

Public Notification of Application for Planning Permit

Land Use Planning and Approvals Act 1993

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The Application will only be available until the conclusion of the public notification period.

For help finding the property and zoning information in Circular Head the following link can be used to the Land Information System Tasmania (the LIST).

http://maps.thelist.tas.gov.au/listmap/app/list/map?bookmarkId=18634#.U-1DpC_Bd8l.email

For the Tasmanian Planning Scheme – Circular Head please see

<https://www.planning.tas.gov.au/other-resources/Tasmanian-planning-scheme>

Application documents are available below.

APPLICATION FOR PLANNING PERMIT

(s.57(3) Land Use Planning and Approvals Act 1993)

Tasmanian Planning Scheme – Circular Head

Application No	SA 2024/001
Location	Lot 3 & 4 John Street, Smithton & Rocklyn Road, Smithton
Applicant/Owner	Woolcott Surveys / Rancho Six Pty Ltd
Use Class	Subdivision
Proposal	Subdivision (2 lots into 43 lots including balance lot)
Discretionary Matter	8.6.1 (P2, P4) Lot Design, 8.6.2 (P1) Roads, 20.5.1 (P1) Lot Design, C3.5.1 (P1) Traffic generation at a vehicle crossing, level crossing or new junction, C9.6.1 (P1) Lot design

Application(s) may be viewed during office hours at the Council Office, 33 Goldie St, Smithton till the date listed below. In accordance with s.**57(5)** of the Act, any person may make written representation to the General Manager, PO Box 348 SMITHTON 7330 or council@circularhead.tas.gov.au and be received by 5.00pm 13/05/2024.

Vanessa Adams

GENERAL MANAGER

Ph: 03 6452 4800

www.circularhead.tas.gov.au





33 Goldie Street
 PO Box 348
 SMITHTON TAS 7330
 council@circularhead.tas.gov.au
 (03) 6452 4800
 www.circularhead.tas.gov.au

APPLICATION FOR PERMIT
LAND USE PLANNING AND APPROVALS ACT 1993
Tasmanian Planning Scheme – Circular Head

Office Use: Date Received: **02/01/2023** Application No: **SA 2024/001** PID: 3477904 & 9688025

To: Planning Authority Circular Head Council PO Box 348 SMITHTON TAS 7330

DETAILS OF PROPOSED DEVELOPMENT OR USE

Address: Lot 3 John Street, Smithton TAS 7330	
Lot 3 Rocklyn Road, Smithton TAS 7330	Postcode:
Lot No:	Certificate of Title No: 172314/3 & 172314/4 103217/3

Description

The proposal involves subdividing the land in two stages into 45 lots, with 42 residential lots and two road lots. The lots cover the entire existing parcel 172314/3 and a portion of 172314/4 within the General Residential Zone (GRZ). The remaining part of 172314/4 will become a Rural-zoned balance lot.

Includes:

<input type="checkbox"/>	New Use/Change of use
<input checked="" type="checkbox"/>	Subdivision
<input type="checkbox"/>	New Buildings
<input type="checkbox"/>	Alterations
<input type="checkbox"/>	Demolition

Value of work (Inc GST)	\$ 2.94m	<input type="checkbox"/> Contract Price	<input type="checkbox"/> Estimate
Existing Use of Site:	Vacant land		

APPLICANT / OWNER DETAILS

Please note that all applicants need to sign this form. If the application is by an owner, all title owners listed on the title need to be on the form and sign this form.

Applicant(s): Woolcott Surveys

Address: PO Box 593 Mowbray Heights
 Postcode: 7248

Email: planning@woolcottsurveys.com.au Phone: 6332 3760 Mobile:

Applicant owns the property (Tick if Yes – If No then complete the owner details below)

Owner(s): RANCHO SIX PTY LTD

Address: 6 TURNER CT WODONGA VIC
 Postcode: 3690

Email: Phone: Mobile:

Applicant(s) listed above declare that the owner(s) of the property have been notified of the intention to make this application.

Signed By:  Date: 20/12/23

COUNCIL OR CROWN LAND

Must be signed if Council or Crown Land and accompanied with a letter of permission and a copy of delegation.

Signed By: Date:

Minister (or delegate) of the responsible State Department or General Manager (or delegate)



DESIGNER DETAILS

Designer Name:		Category:
Address:		
		Postcode:
Email:	Phone:	Mobile:
Accreditation No:		

DOCUMENTS AND CERTIFICATES PROVIDED

The following specified documents and certificates are provided with this application together with any necessary information to demonstrate compliance with applicable provision of the planning scheme. A separate checklist is available from Council. The Planning Scheme provisions can be viewed at www.iplan.tas.gov.au OR <https://iplan.tas.gov.au/pages/plan/book.aspx?exhibit=tpscir> follow the links through to Circular Head

	<i>Document or Certificate Description</i>	<i>Prepared By</i>
<input type="checkbox"/>	Full copy of the current Certificate of Title including plan and any schedule of easements	
<input type="checkbox"/>	A full description of the proposed use or development and	
<input type="checkbox"/>	A description of how the proposed use or development will operate	
<input type="checkbox"/>	All applicable information listed in clause 6.1.3 including: Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200	

LISTED REPORTS, PLANS AND SUPPORTING INFORMATION ACCOMPANYING THIS APPLICATION

	Planning Supporting Report	
	Annexure 2 – Subdivision proposal plan	
	Annexure 3 – Civil services plan	
	Annexure 4 – Bushfire hazard assessment	

Copyright Authority: Unless a written refusal of authority to copy documents relating to this application is provided, the Council and the Crown (Tasmanian State Government) departments and agencies may provide a partial or complete copy of any documents relating to this application, to any person for the purpose of assessment. Notwithstanding this these documents may be displayed publicly in accordance with the provisions of the Land Use Planning and Approvals Act 1993, including display on a website.

DECLARATION

I/We declare the information and details supplied in this application are a true and accurate description of the proposed development.

I/We hereby give/have arranged permission for Council Officers to enter the property to conduct inspections for this application.

Applicant(s): **Woolcott Surveys**

Signed:

Date: 20 December 2023

Please Note: All applicants need to sign this form. If the application is by an owner, all title owners listed on the title need to be on the form and to sign this form.

Privacy Statement

The personal information on this form is required by Council for building purposes under the Land Use Planning and Approvals Act 1993. We will only use your personal information for this and related purposes. If this information is not provided, we may not be able to deal with this matter. You may access and/or amend or personal information at any time. How we use this information is explained in our Privacy Policy, which is available at www.circularhead.tas.gov.au or at the Council office.

SEARCH OF TORRENS TITLE

VOLUME 172314	FOLIO 3
EDITION 3	DATE OF ISSUE 13-Oct-2020

SEARCH DATE : 29-Nov-2023

SEARCH TIME : 07.43 AM

DESCRIPTION OF LAND

Town of SMITHTON

Lot 3 on Sealed Plan 172314

Derivation : Part of Lot 9960, 36 Acres Gtd. to David John &

Part of Lot 12655, 33 Acres Gtd. to David John

Prior CT 34940/1

SCHEDULE 1

M846594 TRANSFER to RANCHO SIX PTY LTD Registered
13-Oct-2020 at noon

SCHEDULE 2

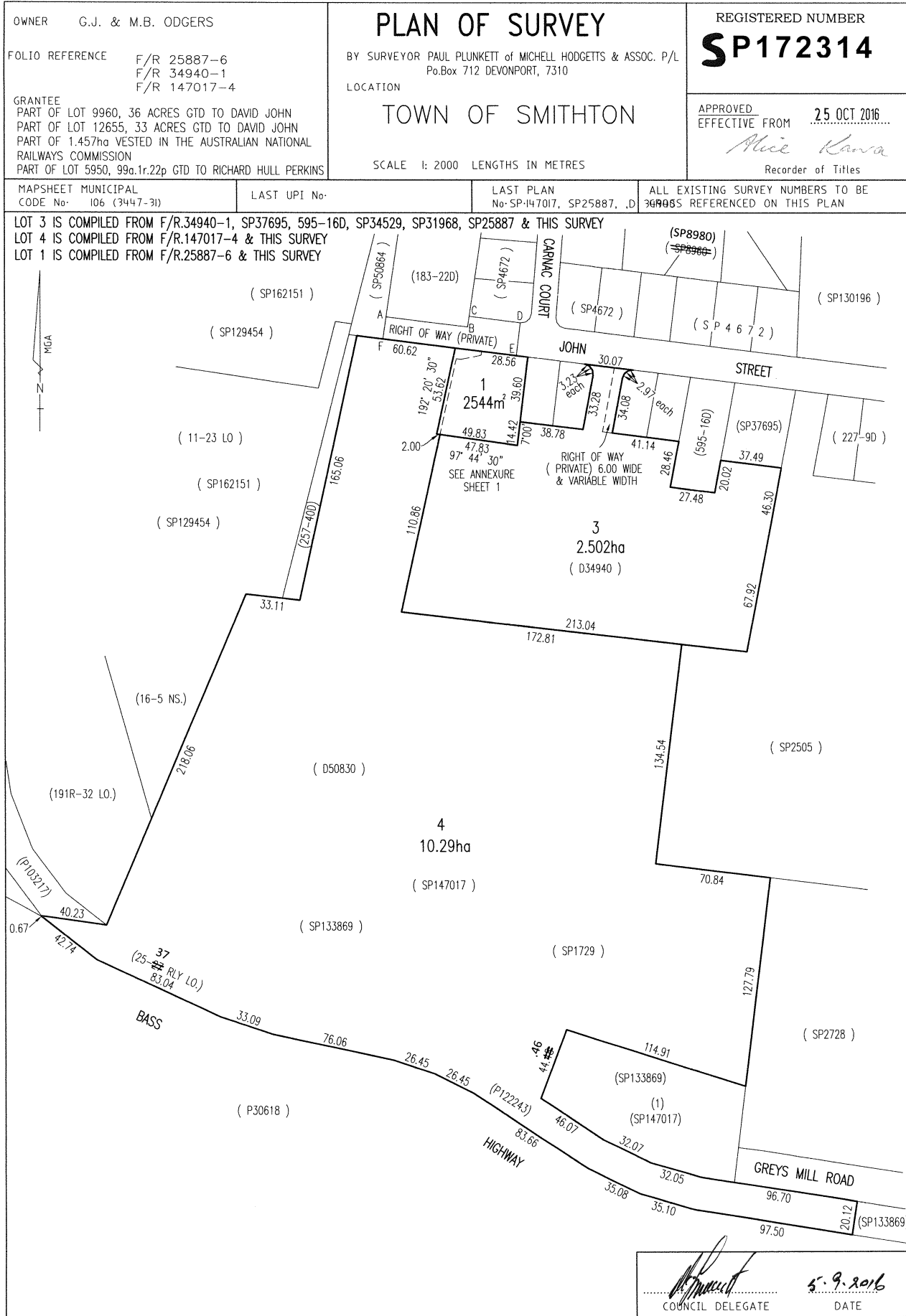
Reservations and conditions in the Crown Grant if any

SP172314 EASEMENTS in Schedule of Easements

SP172314 FENCING PROVISION in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 172314

PAGE 1 OF 2 PAGES

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

The portion of lot 1 marked "HJKLMN" is together with a right of carriageway over the land marked RIGHT OF WAY (PRIVATE) "ABCDEF" on the plan

Lot 3 is subject to a right of carriageway (appurtenant to lot 3 on Sealed Plan 34529) over the land marked RIGHT OF WAY (PRIVATE) 6.00 WIDE & VARIABLE WIDTH passing through that lot on the plan

FENCING PROVISION

In respect to the lots on the plan the vendor (Margaret Beatrice Odgers) shall not be required to fence

Signed by the said MARGARET BEATRICE ODGERS being the)
 registered proprietor of Folio 25887/6, Folio 34940/1 &) *M. B. Odgers.*
 Folio 147017/4 in the presence of)
 Witness:)
 Full name: Denise Yvonne Morgan
 Address: 33 Smith Street
 Smithton
 Law Clerk

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: M B ODGERS	PLAN SEALED BY: CIRCULAR HEAD COUNCIL
FOLIO REF: 25887/6, 34940/1 & 147017/4	DATE: 18 April 2016
SOLICITOR: BARTLETTS	DA 2015/029
	REF NO. <i>[Signature]</i> Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

SEARCH OF TORRENS TITLE

VOLUME 172314	FOLIO 4
EDITION 3	DATE OF ISSUE 13-Oct-2020

SEARCH DATE : 29-Nov-2023

SEARCH TIME : 07.44 AM

DESCRIPTION OF LAND

Town of SMITHTON
 Lot 4 on Sealed Plan 172314
 Derivation : Part of Lot 9960, 36 Acres Gtd. to David John,
 Part of Lot 12655, 33 Acres Gtd. to David John, Part of 1.
 457ha vested in the Australian National Railways Commission &
 Part of Lot 5950, 99A-1R-22P Gtd. to Richard Hull Perkins
 Prior CT 147017/4

SCHEDULE 1

M846594 TRANSFER to RANCHO SIX PTY LTD Registered
 13-Oct-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP172314 FENCING PROVISION in Schedule of Easements
 SP133869 FENCING COVENANT in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

<p>OWNER G.J. & M.B. ODGERS</p> <p>FOLIO REFERENCE F/R 25887-6 F/R 34940-1 F/R 147017-4</p> <p>GRANTEE PART OF LOT 9960, 36 ACRES GTD TO DAVID JOHN PART OF LOT 12655, 33 ACRES GTD TO DAVID JOHN PART OF 1.457ha VESTED IN THE AUSTRALIAN NATIONAL RAILWAYS COMMISSION PART OF LOT 5950, 99a.1r.22p GTD TO RICHARD HULL PERKINS</p>	<p>PLAN OF SURVEY</p> <p>BY SURVEYOR PAUL PLUNKETT of MICHELL HODGETTS & ASSOC. P/L Po.Box 712 DEVONPORT, 7310</p> <p>LOCATION</p> <p>TOWN OF SMITHTON</p> <p>SCALE 1: 2000 LENGTHS IN METRES</p>	<p>REGISTERED NUMBER</p> <p>SP172314</p> <p>APPROVED EFFECTIVE FROM 25 OCT 2016</p> <p><i>Mick Kawa</i> Recorder of Titles</p>	
<p>MAPSHEET MUNICIPAL CODE No. 106 (3447-31)</p>	<p>LAST UPI No.</p>	<p>LAST PLAN No. SP-147017, SP25887, .D</p>	<p>ALL EXISTING SURVEY NUMBERS TO BE REFERENCED ON THIS PLAN</p>
<p>LOT 3 IS COMPILED FROM F/R.34940-1, SP37695, 595-16D, SP34529, SP31968, SP25887 & THIS SURVEY LOT 4 IS COMPILED FROM F/R.147017-4 & THIS SURVEY LOT 1 IS COMPILED FROM F/R.25887-6 & THIS SURVEY</p>			
<p><i>[Signature]</i> COUNCIL DELEGATE</p>			<p>5.9.2016 DATE</p>



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 172314

PAGE 1 OF 2 PAGES

EASEMENTS AND PROFITS

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Signed by the said MARGARET BEATRICE ODGERS being the)
 registered proprietor of Folio 25887/6, Folio 34940/1 &) *M. B. Odgers.*
 Folio 147017/4 in the presence of)
 Witness: *[Signature]*)
 Full name: Denise Yvonne Morgan
 Address: 33 Smith Street
 Smithton
 Law Clerk

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: M B ODGERS	PLAN SEALED BY: CIRCULAR HEAD COUNCIL
FOLIO REF: 25887/6, 34940/1 & 147017/4	DATE: 18 April 2016
SOLICITOR: BARTLETTS	DA 2015/029
	REF NO. <i>[Signature]</i> Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

SEARCH OF TORRENS TITLE

VOLUME 103217	FOLIO 3
EDITION 8	DATE OF ISSUE 03-Oct-2023

SEARCH DATE : 01-Dec-2023

SEARCH TIME : 08.57 AM

DESCRIPTION OF LAND

Town of SMITHTON
 Lot 3 on Plan 103217
 Derivation : Whole of 6665m2 Vested in The Australian National
 Railways Commission
 Derived from A12561

SCHEDULE 1

N153724 TRANSFER to RANCHO SIX PTY LTD Registered
 03-Oct-2023 at 12.01 PM

SCHEDULE 2

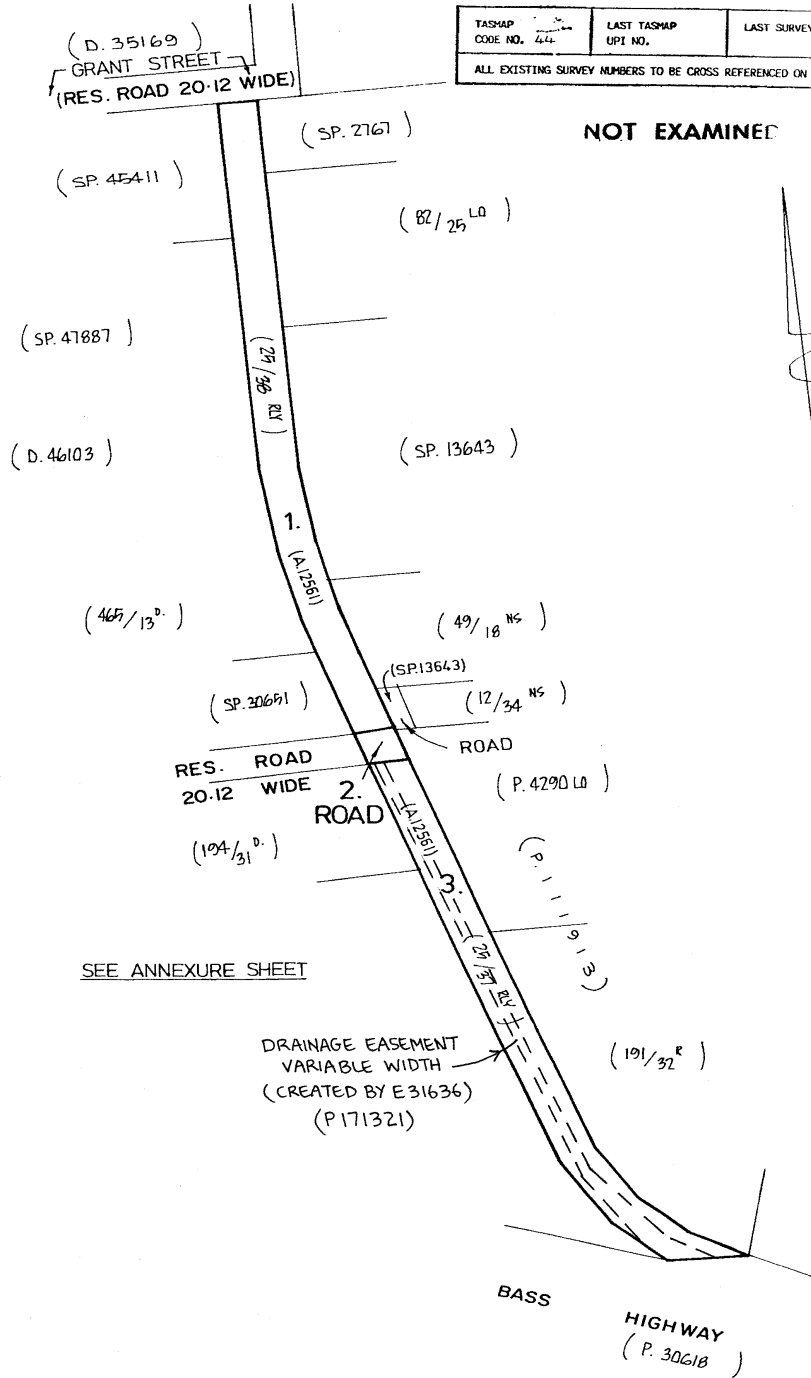
Reservations and conditions in the Crown Grant if any
 E31636 BURDENING EASEMENT: a Right of Drainage in favour of
 Tasmanian Water and Sewerage Corporation Pty Ltd over
 the land marked Drainage Easement Variable Width on
 Plan 103217 Registered 18-Jul-2016 at noon
 B738897 PROCLAMATION under Section 52A of the Roads and
 Jetties Act 1935 Registered 10-May-1995 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: AUSTRALIAN NATIONAL RAILWAYS COMM.	PLAN OF SURVEY by Surveyor.....K. TURNOUR of land situated in the	REGISTERED NUMBER P 103217
Title Reference: A.12561	TOWN OF SMITHTON	Approved 27 MAY 1995 Effective from: <i>Michael Olin</i> Recorder of Titles
Grantee: WHOLE OF 7241m ² 430m ² + 6665m ² VESTED IN AUSTR. NATIONAL RLYS COMM.	SCALE 1: 2500 MEASUREMENTS IN METRES	

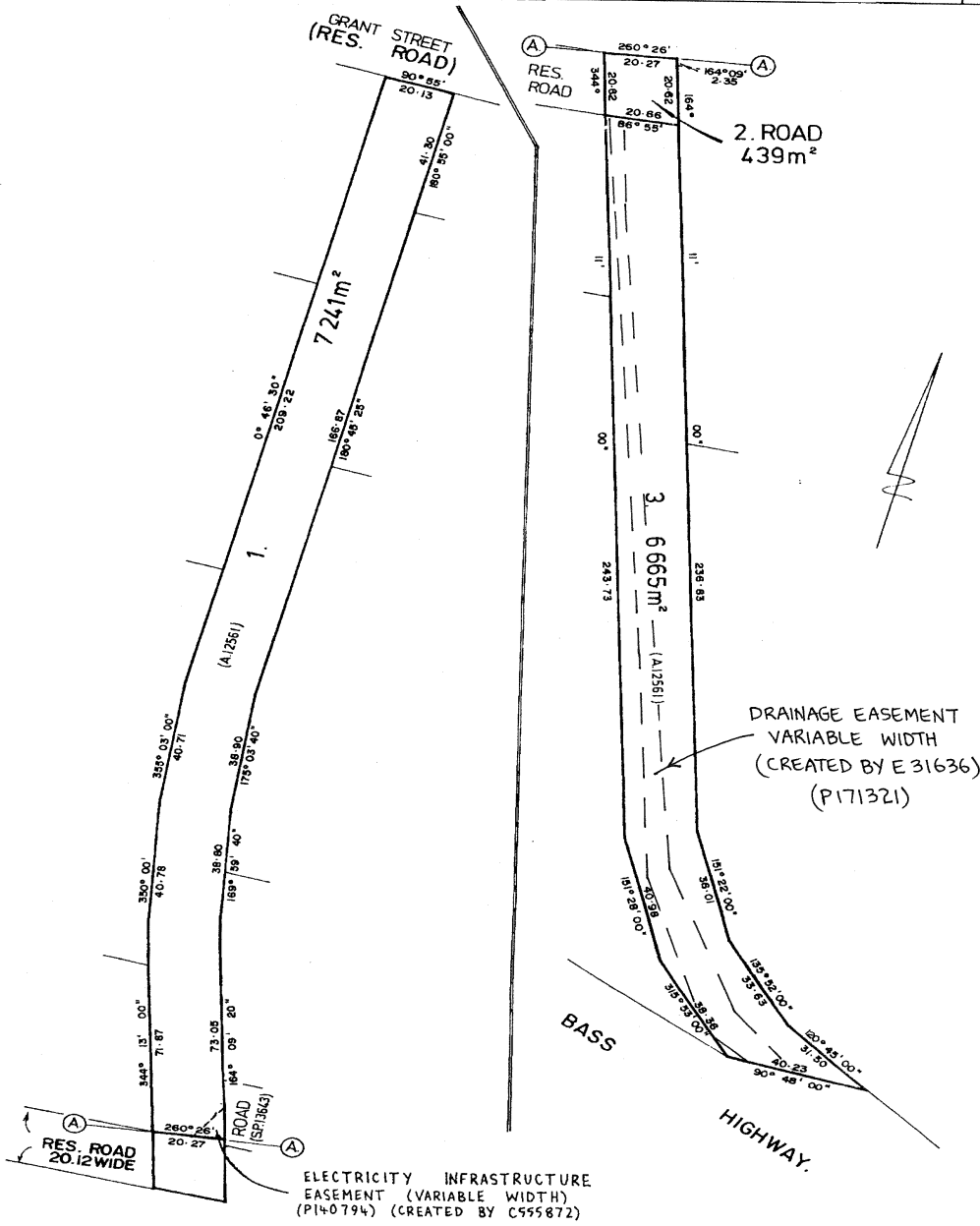
TASHAP CODE NO. 44	LAST TASHAP UPI NO.	LAST SURVEY PLAN NO.
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



S 245/024

2-1109

<p>ANNEXURE SHEET No. 1 (of 1 annexures) to plan by Surveyor</p>	<p>This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 1-2-22 and that certificate extends to the detail shown on this sheet.</p>	<p>Registered Number: P 103217</p>
<p>Signed for the purposes of identification</p>	<p>Surveyor</p>	<p>Scale 1:1500</p>
<p>Council Clerk</p>	<p>Owner: AUST. NATIONAL RAILWAYS COMM. Title Reference: A.12561</p>	<p>Measurements in Metres</p>





WOOLCOTT SURVEYS



**EAST COAST
SURVEYING**
CONSULTING SURVEYORS
& LAND PLANNERS

PLANNING SUPPORTING REPORT

Application for subdivision (44 lots and balance lot over 2 stages)

Lots 3 & 4 John Street SMITHTON

December 2023

Job Number: L230910

Prepared by: Michelle Schleiger (michelle@woolcottsurveys.com.au)
Town Planner

Reviewed by: James Stewart (james@woolcottsurveys.com.au)
Senior Planner

Rev. no	Description	Date
1	Draft	28 November 2023
2	Review	20 December 2023
3	RFI	23 January 2023
4	Review	18 March 2024

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Launceston | St Helens | Hobart

woolcottsurveys.com.au

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1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the Land Use Planning and Approval Act 1993.

Proposal
Subdivision of the land to 42 residential lots and balance lot; 2 road lots; 1 balance lot - staged over 2 stages

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Proposal Plan	Woolcott Surveys
Bushfire hazard assessment	Woolcott Surveys
Civil design	CSE Tasmania Pty Ltd

2. Subject site and proposal

2.1 Site details

Address	Lot 3 John Street, Smithton TAS 7330 <i>Lot 3 Rocklyn Road, Smithton TAS 7330</i>
Property ID	3477904 9688025
Title	172314/3 & 172314/4 <i>103217/3</i>
Land area	2.5.2ha & 10.29ha <i>6665m²</i>
Planning Authority	Circular Head Council
Easement	Right of way <i>Drainage</i>
Application status	Discretionary application
Existing Access	From John Street – sealed Council road <i>From Rocklyn Road – sealed Council road</i>
Zone	General Residential & Rural
General Overlay	None

Code Overlay/s	Airport obstacle limitation area Bushfire-prone areas Low landslip hazard band Priority vegetation area
Existing development	Vacant land
Existing services and infrastructure	
Water	Serviced
Sewer	Serviced
Stormwater	Roadside open drain – Bass Highway

2.2 The Proposal

The proposal is for a subdivision of the land. The proposal creates 42 residential lots with two road lots. The 42 lots are over the entire existing parcel, 172314/3 and a part of the parcel 172314/4, defined by the zone boundary for General Residential Zone (GRZ). The remainder of 172314/4 will form a balance lot that is zoned Rural. The subdivision is proposed over 2 Stages.

The site is dual zoned but the development of residential lots will be confined to the GRZ. The only overlay in the GRZ development area is the Bushfire-prone areas overlay and Airport obstacle limitation area overlay.

Stage	Lot #	Development
1	1-18 & 40-42	Road lot (partial) from John Street
2	19-39 Balance	Road lot (extension).

Further details are provided on the plans at Annexure 2 and Annexure 3.

2.3 Site description

The subject site comprises two adjoining lots and an access lot from Rocklyn Road that adjoins at the south west corner of CT.172314/4. The subject site has road access from John Street at the north and is bound by Bass Highway at the south. The east and west boundaries adjoin private lots.

The north and west of the site are generally zoned residential and to the south is generally zoned Rural. Industrial land occupies the eastern surrounding area.

The site is elevated to the surrounding area and has a southern downward slope, toward Bass Highway; Coventry Creek is located on the land south of Bass Highway.

The main thoroughfare of Smith Street is located approximately 1.3km north of the subject site.

2.4 Images



Figure 1 Aerial view of the subject site (Source: LISTMap)



Figure 2 John St from site access facing west



Figure 3 John St from site access facing east



Figure 4 Site access facing north



Figure 5 From subject site looking east



Figure 6 From subject site looking south east



Figure 7 From subject site looking south



Figure 8 From subject site looking south to Bass Hwy



Figure 9 From north boundary of Lot 4 looking SW

3. Planning Assessment

3.1 Zoning and overlays

The site is zoned General Residential under the scheme.

