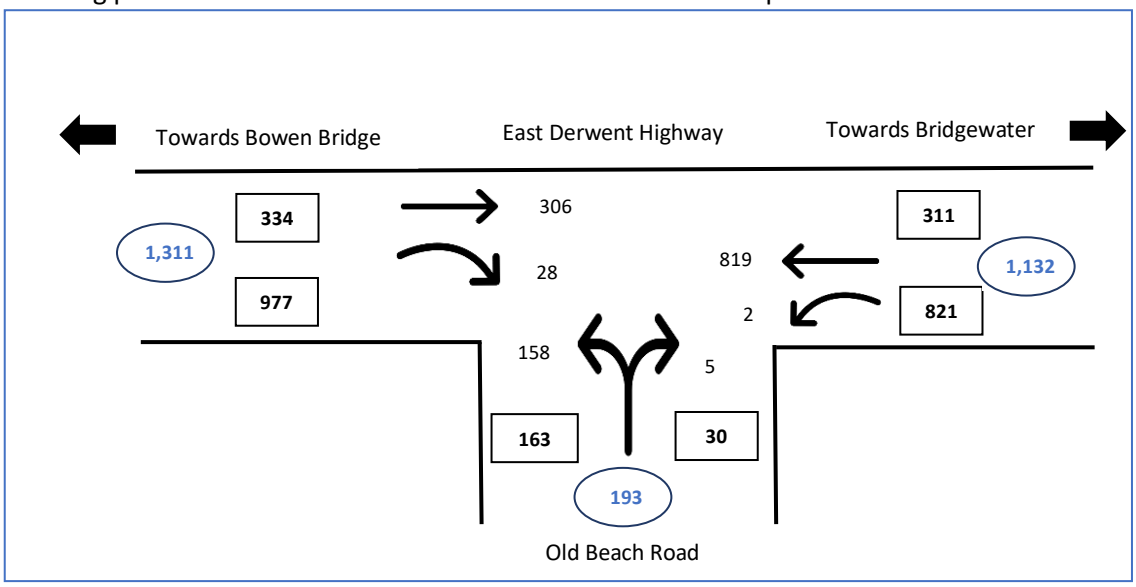


Evening peak hour traffic movements when Tivoli Green is completed

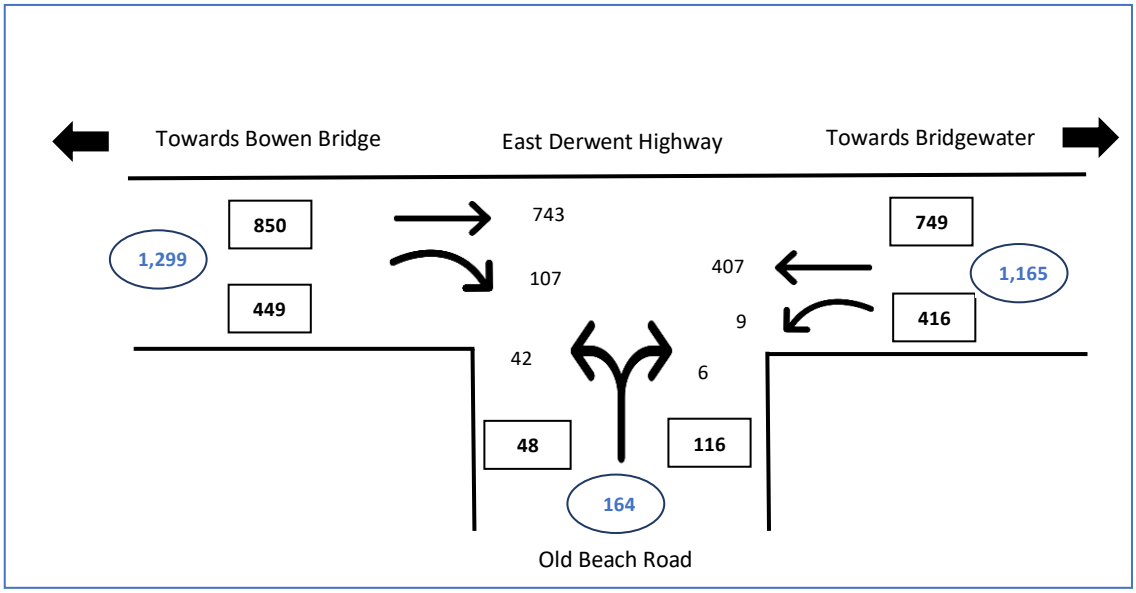


10.2.Old Beach Road and East Derwent Highway junction

Morning peak hour traffic movements when Tivoli Green is completed

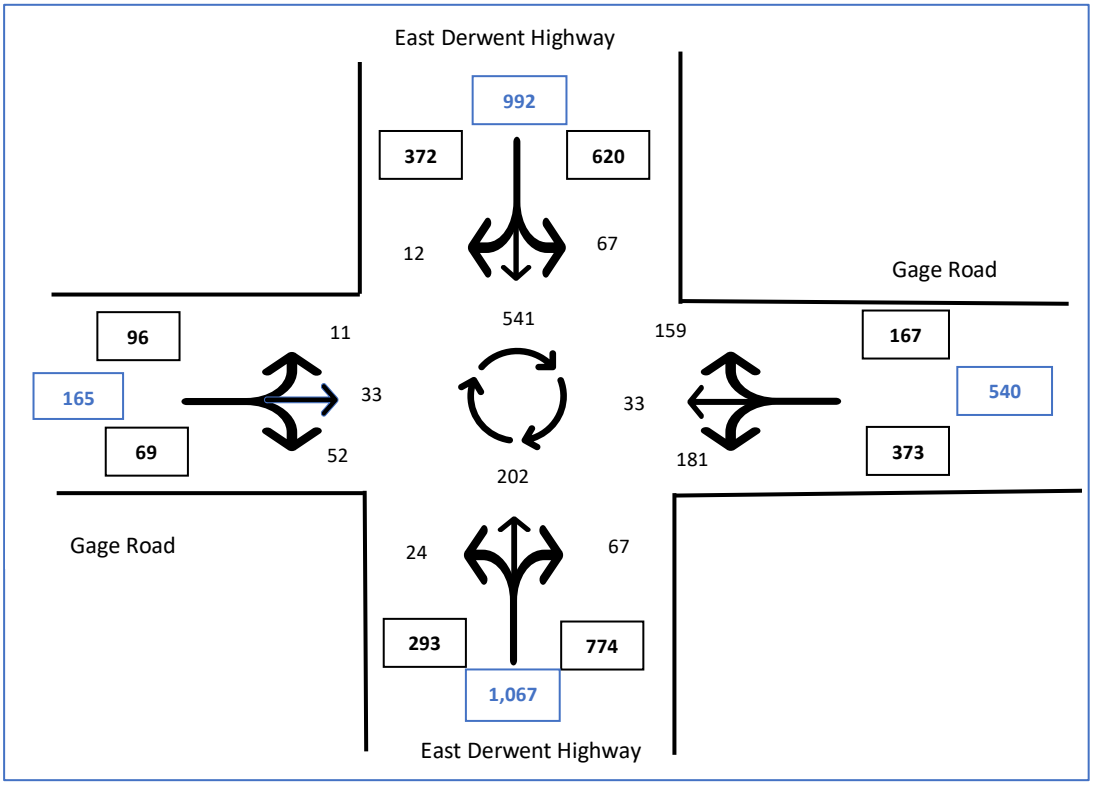


Evening peak hour traffic movements when Tivoli Green is completed

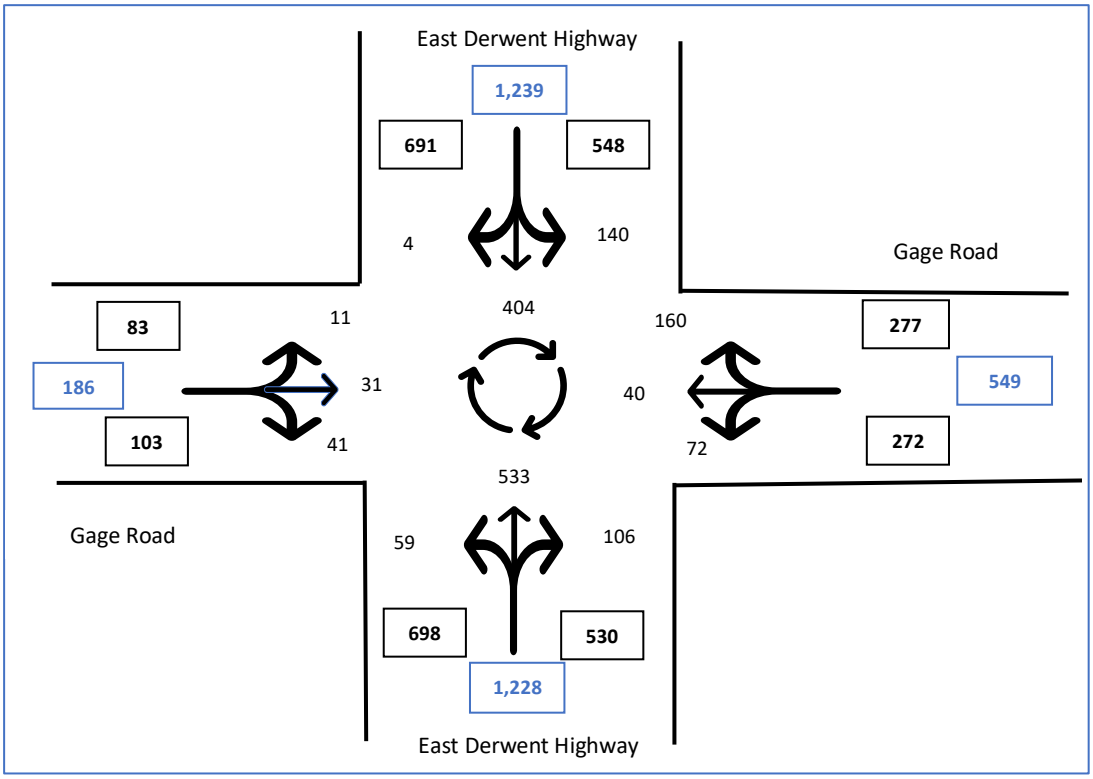


10.3.Gage Road and East Derwent Highway roundabout

Morning peak hour traffic movements when Tivoli Green is completed

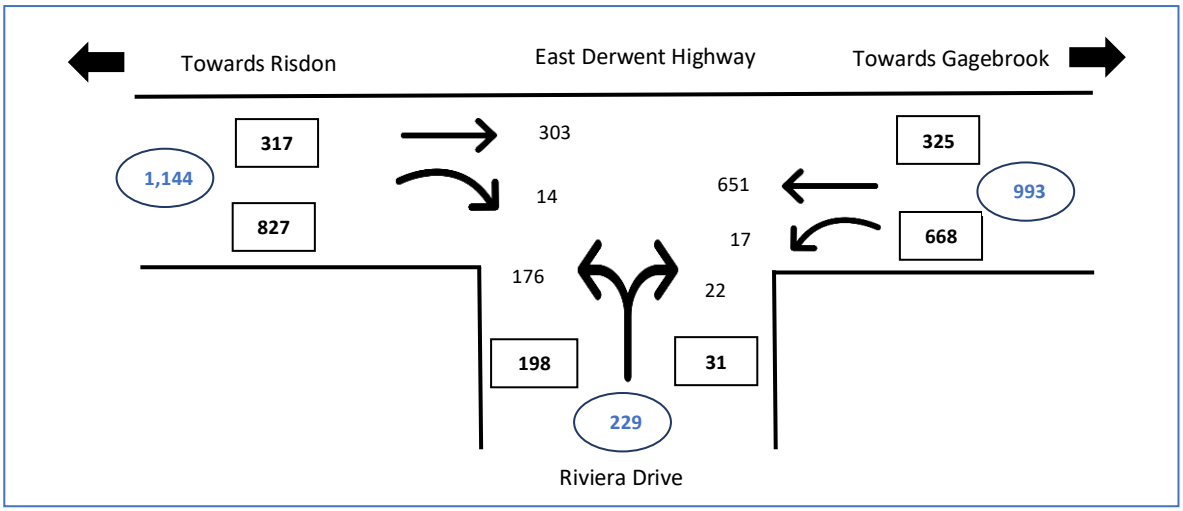


Evening peak hour traffic movements when Tivoli Green is completed

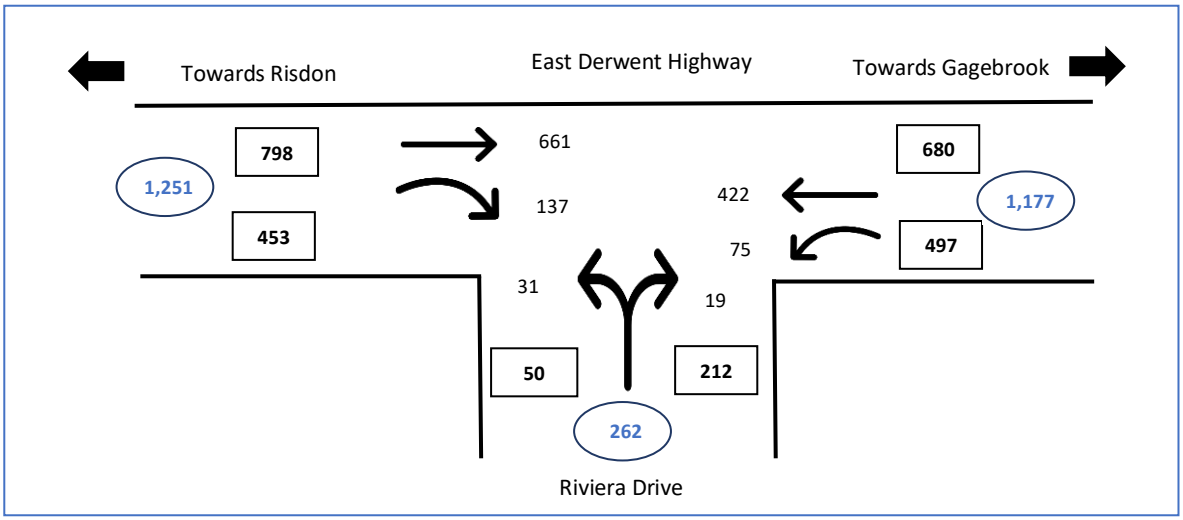


10.4.Riveria Drive and East Derwent Highway junction

Morning peak hour traffic movements when Tivoli Green is completed



Evening peak hour traffic movements when Tivoli Green is completed



11. Appendix B – Traffic modelling

