



Attachments to item number 5.1 -

Supporting written submission prepared by Irenelnc dated 13 June 2025;

Flood hazard report prepared by Poortenaar Consulting dated 1 May 2024;

Sub station noise assessment prepared by Noise Vibration Consulting dated 4 September 2019;

Stormwater management reports prepared by Arete dated 26 June 2025 and 5 February 2026;

Civil drawings prepared by Arete dated 27 June 2025;

Subdivision bushfire hazard management report prepared by Irenelnc dated 2 July 2025.



Sorell Council

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SUBDIVISION TASMAN HIGHWAY, SORELL



Tasman Highway, Sorell

SUBDIVISION APPLICATION

Tasmanian Planning Scheme - Sorell

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1 Introduction

Ireneinc Planning & Urban Design have been engaged to assist with a planning application for subdivision at Tasman Highway, Sorell. This report forms part of the application to Sorell Council and provides consideration of the *Tasmanian Planning Scheme – Sorell* relevant to the site and proposed use and development.

1.1 Site & Location

The subject land is located in Sorell, adjoining the Tasman Highway and Leitram Avenue at the northwest corner of the town. The site area includes the following land:

Address	PID	Folio of the Register	Owner
Lot 1 Tasman Highway	9040705	186576/1	SW and NA Gill
Lot 2 Leitram Avenue	2552941	142416/2	Sorell Council
47 Cole Street	3218371	164990/1	Sorell Council

The figure below indicates the site (shaded and outlined blue) subject to the application. The proposed subdivision lots are all within the Tasman Highway lot, with road connection and services located within the adjoining Council owned Leitram Avenue and Cole Street properties, as described in the following figure:

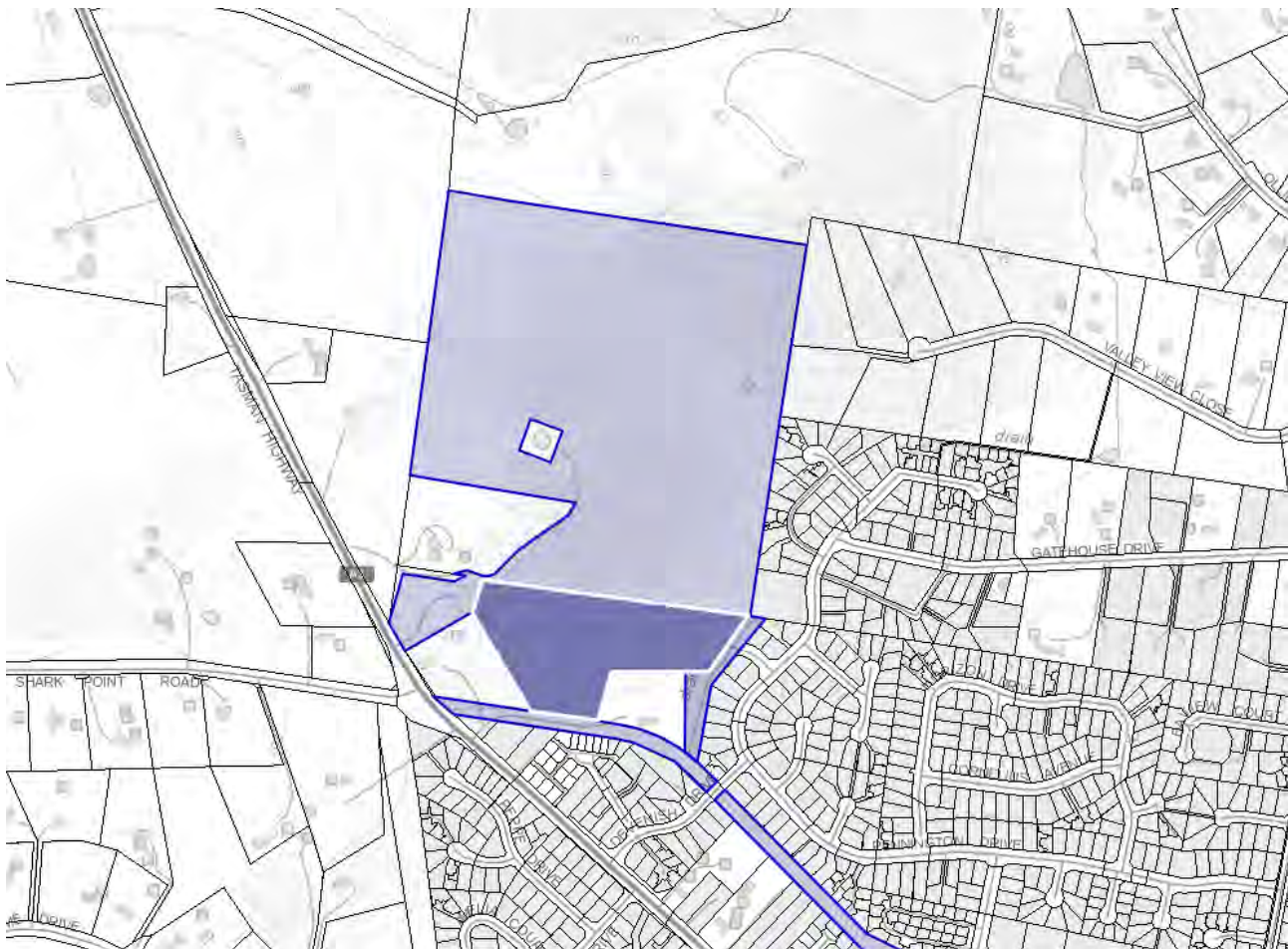


Figure 1: Site location with Topographic plan from www.thelist.tas.gov.au

The subdivision property is some 27ha in area and contains an existing dwelling at the western side, a previous quarry at the Tasman Highway frontage, and otherwise is a combination of grazing land and remnant vegetation. The part of the land proposed for the new subdivision lots is a 4.1ha area at the south of the subject land.

The following figure further describes the subject land subdivision area:



Figure 2: Site detail with area of new lots shaded blue, with State aerial and road centrelines from www.thelist.tas.gov.au

1.2 Proposal Description

1.2.1 New Lots

The application proposes 36 residential lots along the southern portion of the site (over an area of approx. 4.6ha), ranging in size from 480.87 m² to 3,835.4 m². It also includes one lot dedicated to extending Leitrim Avenue, which will provide frontage and access to all proposed lots. Additionally, a balance lot is proposed for the remainder of the land. The subdivision will result in a total of 38 lots created.

1.2.2 Access and Services

Access to the site will be provided via Leitrim Avenue, over the land at lot 2 Leitrim Avenue. Future connectivity to the balance lot is facilitated via two potential connection points along the northern boundary, as well as an additional link to the west toward the quarry. Sewer and stormwater services will

be provided via the Council owned lot at 47 Cole Street, while water supply will be connected from Leitrim Avenue.

1.2.3 Public Open Space

Public open space contributions are proposed to be provided through a combination of:

- Land providing to pedestrian connections to open space; and
- Upgrade of an existing area within the Councils land through fill and improvement to the surface and a pathway connection to be undertaken in connection with the alterations and enhancement of stormwater infrastructure.

2 Planning Scheme Assessment

2.1 General Provisions

There are no general provisions relevant to this application for subdivision.

2.2 Zoning Plan

The subject land is partially within the General Residential Zone, the Utilities Zone, the Agriculture Zone and the Open Space Zone. The subdivision lots and works are mostly contained within the General Residential Zone, with some servicing proposed to occur within the Open Space zone, as described in the following figure:



Figure 3: Zone plan, with cadastral parcels, TPS zones and road centrelines from www.thelist.tas.gov.au

2.3 General Residential Zone

2.3.1 Zone Purpose

The purpose of the General Residential Zone is:

- 8.1.1 *To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*
- 8.1.2 *To provide for the efficient utilisation of available social, transport and other service infrastructure.*
- 8.1.3 *To provide for non-residential use that:*
 - (a) *primarily serves the local community; and*
 - (b) *does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*
- 8.1.4 *To provide for Visitor Accommodation that is compatible with residential character.*

The proposed subdivision facilitates future residential use and development on fully serviced lots. The site is well connected to existing infrastructure, situated approximately 650m by road from the nearest General Business Zone, and directly adjoins the Tasman Highway, which is the primary route into the Sorell township and through to Hobart. Public transport is accessible via nearby bus stops along the Tasman Highway as well as Station Lane and Dubs & Co Drive.

At this stage, the application relates solely to subdivision. Specific uses, including any potential Visitor Accommodation or non-residential activities, are not proposed as part of this application, however the application has consideration of retention of a site within the subdivision for the future purpose of a local shop or other operation provided for in the zone.

2.3.2 Development Standards for Subdivision

8.6.1 Lot design

Objective: *That each lot:*

- (a) has an area and dimensions appropriate for use and development in the zone;*
- (b) is provided with appropriate access to a road;*
- (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and*
- (d) is orientated to provide solar access for future dwellings.*

Acceptable Solutions	Performance Criteria
A1	P1
<i>Each lot, or a lot proposed in a plan of subdivision, must:</i>	<i>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</i>
<i>(a) have an area of not less than 450m² and:</i>	<i>(a) the relevant requirements for development of buildings on the lots;</i>
<i>(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:</i>	<i>(b) the intended location of buildings on the lots;</i>
<i>a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and</i>	<i>(c) the topography of the site;</i>
<i>b. easements or other title restrictions that limit or restrict development; and</i>	<i>(d) the presence of any natural hazards;</i>
<i>(ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2;</i>	<i>(e) adequate provision of private open space; and</i>
<i>(b) be required for public use by the Crown, a council or a State authority;</i>	<i>(f) the pattern of development existing on established properties in the area.</i>
<i>(c) be required for the provision of Utilities; or</i>	
<i>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</i>	

The proposed residential lots range in size from 480.93 m² to 3,835.4 m². All lots are of sufficient size to accommodate a building area of at least 10 m x 15 m, compliant with required setbacks, and free from easements or title constraints.

The application therefore meets the acceptable solution.

A2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.

P2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

- (a) the width of frontage proposed, if any;*
- (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;*
- (c) the topography of the site;*
- (d) the functionality and useability of the frontage;*
- (e) the ability to manoeuvre vehicles on the site;*
and
- (f) the pattern of development existing on established properties in the area, and is not less than 3.6m wide.*

All proposed lots except lot 21 comply with the acceptable solution.

Lot 21 meets the performance criteria as follows:

- The lot is provided with a 7.9m wide frontage to the proposed road, well exceeding the minimum 3.6 m requirement.
- The lot is 502.95 m² in area and is expected to accommodate a single dwelling in future. Access is dedicated solely to Lot 21, with no reliance on a right of carriageway serving multiple lots.
- The topography at this location is gently sloping, with an approximate gradient of 1 in 14 (around 4 degrees), ensuring safe and functional vehicle access and manoeuvrability.
- The proposed frontage is of sufficient width to accommodate both pedestrian and vehicular access and provides a practical, usable connection to the subdivision road network.
- The lot comfortably fits within the established character of the surrounding residential area. The local context displays a broad mix of lot types and sizes, ranging from standard residential allotments to unit developments and internal lot arrangements. In this context, the proposed lot, which is less constrained than an internal lot, aligns well with the existing development character and does not represent a departure from the prevailing form. The proposed frontage is therefore considered sufficient and appropriate for residential use, in keeping with both the intent of the provision and the established development pattern in the area.

A3

Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

P3

Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:

- (a) the topography of the site;*
- (b) the distance between the lot or building area and the carriageway;*
- (c) the nature of the road and the traffic;*
- (d) the anticipated nature of vehicles likely to access the site; and*
- (e) the ability for emergency services to access the site.*

Each lot will be provided with vehicular access from the boundary of the lot to a road in accordance with the requirements of Council and meet the acceptable solution.

A4	P4
<i>Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</i>	<i>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</i>
	<i>(a) the size, shape and orientation of the lots;</i>
	<i>(b) the topography of the site;</i>
	<i>(c) the extent of overshadowing from adjoining properties;</i>
	<i>(d) any development on the site;</i>
	<i>(e) the location of roads and access to lots; and</i>
	<i>(f) the existing pattern of subdivision in the area.</i>

The majority of the lots proposed meet the acceptable solution, however there are some lots where orientation requires consideration against the performance criteria.

The lots proposed meet the performance criteria in that their size, proportion and arrangement will provide appropriate building areas which can accommodate future development designed to achieve solar orientation and access.

8.6.2 Roads

Objective:	<i>That the arrangement of new roads within a subdivision provides for:</i>
	<i>(a) safe, convenient and efficient connections to assist accessibility and mobility of the community;</i>
	<i>(b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and</i>
	<i>(c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.</i>

Acceptable Solutions	Performance Criteria
A1	P1
<i>The subdivision includes no new roads.</i>	<i>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:</i>
	<i>(a) any road network plan adopted by the council;</i>
	<i>(b) the existing and proposed road hierarchy;</i>
	<i>(c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;</i>
	<i>(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;</i>
	<i>(e) minimising the travel distance between key destinations such as shops and services and public transport routes;</i>
	<i>(f) access to public transport;</i>

- (g) *the efficient and safe movement of pedestrians, cyclists and public transport;*
- (h) *the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;*
- (i) *the topography of the site; and*
- (j) *the future subdivision potential of any balance lots on adjoining or adjacent land.*

The subdivision includes a road and therefore requires assessment against the performance criteria.

The application meets the performance requirement in that:

- The subdivision layout provides an extension of the road network which will meet design requirements and provide appropriately for the lots proposed in the application.
- The layout provides connectivity within the proposed subdivision and additionally provides for future connectivity to the balance land.

8.6.3 Services

Objective: *That the subdivision of land provides services for the future use and development of the land.*

Acceptable Solutions	Performance Criteria
A1 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.</i>	P1 <i>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to:</i> <i>(a) flow rates;</i> <i>(b) the quality of potable water;</i> <i>(c) any existing or proposed infrastructure to provide the water service and its location;</i> <i>(d) the topography of the site; and</i> <i>(e) any advice from a regulated entity.</i>
The site is within water serviced land proposed lots will be connected to reticulated water services and therefore will meet A1.	
A2 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</i>	P2 <i>No Performance Criterion.</i>
The application will comply with the acceptable solution, with all proposed lots provided with a connection to the reticulated sewerage system.	
A3 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</i>	P3 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater</i>

management system adequate for the future use and development of the land, having regard to:

- (a) the size of the lot;*
- (b) topography of the site;*
- (c) soil conditions;*
- (d) any existing buildings on the site;*
- (e) any area of the site covered by impervious surfaces; and*
- (f) any watercourse on the land.*

Each lot will be connected to a stormwater system able to service the building area by gravity.

2.4 Agriculture Zone

2.4.1 Zone Purpose

The purpose of the Agriculture Zone is:

21.1.1 To provide for the use or development of land for agricultural use.

21.1.2 To protect land for the use or development of agricultural use by minimising:

- (a) conflict with or interference from non-agricultural uses;*
- (b) non-agricultural use or development that precludes the return of the land to agricultural use; and*
- (c) use of land for non-agricultural use in irrigation districts.*

21.1.3 To provide for use or development that supports the use of the land for agricultural use.

The proposed subdivision will excise the General Residential zoned portion of the site, and therefore not affect the remaining balance land within this zone.

2.4.2 Site Specific Qualification

Relevant to subdivision the subject land is mapped with a general overlay indicating the application of a Site Specific Qualification as detailed in the figure below:

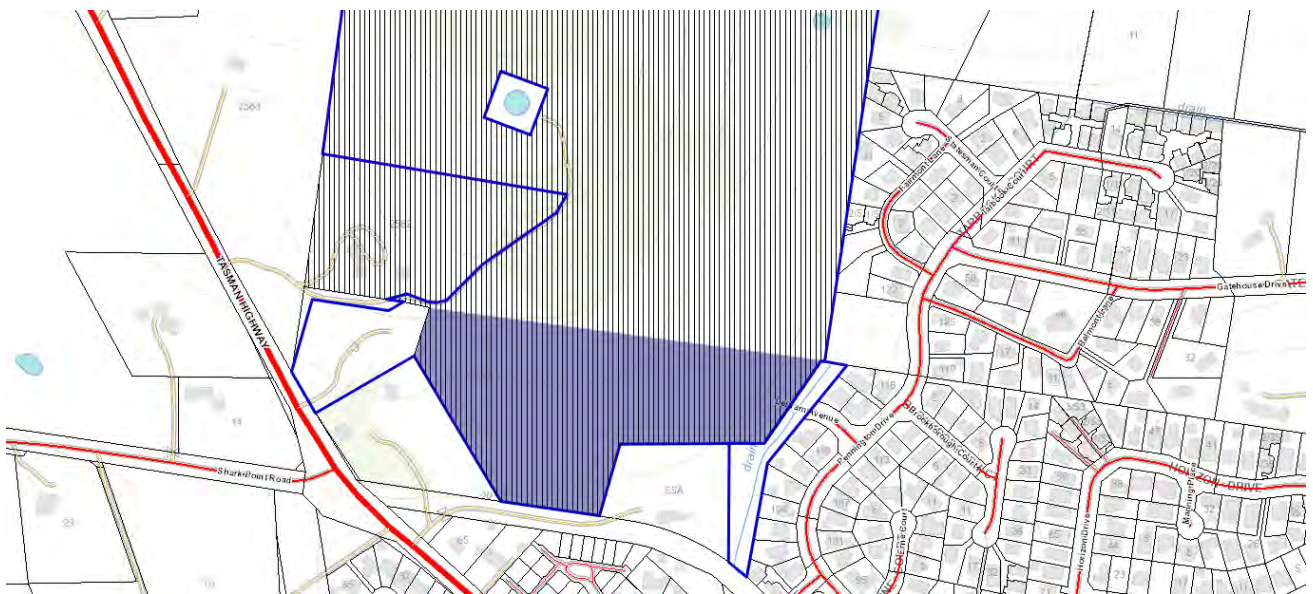


Figure 4: site specific qualification in hatched black lines (source: the listmap, 2025)

The relevant provision is as follows:

SOR-21.1	2582 Tasman Highway, Sorell	142417/1	An additional provision for the standard is: Each lot, or a lot proposed in a plan of subdivision, must be for the entire portion of the lot at 2582 Tasman Highway, Sorell that is zoned Agriculture.	Agriculture Zone – clause 21.5.1 A1
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2.4.3 Development Standards for Subdivision

21.5.1 Lot design

Objective: To provide for subdivision that:

- (a) relates to public use, irrigation infrastructure or Utilities; and
- (b) protects the long term productive capacity of agricultural land.

Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities or irrigation infrastructure; or (c) be for the consolidation of a lot with another lot provided both lots are within the same zone.	P1 Each lot, or a lot proposed in a plan of subdivision, must: (a) provide for the operation of an agricultural use, having regard to: ... (b) be for the reorganisation of lot boundaries that satisfies all of the following: ...or (c) be for the excision of a use or development existing at the effective date...

In accordance with SOR-21.1, the balance lot will contain all the land within this zone. The application therefore complies with the acceptable solution.

A2 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	P2 Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic, including pedestrians; and (d) the pattern of development existing on established properties in the area.
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The balance lot will retain the existing access from the Tasman Highway, which currently provides access to the existing dwelling. The balance lot will also be provided with two potential connection points to the proposed subdivision road.

The application therefore complies with the acceptable solution.

2.5 Utilities Zone

2.5.1 Zone Purpose

The purpose of the Utilities Zone is:

26.1.1 *To provide land for major utilities installations and corridors.*

26.1.2 *To provide for other compatible uses where they do not adversely impact on the utility.*

The subdivision will maintain the existing utility function of the land within the Utilities Zone. No changes are proposed to the current infrastructure, use, or development, of the land within the extent of the quarry, and the subdivision will not adversely impact the ongoing operation or purpose of the utility infrastructure.

2.5.2 Development Standards for Subdivision

26.5.1 Subdivision

Objective: *That each lot:*

- (a) has an area and dimensions appropriate for use and development in the zone; and*
- (b) is provided with appropriate frontage to a road.*

Acceptable Solutions	Performance Criteria
A1 <i>Each lot, or lot proposed in a plan of subdivision, must:</i> <i>(a) be required for public use by the Crown, a council or a State authority;</i> <i>(b) be required for the provision of Utilities; or</i> <i>(c) be for the consolidation of a lot with another lot provided both lots are within the same zone.</i>	P1 <i>Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</i> <i>(a) the relevant requirements for development of buildings on the lot;</i> <i>(b) location of existing buildings on the lot;</i> <i>(c) likely location of buildings on the lot; and</i> <i>(d) accessibility for vehicles.</i>
In accordance with SOR-21.1, the balance lot will contain all the land within this zone. The application therefore complies with the acceptable solution.	
A2 <i>Each lot, or lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 3.6m.</i>	P2 <i>Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</i> <i>(a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</i> <i>(b) the topography of the site;</i> <i>(c) the functionality and useability of the frontage;</i> <i>(d) the anticipated nature of vehicles likely to access the site;</i> <i>(e) the ability to manoeuvre vehicles on the site;</i> <i>(f) the ability for emergency services to access the site; and</i> <i>(g) the pattern of development existing on established properties in the area.</i>

The balance lots within this zone will be provided with frontage to the proposed subdivision road, the land will also retain the existing access from the Tasman Highway which provides access to the existing dwelling.

The application therefore complies with the acceptable solution.

2.6 Open space zone

2.6.1 Zone purpose

The purpose of this zone is as follows:

- 29.1.1 *To provide land for open space purposes including for passive recreation and natural or landscape amenity.*
- 29.1.2 *To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.*

The provision of services within this zone does not compromise the land's capacity to meet the zone purpose statements.

2.6.2 Development Standards for Subdivision

29.5.1 Lot design

No lots are proposed in this zone and the standard is therefore not applicable.

2.7 Road and Railway Assets Code

2.7.1 Application of Code

This Code applies to all use and development that:

- (a) *will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;*
- (b) *will require a new vehicle crossing, junction or level crossing; or*
- (c) *involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.*

This Code is therefore applicable to the application.

2.7.2 Development Standards for Subdivision

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Objective: *To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.*

Acceptable Solutions	Performance Criteria
A1 <i>A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.</i>	P1 <i>A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</i> (a) <i>the topography of the site;</i> (b) <i>any buffers created by natural or other features;</i> (c) <i>the location of existing or proposed buildings on the site;</i> (d) <i>the frequency of use of the rail network;</i>

- (e) the speed limit and traffic volume of the road;
- (f) any noise, vibration, light and air emissions from the rail network or road;
- (g) the nature of the road;
- (h) the nature of the intended uses;
- (i) the layout of the subdivision;
- (j) the need for the subdivision;
- (k) any traffic impact assessment;
- (l) any mitigating measures proposed;
- (m) any recommendations from a suitably qualified person for mitigation of noise; and
- (n) any advice received from the rail or road authority.

The site is not located within a road or railway attenuation area.

2.8 Electricity Transmission Infrastructure Protection Code

2.8.1 Application of the Code

In accordance with C4.2.1 this Code applies to the following use and development:

- (a) electricity transmission corridor, and if for:
 - (i) buildings or works;
 - ... or
 - (iv) subdivision; and
- (b) communications station buffer area, and if for:
 - (i) buildings or works; or
 - (ii) subdivision; and
- (c) substation facility buffer area, and if for:
 - ...(iii) buildings or works within 5m of a substation facility; or
 - (iv) subdivision.

The applicable planning scheme map overlays relevant to this Code are as follows:



Figure 5: Extent of electricity transmission infrastructure protection code overlays (source:the listmap, 2025)

2.8.2 Development Standards for Subdivision

C4.7.1 Subdivision

Objective: To provide for subdivision:

- (a) that allows for development to be suitably located to avoid hazards from electricity transmission infrastructure and enable appropriate levels of amenity; and
- (b) so that future development does not compromise safety, security, access to, and operation of, existing and future electricity transmission infrastructure.

Acceptable Solutions	Performance Criteria
A1 A lot, or a lot proposed in a plan of subdivision, within an electricity transmission corridor, must: (a) be for the creation of separate lots for existing buildings where the buildings are located wholly outside an inner protection area or a registered electricity easement; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the creation of a lot that contains a building area not less than 10m x 15m entirely located outside an inner protection area or registered electricity easement.	P1 A lot, or a lot proposed in a plan of subdivision, within the electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure, having regard to: (a) the intended use of the proposed lots; (b) the location of any proposed building areas; and (c) any advice from the electricity entity.
The application complies with the acceptable solution with all provided with suitable building areas.	
A2 A lot, or a lot proposed in a plan of subdivision, within a substation facility buffer area, must be: (a) for the creation of separate lots for existing buildings; (b) be for the creation of a lot that contains a building area not less than 10m x 15m entirely located outside the substation facility buffer area; or (c) be for the creation of a lot with a building area not less than 10m x 15m and satisfies the following: (i) is not less than 5m from the substation facility; and (ii) if the subdivision creates an opportunity for a sensitive use, is not exposed to substation noise emissions that exceed the following: a. 55 dB(A) (LAeq) within the hours of 8.00am to 6.00pm; b. 5 dB(A) above the background (LA90) level or 40 dB(A) (LAeq), whichever is the lower, within the hours of 6.00pm to 8.00am; and c. 65 dB(A) (LAm_{ax}). Noise levels are to be averaged over a 15 minute interval.	P2 A lot, or a lot proposed in a plan of subdivision, within a substation facility buffer area, must not cause an unreasonable impact on the operation of the substation facility, having regard to: (a) provision of access to and security of the substation facility; (b) safety hazards associated with proximity to the substation facility; (c) if the subdivision creates an opportunity for a sensitive use: (i) the nature of the sensitive use; (ii) proximity to the substation facility; (iii) noise levels generated by the substation facility; (iv) any existing buffers to noise impacts; (v) any mitigation measures proposed; and (vi) any advice from a suitably qualified person regarding the likelihood of a sensitive use on the lot experiencing an environmental nuisance as a result of noise emissions from the substation facility; and (d) any advice from the electricity entity.

The application is designed to meet the acceptable solution.

A3

A lot, or a lot proposed in a plan of subdivision, within a communications station buffer area, must:

- (a) be for the creation of separate lots for existing buildings;
- (b) be required for public use by the Crown, a council, a State;
- (c) be required for the provision of Utilities; or
- (d) identify a building area with dimensions of not less than 10m x 15m that is located no less than either:
 - (i) 5m from any security fence associated with a communications station; or
 - (ii) 5m from a boundary of a lot that accommodates a communications station.

P3

A lot, or a lot proposed in a plan of subdivision, within a communications station buffer area, must identify a building area that will not compromise access to, security of, or the operation of a communications station, having regard to:

- (a) the intended use of the proposed lots;
- (b) the location of any proposed building areas; and
- (c) any advice from the electricity entity.

None of the proposed lots are within this area.

2.9 Scenic Protection Code

2.9.1 Application of the Code

In accordance with C8.2.1 this code applies to development on land within a scenic protection area or scenic road corridor if it is within the following zones:

...(c) Agriculture Zone;...

The overlay relevant to the Code and the application as described in the following:

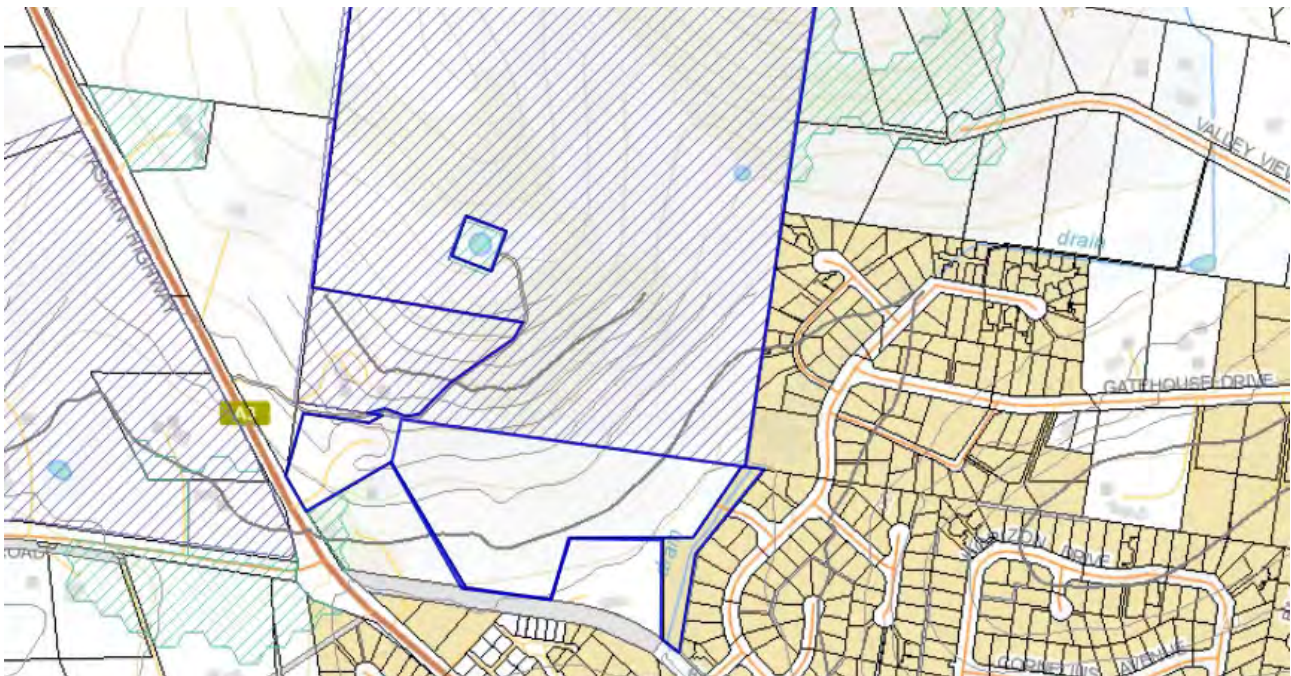


Figure 6: Scenic Protection code overlay (hatched purple lines) (source: the LISTmap, 2025)

2.9.2 Code Definitions

The following Term Definitions are applicable to the Code:

Terms	Definition
<i>scenic protection area</i>	<i>means an area shown on an overlay map in the relevant Local Provisions Schedule, as within a scenic protection area, and is listed and described in the scenic protection areas list in the relevant Local Provisions Schedule.</i>
<i>scenic value</i>	<i>means the specific characteristics or features of the landscape that collectively contribute to a scenic protection area or a scenic road corridor, as described in the scenic protection areas list or the scenic road corridors list in the relevant Local Provisions Schedule.</i>

2.9.3 Development Exempt

The following Development is exempt from this Code:

- (a) *planting or destruction of vegetation on existing pasture or crop production land, unless for the destruction of the following:*
 - (i) *exotic trees, other than part of an agricultural crop, more than 10m in height within a scenic road corridor; or*
 - (ii) *hedgerows adjoining a scenic road within a scenic road corridor,*
- (b) *agricultural buildings and works, including structures for controlled environment agriculture, irrigation and netting, on land within an Agriculture Zone or Rural Zone, excluding the destruction of vegetation identified in C8.4.1(a);*
- (c) *alterations or extensions to an existing building if:*
 - (i) *the gross floor area is increased by not more than 25% from that existing at the effective date;*
 - (ii) *there is no increase in the building height; and*
 - (iii) *external finishes are the same or similar to the existing building;*
- (d) *subdivision not involving any works;*
- (e) *development subject to the Telecommunications Code; and*
- (f) *any development or works associated with road construction within a scenic road corridor.*

This Code applies as the proposed subdivision will require a Bushfire Hazard Management Area within the area covered by the overlay. However the management of the grazing land as proposed meets the exemptions from the Code above and the standards of the Code are therefore not applicable.

2.10 Flood-Prone Areas Hazard Code

2.10.1 Application of the Code

This Code applies as follows:

- C12.2.1 This code applies to development of land within a flood-prone hazard area.*
- ...C12.2.4 The planning authority may only make a request under clause C12.2.3 where it reasonably believes, based on information in its possession, that the land is subject to risk from flood or has the potential to cause increased risk from flood.*
- C12.2.5 This code does not apply to land subject to the Coastal Inundation Hazard Code.*

The mapped overlay area relevant to this Code are detailed in the following figure:

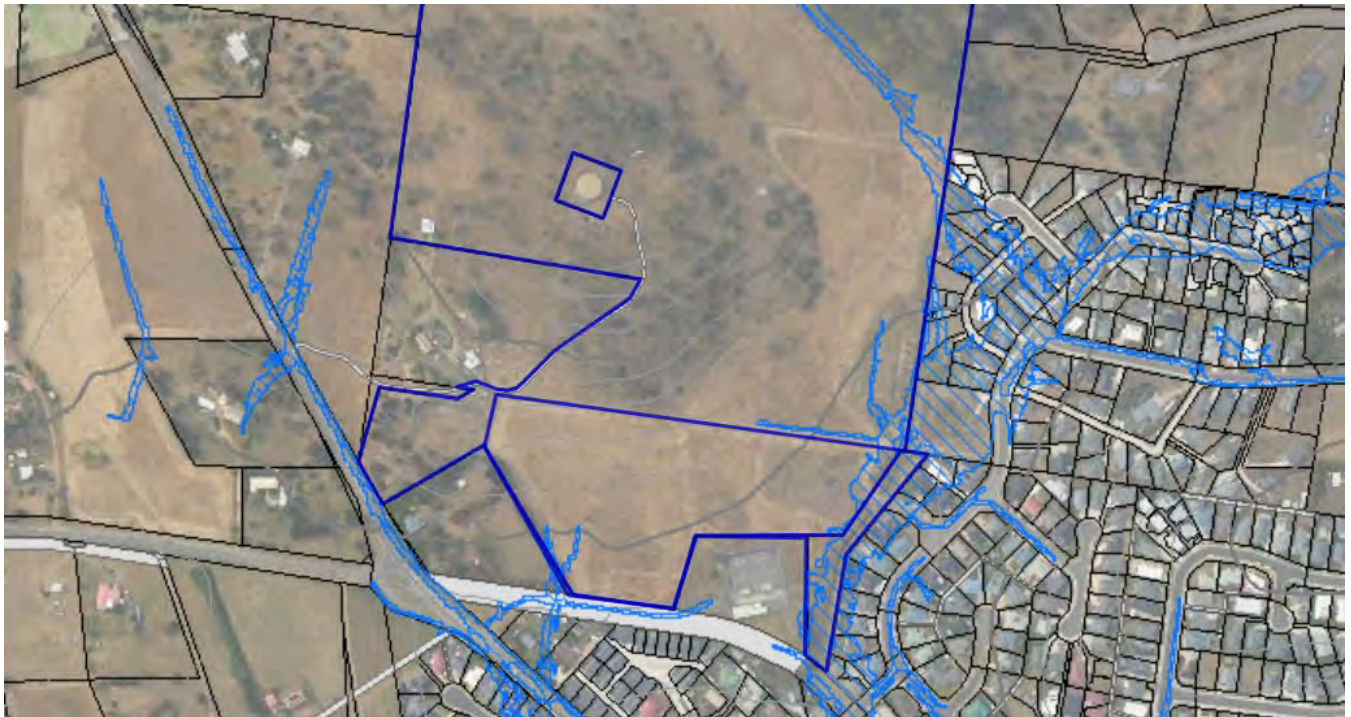


Figure 7: Extent of flood prone hazard area overlay (hatched blue line) (source: the LISTmap, 2025)

2.10.2 Development Standards for Subdivision

C12.7.1 Subdivision within a flood-prone hazard area

Objective: That subdivision within a flood-prone hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from flood.

Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must: (a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area; (b) be for the creation of separate lots for existing buildings; (c) be required for public use by the Crown, a council or a State authority; or (d) be required for the provision of Utilities.	P1 Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to: (a) any increase in risk from flood for adjacent land; (b) the level of risk to use or development arising from an increased reliance on public infrastructure; (c) the need to minimise future remediation works; (d) any loss or substantial compromise by flood of access to the lot, on or off site; (e) the need to locate building areas outside the flood-prone hazard area; (f) any advice from a State authority, regulated entity or a council; and (g) the advice contained in a flood hazard report.

All lots are able to contain their entire building area, vehicle access and services outside the flood prone hazard area, aside from lot 1, 15, 17, and 27. Assessment against the performance criteria for these lots is therefore required.

The subdivision has been designed to include enhancement of the existing stormwater management system for the area and will include new infrastructure and stormwater detention designed to provide for this application and accommodate potential future development of the balance land. The proposed lots will therefore be designed to meet the performance criteria.

2.11 Bushfire-Prone Areas Code

2.11.1 Application of the Code

This Code applies as follows:

C13.2.1 This code applies to:

- (a) subdivision of land that is located within, or partially within, a bushfire-prone area; and*
- (b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.*

The follow figure details the overlay relevant to this Code:

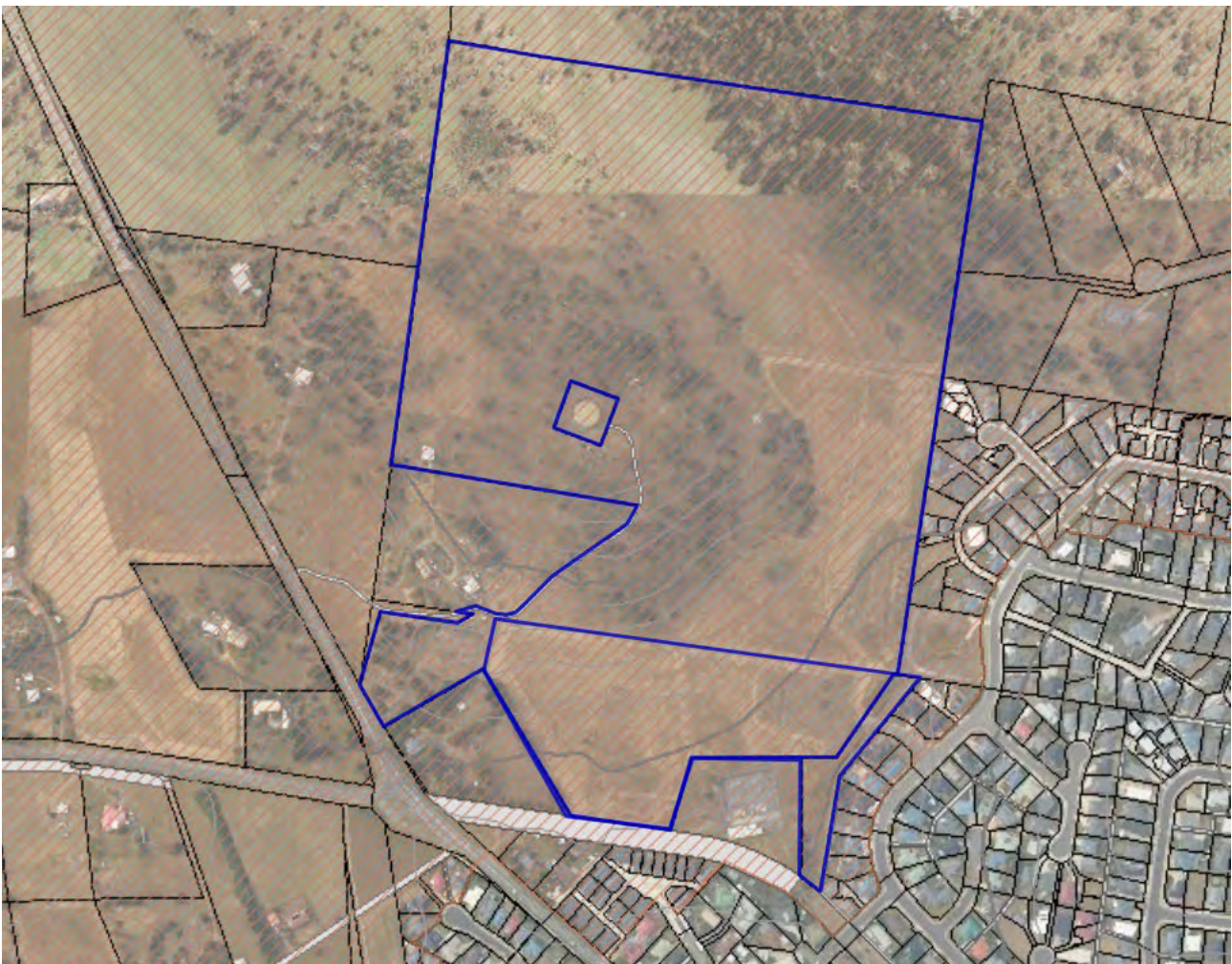


Figure 8: Extent of Bushfire Prone : Bushfire Hazard Management code extent (hatched orange lines) (source: the Listmap, 2025).

A bushfire hazard management report is provided with the application under which details compliance to the applicable provisions of this Code.

2.12 Landslip Hazard Code

2.12.1 Application of the Code

In accordance with C15.2.1 this code applies to:

- (a) use or development of land within a landslip hazard area; or
- (b) use or development of land identified in a report, that is lodged with an application, or required in response to a request under section 54 of the Act, as having potential to cause or contribute to a landslip.

The figure below illustrates the portions of the site affected by landslip hazard mapping. The majority of the site is identified as low hazard, with a small area of medium hazard located in the northeastern corner.

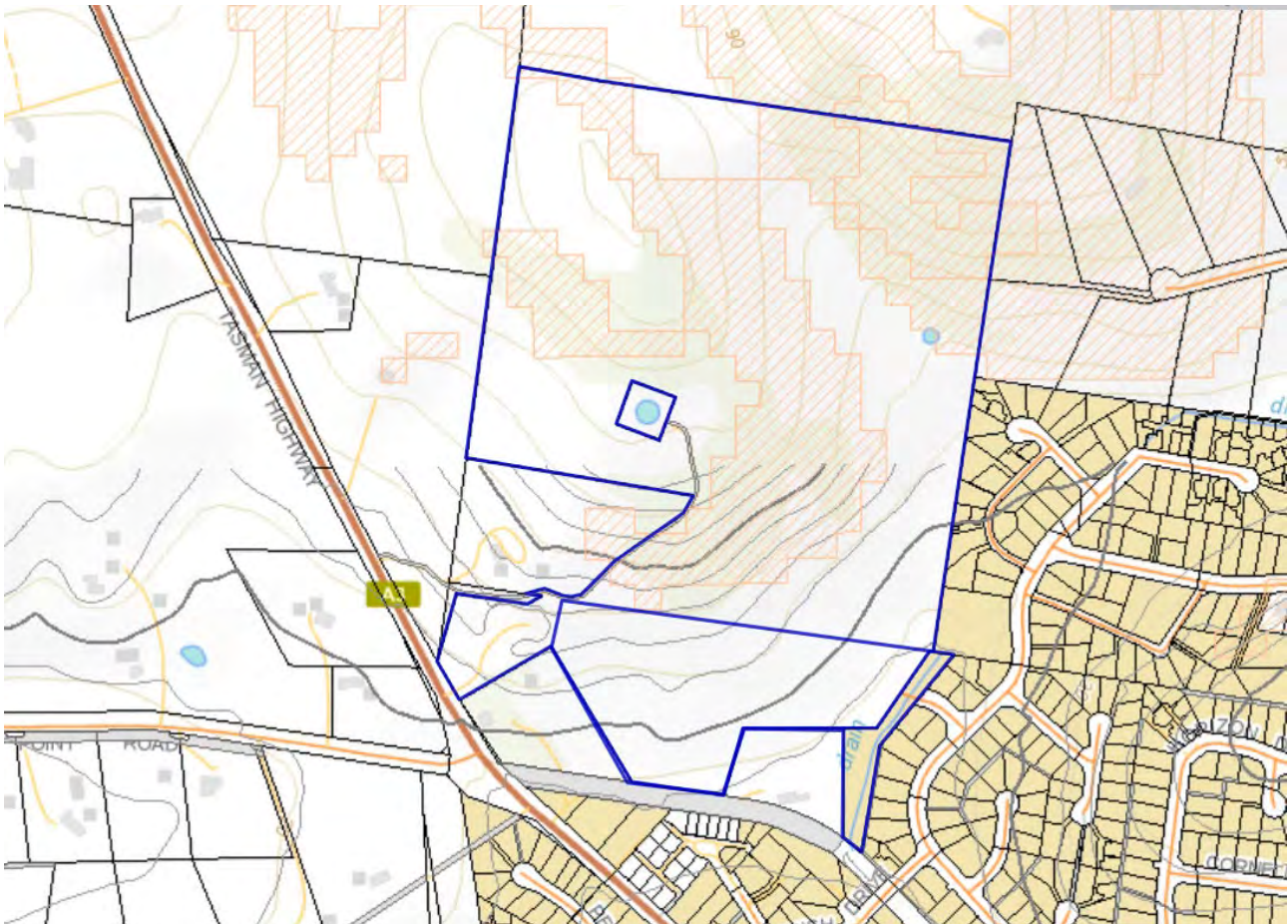


Figure 9: extent of landslide hazard code (hatched orange lines (source: the listmap, 2025).

2.12.2 Exemptions for this Code

The Code includes the following Exemption applicable:

C15.4.1

The following use or development is exempt from this code:

- ...(d) development (including subdivision) on land:
 - (i) within a low landslip hazard band, if for:
 - a. building work or plumbing work as defined in the Building Act 2016 including significant works related to the building work and plumbing work, or
 - b. works if it does not involve significant works; ...

No buildings or works are proposed to occur on land mapped under the landslide hazard code and the application is therefore exempt.

2.13 Safeguarding of Airports Code

2.13.1 Use and Development Exempt

The entirety of the site is mapped under the safeguarding of airports code, as demonstrated below.

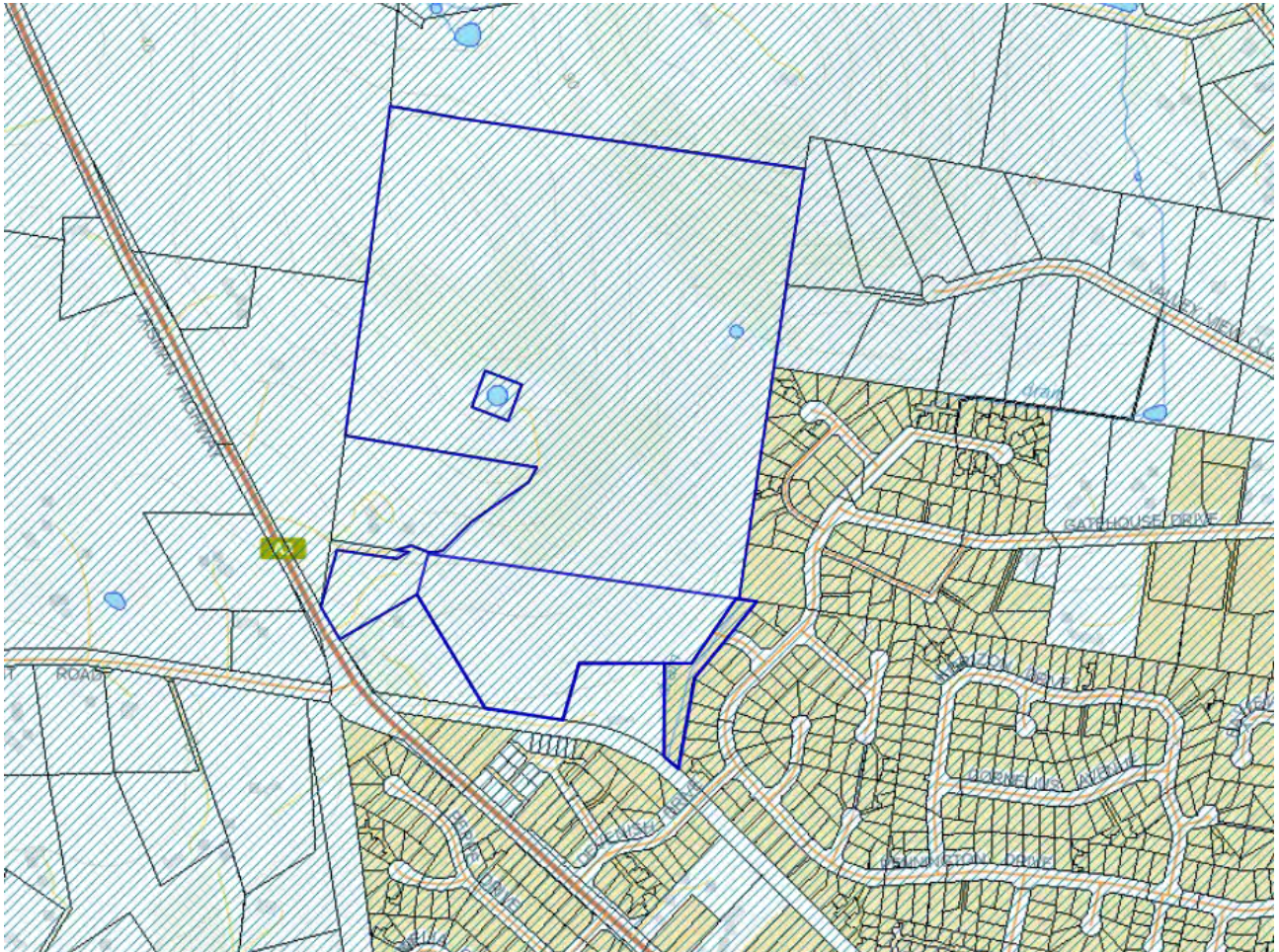


Figure 10: Extent of safeguarding of airports code (hatched green lines) (source: the List map, 2025)

The following use or development is exempt from this code:

C16.4.1 The following use or development is exempt from this code:

- (a) development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.*

The relevant airport obstacle limitation area is 152m across the site. As the subdivision will not result in development greater than this height, the application is exempt from further application of the Code.

3 Conclusion

Subdivision is proposed on land T located in Sorell, adjoining the Tasman Highway and Leitrim Avenue at the northwest corner of the town. The subdivision proposed 36 lots within the General Residential Zoned are of the site.

The application includes stormwater infrastructure including enhancement of existing infrastructure on Council owned land in Leitrim Avenue and Cole Street.

The application has been assessed as complying with all the applicable standards related to the relevant zones and codes of the planning scheme.

1 May 2024

Sorell Council

By email: sorell.council@sorell.tas.gov.au

Dear Sir/madam,

**SA 2023 / 11 -1 2582 TASMAN HIGHWAY SORELL – 1 LOT SUBDIVISION
FLOOD HAZARD REPORT**

BACKGROUND

It is proposed to subdivide the property at 2582 Tasman Highway to create a new lot within the general residential zone with the balance remaining in the Agriculture Zone. The access off Leitram Avenue crosses a main drain which is subject to the inundation overlay. Council in its RFI dated 1 September 2023 requested a Flood Hazard Report (Item 3) which Poortenaar Consulting has been engaged to undertake.

QUALIFICATIONS

Hein Poortenaar is a Civil Engineer with 35 years of experience in general civil engineering . It this case because the flood overlay just affects the eastern boundary and the subdivision does not involve any development or works interrogating the existing 2D flood model by a specialist hydrologist is unwarranted.

SCOPE

The purpose of the report is to assess the existing drain and culvert capacity, overland flow paths and report on any issues that arise because of the subdivision.

RELEVANT PLANNING SCHEME REQUIREMENTS

Table 1. Inundation Code requirements (Source: TPS)

Planning Scheme Code	Objective
C12.5.1 Uses within a flood prone hazard area	That a habitable building can achieve and maintain a tolerable risk from flood
C12.6.1 Buildings and works within a flood prone hazard area	(a) Building and works within a flood prone hazard area can achieve and maintain a tolerable risk from flood (b) Buildings and works do not increase the risk from flood to adjacent land an public infrastructure

THE SITE

The property particulars are summarised:

Table 1. Property summary (Source: the LIST)

Land owner	Toby Burgess-Wilson
Location	Drumsloe 2582 Tasman Highway, Sorell
Municipality	Sorell
Title references	142417/1
PID	2552976
Planning controls	Tasmanian Planning Scheme (Sorell)
Zoning	General Residential and Agriculture
Property size	New lot - 4.09Ha , balance 23.06Ha
Existing buildings	Nil
Services	Services available
DBYD	Major electrical; transmission lines Trunk water main
Planning overlays	Airport protection Floodprone area 1050m2 Electrical Transmission Infrastructure protection Inner and outer for transmission lines Substation buffer Bushfire prone area Landslip hazard (low) – balance
Geology	Basalt clays

THE CATCHMENT

The catchment is 123Ha of undulating rural residential cleared land. (refer attached) This includes 16.4Ha urban. The main stream is 2.1km long. There are two medium size dams (2ML each) and a 10ML detention pond on the main stream. There are a number of small ponds on and off the main stream. The main natural stream flows south to the boundary of the residential area then is diverted west in a drain to a 900mm pipe that runs down Tarbook Court to the detention basin. Downstream of the detention basin an open drain in a drainage reserve follows the boundary of the subject property. The drain then discharges to a very large flat drain along the reserve then passes through 23 Tasman Hwy under the highway and is an open drain through Pembroke park where it discharges to Orielson Lagoon 1km downstream.

FLOWS

For the purposes of sanity checking the original modelling the flows are recalculated:

Flows without detention are summarized:

- Time of concentration 30 minutes
- Climate change allowance 16.3% (RCP 8.5 increase to 2100)
- I20 42.3mm/hr
- I100 59.3mm/hr
- Coefficient of runoff 0.3
- Flow Q20 $3.9\text{m}^3/\text{s}$
- Flow Q100 $6.3\text{m}^3/\text{s}$

The detention has been modelled. It appears to fill and overflow at the 30 minute mark for the 100 year flow so doesn't actually reduce the peak flow. It would be effective for the 20 year ARI storm.

CAPACITY OF DRAINAGE INFRASTRUCTURE

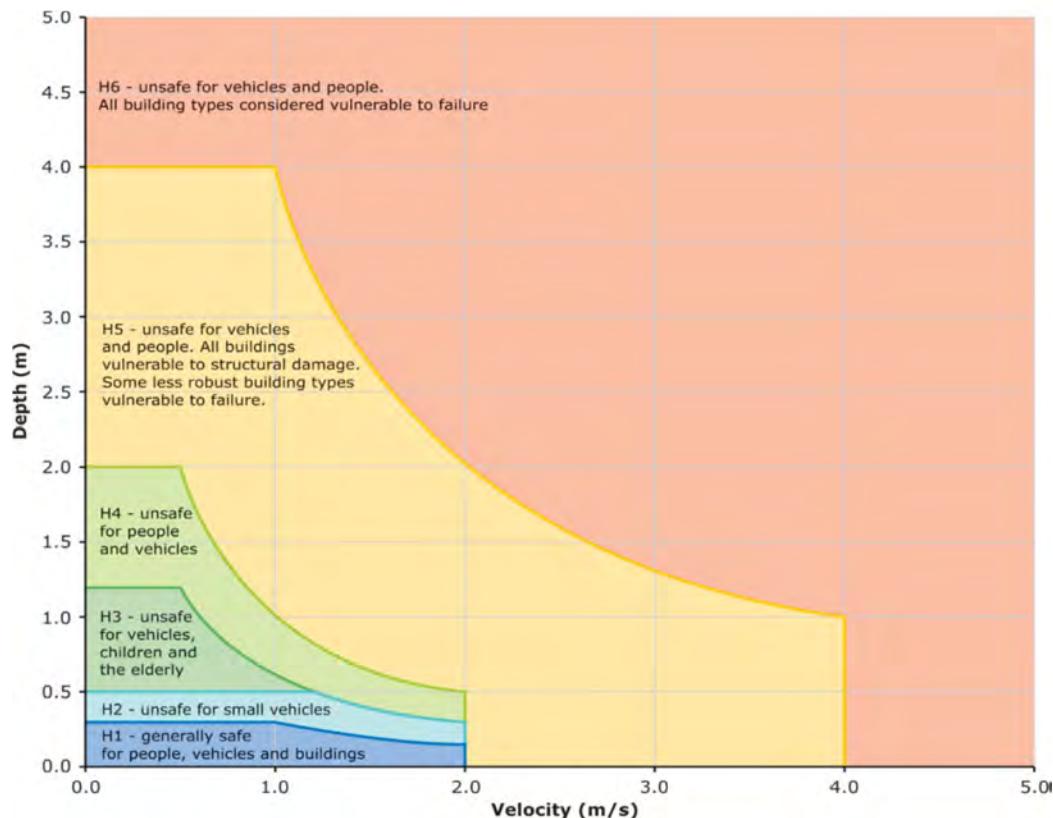
The capacity of the open drain is calculated at $8.5\text{m}^3/\text{s}$ above the Leitram Culvert but as the culvert only has a capacity of $1.7\text{m}^3/\text{s}$ the drain would break its banks. The downstream channel has a capacity of $11\text{m}^3/\text{s}$ which is adequate for the 100 year flow so the flow would reenter the drain. The capacity of the downstream box culvert under Devendish drive has not been calculated but it is 2-3m lower so would not have a back water effect.

During the 100 year peak flow $4.6\text{m}^3/\text{s}$ flows over Leitram carriageway. The flow width is 30m wide based on contours neglecting effects of fences. The depth of the flow is 0.2m. Leitram Avenue is low with minimal cover over the culvert so does not obstruct flow unduly.

The 20 year ARI flow is contained within the detention basin and drains.

FLOOD HAZARD

The site is expected to be subject to overland flow estimated at up to 200mm deep at a velocity of $0.75\text{m}/\text{s}$. This is considered safe according the hazard categories Australian Disaster and resilience Handbook. (refer figure below)



FLOOD HAZARD RECOMMENDATIONS

For a brief period of 15 minutes during a 100 year ARI peak flow the capacity of the detention basin and culverts will be exceeded and there will be inundation including over topping of Leitram Avenue by 200mm. This is confirmed by the previous modelling.

The property at 2582 Tasman Highway is not affected. The Leitram Avenue access may be under water for a short period but so will all other roads. The flood depth and velocities are not a hazard for vehicles or pedestrians. No upgrade of the Leitram Avenue culvert is considered needed or practical.

The subdivision has a negligible impact on the existing flood regime.

QUALIFICATIONS

Hydrology and overland flow are not precise sciences. Flows are presented in terms of likelihood (ie frequency) which may change with climate change. There are a number of different methods available and assumptions that could result in different results. For this study a relatively simple analysis has been used which is appropriate for the value of the possible damage and cost of the works. Generally a

reasonably conservative approach has been taken both with the adoption of the 100 year design flow but also with the channel hydraulics.

Yours Faithfully

A handwritten signature in black ink, appearing to read "Hein Poortenaar".

Hein Poortenaar
Poortenaar Consulting Pty Ltd

Attachments

Photos
Drawings
Calculations



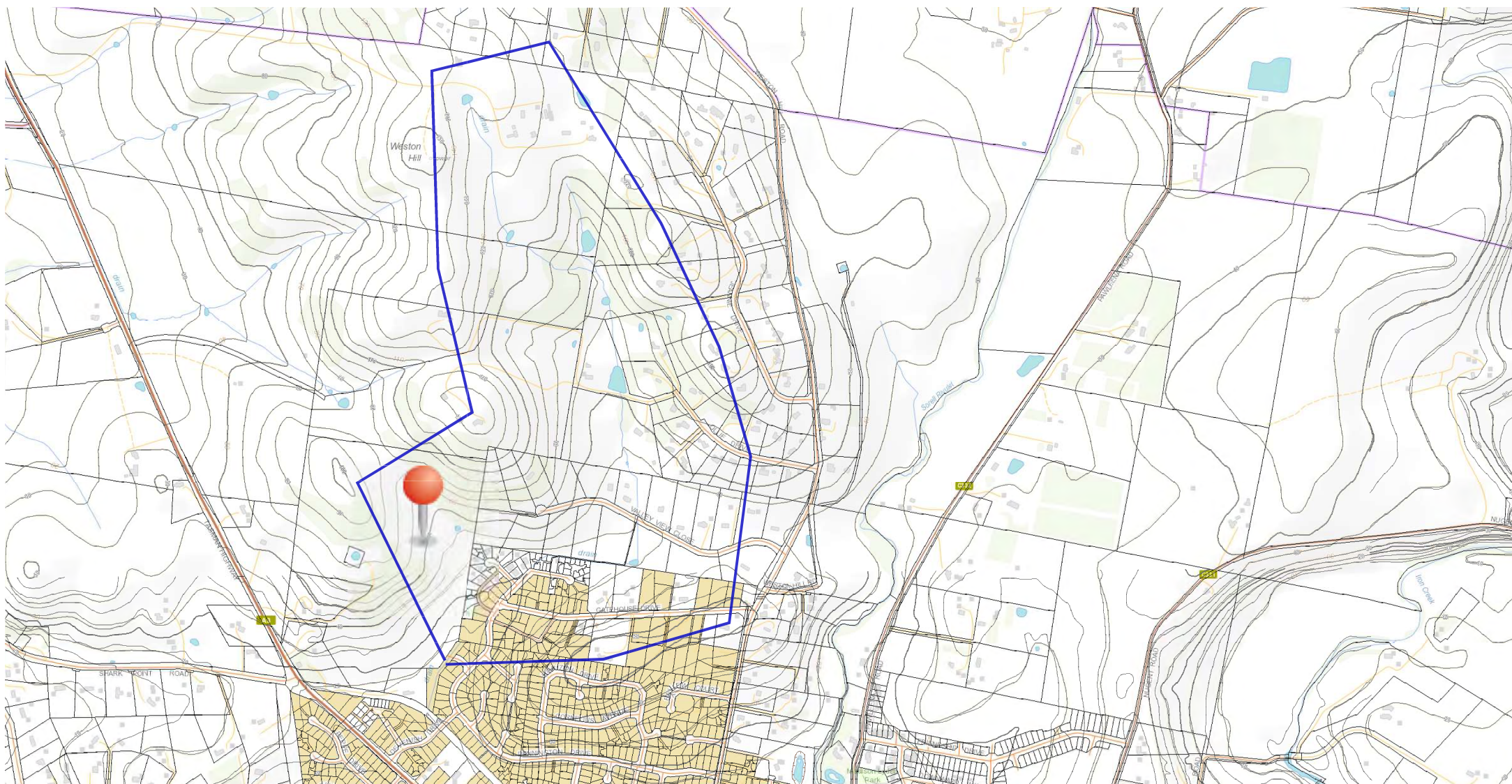
View downstream

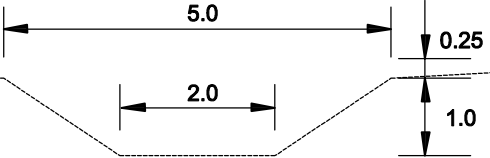
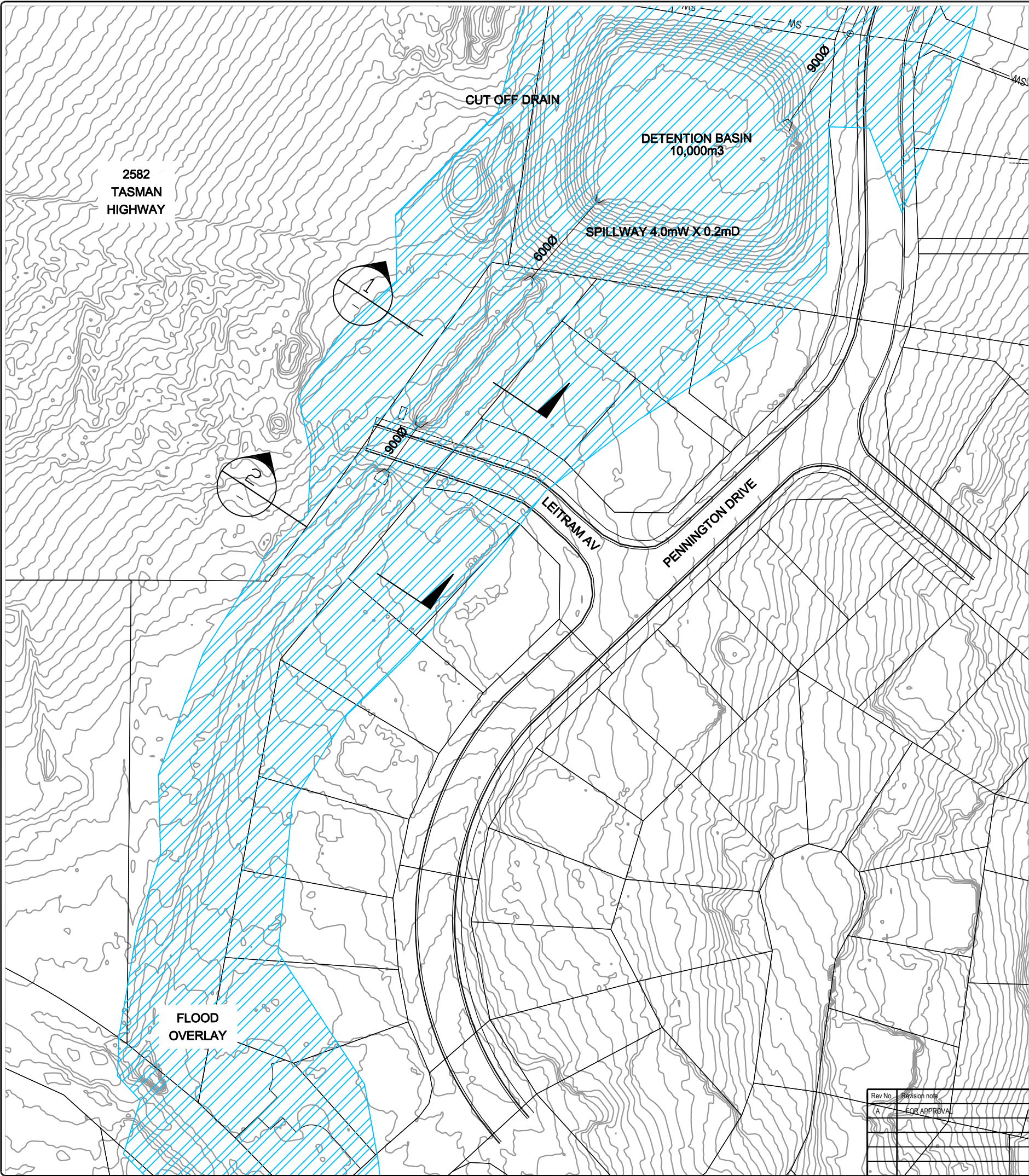


View upstream

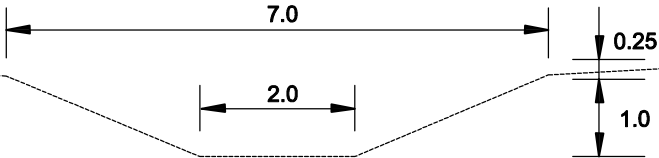


Leitram Avenue culvert





SECTION 1
1:1



SECTION 2
1:1



Sorell Council

Development Application: 7.2025.12.1 -
Subdivision Application - Lot 1 Tasman Highway,
Sorell - P1 .pdf
Plans Reference: P1
Date Received: 27/06/2025

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Rev No	Revision note	Date	Approved
A	FOR APPROVAL	MAR24	HJP

POORTENAAR CONSULTING
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PH 62664708
hein@poortenaarconsulting.com

Client	TOBY BURGESS-WILSON			
Project	2582 TASMAN HIGHWAY, SORELL- FLOOD HAZARD			
Title	PLAN			
Scale	1:500	Designed By	H.POORTENAAR	Date
			MAR24	A1
Drawing No.	24409-01	Rev	A	



