



DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) AGENDA

18 JANUARY 2022

COUNCIL CHAMBERS

COMMUNITY ADMINISTRATION CENTRE (CAC)

NOTICE OF MEETING

Notice is hereby given that the next meeting of the Development Assessment Special Committee (DASC) will be held at the Community Administration Centre (CAC), 47 Cole Street, Sorell on Tuesday, 18th January 2022 commencing at 4:30 pm.

C E R T I F I C A T I O N

I, Robert Higgins, General Manager of the Sorell Council, hereby certify that in accordance with Section 65 of the *Local Government Act 1993*, the reports in this Agenda have been prepared by persons who have the qualifications and experience necessary to give such advice. Information and recommendations or such advice was obtained and taken into account in providing general advice contained within the Agenda.

ROBERT HIGGINS
GENERAL MANAGER
13 JANUARY 2022



AGENDA

FOR THE DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) MEETING
TO BE HELD AT THE COMMUNITY ADMINISTRATION CENTRE (CAC), 47 COLE
STREET, SORELL ON TUESDAY 18 JANUARY 2022

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1.0 ATTENDANCE

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Chairperson Mayor Vincent
Deputy Mayor N Reynolds
Councillor K Degrassi
Councillor V Gala
Councillor G Jackson
Councillor C Torenus
Councillor M Reed
Councillor D De Williams
Councillor B Nichols
Robert Higgins, General Manager

2.0 CONFIRMATION OF THE MINUTES OF 21 DECEMBER 2021

RECOMMENDATION

“That the Minutes of the Development Assessment Special Committee (DASC) Meeting held on 21 December 2021 be confirmed.”

3.0 DECLARATIONS OF PECUNIARY INTEREST



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

4.0 LAND USE PLANNING

4.1 DEVELOPMENT APPLICATION NO. SA 2020 / 00015 - 1

APPLICANT: ROGERSON & BIRCH SURVEYORS

PROPOSAL: 6 LOT SUBDIVISION INCLUDING NEW ROAD

ADDRESS: 6A & 8 CORREA STREET, PRIMROSE SANDS

RECOMMENDATION

That pursuant to Section 57 of the Land Use Planning and Approvals Act 1993, Council resolve that Development Application No. SA 2020 / 00015 - 1 for a 6 Lot Subdivision including New Road at 6a & 8 Correa Street, Primrose Sands for Rogerson & Birch Surveyors be approved, subject to the following conditions:

1. Development shall generally be in accordance with the endorsed plans submitted on 09/09/2020 except as may be amended by the conditions of this permit.
2. As no provision has been made for Public Open Space or improvements thereto and, having formed the opinion that such a provision should be made, Council invokes the provisions of Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993* and requires security equivalent of 3% of the improved value of the gross area of the subdivision. This should be in the form of a direct payment made before the sealing of the final plan or, alternatively, in the form of security provided under Section 117 of the Act. The subdivider is to obtain a report from a Registered Valuer for the purposes of determining the improved value of the gross area of the subdivision.
3. All recommendations of the Bushfire Hazard Management Plan undertaken by Onto It Solutions dated 12 November 2021 must be implemented.

Engineering Conditions

4. All works shall be constructed in accordance with Council's current Standard Drawings and Specifications, and under the direct supervision of a qualified civil engineer. All information, design plans, and works shall be to the satisfaction of Council's Manager Engineering and Regulatory Services (ME&RS).



5. All works shall be undertaken at the developer's expense.
6. Prior to the commencement of the development of the site, revised detailed plans and specifications must be submitted to Council's ME&RS for approval. Such plans and specifications shall:
 - (a) Include all infrastructure works required by the permit or shown on the endorsed plans;
 - (b) Be prepared by a suitably qualified and experienced engineer or engineering consultancy;
 - (c) Be prepared substantially in accordance with the current IPWEA Standard Drawings and Tasmanian Subdivision Guidelines available on the LGAT website;
 - (d) Include best practice Water Sensitive Urban Design (WSUD) to prevent 80% of Total Suspended Solids (TSS), and 45% of Total Nitrogen (TN) and 45% Total Phosphorus (TP) from leaving the site.
6. If any changes to the Council approved detailed plans are required during construction, a revised set of plans must be submitted for further review and approval by Council's ME&RS, prior to any changes being implemented. Any fees associated with the review and approval of the engineering drawings may be required to be paid again.
7. Prior to the issue of the Certificate of Practical Completion, certification that all private and public infrastructure works have been constructed in accordance with the latest approved version of the detailed plans and specification as approved by Council's ME&RS will be required.
8. The continuation of Correa Street shall be constructed in accordance with TSD-R02-v3 and finished with a two coat (14/7) bitumen seal as a minimum standard. The minimum sealed traffic width shall be 6.0 metres with 0.5 metre sealed shoulders and a 0.5 metre verge each side (minimum of 8.0 metres road width with 7.0 metres sealed carriageway).
9. The road reservation (Lot 100 Road) width shall be a minimum of 14 metres and increased to 15 metres where possible. An amended subdivision plan is to be provided to the satisfaction of Council's ME&RS.
10. Each lot shall be provided with a new access, constructed in accordance with TSD-R03-v3 and TSD-R04-v3 and finished with a 40mm thick DG asphalt seal over a minimum of 200mm compacted FCR base material (no clay content). The seal shall have a minimum width of 4.0 metres, and shall extend for 6 metres, or to the property boundary, whichever is greater.