Riviera Drive and Old Beach Road junction – Morning peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [Old Beach and Riveria Drive - stage 17 - morning flows]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Old Beach Road								
5	T1	129	0.0	0.066	0.0	LOS A	0.0	0.0
6	R2	12	0.0	0.007	5.5	LOS A	0.0	0.2
Approach		141	0.0	0.066	0.5	NA	0.0	0.2
North: Riveria Drive								
7	L2	69	0.0	0.079	5.6	LOS A	0.3	2.3
9	R2	36	0.0	0.079	6.4	LOS A	0.3	2.3
Approach		105	0.0	0.079	5.9	LOS A	0.3	2.3
West: Old Beach Road								
10	L2	7	0.0	0.016	5.5	LOS A	0.0	0.0
11	T1	23	0.0	0.016	0.0	LOS A	0.0	0.0
Approach		31	0.0	0.016	1.3	NA	0.0	0.0
All Vehicles		277	0.0	0.079	2.6	NA	0.3	2.3

Riviera Drive and Old Beach Rd junction – Evening peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [Old Beach and Riveria Drive - stage 17 - evening flows]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Old Beach Road								
5	T1	39	0.0	0.020	0.0	LOS A	0.0	0.0
6	R2	7	0.0	0.005	5.9	LOS A	0.0	0.1
Approach		46	0.0	0.020	0.9	NA	0.0	0.1
North: Riveria Drive								
7	L2	55	0.0	0.041	5.9	LOS A	0.2	1.1
9	R2	3	0.0	0.041	6.4	LOS A	0.2	1.1
Approach		58	0.0	0.041	6.0	LOS A	0.2	1.1
West: Old Beach Road								
10	L2	18	0.0	0.077	5.5	LOS A	0.0	0.0
11	T1	132	0.0	0.077	0.0	LOS A	0.0	0.0
Approach		149	0.0	0.077	0.7	NA	0.0	0.0
All Vehicles		254	0.0	0.077	1.9	NA	0.2	1.1

East Derwent Highway and Old Beach Rd junction – Existing morning peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [Old Beach and East Derwent Highway- stage 17 - morning flows]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: East Derwent Highwat								
5	T1	322	0.0	0.166	0.0	LOS A	0.0	0.0
6	R2	29	0.0	0.047	10.4	LOS A	0.2	1.2
Approach		352	0.0	0.166	0.9	NA	0.2	1.2
North: Old Beach Road								
7	L2	166	0.0	0.313	11.9	LOS A	1.3	9.0
9	R2	5	0.0	0.313	28.3	LOS B	1.3	9.0
