Sorell Planning Authority (SPA) Meeting

Tuesday 15th September 2026

Separate Attachments 5.1 –

- *Planning report from PDA dated 8 September 2026;*
- *Bushfire hazard report from BushfireWise dated June 2025;*
- *Traffic impact assessment from Traffic and Civil Services dated June 2025;*
- *Geotechnical assessment from Rock Solid Geotechnics dated 16 July 2026;*
- *Stormwater management and flood hazard report from PDA dated 20 May 2026;*
- *Concept engineering design from PDA dated 26 June 2026; and*

PDA

SURVEYORS, ENGINEERS & PLANNERS

PLANNING REPORT

26 Gate Five Road, Carlton River

16 Lot Subdivision 49125 I 08/09/2025

Sorell Council
Development Application: 7.2025.17.1 - Subdivision Application - 26 Gate Five Road, Carlton - P1.pdf
Plans Reference: P1
Date Received: 09/09/2025

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Review & Approval		

REVISION HISTORY

Revision	Description	Date
0	First Issue	08/09/2025
1		

ENGAGEMENT & COSTS, FEES, CHARGES & INVOICING DIRECTIONS

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PDA Engineers, Surveyors & Planners has been engaged by Shani Brown (the Permit Holder) to prepare documentation for a planning permit for a 16 Lot Subdivision located on land known as 26 Gate Five Road, Carlton River. Any Permit issued is affixed to land and not to any individual or Agent of the Permit Holder.

The services rendered by the Agent are strictly limited to the preparation of documentation in order to obtain planning permissions only. The Agent is not to be considered as the "Permit Holder" as part of any permit condition issued by any Authority and is not responsible for any costs, fees or charges incurred through a Permit Holder enacting a permit condition. All costs, fees and charges including invoices associated with this use or development is borne of the Permit Holder only and is to be addressed to the Permit Holder only.

In such circumstances where the primary Permit Holder named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs, fees, charges and invoices incurred by enacting any permit issued that is affixed to the land.

In granting any permit or consent for this development the issuing or consenting Authority hereby agree and are bound to the terms listed above.

EXECUTIVE SUMMARY

PROPERTY ADDRESS	26 Gate Five Road, Carlton River
PROPOSAL	16 Lot Subdivision

PID/s	5914223
CT/s	114193/2
PLANNING ORDINANCE	Tasmanian Planning Scheme – Sorell Council
LAND ZONING	Low Density Residential & Agriculture
SPECIFIC AREAS PLANS	Not applicable to this application
CODE OVERLAYS	CODES
	C2.0 – Parking and Sustainability Transport Code C3.0 – Road and Railway Asset Code C7.0 - Natural Assets Code C12.0 - Flood-Prone Areas Hazard Code

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THE LAND – SITE

TITLE & DESCRIPTION

The Certificate of Title for the subject site is C/T: 114193/2, PID: 5914223.

The street address is 26 Gate Five Road, Carlton River and Shani Brown are the property owners.

Figure 1 – Location of land 26 Gate Five Road, Carlton River

EXISTING USE AND DEVELOPMENT

The current use of land is residential use with a house and associated sheds located on the property.

PROPOSAL

The proponents are seeking to develop land which features a 16 Lot Subdivision within the Sorell municipal area under the Tasmanian Planning Scheme.

The purpose of this proposal is to create 16 Residential lots.

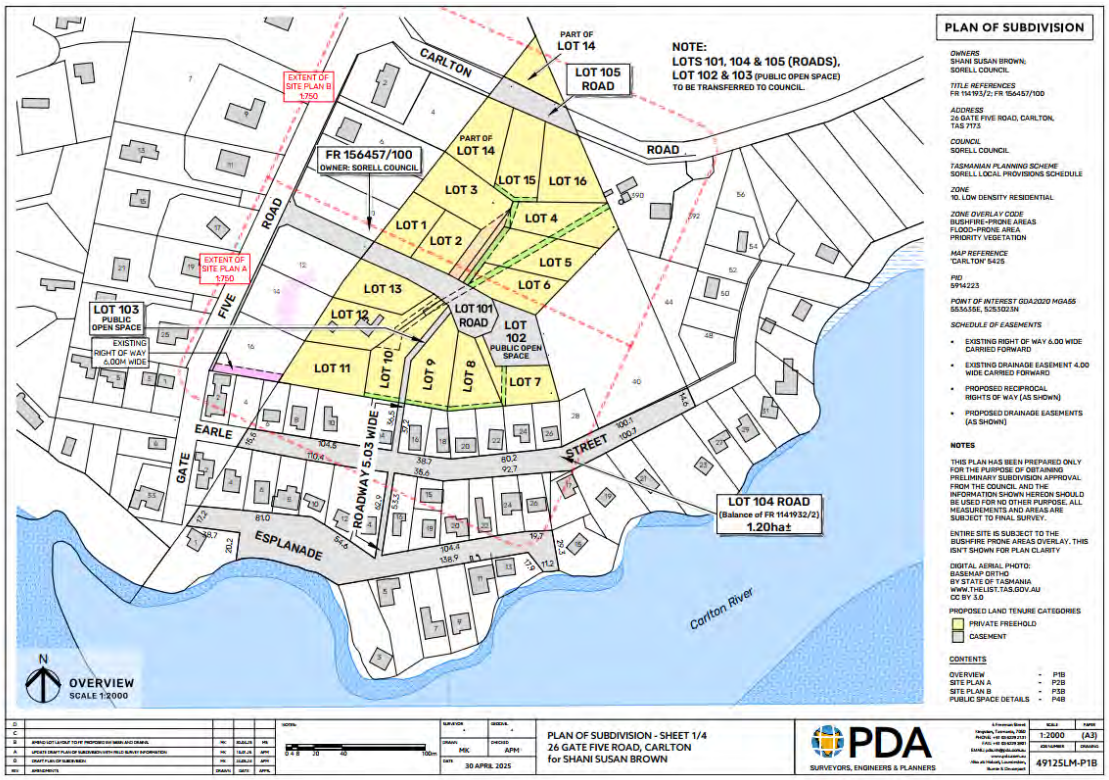

Figure 2 – Proposal Overview 26 Gate Five Road, Carlton River

SITE ANALYSIS

CURRENT ZONING

The land is situated within 2x zone boundaries which are: Low Density and Agricultural.

Figure 3 – Current Zoning - 26 Gate Five Road, Carlton River – source: www.thelist.tas.gov.au

LAND OVERLAYS

The following is a basemap with existing cadastral parcel overly demonstrate what overlays are applicable to the application. Further details are discussed in the Codes section seen below.

Figure 4 – Planning Scheme Overlays, 26 Gate Five Road, Carlton River – source: www.thelist.tas.gov.au

Overlays featured in Figure 4 above are discussed in greater detail in the Codes section of this report.

PLANNING SCHEME PROVISIONS

The applicable planning instrument is the Tasmanian Planning Scheme and where applicable, with the Local Area Provisions of the Sorell Council. The subject land is zoned as Low Density Residential & Agriculture.

The relevant sections of the Planning Scheme are listed below for discussion. The relevant issue and item identifier is provided and states whether the proposal meets the Acceptable Solutions (AS) or the Performance Criteria (PC) for each relevant section.

The clauses that are not applicable to the proposal have not been discussed.

ZONE PROVISIONS

Below is a list of the zones that are contained within the Tasmanian Scheme. The relevant zone/s that apply to the subject land feature the responses to clauses applicable to the application:

10.0 LOW DENSITY RESIDENTIAL ZONE

10.6 Development Standards for Subdivision

10.6.1 Lot design

Objective:
That each lot:

(a) has an area and dimensions appropriate for use and development in the zone;
(b) is provided with appropriate access to a road; and
(c) contains areas which are suitable for residential development.

Acceptable Solution	Performance Criteria
A1 *Each lot, or a lot proposed in a plan of subdivision, must:* *(a) have an area of not less than 1500m2 and:* *(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:* *a. all setbacks required by clause 10.4.3 A1 and A2; and* *b. easements or other title restrictions that limit or restrict development; and* *(ii) existing buildings are consistent with the setback required by clause 10.4.3 A1 and A2;* *(b) be required for public use by the Crown, a council or a State authority;*	*P1* *Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:* *(a) the relevant requirements for development of buildings on the lots;* *(b) the intended location of buildings on the lots;* *(c) the topography of the site;* *(d) adequate provision of private open space;* *(e) the pattern of development existing on established properties in the area; and* *(f) any constraints to development,* *(g) and must have an area not less than 1200m2.*

(c) be required for the provision of Utilities; or *(d) be for the consolidation of a lot with another lot provided each lot is within the same zone*	

Response

Performance Criteria

The proposed subdivision contains an allotment greater than 1200m2 and has sufficient space for the intended use having regard for the requirements of the development, intended buildings, topography, context of the land and open space. The proposed subdivision provides a pattern of development that is consistent with the established properties within the area as demonstrated in the aerial image in Figure 1 of this report and the submission plans.

Acceptable Solution	Performance Criteria
A2 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 20m.*	*P2* *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:* *(a) the width of frontage proposed, if any;* *(b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;* *(c) the topography of the site;* *(d) the functionality and useability of the frontage;* *(e) the ability to manoeuvre vehicles on the site; and* *(f) the pattern of development existing on established properties in the area,* *and is not less than 3.6m wide*

Response

Performance Criteria

The proposed subdivision with a frontage of not less than 3.6m wide provides a legal connection to the road and is sufficiently sized to accommodate the intended use. The development has regard to the width of the frontage, topography of the site, as well as the functionality and usability of the frontage. The development provides for the manoeuvrability of vehicles on the site.

The subdivision is consistent with the existing development pattern of established allotments in the area, considering the number of lots and access provisions to each allotment seen on the submission plans.	
Acceptable Solution	Performance Criteria
A3 *Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.*	*P3* *Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:* *(a) the topography of the site;* *(b) the distance between the lot or building area and the carriageway;* *(c) the nature of the road and the traffic;* *(d) the anticipated nature of vehicles likely to access the site; and* *(e) the ability for emergency services to access the site.*
Response Acceptable Solution Each lot of the proposed subdivision provides vehiclular access from the boundary of the lot to the road in accordance with road authority.	

10.6.2 Roads

Objective:

That the arrangement of new roads within a subdivision provides:

(a) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community;

(b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and

(c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.

Acceptable Solution	Performance Criteria
A1 *The subdivision includes no new roads.*	*P1* *The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians and cyclists, having regard to:* *(a) any relevant road network plan adopted by council;* *(b) the existing and proposed road hierarchy;*

	(c) the need for connecting roads and pedestrian paths, to common boundaries with adjoining land, to facilitate future subdivision potential; *(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;* *(e) minimising the travel distance between key destinations such as shops and services and public transport routes;* *(f) access to public transport;* *(g) the efficient and safe movement of pedestrians, cyclists and public transport;* *(h) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;* *(i) the topography of the site; and* *(j) the future subdivision potential of any balance lots on adjoining or adjacent land.*

Response

Performance Criteria

The proposed road has been designed in accordance with the requirements of the Tasmanian Standard Drawings - IPWEA and LGAT drawings and has regard to the existing and proposed road hierarchy and adopted plan from Council as appropriate. The road provides maximum connectivity to the surrounding networks and minimises travel distances between key locations. It enables public transport to support each allotment of the proposal and provides for the safe movement throughout.

The road responds to the topography of the site and responds to future subdivision potentials on adjoining land. It considers walking and cycling pathways and implements where possible which is reflected in the the TIA that accompanies the application.

10.6.3 Services

Objective:

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

Acceptable Solution	Performance Criteria
A1	*P1* *No Performance Criterion.*

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must: *(a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or* *(b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.*	

Response

Acceptable Solution

The proposed subdivision is within 30m of a full water supply and is capable of connecting to a reticulated water supply.

Acceptable Solution	Performance Criteria
A2 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.*	*P2* *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.*

Response

Performance Criteria

The proposed subdivision is capable of accommodating an on-site waste water system as evidenced by a preliminary waste water report that accompanies this application.

Acceptable Solution	Performance Criteria
A3 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.*	*P3* *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:* *(a) the size of the lot;*

	(b) topography of the site; *(c) soil conditions;* *(d) any existing buildings on the site;* *(e) any area of the site covered by impervious surfaces; and* *(f) any watercourse on the land.*
Response Acceptable Solution The proposed subdivision is capable of connection to a reticulated stormwater system as identified on the submission plans.	

21.0 AGRICULTURE ZONE

21.5 Development Standards for Subdivision

21.5.1 Lot design

Objective:
To provide for subdivision that:
(a) relates to public use, irrigation infrastructure or Utilities; and
(b) protects the long-term productive capacity of agricultural land.

Acceptable Solution	Performance Criteria
A1 *Each lot, or a lot proposed in a plan of subdivision, must:* *(a) be required for public use by the Crown, a council or a State authority;* *(b) be required for the provision of Utilities or irrigation infrastructure; or* *(c) be for the consolidation of a lot with another lot provided both lots are within the same zone.*	*P1* *Each lot, or a lot proposed in a plan of subdivision, must:* *(a) provide for the operation of an agricultural use, having regard to:* *not materially diminishing the agricultural productivity of the land;* *(i) the capacity of the new lots for productive agricultural use;* *(ii) any topographical constraints to agricultural use; and* *(iii) current irrigation practices and the potential for irrigation;* *(b) be for the reorganisation of lot boundaries that satisfies all of the following:* *(i) provides for the operation of an agricultural use, having regard to:* *a. not materially diminishing the agricultural productivity of the land;* *b. the capacity of the new lots for productive agricultural use;* *c. any topographical constraints to agricultural use; and* *d. current irrigation practices and the potential for irrigation;* *(ii) all new lots must be not less than 1ha in area;* *(iii) existing buildings are consistent with the setback required by clause 21.4.2 A1 and A2;*

	(iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use; and *(v) it does not create any additional lots; or* *(c) be for the excision of a use or development existing at the effective date that satisfies all of the following:* *(i) the balance lot provides for the operation of an agricultural use, having regard to:* *a. not materially diminishing the agricultural productivity of the land;* *b. the capacity of the balance lot for productive agricultural use;* *c. any topographical constraints to agricultural use; and* *d. current irrigation practices and the potential for irrigation;* *(ii) an agreement under section 71 of the Act is entered into and registered on the title preventing future Residential use if there is no dwelling on the balance lot;* *(iii) any existing buildings for a sensitive use must meet the setbacks required by clause 21.4.2 A2 or P2 in relation to setbacks to new boundaries; and* *(iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use.*

Response

Performance Criteria

P1(a) is met. The proposed agricultural land is all contain within 1 title and does not diminish the agricultural potential of the agricultural zoned land.

Acceptable Solution	Performance Criteria
A2 *Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.*	*P2* *Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:* *(a) the topography of the site;* *(b) the distance between the lot or building area and the carriageway;* *(c) the nature of the road and the traffic, including pedestrians; and* *(d) the pattern of development existing on established properties in the area.*

Response

Acceptable Solution

Each lot of the proposed subdivision provides vehiclular access from the boundary of the lot to the road in accordance with Council's Tasmanian Standard Drawings prepared by IPWEA and LGAT (as amended).

SPECIFIC AREAS PLANS

The following is the relevant specific area/s plan for the municipal area that relates to the proposal:

The land is within the SOR-S2.0 Southern Beaches On-site Wastewater and Stormwater Management Specific Area Plan but the clauses is not used for the subdivision standards.

CODES

The following Codes that have been determined as "Not Applicable" or "Exempted" are indicated as such. The relevant Code/s that apply to the subject application feature the responses to clauses applicable to the proposal.

C2.0 Parking and Sustainable Transport Code
Parking and Sustainable Transport

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:
That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution	Performance Criteria
A1 *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:* *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;* *(b) the site is contained within a parking precinct plan and subject to Clause C2.7;* *(c) the site is subject to Clause C2.5.5; or* *(d) it relates to an intensification of an existing use or development or a change of use where:* *(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the*	*P1.1* *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;* *(b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;* *(c) the availability and frequency of public transport within reasonable walking distance of the site;* *(d) the availability and frequency of other transport alternatives;* *(e) any site constraints such as existing buildings, slope,*

proposed use or development, in which case no additional on-site car parking is required; or *(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:* *N = A + (C- B)* *N = Number of on-site car parking spaces required* *A = Number of existing on site car parking spaces* *B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1* *C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.*	*drainage, vegetation and landscaping;* *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;* *(g) the effect on streetscape; and* *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development, or* *P1.2* *The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:* *(a) the nature and intensity of the use and car parking required;* *(b) the size of the dwelling and the number of bedrooms; and* *(c) the pattern of parking in the surrounding area.*
Response Acceptable Solution Each lot of the proposed subdivision has sufficient space to provide for a building envelope, private open space and quantity of car parking spaces as specified in Table C2.1	

C2.6.3 Number of accesses for vehicles

Objective:

That:

(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;

(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

(c) the number of accesses minimise impacts on the streetscape.

Acceptable Solution	Performance Criteria
A1 *The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses,* *whichever is the greater.*	*P1* *The number of accesses for each frontage must be minimised, having regard to:* *(a) any loss of on-street parking; and* *(b) pedestrian safety and amenity;* *(c) traffic safety;*

	(d) residential amenity on adjoining land; and *(e) the impact on the streetscape.*
Response Acceptable Solution The proposal provides for a single frontage to each lot as demonstrated on the submission plans.	
Acceptable Solution	Performance Criteria
A2 *Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	*P2* *Within the Central Business Zone or in a pedestrian priority street, any new accesses must:* *(a) not have an adverse impact on:* *(i) pedestrian safety and amenity; or* *(ii) traffic safety; and* *(b) be compatible with the streetscape.*
Response Acceptable Solution Not applicable - the proposal is not within the Central Business Zone and is not within a pedestrian priority street.	

C3.0 Road and Railway Assets Code

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:
To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution	Performance Criteria
A1.1 *For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:* *(a) a new junction;* *(b) a new vehicle crossing; or* *(c) a new level crossing; or* *A1.2* *For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority; or*	*P1* *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:* *(a) any increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use;* *(c) the nature of the road;* *(d) the speed limit and traffic flow of the road;*

A1.3 *For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority; and* *A1.4* *Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:* *(a) the amounts in Table C3.1; or* *(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road;* *A1.5* *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	*(e) any alternative access to a road;* *(f) the need for the use;* *(g) any traffic impact assessment; and* *(h) any advice received from the rail or road authority.*
Response The application is accompanied by a traffic impact assessment (TIA) which addresses the Performance Criteria.	

C7.0 Natural Assets Code

C7.7 Development Standards for Subdivision

C7.7.2 Subdivision within a priority vegetation area

Objective:
That:
(a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and
(b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.

Acceptable Solution	Performance Criteria
A1 *Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:* *(a) be for the purposes of creating separate lots for existing buildings;* *(b) be required for public use by the Crown, a council, or a State authority;* *(c) be required for the provision of Utilities;* *(d) be for the consolidation of a lot; or* *(e) not include any works (excluding boundary fencing), building area,*	*P1* *P1.1* *Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:* *(a) subdivision for 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 Tasmania Fire Service or an accredited person;*

bushfire hazard management area, services or vehicular access within a priority vegetation area.	*(b) subdivision for the construction of a single dwelling or an associated outbuilding;* *(c) subdivision in the General Residential Zone or Low Density Residential Zone;* *(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;* *(e) subdivision involving 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* *(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.* *P1.2* *Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:* *(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;* *(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;* *(c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;* *(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;* *(e) any on-site biodiversity offsets; and* *(a) (f) any existing cleared areas on the site.*
Response	

Acceptable Solution
A1(e) is met there is no works or clearance within the priority vegetation.

C12.0 Flood-Prone Areas Hazard Code

Flood Prone Areas

C12.7 Development Standards for Subdivision

C12.7.1 Subdivision within a flood-prone hazard area

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

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

Response
Performance Criteria
The proposal includes a detention basin, the proposed detention basin is to limit flows from the site and minimise any impact to existing infrastructure. The proposed design of the road and stormwater system is to decrease the impact of flooding on the site.

C13.0 Bushfire-Prone Areas Code

A bushfire report has been provided to support the development.

Please see report for recommendations.

CONCLUSION

This supporting documentation demonstrates that the proposal being a 16 Lot Subdivision supports and furthers the Planning Scheme aims and objectives, relevant Clauses and Schedules as set out for development within the Low Density Residential & Agriculture Zone.

Where the proposal does not comply with the Acceptable Solution (AS) it has been demonstrated that the Performance Criteria (PC) are satisfied meeting the objective of the relevant provision and there is not an unreasonable loss of amenity as a consequence of this proposal.

With the above in mind, a planning permit for a 16 Lot Subdivision at 26 Gate Five Road, Carlton River is respectfully sought from the Planning Authority.

PDA
SURVEYORS, ENGINEERS & PLANNERS

Contact

For any enquiries, please contact one of our offices:

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Disclaimer:
The measures contained in Australian Standard 3959-2009 cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the unpredictable nature and behaviour of fire and extreme weather conditions. Reasonable steps have been taken to ensure that the information contained within this report is correct and reflects the conditions on and around the proposal at the time of assessment. The assessment has been based on the information provided by you or your designer.
Authorship: This report was prepared by Mark Van den Berg BSc. (Hons.) FPO (planning) of BushfireWise. Base data for mapping including digital and aerial photography: TasMap, LIST, GoogleEarth, Mark Van den Berg.

Bushfire Hazard Report

Location: 26 Gate Five Road, Carlton River.
Applicant: PDA Surveyors, Engineers & Planners
Date: June 2025
Certification number: BW057v1
Author: Mark Van den Berg – BFP-108

Sorell Council
Development Application: 7.2025.17.1 - Subdivision Application - 26 Gate Five Road, Carlton - P1.pdf
Plans Reference: P1
Date Received: 09/09/2025

1.0 Introduction

This Bushfire Hazard Report has been completed to form part of supporting documentation for a planning permit application for a proposed subdivision. The proposed subdivision occurs in a Bushfire-prone Area defined by the Tasmanian Planning Scheme – Sorell (the Scheme). This report has been prepared by Mark Van den Berg, a qualified person under Part 4a of the *Fire Service Act 1979* of BushfireWise for PDA Surveyors, Engineers & Planners.

The report considers all the relevant standards of Code C13 of the Scheme, specifically.

- The requirements for appropriate Hazard Management Areas (HMA's) in relation to building areas.
- The requirements for Public and Private access.
- The provision of water supplies for firefighting purposes.
- Compliance with the planning scheme, and
- Provides a Bushfire Hazard Management Plan to facilitate appropriate compliant future development.

2.0 Proposal

The proposal is for the subdivision of land resulting in 16 residential lots, a new roadway and public open space and is described by the plan of subdivision in appendix A. Lot 12 has existing residential development; all other lots are undeveloped vacant land. Public access will be provided to all lots by a new public roadway but will not be serviced by a reticulated water supply system. The development is proposed to occur as a single stage.

3.0 Site Description

The subject site comprises private land on two titles, FR: 114193/2 and 156457/100 (Figure 1). Located in the municipality of Sorell, this application is administered through the Tasmanian Planning Scheme - Sorell, which makes provision for subdivision. The proposed development falls within the Low Density Residential zone.

The lots are situated to the east of the Carlton settled area and broadly constitute infill development between established residential development within Carlton and Carlton River and are located approximately 0.5 km north-east of Steeles Island (Figure 1). Except for proposed Lot 12, the lots are undeveloped vacant land and are dominated by grassland vegetation with an area of modified woodland vegetation in the northern portion of FR: 114193/2. In general terms, surrounding lands to the south and

west comprise urban development while lands to the east of the subdivision area carry grassland vegetation on various size lots and lands to the north (across Carlton River Road) carry open paddocks which transition into woodland and forest vegetation well to the north of the proposal. (Figure 2).

Figure 1. The site in a topographical context, pink line defines the subdivision area (approx.).

Figure 2. Aerial photo of the subject lots, pink line defines the subdivision area (approximate).

4.0 Bushfire Hazard Assessment

4.1 Vegetation

Vegetation within the subdivision area is dominated by grassland and regenerating native vegetation. Paddock trees occur within northern portion of the parent lot and are accompanied by regrowth wattle and weeds and is classified as woodland vegetation for assessment purposes. Bushfire-prone vegetation within the parent lot is separated from landscape scale bushfire-prone vegetation units by Carlton River Road which has linkages with bushfire-prone vegetation on China Tier and associated hills. This vegetation, however, does not contribute directly to the bushfire attack on residential lots proposed for development. Lots 4 to 7 are influenced by grassland vegetation on their eastern and south-eastern lot boundaries.

4.2 slope

Slope influences how fast a fire moves, how intensely the fire burns and the amount of radiant heat that is given off by the burning vegetation. The 'effective slope' is the slope of the land underneath the vegetation that has the potential to burn. The effective slopes with the potential to influence the bushfire attack on the building areas are gentle with classified vegetation having an upslope or flat orientation relative to building areas.

Figure 3 Grassland vegetation within and adjacent to the subdivision area looking east from the vicinity of proposed lot 7.

Figure 4. Grassland vegetation within the subdivision looking north from the vicinity of proposed lot 8. Woodland vegetation on the LHS of frame occurs approximately within lots 1, 3 and 14.

Figure 5. Grassland and woodland vegetation within the subdivision area in the vicinity of the building area within lot 15.

4.3 Bushfire Attack Level

An assessment of vegetation and topography was undertaken within and adjacent to the building areas. A bushfire attack level assessment as per *AS3959-2018* was completed (Appendix B) which has determined setbacks for building areas from bushfire-prone vegetation such that subsequent development does not exceed BAL-19 of AS3959-2018 (appendix B). The BHMP identifies the building area and Bushfire Attack Level for each lot.

- FR 156457/100 and Lots 101, 104, and 105 are roadway lots.
- Lots 102 and 103 are public open-space lots and are to be maintained as low-threat vegetation.

The roadway and open space lots have no habitable development potential, as such, they are not considered further.

5.0 Bushfire Prone Areas Code

Code C13 of the planning scheme articulates requirements for the provision of hazard management areas, standards for access and firefighting water supplies and requirements for hazard management for staged subdivisions.

5.1 Stage Management

The proposal is to be developed as a single stage. Should incomplete development of the subdivision area occur, the entire subdivision area is to be managed in a low fuel condition so that it does not pose a bushfire risk to developed lots and adjacent development.

5.2 Hazard Management Areas

Hazard management areas (HMA) will be required to be established and/or maintained for all lots, they provide an area around buildings within which fuels are managed to reduce the impacts of direct flame contact, radiant heat and ember attack on the building.
The Bushfire Hazard Management Plan (BHMP) shows building areas (for habitable buildings) and associated HMA's, guidance for establishment and maintenance of HMA's is provided below and on the BHMP.
The subdivision is to occur as a single stage. Each lot within this subdivision is reliant on hazard management on adjacent lots. A suitable instrument (such as a covenant) to ensure the maintenance of each lot in a minimum fuel condition is to be included as part of the sealing of titles and should form a condition of development. It will be required to validate the bushfire hazard management plan and bushfire attack level assessment. Hazard management areas are to be established by the developer prior to the sealing of titles and maintained by lot owners.

5.2.1 Building areas

Building areas for habitable buildings are shown on the BHMP. All lots have been assessed, and a Bushfire Attack Level (BAL) has been assigned to them. If future building work is located within the building area and complies with the minimum setbacks, the building work may be constructed to the bushfire attack level assigned to that lot. If associated structures like sheds or other non-habitable buildings exist or are proposed, they do not need to conform to a BAL unless they are within 6 metres of the habitable building.

5.2.2 Hazard Management Area requirements

A hazard management area is the area, between a habitable building or building area and the bushfire prone vegetation which provides access to a fire front for firefighting, is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire. This can be achieved through, but is not limited to the following strategies:

- Remove fallen limbs, sticks, leaf and bark litter.
- Maintain grass at less than a 100mm height.
- Avoid or minimise the use of flammable mulches (especially against buildings).
- Mow/slash grassed areas to <100mm in height.
- Prune low-hanging tree branches (<2m from the ground) to provide vertical separation between fuel layers.
- Prune and or remove larger trees to establish and maintain horizontal separation between tree canopies.
- Minimise the storage of flammable materials such as firewood.
- Maintain vegetation clearance around vehicular access and water supply points.
- Use low-flammability plant species for landscaping purposes where possible.
- Clear out any accumulated leaf and other debris from roof gutters and other debris accumulation points.

It is not necessary to remove all vegetation from the hazard management area, trees and shrubs may provide protection from wind borne embers and radiant heat under some circumstances if other fuels are appropriately managed.

5.3 Public and firefighting Access

5.3.1 Public Roads

Construction of a new public road is proposed for this subdivision. New roads are required to conform with the following specifications consistent with Code C13, Table C13.1. unless the development standards of the zone require a higher standard, completion required prior to the sealing of titles:

- two-wheel drive, all-weather construction;
- load capacity of at least 20t, including for bridges and culverts;
- minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
- minimum vertical clearance of 4m;
- minimum horizontal clearance of 2m from the edge of the carriageway;
- cross falls of less than 3 degrees (1:20 or 5%);
- maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
- curves have a minimum inner radius of 10m;

- dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width.
- dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius.
- carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard AS1743-2001 Road signs-specifications.

5.3.2 Property access (for building compliance)

5.3.2.1 Lots 1 & 2, 6 and lots 8 to 16.

Property access is less than 30 metres in length and/or access is not required for a fire appliance to access a firefighting water point. In this circumstance there are no minimum design or construction standards required.

5.3.2.2 Lots 3 to 5 and Lot 7.

Property access is greater than 30 metres in length and is required to access a firefighting water supply point, property access will be required to comply with all of the following specifications for building compliance:

a) all-weather construction;
b) load capacity of at least 20 tonnes, including for bridges and culverts;
c) minimum carriageway width of 4 metres;
d) minimum vertical clearance of 4 metres;
e) minimum horizontal clearance of 0.5 metres from the edge of the carriageway, excluding gate posts;
f) cross falls of less than 3 degrees (1:20 or 5%);
g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;
h) curves with a minimum inner radius of 10 metres;
i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and
j) terminate with a turning area for fire appliances provided by one of the following:
    (i) a turning circle with a minimum outer radius of 10 metres;
    (ii) a property access encircling the building; or
    (ii) a hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.

5.3.3 Fire Trails

There is no proposal for the construction of fire trails as part of this subdivision.

5.4 Water supplies for firefighting

The subdivision is not provided with a reticulated water supply system. A static water supply, dedicated for firefighting, will be required for the following lots: 3 to 8 and 14 to 16. The new firefighting water supplies will be compliant with table 1 below and will be required for building compliance. Lots 1 & 2 and 9 to 13

have a bushfire attack level of BAL-LOW, in this circumstance there is an insufficient increase in risk from bushfire to these lots to warrant the provision of a water supply for firefighting purposes.

Table 1. Specifications for firefighting water supplies.

Element		Requirement
A.	Distance between building area to be protected and water supply	The following requirements apply: (a) The building area to be protected must be located within 90 metres of the firefighting water point of a static water supply; and (b) The distance must be measured as a hose lay, between the firefighting water point and the furthest part of the building area.
B.	Static Water Supplies	A static water supply: (a) May have a remotely located offtake connected to the static water supply; (b) May be a supply for combined use (firefighting and other uses) but the specified minimum quantity of firefighting water must be available at all times; (c) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including firefighting sprinkler or spray systems; (d) Must be metal, concrete or lagged by non-combustible materials if above ground; and (e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959:2018, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or (iii) fibre-cement a minimum of 6 mm thickness.
C.	Fittings, pipework & Accessories (including stands & tank supports)	Fittings and pipework associated with a firefighting water point for a static water supply must: (a) Have a minimum nominal internal diameter of 50mm; (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm; (c) Be metal or lagged by non-combustible materials if above ground; (d) Where buried, have a minimum depth of 300mm; (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to firefighting equipment; (f) Ensure the coupling is accessible and available for connection at all times; (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length); (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and (i) Where a remote offtake is installed, ensure the offtake is in a position that is: (i) Visible; (ii) Accessible to allow connection by firefighting equipment; (iii) At a working height of 450 – 600mm above ground level; and (iv) Protected from possible damage, including damage by vehicles.
D.	Signage for static water connections	The firefighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must: (a) comply with water tank signage requirements within AS 2304:2019; or (b) comply with the Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service.
E.	Hardstand	A hardstand area for fire appliances must be provided: (a) No more than three metres from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) No closer than six metres from the building area to be protected; (c) With a minimum width of three metres constructed to the same standard as the carriageway; and, (d) Connected to the property access by a carriageway equivalent to the standard of the property access.

6.0 Compliance

6.1 Planning Compliance

Table 2 summarises the compliance requirements for subdivisions in bushfire prone areas against Code C13 as they apply to this proposal. A planning certificate has been issued for the associated BHMP as being compliant with the relevant standards and is located in appendix D.

Table 2. Compliance with Code C13 of the Tasmanian Planning Scheme – Sorell

Clause	Compliance
C13.4 Use or development exempt from this code	The proposal is not exempt from Code C13.
C13.5 1 Vulnerable Uses	The proposal is not classified as Vulnerable Use. Not applicable.
C13.5.2 Hazardous Uses	The proposal is not classified as Hazardous Use. Not applicable.
C13.6.1 Subdivision: Provision of hazard management areas	The Bushfire Hazard Management Plan is certified by an accredited person. All lots have a building area and associated hazard management area shown which does not exceed BAL-19 construction standards. There is no requirement for part 5 agreements. All lots are compliant with the acceptable solution at A1(b).
C13.6.2 Subdivision: Public and firefighting access	The bushfire hazard management plan shows the location of the new public roads, details their minimum construction requirements in accordance with Table C13.1. Proposed property access complies with Table C13.2, there is no proposal for the construction of fire trails as part of this proposal. The BHMP is certified by an accredited person. The proposal is compliant with the acceptable solution A1(b).
C13.6.3 Subdivision: Provision of water supply for firefighting purposes	Specifications for static firefighting water supplies are specified on the BHMP and are consistent with the requirements of table C13.5. Indicative locations for water connection points are shown on the BHMP. Lots 3 to 8 and 14 to 16 are compliant with the acceptable solution A2(b). Lots Lots 1 & 2 and 9 to 13 are compliant with the acceptable solution A1(a).

6.1.1 Measures required for planning compliance

To achieve planning compliance, the following requirements should be met prior to the sealing of titles:

1. All hazard management areas must be established by the developer in accordance with the Bushfire Hazard Management Plan.

2. A suitable instrument (such as a covenant) to ensure the maintenance of each lot in a minimum fuel condition is to be included and should form a condition of development.
3. New public roadways to be constructed to specified minimum standards.

6.2 Building Compliance (for future development)

If future building work is undertaken in compliance with the Bushfire Hazard Management Plan associated with this report, a building surveyor may rely upon it for building compliance purposes if it is not more than 6 years old.

7.0 Summary

The Bushfire Hazard Report for 26 Gate Five Road, Carlton River, evaluates and mitigates bushfire risks for a proposed subdivision which results in 16 residential lots. Prepared by BushfireWise for PDA Surveyors, Engineers and Planners, it supports a planning permit application under the Tasmanian Planning Scheme – Sorell. The proposal, in the Low Density Residential zone features vegetation classified as grassland and woodland on gentle slopes.

The report includes a Bushfire Hazard Management Plan (BHMP) showing hazard management areas, building areas, the location of property accesses and specifications for the provision of firefighting water supplies. The building areas can accommodate hazard management areas which provide the minimum setbacks required to achieve BAL-19 or less in accordance with table 2.6 of AS3959-2018.
This report and the associated bushfire hazard management plan demonstrate how the proposal is compliant with the objective of all the applicable standards of the Bushfire-prone Areas Code.

8.0 References

Building Amendment (Bushfire-Prone Areas) Regulations 2014 Building Regulations 2016.

Directors Determination – Bushfire Hazard Areas, version 1.2, 16th July 2024.

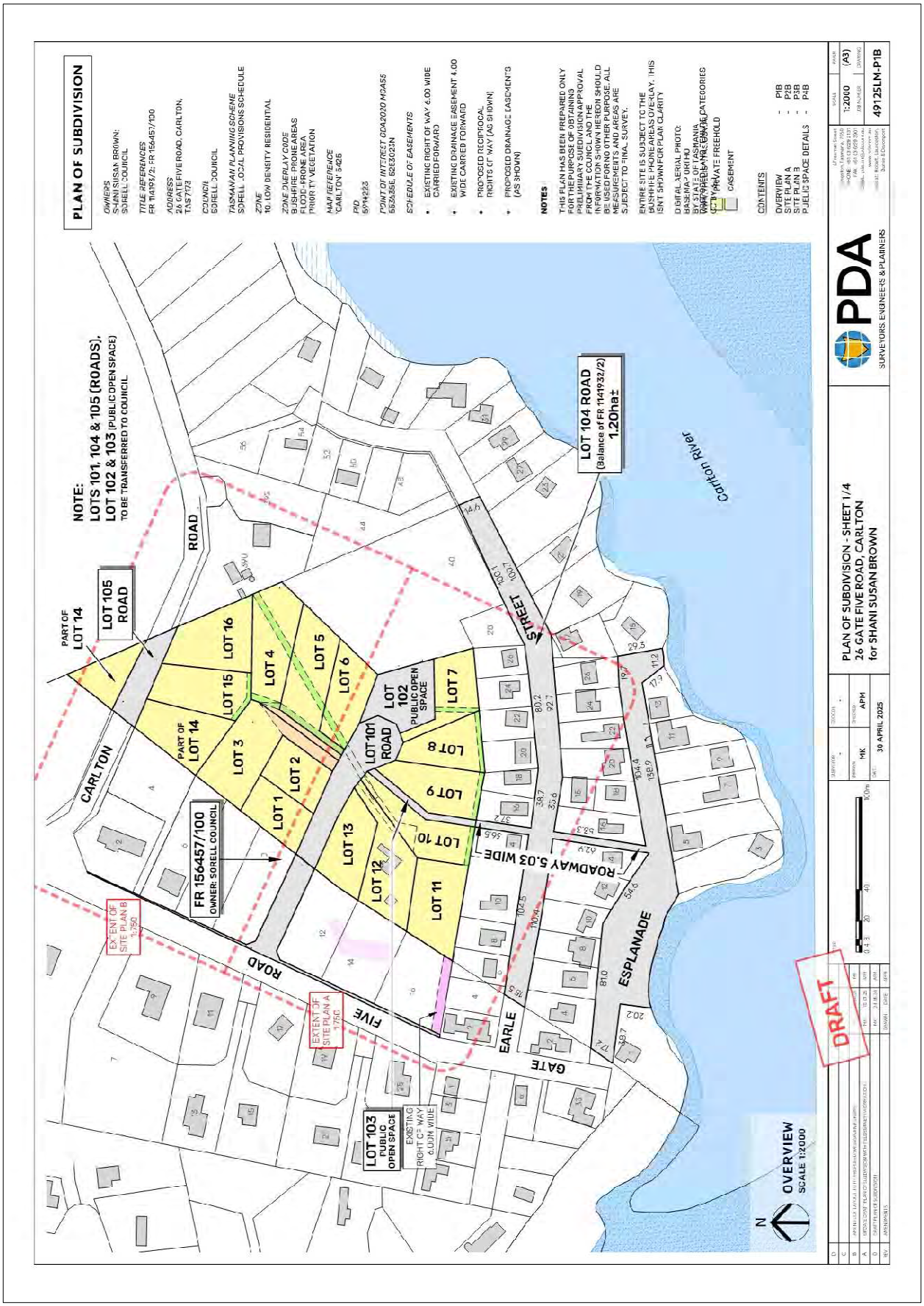
Standards Australia 2018, *Construction of buildings in bushfire prone areas,* Standards Australia, Sydney.

Tasmanian Planning Commission 2017, *Planning Directive No.5.1 – Bushfire prone Areas Code*. Tasmanian Planning Commission, Hobart. 1st September 2017.

The Bushfire Planning Group 2005, *Guidelines for development in bushfire prone areas of Tasmania – Living with fire in Tasmania,* Tasmania Fire Service, Hobart.

Tasmanian Planning Scheme – Sorell.

Appendix A – Plan of Subdivision



Appendix B – BAL assessment

The following bushfire attack level assessment has been completed with the following assumption.

1) All land within the subdivision area is classified as low threat vegetation and is managed as a hazard management area.

Table 1. Bushfire Attack Level Assessment – Lots 1, 2, 9, 10, 11, 12, & 13

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to >50 metres	Lot boundary	BAL-LOW
	Grassland^	upslope	>50 metres		
	--	--	--		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
West	Grassland^	flat 0º	0 to >100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Table 2. Bushfire Attack Level Assessment – Lot 3

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 72 metres	Lot boundary	**BAL-12.5**
	Woodland^	upslope	72 to 100 metres		
	--	--	--		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 71 metres	Lot boundary	BAL-LOW
	Grassland^	flat 0º	71 to 91 metres		
	Exclusion 2.2.3.2 (e, f)^	flat 0º	91 to 100 metres		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
West	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to >100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Table 3. Bushfire Attack Level Assessment – Lot 4

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 68 metres	Lot boundary	**BAL-12.5**
	Woodland^	upslope	68 to 78 metres		
	Grassland^	upslope	78 to 100 metres		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 14 metres	14 metres	**BAL-12.5**
	Grassland^	flat 0º	14 to 34 metres		
	Exclusion 2.2.3.2 (e, f)^	flat 0º	34 to 100 metres		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
West	Grassland^	flat 0º	0 to >100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Table 4. Bushfire Attack Level Assessment – Lots 5 & 6

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 14 metres	14 metres	**BAL-12.5**
	Grassland^	flat 0º	14 to 100 metres		
	--	--	--		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
West	Grassland^	flat 0º	0 to >100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Table 5. Bushfire Attack Level Assessment – Lot 7

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 10 metres	10 metres	**BAL-19**
	Grassland^	flat 0º	10 to 100 metres		
	--	--	--		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
West	Grassland^	flat 0º	0 to >100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Table 6. Bushfire Attack Level Assessment – Lot 8

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 40 metres	Lot boundary	**BAL-12.5**
	Grassland^	flat 0º	40 to 100 metres		
	--	--	--		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
West	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to >100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Table 7. Bushfire Attack Level Assessment – Lots 14, 15 & 16

Azimuth	Vegetation Classification	Effective Slope	Distance to Bushfire-prone vegetation	Hazard management area width	Bushfire Attack Level
North	Exclusion 2.2.3.2 (e, f)^	upslope	0 to 22 metres	lot 14 - 5 m lot 15 & 16 – 7m	BAL-LOW
	Woodland^	upslope	22 to 57 metres		
	Grassland^	upslope	57 to >100 metres		
	--	--	--		
East	Exclusion 2.2.3.2 (e, f)^	flat 0º	0 to 40 metres	Lot boundary	**BAL-12.5**
	Grassland^	flat 0º	40 to 100 metres		
	--	--	--		
	--	--	--		
South	Exclusion 2.2.3.2 (e, f)^	>0 to 5º downslope	0 to 100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		
West	Grassland^	flat 0º	0 to >100 metres	Lot boundary	BAL-LOW
	--	--	--		
	--	--	--		
	--	--	--		

^ Vegetation classification as per AS3959-2018 and Figures 2.4 (A) to 2.4 (H).
* Low threat vegetation as per Bushfire Prone Areas Advisory Note (BHAN) No.1-2014, version 3, 8/11/2017.
^^ Exclusions as per AS3959-2018, section 2.2.3.2, (a) to (f).

Appendix C – Bushfire Hazard Management Plan

Index Plan

Compliance Requirements

Public and firefighting access

New Public Roads

Construction of a new public roads is proposed for this subdivision. New roads are required to conform with the following minimum specifications, completion is required prior to the sealing of titles:

- two-wheel drive, all-weather construction;
- load capacity of at least 20t, including for bridges and culverts;
- minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
- minimum vertical clearance of 4m;
- minimum horizontal clearance of 2m from the edge of the carriageway;
- cross falls of less than 3 degrees (1:20 or 5%);
- maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
- curves have a minimum inner radius of 10m;
- dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width.
- dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius.
- carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard AS1743-2001 Road signs-specifications.

Property Access

Lots 1 & 2, 6 and lots 8 to 16.
Property access is less than 30 metres in length and/or access is not required for a fire appliance to access a firefighting water point. In this circumstance there are no minimum design or construction standards required

Lots 3 to 5 and Lot 7.
Property access is greater than 30 metres in length and is required to access a firefighting water supply point, property access will be required to comply with all of the following specifications for building compliance:

The following minimum standards are applicable to property access for lots 3 to 5, lot 7, lots 10 & 11. Property access is not required to be developed for planning compliance. Lot 12 has existing residential development, property access

- Property access must have an all-weather surface, support a 20-tonne load (including bridges and culverts), and provide a minimum 4m carriageway width, 4m vertical clearance, and 0.5m horizontal clearance (excluding gate posts).
- Cross falls must be less than 3°, dips less than 7°, and curves must have a 10 m inner radius. Maximum gradients are 15° for sealed roads and 10° for unsealed roads.
- The access must terminate with a turning area for fire appliances provided by one of the following: a 10m outer-radius turning circle, a property access encircling the building, or a 4m x 8m hammerhead "T" or "Y" turning head.

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- Fittings and pipework must have a 50 mm nominal diameter (including the valve) and be metal or lagged above ground, or buried at least 300 mm. They must include a DIN/NEN standard forged Storz 65 mm coupling with suction washer, blank cap, and a 220 mm chain. Underground tanks need an opening ≥250 mm or a compliant coupling; any remote offtake must be visible, placed 450–600 mm above ground, and protected from damage.
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BushfireWise
DEVELOPMENT PLANNING
Mark Van den Berg BFP-108 0407 294 240
mark@bushfirewise.com.au

Hazard Management Area

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Hazard management areas are to be established by the developer prior to the sealing of titles and maintained by lot owners.

A hazard management area can be established and maintained through, but is not limited to the following actions;

- Remove fallen limbs, sticks, leaf and bark litter.
- Maintain grass at less than a 100mm height.
- Avoid or minimise the use of flammable mulches (especially against buildings).
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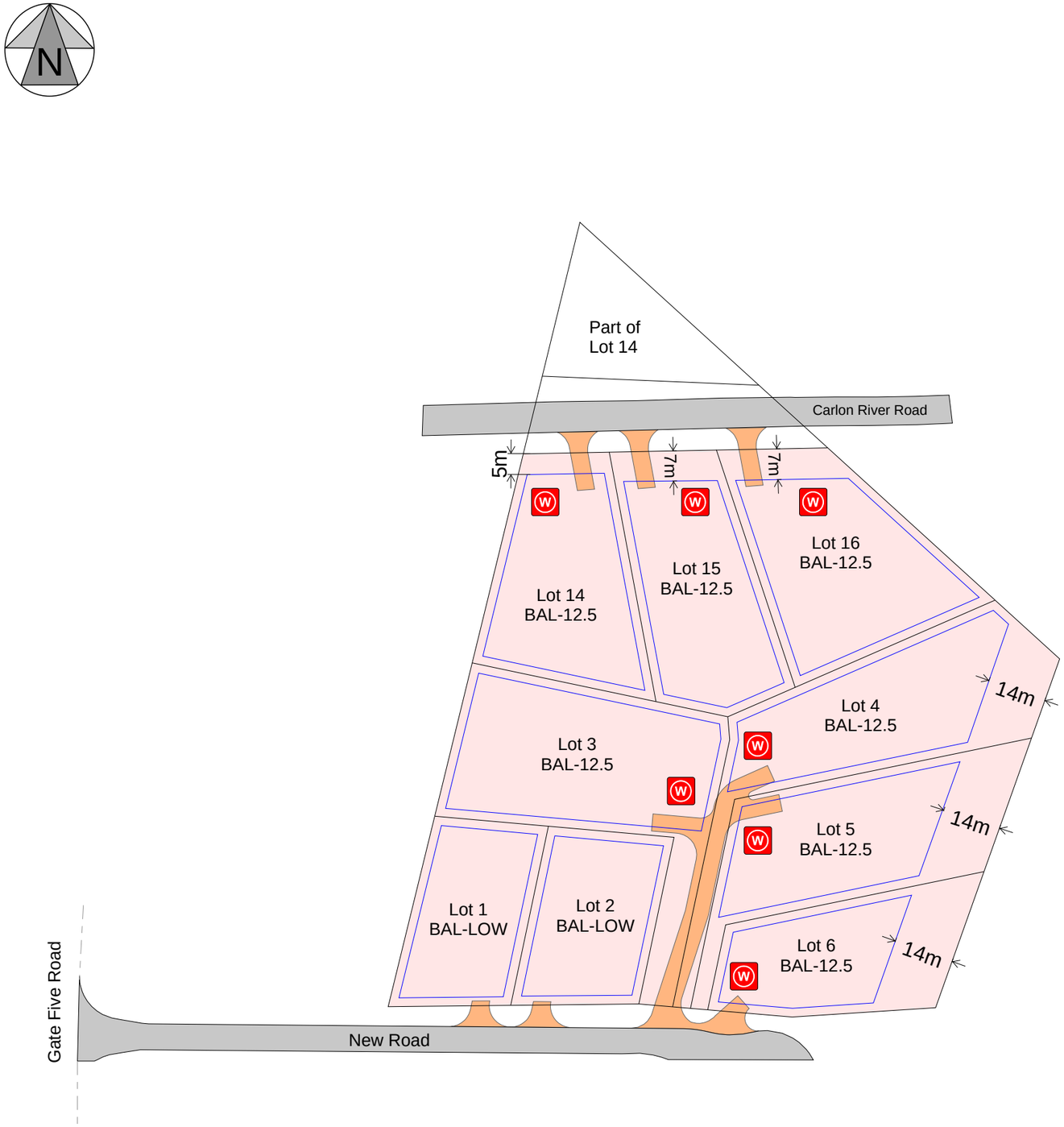

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Property access

Building Area

Static Water Supply Point

Hazard Management Area

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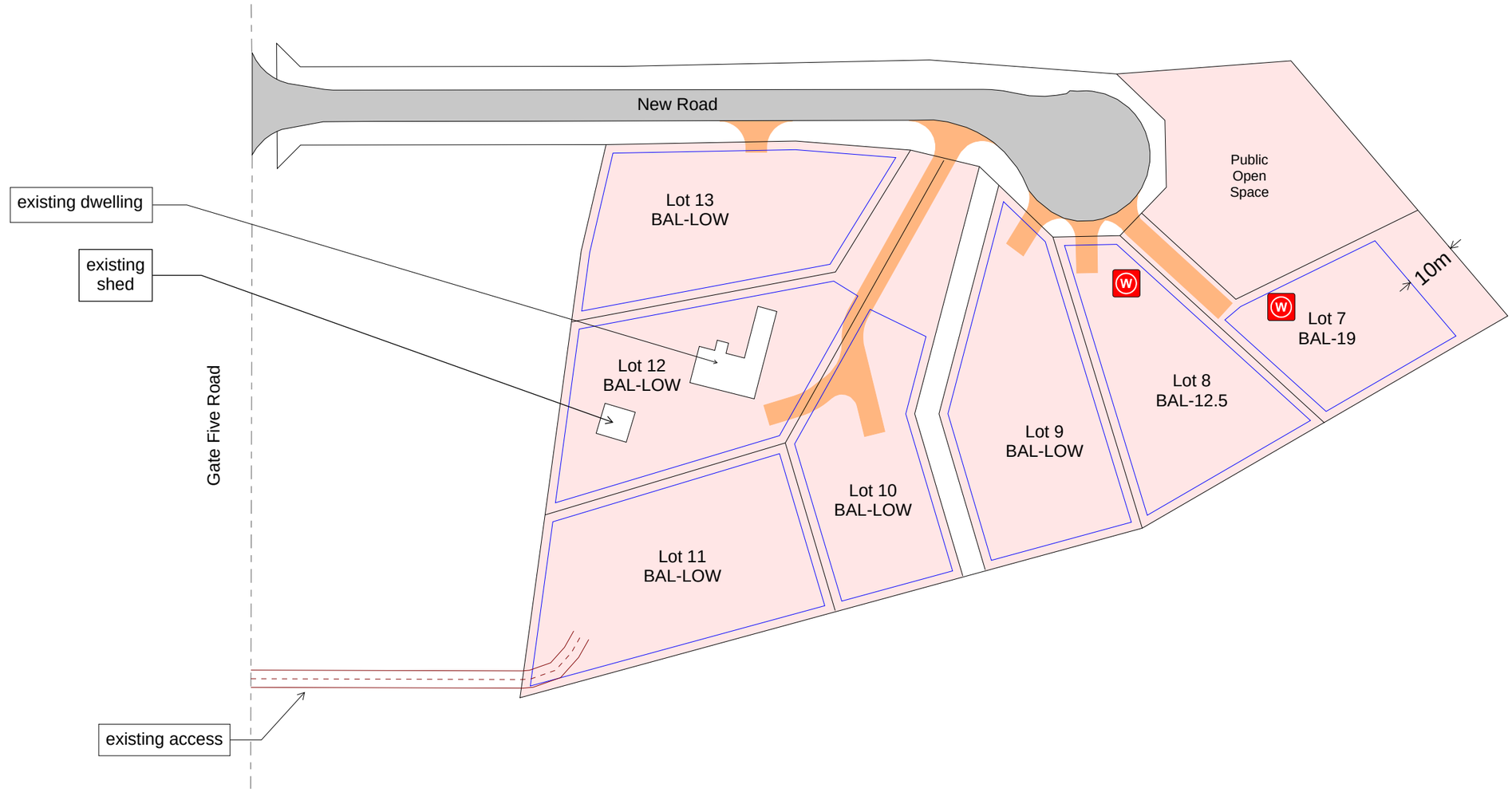

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Static Water Supply Point

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DEVELOPMENT PLANNING

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Appendix D – Planning Certificate

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] 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:	26 Gate Five Road, Carlton River, Tas., 7173
Certificate of Title / PID:	114193/2 & 156457/100

2. Proposed Use or Development

Description of proposed Use and Development:	Subdivision of land resulting in 16 residential lots.
Applicable Planning Scheme:	Tasmanian Planning Scheme – Sorell

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Report 26 Gate Five Road, Carlton River. June 2025 BW057v1.	Mark Van den Berg	19/06/2025	1
Bushfire Hazard Management Plan 26 Gate Five Road, Carlton River. June 2025 BW057v1.	Mark Van den Berg	19/06/2025	1
Plan of Subdivision	PDA Surveyors, Engineers & Planners	30/04/2025	49125LM-P1B

[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	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	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	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	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	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	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 (existing part 5)

☒	**E1.6.2 / C13.6.2 Subdivision: Public and firefighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	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 firefighting 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, applicable to Lots 1 & 2 and 9 to 13.
☒	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table, applicable to Lots 3 to 8 and 14 to 16.
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:	Mark Van den Berg	**Phone No:**	0407 294 240
Postal Address:	18 Marlborough Street, Sandy Bay. Tas. 7005	**Email Address:**	mark@bushfirewise.com.au
Accreditation No:	BFP – 108	**Scope:**	1, 2, 3A, 3B & 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or

☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier

Name: Mark Van den Berg **Date:** 19/06/2025

Certificate Number: BW057v1.