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Rev No	Revision note	Date	Approved	 POORTENAAR CONSULTING ABN 40 672 032 737 PH 62664 708 hein@poortenaarconsulting.com	Client TOBY BURGESS-WILSON					
A	FOR APPROVAL	APR24	HJP		Project 2582 TASMAN HIGHWAY, SORELL					
					Title LONG SECTION					
					Scale 1:500	Designed By: H.POORTENAAR	Date APR24	A1	Drawing No. 24409-02	Rev A

WESTON HILL SORELL

Catchment

<u>Time Of Concentration, Tc</u>		(Bransby W
Length Of Catchment Divide	=	2.1
Top elevation		140
		18
Change in elevation		109
Area Of Catchment	=	123
Slope Average	=	52
Tc	=	34
Adopt		30

IFD 1 in Y Yrs

Rainfall 20		18.2
Intensity 20	=	36.4
Rainfall 100		25.5
Intensity 100	=	51.0
Source: IFD curve		

Climate change

Allowance for Climate change	=	16%
Intensity 20	=	42.3
Intensity 100		59.3

Calculate Flow AEP 1:Y

f	=	0.30
F₂₀	=	1.05
F₁₀₀	=	1.20
C₂₀	=	0.32
C₁₀₀	=	0.36
Q₂₀	=	3.9
Q₁₀₀	=	6.3



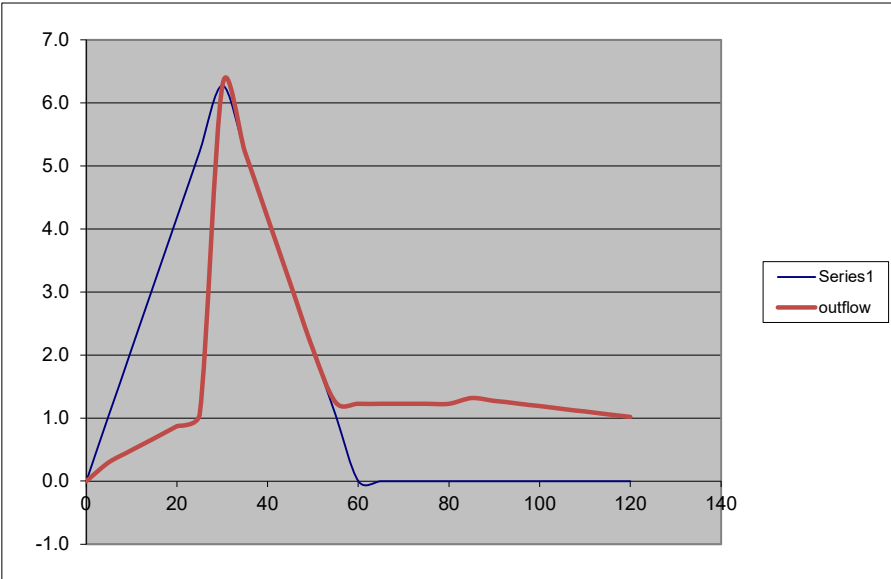
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Tarbrook Court detention
100 year flood

Q 100	6.273 m3/s	1.0455
pond base area	1488 m2	
Pond full area	2800 m2	
Pond average	2144	

Time (min)	Incoming (m³/s)	Volume in (m³)	Storage (m³)	H pond (m)	600		Combined outflow	Volume out (m³)
					0.2826	Outflow spillway		
					Outflow Pipe (m³/s)			
0	0.0	0	0	0.00	0.000		0.000	0
5	1.05	314	314	0.15	0.297		0.297	89
10	2.09	627	852	0.40	0.489		0.489	147
15	3.14	941	1,646	0.77	0.680		0.680	204
20	4.18	1,255	2,697	1.26	0.870		0.870	261
25	5.23	1,568	4,004	1.87	1.061		1.061	318
30	6.27	1,882	5,568	2.60	1.251	5.022	6.273	375
35	5.23	1,568	6,761	2.50	1.250	3.978	5.228	375
40	4.18	1,255	7,640	2.50	1.250	2.932	4.182	375
45	3.14	941	8,206	2.50	1.250	1.887	3.137	375
50	2.09	627	8,458	2.50	1.250	0.841	2.091	375
55	1.05	314	8,397	2.50	1.250	0.000	1.250	375
60	0.00	0	8,022	2.50	1.227	0.000	1.227	368
65	0.00	0	7,654	2.50	1.227	0.000	1.227	368
70	0.00	0	7,286	2.50	1.227	0.000	1.227	368
75	0.00	0	6,918	2.50	1.227	0.000	1.227	368
80	0.00	0	6,550	2.50	1.227	0.000	1.227	368
85	0.00	0	6,181	2.88	1.318	0.000	1.318	395
90	0.00	0	5,786	2.70	1.275	0.000	1.275	382
95	0.00	0	5,404	2.52	1.232	0.000	1.232	370
100	0.00	0	5,034	2.35	1.189	0.000	1.189	357
105	0.00	0	4,677	2.18	1.146	0.000	1.146	344
110	0.00	0	4,333	2.02	1.103	0.000	1.103	331
115	0.00	0	4,002	1.87	1.060	0.000	1.060	318
120	0.00	0	3,684	1.72	1.017	0.000	1.017	305



Sorell Council

Development Application: 7.2025.12.1 -
Subdivision Application - Lot 1 Tasman Highway,
Sorell - P1 .pdf
Plans Reference: P1
Date Received: 27/06/2025

Rhombulus Pty. Ltd.
Sorell Tasmania 7021

4 Sept. 2019
5997.docx

Attention: Shane Gill

2582 TASMAN H'WAY – SUB STATION NOISE ASSESSMENT

A residential development, is being pursued at 2582 Tasman Highway within the Sorell Interim Planning Scheme (Scheme), electricity infrastructure buffer for the Sorell TasNetworks substation. This letter presents an assessment of the substation noise the dwellings are likely to be exposed to, and uses the Tasmanian EPP (Noise) in determining if the levels are acceptable.

SITE DESCRIPTION

The section of 2582 Tasman Highway that is proposed for sub division is indicated in Figure 1 by the black boundary line and sits within a General residential zone (tan colour in Figure), of the Scheme. The block is cleared pasture that slopes down to the SE where the Sorell substation is located. The Tasman highway is some 110m from the western and southern boundary, with residential dwellings on the eastern and southern sides of the site. The substation itself is clearly visible from the entire site with the main transmission corridor into the station being through the sub division. Figure 1 shows the subdivision and substation.

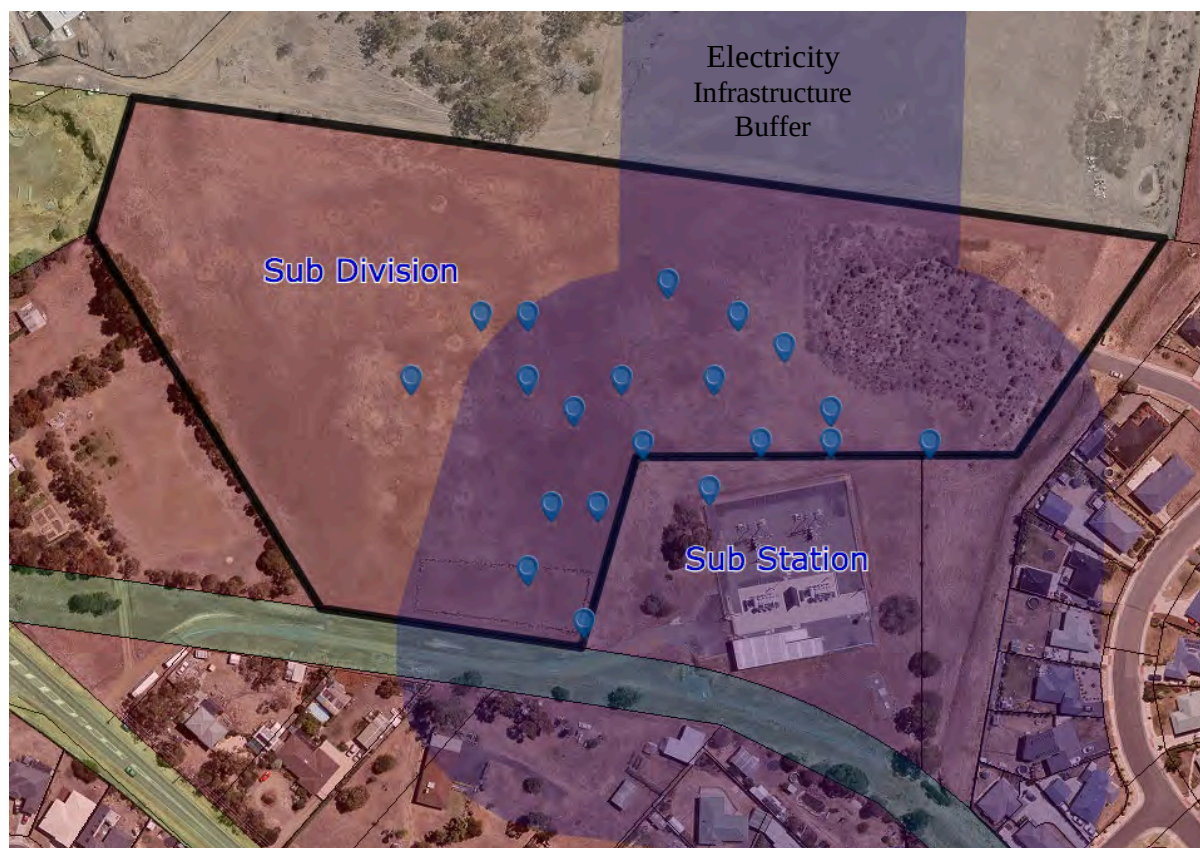


Figure 1: Site and Surrounding Area

The substation buffer zone is defined by the Sorell Interim Planning Scheme as 65m from the substation boundary and is shown by the pale blue area in Figure 1. A significant portion of the sub division is within the buffer.

NOISE MEASUREMENTS

Noise measurements were made on the subdivision during the night on 30th July 2019, in clear and calm conditions. Measurements were made at the locations indicated in Figure 1 by the blue markers. Narrowband spectra were recorded so that the substation noise could be clearly identified (100Hz and its multiples), and separated out from the other noises. The following observations were made during the measurements:

- Traffic on the Tasman Highway was the loudest source of noise but was intermittent. Suburban noise and some insect noises were the main ambient noise.
- A helicopter on approach to Hobart airport audible in the distance for some of the measurements.
- The substation was audible on the subdivision boundary fence and barely audible once ~20m from the boundary.

Typical spectra are shown in Figure 2 with the transformer noise indicated by the 100 Hz peak and its multiples at levels of 10 to 22 dBA.

By summing the noise levels at 100 Hz and its first 6 multiples, the substation transformer noise can be determined and compared against the overall and background noise levels as presented in Table 1. The table shows the transformer noise to be below the background level, but close to it on the northern boundary fence of the substation (files 14 and 15).

Table 1: Summary of Measured Noise Levels

File #	Sound Pressure Level, dBA		
	TasNetworks	Overall	Other Background, L90
3002	21	32	29
3003	25	31	30
3004	24	30	30
3005	26	29	30
3006	22	30	29
3007	24	31	29
3008	24	29	29
3009	25	28	29
3010	23	28	28
3011	22	28	28
3012	26	31	30
3013	26	29	29
3014	30	28	32
3015	28	28	29
3016	27	28	28
3017	21	28	27
3018	20	28	27
3019	19	28	27
3020	19	27	27

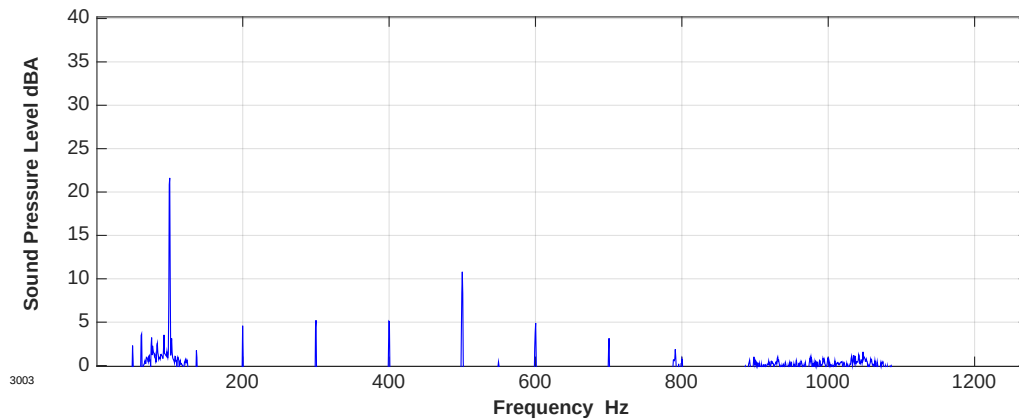


Figure 2: Typical Narrowband Spectra

CRITERIA

For Lots within the 65m buffer distance defined in the Scheme Electricity Transmission Protection Code (pale blue in Figure 1), a Performance Criteria applies which states the following relating to noise at section E8.6.1-P1 and E8.7.2-P1:

“Objective: To ensure that sensitive use within a habitable building or habitable rooms within a dwelling adequately responds to the potential amenity impact of substation noise.

Performance Criteria - P1: Use must be located an appropriate distance from the substation facility having regard to the following:

(a) ...the likelihood of a sensitive use on the lot experiencing an environmental nuisance as a result of noise emissions from the substation facility. ”

It is noted the objective is referring to internal not external spaces.

A further clause of the scheme E8.8.1-A2, refers to outdoor space and has an objective to provide building areas that “enable appropriate levels of amenity”. The acceptable solution is stated as:

A2

A lot, any part of which is located within 65m of a substation facility and which is capable of sensitive use, must:

- a) identify a building area located no less than 65m from a substation facility that can accommodate a sensitive use; or*
- b) identify a building area located no less than 5m from the substation facility that can accommodate a sensitive use and demonstrate that noise emissions experienced at the edge of the building area closest to the substation facility will not exceed:*
 - I. 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm*
 - II. 5 dB(A) above the background (LA90) level or 40 dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am*

P2

A lot, any part of which is located within 65m of a substation facility and which is intended for sensitive use, must demonstrate the provision of a building area having regard to the following:

- a) the written advice of a suitably qualified person regarding the likelihood of a sensitive use on the lot experiencing an environmental nuisance (including any mitigation requirements to prevent an environmental nuisance) as a result of noise from a substation facility;*

Tasmanian legislation and regulations do not define a set level above which noise emissions are deemed to cause environmental nuisance. The Tasmanian Environmental Protection Policy is then referenced to provide guidelines on what should be deemed an acceptable level, as shown in Table 2.

An average façade with a window partially open affords nominally 12 dB of attenuation. The Tas EPP ‘inside room’ criterion of 30 dBA then becomes 42 dBA externally. A criteria of 42 dBA is then used.

Table 2: Guidelines for Acceptable Noise Levels

SOURCE	CRITERIA		dBA
Tasmanian EPP (Noise)	Sleep Disturbance	Inside Room	30
		Outside Room	45

ASSESSMENT

The assessment focuses on the night time period, when the background noise is reduced and thus any intrusive noise is more likely to be perceived. The typical spectra shown in Figure 2 were assessed for tonality as required by the Tasmanian Noise Measurement Procedures manual, and a tonal penalty was required due to the peaks at 100 and 200 Hz (both transformer). The penalty resulted in the overall level being 1 dB higher.

Applying the penalty to the data in Table 1, the adjusted noise level from the substation is then in the range 20 to 31 dBA_{adj}.

Substation noise is due to the transformers and their noise emissions are load dependant. AS/NZS 60076.10: 2009 in Annex ZZ gives a relationship between transformer noise and load as:

$$\text{Standard Maximum Sound Power} = 66 + 14 \log (\text{MVA})$$

implying transformer noise is proportional to $14\log(\text{MVA})$. Using the TasNetworks' 2019 Planning Report Information¹ where seasonal substation load profiles are stated, the station load at the time of the measurements (Winter, 2300hrs) is noted as 13 MW with a daily peak of 21 MW at 1830 hrs. Further the forecast indicates the load is expected to remain stable over the next 4 years. Accounting for the higher daily peak an increase in the substation noise of 3 dB is implied.

The substation noise levels are then in the range 23 to 34 dBA_{adj}, which is compared to the criteria of 42 dBA. While the substation noise is clearly below this criteria, it will be audible outside for houses along the substation northern boundary.

As the substation noise is below the criteria, the performance criteria at both E8.6.1-P1 and E8.7.2-P1 is considered satisfied. Further, as the substation noise is always less than the L90+5 the Acceptable solution at E8.8.1-A2 is also satisfied.

Should you have any queries, please do not hesitate to call this office directly.

Yours faithfully



Bill Butler

¹ <https://www.tasnetworks.com.au/poles-and-wires/planning-and-developments/planning-our-network>



STORMWATER MANAGEMENT REPORT

26th June 2025

SITE: Lot 1 Tasman Highway Sorell

PREPARED FOR: Tassie Developments



Sorell Council

Development Application: 7.2025.12.1 -
Subdivision Application - Lot 1 Tasman Highway,
Sorell - P1 .pdf
Plans Reference: P1
Date Received: 27/06/2025

250626 SR 2024-C12-PR01 D1

DOCUMENT DETAILS

Arete Project Number:	2024-C12-PR01
Document Title	Stormwater Management Report
Site:	Lot 1 Tasman Highway, Sorell Tasmania 7172
Prepared For:	Tassie Devilopments
Prepared By:	Ruben Moon
Reviewed By:	David Morley
Date Prepared:	26/06/2025

REVISION HISTORY

Revision:	Date:	Description:	Prepared By:	Reviewed By:
D1	26/06/2025	Development Approval	R. Moon	D. Morley

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1. SCOPE OF REPORT

This stormwater management report has been prepared in support of the proposed 36-lot and balance subdivision at Lot 1 Tasman Highway Sorell.

This report outlines the design of the public stormwater infrastructure proposed as part of the subdivision. Stormwater detention and treatment measures have been proposed to mitigate the increase in impervious areas.

Stormwater infrastructure has been designed with regard to the Sorell Stormwater in New Development Policy 2023.

2. HYDROLOGY

2.1 MODELLING APPROACH

DRAINS software was utilised to calculate the site runoff and to determine the size of the site's stormwater conveyance and detention infrastructure. DRAINS is a simulation program which converts rainfall patterns into stormwater runoff and routes flows through networks of pipes and channels. It develops hydrographs and calculates hydraulic grade lines throughout drainage systems, enabling the users to design the sizes and positions of pipes in new systems and to analyse on-site detention systems.

The Initial Loss / Continuing Loss (IL-CL) loss model was applied in accordance with the Australian Rainfall & Runoff Guide 2019.

2.2 HYDROLOGICAL MODEL CHARACTERISTICS

Table 2.1 describes the site catchment areas assumed for the pre-development and post-development model scenarios. The tables outline the proportions of effective impervious area (EIA), remaining impervious area (RIA) and pervious area (PA).

Catchments external to the proposed subdivision lots, including the balance lot and the large catchment upstream of the existing detention basin, were included in the DRAINS models for the purposes of designing the stormwater network and detention basin.

The pre-development and external catchments were simulated as lumped homogenous catchments.

In the post-development scenarios, separate sub-catchments were defined based on stormwater network nodes (generally inlet pits).

2.2.1 CATCHMENT AREAS

Table 2.2 summarises the internal and external catchment areas utilised in the DRAINS catchment models. All new residential lots have been assumed to be 75% impervious as per the Sorell Council Stormwater in New Development Policy to allow for multi-residential development without requiring further on-site detention measures.

The catchment area for the existing basin has been assumed based on the flood hazard report prepared by Poortenaar Consulting.

Table 2.1: Pre-development catchment summary

<i>Catchment</i>	<i>Area (m²)</i>	<i>EIA (%)</i>	<i>RIA (%)</i>	<i>PA (%)</i>
Area of proposed development	40,400	1	0	99
Balance lot (portion not draining to existing basin)	85,000	0	0	100
Existing detention basin catchment (includes portion of balance lot)	1,225,000	2.5	2.5	95

Table 2.2: Post-development catchment summary (network sizing model)

<i>Catchment</i>	<i>Area (m²)</i>	<i>EIA (%)</i>	<i>RIA (%)</i>	<i>PA (%)</i>
Proposed lots	28,728	75	0	25
Road reservation	11,146	75	0	25
Open space	526	0	0	100
Balance lot (fully developed, assumed all draining to new basin)	183,240	60	10	30
Existing detention basin catchment	1,130,000	2.5	2.5	95

Table 2.3: Post-development catchment summary (detention basin model)

<i>Catchment</i>	<i>Area (m²)</i>	<i>EIA (%)</i>	<i>RIA (%)</i>	<i>PA (%)</i>
Proposed lots	28,728	75	0	25
Road reservation	11,146	75	0	25
Open space	526	0	0	100
Balance lot (undeveloped, portion not draining to existing basin)	85,000	0	0	100
Existing basin catchment (includes portion of balance lot)	1,225,000	2.5	2.5	95

2.2.2 BOM IFD DATA

Table 2.4: Rainfall IFD Data

<i>Storm Duration (min)</i>	<i>5% AEP Rainfall Depth (mm/hr)</i>	<i>1% AEP Rainfall Depth (mm/hr)</i>
5	86.9	119
10	65.7	93.4
15	53.5	76.4
20	45.5	64.7
30	35.8	50.0
45	27.8	38.0
60	23.2	31.2
90	18.1	23.7
120	15.2	19.7

2.2.3 STORM LOSSES

Rural initial and continuing losses were sourced from the ARR Data hub website

(<https://data.arr-software.org/>).

Impervious area losses have been set as per advice in ARR 2019 Book 5 Chapter 3 Section 3.5.3.1.2. Table 3.3 shows the storm losses assumed in the DRAINS model.

Table 2.5: Assumed Storm Losses (IL-CL Method)

Impervious Area Initial Losses (mm)	1
Impervious Area Continuing Losses (mm/hr)	0
Pervious Area Initial Losses (mm)	27
Pervious Area Continuing Losses (mm/hr)	3.8

3. STORMWATER NETWORK SIZING

The piped stormwater network was sized to convey the runoff from all internal and external catchments for the critical 5% AEP storm. Further subdivision and development of the balance block was considered in the catchment model.

3.1 RESULTS

The storm duration producing the highest median peak flow was taken to be the critical duration for each pipe or channel in the stormwater network.

Figure 3.1 shows the proposed network with peak flows for each pipe or channel displayed in blue text. Proposed stormwater pipe sizing is detailed on the attached Concept Stormwater Plan (sheet C30-01 of Civil Engineering Drawings by Arete Engineering).

4. ON SITE DETENTION MODEL

The proposed detention basin was sized to reduce the runoff from the proposed development below existing flow quantities for all 5% AEP storms. As the proposed basin is located downstream of the existing detention basin at Lot 100 Statesman Ct, the pre- and post-development flows for the detention model include the simulated inflow from the existing detention basin.

4.1 MODEL RESULTS

The storm duration producing the highest median peak flow was taken to be the critical duration for each scenario modelled. Figures 4.1 to 4.3 show the critical duration, median storm hydrographs for each scenario modelled. Figures 4.4 to 4.6 show a comparison of the DRAINS models for each scenario. Hydrographs were extracted from the downstream-most channel link of each DRAINS model.

