

Sorell Planning Authority (SPA) Meeting – Tuesday 11th August 2026

Separate Attachments 5.1 –

- *Planning assessment from All Urban Planning, dated 25 March 2026, received 30 March 2026;*
- *Bushfire Protection Report, authored by Castellan Consulting, dated 27 March, received 23 April 2026;*
- *Addendum to the Existing Bushfire Emergency Plan, authored by Castellan Consulting, dated 24 June 2026, endorsed by the TFS 02 July 2026, and received 02 July 2027;*
- *Flood Hazard Report, authored by JMG, dated May 2026, received 29 May 2026;*
- *Further information response, dated 26 May 2026, received 29 May 2026;*
- *Traffic Impact Assessment, dated May 2026, received 29 May 2026;*
and
- *Concept Services Report, including civil designs, dated March 2026, received 25 March 2026*

Planning Assessment Dodges Ferry Primary School Alterations and Extensions



Date 25 March 2026

Version Control			
Version	Author	Date	Changes
1	Frazer Read	25.03.2026	

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1. Introduction

All Urban Planning Pty Ltd has been engaged by HBV Architects on behalf of the Department for Education, Children and Young People (DECYP) to prepare this planning report in support of a development application for partial demolition, alterations, and extensions to the existing Dodges Ferry Primary School, located at 538 Old Forcett Road, Dodges Ferry.

The proposal represents a major redevelopment of the existing school facilities, forming part of the Tasmanian Government's capital works program to deliver upgraded learning environments and improved site functionality in response to increasing enrolments and community needs.

The development application is made under the Sorell Local Provisions Schedule of the Tasmanian Planning Scheme (planning scheme).

This planning report provides an assessment of the proposed works against the applicable provisions of the planning scheme. The application is accompanied by architectural and civil plans and specialist reports, including bushfire hazard assessment, traffic impact assessment and flood assessment.

1.1 Site & Surrounds

The proposal relates to Dodges Ferry Primary School, located at 538 Old Forcett Road, Dodges Ferry within Certificates of Title 167099/1 and 167099/3 owned by The Crown (DECYP). The proposal also involves some additional carparking and relocation of existing cricket nets that extend onto the adjacent Council owned Dodges Ferry Recreation Park site at 530 Old Forcett Road (CT 167099/2).

The site is situated on the western side of Old Forcett Road, at Dodges Ferry. It accommodates the existing primary school complex, associated play areas, and on-site car parking. The Okines Community House adjoins the site to the south and shares vehicle access via the main school driveway.

Vehicular access to the school is currently provided via a two-way crossover to Old Forcett Road, which also services Okines Community House. The surrounding locality is predominantly characterised by low-density residential development to the south, with open space, commercial and community facilities forming a cluster along Old Forcett Road.



Figure 1– Site Plan (source annotated from theList)



Figure 2 – proposed site plan (Source: HBV)

1.2 Title Information

The proposal relates to the following land as shown on Figure 1 above.

Address	Title	Owner
Dodges Ferry Primary School, 538 Old Forcett Road	167099/1	The Crown (DECYP)
Dodges Ferry Primary School, 538 Old Forcett Road	167099/3	The Crown (DECYP)
Dodges Ferry Recreation Park, 530 Old Forcett Road	167099/2	Sorell Council

Owners consent from the DECYP delegate on behalf of the Crown and the General Manager of Council are required to accompany the application.

According to the accompanying Bushfire Hazard Assessment, the Council owned Dodges Ferry Recreation Park land (CT167099/4) adjacent to the north is managed by Council as low threat vegetation. That land therefore does not require further active management in association with this application. That Council land is therefore not included in this application.

2. Proposal

The proposal is for the redevelopment of the existing Dodges Ferry Primary School, involving partial demolition, alterations and extensions to existing buildings, and construction of new learning and support facilities to upgrade and expand the school's capacity.

The redevelopment aims to provide contemporary, flexible learning spaces; improved staff, student and support amenities; upgraded administration and specialist facilities; and improved site access, circulation and parking arrangements.

The works comprise the following key components:

Demolition and site preparation:

- Removal of several existing modular and temporary classrooms (Units A and B and associated facilities).
- Minor demolition and modification of existing structures to accommodate new buildings and linkages.

New and upgraded buildings:

- Early Years Learning Hub to replace outdated demountable classrooms, providing purpose-built, flexible learning areas, wet areas and breakout spaces for Kinder and Prep students.
- Redeveloped Administration Building, including staff facilities, student reception, support services, and improved accessibility.
- Specialist Learning Facilities, including new art and drama rooms and a food learning hub with outdoor learning areas.

Outdoor learning and play areas:

- Enhanced outdoor learning spaces and landscaped courtyards.
- New, relocated cricket nets.

Access, parking and circulation improvements:

- Reconfiguration and extension of on-site car parking to provide a total of approximately 60 formal spaces for staff and visitors.
- Integration of new shared parking and a dedicated bus drop-off/pick-up zone within the adjoining recreation ground, to improve safety and efficiency during school peak periods.
- Improved pedestrian pathways and connections between the school, recreation ground, and Old Forcett Road.

3. The Planning Scheme

Under Clause 6.10.1 of the planning scheme the planning authority must, in addition to the matters required by ss51(2) of the Act, take into consideration:

- (a) *all applicable standards and requirements in this planning scheme; and*
- (b) *any representations received pursuant to and in conformity with ss57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.*

A standard is applicable if the site is within the relevant zone, specific area plan or an area where a site-specific qualification applies and the standard deals with a matter that could affect or be affected by the proposed development; cl.5.6.2.

A standard is defined to mean the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or corresponding performance criterion.

Compliance with a standard is achieved by complying with either the acceptable solution or corresponding performance criterion; cl.5.6.3.

The objective of the standard may be considered to help determine whether the proposed use or development complies with the performance criterion of that standard; cl.5.6.4.

3.1 Zoning

The school site is zoned Community Purpose.

The Purpose of this zone under Clause 27.1 is:

- *To provide for key community facilities and services including health, educational, government, cultural and social facilities.*
- *To encourage multi-purpose, flexible and adaptable social infrastructure.*



Figure 3 - Planning Scheme Zoning (Source: theLIST)

3.2 Use Table

The existing primary school falls within the Educational and Occasional Care Use Class and is a Permitted use in the Community Purpose Zone. The proposed upgrades to the existing use are therefore Permitted.

3.3 Use Standards

The school adjoins and is within 50m of the Low Density Residential zone to the south. The use standards A1/P1, A2/P2 and A4/P4 therefore apply.

Non-residential use (27.3.1)

Objective: That non-residential use does not cause an unreasonable loss of amenity to residential zones.

Acceptable Solution	Performance Criteria
A1 <i>Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential</i>	P1 <i>Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone,</i>

<i>Zone or Low Density Residential Zone, must be within the hours of:</i> (a) 8.00am to 8.00pm Monday to Friday; (b) 9.00am to 6.00pm Saturday; and (c) 10.00am to 5.00pm Sunday and public holidays.	<i>must not cause an unreasonable loss of amenity to an adjacent residential use having regard to:</i> (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
Comment: The proposal will not alter the hours of operation of the existing school and it will continue to operate within the acceptable solution hours under A1 of 8am to 8pm Monday to Saturday, 9am to 6pm Saturday and 10am to 5pm Sunday and Public holidays.	
A2 <i>External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must:</i> (a) not operate between 9:00pm and 6:00am, excluding any security lighting; and (b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property.	P2 <i>External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, within 50m of a General Residential Zone, Inner Residential Zone, and Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i> (a) the level of illumination and duration of lighting; and (b) distance to habitable rooms of an adjacent dwelling.
Comment The proposal will not involve any new external lighting that will operate between 9pm and 6am other than security lighting that will be baffled and orientated to avoid light spill to adjoining properties.	
A3 <i>Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 9.00pm and 6.00am.</i>	P3 <i>Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone, having regard to:</i> (a) the necessity of floodlighting for the Sports and Recreation use;

	(b) <i>the frequency of the Sports and Recreation event;</i> (c) <i>whether the event is of a special nature;</i> (d) <i>the duration of the event; and</i> (e) <i>any lighting required to set up and pack up for the event.</i>
Comment: The proposal does not involve new flood lighting for a Sports and Recreation use. This standard does not apply.	
A4 <i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</i> (a) <i>7.00am to 6.00pm Monday to Friday; and</i> (b) <i>9.00am to 5.00pm Saturday, Sunday and public holidays.</i>	P4 <i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone having regard to:</i> (a) <i>the time and duration of commercial vehicle movements;</i> (b) <i>the number and frequency of commercial vehicle movements;</i> (c) <i>the size of commercial vehicles involved;</i> (d) <i>manoeuvring by the commercial vehicles, including the amount of reversing and associated warning noise;</i> (e) <i>any noise mitigation measures between the vehicle movement areas and the residential zone; and</i> (f) <i>the existing levels of amenity.</i>
Comment:	

The proposed use will not involve commercial vehicle movements outside the acceptable solution hours of 7am to 6pm Monday to Friday and 9am to 5pm Saturday, Sunday and public holidays.

3.4 Development Standards for Buildings and Works

Building Height (27.4.1)

Objective: That building height:

(a) is compatible with the streetscape; and

(b) does not cause an unreasonable loss of amenity to adjoining residential properties.

Acceptable Solution	Performance criteria
A1 <i>Building height must be not more than 10m.</i>	P1 <i>Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</i> <i>(a) the topography of the site;</i> <i>(b) the height, bulk and form of existing buildings on the site and adjacent properties;</i> <i>(c) the bulk and form of proposed buildings;</i> <i>(d) the apparent height when viewed from the road and public places;</i> <i>(e) any overshadowing of adjoining properties or public places; and</i> <i>(f) the need to locate the building on the site.</i>
Comment: The proposed buildings have a maximum height of 8m and therefore comply with A1.	

Setback (27.4.2)

Objective:

That building setback:

(a) is compatible with the streetscape; and

(b) does not cause an unreasonable loss of residential amenity to adjoining residential zones.

Acceptable Solution	Performance Criteria
A1 Buildings must have a setback from a frontage of: (a) not less than 5m; or (b) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.	P1 Buildings must have a setback from a frontage that is compatible with the streetscape, having regard to: (a) the topography of the site; (b) the setbacks of buildings on adjacent properties; (c) the height, bulk and form of existing and proposed buildings; and (d) the safety of road users.
Comment: The proposed new buildings are not located near the property frontage and comply with A1.	
A2 Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than: (a) 3m; or (b) half the wall height of the building, whichever is the greater.	P2 Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to adjoining properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
Comment:	

The proposed new buildings comply with the 3m or half the height permitted setback under A2.	
A3 <i>Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone.</i>	P3 <i>Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to sensitive uses, having regard to:</i> <i>(a) the characteristics and frequency of emissions generated;</i> <i>(b) the nature of the proposed use;</i> <i>(c) the topography of the site and location of adjoining sensitive uses; and</i> <i>(d) any proposed mitigation measures.</i>
Comment: The proposal does not involve mechanical plant or equipment within 10m of a residential zone and complies with A3.	

Fencing and Outdoor storage areas (Clauses 27.4.3 and 27.4.4)

The proposal does not involve a front fence or outdoor storage area, and these standards therefore don't apply.

3.5 Recreation Zone

The proposal involves formalisation of a carparking area that extends onto the adjacent Recreation Park title as well as relocation/reconstruction of existing cricket nets and an improved bus drop off zone. This land is within the Recreation Zone.

The relocated cricket nets for Sports and Recreation are a No Permit Required Use. The 16 space carpark extension for the school falls within the Educational and Occasional Care Use Class and is a Discretionary Use in the Recreation Zone. It is considered that this carparking on the periphery of the active spaces of the Recreation Park will support the use of the recreation ground out of school hours and therefore does not conflict with the Purpose of the Zone. This use will not change the hours of operation or emissions from the site and is considered acceptable under the Use Standards of Clause 28.3 to the extent that they apply.

Development Standards for Buildings and Works

The proposed carpark, bus drop off and cricket net works do not adjoin a residential zone or the site frontage and therefore comply with the Development Standards of Clause 28.4 to the extent that they apply.

4. Planning Scheme Codes

The site is subject to the following mapped overlays under the planning scheme:

- C7.0 Natural Assets Code - Waterway and Coastal Protection Area Overlay and Priority Vegetation Area
- C10.0 Coastal Erosion Hazard Code
- C11.0 Coastal Inundation Hazard Code
- C12.0 Flood-Prone Areas Hazard Code
- C13.0 Bushfire-Prone Areas Code
- C16.0 Safeguarding of Airports Code.

The proposal will be well below the Obstacle Limitation Height and will be exempt from the Safeguarding of Airports Code. The applicable codes are assessed below.

4.1 Parking and Sustainable Transport Code

The requirements of this code are addressed in the accompanying TIA.

4.2 Road and Railway Assets Code

The requirements of this code are addressed in the accompanying TIA.

4.3 Natural Assets Code

The site includes the following mapped areas under this Code:

- Waterway and coastal protection area (Figure 4)
- Future coastal refugia area (Figure 5)
- A priority vegetation area (Figure 6)



Figure 4 — waterway and coastal protection area (Source: theLIST)



Figure 5 - future coastal refugia area (Source: theLIST)



Figure 6 — priority vegetation area (Source: theLIST)

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

Objective:

That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.

Acceptable Solutions	Performance Criteria
A1 <i>Buildings and works within a waterway and coastal protection area must:</i> (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or	P1.1 <i>Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:</i> (a) impacts caused by erosion, siltation, sedimentation and runoff; (b) impacts on riparian or littoral vegetation; (c) maintaining natural streambank and streambed condition, where it exists;

<i>slipway that is not more than 20% of the area of the facility existing at the effective date.</i>	<i>(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i> <i>(e) the need to avoid significantly impeding natural flow and drainage;</i> <i>(f) the need to maintain fish passage, where known to exist;</i> <i>(g) the need to avoid land filling of wetlands;</i> <i>(h) the need to group new facilities with existing facilities, where reasonably practical;</i> <i>(i) minimising cut and fill;</i> <i>(j) building design that responds to the particular size, shape, contours or slope of the land;</i> <i>(k) minimising impacts on coastal processes, including sand movement and wave action;</i> <i>(l) minimising the need for future works for the protection of natural assets, infrastructure and property;</i> <i>(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i> <i>(n) the guidelines in the Tasmanian Coastal Works Manual.</i> P1.2 <i>Buildings and works within the spatial extent of tidal waters must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</i> <i>(a) the need to access a specific resource in a coastal location;</i> <i>(b) the need to operate a marine farming shore facility;</i> <i>(c) the need to access infrastructure available in a coastal location;</i> <i>(d) the need to service a marine or coastal related activity;</i> <i>(e) provision of essential utility or marine infrastructure; or</i>
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	<i>(f) provisions of open space or for marine-related educational, research, or recreational facilities.</i>
Assessment: The proposal does not involve development within the mapped waterway and coastal protection area and this standard does not apply.	
A2 <i>Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.</i>	P2.1 <i>Buildings and works within a future coastal refugia area must allow for natural coastal processes to continue to occur and avoid or minimise adverse impacts on natural assets, having regard to:</i> <i>(a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;</i> <i>(b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;</i> <i>(c) allowing the coastal processes of sand deposition or erosion to continue to occur;</i> <i>(d) the need to group new facilities with existing facilities, where reasonably practical;</i> <i>(e) the impacts on native vegetation;</i> <i>(f) minimising cut and fill;</i> <i>(g) building design that responds to the particular size, shape, contours or slope of the land;</i> <i>(h) the impacts of sea-level rise on natural coastal processes and coastal habitat;</i> <i>(i) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i> <i>(j) the guidelines in the Tasmanian Coastal Works Manual.</i> P2.2 <i>Buildings and works within a future coastal refugia area must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</i>

	<i>(a) the need to access a specific resource in a coastal location;</i> <i>(b) the need to operate a marine farming shore facility;</i> <i>(c) the need to access infrastructure available in a coastal location;</i> <i>(d) the need to service a marine or coastal related activity;</i> <i>(e) provision of essential utility or marine infrastructure; and</i> <i>(f) provision of open space or for marine-related educational, research, or recreational facilities.</i>
Assessment: The proposal does not involve development within the mapped future coastal refugia area and this standard does not apply.	
A3 <i>Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.</i>	P3 <i>Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:</i> <i>(a) the need to minimise impacts on water quality; and</i> <i>(b) the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.</i>
Assessment: The proposal does not involve a new stormwater discharge within a mapped waterway protection area or coastal refugia area and this standard does not apply.	
A4 <i>Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.</i>	P4.1 <i>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must minimise adverse impacts on natural coastal processes and natural assets, having regard to:</i> <i>(a) impacts caused by erosion, siltation, sedimentation and runoff;</i>

	(b) impacts on riparian or littoral vegetation; (c) the need to avoid land filling of wetlands; (d) impacts on sand movement and wave action; and (e) the potential for increased risk to inundation of adjacent land. P4.2 <i>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must be necessary:</i> (a) to continue an existing use or development on adjacent land; or (b) for a use which relies upon a coastal location to fulfil its purpose, having regard to: (i) the need to access a specific resource in a coastal location; (ii) the need to operate a marine farming shore facility; (iii) the need to access infrastructure available in a coastal location; (iv) the need to service a marine or coastal related activity; (v) provision of essential utility or marine infrastructure; and (vi) provision of open space or for marine-related educational, research, or recreational facilities.
Assessment: Not applicable.	
A5 <i>Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and coastal protection area or a future coastal refugia area.</i>	P5 <i>Coastal protection works or watercourse erosion or inundation protection works within a waterway and coastal protection area or a future coastal refugia area must be designed by a suitably qualified person and minimise adverse impacts on natural coastal processes, having regard to:</i>

	(a) impacts on sand movement and wave action; and (b) the potential for increased risk of inundation to adjacent land.
Assessment: Not applicable.	

C7.6.2 Clearance within a priority vegetation area

Objective:

That clearance of native vegetation within a priority vegetation area:

- (a) *does not result in unreasonable loss of priority vegetation;*
- (b) *is appropriately managed to adequately protect identified priority vegetation; and*
- (c) *minimises and appropriately manages impacts from construction and development activities.*

Acceptable Solutions	Performance Criteria
A1 <i>Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.</i>	P1 <i>Clearance of native vegetation within a priority vegetation area must be for:</i> <i>(a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmanian Fire Service or an accredited person;</i> <i>(b) buildings and works associated with the construction of a single dwelling or an associated outbuilding;</i> <i>(c) subdivision in the General Residential Zone or Low Density Residential Zone;</i> <i>(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;</i> <i>(e) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or</i>

	<i>(f) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.</i> P1.2 <i>Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</i> <i>(a) the design and location of buildings and works and any constraints such as topography or land hazards;</i> <i>(b) any particular requirements for the buildings and works;</i> <i>(c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings;</i> <i>(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;</i> <i>(e) any on-site biodiversity offsets; and</i> <i>(f) any existing cleared areas on the site.</i>
Assessment: The proposed buildings and works related to the existing landscaped areas of the School. They do not involve disturbance of any trees within the mapped Priority Vegetation areas of the site and there is no existing native understory. The proposal therefore does not involve clearance of native vegetation and complies with A1.	

4.4 Coastal Erosion Hazard Code

The proposal relates to a vulnerable use on land within a mapped Coastal Erosion Investigation Area. This classification is distinct from the mapped hazard bands (low / medium / high) and is generally applied where there is insufficient information to definitively allocate a hazard band, pending site-specific confirmation.

Section 7 of the accompanying Concept Services Report prepared by JMG confirms:

The proposed building works are located within an established school campus and do not involve coastline works or alterations to coastal landforms. In particular, the proposal:

- *Does not include reclamation, shoreline protection works, dune disturbance, or other works that would change coastal processes.*

- Does not increase exposure to coastal erosion through silting that encroaches toward the active coastal margin.
- Will not modify overland flow paths or stormwater discharge arrangements in a way that would adversely affect the coast.

On this basis, the development is not expected to create a coastal erosion risk to people, property, or infrastructure, nor to result in off-site coastal impacts. Accordingly, no coastal hazard mitigation works, or management actions are considered necessary for the proposal beyond standard construction and stormwater controls.

We note that State guidance for land mapped as a Coastal Erosion Investigation Area contemplates a site assessment / report by a suitably qualified person where an application for a planning permit relates to land in the Investigation Area. However, based on discussions with Council, and on the nature and location of the proposed works, we consider the proposal presents no additional coastal erosion hazard concern and no further coastal hazard actions are required for the development.



Figure 7 - Coastal Erosion Hazard Area (Source: HBV)

C10.5 Use Standards

C10.5.1 Use within a high coastal erosion hazard band

Objective:

That use within a high coastal erosion hazard band:

- (a) is reliant on a coastal location; and*
- (b) can achieve and maintain a tolerable risk from coastal erosion.*

Acceptable Solutions	Performance Criteria
A1 <i>No Acceptable Solution.</i>	P1.1 <i>A use within a high coastal erosion hazard band must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:</i> <i>(a) the need to access a specific resource in a coastal location;</i> <i>(b) the need to operate a marine farming shore facility;</i> <i>(c) the need to access infrastructure available in a coastal location;</i> <i>(d) the need to service a marine or coastal related activity;</i> <i>(e) provision of an essential utility or marine infrastructure;</i> <i>(f) provision of open space or for marine-related educational, research or recreational facilities;</i> <i>(g) any advice from a State authority, regulated entity or a council; and</i> <i>(h) the advice obtained in a coastal erosion hazard report.</i> P1.2 <i>A coastal erosion hazard report also demonstrates that:</i> <i>(a) any increase in the level of risk from coastal erosion does not require any specific hazard reduction or protection measures; or</i> <i>(b) the use can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific hazard reduction or protection measures.</i>

Assessment: Based on JMGs advice, the proposal does not relate to a high coastal erosion hazard band and this standard does not apply.	

C10.5.2 Uses located within a non-urban zone and within a low or medium coastal erosion hazard band

Objective:

That a use located within a non-urban zone and within a low or medium coastal erosion hazard band can achieve and maintain a tolerable risk from coastal erosion.

Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 A tolerable risk for a use located within a non-urban zone and within a low or medium coastal erosion hazard band can be achieved and maintained, having regard to: (a) any increase in the risk from coastal erosion; (b) any requirement for specific hazard reduction or protection measures; (c) the need to minimise any: (i) increase in risk to public infrastructure; and (ii) reliance on coastal protection works; (d) any advice from a State authority, regulated entity or a council; and (e) the advice contained in a coastal erosion hazard report.

Assessment: The Community Purpose Zone is classed as an Urban Zone and this standard therefore does not apply.	
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C10.5.3 Critical use, hazardous use or vulnerable use

Objective:

That critical, hazardous and vulnerable uses located within a coastal erosion hazard band can achieve and maintain a tolerable risk from coastal erosion.

Acceptable Solutions	Performance Criteria
A1	P1.1

<i>No Acceptable Solution.</i>	<i>If located within a non-urban zone or a high coastal erosion hazard band, the use must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:</i> <i>(a) the need to access a specific resource in a coastal location;</i> <i>(b) the need to operate a marine farming shore facility;</i> <i>(c) the need to access infrastructure available in a coastal location;</i> <i>(d) the need to service a marine or coastal related activity;</i> <i>(e) provision of an essential utility or marine infrastructure;</i> <i>(f) provision of open space or for marine-related educational, research, or recreational facilities; and</i> <i>(g) the advice contained in a coastal erosion hazard report.</i> P1.2 <i>A coastal erosion hazard report also demonstrates that:</i> <i>(a) an increase in the level of risk from coastal erosion does not require any specific hazard reduction or protection measures; or</i> <i>(b) the use can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific hazard reduction or protection measures.</i>
Assessment: The proposal does not relate to a non-urban zone and as discussed above is not within a high hazard band area. These standards do not apply.	
A2 <i>No Acceptable Solution.</i>	P2 <i>In addition to the requirements in clause C10.5.3 P1.2, a critical use within a coastal erosion hazard area must achieve and maintain a tolerable risk from coastal erosion in 2100, having regard to:</i>

	<i>(a) the ability of the use to function and maintain service during the coastal erosion event and recovery period;</i> <i>(b) any interruption to the operation of the critical use in locations external to the immediate impact of the coastal erosion event;</i> <i>(c) the creation of risk to the health or safety of people from damage or disruption to:</i> <i>(i) a water supply service; or</i> <i>(ii) the drainage and treatment of waste water;</i> <i>(d) the advice contained in a coastal erosion hazard report; and</i> <i>(e) any advice from a State authority, regulated entity or a council.</i>
Assessment: The use is not a critical use and P2 therefore does not apply.	
A3 <i>No Acceptable Solution.</i>	P3 <i>In addition to the requirements in clause C10.5.3 P1.2, the impact of coastal erosion on a hazardous use within a coastal erosion hazard band must have a tolerable risk in 2100, having regard to:</i> <i>(a) the health and safety of people;</i> <i>(b) any impact on property;</i> <i>(c) any impact on the environment;</i> <i>(d) the advice contained in a coastal erosion hazard report; and</i> <i>(e) any advice from a State authority, regulated entity or a council.</i>
Assessment: The use is not a hazardous use and P3 therefore does not apply.	
A4 <i>No Acceptable Solution.</i>	P4 <i>In addition to the requirements in clause C10.5.3 P1.2, vulnerable use within a coastal erosion hazard area, must be protected from coastal erosion, having regard to:</i> <i>(a) any protection measures, existing or proposed;</i>

	<i>(b) the ability and capability of people in a coastal erosion event who may live, work or visit the site, to:</i> <i>(i) protect themselves;</i> <i>(ii) evacuate in an emergency; and</i> <i>(iii) understand and respond to instructions in the event of an emergency;</i> <i>(c) any emergency evacuation plan;</i> <i>(d) the level of risk for emergency personnel involved in evacuation and rescue tasks;</i> <i>(e) the advice contained in a coastal erosion hazard report; and</i> <i>(f) any advice from a State authority, regulated entity or a council.</i>
Assessment: Based on JMG's advice the proposal does not relate to a low or medium hazard area.	

C10.5.4 Uses located within a coastal erosion investigation area

Objective:

That use within a coastal erosion investigation area can achieve and maintain a tolerable risk from coastal erosion.

Acceptable Solutions	Performance Criteria
A1 <i>No Acceptable Solution.</i>	P1 <i>A coastal erosion investigation area report for a use within a coastal erosion investigation area demonstrates that:</i> <i>(a) it is not located within a low, medium or high coastal erosion hazard band;</i> <i>(b) it is located within a high coastal erosion hazard band and it meets the requirements in clause C10.5.1 P1;</i> <i>(c) it is located within a non-urban zone and within a low or medium coastal erosion hazard band and it meets the requirements in clause C10.5.2 P1; or</i> <i>(d) if it is for a critical use, hazardous use, or vulnerable use and is not located within a low, medium or high coastal erosion hazard band, it</i>

	<i>meets the relevant requirements in clause C10.5.4 P1, P2, P3 and P4.</i>
Assessment: The JMG assessment confirms that the proposal is not within a Low, Medium or High hazard area and the proposal therefore satisfies P1a).	

C10.6 Development Standards for Buildings and Works

C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area

Objective:

That:

- (a) building and works, excluding coastal protection works, within a coastal erosion hazard area, can achieve and maintain a tolerable risk from coastal erosion; and*
- (b) buildings and works do not increase the risk from coastal erosion to adjacent land and public infrastructure.*

Development Standard	Assessment
A1.1 <i>No Acceptable Solution.</i>	P1.1 <i>Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to:</i> <i>(a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures;</i> <i>(b) any advice from a State authority, regulated entity or a council; and</i> <i>(c) the advice contained in a coastal erosion hazard report.</i> P1.2 <i>A coastal erosion hazard report demonstrates that:</i> <i>(a) the building and works:</i> <i>(i) do not cause or contribute to any coastal erosion on the site, on adjacent land or public infrastructure; and</i> <i>(ii) can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended</i>

	<i>life of the use without requiring any specific coastal erosion protection works;</i> <i>(b) buildings and works are not located on actively mobile landforms, unless for engineering or remediation works to protect land, property and human life.</i>
Assessment: The JMG assessment confirms that the proposal is not expected to create a coastal erosion risk to people, property, or infrastructure, nor to result in off-site coastal impacts. Accordingly, no coastal hazard mitigation works, or management actions are considered necessary for the proposal beyond standard construction and stormwater controls. Based on this advice the proposal is considered to satisfy P1.1 and P1.2.	

C10.6.3 Buildings and works located within a coastal erosion investigation area

Objective:

That:

- (a) buildings and works, excluding coastal protection works, within a coastal erosion investigation area can achieve and maintain a tolerable risk from coastal erosion; and*
- (b) coastal protection works located within a coastal erosion investigation area are kept to a minimum, appropriately located, fit for purpose and do not increase the likely risks from coastal erosion to adjacent land.*

Development Standard	Assessment
A1 <i>No Acceptable Solution.</i>	P1.1 <i>A coastal erosion investigation area report for buildings and works within a coastal erosion investigation area demonstrates that:</i> <i>(a) it is not located within a low, medium or high coastal erosion hazard band;</i> <i>(b) it is located within a low, medium or high coastal erosion hazard band and it meets the requirements in clause C10.6.1 P1; or</i> <i>(c) if for coastal protection works, it meets the requirements in clause C10.6.2 P1.</i>
Assessment: The JMG assessment confirms that the proposal is not expected to create a coastal erosion risk to people, property, or infrastructure, nor to result in off-site coastal impacts. Accordingly, no coastal hazard mitigation works, or management actions are considered necessary for the proposal beyond standard construction and stormwater controls.	

Based on this advice the proposal is considered to satisfy P1.1.

4.5 Coastal Inundation Hazard Code

The proposal does not involve new use and development within the mapped Coastal inundation hazard areas of the planning scheme as shown in Figure 8 below. This code does not apply.



Figure 8 -Coastal Inundation Hazard Area – (Source: theLIST)

4.6 Flood-Prone Areas Hazard Code

The proposal relates to land within a mapped flood-prone hazard area and this Code applies.



Figure 9 – Flood prone hazard areas (Source: theLIST)

C12.5 Use Standards

C12.5.1 Uses within a flood-prone hazard area

Objective:

That a habitable building can achieve and maintain a tolerable risk from flood.

Development Standard	Performance Criteria
A1 <i>No Acceptable Solution.</i>	P1.1 <i>A change of use that, converts a non--habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to:</i> <i>(a) the location of the building;</i> <i>(b) the advice in a flood hazard report; and</i> <i>(c) any advice from a State authority, regulated entity or a council</i>
	P1.2

	<i>A flood hazard report also demonstrates that:</i> <i>(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or</i> <i>(b) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.</i>
Assessment: The accompanying Flood Hazard Report confirms that the proposal can proceed with an acceptable level of flood risk, with the proposed mitigation measures ensuring that buildings remain protected and that flood behaviour across the site remains consistent with H1 hazard conditions. Based on this assessment the proposal is considered to satisfy P1.1 and P1.2.	

C12.5.2 Critical use, hazardous use or vulnerable use

Objective:

That critical, hazardous and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood.

Development Standard	Performance Criteria
A1 <i>No Acceptable Solution.</i>	P1 <i>A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to:</i> <i>(a) the type form and duration of the use; and</i> <i>(b) a flood hazard report that demonstrates that:</i> <i>(i) any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or</i> <i>(ii) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.</i>
Assessment: A flood hazard report confirms that the proposal will achieve a tolerable risk from flood. Based on this advice the proposal is considered to satisfy the relevant considerations under P1.	
A2 <i>No Acceptable Solution.</i>	P2

	<i>In addition to the requirements in clause C12.5.2 P1, a critical use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:</i> <i>(a) the ability of the use to function and maintain service during the flood event and recovery period;</i> <i>(b) any interruption to the operation of the critical use in locations external to the immediate impact of the flood;</i> <i>(c) the creation of risk to the health or safety of people from damage or disruption to:</i> <i>(i) a water supply service; or</i> <i>(ii) the drainage and treatment of waste water;</i> <i>(d) the advice contained in a flood hazard report; and</i> <i>(e) any advice from a State authority, regulated entity or a council.</i>
Assessment: The proposal does not involve a critical use and this standard therefore does not apply.	
A3 <i>No Acceptable Solution.</i>	P3 <i>In addition to the requirements in clause C12.5.2 P1, the impact of flood on a hazardous use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:</i> <i>(a) the health and safety of people;</i> <i>(b) any impact on property;</i> <i>(c) any impact on the environment;</i> <i>(d) the advice contained in a flood hazard report; and</i> <i>(e) any advice from a State authority, regulated entity or a council.</i>
Assessment: The proposal does not involve a hazardous use and this standard therefore does not apply.	
A4 <i>No Acceptable Solution.</i>	P4

	<i>In addition to the requirements in clause C12.5.2 P1, a vulnerable use within a flood-prone hazard area, must be protected from flood, having regard to:</i> <i>(a) any protection measures, existing or proposed;</i> <i>(b) the ability and capability of people in a flood event who may live, work or visit the site, to:</i> <i>(i) protect themselves;</i> <i>(ii) evacuate in an emergency; and</i> <i>(iii) understand and respond to instructions in the event of an emergency;</i> <i>(c) any emergency evacuation plan;</i> <i>(d) the level of risk for emergency personnel involved in evacuation and rescue tasks;</i> <i>(e) the advice contained in a flood hazard report; and</i> <i>(f) any advice from a State authority, regulated entity or a council.</i>
Assessment: The Flood Hazard Report confirms that the proposed redevelopment can proceed with an acceptable level of flood risk, with the proposed mitigation measures ensuring that buildings remain protected and that flood behaviour across the site remains consistent with H1 hazard conditions. Based on this assessment the proposed upgrades to the existing vulnerable use satisfy the considerations under P4.	

C12.6 Development Standards for Buildings and Works

C12.6.1 Buildings and works within a flood-prone hazard area

Objective:

That:

- (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and*
- (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.*

Development Standard	Performance Criteria
A1 <i>No Acceptable Solution.</i>	P1.1 <i>Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:</i>

	(a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. P1.2 A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
Assessment: The flood hazard assessment conclusions confirm that the proposed buildings and works will maintain an acceptable level of flood risk, ensuring that buildings remain protected and that flood behaviour across the site remains consistent with H1 hazard conditions. The proposal is considered to satisfy P1.1 and P1.2.	

4.7 Bushfire-Prone Areas Hazard Code

The site is within a bushfire prone area and for a vulnerable use and this Code therefore applies. The accompanying bushfire hazard assessment and emergency management strategy have been prepared to address the requirements of this code.

4.8 Conclusion

The proposed redevelopment of Dodges Ferry Primary School represents a significant public investment in educational infrastructure, providing contemporary learning environments, improved accessibility, and enhanced site functionality to support current and future enrolments.

The proposal is consistent with the purpose of the Community Purpose Zone, facilitating the ongoing use and expansion of an established educational facility. The use is Permitted within the zone and the development complies with the applicable Use and Development Standards.

The proposal has been assessed against all relevant provisions of the planning scheme, including applicable overlay codes. Supporting technical assessments, including traffic, bushfire and flood hazard

Bushfire Protection Report Alterations and Additions Dodges Ferry Primary School 538 Old Forcett Road, Dodges Ferry

Prepared for:
HBV Architects
OBO the Department for Education, Children and Young People

Authorised by:
Ross Murphy

Revision 00
Project 25045

27 March 2025



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Sorell Council

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Attachments

Attachment 1.00	Proposed Site Plan
Attachment 2.00	Bushfire Hazard Management Plan
Attachment 3.00	Bushfire Hazard Report
Attachment 4.00	Services Site Plan – JMG
Attachment 5.00	Landscape Plan – Playstreet
Attachment 6.00	Existing Bushfire Emergency Plan
Attachment 7.00	Planning Certificate

Document Control

Document	Rev.	Date	Purpose
Report	00	27/03/25	For planning approval.

	Name	Signature	Date
Prepared by:	Madeleine Murphy		27 March 2026
Authorised by:	Ross Murphy		27 March 2026

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1. Introduction

Castellan Consulting Pty Ltd (Castellan) has been engaged by HBV Architects on behalf of the Department for Education, Children and Young People (the Client) for alterations and additions to the Dodges Ferry Primary School at 538 Old Forcett Road, Dodges Ferry (the Property). A site plan showing the proposed building work is provided at Attachment 1.00.

This report is provided to support an application for a planning permit from the Planning Permit Authority – Sorell Council (the Council) as the proposed development is a ‘vulnerable use’ as defined in the Tasmania Planning Scheme (the Scheme). The following is an assessment against the relevant provisions of the Scheme as they relate to the technical assessment of the bushfire risk.

In the absence of a technical standard for bushfire protection in the Scheme, the approach applied in this assessment is to apply, to the extent possible, the provisions of the National Construction Code – Volume 1 – 2022 (NCC) [1] and the Director’s Determination – Bushfire Hazard Areas (the Determination) [2] which are the standards adopted for bushfire protection under the building regulations. These standards are not directly referenced in the Scheme, however, there are no prescriptive requirements in the Scheme, and it is desirable to have a similar outcome for bushfire protection between planning and building approval.

The complication with this approach is that there is no Performance Criteria option in the Scheme for the development of the Bushfire Hazard Management Plan (BHMP) as described in this assessment, however, a performance solution (as defined in the building regulations) is required for this proposed development. Notwithstanding, the Acceptable Solution for the BHMP in the Scheme is sufficiently open ended (a BHMP that contains appropriate bushfire protection measures to the satisfaction of the accredited practitioner) that drawing in a likely performance solution under the building regulations is a reasonable approach.

The second complication is that a performance solution under the building regulations requires approval by the Building Surveyor to realise the performance solution (with engagement with stakeholders) and the approval by the Building Surveyor cannot be given until there is a planning permit in place for the proposed building work.

This circular argument cannot be resolved at the time of the planning application and so the approach applied is to develop a performance solution as would be required under the building regulations to the extent possible to inform the planning application. As such, the performance solution may be modified during the building approval. This approach also minimises the potential conflict where a BHMP developed for planning approval could differ from the BHMP that is developed for building approval.

As such, this assessment provides a BHMP and certification that is predicated on a partially developed performance solution under the building regulations that is to be finalised for building approval. As such, the BHMP required for building approval may be altered through the building approval process. However, there is sufficient confidence that the performance solution will be acceptable that a planning certificate identifying appropriate bushfire protection measures based on that partially developed performance solution is provided. This approach is provided in the absence of a better approach being identifiable.

Finally, it is important to note that compliance with the Scheme does not mean that there is no residual fire risk from the threat of bushfire. This is captured in use of the qualifier 'tolerable risk' in the Scheme.

It should also be noted that the policy settings applied by the government through the adoption of AS 3959:2018 [3], in particular the assumption of a maximum Fire Danger Index (FDI) of 50 which is exceeded during normal bushfire seasons, are not conservative and as a consequence it is possible that the mitigation measures employed may not be sufficient in more severe weather conditions. AS 3959 makes the following qualification;

...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.

Similarly, for a Class 9 school building, a note is provided to the performance requirement Tas G5P2 that qualifies the expectation associated with compliance with the performance requirement.

Notes

- (1) TAS G5P2 does not guarantee the safety of building occupants or the maintenance of tenable conditions within a building during a bushfire event.
- (2) For additional requirements relating to bushfire prone areas, refer to the Director's Determinations on Bushfire Hazard Areas – current versions available at www.cbos.tas.gov.au



2. Scheme Assessment

2.1 Application of the Scheme

The need for this assessment arises because the proposal is classified as a ‘vulnerable use’ within a bushfire-prone area, as identified by the Tasmanian Planning Scheme – Code Overlay provided on the LISTmap [4].

The bushfire protection provisions of the Scheme are set out in C13.0 Bushfire-Prone Areas Code (the Code). This is an assessment of the proposed development and use against the Code.

The purpose of the Code is provided at Clause C13.1.1 and is extracted below.

C13.1.1	To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.
---------	--

It is noted that the purpose is to ‘reduce the risk’ to human life and property and ‘reduce the costs’ to the community associated with bushfire. There is no expectation to eliminate the risk as this may be unrealistic.

Property protection in this instance is assumed to mean the built environment rather than the natural environment given that the Code focuses on (for example) the creation of hazard management areas to protect buildings. Vegetation that is outside the hazard management area may be burnt in a bushfire and this is an acceptable outcome.

It is generally accepted that it is not possible to guarantee human safety and property protection if a bushfire impacts on the Property once developed and into the future and as a consequence there is also an ongoing risk of cost to the community into the future as well.

Clause C13.2.1(b) states that the Code applies to ‘a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use’. An exemption provision is provided at Clause C13.4.1, however, this is not appropriate in this instance because there is a risk to the use / development that warrants specific bushfire protection measures. The definition of ‘vulnerable use’ from the Scheme is provided below.

vulnerable use	means a use that is within one or more of the following use classes: (a) Custodial Facility; (b) Education and Occasional Care; (c) Hospital Services; (d) Residential if the use is for assisted housing, residential care facility, respite centre or retirement village.
----------------	---

The requirements for a ‘vulnerable use’ in a bushfire-prone area are contained at Clause C13.5.1 of the Scheme and are addressed below.

2.2 Objective

The following is the objective provided in the Scheme at Clause C13.5.1 that applies to the development of a primary school in a bushfire prone area.

Vulnerable uses can only be located on land within a bushfire-prone area where tolerable risks are achieved through mitigation measures that take into account the specific characteristics of both the vulnerable use and the bushfire hazard.

‘Tolerable risk’ is a defined term in the Code and is reproduced below.

tolerable risk	means the lowest level of likely risk from the relevant hazard: (a) to secure the benefits of a use or development in a relevant hazard area; and (b) which can be managed through: (i) routine regulatory measures; or (ii) by specific hazard management measures for the intended life of each use or development.
----------------	---

When read in isolation, the objective seems to prohibit a school facility in a bushfire-prone area unless an acceptable level of residual risk is achieved through mitigation measures. From the purpose identified above, this applies to human life, property protection (buildings) and the cost to the community associated with bushfire.

The phrase ‘lowest level of likely risk’ from bushfire with respect to human safety, property protection (buildings) and cost to the community is to be achieved to ‘secure the benefits of the use or development’ in a bushfire area and ‘which can be managed’ as prescribed.

Firstly, it seems necessary to characterise what is meant by ‘likely risk’ and what is the likely level of bushfire threat to the proposed developments.

Being ‘likely’ means it is the level of bushfire threat that is more likely than not. The question then becomes, what is the time frame for determining the ‘likely risk’?

It is then necessary to understand whether it is possible to secure the benefit of the use or development. Presumably, this is achieved if the school is able to operate and continue to operate in the future as a school. This would seem to be a relatively simple test as the development is unlikely to proceed commercially if this is not the case.

If the management of the bushfire risk is not ‘routine’ or the hazard management procedures are not specific for the intended life of the use and development seems to be critical to meeting the objective. As identified at the Introduction, the approach applied in this assessment is to apply the bushfire standards provided in the building regulations. This seems to satisfy this expectation.

In summary, the objective is a qualitative statement that leaves much open to the bushfire practitioner to consider and draw conclusions in their certification of the proposed development / use where it is necessary to consider the objective.

2.3 Performance Criteria P1 (Site Suitability)

There is no acceptable solution for this line item of the Scheme. This section of the Code does not require certification by the bushfire practitioner. It is understood that the Council may rely on the assessment undertaken for the Bushfire Hazard Management Plan (BHMP) required at Item A3 below to assess Item P1.

P1	Comment
<i>A vulnerable use must only be located in a bushfire-prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to;</i>	
<i>(a) the location, characteristics, nature and scale of the use;</i>	The attributes identified in this row are described in the Bushfire Hazard Report provided at Attachment 3.00.
<i>(b) whether there is an overriding benefit to the community;</i>	This is not a technical bushfire issue and is not a certified element of the planning certificate provided at Attachment 7.00. This is addressed in the planning report for the proposed use.
<i>(c) whether there is no suitable alternative lower-risk site;</i>	This is not a technical bushfire issue and is not a certified element of the planning certificate provided at Attachment 7.00. This is addressed in the planning report for the proposed use.
<i>(d) the emergency management strategy and bushfire hazard management plan; and</i>	There is an existing Bushfire Emergency Plan (BEP), endorsed by TFS in 2024, provided at Attachment 6.00 that is taken to satisfy this requirement. A BHMP is provided at Attachment 2.00.
<i>(e) other advice, if any, from the TFS (Tasmania Fire Service).</i>	No written advice has been received from the TFS at the time of providing this report.

2.4 Acceptable Solution A2 (Emergency Management Strategy)

There is no performance criteria option for this element of the Scheme.



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A2	Comment
<i>An emergency management strategy (vulnerable use) is endorsed by the TFS or accredited person.</i>	As identified above, an existing BEP for the Property is provided at Attachment 6.00. Given that the EMS is a precursor to the BEP and there is no substantial change proposed to the existing strategy in the BEP, it is assumed that the existing BEP satisfies this requirement. A revised BEP that shows the new building work is to be provided for building approval. This element is not certified by Castellan as we are not accredited to certify this element of the assessment.

2.5 Acceptable Solution A3 (Bushfire Hazard Management Plan)

There is no performance criteria option for this element of the Scheme.

A3	Comment
<i>A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.</i>	A Bushfire Hazard Management Plan (BHMP) is provided at Attachment 2.00. The basis for the BHMP is described in the Bushfire Hazard Report provided at Attachment 3.00. Certification for the BHMP is provided at Attachment 7.00.



3. Conclusions and Recommendations

In this report it is concluded that the proposed building work shown on the drawings provided at Attachment 1.00 satisfies the bushfire requirements of the Tasmanian Planning Scheme noting that there may be changes required to the BHMP for building approval subject to the detailed design development and finalisation of a performance solution under the building regulations as identified at the Introduction.

This report concludes that the bushfire mitigation measures detailed in the BHMP (Attachment 2.00), and the Bushfire Hazard Report (Attachment 3.00) are suitable for providing protection 'to the degree necessary' against bushfires for the proposed building work.

A certificate to that effect is provided at Attachment 7.00.

4. References

1. Australian Building Codes Board, *National Construction Code - Volume One - Building Code of Australia*. 2022.
2. Director of Building Control, *Director's Determination – Bushfire Hazard Areas - version 1.2*. 2024.
3. Standards Australia, *Australian Standard - AS 3959 - Construction of Buildings in Bushfire-Prone Areas*. 2018.
4. The Department of Natural Resources and Environment Tasmania. *ListMap*. Available from: <https://maps.thelist.tas.gov.au/listmap/app/list/map>.



ATTACHMENT 1.00 PROPOSED SITE PLAN



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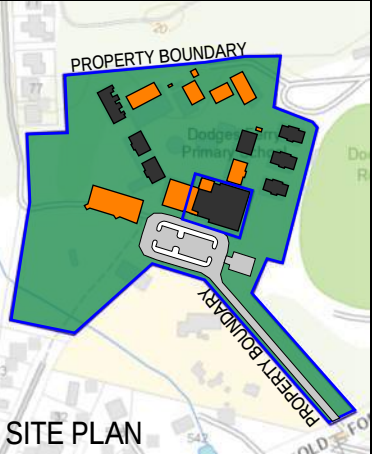
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ATTACHMENT 2.00 BUSHFIRE HAZARD MANAGEMENT PLAN



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SITE PLAN

KEY:

- New / refurbished buildings
- Existing buildings
- Hazard Management Area
- Fire hydrant
- Booster assembly
- Firefighting water supply
- Title boundary



Bushfire Hazard Management Plan (Revision 00)

Dodges Ferry Primary School
Address: 538 Old Forcett Road, Dodges Ferry
Certificate of Title (PID): 167099/1 (3306996)

SCHEDULE OF REQUIREMENTS

1. Design and Construction:
The proposed building work is to be constructed to BAL 19 minimum standard in accordance with AS 3959. In regards to Specification 43, additional bushfire protection measures are to be provided to the proposed building work in the detailed design in accordance with the building regulations. These will be detailed in a revised BHMP for building approval.

2. Property Access:
Property access is to be provided in accordance with the Determination. The more onerous requirements for vehicular access outlined in Specification 43 of the NCC will require a performance solution for building approval.

3. Water Supply for Firefighting:
A DtS compliant arrangement for firefighting water supply is to be provided in accordance with the Determination and the NCC as described in section 3.4.4 of the Bushfire Hazard Report.

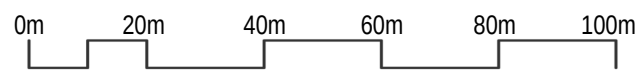
4. Hazard Management Area (HMA):
A HMA is to be established and maintained in perpetuity where the vegetation is managed to a low threat condition as described at section 3.4.1 of the Bushfire Hazard Report. Non-vegetated areas are acceptable in the HMA including areas permanently cleared of vegetation, waterways, driveways, footpaths, buildings and rocky outcrops. Maintenance of the HMA must include the following:

- Do not plant within 1 m of combustible external walls and decks or within 4 m of subfloor cavities or glazed elements in external walls.
- Regularly remove fallen limbs, sticks, leaf and bark litter from roofs, gutters, and from around buildings.
- Maintain lawns to a height less than 100 mm.
- Do not use pine bark and other flammable mulch.
- Limit tree canopy cover within the HMA to less than 15% at maturity.
- Ensure trees not touch or overhang the buildings.
- Maintain a minimum 2 m of separation between tree canopies.
- Avoid planting shrubs within 5 m beneath trees.
- Prune lower limbs up to a height of 2 m above the ground.
- Thin understory vegetation to form copses no larger than 10 m², with at least 10 m separation between copses and between copses and habitable buildings. Use low flammability plants.
- Do not store flammable fuels within 10 m of habitable buildings.