11. Each sealed access must be shaped to direct all stormwater into the roadside table drains and drainage from each access must not cause ponding within the road reserve. Each access shall have a new DN300 RRJ RCP culvert and headwalls in accordance with TSD-R03-v3 and TSD-R04-v3. Driveway outfalls shall be constructed and directed into the roadside table drains with appropriate rock lining to prevent erosion.
12. The cul-de-sac head is to be constructed in accordance with TSD-R08-v3 and finished with a 40mm thick DG asphalt seal. The minimum sealed asphalt diameter shall be 25 metres and the minimum road reservation width shall be 31 metres.
13. The road shall be designed and certified by a suitably qualified and experienced engineer, to be generally in accordance with TSD-R02-v3. The road shall have a minimum of 100mm FCR Base 'Class A' material (no clay content) over 200mm thick sub-base 1 material and finished with a bitumen seal. Sub-grade improvement shall be implemented as required to achieve a minimum sub-grade C.B.R. of 4.0% soaked.
14. Steel-Flex, or equivalent, guideposts shall be installed to each access, culvert headwalls, and the new road as per TSD-R03-v3 and TSD-R25-v3.
15. Roadside table drains shall be constructed for the proposed road in accordance with TSD-R02-v3 and as required by the applicant's stormwater report by ADDC dated 4 November 2021 to safely carry all stormwater from the subdivision to Council's existing roadside drainage in Correa Street. New culverts are to be constructed to suit the topography of the site and as per the stormwater report.
16. The existing culverts and table drains in Correa Street shall be upgraded as required by the applicant's stormwater report by ADDC dated 4 November 2021 to accommodate the additional flow generated by the subdivision.
17. The new sealed road construction shall extend to the start (southern side) of the existing cul-de-sac and shall match into the existing Correa Street with a smooth connection.
18. A fee is associated with the review and approval of engineering design plans. The fee will be calculated at 1% of the construction estimate or contract price for stormwater, roadworks, and street lights. This shall be paid along with inspection fees prior to commencing works. An invoice will be provided with the approval letter.

19. Any site filling must comply with the provisions of AS 3798 Guidelines on Earthworks for Commercial and Residential Developments current at the time of application. Prior to the use commencing, a Civil Engineer must certify that all the works have been carried out in accordance with AS 3798 and the Council endorsed engineering plan(s). Any fill placed within the road reserve (Lot 100 Road) shall be limited and shall be finished and seeded to the satisfaction of Council's ME&RS.
20. Prior to the commencement of any works, the developer/contractor shall:
 - (a) Complete a Start Works Notice (copy available from Council);
 - (b) Provide a copy of their current public liability insurance policy (certificate of currency) for the contractor and any subcontractors engaged to undertake the works;
 - (c) Ensure that all traffic management and WH&S requirements are in place for the duration of the works.
21. Easements are required over all Council and third party services located in private property. The minimum width of any easement must be 3.0m for Council (public) mains.
22. Council is to be notified and engineering inspections are to be completed at the following stages of construction:
 - a) Proof roll inspection of the sub-grade/sub-grade improvement;
 - b) Proof roll inspection of the sub-base course(s);
 - c) Proof roll inspection of the base course, prior to sealing;
 - d) Laying of pipelines for stormwater drainage prior to back filling, including access culverts;
 - e) Inspection of the base course in any footpaths, kerb and gutter, and driveway accesses, prior to sealing;
 - f) Practical Completion of works (On Maintenance);
 - g) Final inspection at completion of Defects Liability Period (Off Maintenance);
 - h) Installation of all WSUD systems;
 - i) Any other inspections required during the construction of the public infrastructure.

Where the development is to be constructed in stages, the above inspections and associated fees will be required for each stage.

23. For each inspection required to be carried out, the applicant shall pay the prescribed fee as set annually by Council. This inspection fee shall be indexed at the CPI rate for Hobart until paid. Council will invoice the developer for the minimum number of inspections required together with the drawing review and approval. Where works do not meet Council requirements and/or further inspections are required, additional fees will be charged for each subsequent inspection at the prescribed inspection rate. The works will not be placed On Maintenance until payment of the above fees has been received.
24. A Construction Management Plan (CMP) shall be prepared by the successful civil contractor to the satisfaction of Council's ME&RS and is to be submitted to Council prior to any works commencing. This CMP shall include but not be limited to the following:
 - a) Noise and Dust Management Plan;
 - b) Traffic Management Plan;
 - c) Soil and Stormwater Management Plan;
 - d) Weed Management Plan.
25. A Soil and Stormwater Management Plan must be approved by Council's ME&RS and fully implemented prior to any works commencing on site. No polluted and/or sediment laden runoff must discharge directly or indirectly into Council's drains or watercourses during development.
26. The applicant shall provide Council with "As Constructed" drawings of the development and complete the Data Spreadsheet, copy available from Council, at the completion works. The following list must be submitted as part of these requirements:
 - a) "As Constructed" drawings must be clearly understood and must provide all relevant information to the works. The minimum standard for "As Constructed" drawings is demonstrated through the As Constructed Example Drawing, available by contacting Council;
 - b) "As Constructed" drawing must be completed and certified by a qualified surveyor or engineer prior to the works being placed on maintenance;
 - c) "As Constructed" drawings must be accurate to AHD and GDA94 and must be drawn to an appropriate scale, show all top, inlet and outlet invert levels and shall be to the satisfaction of Council's ME&RS;
 - d) "As Constructed" drawings must be provided electronically in both .pdf and .dwg or .dxf formats, or as otherwise approved by Council's ME&RS;
 - e) The Data Spreadsheet must be completed and certified by a suitably qualified surveyor or engineer prior to the works being placed on maintenance;
 - f) The Data Spreadsheet must be provided to Council's Asset Manager along with the "As Constructed" drawings;
 - g) All height and special information must be accurate to AHD and GDA94, to the satisfaction of Council's ME&RS;

- h) The data spreadsheet must be provided electronically, as an Excel document; Photographs of all newly constructed assets must be supplied to Council; a description of photos required is outlined in the Data Spreadsheet Information.
 - i) Compaction and soil tests results for all earthworks or pavement works;
 - j) An engineer's certificate stating that each component of the works complies with the approved engineering plans and Council standards.
27. The Defects Liability Period shall be a minimum of twelve (12) months from the date of Practical Completion. Prior to the sealing of the Final Plan of Survey, the person responsible must lodge with the Council a bond in the form of a bank guarantee or a cash deposit for the duration of the defect liability period for the amount equal to 5% of the total construction value.
28. All roads in the subdivision must be conveyed to the Council upon the issue of the Certificate under Section 10 (7) of the Local Government (Highways) Act 1982. All costs involved in this procedure must be met by the person responsible.
29. Underground power, street light poles and communication services (including NBN if available) are to be provided to each lot within the boundary adjustment in accordance with the relevant Authority's standards and specifications, with the developer to meet all costs. The developer is to reimburse Council for the cost of street lights and 14W LED lamps at a rate of \$625 per light (indexed with CPI).
30. The survey pegs for all lots in the boundary adjustment are to be certified correct after the construction is completed and prior to the works being placed On Maintenance.