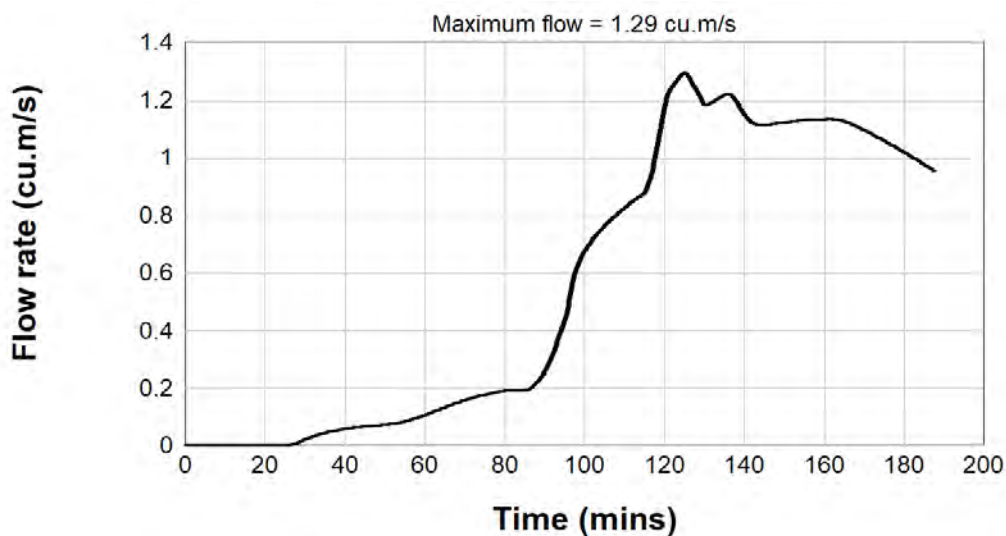


Figure 4.1: Pre-development flow hydrograph

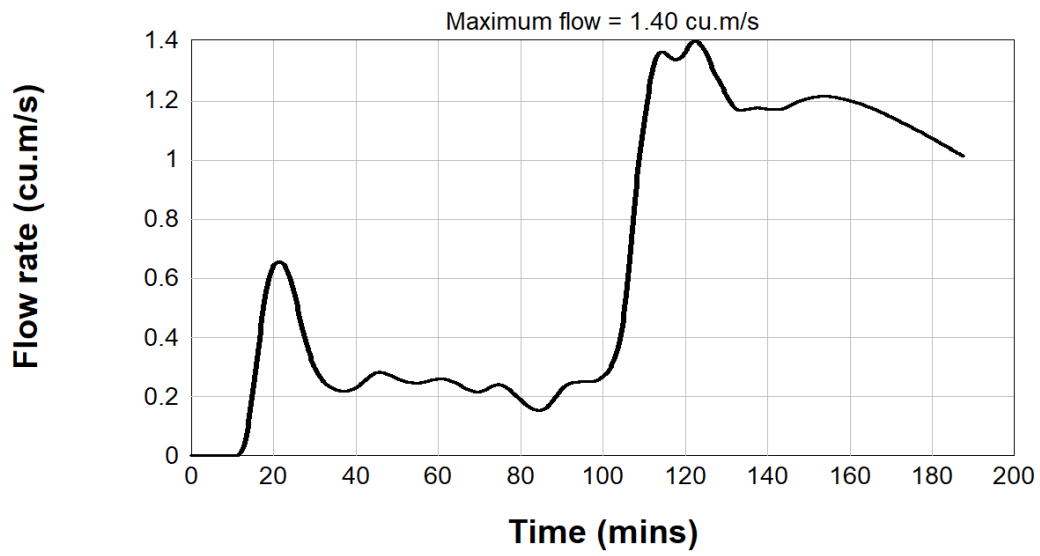


Figure 4.2: Unmitigated post-development flow hydrograph

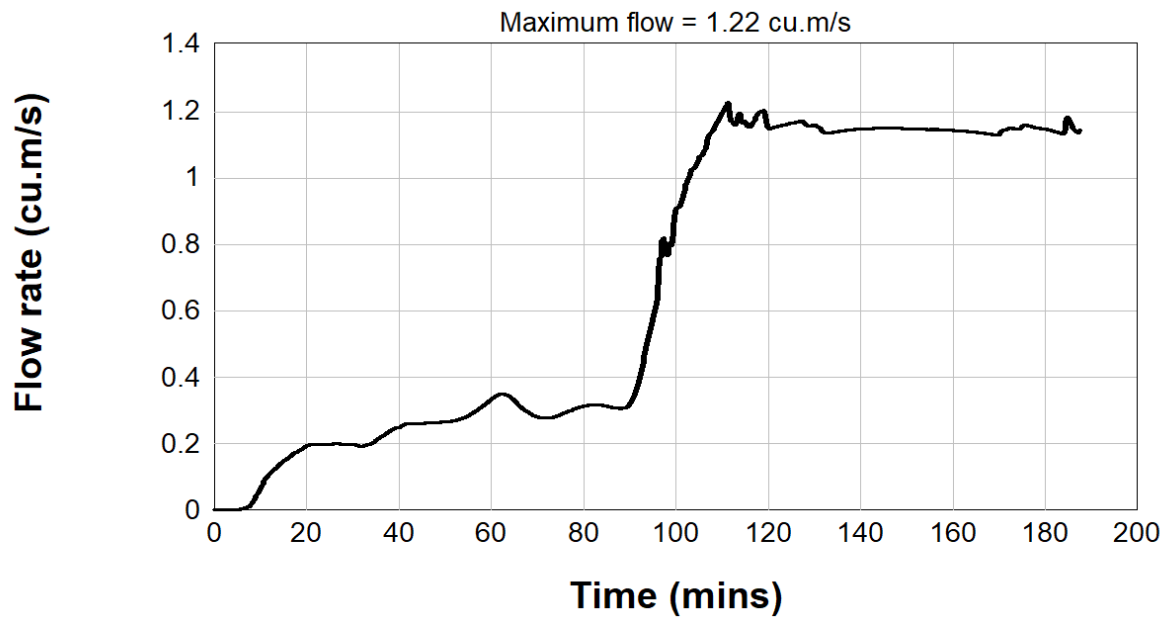


Figure 4.3: Post-development flow hydrograph with proposed detention basin

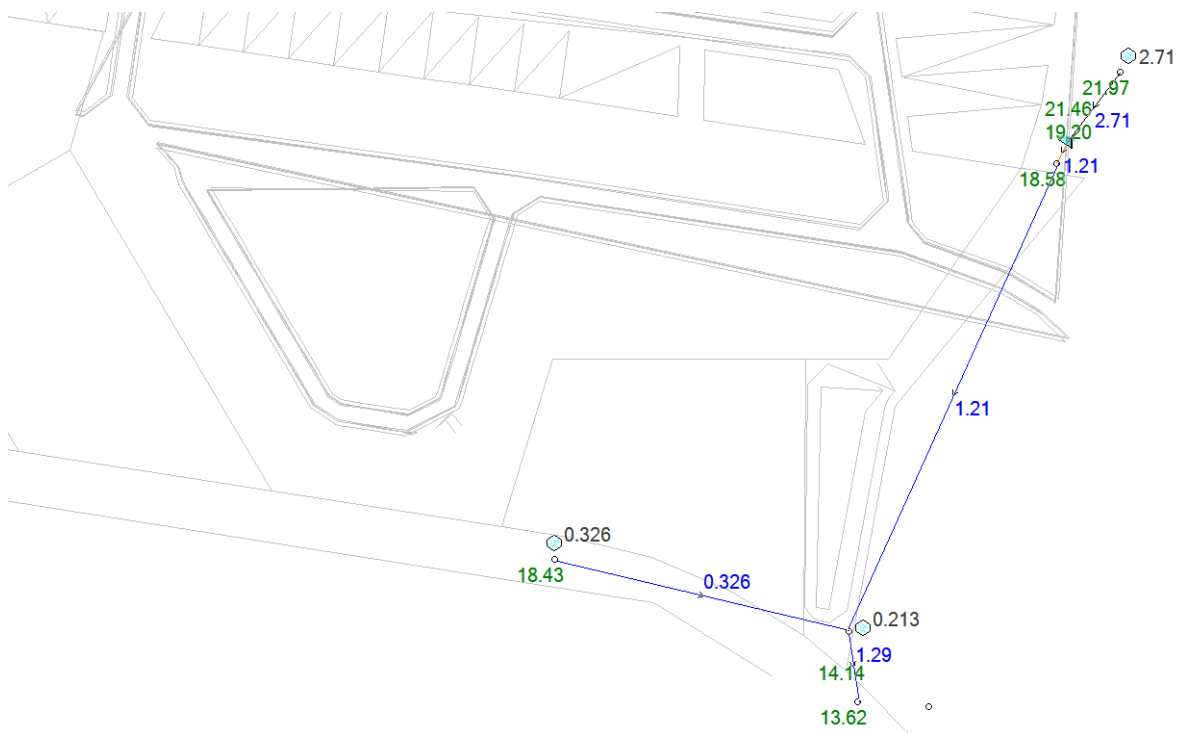


Figure 4.4: Pre-development DRAINS model

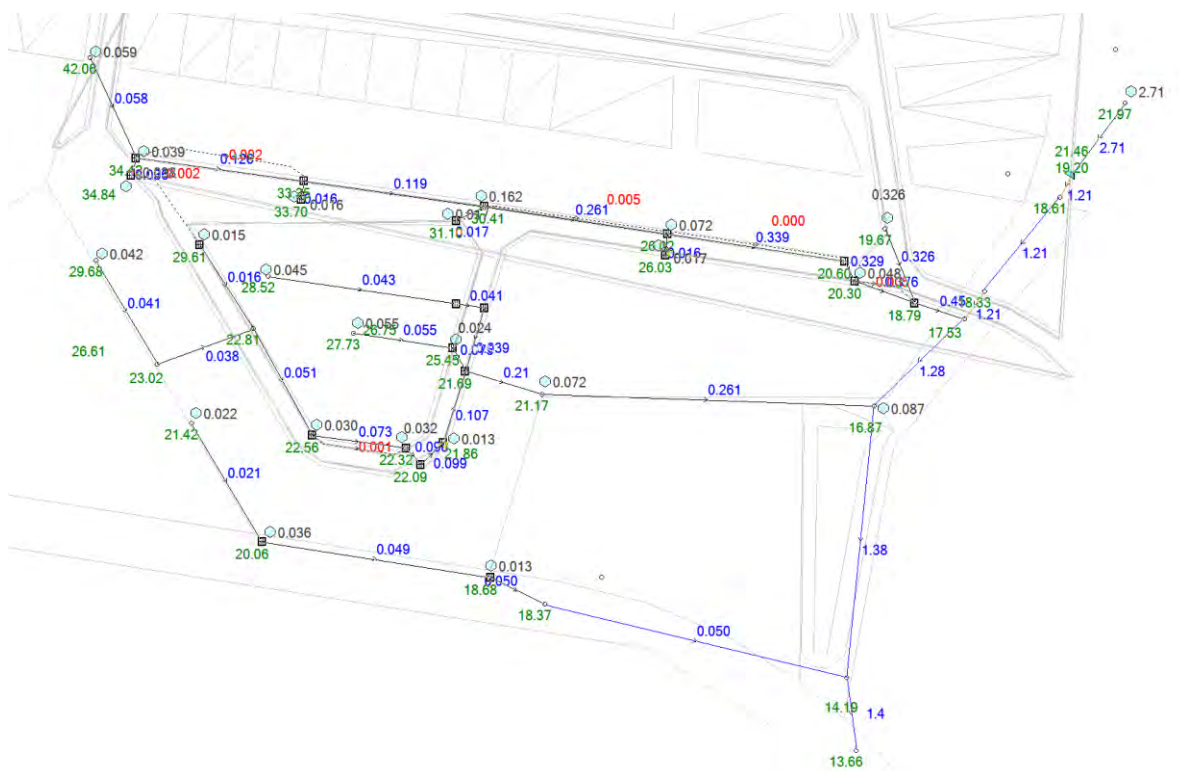


Figure 4.5: Unmitigated post-development DRAINS model

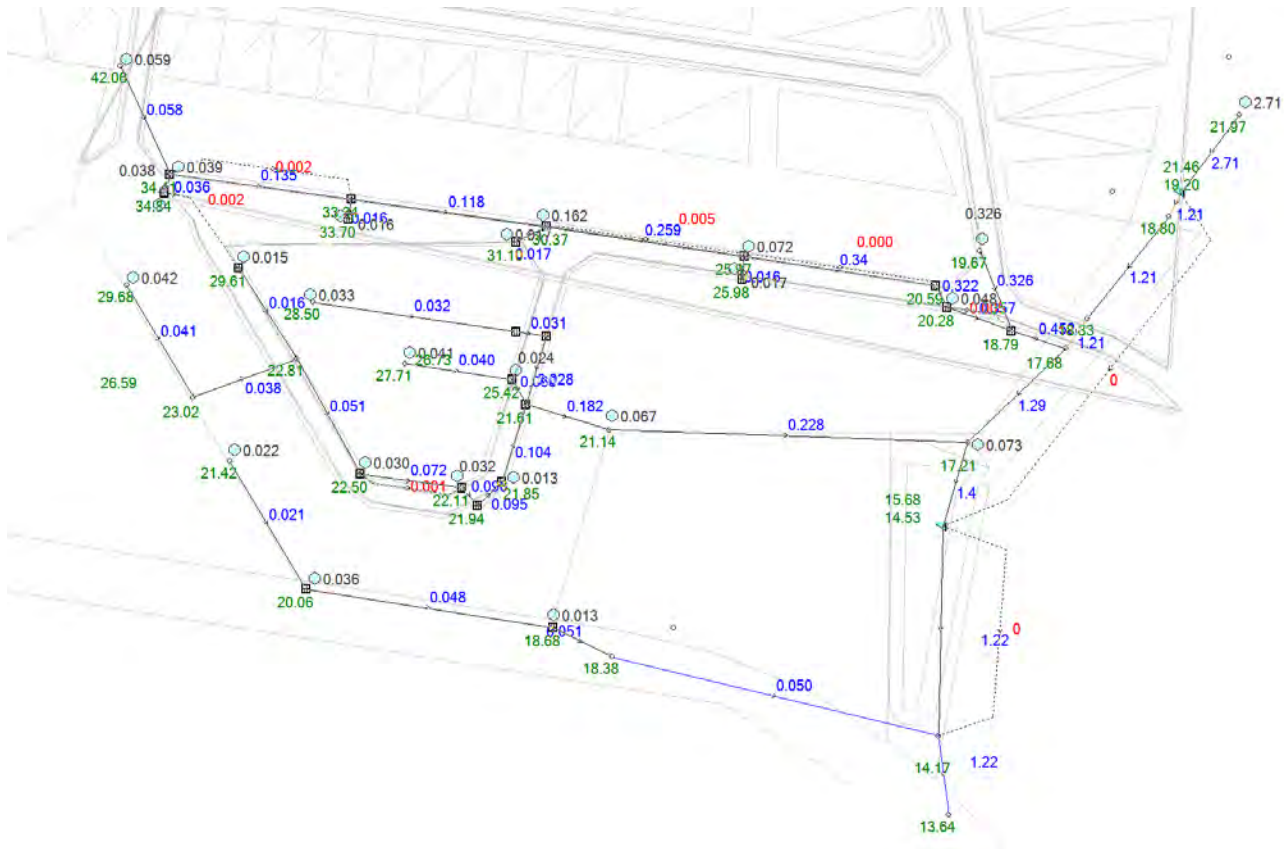


Figure 4.6: Post-development DRAINS model with proposed detention basin

Figure 4.5 shows the unmitigated peak flow through the existing channel to be $1.4\text{m}^3/\text{s}$, which represents an increase of $0.11\text{m}^3/\text{s}$ over the $1.29\text{m}^3/\text{s}$ in the existing channel in the pre-development model. Figure 4.6 shows the discharge from the proposed basin to be $1.23\text{m}^3/\text{s}$, demonstrating that the basin will adequately reduce flows below pre-existing levels for the critical 5% AEP storm.

4.2 PROPOSED DETENTION SYSTEM

The proposed detention system comprises a new basin with $1,561\text{m}^3$ of storage capacity. The inlet of the basin is proposed to be a single DN1050 pipe. Twin DN600 outlet pipes are proposed to control the rate of discharge from the basin. The layout of the basin storage, inlet and outlet are shown on the attached Concept Stormwater Plan (sheet C30-01 of Civil Engineering Drawings by Arete Engineering).

Model results show 559m^3 of the proposed $1,561\text{m}^3$ detention capacity will be utilised for this subdivision proposal. The basin therefore has a remaining detention capacity of 1002m^3 , which proposed to be reserved for future subdivision of the balance lot.

A basin spillway design will be undertaken in the detailed design phase to safely manage flows exceeding the capacity of the basin (i.e. from storms less frequent than 5% AEP).

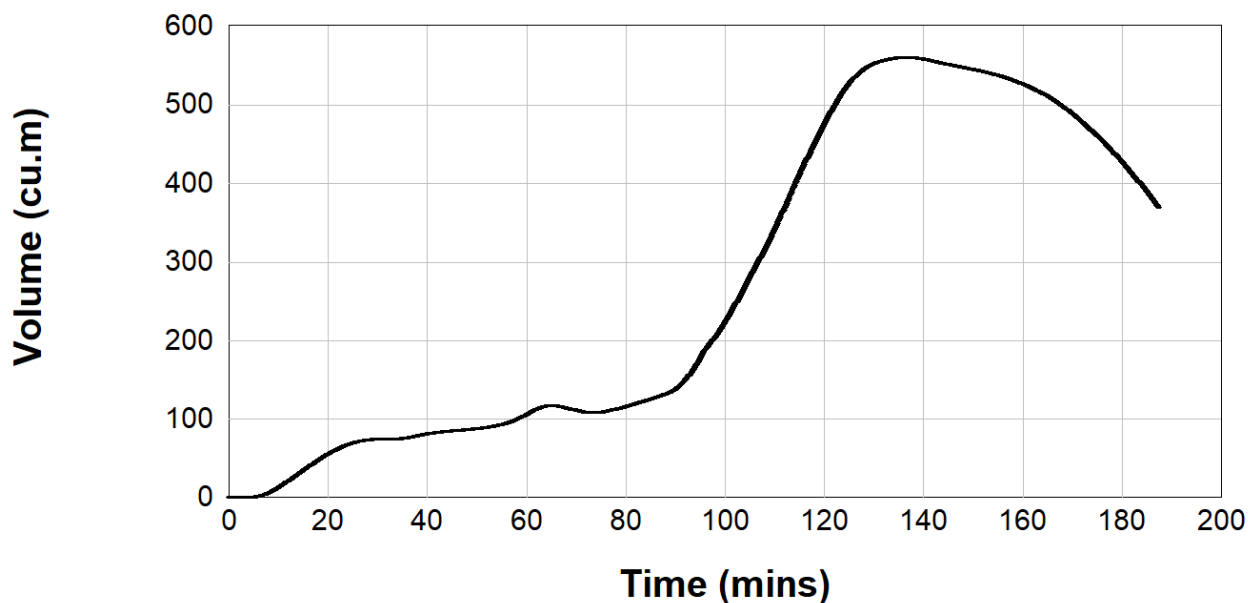


Figure 4.7: Detention basin volumes - Critical 5% AEP storm

5. STORMWATER WATER QUALITY TREATMENT

5.1 PROPOSED STORMWATER TREATMENT MEASURES

In accordance with the Tasmanian Stormwater Policy Guidance and Standards for Development, the proposed development must incorporate water sensitive urban design principles.

'JCO' software by StormUpdated was used to model the subdivision and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010) of:

- An 80% reduction in the average annual load of total suspended solids (TSS)
- An 45% reduction in the average annual load of total phosphorous (TP)
- An 45% reduction in the average annual load of total nitrogen (TN)

The following treatment measures are proposed:

- 1x Humeguard HG35
- 1x HumeGuard HG12A
- 1x 220m² Bioretention basin

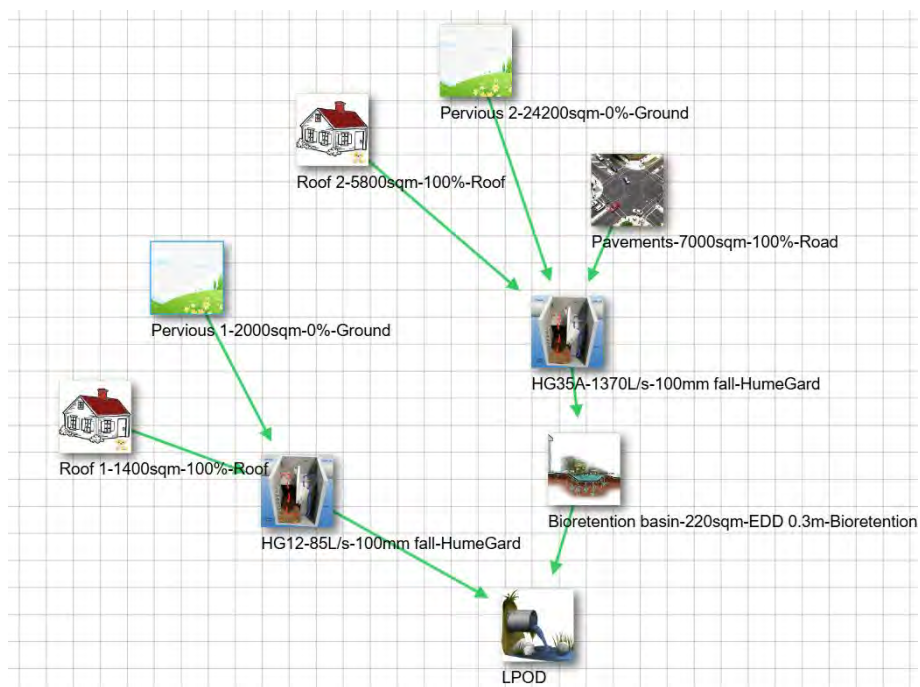


Figure 4.8: Inputs to StormUpdated 'JCO' model

Treatment Train Effectiveness

	Sources	Residual Load	% Reduction	Authority's Target Reduction	Green Star Buildings Target Reductions	
					Credit Achievement	Exceptional Performance
Flow (ML/yr)	10.27	9.91	3.44	N/A	40.00	80.00
Total Suspended Solid (kg/yr)	1386.00	90.77	93.45	80.00	85.00	90.00
Total Phosphorus (kg/yr)	3.36	1.06	68.44	45.00	65.00	70.00
Total Nitrogen (kg/yr)	28.98	8.79	69.68	45.00	45.00	60.00
Gross Pollutants (kg/yr)	224.24	2.21	99.01	90.00	90.00	95.00

Figure 4.9: Treatment results from StormUpdated 'JCO' model

The results of the JCO model show that the proposed stormwater treatment concept is sufficient to achieve the state stormwater quality targets.

Stormwater quality treatment measures are subject to future detailed design.

6. FLOOD HAZARD

A flood hazard report has previously been prepared by Poortenaar Consulting for the development.

Where existing stormwater channels are proposed to be replaced with stormwater pipes, the cross section of the open space will be designed at detailed design stage to safely convey peak 1% AEP flows and avoid impacting flood extents and hazard ratings within the flood prone area overlay.

7. CONCLUSION

This stormwater management report, in conjunction with the engineering design drawings, demonstrates that the proposed development complies with Sorell Council's requirements for the provision of subdivision stormwater infrastructure.

The proposed minor stormwater network has been designed to convey the critical 5% AEP storm, including runoff from future development of the balance lot.

A new stormwater basin is proposed to control stormwater runoff quantity. Model results show that a minimum detention capacity of 559kL is required for the proposed 36 lot subdivision. The additional capacity provided by the stormwater basin is proposed to be utilised by future subdivision of the balance lot.

Stormwater quality treatment measures will be implemented to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010). A concept design has been proposed for a stormwater quality treatment train comprising primary, secondary and tertiary treatment measures.

Please address any queries regarding this stormwater management plan to rmoon@areteengineering.com.au or call 0435 043 413.

Yours faithfully,

Ruben Moon
Engineering Technician
Arete Engineering

Company Insurance Details:
Public Liability Policy No. 68U130436BPK
Professional Indemnity Policy No. 202308-2054 BIA

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CIVIL DRAWINGS

2582 TASMAN HWY SUBDIVISION

2582 TASMAN HWY

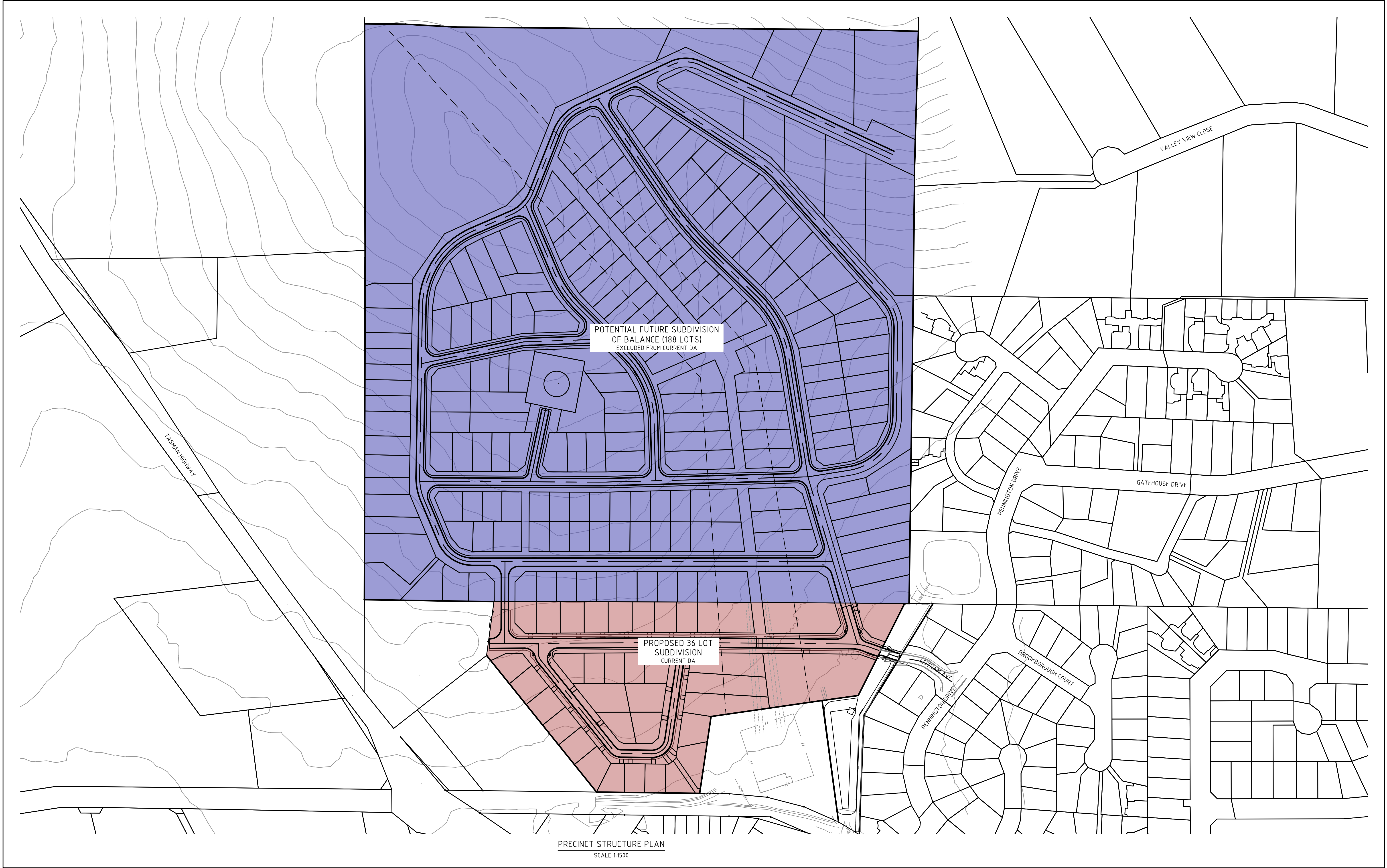
SORELL TASMANIA 7172

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C00-01	COVER SHEET	D1	27/06/2025
C00-02	LEGEND	D1	27/06/2025
C10-01	PRECINCT STRUCTURE PLAN	D1	27/06/2025
C10-02	EXISTING SITE PLAN	D1	27/06/2025
C10-03	GENERAL ARRANGEMENT	D1	27/06/2025
C10-04	LOT LAYOUT PLAN	D1	27/06/2025
C20-01	ROAD LAYOUT PLAN	D1	27/06/2025
C21-01	TYPICAL SECTIONS	D1	27/06/2025
C22-01	ROAD LONG SECTIONS -SHEET 1 OF 3	D1	27/06/2025
C22-02	ROAD LONG SECTIONS - SHEET 2 OF 3	D1	27/06/2025
C22-03	ROAD LONG SECTIONS - SHEET 3 OF 3	D1	27/06/2025
C30-01	CONCEPT STORMWATER PLAN	D1	27/06/2025
C40-01	CONCEPT SEWER PLAN	D1	27/06/2025
C50-01	CONCEPT WATER PLAN	D1	27/06/2025

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Development Application: 7.2025.12.1 -
Subdivision Application - Lot 1 Tasman Highway,
Sorell - P1 .pdf
Plans Reference: P1
Date Received: 27/06/2025

ISSUE	DESCRIPTION	DATE
D1	DEVELOPMENT APPROVAL	27/06/2025



PRECINCT STRUCTURE PLAN
SCALE 1:1500



ADDRESS:
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PROJECT:
2024-C12-PR01
2582 TASMAN HWY SUBDIVISION
2582 TASMAN HIGHWAY
SORELL TASMANIA 7172

ISSUE	DESCRIPTION	DATE
D1	DEVELOPMENT APPROVAL	27/06/2025

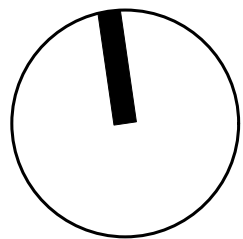
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DRAWING TITLE: PRECINCT STRUCTURE PLAN

DESIGNED: R. MOON
DESIGN CHECK: D. MORLEY
DRAWN: R. MOON
DRAWING CHECK: D. MORLEY



DRAWING NO.
C10-01
REVISION
D1

DRAWING STATUS
DEVELOPMENT APPROVAL
DATE
27/06/2025
SHEET SIZE
A1





EXISTING SITE PLAN
SCALE 1:500

SCALE: 1:500 @ A1
0 5 10 15 20 25m



ADDRESS:
CONTACT:
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ARETE ENGINEERING PTY LTD
59 MOLLE STREET HOBART TAS 7000
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2582 TASMAN HWY SUBDIVISION
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ISSUE	DESCRIPTION	DATE
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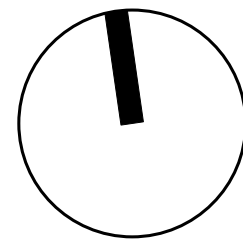
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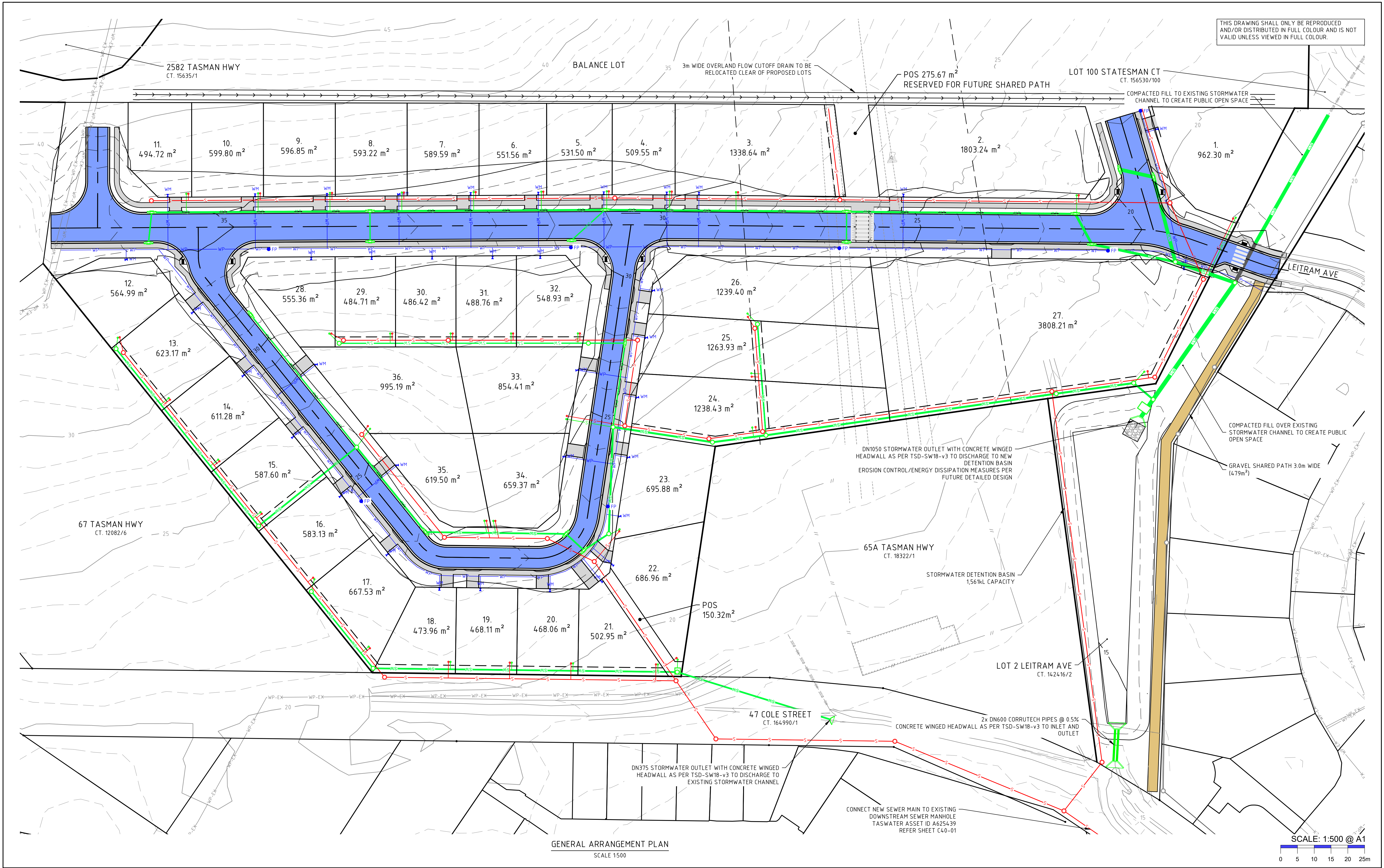
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DESIGN CHECK: D. MORLEY
DRAWN: R. MOON
DRAWING CHECK: D. MORLEY



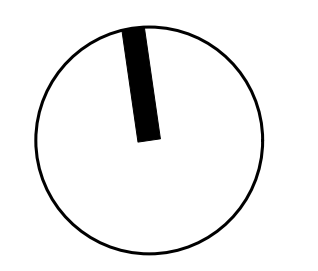
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REVISION
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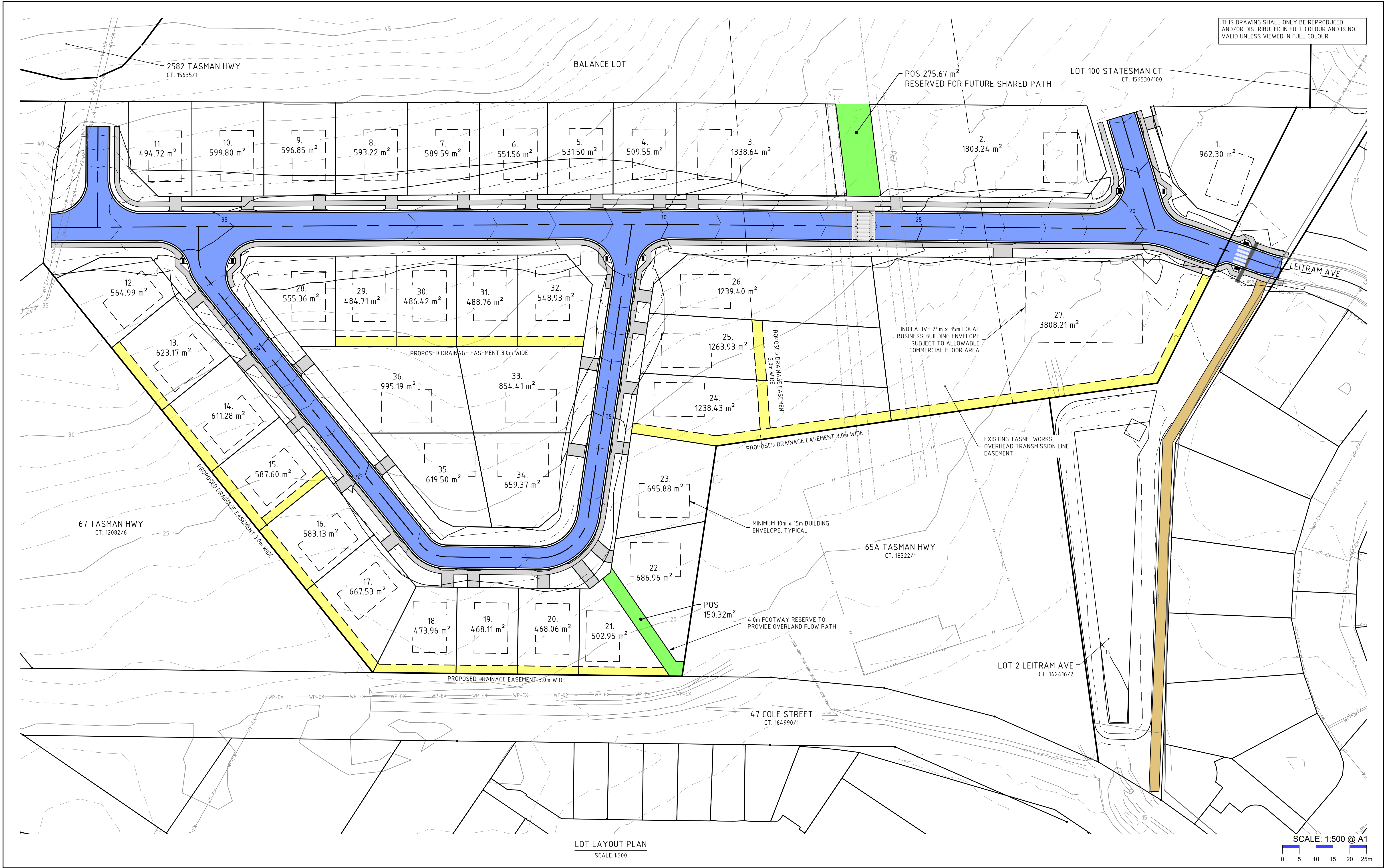
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DATE
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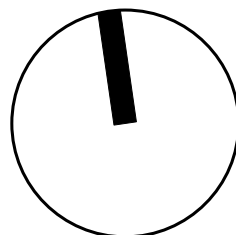


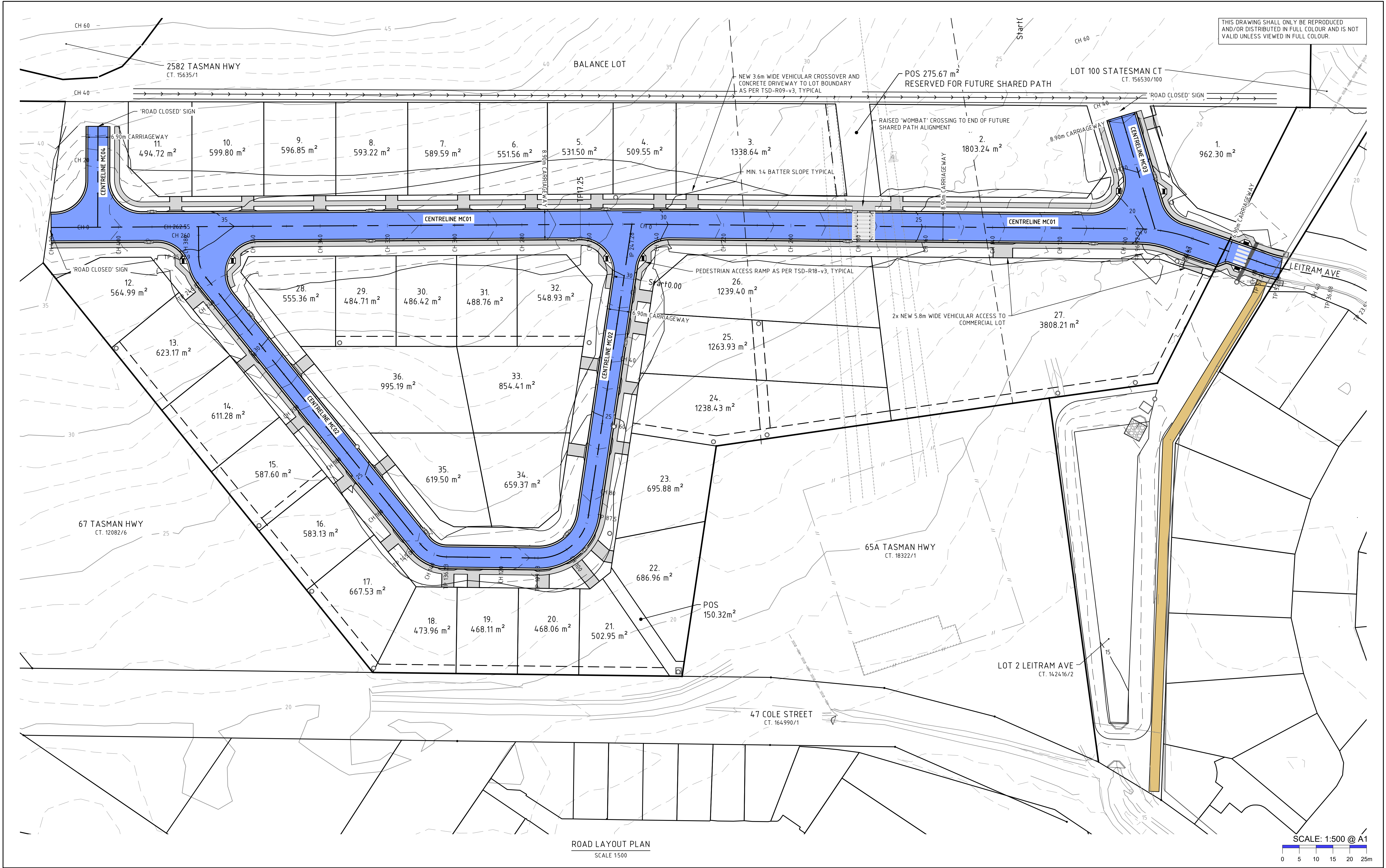
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D1	DEVELOPMENT APPROVAL	27/06/2025