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This BHMP has been developed for planning approval and must be read in conjunction with the Bushfire Hazard Report (rev 00) dated 27 March 2026. This BHMP may change subject to the development of the BHMP for building approval.

This BHMP has been approved by Ross Murphy.
Accreditation: BFP-122 (1, 2, 3A/B/C)
ross@castellan.com.au
Date: 27 March 2026



ATTACHMENT 3.00 BUSHFIRE HAZARD REPORT



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Attachment 3.00

Bushfire Hazard Report

Alterations and Additions

Dodges Ferry Primary School

538 Old Forcett Road,
Dodges Ferry

Prepared for:
HBV Architects
OBO the Department for Education, Children and Young People

Revision 00
Project 25045

27 March 2026



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List of Acronyms and Abbreviations used in this Report

AS	Australian Standard
BAL	Bushfire Attack Level
BEP	Bushfire Emergency Plan
BHAN 04	Bushfire Hazard Advisory Note No. 4
BHMP	Bushfire Hazard Management Plan
BHR	Bushfire Hazard Report
CO	Chief Officer
CLC	Certificate of Likely Compliance
Code	Bushfire-Prone Areas Code
DECYP	Department for Education, Children and Young People
DtS	Deemed-to-Satisfy
EMS	Emergency Management Strategy
EPC	Emergency Planning Committee
FDI	Fire Danger Index
HMA	Hazard Management Area
LUPAA	Land Use Planning and Assessment Act 1993
NCC	National Construction Code
NSP	Nearby Safer Place
TFS	Tasmania Fire Service



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1. Introduction

This Bushfire Hazard Report has been developed for HBV Architects on behalf of the Department for Education, Children and Young People (DECYP) (the Client) for alterations and additions to Dodges Ferry Primary School at 538 Old Forcett Road, Dodges Ferry (the Property). This document forms an attachment to the Bushfire Protection Report (the Parent Document) which is included in the application for planning approval.

As identified in the Parent Document, the Property is within a bushfire-prone area as identified by the Tasmanian Planning Scheme – Code Overlay provided on the LIST [1]. The need for this planning assessment arises because the proposal is for a ‘vulnerable use’ as defined in the Scheme.

In addition to the requirement for a planning application, it is noted that there is also a requirement for a Bushfire Hazard Management Plan (BHMP), a Bushfire Hazard Report (BHR) and a Bushfire Emergency Plan (BEP) to be developed for building approval. The BHMP and BHR provided in this report for planning approval have been developed so that they can also be used for building approval. The assessment for building approval involves more detailed design development for fire protection systems and the assessment of a performance solution. As such, the BHMP and BHR for building approval may differ from the documents provided for planning approval.

As described in the Parent Document, there is some uncertainty associated with the application of the Bushfire-Prone Areas Code (the Code) in the Tasmanian Planning Scheme (the Scheme) where there is no prescribed solution. The building regulations provide a standard for building approval, however, that standard is not explicitly referenced in the Code. Notwithstanding, the building regulations are the most appropriate standard to apply as they also provide the secondary benefit of aligning the building and planning approvals. In this context, the relevant statutory provisions, subordinate legislation and standards considered in this bushfire assessment include;

- Australian Standard AS 3959:2018 – Construction of buildings in bushfire prone areas [2],
- The Director’s Determination – Bushfire Hazard Areas version 1.2 – 2024 (the Determination) [3], and
- The National Construction Code 2022 – Volume 1 (NCC) [4].

This report initially responds to the Approved Form issued by the Chief Officer of the Tasmania Fire Service (TFS) [5], also referred to as Bushfire Hazard Advisory Note No. 4 (BHAN 04), which is referenced in the definition of ‘Bushfire Hazard Management Plan’ in the *Fire Service Act* though not directly a requirement of the Scheme.

Reference is made to the existing TFS endorsed Bushfire Emergency Plan (BEP) for the Property (Attachment 6.00 of the Parent Document), with an acknowledgement that an updated BEP will be necessary for the proposed

building work considered in this report. It is assumed that the existing BEP (or a revision of that document) will continue to be the basis for bushfire emergency planning for the new development.

It is important to note, however, that compliance with the building regulations does not mean that there is no residual fire risk from the threat of bushfire. The level of residual risk which is acceptable in this report is equal to or better than that risk that remains where the new building work is fully compliant with the prescriptive Deemed-to-Satisfy (DtS) provisions of the NCC and the Determination.

It should be noted that the policy settings applied by the government through the adoption of AS 3959, in particular the assumption of a maximum Fire Danger Index (FDI) of 50 which is exceeded during normal bushfire seasons, are not conservative and as a consequence it is possible that the mitigation measures employed may not be sufficient in more severe conditions.

In addition, AS 3959 makes the following qualification;

...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.

Similarly, for a Class 9 school building, a note is provided to the performance requirement Tas G5P2 that qualifies the expectation associated with compliance with the performance requirement.

Notes

- (1) TAS G5P2 does not guarantee the safety of building occupants or the maintenance of tenable conditions within a building during a bushfire event.
- (2) For additional requirements relating to bushfire prone areas, refer to the Director's Determinations on Bushfire Hazard Areas – current versions available at www.cbos.tas.gov.au

This report does not consider;

- Any other objective beyond compliance with the building regulations identified above,
- Any deliberate or malicious acts where fire is started to damage property or cause injury. This is outside of the scope of this assessment, and
- Any storage or handling of dangerous substances beyond minor storage quantities associated with a typical school facility. No special hazards as defined in the NCC have been identified.

This report provides justification for the BHMP. The effectiveness of the measures prescribed in this report and the BHMP are dependent on their correct implementation and maintenance over the life of the building.



2. Background Information

The Bushfire-Prone Areas Code (the Code) requires the development of a Bushfire Hazard Management Plan at Item A3 where it states;

A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.

A discussion on the purpose statement and objective for the vulnerable use is provided at sections 2.1 and 2.2 respectively of the Parent Document. The purpose of this part of the Code is to ‘reduce the risk to human life and property, and the cost to the community, caused by bushfires.’

The objective in the Code is a qualitative statement that says that a solution for a vulnerable use may be acceptable where ‘tolerable risks’ are achieved through mitigation measures that consider the specific characteristics of both the vulnerable use and the bushfire hazard. There are no quantified acceptance criteria for occupant safety, property protection or cost to the community and so this requires the application of expert judgement by the accredited person certifying the BHMP.

The definition for a Bushfire Hazard Management Plan (BHMP) is provided in the Code, and this points to the definition provided in the Land Use Planning and Approvals Act 1993 (LUPAA) and means ‘a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer of the TFS’.

The current document approved by the Chief Officer (CO) is the Bushfire Hazard Advisory Note (No 4) version 4 dated 4 August 2020 (BHAN 4). The document is adopted via the reference in the LUPAA and the Code.

BHAN 4 sets out what is required for the BHMP and at Item 2 there is a reference to the need for a Bushfire Hazard Report (BHR) (at Item 2(e)). Item 3 of BHAN 4 sets out the requirements for the BHR.

Within Item 3 there is reference to the need for a Bushfire Attack Level (BAL) assessment in accordance with AS 3959:2018. There is no requirement in BHAN 4 for a particular BAL rating for the proposed ‘vulnerable use’ or any other bushfire mitigation features or measures. In this context, it is necessary for the accredited person to develop a BHMP without further guidance other than the purpose statement and the objective relating to ‘vulnerable use’ in the Code as discussed above.

At the end of Item 3 of BHAN 4 is a note that is reproduced below.

NOTE: If a Performance Solution is proposed, it is the practitioner's role to provide the justification as to how the proposal will satisfy the relevant Performance Requirements (for building compliance) or Performance Criteria (for planning compliance).

‘Performance Solution’ is not a defined term in BHAN 4, the Code or the Scheme and so it is ambiguous how this note applies to a planning application as the terminology in the Scheme is ‘performance criteria’ and there are no ‘performance criteria’ for the development of the BHMP in the Code.

The term ‘performance solution’ is used in the building regulations and is an approach that must be followed where the proposed building work does not comply with the prescriptive standards referred to as the deemed-to-satisfy (DtS) provisions of the NCC and the Director’s Determination for building in bushfire-prone areas.

Presumably, this note in BHAN 4 relates to the development of a performance solution under the building regulations as BHAN 4 has application to the building regulations process as well as the planning approval process where a BHMP is required for some other development and use that are not hazardous or vulnerable uses.

Item P1 of the Code is not a consideration for the practitioner (as identified in the planning certificate included in BHAN 4) with the relevant part extracted below. While some of the considerations for P1 are technical bushfire protection issues, the technical information that is relevant to the Council in their decision making is provided in the bushfire hazard report (this Attachment) to assist them with their decision.

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

Instead of providing an Emergency Management Strategy, which is a precursor for a Bushfire Emergency Plan (BEP), the existing BEPs for the Property are provided as they are an accurate indicator of the strategy that will be applied in the future that has been endorsed by the TFS.

The following is an assessment against the provisions of the Code / Scheme that includes adoption of BHAN 4. While BHAN 4 may not require compliance with the building regulations, an assessment is provided against the NCC as a way of potentially demonstrating a bushfire strategy that represents a tolerable level of residual risk for human safety, property protection (buildings) and cost to the community.



3. Bushfire Hazard Advisory Note Assessment

The following assessment follows the structure prescribed in BHAN 4 for the development of a BHR (Item 3 of BHAN 4) [5].

3.1 Site Characteristics and Context

Key details of the Property are summarised in the table below.

Table 1: Summary of Site Characteristics

Property Address	538 Old Forcett Road, Dodges Ferry
Title Reference (PID)	167099/1 (3306996)
Type of Application	Alterations to education facility (primary school)
Zoning	Community Purpose
Code Overlay	Bushfire-prone areas Flood-prone areas Airport obstacle limitation area
Planning Scheme	Tasmanian Planning Scheme (Sorell)
Council	Sorell Council

The Property, outlined in blue in the aerial image below, is provided within the township of Dodges Ferry. Also shown in this image is a circle of radius 400 m and 1 km centred around the library located centrally within the school.



Figure 1: Aerial image showing 400 m and 1 km radius around the Library [6]

The purpose of the above image is to highlight the position of the proposed development in relation to the bushfire-prone vegetation. From the above image it can be seen that within 400 m of the proposed development there is;

- Okines Beach and the mouth to Pitt Water to the west within 50 m of the Property with access to the beach from the Property and lower density residential development and grassland out to 1 km,
- A council owned and managed reserve to the north within 400 m highlighted green (discussed in more detail below),
- The Dodges Ferry Recreation Ground to the east to Old Forcett Road and some residential / commercial development, and
- Some residential development and grassland to the south side of Old Forcett Road to the south with the main part of Dodges Ferry further to the south.

In this context, it is apparent that the greater fire threat to the Property is from the bushfire-prone vegetation to the north through the Council Reserve and a fire from the east through the grassland to the southeast. These fire scenarios are considered further in the BAL assessment and the preliminary assessment of the proposed performance solution below.

The Council Reserve (highlighted green in the image above) has been reviewed by the Council culminating in;

- The Bushfire Mitigation Plan – Dodges Ferry Recreation Reserve 2024-2029 prepared by Fire Risk Consultants – version 2.1 dated February 2024 (the FRC Report) [7], and
- The Dodges Ferry Recreation Reserve – Reserve Management Plan 2024-2029 prepared by North Barker Ecosystem Services dated 9 August 2024 [8].

In addition, the following documents relating to fire protection on the Property have also been considered;

- Bushfire Hazard Report – New Shade Structures – Dodges Ferry Primary School prepared by JMG Engineers & Planners – version 2 dated April 2023.
- Bushfire Emergency Plan for the Dodges Ferry Primary School dated November 2023.

The documents can be provided on request.

Importantly for the School, confirmation has been provided from the Council that the FRC Report (referred to above) has been adopted, and Council have committed to the management of the bushfire-prone vegetation as described in that report.

The management of the vegetation in accordance with the FRC Report is an important feature of the current operation of the school and will be a feature of the proposed solution in this assessment. In particular, the FRC Report identifies a fuel management strategy for the Reserve for the area immediately north of the Property which is to be managed as a Hazard Management Area (HMA) as described in the image extracted from the FRC Report below.

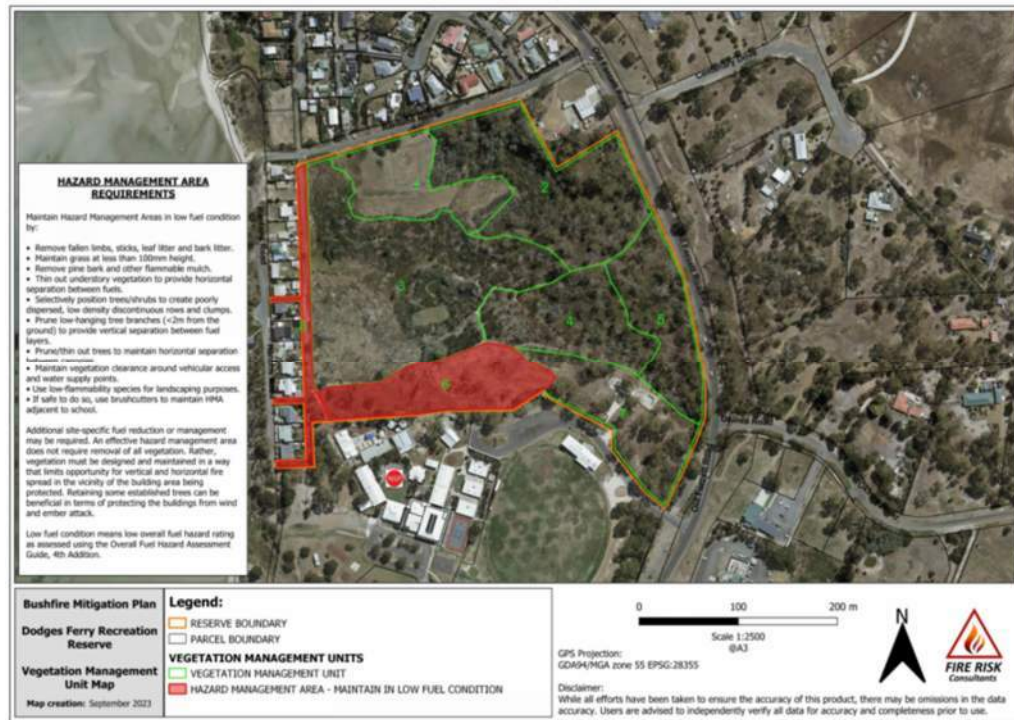


Figure 2: Extract from the Bushfire Mitigation Plan for the Reserve

For the Vegetation Management Unit (VMU) 6, the FRC Report prescribes vegetation management consistent with the requirements for a HMA in accordance with AS 3959 [2]. This higher level of vegetation management is provided (in part) for the benefit of the school along with other residential property.

It is noted that Clause 2.2.3.2(f) of AS 3959 says that some vegetation can be excluded from the BAL assessment and this includes ‘vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes ... maintained public reserves and parklands ...’ It is considered that VMU 6 satisfies that definition.

At the time of the site inspection by Castellan (outside of the bushfire season), it was noted that bracken and other understorey species were re-establishing.



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Figure 3: Photo taken within the Council Reserve looking southeast towards the school.



Figure 4: Photo taken within the Council Reserve looking west.



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Figure 5: Vegetation northeast of the school, opposite the oval.

Management of VMU 6 was required prior to the bushfire season. It is noted that VMU 6 is a well-defined area that is bounded by the school and a well-worn walking path as shown in the images below. This assists in ensuring the extent of vegetation management that is required is understood by those undertaking the maintenance.



Figure 6: Walking path within the Council Reserve



Figure 7: Reserve north of the Property (outlined in blue) taken from the List [1].

If the Council do not maintain VMU 6, the School should approach the Council and request maintenance of the area. This is an important aspect of maintaining the safety of children and staff.

As described in the FRC Report, a planned burn occurred in October 2021 to a part of the Reserve as shown in the image below.



Figure 8: 'Fire History' layer on the List indicating extent of the 2021 planned burn.

Within the Property there is some retained vegetation that is considered in this assessment. Given there is substantial works being undertaken, there is disturbance of parts of this vegetation, and a landscaping plan is to be incorporated into the proposed building work and considered in this assessment.



Figure 9: Existing vegetation within the Property.



Figure 10: Existing vegetation within the Property.



Figure 11: Vegetation along eastern property boundary adjoining the Recreation Park.

Other bushfire protection features on the Property include;

- The establishment of a HMA to the entire Property as a function of assessment for the new shade structures as described in the 2023 BHMP developed by JMG (extracted below). A description of the management for the HMA is provided at section 5.2 of the JMG Report.
- The construction requirements for the building work at the time of the JMG Report is identified as BAL 12.5 and this is based on an assessment that there is ‘forest’ vegetation to the north that is 42 m from the proposed building work. It appears that this assessment pre-dated the management of VMU 6. There are a number of stumps remaining in VMU 6 where trees were removed at some point of time.
- Road access is provided close to the interface between the school and VMU 6, and this is where the static water supply for firefighting is provided. This arrangement for firefighting water supply is being upgraded in the proposed building work.
- A Bushfire Emergency Plan (BEP) exists for the Property as described above. The existing BEP has the occupants of the school assembling in the Gym as an onsite shelter and evacuating to the oval as the offsite evacuation destination. The Gym is currently also identified as a Nearby Safer Place (NSP) for the broader community.¹

¹ It is noted that DECYP are in the process of acquiring the Dodges Ferry Recreation Centre (the Gym) from Council.

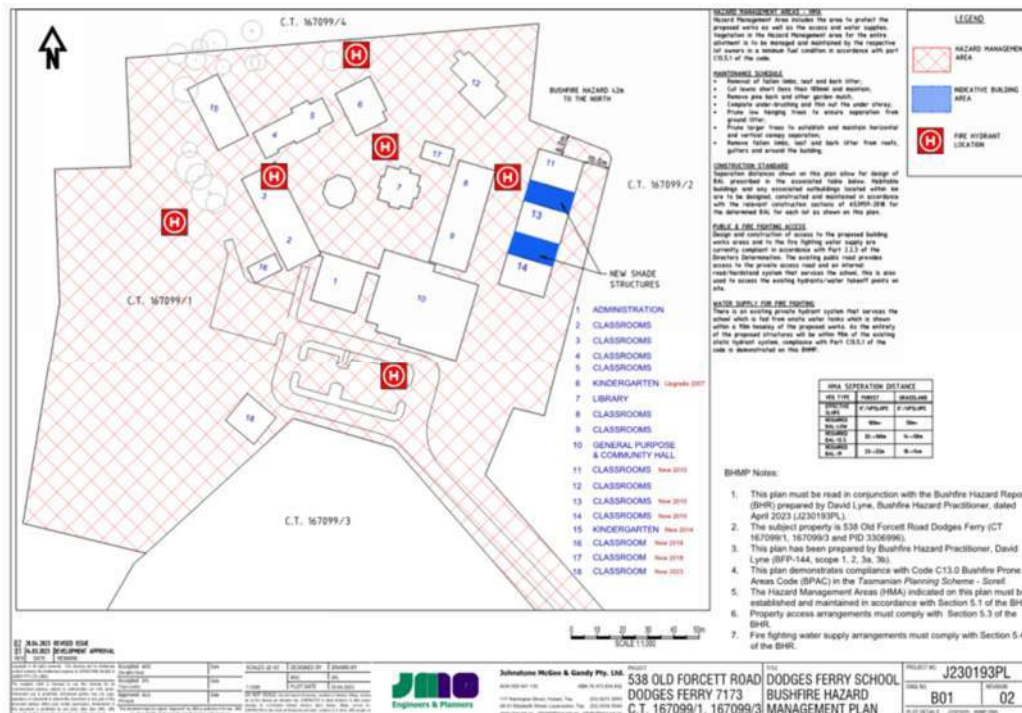


Figure 12: BHMP extracted from the 2023 JMG Report for new shade structures.

3.2 Proposed Use and Development

The proposed development is for alterations and additions to existing buildings and new buildings as shown on the site plan provided at Attachment 1.00 to the Parent Document. A number of existing buildings are to be demolished.

Overall, the scale and density of buildings remain similar to the existing arrangement.

3.3 Bushfire Attack Level Assessment

Vegetation Classification and Effective Slope

The vegetation classification in accordance with AS 3959 is only interested in the bushfire-prone vegetation within 100 m of the proposed building work. Beyond this distance the vegetation is not considered relevant to the bushfire threat.

The following image provides a description of the vegetation types and slope identified on site. Within 100 m of the proposed development, the primary vegetation types include 'scrub' and 'forest' as described in Table 2.3 of AS 3959. Areas classified as 'low threat' include the public reserve, sporting fields, windbreaks, maintained lawns and cultivated gardens consistent with Clause 2.2.3.2(f) of AS 3959. These areas are shown in grey in the following figure, with the exception of the managed part of the reserve shaded red. Also shown in grey are non-vegetated areas, including buildings, roads, exposed beaches and waterways consistent with Clause 2.2.3.2(e) of AS 3959.



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The land is even grade / upslope in all directions but to the west where there is a slight downslope (0-5 degrees) towards Okines Beach.

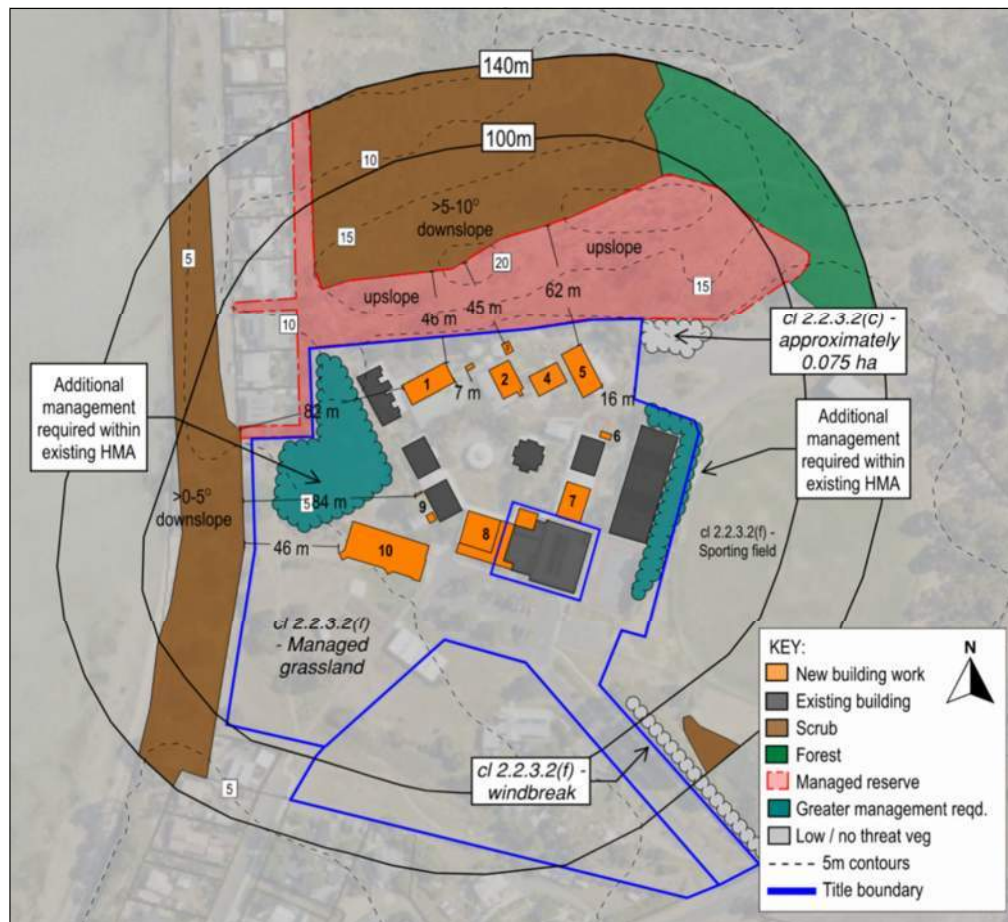


Figure 13: Location of classified vegetation relative to proposed building work

Lines of demarcation between vegetation types in the assessment above are an approximation that may vary ± 5 m.

Bushfire Attack Level Assessment

Step 1 is to identify the relevant Fire Danger Index (FDI). In Tasmania the applicable FDI is 50, and this is described in Table 2.1 of AS 3959. Steps 2-5 of the Method 1 analysis are provided in the table below.

The bushfire provisions of the NCC and the Determination apply to the seven class 9 buildings proposed on the Property, and the new Class 10 amenities buildings and decks (separate structures) within 6 m of a habitable building. Alterations and additions to existing buildings must also comply with the bushfire provisions. As such, a method 1 assessment has also been provided for the new 'food building', and the 'administration building'.

The existing Hazard Management Area extends to the property boundary; however, additional management of this vegetation will likely be required as part of this approval.

Table 2: Method 1 assessment – AS 3959

	Classified vegetation within 100 m*	Effective slope	Distance to veg.	Resultant BAL
Building #1 (Grade 1 / 2 building)				
North	Scrub	>5-10° downslope	46 m	BAL 12.5
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	Scrub	>0-5° downslope	82 m	BAL 12.5
Building #2 (Grade 3 building)				
North	Scrub	>5-10° downslope	52 m	BAL 12.5
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	Scrub	>5-10° downslope	66 m	BAL 12.5
Building #3 (EFA Building)				
North	Scrub	>5-10° downslope	45 m	BAL 12.5
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	Scrub	>5-10° downslope	52 m	BAL 12.5
Building #4 (Grade 3 building)				
North	Scrub	>5-10° downslope	66 m 67 m	BAL 12.5
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	Scrub	>5-10° downslope	70 m	BAL 12.5
Building #5 (Grade 4 building)				
North	Scrub Forest	>5-10° downslope	62 m 96 m	BAL 12.5
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	Scrub	>5-10° downslope	66 m	BAL 12.5
Building #6 (Amenities within 6 m of habitable building)				
North	N/A	N/A	100 m +	BAL LOW
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	N/A	N/A	100 m +	BAL LOW
Building #7 (Food Building)				
North	N/A	N/A	100 m +	BAL LOW
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	N/A	N/A	100 m +	BAL LOW

Building #8 (Admin / Foyer)				
North	N/A	N/A	100 m +	BAL LOW
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	N/A	N/A	100 m +	BAL LOW
Structure #9 (New deck within 6 m of a habitable building)				
North	N/A	N/A	100 m +	BAL LOW
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	Scrub	>0-5° downslope	84 m	BAL 12.5
Building #10 (Kinder)				
North	N/A	N/A	100 m +	BAL LOW
East	N/A	N/A	100 m +	BAL LOW
South	N/A	N/A	100 m +	BAL LOW
West	Scrub	>0-5° downslope	46 m	BAL 12.5

* in accordance with Table 2.3 of AS 3959.

The resultant Bushfire Attack Level (BAL) for each building is summarised in the table below.

Table 3: Resultant BAL rating – Method 1 analysis

Building (Figure 13)	Building name	BAL Rating
1	Grade 1 / 2 Building	BAL 12.5
2	Grade 3 Building	BAL 12.5
3	EFA Building	BAL 12.5
4	Grade 3 building	BAL 12.5
5	Grade 4 Building	BAL 12.5
6	Amenities within 6 m of habitable building	BAL LOW
7	Food Building	BAL LOW
8	Admin/Foyer	BAL LOW
9	New deck within 6 m of a habitable building	BAL 12.5
10	Kinder	BAL 12.5

The method 1 analysis concludes that the proposed building work resulting in a bushfire exposure of BAL 12.5 or less.

3.4 DtS Bushfire Protection Measures

As identified previously, there is no requirement in the Code for a particular BAL rating and so guidance is taken from the building regulations. However, this is not definitive because;

- The building regulations are performance-based and, as a consequence, there is no mandatory BAL requirement in the building regulations. Notwithstanding, a discussion against the non-mandatory DtS

provisions of the NCC and the Director's Determination is provided in that context, and

- There is no nexus that establishes that compliance with the building regulations meets the test for 'tolerable level of residual risk' as identified in the Scheme. Different objectives and performance expectations may exist.

In this context, it is suggested that the following DtS assessment be undertaken to determine an acceptable level of performance in the building regulations that may inform the planning assessment of 'tolerable level of residual risk' using the Director's Determination and the NCC.

Where these requirements cannot be achieved (or the Client is seeking a performance solution), the extent of the DtS non-compliances will be identified and a performance solution will be developed, to the extent possible, in the following section of the report.

The finalisation of the performance solution cannot occur prior to the issue of the planning permit as the Building Surveyor needs to include consideration of the planning permit and a formal referral process to the Chief Officer of the TFS is necessary in their decision to issue of the Certificate of Likely Compliance (CLC) for the performance solution.

In the above context, the following is a brief preliminary discussion on the DtS requirements in the NCC and the Determination.

3.4.1 Hazard Management Area

The most stringent requirement for separation between the proposed building work and the bushfire-prone vegetation is provided at Clause S43C2 of Specification 43 of the NCC. This provision provides two options for compliance.

The first option is to provide the minimum distance specified in Table S43C2 of the NCC. Compliance with this option would require the proposed building work to be separated;

- 60 m minimum to the vegetation classified as forest (upslope) to the north of the Property,
- 40 m minimum to the vegetation classified as scrub (upslope) to the north of the Property, and
- 80 m to the vegetation assessed as scrub to the west (downslope max 20°).

The second option is to undertake modelling to determine that the radiant heat flux on the building elements is less than 10 kW/m². The preliminary results from the modelling are included below applying the default values for the variables highlighted blue in the tables below.

Table 4: Preliminary 10 kW/m² calculation

Direction	North	North / East	East / South	West
Vegetation class	Scrub	Forest	Scrub	Scrub
Surface fuel load (t/ha)	25	25	25	25
Total fuel load (t/ha)	25	35	25	25
Vegetation height (m)	3		3	3
Fire Danger Index		50		
Wind speed	45		45	45
Effective slope (°)	10.0	10.0	0.0	5.0
Site slope (°)	-15.0	-15.0	0.0	5.0
ROS (km/hr)	5.25	1.5	5.25	5.25
ROS (slope) (km/hr) - upslope / level			5.25	
ROS (slope) (km/hr) - downslope	10.47	2.99		7.42
Fire intensity (kW/m)	135283.3		67854.9	95810.4
Flame length	17.8	23.6	12.9	15.2
Flame width	100	100	100	100

Separation distance (m)	49	60	36	41
View factor	0.1668	0.1683	0.1632	0.1610
Flame angle (°)	62.0	60	77.0	81.0
Elevation of receiver (m)	20.97	26.3	6.30	3.90
Path length (m)	44.8	54.1	34.5	39.8

Ambient temperature (K)	308			
Flame temperature (K)	1090			
Flame emissive power (kW/m ²)	76.035			
Relative humidity (%)	0.25			
Atmospheric transmissivity	0.776	0.762	0.795	0.785
Radiant heat flux (kW/m ²)	9.8	9.8	9.9	9.61

The preliminary radiant heat flux calculations indicate that the proposed buildings should be separated (generally) from the classified vegetation by approximately;

- North: at least 49 m to scrub and 60 m to forest,
- East: at least 36 m to scrub and 60 m to forest,
- South: at least 36 m to scrub, and
- West: at least 41 m to scrub.

In this context, the Grade 1 / 2, and the EFA building (identified as buildings #1 and #3 on Figure 13) are unlikely to achieve the required 10 kW/m² separation in their current locations.



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All other buildings subject to this assessment are likely to achieve the required separation distance under S43C2(b) and are therefore expected to comply with the DtS provisions of the Determination and the NCC.

3.4.2 Construction

The DtS provision for construction in the Determination (Row D of Table 4 by reference of Clause 2.3.4) refers to the NCC which requires BAL 19 construction (minimum) to the proposed building work in accordance with Clause S43C10 of the NCC.

This requirement is to be achieved for the new building work in accordance with the DtS provisions of the Determination and the NCC.

The following table provides commentary on the additional DtS requirements arising from Specification 43 of the NCC that also apply to the proposed building work. These items extend beyond construction though they are provided to prompt discussion with the design team prior to the detailed design stage. A performance solution may need to be developed if a DtS compliant arrangement cannot be satisfied.

Table 5: Preliminary assessment of Specification 43 requirements

Clause	Comment
S43C1 Scope	Informative. No substantive requirement.
S43C2 Separation from vegetation	Preliminary calculations indicate that the separation from the classified vegetation to the Grade 1 / 2 and the EFA building is not consistent with the DtS requirements as discussed above in section 3.4.1 as described in the BAL assessment above. All other buildings subject to this assessment are likely to achieve the required for separation distance for 10 kW/m².
S43C3 Separation between buildings	The default option is a separation distance of 12 m between buildings; however, this is not required if the relevant building work is constructed; - With external walls that have an FRL of not less than 60/60/60 when tested from the outside, including any openings protected in accordance with AS 3959 for BAL 19 or greater; or - For external walls and roof, using a material or system that satisfies the test criteria of AS 1530.8.1 for a radiant heat flux of 10 kW/m² or greater. It is unlikely that this provision will be achieved, and a performance solution will be required for this element of



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	the design. Some fire separation is identified in the proposed performance solution below.
S43C4 Separation from allotment boundaries and carparking areas	The default option is a separation distance of 10 m from allotment boundaries and open carparking areas / spots. However, this is not required if the relevant building work is constructed; - With external walls that have an FRL of not less than 60/60/60 when tested from the outside, including any openings protected in accordance with AS 3959 for BAL 19 or greater; or - For external walls and roof, using a material or system that satisfies the test criteria of AS 1530.8.1 for a radiant heat flux of 10 kW/m² or greater. Allotment boundary – The EFA Building and the Grade 4 Building are both within 10 m of the northern allotment boundary with no fire rating to the external facade. In this context, it is likely that a performance solution will be required for this element of the design. Carparking – There are no designated carparking spaces within 10 m of the proposed building work and so this element of this requirement will not require a performance solution.
S43C5 Separation from hazards	No hazards have been identified at present that are within 10 m of the proposed building work, and this element of the design appears to be compliant with the prescriptive solution.
S43C6 Non-combustible path around buildings	This DtS provision requires a 1.5 m non-combustible path to the perimeter of the new and refurbished buildings. Compliance achieved with this provision is likely to be achieved in most cases, however, this is to be confirmed at the detailed design stage.
S43C7 Access pathways	Part D4 of the NCC will apply and this will override this clause in the NCC. As such, the proposed arrangement will likely be compliant with the DtS provisions.
S43C8 Exposed external areas	It is likely that all occupants of the new building work will be able to evacuate to the proposed onsite shelter. This provision is therefore not applicable.
S43C9 Internal tenability	An air handling system is not provided in the new building work in accordance with this provision. Occupants of the proposed and refurbished buildings are to evacuate to the existing onsite shelter. Improvements to the existing onsite shelter are identified in the proposed performance solution below.
S43C10 Building envelope	BAL 19 construction to be provided as described above. Compliance is likely to be achieved with this provision.

S43C11 Supply of water for fire-fighting purposes	A fire hydrant system consistent with E1D2 of the NCC is likely to be achieved consistent with this DtS requirement.
S43C12 Emergency power	An emergency power supply is not proposed to all of the new and refurbished buildings. A performance solution will likely be necessary for this element of the design.
S43C13 Signage	Signage can be provided to warn building occupants against storing combustible materials under or adjacent to the building consistent with this provision.
S43C14 Vehicular access	Access to the perimeter of the proposed / refurbished buildings is not provided in accordance with Clause C3D5(2) of the NCC. A performance solution will be necessary for this aspect of the design.

3.4.3 Firefighting Water Supply

As identified in the table above, a fire hydrant system complying with E1D2 of the NCC is to be provided consistent with Clause S43C11 of Specification 43.

The fire hydrant system will also need to comply with Clause 2.3.3 and Table 3B of the Determination. This includes a variation to the DtS provision in the NCC that requires coverage using 120 m of hose with coverage to the outside of the proposed building work.

In this context, the firefighting water supply is likely to be upgraded to comply with the DtS provisions of the Determination and the NCC.

3.4.4 Property Access

A responding fire brigade appliance would enter the Property from Old Forcett Road to access the firefighting water point. Clause 2.3.2 of the Determination prescribes the following requirements;

- a) The road must comply with the property access requirements specified in Table 2 of the Determination,
- b) The road must include access from a public road to a hardstand within 90 m of the furthest part of the building as measured by a hose lay, and
- c) The road must include access to the hardstand area for the firefighting water point.

Given the access road exceeds 200 m, the specifications detailed in Table 2 (row C) of the Determination apply.

In this context, property access is provided in accordance with the prescriptive requirements Determination.

As described in the table above, vehicular access to the perimeter of the new and refurbished buildings is not provided in accordance with Clause S43C14 of the NCC and this is a DtS non-compliance requiring a performance solution for building approval.



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3.4.5 Bushfire Emergency Strategy

An Emergency Management Strategy (EMS) is necessary to satisfy the Scheme. This strategy broadly identifies the proposed emergency management arrangements that will be formed into a detailed Bushfire Emergency Plan (BEP) at the building permit stage.

A copy of the existing TFS endorsed BEP is provided as Attachment 6.00 to the Parent Document. In this case, the existing strategy for occupant evacuation to an onsite refuge is to remain, with additional protection measures being proposed to the designated building as part of the performance solution to be developed for building approval.

3.5 Summary of DtS Assessment

The following table summarises the results of the DtS assessment against the Determination and the NCC.

Table 6: Summary of DtS non-compliances

Hazard Management Area	A HMA is to be provided in accordance with the Determination, however, the Grade 1 / 2, and the EFA building are unlikely to achieve the required 10 kW/m2 separation in accordance with the NCC. All other buildings subject to this assessment are likely to achieve the required for separation distance and are therefore expected to comply with the DtS provisions of the Determination and the NCC.
Construction	The proposed level of construction provided to the new building (BAL 19) is to be provided compliant with the NCC and the Determination. The proposed building work is generally not compliant with other requirements of Specification 43 of the NCC as identified in Table 5 of this report.
Property access	Property access is provided in accordance with the Determination but the more onerous requirements for vehicular access described in Specification 43 of the NCC are not achieved.
Firefighting water supply	Fire hydrant coverage is to be provided with the Determination and the NCC.
Emergency Management Strategy	A copy of the existing TFS endorsed BEP is provided as Attachment 6.00 of the Parent Document. This existing BEP demonstrates that an updated BEP is likely to be achievable for building approval.



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4. Bushfire Engineering Background

The following concept solution is developed in the context that it is being developed in accordance with the methodology in the building regulations where it is informing the planning application. As this assessment is informing the planning application, a performance-based design brief (Brief) is not provided. A Draft Bushfire Engineering Report is provided that will be the Brief for building approval and eventually the Bushfire engineering Report (BER).

The form of the performance solution required by the building regulations is followed in this assessment.

4.1 Background

The extent of the proposed building work and the DtS non-compliances are provided in the preceding discussion.

The statutory framework for this assessment is also described above. It is noted that a Brief has not been developed and, as a consequence, there has been minimal engagement with stakeholders in accordance with the building regulations.

4.1.1 Building and Occupant Characterisation

A description of the proposed building work is provided above.

The occupants of the building are likely to be primary school students (approximately 5 - 11 years old) and teachers. The teachers and students will be familiar with the site, and the building is relatively simple with exit pathways directly outside.

Notwithstanding, it is possible that students and teachers may have a disability that might affect their ability to be aware of a threat and or physically respond to a bushfire threat. If this is the case a personal emergency evacuation plan is to be developed where staff provide assistance to respond.

4.1.2 Stakeholders

The stakeholders that have been a part of this discussion to date are identified in the table below.

Table 7: Stakeholders involved to date

Role	Name	Organisation
Client		DECYP
Architect	Paul Cockburn	HBV Architects
Landscape Architect	Bonnie Gordon	Playstreet
Bushfire Engineer	Ross Murphy	Castellan



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4.1.3 Performance Solution (Concept)

In this preliminary assessment the new building work is to be compliant with the DtS provisions of the Determination and the NCC but for the items identified as potential bushfire non-compliances in Table 5 above.

This performance solution is limited to an assessment of those DtS non-compliances. There is no requirement in this assessment for existing buildings to be upgraded unless there is a trigger for their review as identified in the building regulations.

The following is a description of the proposed performance solution;

1. A HMA is to be retained for the entire Property consistent with the existing BHMP approved in the JMG Bushfire Hazard Report dated April 2023. The following clarifications are provided in this preliminary assessment;
 - The vegetation to the eastern and northern side of the Class 5 / 6 rooms is to be modified so that there is a managed / cultivated garden in this location that is separated from the existing buildings.
 - The vegetation west of the Grade 1 buildings is also to be modified so that there is reduced threat including a modified understorey that is separated from the existing buildings.
 - There is a proposed landscape plan provided at Attachment 5.00 of the Parent Document.²
2. The existing Bushfire Emergency Plan (BEP) is to be retained in principle though modified to reflect the new building work where there is an onsite refuge (the Gym / Admin Building).
3. The existing onsite refuge (the Gym) is to be modified to include the following features;
 - The existing polycarbonate roofing to the Gym is to be replaced with a fibreglass material with some resistance to ember penetration (untested material) to be specified for building approval.
 - Smoke separation is to be provided between;
 - i. The Gym and the Outside School Hours Care (OSHC) where the OSHC is a conditioned space, and
 - ii. From the OSHC to the Admin area (balance of the building) which is also a conditioned space.



² Noting that the scope of works shown on the landscape plan is limited to the coloured area shown.

- The entire building is to be capable of being closed up (smoke sealed) to resist the spread of smoke and heat into the building.
 - Openings and penetrations are to be protected to prevent embers penetrating into the building including the openable part of windows. Doors are to be self-closing solid core doors fitted with smoke seals to four sides rated to 200°C for 30 minutes.
 - The external wall to the Food Building is to exclude windows and achieve a fire resistance level of 60/60/60 (two directions).
 - The external wall of the Admin Area facing the Prep learning area is to achieve a fire resistance level of 60/60/60 when tested from the outside.
4. All new buildings, and any existing buildings where the extent of alteration exceeds 50% of the volume of the building, must comply with the construction requirements for BAL 19 (minimum) as defined in AS 3959. However, the buildings that do not comply with S43C2 (being the Grade 1 / 2 building, and the EFA building) will instead be constructed to minimum BAL 29 rating in accordance with AS 3959.
 5. The fire hydrant system is to be upgraded to comply with AS 2419.
 6. Road access to the new water points and the booster assembly are to be compliant with the DtS provisions of the Determination and NCC.
 7. It is acknowledged that there is a reduced threat from bushfire as a natural consequence of the relatively small area of bushfire-prone vegetation. There is a relatively short fire run, and the direction of fire spread is from the north and east where the wind would need to be from that direction, with the point of ignition on the far side of the Reserve for a greater width of flame front where there may be a possibility of ember attack and / or radiant heat impacting on the new building work.

While the Bushfire Emergency Plan (BEP) is not certified by Castellan, it is suggested that the revised BEP be reviewed by Castellan prior to approval.

This collection of measures constitutes the performance solution for the balance of this assessment.

4.1.4 DtS Assessment, Performance Requirement and Objectives

The need for a performance solution arises for building approval where there are departures relating to Specification 43 (see Table 5) called up by Clause G5D4 of the NCC. Otherwise, the proposed building work is to be compliant with the DtS provisions in the NCC and the Determination.

The relevant performance requirements include TAS G5P1 and TAS G5P2 which have been extracted and provided below.

TAS G5P1 Bushfire resistance

[2019: GP5.1]

A building that is constructed in a *designated bushfire prone area* must be designed and constructed to—

- (a) reduce the risk of ignition from a *design bushfire* with an annual exceedance probability not more than 1:100 years, or 1:200 years for a Class 9 building; and
- (b) take account of the assessed duration and intensity of the *fire actions* of the *design bushfire*; and
- (c) be designed to prevent internal ignition of the building and its contents; and
- (d) maintain the structural integrity of the building for the duration of the *design bushfire*.

Applications

G5P1 applies in a *designated bushfire prone area* to—

- (a) a Class 2 or 3 building; and
- (b) a Class 9a *health-care building*; and
- (c) a Class 9b—
 - (i) *early childhood centre*; and
 - (ii) primary or secondary *school*; and
- (d) a Class 9c *residential care building*; and
- (e) a Class 10a building or deck immediately adjacent or connected to a building of a type listed in (a) to (d).

Notes

For additional requirements relating to bushfire prone areas, refer to the Director's Determinations on Bushfire Hazard Areas – current versions available at www.cbos.tas.gov.au

— TAS G5P2 Additional bushfire requirements for certain Class 9 buildings

Delete clause G5P2 and insert TAS G5P2 as follows:

A building that is constructed in a *designated bushfire prone area* and occupied by people who may be unable to readily evacuate the building prior to a bushfire must, to the degree necessary —

- (a) reduce the risk of an untenable indoor environment for occupants during a bushfire event, appropriate to the—
 - (i) location of the building relative to fire hazards, including—
 - (A) classified vegetation; and
 - (B) adjacent buildings, structures and movable objects; and
 - (C) carparking areas and allotment boundaries; and
 - (D) other *combustible* materials; and
 - (ii) number of occupants to be accommodated within the building; and
 - (iii) intensity of bushfire attack on the building; and
 - (iv) duration of occupancy; and
 - (v) intensity of potential consequential fires; and
 - (vi) occupant tenability within the building before, during and after the bushfire event; and
 - (vii) combined effects of structural, fire exposure and other effects to which the building may reasonably be subjected; and
 - (viii) provision of fire fighting equipment and water supply to facilitate protection of the building; and
- (b) be provided with vehicular access to the *site* to enable firefighting and emergency personnel to defend or evacuate the building; and
- (c) have access to a sufficient supply of water for firefighting purposes on the *site*; and
- (d) provide safe access within the *site* to the building (including carparking areas), as well as safe egress after the bushfire event.



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i Notes

- (1) TAS G5P2 does not guarantee the safety of building occupants or the maintenance of tenable conditions within a building during a bushfire event.
- (2) For additional requirements relating to bushfire prone areas, refer to the Director's Determinations on Bushfire Hazard Areas – current versions available at www.cbos.tas.gov.au

The objectives of TAS G5P1 and TAS G5P2 is to provide an acceptable level of occupant safety, property protection and fire brigade facilities for intervention should bushfire threaten the Property. The following table summarises the non-compliances, the relevant objective/s and the proposed assessment methodology to be applied in accordance with A2G2 of the NCC.

Table 8: Summary of the objectives and methodology proposed

DtS Departure	Objective/s	Proposed Methodology
S43C2 – Two of the new buildings do not achieve the necessary separation from the classified vegetation.	Property protection	Equivalence analysis and expert judgement
S43C3 – 12 m of separation is not provided between buildings with no fire rating in the external façade.	Property protection	Equivalence analysis and expert judgement
S43C4 – Two of the new buildings are less than 10 m from the northern allotment boundary with no fire rating in the external facade.	Property protection	Equivalence analysis and expert judgement
S43C6 – A 1.5 m non-combustible path is not provided to the perimeter of all the proposed and refurbished buildings.	Occupant safety and facilities for the fire brigade	Equivalence analysis and expert judgement
S43C9 – An air handling system is not provided in the new and refurbished buildings, and internal tenability has not been demonstrated.	Occupant safety	Equivalence analysis and expert judgement
S43C12 – An emergency power supply is not provided in the new and refurbished buildings.	Occupant safety	Equivalence analysis and expert judgement
S43C14 – Road access is not provided to the perimeter of the building in accordance with Clause C3D5(2) of the NCC.	Facilities for the fire brigade	Absolute analysis and expert judgement

4.1.5 Acceptance Criteria

Acceptance criteria for the 'equivalence' items identified in section 4.1.4 above will be based on the broad principle that the proposed performance solution

needs to provide an equivalent level of protection as that achieved in a DtS compliant arrangement based on an assessment of the impact of the non-compliance on the objective. The objective may be achieved by the combined impact of a number of elements of the performance solution acting in combination. If there is a natural benefit associated with the extent of the bushfire-prone vegetation compared to (say) a DtS solution where there is a flame front 100 m wide, that natural benefit can also be a consideration.

For the absolute analysis, TAS G5P2 requires vehicular access ‘to the degree necessary’ to enable firefighting and emergency personnel to defend or evacuate the building. In this context, it is noted that the performance requirement requires an assessment against the needs of the TFS, which is an indeterminate measure and arguably can only be satisfied by the TFS. As such, the Brief is to provide the TFS with a discussion that could form the basis for determining whether the proposed performance solution sufficiently facilitates their needs notwithstanding the non-compliance associated with S43C14.

4.1.6 Proposed Design Fire

The proposed fire scenario threatens the Property from the northeast consistent with the ‘likely direction of the bushfire threat’ provided on the updated action plan in the existing BEP that was endorsed by TFS in 2024.



Figure 14: Illustration of a possible fire path from the northeast. Green dashed line indicates existing walking tracks [6, 7].

In this preliminary assessment it is firstly noted that there is a naturally occurring benefit where the land to the north is managed in accordance with the bushfire assessment provided in the FRC Report. The area immediately to the north of the School is to be managed to achieve low threat vegetation as specified in that report. If this is not achieved during or just prior to the bushfire season, the School is to raise this with the Council to abate the fire risk.

In reality, the width of the flame front (and the resultant radiant heat from the fire) is largely dependent on;

- The severity of the weather and soil moisture,
- The direction and strength of the wind at the time,
- The management of fuel along the path of the fire, and
- The availability and effectiveness of fire brigade intervention.