(for Practitioner Use only)

Appendix E- Certificate of qualified person

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To:	S. Brown	*Owner /Agent*
	C/O 26 Gate Five Road	*Address*
	Carlton River, Tasmania 7173	*Suburb/postcode*

Qualified person details:

Qualified person:	Mark Van den Berg		
Address:	18 Marlborough Street	Phone No:	0407 294 240
	Sandy Bay 7005	Fax No:	
Licence No:	BFP-108	Email address:	mark@bushfirewise.com.au

Qualifications and Insurance details:

Accredited to report on bushfire hazards under the Fire Service Act 1979.
Insurance Policies:
NPP-34336-PI.
180U352645BPK -PL

(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise:

Analysis of hazards in bushfire prone areas.

(description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address:	Subdivision at 26 Gate Five Road	Lot No:	1 - 16
	Carlton River, Tasmania 7173	Certificate of title No:	TBA

The assessable item related to this certificate:

Bushfire hazard management plan for proposed building work in a bushfire-prone area.

(description of the assessable item being certified)
Assessable item includes –
- *a material;*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type:

Bushfire Hazard

(description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

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

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

OR

☐ a building, temporary structure or plumbing installation

In issuing this certificate the following matters are relevant –

Documents:	Bushfire Hazard Management Plan 26 Gate Five Road, Carlton River. June 2025 BW057v1. Bushfire Hazard Report 26 Gate Five Road, Carlton River. June 2025 BW057v1.
Relevant calculations:	AS 3959:2018 - Method 1 BAL assessment.
References:	AS 3959:2018 - Method 1 BAL assessment.

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

1. The proposed building work – if designed and constructed in accordance with the bushfire hazard management plan referred to in this certificate – will comply with the applicable Deemed-to-Satisfy requirements of the Director's Determination – Bushfire Hazard Areas v1.2.

2. The applicable Bushfire Attack Level (BAL) determined using AS 3959:2018 for design and construction is marked on the BHMP.

Scope and/or Limitations

1. The scope of this certification is limited to compliance with the requirements of the Director's Determination – Bushfire Hazard Areas v1.2.
2. The effectiveness of the measures prescribed in the bushfire hazard management plan and supporting report are dependent on their correct implementation and maintenance for the life of the development.
3. No guarantee can be provided that the building work will survive every bushfire event.

I certify the matters described in this certificate.

	Signed:	*Certificate No:*	*Date:*
Qualified person:		BW057V1	19/06/2025

TRAFFIC & CIVIL SERVICES

26 GATE FIVE ROAD
RESIDENTIAL SUBDIVISION
CARLTON

TRAFFIC IMPACT ASSESSMENT
JUNE 2025

DRAFT

Sorell Council
Development Application: 7.2025.17.1 - Subdivision Application - 26 Gate Five Road, Carlton - P1.pdf
Plans Reference: P1
Date Received: 09/09/2025

26 Gate Five Road
Residential Subdivision
Carlton

TRAFFIC IMPACT ASSESSMENT

- Draft
- June 2025

Sorell Council
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1. Introduction

1.1 Background

A Low-Density Residential subdivision is proposed at 26 Gate Five Road, Carlton.

This TIA has been prepared based on Department of State Growth (DSG) guidelines and responds to the Tasmanian Planning Scheme – Sorell - Road & Rail Assets Code C3.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development that considers:

- Safety and capacity
- Equity and social justice
- Economic efficiency
- The environment and future development.

This TIA considers the impact of the proposal on projected traffic volumes expected by 2035.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on the junctions and streets surrounding the development site including Gate Five Road and Carlton River Road, Carlton.

1.4 References

- RTA Guide to Traffic Generating Development 2002
- Tasmanian Planning Scheme – Sorell
- Austroads Guide Road Design Part 4A: Unsignalised & Signalised Intersections 2021
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

1.5 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.6 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 38 years professional experience in road and traffic engineering industry
    - Director Traffic and Civil Services Pty Ltd since May 2017
    - Manager Traffic Engineering, Department of State Growth until May 2017.
    - Previous National committee memberships of Austroads Traffic Management and State Road Authorities Pavement Marking Working Groups
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987
-

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Director Traffic and Civil Services Pty Ltd

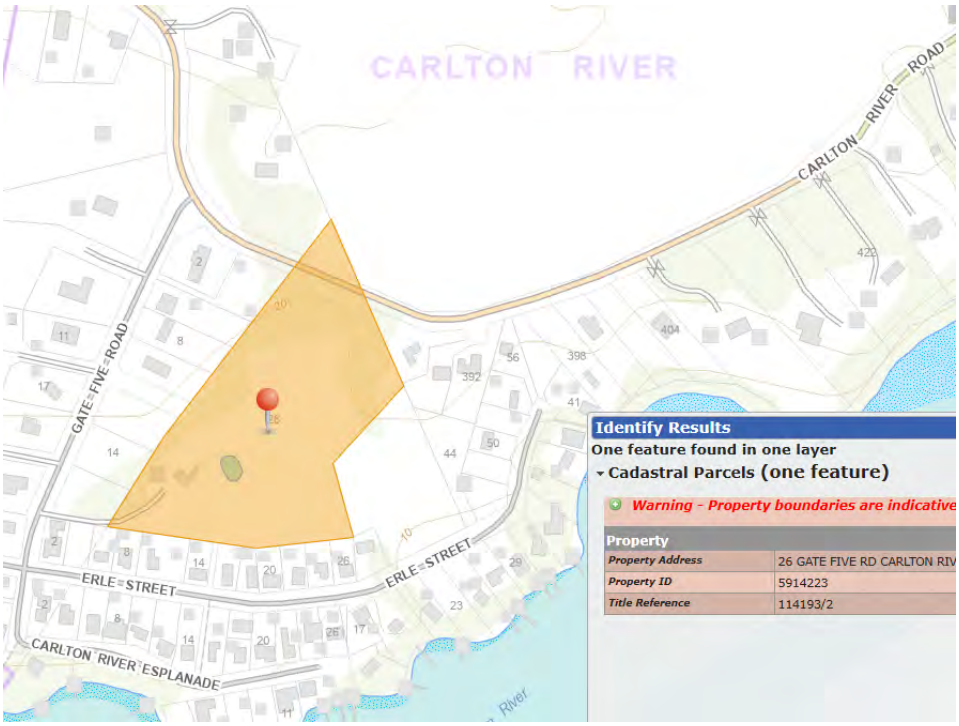
2. Site Description

Figures 1 – 3 show the development location, local road network and an aerial view of the site which is accessed from Carlton River Road. The site is within an urban environment on undulating ground.

Figure 1 – Development location

Source: LISTmap, DPIPWE

Figure 2 – Local Road network in the vicinity of the development site.



Source: LISTmap, DPIPWE

Figure 3 – Aerial view of the development site.

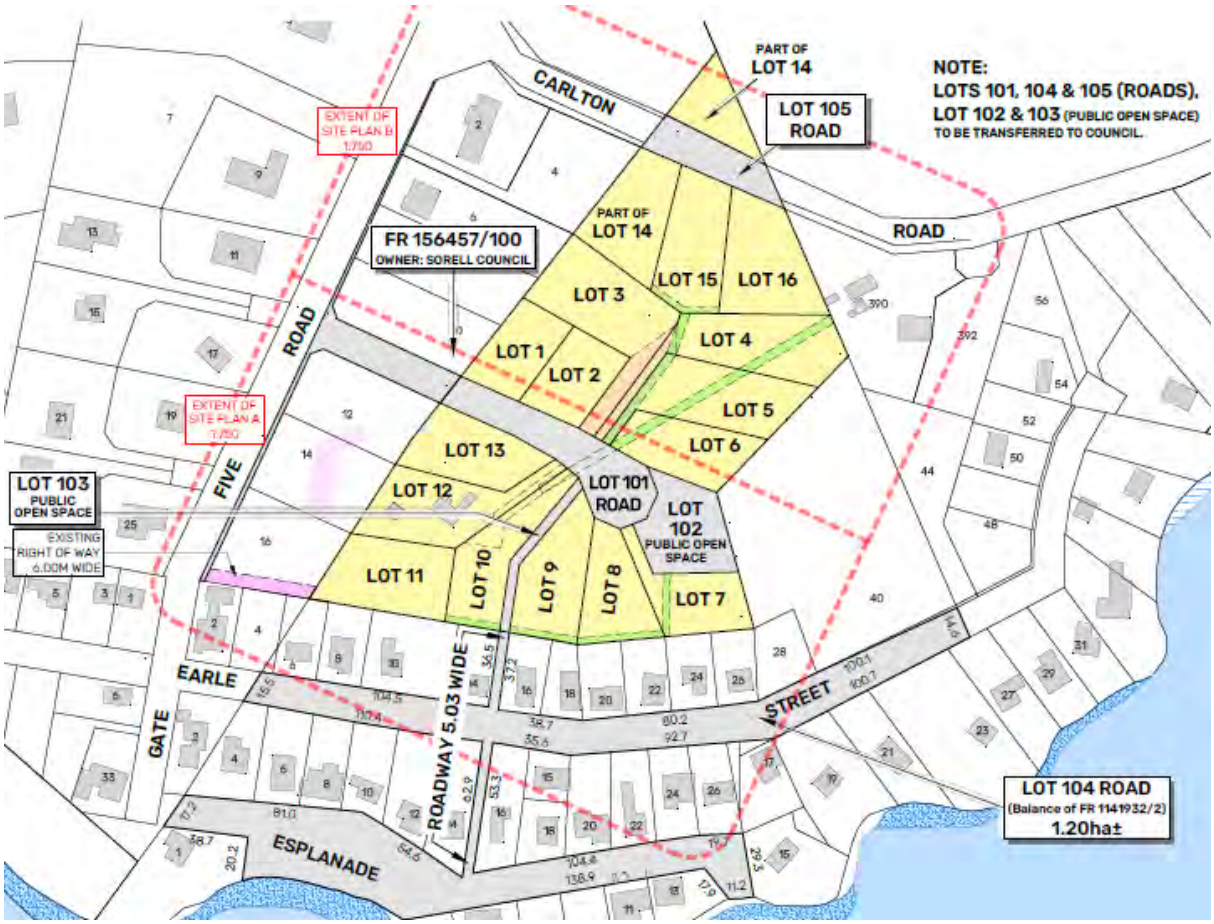
Source: LISTmap, DPIPWE

3. Proposal, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

The proposal is to subdivide the land parcel with 16 lots, see Figure 4. Detailed layout plans are attached in Appendix A.

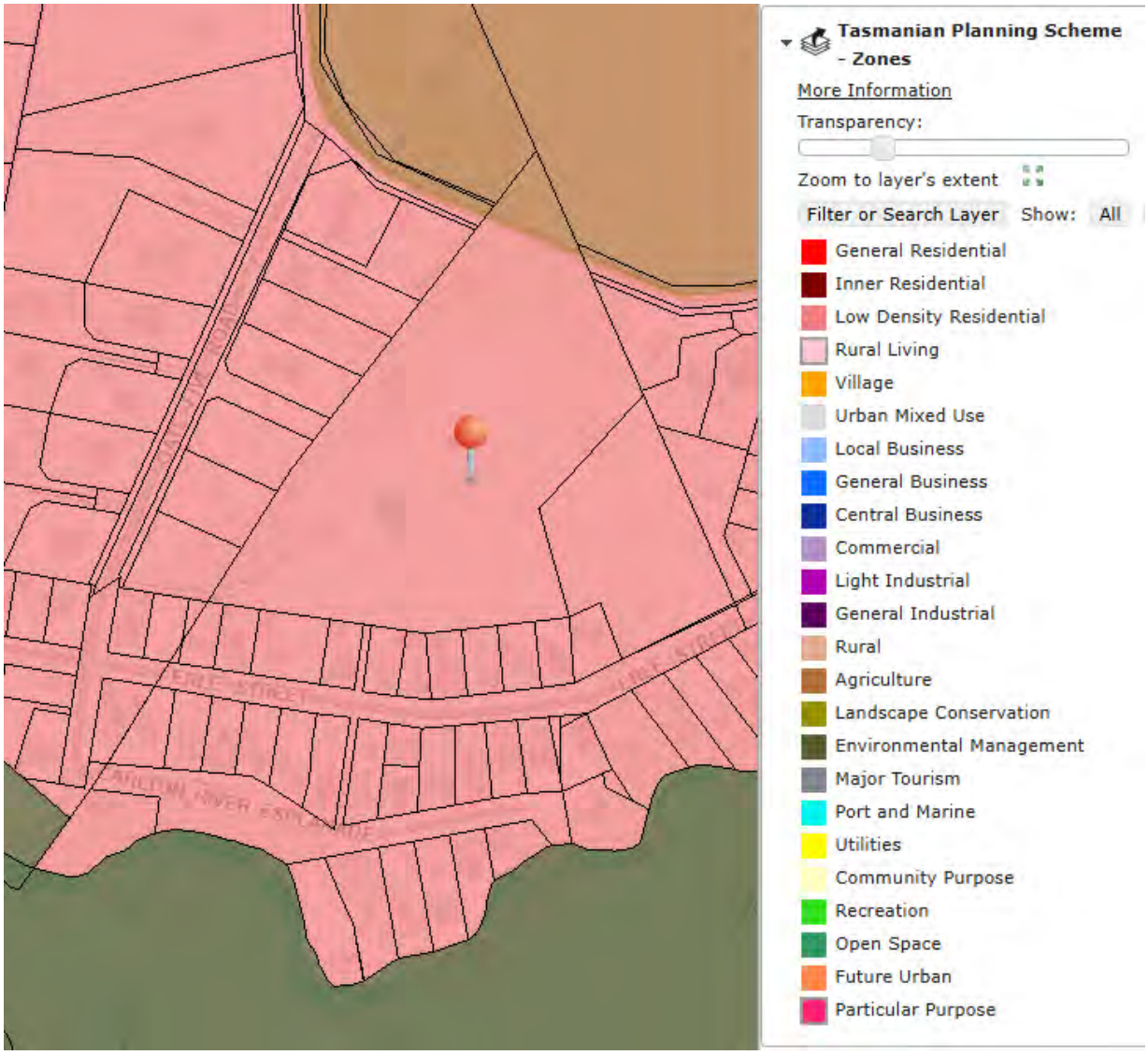
Figure 4 – Proposed subdivision layout of 26 Gate Five Road, Carlton



3.2 Tasmanian Planning Scheme – Sorell

The proposed development site zoning is shown in Figure 5.

Figure 5 – Development site is zoned Low Density Residential.



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

Sorell Council (SC) is the authority responsible for the Council Road network impacted by the proposal. SC objectives are to maintain traffic safety and capacity for relevant road users.

4. Existing Conditions

4.1 Transport Network

The proposed development accesses the local road network as shown in Figure 6. The transport network in the vicinity of the development consists of Councils Roads that are not part of the Tasmanian 26m B Double Network, see Appendix D.

Figure 6 – Local Road network surrounding the development site.

Source: LISTmap, DPIPWE

4.2 Carlton River Road

Carlton River Road functions as a rural access road and is a two-way two-lane road with an 80km/h Speed Limit and 45 km/h Advisory Speed on the bend and junction with Gate Five Rd, see Figure 7. Delineated is provided with B3 barrier line and guideposts. The Western approach to the junction has an estimated AADT of 1,500 vpd (2025) and seal width of 6.8m.

Figure 7 – Carlton River Road Eastern approach to Gate Five Road.

4.3 Gate Five Road

Gate Five Road functions as a Low-Density Residential access road and is a two-way two-lane road. The General Urban Speed Limit of 50km/h applies, and the road is delineated with street lighting. The road has a sealed width of 6.2m and no footpaths. A 40km/h Speed Limit applies at the Southern end, see Figure 8,

Figure 8 – Gate Five Road Northern approach to Erle Street

4.4 Erle Street

Erle Street functions as a Low-Density Residential Street and is a two-way two-lane road. The General Urban Speed Limit of 50km/h applies, and the road is delineated with street lighting. The road has a sealed width of 5.0m and no footpaths. Public Open Space provision is shown in Figure 9 – 11.

Figure 9 – Erle Street Western approach to Lot 103 Public Open Space

Figure 10 – Looking North from Erle Street at Lot 103 Public Open Space

Figure 11 – Looking South from Erle Street at Lot 103 Public Open Space

4.5 Impacted intersections.

4.5.1 Carlton River Road / Gate Five Road junction

For Carlton River Road / Gate Five Road junction layout and approaches see Figures 12- 18.

Figure 12 – Aerial view of Carlton River Road / Gate Five Road junction

This junction has a simple layout.

Source: LISTmap, DPIPWE

Figure 13 – Carlton River Road Western approach to Gate Five Road

Figure 14 – Carlton River Road Western approach at Gate Five Road

Figure 15 – Carlton River Road Eastern approach to Gate Five Road

Figure 16 – Gate Five Road approach to Carlton River Road

Figure 17 – Looking right along Carlton River Road from Gate Five Road

Sight distance right is 215m.

Figure 18 – Looking left along Carlton River Road from Gate Five Road

Sight distance left is 156m.

4.5.2 Gate Five Road / Proposed Street Junction

The proposed junction layout is shown in Figures 19 - 25.

Figure 19 – Aerial view of Gate Five Road / Proposed Road junction

Source: LISTmap, DPIPWE

Figure 20 – Gate Five Road Northern approach to proposed junction.

Figure 21 – Gate Five Road Southern approach to proposed junction.

Figure 22 – Gate Five Road Southern approach at proposed junction.

Figure 23 – Elevation view of Lot 101 Road approach to Gate Five Road

Figure 24 – Looking right along Gate Five Road from Proposed Road.

Sight distance right is 160m.

Figure 25 – Looking left along Gate Five Road from Proposed Road.

Sight distance left is 180m.

4.6 Sight Distance Summary for junctions and accesses.

Sight distance guidelines and availability are summarised in Figure 26. See Appendix F for the Carlton River Road accesses and Appendix G for the lot 11 Gave Five Road access. See Appendix H for the Erle Street Public Open Space sight distances.

Figure 26 – Sight distance summary

Junction Major Rd - Minor Rd or property access	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance			
			Austroads SISD (m)	Available Left(m)	Available Right(m)	AS/NZS 2890.1 SSD (m)
Carlton River - Gate Five	80	60	123	156	215	NA
Carlton River - Lot 14	80	80	181	110	195	105
Carlton River - Lot 15	80	80	181	113	170	105
Carlton River - Lot 16	80	80	181	116	156	105
Gate Five - Road Lot 101	50	50	97	180	160	NA
Gate Five - Lot 11	50	40	73	50	280	35
Erle - Lot 103 POS	50	40	73	145 (W)	75 (E)	35

Austroads Compliant. AS/NZS 2890.1 Access Compliant

4.7 Traffic Activity

From TCS traffic survey, see Appendix B, at the Carlton River Road / Gate Five Road junction, eestimated AADTs for these roads are:

- Carlton River Road (West) - 1,500 vpd (2025)
- Carlton River Road (East) - 1,120 vpd (2025)
- Gate Five Road - 420 vpd (2025)

4.8 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

As of the 11th June 2025 DSG advise that there have been no reported crashes on Five gates Road over the last 5 years. The crash history provides no evidence of a crash propensity in the vicinity of the proposed junction.

4.9 Road Safety Review

From road safety review the following determinations were made:

- Carlton River Road - No issues were identified.
- Gate Five Road - No issues were identified.

4.10 Safe System Assessment.

Carlton River Road and Gate Five Road have been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

Crash risk score is an indicator of how well infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

Crash risk scores have been determined as follows:

- Carlton River Road – 21 / 448
- Gate Five Road – 12 / 448.

These crash risk scores align with the safe system objective, see Appendix E & Figure 27.

Figure 27 – Austroads Safe System Assessment alignment between crash score and risk

<40/448	Very low risk score
(40-80)/ 448	Low risk score
(80-180)/448	Moderate to high risk score
>180/448	High risk score

5. Traffic Generation and Assignment

This section of the report estimates how traffic generated by the proposal is distributed within the adjacent road network now and ten years future.

5.1 Traffic Growth

Assumed background traffic compound annual growth of:

- 1% on Carlton River Road excluding the proposal.
- 1% on Gate Five Road excluding the proposal

5.2 Trip Generation

The land use zoning for the area is Low Density Residential.

The standard traffic generation rates for residential dwellings abased on RTA guidelines:

- 9.0 vpd & 0.85 vph / lot.

The 13 lots access Gate Five Road will generate 117 vpd & 11 vph at peak times.

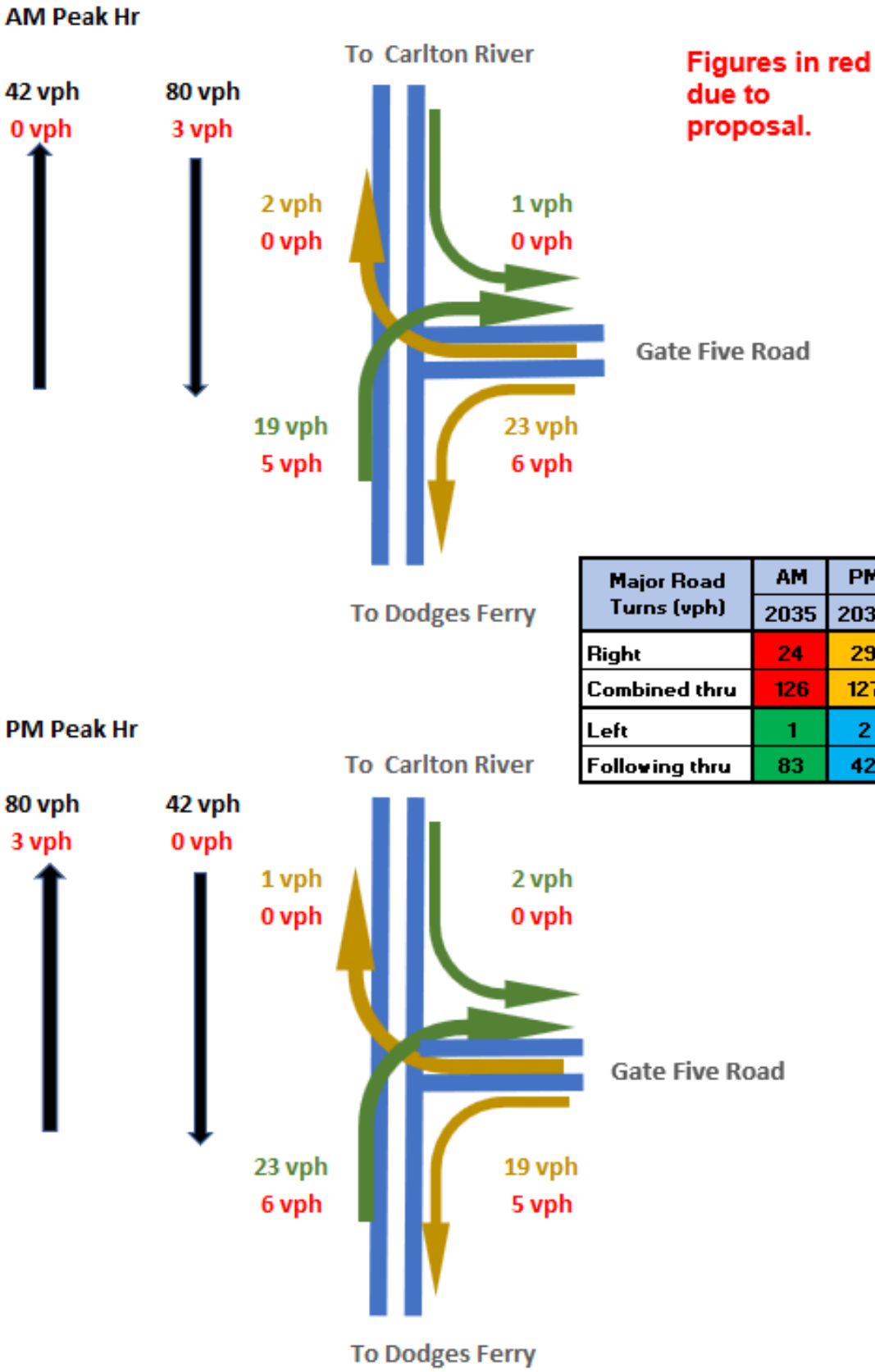
The 3 lots access Carlton River Road will generate 27 vpd & 3 vph at peak times.

5.3 Trip Assignment

Estimated trip assignments for 2035 for the impacted junctions are shown in Figures:

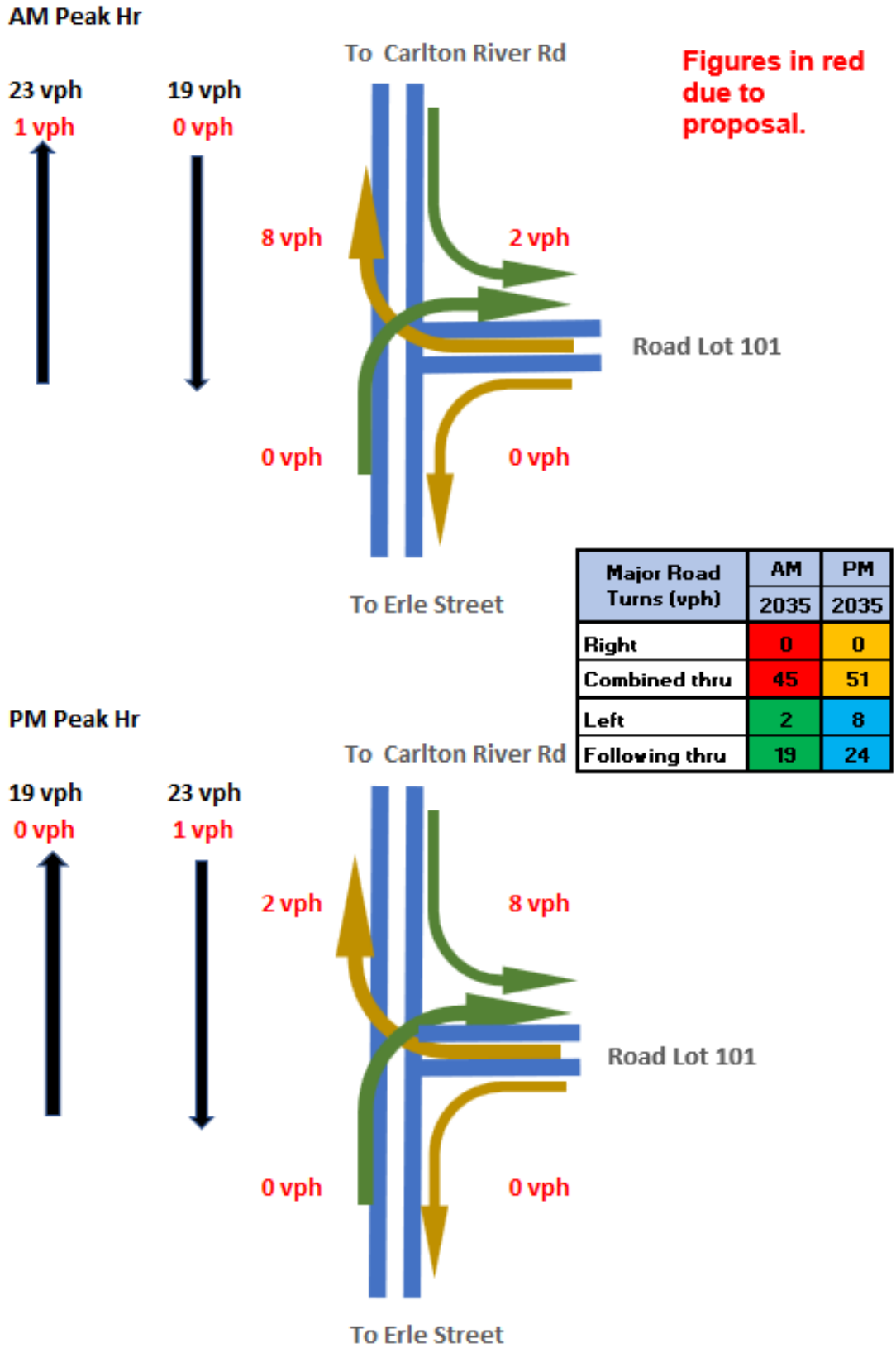
- Carlton River Road / Gate Five Road junction – Figure 28.
- Gate Five Road / Road Lot 101 junction – Figure 29.

Figure 28 – 2035 Traffic Activity at Carlton River Road / Gate Five Road junction



Major Road Turns (vph)	AM	PM
	2035	2035
Right	24	29
Combined thru	126	127
Left	1	2
Following thru	83	42

Figure 29 – 2035 Traffic Activity at Gate Five Riad / Road Lot 101 junction



Major Road Turns (vph)	AM 2035	PM 2035
Right	0	0
Combined thru	45	51
Left	2	8
Following thru	19	24

6. Impact on Road Network

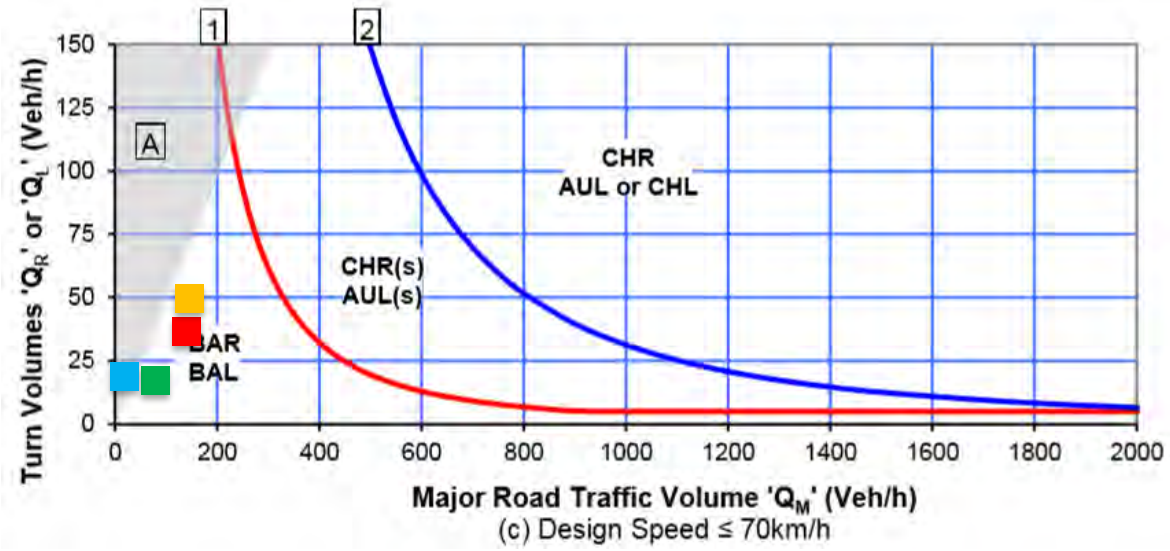
6.1 Junction and access requirements

Junction layouts are based on Austroads Guidelines which take into account the standard of the road, speed limit and through & side road traffic as outlined in Austroads Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings – 2020.

6.1.1 Carlton River Road / Gate Five Road junction

Based on the Austroad junction warrant shown in Figure 30 a BAR and BAL junction is technically warranted. As can be seen in Figure 30, the junction has very low through traffic, accordingly the existing simple junction layout, see Figure 11, is considered adequate.

Figure 30 – Austroads intersection warrant 2035.



Source: Austroads GTM Part 6-2020

Major Road Turns (vph)	AM	PM
	2035	2035
Right	24	29
Combined thru	126	127
Left	1	2
Following thru	83	42

6.1.2 Gate Five Road / Road Lot 101 junction

This proposed junction, as can be seen in Figure 29, has very low turning and through traffic and accordingly the proposed simple junction layout is adequate.

6.2 Impact of Proposal on Traffic Capacity

6.2.1 Carlton River Road / Gate Five Road junction

Upon review of the Austroads intersection warrant chart, see Figure 30, through and turning traffic volumes are low and, in the range, where detailed intersection analysis is not required. The junction is estimated to continue to operate at LOS A by 2035. See Appendix C for LOS descriptions.

6.2.2 Gate Five Road / Road Lot 101 junction

This proposed junction, as can be seen in Figure 29, has very low turning and through traffic and is estimated to operate at LOS A by 2035.

6.3 Impacts on road users.

6.3.1 Public Transport

There are no public transport services that would be affected by the proposal.

6.3.2 Delivery Vehicles

The proposal does not affect delivery vehicles.

6.3.3 Pedestrians and Cyclists

Footpaths should be provided along one side of the proposed Road Lot 101 consistent with LGAT Standards for Urban Roads TSD-R06.

6.3.4 Motorcyclists

The proposal is estimated to have negligible impact on motorcyclists.

6.4 Other impacts

6.4.1 Environmental

No applicable environmental impacts were identified in relation to:

- Noise, vibration or visual impact
- Community severance, pedestrian amenity
- Hazardous loads, air pollution or ecological impacts
- Heritage and Conservation

6.4.2 Street Lighting and Furniture

The proposed subdivision street should be fitted with street lighting to council standard.

6.5 Proposed roads and accesses

As the Land Use Zoning is Low Density Residential, full urban residential infrastructure is not required in that kerb & channel and footpath are not required and driveways may be sealed rather than constructed with reinforce concrete.

The proposed street (Road Lot 101) should be designed to accommodate General Access vehicles and built with a cross section consistent with the LGAT Urban Roads standard drawing TSD-R06. In this case the proposed street is some 150m in length and terminates with a Cul-De-Sac. Accordingly, a 6.9m seal width is recommended as per LGAT Urban Roads standard drawing TSD-R06.

The Cul-De-Sac should have an 18m sealed diameter as per LGAT Urban Cul-De-Sac drawings TSD-R07 & R08.

Sealed driveways should be constructed to comply with LGAT Standard Drawing TSD-R09 for Urban Road Driveways. LGAT standard drawings are accessible online at:

https://www.lgat.tas.gov.au/__data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf

6.6 Bushfire Prone Area

The proposed accesses should comply with recommendation of the bushfire hazard report prepared for the proposal.

6.7 Services

Services do not appear to be impacted by the proposal.

6.8 Tasmanian Subdivision Guideline Considerations

The proposal is broadly compliant with Tasmanian Subdivision Guidelines.

6.9 Transport Planning Considerations

There are no transport planning issues with the proposal.

6.10 Tasmanian Planning Scheme – Sorell

Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.

Acceptable Solution A1.1 – **Not applicable** as the relevant roads are not Category 1.

Acceptable Solution A1.2 *– For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

The proposal involves a new residential street (Road Lot 101) and junction with Gate Five Road. Written consent from the Sorell Council has not been issued. This TIA has been prepared to assist Council in assessing the proposal. **A1.2 is currently not satisfied.**

Acceptable Solution A1.3 **– Not applicable** as no rail network is involved.

Acceptable solution A1.4: *Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing will not increase by more than:*

(a) The amounts in Table C3.1
(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

Table C3.1 allows an increase of traffic of 20% or 40 vpd for vehicles up to 5.5m in length on *other* roads. Both impacted roads are classed as *Other:*

- Carlton River Road has an AADTs of 1,500 vpd with 144 vpd proposed increase.
- Gate Five Road has an AADT of 420 vpd with 117 vpd increase.

The proposal increases traffic beyond the Table C3.1 requirements. **A1.4 is not Satisfied**.

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) any increase in traffic caused by the use.
(b) the nature of the traffic generated by the use.
(c) the nature of the road.
(d) the speed limit and traffic flow of the road.
(e) any alternative access to a road.
(f) the need for the use.
(g) any traffic impact assessment; and
(h) any advice received from the rail or road authority.

From review of Austroads junction warrants the development is supported as turning and through movements at the existing and proposed junctions are low and the proposed and existing junctions are adequate to cope with the projected increase by 2035, see Section 6.2.

(a) The nature of the traffic generated by the use will be 98% light vehicles post residential construction phase.

(b) Carlton River Road and Gate Five Road are of suitable standard to cope with projected traffic activity in 2035. The proposed road standard is consistent with LGAT standards for urban roads. The proposed road junction has a suitable layout.

(c) The General Urban Speed Limit of 50 Km/h applies on Gate Five Road and suits the proposed Low Density Residential subdivision.

(d) No alternative accesses are available.

(e) The proposal is consistent with the Low-Density Residential Land Use zoning.

(f) This TIA finds no reason to disallow the proposal due to traffic impacts.

(g) No specific advice on traffic management has been received from Council.

In summary there are no traffic safety or capacity issues due to the proposal. **P1 is satisfied.**

Acceptable solution A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area.

Acceptable Solution A1

Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:

(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;

(b) an extension which extends no closer to the existing or future major road or rail network than:

(i) the existing habitable building; or

(ii) an adjoining habitable building for a sensitive use; or

(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.

Table C3.2 Acceptable noise levels within a road or railway attenuation area

Roads
The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18-hour)] of 63 dB(A).

The proposal is not within a road or railway attenuation area. **A1 is satisfied.**

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

Acceptable Solution A1

A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.

Habitable buildings (sensitive uses) are proposed within the General Residential Zone but are not within a road or railway attenuation area. **A1 is satisfied.**

7. Recommendations and Conclusions

This traffic impact assessment has been prepared for the proposed Low Density Residential subdivision at Carlton. It is estimated the proposal will generate:

- 117 vpd on Gate Five Road due to 13 proposed lots.
- 144 vpd on Carlton River Road due to all 16 lots.

The assessment has reviewed traffic activity at the site, existing road conditions, road safety, crash history, Austroads junction warrants and the Tasmanian Planning Scheme – Sorell requirements of Road and Railway Assets Code C3.

7.1 Traffic Capacity at impacted junctions:

The existing and proposed Gate Five Road junctions have been checked in terms of Austroads warrants and Safe Intersection Sight Distance requirements.

7.1.1 Carlton River Road / Gate Five Road junction

This junction is estimated to operate at LOS A beyond 2035. Junction improvements are not considered necessary due to the proposal.

7.1.2 Gate Five Road / Proposed Road Lot 101 junction

This proposed junction is estimated to operate at LOS A beyond 2035.

7.2 Traffic safety

7.2.1 Austroads Safey System Assessment

Crash risk scores have been determined as follows:

- Carlton River Road – 21 / 448
- Parkland Parade – 12 / 448.

These crash risk scores align with the safe system objective.

7.2.2 Road Safety Review

From road safety review no issues were identified with the existing road infrastructure.

7.2.3 5 Year Reported Crash History

From crash history for Gate Five Road provides no evidence of a crash propensity on the approaches to or at the proposed junction site.

7.3 Tasmanian Planning Scheme – Sorell

Evidence is provided demonstrating that the proposal complies with Road and Railway Assets Code C3. The proposal has a minor impact on the surrounding road network.

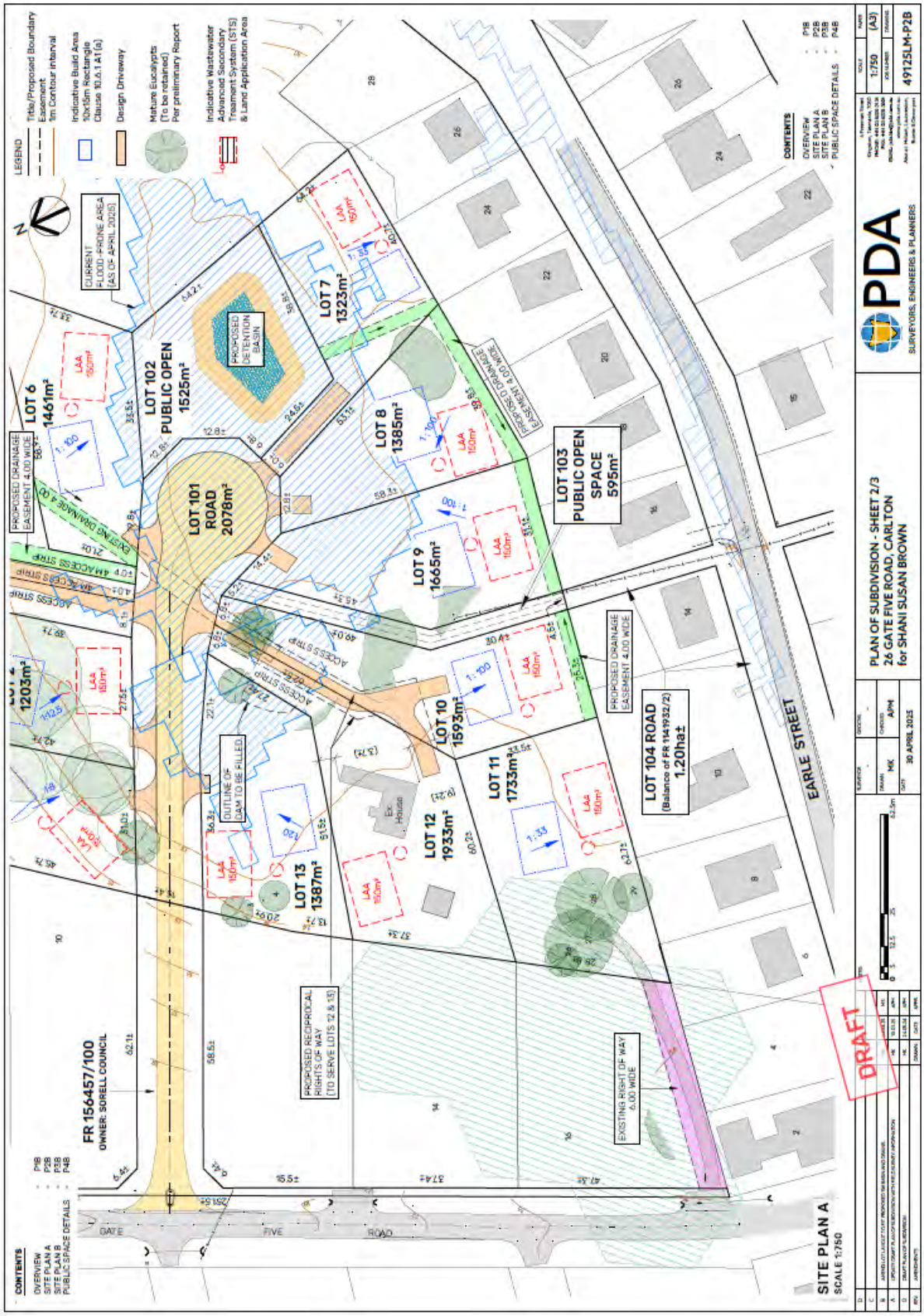
Recommendations:

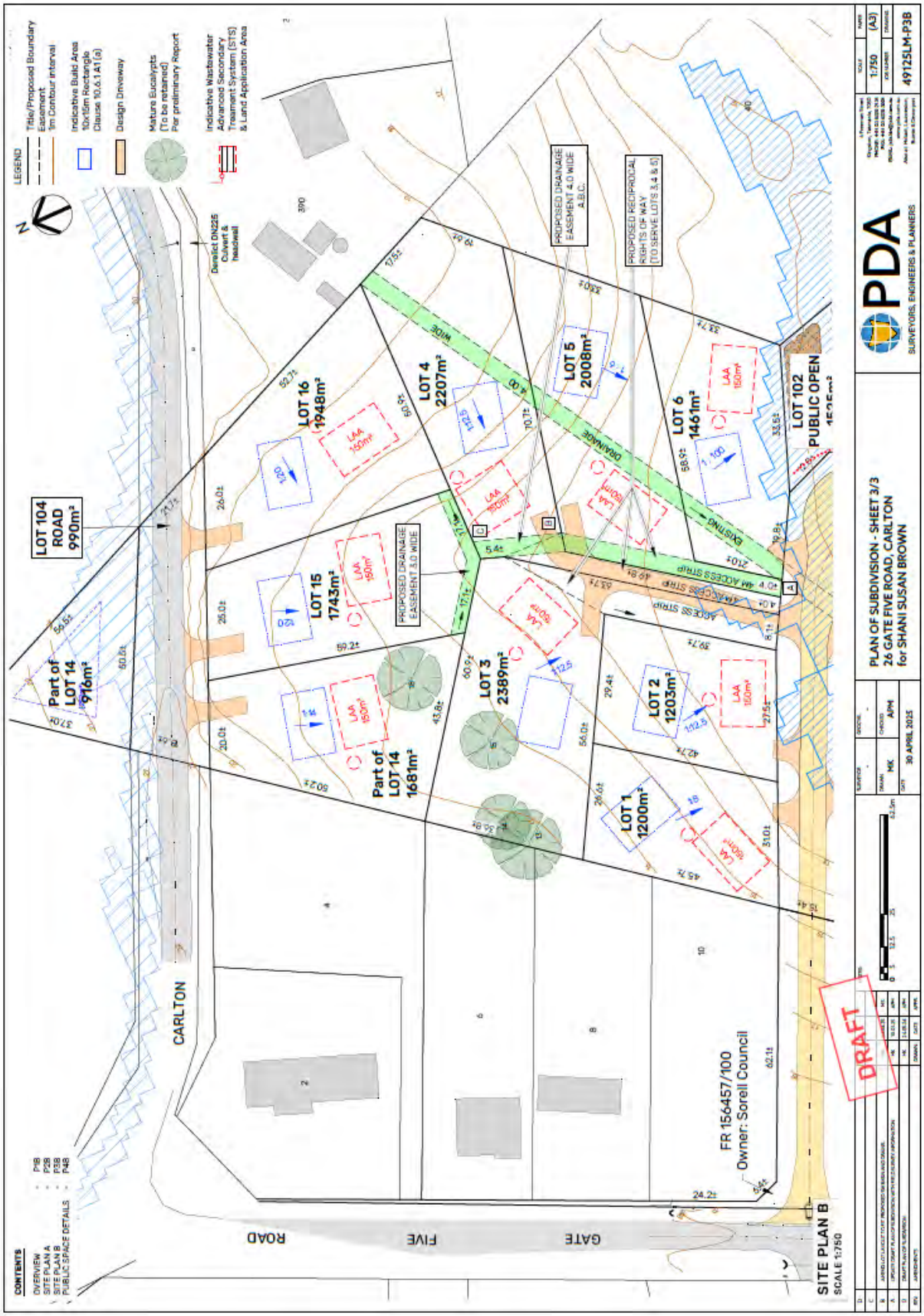
1. *Construct the proposed street to sealed width of 6.9m without kerb& channel or footpath and otherwise as per LGAT Urban Roads standard drawing TSD-R06.*
2. *Construct the proposed Cul-De-Sac in accordance with LGAT Urban Roads standard drawings TSD - R07 & R08 with 18m Cul-De-Sac diameter without kerb & channel or footpath.*
3. *Construct sealed rather than reinforced concrete accesses to LGAT standards TSD-R09 & R11.*
4. *Construct proposed accesses compliant with recommendations of the bushfire hazard report prepared for the proposal.*
5. *Install driveable culvert endwalls Type 1, see Appendix I, at the accesses to Carlton River Road as they are within an 80km/h Speed Limit,*
6. *Provide streetlighting consistent with Sorell Council standard.*

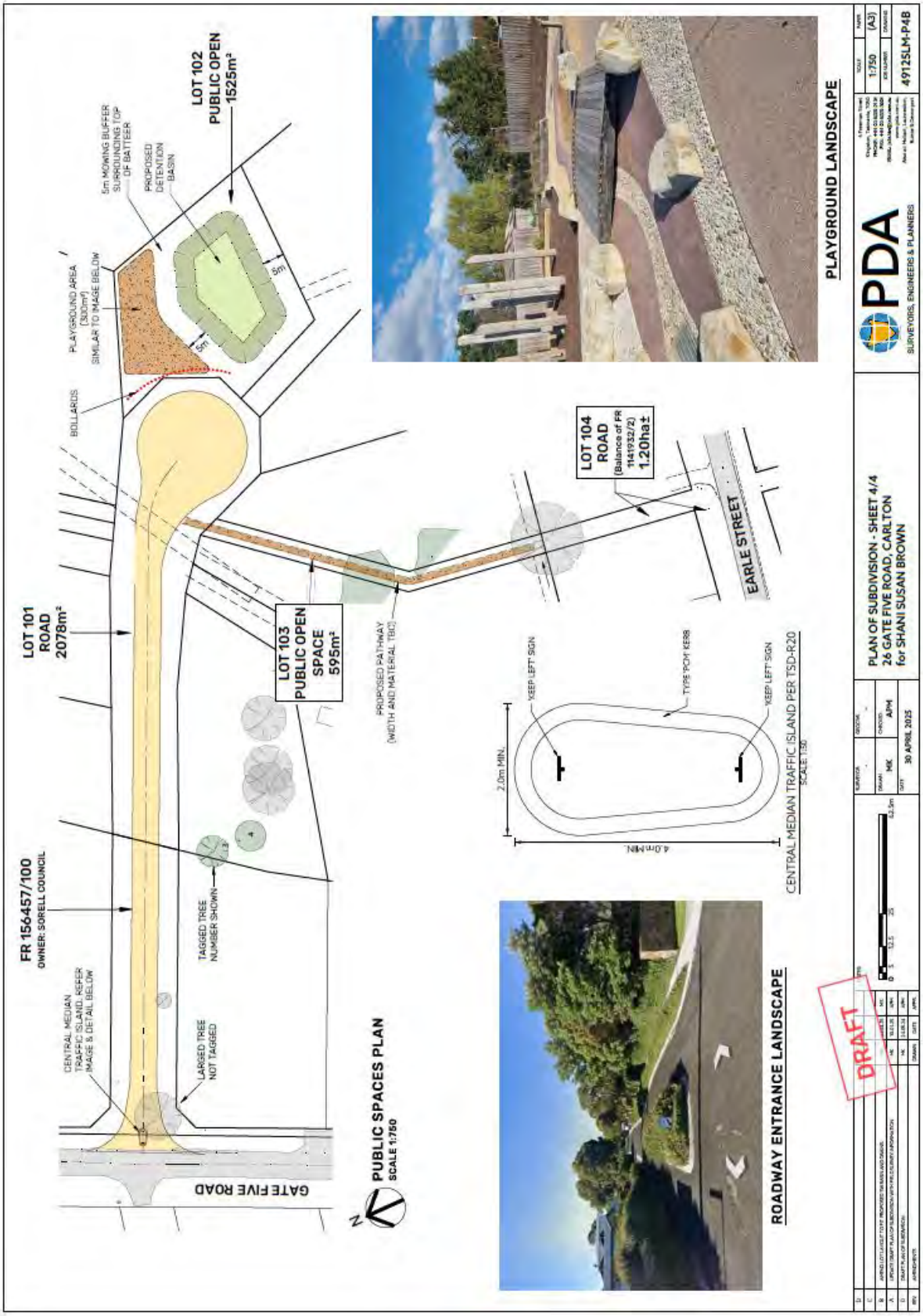
Overall, it has been concluded that with the proposed development, the existing road network will continue to operate safely& efficiently subject to the above recommendations. Based on the findings of this report the proposal is supported on traffic grounds.