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

- This permit shall lapse at the expiration of two (2) years from the date on which it is granted if the development and use is not substantially commenced within that period.
- This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- Separate Building Approval may be required prior to commencement of the development.

You may appeal against the above condition/s, any such appeal must be lodged within fourteen (14) days of service of this notice to the Resource Management and Planning Appeal Tribunal, Level 1, 144-148 Macquarie Street Hobart 7001. Ph ☎ 6165 6794 or email rmpat@justice.tas.gov.au.

Introduction

Council received an application for a 6 lot subdivision at 6a and 8 Correa Street, Primrose Sands. The subdivision involves the construction of a new road, and subdivision from two lots to 6 which vary in size from 1.03ha to 1.54ha.

The works will involve the extension of Correa Street to the west and the construction of a new cul-de-sac.

The application has been referred to Council for consideration as one of the applicants is a Council employee.

Strategic plan

The application will not impact upon Council's Strategic Plan.

Annual plan

There will be no impact upon Council's Annual Plan.

Policy

The most relevant policy for consideration as part of this application will be the Public Open Space Policy which will be considered further within the body of the document.

Environmental implications

There are no significant environmental implications requiring consideration as part of this application.

Asset management implications

The development would see the extension of Correa Street which will become an asset requiring Council maintenance in the future.

Risk management implications

There are no significant risk management implications through the subdivision.

Community implications

There are no significant implications to the community and this has been further confirmed through the lack of representations received to the subdivision application.

Statutory implications

Zone: Rural Living

Use Classification: Permitted

Representations

The application was advertised on 11 December 2021 and representations closed on 4 January 2022.

At the time of preparing this report, no representations were received.

Referrals

The application was referred to Council's Engineering, Plumbing and Environmental Health Departments.

Environmental Health provided comments but had no conditions.

Engineering provided comments and conditions.

Plumbing had no comments or conditions.

The application was referred to TasFire Service 9 December 2021 and TasFire Service confirmed that this report met their requirements.

Date of Receipt of Application

The application was received on 9 September 2020.

Date by Which a Decision Must be Made

31 January 2022.

Report

This is an application for 6 Lot Subdivision Including New Road at 6a & 8 Correa Street, Primrose Sands.

The property incorporates two titles in separate ownership; 6a Correa Street with a land area of 4.99ha, and 8 Correa Street with a land area of 2.56ha. Both titles are accessed via an access strip from the existing cul-de-sac at the end of Correa Street. To achieve the subdivision, Correa Street must be extended and constructed to a full road width to the west.

Rural Living Zone

The application complies with the following standards within the Rural Living Zone:

- Clause 13.5.1, Design, A1. The proposed lots are all larger than 1ha meeting the A1 acceptable solution.
- Clause 13.5.1, Design A4. There are no internal lots ensuring compliance with A4 acceptable solution.
- Clause 13.5.1, Design A5. The existing building will continue to be setback in excess of 20m from the new side boundary and new front boundary.
- Clause 13.5.4, Services. A1. There are no reticulated water services in this area therefore A1 is met.

The application requires consideration against a number of performance criteria in relation to design, road construction, public open space contributions and servicing. These will be considered below:

P2

The design of each lot must contain a building area able to satisfy all of the following:

- (a) is reasonably capable of accommodating residential use and development;*
- (b) meets any applicable standards in codes in this planning scheme;*
- (c) enables future development to achieve reasonable solar access, given the slope and aspect of the land;*
- (d) minimises the requirement for earth works, retaining walls, and cut & fill associated with future development;*
- (e) is sufficiently separated from the land zoned Rural Resource and Significant Agriculture to prevent potential for land use conflict that would fetter non-sensitive use of that land, and the separation distance is no less than:*
 - (i) 40 m from land zoned Rural Resource;*
 - (ii) 80 m from land zoned Significant Agriculture;*

(f) is setback from land zoned Environmental Management to satisfy all of the following:

- (i) there is no significant impact from the development on environmental values;*
- (ii) the potential for the spread of weeds or soil pathogens onto the land zoned Environmental Management is minimised;*
- (iii) there is minimal potential for contaminated or sedimented water runoff impacting the land zoned Environmental Management;*
- (iv) there are no reasonable and practical alternatives to developing close to land zoned Environmental Management.*

Each lot is provided with a building envelope which has 30m x 30m dimensions. These building envelopes are cleared of the majority of overlays except for the Bushfire Prone Area land which applies to the entire site. This will be considered in further detail within the assessment under the Code, however, a bushfire hazard management report has been provided by a suitable qualified person which has been endorsed by TasFire Service, confirming the acceptability of the application against the Code requirements.

Each of the lots are over 1ha in size and will be able to achieve good solar access within the building envelopes. The site is variously sloping downhill from south to north but the slope is unlikely to necessitate substantial earth works. While the buildings areas cannot be 100m from land zoned Rural Resource (noting that the site is not close to land zoned Significant Agriculture or Environmental Management), the building envelopes either meet or exceed the 40m setback from Rural Resource zoned land. The site is not close to any land zoned Environmental Management. The application is considered to meet the performance criteria.

The development involves the construction of a new road which will provide frontage for each of the lots. However Lots 3, 4, 5 and 6 will not be able to achieve the 40m frontage width. The following performance criteria requires consideration:

P3

The frontage of each lot must provide opportunity for reasonable vehicular and pedestrian access and must be no less than:

6m.