Approach		172	0.0	0.313	12.4	LOS A	1.3	9.0
West: East Derwent Highway								
10	L2	2	0.0	0.443	5.6	LOS A	0.0	0.0
11	T1	862	0.0	0.443	0.1	LOS A	0.0	0.0
Approach		864	0.0	0.443	0.1	NA	0.0	0.0
All Vehicles		1387	0.0	0.443	1.8	NA	1.3	9.0

East Derwent Highway and Old Beach Rd junction – Existing evening peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [Old Beach and East Derwent Highway- stage 17 - evening flows]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: East Derwent Highwat								
5	T1	782	0.0	0.405	0.1	LOS A	0.0	0.0
6	R2	113	0.0	0.097	7.1	LOS A	0.4	2.9
Approach		895	0.0	0.405	0.9	NA	0.4	2.9
North: Old Beach Road								
7	L2	44	0.0	0.080	7.1	LOS A	0.3	1.9
9	R2	6	0.0	0.080	28.4	LOS B	0.3	1.9
Approach		51	0.0	0.080	9.8	LOS A	0.3	1.9
West: East Derwent Highway								
10	L2	9	0.0	0.225	5.6	LOS A	0.0	0.0
11	T1	428	0.0	0.225	0.0	LOS A	0.0	0.0
Approach		438	0.0	0.225	0.1	NA	0.0	0.0
All Vehicles		1383	0.0	0.405	1.0	NA	0.4	2.9