Appendices

Appendix A – Proposed development layout


LEGEND
Title/Proposed Boundary
Easement
1m Contour Interval
Indicative Build Area 10x15m Rectangle Clause 10.6.1 A1 (a)
Design Driveway
Mature Eucalypts (To be retained) Per preliminary Report
Indicative Wastewater Advanced Secondary Treatment System (STS) & Land Application Area
CURRENT FLOOD-PRONE AREA (AS OF APRIL 2025)
PROPOSED DETENTION BASIN
LOT 102 PUBLIC OPEN 1525m²
LOT 101 ROAD 2078m²
LOT 6 1461m²
LOT 7 1323m²
LOT 8 1385m²
LOT 9 1665m²
LOT 10 1593m²
LOT 11 1733m²
LOT 12 1933m²
LOT 13 1387m²
LOT 14 1203m²
LOT 103 PUBLIC OPEN SPACE 595m²
LOT 104 ROAD (Balance of FR 114932/2) 1.20ha±
FR 156457/100 OWNER: SORELL COUNCIL
PROPOSED DRAINAGE EASEMENT 4.00 WIDE
EXISTING DRAINAGE 4.00
PROPOSED DRAINAGE EASEMENT 4.00 WIDE
ACCESS STRIP
OUTLINE OF DAM TO BE FILLED
PROPOSED RECIPROCAL RIGHTS OF WAY (TO SERVE LOTS 12 & 13)
EXISTING RIGHT OF WAY 6.00 WIDE
LAA 150m²
Ex. House
GATE FIVE ROAD
EARLE STREET
SITE PLAN A
SCALE 1:750
CONTENTS
OVERVIEW P1B
SITE PLAN A P2B
SITE PLAN B P3B
PUBLIC SPACE DETAILS P4B
DRAFT
PDA
SURVEYORS, ENGINEERS & PLANNERS
PLAN OF SUBDIVISION - SHEET 2/3
26 GATE FIVE ROAD, CARLTON
for SHANI SUSAN BROWN
1:750 (A3)
49125LM-P2B
30 APRIL 2025


LEGEND
Title/Proposed Boundary
Easement
1m Contour interval
Indicative Build Area 10x15m Rectangle Clause 10.6.1 A1 (a)
Design Driveway
Mature Eucalypts (To be retained) Per preliminary Report
Indicative Wastewater Advancous Secondary Treatment System (STS) & Land Application Area
Derelict DN225 Culvert & headwall
LOT 104 ROAD 990m²
Part of LOT 14 976m²
LOT 16 1948m²
LOT 15 1743m²
Part of LOT 14 1681m²
LOT 4 2207m²
LOT 3 2389m²
LOT 5 2008m²
LOT 2 1203m²
LOT 1 1200m²
LOT 6 1461m²
LOT 102 PUBLIC OPEN
PROPOSED DRAINAGE EASEMENT 4.0 WIDE A.B.C.
PROPOSED RECIPROCAL RIGHTS OF WAY (TO SERVE LOTS 3,4 & 5)
PROPOSED DRAINAGE EASEMENT 3.0 WIDE
EXISTING DRAINAGE
ACCESS STRIP
CARLTON
ROAD
FIVE
GATE
FR 156457/100
Owner: Sorell Council
SITE PLAN B
SCALE 1:750
CONTENTS
OVERVIEW P1B
SITE PLAN A P2B
SITE PLAN B P3B
PUBLIC SPACE DETAILS P4B
DRAFT
PDA
SURVEYORS, ENGINEERS & PLANNERS
PLAN OF SUBDIVISION - SHEET 3/3
26 GATE FIVE ROAD, CARLTON
for SHANI SUSAN BROWN
1:750
(A3)
49125LM-P3B
30 APRIL 2025


LOT 102
PUBLIC OPEN
1525m²
5m MOWING BUFFER SURROUNDING TOP OF BATTER
PROPOSED DETENTION BASIN
PLAYGROUND AREA (300m²) SIMILAR TO IMAGE BELOW
BOLLARDS
LOT 101
ROAD
2078m²
FR 156457/100
OWNER: SORELL COUNCIL
CENTRAL MEDIAN TRAFFIC ISLAND, REFER IMAGE & DETAIL BELOW
TAGGED TREE NUMBER SHOWN
LARGED TREE NOT TAGGED
GATE FIVE ROAD
LOT 103
PUBLIC OPEN
SPACE
595m²
PROPOSED PATHWAY (WIDTH AND MATERIAL TBC)
LOT 104
ROAD
(Balance of FR 141932/2)
1.20ha±
EARLE STREET
KEEP LEFT SIGN
TYPE 'POM' KERB
2.0m MIN.
4.0m MIN.
CENTRAL MEDIAN TRAFFIC ISLAND PER TSD-R20
SCALE 1:50
PUBLIC SPACES PLAN
SCALE 1:750
ROADWAY ENTRANCE LANDSCAPE
PLAYGROUND LANDSCAPE
DRAFT
PDA
SURVEYORS, ENGINEERS & PLANNERS
PLAN OF SUBDIVISION - SHEET 4/4
26 GATE FIVE ROAD, CARLTON
for SHANI SUSAN BROWN
30 APRIL 2025
1:750
(A3)
49125LM-P4B

Appendix B – Traffic Turning Count Data

Carlton River Road / Gate Five Road Junction

Intersection Count Summary

Location: Gate 5 Road at Carlton River Road, Carlton River
GPS Coordinates: Lat=-41.443836, Lon=147.141780
Date: 2025-06-02
Day of week: Monday
Weather: Fine
Analyst: Sid Saxby

Estimated AADT (2025):

- **Carlton River Rd (W) – 1,500 vpd.**
- **Carlton River Rd (E) – 1,120 vpd.**
- **Gate Five Road – 420 vpd.**

Intersection Count Summary

08:43 - 09:16

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	36	0	11	0	1	0	19	9	76

Turn Count Summary

Location: Gate 5 Road at Carlton River Road, Carlton River
GPS Coordinates: Lat=-41.443836, Lon=147.141780
Date: 2025-06-02
Day of week: Monday
Weather: Fine
Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:43	0	0	0	0	0	0	1	0	0	0	0	1	2
08:45	0	0	0	0	7	0	5	0	0	0	3	0	15
08:50	0	0	0	0	7	0	1	0	0	0	0	2	10
08:55	0	0	0	0	7	0	1	0	1	0	3	1	13
09:00	0	0	0	0	4	0	0	0	0	0	6	3	13
09:05	0	0	0	0	2	0	1	0	0	0	4	1	8
09:10	0	0	0	0	8	0	1	0	0	0	2	0	11
09:15	0	0	0	0	1	0	1	0	0	0	1	1	4

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:43	0	0	0	0	0	0	1	0	0	0	0	1	2
08:45	0	0	0	0	7	0	5	0	0	0	3	0	15
08:50	0	0	0	0	7	0	1	0	0	0	0	1	9
08:55	0	0	0	0	6	0	1	0	1	0	3	1	12
09:00	0	0	0	0	4	0	0	0	0	0	5	3	12
09:05	0	0	0	0	2	0	1	0	0	0	4	1	8
09:10	0	0	0	0	8	0	1	0	0	0	2	0	11
09:15	0	0	0	0	1	0	0	0	0	0	1	1	3

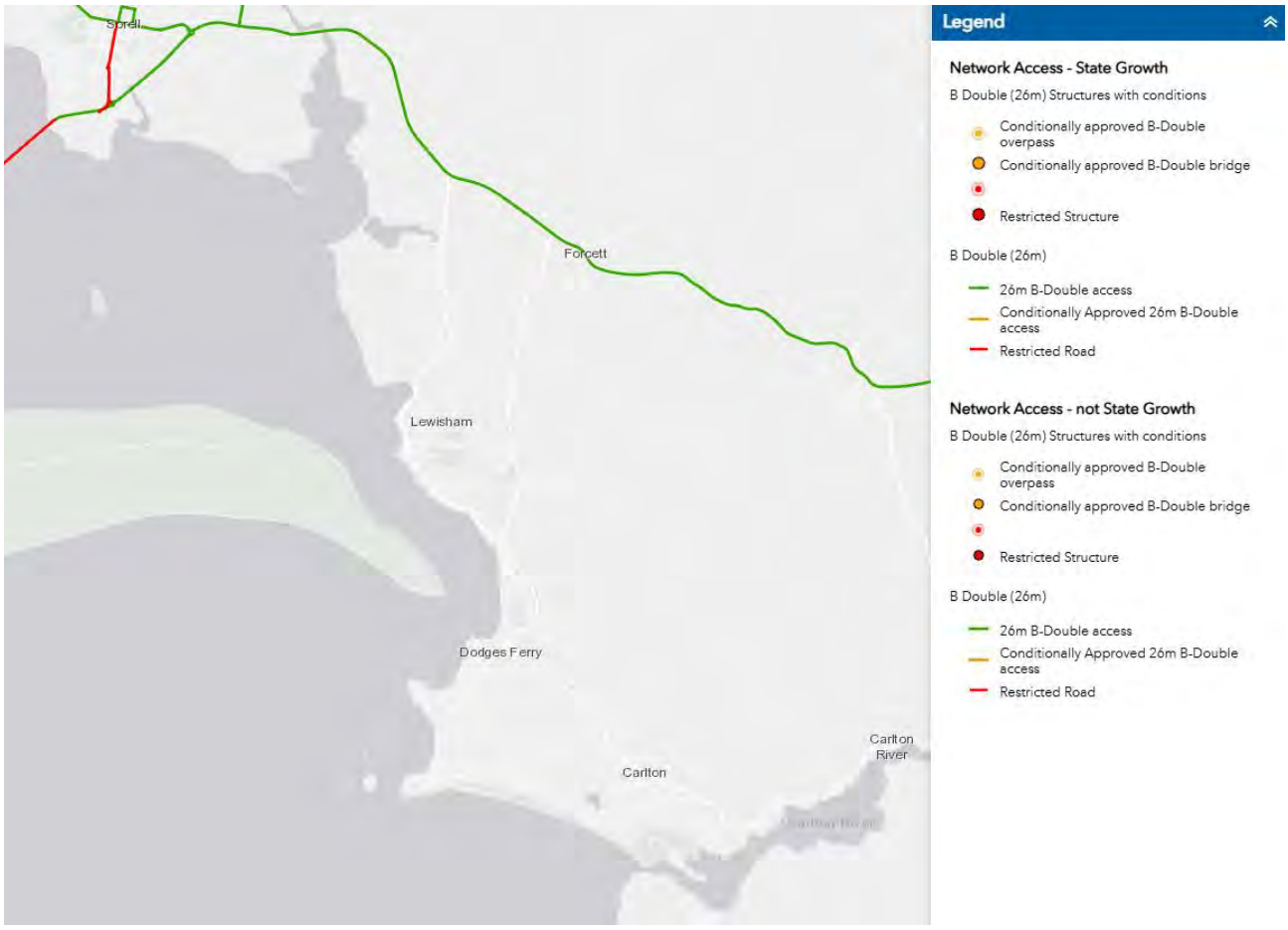
Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:43	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	1	1
08:55	0	0	0	0	1	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	1	0	1
09:05	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	0	0	0	0	1

Appendix C – Austroads Level of Service descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Appendix D – Tas. 26m B Double Network.



Appendix E – Safe System Assessment

Safe System Assessment **Gate Five Road.**

		Run-off-road	Head-on	Intersection	Bus Route	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 420 vpd)**	Low traffic volume ,no reported crashes	Low traffic volume ,no reported crashes	Low traffic volume on all approaches, no reported crashes	Low traffic volume ,no reported crashes	Low pedestrian actvity, no reported crashes.	Low cyclist actvity, no reported crashes.	Low motorcyclist actvity, no reported crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	**Justification**	Rural access road with 6.2m seal width , minimal shoulders and minimal delineation	Rural access road with 6.2m seal width , minimal shoulders and minimal delineation	Simple junction layout	Rural access road with 6.2m seal width , minimal shoulders and minimal delineation	No Footpaths, mowed flat pedestrian friendly road sides	Rural access road with 6.2m seal width , minimal shoulders and minimal delineation	Rural access road with 6.2m seal width , minimal shoulders and minimal delineation	
	Score / 4	1	1	2	2	1	1	1	
Severity	**Justification (50km/h speed limit)**	Low speed	Low speed	Low speed	Low speed	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users	
	Score / 4	1	1	1	1	2	2	2	**Total /448**
Product	**Total Score /64**	**1**	**1**	**2**	**2**	**2**	**2**	**2**	**12**

Safe System Assessment **Carlton River Road appraoches to Gate Five Road junction**

		Run-off-road	Head-on	Intersection	Bus Route	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 1,500 vpd)**	Low traffic volume ,no reported crashes	Low traffic volume ,no reported crashes	Low traffic volume on all approaches, no reported crashes	Low traffic volume ,no reported crashes	Low pedestrian actvity, no reported crashes.	Low cyclist actvity, no reported crashes.	Low motorcyclist actvity, no reported crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	**Justification**	Rural access road with 45km/h bend, 6.8m seal width , minimal shoulders and good delineation	Rural access road with 45km/h bend, 6.8m seal width , minimal shoulders and good delineation	Simple junction layout	Rural access road with 45km/h bend, 6.8m seal width , minimal shoulders and good delineation	No Footpaths	Rural access road with 45km/h bend, 6.8m seal width , minimal shoulders and good delineation	Rural access road with 45km/h bend, 6.8m seal width , minimal shoulders and good delineation	
	Score / 4	1	1	2	2	2	2	1	
Severity	**Justification (80km/h speed limit)**	Low speed	Low speed	Low speed	Low speed	Moderate to high speed for vulnerable road users	Moderate to high speed for vulnerable road users	Moderate to high speed for vulnerable road users	
	Score / 4	1	1	1	1	3	3	3	**Total /448**
Product	**Total Score /64**	**1**	**1**	**2**	**2**	**6**	**6**	**3**	**21**

Appendix F – Carlton River Road Accesses

Aerial view of Lot 14 access.

Source: LISTmap, DPIPWE

Looking left along Carlton River Road from Lot 14 access

Sight distance left is 110m.

Looking right along Carlton River Road from Lot 14 access

Sight distance right is 195m.

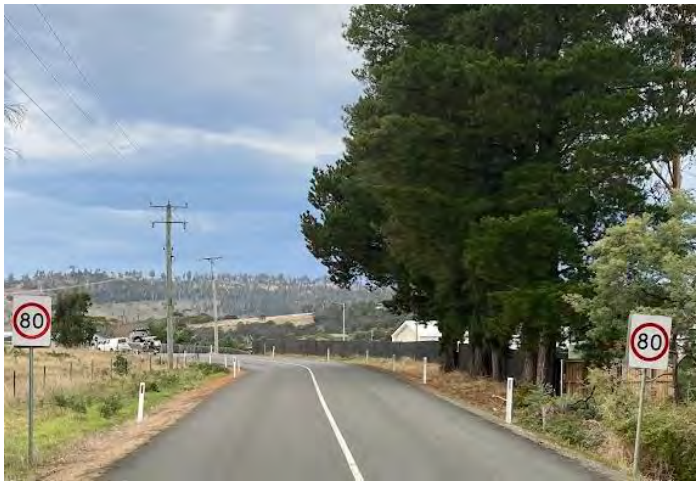
Aerial View of Lot 15 access.

Source: LISTmap, DPIPWE

Looking Left along Carlton River Road from Lot 15 access

Sight distance left is 113m.

Looking right along Carlton River Road from Lot 15 access



Sight distance right is 170m.

Aerial View of Lot 16 access.

Source: LISTmap, DPIPWE

Looking Left along Carlton River Road from Lot 16 access

Sight distance left is 116m.

Looking right along Carlton River Road from Lot 16 access

Sight distance right is 156m.

Appendix G – Gate Five Road accesses

Aerial View of Lot 11 access.

Source: LISTmap, DPIPWE

Looking left along Gate Five Road from Lot 11 access

Sight distance left is 50m.

Looking right along Gate Five Road from Lot 11 access

Sight distance right is 280m.

Appendix H – Erle Street

Aerial View of lot 103 Public Open Space

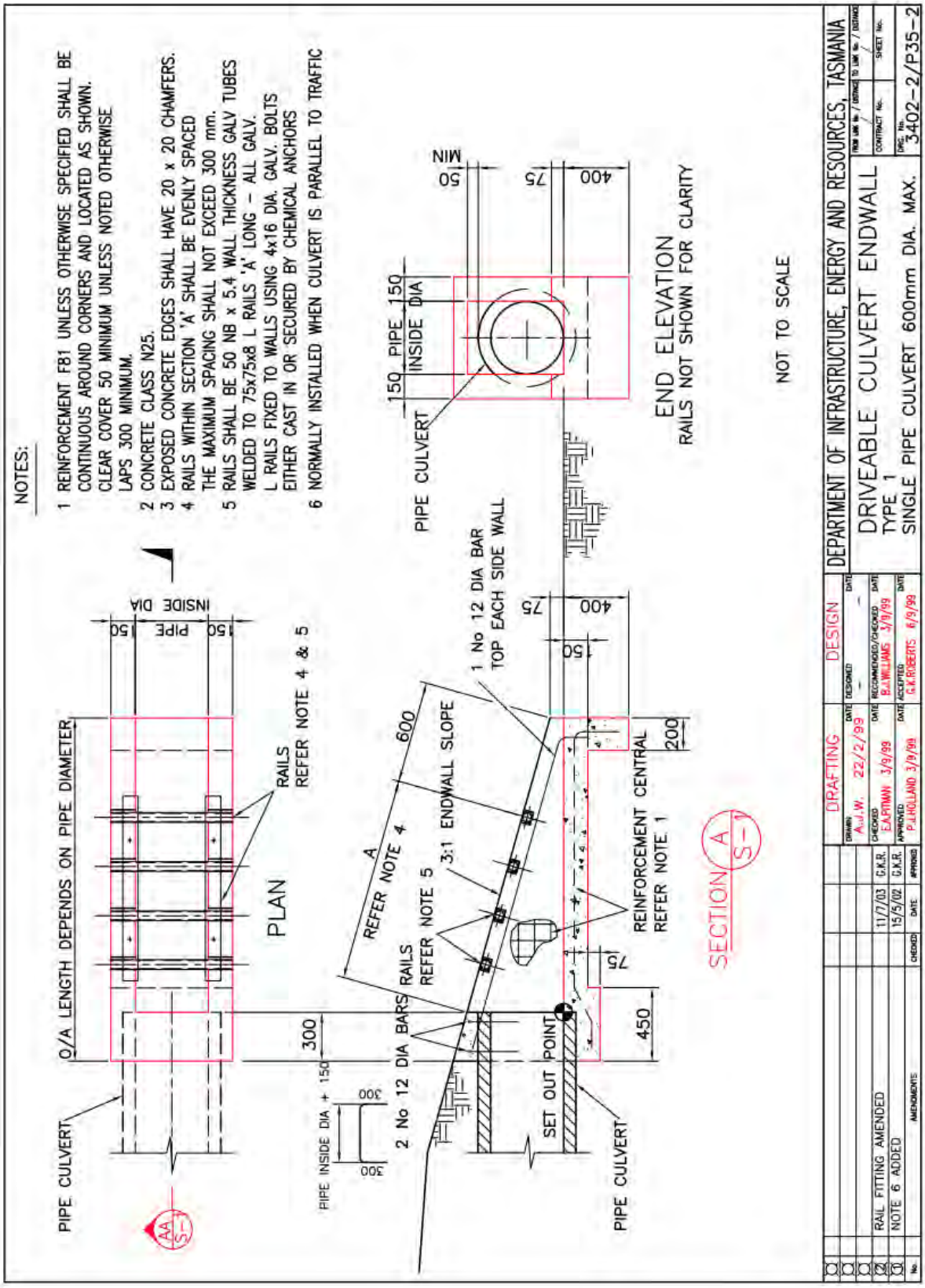
Looking East along Erle Street

Sight distance East is 75m.

Looking West along Erle Street

Sight distance West is 145m.

Appendix I – Driveable Culvert Endwall Std.



Sorell Council
Development Application: 7.2025.17.1 - Subdivision Application - 26 Gate Five Road, Carlton - P1.pdf
Plans Reference: P1
Date Received: 09/09/2025

GEOTECH 25-099

ROCK SOLID GEOTECHNICS PTY LTD

16/7/2025

CLIENT: Mr Trevor Heins
Via PDA Surveyors
allan.brooks@pda.com.au

Peter Hofto
163 Orielton Road
ORIELTON
TAS 7172
0417 960 769
peter@rocksolidgeotechnics.com.au

Geotechnical Assessment - Subdivision of Land at 26 Gate Five Road, Carlton River

This report assesses the onsite wastewater disposal potential of the land designated for a sixteen lot, residential subdivision at 26 Gate Five Road, Carlton River (Figures 1, 2, 3, & 4). It is proposed to subdivide the 4.443 ha$^{+/-}$ block into;

Lot 1	(1200m^2)	vacant land
Lot 2	(1203m^2)	vacant land
Lot 3	(2389m^2)	vacant land
Lot 4	(2207m^2)	vacant land
Lot 5	(2008m^2))	vacant land
Lot 6	(1461m^2)	vacant land
Lot 7	(1323m^2)	vacant land
Lot 8	(1385m^2)	vacant land
Lot 9	(1665m^2)	vacant land
Lot 10	(1593m^2)	vacant land
Lot 11	(1733m^2)	vacant land
Lot 12	(1933m^2)	block with current residence
Lot 13	(1387m^2)	vacant land
Lot 14	(1681 + 916m^2)	vacant land
Lot 15	(1743m^2)	vacant land
Lot 16	(1948m^2)	vacant land

Additional land has been allocated for roads and public open space – this land is not within the scope of this assessment.

This report demonstrates compliance of the Lots with 11.5.3 P2 - *Tasmanian Planning Scheme – Sorell Council 2022.*

- 11.5.3 P2 states;
  Each Lot, or a lot proposed in a plan of subdivision, excluding within Rural Living Zone C or Rural Living Zone D or for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.

For this report, it is reasonable to assume that a likely minimum future use of the proposed Lots is the development of a three-bedroom residence and associated infrastructure.

It is the conclusion of this report that all the proposed residential Lots (Lots 1 to 16) can sustain an onsite wastewater system for a three-bedroom dwelling.

INVESTIGATION

A field survey was completed on in April, 2024, encompassing field mapping of geological and geomorphological features and hazards to assess the site for onsite wastewater disposal potential. Multiple test holes were completed over the site (4WD mounted SAMPLA25 mechanical auger with 100mm diameter solid flight augers). The locations of the test holes are marked on Figures 3 & 4.

The Mines Department 1:50000 Geological Map 'Sorell' indicates the site is underlain by Quaternary wind-blown sands.

The land lies to the east of Gate Five Road, north of Erle Street, and crosses Carlton River Road to the north.

A single dwelling has been constructed in the southwestern corner of the block, accessed via a 'Right of Way' on the southern portion of the property at 16 Gate Five Road. The residence is serviced with a septic tank and trench based onsite wastewater system (Circa 1984), sited to the north of the dwelling (Figure 5).

The northern portion of the block generally slopes and drains to the central south, into a formed dam / pond located directly to the east of the residence. There is no discharge drainage from the dam – with the land immediately surrounding the dam simply retaining any excess water. This is clearly delineated in council inundation mapping of the site (Figure 6) and as overlays on Figures 3 & 4.

The property has been cleared and laid to pasture, under regrowth wattle trees and mature gum and pine trees.

Access to the proposed blocks is either directly from Carlton River Road, or via a formal road from Gate Five Road.

A four-metre-wide drainage easement runs northeast to southwest from the boundary with the property at 390 Carlton River Road to the dam to the east of the residence (Figure 7).

A five-meter wide 'Roadway' easement runs from the southern property boundary, through to Esplanade (Figure 2).

TEST HOLE 1

The area adjacent to Test Hole #1 is covered in grass, and is devoid of trees. The land generally slopes to the south at 2-3 degrees, increasing upslope to the northeast. The lower-lying land in the base of the natural drainage line to the west was notably wetter.

The profile encountered in Test Hole #1 (Plate 1) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 0.40m	SAND: fine grained, grey, dry
0.40 – 2.10m	SAND: fine grained, greyish brown, to 20% clay, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 3 (LOAM).

Plate 1 – Test Hole #1 - looking to the north.

TEST HOLE 2

The area adjacent to Test Hole #2 is covered in grass, and surrounded by shrubs and mature trees. The land generally slopes to the southwest at 5 degrees.

The profile encountered in Test Hole #2 (Plate 2) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 2.10m	SAND: fine grained, grey / light brown, dry
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND).

Plate 2 – Test Hole #2 - looking to the west.

TEST HOLE 3

The area adjacent to Test Hole #3 is covered in grass, ferns and regrowth wattle trees. The land generally slopes to the south/southwest at 2-3 degrees.

The profile encountered in Test Hole #3 (Plate 3) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 0.90m	SAND: fine grained, grey, dry
0.90 – 2.10m	SAND: fine grained, yellowish brown, some clay, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 2 (sandy LOAM).

Plate 3 – Test Hole #3 - looking to the west.

TEST HOLE 4

The area adjacent to Test Hole #4 is covered in grass and ferns, and surrounded by semi-mature trees. The land generally slopes to the south at 2-4 degrees.

The profile encountered in Test Hole #4 (Plate 4) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 2.10m	SAND: fine grained, light brown, dry
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND).

Plate 4 – Test Hole #4 - looking to the south.

TEST HOLE 5

The area adjacent to Test Hole #4 is covered in grass and ferns, and surrounded by semi-mature trees. The land generally slopes to the southeast at 2-4 degrees.

The profile encountered in Test Hole #5 (Plate 5) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 2.10m	SAND: fine grained, light brown, dry to 1.20m then moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND).

Plate 5 – Test Hole #5 - looking to the southeast.

TEST HOLE 6

The area adjacent to Test Hole #6 is covered in grass, and is devoid of trees. The land lies in the base of the natural drainage line, and generally slopes to the south at 2 degrees.

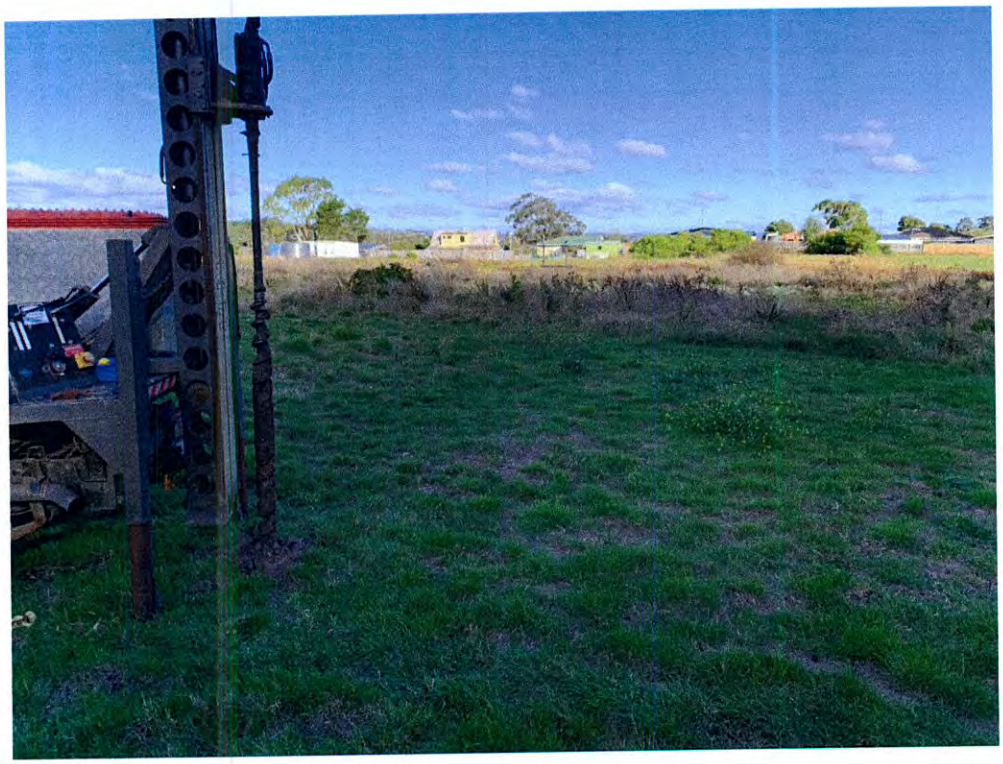
The profile encountered in Test Hole #6 (Plate 6) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 0.95m	SAND: fine grained, grey, dry
0.95 – 2.10m	sandy CLAY: medium to high plasticity, greyish brown / yellowish brown / olive brown, 30% fine to medium grained sand, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND) over CLASS 5 (light CLAY).

Plate 6 – Test Hole #6 - looking to the west.



TEST HOLE 7

The area adjacent to Test Hole #7 is covered in grass, and is devoid of trees. The land lies in the base of the natural drainage line, and generally slopes to the south at 2 degrees.

The profile encountered in Test Hole #7 (Plate 7) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 0.80m	SAND: fine grained, grey, dry
0.80 – 1.25m	sandy CLAY: medium to high plasticity, greyish brown / yellowish brown / olive brown, 30% fine to medium grained sand, moist
1.25 – 2.10m	clayey SAND: fine to medium grained, yellowish & greyish brown, 20% clay, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND) over CLASS 5 (light CLAY).

Plate 7 – Test Hole #7 - looking to the south.

TEST HOLE 8

The area adjacent to Test Hole #8 is covered in grass, and is devoid of trees. The land lies in the base of the natural drainage line, and generally slopes to the south at 2 degrees.

The profile encountered in Test Hole #8 (Plate 8) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 0.70m	SAND: fine grained, grey, dry
0.70 – 1.35m	sandy CLAY: medium to high plasticity, greyish brown / yellowish brown / olive brown, 30% fine to medium grained sand, moist
1.35 – 2.10m	clayey SAND: fine grained, greyish brown, 20% clay, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND) over CLASS 5 (light CLAY).

Plate 8 – Test Hole #8 - looking to the south.

TEST HOLE 9

The area adjacent to Test Hole #9 is covered in grass and ferns, and is devoid of trees. The land generally slopes to the north at 1 degree.

The profile encountered in Test Hole #9 (Plate 9) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 2.10m	SAND: fine grained, light brown, dry
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND).

Plate 9 – Test Hole #9 - looking to the west.

TEST HOLE 10

The area adjacent to Test Hole #10 is covered in grass and ferns, and is devoid of trees. The land generally slopes to the north at 1 degree.

The profile encountered in Test Hole #10 (Plate 10) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 1.15m	SAND: fine grained, grey / light brown, dry
1.15 – 2.10m	clayey SAND: fine to medium grained, greyish brown, to 20% clay, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND) over CLASS 3 (LOAM).

Plate 10 – Test Hole #10 - looking to the northwest.

TEST HOLE 11

The area adjacent to Test Hole #11 is covered in grass, and is devoid of trees. The land is flat.

The profile encountered in Test Hole #11 (Plate 11) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 0.95m	SAND: fine grained, grey, dry
0.95 – 1.55m	sandy CLAY: medium to high plasticity, brown, 35% fine to medium grained sand, moist
1.55 – 2.10m	clayey SAND: fine grained, light brown, 20% clay, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND) over CLASS 5 (light CLAY).

Plate 11 – Test Hole #11 - looking to the northwest.

TEST HOLE 12

The area adjacent to Test Hole #12 is covered in grass and weeds, and is devoid of trees. The land lies to the immediate east of a water hole, and slopes very shallowly to the southeast (1 degree).

The profile encountered in Test Hole #12 (Plate 12) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 0.70m	SAND: fine grained, grey, dry
0.70 – 1.25m	sandy CLAY: medium to high plasticity, brown, 35% fine to medium grained sand, moist
1.25 – 2.10m	clayey SAND: fine grained, light brown, 20% clay, moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND) over CLASS 5 (light CLAY).

Plate 12 – Test Hole #12 - looking to the northwest.

TEST HOLE 13

The area adjacent to Test Hole #13 is covered in grass and weeds, and is devoid of trees. The land lies to the immediate northwest of a water hole, and slopes very shallowly to the southeast (1 degree). The ground was wet and soft.

The profile encountered in Test Hole #13 (Plate 13) consisted of:

0.00 – 0.20m	SAND: fine grained, greyish brown, rootlets - TOPSOIL
0.20 – 0.70m	SAND: fine grained, light grey, dry
0.70 – 1.35m	sandy CLAY / clayey SAND: medium plasticity clay, fine to medium grained sand, brown, moist
1.35 – 2.10m	clayey SAND: fine to medium grained, light brown, 20% clay, very moist
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND) over CLASS 4 (clay LOAM).

Plate 13 – Test Hole #13 - looking to the south.

TEST HOLE 14

The area adjacent to Test Hole #14 is covered in grass and regrowth wattle trees. The land generally slopes to the south at 5 degrees.

The profile encountered in Test Hole #14 (Plate 14) consisted of:

0.00 – 0.20m	SAND: fine grained, dark grey, rootlets - TOPSOIL
0.20 – 2.10m	SAND: fine grained, light yellowish brown, dry
2.10m+	Hole terminated at required depth – 2.10m.

Groundwater was not encountered in the test hole.

The site where the test hole was completed is classified as CLASS 1 (SAND).

Plate 14 – Test Hole #14 - looking to the northwest.

DISCUSSION OF RESULTS

The poor site drainage is clearly the most limiting factor affecting the wastewater potential of the proposed subdivision. There is a significant catchment to the north. Extensive civil work is proposed to adequately drain the site and enable the construction of the access road. Critical to this is the requirement to be able to discharge the water from the site.

Filling the low-lying areas without draining the site may well create a situation where the surrounding blocks and neighbouring properties become 'wetter'. This could potentially cause problems (if subsoil moisture levels increase) by reducing the ability of these blocks to sustain wastewater systems.

Lots 1, 2, 3, 4, 5, 14, 15 and 16 all lie outside the area defined as being subject to inundation. These blocks are suitable for onsite wastewater disposal and will not require areas to be defined specifically for onsite wastewater Land Application Areas (LAAs).

The lots that are located within the defined inundation mapping zones (Lots 6, 7, 8, 9, 10, 11, 12, and 13) are more problematic w.r.t. onsite wastewater disposal. Any wastewater system would need to be installed outside the defined inundation mapping zones.

Lot 12 (the block that contains the current residence) partially lies within the area defined as being subject to inundation. A new wastewater system will need to be installed for the current residence.

Lots 6, 7, 8, 9, 10, 11, 12, and 13 all have areas outside the defined inundation mapping zones that are suitable for wastewater disposal LAAs.

All the test holes encountered sand to at least 0.70m depth. If secondary treated effluent (in the form of an Aerated Wastewater treatment System – AWTS) was utilised on (even the blocks with only 0.70m depth of sand) a 3-bedroom residence would only require a Land Application Area – LAA (wastewater disposal area) of approximately 150m^2. There is suitable available land on all the proposed blocks for a 150m^2 LAA. 150m^2 LAAs (outside the potential inundation zone) are marked on Figures 3 & 4.

None of the sites are underlain by Dispersive Soils.

The locations of the LAAs on the proposed blocks must also comply with the requirements of the *2016 Director's Guidelines for Onsite Wastewater*. There are requirements for minimum setback distances of the LAAs from buildings, boundaries and drainage lines. These can be attained on all the proposed blocks.

As previously mentioned, an individual site assessment will ultimately determine the type, position and size of the onsite wastewater system required for any proposed development on any of the proposed Lots. These assessments will determine the most suitable locations for the LAAs, after considering both the site conditions and the owner's development proposal.

It is the conclusion of this report that all the 16 proposed residential Lots can sustain an onsite wastewater system for a three-bedroom dwelling.

CONDITIONS OF INVESTIGATION

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It is recommended to notify the author should it be revealed that the sub-surface conditions differ from those presented in this report, so additional assessment & advice may be provided.

Investigations are conducted to standards outlined in Australian Standards:

- AS1726-1993: Geotechnical Site Investigations
- AS1547-2012: Onsite Domestic Wastewater Management

& as specified in 'Guidelines for Geotechnical Assessment of Subdivisions and Recommended Code of Practise for Site Classification to AS2870 in Tasmania' - Institute of Engineers, Tasmanian Division.

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PETER HOFTO
ROCK SOLID GEOTECHNICS PTY LTD

SORELL COUNCIL

24-Jan-2024

Scale = 3039.12

50 m

PDA
SURVEYORS, ENGINEERS & PLANNERS

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26 Gate Five Rd., Carlton River.

Stormwater Management & Flood Hazard Report – Revision 0

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Revision	Description	Date
0	Issued for DA approval	20/05/2026

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1 Project Overview

This report has been prepared by PDA Surveyors, Engineers & Planners on behalf of Trevor Heins to support the development application for a proposed residential subdivision at 26 Gate Five Road, Carlton River. This report responds to RFI from Sorell Council dated 08 October 2025.

1.1 Site overview

The area is zoned low density residential and the subdivision is made up of 17 lots (plus road & footpaths), with the subdivision layout shown in Figure 1.

Figure 1 – Site Area and the Designed Subdivisions

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2 Stormwater Hydrology & Hydraulics

2.1 Design requirements

The adopted design requirements are as follows:

- Design a "major" stormwater system for the 1% AEP climate change scenario (RCP 8.5, 2090), i.e., a piped system that accommodates flows resulting from a 1% AEP event.
- Detention storage will be provided so that runoff resulting from a 1% AEP storm event, including climate change (CC), can be drained via a DN300 pipe to a new discharge point at the Carlton River.
- Comparative assessment of the Option 1 DN300 pipeline system, discharging towards Esplanade Street via the existing network, and the Option 2 pipeline systems, which extends beneath Esplanade Street to the south-west and outfalls to Carlton River.
- Under Option 2, an overflow pipeline has been provided to discharge water from the detention basin if the main pipe system is fully blocked during major storm events.

2.2 Proposed stormwater System

Options 1 & 2 have been shown in Figure 2.

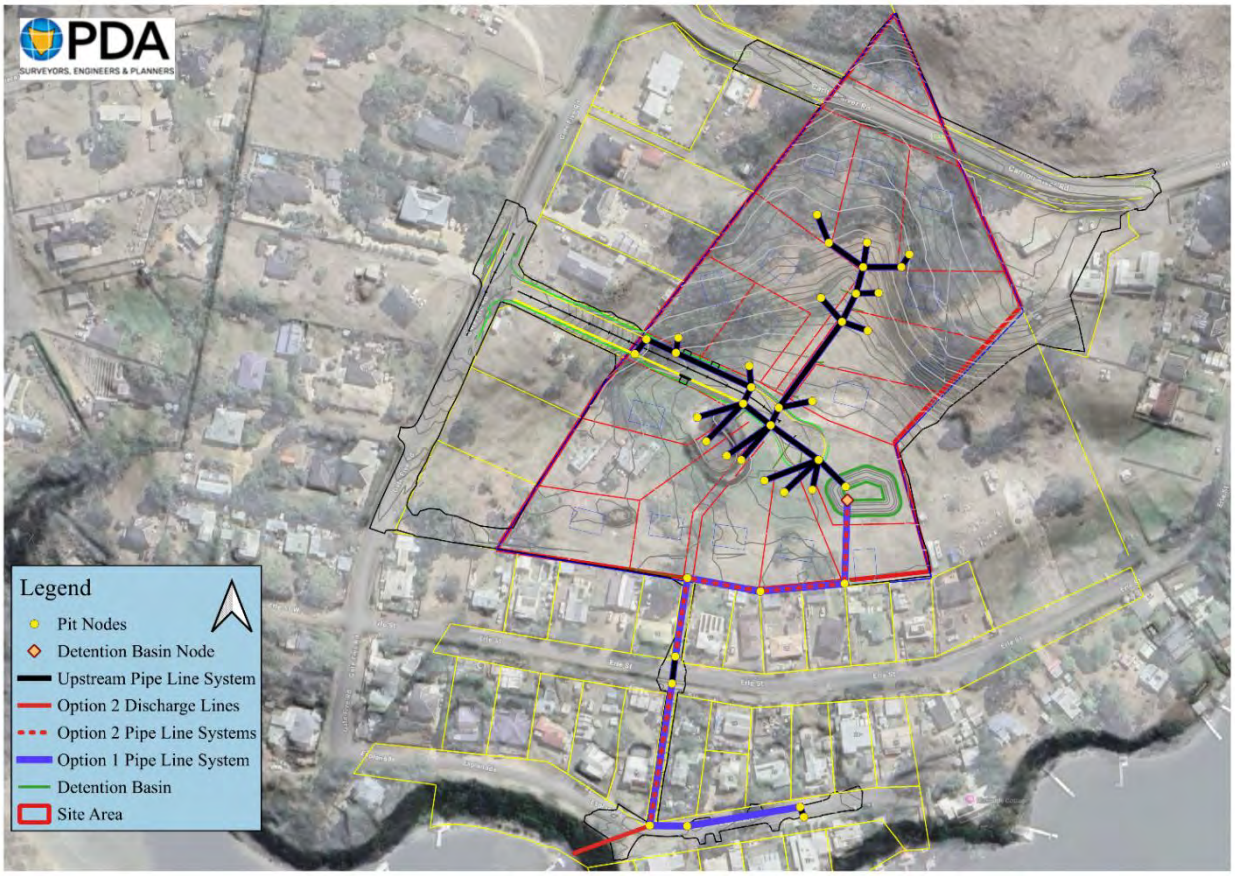

Figure 2: Overview of the designed pipeline systems

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The stormwater was modelled in Drains by means of an IL-CL hydrological model, using regional loss values obtained from the ARR Data Hub considering the RCP 8.5 scenario. The loss values are as follows:

Table 1 Rainfall loss values for IL-CL hydrological model

Parameter	Pervious area	Impervious area
IL	29.0	1.0
CL	3.7	0

IFD data was obtained from the BOM. Ten ARR temporal patterns were applied to each duration from 10 minutes to 6 hours. Both 10% and 1% AEP events were simulated. The DRAINS application uses a time of concentration to route the applied rainfall hyetographs to produce hydrographs which are applied to the target node in the model. The parameters of the pre-development sub catchments, used in the model, are tabulated below.

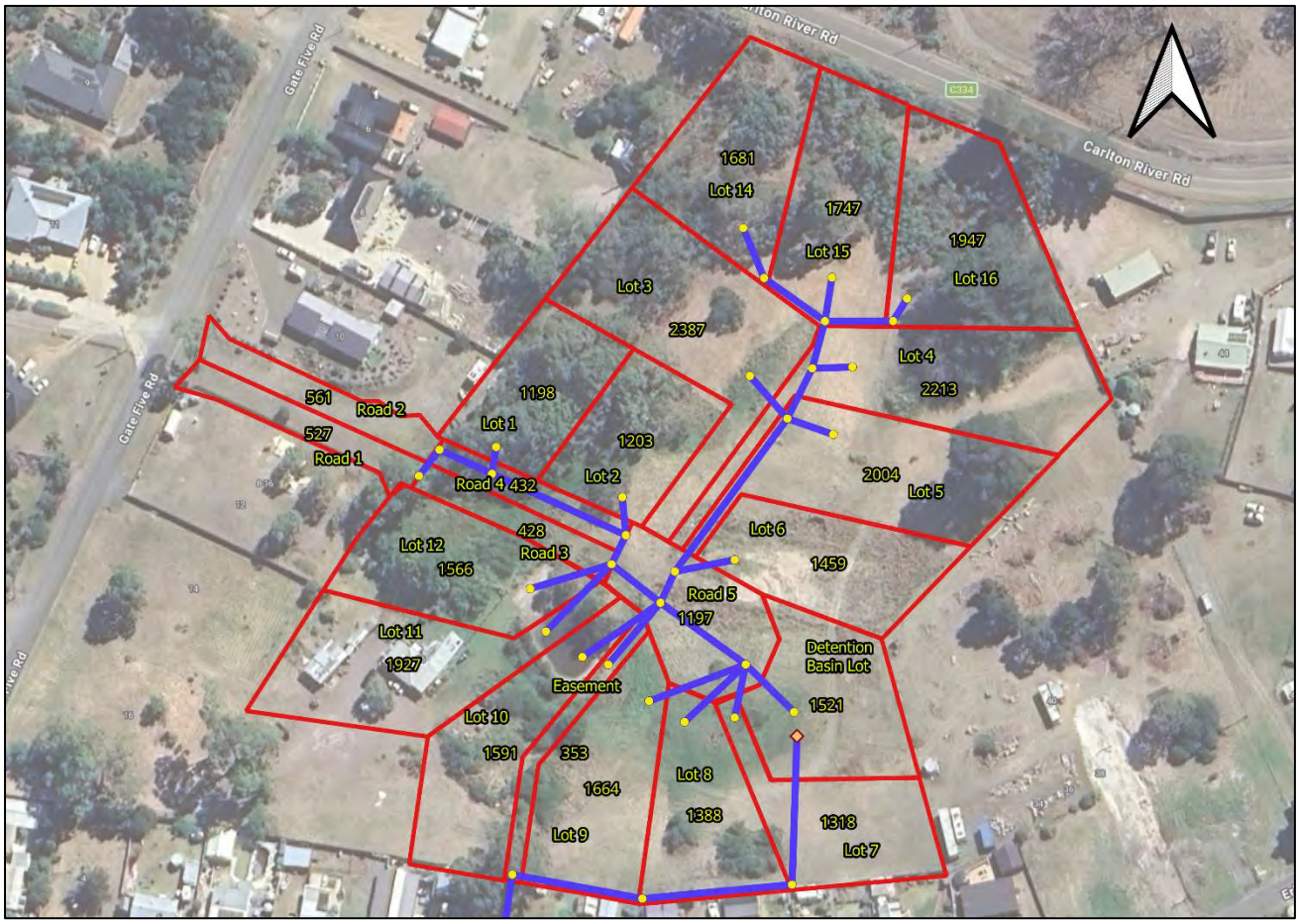

Figure 3 - Schematic of subdivision sub-catchment areas

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Table 2 Design parameters of pre-development catchments

Sub-catchment	Area (m^2)	% impervious	Time of concentration (min)
Lot 1	1198	50	5 min pervious. 5 min impervious.
Lot 2	1203	50	5 min pervious. 5 min impervious.
Lot 3	2387	50	5 min pervious. 5 min impervious.
Lot 4	2213	50	5 min pervious. 5 min impervious.
Lot 5	2004	50	5 min pervious. 5 min impervious.
Lot 6	1459	50	5 min pervious. 5 min impervious.
Lot 7	1318	50	5 min pervious. 5 min impervious.
Lot 8	1388	50	5 min pervious. 5 min impervious.
Lot 9	1664	50	5 min pervious. 5 min impervious.
Lot 10	1591	50	5 min pervious. 5 min impervious.
Lot 11	1927	50	5 min pervious. 5 min impervious.
Lot 12	1566	50	5 min pervious. 5 min impervious.
Lot 14	1681	50	5 min pervious. 5 min impervious.
Lot 15	1747	50	5 min pervious. 5 min impervious.
Lot 16	1947	50	5 min pervious. 5 min impervious.
Road 1	527	80	5 min pervious. 5 min impervious.
Road 2	561	80	5 min pervious. 5 min impervious.
Road 3	428	80	5 min pervious. 5 min impervious.
Road 4	422	80	5 min pervious. 5 min impervious.
Road 5	1197	80	5 min pervious. 5 min impervious.
Easement	353	50	5 min pervious. 5 min impervious.
Detention Basin	1521	0	5 min pervious. 5 min impervious.

2.3 Designed Pipe Line Systems for 26 Gate Five Rd.

In consideration of the nature of the flooding sources and the safety requirements of the area, it was determined that two separate pipelines should be installed to ensure that the proposed detention basin is capable of effectively controlling the design stormwater flows in the event of blockage of the primary outflow pipe.

PDA considers that the proposed system offers enhanced safety performance while also providing cost efficiencies, primarily due to the reduced use of reinforced concrete pipes and the

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associated reduction in required fill, compaction, and reinstatement (FCR) works for manholes and pipelines beneath the roadway.

In accordance with the guidelines of Sorell Council, the stormwater system must be designed to accommodate the 1% Annual Exceedance Probability (AEP) event under the Climate Change Scenario (RCP 8.5). Under the proposed system configuration, the detention basin design has been maintained consistently across both pipeline system alternatives (Figure 4).

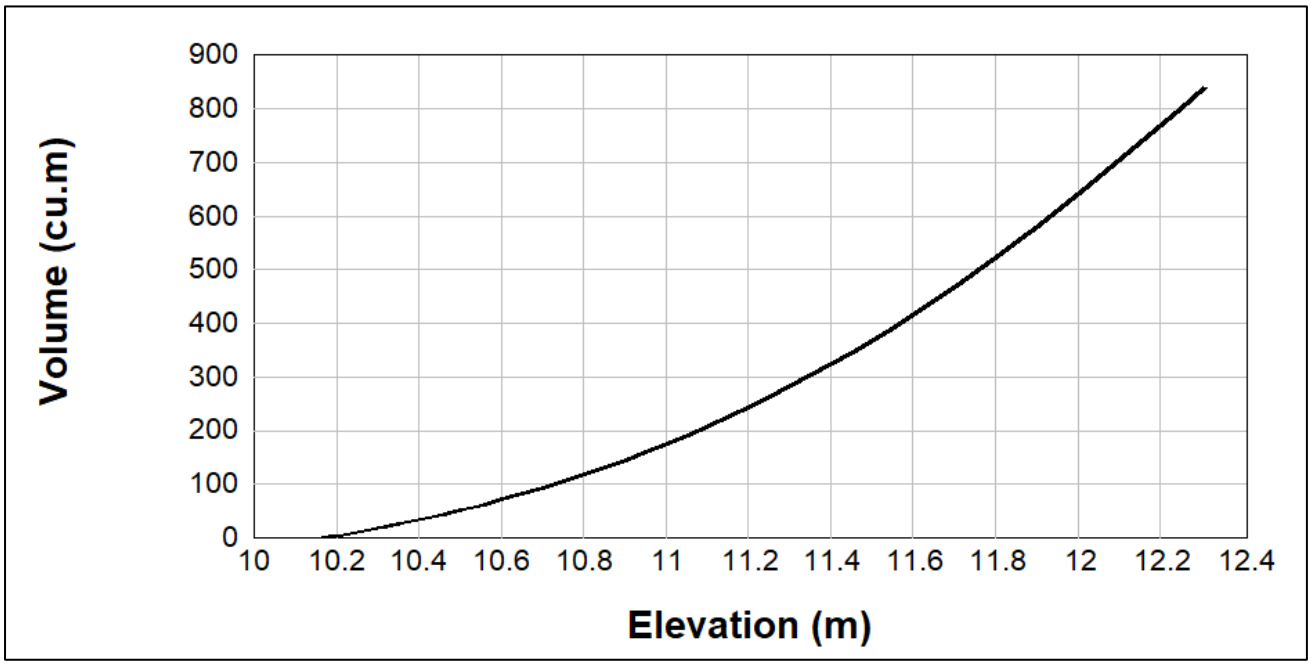

Figure 4 - Detention Basin Design extracted from DRAINS

2.3.1 Option 1 DN300 Pipe Line System

Option 1 & 2 DN300 pipe line system adopts a similar configuration upstream of the detention basin, extending from the subdivision area to the downstream end of the easement at Carlton River Esplanade. However, within the Esplanade, the Option 1 pipeline is designed to connect to an existing manhole in the existing stormwater drainage system at No. 11 Carlton River Esplanade.

Figure 5 illustrates the model setup for the Option 1 DN300 pipeline system configuration.

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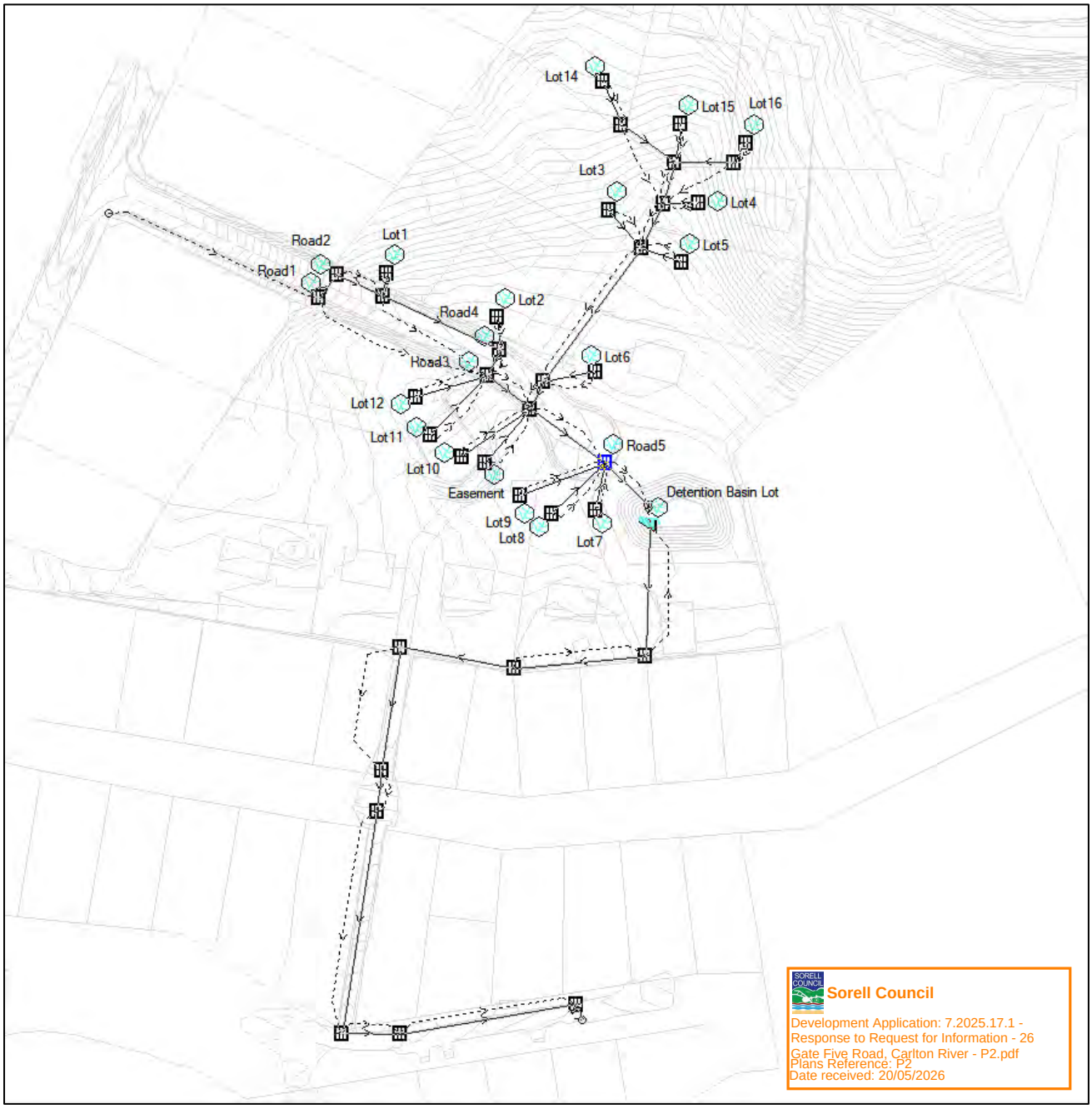

Figure 5: Schematic of Option 1 DN300 pipeline system

In figure 5, the solid lines represent pipe lines, the dashed lines represent the pipeline alignment, while the nodes indicate manhole locations. In Figure 6, the annotated values adjacent to the nodes and conduits represent hydraulic results under the assessed major storm event (e.g., the 1% AEP event plus climate change scenario). The Option 1 DN300 pipe line system performs satisfactorily under the major storm event scenario. The system effectively conveys peak flows throughout the network without causing adverse flooding impacts to surrounding properties.