If there is severe fire weather anticipated, it is likely that the BEP will be activated, a total fire ban might be in place, and the brigade may be at a higher alert level. Notwithstanding, there is still a potential for a fire to start under these conditions.

If there is a wind from the northeast pushing the fire toward the Property, a gentle breeze might mean that the rate of spread of the fire is slower and a more broader fire front might exist. A reduced flame length may be present particularly if there has been some fuel management in the Reserve in the path of the fire. Conversely, if there is more significant wind in the right direction, the rate of spread is likely to be faster with a narrower fire front with longer flame length.

Irrespective of the wind and the weather, given the short fire run, it is unlikely that a fully developed fire travelling through the tree canopy will occur because of the relatively short fire run.

If there is a fire and there are fire brigade resources available, it is plausible that the brigade may have a direct impact on fire spread though more likely in this instance, they would employ back burning depending on the circumstances on the day. A significant benefit in this case is the proximity of the local brigade as identified on the figure above.

In this context, the point is made that there is a high probability that a fully developed fire with a 100 m flame front where there is potentially fire in the tree canopy moving very quickly (the default design fire in AS 3959 for the development of method 1) is unlikely to occur and, as such, it can be concluded that the fire threat is less than would be anticipated in a DtS compliant scenario.

The following is a discussion about the variables that are relevant to a discussion about whether an equivalent level of bushfire protection is achieved to a solution that complies with the DtS provisions of the Determination and the NCC.

4.2 Preliminary Assessment of the Concept Solution

The following is a preliminary assessment of the proposed performance solution under the building regulations that will be used to inform decisions on whether Clause C13.5.1 A3 of the Scheme is satisfied.

4.2.1 Occupant Safety

It is necessary to consider occupant safety as the priority consideration particularly given the school is a vulnerable use.

The impact on the occupants of the Property is largely dependent on whether the school is operating at the time, in particular whether the School is closed to students at the time of the bushfire. If the School is closed for the summer holidays or on a weekend, there are no vulnerable occupants on site. If that is the case, there may be some staff present that are able to evacuate like another class 9 building where there are no vulnerable occupants.

If this is not the case and there are students present, the BEP is given effect. In that scenario the students evacuate, under the direction of their teachers, to the assembly area identified on the Action Plan. Students would gather in this location awaiting instruction from the Chief Warden.

There are three priority emergency assembly points, as shown in the extract below.

- 1 Onsite, indoors: Dodges Ferry Community Recreation Centre (on school grounds) (on school grounds)
 - This is a 'Nearby Safer Place' in the TFS Community Protection Plan
- 2 Off-site, indoors: Healthy Horizons Gymnasium – 517 Old Forcett Road, Dodges Ferry (approx. 500m)
- 3 *Onsite, outdoors: Dodges Ferry Football Club - Football Oval (not usually used by Category 2 sites in bushfires)*

If there is a short fire run with a narrow flame front, the intensity of radiant heat impacting on the Property is likely to be reduced. Under these conditions, it is possible that there will be an opportunity for staff and students to move away from the bushfire to the offsite location as described in the BEP endorsed by the TFS.

If there is a shorter fire run and there is a reduced opportunity for the occupants to evacuate, an onsite refuge is provided. Consistent with the extract below, it is assumed that the occupants will refuge indoors, as opposed to the oval.

The identified non-compliances relating to occupant safety include the following;



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- S43C6 – A 1.5 m non-combustible path is not provided to the perimeter of all the proposed and refurbished buildings.
- S43C9 – An air handling system is not provided in the new and refurbished buildings, and internal tenability has not been demonstrated.
- S43C12 – An emergency power supply is not provided in the new and refurbished buildings.

In this context, it is assumed that the occupants will either evacuate offsite or seek refuge in the Gym in the event of a fire impacting on the School. In both scenarios, the need to apply additional occupant safety requirements to the new and refurbished buildings on the Property is reduced.

If some, or all, of the occupants are unable to evacuate, the Gym is designated as the onsite refuge. Although the Gym was approved under an earlier edition of the NCC that did not include Specification 43, the existing Bushfire Emergency Plan was updated and endorsed by the TFS in 2024, confirming the Gym as a suitable onsite refuge.

In response to the additional requirements for certain class 9 buildings adopted in NCC 2022, the existing onsite refuge (the Gym) is to be modified to include the following features as described in item 3 of the performance solution;

- The existing polycarbonate roofing to the Gym is to be replaced with a fibreglass material with some resistance to ember penetration (untested material).
- Smoke separation is to be provided between the Gym and the Outside School Hours Care (OSHC) where the OSHC is a conditioned space.
- Smoke Separation is to be provided between the OSHC area and the Admin area, where the Admin Area is also an air conditioned space.
- Fire separation is provided between the onsite refuge and adjacent buildings where the separation distance is less than 12 m.
- The entire building is to be capable of being closed up to resist the spread of smoke and heat into the building.
- Openings and penetrations are to be protected to prevent embers penetrating into the building including the openable part of windows. Doors are to be self-closing solid core doors fitted with smoke seals to four sides rated to 200°C for 30 minutes.

A preliminary Method 2 analysis is included below, indicating the approximate radiant heat flux at the external façade of the Gym / Admin Building as shown in Figure 15 below. Assumed input values from Tables B1 and B3 of AS 3959 are highlighted blue.



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Table 9: Preliminary radiant heat flux calculation for onsite refuge

Direction	North	East	South	West
Vegetation Class	Scrub	Scrub	Scrub	Scrub
Surface Fuel Load (t/ha)	25			
Total Fuel Load (t/ha)	25			
Vegetation Height (m)	3			
Wind Speed (km/hr)	45			
Effective Slope (°)	10.0	0.0	0.0	5.0
Site Slope (°)	-15.0	0.0	0.0	5.0
ROS (km/hr)	5.25	5.25	5.25	5.25
ROS (slope) (km/hr) - upslope / level	-	5.25	5.25	-
ROS (slope) (km/hr) - downslope	10.47	-	-	7.42
Fire Intensity (kW/m)	135283.3	67854.9	67854.9	95810.4
Flame length	17.8	12.9	12.9	15.2
Flame width	100	53	20	100

Separation distance (m)	123	108	56	102
View Factor	0.0364	0.0180	0.0261	0.0403
Flame Angle (°)	68.0	83.0	77.0	88.0
Elevation of Receiver (m)	41.20	6.42	6.30	0.00
Path Length, L (m)	119.7	107.2	54.5	101.7

Ambient Temperature (K)	308			
Flame Temperature (K)	1090			
Flame emissive power (kW/m ²)	76.035			
Relative Humidity (%)	0.25			
Atmospheric Transmissivity	0.710	0.718	0.762	0.721
Radiant Heat Flux (kW/m ²)	2.0	1.0	1.51	2.21

The following mark-up illustrates the separation distance to the classified vegetation and the assumed flame width input values assumed.



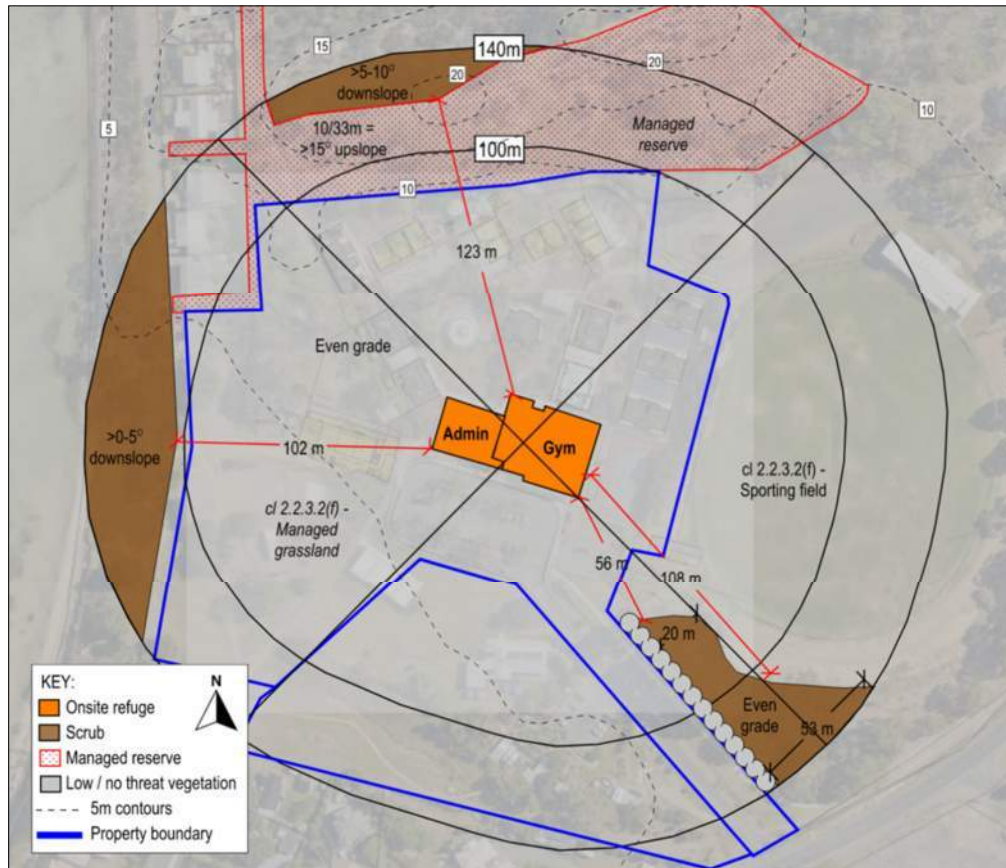


Figure 15: Method 2 variables for the onsite refuge (Gym / Admin building)

The report for building approval will confirm that the onsite refuge provides adequate space for the School population based on a rate of 0.75 m²/person (floor area) and 1.2 m³/person (volume).

Given the BEP for the School already demonstrates a proactive approach to severe bushfire weather and bushfire events, it is therefore likely that the occupants will be in a relatively safe location and that the response will be proportionate to the bushfire risk. This outcome is largely achieved through compliance with the BEP.

As such, it is tentatively concluded that an equivalent level of occupant safety will be provided, given the reduced fire threat, the capacity of the proposed building works to withstand the bushfire risk and the provision of additional protections provided to the onsite refuge.

4.2.2 Property Protection

With the occupants evacuated to the onsite refuge or away from the Property, the next consideration is the protection of the new and refurbished buildings. The identified non-compliances associated with property protection include;

- S43C2 – The Grade 1 / 2, and the EFA building do not achieve the necessary separation from the classified vegetation (10 kW/m²).



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- S43C3 – Sufficient fire separation is not provided between buildings (12 m or fire rating in the external façade).
- S43C4 – The EFA and the Grade 4 Building are both within 10 m of the northern allotment boundary with no fire rating in the external facade.

As previously noted, once students have evacuated offsite or relocated to the onsite refuge, it can be argued that the remaining buildings on the Property are no longer relied upon for occupant safety. In this context, a level of protection consistent with mitigation measures for a class 9 building without vulnerable occupants is considered appropriate.

For other class 9 buildings (not a “certain class 9 building” as defined in the NCC), the DtS provisions of the Determination would require a HMA with a width consistent with BAL 12.5 as defined in AS 3959 with no resistance in the building (along with a firefighting water supply, road access and a BEP).

In this preliminary assessment, all but two buildings (subject to assessment) are separated from the classified vegetation in accordance with S43C2 (10 kW/m²). As outlined in the concept solution at section 4.1.3, all new building work is to achieve a minimum BAL 19 construction rating, except for the two buildings that don’t comply with S43C2 (Grade 1 / 2, and the EFA building) that are required to meet BAL 29 construction (minimum).

Assuming that other all attributes are equal, it is apparent that a level of property protection is provided that significantly surpasses the DtS requirements where the buildings are not accommodating vulnerable occupants. It is noted that there is no requirement in the building regulations for the existing buildings to be reviewed or brought into compliance with current standards and these buildings are not relied upon as a part of the onsite refuge.

Even so, there is an argument that there is a property protection objective beyond occupant safety objective. This supports the need to limit the residual risk of buildings igniting during a bushfire, even where those buildings are not intended to serve as an onsite shelter.

In this context, it is considered that a potential bushfire impacting on the Property would be impacted by the limited area of vegetation constrained by Old Forcett and Rantons Road, as described in Section 4.1.6. If ignition occurs within the Reserve, the weather conditions would need to be such that the winds drive the fire from the north towards the buildings for the fire affect the Property. Even then, the potential impact is reduced due to the relatively short fire run and the increased level of resilience provided to those buildings that are closest to the classified vegetation.

In the context, it is tentatively concluded that an equivalent level of property protection will be provided given the reduced fire threat and the capacity of the proposed building works to withstand the bushfire risk.



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4.2.3 Facilitating Fire Brigade Intervention

In terms of facilitating fire brigade intervention, it is apparent that there is good vehicle access to the Property from Old Forcett Road with two entry points. There is also potential for road access from Rantons Road west of the Property.

If there is a bushfire potentially impacting on the School, it is likely that the Dodges Ferry volunteer brigade would be the first to attend though this will be dependent on the demand for appliances in other locations. If there are a number of fires or a larger fire elsewhere, the fire brigade resources may be already deployed and not be available to assist at the School. The Dodges Ferry Fire Station is located less than 1 km from the Property.

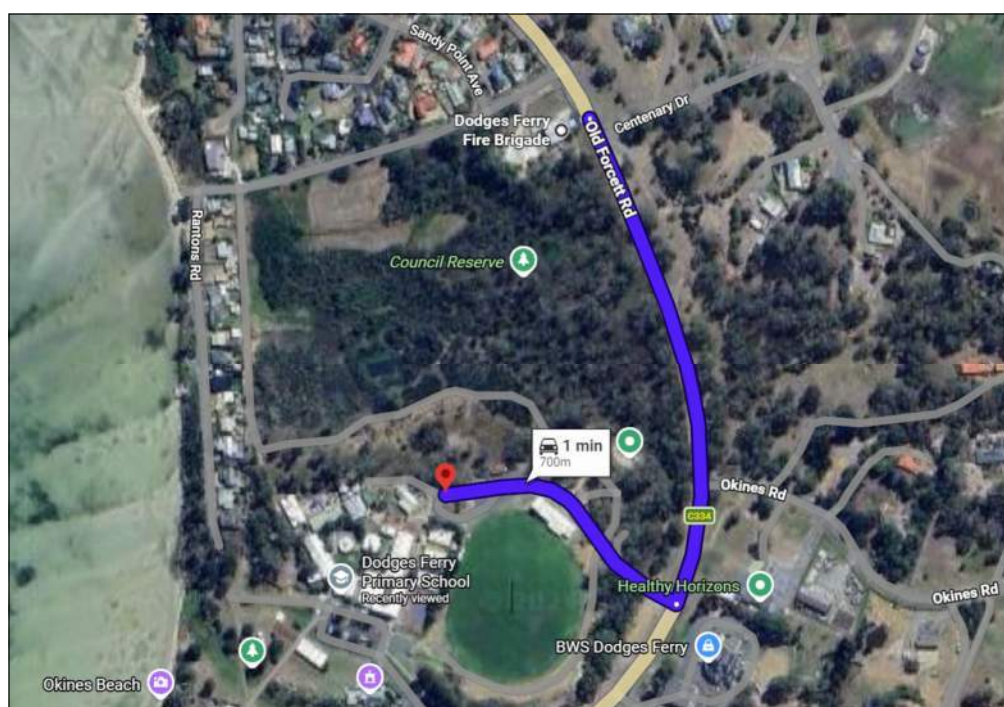


Figure 16: Google Maps route from local fire station to booster on Property.

On arrival, it is likely that the first responding appliance will set-up on the hardstand adjacent the booster, and the pump operator will pressurise the hydrants while the remaining firefighters carry hoses / branch to the relevant hydrant and make the connection to begin firefighting operations. Subsequent appliances will be directed by the incident controller.

Being setup in the turning area for bus pick up / drop off, there is good unimpeded access for vehicles and for firefighters on foot within the Property. Firefighters are able to approach the fire front and retreat relatively safely if necessary.

As shown in the services drawing by JMG (Attachment 4.00 to the Parent Document), there are four new dual head stand pipe fire hydrants proposed around the School as part of the proposed upgrade, that are required to achieve coverage in accordance with the NCC and the Determination.



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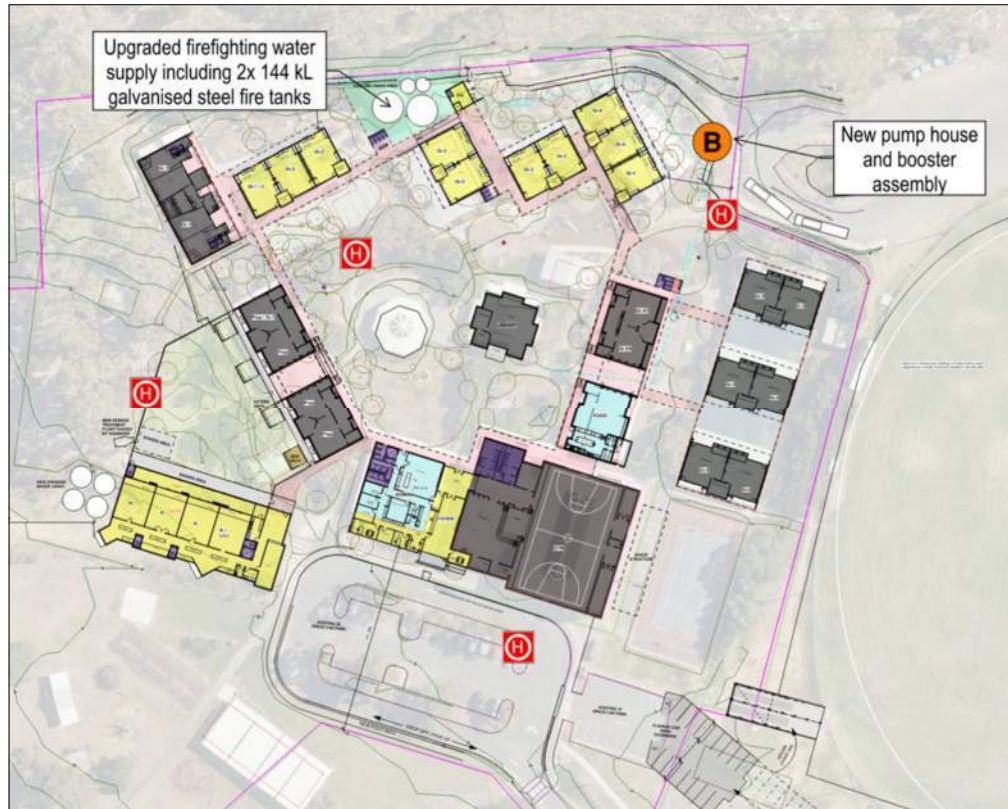


Figure 17: Mark-up showing location of fire hydrants, firefighting water supply and booster assembly.

It is also noted that the natural direction for evacuation is to the south, away from the likely path of an approaching bushfire, where the assembly point / onsite refuge is located. From the Gym, there is good fire brigade access to the adjacent carpark, which includes a fire hydrant and a suitable turning area. This area is also shielded partially from a fire in the Reserve.

In this context, there does not appear to be a reason why it would be necessary for the responding appliance to travel around the perimeter of the new building work to assist with the evacuation of occupants.

As such, the road does not provide a substantive benefit in assisting with occupant evacuation or defending the new building work other than providing a band of non-vegetation (road) as opposed to low threat vegetation.

For the reasons identified above, it is tentatively concluded that (subject to TFS feedback) the provision of a road to the perimeter road that allows an appliance to drive around the buildings is unnecessary and does not substantially impact on the ability for the fire brigade to undertake firefighting operations, provide exposure protection to the buildings or assist with the evacuation of occupants.

5. Conclusions and Recommendations

This Bushfire Hazard Report provides an assessment of bushfire risk to establish the level of hazard exposure, vulnerability and the required mitigation measures necessary to achieve an acceptable level of residual risk to a vulnerable use in accordance with the Tasmanian Planning Scheme (Sorell).

This report responds to the Bushfire Hazard Advisory Note No. 4 (BHAN 4) prepared by the Tasmania Fire Service which is referenced indirectly in the definition of 'Bushfire Hazard Management Plan' (BHMP). The BHMP is provided at Attachment 2.00 of the Parent Document.

The building regulations are applied as the prescriptive (non-mandatory) standard for vulnerable uses in bushfire-prone areas. The proposed solution is partially not compliant with the prescriptive standard, and a performance solution is partially developed in accordance with the building regulations to provide sufficient confidence that the bushfire mitigation measures proposed are acceptable in accordance with Clause C13.5.1 (A3) of the Scheme.

A Planning Certificate is provided at Attachment 7.00 of the Parent Document.



6. References

1. Department of Natural Resources and Environment Tasmania. *LISTmap*. 2023.
2. Standards Australia, *Australian Standard - AS 3959 - Construction of Buildings in Bushfire-Prone Areas*. 2018.
3. Director of Building Control, *Director's Determination – Bushfire Hazard Areas - version 1.2*. 2024.
4. Australian Building Codes Board, *National Construction Code - Volume One - Building Code of Australia*. 2022.
5. Chief Officer - Tasmania Fire Service, *Bushfire Hazard Advisory Note No 4 - version 4.0*. 2020.
6. The Department of Natural Resources and Environment Tasmania. *ListMap*. Available from: <https://maps.thelist.tas.gov.au/listmap/app/list/map>.
7. Fire Risk Consultants, *Bushfire Mitigation Plan – Dodges Ferry Recreation Reserve 2024-2029 - version 2.1*. 2024.
8. North Barker Ecosystem Services, *The Dodges Ferry Recreation Reserve – Reserve Management Plan 2024-2029*. 2024.

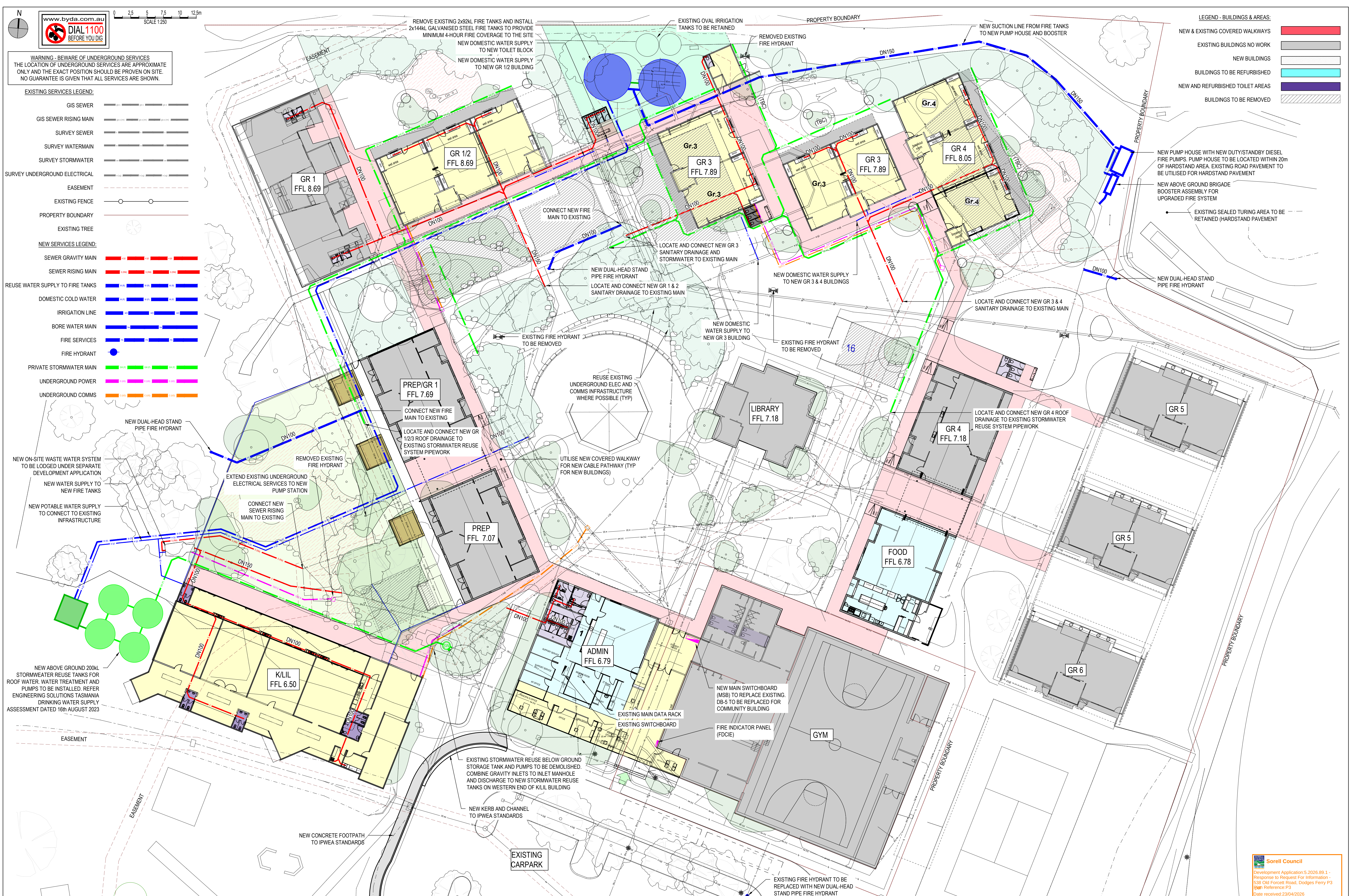


ATTACHMENT 4.00
SERVICES SITE PLAN – JMG



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ATTACHMENT 5.00 LANDSCAPE PLAN – PLAYSTREET



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- LEGEND**
- DRAWING SYMBOLS**
- TITLE BOUNDARY
 - + EX 000.00 EXISTING LEVEL
 - + RL 000.00 RELATIVE LEVEL
 - + FFL 000.00 FINISHED FLOOR LEVEL
- SOFTSCAPE**
- EXISTING TREE
 - TREE TO BE REMOVED
 - PROPOSED TREE (47)
 - GB01 GARDEN BED TYPE 01 (1090m²)
 - GB02 GARDEN BED TYPE 02 - INFILL PLANTING (1150m²)
 - GB03 GARDEN BED TYPE 03 - RAINGARDEN (50m²)
 - L01 LAWN (1500m²)
- SURFACES**
- PV01 EXPOSED AGGREGATE CONCRETE (2130m²)
 - PV02 CEMENT STABILISED TOPPINGS (1055m²)
 - PV03 PLAYGROUND SAND (156m²)
 - PV04 MULCH (430m²)
- FIXTURES, FURNITURE & EQUIPMENT**
- BOULDER (182)
 - CARVED BOULDER (7)
 - SANDSTONE BLOCK (53)
 - LOG (10)
 - CARVED LOG (5)
 - CONCRETE WICKING VEGGIE BED (12)
- EDGES**
- ED01 DOWNTURNED CONCRETE EDGE

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0 3.75 7.5 15 30 m
1:300 @ A1

0 10 20 30 40 50 60 70 80 90 100 mm @ INTENDED PRINT SCALE



**PLAYSTREET
LANDSCAPE
ARCHITECTURE**
92 ARGYLE STREET,
NIPALUNA HOBART 7000
OFFICE: 0455 022 266
WWW.PLAYSTREET.COM.AU



REV	DATE	DR	CH	COMMENT
P1	2/16/2026	BG	CT	DRAFT

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**PRELIMINARY
NOT FOR CONSTRUCTION**

PROJECT NAME DODGES FERRY PRIMARY SCHOOL	DRAWN BY BG	PROJECT NUMBER 24104
CLIENT HBV ARCHITECTS	CHECKED BY CT	STAGE SK
ADDRESS 538 OLD FORCETT ROAD, DODGES FERRY, TAS 7173	SCALE 1:300 @ A1	
DRAWING TITLE SITE PLAN	SHEET 3 of 4	P1

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- LEGEND**
- DRAWING SYMBOLS**
- TITLE BOUNDARY
 - + EX 000.00 EXISTING LEVEL
 - + RL 000.00 RELATIVE LEVEL
 - + FFL 000.00 FINISHED FLOOR LEVEL
- SOFTSCAPE**
- EXISTING TREE
 - TREE TO BE REMOVED
 - PROPOSED TREE (47)
 - GB01 GARDEN BED TYPE 01 (1090m²)
 - GB02 GARDEN BED TYPE 02 - INFILL PLANTING (1150m²)
 - GB03 GARDEN BED TYPE 03 - RAINGARDEN (50m²)
 - L01 LAWN (1500m²)
- SURFACES**
- PV01 EXPOSED AGGREGATE CONCRETE (2130m²)
 - PV02 CEMENT STABILISED TOPPINGS (1055m²)
 - PV03 PLAYGROUND SAND (156m²)
 - PV04 MULCH (430m²)
- FIXTURES, FURNITURE & EQUIPMENT**
- BOULDER (182)
 - CARVED BOULDER (7)
 - SANDSTONE BLOCK (53)
 - LOG (10)
 - CARVED LOG (5)
 - CONCRETE WICKING VEGGIE BED (12)
- EDGES**
- ED01 DOWNTURNED CONCRETE EDGE

0 3.75 7.5 15 30 m
1:300 @ A1

0 10 20 30 40 50 60 70 80 90 100 mm @ INTENDED PRINT SCALE



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REV	DATE	DR	CH	COMMENT
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**PRELIMINARY
NOT FOR CONSTRUCTION**

PROJECT NAME DODGES FERRY PRIMARY SCHOOL	DRAWN BY BG	PROJECT NUMBER 24104
CLIENT HBV ARCHITECTS	CHECKED BY CT	STAGE SK
ADDRESS 538 OLD FORCETT ROAD, DODGES FERRY, TAS 7173	SCALE 1:300 @ A1	
DRAWING TITLE FUTURE PLAY EQUIPMENT PLAN	SHEET 4 of 4	P1

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ATTACHMENT 6.00 EXISTING BUSHFIRE EMERGENCY PLAN



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BUSHFIRE EMERGENCY PLAN

2023-24



Dodges Ferry Primary School

538 Old Forcett Road, Dodges Ferry TAS 7173

Phone: (03) 6265 8116

Bushfire Site Category: 2

This Bushfire Fire Ready Schools Assessment was completed by the Tasmania Fire Service in December 2013.

Category 2 means 'buildings may not be safe to shelter in during the passage of the main fire front'.

Our plan takes this assessment into consideration, and we adapt our actions using advice received and/or bushfire conditions.

This plan guides bushfire actions for:

- Before and after school care;
- School holiday Care; and
- Various Community Groups using the school.

This plan does NOT cover: No other operators. They maintain their own bushfire plans and include communications protocols with our Site Manager, so our actions can be safely coordinated.

Plan Update Details: November 2023

Enquiries: dodges.ferry.primary@deycp.tas.gov.au



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1 About this Plan

About this plan:	This plan describes our bushfire response actions and is mainly for staff working from this site. The Department’s nominated Site Manager is the custodian of this plan.
When to use this plan:	This plan is used when there is an increased threat to life property or the environment from bushfire or when we are advised to by our Department, the Police and/or emergency services.
Who uses this plan:	This plan is for our Site Manager (Chief Warden), staff and other operators who work from our site. It can also be used by local Police and emergency services.
Who is in charge?	The Site Manager (Chief Warden) is in charge for instructing staff and others when bushfires threaten our site. Our Site Manager coordinates our actions with Police/emergency services when needed.
References:	TFS Bushfire Emergency Planning Guideline (2017) TFS Bushfire Assessment Report (for the site) Safework Australia’s ‘Emergency Plan’ template (web version in 2022) AS 3745 Emergency planning for facilities

2 Summary – ‘Bushfire Plan on a Page’

2.1 Who is in charge?

- **LEAD:** Decisions are made by our Site Manager (Chief Warden) who coordinates with their Director and Emergency Services.
- **COORDINATION:** The Emergency Team coordinates all actions for people at our site, including monitoring bushfires and communicating our actions to stakeholders.
- **SUPPORT:** Staff and volunteers follow Site Manager, Emergency Team and/or Emergency Services directions and assist to keep others safe (especially students at schools) and anyone else needing assistance.

2.2 Our Indicators for Action (‘Triggers’)

We use this plan when:

- Fire weather forecasts and Departmental alerts or advice of proactive closures (usually confirmed with Director) – usually at FDR ‘Extreme’
- Bushfire alerts for fires at Advice, Watch & Act or Emergency levels and/or road closures in the area due to bushfires
- We use this plan urgently for ‘Watch & Act’ or ‘Emergency’ fires when:
 - The fire is within 10 km of our site; and
 - Wind is blowing the fire toward our site and is 35km/hr or more; and
 - FDR is ‘Extreme’ or higher; and especially if there is
 - o No active fire-fighting on the fire closest to the site and/or
 - o No specific advice or direction from Tasmania Fire Service, or an agency working with them e.g. Police, State Emergency Service
- NOTE ONLY: Smoke and ash from bushfires are not usually a trigger for using this plan other than monitoring the situation, without specific advice from TFS or similar

2.3 Our Action Plan for our Site Category

This table shows our general action plan for bushfire affecting our site. There are more details shown next and at all times, **actions are based on this plan and the circumstances at the time.**

Bushfire Alert Level	Category 2 Sites Actions + conditions ‘at the time’
Fire Danger Rating (FDR) Forecast (no fires): EXTREME	Monitor conditions - Emergency Site Closure only by agreement/direction
Advice	Move to the on-site, indoors assembly point
Watch & Act	Move to the off-site assembly point as needed
Emergency	Move to the off-site assembly point
Any fast-moving bushfire without an alert level moving toward our site (especially grassfires)	Move to the off-site assembly point

3 Our Bushfire Actions

This section summarises our response actions for bushfires.

Our Site Manager (Chief Warden) adjusts actions using the available information, and especially when the fire weather conditions shown in [‘Indicators’ in Section 2](#)



Option 2 - Actions for Main Staff Groups

Triggers-Alert Levels	Site Manager (Chief Warden)	Emergency Team	Staff-Volunteers
Fire Danger Rating (FDR) Forecast: EXTREME <i>(Forecast only, no fires)</i>	- Review the fire weather forecasts/alerts - Assess planned activities and capacity to manage if fires start in the area - Discuss with senior staff- Emergency Team and/or other on-site stakeholders as needed - Inform the Director if TFS makes contact - Update staff and stakeholders about planned actions as needed	- Discuss forecasts with Site Manager - If needed, assist with communicating forecasts to other staff/on-site operators - Support Site Manager to finalise preparedness actions e.g clearing gutters, make sure phones etc are charged and other supplies are ready to move e.g water bottles, emergency kits - Check on assembly points – are they ready and able to be used?	- Maintain awareness of fire weather forecasts - Adjust activities if needed - Make sure your attendance records are in good order for staff/others
Bushfires start between opening days/hours:	- In consultation with our Director, we may close early or not open, using the 'Emergency Site Closures' procedure - We know that even if there is smoke/ash from bushfires, that is not usually a reason to close our site temporarily, and we only do so with agreement from our Director	- Discuss situation with Site Manager - Assist with communications and/or actions at site as needed	Follow instructions from Site Manager  Sorell Council Development Application:5.2026.89.1 - Response to Request For Information - 538 Old Forcett Road, Dodges Ferry P3 Plan Reference:P3 Date received:23/04/2026

Triggers-Alert Levels	Site Manager (Chief Warden)	Emergency Team	Staff-Volunteers
‘Advice’ bushfires Fire Alert Changes: <i>If the fire alert changes:</i> - Downgraded to ‘Advice’: we resume schedule service and keep monitoring conditions - Downgraded to ‘No Alert’: all monitoring ceases and updates are sent if needed - Increased: If the fire alert level increases, we follow the actions for that alert level	- Monitor information about the fire e.g. wind conditions and how close the fire is to the site - Update staff and remind them of assembly points and what they will be told if the fire risk increases - Check other on-site stakeholders know about the fire, and confirm how actions will be coordinated - Arrange updates for off-site stakeholders eg off-campus groups, school buses, parents/carers - Work with emergency services to move to an alternate location as needed (with their assistance) - If concerned, the emergency team we move to Dodges Ferry Community Recreation Centre (on school grounds) (onsite assembly point) - Inform the Director if we move - Account for people once at the assembly point - Report anyone missing to the Director and TFS/Police as	- Make sure phones etc are charged and other supplies are ready to move e.g. water bottles, emergency kits - Periodically check the site for embers and extinguish any as needed - Check the walkways to the assembly points are clear - Support Site Manager (Chief warden) to communicate instructions about moving to assembly point - Check staff are assigned to assist anyone to move if needed eg anyone with a personnel emergency plan - Assist with updating staff and other on-site operators - Monitor the fire, and be ready to move to Dodges Ferry Community Recreation Centre (on school grounds) (onsite assembly point) if needed - Collate attendance reports and advise the Site Manager of	- If wind direction is toward the site, close windows/vents, change air conditioning setting to recirculate air (not draw it in from outside) - Assist people if assigned - If off-campus, check with Site Manager for next actions - Keep calm and reassure others – remind them of planned actions as needed - Check attendance and report anyone missing or additional  Sorell Council Development Application:5.2026.89.1 - Response to Request For Information - 538 Old Forcett Road, Dodges Ferry P3 Plan Reference:P3 Date received:23/04/2026

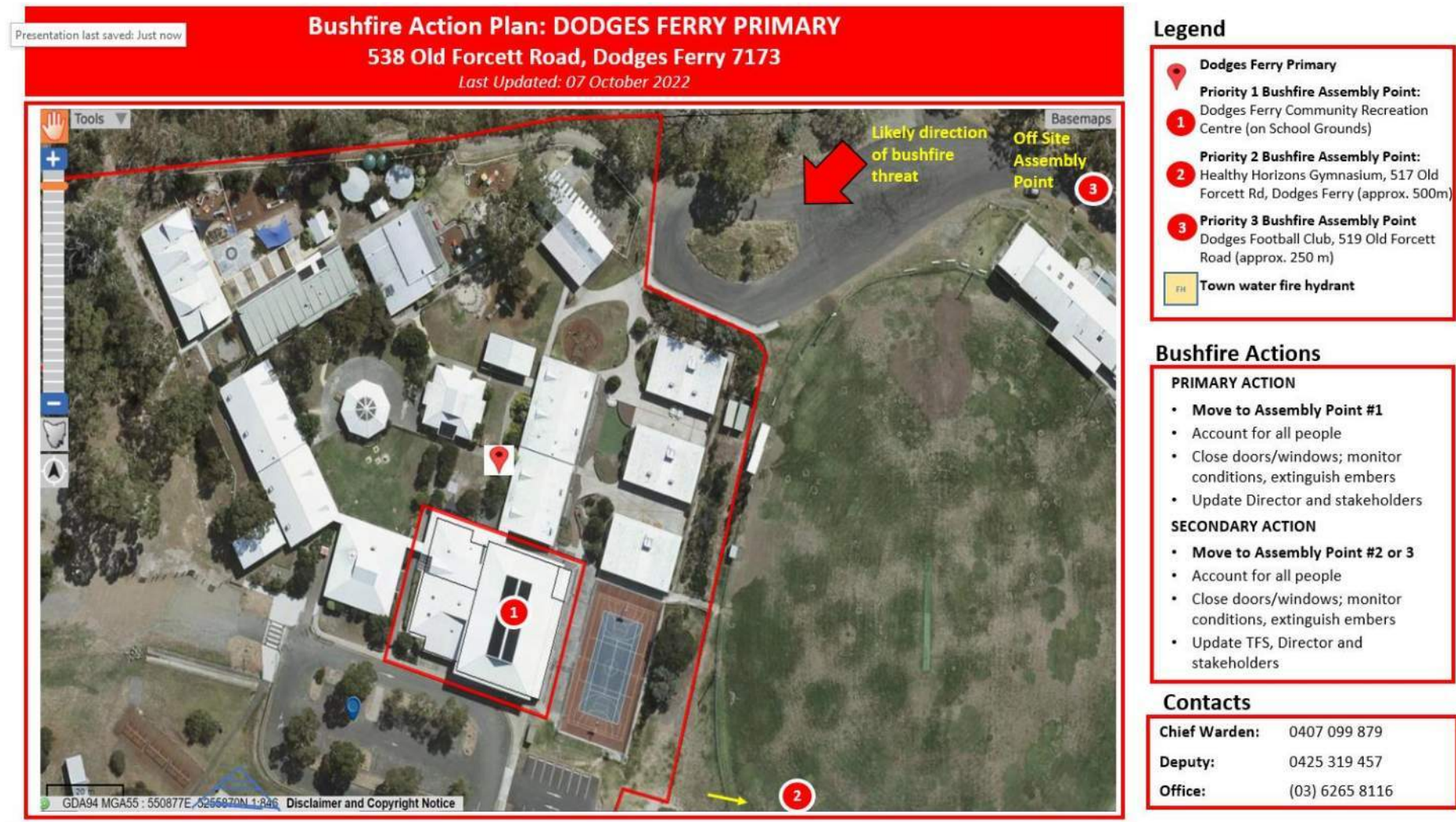
Triggers-Alert Levels	Site Manager (Chief Warden)	Emergency Team	Staff-Volunteers
	needed	anyone missing	
‘Watch & Act’ bushfires Especially in these conditions: - The fire is within 10 km of our site; and - Wind is blowing the fire toward our site and is 35km/hr or more; and - FDR is ‘Extreme’ or higher	- Coordinate actions of the Emergency Team - Arrange for them to coordinate movement to assembly point/s - Advise other on-site operators - Update Director and TFS of the move - Report anyone missing to the Director and TFS/Police as needed - Discuss next options with Emergency Team, update staff on next assembly location and how instructions to move again will be given - Monitor fire conditions and as they improve, determine next actions and what messages need to be sent - If we need transport to move, we will try to arrange our own, and update the Director and the emergency services - Provide further updates to stakeholders as needed	- Coordinate actions with Site Manager - Coordinate movement of staff and others to the Dodges Ferry Community Recreation Centre (on school grounds) (onsite assembly point) OR Healthy Horizons Gymnasium (second assembly point- Contingency) - The Dodges Ferry Community Recreation Centre assembly point is also listed in the TFS Community Protection Plan for the area as a Nearby Safer Place (NSP), so community members may come here for protection from bushfires - We keep our students separated from community members - Arrange first aid care etc as needed	- Follow instructions from Emergency Team - Keep calm and reassure others – remind them of planned actions as needed - Close windows/vents, change air conditioning setting to recirculate air (not draw it in from outside) - Assist people if assigned - When moving to an assembly point, only take what can be easily carried e.g small bag, keys, access passes, purses, phone and chargers - Take first aid kits, water and attendance lists as needed - Complete attendance checks and report to Emergency Team (anyone missing or additional) - If off-campus, check with Site Manager for next actions - Assist with resuming scheduled

Triggers-Alert Levels	Site Manager (Chief Warden)	Emergency Team	Staff-Volunteers
	 Sorell Council Development Application:5.2026.89.1 - Response to Request For Information - 538 Old Forcett Road, Dodges Ferry P3 Plan Reference:P3 Date received:23/04/2026	• Collate attendance checks information, and update the Site Manager if people are missing - If safe, check whereabouts for missing people • Check the site for embers (extinguish them as needed), and keep walkways clear • Support the Site Manager: - Check road closures - Assist to coordinate movement and/or transport if needed - Continue to monitor fire conditions • Assist with resuming scheduled activities when able	activities when able
‘Emergency’ bushfires and/or Any fast-moving bushfire without an alert level moving toward our site	• Arrange for Emergency Team to urgently coordinate movement to assembly point/s - Advise other on-site operators - Update Director and TFS of the move	• Urgently coordinate actions with Site Manager • Coordinate movement of staff and others Healthy Horizons Gymnasium <off-site, indoors assembly point> OR Dodges Ferry Shark Football Oval	• Follow instructions from Emergency Team without delay • Follow all other actions as for ‘Watch & Act’ bushfires

Triggers-Alert Levels	Site Manager (Chief Warden)	Emergency Team	Staff-Volunteers
(especially grassfires)	Follow all other actions as for 'Watch & Act' bushfires	<offsite, outdoors assembly point> Follow all other actions as for 'Watch & Act' bushfires	
After the fire	- Resume scheduled activities when able - Coordinate senior staff-emergency team to assist, especially with helping people to leave the site/students reunited with parents/carers - Arrange updates to stakeholders as needed - Submit written reports - Debrief with emergency team/staff and update the plan as needed – record observations made/actions agreed to (emergency register) - Pass on any unresolved issues to Director or other relevant Departmental team - Monitor wellbeing of team	- Support the resumption of scheduled services including: - Reunification of families - Departure of people from the assembly point - Assist Site Manager to make new arrangements/temporary adjustments as needed - Check the site for damage and arrange assessments/reports as needed - Participate in debrief, record lessons or agreed actions and update plan if needed - Monitor wellbeing of staff and provides updates to the Site Manager as needed	- Resume scheduled activities when able - Monitor wellbeing of other staff - Schools- arrange student support as needed  Sorell Council Development Application:5.2026.89.1 - Response to Request For Information - 538 Old Forcett Road, Dodges Ferry P3 Plan Reference:P3 Date received:23/04/2026

Refer to updated
Bushfire Action Plan
(18/01/24) appended
to this document.