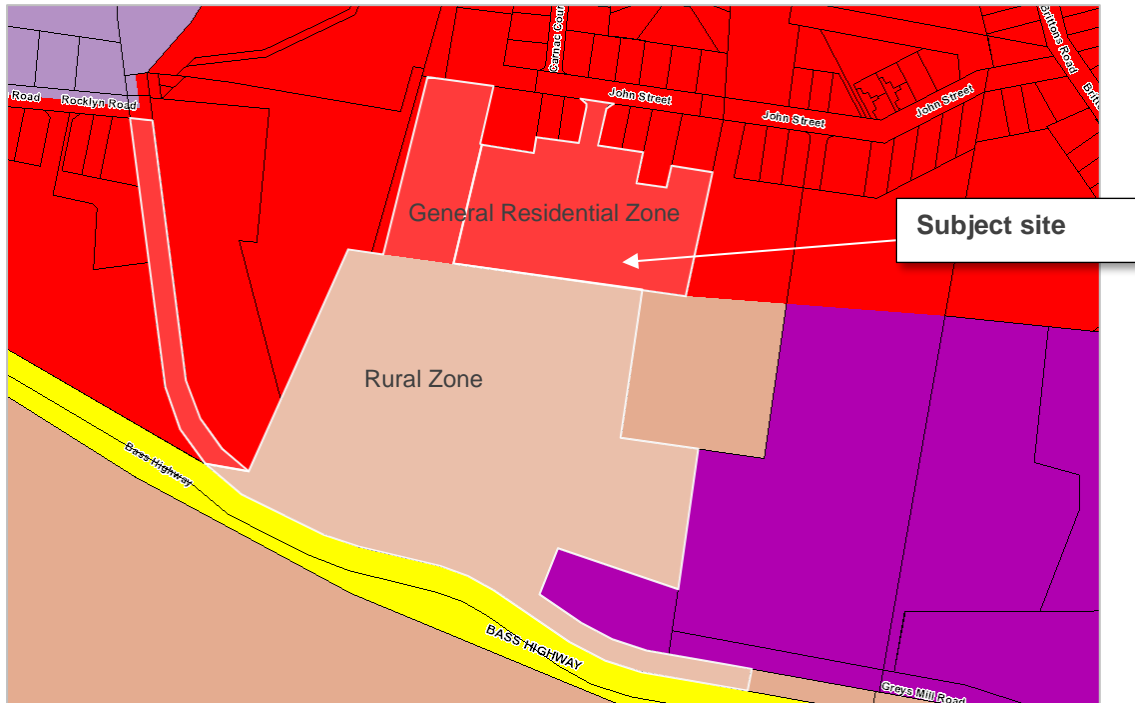


Figure 10 Zoning of the subject site and surrounding area (Source: LISTMap)

The subject site is affected by the Bushfire prone areas overlay (hatched area); Airport obstacle limitation area; Low landslip hazard band; and Priority vegetation area.

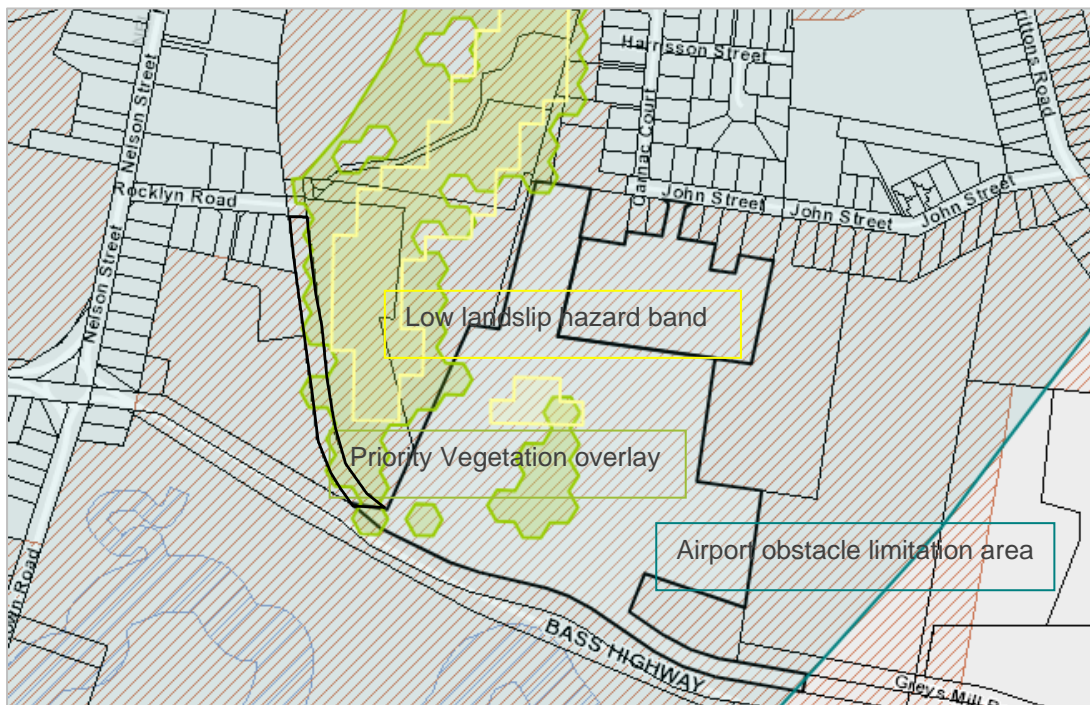


Figure 11 Overlays affecting the subject site (Source: LISTMap)

4. Planning Scheme Zone Assessment

4.1 Zone assessment

7.10 Development not Required to be Categorised into a Use Class

7.10.1 An application for development that is not required to be categorised into one of the Use Classes under subclause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under subclause 7.3.1, may be approved at the discretion of the planning authority.

6.2.6 Notwithstanding subclause 6.2.1 of this planning scheme, development which is for subdivision, a sign, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.

Response

The proposed subdivision does not need to be categorised into a use class. The subdivision is consistent with the purpose of the zone.

8.0 General Residential Zone

8.1 Zone Purpose

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

8.6 Development Standards for Subdivision

8.6.1 Lot design

Objective	
<p>That each lot:</p> <ul style="list-style-type: none"> a) has an area and dimensions appropriate for use and development in the zone; b) is provided with appropriate access to a road; c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and d) is orientated to provide solar access for future dwellings. 	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision,	P1 Each lot, or a lot proposed in a plan of

<p>must:</p> <ul style="list-style-type: none"> a) have an area of not less than 450m² and: <ul style="list-style-type: none"> i. be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 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 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; b) be required for public use by the Crown, a council or a State authority; c) be required for the provision of Utilities; or d) be for the consolidation of a lot with another lot provided each lot is within the same zone. 	<p>subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> 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) the presence of any natural hazards; e) adequate provision of private open space; and f) the pattern of development existing on established properties in the area.
--	--

Response

A1 The acceptable solution is achieved.

Each lot meets the minimum area of 450m².

Each lot has sufficient dimensions to allow an area of 10m x 15m with setbacks applicable under 8.4.2, allowing for easements. The gradient is compliant ranging from 50mAHD to 60mAHD over 270m+-.

Easements are proposed to be placed over any existing and proposed services infrastructure (proposed Lots 1 and 2). The Plan provided at Annexure 3 (Preliminary Lot Layout Plan) shows proposed services and easements.

<p>A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.</p>	<p>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:</p> <ul style="list-style-type: none"> 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.
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Response

- P1 The performance criteria are addressed. There are several internal lots and lots with frontage of less than 12m.
- a. Lots 5, 6, 8, 9, 10, 12, 13, 16, 17, 20, 21, 24, 25, 26, 27, 28, 31, 32, 33 will have frontage of 3.6m or more, either as an access strip, or reduced frontage due to the position of the frontage to the road.
 - b. No lots will require a right of way, each will have direct and sole access.
 - c. There are no topographical challenges to site access within the GRZ section of land. Development is confined to this section of appropriate zoning and avoids potential topographical challenges to residential development.
 - d. All residential lots will have clear and direct access via the frontage to the new road.
 - e. Manoeuvring space on site is considered and each proposed lot has adequate area to accommodate vehicles. The lots are larger than the minimum area for the zone so normal residential development is assumed possible.
 - f. The surrounding area is not densely populated but examples of internal lots can be seen at Carnac Court, Harrison Street and number 10 and 12 John Street. Strata lots are also evident in the area, contributing to the pattern of development of dwellings set behind each other from the road.
- All proposed frontage is minimum 3.6m wide.

<p>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.</p>	<p>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:</p> <ul style="list-style-type: none"> 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

A3 The acceptable solution is achieved. Vehicular access can be made to each lot.

<p>A4 Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</p>	<p>P4 Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> a) the size, shape and orientation of the lots; b) the topography of the site; c) the extent of overshadowing from adjoining properties; d) any development on the site; e) the location of roads and access to lots;
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	and f) the existing pattern of subdivision in the area.
--	--

Response

P4 The performance criteria are addressed. The existing dimensions of the subject site and the GRZ zoned area constrain to some extent the orientation of the lots. The access point from John Street is existing and controls the development to a degree, as no other road access is feasible.

- a. All lots exceed minimum lots size and are dimensioned to allow sufficient setbacks for dwellings.
- b. The topography of the site creates no challenge to suitable dwelling development with solar access.
- c. All lots can allow sufficient setbacks from adjoining boundaries. Existing dwellings with any proximity to the site are to the north, but with sufficient distance to boundaries to not cause overshadowing. Number 35 John Street has a large shed at the rear of the lot that may cause shadows to proposed lots 35, 37 and 38 over the course of the day, however, the shadow will move and not cause an unreasonable impact.
- d. There is no development of significance on the site.
- e. The existing road stub from John Street largely determines the access arrangements. The limited extent of John Street at the western end means that additional road frontage at the western end of the front boundary cannot be developed to a connecting road.



- f. The existing pattern of development in the area is varied – there are many examples of lots that do not have a north-south orientation, specifically on Carnac Court.

8.6.2 Roads

Objective	
That the arrangement of new roads within a subdivision provides for:	
<ul style="list-style-type: none"> a) 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 Solutions	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

	<p>and convenience for vehicles, pedestrians and cyclists, having regard to:</p> <ul style="list-style-type: none"> a) any road network plan adopted by the council; b) the existing and proposed road hierarchy; c) the need for connecting roads and pedestrian and cycling 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 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

- P1 The performance criteria are addressed.
- a. The new road connects to John Street which is a Council maintained road.
 - b. The new road connects to the existing road hierarchy and is appropriate to the local road connection.
 - c. The road is focused toward John Street as the balance lot of the subdivision is not proposed for further for development. A continuation of transport network through this land is undesirable.
 - d. All transport networks available will have connection. John Street has no footpaths on the south side.
 - e. The road connection allows access to services using the existing road network.
 - f. The site is not in proximity to a bus stop, however the site has similar access provision to public transport as the surrounding area.
 - g. The road connects to the existing network at the only point available.
 - h. Not applicable.
 - i. The balance lot is unlikely to be subdivided due to zoning. Access through the balance lot from the subject site and vice versa is likely to create land use conflict as permitted uses, and therefore, transport requirements, would be differentiated and potentially non-compatible.

8.6.3 Services

Objective	
That the subdivision of land provides services for the future use and development of the land.	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	P1 A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to: <ul style="list-style-type: none"> a) flow rates; b) the quality of potable water; c) any existing or proposed infrastructure to provide the water service and its location; d) the topography of the site; and e) any advice from a regulated entity.

Response

A1 The acceptable solution is achieved. There is one existing water meter. All other connections can be made to residential lots.

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 No performance criteria.
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Response

A1 The acceptable solution is achieved. All residential lots can connect to sewer.

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: <ul style="list-style-type: none"> 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

A3 The Acceptable Solution is achieved. All lots can connect to the urban drainage system. The proposed system includes onsite absorption and dispersion to the land in the Rural Zone.

20.0 Rural Zone

20.1 Zone Purpose

20.1.1	To provide for a range of use or development in a rural location: <ul style="list-style-type: none"> a) where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics; b) that requires a rural location for operational reasons; c) is compatible with agricultural use if occurring on agricultural land; d) minimises adverse impacts on surrounding uses.
20.1.2	To minimise conversion of agricultural land for non-agricultural use.
20.1.3	To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements..

The section of land that is zoned Rural is to be subdivided from the GRZ land. No development or further subdivision of the Rural Zone land is proposed.

20.5 Development Standards for Subdivision

20.5.1 Lot design

Objective	
To provide for subdivision that: <ul style="list-style-type: none"> a) relates to public use, irrigation or Utilities; or b) facilitates use and development for allowable uses in the zone. 	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, must: <ul style="list-style-type: none"> 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; c) be for the consolidation of a lot with another lot provided each lot is within the same zone; or d) be not less than 40ha with a frontage of no less than 25m and existing buildings are consistent with the setback and separation distance required by clause 20.4.2 A1 and A2. 	P1 Each lot, or a lot proposed in a plan of subdivision, must: <ul style="list-style-type: none"> a) have sufficient useable area and dimensions suitable for the intended purpose, excluding Residential or Visitor Accommodation, that: <ul style="list-style-type: none"> i. requires the rural location for operational reasons; ii. minimises the conversion of agricultural land for a non-agricultural use; iii. minimises adverse impacts on nonsensitive uses on adjoining properties; and iv. is appropriate for a rural location; or b) be for the excision of an existing dwelling or Visitor Accommodation that satisfies all of the following: <ul style="list-style-type: none"> i. the balance lot provides for the sustainable operation of a Resource Development use, having regard to: <ul style="list-style-type: none"> a. not materially diminishing the agricultural productivity of the land;

	<ul style="list-style-type: none"> b. the capacity of the balance lot for productive agricultural use; and c. any topographical constraints to agricultural use; 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. the existing dwelling or Visitor Accommodation must meet the setbacks required by subclause 20.4.2 A2 or P2 in relation to setbacks to new boundaries; iv. it is demonstrated that the new lot will not unreasonably confine or restrain the operation of any adjoining site used for agricultural use; and c) 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: <ul style="list-style-type: none"> i. the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; ii. the topography of the site; iii. the functionality and useability of the frontage; iv. the anticipated nature of vehicles likely to access the site; v. the ability to manoeuvre vehicles on the site; vi. the ability for emergency services to access the site; and vii. the pattern of development existing on established properties in the area.
--	--

Response

- P1 The performance criteria are addressed. The balance lot is less than 40ha.
- a. The balance lot, that land which is zoned Rural, is equal to 9.375ha. The subdivision as proposed leaves this land as a separate parcel without further subdivision in the zone. There is no use proposed, according to clause 7.10, however, as the amount of Rural zoned land, as a discrete area, does not change, it is assumed that the dimensioned area remains fit for an approved purpose, according to the context of the land. There is no proposal that converts the land, diminishes the agricultural value of the land or creates an impact to surrounding uses, or proposes any purpose that is inappropriate to the location.
 - b. The lot has access to existing frontage (via CT.172314/4) that is sufficient for the intended use, being that no use is proposed.

A2 Each lot, or a lot proposed in a plan of subdivision,	P2 Each lot, or a lot proposed in a plan of
--	---

<p>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</p>	<p>subdivision, is provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> a) the topography of the site; b) the distance between the lot or building area and the carriageway; c) the nature of the road and the traffic, including pedestrians; and d) the pattern of development existing on established properties in the area.
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Response

A1 The acceptable solution is achieved. The Rural lot has existing access provided via CT.172314/4 to Rocklyn Road.

4.2 Code Assessment

The following Codes under the Scheme are considered applicable to this application.

C2.0 Parking and sustainable transport code

C2.5 Use Standards

C2.5.1 Car parking numbers

Response

A1 The acceptable solution is achieved. Each lot can contain two car parking spaces.

C2.6 Development Standards for Buildings and Works

Development is not proposed as a part of this application.

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

P1 The performance criteria are addressed. The new lots require new vehicle crossings, Council consent is required.

- a. It is anticipated that vehicle movements would be 7.4 per lot per day, which is within the acceptable solution.
- b. The nature of the traffic generated is expected to be residential.
- c. The road will be a sealed Council maintained road in a residential area.
- d. The speed limit is 50km/h as standard in a built up residential area.
- e. There are no built alternatives to road access.
- f. Each new lot requires access.
- g. No traffic impact assessment has been prepared.
- h. No advice has been sought due to the considered low impact of the development.

C3.7 Development Standards for Subdivision

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

Not applicable. Bass Highway is more than 50m from the development area boundary.

C7.0 Natural Assets Code

The Priority Vegetation Overlay does not affect the development area.

C9.0 Attenuation Code

C9.2 Application of this Code

C9.2.1 This code applies to:

- (a) activities listed in Tables C9.1 and C9.2;

- (b) sensitive uses; and
- (c) subdivision if it creates a lot where a sensitive use could be established, within an attenuation area.

Response

Please refer to Annexure 5 for a response to this Code.

C13.0 Bushfire-prone areas code

Please refer to Annexure 4 for a response to this code.

C15.0 Landslip Hazard Code

The Landslip Hazard area does not affect the development area.

C16.0 Safeguarding of Airports Code

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

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

Response

The proposal is exempt as there is no development proposed that exceeds the AHD height.

5. Conclusion

The proposed development is for subdivision of the land. The subject site is proposed to go to 45 lots as a staged subdivision (2 stages). The result will be 42 residential lots and 2 road lots in the General Residential Zone and a balance lot in the Rural Zone with retained access over 103217/3.

The proposal makes efficient use of the land where further development is constrained by topography and road access. All reticulated services can be provided to each residential lot.

The proposal is appropriate to the zone and meets the provisions of the Scheme. Approval for the subdivision is sought from Council.

Annexure 1 – Copy of title plan and folio text

Annexure 2 – Subdivision proposal plan

Annexure 3 – Civil services plan

Annexure 4 – Bushfire hazard assessment

Annexure 5 – Attenuation Code Assessment



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BUSHFIRE HAZARD REPORT



**42 Lot Subdivision
Lot 3 & 4 John Street, Smithton**

December 2023

Job number: L230910
 Prepared by: James Stewart (james@woolcottsurveys.com.au)
 Town Planner & Bushfire Hazard Practitioner 157

Rev. no	Description	Date
1	FINAL	06/12/2023

Disclaimer

This report deals with the potential bushfire risk only, all other statutory assessments sit outside of this report. This report is not to be used for future or further development on the site, other than what has been specifically provided for in the certified plans attached. Woolcott Surveys Pty Ltd accepts no responsibility to any purchaser, prospective purchaser or mortgagee of the property who in any way rely on this report. This report sets out the owner's requirements and responsibilities and does not guarantee that buildings will survive in the event of a bushfire event. If characteristics of the property change or are altered from those which have been identified, the BAL classification may be different to that which has been identified as part of this report. In this event the report is considered to be void.

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Executive Summary

Development of a 42-lot residential subdivision is proposed for lots 3 & 4 John Street, Smithton. The subdivision consists of 42 residential lots, a balance lot and two road lots. The development will be completed in two stages. Access to lots will be off John Street in the north. The site is entirely within the boundary of a bushfire prone area shown on an overlay of a planning scheme map for the *Tasmanian Planning Scheme – Circular Head*. A bushfire event at this site or within the immediate area is likely to impact on future buildings at this location and subject development to considerable radiant heat and ember attack.

A bushfire hazard management plan has been prepared and is provided as an appendix to this report. The plan sets out the owner's responsibilities to maintain each lot, taking into consideration the relevant requirements under Australian Standard *AS3959-2018 Construction of buildings in bushfire-prone areas*.

Conclusions and recommendations

- a) Hazard management areas meeting the requirements of BAL 19 and BAL 12.5 can be achieved for lots 4-34. Lots 1-3, and 35-42 meet the requirements of BAL LOW.
- b) Future dwellings on lots 1-42 must maintain Hazard Management Areas and follow recommendations as outlined in the Bushfire Hazard Management Plan and section 5.2 of this report. Maintenance of these hazard management areas is to be in perpetuity.
- c) The proposed road lots 100 & 200 must be in compliance with Table C13.1, Element A, outlined in section 5.3 of this report. Mountable kerb and 'No Parking Signage' must be provided in cul-de-sac heads.
- d) New hydrants are required in accordance with the TasWater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA Edition 2:0. Hydrants to be spaced per section 8.8.8 the TasWater supplement for General Residential Zoned land.
- e) Prior to sealing of the final plan for stage 1, a 50m wide hazard management area is to be provided on the balance lot approved for stage 2. A temporary 12m outer radius gravel turning head is required to the west of lot 100 as part of stage 1. These areas are to be maintained in perpetuity or until stage 2 is completed.
- f) A hazard management area as dimensioned and specified in the Bushfire Hazard Management Plan is to be provided over CT172314/4. This agreement is via a section 71 agreement under the *Land Use Planning and Approvals Act 1993*.

Signed:



Author: James Stewart

Accreditation No: BFP-157

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1. Introduction

This Bushfire Hazard Report and Bushfire Hazard Management Plan (BHMP) has been prepared in support of a proposed 42 lot residential subdivision at lots 3 & 4 John Street, Smithton.

1.1 The subject site

The following is a summary of the application information:

Property address	Lot 3 & 4 John Street, Smithton
Certificate of title	CT172314/3 & CT172314/4
Property ID (PID)	3477904
Property Owners	Rancho Six Pty Ltd
Existing Use and Development	Vacant Land.
Existing Zoning	General Residential Zone and Rural Zone.
Planning Scheme	Tasmanian Planning Scheme – Circular Head
Identified on a Bushfire Overlay Map	Yes
Priority Habitat identified	No
Proposed Works	Road works and services.
Water Supply	Reticulated water supply
Vehicular Access	John Street (Council maintained road)

1.2 Bushfire Assessment

A bushfire assessment is a process of analysing information about the potential impacts on a proposed development that is likely to occur in a bushfire hazard scenario. A 'bushfire-prone area' is an area where a bushfire event is potentially likely to occur, and that may result in significant adverse impact on buildings and/or lives.

In Tasmania, most local Councils have a planning scheme overlay map that identifies bushfire-prone areas. Subdivision within a bushfire-prone area triggers the assessment of the Bushfire-Prone Areas Code under the planning schemes and subsequently requires assessment against the provisions of the Code. The assessment generally requires a BHMP to be provided as part of the application.

The bushfire assessment will determine the Bushfire Attack Level (BAL) for the future lots, which measures the possible exposure of a building to bushfire hazard. The BAL is assessed in accordance with Australian Standard *AS 3959-2018 construction of buildings in bushfire-prone areas*.

The subject site falls within the municipal area of Circular Head Council. The assessment has been undertaken in accordance with C13.0 Bushfire-Prone Areas Code and to accompany a subdivision application under the *Tasmanian Planning Scheme – Circular Head*. Please refer to Section 6 of the report for detail.

A BAL assessment is required to understand the fuel management requirements for the subject site and to demonstrate that future buildings within each proposed lot can be constructed to BAL19 level under the *Building Act 2016*.

1.3 References

The following documents were referred in the preparation of, and should be read in connection with, this bushfire assessment report:

- Tasmanian Government, C13.0 – Bushfire-Prone Areas Code
- Tasmanian Government, Director’s Determination – Bushfire Hazard Areas: Version 1.0.
- Tasmanian Planning Scheme – Circular Head
- Australian Standard, AS3959-2018 construction of buildings in bushfire-prone areas.
- Building Act 2016 & Building Regulations 2016
- Tasmanian Fire Service, Bushfire Hazard Advisory Notes

2. Site Description

2.1 Site context

A 42-lot subdivision is being undertaken at lot 3 & 4 John Street, Smithton.

The subdivision will be undertaken in two stages. The site consists of two irregular shaped titles, extending from John Street in the north, to the Bass Highway in the south. The area being subdivided is the residential zoned land in the north, fronting onto John Street.

The site is vacant, with no use or development on site. The land currently consists of grassland and is used for grazing as pasture.

The block of land is located on the southern side of the Smithton township, and adjoins large sections of undeveloped residential land to the west and east. The lot adjoins light industrial land to the south east. The lot is generally flat in the northern portion, and falls away relatively steeply to the south.



Figure 1 – Aerial view of the subject site and its surrounding area (source: The LISTMAP)

The subject site will be serviced by a reticulated water supply maintained by TasWater. There are currently hydrants located on John Street and will extend into the subject site.

2.2 Planning controls

The site is within the municipal area of the Circular Head Council. Therefore, the planning instrument is the *Tasmanian Planning Scheme – Circular Head* (the Scheme).

The subject site is currently within the General Residential Zone, with the balance of the site zoned Rural.

The subject site adjoins the General Residential Zone to the north, east, and west. Rural and Light industrial land are situated to the south and south east.

The subject site entirely falls within the Bushfire-Prone Areas Overlay.

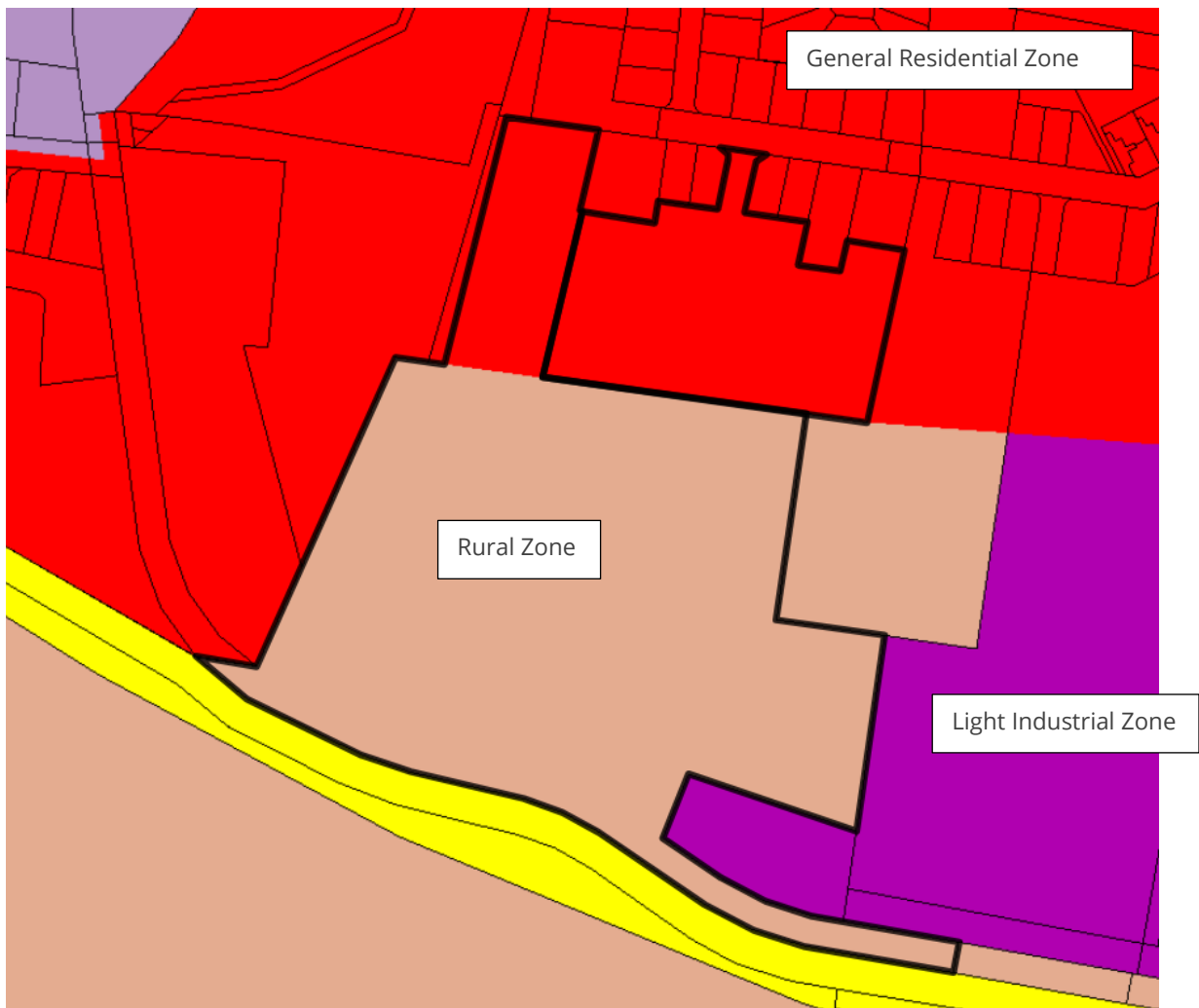


Figure 2 – Zoning Map (source: The LISTMAP)

3. The Proposal

It is proposed to subdivide the subject site into 42 residential lots. There will be two road lots and a balance lot. The lots are intended for residential development, ranging from 508m² to 978m² in size. Two new cul-de-sac roads will provide vehicular access off John Street. The balance lot (zoned Rural) retains frontage to the Bass Highway. All residential lots will be connected to reticulated water, sewer, and stormwater.

