

Vanessa Levy Mesman

From: Beth Morris <BMorris@ssc.nsw.gov.au>
Sent: Tuesday, 18 May 2021 5:22 PM
To: PDPS DRDE Design and Places SEPP Mailbox
Subject: [WARNING: FILE ENCRYPTED]Accommodating NSW Fire Safety Guidelines in developments
Attachments: NSW guidelines_access_for_emergency_vehicles.pdf

Hi Planning & Assessment Team

Council previously made a submission to you on the new Design & Place SEPP, and I want to point out one further issue facing Councils in assessing and approving development.

Council is increasingly facing problems associated with accommodating emergency services facilities associated with increased residential densities – this affects development for multi dwelling housing and residential flats.

These developments often require fire hydrants and now, in accordance with NSW Fire Safety Guidelines (attached) they must also provide a hardstand area designated for use by fire vehicles. The hardstand area cannot be on the road, it must be accommodated on site. As you can imagine providing a level hardstand area capable of accommodating a fire truck is almost impossible (particularly for residential flats). This requirement appears to be excessive - a waste of resources for limited benefit. Currently fire trucks block the road if there is a fire. This applies to the many existing buildings with hydrants across the Shire. This is acceptable in the remote instances where there is a fire. Requiring new development to meet this new standard is onerous and to the detriment of local character.

I'm hoping that you can assist - why has this State policy changed and how can this be rectified? Can the Department work with NSW Fire and Rescue for a better planning outcome - ensuring places are well designed, attractive, welcoming, and meet the needs of multiple users.

Following is an example - a recent occupation certificate for a flat building (determined by the Land & Environment Court in late 2016) in Engadine town centre. As part of the occupation certificate Council was forced to accept a hardstand area in the street, as this is where the hydrant is located and there was no alternate area available. This new clearway (no stopping) removed at least 4 parking spaces from the street – to the detriment of customers in the adjacent new shops and the town centre as a whole. I understand that other councils (Ryde) has also been required to provide such hardstand areas on the street as clear ways.

Below is a snapshot of the subject building prior to the implantation of the clearway. The hydrant is behind the black grill at the street front.



Please pass this on to the most appropriate persons, if not you. Please call if you need more information

Thanks
Beth

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