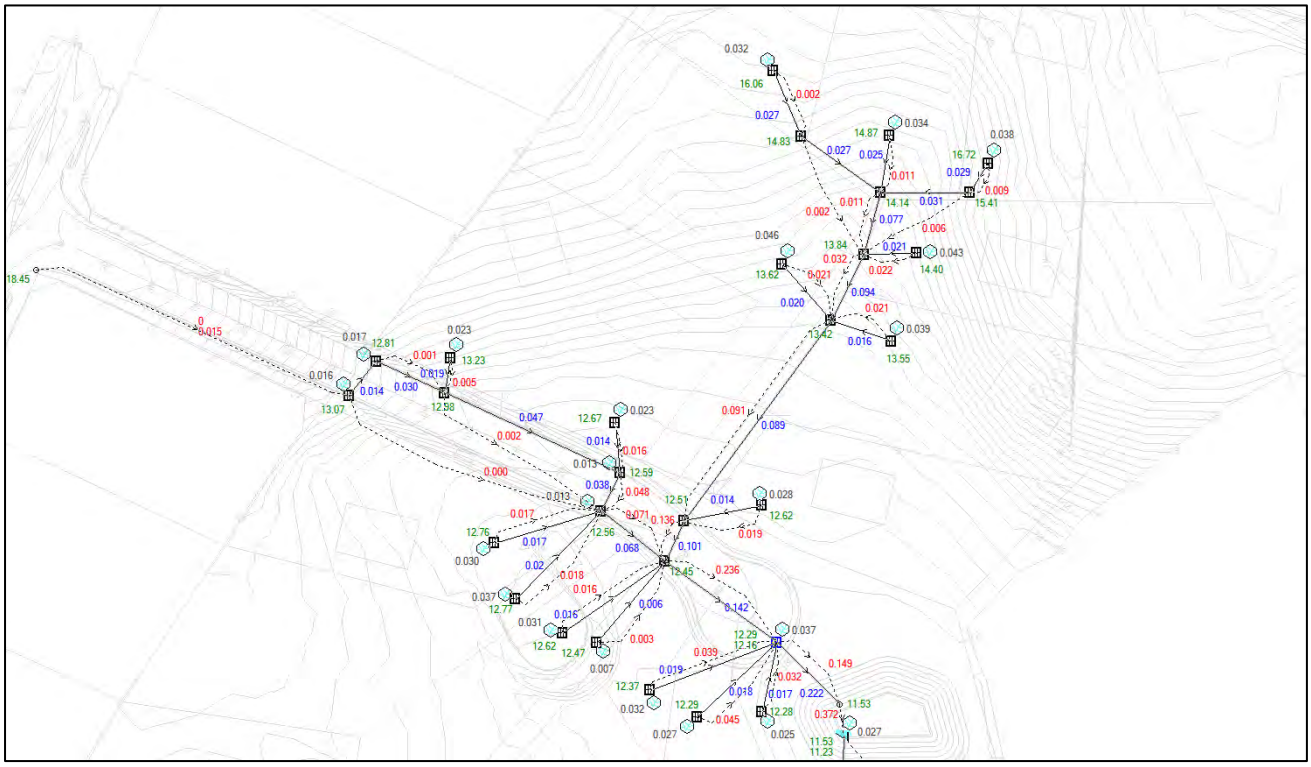

Figure 6: 1% AEP Design flows – Option 1 DN300 pipeline system (upstream of the detention basin)

Figure 7 presents the hydraulic model results for the downstream section of the designed detention basin. The network extends from the upstream connection point through a series of manholes and pipelines before discharging to the existing stormwater.

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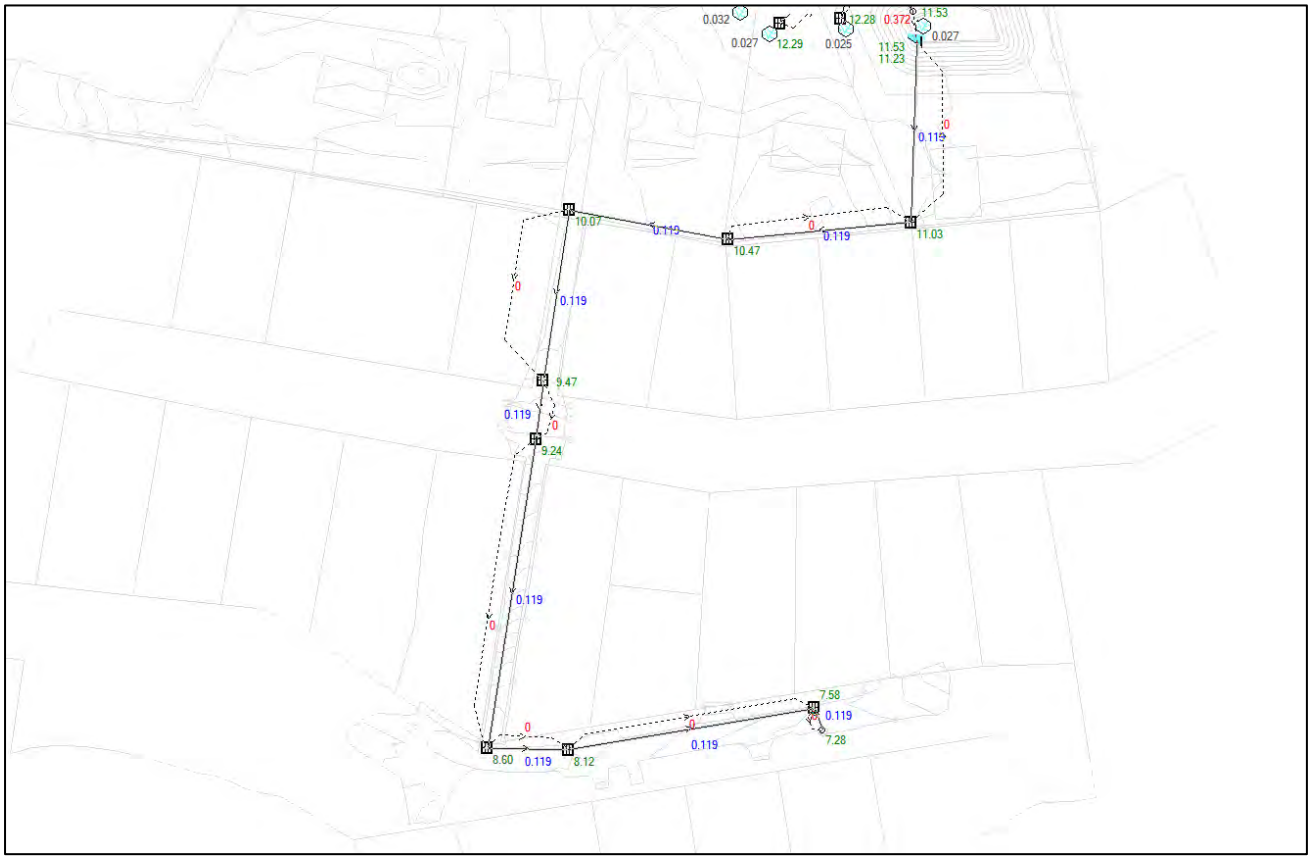

Figure 7: 1% AEP Design flows – Option 1 DN300 pipeline system (downstream of the detention basin)

According to the results obtained from DRAINS for Option 1 DN300 pipe line system, Figure 8 presents the longitudinal profile of the downstream stormwater pipeline system extending towards the connection manhole. The long section illustrates ground surface levels, pipe invert levels, hydraulic grade line (HGL), and the corresponding pipe grades between successive manholes (SW1/10 to SW1/1). The system comprises 300 mm diameter pipes conveying a peak design flow of approximately 119 L/s under the assessed major storm event. Pipe grades vary between 0.50% and 1.56%, ensuring sufficient hydraulic capacity and self-cleansing velocities along the alignment.

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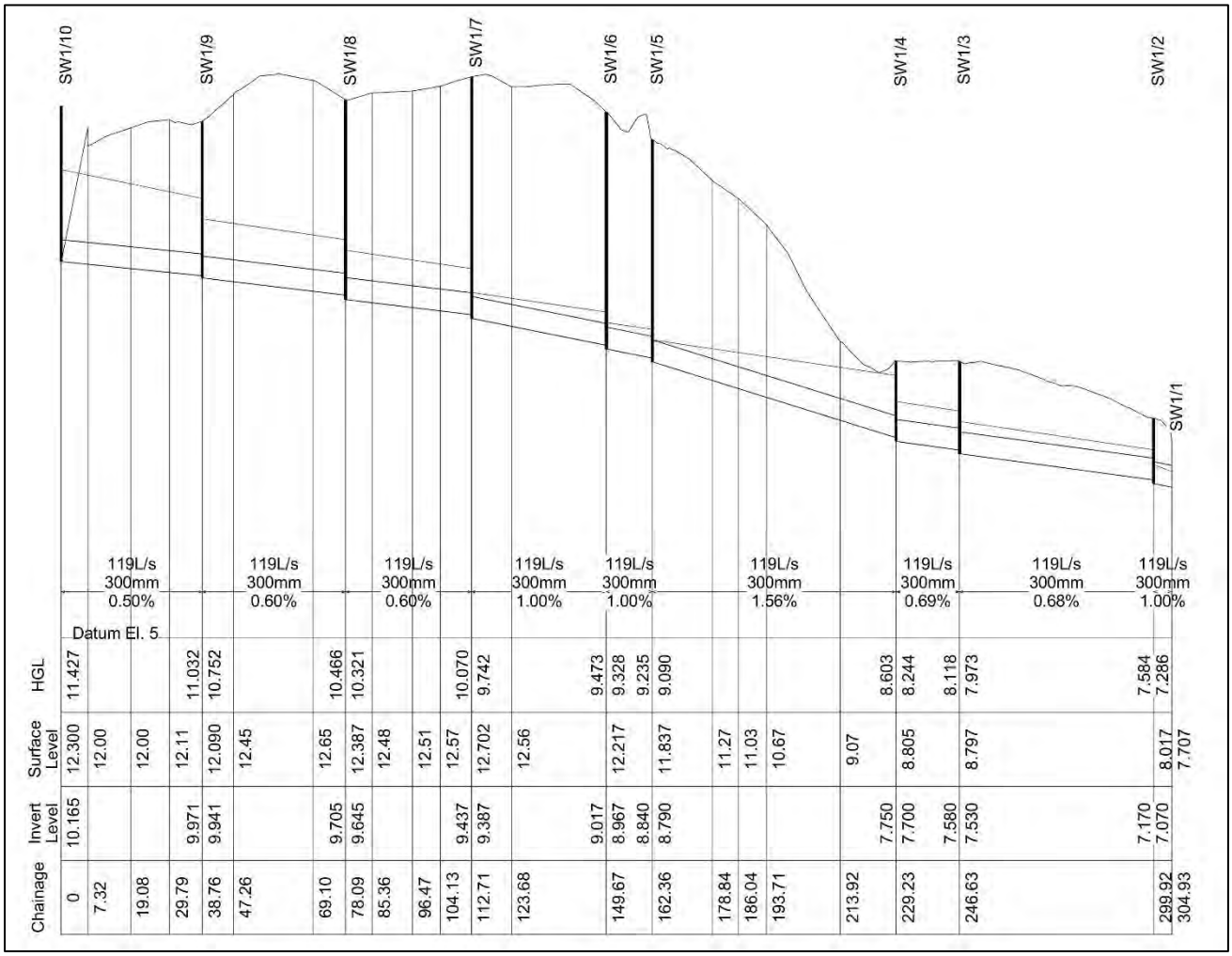

Figure 8: Long section of the downstream of the designed detention basin using Option 1 DN300 pipeline system

According to the results for the designed detention basin from DRAINS, Figures 9 and 10 illustrate the hydraulic performance of the basin under the 1% AEP Climate Change (RCP 8.5, 2090) storm event. Figure 9 presents the variation in water level within the detention basin over

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time. The water level rises progressively during the inflow phase of the storm, reaching a maximum of 11.529 m, as indicated by the dashed line. The peak water level remains below the adopted maximum allowable level, confirming that the basin provides sufficient freeboard and does not overtop under the design storm condition.

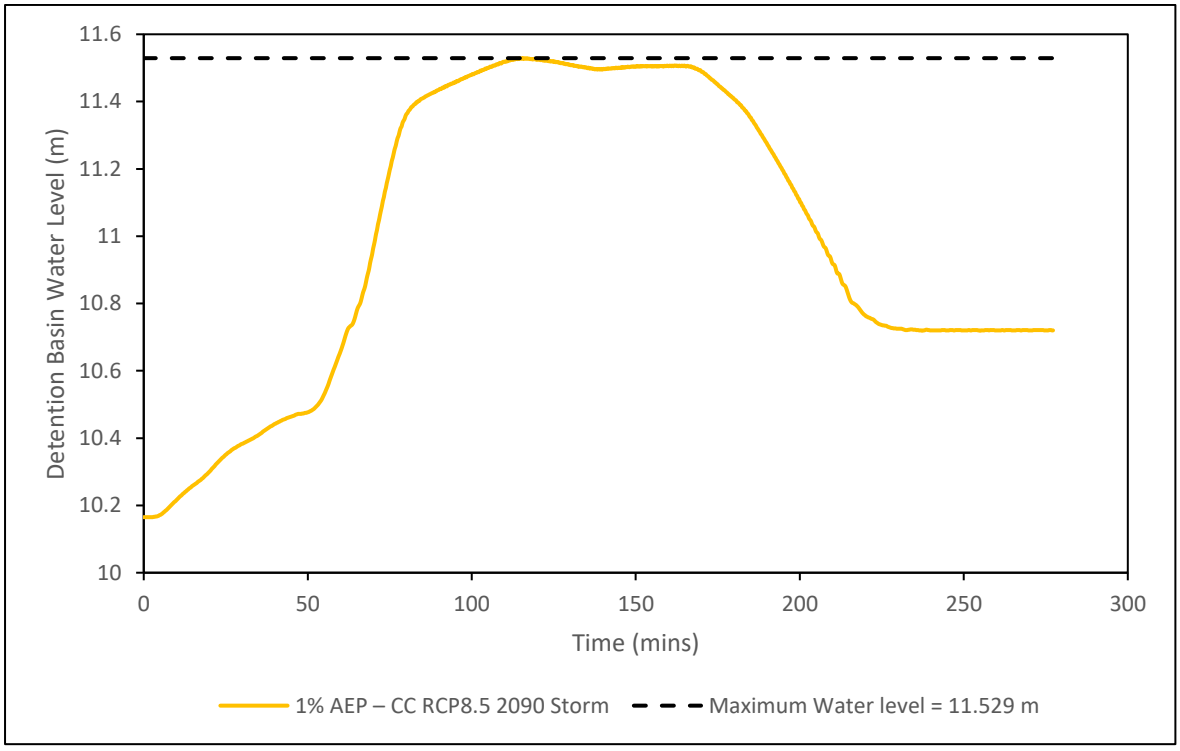

Figure 9: Water level in the designed detention basin using Option 1 DN300 pipeline system

Figure 10 shows the corresponding change in storage volume within the basin throughout the event. The storage volume increases as inflow exceeds outflow, reaching a maximum of 383 m^3 before gradually decreasing as the basin drains. The smooth recession of the storage curve demonstrates controlled discharge through the outlet structure. Overall, the results shown in Figures 9 and 10 confirm that the detention basin performs satisfactorily under the major storm scenario, providing adequate attenuation of peak flows while maintaining water levels within the specified design criteria.

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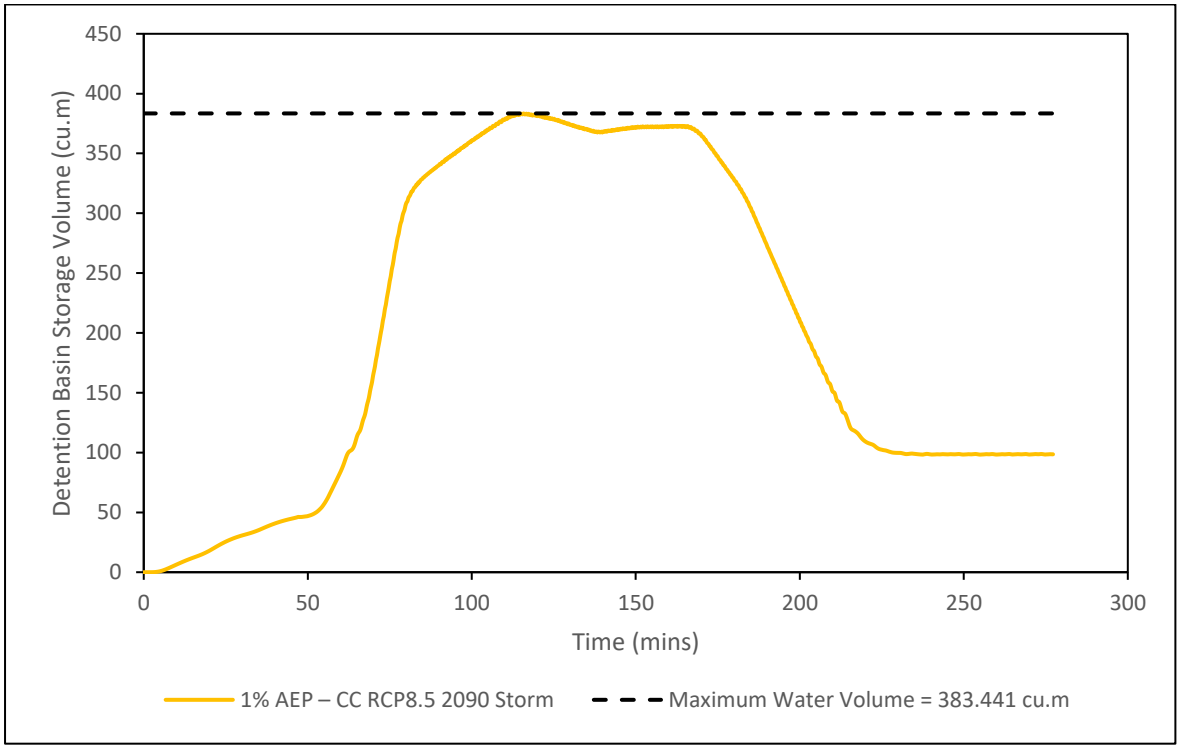

Figure 10: Volume of water in the designed detention basin using Option 1 DN300 pipeline system

2.3.2 Option 2 Pipe Line System

For the Option 2 DN300 pipeline system, the receiving water body has been considered to be Carlton River, serving as the final discharge location for stormwater. This approach has minimal or positive cost impact over Option 1, while ensuring adequate flood protection for and proposed subdivided lots located upstream of the detention basin. As can be seen in Figure 11, The Option 2 DN300 pipe line system has the same configuration all the way to the manhole "SW1/4", then it continues in the opposite direction to the Option 1 DN300 pipe line system, heading south west and discharging into the river.

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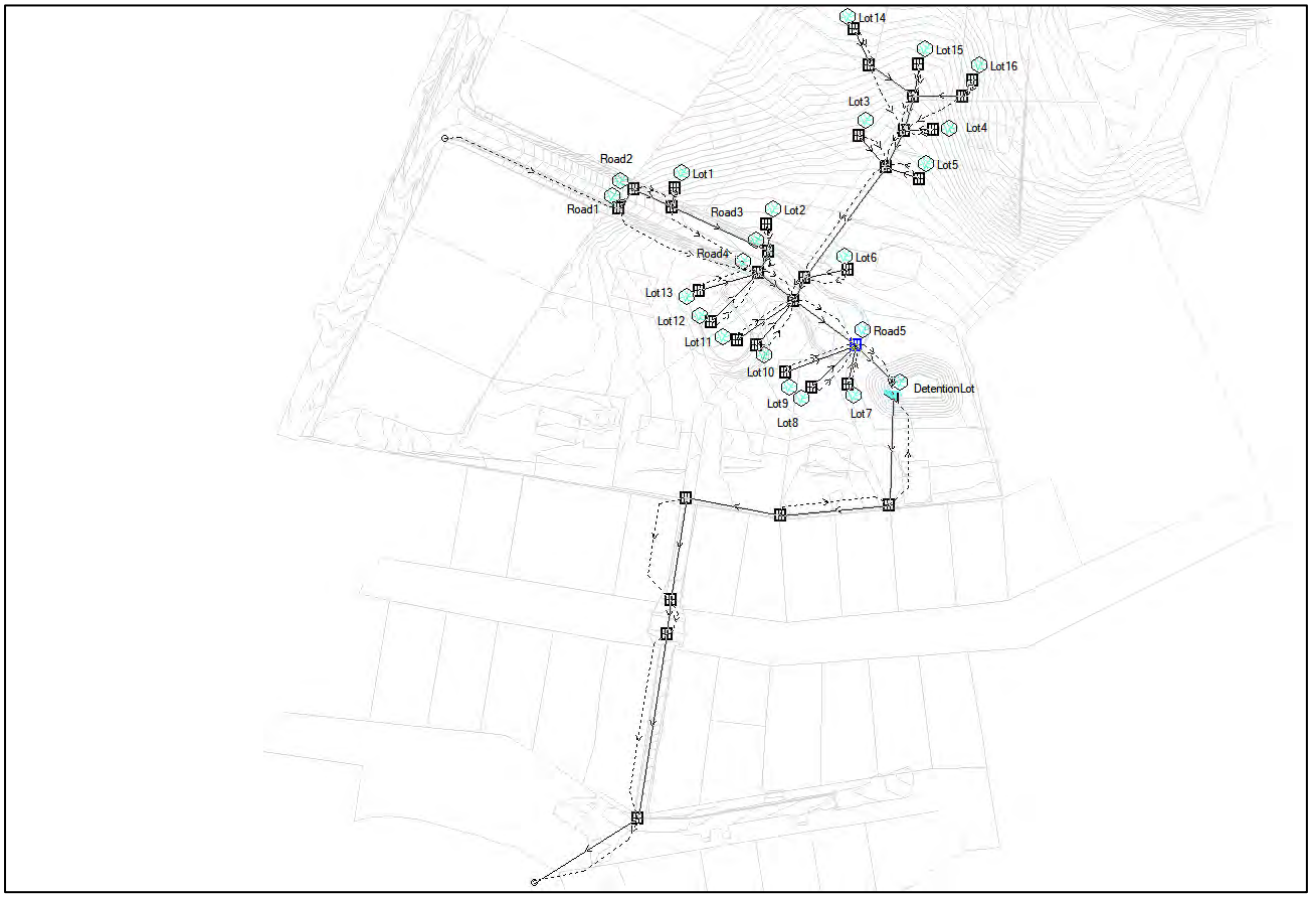

Figure 11: Schematic of Option 2 DN300 pipeline system

As the Option 2 DN300 pipe line system adopts a similar configuration to the Option 1 DN300 pipeline system, the modelling results upstream of the detention basin are comparable, and no significant differences are observed (Figure 12).

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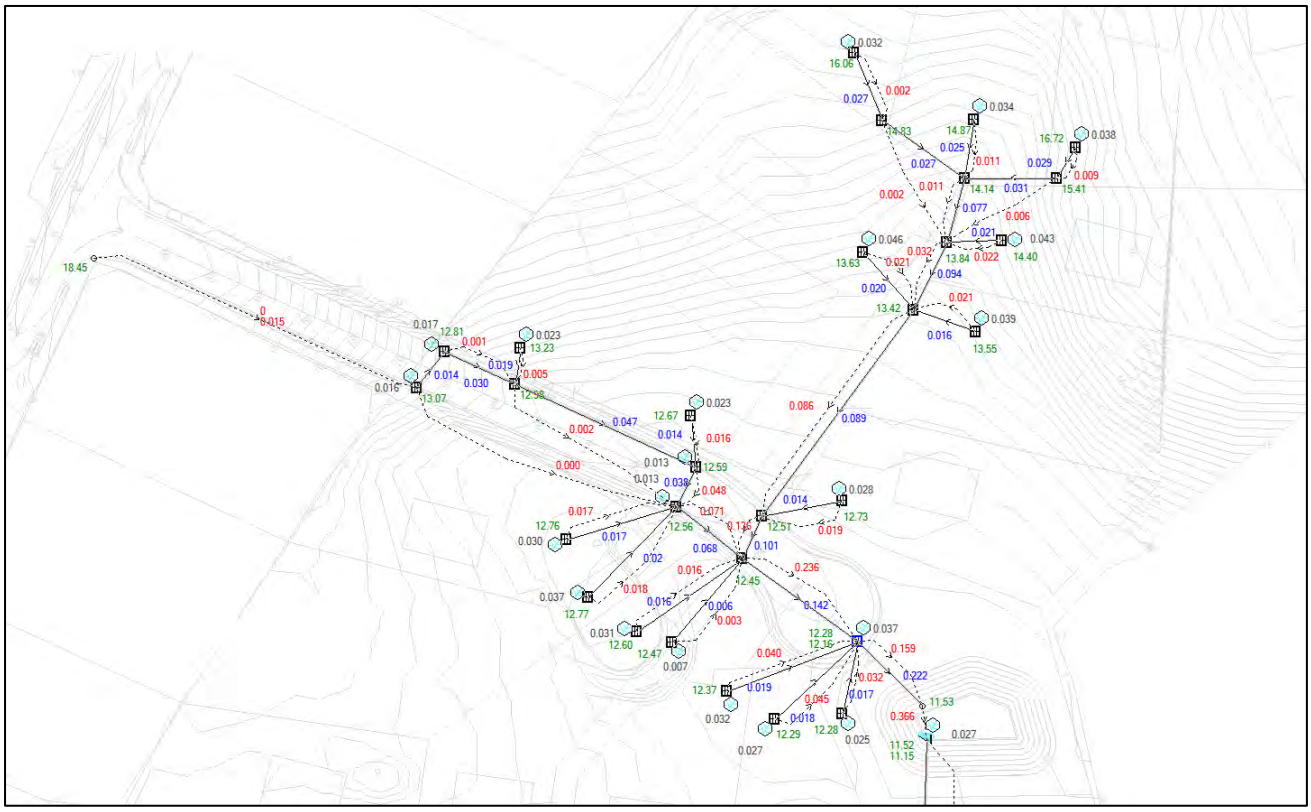

Figure 12: 1% AEP Design flows – Option 2 DN300 pipeline system (upstream of the detention basin)

Figure 13 presents the hydraulic model results for the downstream section of the option 2 DN300 pipeline system. The network extends from the downstream outlet of the detention basin through a series of manholes and connecting pipelines before discharging to Carlton River at the final outfall location.

The relatively consistent flow values along the downstream pipes indicate stable hydraulic conveyance under the assessed major storm event. There is no indication of surcharge or overflow at the downstream manholes, confirming that the system operates within its hydraulic capacity. The modelling results demonstrate that stormwater is effectively transported to the Carlton River without exceeding allowable hydraulic levels. Overall, the downstream network performs satisfactorily under design storm conditions and does not present a flood risk to adjacent properties or downstream lots.

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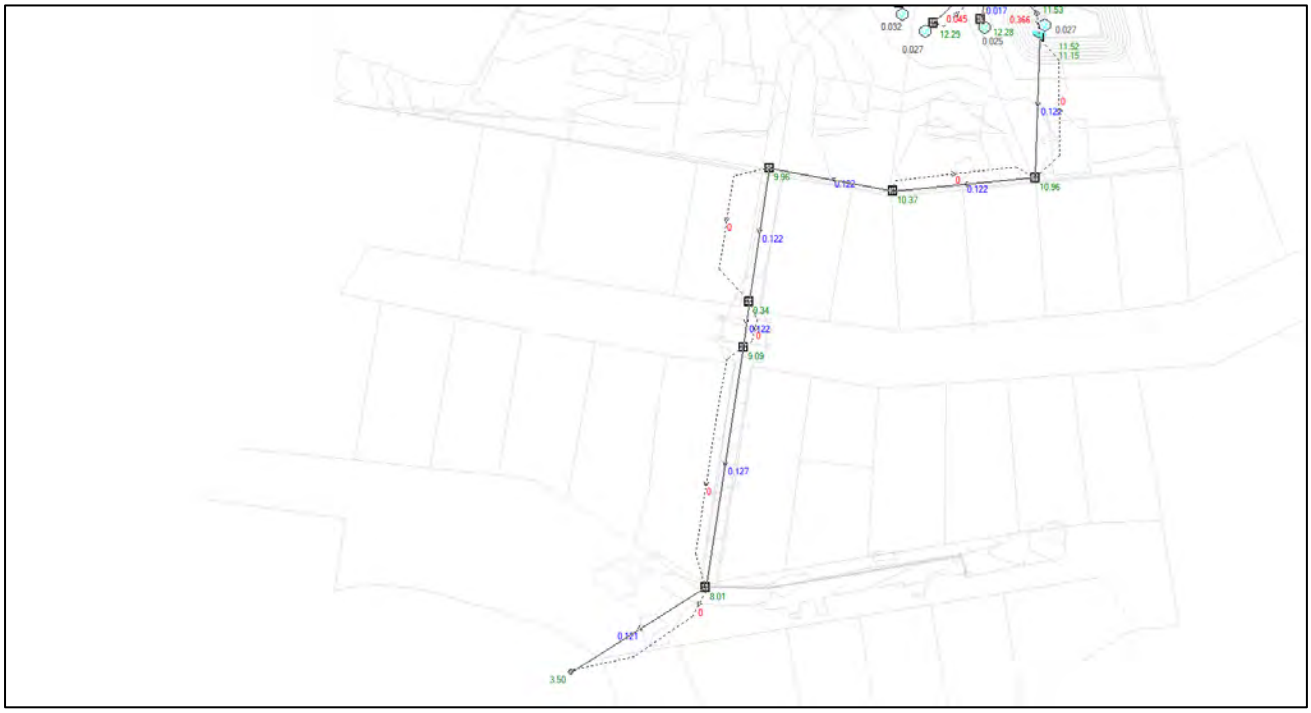

Figure 13: 1% AEP Design flows – Option 2 DN300 pipeline system (downstream of the detention basin)

According to the results obtained from DRAINS for Option 2 DN300 pipeline system, Figure 14 presents the longitudinal profile of the downstream stormwater pipeline extending towards the river outfall. The section illustrates the ground surface levels, pipe invert levels, hydraulic grade line (HGL), and the corresponding pipe grades between successive manholes (SW1/10 to SW1/1). The system consists of 300 mm diameter pipes conveying a peak design flow of approximately 121–127 L/s under the assessed 1% AEP Climate Change (RCP 8.5, 2090) storm event. Pipe grades range from 0.50% to 1.56% along most of the alignment, with a steeper final section of approximately 12.39% towards the outfall, facilitating efficient discharge to the receiving water body. These gradients provide adequate hydraulic capacity and maintain appropriate flow velocities within the system. The hydraulic grade line remains below the ground surface levels throughout the downstream reach, indicating that the network operates without surcharge under the design storm condition. No overtopping or overflow is observed at the manholes, confirming that the downstream pipeline system has sufficient capacity to safely convey stormwater to Carlton River. Overall, the longitudinal section demonstrates stable hydraulic performance and compliance with the adopted design criteria for the major storm event.

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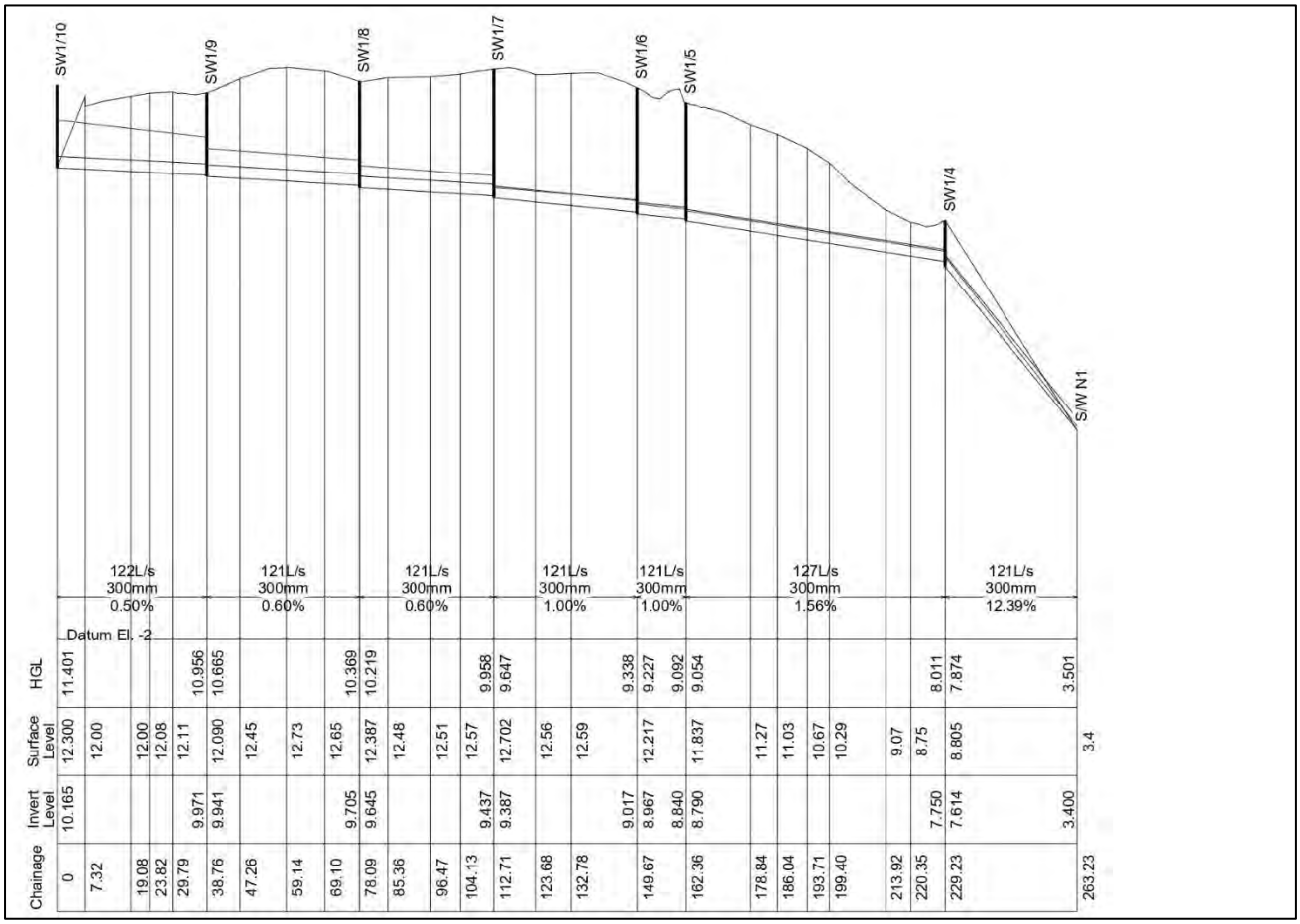

Figure 14: Long section downstream of the detention basin using Option 2 DN300 pipeline system

According to the results obtained from DRAINS for Option 2 DN300 pipeline system, Figures 14 and 15 present the hydraulic performance of the detention basin under the 1% AEP Climate Change (RCP 8.5, 2090) storm event. Figure 15 illustrates the variation of water level within the detention basin over time. The basin water level rises steadily during the inflow phase, reaching a peak of approximately 11.515 m, which remains below the adopted maximum allowable water level indicated by the dashed line. This confirms that the basin maintains adequate freeboard and does not overtop under the design storm event. Following the peak, the water level gradually declines as controlled discharge occurs through the outlet system. Figure 16 presents the corresponding variation in storage volume within the basin. The storage volume increases progressively during the rising limb of the storm hydrograph, reaching a maximum of approximately 376.9 m^3. After the storm peak, the basin drains in a controlled manner, as demonstrated by the smooth recession of the storage curve. Overall, the results shown in Figures 15 and 16 confirm that the detention basin performs satisfactorily under the major storm scenario, providing effective attenuation of peak flows while maintaining water levels and storage volumes within the specified design limits.

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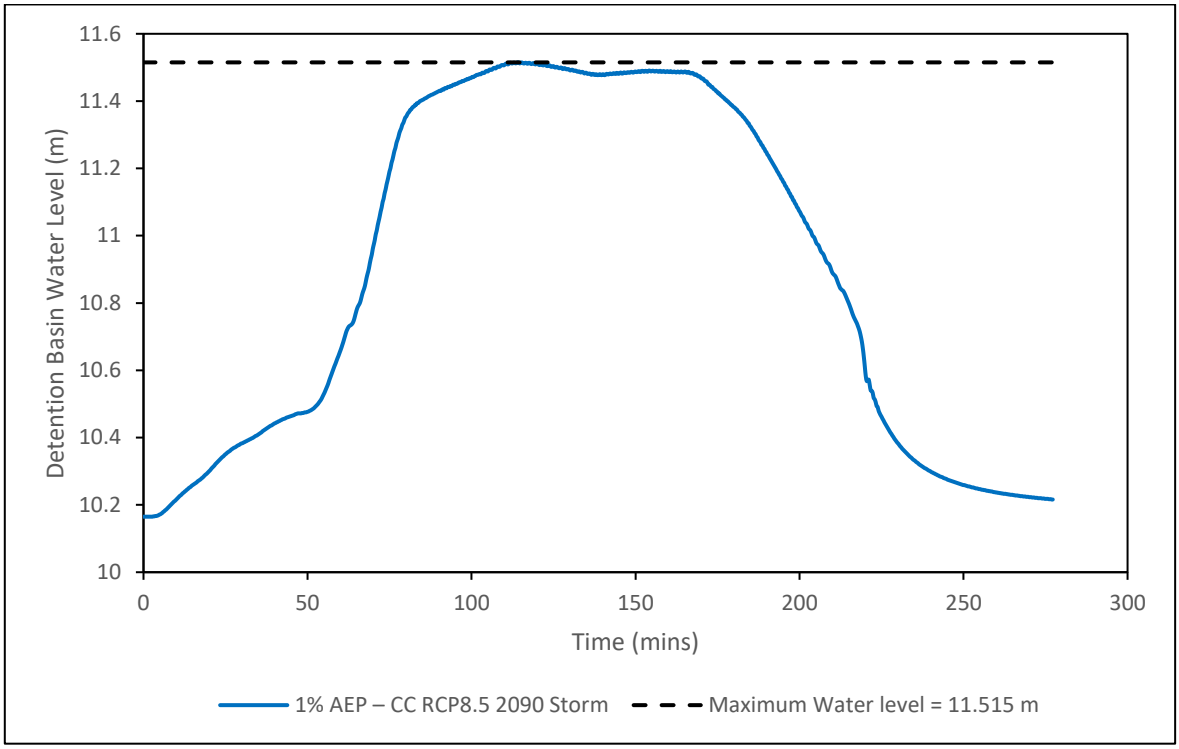

Figure 15: Water level in the detention basin using Option 2 DN300 pipeline system

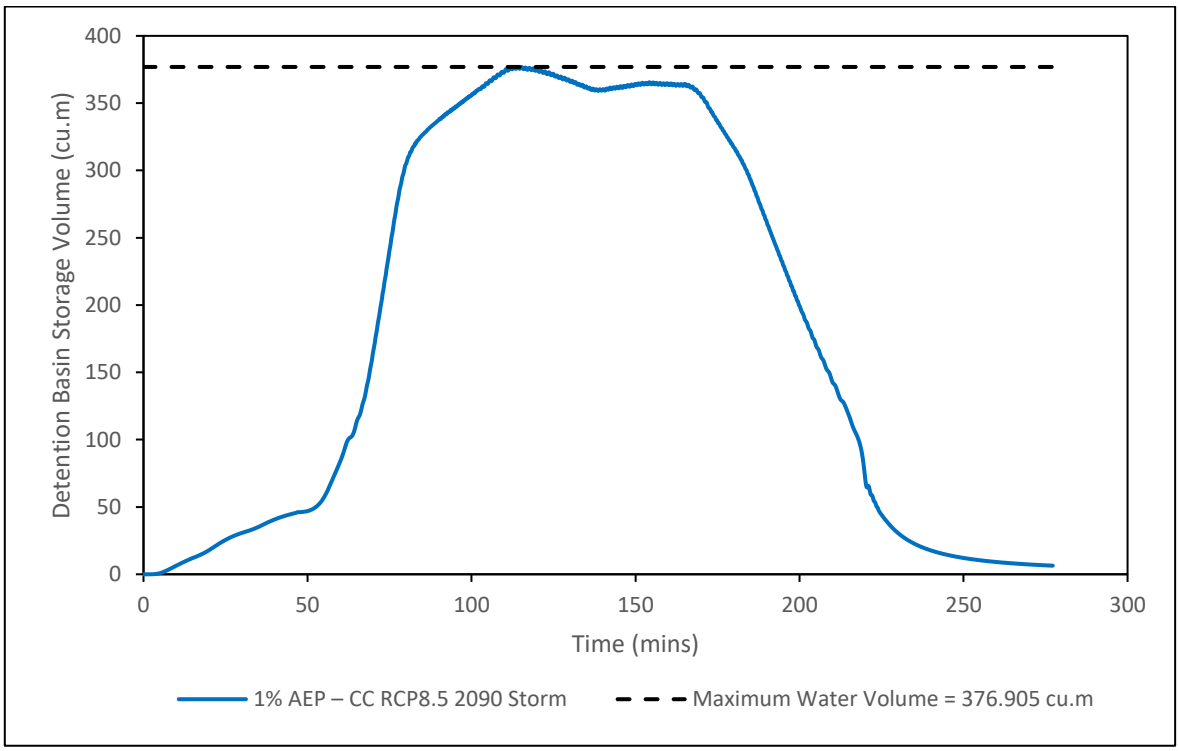

Figure 16: Volume of water in the detention basin using Option 2 DN300 pipeline system

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2.3.3 Overflow DN375 Pipeline System under Full Blockage of Option 2 DN300 Pipeline

The overflow pipeline system has been incorporated as a contingency measure to ensure the safety of dwellings located upstream of the detention basin under extreme failure conditions. This scenario considers the full blockage of Option 2 DN300 pipeline system downstream of the detention basin. In the event of complete blockage, stormwater discharge from the detention basin would be restricted, resulting in a progressive rise in basin water level. Under such conditions, the detention basin may exceed its available storage capacity, resulting in system surcharge and subsequent overflow. In this case, excess water would spill towards Lots 7, 8, and 9, as well as the eastern neighbouring property, which would function as the receiving areas for the overflow volume. Figure 17 illustrates this failure scenario. The detention basin has been designed between approximately RL 10.165 m AHD and RL 12.30 m AHD. Therefore, under the assumed full blockage condition, any increase in water level above RL 12.30 m AHD would exceed the design storage limit of the basin and initiate uncontrolled overflow to the surrounding properties. This highlights the importance of the overflow pipeline system as a contingency measure to reduce the risk of upstream property inundation under extreme failure conditions.

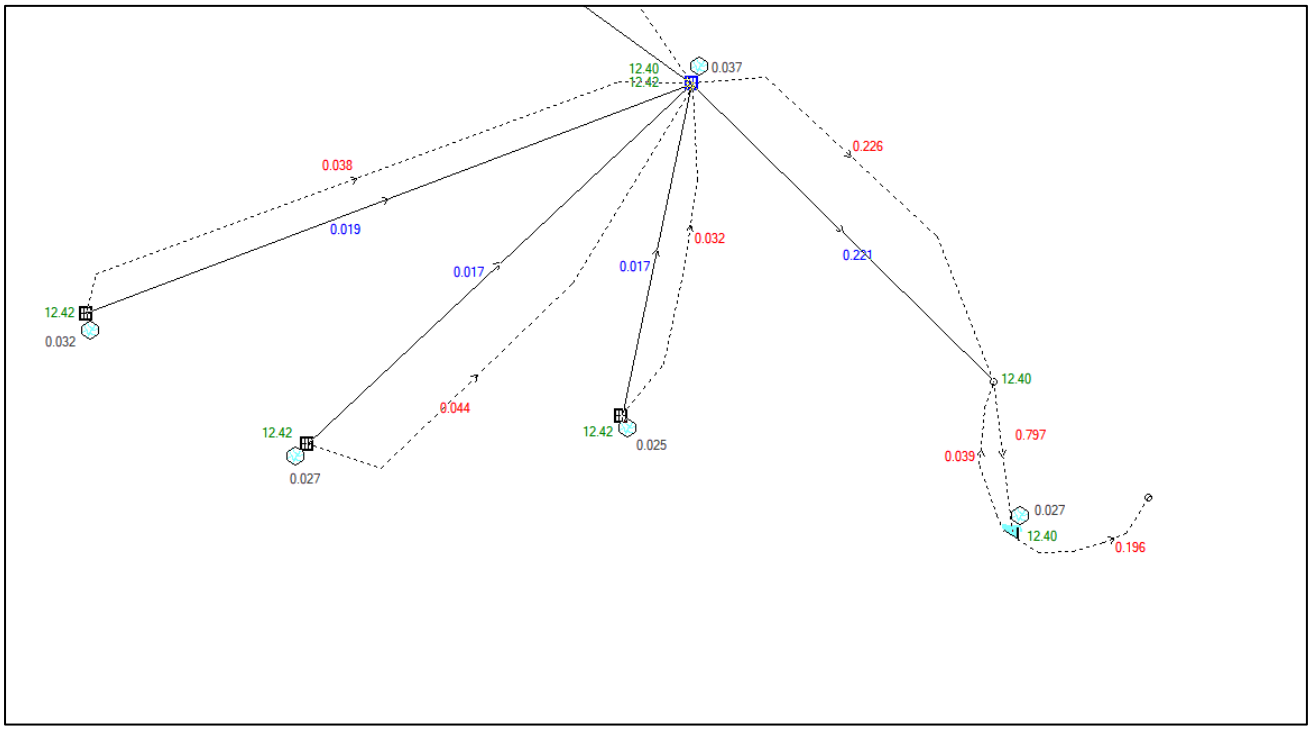

Figure 17: Detention basin condition under a full blockage scenario with no overflow pipeline system

The overflow pipeline is designed to activate once the basin water level reaches RL 10.765 m, which corresponds to the invert level of the Overflow Pipe. Under this condition, excess stormwater is diverted into the overflow system to prevent overtopping of the basin and to mitigate flood risk to downstream properties. The overflow pipeline comprises a 375 mm

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diameter pipe that follows the same general alignment as the Option 2 DN300 downstream system. However, it is installed approximately 0.60 m above the invert level of the primary 300 mm pipeline. This vertical separation ensures that the overflow system remains inactive during normal operating conditions and only functions under full blockage or extreme surcharge scenarios. It is noted that the upstream configuration of the pipeline system remains consistent with the previously assessed design alternatives and continues to utilise 300 mm diameter pipes (Figure 18). Therefore, the overflow provision specifically addresses downstream conveyance reliability without altering upstream hydraulic performance. Overall, the inclusion of the overflow pipeline provides an additional level of hydraulic redundancy, enhancing system resilience and ensuring protection of upstream dwellings in the event of complete blockage of the primary outlet pipeline.

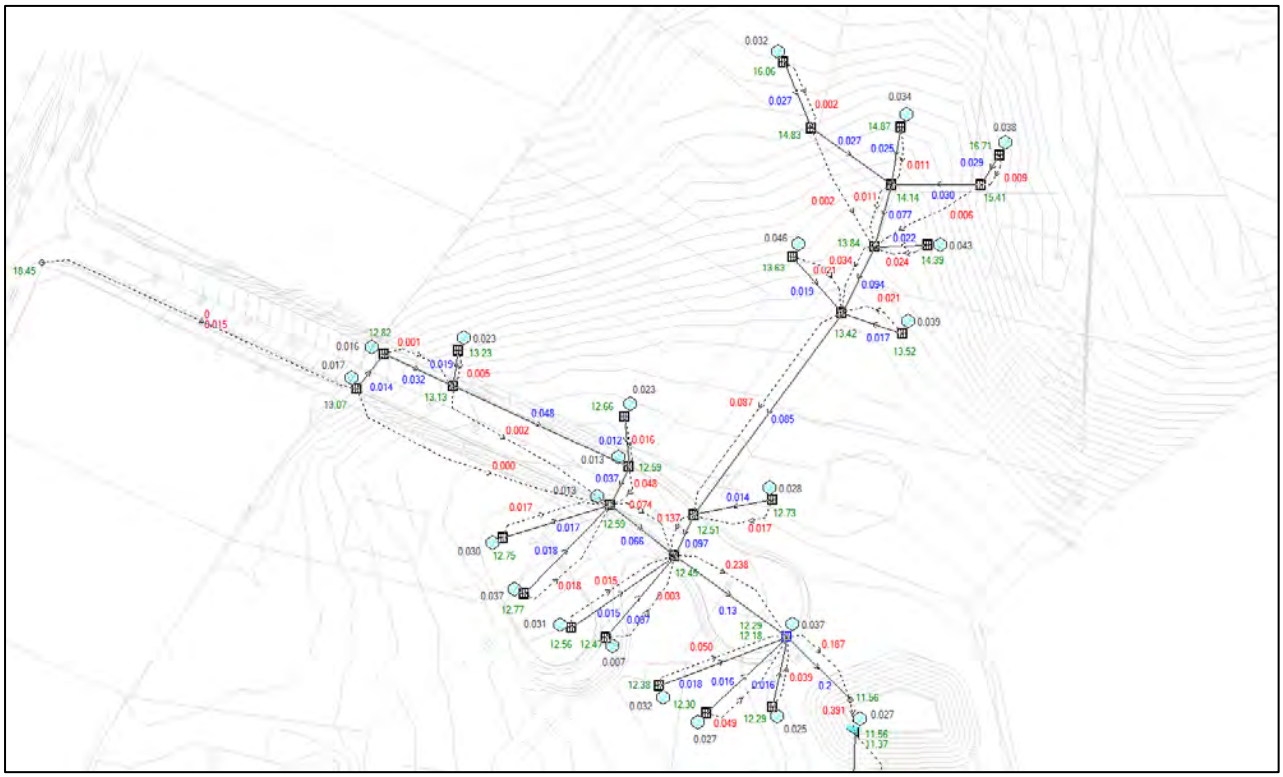

Figure 18: 1% AEP design flows – Option 2 DN300 pipeline system (similar to the overflow pipeline system, upstream of the detention basin)

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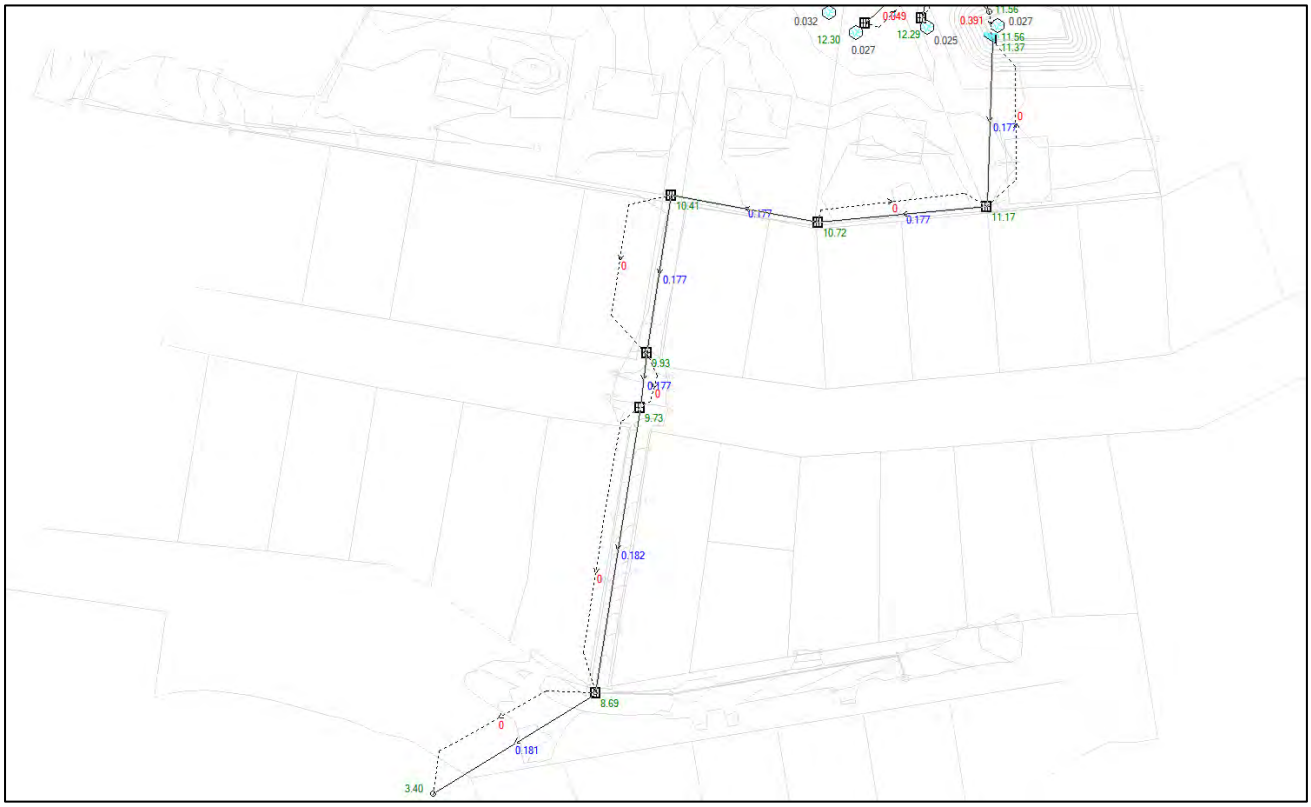

Figure 19: 1% AEP Design flows – Overflow DN375 pipeline system (downstream of the detention basin)

Figure 18 presents the hydraulic model results for the overflow pipeline system under the full blockage scenario of Option 2 DN300 pipeline system downstream of the detention basin. In this condition, the primary outlet from the detention basin is assumed to be completely blocked, resulting in the activation of the 375 mm diameter overflow pipeline once the basin water level reaches RL 10.765 m. The overflow pipeline follows the same general downstream alignment as the primary system but is positioned approximately 0.60 m above the invert level of the 300 mm pipe. This configuration ensures that the overflow system operates only under extreme or failure conditions, while remaining inactive during normal storm events. The model results indicate stable flow conveyance along the overflow route, with consistent discharge values observed through the downstream manholes. No surcharge or overtopping is identified along the alignment, confirming that the overflow system has sufficient hydraulic capacity to safely convey stormwater to Carlton River. The results demonstrate that, even under a full blockage scenario, upstream dwellings remain protected and the system maintains acceptable hydraulic performance. Overall, the overflow provision enhances system resilience by providing redundancy and safeguarding downstream properties in the unlikely event of complete blockage of the primary outlet pipeline.