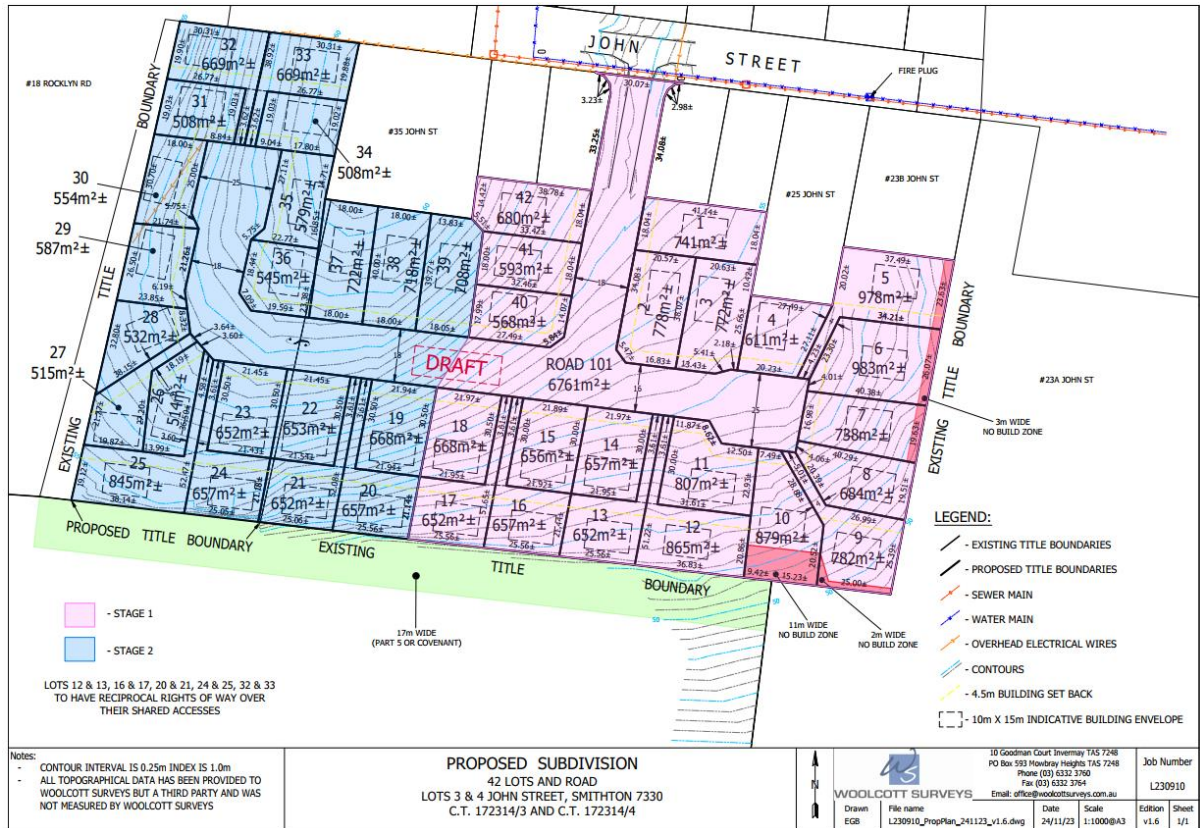


Figure 3 – Proposed subdivision layout. Refer to Annexure 2 for detail.

4. Bushfire Site Assessment

4.1 Vegetation Analysis

4.1.1 TasVeg Mapping

The TasVeg map 4.0 provides general information indicating potential bushfire prone vegetation in the area.

The mapping shows the vegetation community across the subject site as FAG, being agricultural land. This is consistent with the characteristics of the subject site as grassland. Land to the south was also classified as grassland, being used for pasture. Land to the north was classified as FUR, being managed residential land. There is a section of the subject site classified as DOV (Eucalyptus Forest) which is located to the south. South of the site is the Bass Highway and agricultural land, while land to the east was generally shown as agricultural.

On the subject site, the land itself was classified as grassland with the exception of a steep gully that contained a section of forest.

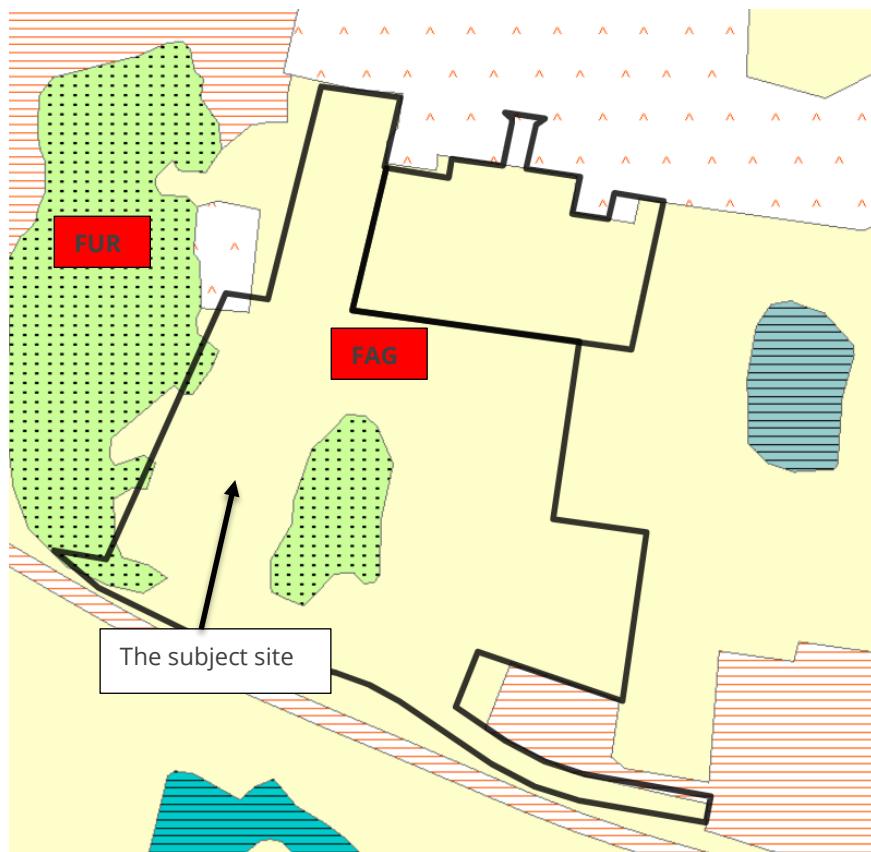


Figure 4 – TasVeg 4.0 map (source: The ListMap)

4.1.2 Vegetation Type and Separation

A site visit was conducted on the 8th of November 2023. An analysis of the land and bushfire prone vegetation within 120m from the subject site is provided below. A separate analysis of the vegetation onsite is also provided.

Direction	Analysis
North	Managed 100+ metres.
East	The land directly adjoining the site is managed with an access strip, dwelling and managed grounds. The paddocks outside of this area is classified as grassland. Approximately 90m to the east is a section of unmanaged forest which is located on a larger farming title.
South	The Bass Highway and agricultural land is located 100m to the south. When analysing vegetation within 100m south of the general residential zone boundary, the identified vegetation was grassland with a small section of forest located in a central gully.
West	Land to the west was generally managed. This included a dwelling with managed grounds. There was a narrow strip between the dwelling and the subject site. This narrow strip, despite not containing a dwelling appeared to be mown and maintained. The strip had a width of approximately 5m-7m and appeared to contain plantings and vegetation common with maintained gardens. The vegetation along the western boundary was considered a windbreak, exempt in accordance with 2.2.3.2 f) of AS3959:2018.

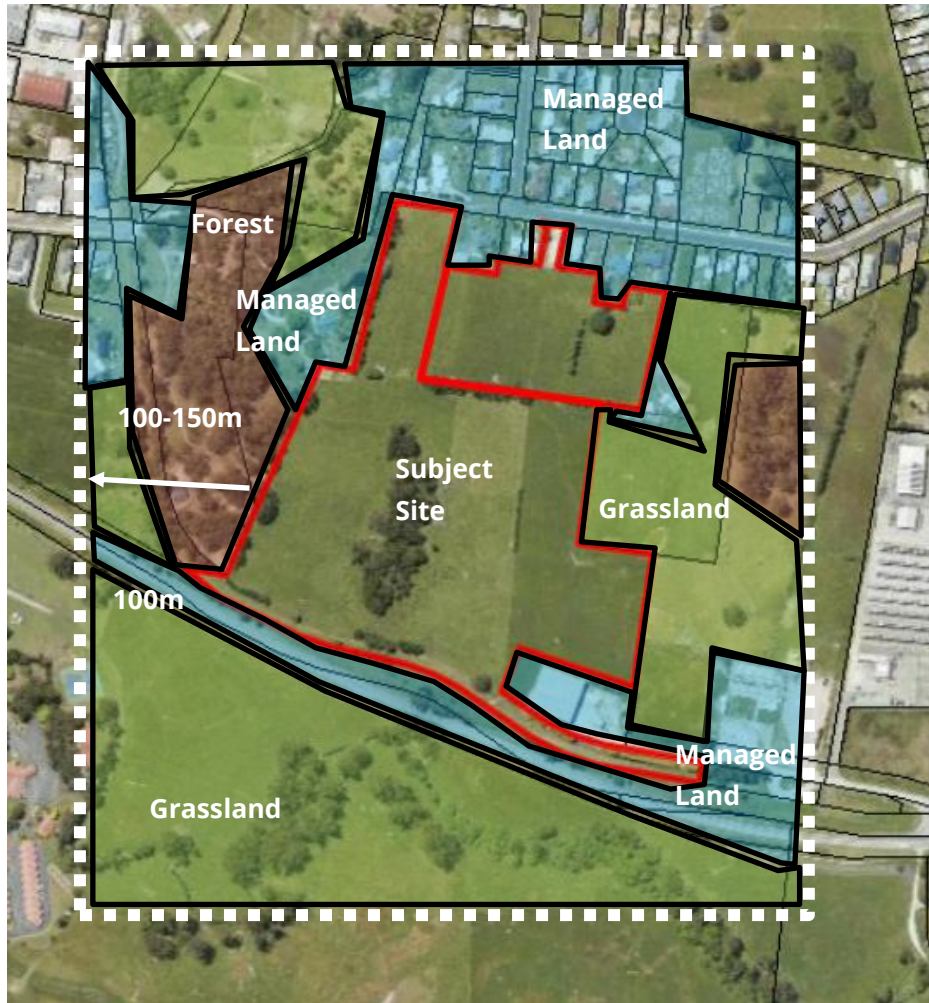


Figure 5 – Vegetation analysis within 120m of site.

Within 100m of the proposed residential lots for the subdivision, the existing vegetation analysis is below:

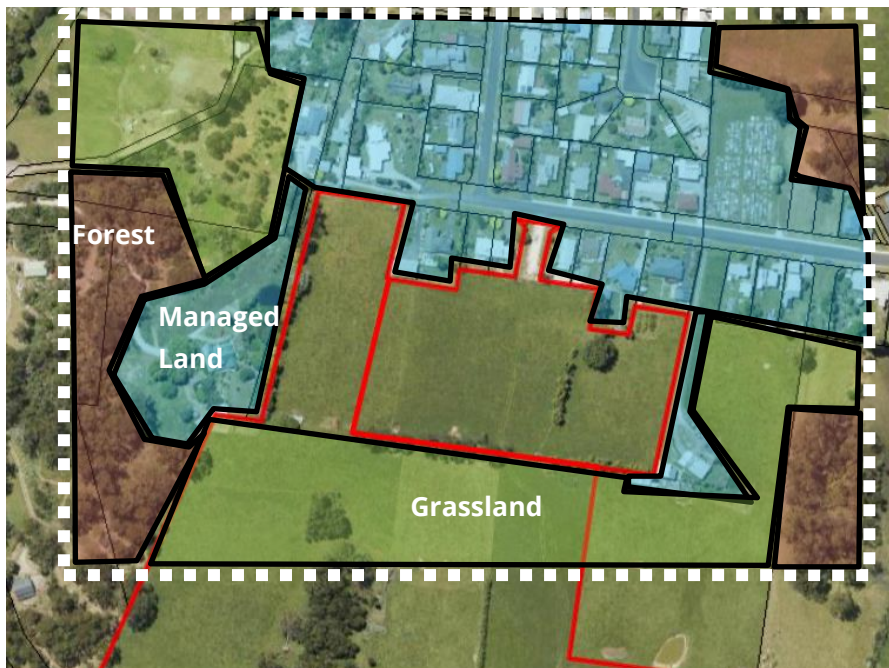


Figure 6 - Aerial view of bushfire prone vegetation within 100m of land being subdivided, not including the balance lot

4.2 Slope Analysis

Figure 7 below shows the slope under the classified vegetation in relation to the subject site. The land to the south, east and west is all classified as downslope with a visible slope. Land to the north was upslope, however not containing any bushfire prone vegetation. An analysis on the applicable sides is shown below. The slope was measured on average over 100m.

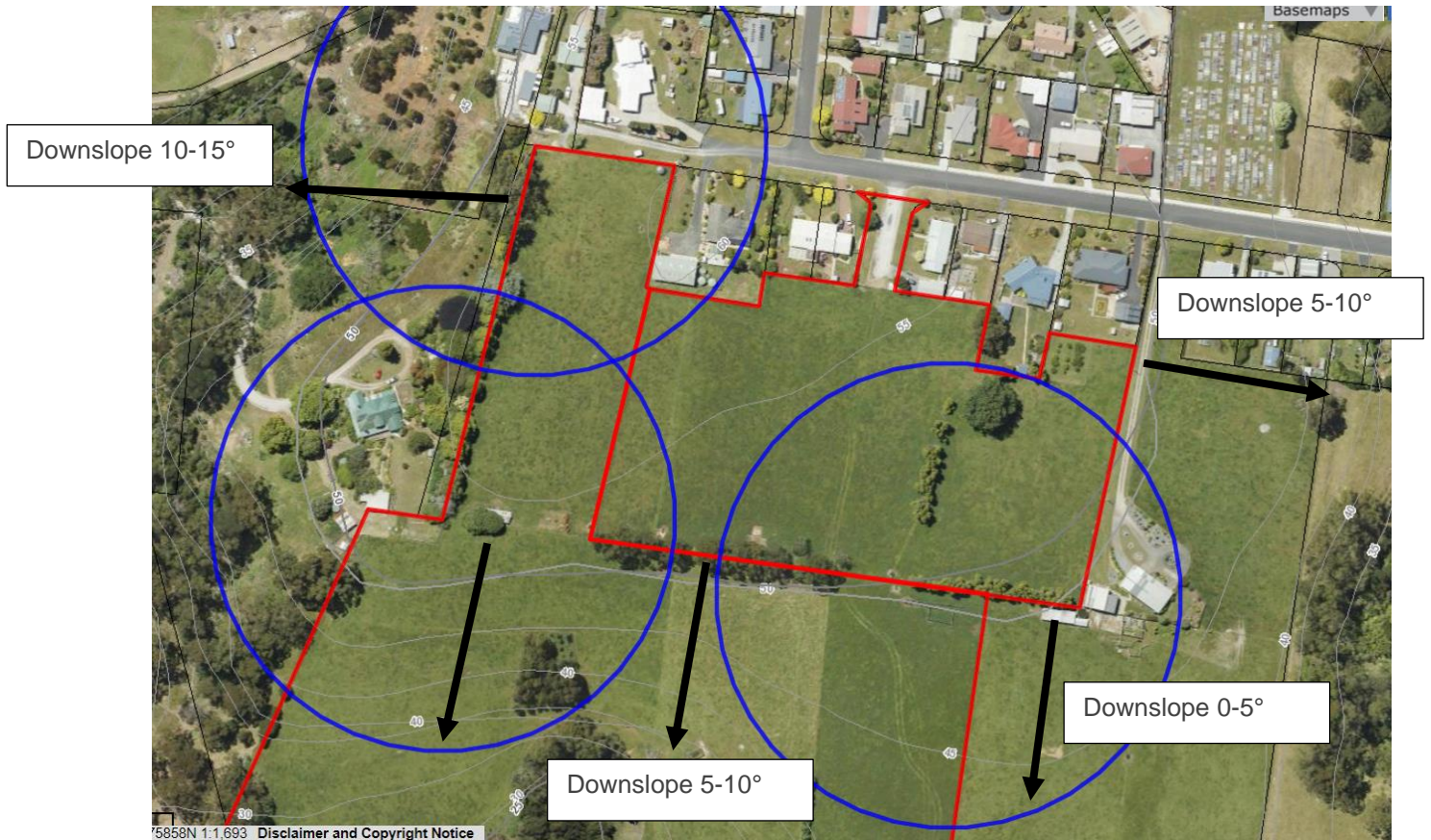


Figure 7 – Effective slope of site and surrounding bushfire prone vegetation.

4.3 Photos



Figure 8 – Looking east, over managed track. Grassland and forest in background. Dwelling visible to the south



Figure 9 – Looking south from proposed lot 10 over grassland. There is a narrow managed strip just beyond the row of trees which was fenced separately to the remainder of the lot.



Figure 10 – Looking south from proposed lot 13. Downslope grassland.



Figure 11 – Looking south from proposed lot 20, grassland and forest. Forest is located in the gully.



Figure 12 – Grassland and forest to the southwest of lot 25.



Figure 13 – managed land to the west of lot 25.



Figure 14 – Looking west from lot 28. Grass was managed with plants, wood heaps etc. Understorey had been maintained. Trees were planted, not native.



Figure 15 – Looking west from lot 30. Classified as managed land. Recently mown and adjoined a vehicular track.



Figure 16 – Looking south west from lot 35. Wind break planted along western boundary.



Figure 17 – Looking south east across subject site.



Figure 18 – Looking east across subject site.



Figure 19 – Looking south across the subject site. Vegetation forms a windbreak along southern boundary.

5. Bushfire Protection Measures

5.1 BAL Rating and Risk Assessment

The purpose of the BAL assessment is to identify the minimum separation between the bushfire prone vegetation and a building area within each proposed lot. The assessment aims to achieve the minimum requirements of **BAL 19**.

The definition of BAL 19 and 12.5 are highlighted as follows:

Bushfire attack level (BAL)	Predicted bushfire attack and exposure level
BAL-LOW	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m ²
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m ²
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m ²
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m ²
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front.

The distances from each lot to the classified vegetation is presented below, along with the slope and type of vegetation. To better demonstrate the required separation as hazard management areas, a 10m x 15m building area is shown on each lot.

Note: BAL setbacks are noted as 'No Setback Requirement', as entire lot can be developed at BAL 12.5. There are no need for building setbacks to meet BAL 12.5.

Lots 1-3, and 35-42 are classified as BAL LOW. These lots are over 50m from grassland, which is the only identified bushfire prone vegetation within 100m of those lots.

Lot 4	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -45m Managed 45m-100m+ Grassland	0m-80m Managed 80m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 5	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -13m Managed 13m-90m Grassland 90m-100m+ Forest	0m-95m Managed 95m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	7m	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	13m	No setback requirement	No setback requirement

Lot 6	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -13m Managed 13m-90m Grassland 90m-100m+ Forest	0m-70m Managed 70m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	7m	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	13m	No setback requirement	No setback requirement

Lot 7	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -13m Managed 13m-90m Grassland 90m-100m+ Forest	0m-55m Managed 55m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	7m	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	13m	No setback requirement	No setback requirement

Lot 8	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -13m Managed 13m-90m Grassland 90m-100m+ Forest	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	7m	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	13m	No setback requirement	No setback requirement

Lot 9	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -70m Managed 70m-100m+ Grassland	0m-11m Managed 11m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	3m	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	8m	No setback requirement

Lot 10	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -45m Managed 45m-90m Grassland 90m-100m+ Forest	0m-11m Managed 11m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	3m	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	8m	No setback requirement

Lot 11	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -90m Managed 90m-100m+ Grassland	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 0-5°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 12	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -90m Managed 90m-100m+ Grassland	0m-19m Managed 19m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	Downslope 5-10°	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 13	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-19m Managed 19m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 14	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 15	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 16	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-19m Managed 19m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 17	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-19m Managed 19m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 18	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 19	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 20	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-19m Managed 19m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 21	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-19m Managed 19m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 22	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 23	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 24	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-19m Managed 19m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 25	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-19m Managed 19m-100m+ Grassland	0m -95m 95m-100m+ Forest
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	4m	No setback requirement

Lot 26	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -100m+ Managed
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	NA
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 27	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-35m Managed 35m-100m+ Grassland	0m -95m 95m-100m+ Forest
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 28	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-56m Managed 56m-100m+ Grassland	0m -78m 78m-100m Grassland
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 29	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m-87m Managed 87m-100m+ Grassland	0m -40m 40m-100m Grassland
Slope (degrees, over 100m)	NA	NA	Downslope 5-10°	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 30	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m -100m+ Managed	0m -25m 25m-100m Grassland
Slope (degrees, over 100m)	NA	NA	NA	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	10m From north western edge of lot.

Lot 31	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m -100m+ Managed	0m -15m 15m-100m Grassland
Slope (degrees, over 100m)	NA	NA	NA	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	10m
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	3m

Lot 32	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m -100m+ Managed	0m -15m 15m-100m Grassland
Slope (degrees, over 100m)	NA	NA	NA	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	10m
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	3m

Lot 33	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m -100m+ Managed	0m -42m 42m-100m Grassland
Slope (degrees, over 100m)	NA	NA	NA	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

Lot 34	North	East	South	West
Vegetation within 100m of site	0m -100m+ Managed	0m -100m+ Managed	0m -100m+ Managed	0m -45m 45m-100m Grassland
Slope (degrees, over 100m)	NA	NA	NA	Downslope 10-15°
BAL 19 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement
BAL 12.5 Setbacks	No setback requirement	No setback requirement	No setback requirement	No setback requirement

5.2 Hazard Management Areas

As outlined in *C13.0 Bushfire-Prone Areas Code*, a Bushfire Hazard Management Area (BHMA) will be managed in accordance with the provided plan. Existing vegetation needs to be strategically modified and then maintained within this area in accordance with the BHMP to achieve the following outcomes:

- to reduce the quantity of windborne sparks and embers reaching buildings;
- to reduce radiant heat at the building; and
- to halt or check direct flame attack.

The BHMA will be developed within and up to the property boundaries to provide access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present that will significantly contribute to the spread of a bushfire.

The BHMA will be achieved by adoption of the following strategies:

Maintenance of Fuel Management Areas

It is the responsibility of the property owner to maintain and manage the landscaping in accordance with the Bushfire Hazard Management Plan and the current Guidelines for Development in Bushfire-Prone Areas of Tasmania.

This area is to be regularly managed and maintained. Landscaping in this area will be minimised:

- Grass maintained to a maximum height of 100mm, with fuel loads kept to less than 2 tonnes per hectare which will be maintained at this level.
- Trees and any undergrowth will be clear of (BCA) class 1 – 9 buildings on all sides.
- All undergrowth and understorey of trees (up to 2m) will be removed within the bushfire hazard management area.
- Select larger trees can be retained within the BHMA, ensuring a minimum 5m canopy separation is provided between each established tree.
- Pathways to 1 metre surrounding the buildings and landscaping material, will be non-combustible (stone, pebbles etc.).
- The total shrub cover will be a maximum of 20% of the available area.
- There will be a clear space from the buildings of at least four (4) times the mature height of any shrubs planted.
- Shrubs will not be planted in clumps; this is to avoid build-up of debris and dead vegetation materials.

Landscaping

- vegetation along the pathways to comprise non-flammable style succulent ground cover or plants (avoid plants that produce fine fuel which is easily ignited, plants that produce a lot of debris, trees and shrubs which retain dead material in branches or which shed long strips of bark, rough fibrous bark or drop large quantities of leaves in the spring and summer, vines on walls or tree canopies which overhang roofs)
- timber woodchip and flammable mulches cannot be used and brush and timber fencing should be avoided where possible

5.3 Roads

Table C13.1 - Roads must be constructed as per the following table. Mountable kerb and no parking signage is required at the end of cul-de-sacs to ensure a 12m outer radius turning circle can be provided.

Element		Requirement
A.	Roads	<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> (a) two-wheel drive, all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 meters in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and <p>carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications</i>.</p>

5.4 Access

Table C13.2 Private access roads must be constructed as per the following table. As building areas on all lots are within 120m of hydrants, there will be no private access requirements for future dwellings.

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

5.5 Fire Fighting Water Supply

Table C13.4 Reticulated water supply for firefighting. All residential lots can provide a building area that is protected by a hydrant. Hydrants are required to be installed as part of the subdivision works.

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: <ul style="list-style-type: none"> (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants	The following requirements apply: <ul style="list-style-type: none"> (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition</i>; and (b) fire hydrants are not installed in parking areas.
C.	Hardstand	A hardstand area for fire appliances must be: <ul style="list-style-type: none"> (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

6. Bushfire-Prone Areas Code Assessment

An assessment of C13.0 Bushfire-Prone Areas Code under the Scheme is provided as follows.

C13.6 Development Standards for Subdivision

C13.6.1 Subdivision: Provision of hazard management areas

Objective	
Subdivision provides for hazard management areas that:	
<ul style="list-style-type: none"> (a) facilitate an integrated approach between subdivision and subsequent building on a lot; (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and (c) provide protection for lots at any stage of a staged subdivision. 	
Acceptable solutions	Proposed solutions
<p>A1</p> <ul style="list-style-type: none"> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (b) The proposed plan of subdivision: <ul style="list-style-type: none"> (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of <i>Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</i>; and (iv) is accompanied by a bushfire hazard management plan for each individual lot, certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of <i>Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</i>; and (c) If hazard management areas are to be located on land external to the proposed subdivision the application is 	<ul style="list-style-type: none"> A1a) The balance lot 1000 is considered to be an insufficient increase in risk. The land is reduced in size, however retains a size of 9.3ha. It retains access to a road to the west. A static water supply would be required for a future development. The land is used for pasture and is not zoned for residential purposes. A1b) The acceptable solution is achieved. The BHMP: <ul style="list-style-type: none"> i) shows lots within the bushfire prone area. The application will be completed over two stages. A 50m HMA will be provided on the balance lot as part of each stage. ii) shows a 10m x 15m building area each lot. iii) shows the entirety of each lot is to be maintained as a HMA. iv) is prepared by an accredited bushfire hazard practitioner. A1c) A part 5 agreement is required over the balance lot to the south. The agreement requires a managed strip of 15m width, ensuring lots 10-25 can utilise the entirety of their site for habitable buildings. Written consent of the owner has been provided.

<p>accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.</p>	
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C13.6.2 Subdivision: Public and firefighting access

Objective	
<p>Access roads to, and the layout of roads, tracks and trails, in a subdivision:</p> <ul style="list-style-type: none"> (a) allow safe access and egress for residents, fire fighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken; (c) are designed and constructed to allow for fire appliances to be manoeuvred; (d) provide access to water supplies for fire appliances; and (e) are designed to allow connectivity, and where needed, offering multiple evacuation points. 	
Acceptable solutions	Proposed solutions
<p>A1</p> <ul style="list-style-type: none"> a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or b) A proposed plan of subdivision showing the layout of roads and fire trails, and the location of property access to building areas, is included in a bushfire hazard management plan that <ul style="list-style-type: none"> i. demonstrates proposed roads will comply with Table C13.1, proposed property accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and i) is certified by the TFS or an accredited person 	<ul style="list-style-type: none"> A1a) The balance lot 1000 is considered to be an insufficient increase in risk. The land is reduced in size, however retains a size of 9.3ha. It retains access to a road to the west. A static water supply would be required for a future development. The land is used for pasture and is not zoned for residential purposes. A1b) <ul style="list-style-type: none"> i. The proposed plan of subdivision and BHMP demonstrates that the layout of roads will comply with Table C13.1. There are no fire trails proposed. Future development of the land will need to ensure a compliant access is provided. A future dwelling on the new lots must comply with table C13.2. The proposed road meets the standards. Mountable kerb is proposed for cul de sacs ensuring the 12m outer radius can be provided. No parking signage is provided in cul de sacs. ii. The BHMP is certified by an accredited person.

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C13.6.3 Subdivision: Provision of water supply for firefighting purposes

Objective	
<p>Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.</p>	
Acceptable solutions	Proposed solutions
<p>A1 In areas serviced with reticulated water by the water corporation:</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes;</p> <p>(b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	<p>A1</p> <p>a) The balance lot 1000 is considered to be an insufficient increase in risk. The land is reduced in size, however retains a size of 9.3ha. It retains access to a road to the west. A static water supply would be required for a future development. The land is used for pasture and is not zoned for residential purposes.</p> <p>b) The acceptable solution is achieved, noting that the proposed plan of subdivision shows the indicative location of hydrants. This will be determined as part of the final engineering design. Building areas are compliant with table C13.4, being within 120m of a hydrant.</p>
<p>A2 In areas that are not serviced by reticulated water by the water corporation:</p> <p>(a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;</p> <p>(b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is</p>	<p>A2 Not applicable as the subject site is serviced by reticulated water.</p>

sufficient to manage the risks to property and lives in the event of a bushfire.	
--	--

7. Staging of the Subdivision.

Hazard management areas include the area the areas to protect the buildings, as well as the access and water supply. Low threat vegetation includes maintained lawns, gardens and orchards. Staging of a subdivision is common, especially where market factors are unknown and there is a significant infrastructure investment.