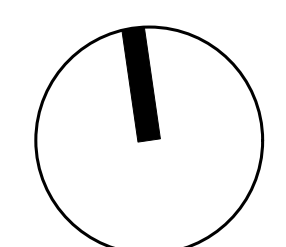


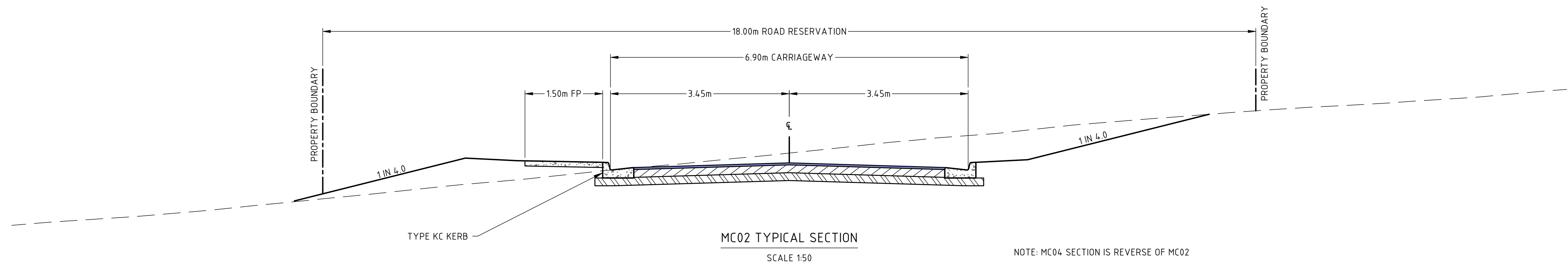
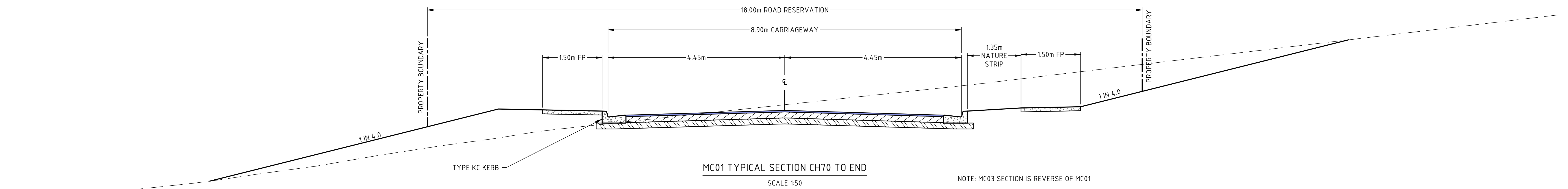
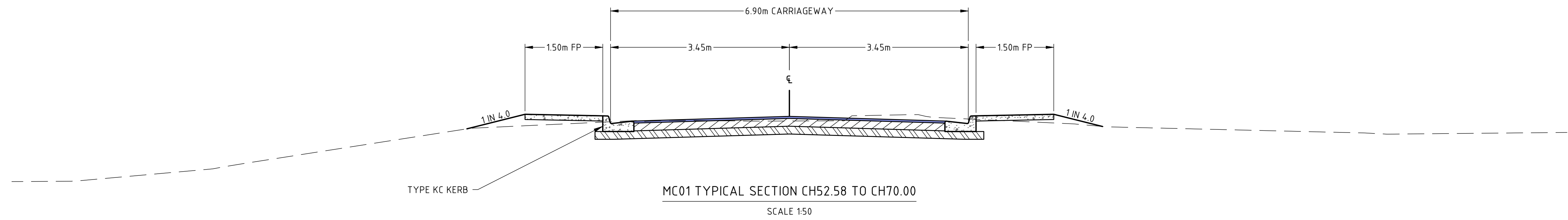
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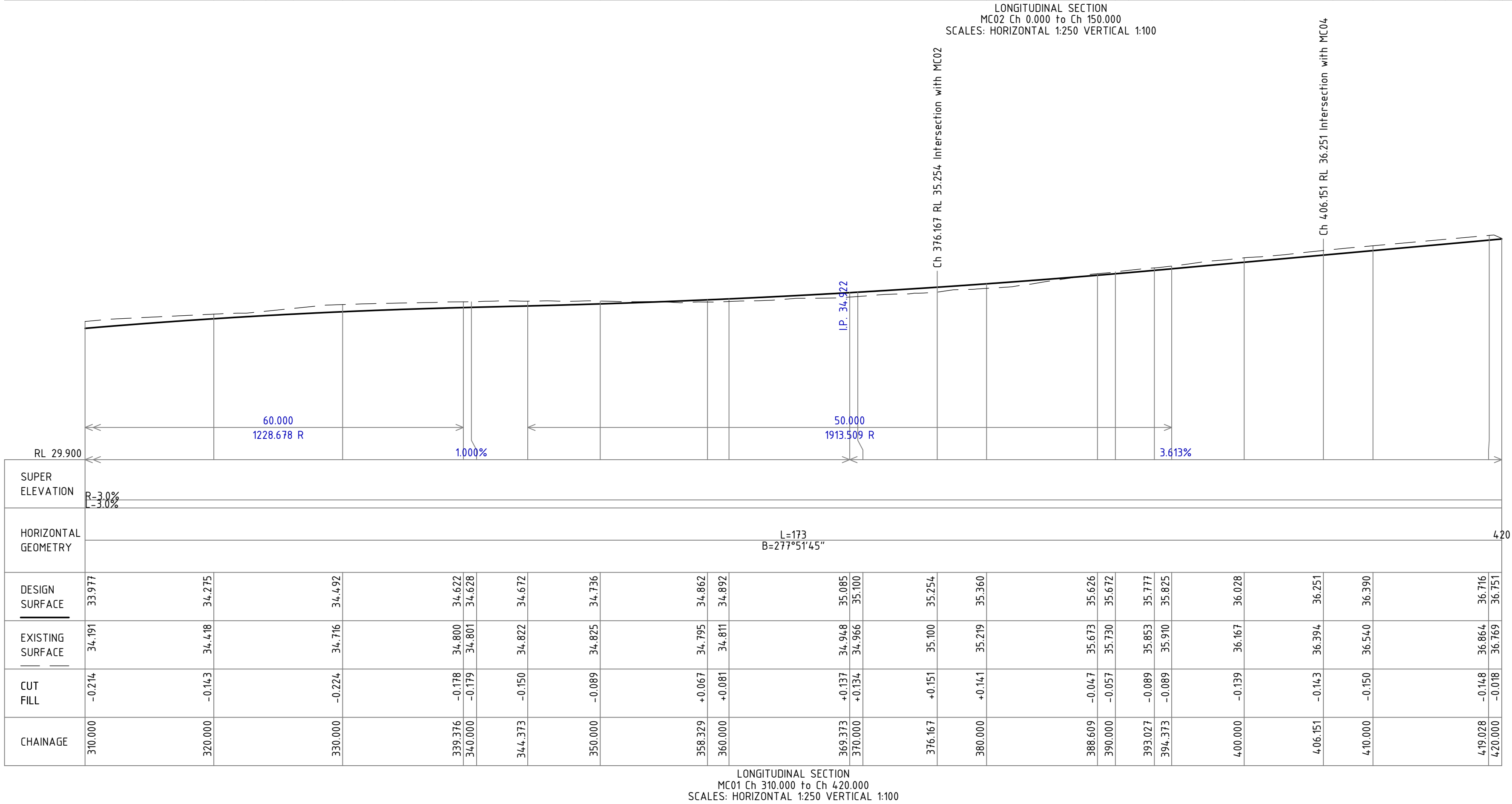
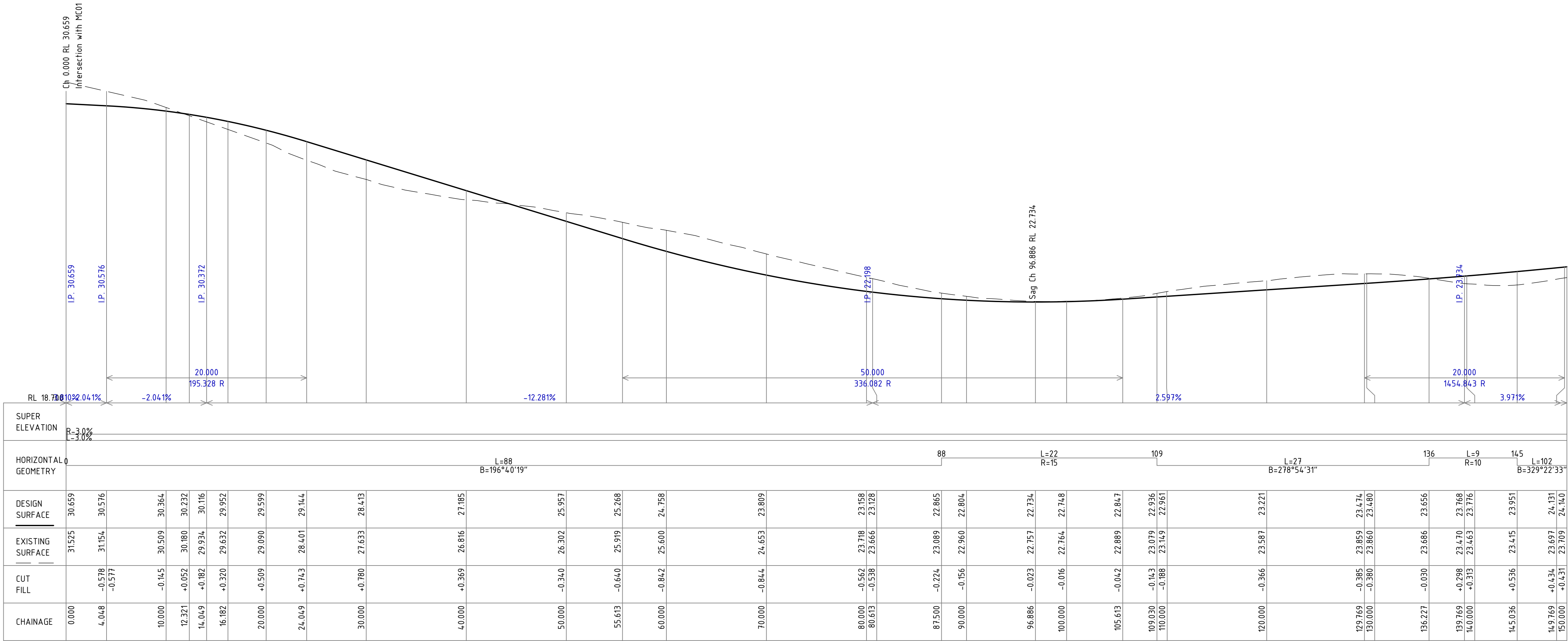
CLIENT: TASSIE DEVELOPMENTS
PROJECT: 2024-C12-PR01
2582 TASMAN HWY SUBDIVISION
2582 TASMAN HIGHWAY
SORELL TASMANIA 7172

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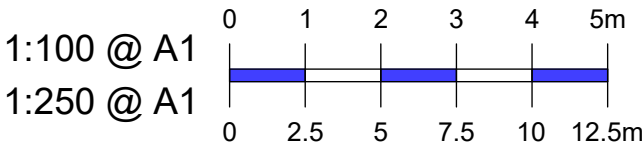
DESIGNED: R. MOON
DESIGN CHECK: D. MORLEY
DRAWN: R. MOON
DRAWING CHECK: D. MORLEY

DRAWING NO. C21-01	DRAWING STATUS DEVELOPMENT APPROVAL
REVISION D1	DATE 27/06/2025
	SHEET SIZE A1



 **Sorell Council**

Development Application: 7.2025.12.1 -
Subdivision Application - Lot 1 Tasman Highway,
Sorell - P1 .pdf
Plans Reference: P1
Date Received: 27/06/2025



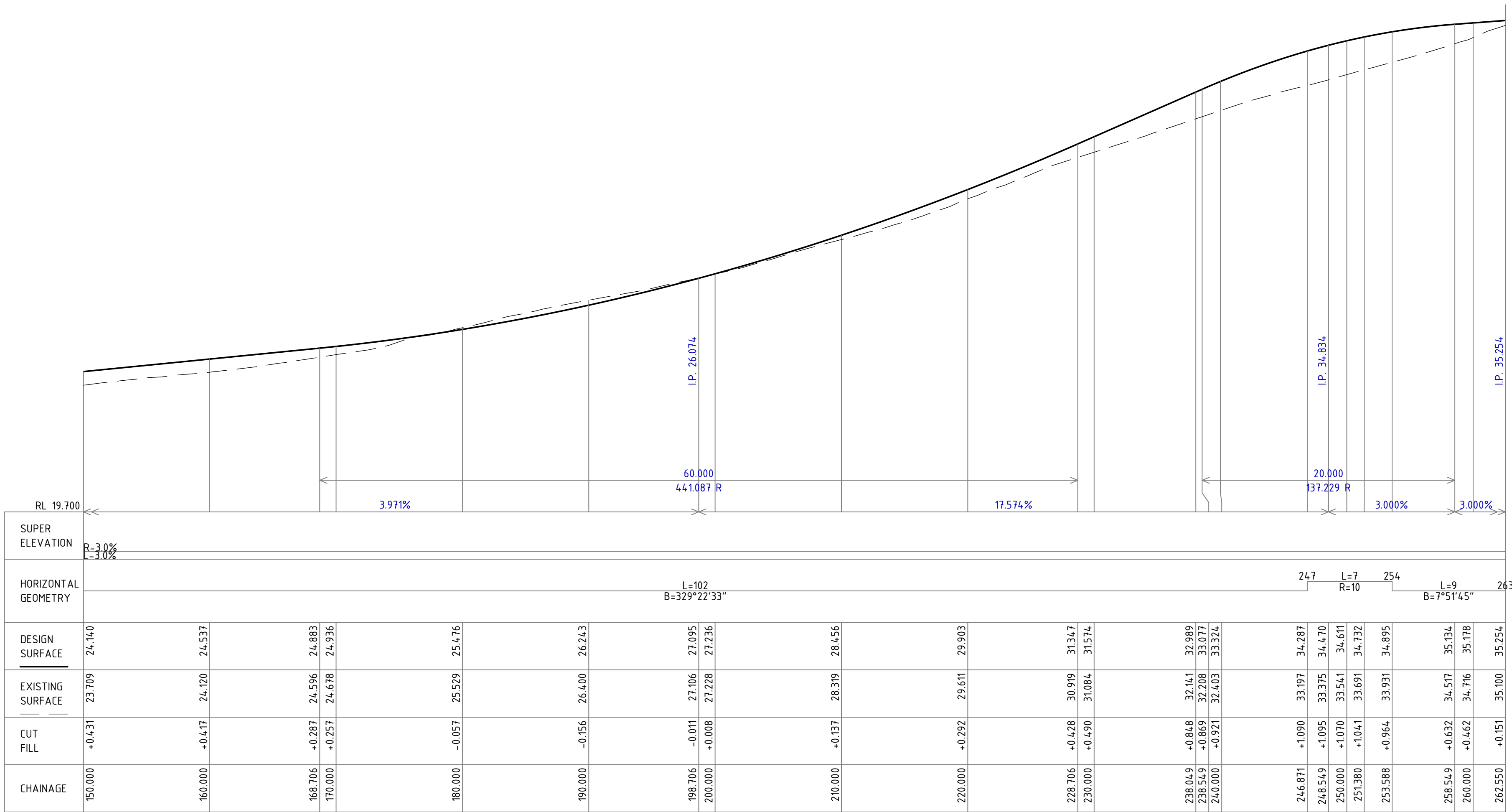
ADDRESS: 59 MOLLE STREET HOBART TAS 7000
CONTACT: ADMIN@ARETEENGINEERING.COM.AU
WEB: ARETEENGINEERING.COM.AU

CLIENT: TASSIE DEVELOPMENTS
PROJECT: 2024-C12-PR01
2582 TASMAN HWY SUBDIVISION
2582 TASMAN HIGHWAY
SORELL TASMANIA 7172

ISSUE	DESCRIPTION	DATE
D1	DEVELOPMENT APPROVAL	27/06/2025

DRAWING INFORMATION
DRAWING TITLE: ROAD LONG SECTIONS
SHEET 2 OF 3
DESIGNED: R. MOON
DESIGN CHECK: D. MORLEY
DRAWN: R. MOON
DRAWING CHECK: D. MORLEY

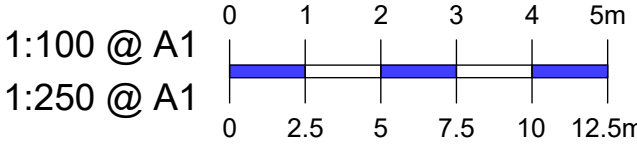
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REVISION D1
DRAWING STATUS DEVELOPMENT APPROVAL
DATE 27/06/2025
SHEET SIZE A1



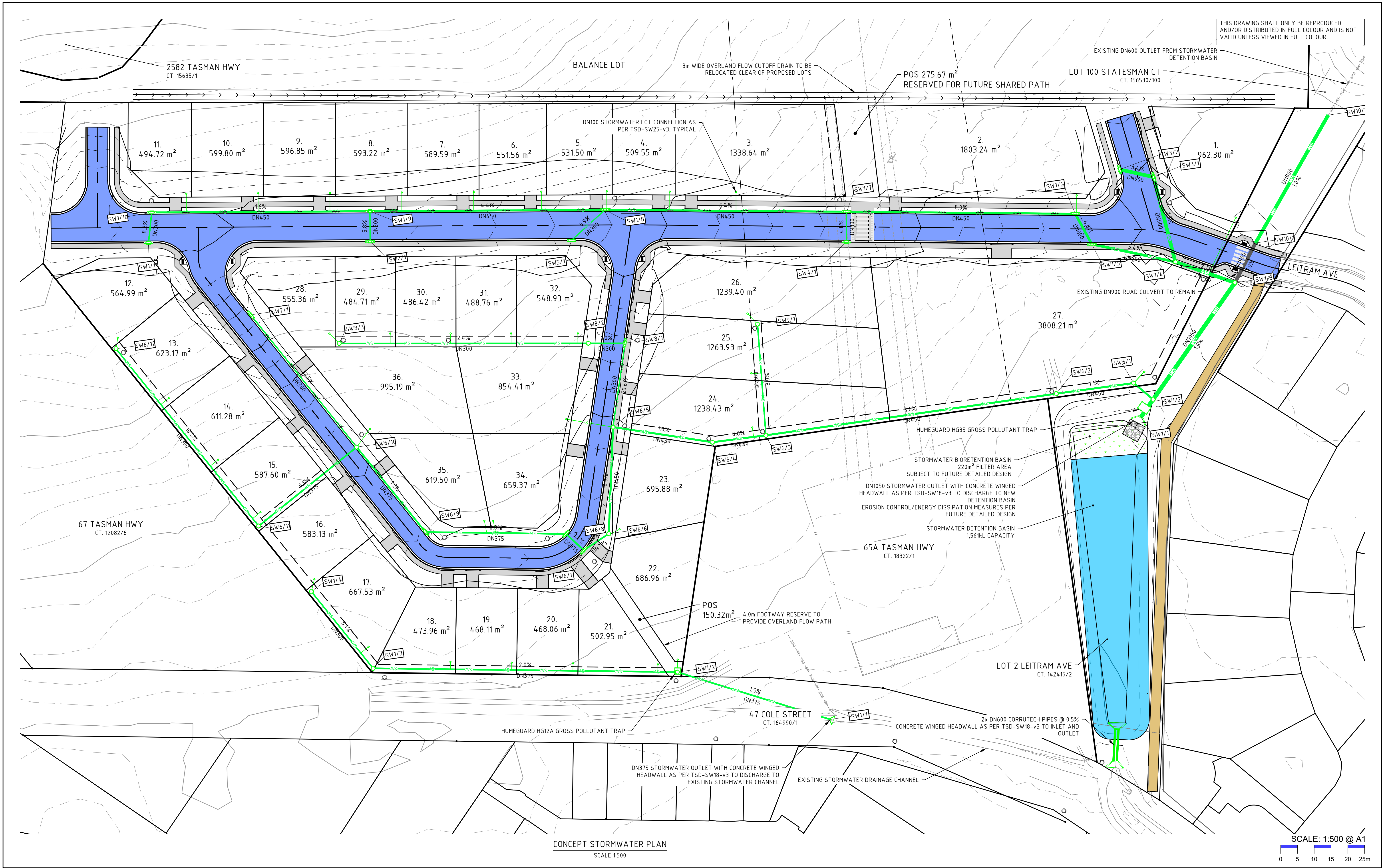
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SCALES: HORIZONTAL 1:250 VERTICAL 1:100

**Sorell Council**

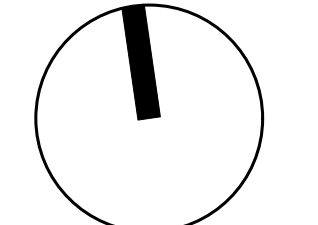
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Subdivision Application - Lot 1 Tasman Highway,
Sorell - P1 .pdf
Plans Reference: P1
Date Received: 27/06/2025

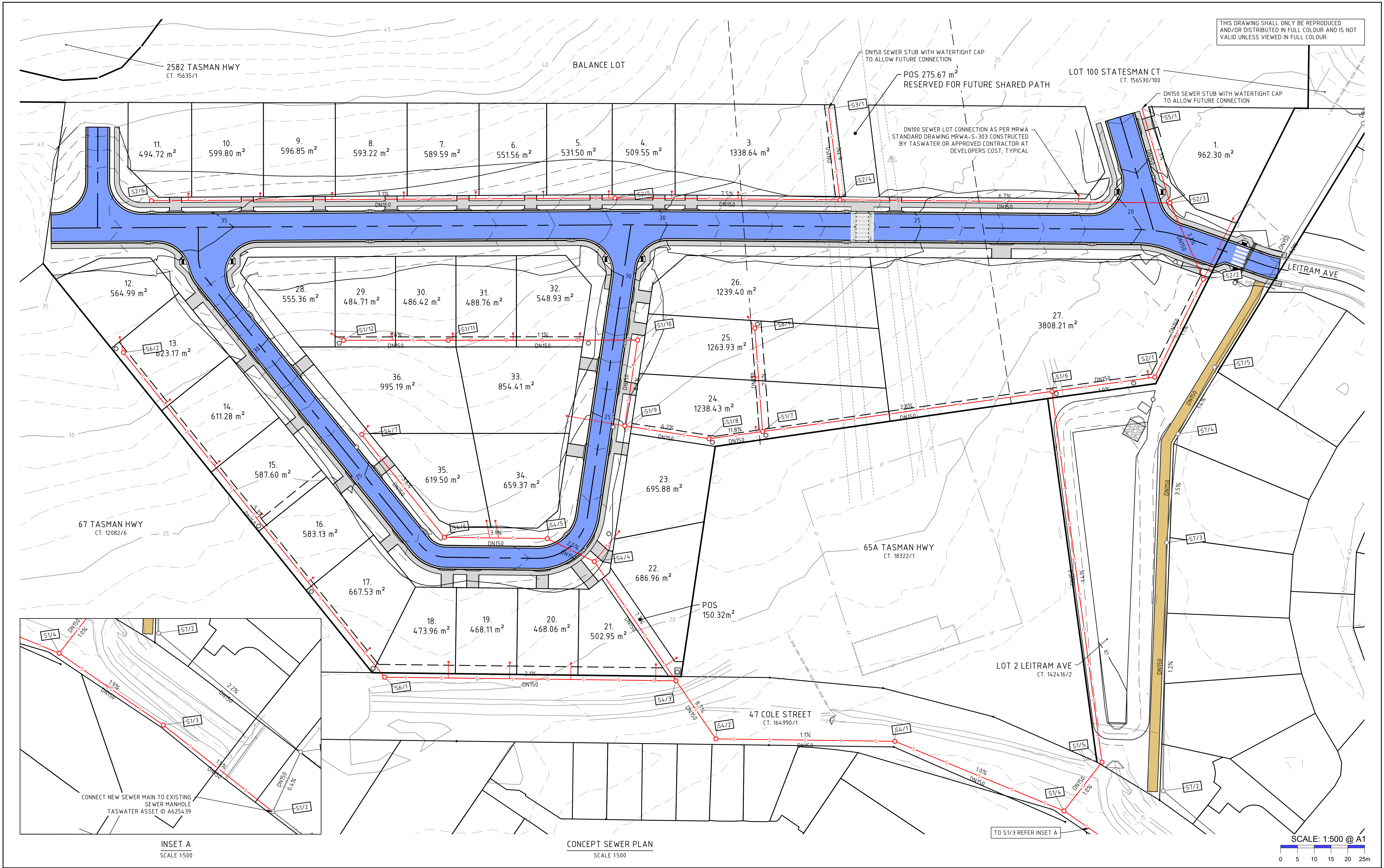


ISSUE	DESCRIPTION	DATE
D1	DEVELOPMENT APPROVAL	27/06/2025



ISSUE	DESCRIPTION	DATE
D1	DEVELOPMENT APPROVAL	27/06/2025







STORMWATER MANAGEMENT REPORT

5th February 2026

SITE: 2582 Tasman Highway Sorell

PREPARED FOR: Shane Gill

DOCUMENT DETAILS

Arete Project Number:	2024-C12-PR01
Document Title:	Stormwater Management Report
Site:	2582 Tasman Highway, Sorell Tasmania 7172
Prepared For:	Shane Gill
Prepared By:	Ruben Moon
Reviewed By:	David Morley
Date Prepared:	5/02/2026

REVISION HISTORY

Revision:	Date:	Description:	Prepared By:	Reviewed By:
D1	26/06/2025	Development Approval	R. Moon	D. Morley
D2	14/11/2025	Sorell Council RFI	R. Moon	D. Morley
D3	5/02/2026	Sorell Council RFI	R. Moon	D. Morley

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1. SCOPE OF REPORT

This stormwater management report has been prepared in support of the proposed 36-lot and balance subdivision at Lot 1 Tasman Highway Sorell.

This report outlines the design of the public stormwater infrastructure proposed as part of the subdivision. Stormwater detention and treatment measures have been proposed to mitigate the increase in impervious areas.

Stormwater infrastructure has been designed with regard to the Sorell Stormwater in New Development Policy 2023.

2. HYDROLOGY

2.1 MODELLING APPROACH

DRAINS software was utilised to calculate the site runoff and to determine the size of the site's stormwater conveyance and detention infrastructure. DRAINS is a simulation program which converts rainfall patterns into stormwater runoff and routes flows through networks of pipes and channels. It develops hydrographs and calculates hydraulic grade lines throughout drainage systems, enabling the users to design the sizes and positions of pipes in new systems and to analyse on-site detention systems.

The Initial Loss / Continuing Loss (IL-CL) loss model was applied in accordance with the Australian Rainfall & Runoff Guide 2019.

2.2 HYDROLOGICAL MODEL CHARACTERISTICS

2.2.1 CATCHMENT AREAS

Tables 2.1, 2.2 and 2.3 describe the site catchment areas assumed for the pre-development and post-development model scenarios. The tables outline the proportions of effective impervious area (EIA), remaining impervious area (RIA) and pervious area (PA) assumed for each catchment.

Catchments external to the proposed subdivision lots, including the balance lot and the large catchment upstream of the existing detention basin, were included in the DRAINS models for the purposes of designing the stormwater network and detention basin.

In the post-development scenarios, separate sub-catchments were defined based on stormwater network nodes (generally road inlet pits).

The external catchments were simulated as lumped homogenous catchments. The catchment area for the existing basin has been assumed based on the flood hazard report prepared by Poortenaar Consulting.

All new residential lots have been assumed to be 75% impervious as per the Sorell Council Stormwater in New Development Policy to allow for multi-residential development.

Table 2.1: Pre-development catchment summary

<i>Catchment</i>	<i>Area (m²)</i>	<i>EIA (%)</i>	<i>RIA (%)</i>	<i>PA (%)</i>
Area of proposed development	40,400	1	0	99
Balance lot	183,240	0	0	100
Existing detention basin catchment	1,082,000	12.49	0	87.51
Existing external urban catchment (Pennington Drive catchment connecting to Leitram Avenue culvert)	68,200	80	0	20

Table 2.2: Post-development catchment summary (network sizing model)

<i>Catchment</i>	<i>Area (m²)</i>	<i>EIA (%)</i>	<i>RIA (%)</i>	<i>PA (%)</i>
Proposed lots	28,728	75	0	25
Road reservation	11,146	75	0	25
Open space	526	0	0	100
Balance lot (fully developed)	183,240	70	0	30
Existing detention basin catchment	1,082,000	12.49	0	87.51
Existing external urban catchment (Pennington Drive catchment connecting to Leitram Avenue culvert)	68,200	80	0	20

Table 2.3: Post-development catchment summary (detention basin model)

<i>Catchment</i>	<i>Area (m²)</i>	<i>EIA (%)</i>	<i>RIA (%)</i>	<i>PA (%)</i>
Proposed lots	28,728	75	0	25
Road reservation	11,146	75	0	25
Open space	526	0	0	100
Balance lot (undeveloped)	183,240	0	0	100
Existing detention basin catchment	1,082,000	12.49	0	87.51
Existing external urban catchment (Pennington Drive catchment connecting to Leitram Avenue culvert)	68,200	80	0	20

2.2.2 BOM IFD DATA

Table 2.4: Rainfall IFD Data

<i>Storm Duration (min)</i>	<i>5% AEP Rainfall Depth (mm/hr)</i>	<i>1% AEP Rainfall Depth (mm/hr)</i>
5	86.9	119
10	65.7	93.4
15	53.5	76.4
20	45.5	64.7
30	35.8	50.0
45	27.8	38.0
60	23.2	31.2
90	18.1	23.7
120	15.2	19.7

2.2.3 STORM LOSSES

Rural initial and continuing losses were sourced from the ARR Data hub website

(<https://data.arr-software.org/>).

Impervious area losses have been set as per advice in ARR 2019 Book 5 Chapter 3 Section 3.5.3.1.2.

Table 2.5 shows the storm losses assumed in the DRAINS model.

Table 2.5: Assumed Storm Losses (IL-CL Method)

Impervious Area Initial Losses (mm)	1
Impervious Area Continuing Losses (mm/hr)	0
Pervious Area Initial Losses (mm)	27
Pervious Area Continuing Losses (mm/hr)	3.8

3. STORMWATER NETWORK SIZING

The piped stormwater network was sized to convey the runoff from all internal and external catchments for the critical 5% AEP storm. Potential further subdivision and development of the balance block was considered in the catchment model.

3.1 RESULTS

The storm duration producing the highest median peak flow was taken to be the critical duration for each pipe or channel in the stormwater network.

Figure 3.1 shows the proposed network with peak flows for each pipe or channel displayed in blue text. Proposed stormwater pipe sizing is detailed on the attached Concept Stormwater Plan (sheet C30-01 of Civil Engineering Drawings by Arete Engineering).

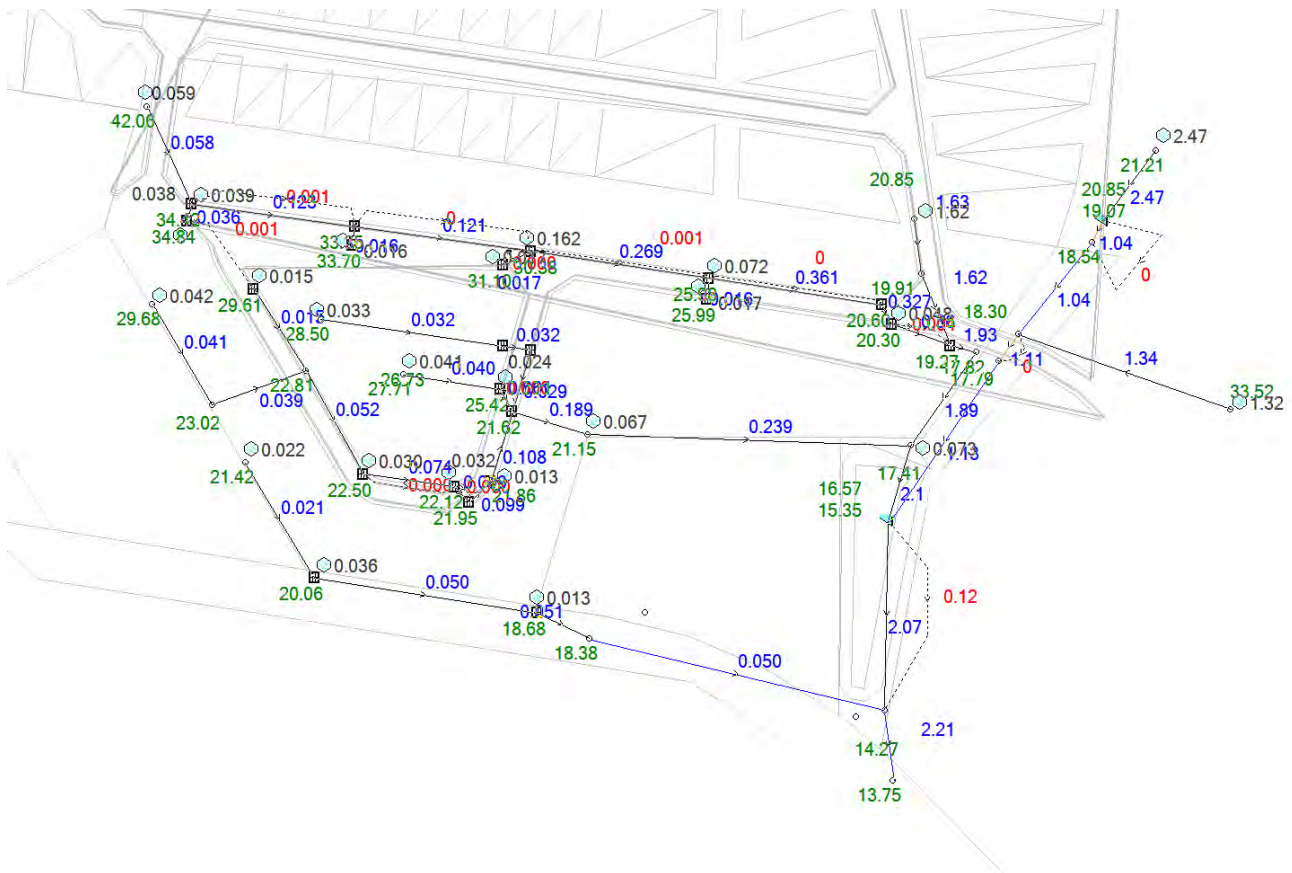


Figure 3.1: Post-development DRAINS model (upstream balance lot fully developed)

4. STORMWATER QUANTITY MANAGEMENT

The proposed detention basin was sized to reduce the runoff from the proposed development below existing runoff quantities for all 5% AEP storms. As the proposed basin is located downstream of the existing detention basin at Lot 100 Statesman Ct, the pre- and post-development flows for the detention model include the simulated inflow from the existing detention basin.