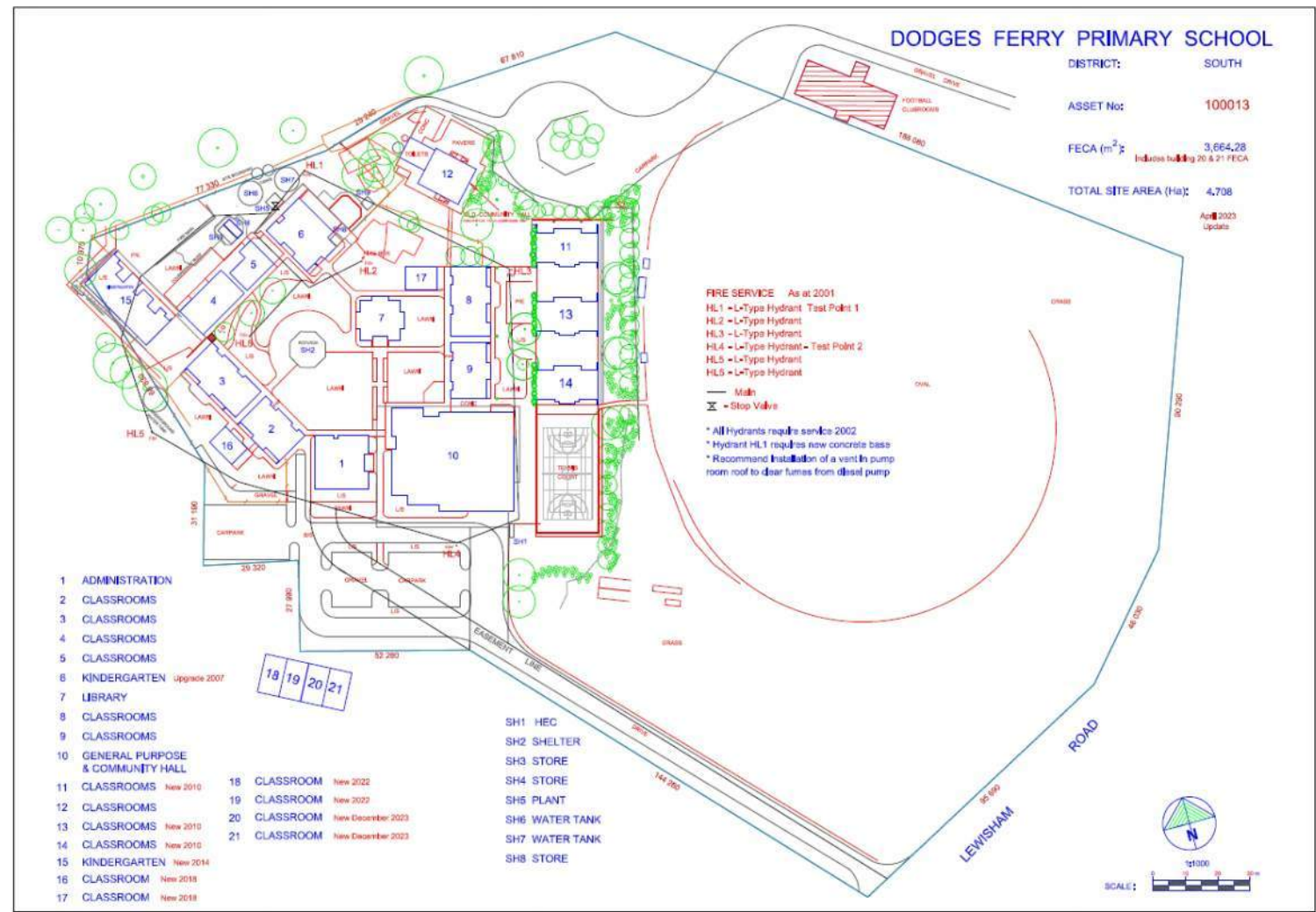
3.1 Bushfire Action Plan (Map - Aerial View)



Sorell Council

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3.2 Facility Site Map (Site Layout)



FOR STAFF & OTHER SITE OPERATORS USE

4 Supporting Information

4.1 Emergency Response

Summary:	- The safest option is to close the site in advance of fires – this only happens if it's agreed with our Director. - Once fires start, in most cases (especially primary schools) the safest option: - stay on-site (use the assembly points identified on the map in Section 3 as needed); and - be ready to evacuate, if needed. - Our Site Manager will coordinate emergency actions with the senior staff – emergency team, and emergency services if needed. - Staff-volunteers assist them by following their instructions
Emergency Assembly Points <i>These points are for any emergency, with notes for bushfire.</i> <i>The map in Section 3 shows the priority assembly points for bushfire.</i>	- Onsite, indoors: Dodges Ferry Community Recreation Centre (on school grounds) (on school grounds) - This is a 'Nearby Safer Place' in the TFS Community Protection Plan - Off-site, indoors: Healthy Horizons Gymnasium – 517 Old Forcett Road, Dodges Ferry (approx. 500m) - Onsite, outdoors: Dodges Ferry Football Club - Football Oval (<i>not usually used by Category 2 sites in bushfires</i>)
Community Evacuation Centres	- If TFS-Police decide a community evacuation centre is needed in the area, it will be announced through local media. - This is often a strategy to support people from other fire-affected areas, so they a safe option to go to. - Unless we are specifically advised through media alerts or advice from council/emergency services, we will NOT evacuate to the community evacuation centre (because it is usually for people from other fire-affected areas who need a safe option to wait) - We refer any requests to use our site as a community evacuation centre, to our Director
Evacuation Alerts-Alarms:	General PA system, general alert on TEAMS, internal phone system, face-to-face, mobile phones using emergency list.
Water Supply:	- Tank water - L type hydrants throughout the property supplied by water tanks behind the LIL Building (5). Hydrants are fed by a designated diesel fire pump



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	from the tanks onsite.
Fire-fighting equipment:	• Portable fire extinguisher, fire hose reels, and hydrants • Refer to the Facility Site Map in Section 3 for locations of these items
Transport:	If an emergency evacuation occurs and transport support is needed, the planned methods are:
Staff-volunteer:	Private vehicles
Snr Students/Clients/Families:	Private vehicles
Students/others without private transport (estimated for main business hours):	• Other students without private transport will travel as follows: - Estimated student numbers: 573 (Years K-6) - Estimated number of accompanying staff: 90 - Bus operator/s details: Is Redline and See 'Contacts' - The following bus operators, under existing contracts for scheduled services <u>cannot</u> be on-site in approx. 30 mins if asked ○ Anticipated number of people able to be picked up in a single trip: 55 - Usual pick-up location: Car park - It takes approx. Not applicable mins to drive/bus to the planned assembly point/s
Information Sources:	Fire Danger Ratings: Tasmania Fire Service Current bushfires: TasALERT Current road closures: Community Alerts - Tasmania Police Departmental site closures: 'Alerts' page ABC Radio: 936 AM
How we'll communicate during bushfires:	• Emergency Team: Mobile phones and face-to-face communication. • Staff-Volunteers: Mobile phones and face-to-face communication. • Child Care provider is Mobile phones and face-to-face communication. • Community Senior Citizen Group is face-to-face communication. • Okines Community Group is Mobile phones and face-to-face communication.
If there is a comms outage (no service for calls, text):	If there is a communications outage, staff-volunteers are to: • use 'best efforts' to continue to follow the plan/procedures

	• keep themselves (and others) as safe as possible; and • regularly try to report in until communications are re-established or another system is set up.
Wellbeing - Critical Incident Support	• Bushfires can be traumatic events and staff/others may need support afterwards. • Staff-volunteers can access the employee assistance providers at any time and student supports staff can be called in to assist with supporting students as needed. • After, major fires, senior staff specifically consider well-being support and arrange it as needed • The Departmental public website includes a range of recovery resources-activities for any of our sites, which we use if needed



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4.2 Site Information

Site Name:	Dodges Ferry Primary School
Street Address:	538 Old Forcett Road, Dodges Ferry TAS 7173
Spatial Data:	-42.84854311269453, 147.62365775934015
Main phone and email:	(03) 6265 8116 dodges.ferry.primary@decyp.tas.gov.au
Type of site:	Primary School (K-6)
No. of buildings covered by this plan:	22
Summary of Site Layout and Construction Materials	• Brick veneer, weather Board, timber cladding, concrete and colorbond roof. • Single storey • The Facility Site Map in Section 3 shows the site layout
Last Bushfire Category Assessment by TFS	December 2013
Main Business Days-Hours:	• School: Weekdays, term time, 8 am - 4 pm • Outside School Hours Care, term time, 7 am to 8.30 am and 3 pm to 6 pm. • School Holiday Care, outside term, 7am to 6pm. • Senior Citizens, Thursday, 1pm to 4 pm. • Okines Community House, 7 am to 4 pm. • Various community groups (mostly in Rec Centre) on an adhoc basis.
Staff- Volunteers:	90 total number of staff covered by the plan (not FTE) and 10 other Operators.
Student/Client/Family:	576 (K-3: 313; Years 4-6: 263)>
Support Needs:	• No staff with Personal Emergency Evacuation Plans (PEEPs)> • No Personal Emergency Evacuation Plans (PEEPs)> • Enquiries about PEEP: dodges.ferry.primary@decyp.tas.gov.au
Other On-Site Operators:	• Before/After School Care – Gumnuts Long Day Care – Kymra Boxall 0447 577 308 • Okines Community Group – Nat Siggins – 6265 7016 or 0438 651 155



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	• Senior Citizens Group – through Sorell Council – 6269 0059 • Assorted bookings through the Sorell Council – 6269 0059 This plan does cover these operators. They do not have separate plans which are developed and maintained through consultation with our Emergency Team.
After Hours and/or Off Campus Activities:	Yes (see next list for 'After Hours & Off Campus Activity Summary)
CCTV:	Yes (local server)

4.2.1 After Hours & Off Campus Activity Summary (September – March)

Timing 2023-24	After Hours Activity - Day/s & Contact	Main Off-Campus Activities
September	Before/After School Care/Vacation Care – Gumnuts Long Day Care – 6265 9288 Assorted booked through the Sorell Council – 6269 0059	Recess/Lunch and some PE Lessons on Oval Grow & Learn lessons at Okines Community House
October	Before/After School Care/Vacation Care – Gumnuts Long Day Care – 6265 9288 Assorted booked through the Sorell Council – 6269 0059	Swimming Carnival Recess/Lunch and some PE Lessons on Oval Grow & Learn lessons at Okines Community House
November	Before/After School Care/Vacation Care – Gumnuts Long Day Care – 6265 9288 Assorted booked through the Sorell Council – 6269 0059	Recess/Lunch and some PE Lessons on Oval Grow & Learn lessons at Okines Community House
December	Before/After School Care/Vacation Care – Gumnuts Long Day Care – 6265 9288 Assorted booked through the Sorell Council – 6269 0059	Recess/Lunch and some PE Lessons on Oval Grow & Learn lessons at Okines Community House
January	Before/After School Care/Vacation Care – Gumnuts Long Day Care – 6265 9288 Assorted booked through the Sorell Council – 6269 0059	
February	Before/After School Care/Vacation Care – Gumnuts Long Day Care – 6265 9288 Assorted booked through the Sorell Council – 6269 0059	



Timing 2023-24	After Hours Activity - Day/s & Contact	Main Off-Campus Activities
March	Before/After School Care/Vacation Care – Gumnuts Long Day Care – 6265 9288 Assorted booked through the Sorell Council – 6269 0059	



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4.3 Bushfire Prevention & Preparation

Site Maintenance:	• Prevention and mitigation actions are planned each year. This year our main focus is on: - Increasing/maintaining the defensible space around the buildings/structures - Keeping lawns short and gardens well maintained (check any contracts include this) - Cleaning gutters, and other ember proofing strategies - If used, evaporative coolers are in good working order and staff know how to turn them off - Arrange servicing of portable fire-fighting equipment as needed (6 or 12 months)
Planning	• This plan is updated annually by the Emergency Team, including input from on-site operators (its history is summarised in the Emergency Register). • This plan is saved electronically and made available centrally to authorised emergency management workers through LISTMap (organised by Corporate teams) • When this plan is updated, we make sure/communicate: - Assembly points on-site and off-site ○ Assembly point information is included in inductions (new and casual staff-volunteers) and is communicated to any group using the facility outside of usual business work hours between September - March ○ As part of updating the plan, we contact the operator for our off-site assembly points and discuss how the plan is intended to work - Communications systems and equipment is in good working order, with battery back-up as needed; and contact lists are updated - Water storages are as full/ready as possible - Check and re-stock the bushfire response kit including emergency drinking water supplies available if needed - Consider the main roads typically used for transport by staff, and student transports (schools only) - Review/maintain awareness of bushfire-prone/rural areas that staff live in, and as needed discuss arrangements for the site if it's likely that some staff will need to leave/be absent from work to defend their property

	- Make sure staff-volunteer lists and visitor registers are up to date and readily accessible (Schools Only - add student attendance lists)
Awareness:	• The Bushfire Action Plan is available to all staff, and a public version of the Bushfire action Plan is displayed in the public entry areas. • Request for the plan and/or enquiries about it are managed by: Matt Kenny, Principal, Chief Warden • When the plan is updated: - Staff are advised eg staff meetings, notices and electronic copies shared - Emergency Team updates their print copies (if kept) - The community version of the Bushfire Action Plan is displayed on main notice boards between Sept-April - A copy is provided to the local TFS brigade and Police - Schools-CFLCS: Annually parents/carers and students are reminded of the assembly areas and communication arrangements
Training:	• Emergency Team members participate in drills and complete formal training in line with the Department's guidelines. • First Aid Officers are trained in accordance with Departmental guidelines • Training details are recorded in the site's Emergency Register.
Testing & Debriefs-Lessons	• We practise the plan at least annually eg moving to each assembly point and collating attendance lists • Summary details of drills and debriefs are recorded in the site's Emergency Register. • We usually discuss specific observations with our Director, especially if we think plans or procedures should be different.



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5 Contacts

5.1 Our Emergency Team

Emergency Role	Position	Area	Mobile Phone	Warden Training - next due:
1. Site Manager (Chief Warden)	Matt Kenny Principal	N/A	0407 099 879	Completed 9/5/23
2. Alternate (Deputy Chief Warden)	Maree McGee School Business Manager	N/A	0425 319 457	Completed 14/6/23
3. Area 1 Warden	Matt Potter	Buildings 7, 8, 9, 10, 11, 12, 13, 14	0400 712 072	required
4. Area 2 Warden	Nathan Mills	Buildings 2, 16, 3, 15, 4, 5, 6	0419 609 965	required
5. Area 3 Warden	Margaret Hawkes/Michelle Davis	Buildings 1, 18 & 19	0438 658 959	required
6. Area 4 Warden	Fiona Devereux/Michelle Davis	Buildings 1, 18 & 19	0447 397 891	required
7. Area 5 Warden				YYYY
8. Facility Attendant	Facility Attendant	Steve Waller Karina Voss Tom Brosnan	0407 542 483 0427 944 006 0437 867 322	
9. CCTV Operator	Maree McGee School Business Manager	N/A	0425 319 457	N/A
10. Student Support	School Psychologist or Social Worker	N/A	03 6265 8116	N/A
11. Staff Support	Employee Assistance Program (EAP)	State-wide	1800 650 204 admin@newportwildman.com	N/A
12. WHS Representative	Teacher Assistant	Tamara Selby	0409 735 144	YYYY



Emergency Role	Position	Area	Mobile Phone	Warden Training - next due:
13. Southern Region	Director Operations	N/A	0409 894 899 0436 856 859	N/A
14. Learning	Deputy Secretary	N/A	0409 584 652	N/A
15. Facility Services	On-Call Officer	N/A	0419 005 823	N/A



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5.2 External Emergency Contacts

This list is specific to our site.

The [Department's emergency procedures](#) have a list of departmental emergency contacts for Directors, Communications, Facility Services, Executive Group etc.

Contact Type	Details	Contacts
1. On-Site Operator:	Gumnuts – Kymra Boxall	0447 577 308 Mon-Fri 7am to 8.30am and 2.45pm to 6.00pm School holiday care Mon-Fri 7am to 6pm
	Okines - Nat Siggins	6265 7016/0438 651 155 7 days per week – various community groups day and evening
2. Security Service:	Coverall Security	03 6108 2520 http://www.coverallsecurity.com.au
3. Student Transport	Redline	1300 360 000/0427 055 541
4. Tasmania Police	Emergencies	000
<i>For: Assaults, crimes, intruders, threats, transport crash, fatalities</i>	Assistance (Non-Emergency)	131 444
5. Tasmania Fire Service (TFS)	Emergencies	000
<i>For: Fire emergencies, hazardous material and rescue</i>	Assistance (Non-Emergency)	1800 000 699
	Dodges Ferry Fire Brigade 460 Old Forcett Road, Dodges Ferry	No direct line
6. State Emergency Service (SES)	Emergencies	132 500
<i>For: Storm & Flood, road crash rescue</i>	Assistance (Non-Emergency)	6777 3777
	Switchboard	13 2500
	General Enquiries	(03) 6173 2700
7. Ambulance Tasmania (AT)	Emergencies	000
	Assistance (non-emergency)	1800 008 008



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Contact Type	Details	Contacts
For: Injuries, illness, self-harm	General Enquiries	1800 008 008
	Web:	www.ambulance.tas.gov.au
8. Royal Hobart Hospital	48 Liverpool Street, Hobart	6166 8308
9. ABC Local Radio	Local Emergency Broadcaster	936 AM
10. WorkSafe Tasmania	For Notifiable Incidents: discuss with relevant Director and/or Director, Human Resources	1300 366 322



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Last Updated: 18 January 2024

Dodges Ferry Primary

1 Dodge Perry Community Recreation Centre (on School Grounds)

2 Healthy Horizons Gymnasium, 517 Old Forcett Rd, Dodges Ferry (approx. 500m)

3 Priority 3 Bushfire Assembly Point
Dodges Football Club, 519 Old Forcett Road (approx. 250 m)

FH Town water fire hydrant

PRIMARY ACTION

- **Move to Assembly Point #1**
- Account for all people
- Close doors/windows; monitor conditions, extinguish embers
- Update Director and stakeholders

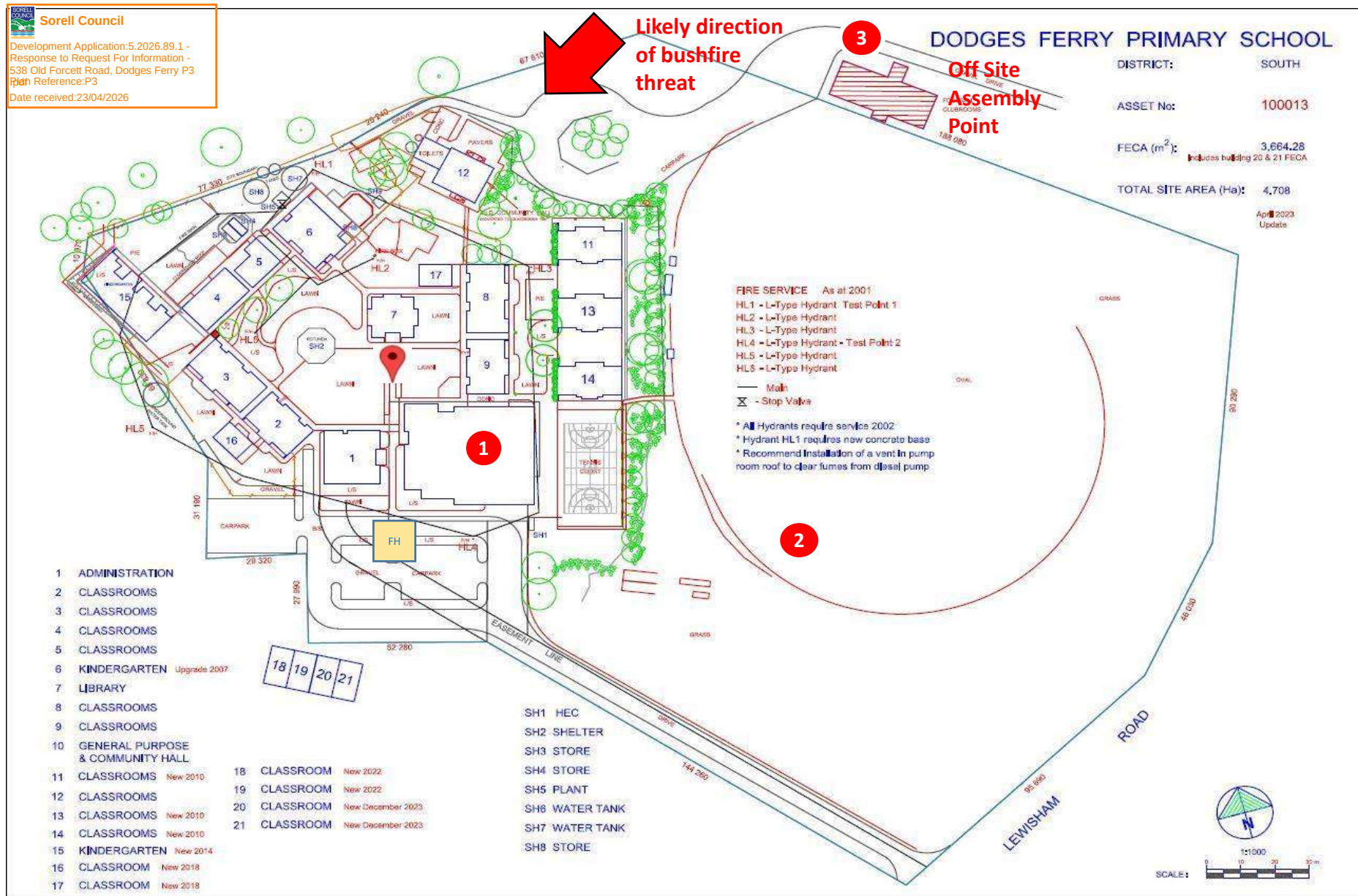
SECONDARY ACTION

- **Move to Assembly Point #2 or 3**
- Account for all people
- Close doors/windows; monitor conditions, extinguish embers
- Update TFS, Director and stakeholders

Chief Warden: 0407 099 879

Deputy: 0425 319 457

Office: (03) 6265 8116



**ATTACHMENT 7.00
PLANNING CERTIFICATE**



Sorell Council

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BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ 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:

538 Old Forcett Road, Dodges Ferry

Certificate of Title / PID:

C.T: 167099/1
PID: 3306996

2. Proposed Use or Development

Description of proposed Use and Development:

Alterations and additions to Dodges Ferry Primary School

Applicable Planning Scheme:

Tasmania Planning Scheme

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Protection Report	Ross Murphy	27 March 2026	00
Bushfire Hazard Management Plan appearing as Attachment 2.00 to the Bushfire Protection Report.	Ross Murphy	27 March 2026	00

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

4. Nature of Certificate

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

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

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

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

☐	E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas	
	Acceptable Solution	Compliance Requirement
☐	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☐	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement



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

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



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Tasmania Fire Service

Attn: Alex Duncan

Email: bfpt@fire.tas.gov.au



Ref: 25045 (revision 00)

24 June 2026

Brief Addendum to the Existing Bushfire Emergency Plan Dodges Ferry Primary School – 538 Old Forcett Road, Dodges Ferry

The purpose of this correspondence is to respond to the Tasmania Fire Service's request for a brief addendum to the existing Bushfire Emergency Plan (BEP) prepared for Dodges Ferry Primary School. Consistent with the correspondence provided at Attachment 1.00, this addendum outlines the proposed changes to the school's emergency response arrangements arising from the proposed alterations and additions at 538 Old Forcett Road, Dodges Ferry (the Property).

Existing Emergency Response Strategy

The emergency management strategy adopted under the current BEP is proposed to remain substantially unchanged following completion of the proposed development. In circumstances where it is deemed unsafe to evacuate the Property, occupants will continue to assemble in the existing Gym / Performing Arts Building (currently referred to in the BEP as the General Purpose and Community Hall), which is intended to function as the on-site place of refuge.

As such, the existing BEP is proposed to be retained in principle and updated to reflect the new building work and any modifications to the on-site refuge.

Proposed Upgrades to the On-Site Refuge

As discussed with the TFS in a meeting on 14 April 2026, the existing Gym / Admin Building is proposed to be upgraded to improve its suitability as an on-site refuge. Subject to detailed design and approval, the following measures are proposed;



- Smoke separation will be provided between the Gym / Performing Arts area and the Administration part of the building as shown in the following image where the grey area is smoke separated from the clear area.
- Fire separation will be provided between the onsite refuge and adjacent buildings where the separation distance is less than 12 m.
- The refuge building will be capable of being closed up to minimise the ingress of smoke, embers and radiant heat during a bushfire emergency.
- Openings, vents and service penetrations will be protected to prevent ember penetration.
- Doors forming part of the refuge building will be self-closing solid core doors (or metal doors with toughened glass) fitted with smoke seals on all four sides rated to 200 °C for 30 minutes.
- It is acknowledged that the Performing Arts area and Admin area are air conditioned spaces.

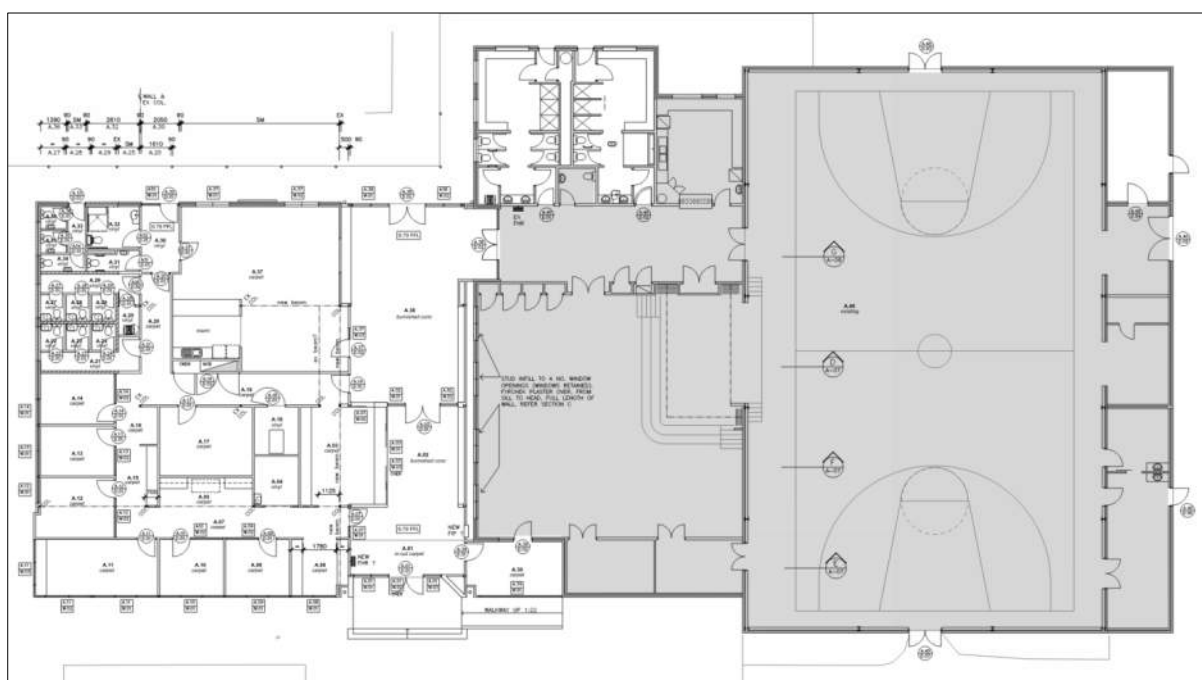


Figure 1: Admin / Gym building layout showing internal line of smoke separation (see Attachment 2.00).

Emergency Access and Fire Brigade Operations

The Gym / Admin building is located adjacent to the school's main car parking area, which provides suitable access for fire appliances. The carpark contains a fire hydrant and a sufficient turning area for emergency vehicles. The area also benefits from a degree of shielding from bushfire impacts originating from the adjoining reserve to the north, thereby supporting fire brigade operations and emergency management activities.

Future Update to the Bushfire Emergency Plan

Prior to occupation of any new buildings associated with the proposed development, the existing Bushfire Emergency Plan will be reviewed and updated to reflect the final building layout, emergency procedures, refuge arrangements and associated mitigation measures. The updated BEP will be submitted to the Tasmania Fire Service for review and endorsement prior to occupation.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'RM', enclosed within a light gray rectangular border.

Ross Murphy

Fire Engineer and Bushfire Practitioner

Accreditation No. CC 457B

BFP – 122

Attachment 1.00 – Correspondence from the TFS

Attachment 2.00 – Admin / Gym Building Layout

Attachment 1.00 – Correspondence from the TFS

Ross Murphy - Castellan Consulting

From: Frazer Read <Frazer@allurbanplanning.com.au>
Sent: Tuesday, June 16, 2026 2:27 PM
To: paul@hbvarchitects.com.au; Ross Murphy - Castellan Consulting
Subject: FW: Dodges Ferry Primary School - 5.2026.89.1 - Further Correspondence regarding Emergency Planning pathway.

Hi Paul/Ross,

Please see below from TFS confirming that they need an addendum to the BEP outlining the proposed changes to the intended emergency response before the DA can proceed to advertising

Regards

Frazer Read
Principal

Call 0400 109 582 **Email** frazer@allurbanplanning.com.au
19 Mawhera Ave, Sandy Bay Tasmania 7005
allurbanplanning.com.au



AllUrbanPlanning PTY LTD

From: Bushfire Planning & Policy <bfp@fire.tas.gov.au>
Sent: Tuesday, 16 June 2026 2:14 PM
To: peter.coney@sorell.tas.gov.au
Cc: O'Connor, Tom <Tom.Oconnor@fire.tas.gov.au>; Frazer Read <Frazer@allurbanplanning.com.au>
Subject: Dodges Ferry Primary School - 5.2026.89.1 - Further Correspondence regarding Emergency Planning pathway.

Good Afternoon Peter,

Thanks for the brief conversation earlier today.

As discussed, the *Bushfire Emergency Planning Guidelines* contains the following text at part 4.2.1 (Page 7):

“The emergency management strategy informs the more detailed bushfire emergency plan, which is required at the building permit stage (refer: figure 2). Therefore, either an emergency management strategy or bushfire emergency plan compliant with this Guideline may be provided at the planning application stage.”

The Guidelines can be found on the TFS website.

With regard to the above Planning Permit application, as the school is already operational under an existing Bushfire Emergency Plan (BEP), an Emergency Management Strategy (EMS) would be a largely obsolete document. As such, TFS consider the most appropriate pathway forward to be the preparation of a brief addendum to the existing BEP outlining the proposed changes to the intended emergency response (provided at the Planning stage), followed by the submission of an integrated and fully updated BEP prior to occupancy of any new buildings being granted.

TFS have been involved in discussions with the developer and their consultants, who I understand are currently investigating the viability of retrofitting the existing gymnasium as a potential on-site refuge. TFS have recently visited the site and support this proposal as the most viable emergency planning outcome. As such, it is recommended that updated documentation outlining intended upgrades to the gymnasium and surrounding buildings (as needed) is prepared.

I have included the Planning Permit applicant in this email for transparency – if either of you have any questions regarding the above, please feel free to contact me on the below details.

Kind regards,

Alex Duncan

Planning & Assessment Officer

Bushfire Risk Unit

Tasmania Fire Service

Service | Professionalism | Integrity | Consideration

Cnr Argyle and Melville Streets | GPO Box 308 Hobart Tasmania 7001

Mob: 0458 385 873

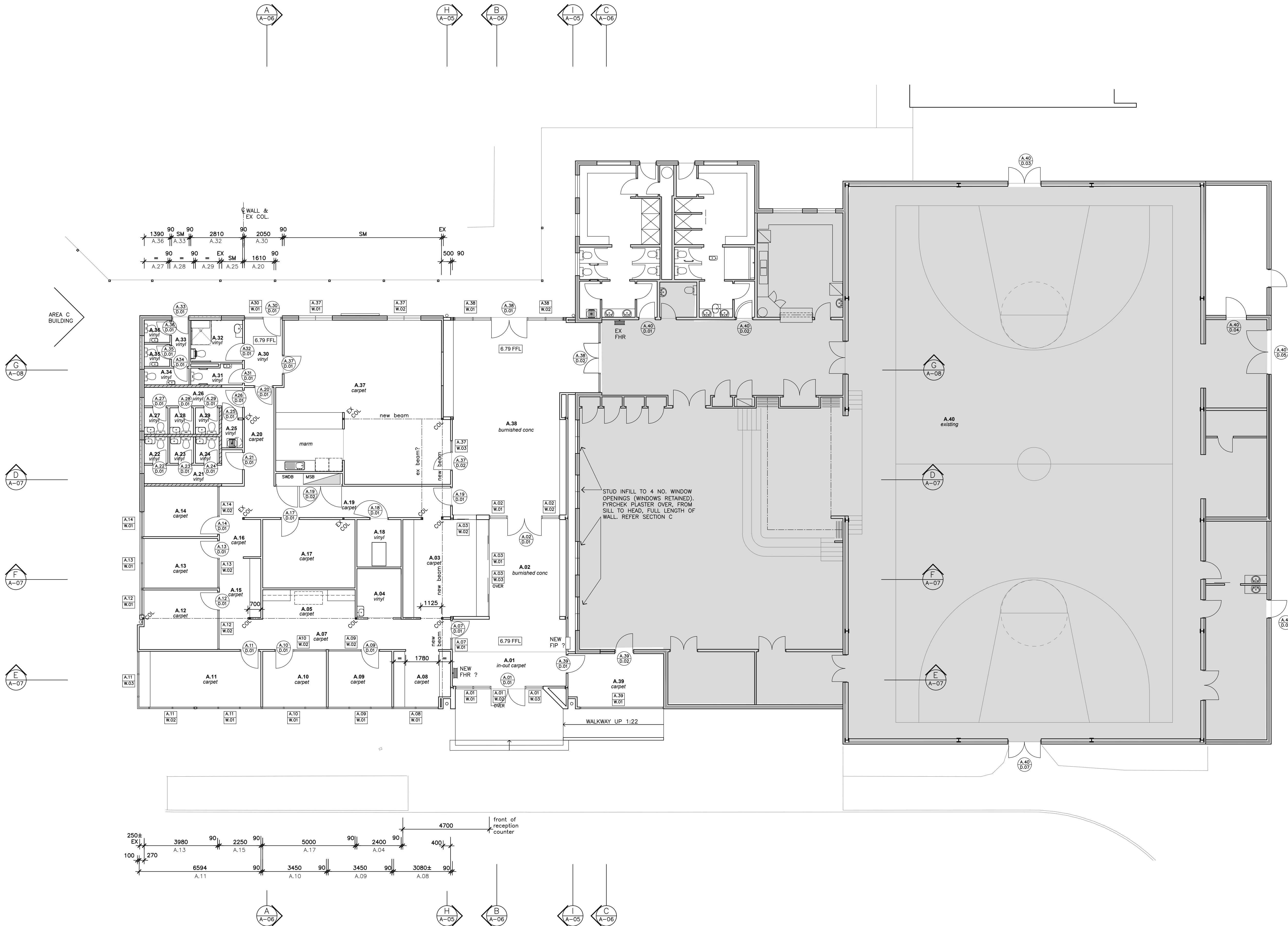
alex.duncan@fire.tas.gov.au | www.fire.tas.gov.au

I live and work on unceded palawa land

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Attachment 2.00 – Admin / Gym Building Layout



ROOM NAMES

- A.01 - PUBLIC FOYER
- A.02 - RECEPTION
- A.03 - ADMIN
- A.04 - SICK ROOM
- A.05 - PHOTOCOPY
- A.06 - not used
- A.07 - CORRIDOR
- A.08 - ADMIN OFFICE
- A.09 - SBM OFFICE
- A.10 - OFFICE
- A.11 - PRINCIPAL OFFICE
- A.12 - AP OFFICE
- A.13 - SUPPORT SERVICE
- A.14 - SUPPORT SERVICE
- A.15 - CORRIDOR
- A.16 - WAITING
- A.17 - MEETING ROOM
- A.18 - RACK ROOM
- A.19 - CORRIDOR
- A.20 - CORRIDOR
- A.21 - MALE AIR LOCK
- A.22 - MALE TOILET
- A.23 - MALE TOILET
- A.24 - MALE TOILET
- A.25 - CLEANER
- A.26 - FEMALE AIR LOCK
- A.27 - FEMALE TOILET
- A.28 - FEMALE TOILET
- A.29 - FEMALE TOILET
- A.30 - AIR LOCK
- A.31 - UNISEX AMBULANT TOILET
- A.32 - UNISEX ACCESSIBLE TOILET & SHOWER
- A.33 - AIR LOCK
- A.34 - UNISEX STUDENT TOILET
- A.35 - UNISEX STUDENT TOILET
- A.36 - UNISEX STUDENT TOILET
- A.37 - STAFF ROOM
- A.38 - STUDENT FOYER
- A.39 - INTERVIEW
- A.40 - GP HALL & GYM

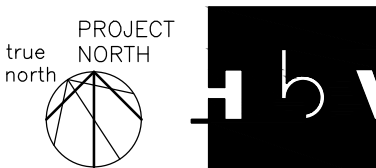
FLOOR FINISHES LEGEND

REFER TO FINISHES SCHEDULE FOR ALL NEW VINYL AND CARPET SPECIFICATIONS

GENERAL NOTES

- ALL NEW CONCRETE AREAS REFER TO ENGINEERS DOCUMENTS
- ALL NEW LANDSCAPING REFER TO LANDSCAPE ARCHITECTS DOCUMENTS
- REFER TO FINISHES SCHEDULES FOR ALL PAINT SYSTEMS & LININGS
- REFER TO MISCELLANEOUS & SANITARY SCHEDULES FOR ALL FITTINGS & FIXTURES

REV DETAILS DATE



H B V ARCHITECTS

PROJECT
DODGES FERRY PRIMARY SCHOOL
REDEVELOPMENT

DRAWING
AREA A
ADMIN & GP HALL
FLOOR PLAN

SCALE PAGE SIZE DATE ISSUE
1:100 ISO A1 Apr 26 P

DRAWN CHECKED
HD PC

PROJECT No. DRAWING No. REV

25.15 A-02

418 SALAMANCE PLACE ROBERT TASMANIA 726
25-24 BRISBANE STREET LAUNCESTON TASMANIA 729
T 031 6324 2482 E hbv@hbvarchitects.com.au

scale check 50mm original size

PRELIMINARY

PROPERTY ID: 7812896

MUNICIPALITY: SORELL



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Date Received: 25/06/2026

PROPERTY ADDRESS: 532A OLD FORCETT ROAD
DODGES FERRY TAS 7173

PROPERTY NAME:

TITLE OWNER: 101072/2 : THE CROWN

INTERESTED PARTIES: DEPARTMENT FOR EDUCATION, CHILDREN AND YOUNG PEOPLE

POSTAL ADDRESS: GPO BOX 169
(Interested Parties) HOBART TAS 7001

MAIN IMPROVEMENTS SUMMARY

Improvements: CLASSROOM
Improvement Sizes (Top 3 by Size): Improvement: CLASSROOM Area: 262.0 square metres
Number of Bedrooms:
Construction Year of Main Building: 1988
Roof Material: Colorbond
Wall Material: Masonry Brick Veneer
Land Area: 0.0262 hectares

LAST VALUATIONS

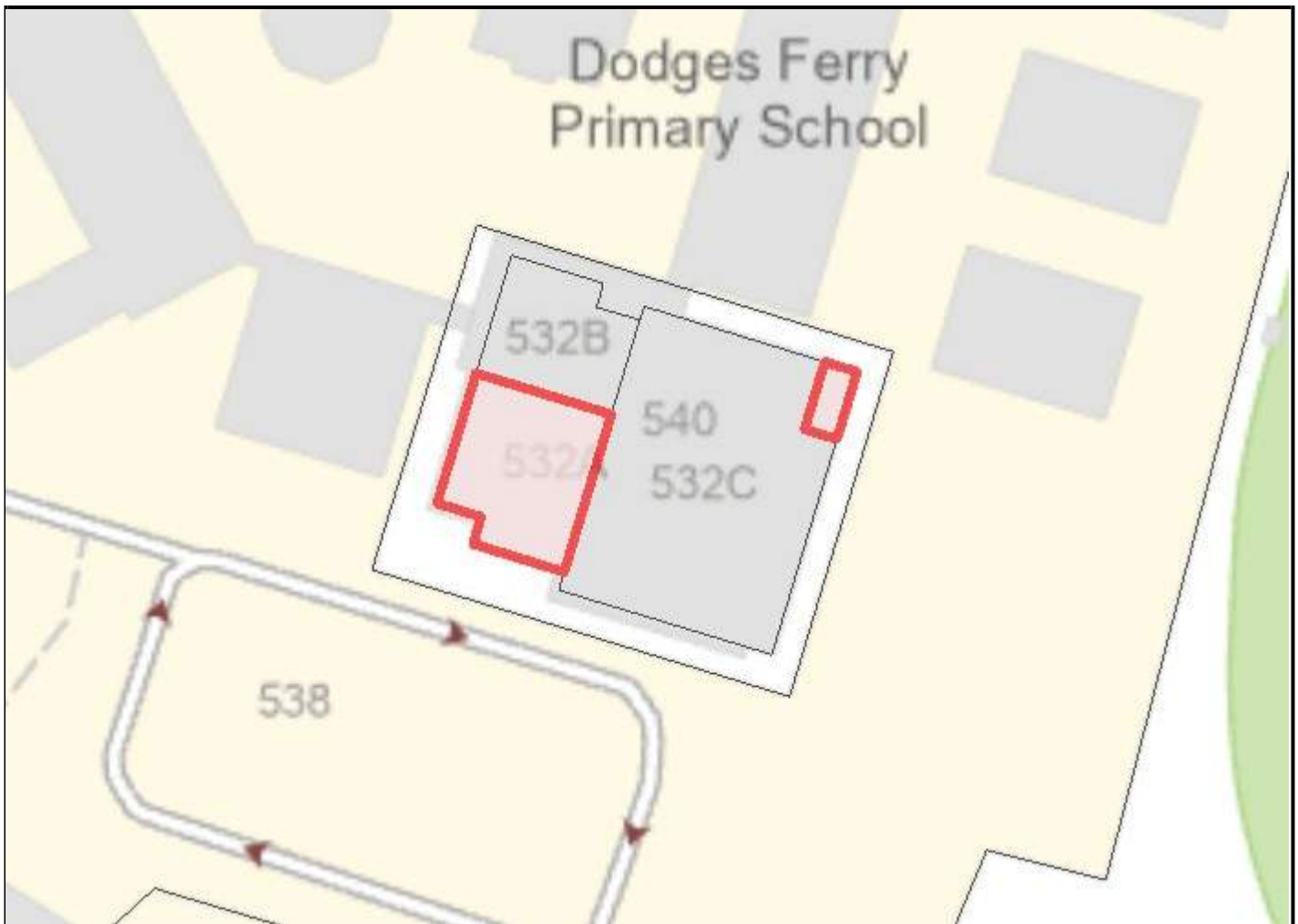
Date Inspected	Levels At	Land	Capital	A.A.V.	Reason
12/12/2024	01/07/2024	\$95,000	\$490,000	\$19,600	FRESH VALUATION
20/12/2016	01/07/2016	\$30,000	\$290,000	\$11,600	REVALUATION

No information obtained from the LIST may be used for direct marketing purposes.

Much of this data is derived from the Valuation Rolls maintained by the Valuer-General under the provisions of the Valuation of Land Act 2001. The values shown on this report are as at the Levels At date.

While all reasonable care has been taken in collecting and recording the information shown above, this Department assumes no liability resulting from any errors or omissions in this information or from its use in any way.

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Explanation of Terms

Property ID - A unique number used for Valuation purposes.

Date Inspected - The date the property was inspected for the valuation.

Levels At - Levels At - or Levels of Valuation Date means the date at which values of properties are determined for all valuations in a Municipal Area.

Land Value - Land Value is the value of the property including drainage, excavation, filling, reclamation, clearing and any other invisible improvements made to the land. It excludes all visible improvements such as buildings, structures, fixtures, roads, standings, dams, channels, artificially established trees and pastures and other like improvements.

Capital Value - Capital Value is the total value of the property (including the land value), excluding plant and machinery.

AAV - Assessed Annual Value. AAV is the gross annual rental value of the property excluding GST, municipal rates, land tax and fixed water and sewerage, but cannot be less than 4% of the capital value.

Interested Parties - This is a list of persons who have been recorded by the Valuer-General as having interest in the property (ie owner or Government agency).

Postal Address - This is the last advised postal address for the interested parties.

Multiple Tenancies - Properties that have multiple tenants are assessed for separate AAV's. e.g. a house and flat.



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FLOOD HAZARD REPORT

DODGES FERRY PRIMARY SCHOOL MAJOR REDEVELOPMENT

DEPARTMENT OF EDUCATION, CHILDREN AND YOUNG PEOPLE
MAY 2026



Sorell Council

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Appendix A - JMG - Technical Content

Appendix B - JMG Civil Drawings

Issuing Office: 117 Harrington Street, Hobart 7000 JMG Project No. J240740BS								
Document Issue Status								
Ver.	Issue Date	Description	Originator		Checked		Approved	
1	19/03/2026	Development Approval Issue	CAG		ALC		CJM	
2	04/05/2026	Issued for RFI Response	CAG		MJR		JMB	

CAG - TANNO GONCALVES (CIVIL ENGINEER | MIEAUST)

MJR - MARCUS RICHARDSON (ASSOCIATE / LEAD CIVIL DESIGNER)

JMB - JUSTIN BOOCCOCK (ASSOCIATE / CPENG SENIOR CIVIL ENGINEER)

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1. Executive Summary

JMG have been engaged by the Department for Education, Children and Young People (DECYP) to prepare a Flood Hazard Assessment for the Dodges Ferry Primary School Redevelopment project. The assessment evaluates flood behaviour across the school site under pre-development and post-development scenarios, both modelled for the year 2100 with climate change conditions applied (SSP3-7.0).

Hydrological modelling was undertaken using RAFTS within DRAINS, with catchments delineated in HEC-HMS based on 1.0 m LiDAR terrain data. Hydraulic modelling was completed using HEC-RAS 2D, allowing direct comparison between pre and post-development conditions under the same design and climate assumptions.

The site is primarily influenced by external overland flow originating from the north-east (Dodges Hill), entering the site near the northern access and Dodges Ferry Recreation Park, with a secondary inflow approaching from the east and southeastern portions of the catchment and interacting with the school carpark before diverting toward 538 Old Forcett Road. Local runoff generated within the school grounds represents a relatively minor component of the overall flood regime.

Existing regional flood mapping available through LISTmap and SES modelling indicates that shallow overland flooding already occurs across portions of the school site under extreme rainfall conditions. These flows originate from surrounding hillside catchments and pass through the school grounds before discharging toward the coastal outlet.

Hydraulic modelling indicates that flood depths across the site are generally shallow, typically less than 150 mm, with modelled velocities generally remaining below 1.0 m/s. Flood hazard mapping confirms that the predominant hazard classification across the site remains H1 under both pre-development and post-development scenarios, representing shallow, low-energy flows generally considered safe for people, vehicles and buildings.

Under post-development conditions, shallow overland flow from the northern catchments passes through portions of the northern building zone and intersects several proposed building footprints. To address this interaction, finished floor levels (FFL) are proposed to be set at a minimum of 300 mm above the finished surface modelled water levels associated with the 1% AEP event with climate change applied. This approach provides additional freeboard and ensures that buildings remain protected from flood impacts under the design scenario.

In addition, a series of cutoff drains and grated trench pits are proposed along the northern interface of the buildings to intercept incoming shallow overland flows and divert runoff away from the building footprints before conveying flows toward the site drainage corridor and downstream coastal outlet. The configuration of these drainage measures is illustrated in the civil design drawings provided in Appendix B.

Hydraulic modelling also identified a localised ponding area adjacent to the proposed Foyer building located between the existing administration building and gymnasium, due to modification of an existing overland flow path between the buildings. Grated trench pits are proposed along the frontage of the foyer building to intercept this runoff and convey flows toward the school carpark drainage corridor.

Overall, the assessment indicates that the proposed redevelopment can proceed with an acceptable level of flood risk, with the proposed drainage measures and finished floor levels ensuring that buildings remain protected while flood behaviour across the site remains consistent with H1 hazard conditions. The proposal has also been assessed against Clause C12.5.2, including the applicable Performance Criteria P1 to P4, and is considered capable of achieving a tolerable level of flood risk for the intended vulnerable use.

The body of this report provides a summary of design inputs and modelling outputs to address Planning Scheme requirements. Additional detail is provided in Appendix A.



Figure 1 - Screenshot from The List - Locality Plan Screenshot from the List

2. Catchments and Existing Contribution

Flood behaviour affecting the Dodges Ferry Primary School site is governed by a combination of external hillside catchments and local on-site runoff. The total external contributing catchment assessed is approximately 313 ha, subdivided into ten sub-basins draining toward the coastal plain near Okines Beach.

Not all upstream runoff enters the site. A portion of the northern catchment diverts to the north-west via existing table drains and natural low points. The principal flow paths interacting with the site under the 1% AEP, year 2100 climate-adjusted scenario are:

- North-East inflow, originating from Dodges Hill and travelling along and adjacent to Okines Road and Old Forcett Road, entering the site near the northern access and recreation park. (refer Figure A - Appendix A)
- Southern inflow, approaching the school carpark and subsequently diverting south toward 538 Old Forcett Road, where it merges with a larger downstream flow. (refer Figure A - Appendix A)
- Local site catchment, covering approximately 3.30 ha, generating short-duration runoff during major rainfall events (refer Figure 2).



Figure 2 - Screenshot from Autodesk Civil3D - Local Catchment Scheme

For hydrological modelling purposes, the internal site runoff was represented using two local sub-catchments, referred to as the West and East catchments, which together represent the contributing drainage area within the school grounds.

The West local catchment covers approximately 1.36 ha with an assumed imperviousness of 20% under existing conditions. Hydrological modelling indicates a peak flow of approximately 0.438 m³/s for the 1% AEP + CC event. Under post-development conditions, imperviousness within this catchment increases to approximately 28% due to the proposed building footprint, resulting in a slightly increased peak flow of approximately 0.450 m³/s 1%AEP + CC.

The East local catchment covers approximately 1.94 ha with an estimated imperviousness of approximately 30%. This catchment produces a peak flow of approximately 0.641 m³/s - 1%AEP + CC under both pre-development and post-development conditions, as the proposed redevelopment does not materially alter drainage patterns or impervious area within this portion of the site.

Regional flood mapping available through LISTmap and SES modelling confirms that shallow overland flooding already occurs across portions of the school site during major rainfall events (Figure 3). These flows originate from the surrounding hillside catchments and pass through the school grounds before discharging toward the coastal outlet, indicating that the presence of shallow flooding across parts of the site is an existing condition independent of the proposed redevelopment.

The flood regime across the site is therefore dominated by external inflows, with internal runoff forming a relatively minor component of the total flow behaviour.

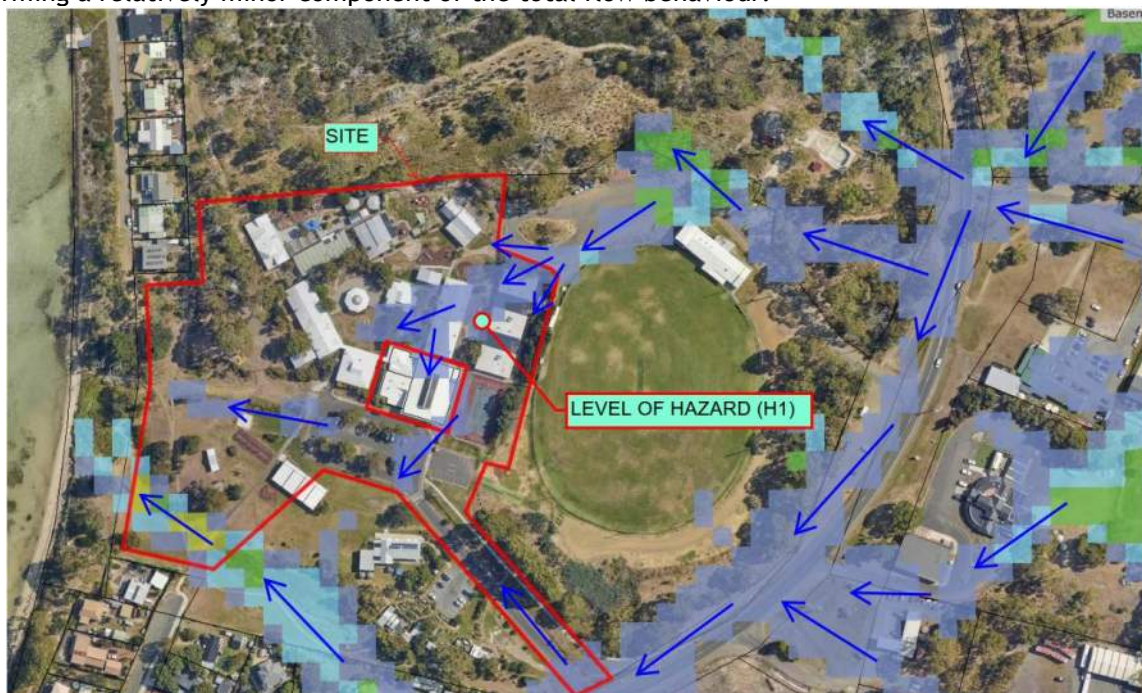


Figure 3 - SES Model - Overland Flow from 1% AEP Storm Event with Climate Change - Year 2100 with H1 Level of Hazard (Reference/Calibration Model)

3. Hydrology and Hydraulics

Hydrological modelling was undertaken using Watercom DRAINS applying the RAFTS runoff routing model, consistent with Australian Rainfall and Runoff (ARR 2019) guidance for semi-urban catchments. Rainfall inputs including IFD data, temporal patterns, pre-burst rainfall depths and climate change multipliers were obtained from the ARR Data Hub and Bureau of Meteorology.