As part of stage 1, all developed lots, roads and the balance lot associated with stage 2, must be managed as low threat vegetation from sealing of titles and in perpetuity. The owner of a lot is responsible for management of vegetation within a lot. The developer is to provide a temporary gravel turning head on the balance lot to the west of road lot 100 prior to the sealing of the final plan for stage 1.

9. Conclusions and Recommendations

The proposal seeks planning approval for a 42-lot residential subdivision at lot 3 and lot 4 John Street, Smithton. The proposal will provide access via new roads and cul-de-sacs. A balance lot is provided to the south which will remain undeveloped.

All of the lots have demonstrated that a building area can be provided in an area meeting the requirements of BAL 19 and 12.5, with the many of the future dwellings expected to locate in areas subject to BAL LOW.

Hydrants will be provided along the proposed cul-de-sac road ensuring all building areas can be adequately protected in a bushfire event. Access to each of the lots will be less than 30m in length, thus negating the need for any specific access considerations.

- a) Hazard management areas meeting the requirements of BAL 19 and BAL 12.5 can be achieved for lots 4-34. Lots 1-3, and 35-42 meet the requirements of BAL LOW.
- b) Future dwellings on lots 1-42 must maintain Hazard Management Areas and follow recommendations as outlined in the Bushfire Hazard Management Plan and section 5.2 of this report. Maintenance of these hazard management areas is to be in perpetuity.
- c) The proposed road lots 100 & 200 must be in compliance with Table C13.1, Element A, outlined in section 5.3 of this report. Mountable kerb and 'No Parking Signage' must be provided in cul-de-sac heads.
- d) New hydrants are required in accordance with the TasWater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA Edition 2:0. Hydrants to be spaced per section 8.8.8 the TasWater supplement for General Residential Zoned land.
- e) Prior to sealing of the final plan for stage 1, a 50m wide hazard management area is to be managed on the balance lot approved for stage 2. A temporary 12m outer radius gravel turning head is required to the west of lot 100 as part of stage 1. These areas are to be maintained in perpetuity or until stage 2 is completed.
- f) A hazard management area as dimensioned and specified in the Bushfire Hazard Management Plan, is to be provided over CT172314/4. This agreement is via a section 71 agreement under the *Land Use Planning and Approvals Act 1993*.

Annexure 1 – Bushfire Hazard Management Plan

Hazard Management and Protection Area Requirements:

Hazard management and protection measures requires:

Roads

Unless the development standards in the zone require a higher standard, the following apply:

- (a) two-wheel drive, all-weather construction;
- (b) load capacity of at least 20t, including for bridges and culverts;
- (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
- (d) minimum vertical clearance of 4m;
- (e) minimum horizontal clearance of 2m from the edge of the carriageway;
- (f) cross falls of less than 3 degrees (1:20 or 5%);
- (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
- (h) curves have a minimum inner radius of 10m;
- (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 meters in width;
- (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
- (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard AS1743-2001 Road signs-Specifications.
- (l) mountable kerb is provided at the end of cul-de-sacs
- (m) no parking signage is provided at the end of cul-de-sacs
- (n) temporary gravel turning head is to be provided on the balance lot as part of stage 1 works

Reticulated Water Supply for Fire Fighting

The following requirements apply:

- (a) the building area to be protected must be located within 120m of a fire hydrant; and
- (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.

The following requirements apply:

- (a) fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition; and
- (b) fire hydrants are not installed in parking areas.

Hazard Management – Vegetation Management

- Lots 1-42 in their entirety are to be treated and maintained as a bushfire hazard management area.
- Vegetation in the hazard management area (as dimensioned and shown), including that area shown to be part of a section 71 agreement, is to be managed and maintained in a minimum fuel condition (refer to section 5.2 of Bushfire Hazard Management Report).
- Stage 1 - A hazard management area of 50m depth is to be provided on the balance lot, to the west of residential lots under the first stage. The land owner is to maintain this 50m strip as low threat vegetation in perpetuity or until such time as stage 2 is completed.

Notes:

1. Refer plans –Woolcott Surveys, proposed 42 Lot and balance Subdivision, dated 04/12/23, version 1.7, Job No L230910
2. All future works to comply with Director’s Determination – Bushfire Hazard Area’s (v1.1). Table 1, 2, 3 and 4.
3. Plan to be read in conjunction with Bushfire Hazard Management Report dated 06/12/23

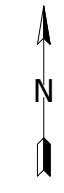



STAGE 1

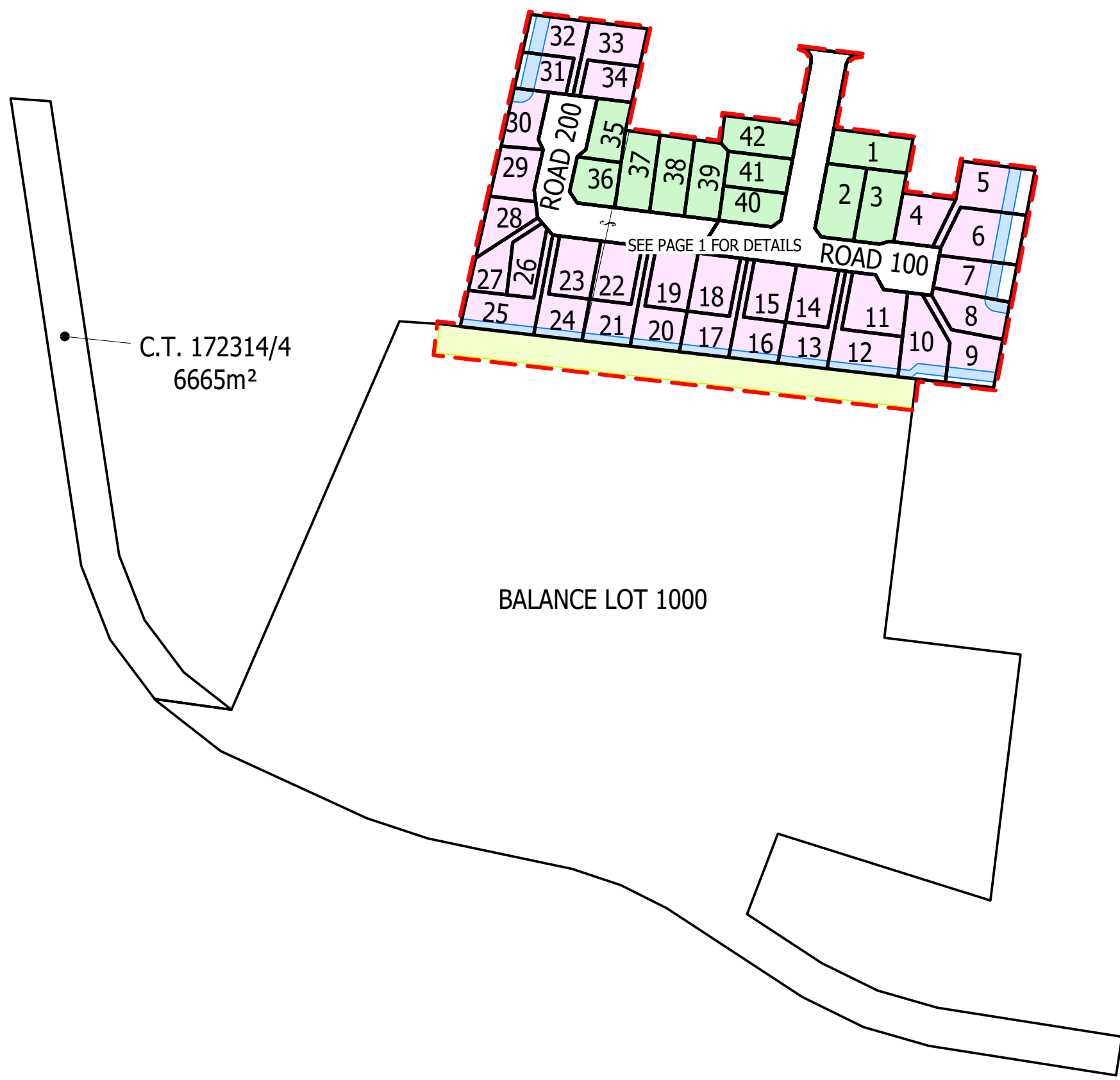
- LEGEND:**
- BAL 19 BUILD AREA
 - BAL 12.5 BUILD AREA
 - BAL LOW BUILD AREA
 - HAZARD MANAGEMENT AREA ON BALANCE LOT
 - 15m WIDE HAZARD MANAGEMENT AREA ON C.T. 172314/4 VIA SECTION 71 AGREEMENT
 - INDICATIVE 10m X 15m BUILDING AREA
 - INDICATIVE PROPOSED HYDRANT LOCATION
 - BUSHFIRE HAZARD MANAGEMENT AREA
 - EXISTING TITLE BOUNDARIES
 - PROPOSED TITLE BOUNDARIES



BUSHFIRE HAZARD MANAGEMENT PLAN
 PROPOSED SUBDIVISION 42 LOTS AND BALANCE AND 2 ROAD LOTS
 LOTS 3 & 4 JOHN STREET, SMITHTON 7330
 C.T.172314/3, C.T. 172314/4 AND C.T. 103217/3
 PID 3477904 AND PID 9688025



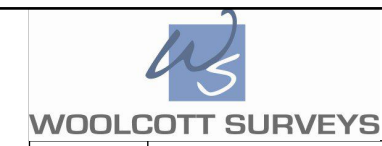
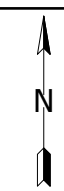
 WOOLCOTT SURVEYS		10 Goodman Court Invermay TAS 7248 PO Box 593 Mowbray Heights TAS 7248 Phone (03) 6332 3760 Fax (03) 6332 3764 Email: office@woolcottsurveys.com.au		Job Number L230910	
		Drawn EGB	File name L230910_BHMP_061223_v1.0.dwg	Date 06/12/23	Scale 1:1000@A3



LEGEND:

- BAL 19 BUILD AREA
- BAL 12.5 BUILD AREA
- BAL LOW BUILD AREA
- 15m WIDE HAZARD MANAGEMENT AREA ON C.T. 172314/4 VIA SECTION 71 AGREEMENT
- BUSHFIRE HAZARD MANAGEMENT AREA
- EXISTING TITLE BOUNDARIES
- PROPOSED TITLE BOUNDARIES

BUSHFIRE HAZARD MANAGEMENT PLAN
 PROPOSED SUBDIVISION 42 LOTS AND BALANCE AND 2 ROAD LOTS
 LOTS 3 & 4 JOHN STREET, SMITHTON 7330
 C.T.172314/3, C.T. 172314/4 AND C.T. 103217/3
 PID 3477904 AND PID 9688025



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Job Number
 L230910

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Annexure 2 – Subdivision Proposal Plan

Annexure 3 – Planning Certificate

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:

Lot 3 and 4 John Street, Smithton

Certificate of Title / PID:

CT172314/3, CT172314/4, PID3477904

2. Proposed Use or Development

Description of proposed Use and Development:

42 Lot Subdivision + Balance

Applicable Planning Scheme:

Tasmanian Planning Scheme – Circular Head

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Report	Woolcott Surveys	6/12/2023	1
42 Lots and Balance lot Subdivision	Woolcott Surveys	4/12/2023	1.7
Bushfire Hazard Management Plan	Woolcott Surveys	6/12/2023	1

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:

<input checked="" type="checkbox"/> E1.4 / C13.4 – Use or development exempt from this Code	
Compliance test	Compliance Requirement
<input checked="" type="checkbox"/> E1.4(a) / C13.4.1(a)	Insufficient increase in risk. – Lot 1000 only

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

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

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

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

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

5. Bushfire Hazard Practitioner

Name:

James Stewart

Phone No:

0467 676 721

Postal Address:

PO BOX 593, Mowbray, Tas, 7248

Email Address:

james@woolcottsurveys.com.au

Accreditation No:

BFP – 157

Scope:

1, 2, 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:

James Stewart

Date:

06/12/2023

Certificate
Number:

WS-153

(for Practitioner Use only)

Annexure 4 - Land owner consent regarding Section 71 Agreement

Rancho Six Pty Ltd, owner of Lot 3 John Street, Smithton (CT172314/4) provide written consent as the owner of that land, to enter in an agreement under section 71 of the *Land Use Planning and Approvals Act 1993*.

I understand this agreement will be registered on title, and will provide for the management of land in accordance with the bushfire hazard management plan.

The agreement will generally provide the following outcome:

- *Ensure a 15m strip of land on CT172314/4, is maintained as low threat vegetation as per the requirements of the bushfire hazard management plan. This agreement remains in effect for perpetuity, or until the land use is changed, no longer requiring this agreement.*



.....

Rancho Six Pty Ltd
6 Turner Court, Wodonga
Victoria, 7330

Date: **14/12/2023**

LAUNCESTON

10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

ST HELENS

48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
P 03 6376 1972

HOBART

Rear Studio, 132 Davey St,
Hobart TAS 7000
P 03 6227 7968

DEVONPORT

2 Piping Lane,
East Devonport TAS 7310
P 03 6332 3760



2 January 2024

Woolcott Surveys
PO Box 593
MOWBRAY TAS 7248

Dear Sir/Madam

**DOCUMENTS REQUIRED TO VALIDATE A PROPOSED APPLICATION FOR 45 LOT
SUBDIVISION - LOT 3 & 4 JOHN STREET, SMITHTON & ROCKLYN ROAD, SMITHTON**

In accordance with *Tasmanian Planning Scheme - Circular Head 6.1*, there is a level of information that must be provided with an application in order for it to be considered 'Valid'. As such, in order for Council to consider the submitted application Valid and for assessment to begin, the following information will need to be submitted:

1. An estimated value of works for the proposed development.

Once we have received the above information, your submission will become active and your application will be processed accordingly.

Should you have any questions, please do not hesitate to contact the Development Services Department on (03) 6452 4820.

Yours sincerely

Dang Minh Duc Van
TOWN PLANNER



11 January 2024

Woolcott Surveys
PO Box 593
MOWBRAY TAS 7248

Dear Sir/Madam

REQUEST FOR ADDITIONAL INFORMATION – SA 2024 / 00001 - SUBDIVISION (2 LOTS INTO 43 LOTS INCLUDING BALANCE LOT) - LOT 3 & 4 JOHN STREET, SMITHTON & ROCKLYN ROAD, SMITHTON - TASMANIAN PLANNING SCHEME - CIRCULAR HEAD

Thank you for submitting the above application for a planning permit.

After reviewing the application it is requested that you provide the following information before assessment can continue:

1. Please provide a written response to section C9.6.1 (Lot design in an attenuation area) of the *Tasmanian Planning Scheme – Circular Head*. The site of the proposed development is within many attenuation areas, including, but not limited to, an abattoir, an animal saleyard, a sawmill and motor racing attenuation areas.
2. The title documents were provided for Lot 3 Rocklyn Road, Smithton (CT103217/3). The plan of subdivision submitted with the application does not include development on this title. Can you please confirm your intention for this title. If no development is to occur on this land, please instruct us to remove the title documents from the application.
3. Please provide a Traffic Impact Assessment (TIA) prepared in accordance with “Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments 2020” by a suitably experienced and qualified person. Please consider the impact to the Brittons Road/John Street intersection within the assessment.
4. Please provide more information in relation to the function and design of the proposed stormwater dissipation drain, including justification for adopting this approach, outflow profile and potential impact to the downstream property. Preference is to keep stormwater infrastructure, which will be taken over by



CIRCULAR HEAD COUNCIL

Council, in a formalised pattern within an easement adjacent to the property boundary.

This request is made under section 54 of the *Land Use Planning and Approvals Act 1993* ('the Act'). Council has 42 days under the Act to assess your application, however until you provide the requested information the application is placed 'on stop'. The application will remain stopped on **day 2** until the above information is provided to Council's satisfaction.

You may appeal this request or any items contained within it by contacting the Resource and Planning Stream of the Tasmanian Civil and Administrative Tribunal on 1800 657 500.

If you wish to discuss this request or any items contained within it, please contact Council's Development Services on 6452 4885.

Yours sincerely

Alison Pyke
MANAGER DEVELOPMENT & REGULATORY SERVICES

15 March 2024

Ms Michelle Schleiger
Land Use and Development Planner
Woolcott Surveys
PO Box 593
Mowbray TAS 7248

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



Dear Michelle

Re: Lots 3 and 4 John Street, Smithton - Attenuation Code Assessment

This attenuation code assessment has been prepared to support a development application for a proposed residential subdivision at Lots 3 and 4, John Street, Smithton. We have identified eleven activities within three kilometres of the site, which have the potential to generate emissions that might adversely impact on the amenity of the proposed subdivision, as shown in Figure 1 and Table 1 below. Of these activities five activities are located within the respective attenuation distances specified in Table C9.11 of the *Tasmanian Planning Scheme – Circular Head, Attenuation Code*.



Figure 1 - Nearby emitting activities (Base image from theList)

Table 1 - Summary of nearby emitting activities

Activity	Name	Activity Level	Distance to Subdivision m	Activity Attenuation Distance m	Need to Assess ?
Saleyards	Smithton Saleyards	1	255	500	Yes
Abattoir	Greenham Bros	2	600	1000	Yes
Former Timber Preservation Works	Britton Timbers	2	240	300	Yes
Timber Kiln / Post Processing	Britton Timbers	1	330	250	No
Sawmill	Britton Timbers	1	875	500	No
Milk Powder Plant	Tas Dairy	2	1200	500	No
Veneer Mill	Ta Ann	2	1400	1000	No
Go Cart Track	Circular Head Kart Club	1	2450	3000	Yes
Motocross Track	Circular Head Motorcycle Club	1	2760	3000	Yes
Quarry (with crushing & blasting)	Circular head Dolomite Quarry	2	1830	1000	No
Vegetable Processing Factory	McCain Foods	2	1200	300	No

Clause C9.6 of the Attenuation Code, provides performance criteria, which if met, allow the creation of new sensitive uses by subdivision, within an attenuation area, as reproduced below. Emissions from the five affected activities are assessed against the performance criteria below.

Objective: To provide for subdivision so that a lot intended for a sensitive use:	
<ul style="list-style-type: none"> a) is located to avoid an activity with potential to cause emissions and enable appropriate levels of amenity; and b) does not conflict with, interfere with, or constrain an existing activity with potential to cause emissions. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must:</p> <ul style="list-style-type: none"> a) be for the creation of separate lots for existing buildings; b) be for the creation of a lot where a building for a sensitive use can be located entirely outside the attenuation area; or c) not be for the creation of a lot intended for a sensitive use. 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must not result in the potential for a sensitive use to be impacted by emissions, having regard to:</p> <ul style="list-style-type: none"> a) the nature of the activity with the potential to cause emissions, including: <ul style="list-style-type: none"> i) operational characteristics of the activity; ii) scale and intensity of the activity; and iii) degree of emissions from the activity; and b) the intended use of the lot.

Smithton Saleyards

The Smithton Saleyards is located about 255m to the SE of the nearest boundary of the proposed subdivision. Sales of live sheep and cattle are held nominally twice a month, on a weekday. It is also noted that an existing residence (23A John Street) is located closer to the sale yards than the proposed site. Potential emissions from the saleyards include:

Noise: The sale yards have the potential to generate noise from trucks manoeuvring on site, stock handling and the public address system. Noise generating activities only occur during weekdays during the daytime, so there is no potential for sleep disturbance or disruption of weekend outdoor recreation activities. At a distance of 255m, the level of noise from the sale yards is not expected to be sufficiently high, so as to cause an adverse impact on residential amenity at the proposed subdivision.

Dust and Odour: Dust and odour will be generated on site by stock trucks and stock held in the sale yards. Due to the short duration of each sale, odour from stock does not have time to build up to the levels that would be reached if the yards were occupied continuously. With an intervening distance of 255m, odour and dust emissions are unlikely to reach levels that would adversely affect residential amenity at the proposed subdivision.

Greenham Bros Abattoir

The abattoir is a Level 2 activity that operates under a number of permits relating to different operational activities on the site. Potential emissions from the abattoir include:

Noise: The abattoir generates noise from heavy vehicle movements, stock handling and fixed plant including industrial fans, pumps and refrigeration equipment. The abattoir permit requires noise emissions to be controlled to the extent necessary to prevent environmental nuisance at nearby sensitive receivers.

Odour: Odour is generated from stock trucks, stock handling areas, waste water treatment and other process areas of the plant. The abattoir permit requires the abattoir to take all practicable measures to prevent odour emissions from causing environmental harm or environmental nuisance at any location beyond the boundary of the site.

Combustion Products: The abattoir operates boilers which generate combustion products including fine solid particles and various gaseous chemicals. Detailed conditions within the abattoir permit require these air emissions to be controlled below levels, which could cause an adverse impact on nearby residents.

The abattoir is about 600m from the proposed subdivision site. There are several existing residences (on Bacon Factory Road and Brittons Road) that are much closer to the abattoir, so the new subdivision will not change the degree of constraint already existing on the abattoir operations, with respect to its ability to meet its permit conditions.

Former Circular Head Treated Timbers

22810 Bass Highway was formerly a timber treatment works. This activity has ceased and the site has been purchased by Britton Timbers, who operate their kiln and timber processing facility on the site immediately to the east (10 Brittons Road). Britton Timbers now utilise the site for storage and air drying of timber. No timber processing as such occurs on the site. Note that the kiln and timber processing activity at 10 Brittons Road is regarded as a separate Level 1 activity which has its own specific permit. This site is far enough away from the proposed subdivision, that it does not need to be considered under the Attenuation Code. If the current activity at 22810 Bass Highway is categorised as storage, then the attenuation code does not apply, as storage is not listed in Table C9.1. If the activity is regarded as wood processing, which has an attenuation distance of 250m, then the Attenuation Code would need to be addressed as the distance to the proposed subdivision is 240m.

Noise and Dust: Potential emissions from the site include modest levels of noise and dust generated by forklifts and trucks moving on the site. Normal working hours for the site are between 7am and 5pm on weekdays. With an intervening distance of 240m, noise and dust emissions are unlikely to reach levels that would adversely affect daytime residential amenity at the subdivision.

Circular Head Kart Club - Go Cart Track and Circular Head Motorcycle Club - Motorcross Track

Both of these clubs are located within the Briant Hill State Recreation Area, off Pump House Road around 2.5 to 3km away from the proposed subdivision. While these activities can generate very high levels of noise and dust at the tracks themselves, the very long distance combined with the shielding effect of the intervening topography, the surrounding forest and multiple buildings, greatly attenuates the noise and the dust. No impact from noise or dust is expected at the proposed subdivision site. It is noted that a large percentage of the town of Smithton is located at a similar or closer distance away from these tracks.

Conclusion

In conclusion the level of emissions from these activities is not expected to be high enough at the proposed subdivision site, to adversely affect residential amenity. Conversely, the construction of the subdivision will not cause the operation of any of the emitting activities to be further constrained as a result of the creation of the new sensitive receivers.

Please do not hesitate to contact me if you have any queries regarding this assessment.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Douglas Ford".

Douglas Ford
Noise and Air Emissions Specialist



JOHN STREET

43 LOT SUBDIVISION, SMITHTON

TRAFFIC IMPACT ASSESSMENT





John Street 43 Lot Subdivision Smithton

TRAFFIC IMPACT ASSESSMENT

- Final
- February 2024

Traffic & Civil Services
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1. Introduction

1.1 Background

A Traffic Impact Review (TIR) has been requested for the proposed 42 residential lot subdivision plus balance lot at 3 John Street, Smithton.

1.2 Objectives

Assess impact on junction capacity and safety now and in 10 years.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on:

- John Street
- Brittons Road / John Street junction
- John Street / proposed road junction.

1.4 References

- RTA Guide to Traffic Generating Development 2002.
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments 2020.
- Austroads Guide Road Design Part 4A: Unsignalized & Signalised Intersections 2021
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Tasmanian Standard Drawings 2020.



1.5 Statement of Experience and Qualifications

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:

- 34 years professional experience in road and traffic engineering industry
 - Manager Traffic Engineering at the DSG until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

A handwritten signature in blue ink, appearing to read 'R Burk', is positioned above the printed name.

Richard Burk
BE (Civil) M Traffic Dip Man. MIE Aust CPEng
Director Traffic and Civil Services Pty Ltd



1.6 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 stated number of days in that period.
Austrroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experienced by a vehicle or pedestrian with reference to a base 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 traffic 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.

1.7 Site Specific Glossary of Terms

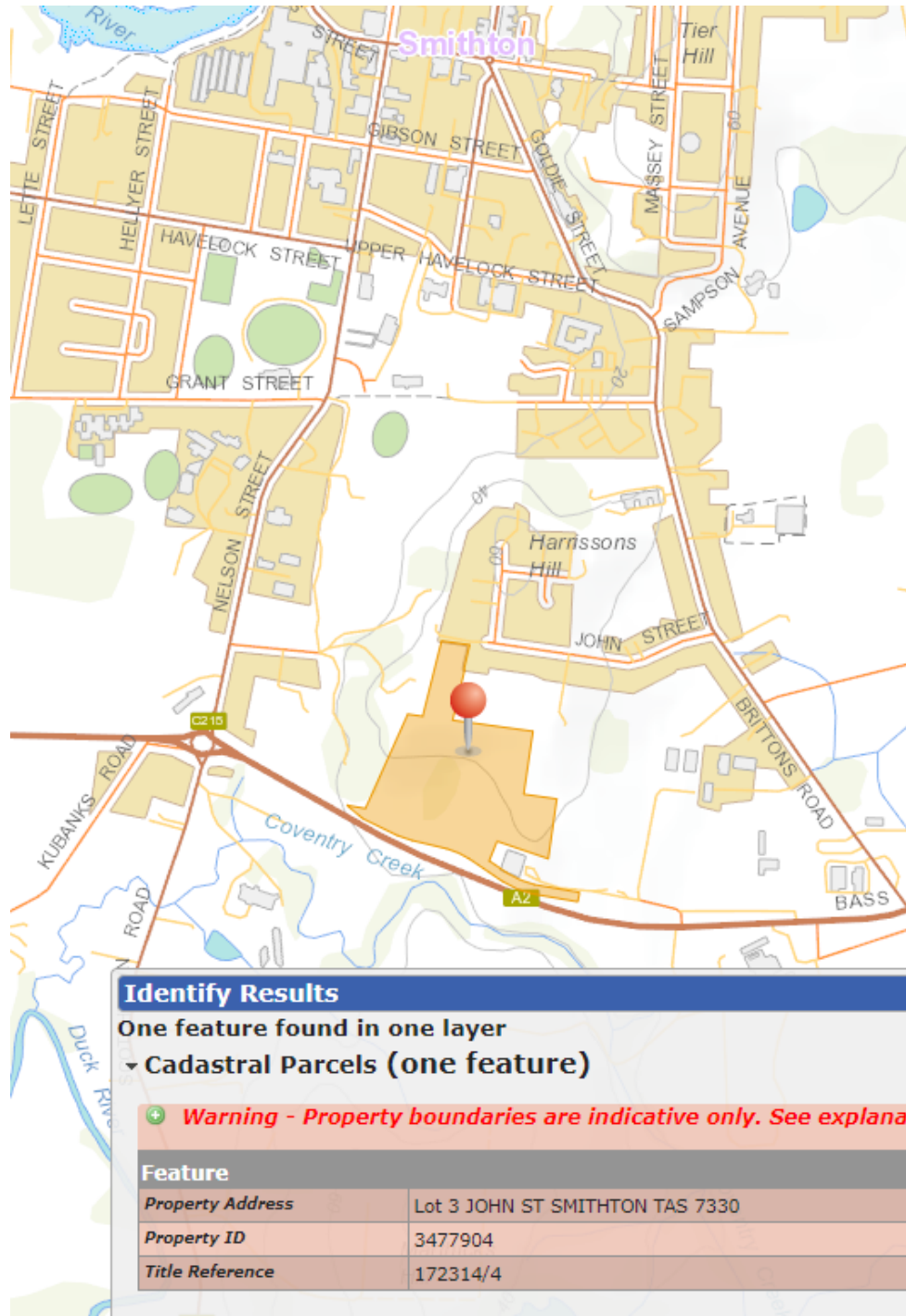
CHC	Circular Head Council
SSA	Safe System Assessment



2. Site Description

The proposed subdivision development site is South of Harrison's Hill and on the Southern side of John Street. The development location, street network and proposed subdivision layout are shown in Figures 1-3.