East Derwent Highway and Gage Road roundabout – Morning peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [East Derwent Highway and Gage Road - Stage 17 - morning flows]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: East Derwent Highway (to Hobart)								
1	L2	25	0.0	0.261	4.7	LOS A	1.7	12.2
2	T1	213	0.0	0.261	4.9	LOS A	1.7	12.2
3	R2	71	0.0	0.261	10.1	LOS A	1.7	12.2
Approach		308	0.0	0.261	6.1	LOS A	1.7	12.2
East: Gage Road (to Old Beach Rd)								
4	L2	191	0.0	0.464	8.5	LOS A	3.6	25.4
5	T1	35	0.0	0.464	8.7	LOS A	3.6	25.4
6	R2	167	0.0	0.464	13.8	LOS A	3.6	25.4
Approach		393	0.0	0.464	10.8	LOS A	3.6	25.4
North: East Derwent Highway								
7	L2	71	0.0	0.490	4.7	LOS A	3.8	26.9
8	T1	569	0.0	0.490	4.8	LOS A	3.8	26.9
9	R2	13	0.0	0.490	10.0	LOS A	3.8	26.9
Approach		653	0.0	0.490	4.9	LOS A	3.8	26.9
West: Gage Road								
10	L2	12	0.0	0.101	5.8	LOS A	0.6	3.9
11	T1	35	0.0	0.101	5.9	LOS A	0.6	3.9
12	R2	55	0.0	0.101	11.1	LOS A	0.6	3.9
Approach		101	0.0	0.101	8.7	LOS A	0.6	3.9
All Vehicles		1455	0.0	0.490	7.0	LOS A	3.8	26.9

East Derwent Highway and Gage Road roundabout – Evening peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [East Derwent Highway and Gage Road - Stage 17 - evening flows]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: East Derwent Highway (to Hobart)								
1	L2	62	0.0	0.593	5.3	LOS A	5.5	38.5
2	T1	561	0.0	0.593	5.4	LOS A	5.5	38.5
3	R2	112	0.0	0.593	10.6	LOS A	5.5	38.5
Approach		735	0.0	0.593	6.2	LOS A	5.5	38.5
East: Gage Road (to Old Beach Rd)								
4	L2	76	0.0	0.296	6.3	LOS A	1.9	13.4
5	T1	42	0.0	0.296	6.5	LOS A	1.9	13.4
6	R2	168	0.0	0.296	11.6	LOS A	1.9	13.4
Approach		286	0.0	0.296	9.5	LOS A	1.9	13.4
North: East Derwent Highway								
7	L2	147	0.0	0.451	4.8	LOS A	3.4	23.7
8	T1	425	0.0	0.451	4.9	LOS A	3.4	23.7
9	R2	4	0.0	0.451	10.1	LOS A	3.4	23.7
Approach		577	0.0	0.451	5.0	LOS A	3.4	23.7
West: Gage Road								
10	L2	12	0.0	0.131	8.9	LOS A	0.9	6.1
11	T1	33	0.0	0.131	9.0	LOS A	0.9	6.1
12	R2	43	0.0	0.131	14.2	LOS A	0.9	6.1
Approach		87	0.0	0.131	11.6	LOS A	0.9	6.1
All Vehicles		1685	0.0	0.593	6.6	LOS A	5.5	38.5

Riviera Drive and East Derwent Highway junction – Morning peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [Riveria Drive and East Derwent - Stage 17 - Morning flows]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Riveria Drive								
1	L2	185	0.0	0.425	12.3	LOS A	2.0	13.8
3	R2	23	0.0	0.425	26.9	LOS B	2.0	13.8
Approach		208	0.0	0.425	13.9	LOS A	2.0	13.8
East: East Derwent Highway								
4	L2	18	0.0	0.010	5.5	LOS A	0.0	0.0
5	T1	685	0.0	0.351	0.0	LOS A	0.0	0.0
Approach		703	0.0	0.351	0.2	NA	0.0	0.0
West: East Derwent Highway								
11	T1	319	0.0	0.165	0.0	LOS A	0.0	0.0
12	R2	15	0.0	0.024	9.6	LOS A	0.1	0.6
Approach		334	0.0	0.165	0.4	NA	0.1	0.6
All Vehicles		1245	0.0	0.425	2.6	NA	2.0	13.8

Riviera Drive and East Derwent Highway junction – Evening peak with Tivoli Green completed

MOVEMENT SUMMARY

Site: 101 [Riveria Drive and East Derwent - Stage 17 - Evening flows]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Riveria Drive								
1	L2	33	0.0	0.199	7.8	LOS A	0.6	4.4
3	R2	20	0.0	0.199	35.5	LOS C	0.6	4.4
Approach		53	0.0	0.199	18.3	LOS B	0.6	4.4
East: East Derwent Highway								
4	L2	79	0.0	0.043	5.5	LOS A	0.0	0.0
5	T1	444	0.0	0.228	0.0	LOS A	0.0	0.0
Approach		523	0.0	0.228	0.9	NA	0.0	0.0
West: East Derwent Highway								
11	T1	696	0.0	0.360	0.0	LOS A	0.0	0.0
12	R2	144	0.0	0.176	8.4	LOS A	0.7	4.9
Approach		840	0.0	0.360	1.5	NA	0.7	4.9
All Vehicles		1416	0.0	0.360	1.9	NA	0.7	4.9

Dang Van

From:
Sent:
To:

Cc:
Subject:
Attachments:

Development Taswater and Brighton Council Development.

To Development Brighton Council the following documents are to be submitted to TasWater.
Please note Title 183730/583 has been added to SA 2024-00004 application and notice has been servied.