The modelling considered the 1% AEP design storm event with climate change applied for the year 2100 (SSP3-7.0 scenario) to assess potential future flood behaviour under consistent climate conditions for both pre-development and post-development scenarios.

External catchments surrounding the school site were modelled to represent overland flow contributions approaching the site from the north-east and south. (refer Figure A - Appendix A).

Hydraulic modelling was undertaken using the HEC-RAS 2D Unsteady Flow module, using terrain derived from 1.0 m LiDAR data combined with available survey information for the school site. The model simulates overland flow routing across the school grounds and surrounding terrain.

Model results indicate that shallow overland flow originating from the northern hillside catchments travels across portions of the northern part of the school site before continuing toward the downstream drainage corridor and coastal outlet. Under post-development conditions, several proposed buildings intersect these shallow flow paths.

To maintain appropriate flood resilience across the development, finished floor levels are proposed to be set at least 300 mm above the modelled water levels associated with the design event. In addition, cutoff drains and grated trench pits positioned along the northern building interface intercept incoming shallow overland flows and divert runoff away from the buildings toward the site drainage corridor. The layout of these drainage elements is shown in the civil design drawings provided in Appendix B.

Hydraulic modelling also identified potential localised ponding adjacent to the proposed Foyer building between the existing administration building and gymnasium. Grated trench pits located along the frontage of this building intercept the incoming runoff and convey flows toward the school carpark drainage corridor, maintaining appropriate site drainage behaviour.

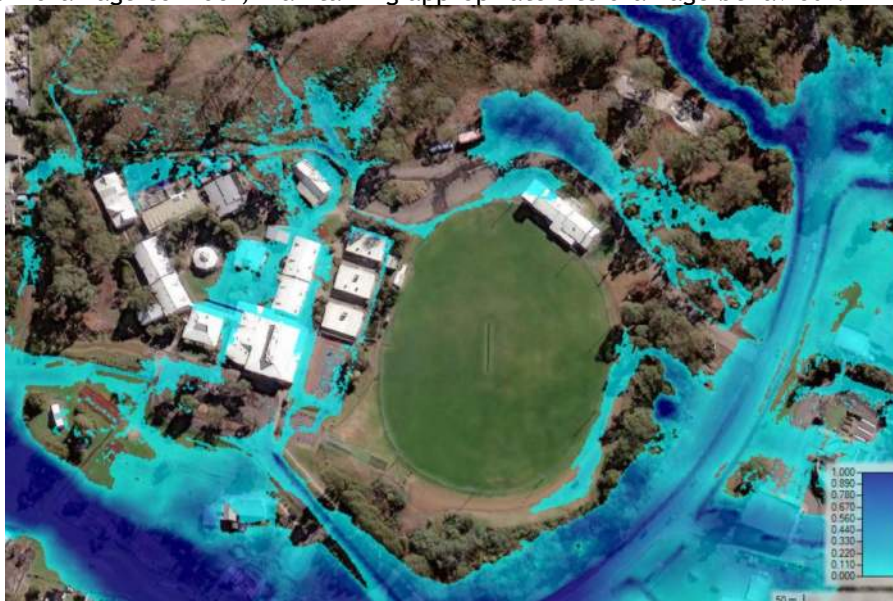


Figure 4 - HEC-RAS Screenshot: Flood Extents for the Year 2100 with SSP3 7.0 Undeveloped Scenario



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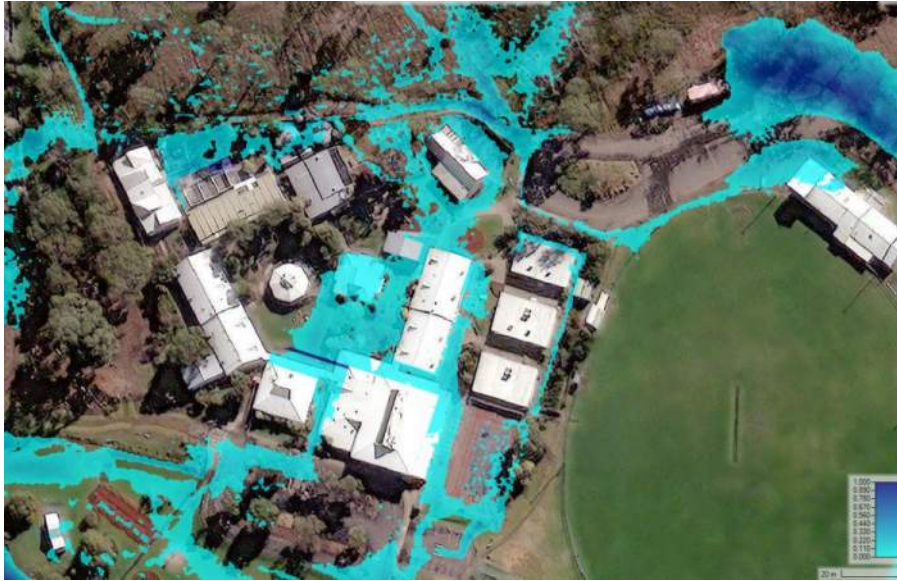


Figure 5 - HEC-RAS Screenshot: Flood Extents for the Year 2100 with SSP3 7.0 Undeveloped Scenario (Zoomed to School Area)



Figure 6 -HEC-RAS Screenshot: Flood Extents for the Year 2100 with SSP3 7.0 Developed Scenario, including proposed buildings in yellow hatch and black outline



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Figure 7 -HEC-RAS Screenshot: Flood Extents for the Year 2100 with SSP3 7.0 Developed Scenario, including proposed buildings in yellow hatch and black outline (Zoomed to School Area)

4. Results

Hydraulic modelling results were assessed for both pre-development and post-development scenarios under the 1% AEP rainfall event with climate change applied for the year 2100.

Model outputs indicate that shallow overland flooding occurs across portions of the school site, with maximum post-development flood depths generally around 150 mm and localised velocities typically remaining below 1.0 m/s.

Flood hazard mapping confirms that the predominant hazard classification across the site remains H1 under both scenarios. This classification represents shallow as sheet flow with low-energy that are generally considered safe for people, vehicles and buildings.

Under post-development conditions, some of the shallow overland flows originating from the upstream hill in the northern area intersect natural flow paths and pass through the school grounds. A small portion of these flows will now be captured by a series of drainage structures to ensure that the proposed buildings do not impede the natural shallow flow paths or become affected by them.

Hydraulic modelling also identified a potential localised ponding area adjacent to the proposed Foyer building due to modification of an existing overland flow path between existing Admin and Gym buildings. Grated trench pits proposed along the building frontage capture this runoff and direct flows toward the school carpark drainage corridor with a stormwater network design to take the 1%AEP + CC.

Overall, these flows remain shallow and of low velocity, consistent with H1 hazard conditions. Refer to the following figures for modelling results.



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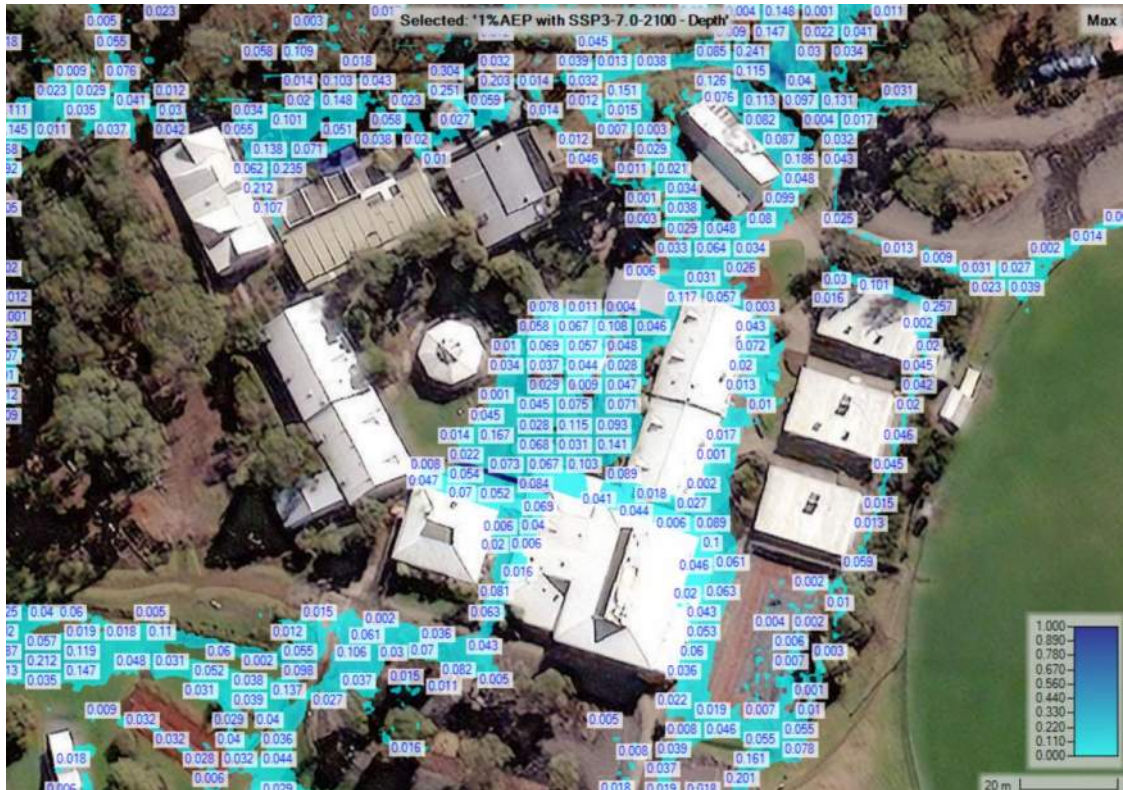


Figure 8 -HEC-RAS Screenshot: Pre-Development Depths for the Year 2100 with SSP3 7.0 Climate Change Factor



Figure 9- HEC-RAS Screenshot: Pre-Development Velocities for the Year 2100 with SSP3 7.0 Climate Change Factor



Figure 10 - HEC-RAS Screenshot: Pre-Development Hazard Bands for the Year 2100 with SSP3 7.0 Climate Change Factor

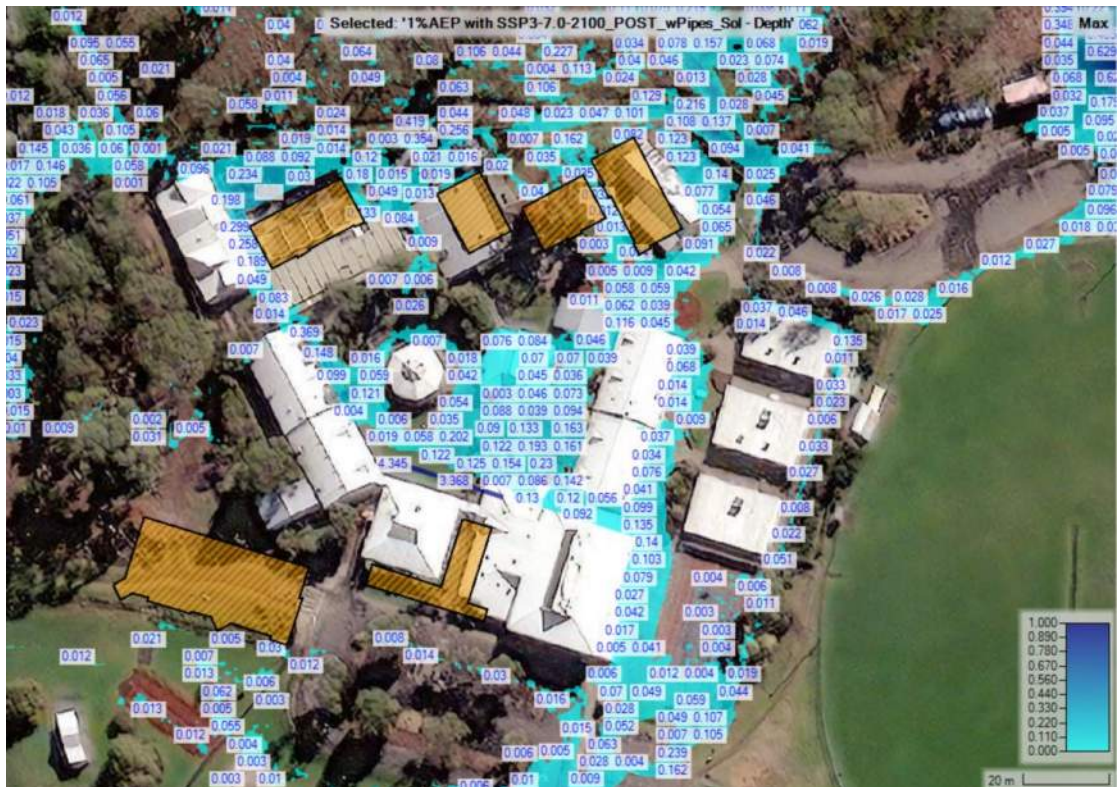


Figure 11 -HEC-RAS Screenshot: Post-Development Depths for the Year 2100 with SSP3 7.0 Climate Change Factor



Figure 12- HEC-RAS Screenshot: Post-Development Velocities for the Year 2100 with SSP3 7.0 Climate Change Factor



Figure 13 - HEC-RAS Screenshot: Post-Development Hazard Bands for the Year 2100 with SSP3 7.0 Climate Change Factor

Summary of modelling results and proposed mitigation strategies:

- Shallow overland flooding already occurs across portions of the Dodges Ferry Primary School site due to runoff from surrounding hillside catchments. This behaviour is consistent with existing regional flood mapping available through LISTmap and SES modelling and occurs independently of the proposed redevelopment.
- Hydraulic modelling undertaken for both pre-development and post-development scenarios under the 1% AEP event with climate change applied (year 2100 - SSP3-7.0) indicates that flood behaviour across the site remains largely unchanged between scenarios.
- Model results indicate shallow flood depths generally around 150 mm with velocities typically below 1.0 m/s, resulting in flood hazard classifications predominantly within the H1 category.
- Shallow overland or sheet flow from the northern hillside and northeastern catchments intersects portions of the proposed building zone in the northern part of the site under the design event.
- Cutoff drains and grated trench pits proposed along the northern buildings interface intercept incoming overland flow and divert runoff toward the site drainage corridor as detailed in the civil design drawings (Appendix B).
- Additional grated trench pits adjacent to the proposed Foyer building manage localised ponding caused by modification of an existing overland flow path between existing buildings.
- With the proposed mitigation measures implemented, the redevelopment maintains acceptable flood risk conditions, and flood behaviour across the site remains consistent with H1 hazard levels.

5. Planning Scheme Response - Clause C12.5.2 Flood-Prone Hazard Area Response

The proposed Dodges Ferry Primary School Major Redevelopment has been assessed against Clause C12.5.2 as a vulnerable use. The following responses are based on the findings, results and recommendations of this Flood Hazard Report.

P1

A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to:

(a) the type of form and duration of the use;

Response

The proposal is the redevelopment of an existing school site. The use remains educational in nature, with overland flow impacts assessed as manageable subject to the recommendations of this report.

(b) a flood hazard report that demonstrates that:

(i) any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or

Response

The modelling indicates no material increase in off-site flood behaviour between pre-development and post-development conditions. Localised on-site impacts are addressed through the results section. Overall the flows remain, low-energy, shallow and low in velocity, consistent with H1 hazard conditions, generally considered safe for people, vehicles and buildings .

(ii) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Response

The report indicates the redevelopment can achieve a tolerable flood risk under the 1% AEP event with implementation of the recommended floor levels and drainage measures.

P2

In addition to the requirements in clause C12.5.2 P1, a critical use within a flood-prone hazard area must achieve and maintain a tolerable risk.

Response

Not applicable. The proposed school redevelopment is not a critical use, as it is classified as a vulnerable use under Clause C12.3.

P3

In addition to the requirements in clause C12.5.2 P1, the impact of flood on a hazardous use within a flood-prone hazard area must achieve and maintain a tolerable risk.

Response

Not applicable. The proposed school redevelopment is not a hazardous use, as it is classified as a vulnerable use under Clause C12.3.

P4

In addition to the requirements in clause C12.5.2 P1, a vulnerable use within a flood-prone hazard area must be protected from flood, having regard to:

(a) any protection measures, existing or proposed;

Response

The report recommends finished floor levels 300 mm above modelled flood levels, together with cutoff drains, grated trench pits and local drainage improvements. Refer to Section 4.

(b) the ability and capability of people in a flood event who may live, work or visit the site, to:

(i) protect themselves;

Response

Flooding is generally shallow and predominantly within the H1 hazard category, allowing occupants time and ability to respond. Overall the flows remain, low-energy, shallow and low in velocity, generally considered safe for people, vehicles and buildings

(ii) evacuate in an emergency; and

Response

The shallow and low-velocity flood conditions identified within the assessed area, as shown in Figures 8 to 13, would allow evacuation and normal emergency management responses if required. Any areas outside the extent shown in Figures 8 to 13 have not been assessed and would require a separate flood assessment.

(iii) understand and respond to instructions in the event of an emergency;

Response

The site operates as an existing school under managed supervision and internal emergency procedures.

(c) any emergency evacuation plan;

Response

Existing school emergency management procedures can continue to apply to the redeveloped site.

(d) the level of risk for emergency personnel involved in evacuation and rescue tasks;

Response

The report indicates shallow flood depths and low velocities, resulting in low-risk conditions for emergency responders.

(e) the advice contained in a flood hazard report; and

Response

This report recommends floor level allowances and local drainage mitigation measures to protect the redevelopment from identified shallow flood impacts.

(f) any advice from a State authority, regulated entity or a council.

Response

Any further authority requirements may be incorporated during approval and detailed design stages.

6. Conclusions

The flood hazard assessment indicates that shallow overland flooding already occurs across portions of the Dodges Ferry Primary School site due to runoff from surrounding hillside catchments. This condition is consistent with existing regional flood mapping available through the LIST and SES modelling and occurs independently of the proposed redevelopment.

Hydraulic modelling undertaken for both pre-development and post-development scenarios under the 1% AEP event with climate change applied for the year 2100 (SSP3-7.0) indicates that flood hazard across the site remains predominantly within the H1 category, representing shallow sheet flows with relatively low depth, low velocity and low energy conditions.

While shallow overland flows intersect portions of the school grounds, the implementation of proposed finished floor levels, cutoff drains, grated trench pits and associated local drainage improvements provides appropriate mitigation to manage these flows and protect the redevelopment from flood impacts.

The proposed redevelopment has also been assessed against Clause C12.5.2 Critical use, hazardous use or vulnerable use, including the applicable Performance Criteria P1 to P4. Based on the findings of this report, the redevelopment is considered capable of achieving and maintaining a tolerable level of flood risk for the intended use, having regard to the nature of the development, the modelled flood behaviour, occupant safety, emergency response capability and the proposed mitigation measures.

Overall, the assessment indicates that the proposed redevelopment can proceed with an acceptable level of flood risk, with flood behaviour across the site remaining consistent with shallow, low hazard conditions under the assessed design event.

7. References

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- **McLuckie, D., Babister, M., Weeks, W., & Boland, J.** (2014). *Updating National Guidance on Best Practice Flood Risk Management*. In: *Proceedings of Practical Responses to Climate Change Conference*, Engineers Australia, Melbourne.



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APPENDIX A

JMG - Technical Content



Sorell Council

Development Application: 5.2026.89.1 -
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A. Technical Content

A.1 GIS and Catchment Analysis

Catchment delineation and parameter extraction were carried out using HEC-HMS GIS tools in conjunction with 2013 LiDAR data (1.0 m resolution) obtained from LIST.

The contributing area draining toward the Dodges Ferry Primary School site and adjacent open space was estimated at approximately 3.13 km² (≈ 313 ha) and divided into ten sub-basins (Sub-1 to Sub-10) based on topographic flow direction, stream-network tracing, and ridgeline identification.

For each sub-basin, key geomorphological properties were extracted, including longest and centroidal flowpath lengths, flowpath slopes, basin slope, basin relief, relief ratio, and elongation ratio. These parameters were used to characterise hydrologic response and to define routing for the RAFTS model in DRAINS.

The sub-basins range in size from 0.006 km² (≈ 0.6 ha) to 1.00 km² (≈ 100 ha), with slopes between 0.01 m/m and 0.11 m/m. Basin relief varies from ≈ 2 m in flatter local areas to ≈ 160 m on the steeper slopes of Dodges Hill.

This analysis established the basis for synthetic hydrographs representing inflows to the school site from the East/North and South discharge points.

Table 1 - Sub-basin Parameters

Sub-basin	Area (km ²)	Area (ha)	Longest Flowpath (km)	Slope (m/m)	Basin Relief (m)	Elongation Ratio
1	0.16	16	0.92	0.009	23.7	0.488
2	0.188	18.8	1.31	0.034	45.9	0.373
3	0.0058	0.6	0.21	0.01	2.1	0.415
4	0.0099	1	0.35	0.003	2.4	0.317
5	1.003	100.3	2.7	0.059	159.5	0.418
6	0.146	14.6	0.93	0.069	64.9	0.463
7	0.709	70.9	2.92	0.053	154.2	0.325
8	0.445	44.5	1.79	0.08	142.9	0.336
9	0.196	19.6	1.28	0.098	125.2	0.389
10	0.265	26.5	1.12	0.111	125.2	0.519
Total	3.13 km ²	313 ha	-	-	-	-



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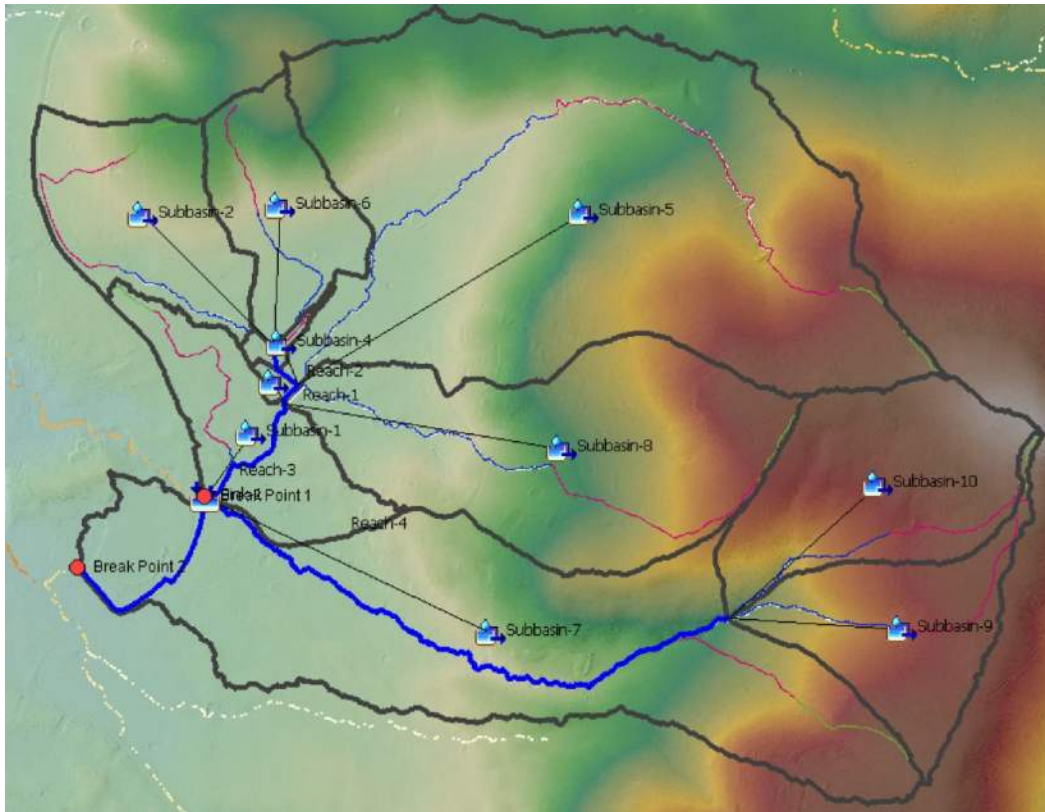


Figure A: HEC-HMS Screenshot: Catchment Plan

A.2 Climate Change Scenario

The climate-adjusted scenario for the year 2100 was developed using the SSP3-7.0 emissions pathway from the IPCC's Sixth Assessment Report (AR6). This scenario represents a medium-to-high global emissions trajectory and is commonly used in land-based flood modelling where councils require consideration of future rainfall intensities. It reflects a conservative but realistic outlook in line with national guidance for climate-resilient design. The hydrology model was run using this scenario to generate peak flow hydrographs under projected 2100 conditions, allowing for assessment of long-term flood behaviour within the subdivision and surrounding catchment.

A.3 Hydrology

The hydrological analysis was carried out using Watercom DRAINS, applying the RAFTS model. According to AR&R 2019 (Book 7, Chapter 5), RAFTS, RORB, or URBS are suitable for large undeveloped or semi-urbanised catchments. RAFTS was selected based on these criteria. Rainfall data (IFDs, patterns, pre-burst and climate multipliers) was sourced from the AR&R Data Hub and BOM, tailored to the site coordinates:

- Longitude: 147.6375(E)
- Latitude: 42.8375(S)

Initial and continuing loss values were extracted from ARR Data Hub region-specific guidance. Parameters:

- IL/CL impervious: 1 mm / 0 mm.h⁻¹
- IL/CL pervious: 29 mm / 3.7 mm.h⁻¹
- BX: 1



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The following meteorological inputs were extracted from the ARR Data Hub and the Bureau of Meteorology (BOM):

- Design rainfall intensities (IFDs) - Major 1% AEP from 5 minutes to 72 hours
- Temporal patterns
- Rainfall pre-burst depth
- Climate change multipliers

Hydrographs were produced for two key outlets:

***Pre-Development:**

- East/North outlet: Primary hillside inflow ($\approx 25.4 \text{ m}^3/\text{s}$ peak, 1 h burst).
- South Outlet: Secondary flow near southern carpark ($\approx 16.9 \text{ m}^3/\text{s}$ peak, 45 min burst).
- On-site runoff East and West Catchment: ≈ 0.641 and $0.438 \text{ m}^3/\text{s}$ at 25 min burst.

****Post-Development:**

- East/North Outlet: Primary hillside inflow ($\approx 25.4 \text{ m}^3/\text{s}$ peak, 1 h burst).
- South Outlet: Secondary flow near southern carpark ($\approx 16.9 \text{ m}^3/\text{s}$ peak, 45 min burst).
- On-site runoff East and West Catchment: ≈ 0.641 and $0.450 \text{ m}^3/\text{s}$ at 25 min burst.

The generated hydrographs illustrate distinct runoff responses from each contributing area.

The East/North discharge produces the largest and broadest hydrograph, with a peak flow of $25.4 \text{ m}^3/\text{s}$ at approximately 60 minutes, consistent with the extensive Dodges Hill contributing catchments draining via Okines Road and Old Forcett Road.

The South discharge exhibits a sharper response, peaking at $16.9 \text{ m}^3/\text{s}$ around 45 minutes, reflecting the smaller contributing area and more direct overland route through the southern carpark entry.

A third, local catchment with approximately 3.3ha in total covering the school site and upstream hill area produces a short-duration hydrograph with a peak as per Pre and Post development results above, representing direct rainfall runoff from roofed, paved, and play areas within the campus.

Collectively, these hydrographs show that the dominant flood influence on the site arises from the external East/North hillside system, while the on-site runoff contributes a minor, quick-draining component.

All three inflows were applied as boundary conditions within the HEC-RAS 2D model for combined flood behaviour assessment under existing and climate-adjusted (SSP3-7.0 2100) scenarios.

A.4 Hydraulic Modelling (HEC-RAS)

The hydraulic assessment was undertaken using the 2D Unsteady Analysis module of HEC-RAS. The model domain incorporated the entire Dodges Ferry Primary School site, adjacent recreation oval, approach roads, and part of the surrounding terrain. The model surface was developed from 2024 LiDAR data (1.0 m grid resolution). This high-resolution terrain captured key flow paths along Old Forcett Road, Okines Road, and the southern carpark. Key model components included:

- **Upstream inflows:** RAFTS-generated hydrographs exported from DRAINS, representing the East/North hillside catchment (approx. $25.4 \text{ m}^3/\text{s}$ peak), the southern catchment (approx. $16.9 \text{ m}^3/\text{s}$ peak), and the local on-site runoff (approx. $1 \text{ m}^3/\text{s}$ peak - combined).
- **Boundary conditions:** No tidal or tailwater condition was applied, as the site discharges freely to the adjacent beach on the west boundary without any downstream hydraulic control.

- **Roughness values (Manning's n):**
 - Creek beds / swales: 0.055
 - Roads / pavement: 0.015
 - Trees / light vegetation: 0.040
 - Buildings / obstructions: 0.50

The post-development inflow from the site was applied as a distributed boundary condition across the Lidar Surface/HEC-RAS Mesh. While this method does not reflect exact inlet behaviour, it represents a conservative approach by evenly distributing peak runoff across the area. This setup allows the model to assess the potential for overland flow routing and local hazard concentrations, without relying on assumed pit or pipe performance.

A flexible mesh was applied to capture key features, including the road layout, school layout, oval, drainage paths, and interaction with the adjacent outlet region.

- Creek beds / swales: 0.055
- Roads / pavement: 0.015
- Trees / light vegetation: 0.040
- Buildings / obstructions: 0.50



Figure B: HEC-RAS Screenshot: Mesh Overview and Boundary Condition Lines

A.5 Flood Hazard Classification

Flood hazard levels were determined using the method from “Updating National Guidance on Best Practice Flood Risk Management” (D. McLuckie et al., 2014). The classification is based on the combination of water depth and velocity, shown in the hazard band diagram below.

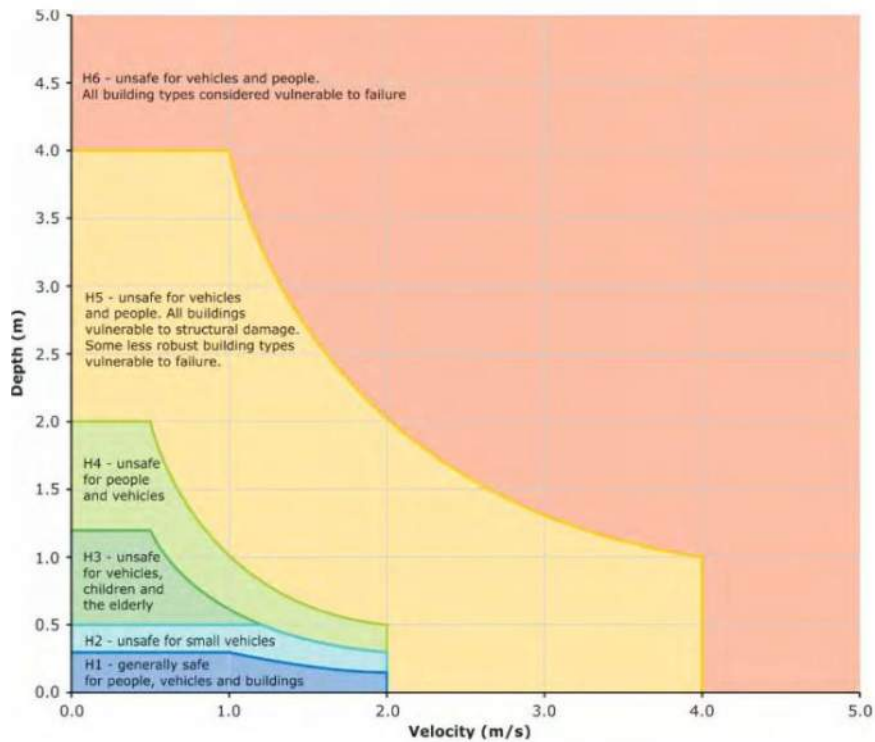


Figure C: Combined Flood Hazard Curve Classification



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APPENDIX B

JMG - Civil Drawings



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WARNING - BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE
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SAFETY IN DESIGN REPORT PER WHS REGULATIONS	
The following risks which are unique to this design have been identified:	NIL
This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.	

Accepted (Discipline Head)	MJR	Date
Accepted (Team Leader)	MJR	Date
Approved (Principal)	CJM	Date

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	PLOT DATE	19/03/2026

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PROJECT DODGES FERRY PRIMARY SCHOOL REDEVELOPMENT

TITLE	CIVIL
CONCEPT SERVICES	
SITE PLAN SHEET 2	

PROJECT NO. 240740BS	
DWG NO. C02	REVISION DA1
PLOT DETAILS 240740BS - CONCEPT SERVICES DWG	

DA1	18.03.2026	DEVELOPMENT APPROVAL ISSUE
REV	DATE	REMARK



ACN 009 547 139 | ABN 76 473 834 852

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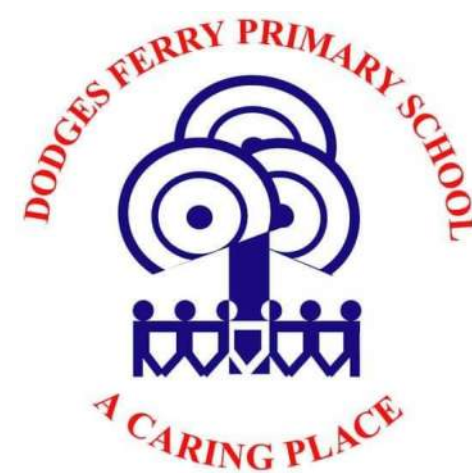
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ARCHITECTURAL DRAWINGS

AREA PLAN	Drawing No. 00
EXISTING CONDITIONS PLAN	Drawing No. 01
SITE PLAN.	Drawing No. 02
KINDERGATEN & ADMIN.	Drawing No. 03
GRADES 2 & 3	Drawing No. 04
GRADES 4 & 5 + FOOD BLD	Drawing No. 05



DODGES FERRY PRIMARY SCHOOL
MAJOR REDEVELOPMENT
MARCH 2026



AREA PLAN

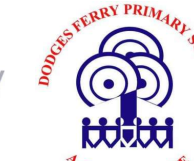
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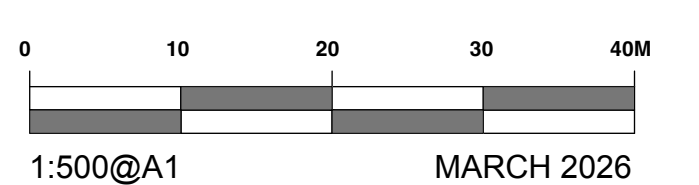
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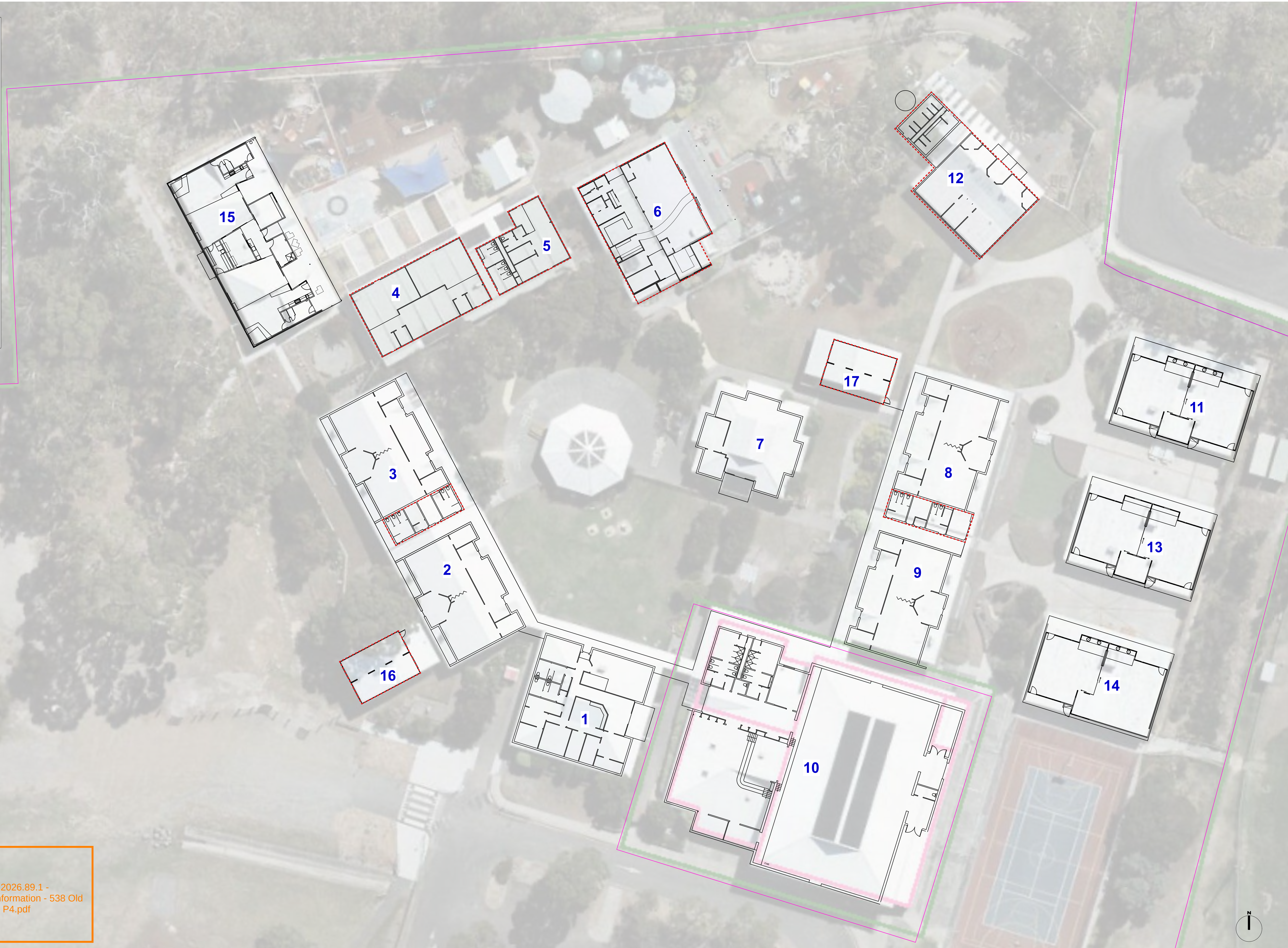
DODGES FERRY PRIMARY SCHOOL MAJOR REDEVELOPMENT



LEGEND

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3	CLASSROOMS
4	CLASSROOMS
5	CLASSROOMS
6	KINDERGARTEN
7	LIBRARY
8	CLASSROOMS
9	CLASSROOMS
10	GENERAL PURPOSE & COMMUNITY HALL
11	CLASSROOMS
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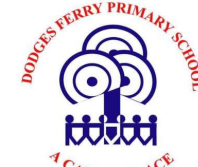
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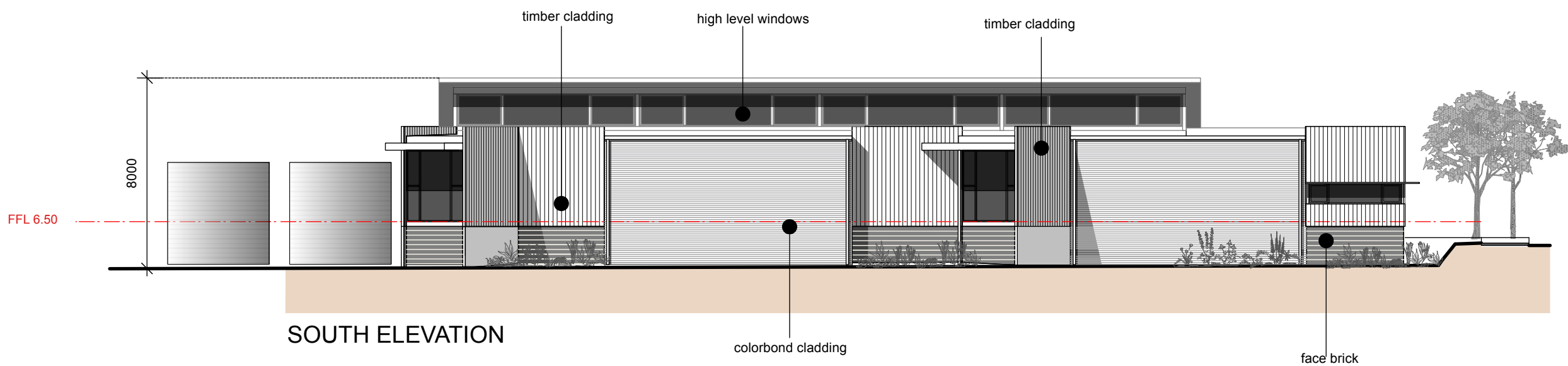
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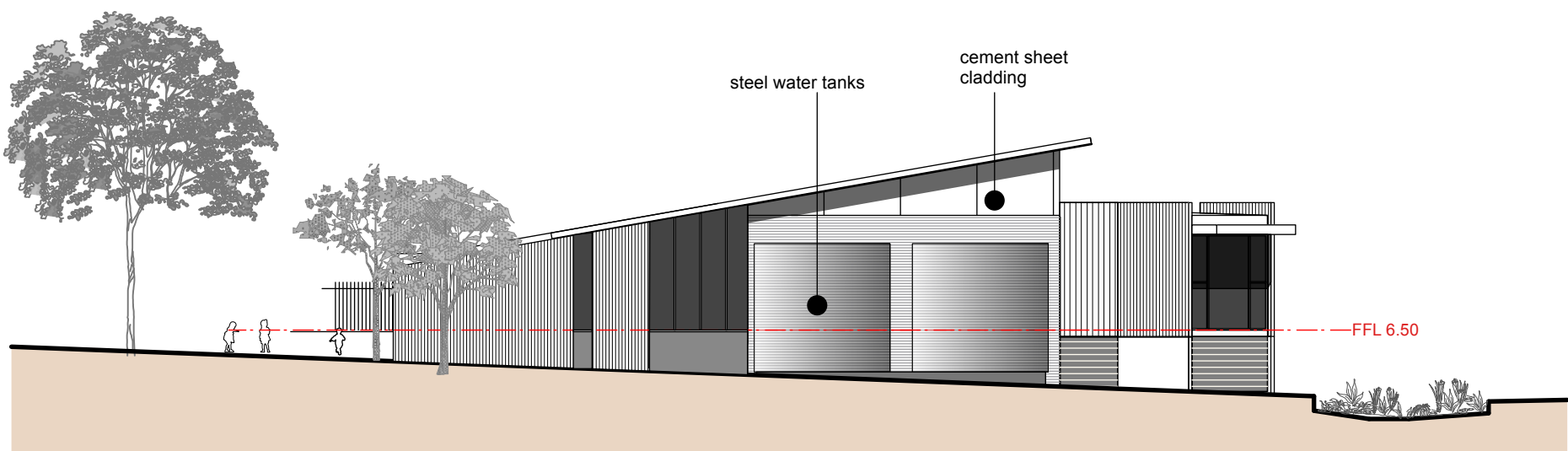
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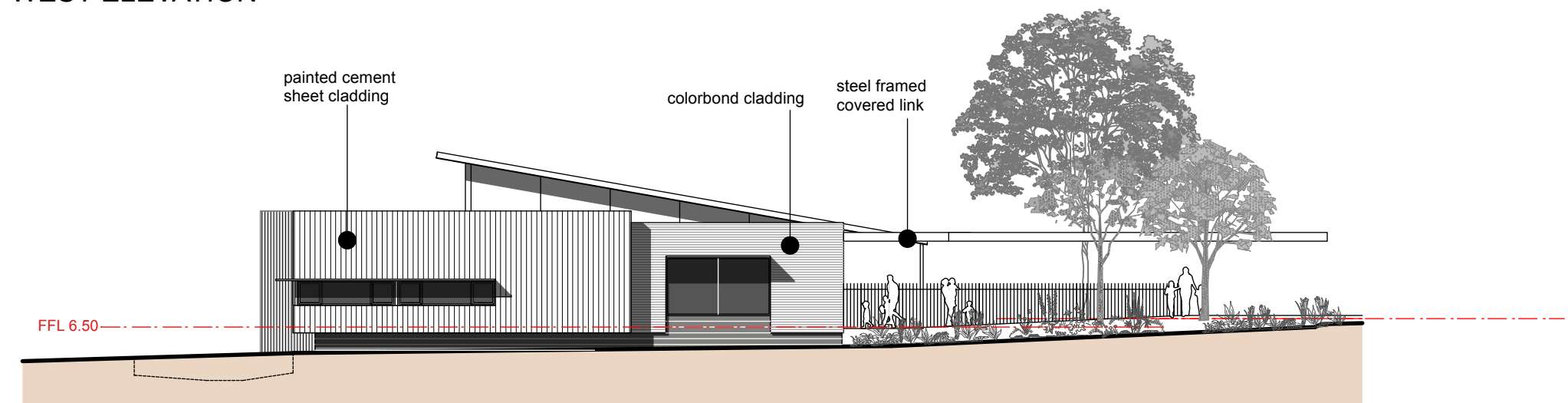
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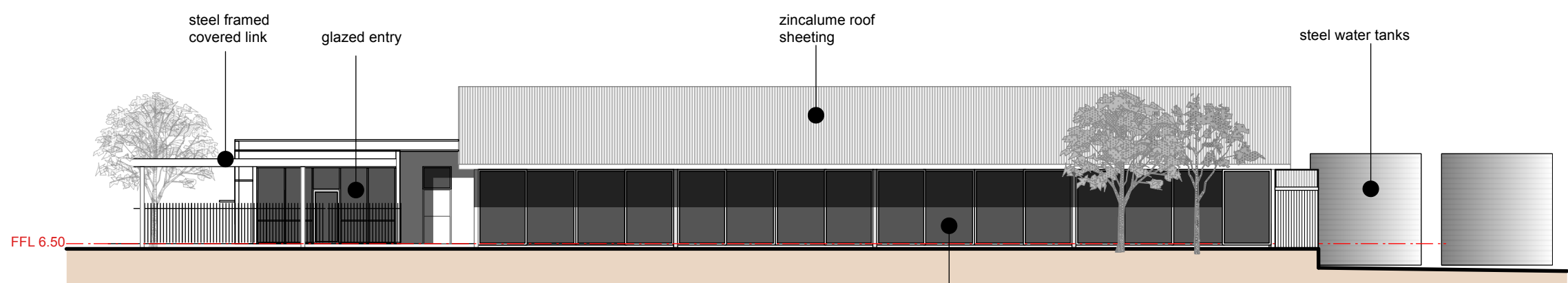
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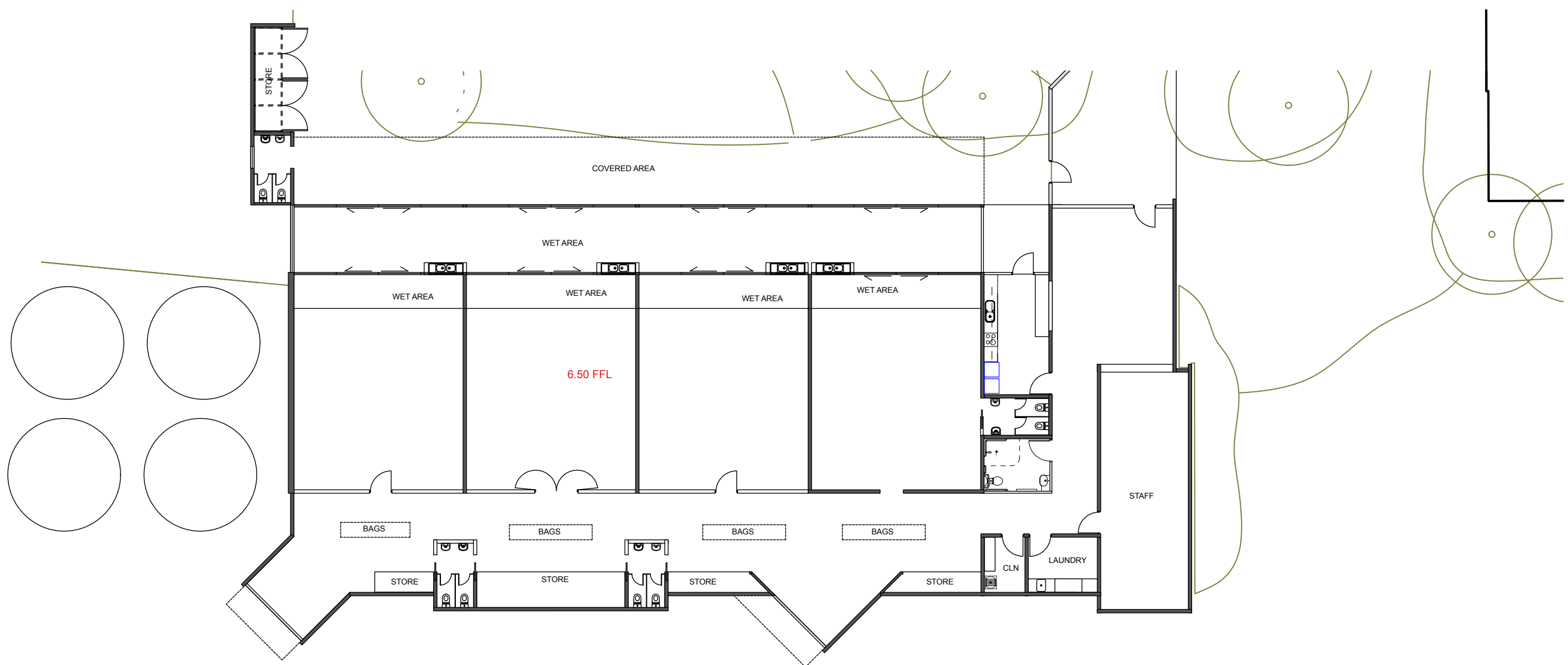
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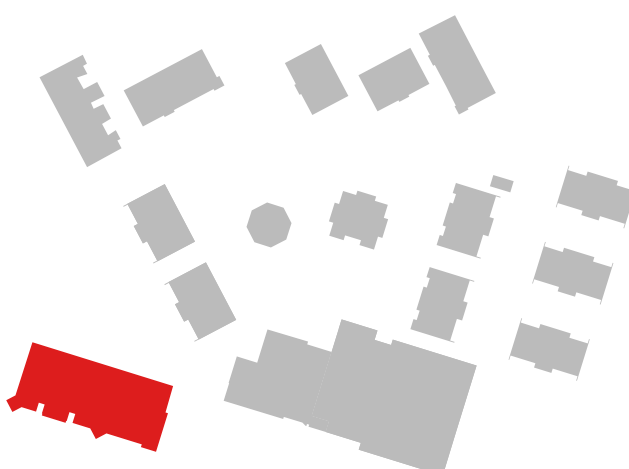
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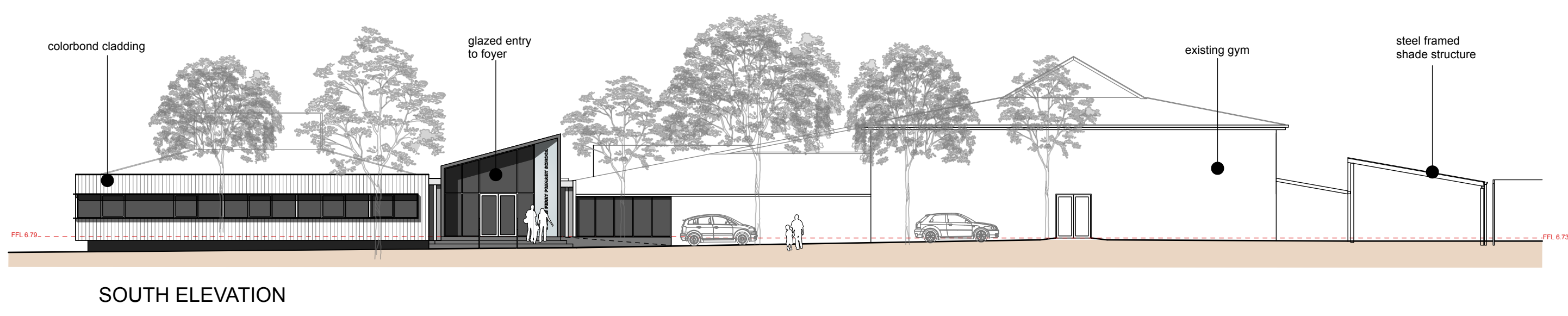