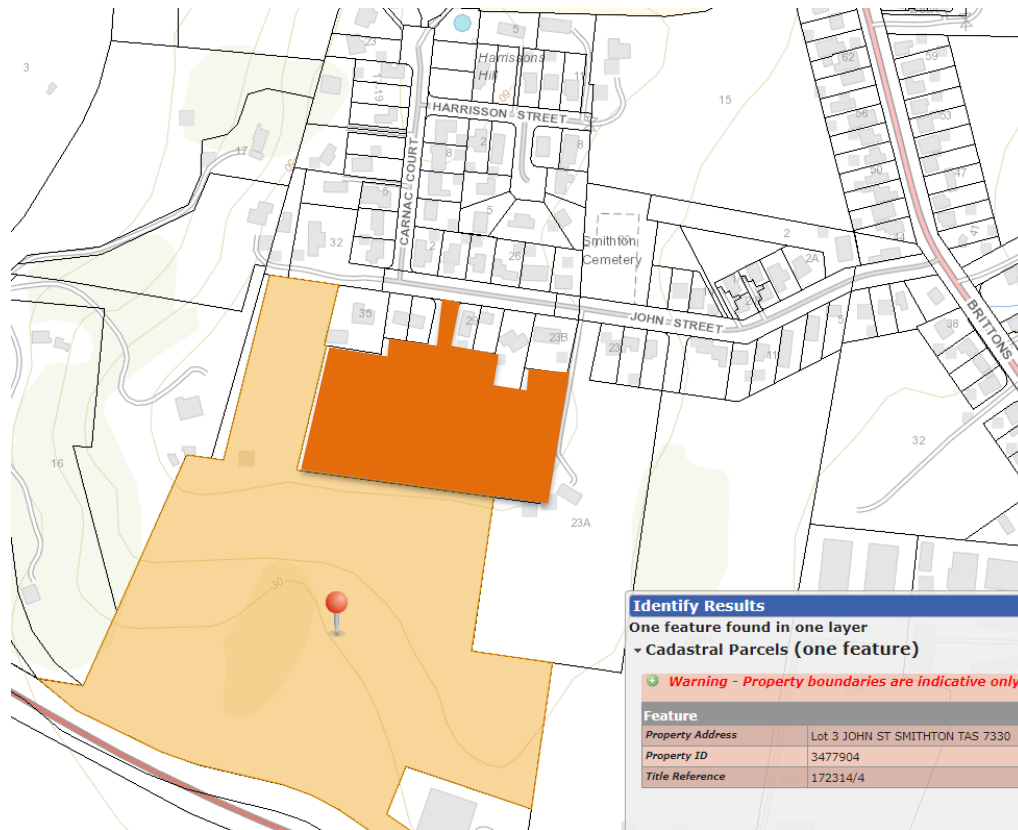
Figure 1 - Location of proposed development



Source: LIST map, DPIPW



Figure 2 – Road network adjacent the development site



Source: LIST map, DPIPWE

Figure 3 – Aerial view of road network adjacent the development site



Source: LIST map, DPIPWE



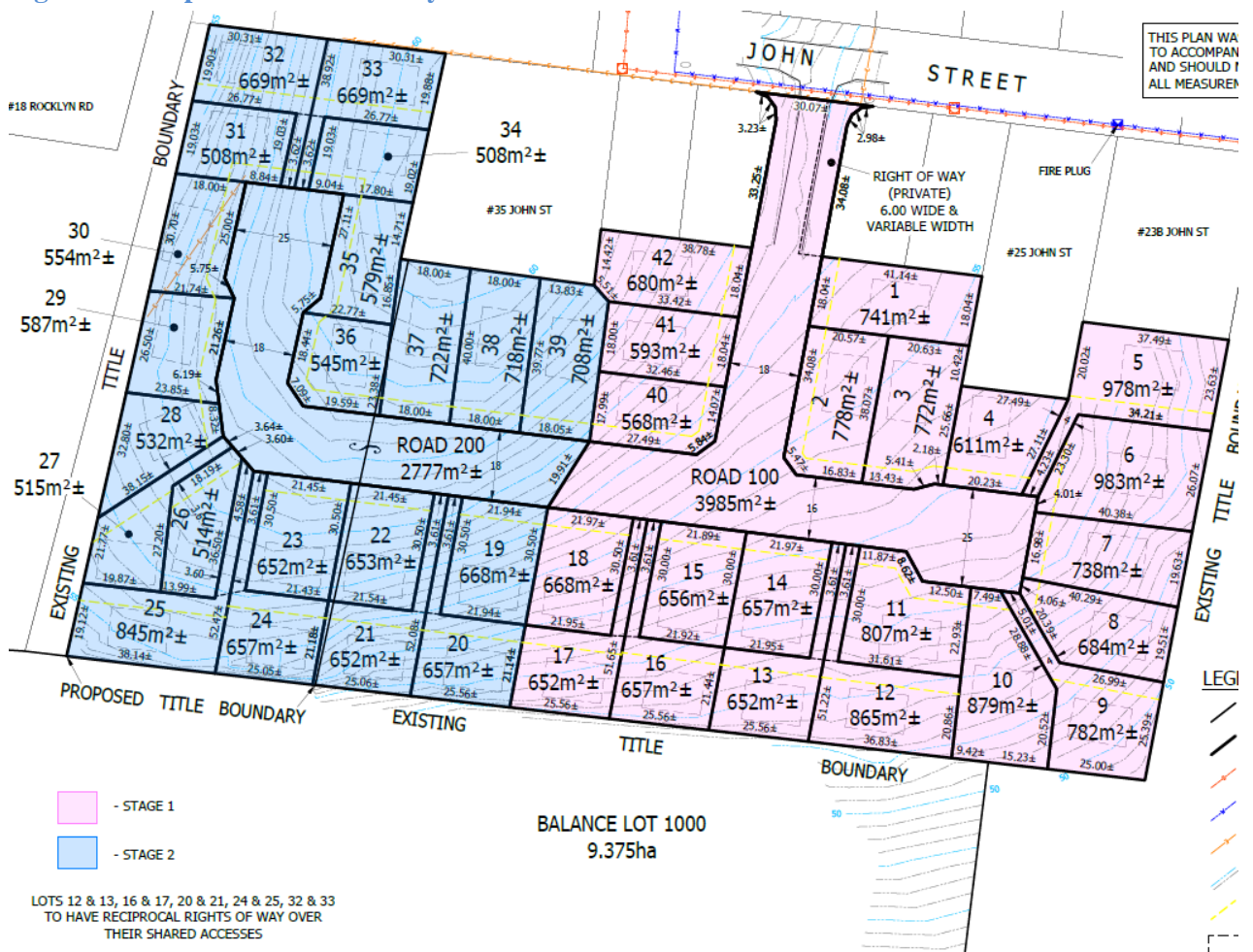
3. Development Proposal & Planning Scheme

3.1 Description of Proposed Development

A two stage 43 lot development including the balance lot is proposed at Lot 3 John Street, Smithton. All traffic generated by stages 1 and 2 will travel via John Street, see Figure 4.

See Appendix E for subdivision plans.

Figure 4 – Proposed subdivision layout

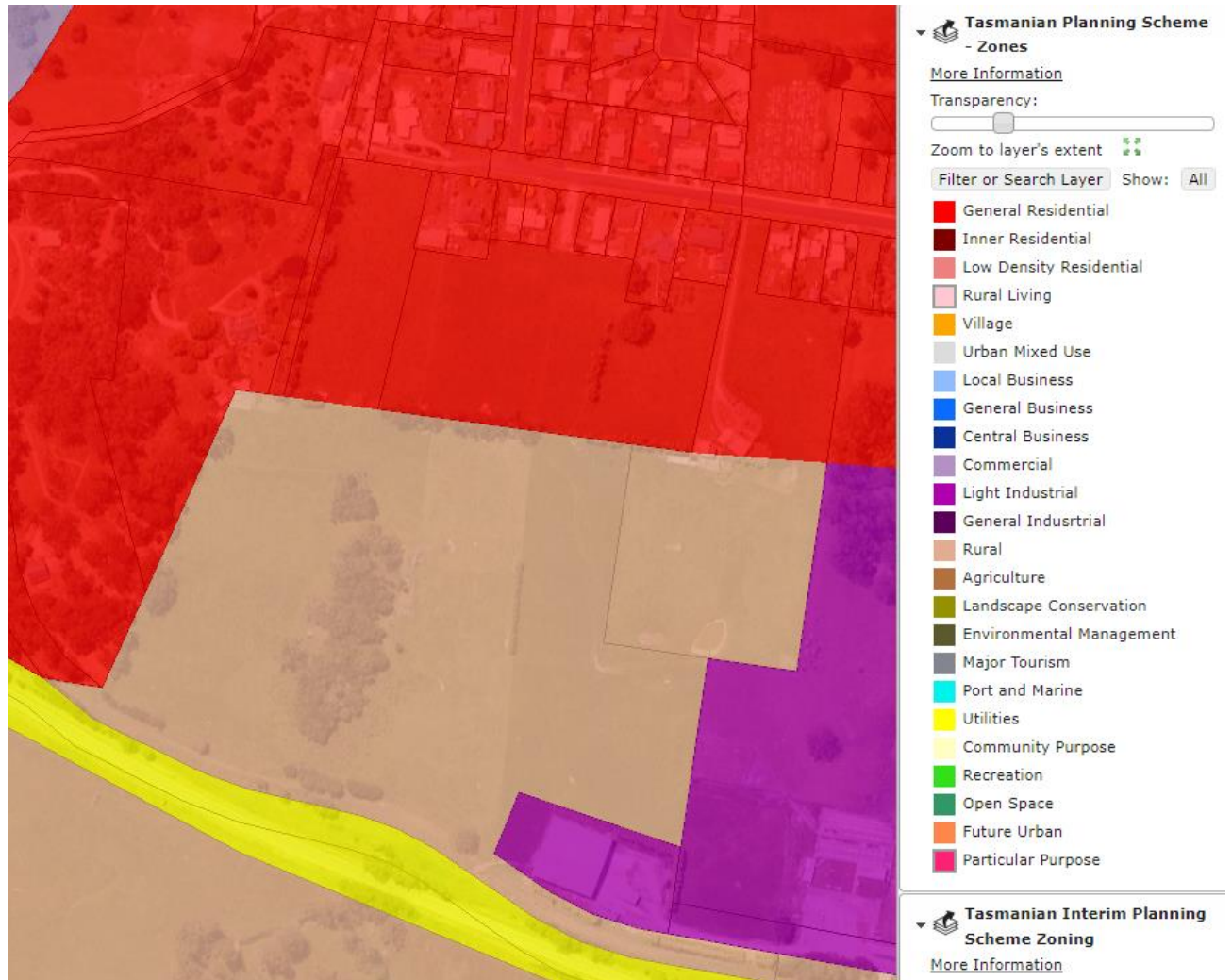




3.2 Tasmanian Planning Scheme - Circular Head 2021

The proposed development site zoning is shown in Figure 5.

Figure 5 – The development site for the 42 new lots is zoned General Residential.



Source: LIST map, DPIPW

3.3 Local Road Network Objectives

To ensure that safe and efficient roads are operated and maintained, and development is provided for in an orderly manner minimising conflicts between sensitive uses and major roads in accordance with CHC requirements.

4. Existing Conditions

4.1 Transport Network

The transport network adjacent to the proposal consists of Brittons Road and John Street.

4.1.1 Brittons Road

Brittons Road is a 2-lane 2-way road with 3.7m traffic lanes and a 2.2m parking lanes. Kerb and channel and footpaths are provided both sides of the road.

The road has a sub arterial function in the Council Road network and is not part of Tasmania's 26m B Double network, see Appendix D. Traffic activity is 3,840vpd (2021) and the speed limit is 60km/h.

Delineation is provided with a centreline and edge lines and streetlighting is provided.

4.1.2 Brittons Road / John Street junction

This junction has a simple layout, see Figures 6-8.

Figure 6 – Aerial view of Brittons Road / John Street junction



Source: LISTmap, DPIPWE



Figure 7 – CHC design plans of Brittons Road / John Street junction

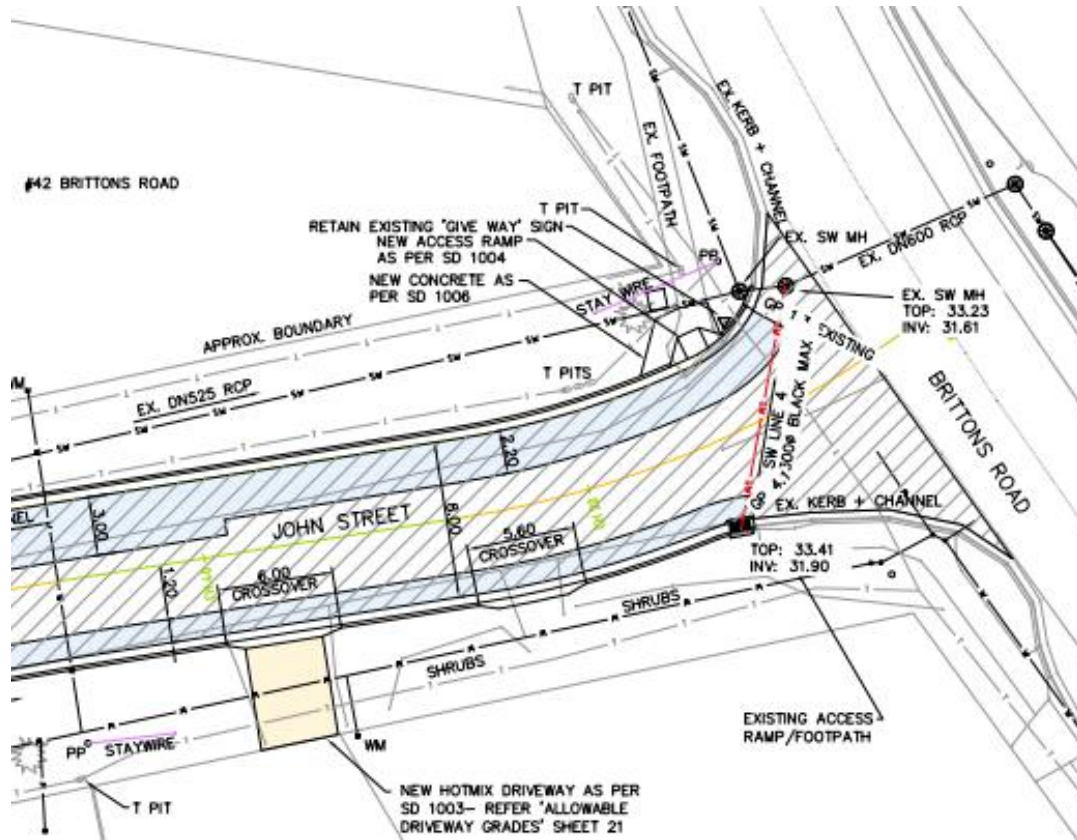


Figure 8 – Looking South along Brittons Road at the John Street junction

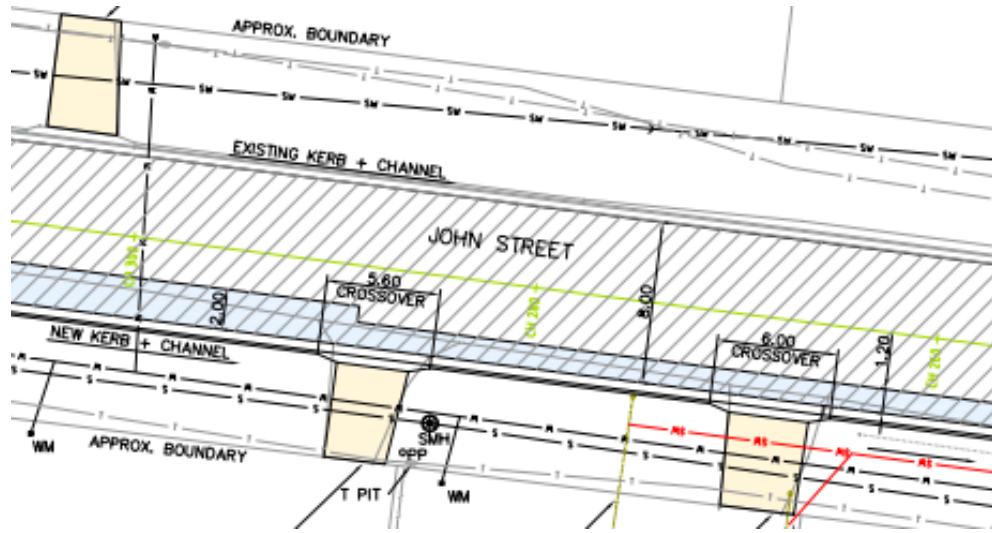


Source: LIST map, DPIPW

4.1.3 John Street

John Street is a 2-lane 2-way road with an 8m wide sealed carriageway with kerb and channel both sides and footpath on the northern side. The road functions as a residential street in the Council Road network with streetlighting and the 50km/h General Urban Default speed limit applies. Figure 9 shows the typical road standard. See Appendix I for John St. design plans.

Figure 9 – Typical John Street standard



4.1.4 Proposed John Street junction

This proposed junction has a basic layout, see Figure 10.

Figure 10 – Aerial view of John Street / Proposed Road junction



Source: LIST map, DPIPWE



4.2 Traffic Activity

4.2.1 Brittons Road (at John Street junction)

Traffic data collected by CHC in June 2021 indicates estimated peak hour traffic activity of 384vph. CHC traffic data is attached in Appendix B.

AM peak hour traffic movements (vph)

- Northbound traffic 210
- Southbound traffic 158

PM peak hour traffic movements (vph)

- Northbound traffic 212
- Southbound traffic 188

Total average hourly vehicle count: 384 vph

4.2.2 John Street (at Brittons Road junction)

Traffic data collected by CHC in June 2021 indicates estimated peak hour traffic activity of 68vph. CHC traffic data is attached in Appendix B.

AM peak hour traffic movements (vph)

- Eastbound traffic 56
- Westbound traffic 22

PM peak hour traffic movements (vph)

- Eastbound traffic 20
- Westbound traffic 38

Total average hourly vehicle count: 68 vph



4.3 Crash History

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

The 5-year crash history for John Street does not provide evidence of a crash propensity.

The crash history is summarised in Figures 11 & 12.

Figure 11 – John Street 5 Year Reported Crash History

Crash Id	Description	Date	Time	Severity	Location	Units
49194091	131 - Vehicles in same lane/ left rear	10-Apr-2018	13:25	PDO	Brittons Rd / John St. Jcn.	LV & LV

PDO | Property Damage Only
 LV | Light Vehicle.

Figure 12 – John Street 5 Year Reported Crash Locations





4.4 Road Safety Review

4.4.1 Brittons Road Safety Review

There are no pedestrian facilities for pedestrians to cross Brittons Road.

4.4.2 Safe Systems Assessment

Brittons Road and John Street 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 scores indicate how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

The SSA crash risk was assessed as follows:

- Brittons Road - 40/448
- John Street – 17/448

These crash risk scores indicate a very low crash risk, see Figure 13. See Appendix C for the assessment details.

Figure 13 – Austroads Safe System Assessment alignment between crash score and risk





5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now (2024) and in ten years (2034).

5.1 Traffic Growth

5.1.1 Brittons Road (North of Bertha Street)

Background traffic growth of 1.0% compound annual growth rate is assumed allowing for ongoing development at Smithton.

- AADT 3,840 vpd. (2024)
- ADDT 4,240 vpd (2034)

5.1.2 John Street

Background traffic growth of 1.0 % compound annual growth rate is assumed without the proposal.

- AADT 680 vpd (2024)
- AADT 750 vpd (2034)

5.2 Trip Generation

Traffic generation rates sourced from RTA Guide to Traffic Generating Developments 2002.

Dwelling house traffic generation rates are 9vpd per house with 0.85 vph. peak rate.

For 42 new lots access John Street via a proposed road, amounting to 378 trips per day with 36 trips during the peak hour.

The balance lot 1000 accesses John Street separately and is estimated to generate 9vpd and 1 vph at peak times.

The proposal contributes 387 vpd. to Britton Street peak hour traffic of 37 vph.

5.3 Trip Assignment

Traffic assignments for the Brittons Rd / John St and the proposed John St junctions are summarised in Figures 14 and 15, respectively.



Figure 14 - Assigned traffic at the Brittons Rd / John St. junction.

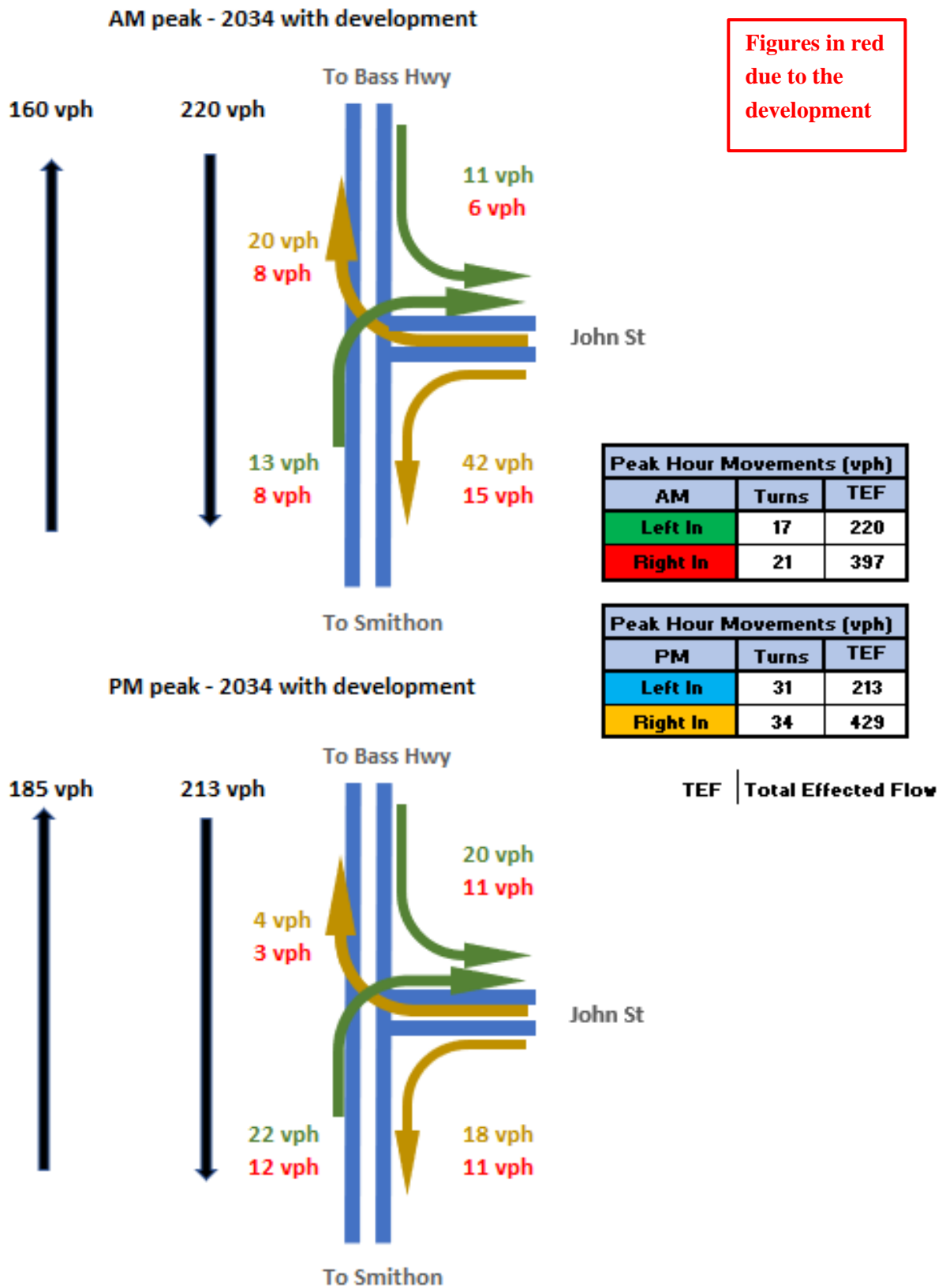
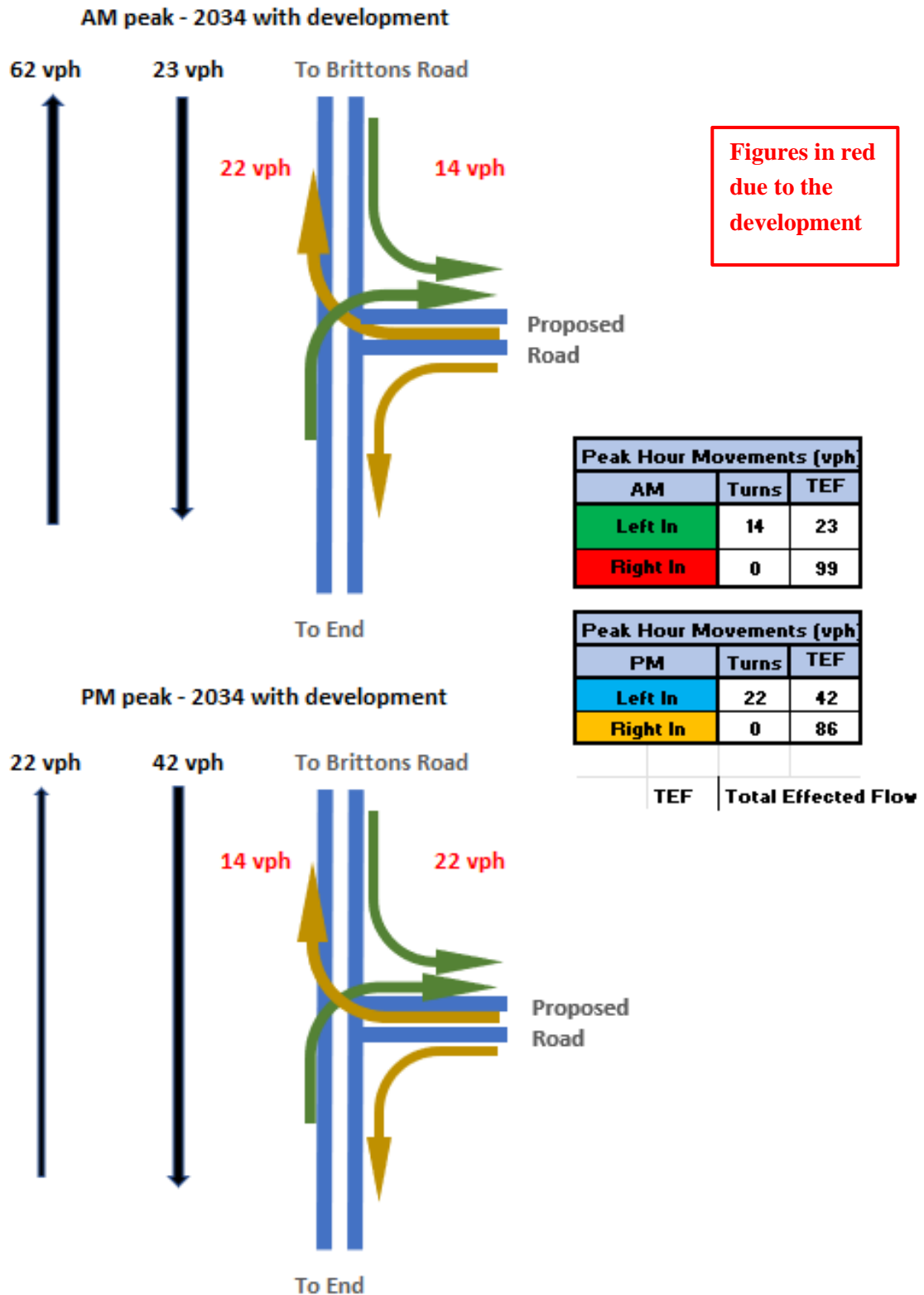




Figure 15 - Assigned traffic at the proposed John St junction.



6. Impact on Road Network

6.1 Austroads Junction Warrant

Austroads guidelines provide guidance on junction layout requirements based on the road speed limit and volume of through and side road traffic. Figure 16 shows the warrant in the case of the Brittons Road / John Street junction.