4.1 MODEL RESULTS

The storm duration producing the highest median peak flow was taken to be the critical duration for each scenario modelled. Figures 4.1 to 4.3 show the critical duration/median storm hydrographs of the existing stormwater channel downstream of the development site, for each scenario modelled. Figures 4.4 to 4.6 show a comparison of the DRAINS models for each scenario. Hydrographs were extracted from the downstream-most channel link of each DRAINS model.

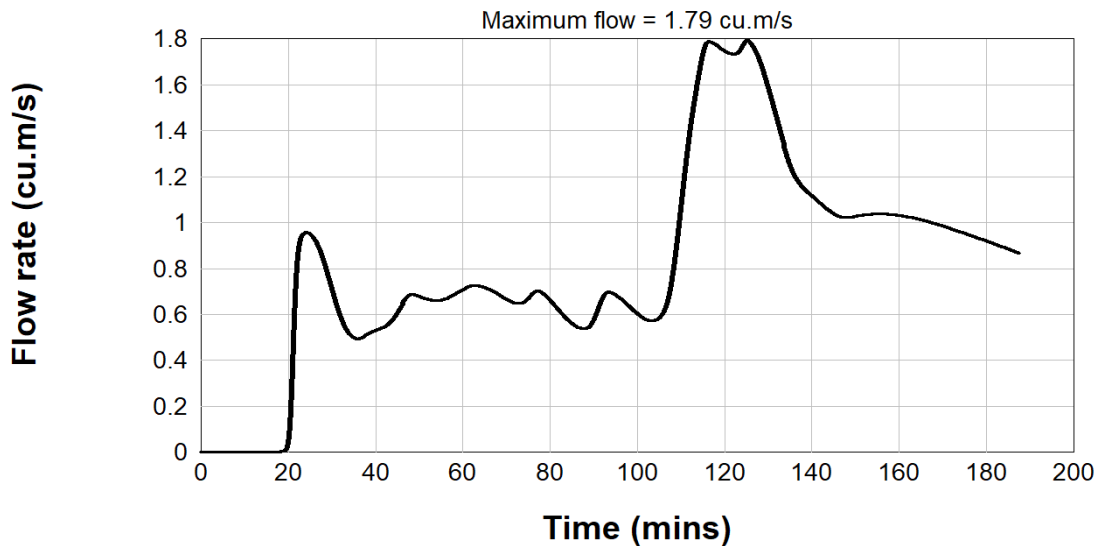


Figure 4.1: Pre-development critical duration median hydrograph

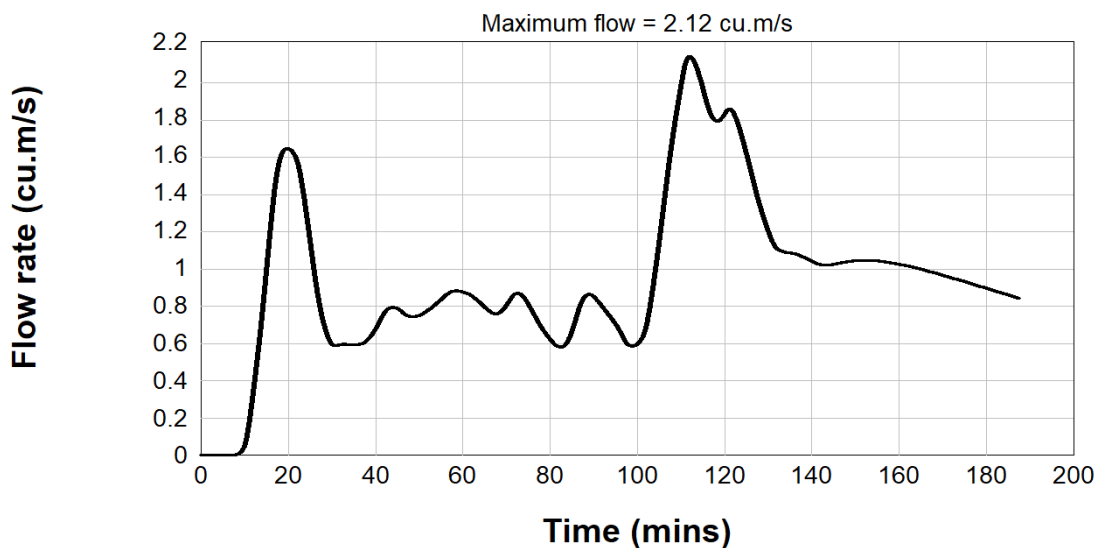


Figure 4.2: Post-development critical duration median hydrograph (unmitigated)

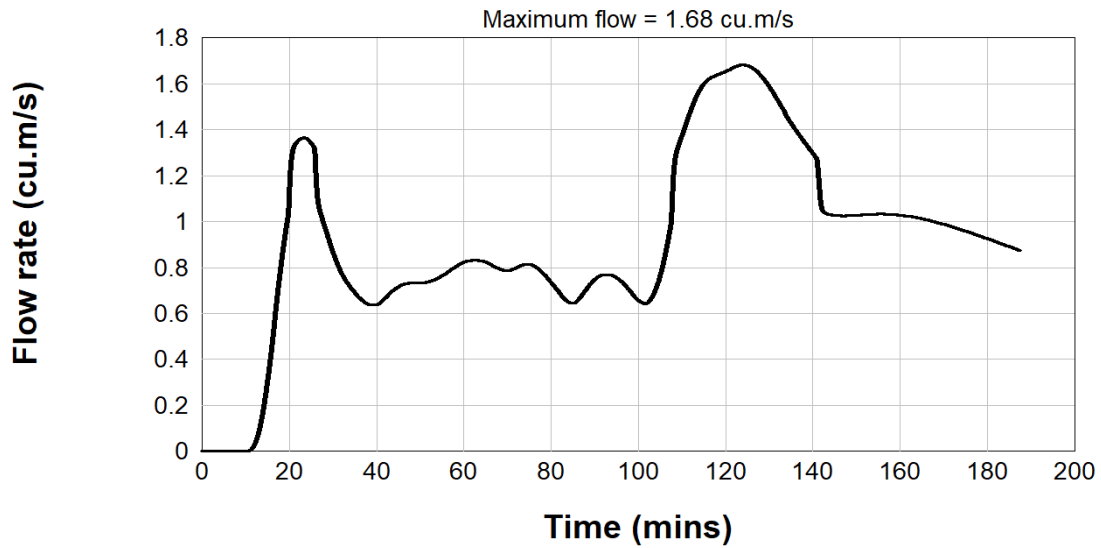


Figure 4.3: Post-development critical duration median hydrograph (with detention)

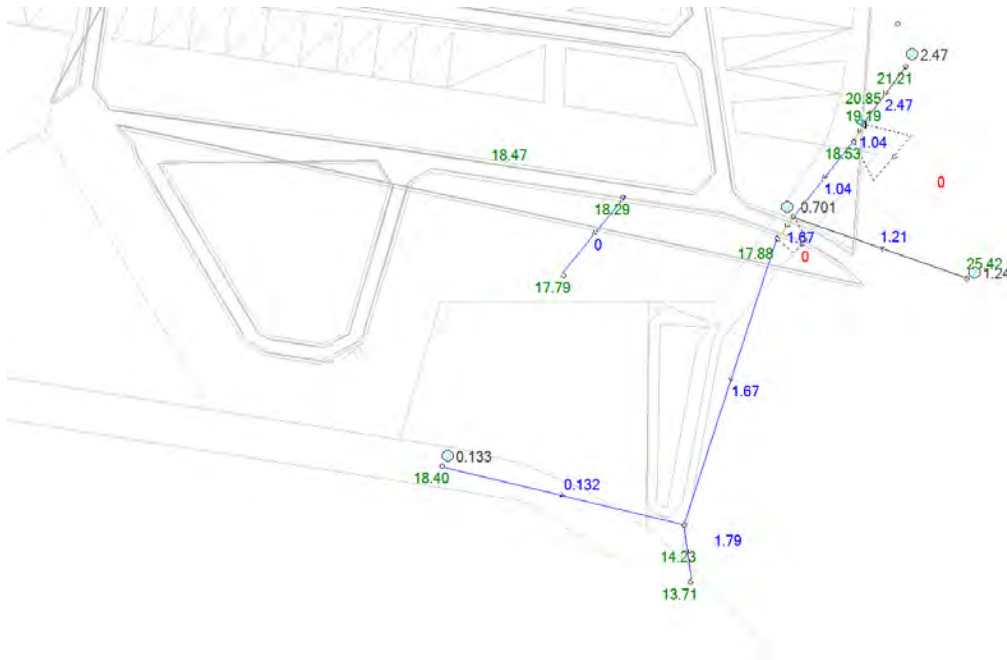


Figure 4.4: Pre-development DRAINS model

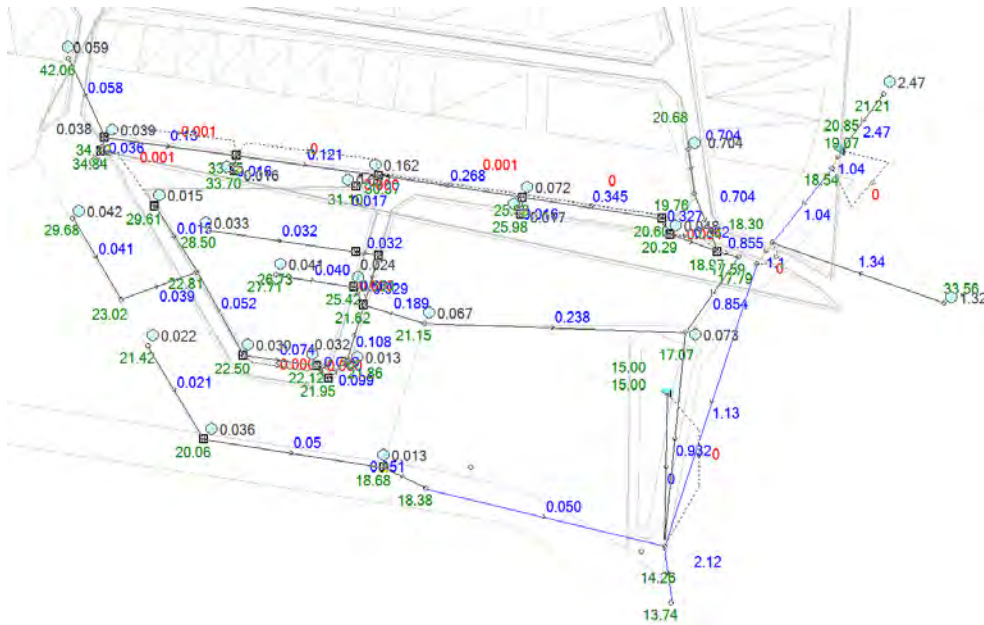


Figure 4.5: Post-development DRAINS model (unmitigated)

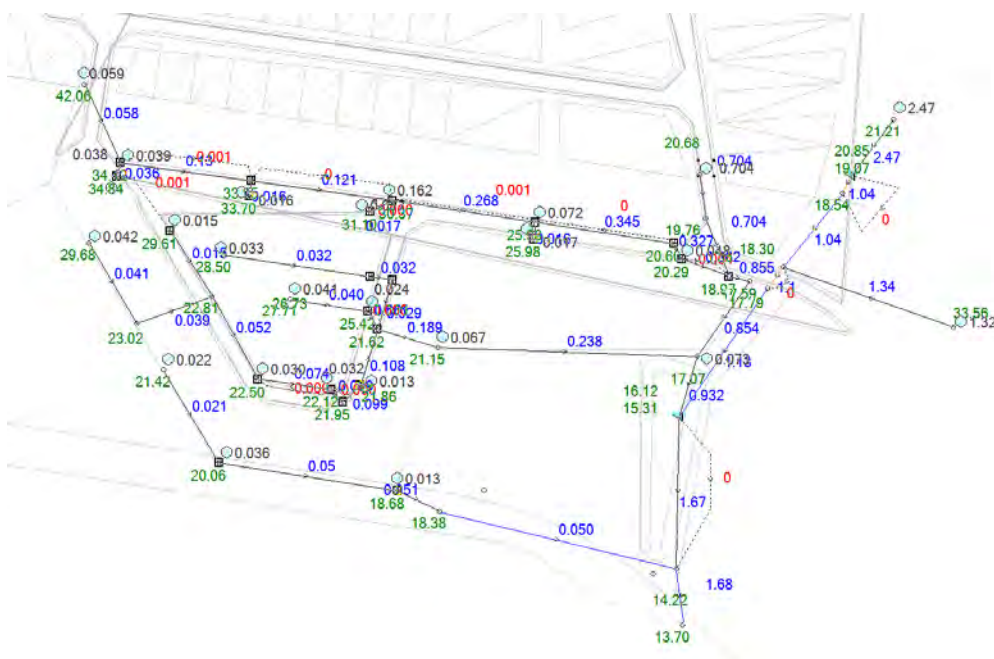


Figure 4.6: Post-development DRAINS model (with detention)

The peak flows in the existing stormwater channel downstream of the development were compared for each scenario. Figure 4.5 shows the unmitigated peak flow through the existing channel to be $2.12 \text{ m}^3/\text{s}$, which represents an increase of $0.33 \text{ m}^3/\text{s}$ over the $1.79 \text{ m}^3/\text{s}$ in the existing channel in the pre-development model. Figure 4.6 shows the flow along the same section of channel to be $1.68 \text{ m}^3/\text{s}$ in the post-development scenario including the new detention basin, demonstrating that the basin will adequately reduce flows below pre-existing levels for the critical 5% AEP storm.

4.2 PROPOSED DETENTION SYSTEM

The proposed detention system comprises a new 'online' detention basin with 1,149m³ of storage capacity. The existing open stormwater channel is to serve as the inlet to the detention basin. Twin DN675 outlet pipes are proposed to control the rate of discharge from the basin. The layout of the basin storage, inlet and outlet are shown on the attached Concept Stormwater Plan (sheet C30-01 of Civil Engineering Drawings by Arete Engineering).

Model results show 649m³ of the proposed 1,149m³ detention capacity will be utilised for this subdivision proposal. The basin therefore has a remaining detention capacity of 500m³, which is proposed to be reserved for potential future subdivision of the balance lot.

A basin spillway design will be undertaken in the detailed design phase to safely manage flows exceeding the capacity of the basin (i.e. from storms less frequent than 5% AEP).

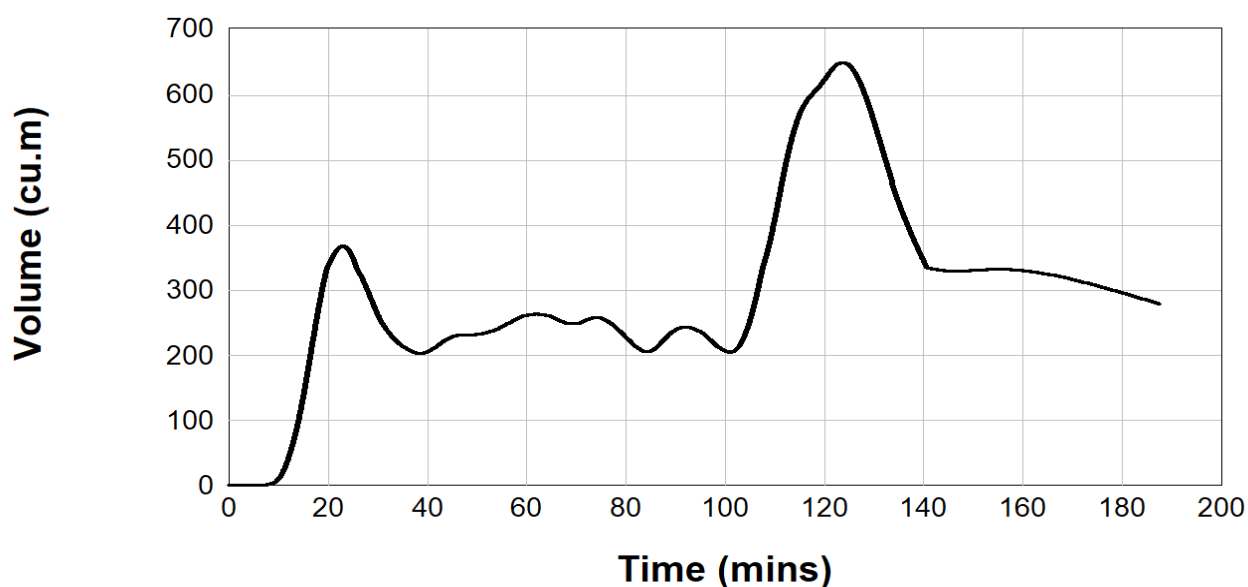


Figure 4.7: Detention basin volumes - Critical 5% AEP storm

5. STORMWATER WATER QUALITY TREATMENT

5.1 PROPOSED STORMWATER TREATMENT MEASURES

In accordance with the Tasmanian Stormwater Policy Guidance and Standards for Development, the proposed development must incorporate water sensitive urban design principles.

'JCO' software by StormUpdated was used to model the subdivision and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010) of:

- An 80% reduction in the average annual load of total suspended solids (TSS)
- A 45% reduction in the average annual load of total phosphorous (TP)
- A 45% reduction in the average annual load of total nitrogen (TN)

The following treatment measures are proposed:

- 1x Ocean Protect OceanSave OS2300-200 Gross Pollutant Trap
- 1x 280m² Bioretention basin

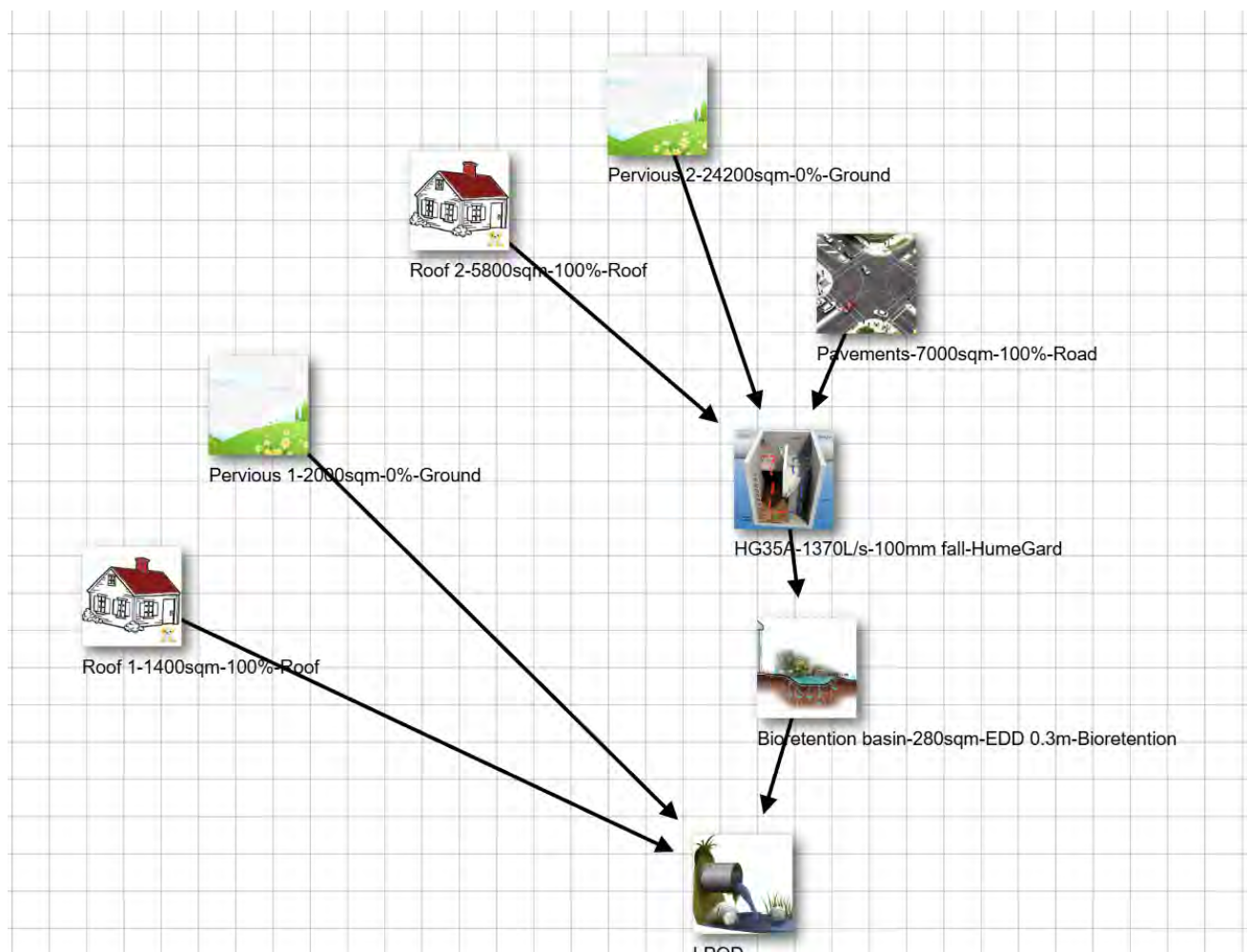


Figure 5.1: Inputs to StormUpdated 'JCO' model

Treatment Train Effectiveness

	Sources	Residual Load	% Reduction	Authority's Target Reduction	Green Star Buildings Target Reductions	
					Credit Achievement	Exceptional Performance
Flow (ML/yr)	10.27	9.79	4.61	N/A	40.00	80.00
Total Suspended Solid (kg/yr)	1378.13	85.38	93.80	80.00	85.00	90.00
Total Phosphorus (kg/yr)	3.39	1.11	67.35	45.00	65.00	70.00
Total Nitrogen (kg/yr)	29.02	9.05	68.80	45.00	45.00	60.00
Gross Pollutants (kg/yr)	224.24	22.11	90.14	90.00	90.00	95.00

Figure 5.2: Treatment results from StormUpdated 'JCO' model

The results of the JCO model show that the proposed stormwater treatment concept is sufficient to achieve the state stormwater quality targets.

Stormwater quality treatment measures are subject to future detailed design at engineering approval stage.

6. FLOOD HAZARD

A flood hazard report has previously been prepared by Poortenaar Consulting for the development.

7. CONCLUSION

This stormwater management report, in conjunction with the engineering design drawings, demonstrates that the proposed development complies with Sorell Council's requirements for the provision of subdivision stormwater infrastructure.

The proposed minor stormwater network has been designed to convey the critical 5% AEP storm, including runoff from potential future development of the balance lot.

A new stormwater basin is proposed to control stormwater runoff quantity. Model results show that a minimum detention capacity of 649 m³ is required for the proposed 36-lot subdivision. The additional capacity provided by the stormwater basin is proposed to be reserved for any future subdivision of the balance lot.

Stormwater quality treatment measures will be implemented to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010). A concept design has been proposed for a stormwater quality treatment train comprising primary, secondary and tertiary treatment measures.

Please address any queries regarding this stormwater management plan to rmoon@areteengineering.com.au or call 0435 043 413.

Yours faithfully,



Ruben Moon
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Professional Indemnity Policy No. 202308-2054 BIA

TASMAN HIGHWAY, SORELL

SUBDIVISION - BUSHFIRE HAZARD MANAGEMENT REPORT

Report Date: 2 July 2025

Drafted: Michela Fortini

Accreditation Number: BFP-P

Authorised: Jacqui Blowfield

Accreditation Number: BFP-102

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1. INTRODUCTION

1.1 AUTHOR STATEMENT

Jacqui Blowfield is an Accredited Person under Section 60B of the Fire Services Act 1979 (Accreditation number BFP – 102) with scope of work - 1, 2, 3A, 3B and 3C.

The assessment undertaken and opinions expressed within this report have been undertaken, based on a site visit undertaken and the additional desktop information and background reports available.

1.2 LIMITATIONS

The assessments within this report have been undertaken in accordance with the provisions of *Australian Standard 3959-2018 Construction of buildings in bushfire-prone areas*, C13.0 Bushfire-Prone Areas Code (*Tasmanian Planning Scheme - Sorell*) and the Director's Determination - Bushfire Hazard Areas (16 July 2024).

All reasonable steps to ensure that the information provided in this assessment is accurate and reflects the conditions on and around the site at the date of this report.

The Bushfire Attack Level (BAL) assessment detailed within has been undertaken, in accordance with *Australian Standard 3959:2018 Construction of buildings in bushfire-prone areas*, this Standard provides as follows:

"This Standard is primarily concerned with improving the ability of buildings in designated bushfire-prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well as to the building itself.

Improving the design and construction of buildings to minimize damage from the effects of bushfire is but one of several measures available to property owners and occupiers to address damage during bushfire...

The measures set out in this Standard to improve construction, and thus better equip a building to withstand the effects from bushfire, may also be used as a guide for those who wish to voluntarily adopt such measures in situations where regulatory compliance is not mandated.

...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..."¹

¹ Forward, AS3959-2018

The BAL assessment undertaken, in accordance with AS3959-2018², has utilised a Fire Danger Index (FDI) of 50. On days where the forecast Fire Behaviour Index (FBI) is Extreme or Catastrophic the FDI is predicted to exceed 50.

The assessment of vegetation within 150m of the site is based the qualities of the vegetation on the day of inspection and does not provide for changes in classification due to unanticipated growth or vegetation planting beyond the management areas described on the Bushfire Hazard Management Plan, or failure to maintain management areas described in a minimal fuel condition.

The Bushfire Hazard Management Plan is to be read together with the entirety of this report. Copies of this report, in its entirety, should be provided to all current and future owners of the subject land.

1.3 PROPOSAL SCOPE

The proposal is for a residential subdivision proposing the creation of 36 residential lots and one retained balance lot (two additional titles for part of the site providing access and services, however no change to the lots is proposed).

The balance lot will retain an existing residential dwelling onsite on the western boundary. The subdivision (in the southern part of the site) will not result in any increased risk of bushfire to the existing dwelling.

² Clause 2.2, AS3959-2018

2. THE SITE

2.1 SITE DESCRIPTION

The proposed residential lots are proposed from the following:

Address:	PID:	Title Reference:	Area:
Tasman Highway, Sorell	9040705	186576/1	27.63ha

In addition the following lots, owned by Sorell Council, are part of the subdivision for the location of road and services:

Address:	PID:	Title Reference:	Area:
Leitram Ave, Sorell	2552941	142416/2	5073m ²
47 Cole Street, Sorell	3218371	164990/1	5.36ha

The location of the subject site is described in the following figure:

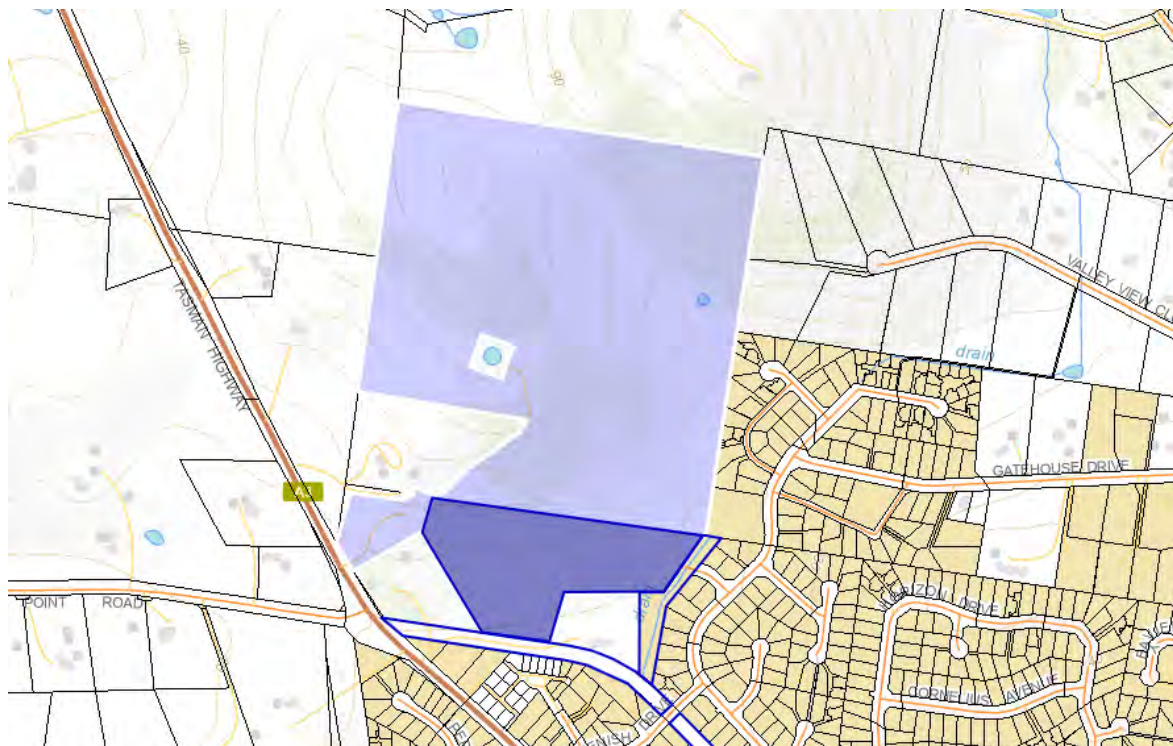


Figure 1: Locality Map (new lot area shaded dark blue, & Council road & services lots outlined blue, HMA lot in light blue) with topographic from www.theLIST.tas.gov.au © the State of Tasmania

The subject land is located adjoining the northeast corner of the existing urban area of the Sorell township, it currently contains a dwelling and associated infrastructure with the remainder of the land used for some grazing, with some patches of remnant vegetation.

The subdivision lot surrounds a separate title, owned by TasWater, which a water reservoir which supplies Sorell. The subject land also includes TasNetworks high voltage transmission lines which cross from the northwest to the southeast connecting to the substation located on land adjoining the site.

2.1.1.1 LOCALITY

The following figures further describes the site and surrounds:



Figure 2: ESRI imagery, Road name annotation, Tracks & Cadastre parcels from www.thelist.tas.gov.au

The subject site is surrounded by a diverse range of land uses, arranged in a clockwise direction from the north:

- To the north, the site is bordered by rural agricultural land.
- Along the northeastern boundary, there is a relatively recent rural lifestyle subdivision, with many of the lots currently undeveloped.
- The eastern boundary is defined by urban residential development.
- The southern boundary adjoins the Sorell Transend substation.
- A road lot (Cole Street) runs along the southern boundary, separating the site from further residential development to the south.

- Located along the southeastern boundary, 67 Tasman Highway is a single dwelling on a large lifestyle lot, albeit zoned as General Residential land.
- To the west, the site is bordered by small-scale rural and agricultural development, including residential dwellings and land primarily used for pastoral activities.
- Along the southern boundary the site does interface with the Tasman Highway.



Figure 3: ESRI imagery, Road name annotation, Tracks & Cadastre parcels from www.thelist.tas.gov.au

2.1.2 PLANNING

The subject land is within the *Tasmanian Planning Scheme – Sorell* and is comprised of several different zones, described below:

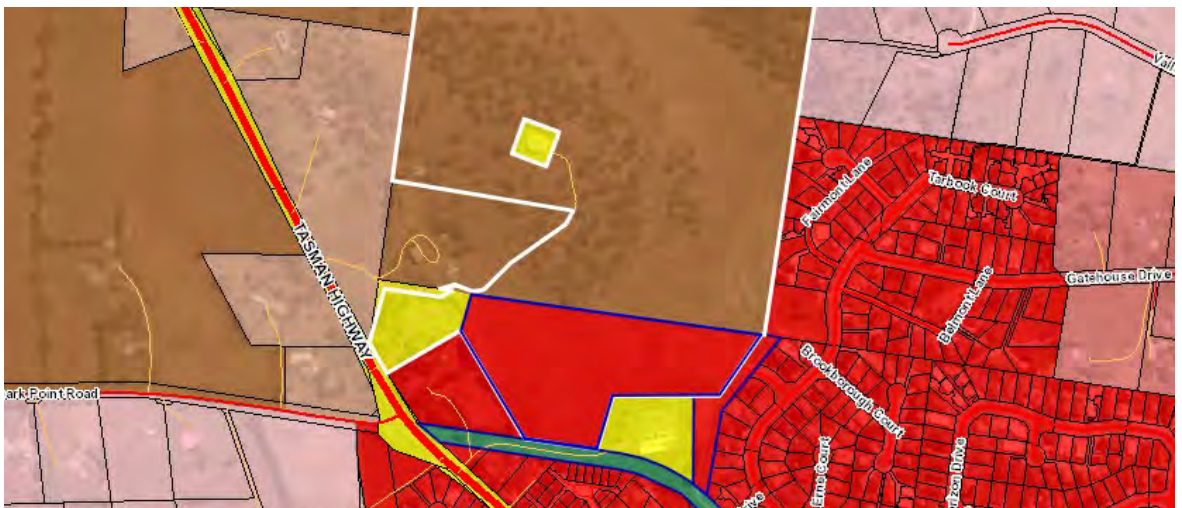


Figure 4: Zoning, with Agricultural zone (brown), rural zone (light brown), rural living (pink) general residential zone (red) and utilities zone (yellow) from www.thelist.tas.gov.au © the State of Tasmania

- The southern part of the subdivision lot, where the new lots are located is in the General Residential Zone.

- The balance of the subdivision lot is primarily Agricultural Zone, apart from an area to the west (previously a quarry) which is Utilities Zone.
- The Council owned land at Leitram Avenue is General Residential, while the Cole Street property, where the proposed services are to be located is Open Space Zone.

There is also adjoining land to the west zoned Rural and to the northeast zoned Rural Living.