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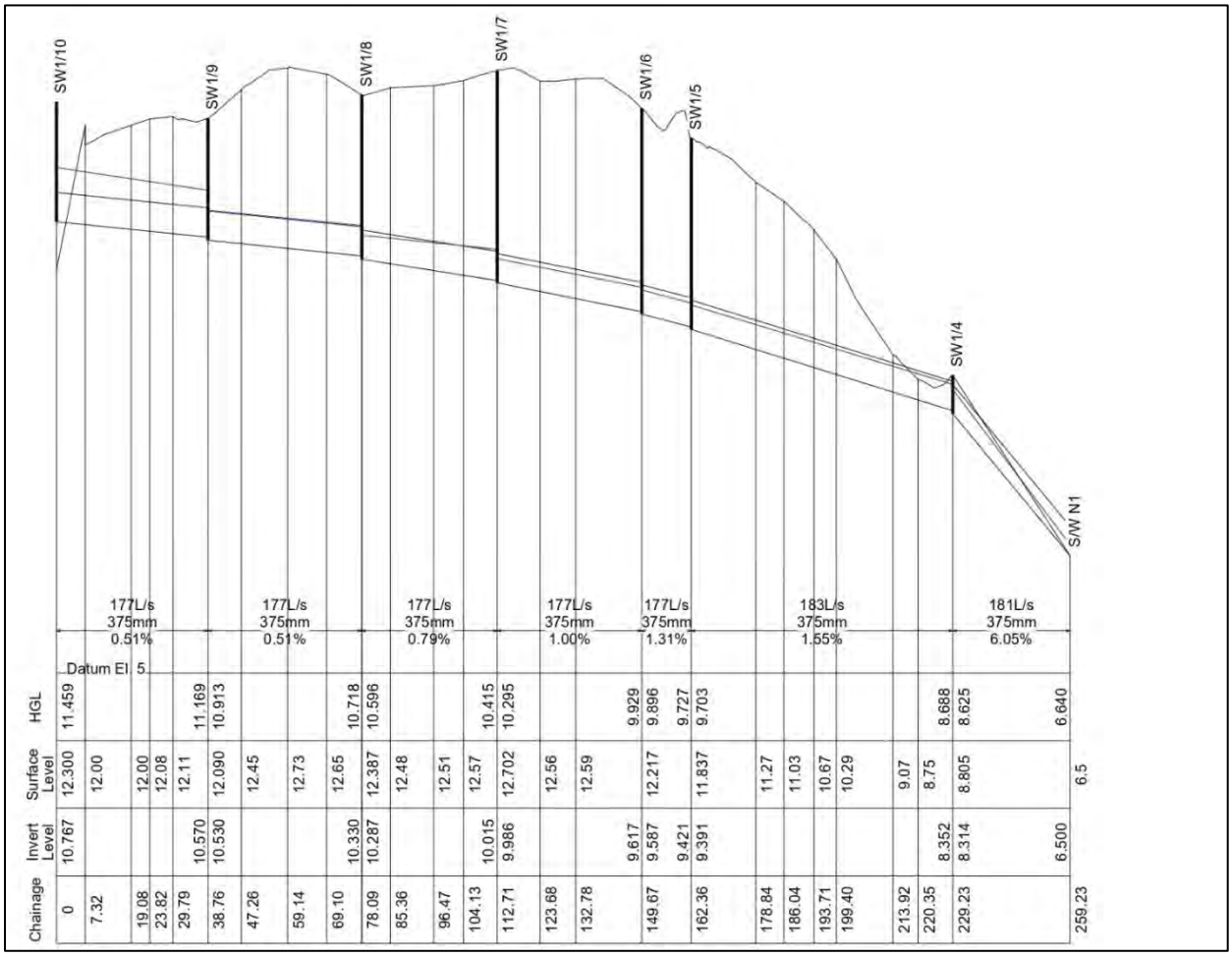

Figure 20: Long section of the downstream of the designed detention basin using overflow pipeline system

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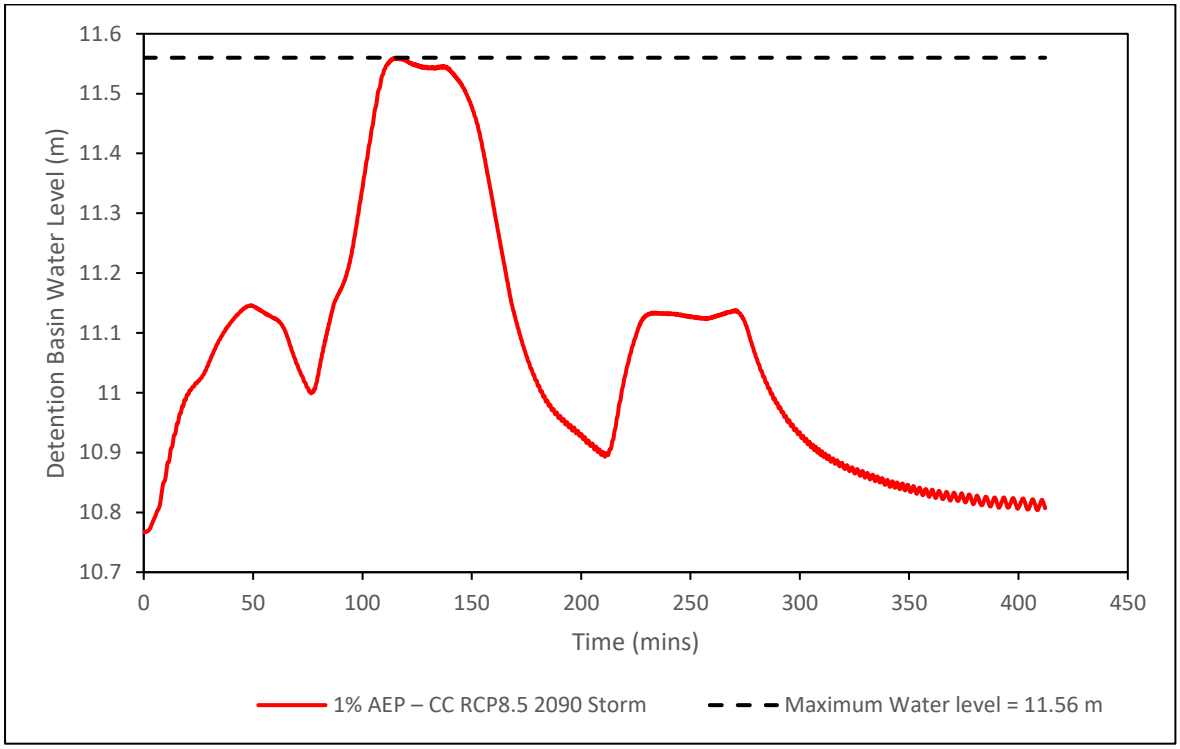

Figure 21: Water level in the detention basin using Overflow DN375 pipeline system

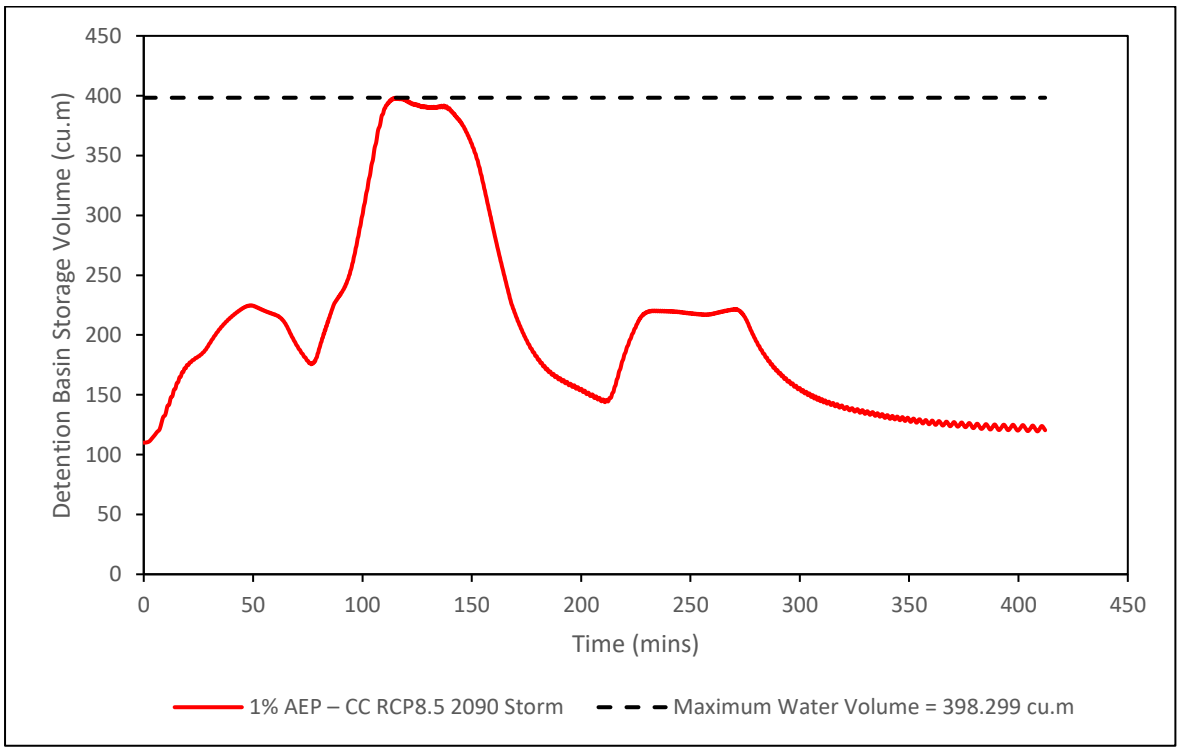

Figure 22: Volume of water in the detention basin using Overflow DN375 pipeline system

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According to the DRAINS modelling results for the overflow pipeline system under the full blockage scenario, Figures 21 and 22 illustrate the hydraulic performance of the detention basin under the 1% AEP Climate Change (RCP 8.5, 2090) storm event. Figure 21 presents the variation in water level within the detention basin over time. As the primary 300 mm downstream pipeline is assumed to be fully blocked, the basin water level rises until it reaches the overflow activation level (RL 10.765 m), after which discharge occurs through the 375 mm overflow pipeline. The maximum water level reaches approximately 11.56 m, remaining below the allowable maximum level indicated by the dashed line. This confirms that, even under complete blockage of the primary outlet, the basin maintains sufficient freeboard and does not overtop. Figure 22 shows the corresponding variation in detention basin storage volume. The storage volume increases as inflow exceeds outflow during the rising limb of the storm event, reaching a peak of approximately 398 m^3. Following activation of the overflow system, the basin gradually drains, and storage volume decreases in a controlled manner. The smooth recession of the curve indicates stable hydraulic behaviour without uncontrolled surcharge. Overall, the results presented in Figures 21 and 22 demonstrate that the overflow pipeline system provides effective hydraulic redundancy. In the unlikely event of full blockage of the primary pipeline, the detention basin and overflow arrangement continue to operate safely, preventing overtopping and ensuring protection of upstream dwellings.

2.4 Detention Basin – attenuation of design flows

The elevation–storage curve of the detention basin is shown in Figure 23. The curve illustrates the relationship between basin water level (m AHD) and corresponding storage volume (m^3) under the assessed storm scenarios. Under the 1% AEP + Climate Change (RCP 8.5, 2090) event, the maximum stored volume varies slightly depending on the pipeline configuration. The Figure presents a summary of the detention basin performance by illustrating the stage–storage relationship of the basin under the assessed design scenarios. The black curve represents the designed volume–elevation relationship of the detention basin, showing how storage volume increases with rising water level. The dashed horizontal and vertical lines indicate the maximum water levels and corresponding storage volumes reached under Option 1 DN300 pipe line system, Option 2 DN300 pipeline system, and the DN375 mm overflow pipeline system proposed in the Option 2 (full blockage scenario). For Option 1 and 2 pipeline systems, the maximum water levels are approximately RL 11.51–11.53 m AHD, corresponding to storage volumes in the range of approximately 376–383 m^3. These results demonstrate consistent hydraulic behaviour between the two configurations, confirming that the upstream design modifications do not significantly affect detention basin performance. Under the full blockage scenario, the overflow pipeline system activates at approximately RL 10.765 m AHD, and the maximum water level reaches approximately RL 11.56 m AHD, corresponding to a storage volume of approximately 398 m^3. Although this represents a slightly higher storage requirement compared to the normal operating scenarios, the peak level remains below the adopted freeboard level of RL 11.70 m AHD and well below the basin crest level of RL 12.00 m AHD. Overall, Figure 22 confirms that the detention basin provides sufficient storage capacity under all assessed scenarios, including the extreme full blockage condition. Adequate freeboard is

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maintained, and the basin operates within the adopted design limits, ensuring hydraulic safety and resilience of the overall stormwater management system.

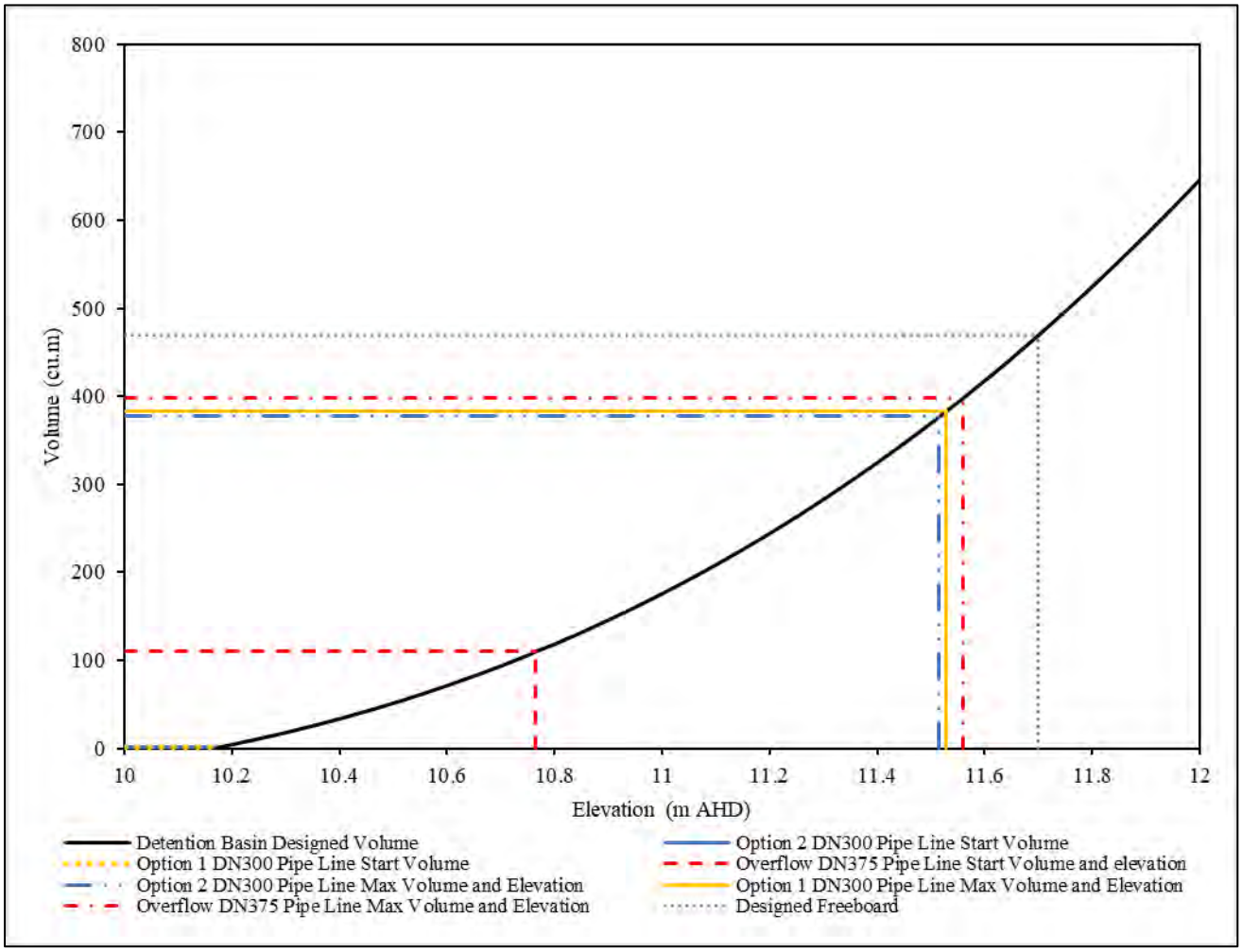

Figure 23: Summary of the results on the detention basin section

2.5 Detention Basin

The downstream drainage arrangement incorporates two separate pipelines serving distinct hydraulic functions: a DN300 low-flow primary drainage pipe and a DN375 overflow pipeline for the event of blockage. The DN300 pipe is designed to convey by itself all flood events up to the 1% AEP (plus CC). The DN375 pipe is designed to be full redundancy in the event of blockage of the DN300. It is to be placed 0.60 m above the invert level of the DN300 pipeline and follows the same downstream alignment. The DN375 pipe is theoretically not needed if the DN300 is unblocked, but will be activated nevertheless when the water level reaches RL 10.765 m AHD, thereby providing hydraulic redundancy and preventing overtopping of the basin under extreme or failure conditions.

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3 Preferred Option: Justification for Selection of Option 2 DN300 Pipeline System

Following detailed hydraulic modelling and comparative assessment of the two downstream discharge configurations, Option 2 DN300 pipeline system is considered the preferred stormwater management solution.

Both Option 1 and Option 2 demonstrate satisfactory hydraulic performance under the 1% AEP + Climate Change (RCP 8.5, 2090) design storm event. In both cases, the detention basin maintains adequate freeboard, peak water levels remain below the adopted maximum design level, and no surcharge or adverse flooding impacts are observed within the upstream network. Accordingly, detention basin attenuation performance is effectively equivalent between the two options, in the event of no blockages. However, Option 2 provides several practical and operational advantages as follows:

- Option 2 discharges directly to Carlton River via a dedicated downstream alignment, thereby reducing reliance on the existing drainage infrastructure within Carlton River Esplanade. This minimises long-term risk associated with unknown downstream capacity constraints, potential future upgrades, or third-party asset management considerations.
- Option 2 incorporates a DN375 overflow pipeline designed to operate under a full blockage scenario of the primary DN300 outlet. The overflow pipeline enhances system resilience and provides protection to upstream dwellings under extreme or failure conditions. Under the full blockage scenario, modelling confirms that basin water levels remain below the adopted freeboard level, demonstrating safe system behaviour.
- Overall operational cost of Option 2 is considered comparable to Option 1. Although a dedicated downstream discharge system is constructed, the reduced extent of earthworks and associated fill, compaction, and reinstatement (FCR) works offsets potential additional pipeline costs.

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4 Flood Hazard Report

4.1 Flood Hazard

Flood hazard is defined as the potential loss of life, injury and economic loss caused by future flood events. Flood hazard has been considered based on six (x6) classifications to characterise the degree of hazard with regard to the severity of flooding, resultant of the flood depth (m) x velocity (m/s) product. These categories are explained by the curves shown below, as taken from Flood Hazard Guideline 7-3 from the Australian Institute for Disaster Resilience.

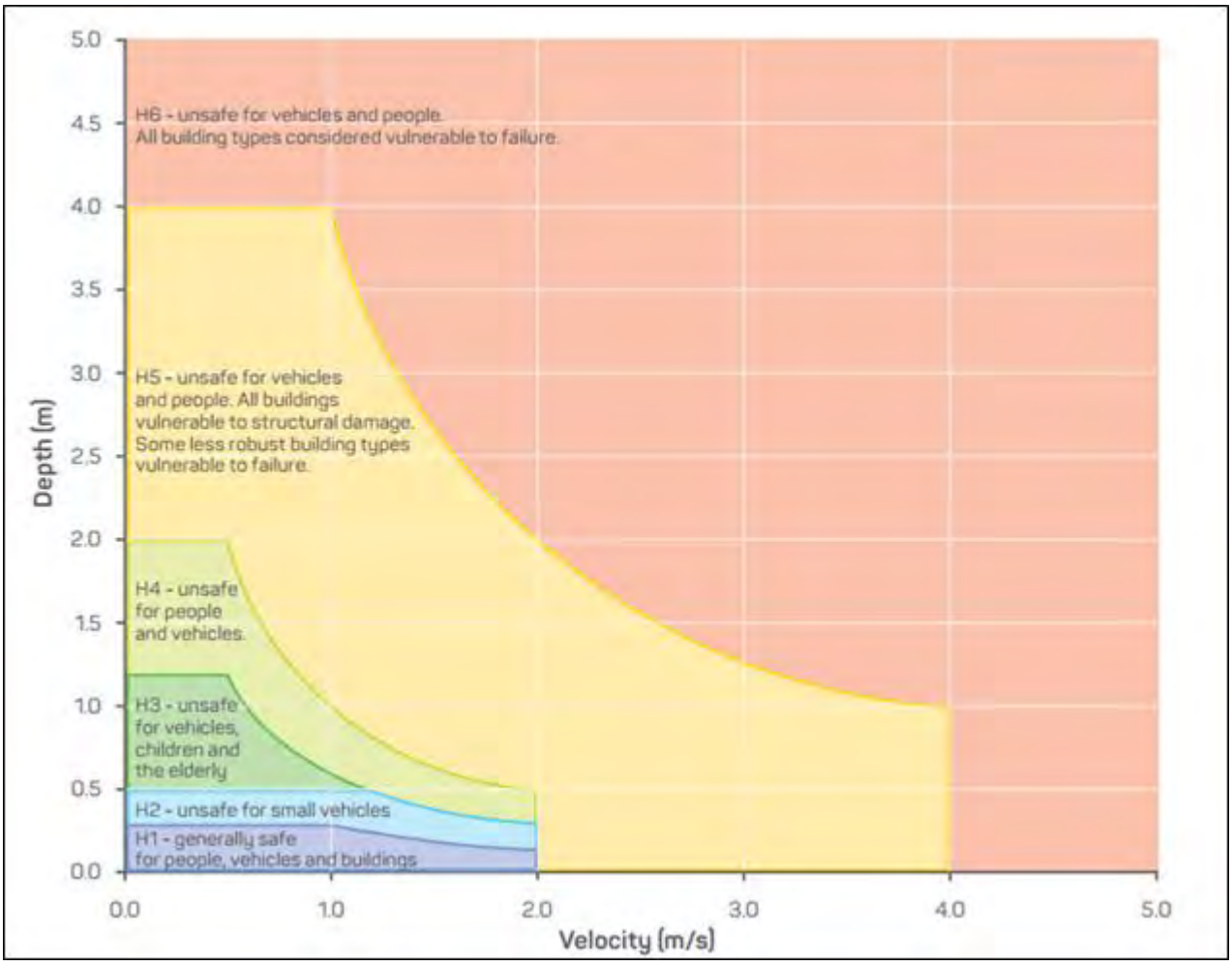

Figure 24: Flood Hazard Categories from the Australian Institute for Disaster Resilience

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4.2 Analysis of SSP3-7.0_2100 Scenario with main outflow blocked

Below is shown the extent of the flood-prone area overlay under the Tasmanian Planning Scheme.

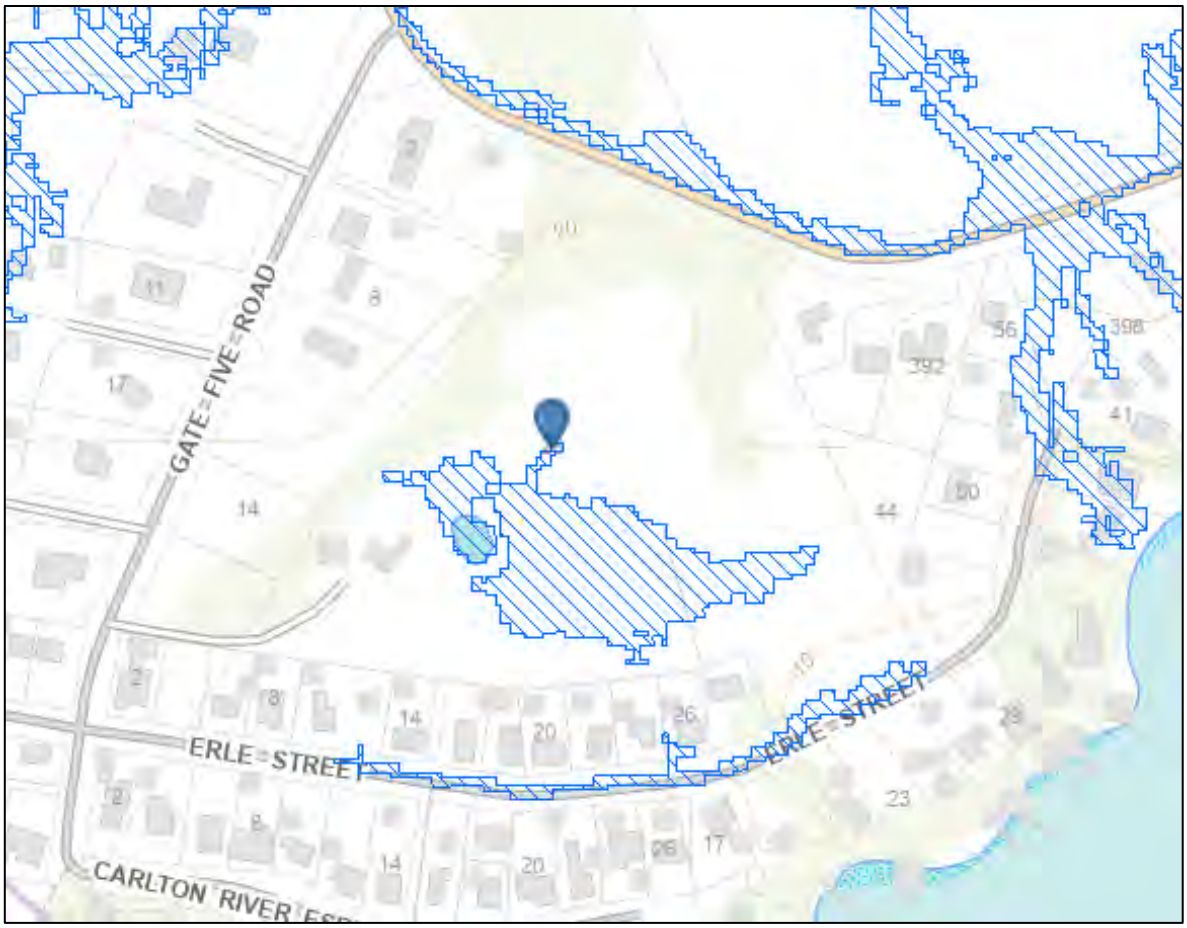

Figure 25: Flood Prone Areas Overlay

The site is located within a depression which doesn't have a way to fully drain out by gravity. Therefore, in order to develop the site, the measures as described earlier in the report are proposed – the site will be reshaped to concentrate flood water within the proposed detention basin, which will be provided by a lower DN300 main outflow pipe and a slightly higher DN375 emergency overflow pipe. The detention basin has been designed so that it can function safely if either the DN300 or DN375 is not operational. However, for the purpose of flood hazard considerations, it is here investigated what happens in a more severe climate change scenario, the **SSP3-7.0_2100** scenario, if the main outlet pipe (DN300) is blocked.

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4.2.1 1% AEP Peak Flow Rates (SSP3-7.0_2100 – main basin outflow blocked)

The peak flow rates are shown below. There is no overflow from the basin in this condition. Note that the natural direction of overflow is currently towards 40 Erle Street. However, the presence of the basin is predicted to prevent this overflow in the above flow scenario, since the DN375 overflow pipe will convey the water away.

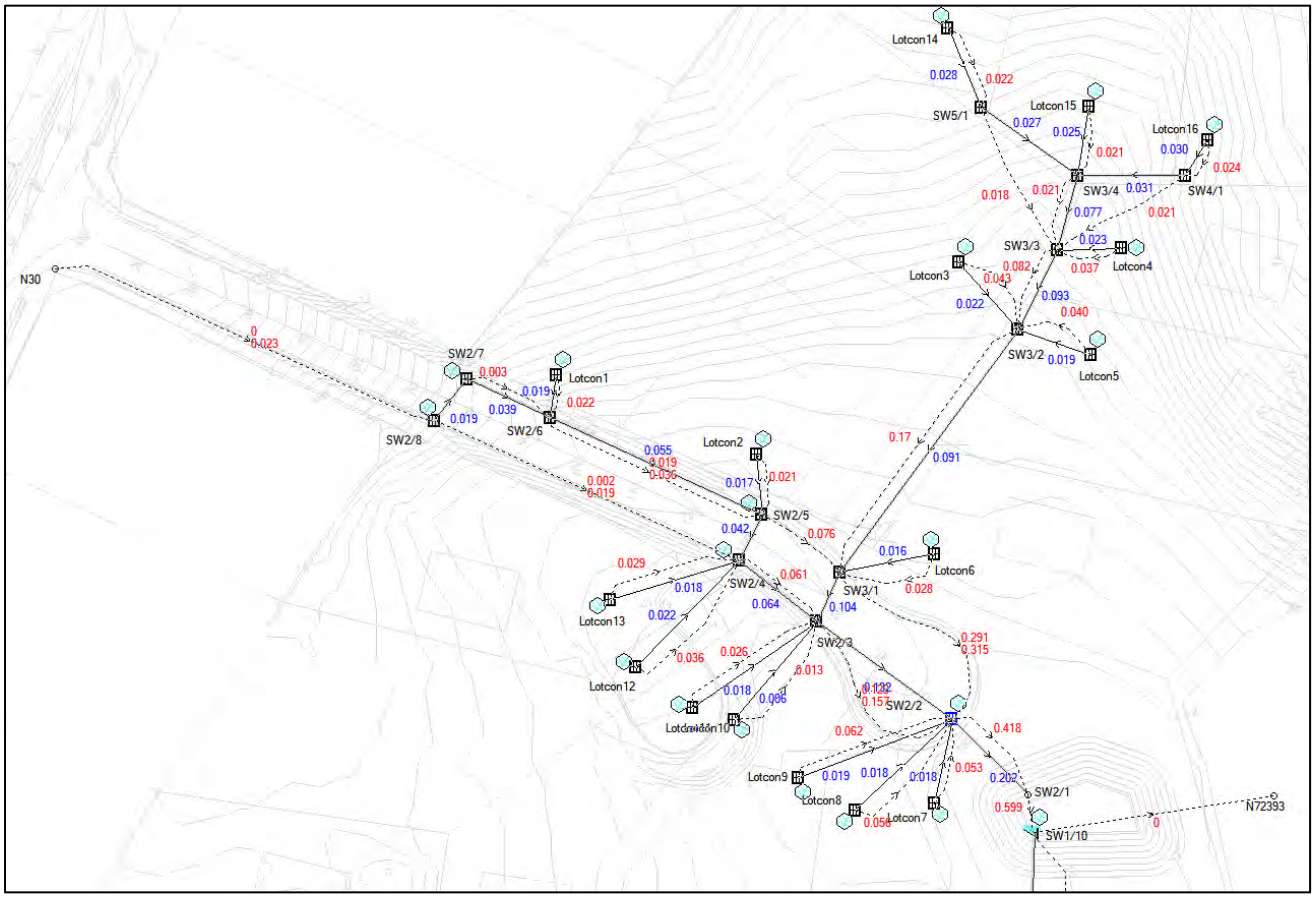

Figure 26: 1% AEP flows within development for SSP3-7.0_2100 (main outflow blocked)

4.2.2 1% AEP WSLs in Basin (SSP3-7.0_2100 – main basin outflow blocked)

Below can be seen the water surface levels in the basin (Figure 27). In the simulation, the initial WSL was set to RL 10.767, which is the invert of the overflow pipe, so that storage below this level is neglected, since the DN300 primary outflow pipe is assumed blocked. It can be seen in the graph below that the WSL stays below 12.000. A safety fence is required around the basin, as the hazard would be H4, which is unsafe for people and vehicles.

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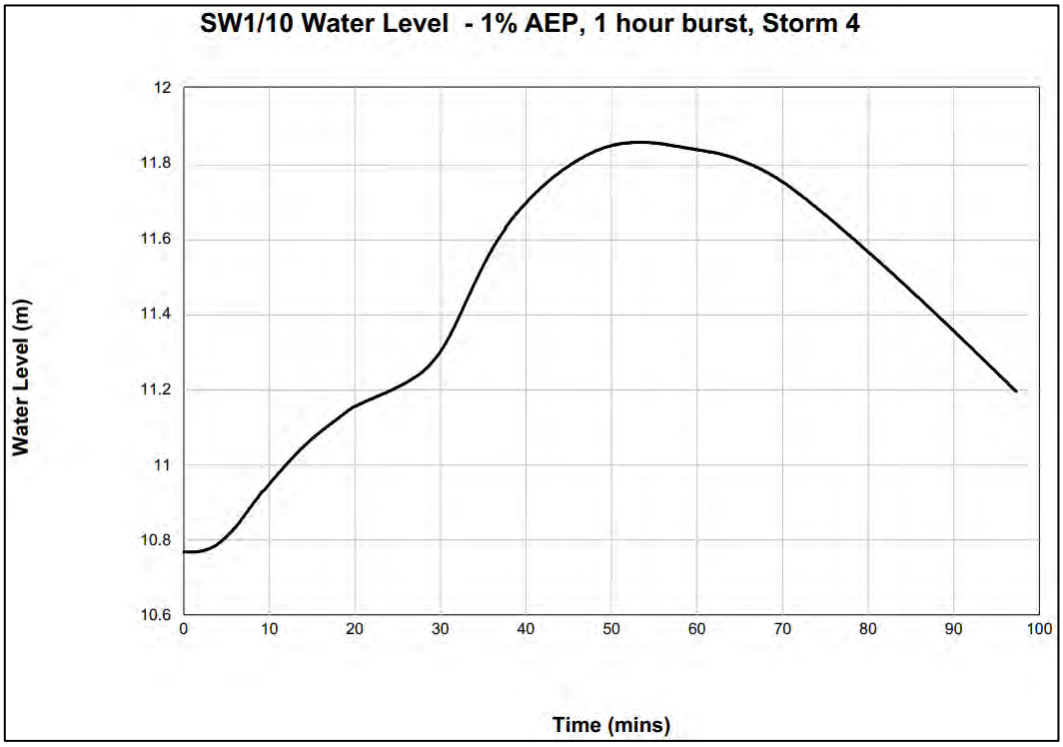

Figure 27: 1% AEP flows within development for SSP3-7.0_2100 (main outflow blocked)

4.2.3 Flow down Driveway from Lot 5 (1% AEP SSP3-7.0_2100 – main basin outflow blocked)

The predicted flow rate down the driveway from Lot 5 to the CDS is 170 ℓ/s. The overflow route is modelled as a shallow 4 m wide concrete channel. As seen in the cross section below, the flow depth is 54 mm and velocity 1.1 m/s. This constitutes a tolerable H1 hazard.

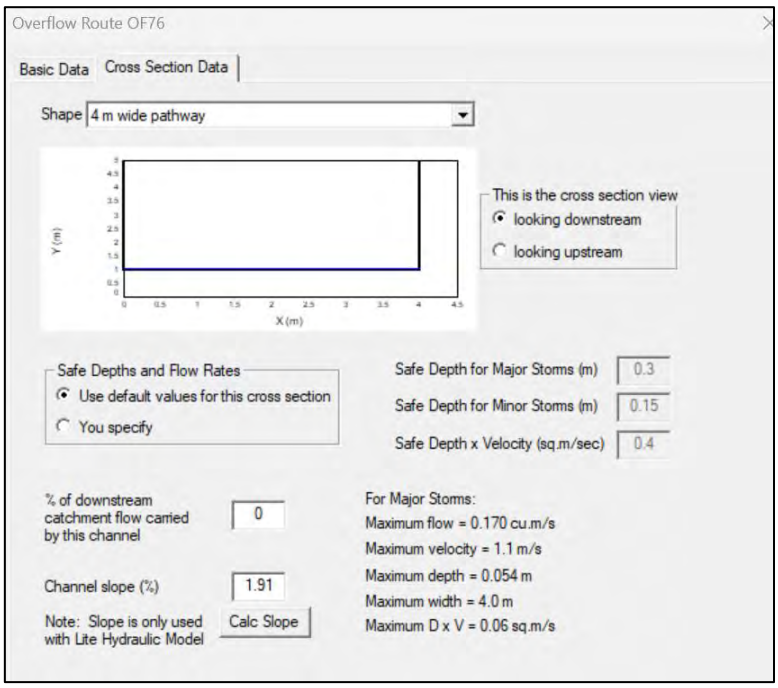

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Figure 28: 1% AEP (SSP3-7.0_2100) flow down d/way from Lot 5

4.2.4 Flow in CDS (1% AEP SSP3-7.0_2100 – main basin outflow blocked)

The flow rate in the kerb and channel in the cul-de-sac, coming from SW3/1, is 315 ℓ/s, with a flow depth of 193 mm and velocity of 1.2 m/s. The V x D product is 0.23, so that this flow is also H1.

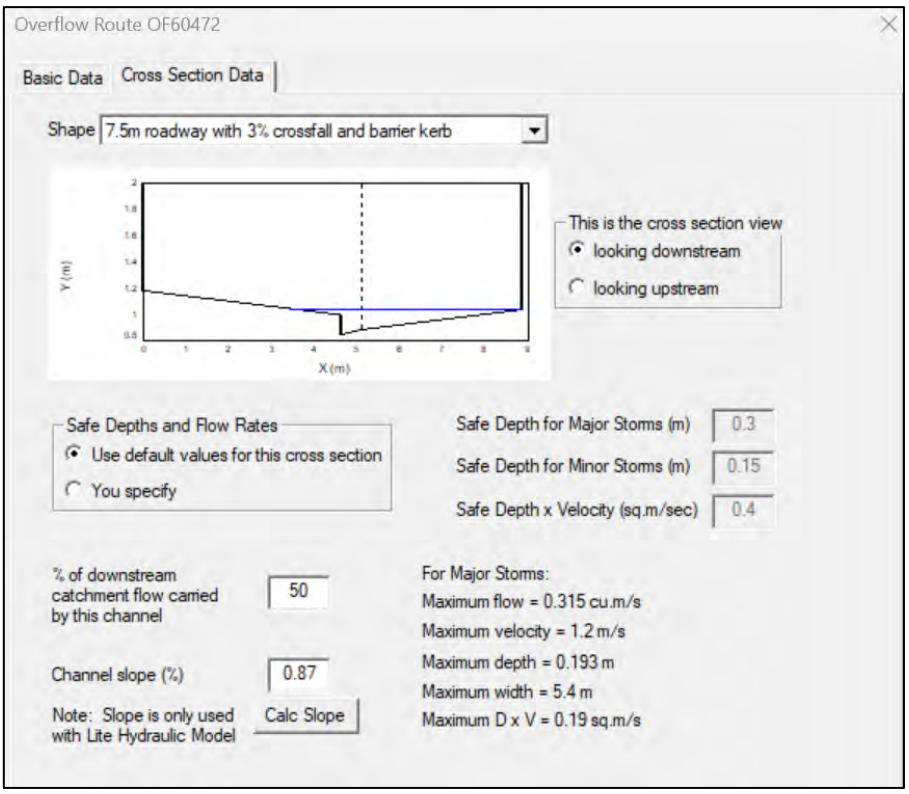

Figure 29: 1% AEP (SSP3-7.0_2100) flow from SW3/1 to SW2/2 (KC in CDS)

The ponding level at sag pit SW2/2 is 12.348, which means a depth of 293 mm above the grating of the sag pit. This constitutes an H1 hazard rating. Note that the surface storage in the road has been neglected.

4.3 Discussion regarding detention basin

The following important factors are to be taken into account concerning the basin:

- A safety fence is critical to prevent children entering;
- The basin can function adequately if the main low - level outlet pipe is fully blocked, but should be unblocked as soon as possible and by no means must it be allowed that both low level and high-level pipe become blocked. Consideration can be given to an additional DN375 high level outflow that bypasses any potential blockage within the basin and ties back into the DN375 line downstream of the basin;
- The top of the basin is 12.000 and is in some places in fill up to about 400 mm.
- The WSL in the 1% AEP SSP3-7.0_2100 scenario, with the DN300 blocked, is about 150 mm. When both pipes are unblocked, the freeboard will be substantially more.

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4.4 Planning Scheme Requirements as per Flood Prone Areas Hazard Code

4.4.1 C12.7 Development Standards for Subdivision

4.4.1.1 C12.7.1 Subdivision within a flood-prone hazard area

Table 3 Responses to C12.7.1

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

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Because the flow from the subdivision will be conveyed away to a sea outfall, the footprint of the risk from flood on adjacent land is expected to decrease.

P1(b)

There is no reliance on existing Council infrastructure. The stormwater from the subdivision will be discharged through a new pipe system and marine outfall.

P1(c)

The fill embankments (~ 0.4 m high) will be designed by a suitably qualified engineer. The outfall pipes and basin have been sized so that the basin does not overflow in a 1% AEP event accounting for a stringent climate change scenario (SSP3-7.0_2100) and blockage of the primary outflow. The need for future remediation is minimised.

P1(d)

Access to and from the subdivision is not compromised. In the adverse scenario above (1% AEP SSP3-7.0_2100 with blocked primary outlet), the crossover to the driveway for Lot 7 may be subject to 100 mm of ponding with minimal velocity – hence H1 hazard, which is tolerable.

P1(e)

The footprint of the flood prone hazard area will be massively reduced due to the development and the construction of the detention basin. There is therefore ample space to locate the building areas outside the future flood prone hazard area.

P1(f)

No advice has been received from a government authority or regulated entity.

P1(g)

This report advises that regular maintenance of the basin and outflow pipes is essential. A safety fence around the basin is likewise essential.

It is therefore considered that Performance Criteria P1 (a)-(g) of Clause C12.7.1 are satisfied.

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4.5 Statement regarding flood hazard report

This Flood Hazard Report has been prepared by Roderick Parsons. I am a suitably qualified person with a degree in civil engineering (BCEng)) and a graduate certificate in catchment hydrology. I have two years' overseas experience modelling river flow and some 4 years' Australian experience in stormwater modelling and design, including both 1D & 2D flood modelling. I have a total of 25 years design experience in the field of civil engineering.

I have considered whether the subdivision and the works associated with it are likely to cause or contribute to the occurrence of flood on the site, on adjacent land and on public infrastructure.

I have considered whether the subdivision can achieve and maintain a tolerable risk for the intended life of future use (until 2100) and development (50 years) and in doing this I have had regard to:

(a) The nature, intensity and duration of use: The use of the subdivided land is low density residential and as such, the impervious proportion of the lots has been assumed to be 50%, which we regard as suitably conservative. Provision for a 1% AEP rainfall event has been made, allowing for climate change up to 2100 under the SSP3-7.0 scenario.

(b) The type, form and duration of the development: The life of the proposed development is considered to be 50 years, which falls within the adopted climate horizon.

(c) The likely change in the level of risk across the intended life of the use or development: The change in level of risk has been accounted for by allowing for climate change according to a conservative scenario SSP3-7.0_2100.

(d) The ability to adapt to a change in the level of risk: Change in level of risk has already been taken into account by considering the SSP3-7.0_2100 CC scenario.

(e) The ability to maintain access to utilities and services: Access to utilities and services will be maintained.

(f) The need for flood reduction or protection measures beyond the boundary of the site: The need for flood reduction or protection measures beyond the boundary of the site is not foreseen. The presence of the outflows from the basin will reduce the footprint of the flood hazard area and improve the flooding situation for adjacent properties.

(g) Any flood management plan in place for the site or adjacent land: There is no flood management plan in place for this site.

(h) Any advice relating to the ongoing management of the use or development: The detention basin must be fenced off and must be regularly mowed and maintained. The outlets must be regularly cleared of blockages.

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5 Summary

5.1 Stormwater system design

The option 2 stormwater system will, by means of a detention basin, a DN300 primary outflow pipeline, and a DN375 overflow pipeline, achieve the following:

- Provide a "major" stormwater network that safely accommodates flows in the 1% AEP + Climate Change (RCP 8.5, 2090) storm event, in accordance with the *Stormwater in New Development Policy* of Sorell Council.
- Safely convey stormwater to Carlton River via the downstream DN300 pipeline system, without surcharge or overflow.
- Maintain adequate freeboard within the detention basin under all assessed scenarios, including the full blockage condition.
- Provide hydraulic redundancy through a DN375 overflow pipeline.
- Prevent flooding upstream of the detention basin if blockage of the DN300 basin outlet were to occur.

5.2 Flood hazard

For the consideration of flood risk, the flood hazard report has considered what happens in the event of blockage of the primary outflow pipe in a 1% AEP event when the SSP3-7.0 CC scenario is considered, and accounting for climate change to the year 2100.

The report shows that the subdivision does not create an opportunity for use or development that cannot achieve a tolerable risk from flood.

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6 Qualifications

This document is intended solely for the purpose of documenting the calculations followed for the design of the stormwater drainage system and should not be used for any other purpose without proper consultation. It should be used by qualified professionals in conjunction with their professional judgement.

The calculations presented in this document are based on the data available at the time of the writing. The design calculations were performed in accordance with the relevant design standards and guidelines applicable at the time of the writing. Future updates to these standards may require revisions to the design.

This document includes, but is not limited to, several assumptions regarding the site's condition, hydrological parameters, and, where applicable, projections for future climate scenarios. These assumptions are detailed within the report and any deviation from these assumptions may affect the outcome of the design. The design is based on site-specific conditions understood from available information. This includes information and data provided by third parties. While this information is believed to be accurate, no warrant is given as to its completeness and or reliability.

While every effort has been made to ensure the accuracy of the calculations and design, PDA and the authors assume no liability for any direct, indirect, or consequential damages resulting from the use of this document. The performance of the stormwater drainage system is subject to external factors such as extreme weather events, future land-use changes, and maintenance practices. These factors can significantly impact the effectiveness of the system.