Figure 16 – Austroads Junction Warrants for Brittons Road / John Street junction 2034

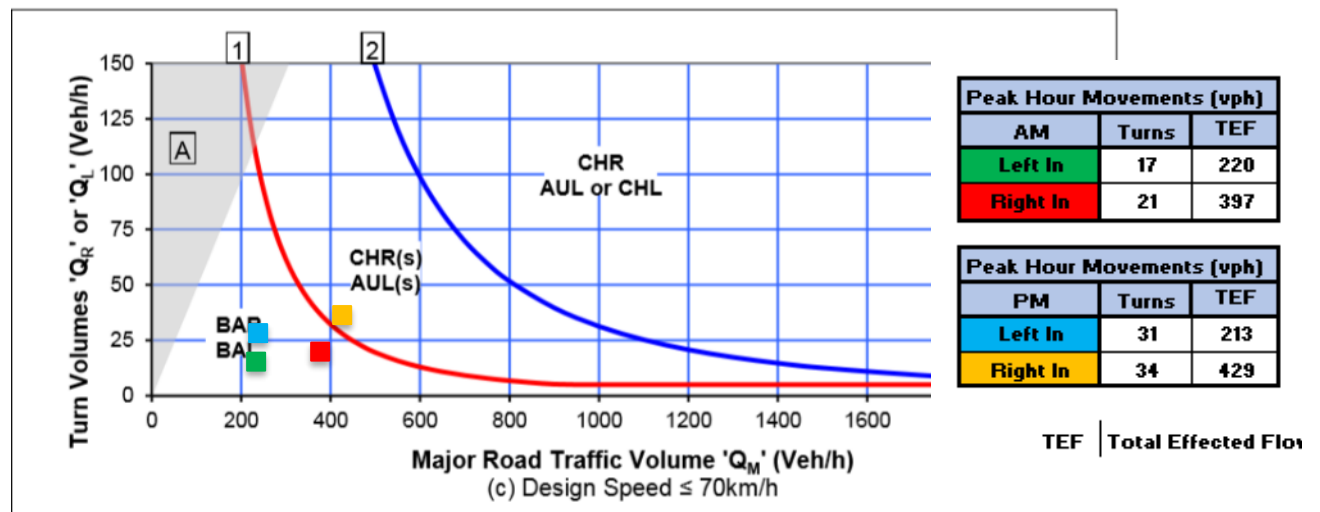


Figure 16 demonstrates that by 2024 and 2034:

- A Basic Left turn facility (BAL) is warranted for left turns into John St.
- A Basic Right turn facility (BAR) is warranted for right turns into John St.

The current junction layout consists of a Simple Left and Right turn layout i.e not compliant with BAR and BAL standard.

An effective BAR can be achieved by removing and realigning the existing Separation (S) line, removing the Edge (E) line and installing No Stopping (NS) i.e yellow line as shown in Figure 17. Technically 6.0m is required from face of kerb to the S line to achieve a BAR, see Appendix F for BAR layout. Brittons Road at the junction is some 9.2m wide. With 3.5m for the north bound lane there is 5.7m for the BAR. This is acceptable as 5.7m is sufficient for a car to pass a car propped to turn right.

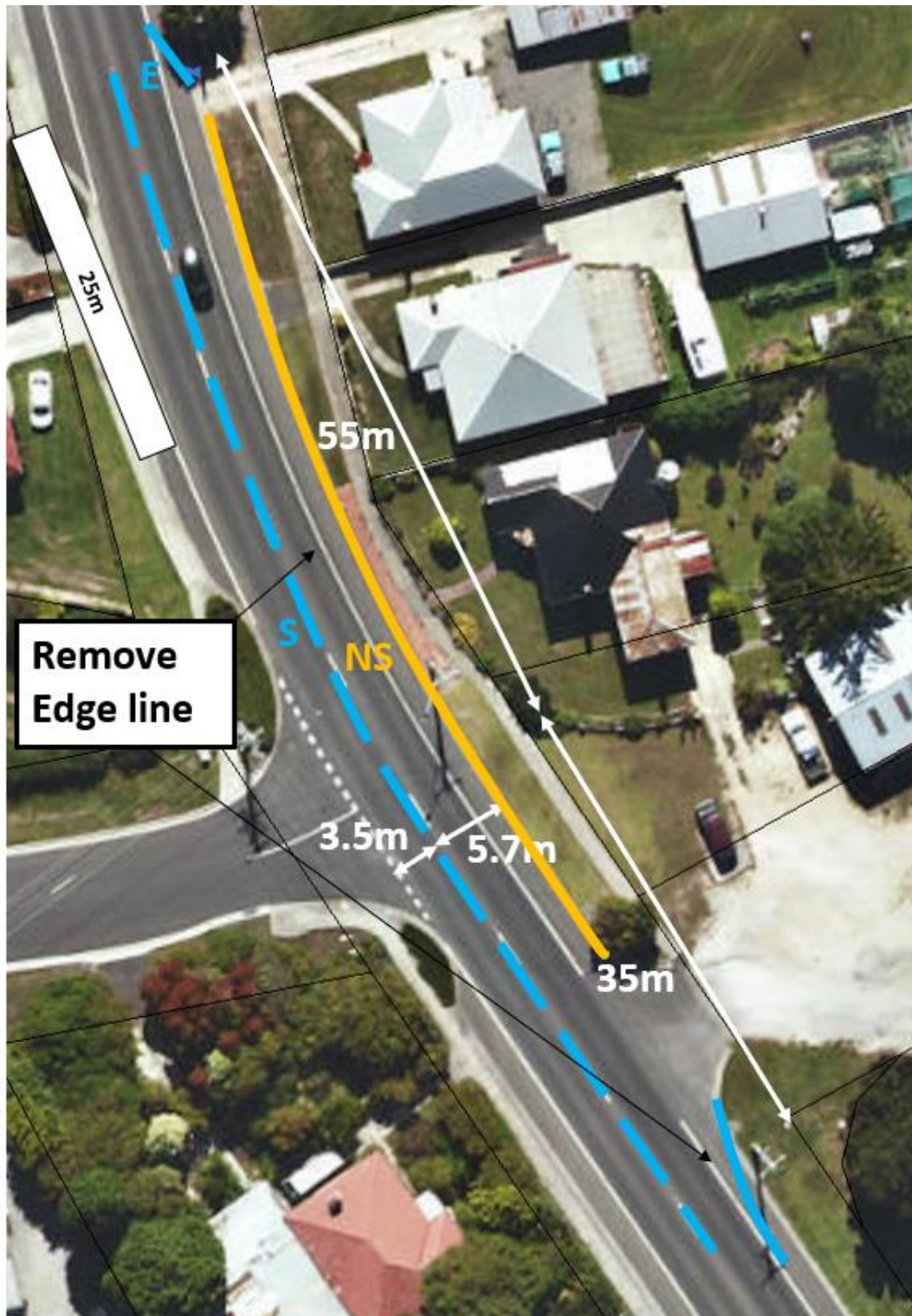
The existing junction operates as a BAL, See Appendix H.

No Stopping would be required along the frontage of Brittons Road opposite John Street. Council would need to communicate with residents as on street parking would be banned. The parking opposite John St. does not appear safe and should be banned to reduce crash risk.

An urban channelised right (short) junction layout – CHR(s) is not warranted until after 2034. See Appendix G for Urban CHR(s) layout.



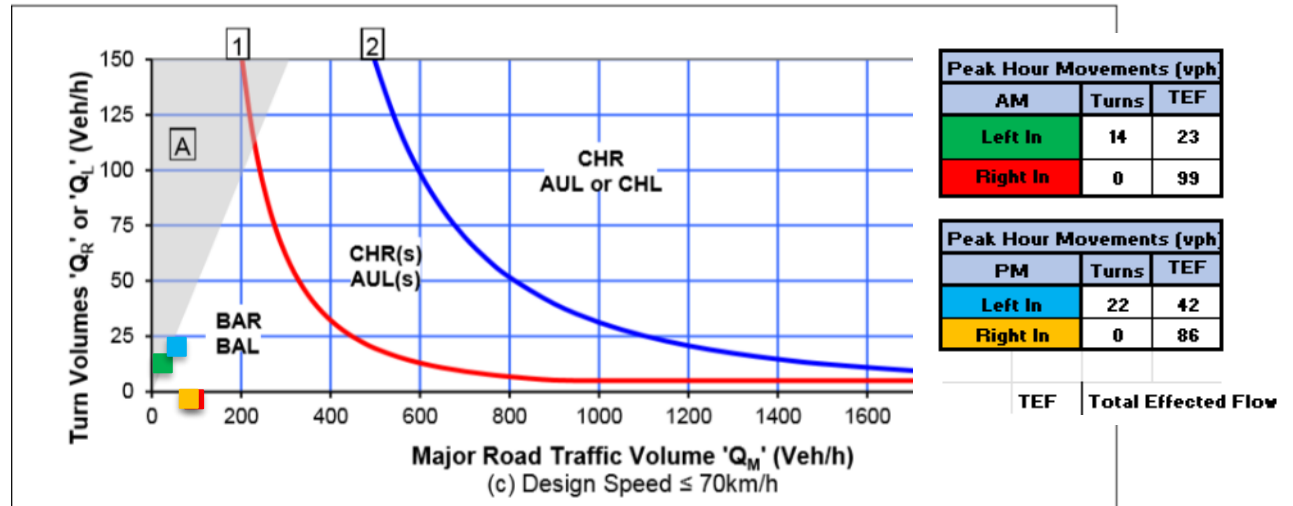
Figure 17 – Urban BAR layout recommended at Brittons Rd / John St junction





The proposed John St. junction warrants a Simple Left and Right turn layout, see Figure 18.

Figure 18 – Austroads Junction Warrants for John Street/ Proposed Road junction



6.2 Impact of traffic generated by the proposal.

This section considers the performance of the Brittons Road and John Street junctions assuming background traffic growth of 1.0% and traffic generated by the proposed development of 387 vpd and 37 vph.

6.2.1 Brittons Road / John Street junction

With Brittons Road operating at 4,240 vpd and John Street at 750 vpd by 2034, plus the traffic due to the proposal and with a BAR junction layout, each approach is estimated to operate at LOS A, see Appendix A for Austroads LOS descriptions.

The proposed BAR would improve traffic capacity and safety.

6.2.2 John Street / Proposed Road junction

With John Street operating at 750 vpd by 2034 and the traffic due to the proposal and with a Simple junction layout, each approach is estimated to operate at LOS A.



6.3 Sight Distance

Sight distance requirements are summarised in Figure 19.

Figure 19 – Sight distance requirements summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance		
			Austroads SISD (m)	Available	
				Left(m)	Right(m)
Brittons Road - John Street	60	60	123	123	123
John Street - Proposed Road	50	50	97	97	97

 Compliant

6.4 Other requirements

6.4.1 Environmental

No adverse environmental impact is anticipated in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads, Air Pollution and Dust and Dirt
- Ecological Impacts and Heritage and Conservation

6.4.2 Street Lighting and Furniture

Street lighting should be provided on the proposed internal roads.

6.5 Property access standard

In urban residential zones property accesses should be constructed in accordance with the LGAT Standard Drawing for Urban Road Driveways TSD-R09 available online:

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

6.6 Tasmanian Subdivision Guideline Considerations

No issues have been identified.



6.7 Transport Planning Considerations

6.7.1 Right turns from Brittons Road.

The proposed BAR in the short term , CHR(s) in the medium term or an equivalent median turn lane facility would cater adequately for right turns to John Street.

6.7.2 Right turns onto Brittons Road.

Right turns onto Brittons Road from John Street should operate without any capacity issue , and estimated to operate at LOS A.

6.7.3 Brittons Road Design Vehicle.

The design vehicle is a general access vehicle. This section of Brittons Road is not part of the Tasmanian 26m B Double Network, see Appendix D.

6.8 Provisions for all road users

6.8.1 Light Vehicles

Light vehicles are safely & efficiently catered for with the recommended junction treatments.

6.8.2 Heavy Vehicles

Once fully developed the largest vehicles accessing the proposed road is anticipated to be light rigid trucks e.g. garbage collection trucks. Short term access by semitrailers delivering construction equipment and building materials is assumed. The proposed road infrastructure is adequate for these purposes.

6.8.3 Public Transport

Brittons Road is a bus route that is not disaffected by the proposal.

6.8.4 Vulnerable Road Users

Pedestrians

Currently pedestrians are well provided for with footpath both sides of Brittons Road. John Street has footpath on the northern side.

Cyclists

Cyclists are not disaffected by the proposal.

Motorcyclists

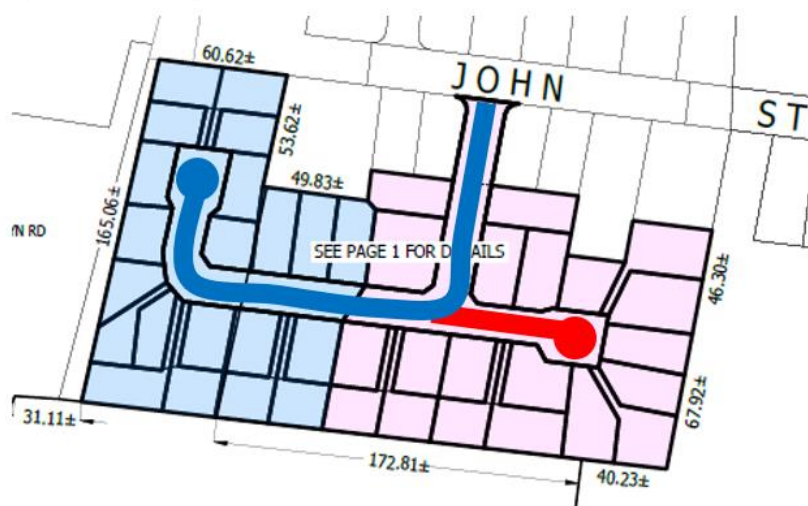
Motorcyclists are not disaffected by the proposal.



6.8.5 Proposed Subdivision Road Standards

Proposed road widths are shown in Figure 20, consistent with LGAT Urban Sealed Roads standard drawing TSD-R06 guidelines. The proposed subdivision roads should be constructed with footpath one side and with Urban Type Cul-De-Sac's – TSD-R07 of 18m diameter or as directed by Council.

Figure 20 – Proposed subdivision road standards



Cul-De-Sac > 150m long with 8.9m road width

Cul-De-Sac < 150m long with 6.9m road width

6.9 Liveability, Safety and Amenity Guidelines

Guidelines for the safety and amenity of a residential areas include:

- Residential precincts need to be bounded by traffic routes and/or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cyclist and pedestrian demands should be catered for separately using path or cycle networks.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.



- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with > 3,000 vpd passing traffic.

These guidelines are from *TE&M Chapter 2.2: Design of New Urban Networks*.

The proposal satisfies the liveability, safety and amenity targets described above.

6.10 Tasmanian Planning Scheme – Circular Head

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 42 new vehicle crossings and a new junction. Written consent from the road owner (Circular Head 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*

Brittons Road

Table C3.1 allows up to 10% increase in vehicle movement per day on *major* roads.

Brittons Rd with estimated AADT of 3,840 vpd (2024) and a Collector Road function is classified a '*major*' road. Accordingly, an increase of 384 vpd is considered acceptable. The proposal increases traffic on Brittons Rd by an estimated 378 vpd due to the 42 new lots with Lot 1000 being the balance lot. Table C3.1 is satisfied for Brittons Rd.



John Street

Table C3.1 allows up to 20% increase in vehicle movement per day on *other* roads.

John St with estimated AADT of 680 vpd (2024) operating as a residential street and a No Through Road is classified *other* road. Accordingly, an increase of 136 vpd is considered acceptable. The proposal increases traffic on John St by an estimated 378 vpd due to the 42 new lots with Lot 1000 being the balance lot. Table C3.1 is not satisfied for John St.

A1.4 is not satisfied due to the increase traffic on John Street.

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.*
-
- (a) The increase in traffic due to the proposal is estimated at 378 vpd due to traffic from 42 lots entering John Street. From review of Austroads junction warrants the development is supported as turning and through movements at the proposed and existing junctions are low and the proposed and existing junction layouts are able to cope with the projected traffic in 2034.
 - (b) The nature of the traffic generated by the use will be 98% light vehicles post residential construction phase.
 - (c) John Street is of adequate standard to cope with projected traffic activity in 2034. See Figure 20 and Section 6.8.5 of this report for the proposed subdivision road standards consistent with LGAT standard drawings for urban roads.
 - (d) The General Urban Default Speed Limit of 50km/h will apply to the proposed subdivision road.
 - (e) No suitable alternative access is available.
 - (f) The need for the use is justified on commercial rationale.



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

(h) 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

Not applicable as the proposal does not involve sensitive uses within a road or railway attenuation area.

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

Not applicable as the proposed subdivision is not within a road or railway attenuation area.



7. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the impact of the proposed 42 Lot plus balance lot subdivision of 3 John St and the Brittons Rd junction.

It has been prepared following a review of traffic and crash data, existing conditions, Road Safety Review, Austroads Safe System Assessment, future growth projections, relevant traffic standards and Austroads guidelines.

From Road Safety Review and Austroads Safe System Assessment of Brittons Rd and John St the existing and proposed junctions are determined to have a low crash risk. The 5-year reported crash history on John St and Brittons Rd reveal no evidence of a crash propensity.

The proposal is estimated to generate 387 vpd and 37 vph at peak times on John Street.

From review of Austroads junction warrants:

- Brittons Rd / John St junction meets the warrant for an Austroads BAR junction as of 2024. The existing simple junction layout is a legacy issue and should be considered for upgrade by Council.
- John Street / Proposed Road junction technically warrants an Austroads BAR junction but given that John St is a low volume No Through road a Simple junction layout is considered adequate.

Recommendations:

Brittons Road / John Street junction:

- *Council upgrade the Brittons Road / John Street junction with a BAR right turn facility, see Figure 17, involving line markings changes.*

John Street / Proposed Road junction:

- *Provide a Simple junction layout as proposed.*

Proposed roads:

- *Provide street lighting to CHC standard.*
- *Construct subdivision roads consistent with LGAT Standard Drawings:*
 - *TSD- R06 (Urban Roads Typical Section and Pavement Widths) with pavement widths as shown in Figure 20 and footpath one side.*
 - *TSD – R07(Urban Cul-De-Sac 's)with 18m diameter.*
 - *TSD- R09 (Urban Roads Driveways)*



Overall, it has been concluded that based on the findings of this report and subject to the recommendations described above, the proposed subdivision can operate safely and efficiently and is supported on traffic grounds.



Appendices



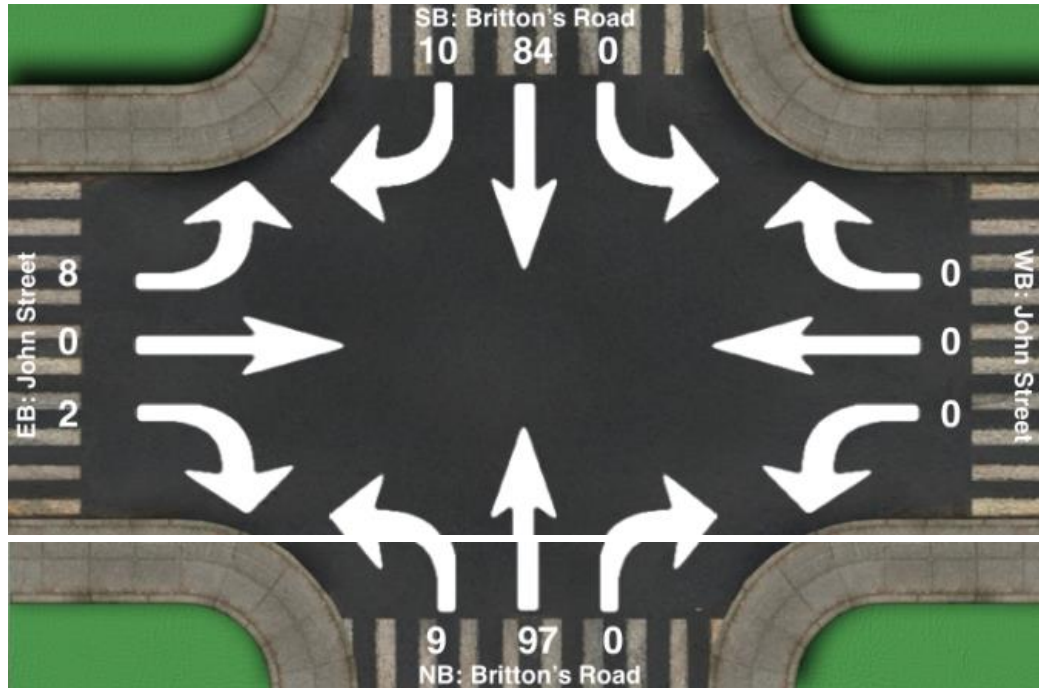
Appendix A Level of Service Descriptions

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 B Traffic Count Data

John / Britton PM Friday 11th June 2021



Turn Count Summary

Location: Britton's Road at John Street, Smithton, TAS
GPS Coordinates: Lat=-40.853138, Lon=145.131792
Date: 2021-06-11
Day of week: Friday
Weather:
Analyst: James Brewer

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:43	0	6	2	0	0	0	1	7	0	0	0	0	16
16:45	0	42	2	0	0	0	5	52	0	5	0	0	106
17:00	0	36	6	0	0	0	3	38	0	3	0	2	88



Intersection Count Summary

16:43 - 17:13

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	84	10	0	0	0	9	97	0	8	0	2	210

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	83	10	0	0	0	9	95	0	8	0	2	207
Truck	0	1	0	0	0	0	0	2	0	0	0	0	3

Car traffic

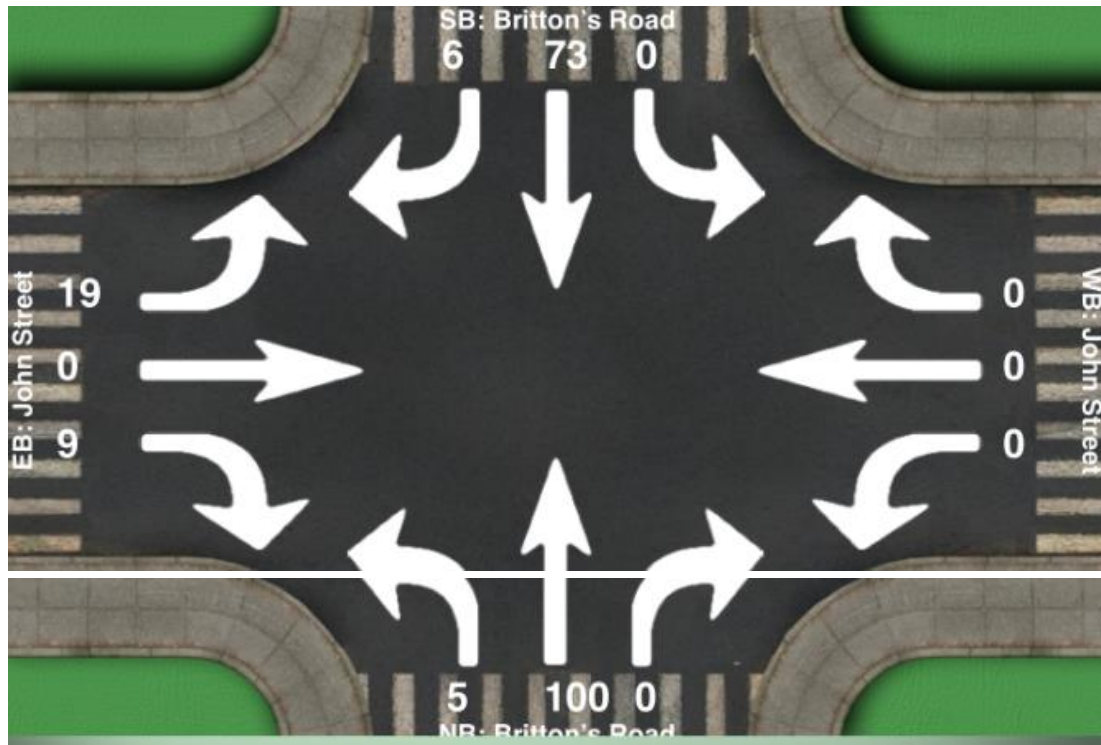
Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:43	0	6	2	0	0	0	1	7	0	0	0	0	16
16:45	0	42	2	0	0	0	5	50	0	5	0	0	104
17:00	0	35	6	0	0	0	3	38	0	3	0	2	87

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:43	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0	2
17:00	0	1	0	0	0	0	0	0	0	0	0	0	1



John / Britton AM Tuesday 15th June 2021



Turn Count Summary

Location: Britton's Road at John Street, Smithton, TAS
GPS Coordinates: Lat=-40.852753, Lon=145.131722
Date: 2021-06-15
Day of week: Tuesday
Weather:
Analyst: James Brewer

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:30	0	35	5	0	0	0	4	49	0	9	0	4	106
08:45	0	37	1	0	0	0	1	49	0	10	0	5	103
09:00	0	1	0	0	0	0	0	2	0	0	0	0	3



Intersection Count Summary

08:30 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	73	6	0	0	0	5	100	0	19	0	9	212

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	72	6	0	0	0	5	97	0	18	0	9	207
Truck	0	1	0	0	0	0	0	3	0	1	0	0	5

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:30	0	34	5	0	0	0	4	48	0	9	0	4	104
08:45	0	37	1	0	0	0	1	47	0	9	0	5	100
09:00	0	1	0	0	0	0	0	2	0	0	0	0	3

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:30	0	1	0	0	0	0	0	1	0	0	0	0	2
08:45	0	0	0	0	0	0	0	2	0	1	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix C – Safe Systems Assessment

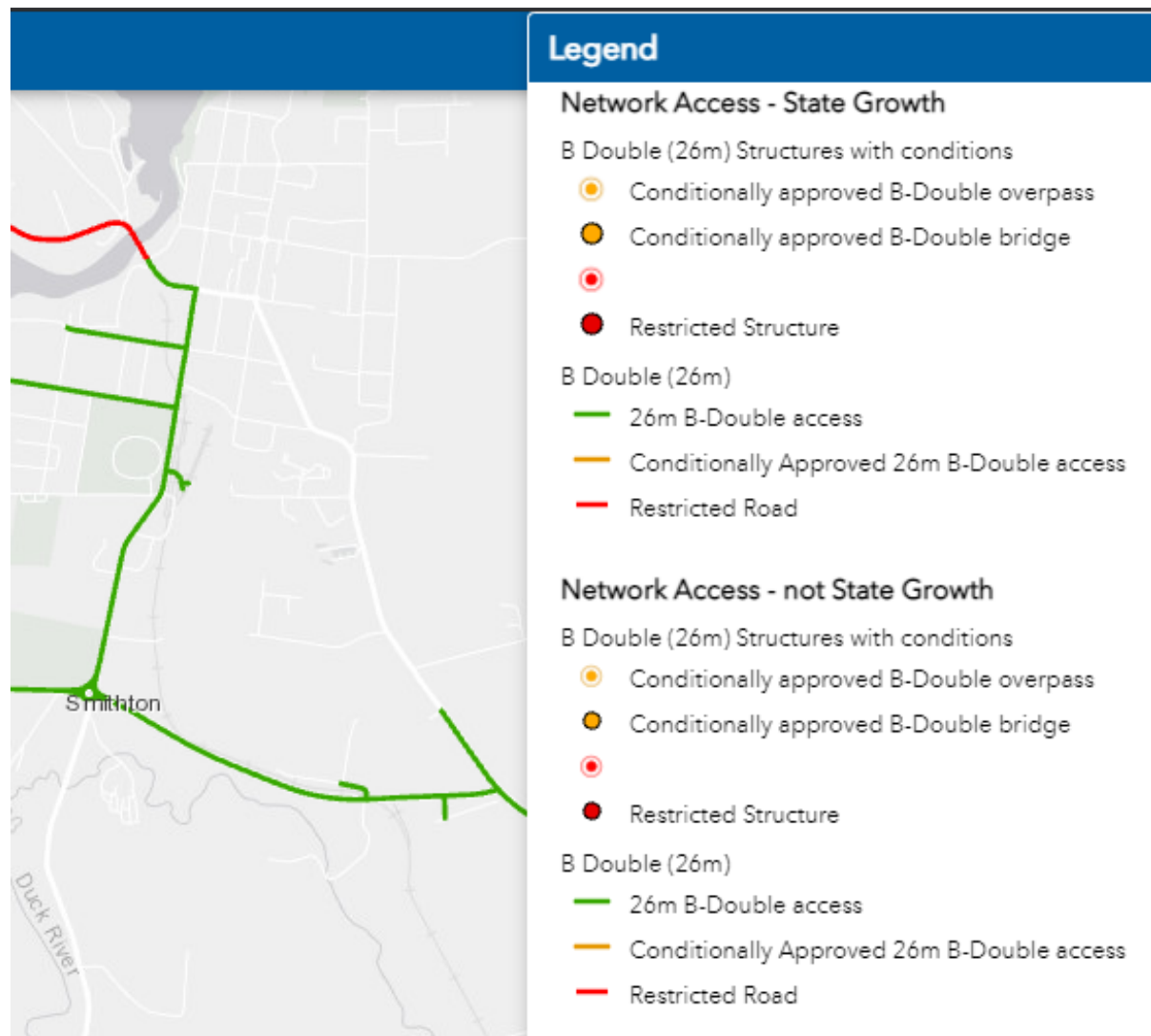
Safe System Assessment		Existing situation - Brittons Road (Rifle Range Rd to Upper Grant St) 2021							
		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 3,840 vpd)	Moderate to low AADT, no crashes over 5 years involving vehicles leaving the road	Moderate to low AADT, no crashes over 5 years involving head on crashes	Brittons Road (3,800vpd)/ John Street (680vpd) junction, 1 PDO rear end crash.	Bus route	Low	Low	Moderate to low	
	Score / 4	2	2	2	2	1	2	2	
Likelihood	Justification	Staight road, appropriate standard, good delineation	Staight road, appropriate standard, good delineation	Simple junction layout.	Bus stops	Footpaths both sides, no facilities for crossing Brittons Road.	Staight road, appropriate standard, good delineation	Staight road, appropriate standard, good delineation, consistent road surface	
	Score / 4	1	1	3	1	3	1	1	
Severity	Justification (60km/h speed limit)	60km/h speed environment	60km/h speed environment	60km/h speed environment	60km/h speed environment	60km/h speed environment	60km/h speed environment	60km/h speed environment	
	Score / 4	1	1	1	1	4	4	4	
Product	Total Score /	2	2	6	2	12	8	8	Total /448 40