Please find attached the following documents in response to TasWater RFI Ref: 00228-BTN Amended:

1. Copy of TasWater 00228-BTN Amended,
2. Letter of Response to TasWater RFI-1 Amended,
3. Proposal Plan (Title 183730/3) Job: 23007 Dwg. C1 Rev figured ,
4. Lot 3 Services by Potter Surveyors on 'As constructed Plan , Tivoli Green Stage 6',
5. Lot 1 future planning scheme services layout sketch,
6. Email of 29 Arbie Lane notification,
7. Letter of 29 Arbie Notification,
8. Brighton Council Declaration
9. Copy of Title for 29 Arbie Lane (C,T, 183730/583)

Regards

Clint Johnstone
Director / Developer

Tivoli Green Pty Ltd Level 1, Mercury Building, Hobart,7000
Postal: Tivoli Green Pty Ltd, 9/81 Macquarie St, Hobart 7000

TIVOLI GREEN

TIVOLI GREEN PTY. LTD. (ACN: 106 747 479)

29h July 2024

Taswater
GPO Box 1393
Hobart
TAS 7001

Attention: Elio Ross

Dear Elio,

RE: Brighton Council Planning Permit SA 2024 / 00004
TasWater Reference No.: TWDA 2024/00228-BTN Amended

The additional information as requested by TasWater, in the notice as defined above, is detailed below.:

1. **The exact location and size of the existing property water & sewer connection to Lot 3.**:
   Refer to plan: 'As Constructed Plan ' by D.G.J Potter for stage 6 Tivoli Green.

   The connections to Lot 1 Balance Lot.:
   Under the current Brighton Planning Scheme the Tivoli Green SAP allows the land to be developed as 'General Residential'. The plan of subdivision included in the planning scheme is attached, with a proposed sewer service layout. Note, the zoning allows other types of development to occur and all proposals would be subject to a development application.

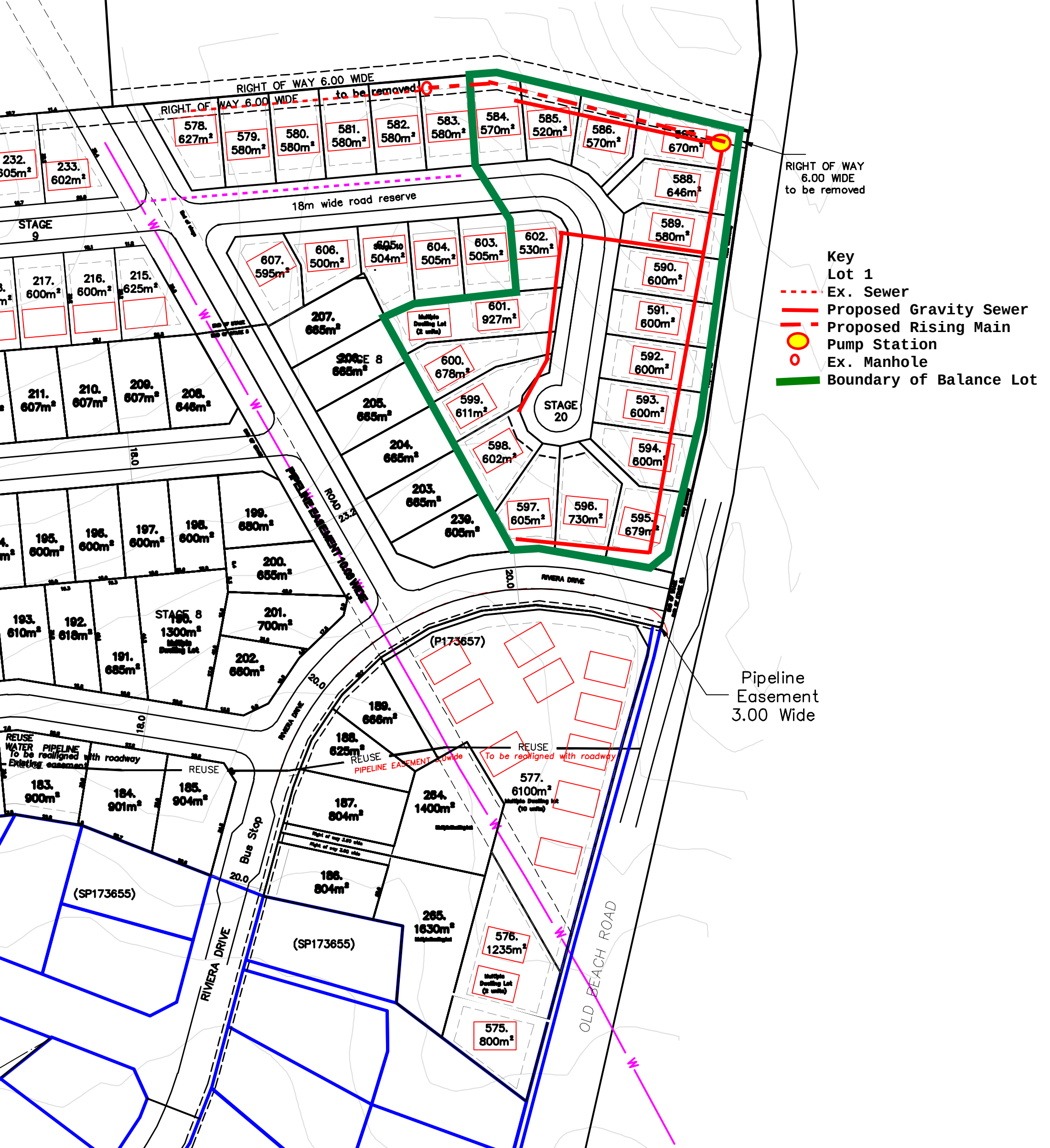
   All of lot 1 is below the current gravity sewer main therefore a DN 63 PN16 pressure pipe extended to the boundary of lot 1 is proposed. This pipe crosses the title 183730/583 for a future connection.