The subject site is also mapped with various overlays related to other planning scheme Codes which apply to all or parts of the land, including:

- Safeguarding of Airports Code - Airport obstacle limitation area
- Landslip Hazard Code - Landslip hazard areas
- Flood-Prone Areas Hazard Code - Flood-prone areas
- Scenic protection Code - Scenic protection area
- Natural Assets Code - Waterway and coastal protection area
- Electricity Transmission Infrastructure Protection Code - Electricity transmission corridor, Inner protection area and Substation facility buffer area.

2.2 SITE DETAILS

2.2.1 TOPOGRAPHY AND ORIENTATION

The portion of land subject to the subdivision application (outlined in red) represents the flattest area of the site, sloping gently downward toward the southeast at an approximate gradient of 1:9.

The balance of the subject land includes the saddle between two hills at the northwestern corner of the site, with the balance of the land generally sloping towards the south and east. It forms part of the southernmost hills of the Weston Hill 'Range'. The land slopes downwards towards the southeast, and southwest, with a gradient of 1:7 along this downward slope. A portion of the land slopes upwards towards the northeastern corner of the site.



Figure 5: Hillshade with 10m contours, Cadastre parcels & Simplified topographic from www.thelist.tas.gov.au © the State of Tasmania

2.2.2 VEGETATION DESCRIPTION

A natural values assessment of the subject subdivision land was undertaken by Nicole Gill in 2024. This assessment identified the native vegetation community present on the site as (DVG) *Eucalyptus viminalis* grassy forest and woodland. The assessment also identified areas of weeds including Boxthorn and Serrated tussock.

Across the extent of the land proposed for subdivision, the land is identified as FAG agricultural land. The TasVeg mapping from LISTMAP is detailed below:

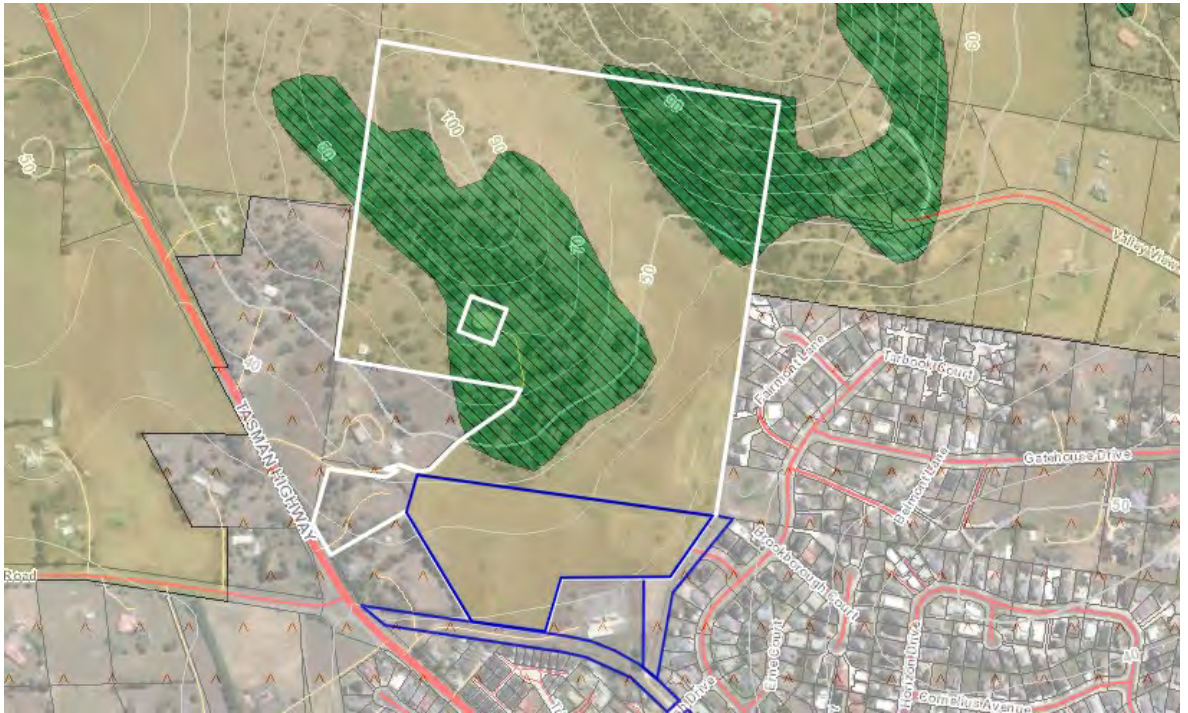


Figure 6: Tasveg vegetation communities ((DVG) *Eucalyptus viminalis* grassy forest and woodland in green, (FAG) Agricultural land in yellow, and elsewhere (FUR) Urban areas).

2.2.3 FIRE HISTORY

The only recorded fire history mapped on LISTMAP in proximity to Sorell township, relate to the 1967 bushfires, detailed in the following figure:

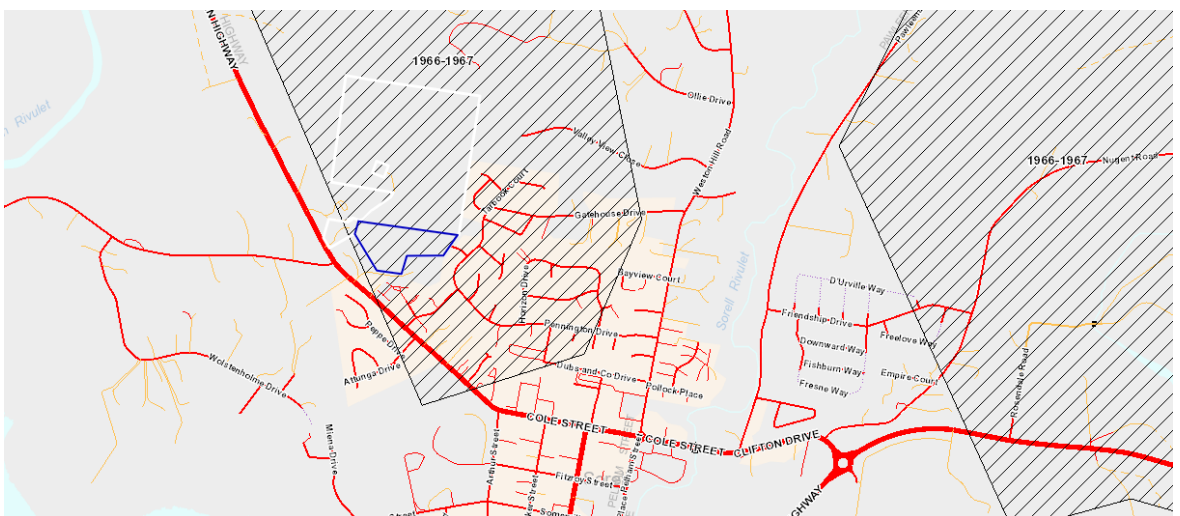


Figure 7: 1966-1967 fire on the subject site, with Fire history and topographic plan from www.thelist.tas.gov.au

2.2.4 SITE PHOTOS

The following images further describe the site and surrounds:



Figure 8: View from Leitram Ave, west across subdivision area



Figure 9: View from Leitram Ave, north across balance lot



Figure 10: View of Council Cole Street property, from Devenish Drv, towards TasNetworks and subdivision site



Figure 11: View of Council Cole Street property, from Tasman Hwy, towards subdivision site



Figure 12: View of balance land, western boundary of site viewed from the north



Figure 13: View east of south sloping balance woodland

2.3 SITE ANALYSIS

This section provides analysis of the land subject to subdivision, including the north and western quadrants where the land adjoins bushfire prone vegetation.



Figure 14: Site analysis plan - describing 150m perimeter of subdivision lot area in green, with basemap with cadastral parcels, ESRI aerial photo, 10m contours and road centrelines from www.thelist.tas.gov.au

The figure above provides an overview of the subject land which is currently grassland, and its surrounding area, relevant to the assessment of bushfire attack levels for each boundary. In general terms, the land surrounding the site includes:

- East and south: An established residential area considered non-vegetated and low-risk for bushfire purposes. This area also contains utilities development, including TasNetworks substations and transmission infrastructure, and council infrastructure lots, maintained in a low fuel condition by council. This lot is approximately 20m.
- West and north: comprises of the balance of the subject title and two neighbouring lots. These areas are a combination of managed and developed low threat vegetation areas, grassland and a woodland area.

The following figures provide more detailed information on the characteristics of the bushfire-prone quadrants surrounding the subdivision area.

2.3.1 BALANCE LOT EXISTING DWELLING

The figure below shows the location of the existing cottage dwelling (circa 2018) on the subject land which will be retained within the balance lot. The dwelling is beyond 150m of the nearest of the proposed new residential lots and will not be affected by the proposed subdivision, with the setbacks to existing nearest boundaries (27m to the western boundary and 11m to the southern boundary) unaltered. The cottage will retain existing infrastructure and access arrangements separate from those associated with the application.



Figure 15: Site analysis plan with existing dwelling on Balance Lot. Basemap with cadastral parcels, State aerial photo from www.thelist.tas.gov.au

2.3.2 NORTH QUADRANT

This area takes in the upslope land north of the proposed residential lots including:

- balance land from the proposed subdivision; and
- the adjoining associated property at 2582 Tasman Highway.

The northern quadrant is upslope of the area of the subdivision lots and is largely grassland, with a patch of woodland located centrally and a maintained residential area surrounding the house and outbuildings on the adjoining lots at 2582 Tasman Highway (in related ownership).

The upslope gradient of approximately 10 degrees. The grassland areas are dryland pasture with some native grasses interspersed. The woodland area is comprised of largely mature trees and sparse shrub over grassland, described in Figure 14.



Figure 16: Site analysis plan north quadrant. Basemap with cadastre parcels, State aerial photo from www.thelist.tas.gov.au

2.3.3 WEST QUADRANT



Figure 17: Site analysis plan west quadrant. Basemap with cadastre parcels, State aerial photo from www.thelist.tas.gov.au

This area takes in the cross-slope areas west of the proposed residential lots including:

- a small area of the balance subdivision land, which was previously a quarry and is largely cleared of vegetation; and
- the adjoining neighbouring property at 67 Tasman Highway, which is a 1.2ha General Residential Zoned property, containing an existing dwelling, outbuildings, established garden towards the Tasman Highway end of the lot and a rear 'paddock' area adjoining the subject land with some trees aligned along fence lines.

The quarry area is assessed as a grassland area, while the neighbouring residential property is a combination of maintained residential areas, at the Road frontage areas with grassland at the rear adjacent to the proposed lots.

The slope across this segment varies from flat to downslope 4 degrees in the quarry area.

2.3.4 SOUTH AND EAST QUADRANTS



Figure 18: Site analysis plan south and east quadrants. Basemap with cadastre parcels, State aerial photo from www.thelist.tas.gov.au

This area within these quadrants primarily consists of developed residential properties with varying lot sizes. There area also varies properties adjoin the proposed lots which area service and open space areas owned by either the Council or Tasnetworks.

TasNetworks Sorell Transend Sub Station is located adjoin the subject land at 65a Tasman Highway, the site includes the substation infrastructure and a small perimeter around the infrastructure including access and other maintained vegetation area.

Council owned land includes:

- Lot 100 Statesman Court, an open space and stormwater detention lot fronting Pennington Drive;
- Lot 2 Leitram Avenue, containing stormwater infrastructure. This lot is part of the subdivision as it will include subdivision works for road and services;

- 47 Cole Street, with the area of this property adjacent to the site being once a railway corridor, which still provides a linear stormwater and pedestrian connection from the Tasman Highway in the west to the town centre in the east.

These Council lots are also maintained in a low fuel condition.

3. BUSHFIRE ATTACK LEVEL ASSESSMENT

3.1 TYPE OF DEVELOPMENT OR WORK ASSESSED

Subdivision of land.

3.2 EXCLUSIONS - LOW THREAT VEGETATION AND NON-VEGETATED AREAS

In accordance with Clause 2.2.3.2 of AS 3959-2018:

The following vegetation shall be excluded from a BAL assessment:

- (a) *Vegetation of any type that is more than 100m from the site.*
- (b) *Single areas of vegetation less than 1ha in area and not within 100m of other areas of vegetation being classified.*
- (c) *Multiple areas of vegetation less than 0.25ha in area and not within 20m of the site, or each other or of other vegetation being classified vegetation.*
- (d) *Strips of vegetation less than 20m in width (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of the length and not within 20m of the site or each other, or other areas of vegetation being classified vegetation.*
- (e) *Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.*
- (f) *Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, sporting fields, vineyards, orchards, banana plantation, market gardens (and other non-curing crops), cultivated gardens, commercial nurseries, nature strips and windbreaks.*

NOTES:

- 1 *Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognisable as short-cropped grass for example, to a nominal height of 100mm).*
- 2 *A windbreak is considered a single row of trees used as a screen or to reduce the effect of wind on the leeward side of the trees.*

As identified in the previous section there are areas surrounding the proposed subdivision which include no vegetated areas, including developed residential buildings, roads and other infrastructure, as well as maintained land including the service and infrastructure lots owned by Council and TasNetworks. All these areas are assessed as meeting the above requirements as Low threat vegetation and non-vegetated areas.

3.3 ASSESSMENT TABLE - LOTS 1 - 11

These lots are the northern row of proposed lots which adjoin the balance lot. The bushfire hazard management plan includes the building areas comprise the whole of the lots, with 15m hazard management area on the upslope and 18m hazard management to the west on the balance.

VEGETATION WITHIN 100m									
Vegetation classification	North		South		East		West		
	Northeast		Southwest		Southeast		Northwest		
A. Forest									
B. Woodland	✓								
C. Shrubland									
D. Scrub									
E. Mallee / Mulga									
F. Rainforest									
G. Grassland	✓						✓		
Exclusions (where applicable) from clause 2.2.3.2			✓		✓				
DISTANCE OF THE SITE FROM CLASSIFIED VEGETATION (see clause 2.2.4)									
Distance to classified vegetation	Distances in metres								
	15		N/A		N/A		16		
EFFECTIVE SLOPE OF LAND UNDER THE CLASSIFIED VEGETATION (see clause 2.2.5)									
Slope under the classified vegetation	Upslope								
	Upslope/0°	✓	Upslope/0°		Upslope/0°		Upslope/0°		
	Downslope								
	>0 to 5°		>0 to 5°	✓	>0 to 5°	✓	>0 to 5°	✓	
	>5 to 10°		>5 to 10°		>5 to 10°		>5 to 10°		
	>10 to 15°		>10 to 15°		>10 to 15°		>10 to 15°		
	>15 to 20°		>15 to 20°		>15 to 20°		>15 to 20°		
	BAL for each side		19		LOW		LOW		12.5

Notes: This assessment is based on AS3959:2018 Table 2.6, FDI 50 (1090K). On days where fire danger is classified as Severe, Extreme or Catastrophic the exceed FDI 50.

3.3.1 SITE ASSESSED BUSHFIRE ATTACK LEVEL

The Lots will have BAL12.5 and 19 building areas with the hazard management areas proposed.

3.4 ASSESSMENT TABLE - LOTS 12 - 36

These Lots are separated from the north by Lots 1-11 and also adjoin residential and managed land to the south and east. To the west there is bushfire prone vegetation on the balance lot and the neighbouring property 67 Tasman Hwy. Hazard management area 10-11m wide is to be located within lots 12-18, as well as areas within the balance lot.

VEGETATION WITHIN 100m									
Vegetation classification	North		South		East		West		
	Northeast		Southwest		Southeast		Northwest		
A. Forest									
B. Woodland	✓								
C. Shrubland									
D. Scrub									
E. Mallee / Mulga									
F. Rainforest									
G. Grassland	✓						✓		
Exclusions (where applicable) from clause 2.2.3.2			✓		✓				
DISTANCE OF THE SITE FROM CLASSIFIED VEGETATION (see clause 2.2.4)									
Distance to classified vegetation	Distances in metres								
	60		N/A		N/A		11		
EFFECTIVE SLOPE OF LAND UNDER THE CLASSIFIED VEGETATION (see clause 2.2.5)									
Slope under the classified vegetation	Upslope								
	Upslope/0°	✓	Upslope/0°	✓	Upslope/0°		Upslope/0°	✓	
	Downslope								
	>0 to 5°		>0 to 5°		>0 to 5°		>0 to 5°	✓	
	>5 to 10°		>5 to 10°		>5 to 10°		>5 to 10°		
	>10 to 15°		>10 to 15°		>10 to 15°		>10 to 15°		
	>15 to 20°		>15 to 20°		>15 to 20°		>15 to 20°		
BAL for each side	12.5		LOW		LOW		19		

Notes: This assessment is based on AS3959:2018 Table 2.6, FDI 50 (1090K). On days where fire danger is classified as Severe, Extreme or Catastrophic the exceed FDI 50.

3.4.1 SITE ASSESSED BUSHFIRE ATTACK LEVEL

The Lots will have a combination of BAL 19, BAL 12.5 and BAL LOW building areas with the hazard management areas proposed.

4. BUSHFIRE-PRONE AREAS CODE

4.1 APPLICATION OF THE CODE

The subject land is covered by the Bushfire-prone area overlay of the Planning Scheme and therefore in accordance with C13.2.1 the Code applies to applications for subdivision or to development for vulnerable or hazardous uses.

4.2 RELEVANT DEFINITIONS

Bushfire Prone Areas Code of the *Tasmanian Planning Scheme – Sorell* includes the following definitions specifically relevant to the following assessment:

<i>accredited person</i>	<i>means as defined in the Act.</i>
<i>bushfire attack level (BAL)</i>	<i>means the bushfire attack level as defined in Australian Standard AS3959:2018 Construction of buildings in bushfire-prone areas as ‘a means of measuring the severity of a building’s potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire’.</i>
<i>bushfire hazard management plan</i>	<i>means as defined in the Act.</i> Part 3.(1) of the <i>Land Use Planning Approvals Act 1993</i> , provides: bushfire hazard management plan means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer
<i>bushfire protection measures</i>	<i>means the measures that might be used to reduce the risk of bushfire attack and the threat to life and property in the event of bushfire.</i>
<i>bushfire-prone area</i>	<i>means:</i> (a) <i>land shown on an overlay map in the relevant Local Provisions Schedule, as within a bushfire-prone area; ...</i>
<i>bushfire-prone vegetation</i>	<i>means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.</i>
<i>carriageway</i>	<i>means the section of road formation which is used by traffic, and includes all the area of the traffic lane pavement together with the formed shoulders.</i>
<i>contiguous</i>	<i>means separated by less than 20m.</i>
<i>fire fighting water point</i>	<i>means the point where a fire appliance is able to connect to a water supply for fire fighting purposes. This includes a coupling in the case of a fire hydrant, offtake or outlet, or the minimum water level in the case of a static water supply.</i>

<i>hardstand</i>		<i>means as described in Australian Standard AS2419.1-2005 Fire hydrant installations, Part 1: System design, installation and commissioning.</i>
<i>hazard area</i>	<i>management</i>	<i>means the area, between a habitable building or building area and bushfire-prone vegetation, which provides access to a fire front for fire fighting, 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.</i>
<i>hose lay</i>		<i>means the distance between two points established by a fire hose laid out on the ground, inclusive of obstructions.</i>
<i>property access</i>		<i>means the carriageway which provides vehicular access from the carriageway of a road onto land, measured along the centre line of the carriageway, from the edge of the road carriageway to the nearest point of the building area.</i>

4.3 USE OR DEVELOPMENT EXEMPT FROM THIS CODE

C13.4.1 *The following use or development is exempt from this code:*

- (a) *any use or development that the TFS or an accredited person, having regard to the objective of all applicable standards in this code, certifies there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures; and*
- (b) *adjustment of a boundary in accordance with clause 7.3 of this planning scheme.*

While the part of the subdivision which proposes the new residential lots is not exempt, the creation of the balance lot, which will retain the existing dwelling on a lot with a somewhat lesser lots size but otherwise be unaffected by the proposed subdivision is considered to be consistent with (a) above in that the subdivision will create an insufficient increased risk from bushfire to warrant any specific measures.

4.4 DEVELOPMENT STANDARDS FOR SUBDIVISION

The following Standards are applicable:

C13.6.1 Provision of hazard management areas	
<i>Objective: That subdivision provides for hazard management areas that:</i> (a) <i>facilitate an integrated approach between subdivision and subsequent building on a lot;</i> (b) <i>provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</i> (c) <i>provide protection for lots at any stage of a staged subdivision.</i>	
A1 (a) <i>TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</i> (b) <i>The proposed plan of subdivision:</i> (i) <i>shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;</i>	P1 <i>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:</i> (a) <i>the dimensions of hazard management areas;</i> (b) <i>a bushfire risk assessment of each lot at any stage of staged subdivision;</i>

(ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.6 of Australian Standard AS3959:2018 Construction of buildings in bushfire-prone areas; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than the separation distances required for BAL 19 in Table 2.6 of Australian Standard AS3959:2018 Construction of buildings in bushfire-prone Areas; and (c) if hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.	(c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (d) the topography, including site slope; (e) any other potential forms of fuel and ignition sources; (f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development; (g) an instrument that will facilitate management of fuels located on land external to the subdivision; and (h) any advice from the TFS.
Balance Lot – the application reduces the size of the land containing the existing dwelling, however the subdivision of the proposed lots is in an area of the site at a substantial distance from the existing dwelling and will not affect the ability for the dwelling to be protected, will not affect the setback to relevant site boundaries or alter anything relevant to the existing dwelling. The subdivision Balance Lot is therefore in accordance with A1(a) in that it does not warrant any specific measures as part of the subdivision in relation to the existing dwelling or requiring creation of a building area. Lots 1-36 of the subdivision are, within the Bushfire Hazard management Plan, provided with building areas which meet or exceed the minimum requirement of A1(b). The Bushfire Hazard Management Plan does not include hazard management area on land outside the subdivision and therefore A1(c) is not applicable. On the basis of the above the application meets this acceptable solution.	

C13.6.2 Public and fire fighting access		
<i>Objective: That access roads to, and the layout of roads, tracks and trails, in a subdivision:</i> (a) <i>allow safe access and egress for residents, fire fighters and emergency service personnel;</i> (b) <i>provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack, and for hazard management works to be undertaken;</i> (c) <i>are designed and constructed to allow for fire appliances to be manoeuvred;</i> (d) <i>provide access to water supplies for fire appliances; and</i> (e) <i>are designed to allow connectivity, and where needed, offering multiple evacuation points.</i>		
A1	(a) <i>TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or</i> (b) <i>A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas, is included in a bushfire hazard management plan that:</i> (i) <i>demonstrates proposed roads will comply with Table C13.1, proposed property accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and</i> (ii) <i>is certified by the TFS or an accredited person.</i>	P1 <i>A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:</i> (a) <i>appropriate design measures, including:</i> ... (b) <i>the provision of access to:</i> (i) <i>bushfire-prone vegetation to permit the undertaking of hazard management works; and</i> (ii) <i>fire fighting water supplies; and</i> (c) <i>any advice from the TFS.</i>
Lots 1-36 of the subdivision are designed including a new subdivision road, this road layout is able to meet the design requirements of Table C13.1 (below), conditions on the BHMP confirm the requirements applicable for the detailed design and construction for the subdivision. Lots 1-36 all have property access lengths less than 30m and therefore there are no design requirements in accordance with Table C13.2 (below). The subdivision proposed for the creation of lots 1-36 therefore comply with A1(b). Balance Lot – the application does not affect the existing access to the existing dwelling, therefore in accordance with A1(a) the application does not warrant any specific measures as part of the subdivision relating to access. The application therefore complies with this acceptable solution.		
Table C13.1 Standards for Roads		
A.	Roads.	<i>Unless the development standards in the zone require a higher standard, the following apply:</i> (a) <i>two-wheel drive, all-weather construction;</i> (b) <i>load capacity of at least 20 tonnes, including for bridges and culverts;</i>

		(c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard, AS 1743:2018 Road signs-Specifications.
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Table C13.2 Standards for Property Access

Element		Requirement
A.	Property access length is less than 30m; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.

C13.6.3 Provision of water supply for fire fighting purposes

Objective: That an adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage to allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.

A1 <i>In areas serviced with reticulated water by the water corporation:</i> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table C13.4; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	P1 <i>No Performance Criterion.</i>
Balance Lot - the application does not increase the risk associated with the existing dwelling on the balance lot and therefore does not warrant any provision related to water supply for firefighting purposes and complies with A1(a).	

Lots 1-36 can be supplied with reticulated water supply for fire fighting in accordance with Table C13.4 (below) and as provided for through the BHMP, in accordance with A1(b). The application therefore complies with this acceptable solution.

Table C13.4 Reticulated Water Supply for Fire Fighting

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants.	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition; and (b) fire hydrants are not installed in parking areas.
C.	Hardstand.	A hardstand area for fire appliances must be provided: (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) with a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

ATTACHMENTS

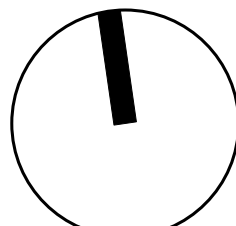
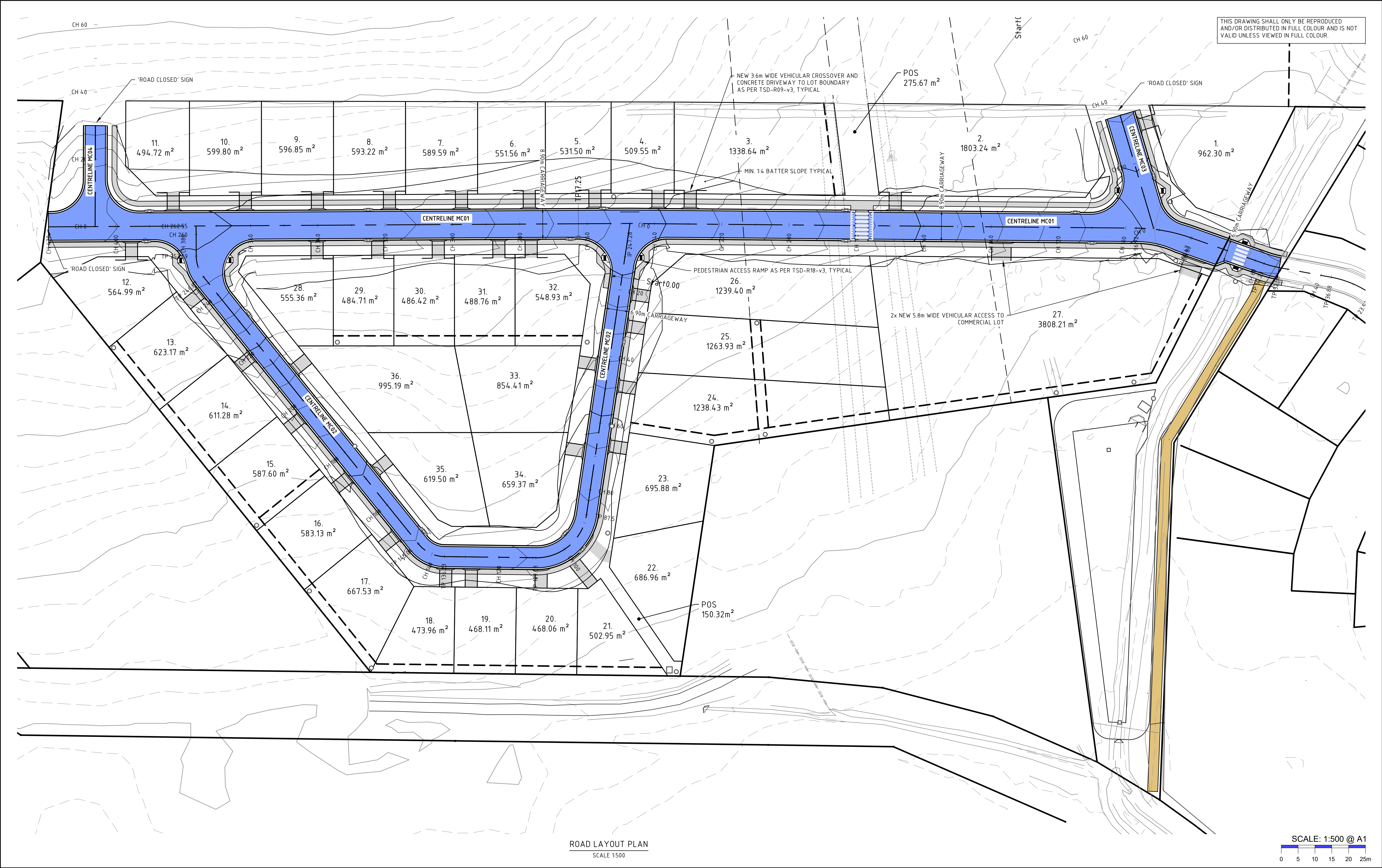
PLAN: (ATTACHMENT 1)

BHMP: (ATTACHMENT 2)

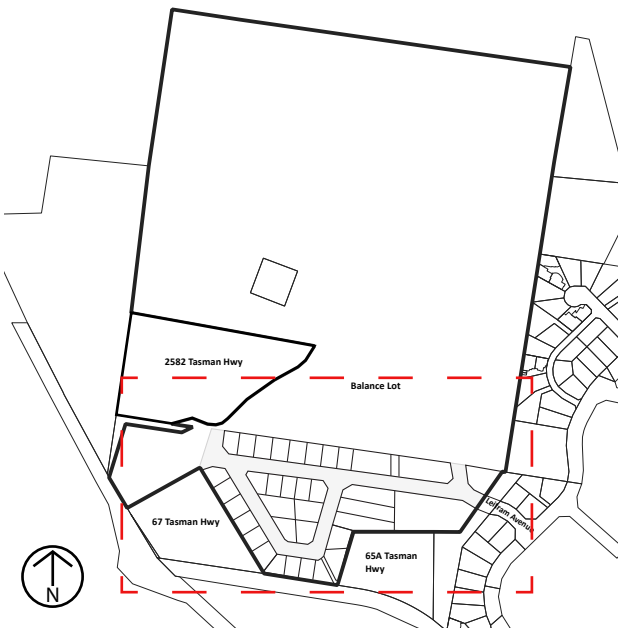
PLANNING CERTIFICATE: (ATTACHMENT 3)

BUILDING FORM 55: (ATTACHMENT 4)

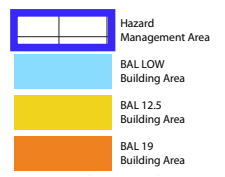
ATTACHMENT 1: PLAN



ATTACHMENT 2: BHMP



Lot Number	BAL	Lot Number	BAL
1	12.5	19	12.5
2	12.5	20	12.5
3	12.5	21	LOW
4	12.5	22	LOW
5	12.5 & 19	23	LOW
6	12.5 & 19	24	12.5
7	12.5	25	12.5
8	12.5	26	12.5
9	12.5	27	LOW
10	12.5	28	12.5
11	12.5	29	12.5
12	19	30	12.5
13	19	31	12.5
14	19	32	12.5
15	19	33	12.5
16	19	34	LOW
17	19	35	12.5
18	19	36	12.5



SCHEDULE OF REQUIREMENTS

- BUILDING REQUIREMENTS**
1. Buildings within Lots 1 - 36 are to be constructed in accordance with the requirements for their respective BAL's, as detailed on this Bushfire Hazard Management Plan, in accordance with Australian Standard 3959-2018 Construction of buildings in bushfire-prone areas.
- ROAD REQUIREMENTS**
2. The subdivision road is to be designed and constructed to provide a minimum of:
- load capacity of at least 20 tonnes, including for bridges and culverts;
 - minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
 - minimum vertical clearance of 4m;
 - minimum horizontal clearance of 2m from the edge of the carriageway;
 - cross falls of less than 3 degrees (1:20 or 5%);
 - maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
 - curves have a minimum inner radius of 10m;
 - dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width;
 - dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
 - carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard, AS 1743-2001 Road signs-Specifications.
- WATER SUPPLY**
3. Fire hydrants must be located within a 120m hoselay of all parts of Building Areas on Lots 1 – 27.
4. The fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011: 3.1 MRWA Edition 2.0 and are not to be installed in

HAZARD MANAGEMENT AREAS

5. Hazard Management Areas described on this Bushfire Hazard Management Plan are to be maintained as low threat vegetation, as grassland managed in a minimal fuel condition, maintained lawns or cultivated gardens.
- NOTE: Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognisable as short-cropped grass for example, to a nominal height of 100mm).*
6. Areas of the site within 100m of the building but beyond the Hazard Management Area are to be maintained in accordance with their current vegetation classification under AS3959-2009, or if modified are to be of a lesser hazard.

MAINTENANCE SCHEDULE

7. Maintenance of areas with the Bushfire Hazard Management Plan should include maintenance of vegetation within proximity of roads to retain clearance for a height of 4m, above all carriageways, and 0.5m each side of the carriageway;
- Within all Hazard Management Areas:
- Prune larger trees to establish and maintain horizontal and vertical canopy separation;
 - Prune low hanging trees to ensure separation from ground litter;
 - Removal of fallen limbs, leaf & bark litter;
 - Remove fallen limbs, leaf & bark litter from roofs, gutters and around buildings;
 - Cut lawns and grass areas short (less than 100mm) and maintain;
 - Remove or minimise areas of pine bark and other flammable garden mulch; and
 - Minimise storage of petroleum fuels.