Safe System Assessment

Existing situation - John Street 2021

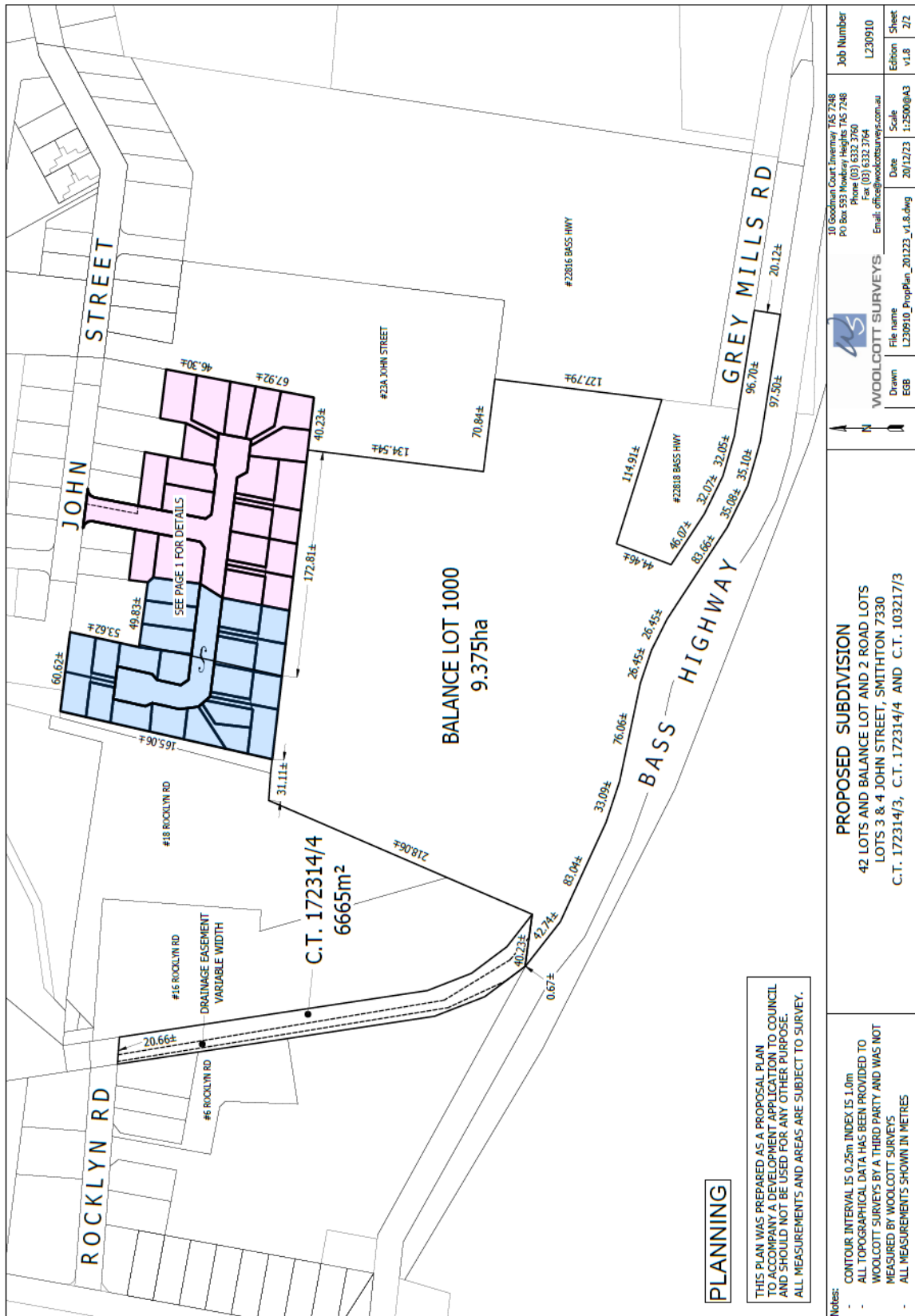
		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 680 vpd)	Low AADT, no crashes	Low AADT, no crashes	John Street (1,000vpd)/ proposed road (300vpd) junction		Some	Low	Low	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	Justification	Staight road, appropriate standard, good delineation	Staight road, appropriate standard, good delineation	Basic layout		Footpath northern side.	Wide road	Staight road, appropriate standard, consistent road surface	
	Score / 4	1	1	2	1	1	1	1	
Severity	Justification (50km/h speed limit)	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h speed environment	
	Score / 4	1	1	1	1	4	4	4	Total /448
Product	Total Score /	1	1	2	1	4	4	4	17

Appendix D – Tas. 26m B Double Network

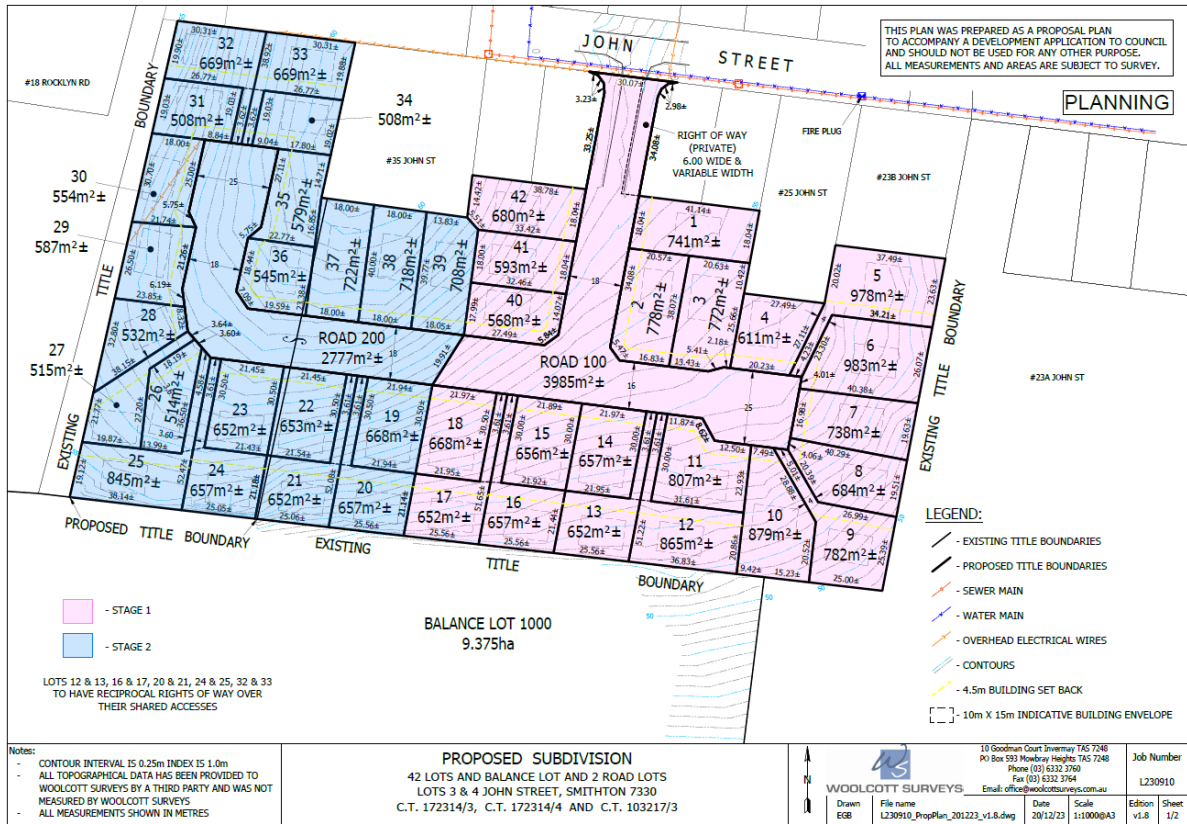




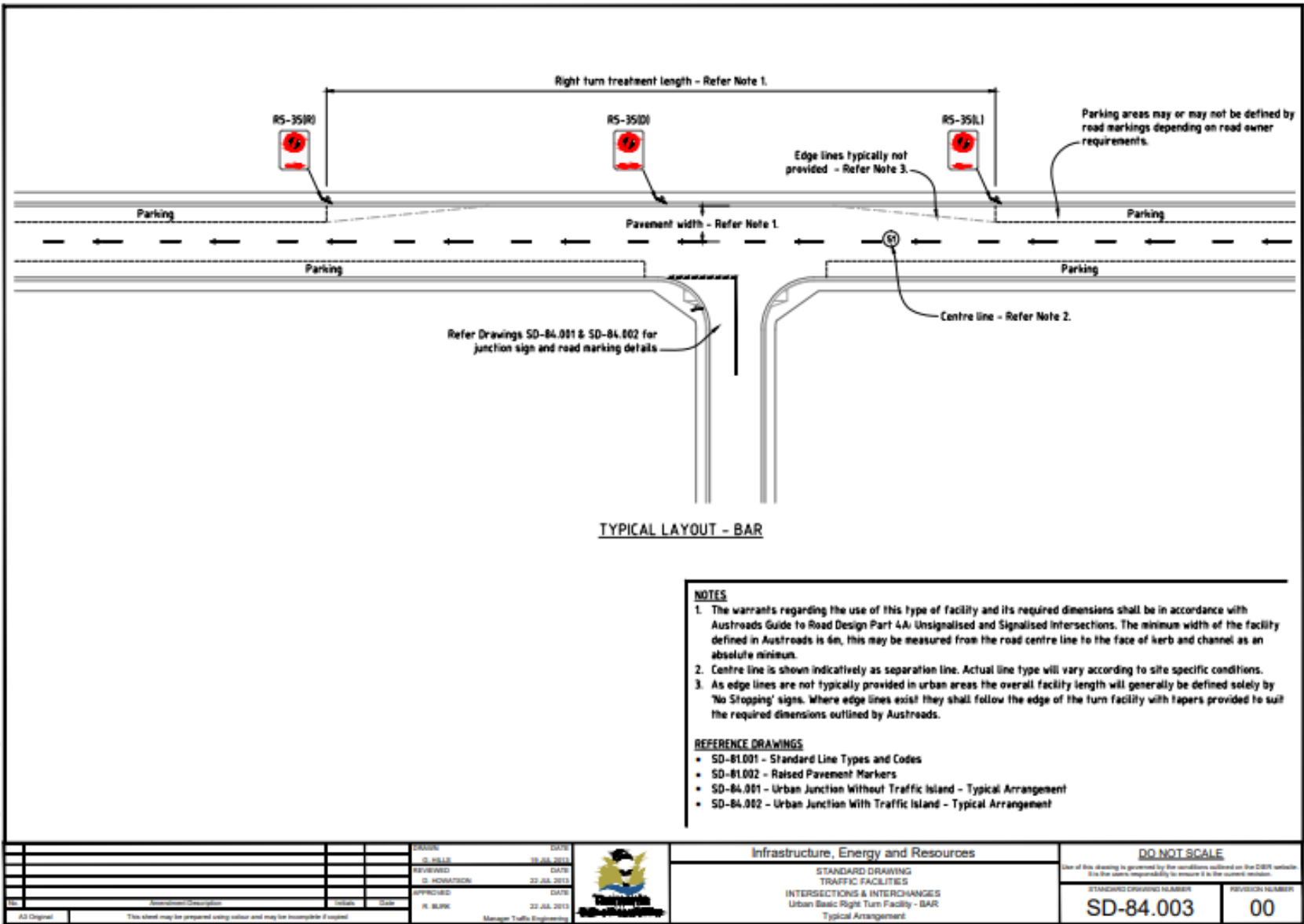
Appendix E – John Street Subdivision Plans



Traffic Impact Assessment



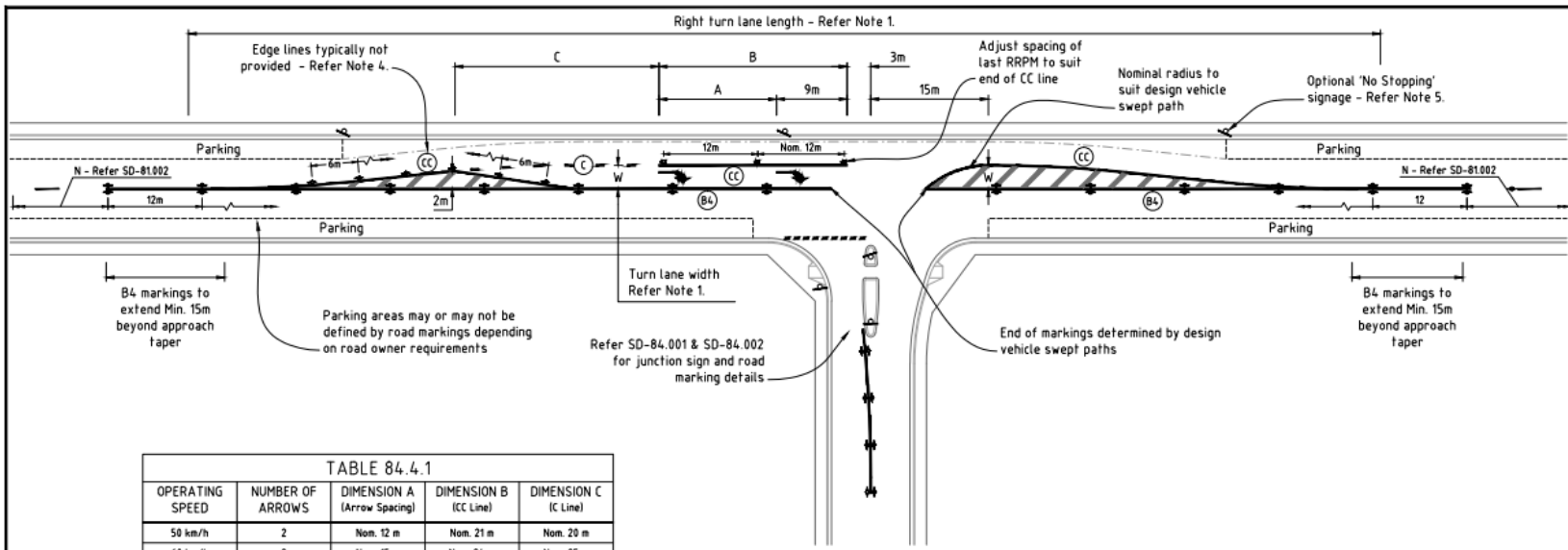
Appendix F – Urban BAR junction layout



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Appendix G – Urban CHR(s) junction layout



TYPICAL LAYOUT - CHR(S)

TABLE 84.4.1

OPERATING SPEED	NUMBER OF ARROWS	DIMENSION A (Arrow Spacing)	DIMENSION B (CC Line)	DIMENSION C (C Line)
50 km/h	2	Nom. 12 m	Nom. 21 m	Nom. 20 m
60 km/h	2	Nom. 15 m	Nom. 24 m	Nom. 25 m
70 km/h	2	Nom. 18 m	Nom. 27 m	Nom. 30 m
80 km/h	Not generally applicable in urban areas			
90 km/h	Use values shown in table on Standard Drawing SD-84.014			
100 km/h				
110 km/h				

Refer Notes 2 & 3 for additional details regarding the above dimensions

- NOTES**
- The warrants regarding the use of this type of facility and its required dimensions shall be in accordance with Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.
 - The values in Table 84.4.1 are provided as a guide for new facilities. Where possible, following resealing work, existing facilities should be reinstated as per the table. However it is recognised that in many locations, existing dimensions may not necessarily relate to current guidelines and that adjustment of continuity lines and arrow spacing will be required to suit on-site conditions.
 - Dimension B is based on a storage length for one general access vehicle (21m) and may be increased to suit additional storage as required. Where B is increased greater than the corresponding value for A, additional turn arrow(s) should be provided at spacing A.
 - Where edge lines exist they shall follow the edge of the turn facility with tapers provided to suit the required dimensions outlined by Austroads.
 - 'No Stopping' signs are not typically required, however they may be used where there is a demonstrated problem with vehicles stopping or parking within the facility.
- REFERENCE DRAWINGS**
- SD-81.001 - Standard Line Types and Codes
 - SD-81.002 - Raised Pavement Markers
 - SD-81.003 - Chevron Markings - Operating Speeds 70km/h and below
 - SD-81.004 - Chevron Markings - Operating Speeds above 70km/h
 - SD-84.001 - Urban Junction Without Traffic Island - Typical Arrangement
 - SD-84.002 - Urban Junction With Traffic Island - Typical Arrangement

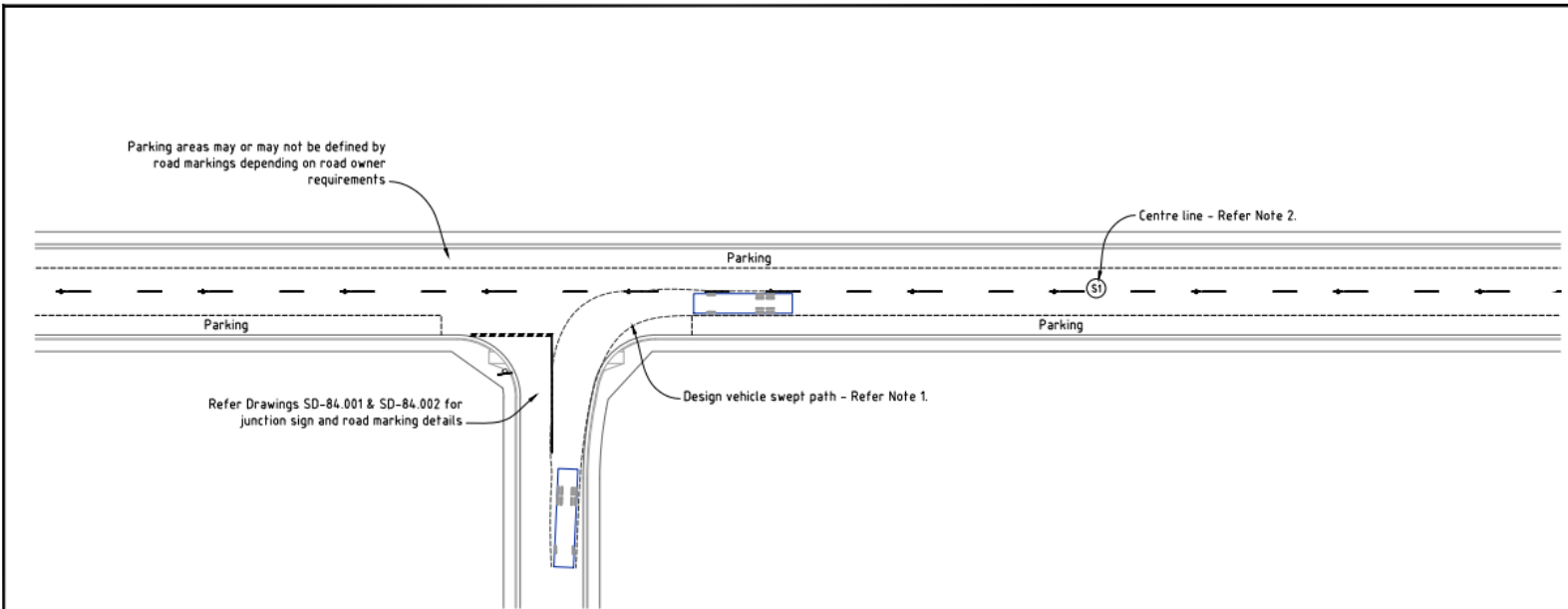
DRAWING: URBAN Short Lane Right Turn Facility - Traffic Facility - Aug

Infrastructure, Energy and Resources STANDARD DRAWING TRAFFIC FACILITIES INTERSECTIONS & INTERCHANGES Urban Channelled Short Lane Right Turn Facility - CHR(S) Typical Arrangement		DO NOT SCALE <small>Use of this drawing is governed by the conditions outlined on the DIER website. It is the users responsibility to ensure it is the current revision.</small> STANDARD DRAWING NUMBER SD-84.004	
DRAWN: G. HILLS REVIEWED: D. HOWATSON APPROVED: R. BURK DATE: 19 JUL 2013 DATE: 22 JUL 2013 DATE: 22 JUL 2013 Manager Traffic Engineering		No. _____ Amendment Description _____ Initialed _____ Date _____ Revision Number 00	

PRINTED DATE: 25-JUL-13, 11:04 AM



Appendix H – Urban BAL junction layout



TYPICAL LAYOUT – BAL

NOTES

- There are no specific traffic facilities required for a basic left turn treatment in urban environments. However the intersection geometry should ensure that the appropriate design vehicle specified by the road owner can turn left from the left lane of the major road without encroachment over the centre line or traffic islands in the side road. Refer to Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections for additional detail and requirements.
- Centre line is shown indicatively as separation line. Actual line type will vary according to site specific conditions.

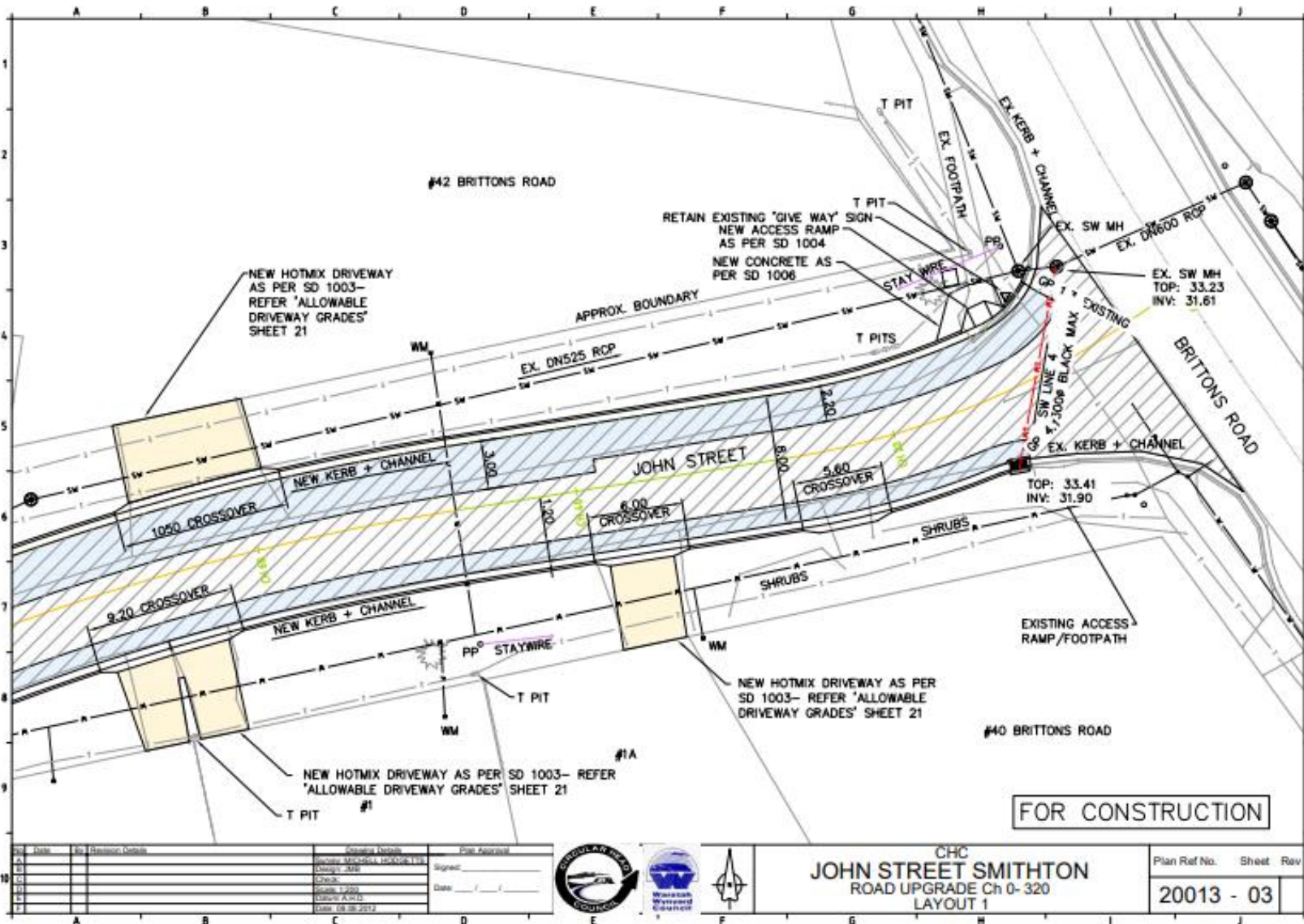
REFERENCE DRAWINGS

- SD-81.001 – Standard Line Types and Codes
- SD-81.002 – Raised Pavement Markers
- SD-84.001 – Urban Junction Without Traffic Island - Typical Arrangement
- SD-84.002 – Urban Junction With Traffic Island - Typical Arrangement

DRAWING: DIER Standard Drawing - Traffic Facilities.dwg		DRAWN G. HELLS 19 JUL 2013			Infrastructure, Energy and Resources		DO NOT SCALE	
		REVIEWED D. HOWATSON 22 JUL 2013			STANDARD DRAWING TRAFFIC FACILITIES			
		APPROVED R. BURK 22 JUL 2013 Manager Traffic Engineering			INTERSECTIONS & INTERCHANGES Urban Basic Left Turn Facility - BAL Typical Arrangement			
					STANDARD DRAWING NUMBER SD-84.006		REVISION NUMBER 00	
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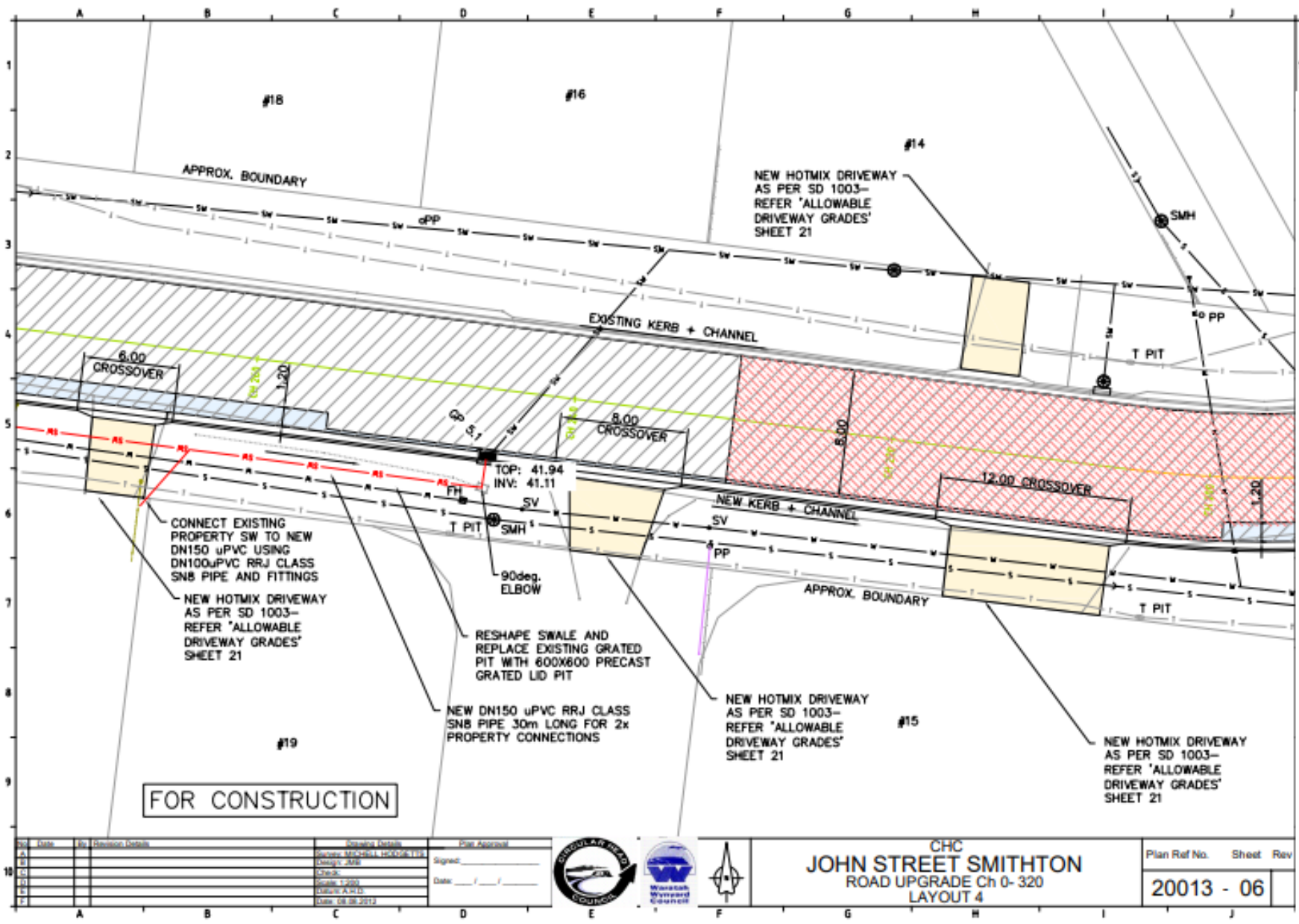