Lots 4 and 5 will have 7.8m frontage with, with lot 6 having closer to 16.5m frontage width and lot 3 having closer to 24m frontage width. This meets the requirements of the standard.

The proposal incorporates the construction of a new road therefore cannot meet the acceptable solution of 13.5.2 A1. The following performance criteria requires consideration:

P1

The arrangement and construction of roads within a subdivision must satisfy all of the following:

- (a) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;*
- (b) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;*
- (c) the subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;*
- (d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;*
- (e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;*
- (f) internal lots are not created;*
- (g) connectivity with the neighbourhood road network is maximised;*
- (h) the travel distance between key destinations such as shops and services is minimised;*
- (i) walking, cycling and the efficient movement of public transport is facilitated;*
- (j) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;*
- (k) multiple escape routes are provided if in a bushfire prone area.*

This development will see the subdivision of the entirety of the two lots, so no balance lot will remain for future subdivision. The Council does not have a road network plan for this area therefore (b) is not applicable. The land to the north is zoned Rural Resource and is not suitable for further subdivision. The lot to the west is the only lot that could be subdivided further, being a large Rural Living parcel. However, it is zoned Rural Living (B) which has a minimum lot size of 10ha precluding it from further subdivision. In considering the benefit or otherwise of pedestrian pathways in this area, given that the site abuts rural land to the north, and to the south Rural Living lots, the majority of which already have frontage to Primrose Sands Road, providing a pedestrian pathway would only be of benefit to 2-3 lots within this proposed subdivision. As a new road is to be constructed to Primrose Sands Road directly, it is considered providing further link-ways is unnecessary.

A cul-de-sac is created, however, given that adjoining lots are not able to be subdivided further due to zoning, this road design is appropriate. No internal lots are created. The road will connect directly to Correa Street and Primrose Sands Road which is appropriate, particularly given the limitations to development on adjoining properties. The travel distance is minimised. This area of Primrose Sands, as a rural living area, does not have formalised footpaths or cycle paths, nor is there public transport, therefore the provision of such requirements in this subdivision is not considered necessary. The application is considered to meet the performance criteria.

As there is no acceptable solution within the Ways and Public open space provision, the following performance criteria must be considered:

P1

The arrangement of ways and public open space within a subdivision must satisfy all of the following:

- (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;*
- (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;*
- (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;*
- (d) topographical and other physical conditions of the site are appropriately accommodated in the design;*
- (e) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;*

- (f) *the route of new equestrian ways has regard to any equestrian trail plan adopted by the Planning Authority.*

No ways or public open space is proposed therefore this standard is not applicable.

P2

Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.

As public open space has not been provided in the form of land, consideration must be given to a cash in lieu contribution. Reference is made to Council's Public Open Space Policy as well as Council's Open Space Strategy.

It is noted that this area was not identified as being a location where additional open space facilities (in the form of land) were required, therefore a cash in lieu contribution is deemed the most appropriate response to this requirement.

The land is zoned Rural Living, therefore as specified within section 6 of Council's Public Open Space Policy, a contribution can be sought. As specified in section 6.4 of the Policy, the percentage of cash in lieu contributions can be determined once you establish the existing provision of open space in the area, the extent to which new lots will impact upon demand for open space, and the ability of the new lots to provide for some of their own open space needs.

Primrose Sands has access to a considerable foreshore area, including the main beach and boat ramps and coastal reserves. This site itself is within 600m walking distance of a coastal reserve. However, the area has relatively limited formalised open space areas, such as playgrounds or sporting facilities, with one facility close to the shop and community hall servicing the broader area. The demand created from this subdivision will be in the vicinity of 4 additional lots beyond what is currently there. At a broader locality area, this is not considered a substantial amount. Furthermore, the lots, being over 1ha in size, will be able to provide for some of their recreational needs within the properties themselves. Given this, it is considered warranted that a public open space contribution less than the full 5% is suitable. A permit condition will be applied requiring a contribution of 3%.

The site will not have access to reticulated services. The following performance criteria requires consideration:

P2

Each lot must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.



The lots all exceed 1ha in land area, therefore consideration against the Onsite Wastewater Management Code is exempt, except in relation to the existing dwelling. This will be considered in greater detail in the referrals section below.

P3

Each lot must be capable of accommodating an on-site stormwater management system adequate for the likely future use and development of the land.

The site does not have reticulated stormwater, therefore onsite stormwater management is necessary. As mentioned, each site is in excess of 1ha, therefore onsite stormwater management is achievable when the lots are subsequently developed.

CODES

The application requires consideration against the following Codes:

- Bushfire Prone Areas Code;
- Road and Railway Assets Code;
- Parking and Access Code;
- Stormwater Management Code;
- Onsite Wastewater Management Code.

Bushfire Prone Areas Code

The development requires consideration against the Bushfire Prone Areas Code as it is a subdivision in a bushfire prone area. The application was accompanied with a report undertaken by a suitable qualified consultant, and was endorsed by TasFire Service.

This report determined that all lots were at BAL 19 and that the hazard management requirements could be achieved entirely within the property boundaries. The access to each lot was deemed acceptable and not of a length that required passing bays to be provided. Each lot will need to provide their own 10,000L water tank for fire-fighting purposes.

The application is considered to meet the acceptable solution For E1.6.1 A1.

Road and Railway Assets Code

The relevant clause for consideration in relation to this Code is E5.6.4 regarding Sight Distances at accesses, junctions and level crossings. The road construction represents an extension of an existing road corridor and to that end, where it meets the road, will meet the necessary sight distance requirements.



Parking and Access Code

The proposed subdivision plan shows a single vehicle access for each new lot meeting E6.7.1. At this stage of the development, vehicle passing areas are not required to be shown as dwellings are not proposed, however, when the development progresses it is considered achievable to provide the necessary passing areas to meet E6.7.3. Onsite turning can be provided and will be necessary to meet the bushfire requirements as well meeting E6.7.4.