Yours faithfully,

PDA Surveyors, Engineers & Planners

Per:

Roderick Parsons CPEng 3131233

CIVIL ENGINEER

SORELL COUNCIL
Sorell Council
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Contact

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P: 0419 532 669 (Tom Walter)
E: tom.walter@waltersurveys.com.au

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LEGEND:

- NEW DRIVEWAY
- NEW ROAD
- NEW STORMWATER
- INDICATIVE BUILDING AREA
- INDICATIVE WASTEWATER ADVANCED SECONDARY TREATMENT SYSTEM & LAND APPLICATION AREA

NOTES:

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ISSUED DATE: 14 AUGUST 2025	

CLIENT: TREVOR HEINS

PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN

ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH

DRAWING TITLE: OVERALL SERVICING PLAN

-

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LEGEND:

- NEW DRIVEWAY
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355 CARLTON RIVER ROAD
FR 252266/1

CARLTON RIVER ROAD
FR 169419/3

PART OF LOT 14 916m²

CARLTON RIVER ROAD

3.6m WIDE SEALED DRIVEWAY AS PER TSD-R04-v3

4 GATE FIVE ROAD
FR 156457/2

6 GATE FIVE ROAD
FR 156457/3

EXISTING MATURE EUCALYPTS TO REMAIN AS PER PRELIMINARY REPORT

8 GATE FIVE ROAD
FR 172795/4

GATE FIVE ROAD

CENTRAL MEDIAN TRAFFIC ISLAND AS PER TSD-R20-v3

10 GATE FIVE ROAD
FR 174736/5

FR 156457/100
OWNER: SORELL COUNCIL

12 GATE FIVE ROAD
FR 176611/6

EXISTING MATURE EUCALYPTS TO REMAIN AS PER PRELIMINARY REPORT

ROAD 1

PROPOSED RECIPROCAL RIGHT OF WAY (TO SERVE LOTS 3, 4 AND 5)

6.0m WIDE SEALED SHARED DRIVEWAY AS PER TSD-R09-v3

DN150 STORMWATER CONNECTIONS (TYP)

PROPOSED DRAINAGE EASEMENT 3.00m WIDE

EXISTING DRAINAGE EASEMENT 4.00m WIDE

PROPOSED DRAINAGE EASEMENT 4.00m WIDE

388 CARLTON RIVER ROAD
FR 187105/1

40 ERLE STREET
FR 113113/1

LOT 1 1200m²
LOT 2 1203m²
LOT 3 2389m²
LOT 4 2207m²
LOT 5 2008m²
LOT 6 1461m²
LOT 13 1387m²
LOT 14 1681m²
LOT 15 1743m²
LOT 16 1948m²

LAA 150m²

SW2/4 SEP
SW2/5 SEP
SW2/6 SEP
SW2/7 SEP
SW2/8 SEP
SW3/2 MH
SW3/3 MH
SW3/4 MH
SW4/1 RE
SW5/1 RE

3.60m
6.00m

CONTINUED IN C-003

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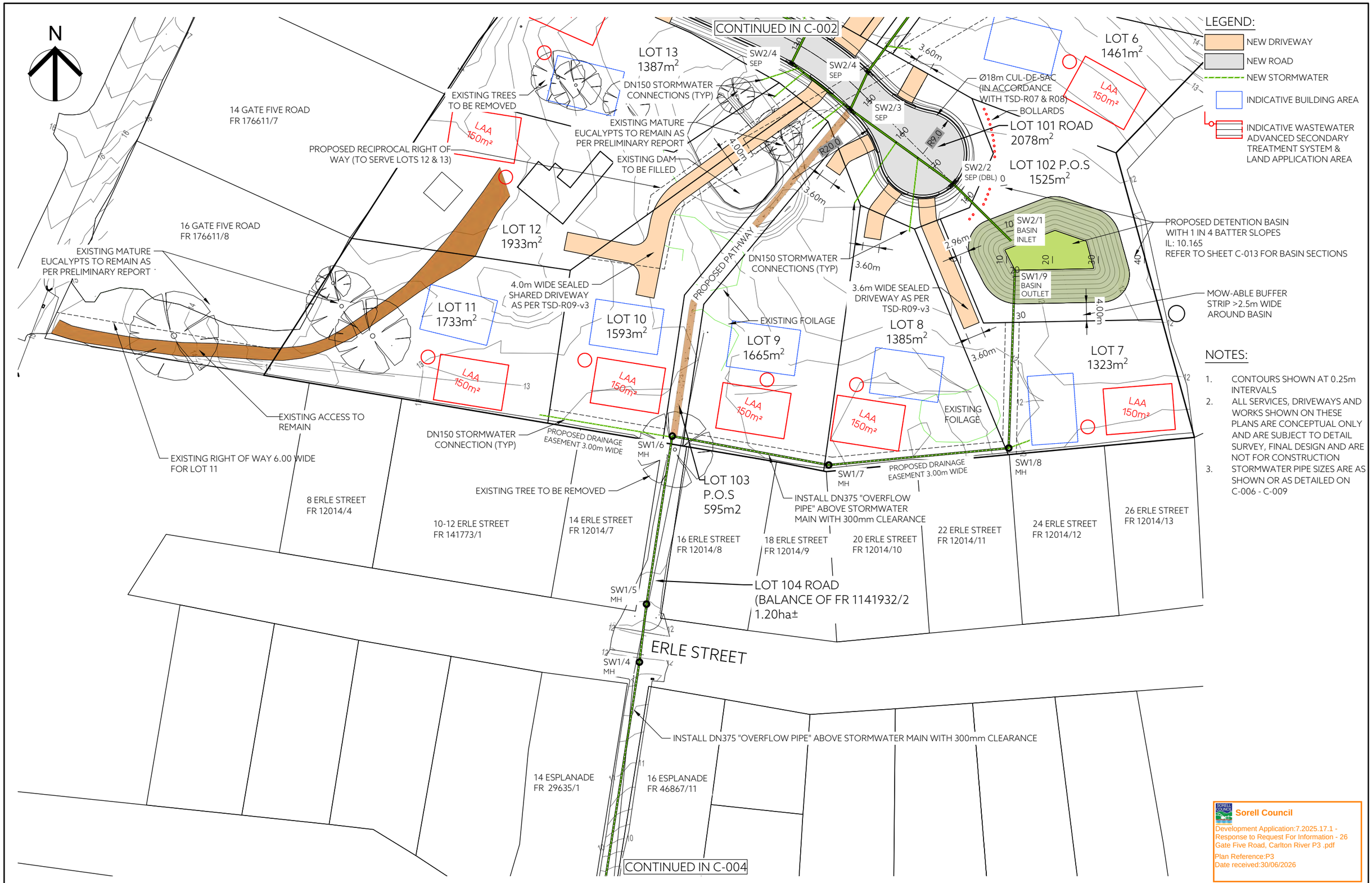

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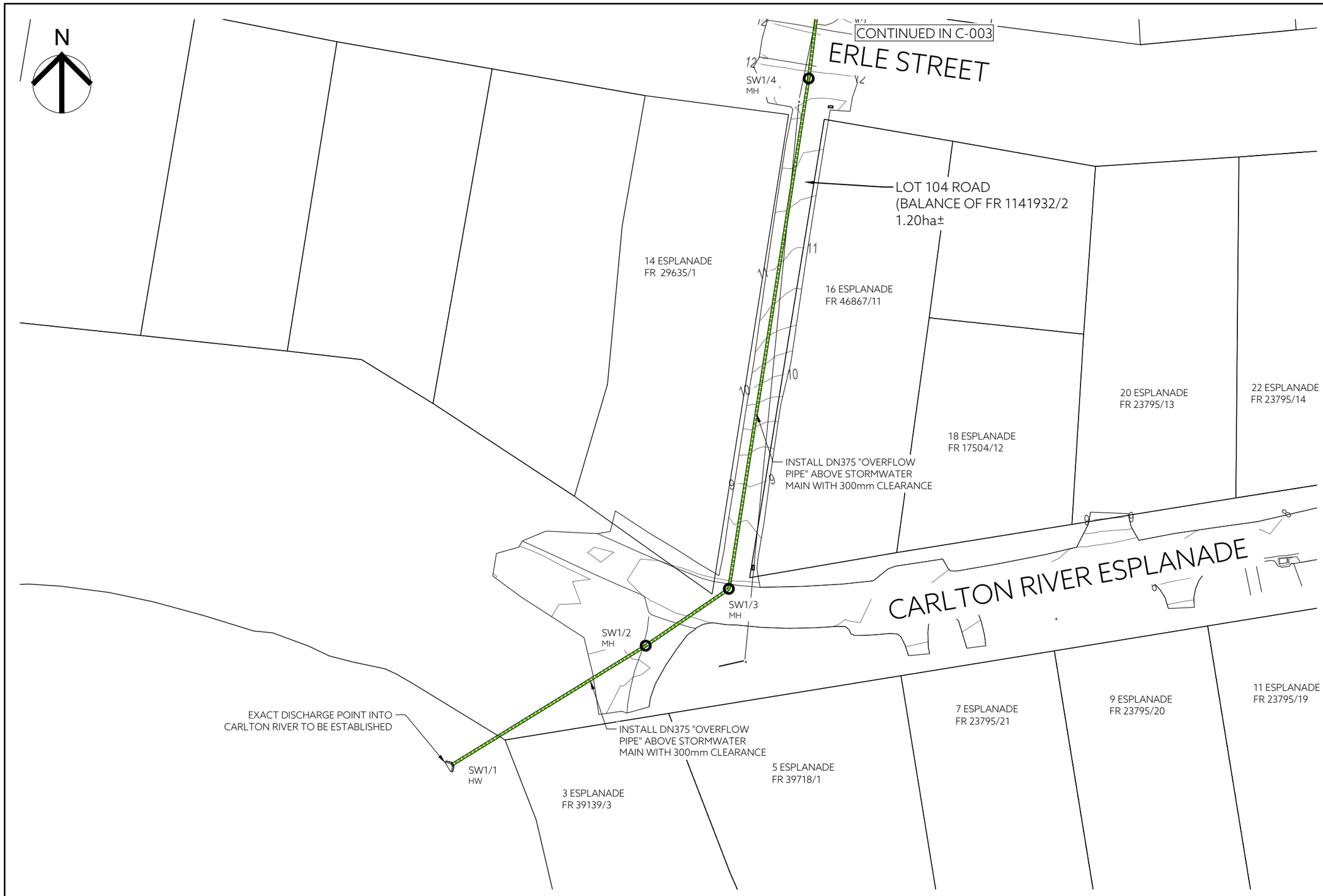

LEGEND:

- NEW DRIVEWAY
- NEW ROAD
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- INDICATIVE BUILDING AREA
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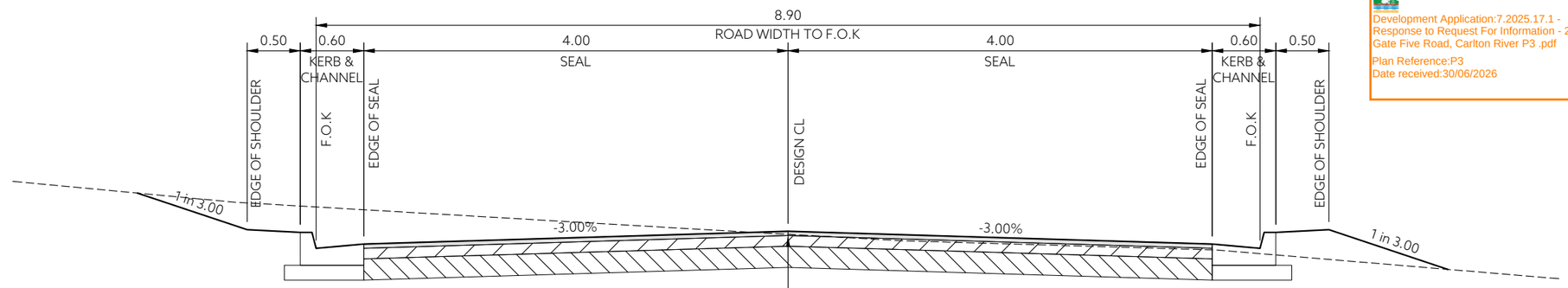
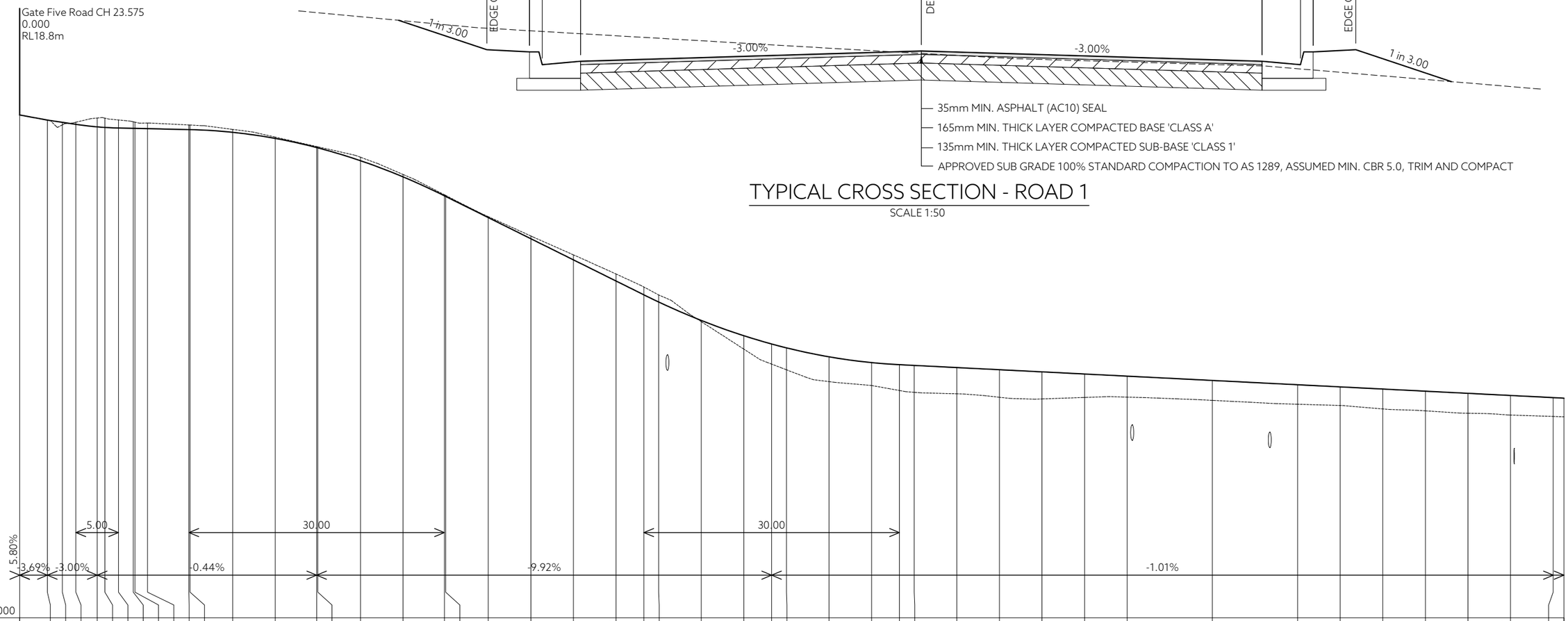


35mm MIN. ASPHALT (AC10) SEAL
165mm MIN. THICK LAYER COMPACTED BASE 'CLASS A'
135mm MIN. THICK LAYER COMPACTED SUB-BASE 'CLASS 1'
APPROVED SUB GRADE 100% STANDARD COMPACTION TO AS 1289, ASSUMED MIN. CBR 5.0, TRIM AND COMPACT

TYPICAL CROSS SECTION - ROAD 1

SCALE 1:50



CHAINAGE	CUT	FILL	DESIGN ROAD CENTRELINE	EXISTING SURFACE
0.000	+0.000		18.800	**18.800**
3.246	+0.000		18.680	**18.680**
5.000	+0.061		18.628	**18.567**
6.596		-0.049	18.580	18.629
9.096		-0.207	18.521	18.728
10.000		-0.218	18.507	18.725
11.596		-0.188	18.494	18.682
13.331		-0.153	18.486	18.639
13.533		-0.145	18.485	18.630
15.000		-0.131	18.479	18.610
19.859		-0.108	18.457	18.565
20.000		-0.107	18.456	18.563
25.000		-0.068	18.393	18.461
30.000		-0.030	18.250	18.280
34.859		-0.024	18.035	18.059
35.000		-0.025	18.028	18.053
40.000		-0.081	17.727	17.808
45.000		-0.057	17.347	17.404
49.859		-0.025	16.902	16.927
50.000		-0.025	16.888	16.913
55.000		-0.022	16.392	16.414
60.000		-0.064	15.896	15.960
65.000		-0.117	15.400	15.517
70.000		-0.164	14.903	15.067
73.262		-0.183	14.580	14.763
75.000		-0.165	14.412	14.577
80.000		+0.027	13.978	13.951
85.000		+0.315	13.620	13.305
88.262		+0.471	13.425	12.954
90.000		+0.515	13.335	12.820
95.000		+0.583	13.125	12.542
100.000		+0.538	12.989	12.451
103.262		+0.607	12.940	12.333
105.000		+0.631	12.922	12.291
110.000		+0.616	12.872	12.256
115.000		+0.647	12.822	12.175
120.000		+0.635	12.771	12.136
125.000		+0.550	12.721	12.171
130.000		+0.493	12.671	12.178
140.000		+0.468	12.570	12.102
150.000		+0.457	12.469	12.012
155.000		+0.437	12.419	11.982
160.000		+0.466	12.368	11.902
165.000		+0.462	12.318	11.856
170.000		+0.467	12.267	11.800
175.000		+0.459	12.217	11.758
180.000		+0.442	12.167	11.725
181.270		+0.437	12.154	**11.717**

HORIZONTAL GEOMETRY: L=125.159 B=114°18'50" | L=21.406 R=60.000 | L=34.705 B=134°45'20"

LONG SECTION - Road 1
SCALES: (H) 1:500 (V) 1:100 (A3)

REV	AMENDMENTS	DRAWN	DATE	APPR.
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P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
P1	UPDATED CONCEPTIAL DESIGN AS PER COUNCIL RFI (08.10.2025)	FM	16/03/2026	MS

DRAWING STATUS: CONCEPT
COORDINATE/ DATUM: PLANAR
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DESIGNED: FM | REVIEWED: GS
DRAWN: FM | REVIEWED: GS
JOB MANAGER: LM
ISSUED DATE: 14 AUGUST 2025

CLIENT: TREVOR HEINS
PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN
ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH
DRAWING TITLE: ROAD 1 LONG SECTION
-

PDA SURVEYORS, ENGINEERS & PLANNERS
127 Bathurst Street
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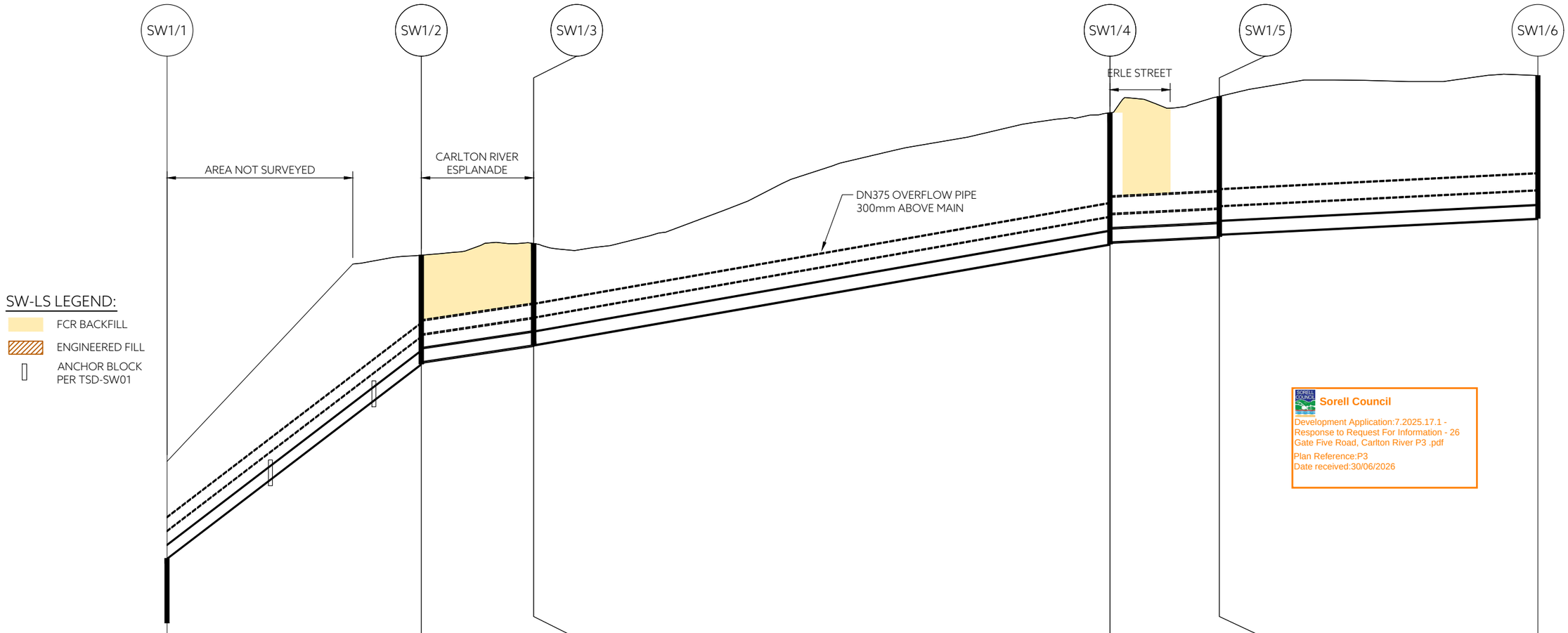
www.pda.com.au
Also at: Kingston, Launceston & Burnie.
REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE	PAPER
------	1: 500	(A3)

JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	005	P2

DATE/TIME: Friday, 26 June 2026 4:55:27 PM PLOTTED: FINN MURPHY FILE LOCATION: U:\49125MS-MJ-HEINS-26 GATE FIVE ROAD, CARLTON RIVER\AUTOCAD DRAWINGS\ENGINEERING DRAWINGS\49125LM-DES.DWG



Sorell Council
Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf
Plan Reference:P3
Date received:30/06/2026

PIPE DETAILS	DN300 PP SN8 (RRJ)		DN300 Class 4 RRJ		DN300 PP SN8 (RRJ)		DN300 Class 4 RRJ		DN300 PP SN8 (RRJ)	
GRADE	15.28%		3.00%		3.50%		1.00%		1.00%	
DATUM RL -2										
COVER	-1.800	2.224	2.175	2.055		2.747	2.697	2.950	2.900	3.015
DEPTH TO INVERT	-1.500	2.524	2.475	2.355		3.047	2.997	3.250	3.200	3.315
INVERT LEVEL	1.500	6.009	6.059	6.450		8.790	8.840	8.967	9.017	9.387
FINISHED SURFACE		8.533		8.805		11.837		12.217		12.702
EXISTING SURFACE		8.533		8.805		11.837		12.217		12.702
CHAINAGE	0.000	29.501	13.036	42.537	66.868	109.405	12.693	122.098	36.960	159.058

SW LS - LINE SW1

SCALE: HORIZ 1:500 VERT 1:100

REV	AMENDMENTS	DRAWN	DATE	APPR.
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--	----	--	--/--/----	--
P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
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DRAWING STATUS: CONCEPT

COORDINATE/ DATUM: PLANAR

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DESIGNED: FM | REVIEWED: GS
DRAWN: FM | REVIEWED: GS
JOB MANAGER: LM
ISSUED DATE: 14 AUGUST 2025

CLIENT: TREVOR HEINS
PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN
ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH
DRAWING TITLE: STORMWATER LONG SECTION SHEET 1 OF 4

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PHONE: +61 03 6234 3217
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www.pda.com.au
Also at: Kingston, Launceston & Burnie
REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE		PAPER
------	1: 500		(A3)
JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	006	P2

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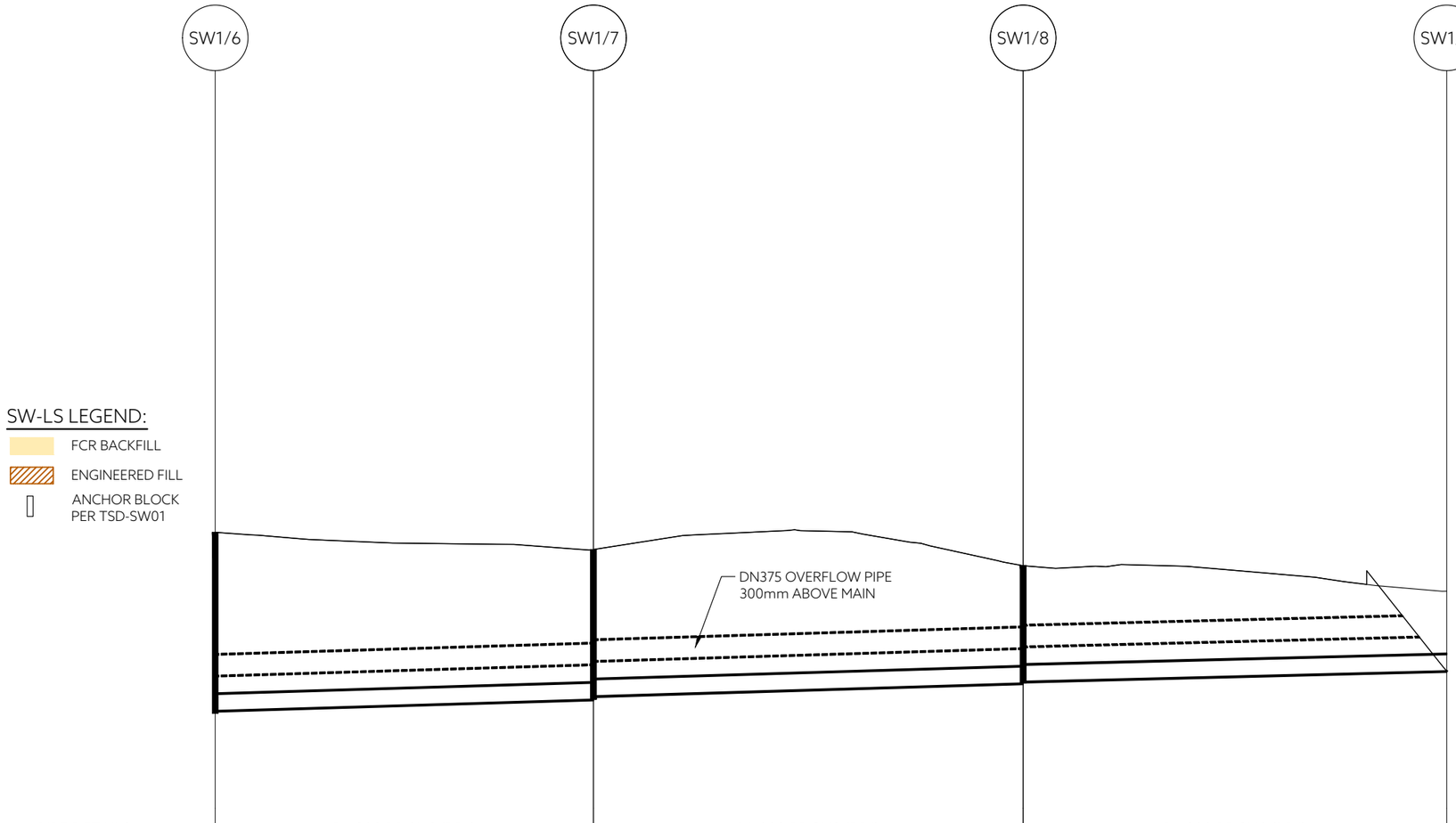

PIPE DETAILS	DN300 PP SN8 (RRJ)	DN300 PP SN8 (RRJ)	DN300 PP SN8 (RRJ)
GRADE	0.60%	0.60%	0.50%
DATUM RL 6			
COVER	2.965 / 2.442	2.382 / 1.849	1.819 / -0.300
DEPTH TO INVERT	3.265 / 2.742	2.682 / 2.149	2.119 / -0.000
INVERT LEVEL	9.437 / 9.645	9.705 / 9.941	9.971 / 10.165
FINISHED SURFACE	12.702 / 12.387	12.090	10.165
EXISTING SURFACE	12.702 / 12.387	12.090	11.625
CHAINAGE	159.058 / 193.674	233.001	271.763
	34.616	39.327	38.762

SW LS - LINE SW1

SCALE: HORIZ 1:500 VERT 1:100

Sorell Council
Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf
Plan Reference:P3
Date received:30/06/2026

REV	AMENDMENTS	DRAWN	DATE	APPR.
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P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
P1	UPDATED CONCEPTIAL DESIGN AS PER COUNCIL RFI (08.10.2025)	FM	16/03/2026	MS

DRAWING STATUS: CONCEPT

COORDINATE/ DATUM: PLANAR

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DESIGNED: FM | REVIEWED: GS
DRAWN: FM | REVIEWED: GS
JOB MANAGER: LM
ISSUED DATE: 14 AUGUST 2025

CLIENT: TREVOR HEINS
PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN
ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH
DRAWING TITLE: STORMWATER LONG-SECTION
SHEET 2 OF 4

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EMAIL: pda.hbt@pda.com.au
www.pda.com.au
Also at: Kingston, Launceston & Burnie

REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE	PAPER
------	1: 500	(A3)

JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	007	P2

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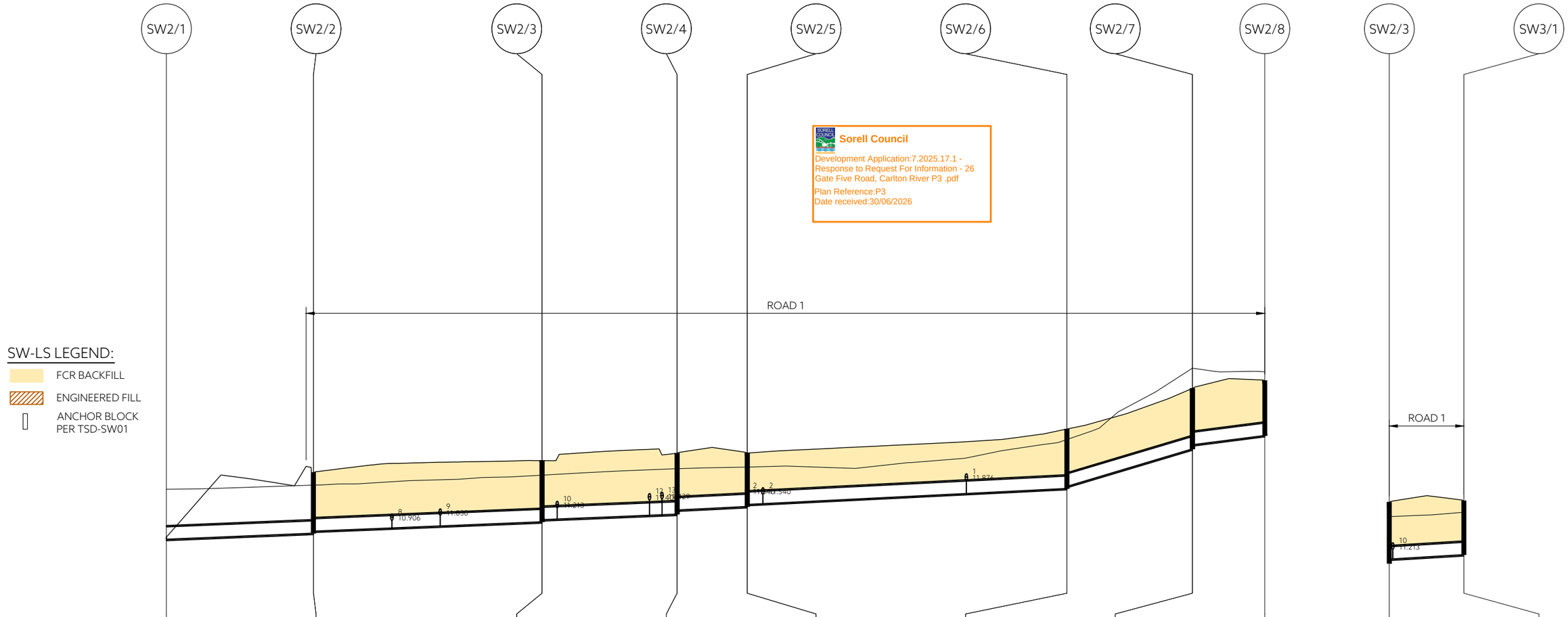
Sorell Council
Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf
Plan Reference:P3
Date received:30/06/2026



PIPE DETAILS	DN300 Class 4 RRJ		DN300 Class 4 RRJ		DN300 Class 4 RRJ		DN300 Class 4 RRJ		DN300 Class 4 RRJ		DN300 Class 4 RRJ		DN300 Class 4 RRJ	
GRADE	0.82%		0.82%		0.82%		1.00%		1.00%		5.97%		2.56%	
DATUM RL 7														
COVER	-0.248	1.160	1.111	1.173	1.122	1.169	1.069	0.988	0.937	1.132	1.082	1.160	1.060	1.024
DEPTH TO INVERT	0.052	1.460	1.411	1.473	1.422	1.469	1.369	1.288	1.237	1.432	1.382	1.460	1.360	1.324
INVERT LEVEL	10.450	10.595	10.645	10.871	10.921	11.054	11.154	11.239	11.289	11.674	11.724	12.627	12.727	12.950
FINISHED SURFACE	10.502	12.056		12.343		12.523		12.526		13.106		14.087		14.274
EXISTING SURFACE	11.656	11.755		11.996		12.152		12.191		12.854		14.572		14.485
CHAINAGE	0.000	17.721	27.543	45.264	16.278	61.542	8.455	69.997	38.515	108.512	15.128	123.639	8.722	132.361

SW LS - LINE SW2

SCALE: HORIZ 1:500 VERT 1:100

PIPE DETAILS	DN300 Class 4 RRJ	
GRADE	1.20%	
RL 8		
COVER	1.072	0.999
DEPTH TO INVERT	1.372	1.299
INVERT LEVEL	10.971	11.079
FINISHED SURFACE	12.343	12.378
EXISTING SURFACE	11.996	12.102
CHAINAGE	0.000	8.988

SW LS - LINE SW3

SCALE: HORIZ 1:500 VERT 1:100

REV	AMENDMENTS	DRAWN	DATE	APPR.
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P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
P1	UPDATED CONCEPTIAL DESIGN AS PER COUNCIL RFI (08.10.2025)	FM	16/03/2026	MS

DRAWING STATUS: CONCEPT
COORDINATE/ DATUM: PLANAR
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DESIGNED: FM | REVIEWED: GS
DRAWN: FM | REVIEWED: GS
JOB MANAGER: LM
ISSUED DATE: 14 AUGUST 2025

CLIENT: TREVOR HEINS
PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN
ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH
DRAWING TITLE: STORMWATER LONG SECTION SHEET 3 OF 4

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www.pda.com.au
Also at: Kingston, Launceston & Burnie
REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE		PAPER
------	1: 500		(A3)
JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	008	P2

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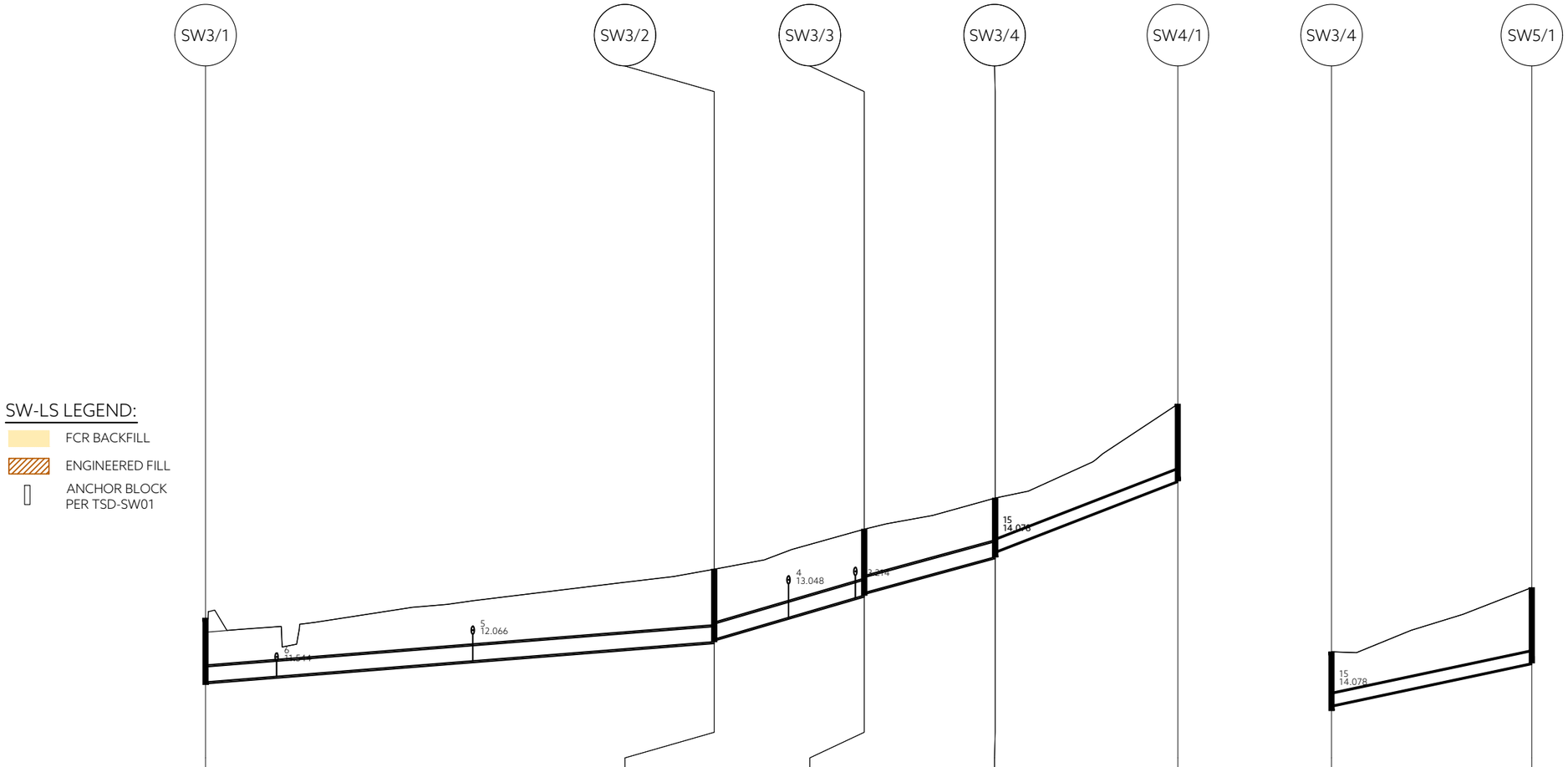

PIPE DETAILS	DN300 Class 4 RRJ								DN300 Class 4 RRJ				DN300 Class 4 RRJ				DN225 Class 4 RRJ				DN225 Class 4 RRJ		
GRADE	1.58%								5.86%				5.47%				7.76%				4.24%		
DATUM RL 8																					RL 11		
COVER	0.949							1.117	1.067				0.989	0.939			0.848	0.819			1.268	0.819		1.243
DEPTH TO INVERT	1.249							1.417	1.367				1.289	1.239			1.148	1.048			1.497	1.048		1.472
INVERT LEVEL	11.129							11.914	11.964				12.822	12.872			13.571	13.671			15.054	13.671		14.500
FINISHED SURFACE	12.378							13.331					14.111				14.719				16.551	14.719		15.972
EXISTING SURFACE	12.102							13.331					14.111				14.719				16.551	14.719		15.972
CHAINAGE	8.988							58.621					73.261				86.031	0.000			17.820	0.000		19.535
					49.633							14.641				12.770				17.820			

SW LS - LINE SW3

SCALE: HORIZ 1:500 VERT 1:100

SW LS - LINE SW5

SCALE: HORIZ 1:500 VERT 1:100

Sorell Council

Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf

Plan Reference:P3
Date received:30/06/2026

REV	AMENDMENTS	DRAWN	DATE	APPR.
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P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
P1	UPDATED CONCEPTIAL DESIGN AS PER COUNCIL RFI (08.10.2025)	FM	16/03/2026	MS

DRAWING STATUS: CONCEPT

COORDINATE/ DATUM: PLANAR

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DESIGNED: FM | REVIEWED: GS
DRAWN: FM | REVIEWED: GS
JOB MANAGER: LM
ISSUED DATE: 14 AUGUST 2025

CLIENT: TREVOR HEINS
PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN
ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH
DRAWING TITLE: STORMWATER LONG-SECTION
SHEET 4 OF 4

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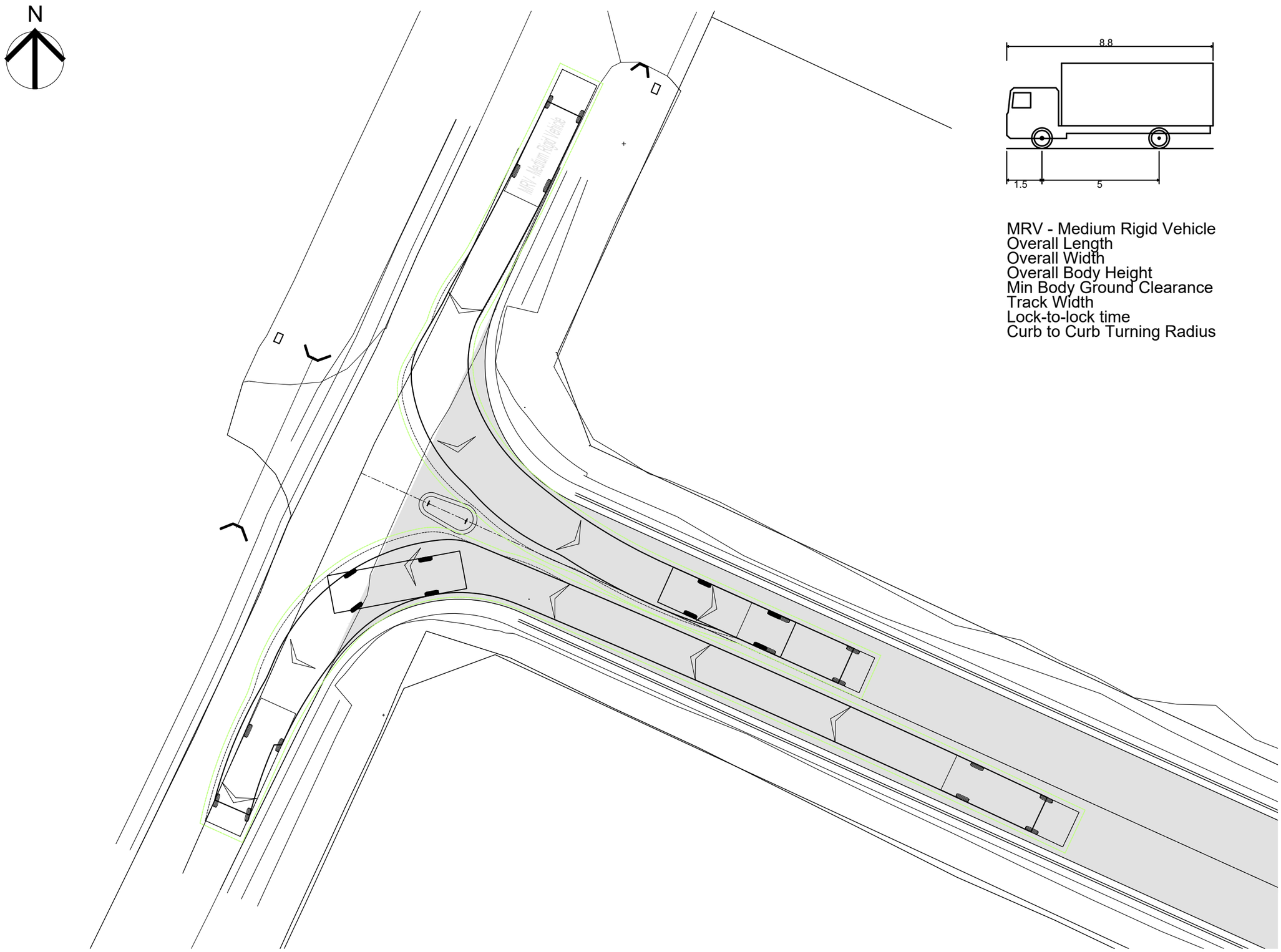
REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE		PAPER
------	1: 500		(A3)
JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	009	P2

DATE/TIME: Friday, 26 June 2026 4:55:29 PM PLOTTED: FINN MURPHY FILE LOCATION: U:\49125MS-MJ-HEINS-26 GATE FIVE ROAD, CARLTON RIVER\AUTOCAD DRAWINGS\ENGINEERING DRAWINGS\49125LM-DES.DWG



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

Sorell Council
Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf
Plan Reference:P3
Date received:30/06/2026

REV	AMENDMENTS	DRAWN	DATE	APPR.
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P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
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DESIGNED: FM	REVIEWED: GS
DRAWN: FM	REVIEWED: GS
JOB MANAGER: LM	
ISSUED DATE: 14 AUGUST 2025	

CLIENT: TREVOR HEINS

PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN

ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH

DRAWING TITLE: EMERGENCY VEHICLE TURNING PATHS SHEET 1 OF 2

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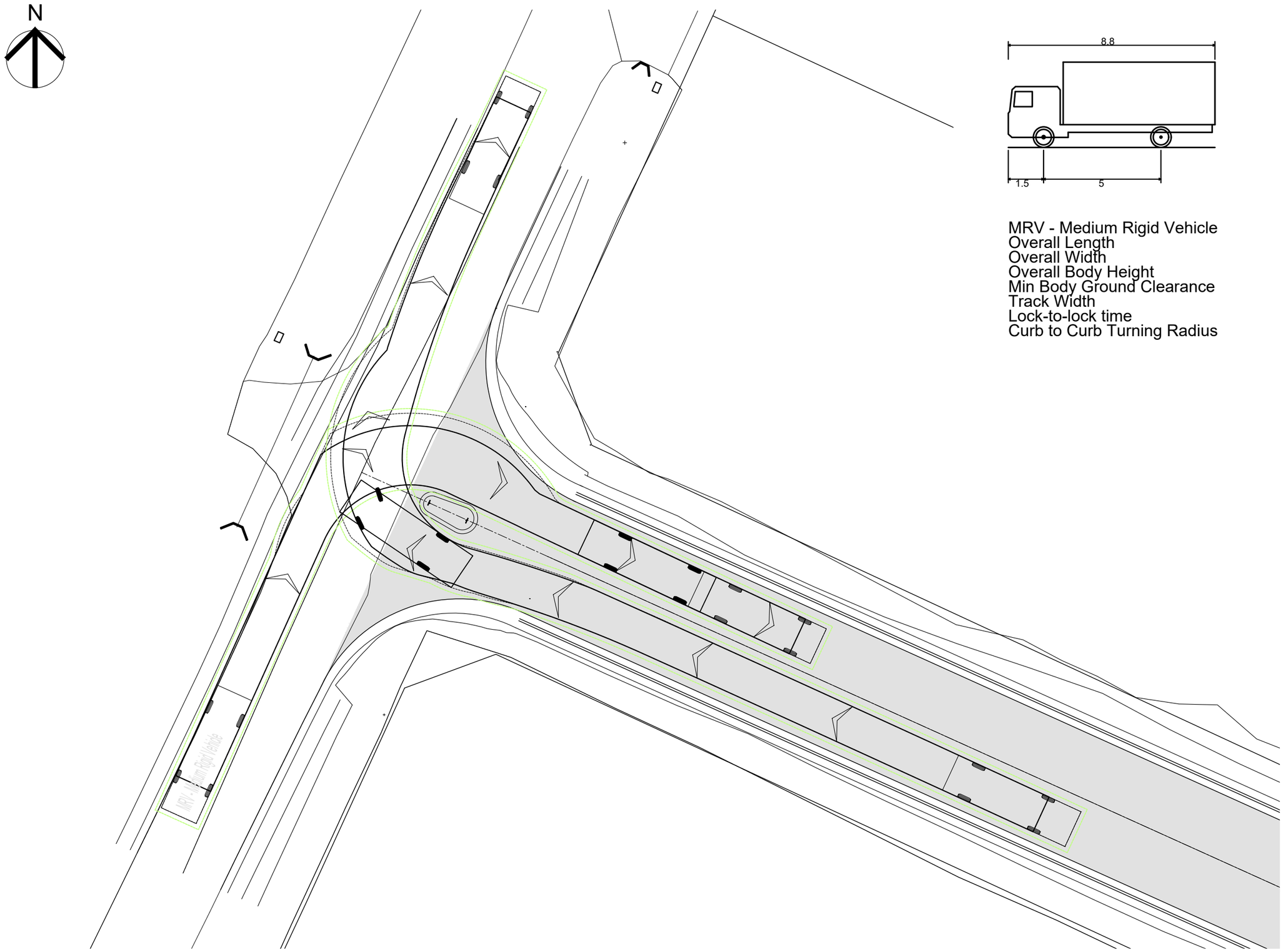
Also at: Kingston, Launceston & Burnie

REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE		PAPER
------	1: 250		(A3)
JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	010	P2

DATE/TIME: Friday, 26 June 2026 4:55:29 PM PLOTTED: FINN MURPHY FILE LOCATION: U:\49125MS-MJ-HEINS-26 GATE FIVE ROAD, CARLTON RIVER\AUTOCAD DRAWINGS\ENGINEERING DRAWINGS\49125LM-DES.DWG



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

Sorell Council
Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf
Plan Reference:P3
Date received:30/06/2026

REV	AMENDMENTS	DRAWN	DATE	APPR.
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P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
P1	UPDATED CONCEPTIAL DESIGN AS PER COUNCIL RFI (08.10.2025)	FM	16/03/2026	MS

DRAWING STATUS: CONCEPT

COORDINATE/ DATUM: PLANAR

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DESIGNED: FM	REVIEWED: GS
DRAWN: FM	REVIEWED: GS
JOB MANAGER: LM	
ISSUED DATE: 14 AUGUST 2025	

CLIENT: TREVOR HEINS

PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN

ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH

DRAWING TITLE: EMERGENCY VEHICLE TURNING PATHS SHEET 2 OF 2

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REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE		PAPER
------	1: 750		(A3)
JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	011	P2

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LEGEND:

- NEW UG POWER
- NEW STREET LIGHT

NOTES:

1. CONTOURS SHOWN AT 0.25m INTERVALS
2. ALL SERVICES, DRIVEWAYS AND WORKS SHOWN ON THESE PLANS ARE CONCEPTUAL ONLY AND ARE SUBJECT TO DETAIL SURVEY, FINAL DESIGN AND ARE NOT FOR CONSTRUCTION
3. CONCEPT STREET LIGHTING PLAN SUBJECT TO DESIGN BY TASNETWORKS

Sorell Council
Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf
Plan Reference:P3
Date received:30/06/2026

REV	AMENDMENTS	DRAWN	DATE	APPR.
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DRAWING STATUS: CONCEPT

COORDINATE/ DATUM: PLANAR

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DESIGNED: FM	REVIEWED: GS
DRAWN: FM	REVIEWED: GS
JOB MANAGER: LM	
ISSUED DATE: 14 AUGUST 2025	

CLIENT: TREVOR HEINS

PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN

ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH

DRAWING TITLE: CONCEPT STREET LIGHTING PLAN

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EMAIL: pda.hbt@pda.com.au
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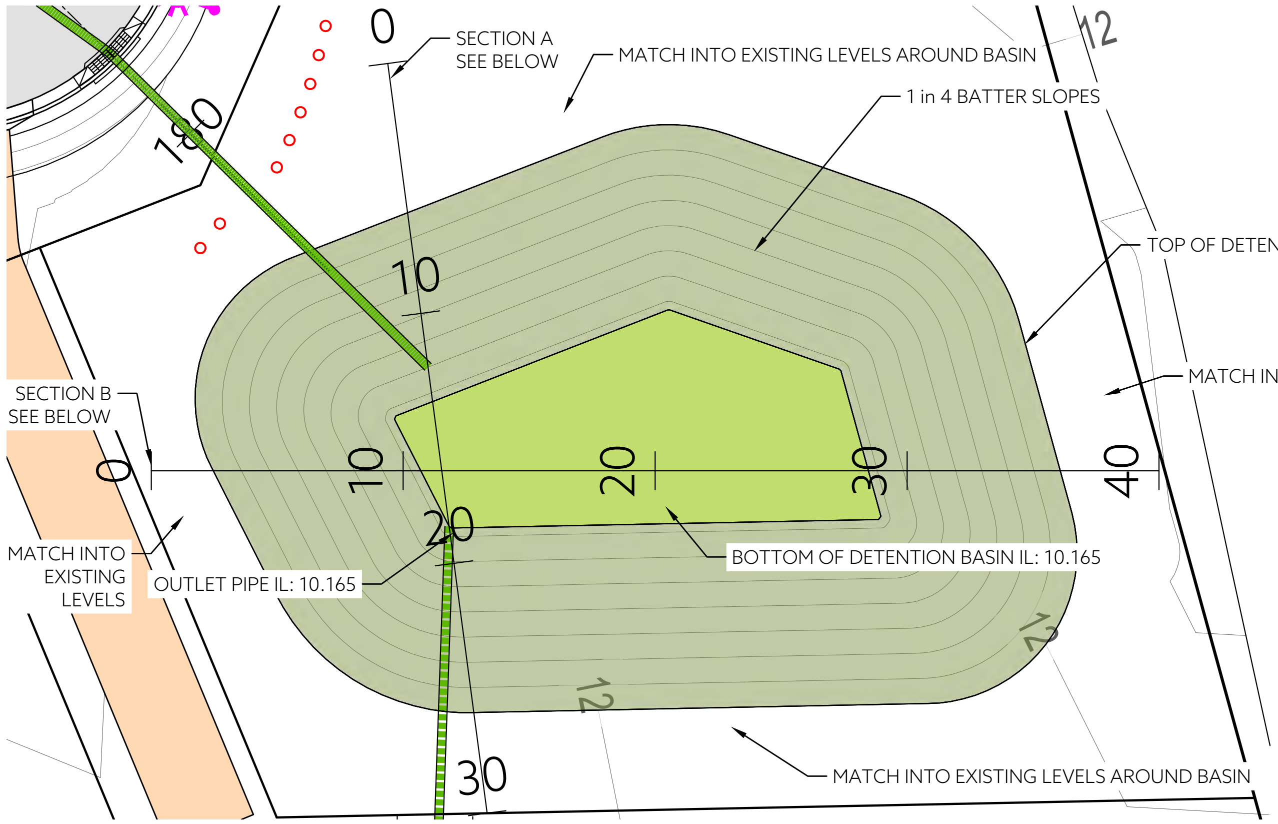
Also at: Kingston, Launceston & Burnie
REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE	PAPER
------	1: 750	(A3)

JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	012	P2

DATE/TIME: Friday, 26 June 2026 4:55:31 PM PLOTTED: FINN MURPHY FILE LOCATION: U:\49125MS-MJ-HEINS-26 GATE FIVE ROAD, CARLTON RIVER\AUTOCAD DRAWINGS\ENGINEERING DRAWINGS\49125LM-DES.DWG



VIEWPORT A - DETENTION BASIN

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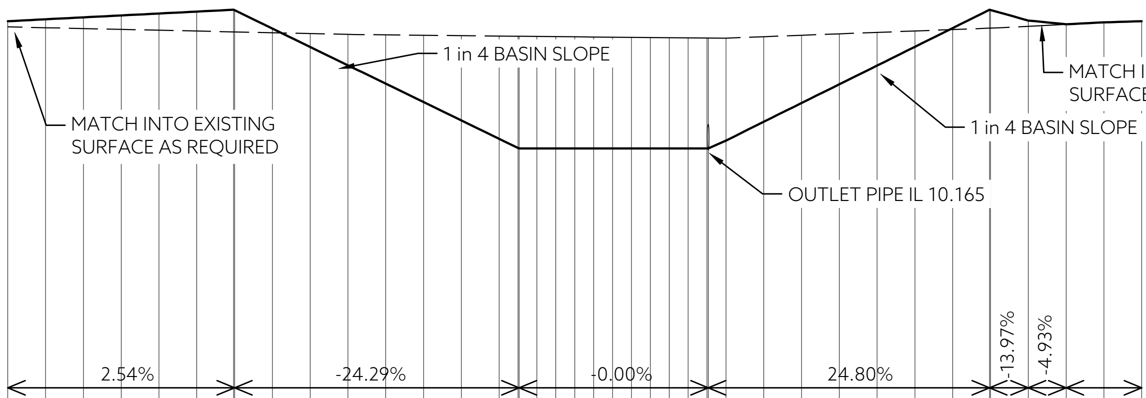

R.L. 6.000

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2.000	11.751	11.899	+0.148
3.000	11.740	11.924	+0.184
4.000	11.729	11.950	+0.221
5.000	11.718	11.975	+0.257
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6.000	11.707	11.994	+0.287
7.000	11.696	11.751	+0.055
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9.000	11.674	11.265	-0.409
10.000	11.668	11.022	-0.646
11.000	11.662	10.779	-0.883
12.000	11.657	10.536	-1.121
13.000	11.652	10.293	-1.359
13.500	11.649	10.172	-1.477
13.528	11.649	10.165	-1.484
14.000	11.647	10.165	-1.482
14.500	11.644	10.165	-1.479
15.000	11.642	10.165	-1.477
15.500	11.640	10.165	-1.475
16.000	11.637	10.165	-1.472
16.500	11.635	10.165	-1.470
17.000	11.632	10.165	-1.467
17.500	11.630	10.165	-1.465
18.000	11.628	10.165	-1.463
18.500	11.625	10.165	-1.460
18.532	11.625	10.165	-1.460
19.000	11.625	10.269	-1.356
20.000	11.644	10.518	-1.126
21.000	11.662	10.766	-0.896
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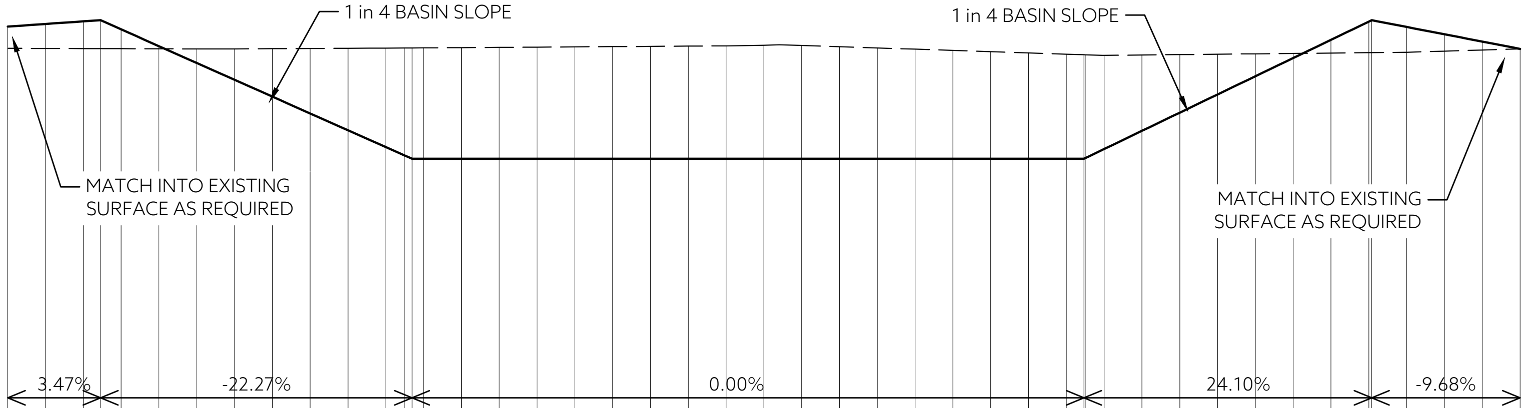

