

**DRAFT**

Point Boston

Body Corporate  
Fire Management Plan

5 May 2008

## **1. Description**

### **1.1 Topography**

Point Boston is a Peninsula of land joined via a narrow isthmus to the mainland adjacent the Port Lincoln Airport some 12km to the north of the Port Lincoln Township.

On entering the property the land is flat but rises to approximately 50 meters ahd in the centre of the Peninsula.

### **1.2 Vegetation**

The initial flat section has been used for many years for sand mining, topsoil mining and rubble burrows; it is currently covered in patchy and low scrub. In the reclaimed areas there is samphire. In the higher sections there are regrowth areas of hop wattle and areas of original scrub land.

### **1.3 Climate**

The climate is a Mediterranean climate whereby land temperatures are temped by the surrounding sea. In summer months wind directions are generally easterly during the night and south easterly during the morning with stronger southerlies during the afternoons. In winter low pressure systems from the west generally result in north westerlys which ultimately turn through west to south west.

## **2. Fire History**

- 2.1 There is no known fire history of Point Boston. Fortunately, the wind changed to a southerly direction on Black Tuesday when the fire had crossed the Lincoln Highway and was approaching the Port Lincoln Airport.

## **3. Population**

- 3.1 It is anticipated that there will be in excess of 1000 dwellings at Point Boston with approximately 2,500 to 3,000 residents.

There has been considerable interest in this project from buyers outside of Eyre Peninsula however, if one considers the dynamics of the Lincoln Marina whereby some 20 years ago the buyers were predominately external and are now predominately Port Lincoln residents one could easily assume there will be a stable and permanent population ultimately at Point Boston.

The demographics aren't all baby boomers or generation X. There are a considerable number of younger couples interested in building at Point Boston.

#### **4. Boundary Roads**

##### **4.1 Major Roads and Buffers**

The main Lincoln Highway runs parallel with the coast and normal to the bitumised main access road to Point Boston. There are bitumised access roads to each of the stages with boundary buffers. There will also be buffers within the landscaped areas between rows of dwellings.

Fortunately the Todd River runs normal to the Lincoln Highway to the coast just north of the development and there is a further gravel road to the north which joins the coast to the Lincoln Highway.

It goes without saying that the majority of the Peninsula is surrounded by sea.

#### **5. Specific Risks**

##### **5.1 Structure Fire**

###### **5.1.1 Homes**

###### **5.1.2 Peninsula Club**

###### **5.1.3 Water Recycling Facility**

#### **6. Risk Assessment**

Likelihood	Possible
Consequence	Medium
Risk	Medium

#### **7. Treatments**

The initial classification for the project is medium fire risk.

##### **7.1 House Design**

The project has its own Design Guidelines which are linked to the contract to purchase. Homeowners will be advised within those guidelines on the rating of the area and their obligation to comply with Australian Standards regarding that rating.

Also within the guidelines requirements for five horsepower petrol pump connected to 4000 litres of potable supply with a 30 meter fire hose will be outlined. The CFS letter dated 4 April 2008 will be attached to and will become part of the building Design Guidelines.

##### **7.2 Bushfire Action Plan Kits**

Bushfire Action Plan Kits will be distributed by the Body Corporate Manager who will administer the project. Individual stay and defend management plans will be developed through the Body Corporate Manager in conjunction with the local CFS.



- 7.3 **Maintenance of Fire Breaks**  
Main access road verges and fire breaks around stages as well as buffer zones within intermediate planting areas will be maintained annually by the Body Corporate particularly prior and during the fire season.
- 7.4 **Safe Houses and Buddy System**  
A safe house and buddy system will be developed to protect aged and infirmed and to utilize central houses with lowest fire risk with appropriate and multiple escape routes. A telephone tree would be implemented by the Body Corporate.
- 7.5 **On Site Fire Fighting Equipment**  
An on site fire fighting trailer with 5.5hp pump will be maintained by the Body Corporate. This would be stored adjoining the large fire water tank on stage one of the project. The Body Corporate will liaise with Government and the CFS regarding the establishment of a Port Lincoln CFS Unit once the full time residents have reached a sustainable number. Land for a CFS Unit would be made available near the ETSA sub station.
- 7.6 **Alarms**  
We are currently investigating the possibility of an alarm message through the LAN (Local Area Network). Alternatively, a central alarm could be installed in the stage one service area.
- 7.7 **Fire Water**  
Body Corporate to maintain large fire water tank centrally located and a reticulated fire water top up main and associated booster pump.

## **8. Fall Backs or Alternates Incase of Fire**

Generally within stages there are multidirectional loop roads connecting to a spine road. This provides alternates in the immediate vicinity.

There are beach and cliff refuges with varying aspects in different locations eg; in the stage one East Bay Precinct, if there was a fire from the northwest there are cliffs to the water and beach which are accessible and would provide refuge to the south east. Alternatively, if a fire came from the south (which is less likely) there is refuge in the main East Bay.

## **9. Community Education**

The Body Corporate in consultation with the Port Lincoln CFS will conduct annual residents meetings prior to the fire season. All residents will be encourage to comply with the Community Fire Safe program.