   Refer to future proposal sketch and Plan Job: 23007 Dwg:C1 Rev- C for details.

2. Title to 29 Arbie Lane (CT 182730/583) has been added to the application. A copy of notification to the owners and declaration by Clint Johnstone as owner of proposed subdivision is enclosed with this response.

Yours sincerely

Clint Johnstone
Director Tivoli Green Pty.



RIGHT OF WAY 6.00 WIDE
to be removed
RIGHT OF WAY 6.00 WIDE
18m wide road reserve
STAGE 9
STAGE 20
STAGE 8
RIGHT OF WAY
6.00 WIDE
to be removed
Key
Lot 1
Ex. Sewer
Proposed Gravity Sewer
Proposed Rising Main
Pump Station
Ex. Manhole
Boundary of Balance Lot
Pipeline
Easement
3.00 Wide
PIPELINE EASEMENT 10.00 WIDE
RIVERA DRIVE
ROAD
(P173657)
REUSE
To be realigned with roadway
REUSE
PIPELINE EASEMENT
REUSE
REUSE
WATER PIPELINE
To be realigned with roadway
577.
6100m²
Bus Stop
(SP173655)
(SP173655)
RIVERA DRIVE
OLD BEACH ROAD
578. 627m²
579. 580m²
580. 580m²
581. 580m²
582. 580m²
583. 580m²
584. 570m²
585. 520m²
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201. 700m²
202. 660m²
193. 610m²
192. 618m²
191. 685m²
190. 1300m²
189. 666m²
188. 625m²
187. 804m²
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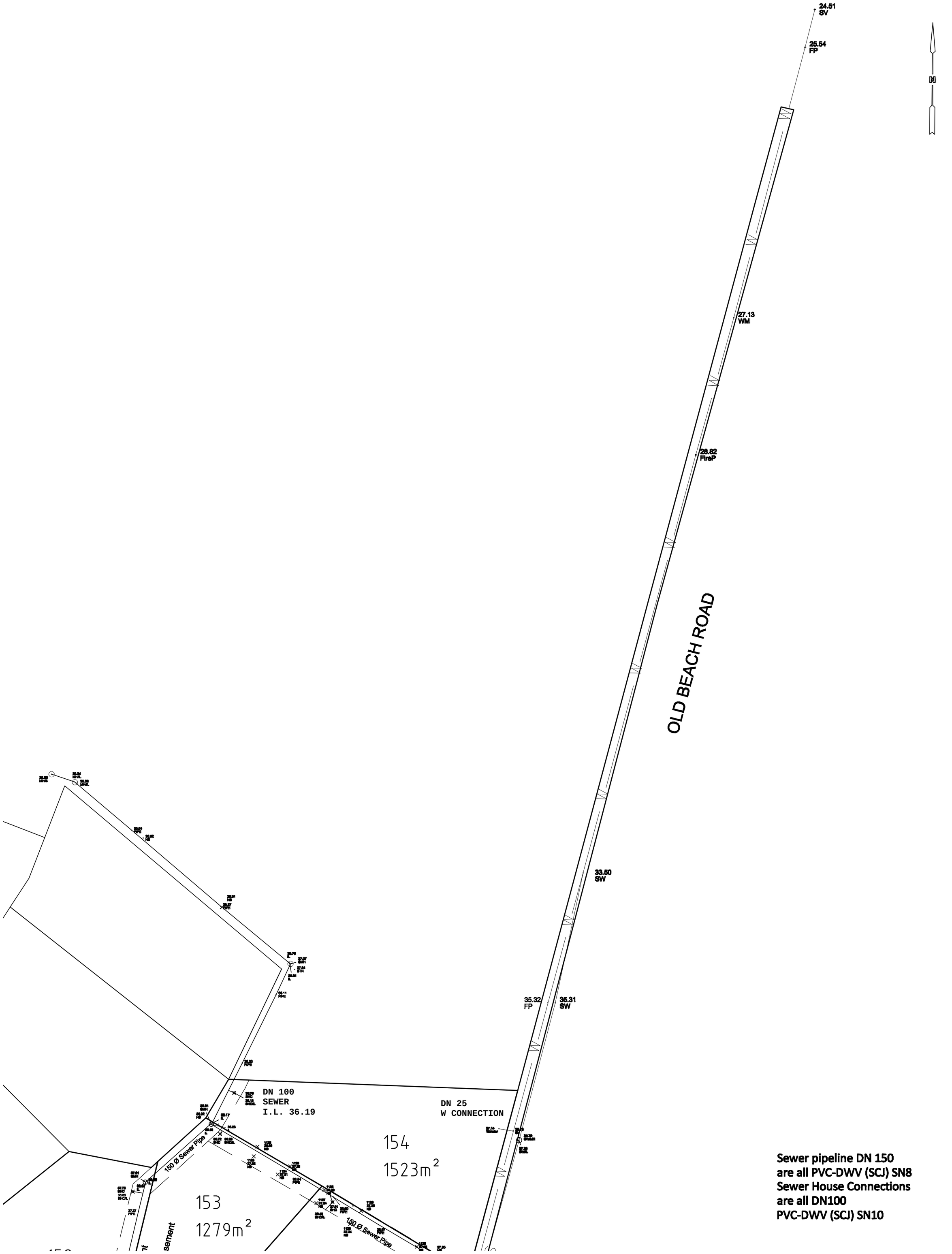
183. 900m²
184. 901m²
185. 904m²
264. 1400m²
265. 1630m²
576. 1235m²
575. 800m²