Stormwater Management Code

The plans were accompanied by a Stormwater Management memo which determined the following requirements:

- Suitable drainage must be designed and implemented for any future proposed dwellings (this will happen at a subsequent building development stage);
- The proposed road should be designed to intercept overland flow during a 5% AAEP storm event with suitable scour protection where the flow crosses the road.
- The existing table drain, and culverts have been estimated to have sufficient capacity to receive flows from the proposed development in a 5% AEP storm.

If these requirements are met, it is considered that the application can meet the performance criteria in the Stormwater Management Code.

Onsite Wastewater Management Code

The following comments were received from Councils Environmental Health Officer:

The application is to create 6 Lots at **6a & 8 Correa Street, Primrose Sands**.

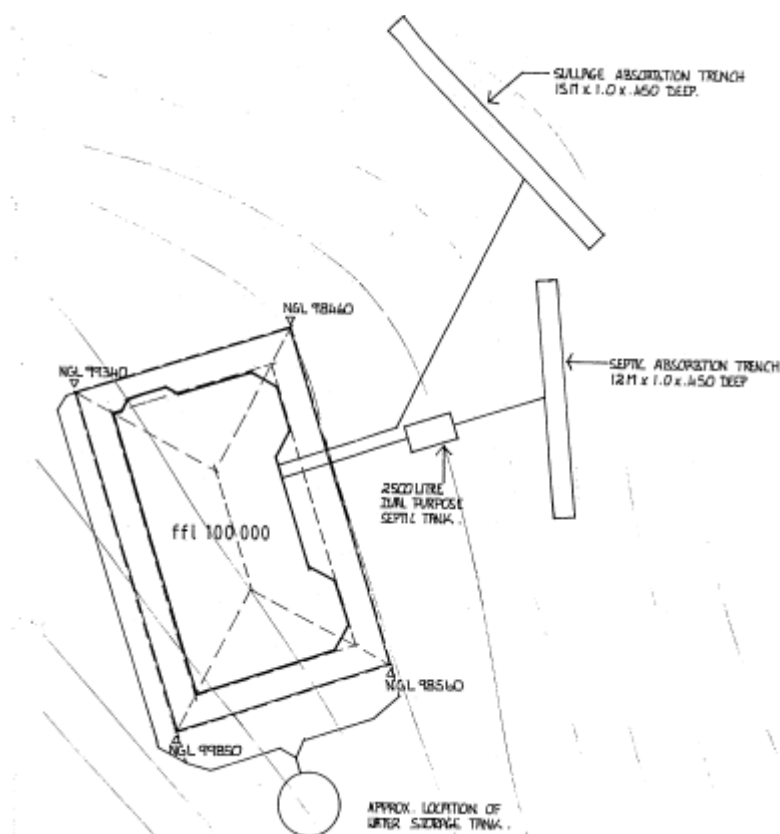
The lots are all greater than 1 hectare and comply with E23.8.1 A1.

8 Correa Street has an existing house with a septic tank system. The proposed boundary between lot 1 and lot 2 is approximately 30m from the absorption trenches.



E23 - On-site wastewater management

Clause	Acceptable Solution	Performance criteria
7 – min reserve area	N/A	
8 – non residential	N/A	
9 - Subdivision	>5000m ² complies The existing separation distance between the LAA and boundary satisfies E23.10.1.A3. Distance is 30m and minimum required is 20m (10° slope)	
10.1 – setback to buildings	N/A	
10.2 – setback to surface water	N/A	
10.3 - setback to boundaries	N/A	
10.4 - setback to bore	N/A	
10.5 - setback to ground water	N/A	
10.6 - setback to impermeable layer	N/A	
10.7 – arrangement of LAA	N/A	



Conclusion

In considering the development and site, with the application of appropriate conditions, the application can be recommended for approval with conditions.