R.L. 6.000

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4.000	11.621	11.656	+0.035
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6.000	11.620	11.211	-0.409
7.000	11.623	10.988	-0.635
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9.000	11.628	10.542	-1.086
10.000	11.631	10.320	-1.311
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27.000	11.567	10.165	-1.402
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33.000	11.555	11.258	-0.297
34.000	11.560	11.499	-0.061
35.000	11.565	11.740	+0.175
36.000	11.570	11.981	+0.411
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HORIZONTAL GEOMETRY: L=40.000, B=90°00'00"

Sorell Council
Development Application:7.2025.17.1 - Response to Request For Information - 26 Gate Five Road, Carlton River P3 .pdf
Plan Reference:P3
Date received:30/06/2026

REV	AMENDMENTS	DRAWN	DATE	APPR.
--	----	--	--/--/----	--
--	----	--	--/--/----	--
--	----	--	--/--/----	--
P2	DETENTION BASIN SECTIONS + DETAILS & CUL-DE-SAC NOTES AS PER COUNCIL RFI (27.05.2026)	FM	26/06/2026	MS
P1	UPDATED CONCEPTIAL DESIGN AS PER COUNCIL RFI (08.10.2025)	FM	16/03/2026	MS

DRAWING STATUS: CONCEPT
COORDINATE/ DATUM: PLANAR
THIS SHEET MAY BE PRINTED USING COLOUR AND MAY BE INCOMPLETE IF COPIED

DESIGNED: FM — REVIEWED: GS
DRAWN: FM — REVIEWED: GS
JOB MANAGER: LM
ISSUED DATE: 14 AUGUST 2025

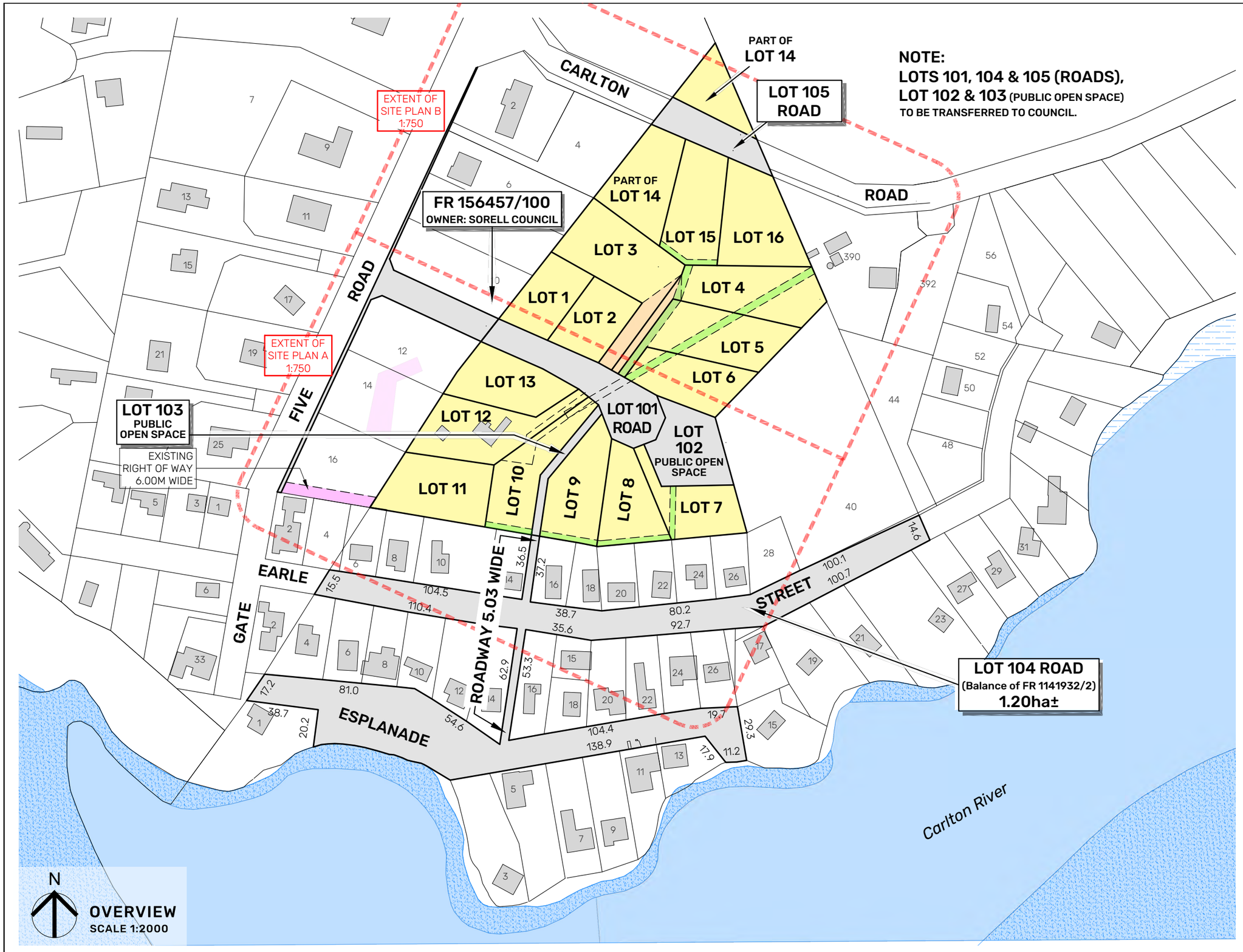
CLIENT: TREVOR HEINS
PROJECT DESCRIPTION: POSSIBLE SUBDIVISION - CONCEPTUAL DESIGN
ADDRESS: 26 GATE FIVE ROAD, CARLTON BEACH
DRAWING TITLE: DETENTION BASIN DETAILS

PDA
SURVEYORS, ENGINEERS & PLANNERS
127 Bathurst Street
Hobart, Tasmania, 7000
PHONE: +61 03 6234 3217
EMAIL: pda.hbt@pda.com.au
www.pda.com.au
Also at: Kingston,
Launceston & Burnie
REGISTRATION NUMBER: ----

CONTRACT NO.	SCALE	PAPER
------	1: 750	(A3)

JOB NUMBER	DISCIPLINE	SHEET	REVISION
49125LM	C	013	P2

PLAN OF SUBDIVISION



OWNERS
SHANI SUSAN BROWN;
SORELL COUNCIL

TITLE REFERENCES
FR 114193/2; FR 156457/100

ADDRESS
26 GATE FIVE ROAD, CARLTON,
TAS 7173

COUNCIL
SORELL COUNCIL

TASMANIAN PLANNING SCHEME
SORELL LOCAL PROVISIONS SCHEDULE

ZONE
10. LOW DENSITY RESIDENTIAL

ZONE OVERLAY CODE
BUSHFIRE-PRONE AREAS
FLOOD-PRONE AREA
PRIORITY VEGETATION

MAP REFERENCE
'CARLTON' 5425

PID
5914223

POINT OF INTEREST GDA2020 MGA55
553635E, 5253023N

SCHEDULE OF EASEMENTS

- EXISTING RIGHT OF WAY 6.00 WIDE CARRIED FORWARD
- EXISTING DRAINAGE EASEMENT 4.00 WIDE CARRIED FORWARD
- PROPOSED RECIPROCAL RIGHTS OF WAY (AS SHOWN)
- PROPOSED DRAINAGE EASEMENTS (AS SHOWN)

NOTES

THIS PLAN HAS BEEN PREPARED ONLY FOR THE PURPOSE OF OBTAINING PRELIMINARY SUBDIVISION APPROVAL FROM THE COUNCIL AND THE INFORMATION SHOWN HEREON SHOULD BE USED FOR NO OTHER PURPOSE. ALL MEASUREMENTS AND AREAS ARE SUBJECT TO FINAL SURVEY.

ENTIRE SITE IS SUBJECT TO THE BUSHFIRE PRONE AREAS OVERLAY. THIS ISN'T SHOWN FOR PLAN CLARITY

DIGITAL AERIAL PHOTO:
BASEMAP ORTHO
BY STATE OF TASMANIA
WWW.THELIST.TAS.GOV.AU
CC BY 3.0

PROPOSED LAND TENURE CATEGORIES

PRIVATE FREEHOLD
CASEMENT

CONTENTS

OVERVIEW - P1B
SITE PLAN A - P2B
SITE PLAN B - P3B
PUBLIC SPACE DETAILS - P4B

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B	AMEND LOT LAYOUT TO FIT PROPOSED SW BASIN AND DRAINS.	MK	30.04.25	MS
A	UPDATE DRAFT PLAN OF SUBDIVISION WITH FIELD SURVEY INFORMATION	MK	10.01.25	APM
0	DRAFT PLAN OF SUBDIVISION	MK	24.05.24	APM

NOTES:

0 4 8 20 40 100m

SURVEYOR	GEOCIVIL
-	-
DRAWN: MK	CHECKED: APM
DATE: 30 APRIL 2025	

PLAN OF SUBDIVISION - SHEET 1/4
26 GATE FIVE ROAD, CARLTON
for SHANI SUSAN BROWN

Sorell Council
Development Application: 7.2025.17.1 - Subdivision Application - 26 Gate Five Road, Carlton - P1.pdf
Plans Reference: P1
Date Received: 09/09/2025

PDA
SURVEYORS, ENGINEERS & PLANNERS
6 Freeman Street
Kingston, Tasmania, 7050
PHONE: +61 03 6229 2131
FAX: +61 03 6229 3901
EMAIL: pda.ktn@pda.com.au
www.pda.com.au
Also at: Hobart, Launceston, Burnie & Devonport

SCALE	PAPER
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JOB NUMBER	DRAWING
49125LM-P1B	

CONTENTS

OVERVIEW	-	P1B
SITE PLAN A	-	P2B
SITE PLAN B	-	P3B
PUBLIC SPACE DETAILS	-	P4B

Sorell Council
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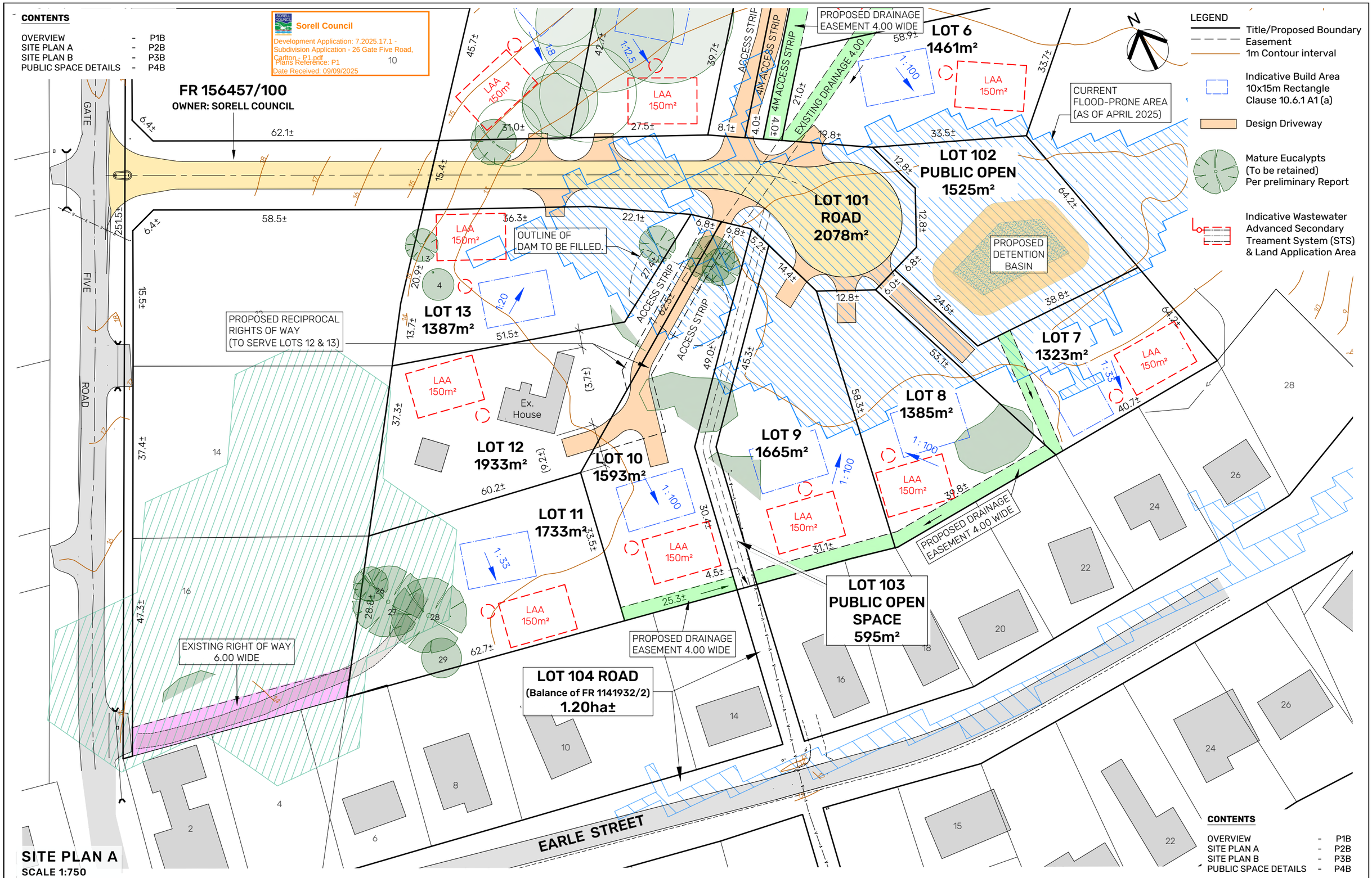

SITE PLAN A
SCALE 1:750

CONTENTS

OVERVIEW	-	P1B
SITE PLAN A	-	P2B
SITE PLAN B	-	P3B
PUBLIC SPACE DETAILS	-	P4B

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0	DRAFT PLAN OF SUBDIVISION	MK	24.05.24	APM

NOTES:

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SURVEYOR	GEOCIVIL
-	-
DRAWN: MK	CHECKED: APM
DATE: 30 APRIL 2025	

PLAN OF SUBDIVISION - SHEET 2/4
26 GATE FIVE ROAD, CARLTON
for SHANI SUSAN BROWN

PDA
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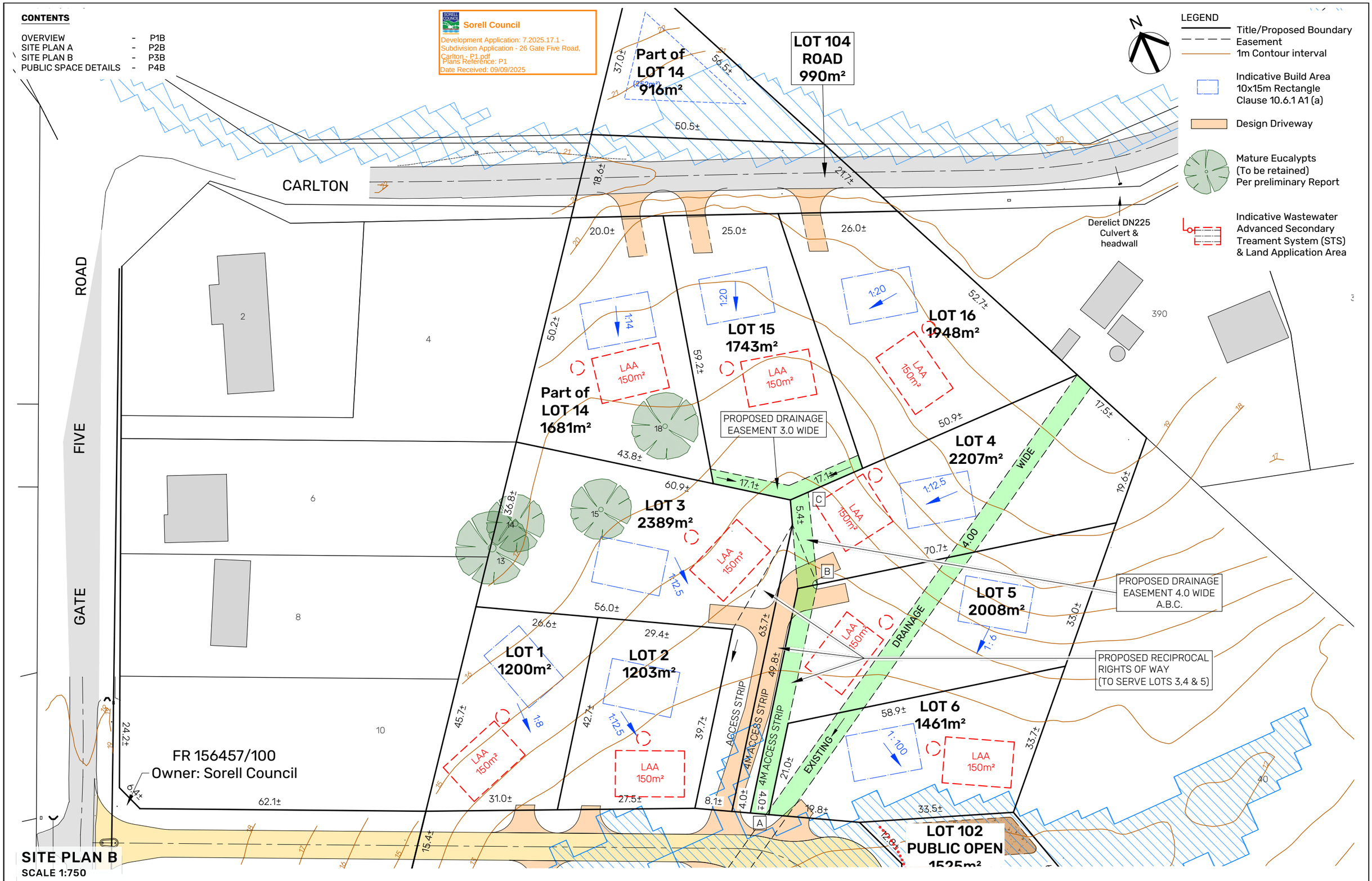
SCALE	PAPER
1:750	(A3)
JOB NUMBER	DRAWING
49125LM-P2B	

CONTENTS

OVERVIEW - P1B
SITE PLAN A - P2B
SITE PLAN B - P3B
PUBLIC SPACE DETAILS - P4B

Sorell Council
Development Application: 7.2025.17.1 - Subdivision Application - 26 Gate Five Road, Carlton - P1.pdf
Plans Reference: P1
Date Received: 09/09/2025



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B	AMEND LOT LAYOUT TO FIT PROPOSED SW BASIN AND DRAINS.	MK	30.04.25	MS
A	UPDATE DRAFT PLAN OF SUBDIVISION WITH FIELD SURVEY INFORMATION	MK	10.01.25	APM
0	DRAFT PLAN OF SUBDIVISION	MK	24.05.24	APM

NOTES:

0 5 12.5 25 62.5m

SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
MK	APM
DATE	
30 APRIL 2025	

PLAN OF SUBDIVISION - SHEET 3/4
26 GATE FIVE ROAD, CARLTON
for SHANI SUSAN BROWN

PDA
SURVEYORS, ENGINEERS & PLANNERS
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SCALE	PAPER
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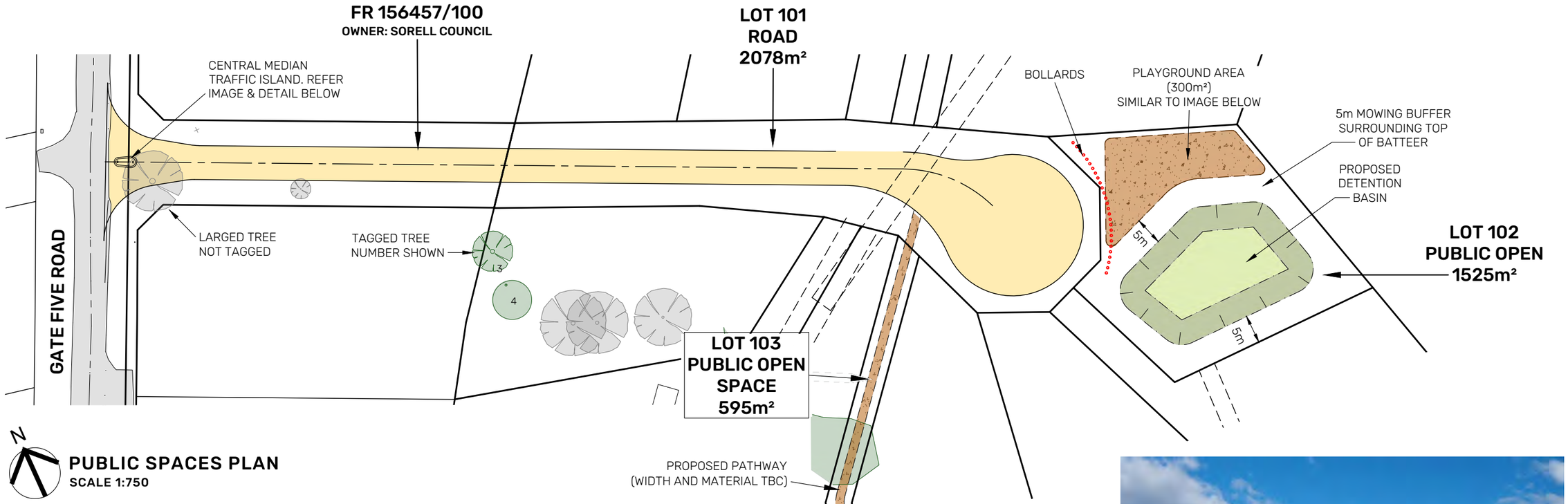
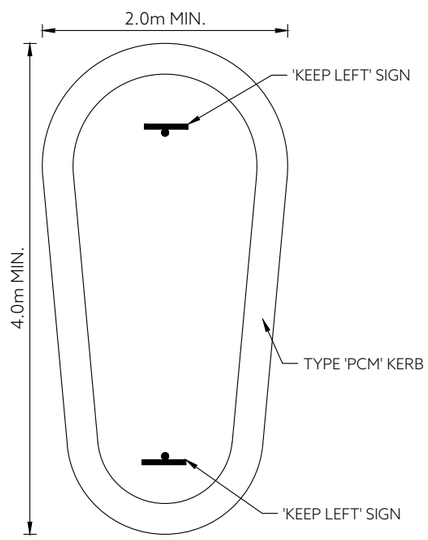


PUBLIC SPACES PLAN
SCALE 1:750

Sorell Council
Development Application: 7.2025.17.1 - Subdivision Application - 26 Gate Five Road, Carlton - P1.pdf
Plans Reference: P1
Date Received: 09/09/2025

ROADWAY ENTRANCE LANDSCAPE



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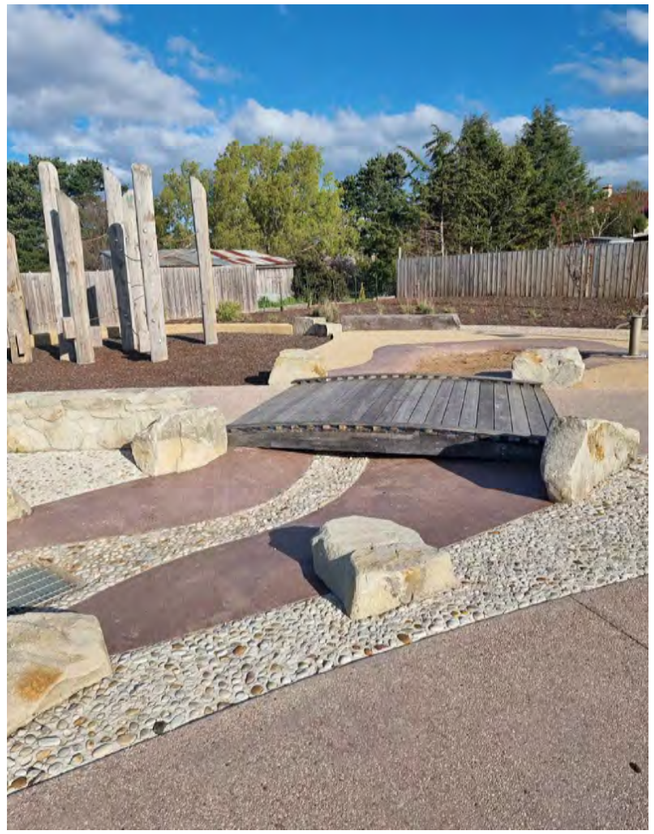

PLAYGROUND LANDSCAPE

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B	AMEND LOT LAYOUT TO FIT PROPOSED SW BASIN AND DRAINS.	MK	30.04.25	MS
A	UPDATE DRAFT PLAN OF SUBDIVISION WITH FIELD SURVEY INFORMATION	MK	10.01.25	APM
0	DRAFT PLAN OF SUBDIVISION	MK	24.05.24	APM

NOTES:

0 5 12.5 25 62.5m

SURVEYOR	GEOCIVIL
-	-
DRAWN: MK	CHECKED: APM
DATE: 30 APRIL 2025	

PLAN OF SUBDIVISION - SHEET 4/4
26 GATE FIVE ROAD, CARLTON
for SHANI SUSAN BROWN

PDA
SURVEYORS, ENGINEERS & PLANNERS
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Kingston, Tasmania, 7050
PHONE: +61 03 6229 2131
FAX: +61 03 6229 3901
EMAIL: pda.ktn@pda.com.au
www.pda.com.au
Also at: Hobart, Launceston, Burnie & Devonport

SCALE	PAPER
1:750	(A3)
JOB NUMBER	DRAWING
49125LM-P4B	

Sorell Planning Authority (SPA) Meeting

Tuesday 15th September 2026

Separate Attachments 5.2 –

- *Exhibited Documentation*

NOTICE OF PROPOSED DEVELOPMENT

Notice is hereby given that an application has been made for planning approval for the following development:

SITE:

LOT 1 CRAIGS HILL ROAD, BOOMER BAY

PROPOSED DEVELOPMENT:

RE-ZONING FROM UTILITIES TO OPEN SPACE ZONE

The relevant plans and documents can be inspected at the Council Offices at 47 Cole Street, Sorell during normal office hours, or the plans may be viewed on Council's website at www.sorell.tas.gov.au until **Monday 10th August 2026.**

Any person may make representation in relation to the proposal by letter or electronic mail (sorell.council@sorell.tas.gov.au) addressed to the Chief Executive Officer. Representations must be received no later than **Monday 10th August 2026.**

APPLICATION NO: **5.2026-206.1**
DATE: **24 JULY 2026**

Lot 1 Craigs Hill Road, Boomer Bay

23-Jul-2026

SORELL COUNCIL

Disclaimer

Any information extracted from this document (from the face of the document or by scale) should be verified on site. Council takes no responsibility for the accuracy of any information contained or presented in the document. While every care has been taken to ensure the accuracy of this information, Council makes no representations or warranties about the accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and liability.

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5.4 PLANNING SCHEME AMENDMENT – AM-SOR-5-2026-206-1 – BOOMER BAY

Applicant:	Sorell Council
Proposal:	Section 40F – Rezone Utilities to Open Space
Site Address:	Lot 1 Craigs Hill Road, Boomer Bay, 7177, (CT 215565/1)
Planning Scheme:	*Tasmanian Planning Scheme Sorell (TPS-S)*
Relevant Legislation:	Part 3B of the Land *Use Planning and Approvals Act 1993 (LUPAA)*
Reason for SPA meeting:	No delegated authority for a planning scheme amendment

Relevant Zone:	Utilities
Proposed Zone:	Open Space
Representation(s):	Not Applicable

RECOMMENDATION

a) That pursuant to Section 40D(a) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority prepare Amendment AM-SOR-5-2026-206-1 to the Sorell Local Provisions Schedule for land at Lot 1 Craigs Hill Road, Boomer Bay (CT215565/1) to rezone part to Open Space Zone (as set out in attachment 1 to the report).

b) That pursuant to Section 40 *and Use Planning and Approvals Act 1993*, AM-SOR-5-2026-206-1 is certified as meeting the LPS criteria.

c) That in accordance with Section 40G of the *Land Use Planning and Approvals Act 1993*, the Planning Authority places the amendment on public exhibition for a period of 28 days.

Executive Summary Proposal

Proposal

The purpose of the report is to consider whether to prepare and certify a request to amend the planning scheme to rezone the Council owned land at Lot 1 Craigs Hill Road, Boomer Bay CT215565/1 from Utilities to Open Space. The site is a former small-scale tip to be managed into the future as a bushland reserve.

Process

The report provides details of the amendment and the site. The strategic outcomes of the proposal are outlined, having regard to matters of local, regional and then State importance.

Attachments to the report detail the degree of compliance with the *Land Use Planning and Approvals Act 1993* (LUPAA). LUPAA is based on environmental, economic and social objectives with a strong emphasis on public engagement. However, at this stage of the process consultation specifically related to re-zoning has not occurred. Over the years Council has worked with and supported the

community and community groups with projects relating to the site and discussed future proposals for the site.

If prepared and certified, the following two processes will occur:

1. The amendment is exhibited for 28 days. The Planning Authority will consider a report on the outcomes of exhibition; and
2. The Tasmanian Planning Commission (the Commission) will decide whether to approve, modify and approve, or reject the amendment. The Commission will typically hold a public hearing as part of its assessment process. The Commission will consider the Planning Authorities report on the outcomes of exhibition and any recommendation contained within that report.

If not prepared and certified, the proponent may request that the Commission review the decision and the Commission could direct Council to reconsider its position.

Options available to the Planning Authority are to either:

a) certify the amendment as submitted,
b) modify and certify the amendment, or
c) refuse to certify the amendment.

Assessment:

The social, economic and environmental benefits of the proposal are:

- Changing the zoning confirms Councils commitment to retaining the land for its ongoing community recreation benefit and environmental conservation efforts.
- The proposed rezoning allows for the formalisation of the various recreational activities already taking place within the site and allows for development and funding opportunities to support these activities.
- The rezoning accurately reflects how the area is currently being utilised by the community and provides additional protection for the natural values already identified and others likely to on site.
- The utilities zoning for this site is no longer relevant or required for the foreseeable future of the sites' uses.

Potential Consequences:

- The rezoning will reflect the uses occurring on site already and has no foreseeable potential consequences arising as a result.

The key criteria for scheme amendments are set out in LUPAA, the Southern Tasmanian Regional Land Use Strategy (STRLUS) and Tasmanian Planning Policies (TPPs).

The STRLUS includes policies relating to environmental protections, community wellbeing and liveable communities. The request is consistent with these policies and the STRLUS and TPPs generally and is recommended to proceed to certification.

Documentation:

The request is supported by the Activity Plan for Craigs Hill Bushland Reserve.

Proposed planning scheme amendment:

The planning scheme amendment is for Lot 1 Craigs Hill Road, Boomer Bay (CT215565/1) and seeks to rezone the site from Utilities to Open Space

The draft amendment documents are included in **Attachment 1** – Amendment Documents.

Figure 1 – Existing Zone: 26.0 Utilities

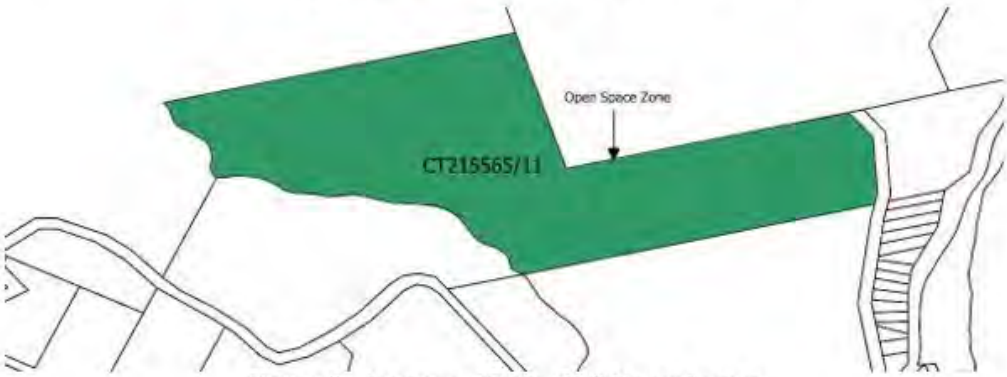


Figure 2 – Proposed Zone: 29.0 Open Space

Figure 3 *– Existing C7.0 Natural Assets Code Overlay: Priority Vegetation & Waterway and* Coastal Protection

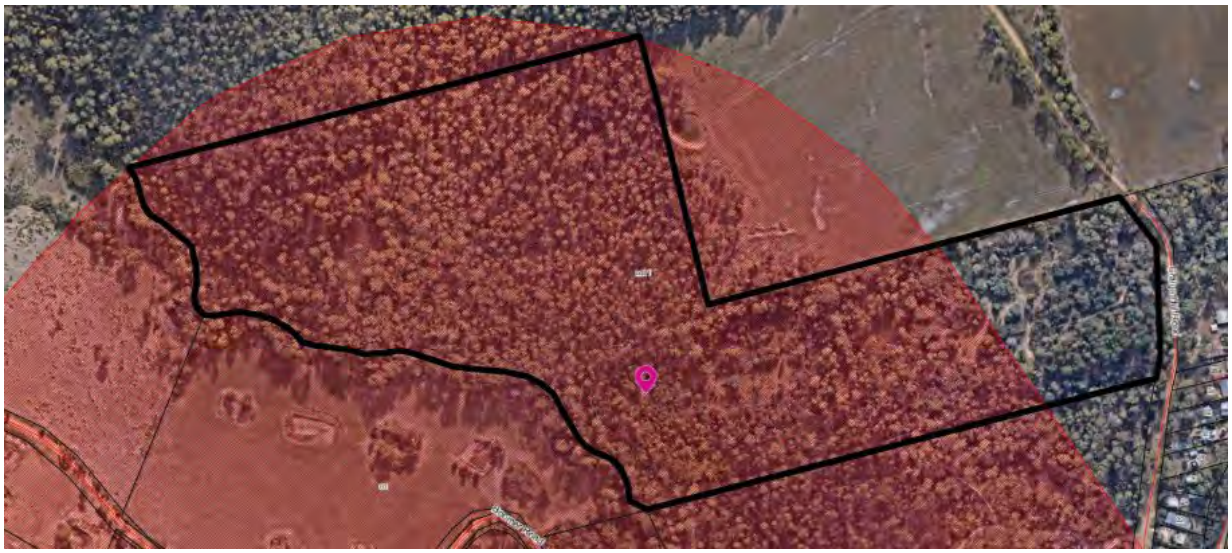


Figure 4 *– Existing C9.0 Attenuation Code Overlay: Poultry Farm*

Figure 5 *–Existing C13.0 Bushfire-Prone Hazard Area Code Overlay*

Figure 7 *–Existing C15.0 Landslip Hazard Area (Low)*

Figure 6 *– Council Aerial Imagery SSA: October 2025*

Proposed development

There is no associated development or works application for this request. The existing uses under the new proposed zoning will be 'No Permit Required' uses including 'Passive Recreation' and 'Natural and Cultural Values Management'.

Site and locality

Site Characteristics
The site consists of one lot with a total size of 22.35 hectares. The site was previously used as a Landfill site opening on the 8th May 1970 and closing on 13th August 1997, there is no outstanding EPN on the site and appropriate measures have been taken to rehabilitate the site, the site is not listed as a Contaminated Site by the Environmental Protection Agency.

The site slopes from northeast to southwest with an estimated gradient of 1 in 6. The site is densely vegetated along the western half and is home to a variety of fauna and flora including some threatened species based on anecdotal evidence from community observations. The eastern half of the site has a few informal tracks throughout and is used by the community for horse riding, dog walking, bushwalking and bike riding.

There are invasive weeds on the site that are being monitored and actively managed by the sites Community Landcare Group, as well as rubbish that is illegally dumped on the site from time to time.

Figure 8 *- Subject site Contour mapping (TheList).*

Figure 9 *- Site and surrounds zoning (TheLIST).*

Figure 10 - Site and surrounds aerial Council imagery October 2025.

Adjoining Land

The land adjoining the property to the northwest is zoned Rural and has an agricultural farming use. The three large lots to the south are zoned Agriculture, they are small lots considering the zoning, all properties have existing dwellings and their primary use is residential. The lot to the north is zoned Agriculture and has a dwelling and operates an agricultural farming use onsite. The lot to the east is zoned Landscape Conservation and has a residential dwelling on site.

The figures below show a 400m, 1km and 5km radius from the current informal access off Craigs Hill Road of properties within the areas catchment of likely users. The radius shows within 400m there are around 30 residential lots that could reasonably walk to the site, a further 30 residential lots within 1km, and within the 5km radius more than an additional 200 lots and additionally capturing a large portion of the Dunalley settlement.

Figure 11 *- 400m Radius catchment from Craigs Hill Road Entrance*

Figure 12 *- 1km Radius from Craigs Hill Road Entrance*

Figure 13 *- 5km Radius from Craigs Hill Road Entrance*

Infrastructure and services

The site currently has no infrastructure or services onsite other than informal walking and vehicle access paths. It is unlikely to require connections to services and any infrastructure that might be required in the future is anticipated to be minor and largely formalisation of existing informal accessways.

Environmental Values

The information provided below has been compiled from a desktop search of the data available via List Map overlays, whilst this is not a comprehensive Natural Values Assessment it provides clear evidence of key natural values that the site is either directly or likely indirectly supporting in the surrounding areas.

In addition to this, data was provided by Birdlife Australia where sightings of Swift Parrot have been recorded in Marion Bay, Bream Creek, Boomer Bay and Dunalley with the most recent sightings in 2024. It is a reasonable conclusion that the site could have potential Swift Parrot breeding habitat and or provide other supporting structures for the critically endangered species.

Threatened Native Vegetation Communities:

1. Eucalyptus amygdalina forest and woodland on sandstone
2. Eucalyptus ovata forest and woodland

Vegetation Communities:

1. Eucalypt Pulchella Forest and woodland
2. Eucalypt Obliqua dry forest

Figure 14 *- TASVEG 5.0 ListMap – Accessed 9 June 2026*

Threatened Fauna on site and surrounding areas:
As can be seen on the map there has not been threatened species identified and recorded on the site, this is not an indication of an absence of threatened species, but more than likely a lack of investigation and notification of species that have been observed.

1. A swift parrot has been sighted within 100m of the site and was recorded September 2024, it is likely there are suitable trees for swift parrot nesting within the site.
2. Tasmanian Devils are sighted consistently in the surrounding areas of the site.
3. Eastern Barred Bandicoot
4. White bellied sea eagle
5. Marked Own
6. Wedge tailed eagle

Figure 15 *- Threatened Fauna Point Overlay TheList – Accessed 9 June 2026*

There are several identified natural values on site that are important to the community and for environmental sustainability of the surrounding areas as well as specific communities on site. Given the densely vegetated areas that are infrequently accessed and the vegetation on site there is a meaningful change there are a number of suitable nesting and habitat for the above identified threatened and endangered species listed above.

Social and Economic Values

The site is intended to be retained for the social and environmental benefit of the surrounding communities noting there is very little public open spaces for the immediate and surrounding communities to utilise for recreational purposes. Given the Environmental values on site it is important that Council take reasonable measures to protect and enable and support local community groups to manage and maintain the existing Natural values which can be done through appropriate zoning.

29.0 OPEN SPACE ZONE

The use table for the zone is summarised below.

Table 1: Use Standards Table

No Permit Required		
Natural and Cultural Values	**Passive Recreation**	Utilities (if minor utilities)
Permitted		
No Permitted Uses in the zone		
Discretionary		
Community Meetingand Entertainment	Crematoria and Cemeteries	Emergency Services
Food Services	General Retail and Hire	Pleasure Boat Facility
Resource Development	Sports and Recreation	Tourist Operation
Transport Depot and Distribution	Utilities	Vehicle Parking
Visitor Accommodation		

Use standards apply to Discretionary Uses hours of operation and lighting within 50m of all Residential Zones. Development standards apply to height, setbacks, fencing and outdoor storage.

Background

The site was once used as a landfill site and as such was zoned 'Utilities'. Since the closure and rehabilitation for the 'Dunalley Tip' in August 1997, the site has become densely vegetated and appears likely to be hosting and supporting several important fauna and flora.

The site Is used frequently by the local community for dog walking, horse riding, bike riding and more. A local Landcare group has been established to help manage the natural values of the site, specifically weed management, and the site unfortunately is subjected to illegal dumping of rubbish.

In 2023 Council held a community event at the site to gain insight as to how the community was using the site and what they would like to see happen to the site in the future. As a result of the community engagement an activity plan was developed from the feedback and is included as attachment 3. Since this time the Landcare group has continued their work in the reserve, however, no further works or action has been undertaken by Council.

Assessment and strategic outcomes

Legislation

To be approved, a draft amendment must comply with the LPS criteria that are set out in LUPAA as follows:

(2) The LPS criteria to be met by a relevant planning instrument are that the instrument –
(a) contains all the provisions that the SPPs specify must be contained in an LPS; and
(b) is in accordance with section 32 ; and
(c) furthers the objectives set out in Schedule 1 ; and
(d) is consistent with each State policy; and

(da) satisfies the relevant criteria in relation to the TPPs; and
(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and
(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993 , that applies in relation to the land to which the relevant planning instrument relates; and
(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and
(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019 .

Attachment 2 provides a detailed assessment against each relevant criteria.

LUPAA provides a two-step process for planning scheme amendments. The first step under section 40D outlines how and when a planning authority is to prepare a draft amendment. Section 40F is step 2 and provides that once a planning authority has determined to prepare a draft amendment it must either certify that as meeting the LPS criteria or modify the draft amendment until it meets the LPA criteria and then certify.

Local Strategy, Policy and Impacts

Council's strategic land use documents include the:

- Strategic Plan 2019-2029 (2023 update, currently under review)
- Sorell Township Urban Master Plan 2015 (Aurecon)
- Community and Engagement Strategy (Sorell Council)
- Sorell Open Space Strategy 2020 (ERA)
- Sorell Social Strategy July 2024
- Natural Resource Management Strategy (2025-2035)
- Fire Hazard Abatement Policy

The following objectives and outcomes from the strategies align with the proposed re-zoning of the site ensuring Council remains consistent and committed to the objectives within the strategies, policies and plans.

The Sorell Strategic Plan

- Responsible stewardship and sustainable organization
- Ensure a liveable and inclusive community

The Sorell Township Urban Master Plan (STUMP) encourages the flowing objectives that are relevant to the site:

- having community facilities within the region to support population growth;
- provision of open spaces that deliver wider environmental sustainability objectives;
- enhancement of existing open spaces; and
- ensure the provision of open space takes into consideration future communities within regional catchment areas.

Sorell Community and Engagement Strategy

- To date Council has been in engagement with the local community and Landcare group for the site in alignment with the strategy.

Sorell Open Space Strategy

The site was not identified within the strategy like due to it being zoned 'Utilities' despite it being an established and valued open space to the local community.

- Proximity and equitable distribution – the area does not have a lot of provisions of public open space, as such this site has organically overtime evolved into an informal public open space for the surrounding community demonstrating the need for its retention as public open space.
- Supporting biodiversity
- Amenity and experience

Sorell Social Strategy

The strategy identifies the numerous benefits of social, green and blue infrastructure including:

- Mental, physical and social wellbeing
- Collaboration with local communities
- Environmental quality
- Cultural expression and identity

Natural Resource Management Strategy

- Protect natural landscape and promote sustainable land use
- Restore and preserve healthy waterway and water bodies
- Conserve biodiversity and manage invasive species
- Prepare for climate change
- Engage and support community

The following section addresses the major impacts and themes identified above within the relevant strategies, policies and plans:

Population impact:

The site organically has become an informal public open space for recreational activities for the local community. This was identified through Council working with and supporting the efforts of the local Landcare group. As a result of the community driven efforts the site has been identified as suitable for re-zoning to legitimize and support the existing uses on site that support the community.

This regional area does not have access to many public open spaces and as such the amendment would lend itself to Councils commitment for regional area support, supporting population growth in the areas and allow for equitable provisions of public open space in an area that is largely lacking these spaces.

Community impact:

Through formalizing appropriate zoning and enabling this community space to be further enhanced for the existing and potential future uses on site, it will continue to provide recreational and environmental benefits to the community. Through providing natural spaces for recreation and community use it improves the wellbeing of a community. This in turn can lead to indirect and direct economic impacts such as; keeping people mobile and in the workforce longer, maintaining independence and reducing dependence on the public health system. In addition to the benefits of the immediate community members, well considered and appropriate development of recreational spaces can draw visitors to an area and encourage spending within local settlements.

There will be no adverse amenity impacts to neighbouring agricultural or residential properties as a result of the rezoning proposal. Any future works will be to improve accessibility and useability of the site improve resident and visitor access to utilizing the site and ultimately is expected to improve amenity of the area as a result. The site already host passive recreation and natural resource management activities as such the impact on adjoining lots as a result of the re-zoning is expected to be minimal if at all.

Environmental Impacts

The proposed zone changes are intended to support existing natural values and processes on site, noting that it is not only the identified natural values that are impacted but also adjoining sites such as coastal processes and surrounding fauna and flora depending on the site.

The environmental preservation of the site is not only important to the local community, but also wider environmental and climate change mitigation efforts. The proposed zoning change provides for stronger developmental controls

alongside the existing natural values overlays on the site to ensure protection of the natural values.

The site is subject to the Bushfire Hazard Code overlay across the whole site, by rezoning and intentionally managing the site with the assistance of the local Landcare Group this site can be better actively monitored and managed for bushfire risk. Changing the zoning will not negatively impact the current risk and requirements to prevent or minimize the harm of potential bushfires.

The areas subject to the Landslip Hazard Overlay (Low Risk) are within the area identified as suitable to be rezoned as Environmental Management and is not intended to have any future development or works outside of weed and necessary bushfire management. Any works in the future that may be proposed within the area would be subject to the controls of the code under the Tasmanian Planning Scheme.

Regional Strategy and Policy
For the amendment to be approved, compliance with the *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS) must be demonstrated. Attachment 2 provides a detailed assessment of the amendment against the relevant STRLUS policies.

State Strategy and Policy

Attachment 2 provides a detailed assessment of the amendment against the relevant State policies.

Conclusions on the amendment

For the above reasons, the amendment is consistent with the objectives and other requirements of the *Land Use Planning and Approvals Act 1993*.

Tiara Wiliams
Planner

Attachments
Attachment 1- Draft Amendment

Separate Attachments:
- *Detailed LPS Criteria Assessment*
- *Activity Plan for Craigs Hill Bushland Reserve Aboriginal Heritage Advice*

ATTACHMENT 1: TASMANIAN PLANNING SCHEME - SORELL PLANNING SCHEME AMENDMENT

AM-SOR-5-2026-206-1

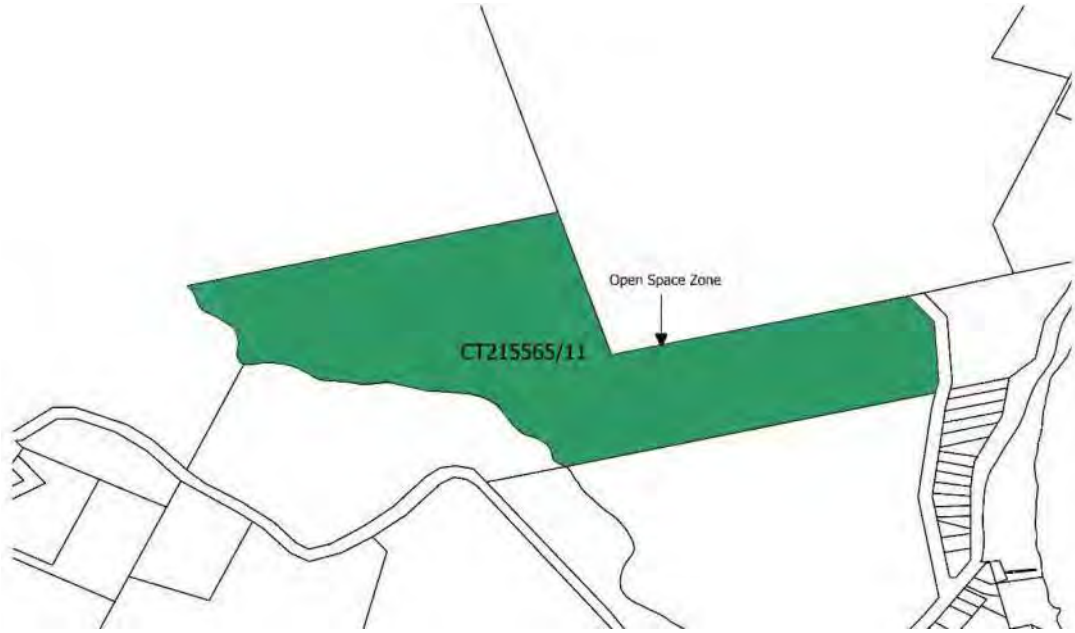
Pursuant to the Land Use Planning and Approvals Act 1993

Location

Lot 1 Craigs Hill Road, Boomer Bay (CT215565/1)

Description

Apply the Open Space Zone to the site as indicated below



Attachments to item number 5.4 -

Detailed LPS Criteria Assessment;

Activity Plan for Craigs Hill Bushland Reserve; and

Aboriginal Heritage Advice;

ATTACHMENT 2: Detailed Assessment against LPS Criteria

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

(a) contains all the provisions that the SPPs specify must be contained in an LPS
The proposal complies with the SPP requirements for an LPS as set out in clause LP1.0 and Appendix A of the SPPs.

(b) is in accordance with section 32
This section identifies the technical aspects of a LPS such as inclusion of zone maps and overlays, and what additional local provisions can be included if permitted to do so under the SPPs, to add to, modify or override the SPPs.

Section 32 (4) states:

> *An LPS may only include a [site specific provision] if –*
>
> > *(a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or*
> > *(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.*

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

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

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

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

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

(d) is consistent with each State Policy

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

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

National Environmental Protection Measures

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

The NEPMs relate to:

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

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

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

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

Assessment against the Tasmanian Planning Policies

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

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

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

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

7.3 Regulation	*7.3.3 Strategies* (1) The proposed rezoning allows for passive recreation and natural values management without the requirement of a planning permit which are the primary activities occurring within the site. (2) All other uses apart from utilities requires a planning permit and would be subjected to the relevant use and development controls within the Open Space Zone and Overlays, ensuring development is compatible with the natural values onsite and is considered against the environmental hazards posed by the site.

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

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

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

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

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

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

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

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

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

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

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

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

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

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

Not applicable.