Appendix I – Council John St design plans





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50 | Page

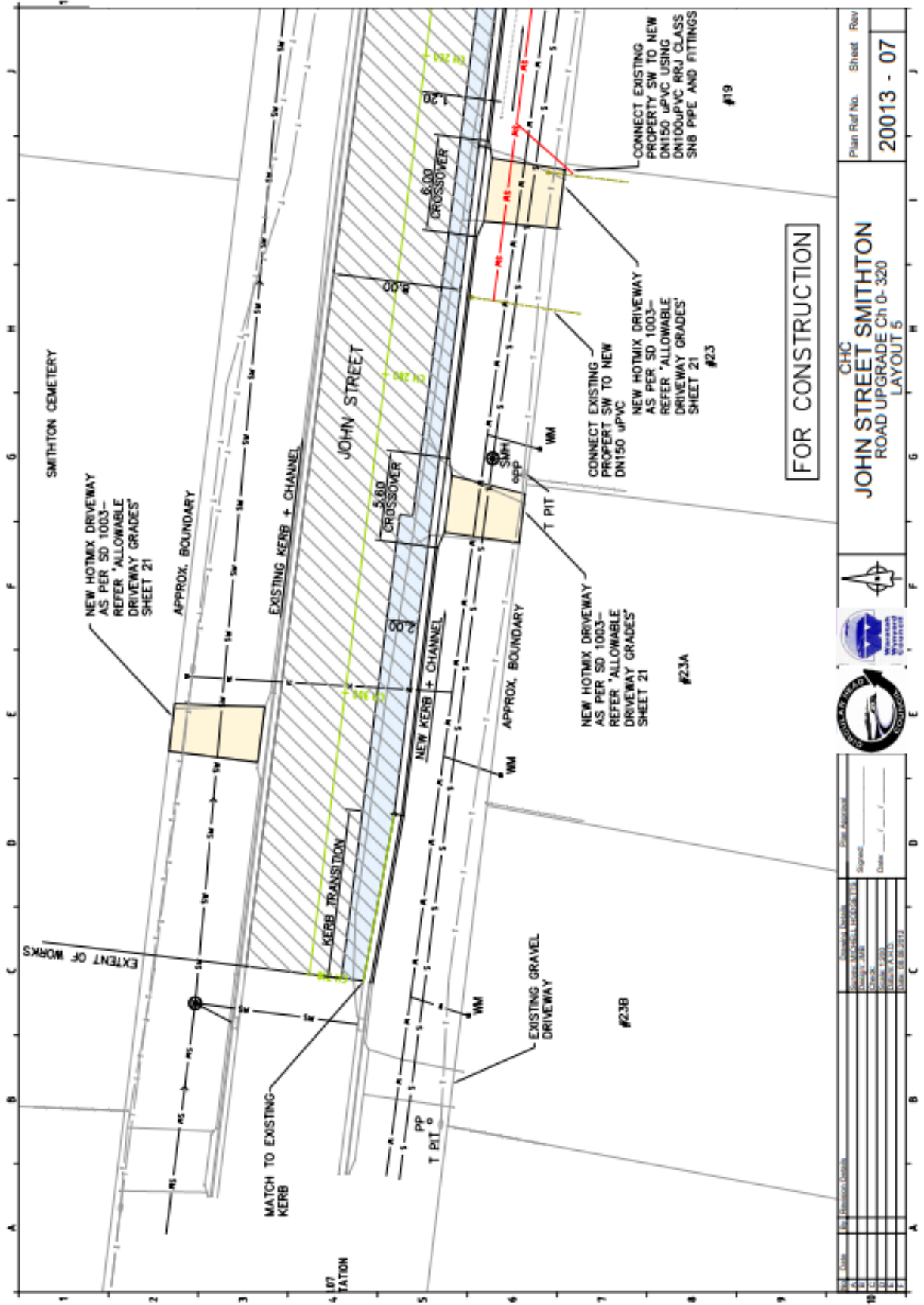
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2				Design: JMB	Date: ____/____/____
3				Check: _____	
4				Scale: 1:200	
5				Drawn: AAD	
6				Date: 08.08.2012	

CHC
JOHN STREET SMITHTON
 ROAD UPGRADE Ch 0- 320
 LAYOUT 4

Plan Ref No.	Sheet	Rev
20013 - 06		



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CHC JOHN STREET SMITHTON ROAD UPGRADE Ch 0-320 LAYOUT 5

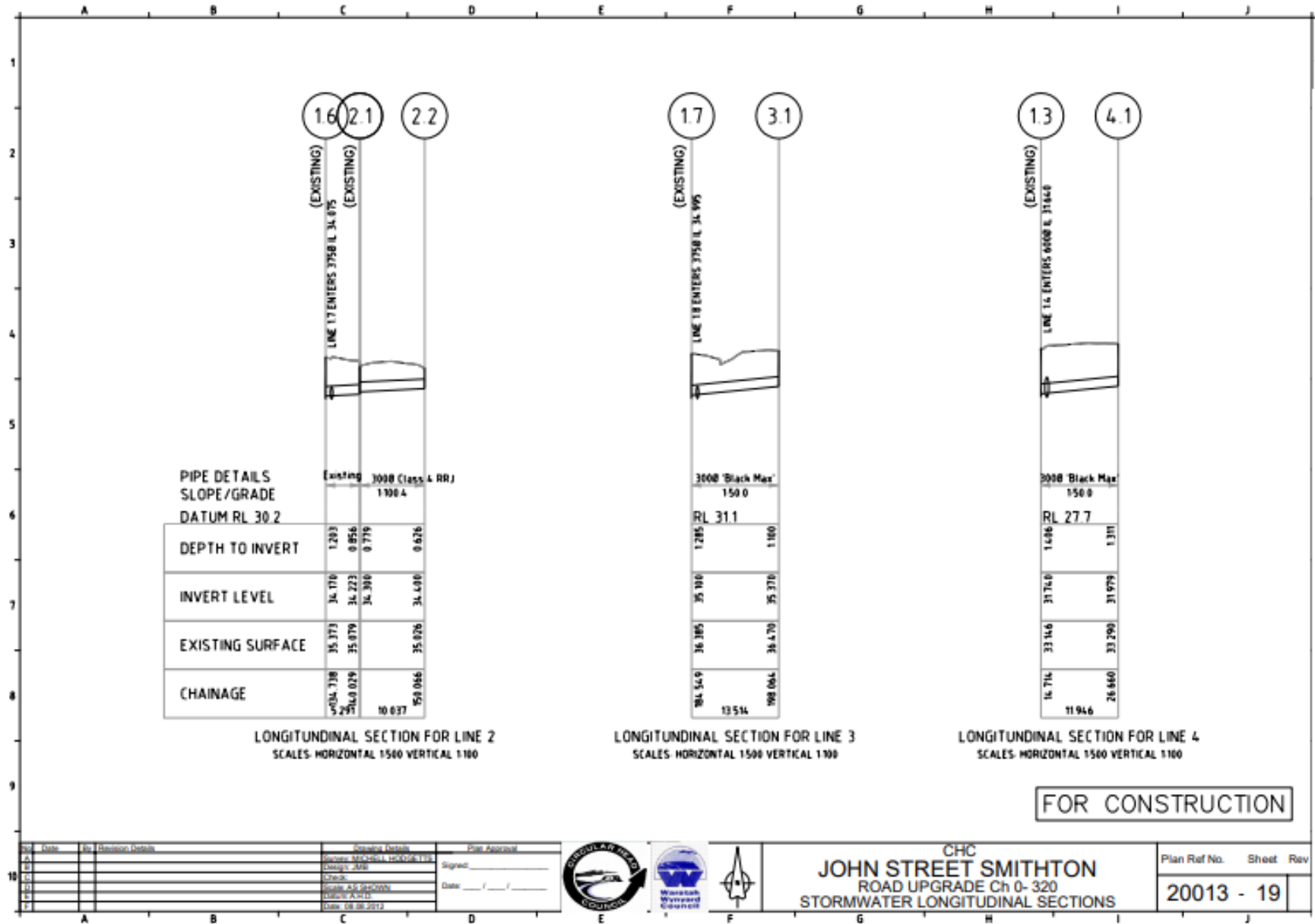


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DATE	SIGNED	FOR APPROVAL



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1				George Mitchell 19/09/13	
2				Design JMB	Signat: _____
3				Check: _____	Date: ___/___/___
4				Scale: A3 1:5000	
5				Project: A111	
6				Date: 08/08/2013	



CHC
JOHN STREET SMITHTON
 ROAD UPGRADE Ch 0- 320
 STORMWATER LONGITUNDINAL SECTIONS

Plan Ref No.	Sheet	Rev
20013 - 19		





3 April 2024

Woolcott Surveys
PO Box 593
MOWBRAY TAS 7248

Dear Sir/Madam

**ADDITIONAL INFORMATION REQUIRED - DEVELOPMENT APPLICATION –
SUBDIVISION (2 LOTS INTO 43 LOTS INCLUDING BALANCE LOT) - LOT 3 & 4 JOHN
STREET, SMITHTON & ROCKLYN ROAD, SMITHTON**

I am writing to advise that the further information received on 19 March 2024 was unsatisfactory to restart the clock and determination of your application.

Under Section 54 of the *Land Use Planning and Approvals Act 1993* Council seeks further information in relation to application SA 2024 / 00001 for Subdivision (2 lots into 43 lots including balance lot) at Lot 3 & 4 John Street, Smithton & Rocklyn Road, Smithton. In order to further progress the assessment of your application, please provide the following;

- Please provide a site plan showing the use of Lot 3 Rocklyn Road as the proposed access to the balance lot.
- Please confirm if the supplied storm water plans are the final plans for this application, or provide updated plans as discussed with Council's Engineering Officers.

Your application remains on hold until all relevant documentation has been received to the satisfaction of the Planning Authority.

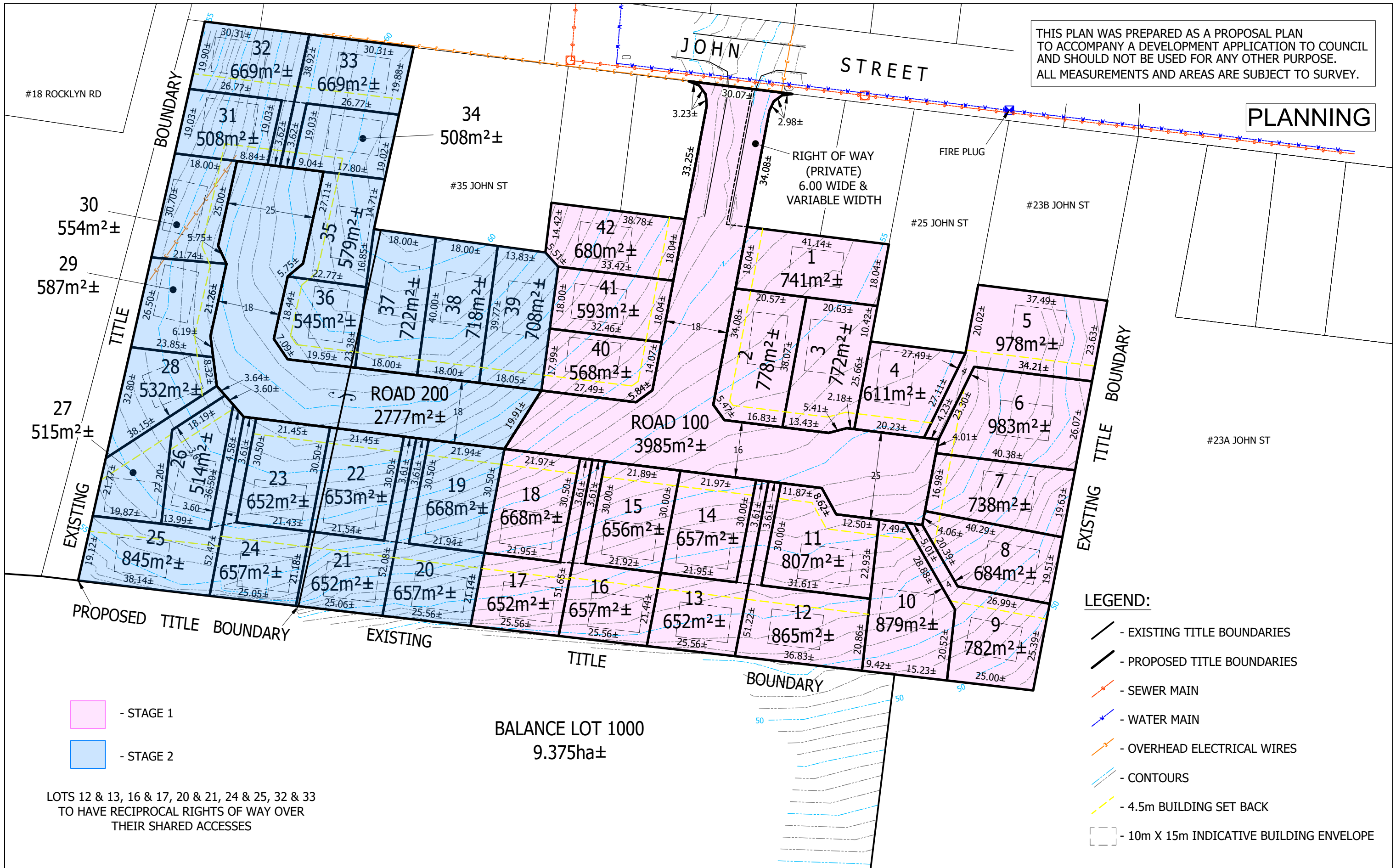
If you have any queries or require further information, please contact Catherine Sayer, Town Planner, on 6452 4842.

Yours sincerely

Dang Minh Duc Van
TOWN PLANNER

THIS PLAN WAS PREPARED AS A PROPOSAL PLAN TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. ALL MEASUREMENTS AND AREAS ARE SUBJECT TO SURVEY.

PLANNING



- STAGE 1
- STAGE 2

LOTS 12 & 13, 16 & 17, 20 & 21, 24 & 25, 32 & 33 TO HAVE RECIPROCAL RIGHTS OF WAY OVER THEIR SHARED ACCESSES

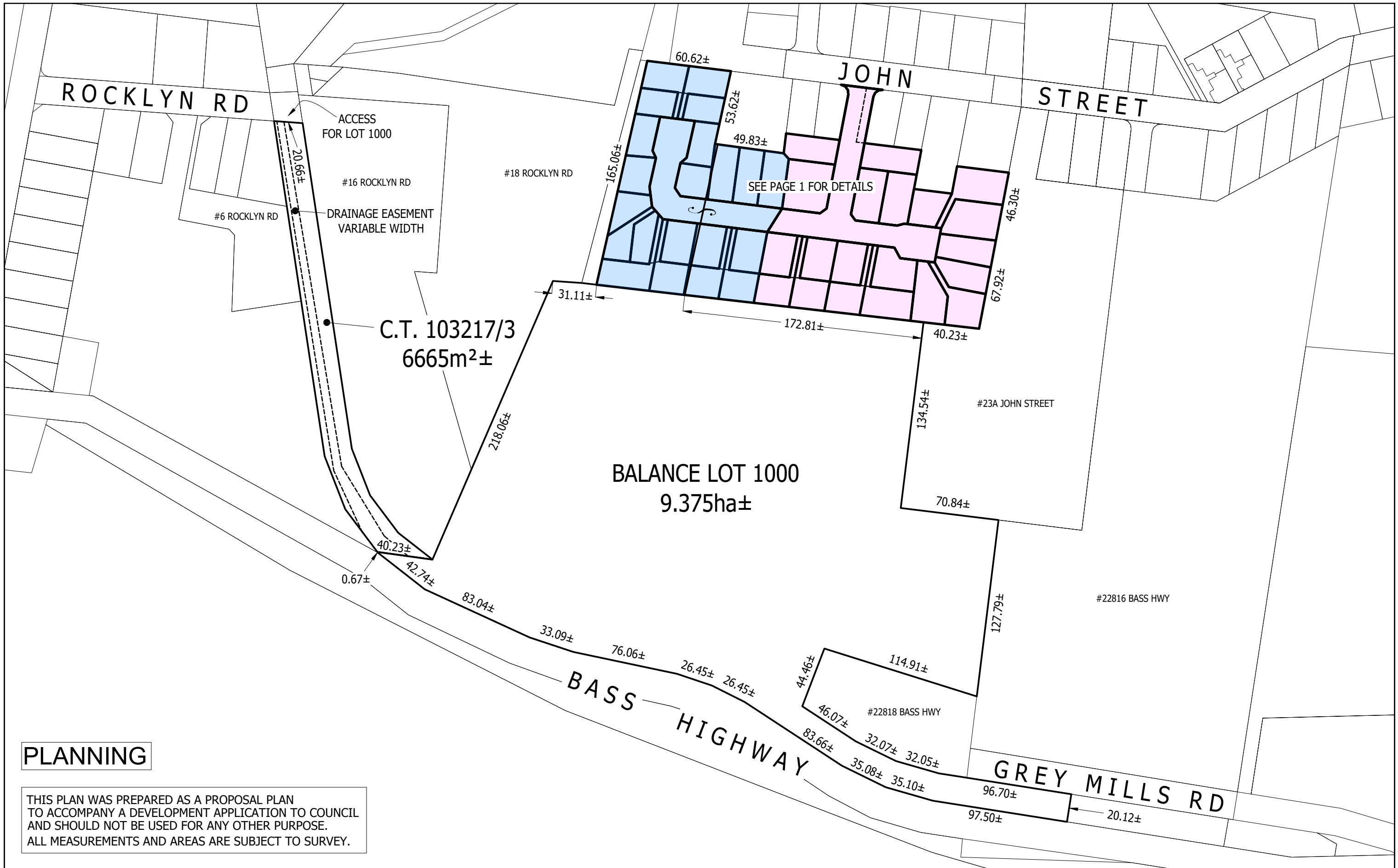
- LEGEND:**
- EXISTING TITLE BOUNDARIES
 - PROPOSED TITLE BOUNDARIES
 - SEWER MAIN
 - WATER MAIN
 - OVERHEAD ELECTRICAL WIRES
 - CONTOURS
 - 4.5m BUILDING SET BACK
 - 10m X 15m INDICATIVE BUILDING ENVELOPE

Notes:

- CONTOUR INTERVAL IS 0.25m INDEX IS 1.0m
- ALL TOPOGRAPHICAL DATA HAS BEEN PROVIDED TO WOOLCOTT SURVEYS BY A THIRD PARTY AND WAS NOT MEASURED BY WOOLCOTT SURVEYS
- ALL MEASUREMENTS SHOWN IN METRES

PROPOSED SUBDIVISION
 42 LOTS AND BALANCE LOT AND 2 ROAD LOTS
 LOTS 3 & 4 JOHN STREET, SMITHTON 7330
 C.T. 172314/3, C.T. 172314/4 AND C.T. 103217/3

 WOOLCOTT SURVEYS		10 Goodman Court Invermay TAS 7248 PO Box 593 Mowbray Heights TAS 7248 Phone (03) 6332 3760 Fax (03) 6332 3764 Email: office@woolcottsurveys.com.au		Job Number L230910	
		Drawn EGB	File name L230910_PropPlan_040424_v2.0.dwg	Date 04/04/24	Scale 1:1000@A3




PLANNING

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Notes:
 - CONTOUR INTERVAL IS 0.25m INDEX IS 1.0m
 - ALL TOPOGRAPHICAL DATA HAS BEEN PROVIDED TO WOOLCOTT SURVEYS BY A THIRD PARTY AND WAS NOT MEASURED BY WOOLCOTT SURVEYS
 - ALL MEASUREMENTS SHOWN IN METRES

PROPOSED SUBDIVISION
 42 LOTS AND BALANCE LOT AND 2 ROAD LOTS
 LOTS 3 & 4 JOHN STREET, SMITHTON 7330
 C.T. 172314/3, C.T. 172314/4 AND C.T. 103217/3



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127 Leith Road, Leith TAS 7315
ACN 118 678 667

m 0429 418 739
chris@csetas.com.au

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Designed
CHRIS MARTIN

Drawn
CJG

Accred. No.
CC4109V

Approved
CHRIS MARTIN

Date
DECEMBER 2023

PRELIMINARY

No

Revision

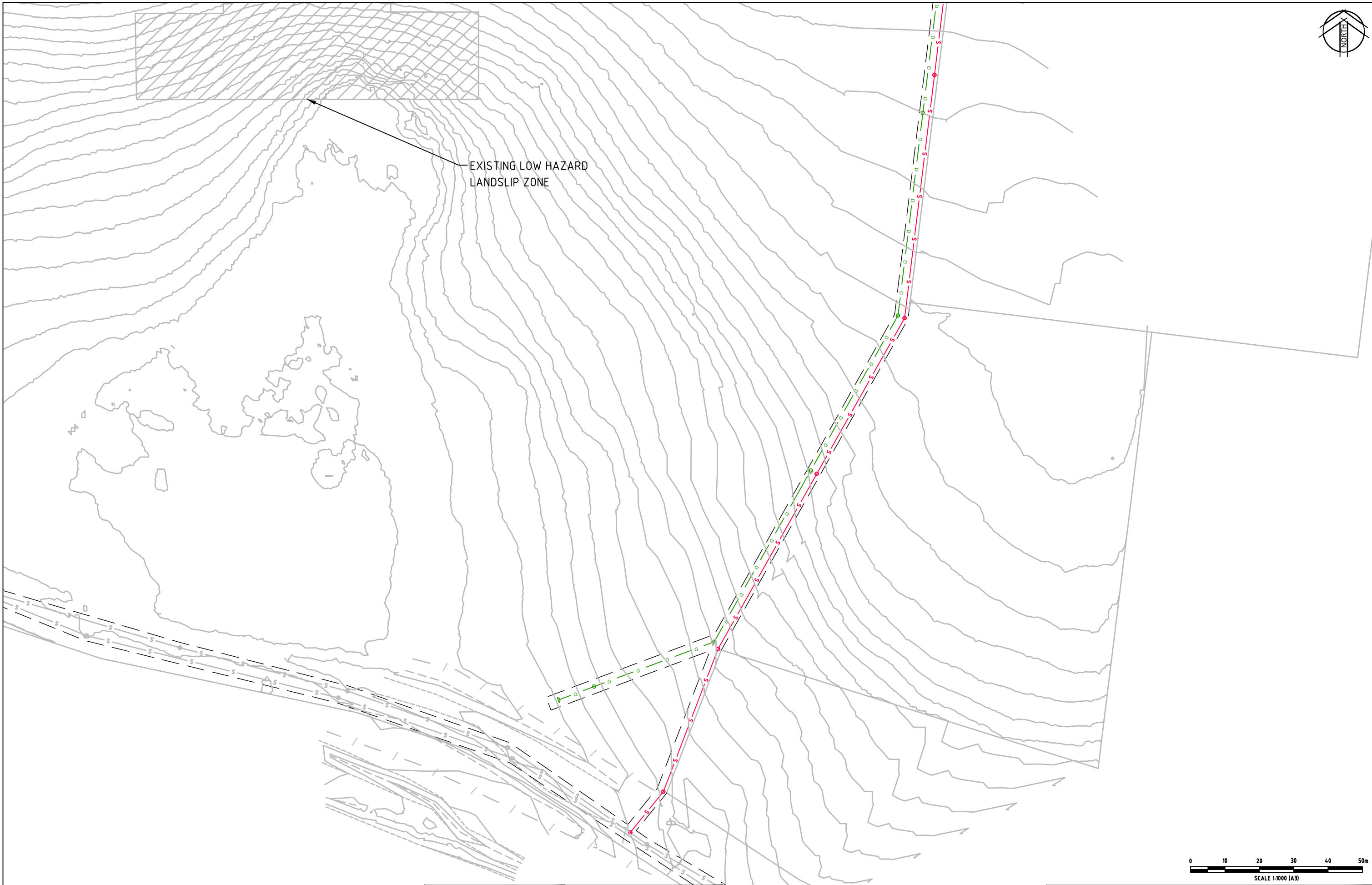
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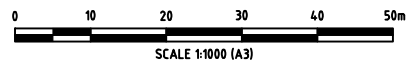
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Project **LOTS 3 AND 4 JOHN STREET, SMITHTON**
Title **PRELIMINARY LOT LAYOUT PLAN SHEET 01**

Drawing No: **2806-38_SK01**

Revision: **P0**



EXISTING LOW HAZARD
LANDSLIP ZONE



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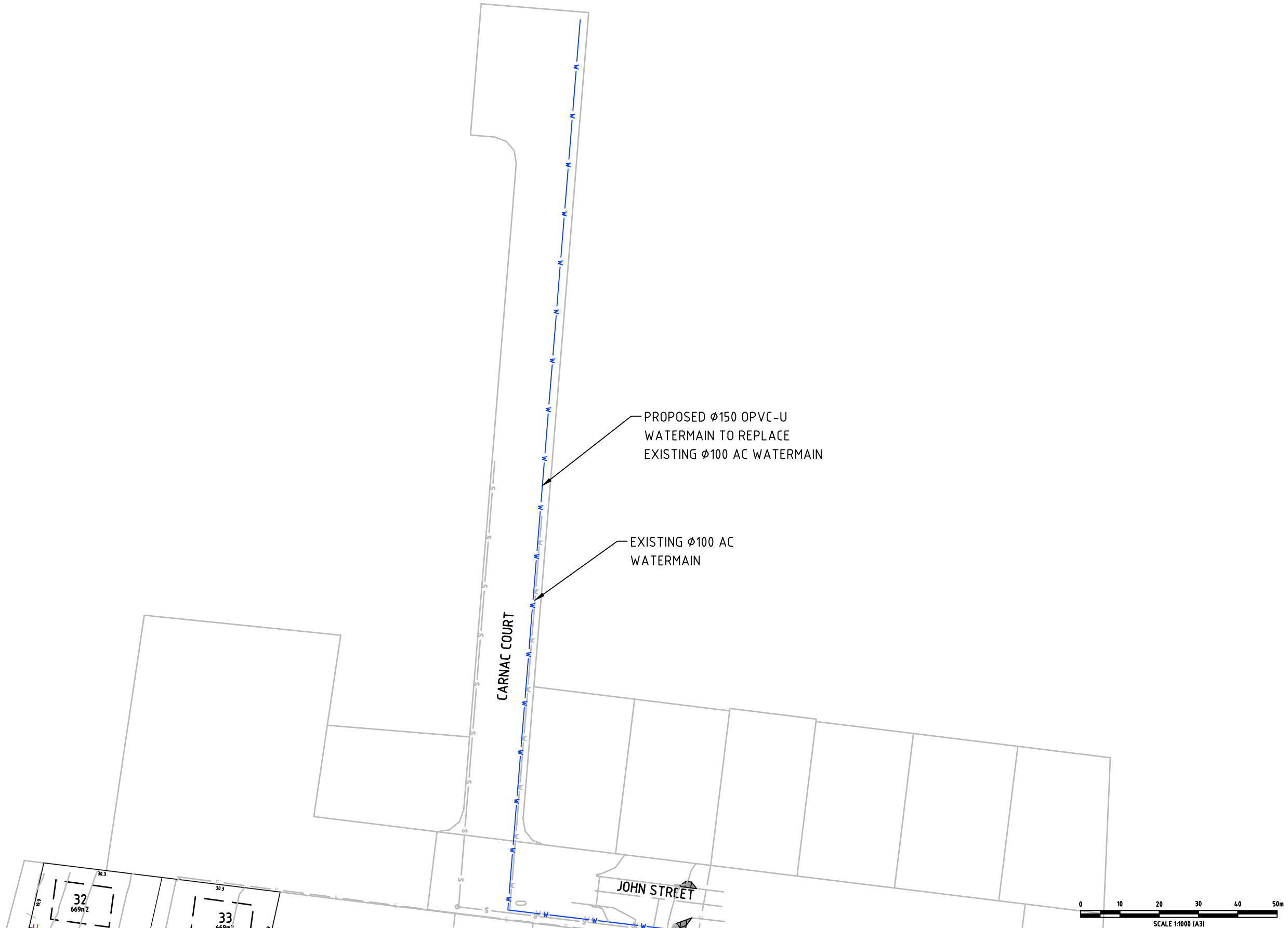
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	Approved CHRIS MARTIN		
	Date DECEMBER 2023		

No	Revision	Drawn	Date

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Revision:	P0



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Approved CHRIS MARTIN	
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No	Revision	Drawn	Date

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Revision:	P0

