

BUSHFIRE ASSESSMENT

Section 100B of *the Rural Fires Act 1997* requires that all applications for rural Subdivisions are required to be assessed in terms of the document “Planning for Bushfire Protection” issued by Planning NSW.

More particularly Appendix 2 of that document identifies the procedure necessary for assessing an application for Subdivisions in terms of its bushfire classification.

Subject Site

The property that is the subject of this application is known as 528 Caniaba Road and has Real Property description of Lot 2 DP 1073973.

The general location of the property could be described east of the village of Caniaba. The subject property’s location is illustrated in **Figure 3**.

The lot is used primarily for low intensity grazing. The surrounding land use pattern is characteristically rural and rural residential in nature.

Proposed Development

To amend the current zoning of the site from RU1 Primary Production to R5 Large Lot Residential. This will allow Caniaba’s rural residential component to expand its footprint, enabling future economic growth.

Vegetation

The majority of mapped bushfire vegetation (ie previous macadamia orchard) has been removed. The remaining mapped bushfire vegetation is located north of the portion of the subject land that is to be rezoned.

The area to be rezoned is managed land to the standard of that required of an Inner Protection Area (IPA) in its existing form.

Caniaba Road varies in sealed bitumen constructed width from between 5m and 6m west and east of the subject land. Caniaba Road has a speed limit of 80km/hr.

Adjoining and surrounding development

The surrounding development within the locality is predominated by large and small rural allotments reflecting past subdivision minimum sizes.

The Village zone to the west comprises managed land containing single storey, brick and tile dwelling houses within residential lots.

Water Supply

All new lots created and proposed after this rezoning will be serviced with Rous Council reticulated water with hydrants spaced appropriately along all new access roads/road reserves for firefighting purposes.

Sewerage

All new lots created and proposed after this rezoning will be serviced by on site effluent systems.

Electricity and Telecommunications

The subject site is capable of being serviced with electricity from Essential Energy and telecommunication services from Telstra.

All future lots created after this rezoning will be serviced with electrical services. However it is up to the occupants if connection is desired.

Access

As mentioned Caniaba Road varies is bitumen sealed with a constructed width from between 5m and 6m east and west of the land with a road reserve width of 20m. Caniaba Road has a speed limit of 50km/hr.

All future access roads and driveways within the any new subdivision at the site will be constructed to a sealed bitumen standard.

Any public/communal access roads provided throughout any new subdivision at the site will incorporate the following design characteristics:

- A perimeter road is preferred, which will separate the bushland from the urban areas (this will form part of the APZ).
- Perimeter roads are two-way, that is, at least two traffic lane widths (8 metres minimum kerb to kerb), allowing traffic to pass in opposite directions.
- The perimeter road is linked to the internal road system at an interval of no greater than 500 metres.
- All non-through roads are to incorporate a minimum 12m outer radius turning circle.
- Curves of roads (other than perimeter roads) contain a minimum inner radius of six metres and minimal in number, to allow for rapid access and egress.
- The minimum distance between the inner and outer curves is six metres.
- Maximum gradients do not exceed 15 degrees and an average grade of not more than 10 degrees.

- A minimum vertical clearance to a height of four metres above the road at all times is to be provided.
- The capacity of road surfaces is sufficient to carry fully loaded firefighting vehicles (approximately 15 tonnes). Any sections of a newly created road outside of individual
- Driveways greater than 6.5 metres wide are to locate hydrants outside of parking reserves to ensure accessibility to reticulated water for suppression.
- Any sections of a newly created road outside of individual driveways between 6.5 metres and 8 metres wide are to be no parking on one side with the services (hydrants) located on this side to ensure accessibility to reticulated water for fire suppression.
- Any sections of a newly created road outside of individual driveways up to 6.5 metres wide will provide parking within parking bays and locate services outside of the parking bays to ensure accessibility to reticulated water for fire suppression.
- One way only roads are no less than 3.5 meters wide and provide parking within parking bays and locate services outside of the parking bays to ensure accessibility to reticulated water for fire suppression.
- Parking bays are to be a minimum of 2.6 metres wide from kerb edge to road pavement. No services or hydrants are located with the parking bays.
- Any newly created roads outside of individual driveways directly interfacing the bushfire hazard vegetation will provide roll top kerbing to the hazard side of the road.

All Proposed Lots will gain access from an internal road accessing Caniaba Road.

Summary

The proposed development to rezone land from RU1 - Primary Production to R5 – Large Lot Residential is considered to be appropriate at the site due to the fact that a future plan of subdivision is capable of being proposed in a manner that is consistent with the applicable provisions outline in PBP due to the following reasons:

- Appropriate APZ's are capable of being created, will be maintained and are compliant with PBP.
- future dwellings constructed within any future proposed subdivision are capable of being constructed to an appropriate AS 3959-2009 BAL standard that is compliant with PBP.
- Vehicular access throughout any future subdivision is capable of design in complying with PBP.

- All future dwellings constructed within any new subdivision at the site are capable of being serviced with suitable reticulated water and electricity that are compliant with PBP.
- In the unlikely event of a bushfire, the safety of fire fighters and/or evacuating occupants will not be compromised by the proposed development.

Additional information requested by the Rural Fire Service as described in *Planning for Bushfire Protection 2006*, includes the following:

- *Significant environmental features*
The site itself does not contain any significant environmental features.
- *Threatened species/ populations and/or endangered communities on the properties.*
No clearing of vegetation is proposed as part of this development.
- *Location of any Aboriginal relic on the properties.*
There are no known items of Aboriginal significance located on the properties.
- *The siting and adequacy of water supply.*
Water supply to the existing and proposed dwellings will be via Rous Council Mains.
- *Capacity of public roads in the event of a bushfire emergency.*
All lots will have road frontage to a road connecting to Caniaba Road. This road is considered to have more than adequate capacity in the event of a bushfire emergency.
- *Two-way access on public roads.*
Provided along Caniaba Road.
- *Adequacy of access and egress from the development site for an emergency.*
Access is adequate along Caniaba Road.
- *Construction standards for building elements in the development under AS3959 - Construction of Building Bushfire Prone Areas.*
All future dwellings will be built to appropriate AS standards.

This proposal has been assessed against the relevant requirements of the document "Planning for Bushfire Protection 2006" issued by Planning NSW and the Rural Fire Service. Given the configuration of the Proposed Lots it is considered appropriate for the Rural Fire Service to support the proposal as submitted.