CAROLINE LINDUS

CONSULTANT SENIOR PLANNER

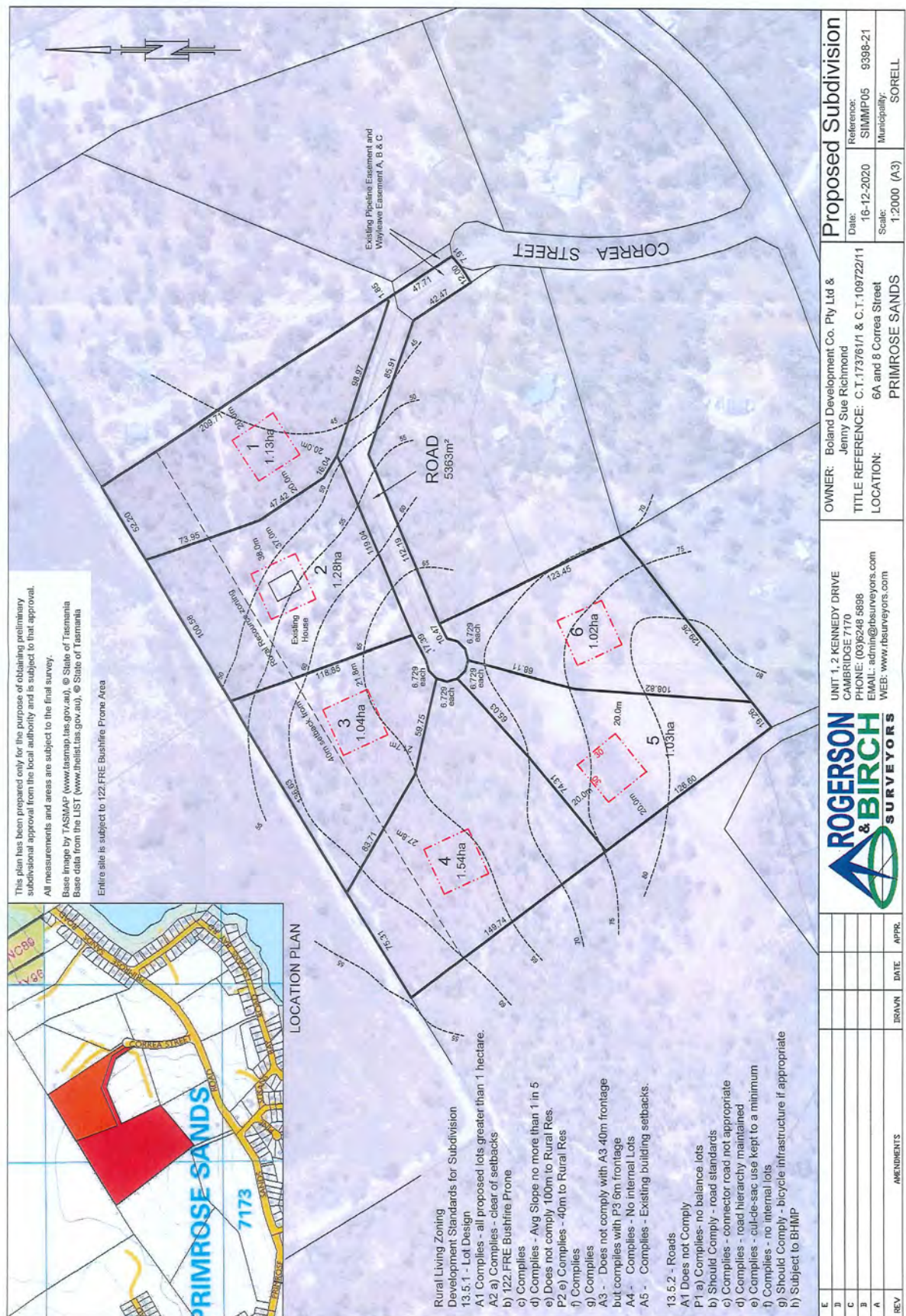
Date: 11 January 2022

Attachments:

Bushfire Hazard Management Plan – *separate attachment*.

Proposal Plan





4.2 DEVELOPMENT APPLICATION NO. DA 2021 / 00417 - 1

APPLICANT: SORELL COUNCIL

PROPOSAL: ROUNDABOUT AND ASSOCIATED WORKS

ADDRESS: TASMAN HIGHWAY AND PAWLEENA ROAD INTERSECTION, SORELL, INCLUDING 1 PAWLEENA ROAD, (CT182228/1), 2 PAWLEENA ROAD (CT52621/1), 5 ARTHUR HIGHWAY (CT16027/1), 11 ARTHUR HIGHWAY (CT123674/1), ARTHUR HIGHWAY (CT8740/1), COUNCIL LAND ADJACENT TO 1 PAWLEENA ROAD (CT47/7029 & CT64440/3) AND CROWN LAND ADJACENT TO 2 PAWLEENA ROAD (CT151162/1).

RECOMMENDATION

That pursuant to Section 57 of the Land Use Planning and Approvals Act 1993 Council resolve that Development Application 5.2021.417.1 for a roundabout and associated works at the intersection of Pawleena Road and Arthur Highway, Sorell and affecting multiple parcels, for Sorell Council be approved, subject to the following conditions:

1. Development shall generally be in accordance with Development Application 5.2021.417.1 and the supporting documentation and endorsed plans submitted on 13/12/2021 except as may be amended by the conditions of this permit.
2. A landscaping plan must be submitted to the satisfaction of Council's Senior Planner detailing:
 - a) specific locations, plant species and maintenance practices;
 - b) practical and easily maintained landscaping to road reservations that will improve the appearance the works; and
 - c) like-for-like replacement (or provision thereof) of landscaping on 1 Pawleena Road, 2 Pawleena Road, 5 Arthur Highway and 11 Arthur Highway, Sorell existing at the date of approval of this permit that is damaged or destroyed through the implementation of this permit.

Environmental Health Conditions:

3. Vehicles carrying loads containing material which may blow or spill must be equipped with effective control measures to prevent the escape of the materials from the vehicles when they leave a work site or travel on public roads. Effective control measures may include tarpaulins or load dampening.



4. The successful tenderer (the Contractor) is to prepare and submit a full Construction Environmental Management Plan (CEMP) to Council's General Manager for review and approval. No works are to commence on site until the General Manager is satisfied that the CEMP is consistent with the Permit conditions and that the Contractor has this in writing from Council.
5. The Construction Environmental Management Plan (CEMP) must contain a detailed description of the proposed timing and sequence of the major construction activities and of the proposed management measures to be implemented to avoid or minimise the environmental impacts during the construction phase. The CEMP must include, but not necessarily be limited to, management measures in relation to the following:
 - How noise from construction works will be managed;
 - Measures to protect nearby residents significantly affected by construction noise;
 - Details of how the contractor will consult and communicate with residents;
 - Inclusion of a Soil and Stormwater Management Plan;
 - Measures to ensure fuel and hazardous substances do not contaminate land or water;
 - Dust suppression measures to protect nearby residents and business;
 - Weed Management; and
 - Inclusion of a Traffic Management Plan.
6. All civil and construction work must be undertaken within the following hours:
 - a) 7.00. a.m. to 6.00. p.m. from Monday to Friday;
 - b) 8.00 a.m. to 6.00 p.m. on Saturdays; and
 - c) 10 a.m. to 6.00 p.m. on Sundays or public holidays.

Approval must be obtained from the Manager Regulatory Services for any work outside these hours.

7. Any vegetation removed as part of the construction works, must not be burnt on-site.

Engineering Conditions:

8. All works shall be constructed in accordance with Council's current Standard Drawings and Specifications, and under the direct supervision of a qualified civil engineer. All information, design plans, and works shall be to the satisfaction of Council's Manager Engineering and Regulatory Services (ME&RS).