Activity Plan for Craigs Hill Bushland Reserve:

1. Form Community Landcare Group:

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

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

2. Natural Values Survey:

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

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

3. Identify Walkways and Formalize Them:

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

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

4. Reinforce Boundary Fencing and Upgrade the Gate:

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

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

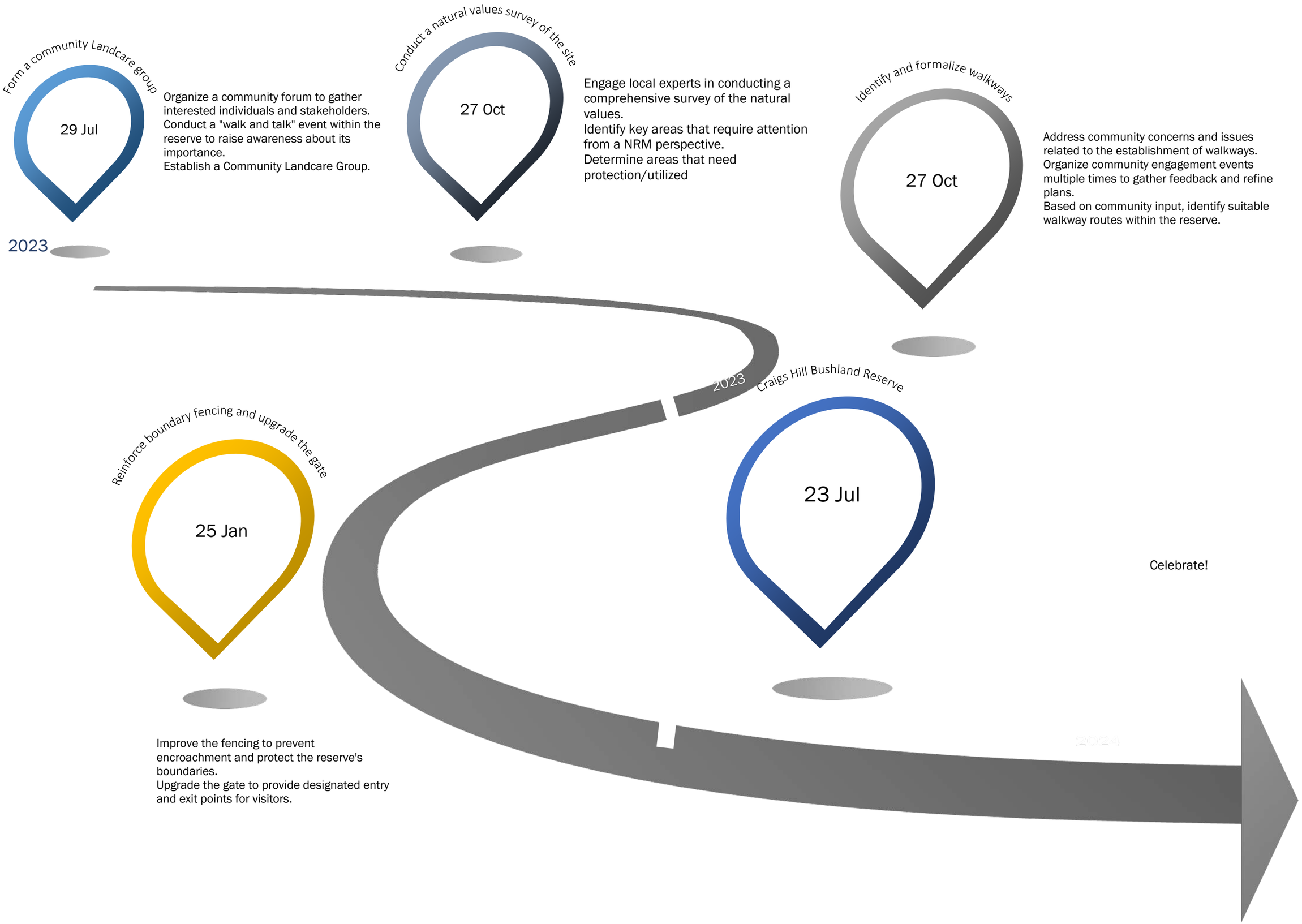
5. Erect Signposts:

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

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

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

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


Form a community Landcare group
29 Jul
Organize a community forum to gather interested individuals and stakeholders.
Conduct a "walk and talk" event within the reserve to raise awareness about its importance.
Establish a Community Landcare Group.
2023
Conduct a natural values survey of the site
27 Oct
Engage local experts in conducting a comprehensive survey of the natural values.
Identify key areas that require attention from a NRM perspective.
Determine areas that need protection/utilized
Identify and formalize walkways
27 Oct
Address community concerns and issues related to the establishment of walkways.
Organize community engagement events multiple times to gather feedback and refine plans.
Based on community input, identify suitable walkway routes within the reserve.
2023
Craigs Hill Bushland Reserve
23 Jul
Celebrate!
Reinforce boundary fencing and upgrade the gate
25 Jan
Improve the fencing to prevent encroachment and protect the reserve's boundaries.
Upgrade the gate to provide designated entry and exit points for visitors.
2024

AHR Instrument: AHDR10259

Applicant: Tiara Williams (Sorell Council)

Date: 29 January 2026

RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA

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

Activity: Potential Rezoning - Lot 1 Graigs Hill Road, Boomer Bay

Advice: Please see next page.

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

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

This advice is valid for 12 months and only for the activity as described in the Aboriginal Heritage Desktop Review application.
Please contact Aboriginal Heritage Tasmania on 1300 487 045 or aboriginal@heritage.tas.gov.au if you require further information.

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

BL11948

Further advice or comments:

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

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

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

SORELL PLANNING AUTHORITY (SPA)

MINUTES

14 JULY 2026

COUNCIL CHAMBERS
COMMUNITY ADMINISTRATION
CENTRE (CAC)

MINUTES

FOR THE SORELL PLANNING AUTHORITY (SPA) MEETING HELD AT THE COMMUNITY ADMINISTRATION CENTRE (CAC), 47 COLE STREET, SORELL ON TUESDAY 14 JULY 2026

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Meeting commenced at: 4.33pm

1.0 ATTENDANCE

^

Chairperson Mayor Gatehouse
Deputy Mayor M Larkins
Councillor B Nichols
Councillor B Shaw
Councillor M Reed
Robert Higgins, CEO

Staff in attendance:
Shane Wells – Manager Planning
Greg Robertson – Manager Health & Compliance

2.0 APOLOGIES

Councillor S Campbell
Councillor N Reynolds
Councillor C Torenius
Councillor M Miro Quesada Le Roux

3.0 CONFIRMATION OF THE MINUTES OF 23 JUNE 2026

RECOMMENDATION

"That the Minutes of the Sorell Planning Authority (SPA) Meeting held on 23 June 2026 be confirmed."

25/2026 NICHOLS / REED

"That the recommendation be accepted."

The motion was put.

For: Gatehouse, Larkins, Nichols, Shaw and Reed

Against: None

The motion was **CARRIED.**

4.0 DECLARATIONS OF INTEREST

The Mayor requested any Councillors to indicate whether they had, or were likely to have, a pecuniary interest in any item on the agenda.

No Authority member indicated that they had, or were likely to have, a pecuniary interest in any item on the agenda.

In considering the following land use planning matters the Sorell Planning Authority intends to act as a planning authority under the *Land Use Planning and Approvals Act 1993*.

5.0 LAND USE PLANNING

5.1 5.2025.224.1 – SERVICE STATION 139 MAIN ROAD, SORELL

Applicant:	Apex Planning
Proposal:	Service Station and Car Wash
Site Address:	139 Main Road, Sorell (CT 187782/1, 105075/1, 105075/2 and 105075/3)
Planning Scheme:	*Tasmanian Planning Scheme (Sorell LPS)*
Application Status	Discretionary
Relevant Legislation:	Section 57 of the Land *Use Planning and Approvals Act 1993*
Reason for SPA meeting:	Council land (establishment of bushfire hazard management areas), cost of works, and more than two representations.

Relevant Zone:	8.0 General Residential Zone, 18.0 Light Industrial Zone, 29.0 Open Space Zone
Proposed Use:	Vehicle Fuel Sales and Service (Commercial)
Applicable Overlay(s):	Bushfire-prone Area Waterway Coastal Protection Area Flood-prone hazard area Airport Obstacle Limitation Area
Applicable Codes(s):	C2.0 Parking and Sustainable Transport Code C3.0 Road and Railway Assets Code C7.0 Natural Assets Code C12.0 Flood Prone Hazard Area
Valid Application Date:	12 May 2026
Decision Due:	28 July 2026

Discretion(s):	1	7.6 Access and Provision of Infrastructure Across Land in Another Zone
	2	7.7 Buildings Projecting onto Land in a Different Zone
	3	7.10 Development Not Required to be Categorised into a Use Class
	4	18.3.1 All uses (P1 & P2)
	5	18.4.2 Setbacks (P3)
	6	18.4.5 Landscaping (P1)
	7	C1.6.1 Design and Siting of Signs (P1 & P3)
	8	C1.6.2 Illuminated Signs (P1)
	9	C2.5.2 Bicycle Parking Numbers (P1)
	10	C2.6.5 Pedestrian Access (P1)
	11	C7.6.1 Buildings and works within a Waterway Coastal Protection Area or a future coastal refugia area (P1)
	12	C12.5.1 Uses within a flood-prone hazard area (P1)
	13	C12.5.2 Critical use, hazardous use or vulnerable use (P1 & P3)
	14	C12.6.1 Building and Works within a flood-prone hazard area (P1.1 & P1.2)
	15	C13.5.2 Hazardous Uses (P1)
Representations:		Three

RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* Council resolve that Planning Application 5.2025.224.1 for a Service Station and Car Wash at 139 Main Road, Sorell be approved, subject to the following conditions:

General

1. Except where modified by a condition of this permit, the use and development must be substantially in accordance with the endorsed plans and documents:

    - (P1) Planning Report from Apex Planning, dated 23 August 2025, received 25 August 2025;

    - (P1) Noise Impact Assessment, authored by NVC (Noise Vibration Consulting), dated 05 August 2025, received 25 August 2025;

    - (P1) Traffic Impact Assessment, authored by Hubble Traffic, dated August 2025, received 25 August 2025;

- (P2) Stormwater Report, 139 Main Road, Sorell, authored by Joe Mamic & Associates, undated, received 19 December 2025;

- (P2) Atlan Stormwater; tech data submission with appendices, authored by Atlan Stormwater, received 01 September 2025;

- (P4) Flood Hazard Report, dated 11 February 2026, authored by Flussig Engineers, received 20 February 2026;

- (P2) Light Impact Assessment: Proposed Petrol Station Development, dated 4 November 2025, authored by Rubidium Light, received 19 December 2026;

- (P2) Landscaping Plan, dated 10 November 2025, prepared by Lange Design, received 19 December 2026;

- (P2) Architectural drawings and concepts, prepared by Meyer Shircore Architects, dated August 2025, received 19 December 2026;

- (P5) Concept Sewer and Water Servicing Designs, prepared by Flussig Engineers dated 22 April 2026; and

- (P2) Lighting and signage plan, prepared by rubidium light, dated 04 November 2026, received 19 December 2026.

2. The use and development must be undertaken in accordance with the endorsed Emergency Management Strategy, Bushfire Hazard Report and Planning Certificate, authored by Mr Roger Fenwick, dated 03 June 2026.

3. Prior to and during construction, an exclusion area is to be established at the boundary of the site adjoining the Pitt Water Reserve (CT 64307/2 or 16/4458). This exclusion area must be maintained until the completion of works.

4. The recommendations made within section 6 of the Flood Hazard Report prepared by Flussig Engineers dated 11 February 2026 must be implemented during and post construction.

5. Commercial vehicle movements (i.e refuelling truck movements) are limited to:

(a) 7.00am to 9.00pm Monday to Saturday, and

(b) 8.00 am to 9.00pm Sunday and Public Holidays

6. Prior to the commencement of works, a Part 5 Agreement must be entered into and registered under Part 5 of the *Land Use Planning and Approvals Act 1993* is to be prepared and entered into, to have the effect that: the owner of the land will maintain all proposed landscaping vegetation within Council land for the life of the development.

   The cost of the preparation and lodgement of this agreement is to be borne by the applicant.

Construction Management

7. A Construction Environmental Management Plan (CEMP) must be prepared and submitted to the General Manager for endorsement.

   The Construction Environmental Management Plan (CEMP) must contain a detailed description of the proposed timing and sequence of the major construction activities and of the proposed management measures to be implemented to avoid or minimise the environmental impacts during the construction phase.

   The CEMP must incorporate conditions of this permit related to construction activities, and must at a minimum incorporate measures in relation to the following:

   (a) How noise from construction works will be managed;
   (b) Measures to protect nearby residents significantly affected by construction noise;
   (c) Soil and Water Management strategies to prevent sediment entering stormwater and marine waters;
   (d) Measures to ensure fuel and hazardous substances do not contaminate land or water
   (e) Measures to address the Potential for Acid Sulphate Soils
   (f) Dust suppression measures to protect nearby residents and business;
   (g) Weed Management and weed hygiene during construction.

   Once endorsed, the CEMP will form part of this permit and must be adhered to.

8. All civil and building construction work associated with the development must be within the following hours:

   (a) 7.00. a.m. to 7.00. p.m. from Monday to Friday
   (b) p.m. to 6.00 p.m on Saturdays; and

   No works are permitted on Sundays or public holidays.

   Approval must be obtained from the Manager Health & Compliance for any works outside of these hours.

9. If an incident causing or threatening environmental nuisance, serious environmental harm or material environmental harm from pollution occurs in the course of the construction works or operation of the service station, then the person responsible for the work/operation must immediately take all reasonable and practicable action to minimise any adverse environmental effects from the incident.

10. Unless otherwise approved in writing by the General Manager, environmentally hazardous material held on a construction site, including chemicals, fuels and oils, must be located within impervious bunded areas or spill trays which are designed and maintained to contain at least 110% of the total volume of material.

11. Spill kits appropriate for the types and volumes of materials handled on the construction site must be kept in appropriate locations to assist with the containment of spilt environmentally hazardous materials.

12. Airborne dust from construction works, roads, disturbed areas, storage heaps, or machinery operating on the land must not create an environmental nuisance. Areas must be dampened, covered, compacted or otherwise treated to reduce dust emissions.

Bushfire

13. Vegetation clearance for the provision of a bushfire hazard management area as shown in the endorsed bushfire hazard management plan must be undertaken prior to the commencement of the use.

Light

14. External lighting, including car parking lighting must be designed in accordance with AS4282-1997 – Control of the obtrusive effects of outdoor lighting and operated so that light does not spill onto neighboring properties and create an environmental nuisance.

15. Light poles near the western boundary which illuminate the vacuum bays and circulation areas must be placed in a revised location on the western which ensures that light is only directed to the east, and be of a height to direct light downward rather than laterally.

16. All exterior lighting on the building and car park must be baffled to prevent light spill onto adjoining properties.

17. The maximum average luminance of any sign facing a residence must not exceed:

    (a) 6000cd/m^2 during the day
    (b) 700cd/m^2 during morning, evening and overcast weather, and
    (c) 250cd/m^2 at night.

    Advice: The Manager of Health & Compliance may require the owner or operator of any business to undertake measurement of spillage to demonstrate compliance with this condition.

18. The illumination of the pylon sign is to be limited to the logo panel and the fuel price panels, which must be illuminated with red LEDs. No other illumination of this sign is permitted.

    Note: the orientation of the sign should be considered with respect to its visibility from the Pitt Water Nature Reserve

19. The arrangement of lighting for the vacuum bays and automatic carwash, inclusive of pylon lights as shown on the endorsed plans must be specifically baffled or located to prevent spill and horizontal illumination beyond the car wash bays.

20. A plan to be endorsed by the Manager Planning which demonstrates all external lighting of the proposed development being in accordance with conditions 15 to 20 is to be provided prior to the commencement of works.

Noise

21. Sufficient sound insulation must be installed around the vacuum bay in accordance with the recommendations included in the Noise Impact Assessment completed by Noise and Vibration Consulting dated 5 August 2025.

22. Before commencing the activity, Noise Vibration Consulting or another acoustic consultant must provide a report to the General Manager that the sound insulation referred to in condition 21 has been installed in accordance with the recommendations included in clause 5.2 of the Noise Impact Assessment, and provide modelling as to its efficacy, alongside that of fencing referred to in condition 35, relevant to the adjacent Pitt Water Reserve

23. Noise emissions from the Service Station measured at eastern property boundary must not exceed the following:

    (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;

    (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq) between the hours of 7.00 pm to 7.00 am;

    (c) 65dB(A) (LAmax) at any time.

    Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

    Noise levels (LAeq) are to be averaged over a 15-minute time interval.

24. Noise monitoring by a suitably qualified person to demonstrate compliance with condition 23 is to be undertaken at the direction of Council's Manager Health and Compliance, by the operator of the service station, where any complaint is made regarding exceedance of noise levels.

Stormwater quantity and quality control

25. The development must incorporate stormwater tanks for the capture of roof water to a minimum total capacity of 20,000L. This rainwater must be used for on-site fixtures (i.e wash bay hose, toilets, garden taps).

26. A suitably qualified person must prepare an environmental management plan detailing proposed measures to prevent contaminated stormwater discharging into Orielton Lagoon from a significant fuel spill on the site, leaking underground fuel storage tank, or from contaminated water resultant from any fire suppression.

    The Management plan must be completed to the satisfaction of the General Manager prior to the use commencing.

    The Service Station and associated activities must be operated in accordance with the environmental management plan approved by the General Manager.

Engineering

27. Prior to the issue of a building permit or prior to commencement of any on-site works relating the following must be provided with details and submitted for engineering assessment to Development Engineer and when approved the plans will form part of the permit.

    (a) provide sectional detailed design of proposed material on internal driveway; and
    (b) provide the layout of car parking and maneuvering on the internal driveway minimizing the extent of hardstand where possible.

28. Prior to first occupation or commencement of use (whichever occurs first), all parking facilities and manoeuvring area (including off-street parking and facilities for people with disabilities) shall be constructed in accordance with the AS 2890. The provision must ensure:

    (a) be constructed in substantial accordance with the "*Ground Floor Plan*", prepared by "*MEYER SHIRCORE ARCHITECTS", Project No. 25-9586, having Rev No. SK014,* last dated *August 2025*;
    (b) be constructed with a 12 m access width able to achieve safe, easy & efficient circulation for B85, B99 and 19 m semi-trailer vehicles;
    (c) have physical controls installed where required (i.e., Kerbs, Barriers, Wheel stops, or Other protective devices);

(d) a formed concrete kerb along the length of the circulation roadway's edge where required to contain stormwater runoff *(where applicable);*
(e) all infrastructures are located within (such as meter lids, grated pits, constructed to the appropriate trafficable standard;
(f) stormwater infrastructures are installed where required to drain all run-off generated to a legal point of discharge such that flows are not concentrated onto adjoining properties;
(g) installation of appropriate signage at the entry to reinforce pedestrian awareness among drivers *(where applicable);*
(h) ten (10) car parking spaces are at least 5.4m long and 2.6m wide with an additional 0.3m clearance from any nearby wall, fence, or other structure;
(i) one (1) DDA complaint space is designed and constructed accordance with AS/NZS 2890.6:2009 Parking facilities, Off Street parking for people with disabilities;
(j) have a maximum gradient of 1 in 20 (5%) measured parallel to the angle of parking and 1 in 16 (6.25%) in any other direction; and
(k) have spaces that are delineated by line marking.

29. Prior to the issue of a building permit or prior to commencement of any site works relating to stormwater, the following must be submitted for engineering assessment to Development Engineer and when approved the plans will form part of the permit. The provision must ensure:

(a) a revised drainage plan showing all water from the car wash is pre-treated and discharged to the sewer system; and
(b) all stormwater from roof and internal driveways leaving the site are treated by a suitable treatment unit achieving the State Stormwater Strategy 2010 targets and discharged to the Public Stormwater System. The stormwater connection point must also be shown on the plan.

30. A signed maintenance contract must be provided for the stormwater treatment unit and detention basin as part of the Building / Plumbing Application. This contract shall include, but not be limited to details on the procedure and frequency of both maintenance and testing required at developer cost to ensure

continued compliance with Council's Stormwater In New Development Policy with minimum of:

(a) 90% reduction in litter and gross pollutants;
(b) 80% reduction in total suspended solids (TSS);
(c) 45% reduction in total phosphorus (TP);
(d) 45% reduction in total nitrogen (TN);
(e) Higher requirements may apply to sites draining to a RAMSAR wetland.

Advice: Document can be found via link below: https://epa.tas.gov.au/Documents/DGVs%20for%20aquatic%20ecosystems%20of%20the%20Pitt%20Water-Coal%20Catchment.pdf

31. A capacity utilisation charge of $2,569.00 indexed at the CPI rate for Hobart until paid, must be paid in accordance with the Stormwater in New Developments Policy. Unless otherwise agreed to by the General Manager and set out in a Part 5 Agreement, deed or other contract with the developer, the contribution is payable prior to first use plus CPI indexation from the date of approval to the date of payment (or payments if staged).

Signs

32. Prior to the commencement of the use, redundant signage related to previous uses of the site must be removed and may not be replaced.

33. All signage must relate to goods available at the site, and not of any third party goods or services available elsewhere.

Department of State Growth

34. Prior to undertaking any access improvement works in the Tasman Highway reservation an Access Permit is required from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935. The application is to be accompanied by engineering plans to scale by a suitably qualified designer. These will need to show all works within the Highway reservation, including compliant width/length left turn lane (AUL or AUL/S), likely a kerb between the lane and likely reconstructed shared path, a painted chevron around the existing pedestrian refuge etc. (Note: it would be preferable for

this plan to be included/required as part of the planning application).

Advice: Application for permits can be made at https://www.transport.tas.gov.au/road_permits/permits_and_bookings/new_or_altered_access_onto_a_road_driveways Applications and must be received by the Department of State Growth at least 20 business days before the expected start date for works, to allow enough time to assess the application.

Environment

35. A 1.8m high timber fence of full lapped construction (minimum 20mm paling thickness) or similar, to achieve a 12Kg/m² minimum mass surface, is to be erected at the boundary adjoining the Pitt Water Nature Reserve, for the length of the boundary relevant for the area of works, as shown as a hatched area on the endorsed demolition plan (DWG 25 - 9586 Sheet 4).

36. Works for the erection of any fencing must be undertaken from the subject site unless otherwise approved by the Parks and Wildlife Service.

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

General

- The development does not infer approval under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (cth).* It is the responsibility of the applicant to obtain approval from this Environment Australia for any impacts that may occur to the Orielton Lagoon RAMSAR site.

- A separate food business registration under the *Food Act 2003* is required before commencing operations.

- The Tasmanian Environmental Management and Pollution Control (Underground Petroleum Storage System) Regulations 2020 require the EPA Tas Director to be notified of any new underground fuel storage tank installations.

- The proponent is encouraged to review the National Light Pollution Guidelines for Wildlife – DCCEEW, and consider these in selecting the specific globes for the proposal.

Legal

- The permit does not take effect until 15 days after the date that this permit was served on you as the applicant and each representor provided that no appeal is lodged as provided by s53 of the Land Use Planning and Approvals Act 1993.

- This planning approval shall lapse at the expiration of two (2) years from the date on which this permit became valid, if the permit is not substantially commenced. At the discretion of the Planning Authority, the expiration date may be extended for a further two (2) years on two separate occasions for a total of six (6) years. Once lapsed, a new application will be required.

Asset Protection

- In accordance with the *Local Highway Bylaw 2 of 2015*, the owner is required to repair any damage to any Council infrastructure caused during construction.

- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

Other Approvals

- All stormwater management measures and designs on the endorsed plans and documents, together with any related permit condition, constitutes General Managers consent under section 14 of the *Urban Drainage Act 2013*.

- This permit does not imply that any other approval required under any other by-law or legislation has been granted.

- Separate building and plumbing approval may be required prior to the commencement of the development/use.

TasNetworks

- It is recommended that the customer or their electrician submit an application via our website portal found here https://www.tasnetworks.com.au/Connections/Connections-Hub to upgrade the electricity supply connection and relocate any assets to support this development.

  More information on relocating assets available on: Relocate a TasNetworks asset TasNetworks

It is recommended that the customer or their electrician contact TasNetworks on 1300 137008 if they have any questions regarding an upgrade they may require to their electricity supply due to this development.

You may appeal against the above conditions, any such appeal must be lodged within fourteen (14) days of service of this notice to TASCAT, 38 Barrack Street Hobart 7000 Ph: (03) 6165 6790 or email resourceplanning@tascat.tas.gov.au

26/2026 SHAW / LARKINS

"That the recommendation be accepted."

The motion was put.

For: Gatehouse, Larkins, Nichols, Shaw and Reed

Against: None

The motion was **CARRIED.**

5.2 7.2025.08.1 – 15 LOT SUBDIVISION AT 67 TASMAN HIGHWAY SORELL

Applicant:	PDA Surveyors
Proposal:	Fifteen Lot Subdivision (including subdivision road lot & Tasman Highway road upgrade)
Site Address:	67 Tasman Highway (CT 12082/6), 47 Cole Street, CT 147627/1 Tasman Highway, Sorell, Adjacent Tasman Highway road reservation and CT 186576/1 Lot 1 Tasman Highway, Sorell for Bushfire Hazard Management
Planning Scheme:	*Tasmanian Planning Scheme (Sorell LPS)*
Application Status	Discretionary
Relevant Legislation:	Section 57 of the Land *Use Planning and Approvals Act 1993 (LUPAA)*
Reason for SPA meeting:	Subdivision resulting in more than ten lots and involves Council owned land.

Relevant Zone:	General Residential, Utilities and Open Space
Proposed Use:	Clause 6.2.6 – Subdivision not required to be categorised into a use class
Applicable Overlay(s):	Airport obstacle limitation area Bushfire-prone area Flood-prone areas

	Waterway and coastal protection area	
Applicable Codes(s):	C2.0 Parking and Sustainable Transport Code C3.0 Road and Railway Assets Code C7.0 Natural Assets Code C12.0 Flood-prone Areas Hazard Code C13.0 Bushfire-prone Areas Code C16.0 Safeguarding of Airports Code	
Valid Application Date:	4 June 2026	
Decision Due:	17 July 2026	
Discretion(s):	1	Clause 8.6.1 (P2) for lot design
	2	Clause 8.6.2 (P1) for roads
Representation(s):	2	

RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* Council resolve that Planning Application 7.2025.98.1 for a Fifteen Lot Subdivision (including subdivision road lot & Tasman Highway road upgrade) at 67 Tasman Highway (CT 12082/6), 47 Cole Street, CT 147627/1 Tasman Highway, Sorell, Adjacent Tasman Highway road reservation and CT 186576/1 Lot 1 Tasman Highway, Sorell for Bushfire Hazard Management be approved, subject to the following conditions:

1. Except where modified by a condition of this permit, the subdivision must be substantially in accordance with the endorsed plans and documents:
   - Bushfire Hazard Report prepared by Bushfire Wise Development Planning dated February 2025;
   - Traffic Impact Assessment prepared by Hubble Traffic dated April 2025;
   - Stormwater Management Report – Rev 1 prepared by PDA Surveyors dated 19 March 2026; and
   - Civil drawings prepared by PDA Surveyors – Rev P2 dated 18 March 2026.

2. Staging must be in accordance with the endorsed plans and documents unless otherwise agreed to in writing by the General Manager.

3. As no provision has been made for Public Open Space or improvements thereto and, having formed the opinion that such a provision should be made, Council invokes the provisions of Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993 (LGBMP)* and requires security equivalent of 5%

of the improved value of the gross area of Lots 1-4 and 6-15. This security should be in the form of a direct payment made before the sealing of the final plan or, alternatively, in the form of security provided under Section 117 of the LGBMP.

The subdivider is to obtain a report from an Independent Registered Valuer for the purposes of determining the improved value of the gross area of the subdivision. The date to which the valuation is to be done must be within 3 months of the date of lodgement of the Final Plan of subdivision. Please refer to Council's Open Space Policy for valuation requirements.

Advice: Subject to an agreement being reached between the developer and Council's General Manager, the contribution may be reduced by an amount equivalent to the value of landscaping works within CT 147627/1 and CT 164990/1 undertaken by the developer.

4. Native vegetation must not be removed, lopped, ring-barked or otherwise wilfully destroyed, removed or adversely impacted on other than the minimum necessary for the construction of buildings and works, the connection of services, vehicular access and the implementation of a Bushfire Hazard Management Plan to the satisfaction of the General Manager.

5. All land noted as roadway, footway, open space or similar must be transferred to Council. Complete transfer documents that have been assessed for stamp duty, must be submitted with the final plan of survey.

6. Prior to sealing of the final plan of survey, all recommendations of the Bushfire Hazard Report and Bushfire Hazard Management Plan prepared by Bushfire Wise Development Planning dated February 2025 must be completed and be certified by a suitably qualified person.

7. Suitable covenants in gross in favour of Council, in a form approved by Council's General Manager, must be included on the Certificate of Title for each lot (final plan and Schedule of Easements) to the effect of managing each lot in accordance with the Bushfire Hazard Report and Bushfire Hazard Management Plan prepared by Bushfire Wise Development Planning dated February 2025.

8. Additional covenants or other restrictions must not conflict with, or seek to override, provisions of the planning scheme.

9. Prior to the sealing of the final plan of survey, the landowner of CT186576/1 and Lots 9-14 must enter into an agreement with Council under Section 71 of the Land Use Planning and Approvals Act 1993 in such form as Council may require and which provides for the following:

   - The implementation and ongoing maintenance of the Hazard Management Area upon the adjoining property at Lot 1 Tasman Highway, Sorell (CT186576/1) identified in the Bushfire Hazard Report and Bushfire Hazard Management Plan prepared by Bushfire Wise Development Planning dated February 2025 until no longer required because of the completion of the subdivision of CT186576/1.

   The landowner is responsible for all drafting, Council and Land Titles Office fees and charges (and any subsequent removal if applicable).

   Advice: if the adjoining subdivision has commenced the agreement may not be required. In this event the developer should seek further advice from Bushfire Wise Development Planning.

10. Prior to the commencement of any works associated with this permit the developer must obtain the consent of the Minister administering the Roads and Jetties Act 1935 in accordance with Section 84 (1) (c) of the *Local Government (Building and Miscellaneous Provisions) Act 1993*. This must include an indemnity for the Crown against any claim which may arise from an increase in the water flowing away from or under the State Road, or its rate of flow, by reason of the works approved by this permit.
    Advice: Please contact Transport Services within the Department of State Growth with any queries arising.

Engineering

11. Prior to any works commencing for approved subdivision, engineering design drawings showing all work required by this planning permit must be prepared in substantial accordance with the latest:
    (a) Tasmanian Subdivision Guidelines,
    (b) Tasmanian Municipal Standard Specifications,
    (c) Tasmanian Standard Drawings, and

(d) Any other document standard, specification, guideline or policy advised as relevant by Council.

The engineering design drawings must be prepared by a suitably qualified and experienced engineer or engineering consultancy with an appropriate level of professional indemnity insurance.

Advice:

i. The Tasmanian Subdivision Guidelines, Municipal Standard Specifications, and Standard Drawings are available at www.lgat.tas.gov.au.

ii. Variations from the above listed or subsequently advised documents may be approved at the discretion of the Council General Manager or their delegate where a clear justification exists and the alternative solution is of no lesser quality, in terms of infrastructure performance or maintenance costs over the life of the asset.

12. Prior to any works commencing for approved subdivision, the following Council Fees and Charges must be paid:

(a) Engineering Design Drawing Checking Fee at 2% of the construction costs or the minimum amount (whichever is higher), and

(b) Inspection Fee for the estimated minimum number of inspections.

In the event re-checking of engineering design drawings due to changes from client or if additional inspections are required, the Council Fees and Charges may be applied accordingly.

Advice:

i. All civil works must be constructed as per Council's approved Engineering drawings.

ii. The engineering design drawings checked and stamped by Council will expire on Two (2) years from the date of issue.

iii. Council Fees and Charges are updated each financial year and can be found in the Sorell Council Fees and Charges schedule, available from Council's website.

13. Prior to any works commencing, the Council must issue stamped set of the engineering design drawings.

14. Mandatory audit inspections are required in accordance with the Tasmanian Subdivision Guidelines. The developer must provide a minimum 48 hours' notice.

    Council must be notified and work inspected at each of the following stages of construction:

    (a) Proof roll inspection of the sub-grade/sub-grade improvement,
    (b) Proof roll inspection of the sub-base course(s),
    (c) Proof roll inspection of the base course, prior to sealing,
    (d) Laying of pipelines for stormwater drainage prior to back filling,
    (e) Benching within all stormwater pits,
    (f) Inspection of base course in footpaths, kerb and gutter and driveway accesses, prior
    (g) to pouring concrete,
    (h) Practical Completion of works (On Maintenance),
    (i) Final inspection at completion of Defects Liability Period (Off Maintenance),
    (j) Installation of all WSUD installations, and
    (k) Any other inspections required during the construction of the subdivision.

15. Works must be completed to a standard that is to the satisfaction of the Council General Manager.

16. A qualified and experienced civil engineer must supervise and certify all works in accordance with clause 21, 22, 23 and 24 of the Tasmanian Subdivision Guidelines.

    Advice: A closed-circuit television (CCTV) camera survey of all public stormwater pipelines is also required in accordance with clause 22 of Subdivision Guidelines.

17. The developer must engage Council to organise a Practical Completion inspection when practical completion of works for each stage has been reached. Upon successful completion of the inspection in accordance with clause 21 and Appendix 6 of the Tasmanian Subdivision Guidelines, Council will issue a Certificate of Practical Completion, listing any minor defects identified.

    Advice: Prior issuing Practical Completion Certificate following are required:

    - *Council As-Constructed plans in .dwg and .pdf format;*
    - *TasWater As Constructed plans in .pdf format;*
    - *Copy of NBN AS-BUILT plan;*

- *Copy of TasNetworks IFC plan; and*
- *As-Constructed Data Spreadsheet (Sorell Council).*

18. Works are subject to a twelve (12) month Defect Liability Period commencing from the day the final plan of survey was sealed (for the applicable stage, if any) during which time all maintenance and repair of work required by this permit is the responsibility of the developer.

19. A Defect Liability Bond equal to 10% of the total value of the relevant works plus a contingency sum of 10% must be provided as a security in accordance with Sorell Council Bond Policy.

20. Upon completion of the Defect Liability Period, the developer must engage Council to organise a Final Completion inspection in accordance with clause 24 of the Tasmanian Subdivision Guidelines. When all outstanding items listed in the Certificate of Practical Completion and subsequent defects are satisfactorily completed, Council will issue a Certificate of Final Completion. Any remaining financial security in relation to the works will be returned and Council will assume maintenance of the works.

21. Prior to sealing the final plan of survey:
    (a) All existing lot connections must be relocated to be wholly contained within the balance lot or contained within new or existing service easements to the satisfaction of Council's General Manager (if any);
    (b) The survey pegs for all lots in the subdivision are to be certified correct;
    (c) Accurate as constructed drawings of all works undertaken must be submitted in .pdf and .dwg formats and*:*

        i. Be completed, and certified, by suitably qualified person;
        ii. Include the data spreadsheet available from Council completed in accordance with the 'Guidelines for As Constructed Drawings and Asset Data Collection' available from Council;
        iii. Photos of all new assets (if any);
        iv. Be accurate to AHD and GDA94;
        v. Be drawn to scale and dimensioned;
        vi. Include top, inlet, and outlet invert levels;
        vii. Include compaction and soil test results; and

viii. Include an engineer's certificate stating that each component of the works complies with the approved engineering plans and Council standards.

Advice: The minimum standard is demonstrated through the As Constructed Example Drawing, available from Council's website.

Road

22. The proposed road layout must be in accordance with drawing title "Roads and Stormwater Plans Overall Plan" designed by *"PDA"*, Job NO. *"55263MW"*, DWG NO. *C100,* revision No. P2, dated 06/11/2025.

23. The proposed local road must be in accordance with LGAT standard TSD-R06-V3. The minimum width of the road must be 6.9m wide and minimum road reservation width of 15m. Final seal must 40mm DG Asphalt.

24. The Turning head of the proposed urban road cul-de sac must be in accordance with LGAT standard TSD-R08-V3 with a minimum road reservation width of 25m.

25. All roads in the subdivision must be conveyed to the Council upon the issue of the Certificate under Section 10 (7) of the *Local Government (Highways) Act 1982*. All costs involved in this procedure must be met by the person responsible.

26. Upon construction of a new vehicle access for the TasNetworks substation, the existing access is to be closed and fenced. The existing driveway surface and base through CT 147627/1 is to be removed and the area revegetated with grass.

Intersection

27. Vehicular access to the Tasman Highway must be upgraded and constructed in accordance with the Department of State Growth's (DSG) Works Permit prior to the sealing of the Final Plan of Survey. Works on, or affecting, the State Road Reservation must not be commenced until the necessary approvals have been obtained.

Footpath

28. A footpath must be constructed on the eastern side of the proposed road from the turning head to the intersection with the Tasman Highway.

29. Lots not provided with a footpath on their frontage must be provided with a 1.0m wide x 1.5 m long x 100mm thick concrete plinth adjacent to the driveway apron to serve as a storage for garbage bins on collection days. The standard of construction must be similar to a concrete footpath. These plinths shall be shown on the design plans.

Driveway and Access Ramps

30. Lot access must be constructed in accordance with LGAT standard TSD-R09-V3. Where a lot is suitable for multiple dwellings, or the access is serving two lots or more, the vehicular crossing must be widened to 6.0 metres.

31. Access ramps must be installed on footpaths at all intersections in accordance with LGAT standard TSD-R18-V3.

Traffic sign and line marking

32. Line marking and traffic control at intersection must be in accordance with LGAT standard TSD-RF02-V3.

33. The Giveaway sign at the intersection must be in accordance with LGAT standard TSD-R23-V3.

During Construction

34. No polluted and/or sediment laden runoff must discharge directly or indirectly into Council's drains during development. Prior to Council accepting a Notice of Intention to Carry Out Work, a Construction Management Plan (CMP) prepared by a suitably qualified person must be provided to Council. The CMP must include but is not limited to the following:

    (a) Soil Management Plan;
    (b) Traffic Management Plan; and
    (c) Noise and Dust Management Plan.

Advice: All requirements of the CMP provided must be fully implemented prior to commencement of works. Soil Management plan is only required if excavating and removing material off site.

35. Prior to any works commencing, the developer must submit a Notice of Intention to Carry Out Work. The submission must include a Certificate of Currency for public liability insurance for the head contractor and any sub-contractor(s).

Power and Telecommunication

36. Underground power, street light poles and communication services including NBN are to be provided to each lot within the subdivision in accordance with the relevant Authority's standards and specifications, with the developer to meet all costs.

37. Prior to sealing the final plan of survey, the developer must submit to Council either:
    (a) a completed exemption from the installation of fibre ready pit and pipe notice, or
    (b) a "Provisioning of Telecommunications Infrastructure – Confirmation of final payment", or
    (c) "Certificate of Practical Completion of Developer's Activities" from Telstra or NBN Co.

    Advice: Please refer to Notice under Telecommunications (Fibre-ready Facilities – Exempt Real Estate Development Projects) Instrument 2021" at https://www.communications.gov.au/policy/policy-listing/exemption-pit-and-pipe-requirements/development-form

38. Prior to sealing the final plan of survey, the developer must submit written advice from TasNetworks confirming that either:
    (a) all conditions of the Agreement between the Owner and authority have been complied with with respect to the provision of a connection to the electricity network to each lot by the developer; or
    (b) that future lot owners will not be liable for network extension or upgrade costs, above and beyond the costs of a standard property connection at the time each lot is further developed.

Stormwater

39. The proposed stormwater plan must be in accordance with "Roadworks and Stormwater Plans Overall Plan" designed by "PDA", job number "55263MW", DWG NO. C100, revision No. P2, last dated 06/11/2025. Minimum pipe size for stormwater must be DN 300.

40. Each lot must be provided with minimum DN100 connection to the lowest point of each lot capable of servicing the entire lot and connected to a piped system. Where a lot is serving multiple dwelling, appropriate pipe size must be provided and connected to proposed stormwater reticulated system.

41. A capacity utilisation charge of $77,050, indexed at the CPI rate for Hobart must be paid prior to sealing the final plan of survey in accordance with the Stormwater in New Developments Policy.

42. The stormwater network must not duplicate any part of the network associated with the subdivision of land to the east (CT 186576/1).

43. Prior to the commencement of the development of the site, detailed plans and specifications must be submitted to Council for approval. Such plans and specifications shall Include best practice Water Sensitive Urban Design (WSUD) to prevent hard litter, 80% of Total Suspended Solids (TSS), and 45% of Total Nitrogen (TN) and 45% Total Phosphorus (TP).

44. The development must provide stormwater treatment assets to the Council with safe and convenient vehicular access to utilise a vac truck for future maintenance.

    Advice: This can be offset by paying contribution in accordance with Council's Stormwater In New Development Policy. Water quality contribution cost would include design, construction, maintenance and operation cost.

Easements

45. Easements are required over all Council and third-party services located in private property. The minimum width of any easement must be 3.5m for Council (public) mains in accordance with "Roadworks and Stormwater Plans Overall Plan" designed by "PDA",

job number “55263MW”, DWG NO. C100, revision No. P2, dated 06/11/2025.

Fill

46. Site filling, if to a depth of 300mm or more, must comply with the provisions of Australian Standard AS 3798 Guidelines on Earthworks for Commercial and Residential Development as demonstrated by certification from a suitably qualified and experienced civil engineer.

Fencing for each lot

47. The survey pegs for all lots in the subdivision are to be certified correct prior to Council sealing the Final Plan of Survey.

Landscaping

48. Mature street trees must be provided and planted to the satisfaction of Council’s Manager Planning prior to the sealing of the Final Plan of Survey. A plan showing locations and tree types must be provided together with the design plans as part of the engineering design approval process. Information of tree types may be obtained from Council prior to completing the planting plan.

49. The applicant is responsible for the sufficient establishment of the planted trees and any other vegetation and undertake regular (not greater than 3 months) maintenance for a period of twelve months on all plantings. The applicant/developer shall meet all costs involved.

TasWater

50. The subdivision must meet all required conditions of approval specified by TasWater Submission to Planning Authority Notice, dated 24 November 2025 (TWDA 2025/00657-SOR).

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

Legal

- The permit does not take effect until 15 days after the date that this permit was served on you as the applicant and each representor provided that no appeal is lodged as provided by s53 of the Land Use Planning and Approvals Act 1993.

- This planning approval shall lapse at the expiration of two (2) years from the date on which this permit became valid, if the permit is not substantially commenced. At the discretion of the Planning Authority, the expiration date may be extended for a further two (2) years on two separate occasions for a total of six (6) years. Once lapsed, a new application will be required.

- Any changes to the use or development approved, may be deemed as substantially in accordance with the permit or may first require either a formal amendment to this permit or a new permit.

Asset Protection

- In accordance with the *Local Highway Bylaw 2 of 2015*, the owner is required to repair any damage to any Council infrastructure caused during construction.

- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

Other Approvals

- The subdivision is not approved to be staged, and separate planning approval may be required if staging is sought.

- All stormwater management measures and designs on the endorsed plans and documents, together with any related permit condition, constitutes General Managers consent under section 14 of the *Urban Drainage Act 2013*.

- This permit does not imply that any other approval required under any other by-law or legislation has been granted.

- A Notice of Intention to Carry Out Work can be obtained by completing the form available at https://www.sorell.tas.gov.au/notice-of-intention-to-carry-out-work
- TasNetworks must be informed when the development works are to commence given the proximity to the substation buffer, infrastructure and the existence of easements covering the land.

- Prior to undertaking any works in the State Road reserve, a Works Permit is required from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935. *Advice: Application for permits can be found at https://www.transport.tas.gov.au/roads_and_traffic_manageme*

nt/permits_ and_ bookings or contact permits@stategrowth.tas.gov.au.

- Prior to undertaking any works in the State Road reserve, a Works Permit is required from the Department of State Growth in accordance with Section 17B of the Roads and Jetties Act 1935 to concentrate and discharge drainage to the State Road reserve.
  Advice: For further information please visit https://www.transport.tas.gov.au/road_permits/permits_and_bookings/stormwater_discharge or contact roadassets.utilities@stategrowth.tas.gov.au.

Generally

- Requirements for works or other outcomes to the satisfaction of the General Manager will be delegated to the appropriate officer for determination.

- All engineering related queries should be directed to the Development Engineer. The Council General Manager has delegated functions relevant to the permit to the Development Engineer.

- Sealing of a final plan of survey is subject to a prescribed Council fee at the date of lodgment of the final plan or survey. Land Title Office fees must be paid directly to the Recorder of Titles.

- The final plan of survey is inclusive of any schedule of easement and Part 5 Agreement.

- The final plan of survey will not be sealed until all works required by this permit are complete. On lodgment of the final plan of survey, inspections will be undertaken, unless otherwise advised by the developer, and additional inspection fees will apply to incomplete or substandard works.

Street Naming

- The developer may suggest street names. Suggestions should be received three months prior to sealing the final plan of survey and be made in writing to the General Manager. Street names must be consistent with Tasmanian Place Naming Guidelines, May 2021. Please refer to https://nre.tas.gov.au/land-tasmania/place-naming-in-tasmania

You may appeal against the above conditions, any such appeal must be lodged within fourteen (14) days of service of this notice to TASCAT, 38 Barrack Street Hobart 7000 Ph: (03) 6165 6790 or email resourceplanning@tascat.tas.gov.au

27/2026 LARKINS / NICHOLS

"That the recommendation be accepted."

An amended motion was moved to insert an additional condition (2).

RECOMMENDATION

2. No works are to occur west of the proposed road in the road reserve that forms part of 47 Cole Street, Sorell.

28/2026 REED / NICHOLS

The amended motion was put.

For: Gatehouse, Larkins, Nichols, Shaw and Reed

Against: None

The amendment was **CARRIED.**

The recommendation as amended was put.

For: Gatehouse, Larkins, Nichols, Shaw and Reed

Against: None

The motion was **CARRIED.**

5.3 5.2025.340.1 – DWELLING AT 4 OCHRE COURT, DODGES FERRY

Applicant:	Paul Wakelam Architect
Proposal:	Dwelling and Outbuilding
Site Address:	4 Ochre Court, Dodges Ferry CT 187805/7
Planning Scheme:	Tasmanian Planning Scheme (Sorell LPS)
Application Status	Discretionary
Relevant Legislation:	Section 57 of the Land *Use Planning and Approvals Act 1993 (LUPAA)*
Reason for SPA meeting:	More than one representation received.

Relevant Zone:	10.0 Low Density Residential	
Proposed Use:	Discretionary Use	
Applicable Overlay(s):	Airport obstacle limitation area	
Applicable Codes(s):	C2.0 Parking and Sustainable Transport Code C16.0 Safeguarding of Airports Code SOR-S2.0 Southern Beaches On-site Waste Water and Stormwater Management Plan	
Valid Application Date:	11 December 2025	
Decision Due:	21 July 2026	
Discretion(s):	1	Clause 10.4.3(P2), setback
	2	SOR-S2.7.1(P1), on-site waste water
Representation(s):	Four	

RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* Council resolve that Planning Application 5.2025.340.1 for a dwelling and outbuilding at 4 Ochre Court, Dodges Ferry be approved, subject to the following conditions:

1. Except where modified by a condition of this permit, the use and development must be substantially in accordance with the endorsed plans and documents:

   (a) P3 (building designs prepared by Paul Wakelam Architect dated 1 April 2025)
   (b) P3 (geotechnical assessment prepared by Rock Solid Geotechnics dated 13 March 2026)

2. Prior to the issue of a building permit or a certificate of likely compliance (CLC) for building works, amended plans showing modification to the northeast-facing kitchen window (W12) to reduce the height of the window to 900mm and having a minimum sill height of 1500mm above the finished floor level must be submitted to the satisfaction of Council's Manager Planning or delegate. When approved, the plans will form part of the permit.

3. The outbuilding is to be used for residential storage purposes only and not to be used for commercial purposes.

4. The internal driveway including areas set aside for vehicle parking and manoeuvring must:

   (a) be a minimum carriageway width of 4 m wide;

(b) be constructed with a durable all-weather pavement;
(c) have a gravel surface that is designed, constructed and maintained to avoid sedimentation or erosion or excess dust; and
(d) be drained to a legal point of discharge or retain runoff onsite such that stormwater is not concentrated onto adjoining properties

5. Prior first use, at least two car parking spaces must be provided on site. Any external space used for parking must:

   (a) be at least 5.4m long and 2.6m wide with an additional 0.3m clearance from any nearby wall, fence or other obstruction; and
   (b) have a maximum gradient of 1 in 20 (5%) measured parallel to the angle of parking and 1 in 16 (6.25%) in any other direction.

6. At least 120m^2 of land must be reserved on-site for wastewater treatment which is located at least 10m from the downslope boundary and 1.5m from all other boundaries.

7. Driveways, parking areas, impervious sealing and buildings are not permitted in the area reserved for wastewater treatment.

8. An aerated wastewater treatment system (or equivalent) must be used for wastewater treatment, which discharges into an irrigation area.

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

Legal

- The permit does not take effect until 15 days after the date that this permit was served on you as the applicant and each representor provided that no appeal is lodged as provided by s53 of the Land Use Planning and Approvals Act 1993.

- This planning approval shall lapse at the expiration of two (2) years from the date on which this permit became valid, if the permit is not substantially commenced. At the discretion of the Planning Authority, the expiration date may be extended for a further two (2) years on two separate occasions for a total of six (6) years. Once lapsed, a new application will be required.

Asset Protection

- In accordance with the *Local Highway Bylaw 2 of 2015*, the owner is required to repair any damage to any Council infrastructure caused during construction.

- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

Other Approvals

- All stormwater management measures and designs on the endorsed plans and documents, together with any related permit condition, constitutes General Managers consent under section 14 of the *Urban Drainage Act 2013*.

- This permit does not imply that any other approval required under any other by-law or legislation has been granted.

- Separate building and plumbing approval may be required prior to the commencement of the development/use.

General

- This permit does not grant approval for the use of the outbuilding as a dwelling. The outbuilding may, however, be used as a temporary dwelling for the duration of the construction of the main dwelling.

You may appeal against the above conditions, any such appeal must be lodged within fourteen (14) days of service of this notice to TASCAT, 38 Barrack Street Hobart 7000 Ph: (03) 6165 6790 or email resourceplanning@tascat.tas.gov.au

29/2026 LARKINS / SHAW

"That the recommendation be accepted."

The motion was put.

For: Gatehouse, Larkins, Nichols, Shaw and Reed

Against: None

The motion was **CARRIED.**

5.4 PLANNING SCHEME AMENDMENT – AM-SOR-5-2026-206-1 – BOOMER BAY

Applicant:	Sorell Council
Proposal:	Section 40F – Rezone Utilities to Open Space
Site Address:	Lot 1 Craigs Hill Road, Boomer Bay, 7177, (CT 215565/1)
Planning Scheme:	*Tasmanian Planning Scheme Sorell (TPS-S)*
Relevant Legislation:	Part 3B of the Land *Use Planning and Approvals Act 1993 (LUPAA)*
Reason for SPA meeting:	No delegated authority for a planning scheme amendment

Relevant Zone:	Utilities
Proposed Zone:	Open Space
Representation(s):	Not Applicable

RECOMMENDATION

(a) That pursuant to Section 40D(a) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority prepare Amendment AM-SOR-5-2026-206-1 to the Sorell Local Provisions Schedule for land at Lot 1 Craigs Hill Road, Boomer Bay (CT215565/1) to rezone part to Open Space Zone (as set out in attachment 1 to the report).

(b) That pursuant to Section 40 *and Use Planning and Approvals Act 1993,* AM-SOR-5-2026-206-1is certified as meeting the LPS criteria.

(c) That in accordance with Section 40G of the *Land Use Planning and Approvals Act 1993*, the Planning Authority places the amendment on public exhibition for a period of 28 days

30/2026 NICHOLS / REED

"That the recommendation be accepted."

The motion was put.

For: Gatehouse, Larkins, Nichols, Shaw and Reed

Against: None

The motion was **CARRIED.**

Meeting closed at 5.33pm

MAYOR GATEHOUSE
CHAIRPERSON
14 JULY 2026

TASMANIAN PLANNING SCHEME - SORELL

PLANNING SCHEME AMENDMENT

AM-SOR-5-2026-206-1

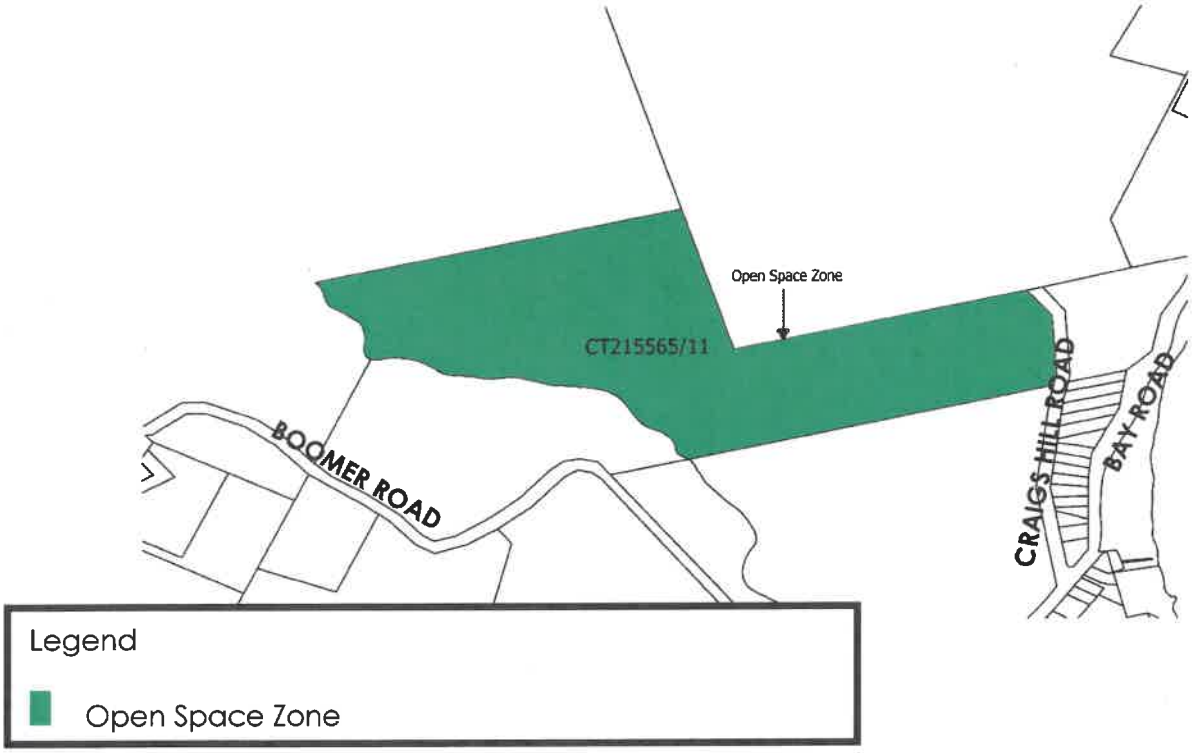
Pursuant to the Land Use Planning and Approvals Act 1993

Location

Lot 1 Craigs Hill Road, Boomer Bay (C T215565/1)

Description

Apply the Open Space Zone to the site as indicated below



The Common Seal of the Sorell Council has been hereunto Duly affixed in the presence of:	Chief Executive Officer Date: 20 July 2026