Sewer pipeline DN 150
are all PVC-DWV (SCJ) SN8
Sewer House Connections
are all DN100
PVC-DWV (SCJ) SN10

CLIENT Clint Johnstone PROJECT Tivoli Green Stage 6 DRAWING As constructed

D.G.J. POTTER
Authorised Surveyors

9 Warwick St HOBART, TASMANIA, 7000
Ph: (03) 62 343 082 Fax: (03) 62 343 360
Email: djpotter@iinet.net.au

SCALE: 1:750 DATE: 30/08/16

LEVEL DATUM AHD83
Coordinate Datum: GDA94 per SPM11197
Map Projection MGA Zone 55

Rev.	Amendments	Drwn	Date

Design	Drawn TP	Checked
A3	Seet No. 4	Job No.

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	SA 2024 / 00004
Council notice date	26/02/2024
TasWater Reference No.	TWDA 2024/00228-BTN
Date of response	21/11/2024
TasWater Contact	Elio Ross
Phone No.	0467 874 330

Response issued to

Council name	BRIGHTON COUNCIL
Contact details	development@brighton.tas.gov.au

Development details

Address	Lot 3 OLD BEACH RD, OLD BEACH
Property ID (PID)	9105480
Description of development	Subdivision - 3 lots & Minor Boundary Adjustment

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Engineering 2 Construction	Project: 23007 Sheet C1	D	10/11/2024

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. Except for Lot 1 (the balance lot), which cannot be serviced for sewer, please refer to condition number 6 of this submission to the planning permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

4. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

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

6. 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 provide a sewerage service to lot 1 (Balance Lot) on the plan.

7. In the event that the property sewer connection for affected lot 2 cannot control the lot for a gravity connection, the Plan of Subdivision Council Endorsement Page for those affected lots is to note, pursuant to Section 83 of the Local Government (Building and Miscellaneous Provisions) Act 1993, that TasWater cannot guarantee sanitary drains will be able to discharge via gravity into TasWater's sewerage system.

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

8. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:

   a. the exact location of the existing water & Recycled Water infrastructure,

   b. the easement protecting that infrastructure.

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

9. The Owner must enter into a Part 5 Agreement pursuant to section 71 of the Land Use Planning and Approvals Act 1993 with the Council and TasWater to the effect that the owner of lot 2 containing the Ø571mm Mild Steel Cement Lined Bulk Transfer Main and associated easement must not construct any hardstand areas or any structures of any type that may inhibit TasWater's access to perform inspection, maintenance and repair.

   The Owner is to pay for all costs (including legal costs) related and incidental to the drafting and registration of this Agreement.

DEVELOPER CHARGES

10. Prior to TasWater issuing a Consent to Register a Legal Document, the applicant or landowner as the case may be, must pay a developer charge totalling $3514.00 to TasWater for water and sewerage infrastructure for 1 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

11. The applicant or landowner as the case may be, must pay a development assessment fee of $403.51 and a Consent to Register a Legal Document fee of $256.99 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

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

Developer Charges

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

Service Locations

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

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

NOTE: In accordance with the WATER AND SEWERAGE INDUSTRY ACT 2008 - SECT 56ZB A regulated entity may charge a person for the reasonable cost of –

(a) a meter; and

(b) installing a meter.

Declaration

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