9. All works shall be undertaken at the developer's expense.
10. Prior to the commencement of the development of the site, revised detailed plans and specifications must be submitted to Council's ME&RS for approval. Such plans and specifications shall:
 - a) Include all infrastructure works required by the permit or shown on the endorsed plans;
 - b) Be prepared by a suitably qualified and experienced engineer or engineering consultancy;
 - c) Be prepared substantially in accordance with the current IPWEA Standard Drawings and Tasmanian Subdivision Guidelines available on the LGAT website;
11. All new stormwater infrastructure shall be designed to accommodate a storm with an ARI of 20 years. Details of this, including predicted / maximum flow rates and long sections, shall be included within the detailed plans and specifications.
12. The existing DN600 culvert under Pawleena Road shall be upgraded if required to accommodate any increased stormwater flow as a result of the development. The existing roadside table drain downstream of the development shall also be upgraded if required to ensure sufficient capacity is available to carry any additional stormwater generated by the development into the Sorell Rivulet.
13. The existing property access for both 1 and 2 Pawleena Road shall be upgraded or replaced generally in accordance with TSD-R09-v3 and TSD-R16-v3 or as approved by Council's ME&RS. Details of this shall be included within the detailed plans and specifications.
14. Any access off Arthur highway which is replaced or modified as part of the works shall be completed in accordance with the requirements of the Department of State Growth and with an appropriate permit.
15. Footpaths shall be constructed from reinforced concrete as shown on the advertised general arrangement plan, 21306-01 Rev A, completed by Poortenaar Consulting, dated July 2021, and generally in accordance with Council's Standard Drawing TSD-R11-v3. The minimum width for all footpaths shall be 1.5 metres.
16. Kerb ramps shall be installed on footpaths at all intersections and road crossings in generally accordance with Council's Standard Drawings TSD-R08-v3 and TSD-R18-v3.

17. A fee is associated with the review and approval of engineering design plans. The fee will be calculated at 1% of the construction estimate or contract price for stormwater, roadworks, and street lights. This shall be paid along with inspection fees prior to commencing works. An invoice will be provided with the approval letter.
18. Prior to the issue of the Certificate of Practical Completion, certification that all private and public infrastructure works have been constructed in accordance with the latest approved version of the detailed plans and specification, as approved by Council's ME&RS, will be required.
19. Any site filling must comply with the provisions of AS 3798 Guidelines on Earthworks for Commercial and Residential Developments current at the time of application. Prior to the use commencing, a Civil Engineer must certify that all the works have been carried out in accordance with AS 3798 and the Council endorsed engineering plan(s). Any fill placed within the road reserve (Lot 100 Road) shall be limited and shall be finished and seeded to the satisfaction of Council's Manager Engineering and Regulatory Services (ME&RS).
20. Prior to the commencement of any works, the developer/contractor shall:
 - a) Complete a Start Works Notice (copy available from Council);
 - b) Provide a copy of their current public liability insurance policy (certificate of currency) for the contractor and any subcontractors engaged to undertake the works;
 - c) Ensure that all traffic management and WH&S requirements are in place for the duration of the works;
 - d) Comply with all requirements of the Department of State Growth.
21. Council is to be notified and engineering inspections are to be completed at the following stages of construction:
 - a) Proof roll inspection of the sub-grade/sub-grade improvement;
 - b) Proof roll inspection of the sub-base course(s);
 - c) Proof roll inspection of the base course, prior to sealing;
 - d) Laying of pipelines for stormwater drainage prior to back filling;
 - e) Benching within all stormwater pits;
 - f) Inspection of the base course in footpaths, kerb and gutter, and driveway accesses, prior to pouring concrete;
 - g) Practical Completion of works (On Maintenance);
 - h) Final inspection at completion of Defects Liability Period (Off Maintenance);
 - i) Any other inspections required during the construction of the public infrastructure.

22. For each inspection required to be carried out, the applicant shall pay the prescribed fee as set annually by Council. This inspection fee shall be indexed at the CPI rate for Hobart until paid. Council will invoice the developer for the minimum number of inspections required together with the drawing review and approval. Where works do not meet Council requirements and/or further inspections are required, additional fees will be charged for each subsequent inspection at the prescribed inspection rate. The works will not be placed On Maintenance until payment of the above fees has been received.
23. The Soil and Stormwater Management Plan required by condition 5 must be fully implemented prior to any works commencing on site. No polluted and/or sediment laden runoff must discharge directly or indirectly into Council's drains or watercourses during development.
24. Upon completion, "As Constructed" drawings of the development and complete the Data Spreadsheet, copy available from Council, must be provided. The following list must be submitted as part of these requirements:
 - a) "As Constructed" drawings must be clearly understood and must provide all relevant information to the works. The minimum standard for "As Constructed" drawings is demonstrated through the As Constructed Example Drawing, available by contacting Council;
 - b) "As Constructed" drawing must be completed and certified by a qualified surveyor or engineer prior to the works being placed on maintenance;
 - c) "As Constructed" drawings must be accurate to AHD and GDA94 and must be drawn to an appropriate scale, show all top, inlet and outlet invert levels and shall be to the satisfaction of Council's ME&RS;
 - d) "As Constructed" drawings must be provided electronically in both .pdf and .dwg or .dxf formats, or as otherwise approved by Council's ME&RS;
 - e) The Data Spreadsheet must be completed and certified by a suitably qualified surveyor or engineer prior to the works being placed on maintenance;
 - f) The Data Spreadsheet must be provided to Council's Asset Manager along with the "As Constructed" drawings;
 - g) All height and special information must be accurate to AHD and GDA94, to the satisfaction of Council's ME&RS;
 - h) The data spreadsheet must be provided electronically, as an Excel document; Photographs of all newly constructed assets must be supplied to Council; a description of photos required is outlined in the Data Spreadsheet Information.
 - i) Compaction and soil tests results for all earthworks or pavement works;
 - j) An engineer's certificate stating that each component of the works complies with the approved engineering plans and Council standards.

25. The Defects Liability Period shall be a minimum of twelve (12) months from the date of Practical Completion. Prior to the sealing of the Final Plan of Survey, the person responsible must lodge with the Council a bond in the form of a bank guarantee or a cash deposit for the duration of the defect liability period for the amount equal to 5% of the total construction value.
26. Any existing Council infrastructure that is damaged or modified in any way, as a consequence of these works, shall be repaired or reinstated by the developer to its original condition, as soon as reasonably practicable, at the developer's cost.