FLOOR PLAN

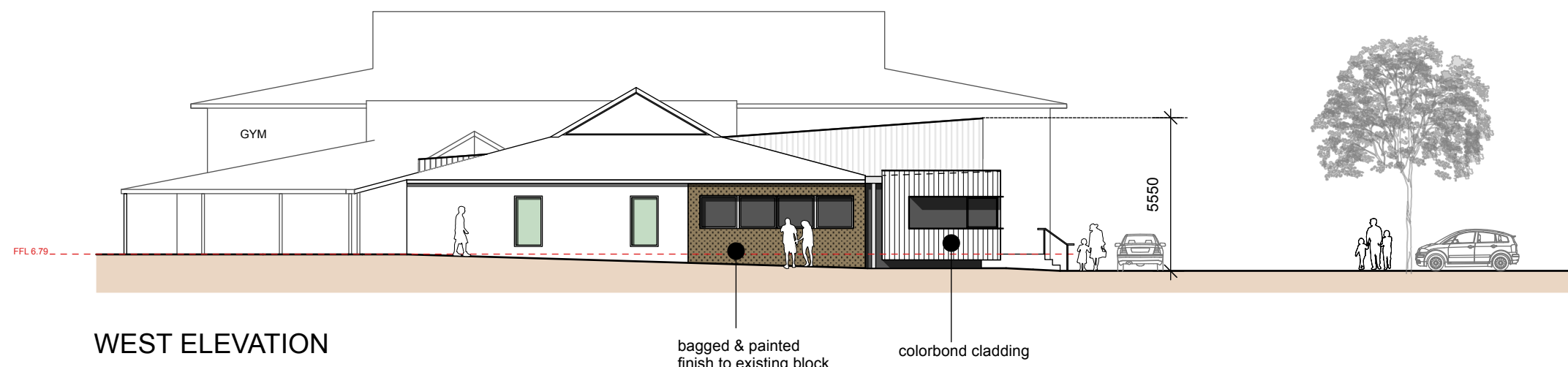


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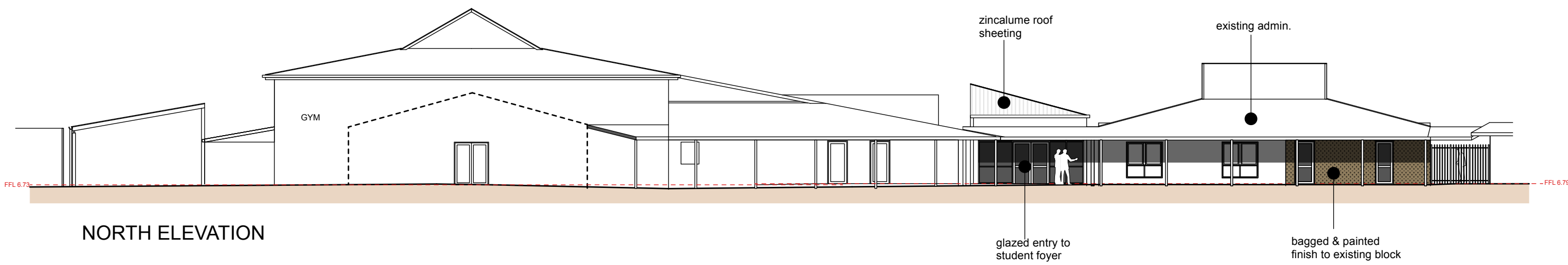
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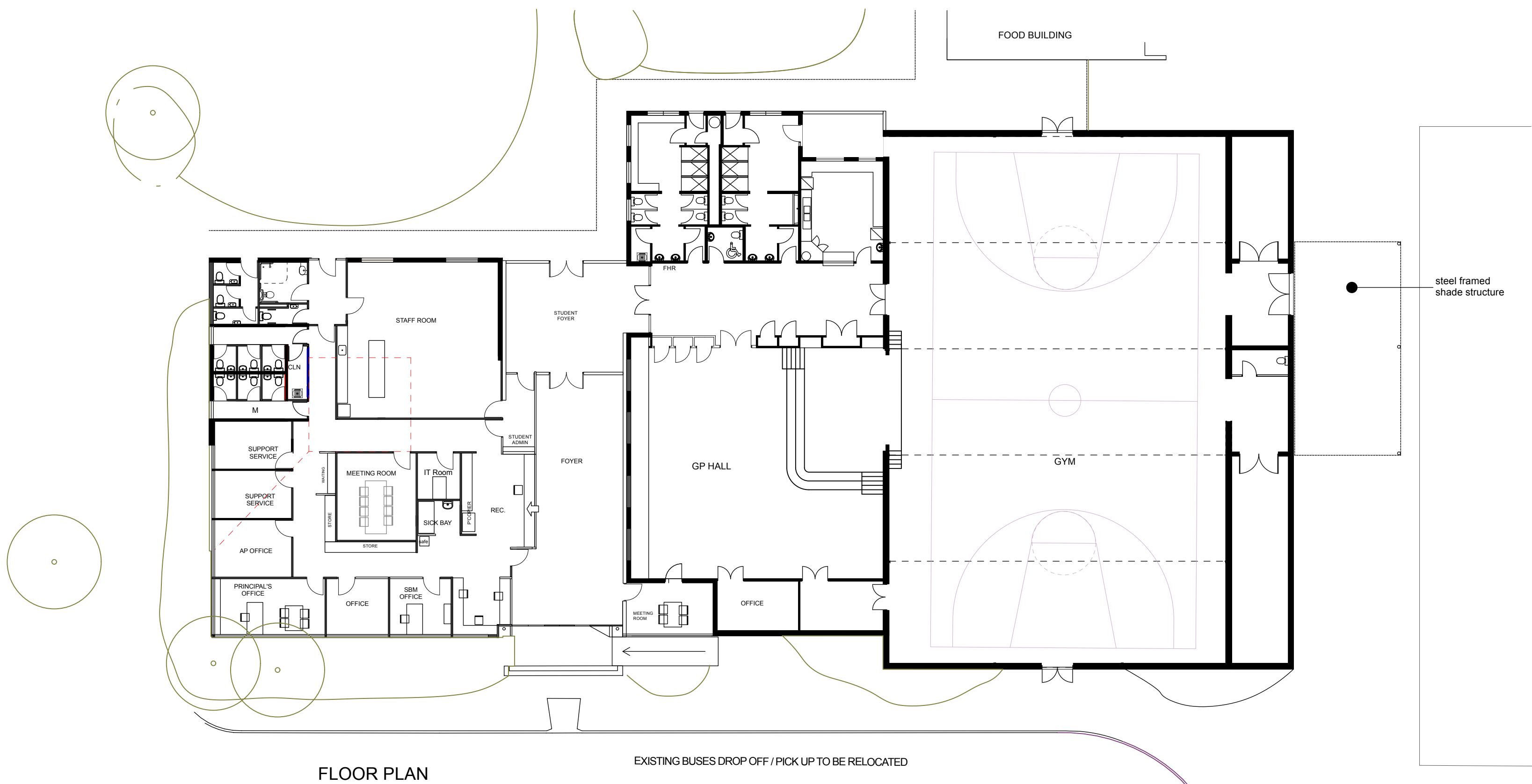
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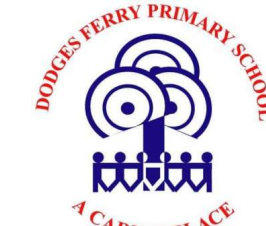
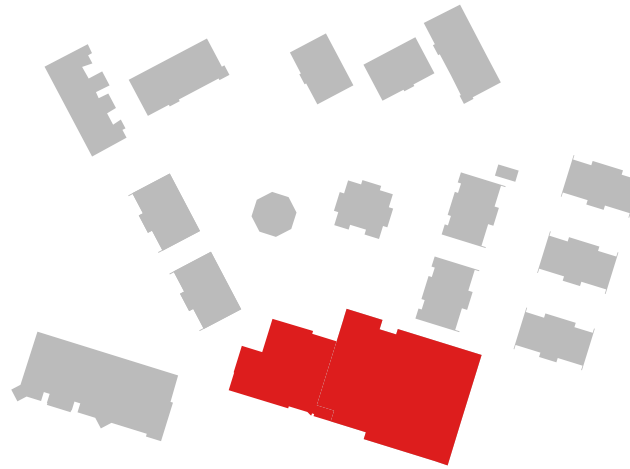
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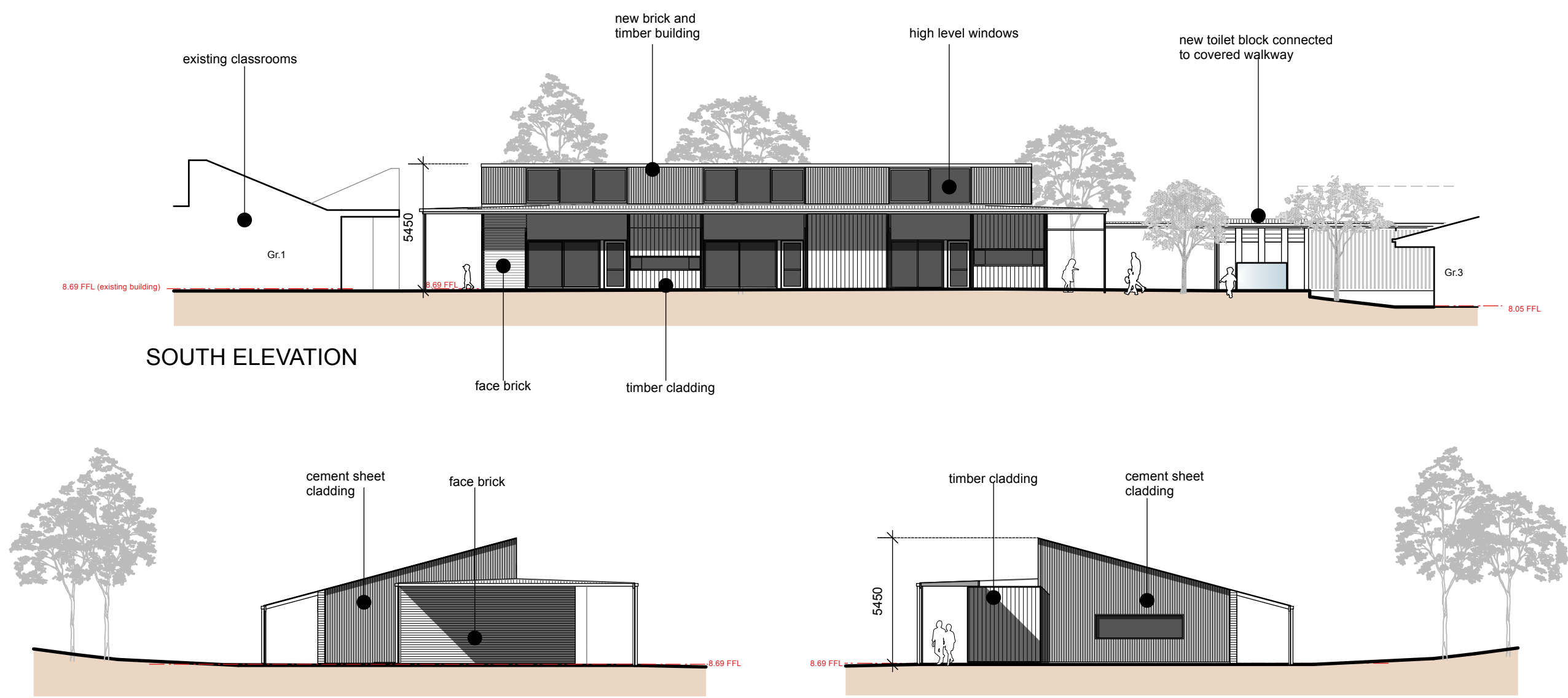
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DODGES FERRY PRIMARY SCHOOL
MAJOR REDEVELOPMENT

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KINDERGATEN & ADMIN.
MARCH 2026
Drawing No. 03

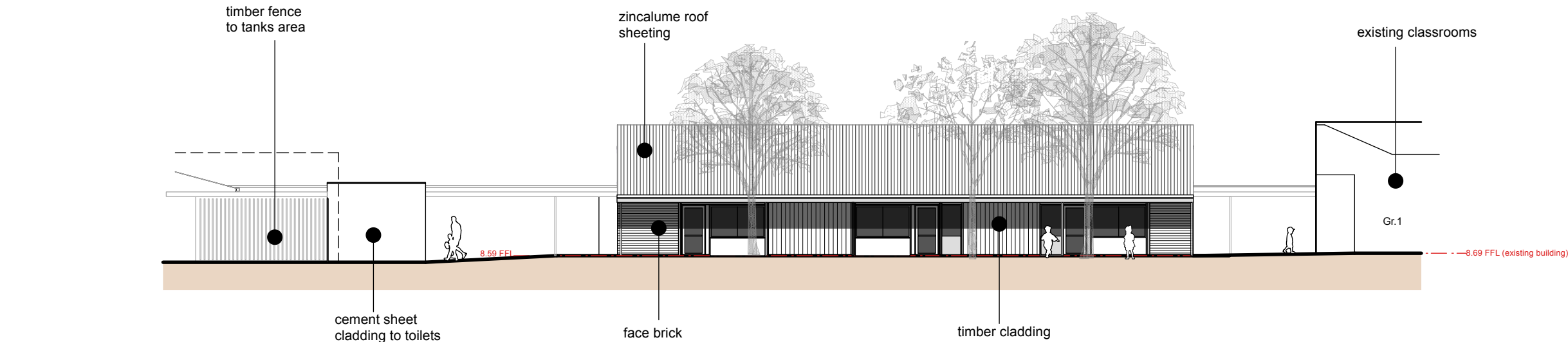
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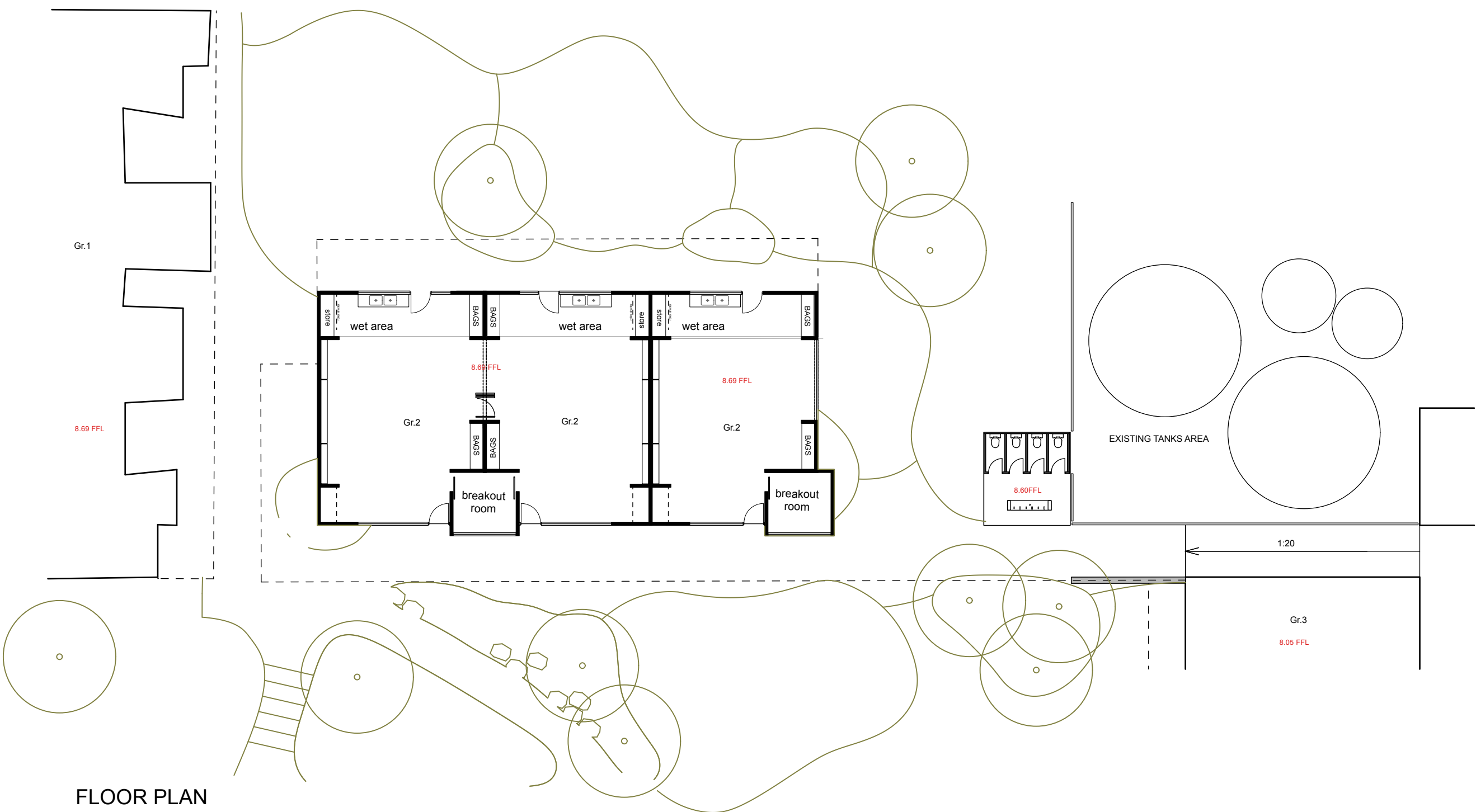
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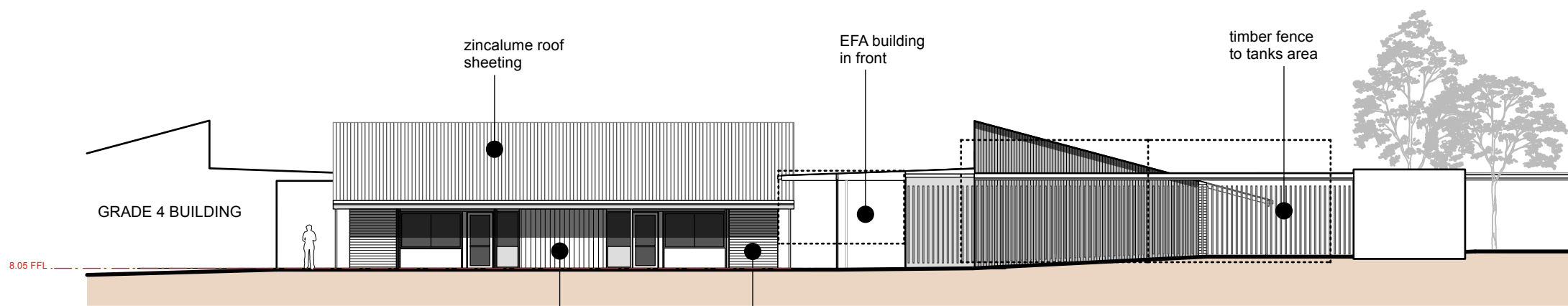


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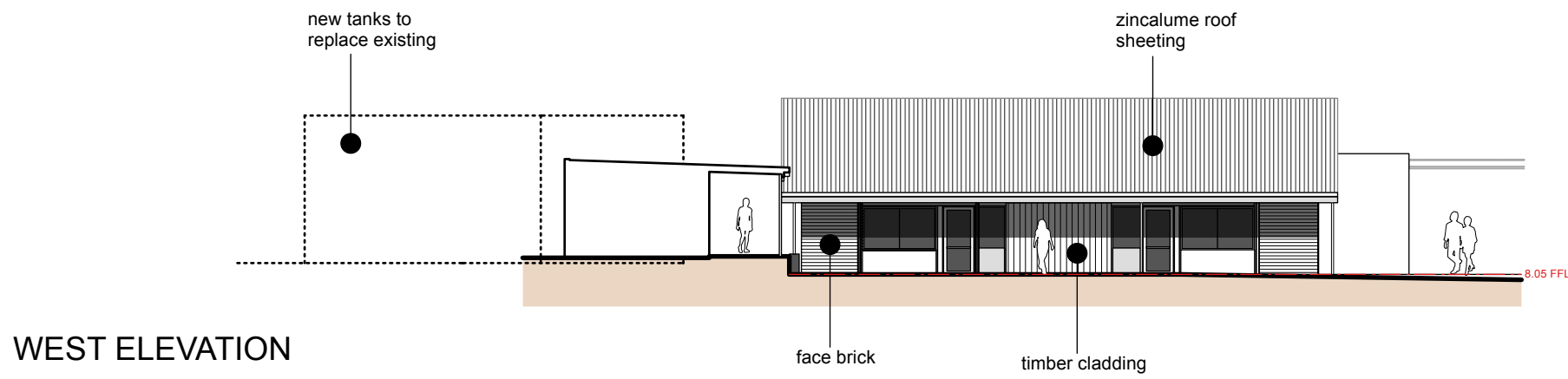


FLOOR PLAN

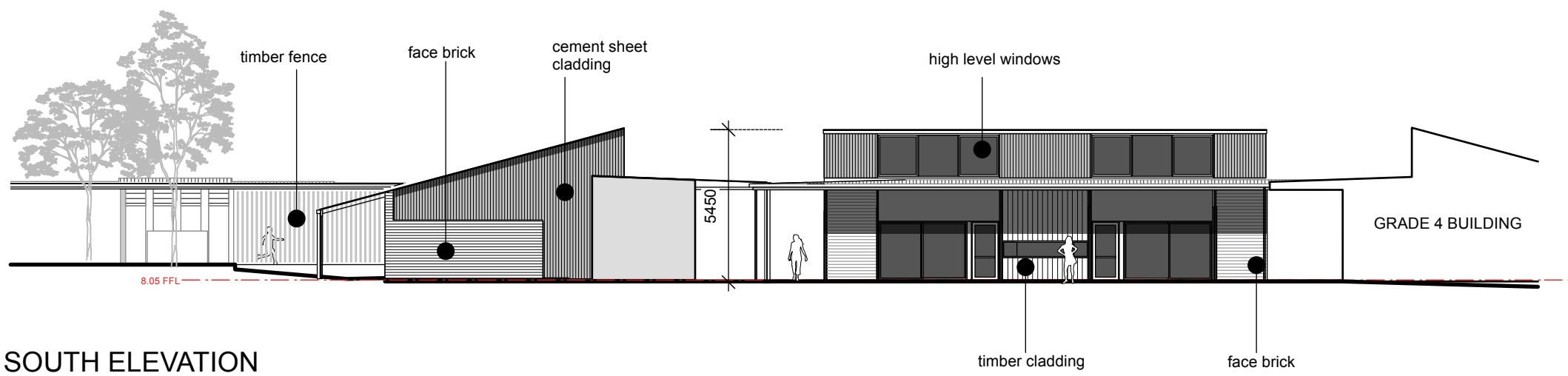
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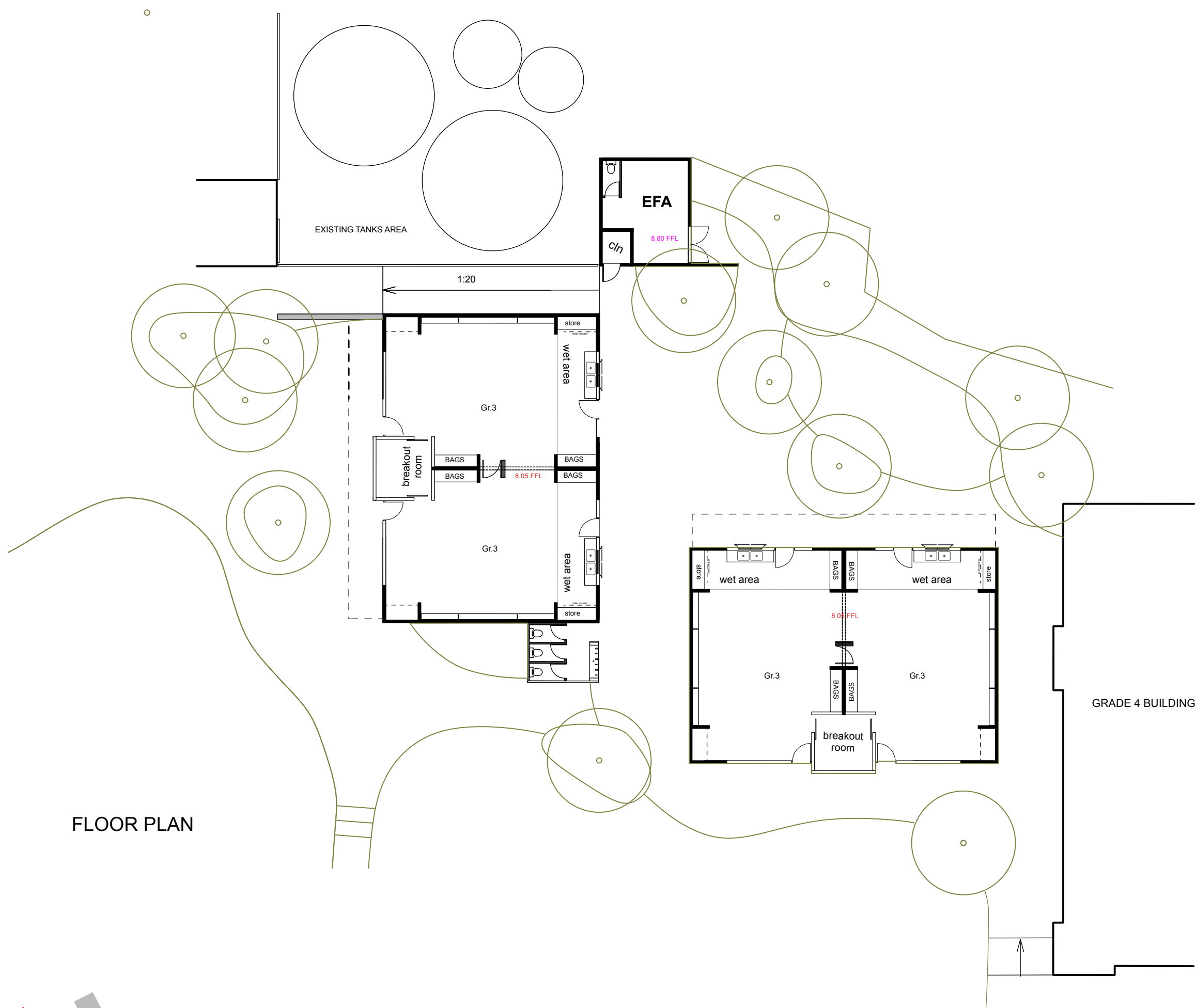
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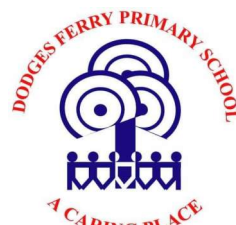
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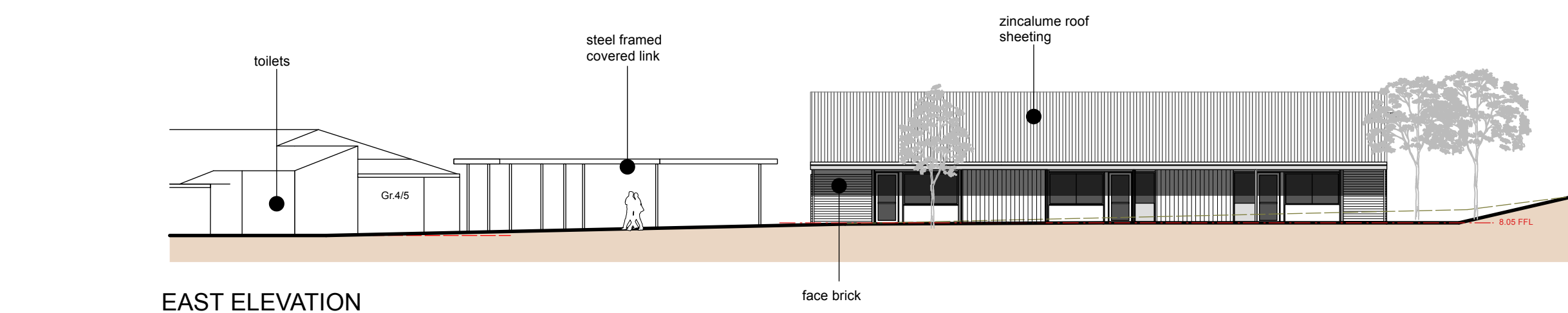
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FLOOR PLAN



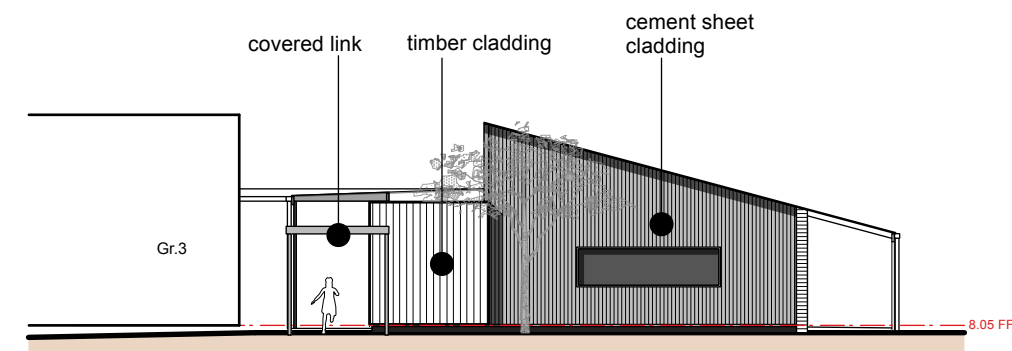
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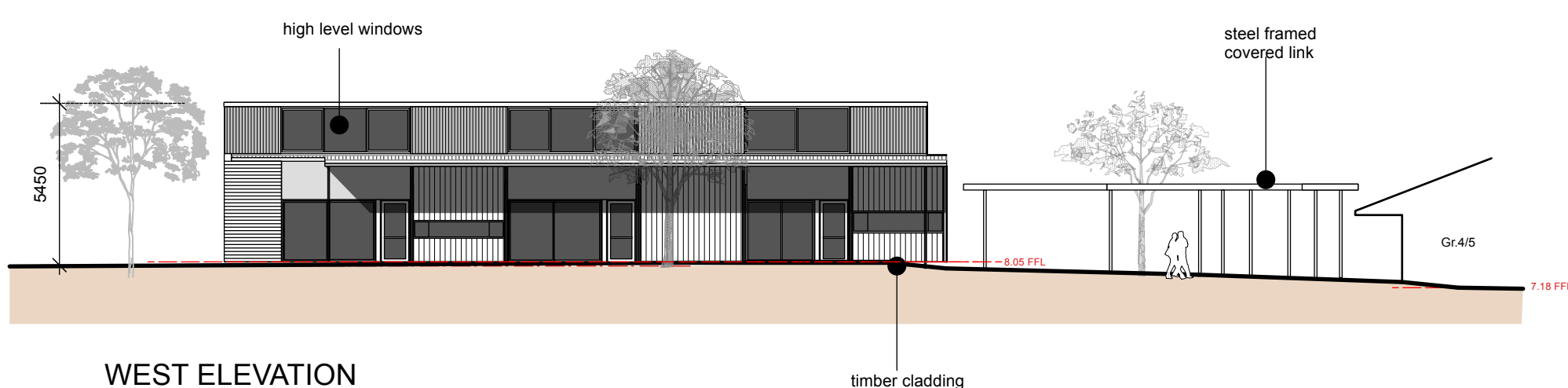
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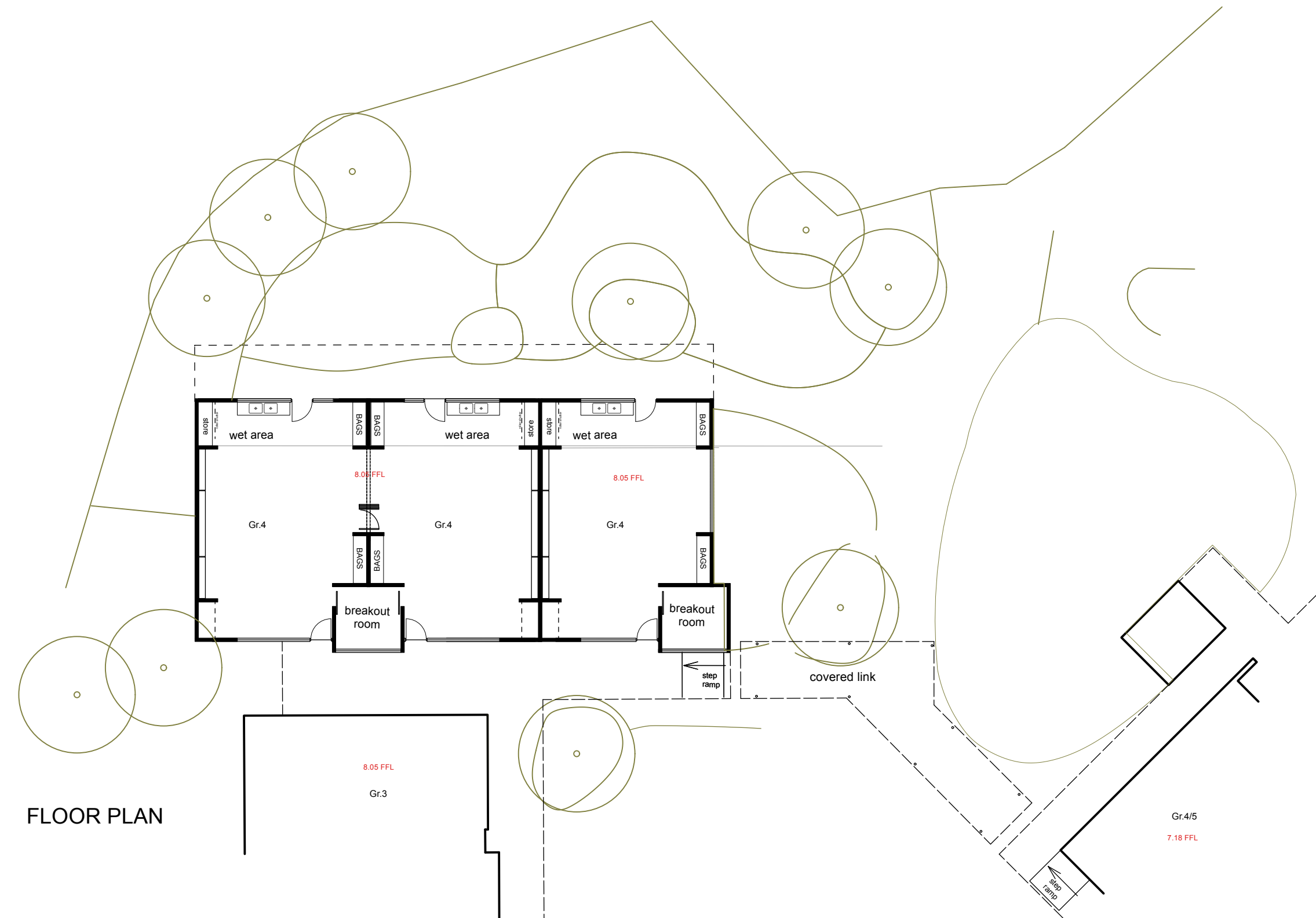
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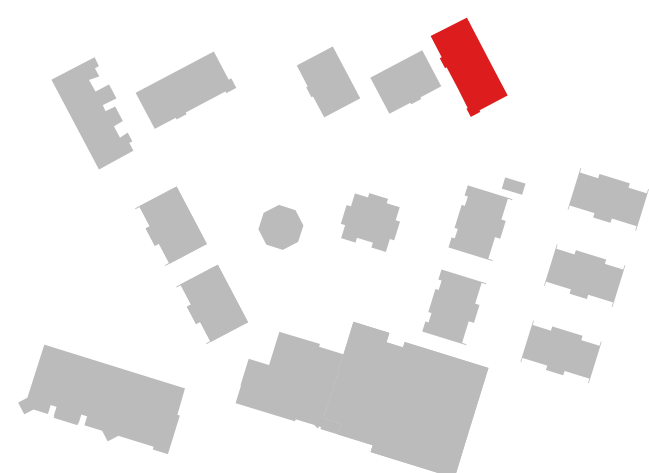
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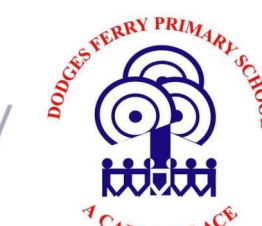
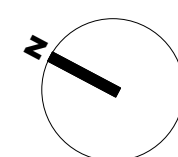
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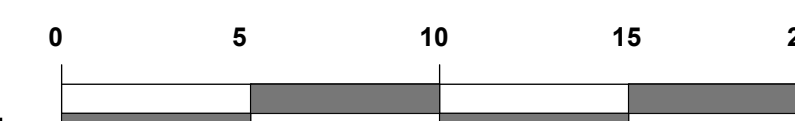
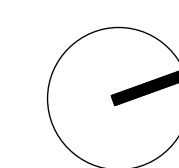
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DODGES FERRY PRIMARY SCHOOL MAJOR REDEVELOPMENT

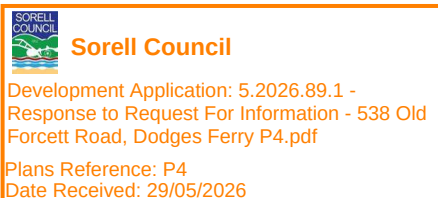


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GRADES 4 & 5 + FOOD BLD. Drawing No. 0

26 May 2026

Shane Wells
Manager Planning
Sorell Council
PO Box 126
SORELL 7172



Dear Shane,

Further Information - Development Application 5.2026-89.1 - Dodges Ferry Primary School, 538 Old Forcett Road and 530 Old Forcett Road, Dodges Ferry

I refer to your request for further information dated 23 April 2026 and respond in relation to each matter as follows:

1. Planning

A Bushfire Hazard Assessment including specific regard for the site being a vulnerable use was provided 23 April 2026.

The following additional submissions are provided in relation to parts (b) and (c) Clause C13.5.1, P1 that have not been addressed by the Bushfire Practitioner.

A vulnerable use must only be located in a bushfire prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to;

(b) whether there is an overriding benefit to the community;

Comment:

The proposed redevelopment and upgrade of the existing Dodges Ferry Primary School will provide a clear and overriding benefit to the community. The proposal represents a significant public investment in essential educational infrastructure that will improve learning environments, accessibility, student wellbeing, site safety, and the long-term functionality of the school. The development supports the continued provision of education services for the Dodges Ferry and surrounding communities and responds to increasing enrolment and community needs identified by the Department for Education, Children and Young People (DECYP).

(c) whether there is no suitable alternative lower-risk site;

Comment:

The proposal relates to the redevelopment and upgrading of an existing established primary school campus and does not involve the establishment of a new vulnerable use in a new location. The school serves the Dodges Ferry locality and is appropriately located within the existing community it supports. There is no suitable alternative lower-risk site capable of accommodating the continued operation and expansion of the school while maintaining accessibility and

integration with the surrounding community. The proposal therefore represents an appropriate and necessary investment in existing community infrastructure at its established location.

2. Planning

Please see attached Flood Hazard Report including a response to C12.5.2 in Section 5.

The report concludes that the proposed redevelopment can proceed with an acceptable level of flood risk.

3. Planning

I understand that the need for a full Coastal Erosion Investigation Report was discussed with Shane Wells prior to lodgement of the application. I further understand that it was agreed that a full assessment would not be necessary, provided the relevant considerations of the Coastal Erosion Hazard Code were appropriately addressed.

The following assessment in relation to the Coastal Erosion Hazard Code is provided in Section 7 of the accompanying Concept Services Report:

The review of the planning overlays indicates that the relevant portion of the site is mapped as a Coastal Erosion Investigation Area. This classification is distinct from the mapped hazard bands (low / medium / high) and is generally applied where there is insufficient information to definitively allocate a hazard band, pending site-specific confirmation.

The proposed building works are located within an established school campus and do not involve coastline works or alterations to coastal landforms. In particular, the proposal:

- *Does not include reclamation, shoreline protection works, dune disturbance, or other works that would change coastal processes.*
- *Does not increase exposure to coastal erosion through silting that encroaches toward the active coastal margin.*
- *Will not modify overland flow paths or stormwater discharge arrangements in a way that would adversely affect the coast.*

On this basis, the development is not expected to create a coastal erosion risk to people, property, or infrastructure, nor to result in off-site coastal impacts. Accordingly, no coastal hazard mitigation works, or management actions are considered necessary for the proposal beyond standard construction and stormwater controls.

We note that State guidance for land mapped as a Coastal Erosion Investigation Area contemplates a site assessment / report by a suitably qualified person where an application for a planning permit relates to land in the Investigation Area. However, based on discussions with Council, and on the nature and location of the proposed works, we consider the proposal presents no additional coastal erosion hazard concern and no further coastal hazard actions are required for the development.

4. Engineering

A revised Traffic Impact Assessment is attached.

5. Environmental Health

DECYP are in negotiations for the establishment of an onsite wastewater management system at Dodges Ferry Primary School, to be delivered under an agreement with TasWater.

DECYP are in the process of entering an agreement for the project management of the TasWater funded design, construction, and commissioning of an appropriately sized onsite wastewater management system, under a separate Development Application. Upon completion of the defects liability period, DECYP will assume ownership of the system and will be responsible for its ongoing operation and maintenance.

The proposed system will replace and enable the decommissioning of the existing TasWater sewerage ponds located within the adjoining Sorell Council Reserve, allowing TasWater to withdraw from the provision of sewerage services at the site.

In accordance with Bill Cromer's preliminary design report, the proposed system design parameters include, but are not limited to:

- Hydraulic treatment capacity: 10,000 litres per day
- Organic loading capacity: 7.5 kg BOD per day
- Below ground effluent irrigation / land application area: approximately 4,000 m²

The AWTS is proposed to be proprietary system located within the south western portion of the site, adjacent to the proposed new Kindergarten building. The effluent absorption trenches (land application area) are proposed to be located within the adjoining Sorell Council Reserve.

The system is intended to service:

- Dodges Ferry Primary School
- Okines Community Centre
- The adjoining sports ground, clubrooms, and associated facilities

These arrangements will be implemented through formal agreements between DECYP, TasWater, and Sorell Council.

6. Environmental Health

DECYP proposes to formalise the installation, use, and ongoing operation of the absorption trenches within the Council reserve through a Part 5 agreement with Sorell Council. This agreement will provide the necessary legal authority for wastewater land application in the proposed location and will define access, encumbrances, and responsibilities for long-term operation and maintenance.

7. Environmental Health

The proposal relates to the existing Primary School that is an existing sensitive use under the Attenuation Code. Having regard to the responses to Items 5 and 6 above, the existing sewerage ponds located within the adjoining Sorell Council Reserve are to be decommissioned. The

proposed alterations to the existing primary school therefore will not interfere with or constrain the existing waste water treatment plant and complies with Clause C9.5.2, P1.

Other Matters – Amended Plans

Updated architectural plans are attached with the internal alterations to the GP Hall and the Gym removed. These alterations have been removed from the project scope and no longer form part of the planning application proposal.

Yours sincerely,



Frazer Read
Principal
All Urban Planning Pty Ltd



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REDEVELOPMENT OF DODGES FERRY PRIMARY SCHOOL, OLD FORCETT ROAD

TRAFFIC ASSESSMENT

Hubble Traffic

May 2026



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Version	Date	Reason for Issue
Draft	May 2026	Draft for comment
Final	May 2026	Final issued

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1. Introduction

HBV Architects has engaged Hubble Traffic Pty Ltd to undertake a traffic assessment for the redevelopment of the Dodges Ferry Primary School at 538 Old Forcett Road, Dodges Ferry, on behalf of the client (Department for Education, Children and Young People).

A development application has been submitted to Sorell Council, and in considering the proposal, Council has requested that a Traffic Impact Assessment be prepared to evaluate the traffic impacts of the redevelopment. In particular, Council requires an assessment of the effect of traffic using the two junctions with Old Forcett Road and confirmation that the site will provide sufficient on-site parking to meet operational demands.

This assessment has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and referred to the following information and resources:

- Tasmanian Planning Scheme
- Australian Standards AS2890 parts 1
- Austroads series of Traffic Management and Road Design
 - Part 4: Intersection and crossings, General
 - Part 4a: Unsignalised and Signalised Intersections
 - Part 12: Traffic Impacts of Development
- Department of State Growth crash database
- LIST – Land Information System Tasmania



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2. Project site

The existing school occupies a substantial parcel of land on the western side of Old Forcett Road and currently operates with a single two way driveway providing access to internal parking modules, and school buildings. To the east the site is bordered by Old Forcett Road, the recreation ground to the north, and residential land and community facilities to the south. Under the LIST database, the school site is zoned as Community Purposes.

The school borders the Dodges Ferry Recreation Ground, which operates with a two way access to Old Forcett Road. There is strong evidence that this area and its access are utilised as overflow parking when the school is in operation.

Diagram 2.0 – Site description



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3. Development proposal

The primary focus of the redevelopment is the delivery of improved learning facilities, with the increase in on-site parking and the relocation of bus activity forming a relatively minor component of the overall project. Based on information from the client, the school currently has a theoretical maximum capacity of 650 students and up to 55 staff. In practice, the school is currently operating with an enrolment of around 525 students and 55 staff. The redevelopment has the potential to increase the maximum theoretical capacity to 725 students, and this is likely to increase the number of staff from 55 to 59.

The redevelopment introduces a revised internal traffic layout, with bus activity relocated to the rear of the school via the recreation ground access. This allows the existing bus drop-off and pick-up area adjacent to the main school buildings to be repurposed as a dedicated Kiss and Go zone, for parent movements. This revised arrangement separates parent and bus activity, improves circulation efficiency, enhances student safety, and provides more reliable access for buses to enter and leave.

The number of on-site parking spaces will increase to 60, distributed across two separate parking modules. The additional parking will be provided by extending the existing parking module into the adjoining recreation ground land, as the school site itself is constrained. The expanded module will operate with a blind aisle, which is appropriate for staff parking given its predictable arrival and departure patterns, while the primary parking module will continue to operate with a one way circulating carriageway to support parent movements during peak periods. The recreation ground will continue to function as a shared community resource, with the expanded parking supply available for recreational users outside school hours, supporting both school operations and broader community needs.

The school driveway will remain the primary access for staff and parent vehicles, while the recreation ground driveway will function as a secondary access, supporting bus operations and parent overflow as required.

Diagram 3.0 – Proposed redevelopment



4. Old Forcett Road characteristics

Under the LIST road information layer, Old Forcett Road is classified as a sub-arterial road based on the standard road hierarchy, as the route provides a key connection between the Dodges Ferry township and the broader Sorell municipality.