STAGING

8. If the subdivision proceeds in stages, prior to the sealing of each stage the following mitigation measures are to be in place, to ensure that lots created as part of a stage will be adequately protected until such time as future stages of the subdivision are completed.
- Measures are to include:
- Temporary terminating roads are to be provided with a turning area for fire appliances provided by either, a turning circle with a minimum outer radius of 10m, or a hammerhead 'T' or 'Y' turning head 4m wide and 8m long. Turning areas are to be constructed to a minimum standard of:
 - o all-weather, 4-wheel drive construction with a load capacity of at least 20t, including for bridges and culverts;
 - o minimum carriageway width of 4m;
 - o minimum vertical clearance of 4m and minimum horizontal clearance of 2m from the edge of the carriageway;
 - o cross falls of less than 3 degrees (1:20 or 5%), dips less than 7 degrees (1:8 or 12.5%) entry and exit angle, curves with a minimum inner radius of 10m and maximum gradient of 15 degrees (1:3.5 or 28%) for sealed pavements, and 10 degrees (1:5.5 or 18%) for unsealed pavement; and
 - Fire hydrants are to be installed so that all building areas within the stage are provided with water supply consistent with condition 3.
 - Hazard Management Areas are to be established and maintained around stages to provide separation sufficient to meet the assessed BAL rating for each lot in the stage.

BUSHFIRE HAZARD MANAGEMENT PLAN

Lot 1 TASMAN HWY SORELL
TAS 7172 - Subdivision
CT 186576/1

Date: 2/7/2025

Scale: 1: 2000 @ A3

This plan should be read in conjunction with the report titled: Tasman Highway, Sorell Subdivision - Bushfire Hazard Management Report 2/7/2025

Practitioner: J Blowfield
Accreditation No: 102
Scope of accreditation: 1, 2, 3A, 3B & 3C

firene inc
PLANNING & URBAN DESIGN

BUSHFIRE-PRONE AREAS CODE**CERTIFICATE³ 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 1 TASMAN HIGHWAY SORELL

Certificate of Title / PID:

CT 186576/1 / PID 9040705

2. Proposed Use or Development**Description of proposed Use and Development:**

Subdivision

Applicable Planning Scheme:

Tasmanian Planning Scheme - Sorell

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Subdivision Plans – 2024-C12-PR01 2582 <i>Tasman Hwy Subdivision</i>	Arete Engineering Pty Ltd	11/6/2025	D1
<i>Tasman Highway, Sorell - Subdivision - Bushfire Hazard Management Report</i>	Ireneinc Planning & Urban Design	2/7/2025	

³ 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:

☒	C13.4 – Use or development exempt from this Code	
	Compliance test	Compliance Requirement
☒	C13.4.1(a)	Balance Lot - the balance lot, which will retain the existing dwelling on a lot with a somewhat lesser lots size but otherwise be unaffected by the proposed subdivision, will create an insufficient increased risk from bushfire to warrant any specific measures in relation to this lot.

☐	C13.5.1 – Vulnerable Uses	
	Acceptable Solution	Compliance Requirement
☐	C13.5.1 P1	
☐	13.5.1 A2	
☐	C13.5.1 A2	

☐	C13.5.2 – Hazardous Uses	
	Acceptable Solution	Compliance Requirement
☐	C13.5.2 P1	
☐	C13.5.2 A2	
☐	C13.5.2 A3	

☒	C13.6.1 Subdivision: Provision of hazard management areas	
	Acceptable Solution	Compliance Requirement
☒	C13.6.1	
☒	C13.6.1 A1(a)	Balance Lot – subdivision does not warrant provision for the balance lot.
☒	C13.6.1 A1(b)	Lots 1-36 – Building areas meeting or exceeding the requirements of BAL-19

☐	C13.6.1 A1(c)	
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☒	C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement
☐	C13.6.2 P1	
☒	C13.6.2 A1 (a)	Balance Lot – subdivision does not warrant provision for the balance lot.
☒	C13.6.2 A1 (b)	Lots 1-36 - New subdivision road and access complies with relevant Tables.

☒	C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes	
	Acceptable Solution	Compliance Requirement
☒	C13.6.3 A1 (a)	Balance Lot – subdivision does not warrant provision for the balance lot.
☒	C13.6.3 A1 (b)	Lots 1-36 - Reticulated water supply complies with relevant Table
☐	C13.6.3 A1 (c)	
☐	C13.6.3 A2 (a)	
☐	C13.6.3 A2 (b)	
☐	C13.6.3 A2 (c)	

5. Bushfire Hazard Practitioner

Name: Jacqui Blowfield

Phone No: 03 6234 9281

Postal Address: Ireneinc Planning & Urban Design
49 Tasma Street
North Hobart TAS 7000

Email Address: jacqui@ireneinc.com.au

Accreditation No: BFP – 102

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: Jacqui Blowfield

Date: 2/7/2025

Certificate
Number: 2025 001

(for Practitioner Use only)

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: Owner /Agent
 Address
 Suburb/postcode

Qualified person details:

Qualified person: Jacquie Blowfield
 Address: 49 Tasma Street Phone No: 03 6234 9281
 North Hobart 7000 Fax No:
 Licence No: BFP - 102 Email address: jacqui@ireneinc.com.au
 Qualifications and Insurance details: Accredited to report on bushfire hazards under Part IVA of the Fire Service Act 1979. (description from Column 3 of the Director of Building Control's Determination)
 Speciality area of expertise: Analysis of hazards in bushfire-prone areas (description from Column 4 of the Director of Building Control's Determination)

Details of work:

Address: LOT 1 TASMAN HIGHWAY, SORELL Lot No: 1
 SORELL 7172 Certificate of title No: 186576/1
 The assessable item related to this certificate: BHMP for Subdivision – Lots 1 - 36 (description of the assessable item being certified)
 Assessable item includes –
 - a material;
 - a design
 - a form of construction
 - a document
 - testing of a component, building system or plumbing system
 - an inspection, or assessment, performed

Certificate details:

Certificate type: Bushfire Hazard (description from Column 1 of Schedule 1 of the Director of Building Control's Determination)

This certificate is in relation to the above assessable items, at any stage, as part of – (tick one)

☒ building work, plumbing work or plumbing installation or demolition work

OR

☐ a building, temporary structure or plumbing installation

In issuing this certificate the following matters are relevant –

Documents:

Tasman Highway, Sorell - Subdivision - Bushfire Hazard Management Report, Ireneinc Planning & Urban Design, 2/7/2025

Relevant
calculations:

BAL Assessment contained within *Tasman Highway, Sorell - Subdivision - Bushfire Hazard Management Report, Ireneinc Planning & Urban Design, 2/7/2025*

References:

AS3959-2018 Construction in Bushfire Prone Areas

Substance of Certificate: (what it is that is being certified)

Bushfire Hazard Management Plan (BHMP) contained within *Tasman Highway, Sorell - Subdivision - Bushfire Hazard Management Report, Ireneinc Planning & Urban Design, 2/7/2025*

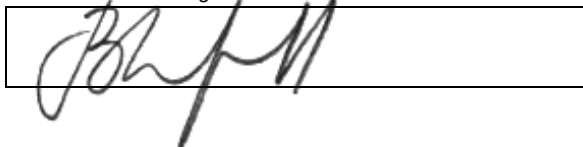
Scope and/or Limitations

As detailed within *Tasman Highway, Sorell - Subdivision - Bushfire Hazard Management Report, Ireneinc Planning & Urban Design, 2/7/2025*

I certify the matters described in this certificate.

Qualified person:

Signed:



Certificate No:

2025 001

Date:

2/7/2025



Attachments to item number 5.2 -

Detailed LPS Criteria Assessment;

Activity Plan for Craigs Hill Bushland Reserve;

Aboriginal Heritage Advice;

ATTACHMENT 2: Detailed Assessment against LPS Criteria

Response to criteria requirements for Local Provisions Schedule under LUPAA Section 34(2) of LUPAA, which requires that a relevant planning instrument to meet all of the following criteria.

(a) contains all the provisions that the SPPs specify must be contained in an LPS

The proposal complies with the SPP requirements for an LPS as set out in clause LP1.0 and Appendix A of the SPPs.

(b) is in accordance with section 32

This section identifies the technical aspects of a LPS such as inclusion of zone maps and overlays, and what additional local provisions can be included if permitted to do so under the SPPs, to add to, modify or override the SPPs.

Section 32 (4) states:

An LPS may only include a [site specific provision] if –

(a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or

(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

No site specific provisions are proposed beyond the Open Space Zone.

(c) Further the objectives set out in Schedule 1 of LUPAA

Assessment of the amendment against schedule 1 objectives is provided in the following table

Part 1 Objectives	Comment
<i>a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity</i>	The re-zoning to Open Space and Environmental Management promotes sustainable development of community recreational reserve whilst supporting and protecting the existing natural environment and ecological processes through the proposed re-zoning.
<i>b) to provide for the fair, orderly and sustainable use and development of air, land and water.</i>	As identified in the Public Open Space Strategy there is a distinct lack of Public Open Space around these communities. Through re-zoning this site will legitimize the uses currently happening on the site and it would be included in open space funding allocations and future public open space strategies.
<i>c) To encourage public involvement in resource management and planning.</i>	The public are currently involved via a land care group in managing the environmental aspects of the site, and Council in 2023 held a community meeting on site to understand the site and its community significance. If certified, the draft amendment will be subject to public exhibition.
<i>d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)</i>	The site is unlikely to result in direct economical development, however indirect economical benefits through keeping the local community healthy and active is expected. The proposed re-zoning will not result in economical detriment.
<i>e) to promote the sharing or responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</i>	This procedural objective has no bearing on the matter at hand.
Part 2 Objectives	Comment
<i>a) to requires sound strategic planning and coordinated action by State and Local Government</i>	Part of the Councils strategic planning for this site is for the zoning to be fit for purpose. The proposal is also consistent with the regional policies outlined within the Southern Tasmanian Regional Land Use Strategy.
<i>b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land.</i>	This procedural objective has no bearing on the matter at hand.

c) <i>to ensure that the effects on the environment are considered and provided explicit consideration of social and economic effects when decisions are made about the use and development of land.</i>	The site is being rezoned with the intent of improving environmental protections and supporting on-going environmental management. The social benefits of the site through future recreational infrastructure is proposed within an area of the site that has minor natural values and any works and development are limited by the provisions of the respective zonings.
d) <i>to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at state, regional and municipal levels.</i>	The re-zoning of the sites provides a clearer and more suited zoning to enable easy integration of the policies at state, regional and municipal levels.
e) <i>to provide for the consolidation of approvals for land use or development and related matters, and to coordinate planning approvals with related approvals.</i>	This procedural objective has no bearing on the matter at hand
f) <i>to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working living and recreation.</i>	The site will be able to provide passive recreational pursuits of the surrounding community and protect natural assets of the area. Through this it promotes health and wellbeing through exercise, recreation, social connection and access to nature.
g) <i>to conserve those buildings, areas or other places which are of scientific aesthetic, architectural or historical interest, or otherwise of special cultural value.</i>	There are no known items of scientific, aesthetic, architectural or historical value within the site.
h) <i>to protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.</i>	The amendment will have no adverse impact on public infrastructure
i) <i>to provide a planning framework which fully considers land capability.</i>	This procedural objective has no bearing on the matter at hand

(d) is consistent with each State Policy

Assessment of the amendment against the current State policies is provided in the following table.

State Policy	Comment
<i>State Policy on the Protection of Agricultural Land 2009 (PAL)</i>	The proposal will not result in any impact to the adjoining agricultural land. The proposed zones and intended uses will not result in a detrimental impact to existing or future agricultural uses on the land, or result in conflicting uses.
<i>State Coastal Policy 1996 (SCP)</i>	The site is within 1000m of the coast and as such is subject to this policy. The intent of the proposal is to improve environmental protections and retain the land for recreational activities the proposed zone changes will not conflict with any of the policy statements in the SCP.
<i>State Policy on Water Quality Management 1997 (SPWQM)</i>	The proposed amendment would not result in an increase in sediment transport to surface waters as there are not proposed works or development proposed.

National Environmental Protection Measures

National Environment Protection Measures (NEPM) are automatically adopted as State Policies under section 12A of the *State Policies and Projects Act 1993* and are administered by the Environment Protection Authority.

The NEPMs relate to:

- ambient air quality;
- ambient marine, estuarine and fresh water quality;
- the protection of amenity in relation to noise;
- general guidelines for the assessment of site contamination;
- environmental impacts associated with hazardous wastes; and
- the re-use and recycling of used materials.

Principle 5 of the NEPMs states that planning authorities *'that consent to developments, or changes in land use, should ensure a site that is being considered for development or a change in land use, and that the authorities ought reasonably know if it has a history of use that is indicative of potential contamination, is suitable for its intended use.*

The site was previously used as landfill until August 1997 and has been since cleared by the Environmental Protection Agency, notwithstanding this the proposed rezoning does not include any development. Given the current and intended ongoing uses on the site any proposed works would be limited in scale and require very little if any digging, cut or fill to the site or potentially contaminated land.

(da) satisfies the relevant criteria in relation to the TPPs;

Assessment against the Tasmanian Planning Policies

<i>Tasmanian Planning Policy</i>	Relevant Strategies
<i>Settlement</i>	
<i>1.2 Livability</i>	<i>1.2.3 Strategies</i> (4) The site currently and will continue to provide a large green space for recreation and access to natural values for the Nearby residential settlements. (8) Through rezoning this site it puts relevant planning controls in place to improve neighborhood amenity through managing incompatible uses and development. (9) the site provides opportunity for the identification and education of Cultural values within the site and surrounding areas.
<i>2.0 Environmental Values</i>	
<i>2.1 Biodiversity</i>	<i>2.1.3 Strategies</i> (1) The overlays currently onsite have identified Priority Vegetation and Coastal and Waterway Protection area, there are a number of sightings of threatened fauna in the surrounding area and identified threatened vegetation species on the site that are likely supporting these species. (2 & 4) the site is known for having biodiversity values that are important to the local community as such the proposed rezoning limits potential development or uses that that could harm or come into conflict with these values and enables natural values management (where reasonable) to proceed without the requirement of a planning permit. (5) the relevant planning controls for the zone and natural values overlays provides mechanisms to allow the authority to request biodiversity impacts are minimised, reduced and offset. (8) the proposal is to enable protections of the natural values, existing vegetation and passive recreation of nearby residents, as a result of this the existing carbon storage capacity of the site is intended to remain intact. (10) the proposed zoning and overlays allow for controls to minimize and refuse use and development that is not appropriate for the site, or would cause harm to the biodiversity values on site.

2.2 Waterways, wetland and Estuaries	2.2.3 Strategies (1) the planning scheme overlays have identified a natural waterway system that is interconnected with other adjoining site and connects into the ocean, likely also supporting natural overland flow paths. (2) The proposed rezoning restricts use and development that could have potentially harmful effects on the natural values of the waterway. (3) existing waterways that are reliant on the site or subject to overland flow from the site will continue to be protected with the existing vegetation to remain and the proposed new zoning and existing overlays allowing for controls to mitigate and manage any proposed riparian vegetation disturbance that could impact waterway areas within and connected to the site. (4) relevant planning control to the site are intended to minimise clearance of native vegetation, promotes the retention of natural values, minimizes opportunity for development or use that would impact the landform, soil erosion, soil disturbance, modify the rate or flow of stormwater and is intended to enhance the values of the site. (6) there is no intended development proposed as a result of this amendment and in the case of any future development is intended to support the existing uses of passive recreation and natural values management, through these development controls it should result in the protection of the ecological values found onsite.
2.4 Landscape Values	2.4.3 Strategies The site offers dense vegetated bushland which is consistent with the landscape values of the area and adds visual value from both road access and through recreational activity around the reserve.
2.5 Coasts	<i>As the site is within 1km of the Coastal Reserve Highwater Mark Area it is considered to be within the Coastal Zone as Per the State Coastal Policy 1996 definition of Coastal Zone.</i> 2.5.3 Strategies (1) Through development controls of the proposed new zoning and existing natural values overlays the existing coastal processes and landforms will remain unaffected by the sites current uses or future development to support these uses. (2) The development controls identify the existing waterway onsite and allow for development controls to protect the waterways and their interaction with the Coastal Zone. (4) the proposed rezoning supports the natural values onsite through prevention of uncontrolled development and uses onsite that could impact the existing natural processes.

<i>3.0 Environmental Hazards</i>	
<i>3.1 Bushfire</i>	<i>3.1.3 Strategies</i> (1) The site has been identified as Bushfire-Hazard Prone through the Tasmanian Planning Scheme overlays. (2) Protection of human life will be addressed through the implementation of a Bushfire Hazard Management Plan recommendations and relevant planning and building controls. (3) site has not be designated for purposes exposing people, property or supporting infrastructure to bushfire. (5) the implementation of a bushfire hazard management plans recommendation will support safe and efficient intervention of firefighting personnel and emergency evacuation. (6) the implementation of a bushfire hazard management plans recommendation will facilitate fire fighting infrastructure and support emergency services. (7) the proposed rezoning does not change the current bushfire risk or result in a culminative effect. (8) consideration for the sites proposed uses does not change the current bushfire risk. (9) The implementation of bushfire protection measures will be carried out in accordance with an endorsed plan.
<i>3.2 Landslip</i>	(1) There are some areas identified as Low Landslip Hazard which are within the dense bushland, these areas are unlikely to have any development or disturbance of the vegetation/ soil and the risk of an event associated with landslip hazard is low. If works were to occur within these overlays they would be subject to Planning and/or Building controls and assessed for risk. (2) as above (3) as above (4) as above (5) encouraging further involvement of the community land care ground and Councils Natural Resource Management Officer enables further work to rehabilitate areas with vegetation and promote ground stabilising growth. (6) majority of land within the Land Slip Hazard overlay areas is densely vegetated and not accessible to people and has not been identified for any future development or works.
<i>3.5 Contaminated Air and Land</i>	<i>3.5.3 Strategies</i> (1) the site was previously utilized as a landfill site, it has been cleared by the EPA as not being an issue unless significant ground disturbance works were proposed in which case any development would require assessment against the Potentially Contaminated Land Code within the Tasmanian Planning Scheme. (2) not development or uses on site are proposed that would expose potentially contaminated land.
<i>6.0 Cultural heritage</i>	

<i>6.1 Aboriginal Heritage</i>	<i>6.1.3 Strategies</i> (1) Council recognizes and respects that Tasmanian Aboriginal people are the custodians of their cultural heritage, the Aboriginal Cultural Heritage is living and enduring, Council has already engaged Aboriginal heritage Tasmania to ensure protection of known heritage values and are in support of Tasmanian Aboriginal People to identify, manage and continue to use and culturally identify with Aboriginal Cultural Heritage Places. (2) Council is in full support of encouraging and understanding the relevance of the site and potential values to Tasmanian Aboriginals. With the intent of the site to maintain and manage existing values on the site and minimise development or works that could harm cultural values. (3) Aboriginal Heritage Tasmania (AHT) were contacted to seek if there was any known heritage values on site, they have advised there are no known within the site, however in the case of discovery AHT would be notified. Where works are proposed AHT is to be notified as it is likely that the absence of documented relics is likely due to the area not having been surveyed rather than there being no potential aboriginal heritage onsite.
<i>7.0 Planning</i>	
<i>7.1 Public Engagement</i>	<i>7.1.3 Strategies</i> (1) The proposal for this site to be re-zoned to Open Space is due to the engagement with the local community who engage in recreational activities on the site and care for it through regular weeding and maintenance. (2&3) Further to the re-zoning process the wider public will be notified and have opportunity to comment on the proposal, ensuring community engagement throughout the planning process. (4) The report have provided a detailed justification for the proposed change to the zoning and will be available for the public to read and respond to through the process of this re-zoning amendment.
<i>7.2 Strategic Planning</i>	<i>7.1.3 Strategies</i> (1) The proposed re-zoning does not include any development or works and any future associated development or works is not intended to be significant or impact the existing natural values or condition of the environment on site. (2) the proposed re-zoning and existing overlays on the site provide for appropriate planning controls to manage and maintain the intended uses for the site to benefit the local community without compromising the environmental integrity of the site. (4) the proposal is based on community consultation and the informed decision of local government planning officers and natural resource management officers to rezone the site to protect long term environmental and recreational values of the site. (7) The proposed governance of the site is to be largely community lead as it has historically been, with Council facilitating appropriate uses within the site.

<i>7.3 Regulation</i>	<i>7.3.3 Strategies</i> (1) The proposed rezoning allows for passive recreation and natural values management without the requirement of a planning permit which are the primary activities occurring within the site. (2) All other uses apart from utilities requires a planning permit and would be subjected to the relevant use and development controls within the Open Space Zone and Overlays, ensuring development is compatible with the natural values onsite and is considered against the environmental hazards posed by the site.
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(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

The regional land use strategy for Sorell is the *Southern Tasmanian Regional Land Use Policy 2010-2035* (STRLUS). Comments against the relevant STRULS strategies are provided below.

Relevant STRULS Strategies	Comment
Biodiversity and Geodiversity: BNV 1: Maintain and manage the regional biodiversity and ecosystems and their resilience to the impacts of climate change. BNV 1.1: Manage and protect significant native vegetation at the earliest possible stage of the land use planning process**. Where possible, ensure zones that provide for intensive use or development are not applied to areas that retain biodiversity values that are to be recognised and protected by Planning Schemes. BNV 1.2: Recognise and protect biodiversity values deemed significant at the local level and ensure that planning schemes: a. specify the spatial area in which biodiversity values are to be recognised and protected (either by textural description or map overlay); and b. implement an 'avoid, minimise, mitigate' hierarchy of actions with respect to development that may impact on recognised and protected biodiversity values BNV 2: Protect threatened vegetation communities, flora and fauna species, habitat for threatened species and places important for building resilience and adaptation to climate change for these. BNV 2.2: Minimise clearance of native vegetation	BVN1: Through rezoning this sites identified and presumed natural values will be protected through the zoning and restrict development that could have negative impacts on the sites ecological significance. BVN1.1: The proposed zoning does not enable intensive uses or development on the land and is the most appropriate to protect natural values. BVN1.2: (a) the existing priority vegetation & waterway and Coastal Protection overlay on the site will remain in addition to the change in zoning to further protect the natural values on site (b) Through having the environmental management zoning and natural values overlays on the site it implements an "avoid, minimize, mitigate" hierarchy. BNV2: Threatened vegetation communities are mapped on the site and are protected through the overlays and proposed zoning changes. BNV 2.2: The proposed re-zoning and existing overlays are there as

communities that provide habitat for threatened species BNV 3: Protect the biodiversity and conservation values of the Reserve Estate. BNV 3.1: Include within Planning Schemes requirements to setback use and development from boundaries with reserved land BNV 4: Recognise the importance of non-land use planning based organisations and their strategies and policies in managing, protecting and enhancing natural values. BNV 4.1: Consult NRM-based organisations as part of the review and monitoring of the Regional Land Use Strategy BNV 5: Prevent the spread of declared weeds under the Weed Management Act 1999 and assist in their removal BNV 5.1: Ensure development that includes vegetation clearance and/or soil disturbance is undertaken in accordance with construction management plans that include weed management actions where the site is known, or suspected, to contain declared weeds BNV 6: Geodiversity BNV 6.1: Improve knowledge of sites and landscapes with geological, geomorphological, soil or karst features and the value they hold at state or local level. BNV 6.2: Progress appropriate actions to recognise and protect those values, through means commensurate with their level of significance (state or local)	mechanisms to minimize development that may have impact on vegetation communities and threatened species. BNV3: The purpose of the re-zoning is to conserve and enable better environmental management and protection of the site. BNV3.1: the zoning has relevant development controls suitable for environmental protections. BNV4: The local Landcare group for the site has been working on the site for a number of years and will continue to be engaged and supported in the work they are doing. BNV4.1: There will continue to be ongoing consultation with the local Landcare group and Council Natural Resource Manager. BNV 5: The site currently has the local Landcare Group doing a lot of weed management and the site will continue to be monitored. The proposed rezoning will restrict developments and uses that could cause weed spread. BNV5.1: there will be no development as part of the rezoning and any future development will be required to include construction management plans with weed management controls. BNV6: There are no proposed works or development as part of the proposed amendment. BNV6.1: Through rezoning the site and continuing to support community lead environmental action knowledge will improve with regards to the geological conditions of the site. BNV6.2: The proposed rezoning identifies the known and potential natural values of the site and as such is the first step in developing mechanisms that protect these values.
Water resources	

WR 1: Protect and manage the ecological health, environmental values and water quality of surface and groundwater, including waterways, wetlands and estuaries. WR 1.3: Include buffer requirements in the planning scheme to protect riparian areas relevant to their classification under the Forest Practices System. WR 2 Manage wetlands and waterways for their water quality, scenic, biodiversity, tourism and recreational values. WR 2.3 Minimise clearance of native riparian vegetation	WR1: through rezoning and retaining the existing natural values overlays, we will more meaningfully protect the ecological health of the site through development and use restrictions imposed by the relevant provisions. WR1.3: The site has relevant waterway and Coastal Protection overlays and if any development were proposed to occur riparian vegetation would be considered in the assessment under the code. However, the proposed zoning would provide protections for vegetation generally and the new proposed zones will limit development of these areas more than the current utilities zoning does. WR2: rezoning the site open space and environmental management enables the site to be environmentally managed and provide recreational and educational opportunities. WR3: the proposal requires no clearing of any vegetation and the proposed zones restricts development and uses that could require vegetation clearance.
Recreation & Open Space ROS 1: Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and wellbeing, amenity, environmental sustainability and the economy.	ROS1: The community already uses the site of recreational uses, by rezoning the site it legitimizes these uses and Councils commitment to managing and upgrading the site in accordance with these uses.
Social infrastructure SI 1: Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives. SI 1.4: Identify and protect sites for social infrastructure, particularly in high social dependency areas, targeted urban growth areas (both infill and greenfield) and in identified Activity Centres. SI 1.9: Ensure relevant planning scheme provisions include	SI1: There is no proposed development as part of this amendment, the rezoning will allow continued facilitation of healthy lifestyles and access to recreational opportunities and natural values. SI1.4: This site has been identified as socially important and is being rezoned to protect the site and for future upgrades in amenity to build and manage social infrastructure. SI1.9: The site is currently impacted by illegal dumping through re-zoning and future works / uses on the site it will improve passive surveillance,

Crime Prevention through Environmental Design principles.	physical barriers and improved community sentiment in the site to help reduce the occurrences of illegal dumping on the site.
SI 1.10: Recognise the role of the building approvals processes in providing access for people with disabilities.	SI1.10 Future development and planning will include accessibility to ensure all people within the community have access to the space and its benefits.

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993 , that applies in relation to the land to which the relevant planning instrument relates

The current municipal strategic plan is the *Strategic Plan 2019-2029 (March 2023 update)*. The amendment is consistent with the following objectives:

The Strategic Plan has four key objectives with success measures and delivery actions. Those relevant to the proposal are as follows:

- Objective 3: To Ensure a Liveable and Inclusive Community
 - o Create an integrated network of shared pathways, within and between townships, and to recreational facilities and services.
 - o Support the development of appropriate public access to coastal assets and the natural environment
- Objective 4: Increased Community Confidence in Council
 - o Ensure decision making is consistent and based on relevant and complete information and is in the best interest of sustainability and whole of community interest.
 - o Engage effectively with the community and other stakeholders, ensuring communication is timely, involving and consistent.
 - o Encourage the building of community capacity to deliver local solutions to local issues.

The proposal is broadly consistent with Council's Strategic Plan, in that the proposal will provide community amenity as part of building liveable neighborhoods, improve access to recreational and natural spaces, and engage the community and community groups to assist in the management and improvement of the public space.

(g) as far as practicable, is consistent with and coordinated with any LPs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;

The proposed rezoning for improvements in community amenity, public accessibility of recreational spaces and protection of environmental values is consistent with the surrounding Local Government's of Tasman, Clarence and Glamorgan Spring Bay's LPs's.

(h) has regard to the safety requirements set out in the standards prescribed under the gas safety act 2019;

Not applicable.

Activity Plan for Craigs Hill Bushland Reserve:

1. Form Community Landcare Group:

This group will be responsible for raising awareness of the reserve, protecting its natural habitat, and promoting sustainable use of the area. The group will be formed through a community forum, which will be held in conjunction with a walk and talk event. The forum will provide an opportunity for residents to learn about the reserve and to get involved in its management. The group will then produce a work calendar and schedule regular activities, such as weeding, planting, and monitoring.

- Organize a community forum to gather interested individuals and stakeholders.
- Conduct a "walk and talk" event within the reserve to raise awareness about its importance.
- Establish a Community Landcare Group to facilitate ongoing efforts and involvement.
- Develop a work calendar with scheduled activities to ensure regular engagement.

2. Natural Values Survey:

This survey will be led by local experts and will identify the key natural values of the reserve. The survey will also help to define areas that need to be protected and areas that can be used for recreation. The results of the survey will be used to develop a management plan for the reserve.

- Engage local experts in conducting a comprehensive survey of the reserve's natural values.
- Identify key areas that require attention from a Natural Resource Management (NRM) perspective.
- Determine areas that need protection and those that can be utilized for recreational purposes, such as walking trails.
- Establish a system for regular surveys and effective data management.

3. Identify Walkways and Formalize Them:

This will involve working with the community to identify areas that are suitable for walking trails. The trails will be designed to minimize disturbance to the natural environment and to provide safe and enjoyable access for visitors. The trails will also be formally marked with signage.

- Address community concerns and issues related to the establishment of walkways.
- Organize community engagement events multiple times to gather feedback and refine plans.
- Based on community input, identify suitable walkway routes within the reserve.
- Develop and formalize these walkways to ensure safe and enjoyable experiences for visitors.

4. Reinforce Boundary Fencing and Upgrade the Gate:

This will help to prevent unauthorized access to the reserve and to protect the natural habitat from encroachment. The fencing will be upgraded to meet current standards and the gate will be replaced with a more secure model.

- Assess the existing boundary fencing and gate to identify areas that need reinforcement.
- Improve the fencing to prevent encroachment and protect the reserve's boundaries.
- Upgrade the gate to provide designated entry and exit points for visitors.
- Enhance security measures to ensure the reserve's integrity and safety.

5. Erect Signposts:

Signposts will be erected throughout the reserve to highlight the natural values of the area and to provide information about the walkways. The signposts will also be used to promote responsible visitor behavior.

- Install signposts throughout the reserve to highlight its natural values and important features.
- Provide information on the flora, fauna, and ecological significance of the reserve.
- Include details about the established walkways, indicating routes and points of interest.

- Educate visitors about responsible behavior and encourage them to respect the environment.

By implementing this activity plan, the Craigs Hill Bushland Reserve can engage the community, protect its natural values, and establish sustainable practices for the area's use. It aims to raise awareness, involve stakeholders, and create an enjoyable and informative experience for visitors while ensuring the long-term conservation of the reserve.

Form a community Landcare group

29 Jul

Organize a community forum to gather interested individuals and stakeholders. Conduct a "walk and talk" event within the reserve to raise awareness about its importance. Establish a Community Landcare Group.

Conduct a natural values survey of the site

27 Oct

Engage local experts in conducting a comprehensive survey of the natural values. Identify key areas that require attention from a NRM perspective. Determine areas that need protection/utilized

Identify and formalize walkways

27 Oct

Address community concerns and issues related to the establishment of walkways. Organize community engagement events multiple times to gather feedback and refine plans. Based on community input, identify suitable walkway routes within the reserve.

2023

Reinforce boundary fencing and upgrade the gate

25 Jan

Improve the fencing to prevent encroachment and protect the reserve's boundaries. Upgrade the gate to provide designated entry and exit points for visitors.

2023

Craigs Hill Bushland Reserve

23 Jul

Celebrate!

2024

AHR Instrument: AHDR10259
Applicant: Tiara Williams (Sorell Council)
Date: 29 January 2026

RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA

This document provides a record of advice relating to an application submitted in accordance with the [Aboriginal Heritage Standards and Procedures](#), as adopted by the [Guidelines](#) issued under section 21A of the *Aboriginal Heritage Act 1975*.

Activity: Potential Rezoning - Lot 1 Graigs Hill Road, Boomer Bay
Advice: Please see next page.

All Aboriginal heritage is protected under the *Aboriginal Heritage Act 1975*. It is an offence to destroy, damage, deface, conceal, or otherwise interfere with a relic (Aboriginal heritage) without a permit granted by the Minister. If at any time Aboriginal heritage is suspected, the process outlined in the [Unanticipated Discovery Plan](#) should be followed as there is an obligation to report findings of Aboriginal heritage as soon as practicable.

As explained in the Guidelines, obtaining this record of advice does not exempt a person from their obligations under the Act but is an important element of the actions summarised in the Guidelines. To be sure that you have “in so far as is practicable ... complied with the guidelines” (s.21(1) of the *Aboriginal Heritage Act 1975*), be sure to read the relevant part and take any other action that may be relevant to your situation.

This advice is valid for 12 months and only for the activity as described in the Aboriginal Heritage Desktop Review application.

Please contact Aboriginal Heritage Tasmania on 1300 487 045 or aboriginal@heritage.tas.gov.au if you require further information.

Disclaimer *The advice contained within this document is based on information available to Aboriginal Heritage Tasmania at the time of its preparation and is provided in good faith. It does not constitute legal advice, is not intended to be a substitute for legal advice and should not be relied upon as such. Proponents should seek specialist legal advice, if required, regarding the Aboriginal Heritage Act 1975 when applying the information to their specific needs.*

Further advice or comments:

Aboriginal Heritage Tasmania (AHT) has completed a search of the Aboriginal Heritage Register (AHR) regarding the proposed potential rezoning at lot 1 Graigs Hill Road, Boomer Bay.

There are no previously registered Aboriginal heritage sites within the proposed rezoning area. However, the absence of known Aboriginal heritage cannot be taken as an indication that there is no Aboriginal heritage present, but rather a result of the area having never been subject to comprehensive survey. Based on the potential rezoning areas landscape features (close to freshwater and a coastal margin), and the minimal previous ground disturbance it is believed it may be conducive to Aboriginal heritage.

However, it is understood, there are currently no works proposed. It is recommended that AHT is recontacted prior to any potential future development of the lot as further assessment of the lot may be required.