Old Forcett Road is constructed to a sealed urban standard, with a single traffic lane in each direction and formed sealed shoulders on both sides. Delineation is provided by solid edgelines, a marked separation centreline, and guideposts. The horizontal alignment comprises a large sweeping curve, and the open environment on both sides affords good forward visibility. The terrain is flat.

The posted speed limit through this section is 60 km/h, consistent with the presence of community based land uses along both sides. Traffic surveys indicate that the road carries moderate traffic volumes associated with residential activity, school related movements, and access to community and recreational facilities.

The section between the recreation ground and the school accesses is highly managed, with no direct property access and vehicle movements limited to these established access points. On the opposite side of the road, two side roads provide access to commercial and community land uses, which includes a bottle shop, hotel and new swimming centre under construction. Although these four accesses occur within a relatively short distance, they are sufficiently separated to operate independently without creating operational conflicts or adversely affecting each other. This spacing minimises interaction between turning vehicles and allows each junction to function safely within the prevailing traffic environment, particularly for the posted speed limit.

The road cross section changes north of the school access, where the sealed shoulder does not continue through the school access junction. Although the cross section narrows at this point, a gravel shoulder on the opposite side of the access provides sufficient space for through vehicles to informally pass a stationary right turning vehicle. Opposite the recreation ground access, a formal Basic Right Turn (BAR) treatment is provided, allowing right turning vehicles to be passed on the left by through traffic. Opposite the two side accesses on the eastern side, the sealed shoulder provides adequate width for a stationary vehicle to be passed. In all of these locations, passing vehicles must reduce speed, with the school access requiring the greatest speed reduction due to the narrower cross section and the absence of a sealed shoulder.

Both the school access and the recreation ground access intersect Old Forcett Road at 90 degrees, forming standard T junctions controlled by Give Way signs and marked holding lines that reinforce traffic priority for vehicles travelling along Old Forcett Road. Each access is sealed and constructed with adequate corner flares to accommodate swept path for turning vehicles. The flat terrain and sight benching and tree clearance provides adequate visibility for drivers entering and exiting the site, with available sight distances exceeding 120 metres in all directions. These characteristics support the safe operation of both accesses and allows turning vehicles to enter and leave in a safe and efficient manner.



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4.1 Available sight distances

Austrroads provides guidance on sight distance requirements at intersections, with Safe Intersection Sight Distance (SISD) representing the highest and most conservative parameter applied on public roads. SISD incorporates a 1.5 second driver reaction time and a three second observation (gap judgement) time, allowing a vehicle on the minor road to enter or cross the major road without requiring through traffic to slow. Under Austrroads guidance, SISD is 114 metres for a 60 km/h speed environment.

The available sight distance at both the school and the recreation ground access exceeds 120 metres in all directions, demonstrating compliance with SISD requirements for the posted 60 km/h speed limit and confirming that safe operation can be achieved. The available sight distance is shown in the following photographs.

Photograph 4.1A – Available sight distance from the school access to the right



Photograph 4.1B – Available sight distance from the school access to the left



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Photograph 4.1C – Available sight distance from recreational access to the right



Photograph 4.1D – Available sight distance from recreational access to the left



4.2 Crash history

A review of the Department of State Growth crash database for the latest five completed years (2021 to 2025) identified one crash on Old Forcett Road, recorded in September 2021. This involved a single vehicle, resulted in property damage, and was classified as a manoeuvring incident.

A second crash occurred on the internal school access in June 2023, involving two light vehicles and resulting in property damage, also classified as manoeuvring.

No crashes were recorded at either the school or the recreation ground access with Old Forcett Road during the five year period.



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5. Current traffic activity generated by the school

Manual traffic surveys were conducted in September 2025 at both the school and recreation ground access points. At the time of the surveys, student enrolment was approximately 525 students, supported by 55 staff members. The highest traffic flow on Old Forcett Road was recorded north of the recreational ground access, with 730 two way vehicle movements, comprising 476 northbound and 254 southbound vehicles in the morning peak hour. The two way flow in the afternoon peak hour when the school finished was slightly lower.

The school environment is a moderate traffic generator, with 257 vehicles recorded entering the school and recreation ground accesses and 227 vehicles leaving during the morning peak. Traffic activity in the afternoon was significantly lower, with 127 vehicles entering and 181 leaving. The higher traffic volumes in the morning are likely attributable to parents incorporating student drop-off into their diverted commuter or work trips, whereas the afternoon period generates a greater reliance on school bus services, resulting in fewer parent vehicle movements.

In both peak hour periods, higher traffic volumes were recorded at the recreation ground access compared with the school access. This is most likely due to the recreation area being less constrained and the absence of school buses, which currently contribute to congestion at the school access by blocking or delaying entry to the drop-off and pick-up area adjacent to the main school entrance.

Relocating bus activity to the recreation ground access will remove this impediment and allow parent drop-off and pick-up movements to operate more efficiently at the school access. As a result, there is potential for some parent traffic to shift from the recreation ground to the school access once the redevelopment is completed. The tables below provide a summary of the traffic flows using the two accesses, with the full traffic flows available in Appendix A.

Table 5.0 – Summary of traffic surveys

	Morning peak hour			Afternoon peak hour		
	NB	SB	Total	NB	SB	Total
Old Forcett Rd (north recreational access)	445	256	701	239	398	637
Old Forcett Rd (south of school access)	476	254	730	255	361	616

	Left in	Right In	Total	Left In	Right in	Total
Vehicles entering school access	77	34	111	17	18	35
Vehicle entering recreational access	83	63	146	49	40	89

	Left out	Right out	Total	Left Out	Right out	Total
Vehicles leaving school access	53	48	100	27	38	65
Vehicles leaving recreational access	76	51	127	56	60	116



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5.1 Traffic performance of Old Forcett Road

Austroads identifies sub-arterial roads as major urban movement corridors that operate between arterial and collector roads within the functional hierarchy. These roads typically carry medium to high traffic volumes, with limited property access and managed junction spacing to support efficient through movement. Under typical urban speed limit conditions, sub-arterial roads accommodate on the order of 10,000 to 20,000 vehicles per day, with individual lanes generally capable of carrying approximately 900 to 1,400 vehicles per hour where access is controlled, roadside interaction is low, and there is no interference from on-street parking.

With access along Old Forcett Road being highly managed, the higher directional flow rate of around 1,400 vehicles per hour could reasonably be accommodated under favourable conditions. To assist in interpreting the operational performance of the road, the following table provides a breakdown of Level of Service (LOS) based on flow rates. This approach offers a straightforward method for quantifying link performance and understanding how existing and future traffic volumes relate to the practical capacity of the road.

Given that the maximum directional flows recorded in the peak hour surveys are less than 490 vehicles per hour, it is reasonable to conclude that motorists are experiencing the highest level of traffic service, LOS A, based on the volume-to-capacity ratios outlined in the table below. This outcome aligns with observations made during the surveys, where traffic operated freely with minimal delay and no significant evidence of congestion. This demonstrates that the route has spare traffic capacity to cater for future growth in the area.

Austroads defines Link LOS A as a free flow operating condition in which individual drivers are virtually unaffected by the presence of other vehicles in the traffic stream. Motorists experience a very high degree of freedom to select their desired travel speed and to manoeuvre within the traffic flow, with minimal interaction or constraint. The overall level of comfort and convenience is excellent, and delays are negligible.

The table below provides a breakdown LOS for a sub-arterial road based on volume-to-capacity ratios, using a practical maximum directional flow of approximately 1,400 vehicles per hour.

Table 5.1 – Flow breakdown to represent LOS performance

LOS	Typical volume to capacity ratio	Approx flow range per lane
A	<0.35	<490
B	0.35 to 0.50	490 to 700
C	0.50 to 0.70	700 to 980
D	0.70 to 0.85	980 to 1,190
E	0.85 to 1.00	1,190 to 1,400
F	>1.00	>1,400



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5.2 Methodology for assessing access traffic performance

The performance of junctions and accesses is typically assessed using SIDRA INTERSECTION modelling software, which quantifies operational performance using LOS and associated performance measures such as Degree of Saturation (DoS), average delay, and 95th percentile queue length. These metrics provide a consistent and robust basis for assessing how each movement operates under existing and future traffic conditions. The table below summarises the LOS thresholds for the various traffic control types and is based on the *Austrroads Guide to Traffic Management Part 3: Transport Study and Analysis Methods (2020)*.

Table 5.2 – Austrroads LOS for give way and signalised intersections and roundabouts

LOS	Average delay per vehicle (secs/vehicle)	Traffic Signals and Roundabouts	Give Way and Stop controls
A	<10	Good operation	Good operation
B	10 to <15	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	15 to <25	Satisfactory	Satisfactory, but crash study required
D	25 to <35	Operating near capacity, acceptable for State Roads	Near capacity and crash study required
E	35 to <50	At capacity for signals, will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control modes
F	>50	Saturated flows – at signals, consider additional lanes	



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5.3 Traffic performance at the school access with Old Forcett Road

The modelling indicates that the school access currently operates at LOS A, with a Degree of Saturation (DoS) of 0.246, or approximately 25 per cent of its theoretical capacity. Average delays for exiting vehicles are low at 9.3 seconds, with negligible queueing and minimal impact on through traffic. Right turn movements into the access also operate efficiently, with short delays and no meaningful effect on southbound traffic flow.

Applying a one per cent annual traffic growth rate over ten years results in no notable deterioration in performance. Delays for exiting vehicles increase marginally to around 10 seconds, while queue lengths remain negligible and right turn movements continue to operate without constraint.

A further scenario assuming 30 per cent of traffic diverts from the recreation ground to the school access was also assessed. The additional demand does not materially affect performance, with only minor increases in delay and no meaningful change in queue length. Sufficient gaps remain available for right turn movements.

Overall, the modelling demonstrates that the school access has substantial spare capacity to accommodate both redistributed traffic, and future growth associated with school expansion.

Table 5.3A – Summary of traffic modelling for morning peak for the school access

Peak hour	Scenario	Total vehicles	Access DOS	Movement	Vehicles	Ave delay	LOS	95 th queue length
Morning peak hour	Current conditions	851	0.246	Right In	34	7.5secs	A	2.2m
				Right Out	48	9.3secs	A	3.1m
				Left Out	53	9.3secs	A	3.1m
	Traffic growth Old Forcett Rd	918	0.268	Right In	34	7.7secs	A	2.4m
				Right Out	48	10 secs	A	3.3m
				Left Out	43	10secs	A	3.3m
	Traffic growth, plus 30% diverted	1,006	0.281	Right In	53	7.9secs	A	3.7m
				Right Out	68	10.5secs	B	4.9m
				Left Out	77	10.5secs	A	4.9m

The same scenarios were assessed for the afternoon peak hour. With lower two way flows on Old Forcett Road during this period, traffic performance at the school access is slightly improved, with this access to continue to operate at LOS A. Applying a one per cent annual traffic growth rate results in no deterioration in performance, with the access remaining well within its practical capacity.

This outcome remains unchanged under the scenario where 27 entering and 35 exiting vehicles in the afternoon peak are assumed to divert due to improved circulation conditions, and this scenario includes the adopted traffic growth assumption.

Overall, the modelling indicates that the access is operating at the highest level of traffic performance and is expected to maintain this level of service over the ten year design horizon to 2036. The results demonstrate that the access has substantial spare capacity to accommodate redistributed traffic or increased activity associated with future school expansion.



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Table 5.3B – Summary of traffic modelling for evening peak for the school access

Peak hour	Scenario	Total vehicles	Access DOS	Movement	Vehicles	Ave delay	LOS	95 th queue length
Afternoon peak hour	Current conditions	682	0.197	Right In	18	6.4 secs	A	1m
				Right Out	38	8.4 secs	A	1.8m
				Left Out	27	6.2secs	A	1.8m
	Traffic growth Old Forcett Rd	743	0.217	Right In	18	6.5secs	A	1.1m
				Right Out	38	8.8secs	A	1.9m
				Left Out	27	6.3secs	A	1.9m
	Traffic growth, plus 30% diverted	820	0.226	Right In	30	6.6secs	A	1.7m
				Right Out	70	9.2secs	A	3.5m
				Left Out	45	6.4secs	A	3.5m

5.4 Traffic performance of the recreational access with Old Forcett Road

Traffic modelling of the morning and afternoon peak flows at the recreation ground access indicates a similar level of performance to the school access, with the access operating at LOS A. The modelling shows minimal delay, negligible queueing, and no notable impact on through traffic along Old Forcett Road. Applying a one per cent annual traffic growth rate over a ten year horizon results in no meaningful decline in performance, with the access continuing to operate well within its practical capacity.

Overall, the modelling confirms that this access currently provides a high level of traffic performance and has substantial spare capacity to accommodate future increases in traffic, whether from incremental growth or changes in access choice as the school expands.

Table 5.4 – Traffic modelling for the morning and evening peaks at the recreational access

Peak hour	Scenario	Total vehicles	Access DOS	Movement	Vehicles	Ave delay	LOS	95 th queue length
Morning peak hour	Current conditions	835	0.234	Right In	63	7.3secs	A	3.6m
				Right Out	51	9secs	A	3.7m
				Left Out	76	6.9secs	A	3.7m
	Traffic growth Old Forcett Rd	894	0.254	Right In	63	7.6secs	A	3.8m
				Right Out	51	9.6secs	A	3.9m
				Left Out	76	7.1secs	A	3.9m
Afternoon peak hour	Current conditions	725	0.193	Right In	40	6.4 secs	A	2.1m
				Right Out	60	8.4secs	A	3.1m
				Left In	56	6.2secs	A	3.1m
	Traffic growth Old Forcett Rd	780	0.211	Right In	40	6.5secs	A	2.2m
				Right Out	60	8.8secs	A	3.3m
				Left Out	56	6.3secs	A	3.3m



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5.5 Summary of Old Forcett Rd and impact of school generated traffic

Traffic surveys and modelling confirm that Old Forcett Road is operating well within its practical capacity and provides a high level of service for all road users. As a sub-arterial road, it carries moderate traffic volumes, with peak hour directional flows operating freely with minimal delay and no evidence of significant congestion. The flat terrain, good visibility, managed access spacing, and 60 km/h speed limit support efficient and safe traffic movement.

The two accesses serving the school and the recreation ground operate under good conditions during both the morning and afternoon peak periods. SIDRA modelling shows very low degrees of saturation, short delays, and negligible queueing, with no notable impact on through traffic along Old Forcett Road. Applying a one per cent annual traffic growth rate over a ten year horizon results in no meaningful change in performance, and both accesses continue to operate well within their theoretical capacity.

A scenario in which 30 per cent of traffic currently using the recreation ground access diverts to the school access was also assessed. The additional traffic does not materially affect performance, with only marginal increases in delay and no meaningful change in queue length. Sufficient gaps remain available for right turn movements into the access, and exiting vehicles continue to operate efficiently.

Overall, Old Forcett Road is operating under favourable traffic conditions, with substantial spare capacity available throughout the peak periods. Traffic generated by the school, including movements through both the school access and the recreation ground access, does not create any adverse impacts on the operation of the road network.



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6. Trip generation

The proposed redevelopment is not anticipated to increase student enrolment in the short term beyond the current level of 525 students, and no additional staff are proposed. As such, traffic generation will remain consistent with existing conditions and will continue to be driven by staff arrivals, parent drop-off and pick-up activity, and school bus movements.

While overall traffic demand will not materially change, the redevelopment will improve internal circulation and may redistribute movements within the site. The expanded parking module will reduce informal parking and improve manoeuvring, and the relocation of the bus zone to the recreation ground access will remove a primary source of congestion within the school.

Traffic modelling confirms that both junctions on Old Forcett Road will continue to operate efficiently during school periods, with no access upgrades required. The surrounding road network has substantial spare capacity, and no operational issues have been identified with existing traffic volumes using either access.

6.1 Impact of the school operating with maximum capacity of 725 students

The redevelopment increases the school's theoretical capacity to approximately 725 students. However, an increase of this scale from the current enrolment of 525 students is considered highly unlikely, particularly in the short to medium term. Enrolment demand is fundamentally constrained by the number of residential properties within the school's catchment, and there is no indication of population growth or land use change that would support a substantial increase in student numbers.

Published 2025 enrolment and capacity data for Tasmanian schools shows that schools typically operate well below their theoretical capacity. Most schools function within the 70 to 80 percent utilisation range, and the statewide average is approximately 60 percent. This pattern reinforces the expectation that the school will continue to operate well below its theoretical maximum, and any significant increase in student numbers is unlikely.

Notwithstanding the low likelihood of the school ever reaching its theoretical maximum capacity, this assessment considers the potential traffic demands on the surrounding road network should enrolment increase to 725 students and staffing rise to 59 staff.

As discussed earlier, the morning peak generates significantly higher traffic activity than the afternoon peak. This is primarily due to parents dropping students off as part of broader commuter or work related trips. With staff numbers remaining relatively stable, any increase in student enrolment would directly influence trip generation.

The morning peak survey recorded 228 vehicles exiting the combined school and recreation ground accesses. If these movements are assumed to represent parent drop-off activity for the current enrolment of 525 students, this equates to approximately 0.43 vehicles per student. Applying this rate to the theoretical maximum enrolment of 725 students results in an estimated increase of around 84 additional vehicles during the morning peak, equivalent to approximately 164 two way parent trips (vehicles entering and leaving the site).



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A similar calculation has been undertaken for the afternoon period. The survey recorded 181 vehicles associated with 525 students, equivalent to approximately 0.34 vehicles per student. Applying this rate to a theoretical enrolment of 725 students indicates an increase of approximately 73 additional vehicles in the afternoon peak, or around 146 two way trips.

The distribution of these additional trips is based on existing traffic patterns, with the table below indicating how the additional movements are likely to enter and leave.

Table 6.1A – Current vehicle distribution and prediction of additional vehicle movements

Period	Criteria	School access				Recreational access			
		Right in	Left In	Right Out	Left Out	Right In	Left In	Right Out	Left Out
Morning peak	Flow	30	71	48	53	54	73	51	76
	%	7%	16%	11%	12%	12%	16%	11%	17%
	Additional	12	26	18	19	19	26	18	28
Afternoon peak	Flow	18	17	38	27	40	49	60	56
	%	6%	6%	12%	9%	13%	16%	20%	18%
	Additional	9	9	17	13	19	23	29	26

These additional vehicle movements have been incorporated into the access models, together with the adopted two percent annual growth assumption. At the school access, the intensification of traffic is not predicted to result in any meaningful deterioration in operational performance, with the access continuing to provide a high level of service for all movements.

Although the volume of right turning vehicles entering the access increases under this scenario, modelling indicates that sufficient gaps will remain available in the northbound traffic stream to limit delay. The 95th percentile queue is predicted to increase only marginally to approximately 3.3 metres in the morning peak and 1.6 metres in the afternoon peak. These short queues are unlikely to affect through traffic flow on Old Forcett Road and presents little risk of congestion.

Table 6.1B - Traffic modelling at school access based on the school operating with maximum capacity of 725 students

Peak hour	Scenario	Total vehicles	Access DOS	Movement	Vehicles	Ave delay	LOS	95 th queue length
Morning peak hour	Current conditions	851	0.246	Right In	34	7.5secs	A	2.2m
				Right Out	48	9.3secs	A	3.1m
				Left Out	53	9.3secs	A	3.1m
	At capacity with traffic growth	993	0.282	Right In	46	7.9secs	A	3.3m
				Right Out	66	10.4secs	A	4.7m
				Left Out	72	7.3secs	A	4.7m
Afternoon peak hour	Current conditions	682	0.197	Right In	18	6.4secs	A	1m
				Right Out	38	8.4secs	A	1.8m
				Left In	27	6.2secs	A	1.8m
	Traffic growth Old Forcett Rd	791	0.224	Right In	27	6.5secs	A	1.6m
				Right Out	55	9.1secs	A	2.8m
				Left Out	40	6.4secs	A	2.8m



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Similar operational performance is predicted at the recreation ground access. The intensification of vehicle movements under the theoretical maximum capacity scenario is not expected to result in any meaningful deterioration in traffic conditions, with the access forecast to continue operating at a high level of performance.

Table 6.1C – Traffic modelling for the recreational access based on the school operating at maximum capacity of 725 students

Peak hour	Scenario	Total vehicles	Access DOS	Movement	Vehicles	Ave delay	LOS	95 th queue length
Morning peak hour	Current conditions	835	0.234	Right In	63	7.3secs	A	3.6m
				Right Out	51	9 secs	A	3.7m
				Left Out	76	6.9secs	A	3.7m
	At capacity with traffic growth	985	0.268	Right In	82	7.8secs	A	5m
				Right Out	69	10.1secs	B	5.5m
				Left Out	104	7.2secs	A	5.5m
Afternoon peak hour	Current conditions	725	0.193	Right In	40	6.4secs	A	2.1m
				Right Out	60	8.4secs	A	3.1m
				Left In	56	6.2secs	A	3.1m
	At capacity with traffic growth	877	0.226	Right In	59	6.6secs	A	3.3m
				Right Out	89	9.3secs	A	5.2m
				Left In	82	6.3secs	A	5.2m

Under the unlikely scenario that student enrolments substantially increase over the coming years, the need for a basic right turn treatment at the school access would become a higher priority. In that context, provision for a basic right turn treatment should be considered as part of any future upgrade works on Old Forcett Road.



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7. Access assessment and layout of additional parking

The school access will remain the primary entry point for staff and parents. Removal of bus activity allows the existing bus area to be repurposed for parent drop-off and pick-up, increasing internal holding capacity and improving circulation efficiency. This change addresses the primary cause of on-site congestion and will result in more orderly and reliable traffic operations during peak periods.

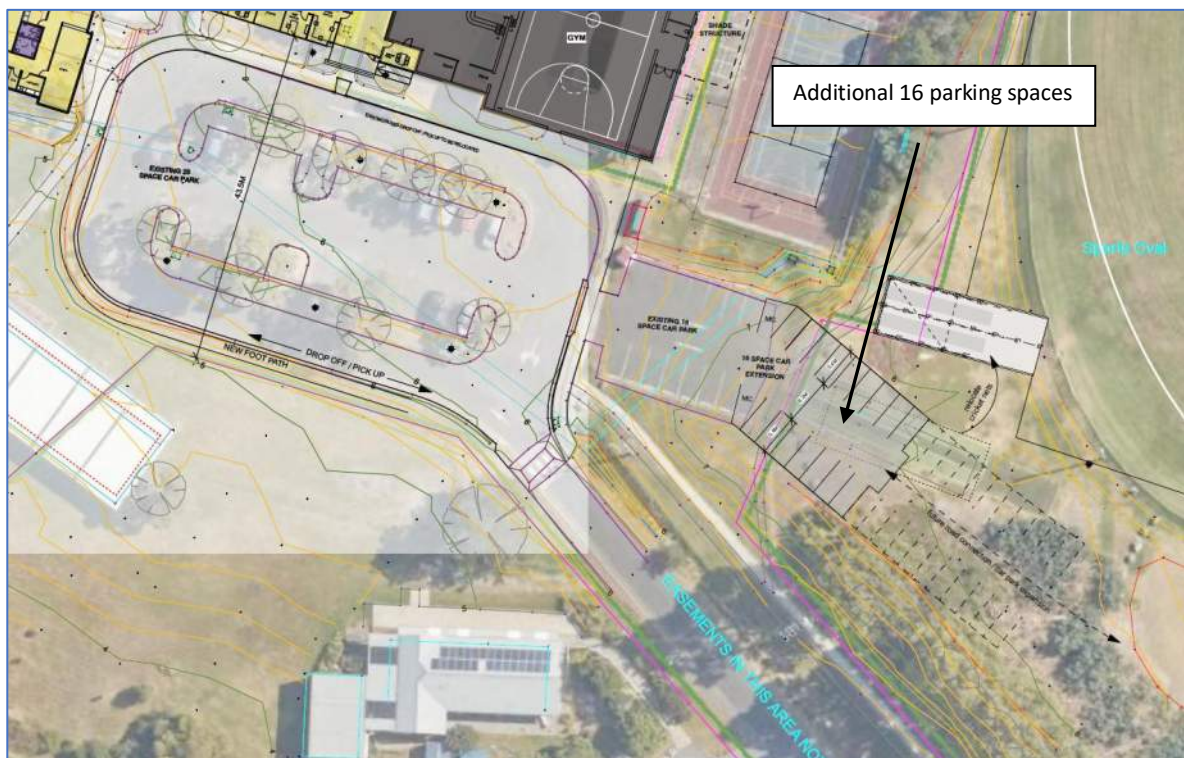
7.1 Design of the additional parking spaces

The school currently provides 44 on-site parking spaces, with an additional 16 spaces to be incorporated within the existing parking module for staff use. The parking will be designed in accordance with the dimensions specified in Planning Scheme Table C2.3, providing 2.6 metre wide and 5.4 metre long bays, supported by a 6.2 metre wide two way aisle operating as a blind aisle. A blind aisle extension will be included to facilitate access to end spaces.

The parking module will be constructed with a durable asphalt surface on grades of less than five per cent, with all spaces delineated by line marking and supported by wheel stops.

The module extends slightly into recreation ground land, with the layout allowing for potential future expansion if required. As the spaces are located adjacent to the sporting ground, they will also be available for use by sporting spectators outside school hours, providing an additional community benefit.

Diagram 7.1 – Additional parking spaces



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7.2 Pedestrian access associated with new parking spaces

These spaces will be allocated to staff, and as staff typically arrive in the morning and depart in the afternoon, the parking module will generate minimal pedestrian activity during peak periods. Given the constrained layout, the module will operate as a shared zone, where low volume staff movements can be safely accommodated under conditions consistent with the existing parking area.

While no separated pedestrian pathway is provided within the module, a formal footpath beyond the parking area offers a dedicated route to the school entrance. This footpath is separated from circulating vehicle movements by a standard raised kerb and channel, providing effective segregation between pedestrians and internal traffic.



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8. Planning scheme

8.1 C2.0 Parking and Sustainable Transport code

C2.5.1 Car parking numbers

Table C2.1 specifies that uses within the Educational and Occasional Care class must provide one on-site parking space per employee, plus one space per six tertiary education students. As the school does not accommodate tertiary students, the requirement applies solely to staff numbers.

The client has advised that the school currently employs 55 full time staff, resulting in a parking requirement of 55 on-site spaces to meet the acceptable solution.

The redevelopment includes an additional 16 parking spaces, increasing the total on-site supply to 60 spaces. This exceeds the required provision and satisfies the acceptable solution under Table C2.1.

Even under a future scenario where the school operates at its theoretical capacity of 725 students, staffing levels are expected to remain below 60. On this basis, the proposed increase in on-site parking supply is sufficient to accommodate the full capacity scenario without generating any additional parking demand beyond what the site can support.

C2.5.2 Bicycle parking numbers

Table C2.1 of the Planning Scheme specifies that uses within the Educational and Occasional Care class must provide one bicycle parking space for every five employees. Based on 55 staff, a total of 11 on-site bicycle parking spaces are required.

C2.5.3 Motorcycle parking numbers

Table C2.4 of the Planning Scheme requires motorcycle parking at a rate of zero spaces for the first 20 car parking spaces, and one space for each additional 20 spaces thereafter. Based on a requirement for 55 car parking spaces, two motorcycle parking spaces are required to satisfy the acceptable solution. The redevelopment provides two dedicated motorcycle parking spaces in accordance with Table C2.4.

C2.5.4 Loading bays

The redevelopment incorporates modular buildings, with no individual building exceeding 1,000 square metres in floor area, and therefore a dedicated loading zone is not required under the Planning Scheme. Notwithstanding this, the school access and internal one way circulation, together with the Kiss and Go zone located outside the main entrance, provide sufficient space for occasional small delivery vehicles to enter, manoeuvre and park within the site. These low frequency deliveries will be scheduled to occur outside peak student arrival and departure times and can be safely accommodated without affecting internal circulation or the operation of the access.

C2.6.2 Accessible parking spaces

Under the National Construction Code, the proposed building is classified as a Class 9b building, which requires the provision of one accessible parking space per 100 car parking spaces. The existing parking supply includes two signed accessible parking spaces, which exceeds the minimum NCC requirement. On this basis, the site complies with Acceptable Solution A1.2, as the required number of accessible spaces is already provided within the existing parking area.

C2.6 Development Standards for Building and Works

C2.6.1 Construction of parking areas;	The additional 16 parking spaces will be constructed with a durable asphalt surface, incorporating appropriate camber to direct surface water to an approved stormwater system, in accordance with acceptable solution A1.
C2.6.2 Design and layout of parking areas;	The additional parking spaces will be designed in accordance with the dimensions specified in Table C2.3, allowing vehicles to safely manoeuvre into and out of each bay, with all movements occurring in a forward direction. The spaces will be delineated by line marking and supported by wheel stops, with no vertical structures located above the bays, providing a minimum vertical clearance of 2.1 metres. The parking area will be constructed on grades of less than five per cent, supporting safe and efficient operation. Overall, the design complies with Acceptable Solution A1.1(a). With two accessible parking space is already provided within the existing parking supply, the site complies with Acceptable Solution A1.2.
C2.6.3 Number of accesses for vehicles;	The redevelopment will continue to use the current school access, and therefore complies with the acceptable solution A1(b).
C2.6.4 Lighting of parking areas within the General Business Zone and Central business Zone;	As the land is zoned as Community Purpose, lighting of the new parking spaces is not required.
C2.6.5 Pedestrian access;	Assessed under the performance criteria.
C2.6.6 Loading bays;	Not applicable
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone.	Not applicable due to Community Purpose zoning of the land
C2.6.8 Siting of parking and turning area	Not applicable due to Community Purpose zoning of the land



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C2.6.5 Pedestrian access

The acceptable solution requires that parking areas containing ten or more spaces includes a separated pedestrian pathway. In this redevelopment, the additional parking comprises a small expansion of the existing staff parking module, forming a minor component of a broader project focused on improving learning facilities.

The spaces are allocated exclusively to staff, who typically arrive and depart outside peak student movement times, resulting in very low and predictable pedestrian activity within the module. Given the constrained nature of the site, the low speed blind aisle layout, and the availability of a suitable separated pathway immediately upon leaving the parking area, the risk associated with not providing an internal separated pedestrian path is low. The following information supports the conclusion that a separated pathway supporting the additional 16 parking spaces is unnecessary under the performance criteria.

Objective: Safe and convenient pedestrian access must be provided within parking areas, having regard to:	
Criteria	Assessment
a) The characteristics of the site;	The site operates as a primary school with two existing parking modules. A formal separated pedestrian pathway connects the main building entrance to the student drop-off and pick-up area and links to both parking modules. While the parking modules themselves do not contain internal separated pathways, pedestrian movements within the parking modules are limited.
b) The nature of the use;	The use is a primary school where student movements are directed through designated drop-off and pick-up areas and formal pathways. Students are not expected to walk through the parking modules, meaning internal pedestrian activity is almost entirely limited to staff.
c) The number of parking spaces;	The site currently provides 44 spaces, with the redevelopment adding 16 staff spaces. The expansion is modest and does not materially increase pedestrian activity within the module.
d) The frequency of vehicles movements	The spaces are allocated to staff, who typically arrive before the morning peak and depart after the afternoon peak. Each space generates two pedestrian movements per day, resulting in very low and predictable pedestrian activity within the module.
e) The need for person with a disability;	One accessible parking space is already provided within the existing parking module and is located as close to the main entrance as practicable. The additional spaces do not include an accessible bay, as the existing provision remains appropriate and well located for users requiring accessible access.
f) The location and number of footpath crossing;	Upon leaving the parking module, staff immediately access a separated pedestrian pathway leading directly to the school entrance. No roadway crossings or interactions with circulating vehicle movements are required.
g) Vehicle and pedestrian safety;	Pedestrian activity within the module is expected to be low, the blind aisle layout naturally moderates vehicle speeds, and clear sightlines within the module support safe shared zone operation. Under these conditions, the likelihood of pedestrian–vehicle conflict is minimal and consistent with the safe operation of the existing parking areas.
h) The location of any accessway or parking aisles;	The additional spaces extend the existing parking module. Once pedestrians leave the module, they transition immediately onto a separated pathway that provides a safe, direct and clearly defined route to the school buildings without crossing any internal roadways.



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i) Any protective devices proposed for pedestrian safety;	A separated pedestrian pathway within the module is not considered necessary. The staff only allocation, low speed blind aisle layout, and predictable pedestrian behaviour create a self-enforcing, low risk environment in which pedestrian-vehicle conflict is unlikely.
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8.2 C3.0 Road and Railway Assets Code

The redevelopment is not expected to result in any meaningful increase in student enrolment or vehicle movements interacting with Old Forcett Road, and the proposal can therefore be assessed against Acceptable Solution A1.4. Under Table C3.1, traffic generation at an access to a major road must not exceed 10 per cent of existing daily traffic volumes or 10 vehicle movements per day. As the project is focused on improving learning facilities rather than expanding enrolment or staffing, traffic generation associated with the school will remain consistent with current conditions. No material change in traffic volumes at the existing access is expected, and the performance of the school access on Old Forcett Road will remain unchanged. On this basis, the redevelopment complies with Acceptable Solution A1.4.

In addition to maintaining current operating conditions, the redevelopment provides the school with the ability to modestly increase its theoretical capacity to approximately 725 students. While such an increase is considered unlikely in the short to medium term, a future theoretical capacity scenario has been assessed to confirm the robustness of the existing access arrangements. The traffic analysis indicates that any additional vehicle movements generated under this upper bound scenario can be readily accommodated, with the access and surrounding road network continuing to operate efficiently.



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9. Conclusion

This assessment demonstrates that the redevelopment of Dodge Ferry Primary School can be safely and efficiently accommodated within the existing transport network. Traffic surveys confirm that Old Forcett Road operates well within its practical capacity, with peak hour flows achieving a high level of service and no evidence of congestion or operational constraint. SIDRA modelling of both the school and the recreation ground access shows very low degrees of saturation, minimal delays and negligible queueing under existing conditions, with this level of performance maintained after applying ten years of background traffic growth.

Performance also remains stable under a scenario involving redistributed parent traffic, confirming that both accesses have substantial spare capacity to accommodate current and future school activity. Overall, the assessment found that the school is not generating any safety or operational issues on Old Forcett Road, the redevelopment is not expected to materially increase student enrolment or traffic demand, and the existing access arrangements are appropriate with no infrastructure upgrades considered necessary.

In addition to maintaining current operating conditions, the redevelopment provides the school with the ability to modestly increase its theoretical capacity to approximately 725 students. While such an increase is considered unlikely in the short to medium term, a future theoretical capacity scenario has been assessed to confirm the robustness of the access arrangements. The analysis indicates that the additional vehicle movements associated with this upper bound scenario can be readily accommodated, with both accesses continuing to operate efficiently.

The proposal satisfies the relevant requirements of the Parking and Sustainable Transport Code. On-site parking supply exceeds Planning Scheme requirements, and bicycle and motorcycle parking provisions comply with the acceptable solutions. The design and layout of the additional parking spaces meet the relevant dimensional and construction standards. Pedestrian access associated with the new staff parking module has been assessed under the performance criteria, with the low speed, low volume, staff only environment presenting a very low risk of pedestrian–vehicle conflict and a suitable separated pathway provided immediately beyond the module.

Overall, the redevelopment will improve the operational performance and safety of the school's internal traffic environment while maintaining appropriate levels of service on Old Forcett Road. No external road upgrades are required, and the proposal is considered to comply with the relevant provisions of the Tasmanian Planning Scheme and can be supported on traffic engineering grounds.



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10. Appendix A – Traffic survey data

10.1 Old Forcett Road and recreation oval access

Table 10.1A – Morning survey completed on Tuesday 16th of September 2025

Time AM	Old Forcett Road				Recreational property	
	Straight towards Dodges Ferry	Straight towards Sorell	Left into recreational property	Right into recreational property	Left onto Old Forcett Road	Right onto Old Forcett Road
8:00 - 8:15	35	92	1	3	2	0
8:15 - 8:30	40	79	15	14	4	2
8:30 - 8:45	49	102	47	36	23	20
8:45 - 9:00	56	91	20	11	38	24
9:00 - 9:15	48	97	1	2	11	5
Total	228	461	84	66	78	51
Peak total	193	369	83	63	76	51

*4 vehicles parked within the recreational property before 8am and 16 vehicles parked after 9:20am

Table 10.1B – Afternoon survey completed on Tuesday 16th of September 2025

Time AM	Old Forcett Road				Recreational property	
	Straight towards Dodges Ferry	Straight towards Sorell	Left into recreational property	Right into recreational property	Left onto Old Forcett Road	Right onto Old Forcett Road
2:30 - 2:45	75	42	36	32	3	5
2:45 - 3:00	84	44	9	4	40	37
3:00 - 3:15	70	60	1	2	10	14
3:15 - 3:30	92	53	3	2	3	4
Total	321	199	49	40	56	60

*38 vehicles parked within the recreational property before 2:30pm and 12 vehicles parked after 3:30pm



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10.2 Turning movements

Diagram – Morning peak hour traffic movements

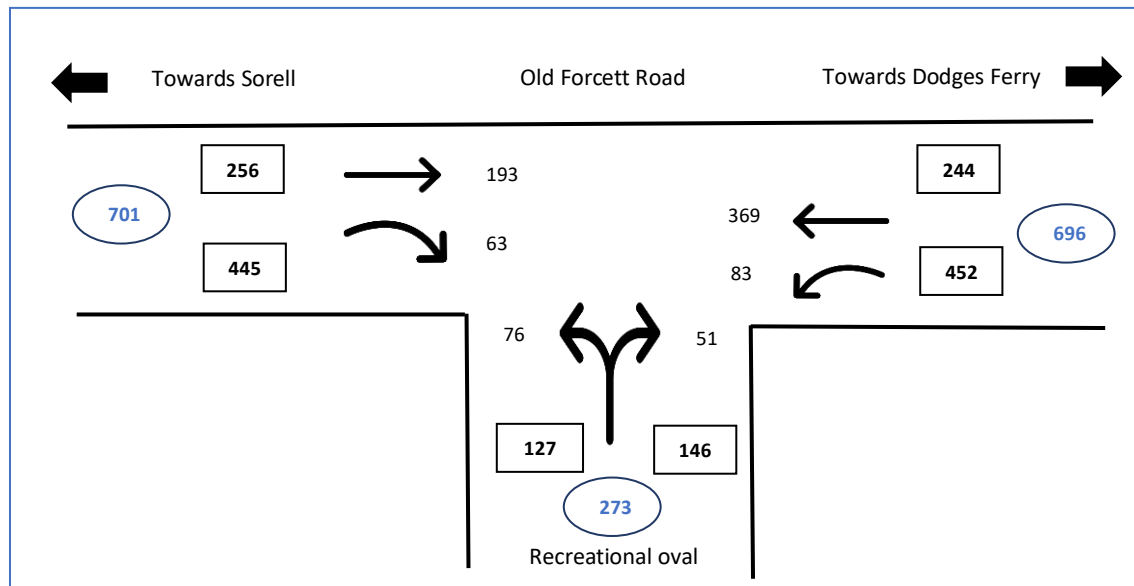
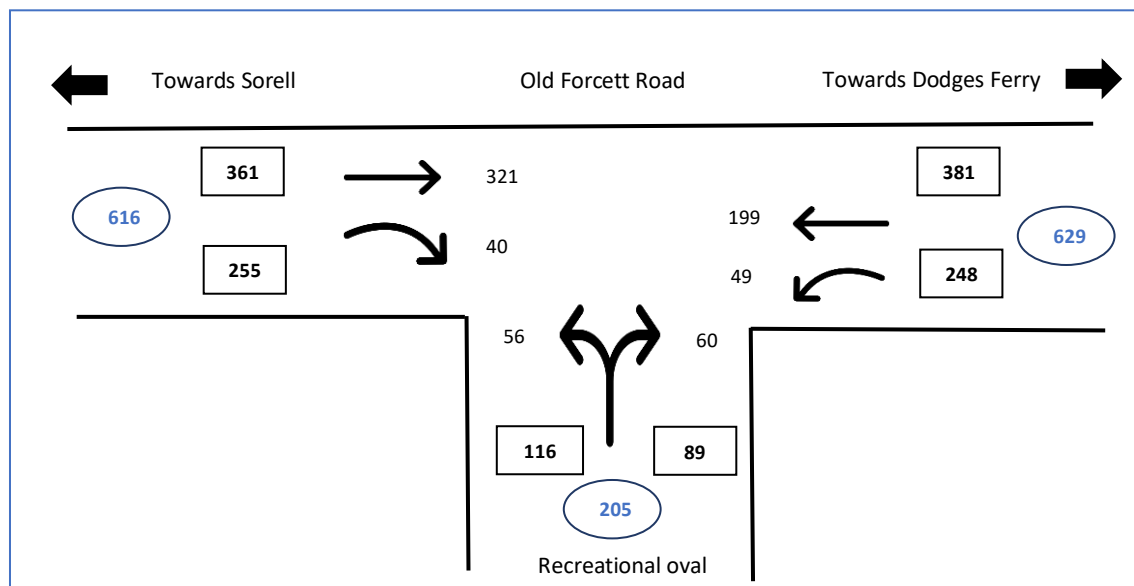


Diagram – Afternoon peak hour traffic movements



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10.3 Old Forcett Road and Dodges Ferry Primary School access

Table 10.3A – Morning survey completed on Tuesday 16th of September 2025

Time AM	Old Forcett Road				Dodges Ferry Primary School	
	Straight towards Dodges Ferry	Straight towards Sorell	Left into Primary School	Right into Primary School	Left onto Old Forcett Road	Right onto Old Forcett Road
8:00 - 8:15	35	92	3	7	1	1
8:15 - 8:30	31	86	16	11	7	4
8:30 - 8:45	51	134	41	15	20	26
8:45 - 9:00	72	90	14	7	21	13
9:00 - 9:15	52	89	6	1	5	5
Total	241	491	80	41	54	49
Peak total	206	399	77	34	53	48

*17 vehicles parked within the recreational property before 8am and 40 vehicles parked after 9:20am

** 3 buses arrived and leaved, with one arriving and leaving between 8:15 and 8:30am, and 2 between 8:45 and 9:00am

Table 10.3B – Afternoon survey completed on Tuesday 16th of September 2025

Time AM	Old Forcett Road				Dodges Ferry Primary School	
	Straight towards Dodges Ferry	Straight towards Sorell	Left into Primary School	Right into Primary School	Left onto Old Forcett Road	Right onto Old Forcett Road
2:30 - 2:45	62	74	13	11	2	4
2:45 - 3:00	120	41	1	5	14	20
3:00 - 3:15	83	58	2	1	6	12
3:15 - 3:30	95	49	1	1	5	2
Total	360	222	17	18	27	38

*4 buses arrived and leaved, with two arriving between 2:30 and 2:45pm, and leaving between 2:45 and 3:00pm, with the two remaining buses arriving and leaving between 3:00 and 3:15pm



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10.4 Turning movements

Diagram – Morning peak hour traffic movements

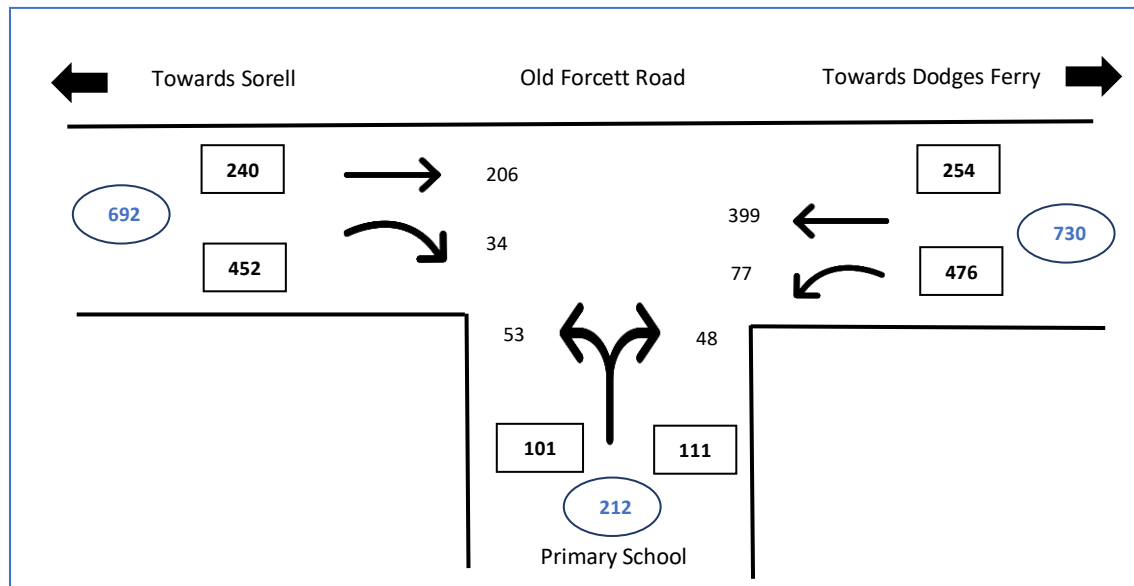
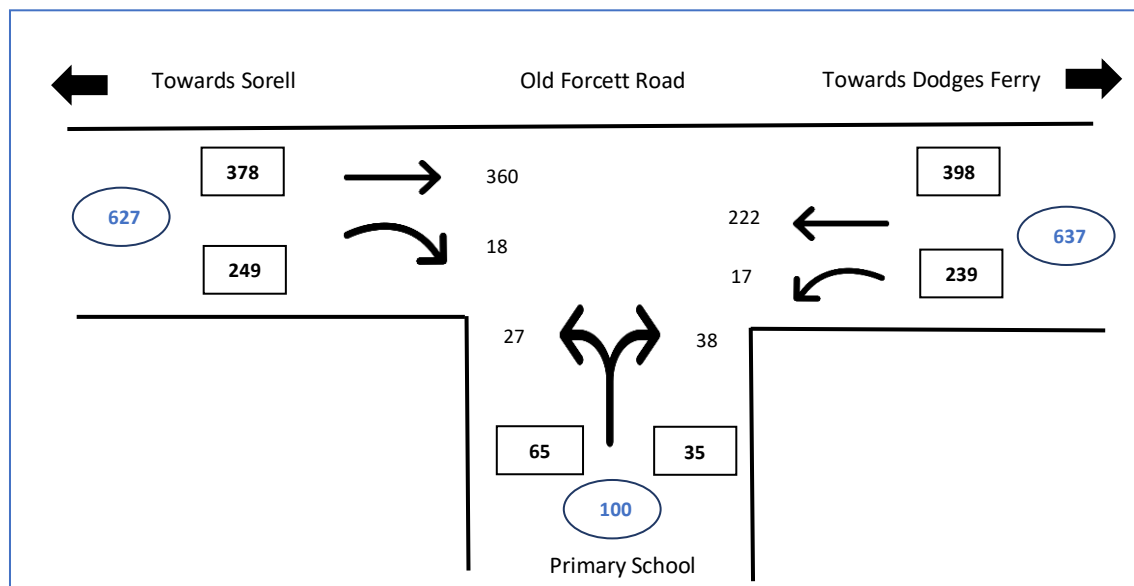


Diagram – Afternoon peak hour traffic movements



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Dodges Ferry Primary School – Preliminary traffic comments

Introduction

This preliminary assessment is informed by site observations conducted during school drop-off and pick-up periods, supplemented by manual traffic surveys. It identifies the existing parking and traffic arrangements and evaluates potential opportunities for improvement that may be incorporated into redevelopment of the site.

Site location

The Dodges Ferry Primary School, located at 538 Old Forcett Road, occupies a substantial parcel of land on the western side of Old Forcett Road. The site currently operates with a single two-way driveway providing vehicular access to Old Forcett Road. This driveway is also utilised by the adjacent Okines Community House, which relies on it to access their private on-site parking area.

The school site shares a boundary with the Dodges Ferry Recreation Park, which has its own separate two-way vehicular access onto Old Forcett Road. The recreation park accommodates informal on-site parking, with no marked bays or formalised circulation.

Extract of school site from Landchecker



Supply of on-site parking, and traffic arrangement

The school site operates with two distinct parking modules. The first module accommodates approximately 28 parking spaces, including two designated accessible bays, and is designed to function with a one-way internal circulation pattern. This module is served by a circulating carriageway that facilitates entry and exit movements in a clockwise direction. Although the kerb adjacent to the school building, invites efficient student drop-off and pick-up, these vehicles inhibit the flow of school buses.

The second module provides an additional 16 parking spaces and operates with a two-way blind aisle arrangement. It is accessed directly off the circulating carriageway and is intended to accommodate staff parking.

Extract of on-site parking arrangements



Overflow parking

Recent traffic surveys demonstrate the school is a moderate traffic generating as students arrive and leave, and there is insufficient parking capacity within the school property to accommodate the peak demand. Consequently, there is substantial overflow parking occurring with the recreational ground. This overflow recreational demand is demonstrated in the diagram below.

Diagram – School generating an overflow parking demand



Internal driveway

The driveway connecting Old Forcett Road to the school's internal parking modules consists of a sealed pavement approximately six metres in width, which is sufficient to accommodate two-way vehicle movements for a local access road.

A portion of the driveway is marked with a continuous yellow edge line, operating as a no-standing zone to prohibit vehicle parking and ensure unobstructed access to the primary parking module. Additionally, a single marked road hump is located along the driveway alignment, positioned prior to the entry point of the school's parking area. This treatment is clearly intended to moderate vehicle speeds and enhance safety for both pedestrians and vehicles within the internal circulation network.

Driveway junction with old Forcett Road

The driveway intersects Old Forcett Road at a ninety-degree angle, forming a standard T-junction configuration. Traffic priority is reinforced with a Give Way sign, supplemented by a painted holding line at the junction. The throat width measures approximately 32 metres, shaped by generous corner radii designed to accommodate turning movements by school buses without encroaching over the centreline of Old Forcett Road.

The junction is situated on flat terrain, with unobstructed sight lines in both directions that meet the requirements for the posted speed limit, in accordance with Austroads Guide to Road Design Part 4A. This geometry supports safe ingress and egress movements and is considered appropriate for the operational demands of the school site.

While the junction throat is notably wide, it does not readily accommodate two vehicles side-by-side at the holding line. However, in practice, when a right-turning vehicle positions itself close to the centreline, a left-turning vehicle can occasionally manoeuvre past, improving operational efficiency during peak periods.

This informal behaviour suggests latent capacity benefits, though formal widening to support consistent two-vehicle queuing and mitigate potential delays.

Traffic surveys

Manual traffic surveys were conducted along Old Forcett Road at the junctions servicing the school and recreational ground, with the morning survey undertaken between 8:00 and 9:15 am, and the afternoon survey between 2:30 and 3:30 pm. During both survey periods, the recreational ground was not in use, indicating that the observed traffic volumes were attributable solely to the school and the adjacent community centre.

Notably, the junction serving the recreational ground experienced higher traffic flows, 25% greater in the morning and 100% more in the afternoon, compared to the school junction. Bus movements were concentrated at the school access, with three arrivals in the morning and four in the afternoon.

Traffic data suggests 59 employees, with 40 employee vehicles accommodated within the formal parking area on the school property, while the remaining 19 utilised the informal space within the recreational ground.

During the morning, as the drop-off period extended over 45 minutes, half of parents opted to use the school access, with congestion levels considered manageable. In contrast, the afternoon period saw a greater proportion of parents using the recreational ground due to its larger available parking area. Despite fewer parents using the school driveway in the afternoon, the limited parking capacity led to vehicles being parked along both sides of the driveway, impeding bus movements and contributing to localised congestion. This congestion within the school pick-up area, and along the driveway can lead to poor student outcomes.

As anticipated, the period immediately following school dismissal generates the highest parking demand, primarily driven by parent vehicles. A conservative assessment at school finishing time recorded approximately 130 vehicles, with around 80% utilising the adjacent recreational ground for waiting and pick-up. This pattern highlights the operational value of the recreational ground's large open area, which enables efficient access and dispersal of traffic. Its informal use currently alleviates pressure on the constrained school site and reinforces the need to formalise shared arrangements to support safe and functional traffic outcomes.

Parking demand

Under the Tasmanian Planning Scheme, the subject site is zoned for Educational and Occasional Care, with the applicable parking rate for a primary school specified as one space per full-time employee. Based on the school operating with 55 full-time staff, a minimum of 55 on-site parking spaces is required to satisfy the acceptable solution.

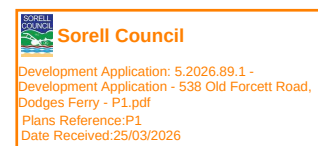
However, in non-metropolitan areas such as this, a higher proportion of students typically travel by private vehicle, with significantly lower rates of walking and bus use. This travel behaviour has direct implications for site access and parking design.

In the morning period, the Kiss and Go arrangement facilitates staggered arrivals, which helps to disperse traffic and reduce congestion. Conversely, the afternoon peak presents more acute challenges, with most parents arriving prior to school dismissal and occupying the limited on-site parking. This overflow results in vehicles parking informally wherever space permits, including along internal driveways, which in turn impedes the movement of school buses and compromises safety and operational efficiency.

Due to the limited parking opportunities within the school property, the majority of parents have adopted the recreational ground as an informal overflow area, highlighting its critical role in supporting school-related traffic.

This pattern underscores the importance of designing school sites to accommodate short-term peak demand associated with parent pick-up arrangements, particularly where private vehicle use dominates.

Sharing parking and accessibility



Traffic survey data confirms that the school functions as a moderate traffic generator, with peak activity occurring during morning drop-off and afternoon pick-up periods. The secondary access via the recreational ground plays a critical role in facilitating safe and efficient traffic dispersal during these times.

While the formal parking supply within the school property falls short of the Tasmanian Planning Scheme's minimum requirement, it is evident that accommodating the full extent of afternoon pick-up demand within the school site would be highly constrained, if not unfeasible. This reinforces the importance of the recreational ground as a secondary student pick-up and overflow parking area.

Although the demand is transient, occurring only on school days, it presents recurring safety and operational challenges that must be proactively managed.

To address both current and future needs in a cost-effective and practical manner, continued reliance on the recreational ground as a shared facility is essential. From a community standpoint, the integration of resources between the school and recreational ground offers mutual benefit: school activities can utilise the space during weekdays, while recreational users retain access outside school hours. Any additional parking infrastructure developed within the redevelopment should be designed to support dual use, enhancing community value.

Furthermore, to improve traffic efficiency and reduce conflict during peak periods, serious consideration should be given to establishing a dedicated school bus drop-off and pick-up zone within the recreational ground. This would alleviate pressure on the constrained school driveway, improve circulation, and enhance safety for students, staff, and bus operators alike. Particularly, if further formal parking spaces are developed within the school property, increasing the traffic flow using this junction.

Suitability of the Old Forcett Road junctions

Traffic analysis confirms that while vehicle flow along Old Forcett Road remains reasonably constant, there are ample gaps in the traffic flow to support safe and efficient access at both junctions serving the school and recreational ground. Modelling results indicate that both junctions operate at the highest achievable Level of Service (LOS) for unsignalised intersections.

The longest observed delay was for vehicles turning right out of the junctions, with wait times averaging less than 10 seconds, well within acceptable limits. Similarly, vehicles turning right into either junction experienced delays of less than 8 seconds, which are unlikely to adversely affect the performance of through traffic on Old Forcett Road.

Given these findings, the provision of dedicated turning lanes is considered unnecessary. The turning movements associated with school-related traffic occur during two relatively short windows on school days, morning drop-off and afternoon pick-up, and do not generate sustained congestion or safety concerns. As such, the existing road configuration is deemed sufficient to accommodate current and anticipated traffic volumes without requiring additional infrastructure.

Opportunities for enhancements

Increase parking supply with the school property

The current provision of 44 formal parking spaces within the school property falls short of the Tasmanian Planning Scheme requirement, the site should provide a minimum of 60 spaces to meet the acceptable solution, allowing all employees to park within the school grounds. This would eliminate the need for staff to utilise the recreational ground for parking, preserving that area for community and overflow parent school use.

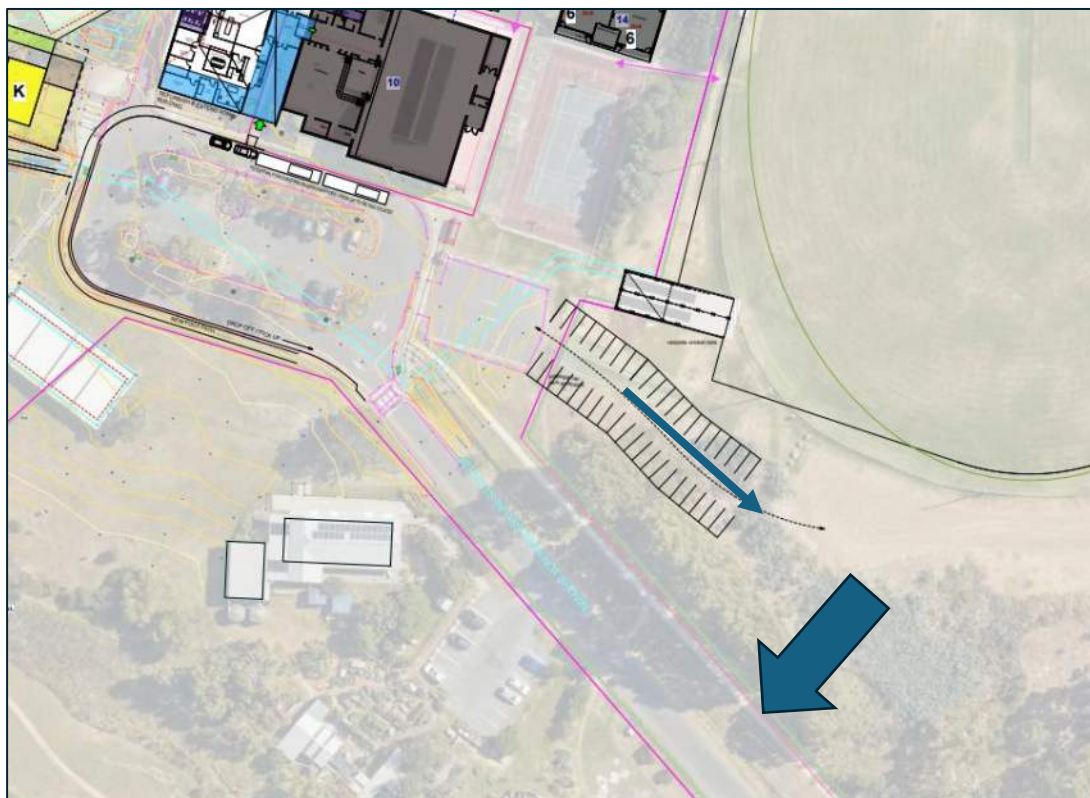
Beyond meeting baseline compliance, increasing the number of formal spaces above 60 is considered highly desirable. Additional spaces would support broader operational flexibility, including provision for visitor parking, special users, and a limited number of parent vehicles during peak periods.

This approach would reduce informal parking behaviours, improve traffic circulation, and enhance safety outcomes. It also supports future growth and enables shared use arrangements, where surplus school parking could be made available to recreational users outside school hours, maximising community benefit and infrastructure efficiency.

The diagram below illustrates how the proposed increase in parking supply can be achieved through an extension into the adjoining recreational ground reserve. This approach enables a substantial expansion of formal parking capacity while maintaining efficient land use. Importantly, the extension will require approval from Sorell Council, given its location within the recreational reserve. The layout also allows for future growth, and expansion of the parking

The proposed layout could include a new connection to the existing school driveway, facilitating a one-way traffic flow through the parking aisle. By adopting 45-degree angled parking on both sides of the aisle, reduces the overall footprint of the parking module, and this configuration supports safe and orderly vehicle movement, particularly during peak periods, allowing for a compact yet functional design. The parking spaces will need to be connected to the main building via pathways.

Diagram – Increase parking supply



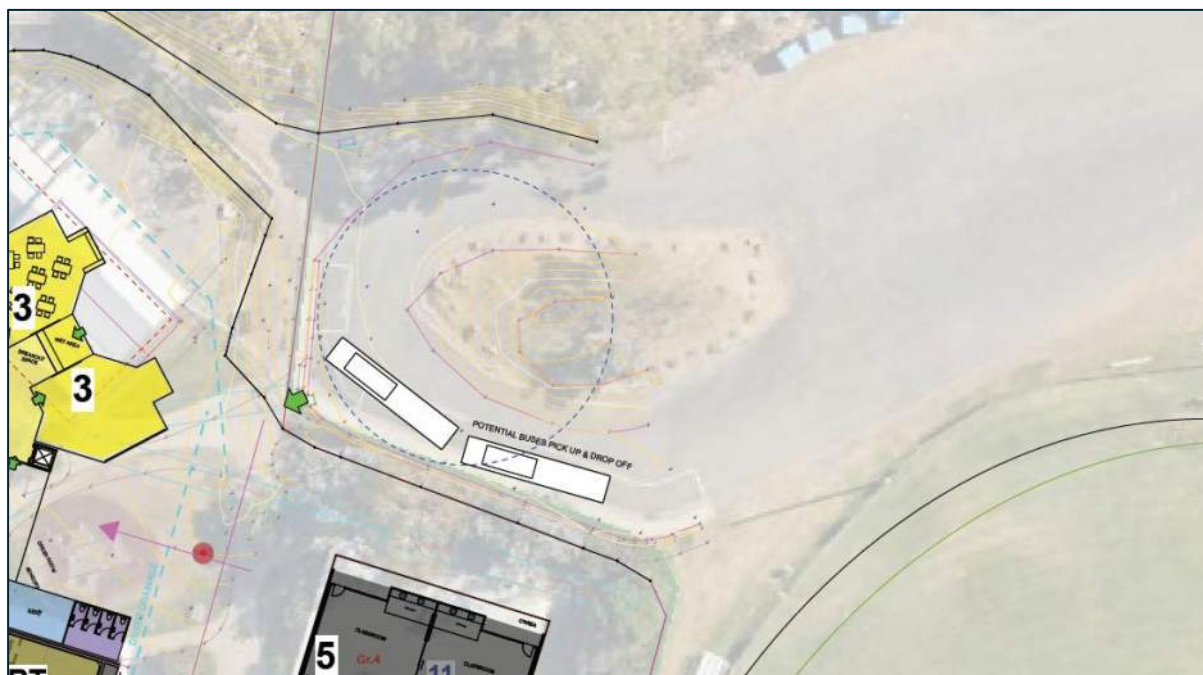
Separate bus pick-up and drop-off

Although a one-way traffic flow currently operates outside the main school building, the circulating carriageway is constrained in width and frequently impacted by parent vehicles during peak periods. Observations during the morning drop-off confirm that parents routinely use this carriageway to drop off students, which disrupts the movement of school buses and compromises operational efficiency. Given that this behaviour is expected to persist, it is both practical and desirable to relocate the bus operations to the adjacent recreational ground, where significantly more space is available.

Establishing a dedicated bus drop-off and pick-up zone within the recreational ground, directly adjacent to the rear school access, would provide a safer and more efficient solution. This arrangement allows students to alight on the left-hand side of the bus and enter the school grounds without crossing any internal roadways, thereby eliminating key safety risks. The proposed configuration, as illustrated in the accompanying diagram, supports improved traffic separation, prioritises bus movement, and enhances overall site functionality.

Relocating the bus zone also frees up the constrained internal carriageway within the school and allow for parent Kiss and Go activity.

Diagram – Bus zone within the recreational ground.



Summary

Traffic and parking constraints at Dodges Ferry School currently create operational challenges for staff, parents, and buses, particularly during peak student drop-off and pick-up periods. These limitations pose safety risks for students and disrupt daily operations. The proposed redevelopment presents an opportunity to improve traffic outcomes.

However, preliminary assessment indicates that the school site alone cannot accommodate peak the traffic demand. To address this, shared use of the adjacent recreational ground is recommended. Collaboration with Sorell Council would enable a coordinated approach to traffic and parking management, delivering significant community benefit by supporting both educational and recreational activities.

Key improvements proposed include:

Increase in formal parking spaces:

Extending the existing parking aisle into the recreational ground to increase formal parking capacity for staff, visitors, and some parent vehicles. This extension could operate with 45-degree angled spaces and one-way flow, connected to the existing school driveway. Otherwise operate as blind parking aisle.

Dedicated Bus Zone:

Establishing a separate bus zone within the recreational ground to remove buses from the constrained internal school roadway. This would allow the existing school circulation area to function as a designated Kiss and Go zone for parents.

Share access and parking

The proximity of these two community facilities and their respective access arrangements presents an opportunity to consider coordinated traffic management, shared infrastructure upgrades, and maintain current traffic efficiency along Old Forcett Road.

Next Steps:

Further traffic analysis will be undertaken once a concept plan is available, including testing of turning paths, operational management of the bus zone, refinement of parking and circulation layouts, and opportunities for enhance pedestrian pathways linking to the surrounding road network.

CONCEPT SERVICES REPORT

DODGES FERRY PRIMARY SCHOOL MAJOR REDEVELOPMENT

DEPARTMENT OF EDUCATION,
CHILDREN AND YOUNG PEOPLE

MARCH 2026



Sorell Council

Development Application: 5.2026.89.1 -
Development Application - 538 Old Forcett Road,
Dodges Ferry - P1.pdf
Plans Reference: P1
Date Received: 25/03/2026

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Appendix A - Architectural Plans (under separate)

Appendix B - Concept Civil Works Plans

Appendix C - Flood Hazard Report (under separate cover)

Issuing Office: 117 Harrington Street, Hobart 7000								
JMG Project No. 240740BS								
Document Issue Status								
Ver.	Issue Date	Description	Originator		Checked		Approved	
P1	25/02/2026	Preliminary Issue	MJR		MJR		CJM	
DA1	18/03/2026	Development Approval Issue	MJR	<i>MJR</i>	ALC	<i>ALC</i>	MJR	<i>MJR</i>

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1. Introduction

This Concept Services Report has been prepared in support of a Development Application to be lodged with Sorell Council for the proposed redevelopment of DODGES FERRY Primary School. The redevelopment of the school includes demolition of four existing buildings and the construction of five new classrooms that will service Kinder through to grade fours. The site requires major upgrades to existing fire infrastructure along with significant on-site rainwater reuse system upgrades. Additional minor services relocations are required to accommodate the new infrastructure with additional carparking and civil alterations required to the existing framework.

DODGES FERRY Primary School is located at 538 Old Forcett Road, DODGES FERRY, on land described in Certificates of Title 167099/1 and 167099/3. The combined site area is approximately 4.71 ha.

The site is situated on the western side of Old Forcett Road within the established settlement of DODGES FERRY. It accommodates the existing primary school complex, associated play areas, and on-site carparking. Okines Community House adjoins the site to the south and shares vehicular access via the main school driveway. To the north, the DODGES FERRY Recreation Park adjoins the site and provides a large open area used for community and school sporting activities, as well as informal overflow parking.

Vehicular access to the school is currently provided via a two-way crossover to Old Forcett Road, which also services Okines Community House. The surrounding locality is predominantly characterised by low-density residential development to the south, with open space, commercial and community facilities forming a cluster along Old Forcett Road.

The land is zoned Community Purpose Zone under the planning scheme, consistent with its established educational use. The school is currently serviced with power, communications, water, sewer and stormwater infrastructure.



Figure 1: Site Locality Plan

2. Power, Lighting and Communications

2.1 *Applicable Design Standards*

Electrical Infrastructure on the lot shall be designed in accordance with AS/NZS 3000, Australian / New Zealand Wiring rules.

Lighting for Roads and Public Spaces, where required, shall be provided to meet AS/NZS 1158.3.1-2020.

2.2 *Proposed System*

Electrical supply to the site is currently provided by TasNetworks via the existing on-site substation 750kVA located at the southern end of the site adjacent to the main carpark. The proposed redevelopment will continue to utilise this existing point of supply.

A new Fire Indicator Panel (FIP) and Main Switchboard (MSB) will be installed in the new foyer area adjacent to the Gymnasium to provide a compliant and centralised electrical and fire services control point for the upgraded facilities with the existing switchboard to become redundant and removed. Final locations to be determined. The MSB will incorporate appropriate main isolation, protection devices, and remote read metering and will be designed to provide clear segregation between essential fire services, general power, and external supply services.

The existing electrical distribution serving the Community Building will be rationalised and upgraded, with Distribution Board DB-5 to be replaced to provide a new compliant electrical board arrangement with circuit protection and sufficient capacity to suit the refurbished building loads. Additional distribution boards will be provided where necessary to serve new buildings and to improve electrical distribution across the school for operational flexibility and maintainability.

New internal cable runs will be required to service proposed new buildings and to upgrade supply to existing buildings. Electrical reticulation will be provided via a combination of:

- Covered walkway cable containment, including appropriately sized cable trays / ladder trays and conduits concealed within the new covered walkway structures, providing accessible and protected service routes between buildings.
- Underground conduits, installed with compliant depths, marker tape, and draw-wires, with pits at appropriate intervals and at changes of direction to facilitate installation and future maintenance.
- Co-located with other inground services.

Where feasible, spare capacity (for example spare conduits and / or tray space) will be incorporated to support future expansion and minimise disruption for later works.

All electrical works will be designed and installed in accordance with relevant Australian Standards and regulatory requirements. Where required by the planning scheme, lighting to common areas, including the carpark extension, pedestrian paths and covered walkways will be provided in accordance with AS/NZS 1158.3.1. Lighting design will address illumination levels, uniformity, glare control, and pedestrian safety. Lighting will also be designed to minimise light spill and nuisance impacts on adjoining residential areas, particularly along sensitive boundaries.

Existing NBN connections for the site will be maintained and utilised to service new buildings. The communications design will extend network connectivity to new and refurbished buildings through new structured cabling pathways, within covered walkways and / or underground

conduits as required, with allowance for appropriate communications cabinets / racks, patching, and Wi-Fi coverage in line with the school's operational needs. All communications cabling and pathways will be installed to relevant Australian communications cabling standards and requirements with capacity allowances to support future upgrades and technology changes.

3. Sanitary Drainage System

3.1 Applicable Design Standards

The sanitary drainage system for the site shall be designed to comply with AS 3500.2 National plumbing and drainage code - sanitary plumbing and sanitary drainage and to TasWater standards.

3.2 Existing System

The existing sanitary drainage for the school discharges to an existing TasWater Sewer Pump Station, Dodges Ferry School Sewerage Pumping Station (DODSP01), located at the southern end of the site, refer Figure 2.



Figure 2: Existing TasWater Sewer Drainage Infrastructure

3.3 Proposed System

The Department of Education, Children and Young People (DECYP) is progressing a separate Development Application for the decommissioning of the existing Dodges Ferry Primary School Sewerage Pumping Station (DODSP01) and the installation of a new private on-site wastewater management system. The proposed replacement system is intended to be in a similar area to the existing infrastructure to maximise continuity of service and to enable the retention and ongoing use of the existing underground sewerage gravity and rising main infrastructure, where practicable.

In conjunction with this separate approval process, the proposed redevelopment has been planned to ensure that all new buildings and sanitary fixtures, including toilets, basins, cleaners' sinks, staff facilities and any other fixtures requiring discharge to sewer, can be serviced by gravity-drained sanitary connections that tie into the existing in-ground collection network.

The sanitary drainage works associated with the redevelopment will be designed and installed in accordance with AS/NZS 3500.2 (Sanitary plumbing and drainage) and will incorporate the following key principles:

- **Gravity connection to existing infrastructure:** New sanitary drains will be routed to connect to the existing in-ground drainage network at suitable locations, maintaining hydraulic performance and avoiding unnecessary modifications to established pipework where feasible.
- **Compliant pipe grades:** New drainage runs will be designed to achieve compliant grades, with a target grade $>1:60$ to support self-cleansing velocities and minimise the potential for solids deposition and blockages.
- **Minimum cover and protection:** All new underground pipework will be installed to meet minimum cover requirements for the relevant location and loading conditions (for example landscaped areas, paths, and areas subject to vehicular loading). Where cover cannot be achieved due to site constraints, alternative protection measures will be considered (for example encasement or increased pipe class).
- **Inspection and maintenance access:** Inspection openings and / or maintenance shafts will be provided at appropriate locations at regular intervals to facilitate inspection, clearing, and long-term maintenance of the system.
- **Coordination with site levels and building set-outs:** Drainage alignments will be coordinated with proposed finished floor levels, external grades, and other underground services to avoid conflicts and to preserve gravity fall to the connection points.
- **Integration with DECYP wastewater strategy:** The internal and external drainage approach for the redevelopment is intended to remain compatible with the separate DECYP on-site wastewater system project, ensuring that the new buildings can be connected without compromising the intended decommissioning of DODSP01 or the ongoing operation of retained pipework.

While the detailed design, approvals and commissioning of the proposed on-site wastewater system form part of DECYP's separate Development Application, the redevelopment works have been configured so that the new building sanitary drainage can be connected to the existing network and ultimately discharged to the future on-site system once implemented.

Overall, the proposed sanitary drainage strategy supports a straightforward, compliant, and maintainable solution that aligns with the broader DECYP wastewater infrastructure planning for the site.

The TasWater supplement to the Sewerage Code of Australia has been used to estimate the flows sewerage flows from the development as follows:

Table 1: Sewer Flow Calculations

	Value	Units
Equivalent Tenements	39.9	(-)
Average Dry Weather Flow	0.2078	(L/s)
Peak Dry Weather Flow	1.102	(L/s)
Total Design Flow	2.63	(L/s)



The equivalent tenement values for the site were determined based on the number of expected students in the future, with a conservative value of 700 students being chosen for the calculations. This assumption is based off TasWater's equivalent tenement rates from TasWater Supplement to Water Supply Code of Australia WSA03 - 2011-3.1 MRWA Edition V2.0, which has primary school students at 0.057 equivalent tenements for sewer per student.

4. Water

4.1 Applicable Design Standards

The water reticulation system for the site shall be designed to comply with AS 3500.1 National Plumbing and Drainage Code - Water Supply.

Backflow Protection to be provided for hazardous areas or appliances into potable water system. There is no TasWater connection.

4.2 Existing System

The existing domestic water supply is drawn from one of the existing storage tanks identified in Section 5 of this report. From the nominated above-ground tank, water is conveyed to the existing pump shed, which houses the site's pumping and associated control equipment responsible for maintaining supply pressure and distribution.

Downstream of the pump shed, the domestic water network continues through the site's established underground reticulation system. This in-ground pipework distributes potable water throughout the facility and provides servicing connections to the existing buildings, supplying internal fixtures and amenities in accordance with current site demand and operating conditions. If additional water is required for the site, it is obtained from water cartage.

4.3 Proposed System

The proposed development will be serviced by four new above-ground rainwater storage tanks, providing a combined capacity of 200kL, in accordance with the Engineering Solutions Tasmania Water Supply Report dated 16 August 2023. Report recommendation "New tank storage of the order of 200 kL (compared with current 75kL)".

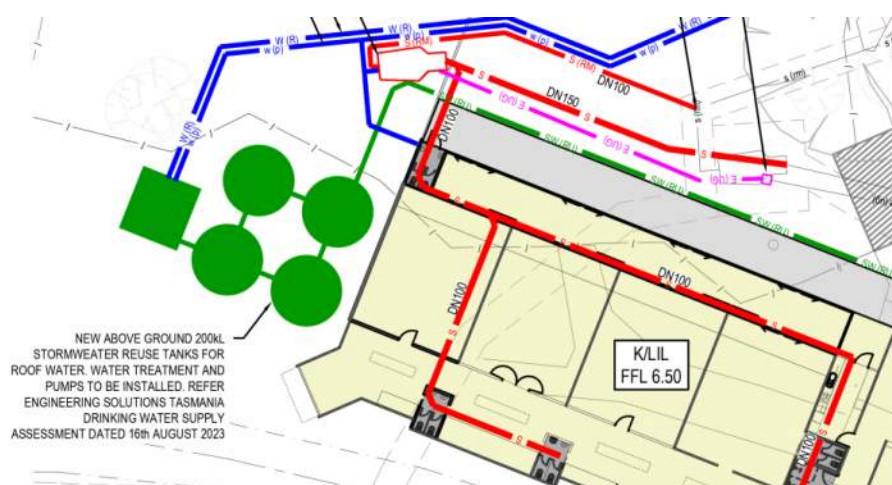


Figure 3: Proposed Water Supply Tanks (extract from Concept Services Plan C01)

New internal domestic water supply pipework will be installed to connect the new tank and pumping arrangement to the existing site reticulation, generally as shown on the drawings included in Appendix B. All new water supply pipework is to be designed and installed in accordance with AS/NZS 3500.1.

A new pump shed, including associated pumping and control equipment, will be constructed adjacent to the new tanks. The pump set will connect the new rainwater supply into the existing in-ground distribution infrastructure, with upgrades to the existing pipework and fittings undertaken where required to suit the revised system layout and performance requirements. The upgraded network will provide supply to both the existing facilities and the proposed new buildings, including any new service connections required as part of the development.

The internal fire hydrant system will be reconfigured to suit the updated site arrangement, incorporating a combination of retained (and upgraded) existing hydrants together with new hydrants where necessary. All fire hydrant works are to be completed in accordance with AS 2419.1. Existing hydrants across the site are not compliant with current requirements and will be upgraded to dual-head hydrants on compliant standpipes, together with associated valving and fittings as required to achieve compliance. The TasWater supplement to the MRWA Water Supply Code has been used to estimate the flows as follows:

Table 2: Residential Water Demand Calculations <100ET - AS3500.1-2003

	Value	Units
Equivalent Tenements	25.9	(-)
Probable Simultaneous Demand	3.095	(L/s)
Average Water Demand per day	17742	(L/day)

The equivalent tenement values for the site were determined based on the number of expected students in the future, with a conservative value of 700 students being chosen for the calculations. This assumption is based off TasWater's equivalent tenement rates from TasWater Supplement to Water Supply Code of Australia WSA03 - 2011-3.1 MRWA Edition V2.0, which has primary school students at 0.037 equivalent tenements for sewer per student.

5. Fire

5.1 Applicable Design Standards

Fire hydrant coverage of the site is to be provided in accordance with AS 2419.1.

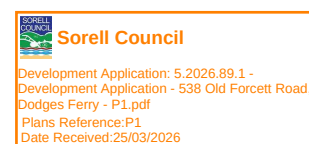
Water Storage Tanks for Fire Protection Systems to be provided in accordance with AS 2304 and Fixed Fire Protection Installations - Pump Set Systems as per AS 2941.

5.2 Existing System

Fire water storage for the site is currently provided by two 92kL concrete fire tanks (combined storage approximately 184kL) located on the northern side of the site.

A preliminary review indicates the existing concrete tanks are exhibiting signs of age-related deterioration. Observed and / or reported issues include:

- Structural cracking to the concrete tank, which may affect long-term integrity, watertightness and reliability during a fire event.
- Inadequate access arrangements, with the tanks not fitted with suitably sized and safe access hatches to enable compliant inspection, cleaning, and maintenance activities.



Given the critical function of fire water storage, the above defects represent both an asset condition risk and a system reliability risk, particularly at the higher flow rates associated with hydrant operation.

In addition to condition concerns, the existing storage volume is insufficient for the site's required fire-fighting demand. The current combined storage of 184kL is substantially less than the 288kL storage capacity required to provide a minimum of four (4) hours hydrant coverage in accordance with AS 2419.

Any integration between domestic / irrigation waters supply and the firefighting system is to be for tank top-up only. A dedicated duty / standby fire pump set and booster assembly for brigade access and operation will be required to maintain pressure and flow in the hydrant system.

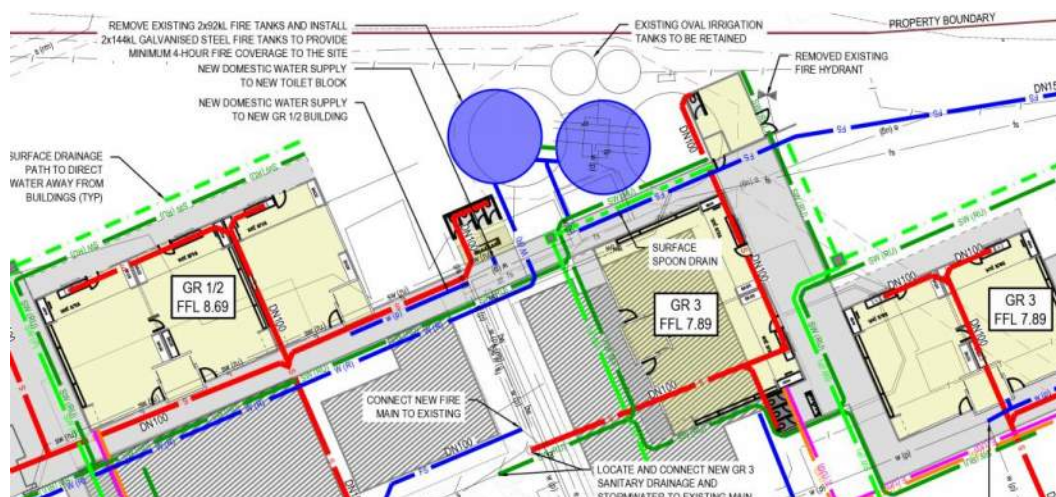
On this basis, the current arrangement presents an approximate shortfall of 104kL, meaning the site cannot demonstrate compliance with the minimum hydrant duration requirement under the relevant Standard on the basis of the existing tanks alone.

Collectively, these constraints indicate that the existing pump shed is not suitable to be retained as the primary fire pump room for the upgraded hydrant installation.

5.3 Proposed System

Based on the findings of this report, JMG Engineers recommends that the following fire services works be undertaken as part of the proposed redevelopment:

- **Fire Water Storage Upgrade:** Replace the existing 92kL fire tanks with two (2) new 144kL galvanised steel fire tanks in accordance with AS 2304, sized to provide a minimum four (4) hours of fire water coverage for the site.
- **Fire Pump Replacement:** Replace the existing fire pump set with new duty / standby diesel fire pumps in accordance with AS 2941, complete with associated controls and ancillaries.
- **New Fire Pump Shed:** Construct a new dedicated fire pump shed, located within 20m of a compliant hardstand area suitable for access and servicing. The existing pump shed may be retained for domestic pumping and irrigation systems.
- **Brigade Booster Assembly:** Provide a new Brigade Booster Assembly (BBA) connected to the site hydrant system in accordance with relevant standards and authority requirements.
- **Hydrant Ring Main Condition Testing:** Undertake pressure testing of the existing in-ground fire hydrant ring main to confirm its condition and suitability for reuse. Reuse of existing pipework may be considered.
- **Branch Line Upgrades:** Replace any undersized sections of in-ground branch pipework between the ring main and individual hydrants with minimum 100mm diameter pipework.
- **Hydrant Replacement and Compliance Upgrade:** Replace the existing J-type fire hydrants with new dual-head standpipe hydrants. Hydrant locations and coverage are to be reviewed and confirmed during detailed design ensure compliance with coverage and performance requirements.
- **Fire Hose Reel Rationalisation:** Remove existing fire hose reels where they are no longer required as part of the updated fire safety strategy and final design outcomes.



appropriate inlet structures and hydraulic grade considerations to ensure reliable operation across the full range of storm events, refer Figure 3

Stormwater harvested within the reuse system will be treated to an appropriate potable standard and pumped from the storage tank to provide potable water supply to both the new and existing school buildings. The system will include treatment processes, pumps, controls, and operational safeguards necessary to achieve and maintain potable water quality, together with redundancy and monitoring appropriate for a potable supply system. Overflow and bypass provisions will also be provided to manage high rainfall periods or when tank capacity is exceeded, with discharges directed to the downstream stormwater network in accordance with approval requirements.

Stormwater drainage pipework incorporated within the redevelopment will be hydraulically sized to convey the design minor system event of 5% AEP flows without surcharge impacts to buildings or nuisance flooding. For larger events, the major overland flow network has been assessed to confirm that flows generated on-site, together with any flows that may affect the site from upstream catchments, can be safely conveyed for the 1% AEP storm event (including an allowance for climate change condition SSP3-7.0). The design ensures that major flow paths are maintained and directed away from building footprints, critical access routes, and other vulnerable infrastructure, thereby preventing adverse impacts to the proposed development.

The site's major overland flow paths are illustrated on the drawings provided in Appendix B. In addition to Appendix B, refer to the JMG Flood Report dated March 2026, which documents the flood assessment methodology, assumptions (including climate change parameters), and confirms the adequacy of the proposed overland flow conveyance arrangements.

All stormwater drainage and associated reticulation works for the site will be designed and constructed in accordance with AS/NZS 3500.3 (National plumbing and drainage - Stormwater drainage), together with any relevant local authority requirements and approvals, to ensure compliance, durability, maintainability, and safe integration with the existing downstream stormwater system.

6.4.2 Stormwater Disposal Method Requirements

Stormwater from the proposed works will be collected within the site drainage network and conveyed by gravity to the existing open channel stormwater system. Flows will then be routed downstream to the established outfall, which ultimately discharges to the nearby Clarks Bay.

Given the school's close proximity to the downstream discharge location (the bay) and the relatively short travel time within the receiving system, Council has confirmed that formal on-site stormwater detention is not required for this development. Accordingly, the drainage design is based on gravity discharge to the existing open channel system, without provision for additional detention storage, while still ensuring safe conveyance of flows and appropriate integration with the existing stormwater infrastructure.

6.4.3 Stormwater Quantity Method Requirements

Any increase in runoff as a result of the development can be accommodated by the existing public stormwater system, to the satisfaction of Council.

Detailed hydraulic calculations have been undertaken in accordance with Australian Rainfall and Runoff (AR&R).

6.4.4 Stormwater Quality Method Requirements

To achieve the stormwater quality objectives in accordance with the Tasmanian Stormwater Policy - Guidance and Standards for Development, runoff from the proposed sealed carpark will be conveyed to and treated by a vegetated swale sized to meet the required pollutant reduction targets. The swale will be approximately 35 m in length with an average longitudinal

grade of 3% and will be constructed with a 0.5 m base width, 3H:1V side slopes, and a minimum depth of 0.25 m. Treated flows will discharge to a stormwater pit, which will then be piped to the existing stormwater outfall.

MUSIC modelling of the proposed treatment train indicates the development can achieve the pollutant reduction targets specified in the Tasmanian Stormwater Policy. The MUSIC model layout and modelled reduction percentages are provided in Figure 5.

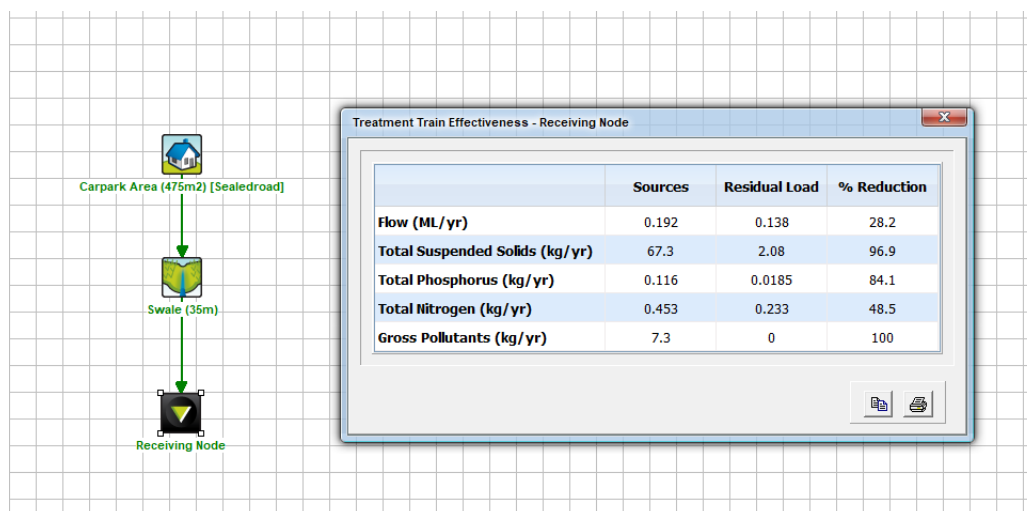


Figure 5: MUSIC Model of Proposed Treatment System

7. Coastal Erosion Hazard Area

The review of the planning overlays indicates that the relevant portion of the site is mapped as a Coastal Erosion Investigation Area. This classification is distinct from the mapped hazard bands (low / medium / high) and is generally applied where there is insufficient information to definitively allocate a hazard band, pending site-specific confirmation.

The proposed building works are located within an established school campus and do not involve coastline works or alterations to coastal landforms. In particular, the proposal:

- Does not include reclamation, shoreline protection works, dune disturbance, or other works that would change coastal processes.
- Does not increase exposure to coastal erosion through silting that encroaches toward the active coastal margin.
- Will not modify overland flow paths or stormwater discharge arrangements in a way that would adversely affect the coast.

On this basis, the development is not expected to create a coastal erosion risk to people, property, or infrastructure, nor to result in off-site coastal impacts. Accordingly, no coastal hazard mitigation works, or management actions are considered necessary for the proposal beyond standard construction and stormwater controls.

We note that State guidance for land mapped as a Coastal Erosion Investigation Area contemplates a site assessment / report by a suitably qualified person where an application for a planning permit relates to land in the Investigation Area. However, based on discussions with Council, and on the nature and location of the proposed works, we consider the proposal presents no additional coastal erosion hazard concern and no further coastal hazard actions are required for the development.

8. Access and Parking

8.1 Planning Scheme Requirements

The applicable planning scheme is the Tasmanian Planning Scheme; with the applicable provisions provided by C2.0 Parking and Sustainable Transport Code.

The proposal has been assessed against the requirements of the Parking and Sustainable Transport Code in Section 6.3.

8.2 Applicable Design Standards

Carparking for the site is to be designed in accordance with the requirements of AS/NZS 2890.1:2004 Off-Street Parking and AS/NZS 2890.6:2009 Off-street parking for people with disabilities.

8.3 Proposed Layout - Planning Scheme Requirements

8.3.1 C2.5 Use Standards

An assessment of the proposal against the following Clauses has been provided in the Planning Report supplied by All Urban Planning.

- C2.5.1 Number of Car Parking Spaces.
- C2.5.2 Number of Bicycle Parking Spaces.
- C2.5.3 Number of Motorcycle Parking Space.
- C2.6.1 Construction of Parking areas.
- C2.6.2 Design and Layout of Parking Areas.
- C2.6.5 Pedestrian Access.
- C2.6.3 Number of Accesses for Vehicles.

The proposal is considered to be compliant with Acceptable Solutions or able to satisfy applicable Performance Criteria. As per the planning report, and as depicted on concept services plans, Acceptable Solutions for all clauses are achieved.

9. Conclusion

The proposed school development can be constructed with the provision of all required services and on-site parking to comply with the requirements of Council's planning scheme, TasWater's design guidelines and the applicable Australian Standards

The site is serviced with communications, power, water sewer and stormwater connections adequately sized with internal infrastructure to cater for the number of units proposed.

Vehicle parking and turnings areas have been provided to comply with the minimum number required by the planning scheme and have dimensions and manoeuvring areas which comply with AS/NZS 2890.1 - Off street parking.

Overland flows through the site can be managed with no impact on the buildings and habitable areas.

10. References

1. Preparation and Installation Guide for-SDUS and MDUS. [Online]
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APPENDIX A

Architectural Plans

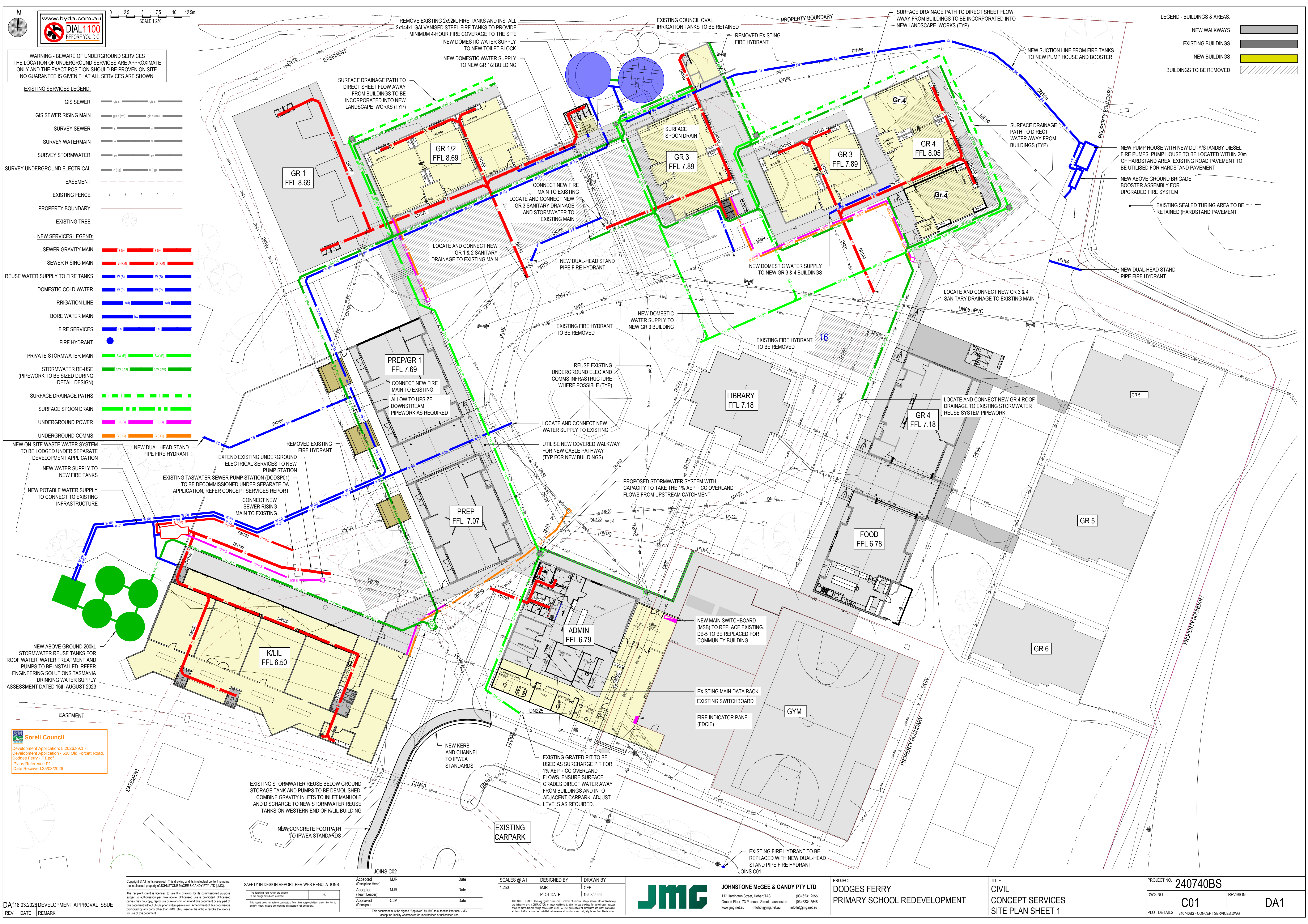
(under separate cover)



APPENDIX B

Concept Civil Works Plans





www.byda.com.au

DIAL 1100
BEFORE YOU DIG

WARNING - BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE
ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE.
NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

EXISTING SERVICES LEGEND:

GIS SEWER: gs s, gs s (m)

GIS SEWER RISING MAIN: gs s (m), gs s (m)

SURVEY SEWER: s, s

SURVEY WATERMAIN: w, w

SURVEY STORMWATER: sw, sw

SURVEY UNDERGROUND ELECTRICAL: e (ug), e (ug)

EASEMENT

EXISTING FENCE

PROPERTY BOUNDARY

EXISTING TREE

NEW SERVICES LEGEND:

SEWER GRAVITY MAIN: s (g), s (g)

SEWER RISING MAIN: s (RM), s (RM)

REUSE WATER SUPPLY TO FIRE TANKS: w (R), w (R)

DOMESTIC COLD WATER: w (P), w (P)

IRRIGATION LINE: w(i), w(i)

BORE WATER MAIN: bw, bw

FIRE SERVICES: fs, fs

FIRE HYDRANT: ●

PRIVATE STORMWATER MAIN: sw (P), sw (P)

STORMWATER RE-USE (PIPEWORK TO BE SIZED DURING DETAIL DESIGN): sw (RU), sw (RU)

SURFACE DRAINAGE PATHS: ---

SURFACE SPOON DRAIN: ---

UNDERGROUND POWER: e (UG), e (UG)

UNDERGROUND COMMS: c (UG), c (UG)

NEW ON-SITE WASTE WATER SYSTEM TO BE LODGED UNDER SEPARATE DEVELOPMENT APPLICATION

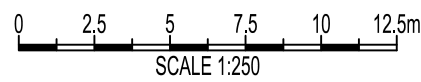
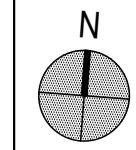
NEW WATER SUPPLY TO NEW FIRE TANKS

NEW POTABLE WATER SUPPLY TO CONNECT TO EXISTING INFRASTRUCTURE

NEW ABOVE GROUND 200KL STORMWATER REUSE TANKS FOR ROOF WATER, WATER TREATMENT AND PUMPS TO BE INSTALLED. REFER ENGINEERING SOLUTIONS TASMANIA DRINKING WATER SUPPLY ASSESSMENT DATED 16th AUGUST 2023

Sorell Council

Development Application: S. 2026.89.1 -
Development Application - 538 Old Forrester Road,
Dodges Ferry - P1.pdf
Plans Reference: P1
Date Received: 25/03/2026



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Sorell Council
Development Application: 5.2026.89.1 -
Development Application - 538 Old Forcett Road,
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Plans Reference: P1
Date Received: 25/03/2026

DA118.03.2026 DEVELOPMENT APPROVAL ISSUE
REV | DATE | REMARK

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The following risks which are unique to this design have been identified:	Nil.	
This report does not release contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.		

Accepted (Discipline Head)	MJR	Date
Accepted (Team Leader)	MJR	Date
Approved (Principal)	CJM	Date
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	PLOT DATE	19/03/2026
DO NOT SCALE. Use only figured dimensions. Locations of structure, fittings, services etc on this drawing are indicative only. CONTRACTOR to check locations & other project drawings for confirmation between structure, basic, services, fittings, services etc. CONTRACTOR to use check all dimensions and exact locations of all items. JMG accept no responsibility for dimensional deviation unless it is explicitly shown from this document.		



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PROJECT
**DODGES FERRY
PRIMARY SCHOOL REDEVELOPMENT**

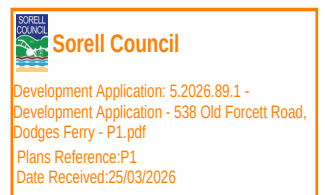
TITLE
**CIVIL
CONCEPT SERVICES
SITE PLAN SHEET 2**

PROJECT NO.	240740BS	
DWG NO.	C02	REVISION DA1
PLOT DETAILS	240740BS - CONCEPT SERVICES.DWG	

APPENDIX C

Flood Hazard Report

(under separate cover)





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