DSG Permit Conditions:

27. Prior to undertaking any works, a Works Permit from the Department of State Growth in accordance with Section 16 of the *Roads and Jetties Act 1935* must be submitted to Council.

Advice: Application for permits can be found at

https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings The application is to be accompanied by detailed engineering plans prepared by a suitably qualified engineer that include pavement and lighting plans. Applications must be received by the Department of State Growth at least 20 business days before the expected start date for works, to allow enough time to assess the application.

TasWater Conditions

28. Refer to TasWater form TWDA 2021/02172-SOR (attached)

Reference number: TWDA 2021 /02172-SOR

Dated : 13 January 2021

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

- This permit shall lapse at the expiration of two (2) years from the date on which it is granted if the development and use is not substantially commenced within that period.
- This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

You may appeal against the above condition/s, any such appeal must be lodged within fourteen (14) days of service of this notice to the Resource Management and Planning Appeal Tribunal, Level 1, 144-148 Macquarie Street Hobart 7001. Ph ☎ 6165 6794 or email rmpat@justice.tas.gov.au.



Introduction

The application, made by Council, is for a roundabout at the intersection of Pawleena Road and Arthur Highway, Sorell. The works are to replace the existing 'T' intersection and improve traffic safety and efficiency in response to increase traffic and projected future traffic increases. The works include connectivity to the recently rezoned land that is opposite Pawleena Road.

Among other reports, the need for the works is established by two Traffic Impact Assessments for prior approvals and that also form part of this application.



Figure 1 – aerial photo

Strategic plan

Council's Strategic Plan 2019 – 2029 includes under objective 1 to Facilitate Regional Growth. This objective includes an action to "advocate for and support the delivery of the government's south-east transport plan".

The roundabout is not directly part of the south-east transport plan. The roundabout is, however, part of an ongoing process of infrastructure upgrades necessitated by residential growth.

The costs of the roundabout are to be met by private funds - subject to the implementation of a separate Deed of Agreement associated with the Lynmore Pty Ltd subdivision between Pawleena and Nugent Roads.

Annual plan

Council's Annual Plan 2020/2021 also has as one of its key objectives 1.0 "Support the timely delivery of the South East Transport Plan through an ongoing

commitment to engage and critically review the remaining projects (Western Causeway duplication and Eastern bypass) with the Department of State Growth.”

Environmental implications

Minimal as works are contained to previously developed areas.

Asset management implications

Pawleena Road is a Council maintained road, whilst Arthur Highway is a State Road. If approved, the majority of the works proposed will be managed as State assets, then transferred to Council shortly thereafter.

Community implications

The community will benefit from the improved traffic safety and efficiency.

Statutory implications

Zone: Across the multiple land parcels, the Utilities, General Residential, Low Density Residential and Particular Purpose (Future Urban) zones apply under the *Sorell Interim Planning Scheme 2015*.

The application is subject to the following Codes: E5.0 Road and Railway Assets Code, E6.0 Parking and Access Code and E7.0 Stormwater Management Code. The site is subject to the bushfire-prone areas overlay but does not require assessment under the associated Code.

Use Classification: The works fall within the Utilities use class, which means ‘the use of land for utilities and infrastructure including’ ‘(d) transport networks’. Some utilities are defined as ‘minor utilities’, which means ‘use of land for utilities for local distribution or reticulation of services and associated infrastructure such as footpath, cycle path, stormwater channel, water pipes, retarding basin ...’.

A minor utility would have a No Permit Required or Permitted status in the four zones.

While the application could meet the test of a minor utility, the application is made, and is assessed on, the basis that the works are not minor. Thus, the use is permitted in the Utilities Zone and discretionary in the General Residential Zone, Low Density Residential Zone and Particular Purpose (Future Urban) Zone.





Figure 1 – land use zones

Representations

The application was advertised in accordance with the requirements of s57 of the *Land Use Planning and Approvals Act 1993* (the Act) from 15 December 2021 to 6 January 2022. At the time of preparing this report, one representation was received.

The issues raised by the representor can be summarised as:

- Alternative options;
- Timing of application and exhibition;
- Increased runoff;
- Increased traffic noise;
- Traffic safety;
- Queuing of northbound traffic along Pawleena Road turning into 1 Pawleena Road;
- Removal of established trees and shrubs impacting privacy and amenity; and
- Wheelchair friendly access from Pawleena Road.

The issues raised in the representations will be considered in this report.

Referrals

The application was referred to Council's Engineering and Environmental Health Departments, with associated comments and recommended conditions provided.

The application was also referred to TasWater in accordance with the requirements of the *Water and Sewerage Industry Act 2008*. TasWater requested additional information and subsequently imposed conditions on any permit granted (ref: TWDA 2021/02172-SOR - attached).

Date of Receipt of Application

13 December 2021

Date by Which a Decision Must be Made

24 January 2022

Report

The application seeks approval for a roundabout, with four entry/exits, to replace the existing 'T' intersection at Pawleena Road and Arthur Highway, Sorell. The affected properties are summarised in Table 1.

Address	Title Ref	PID	Authority	Landowner
Pawleena Road Reservation	N/A	N/A	Road	Council
Arthur Highway Reservation	N/A	N/A	Road	The Crown
Land adjacent to 1 Pawleena Road, Sorell	64440/3	N/A	Subdivision road	Council
Land adjacent to 1 Pawleena Road, Sorell	47/7029	N/A	Acquired Road	Council
Land adjacent to 2 Pawleena Road, Sorell	151162/1	N/A	Acquired Road	The Crown
Arthur Highway, Sorell	18740/1	5935219	N/A	Private Freehold
1 Pawleena Road, Sorell	182228/1	5938022	N/A	Private freehold
2 Pawleena Road, Sorell	52621/1	5938014	N/A	Private freehold
5 Arthur Highway, Sorell	16027/1	5935200	N/A	Private Freehold
11 Arthur Highway, Sorell	123674/1	5935227	N/A	Private freehold

Table 1 – certificate of titles

Partial land acquisitions will be required. The acquisition and associated boundary changes do not form part of this application and will not require planning approval.



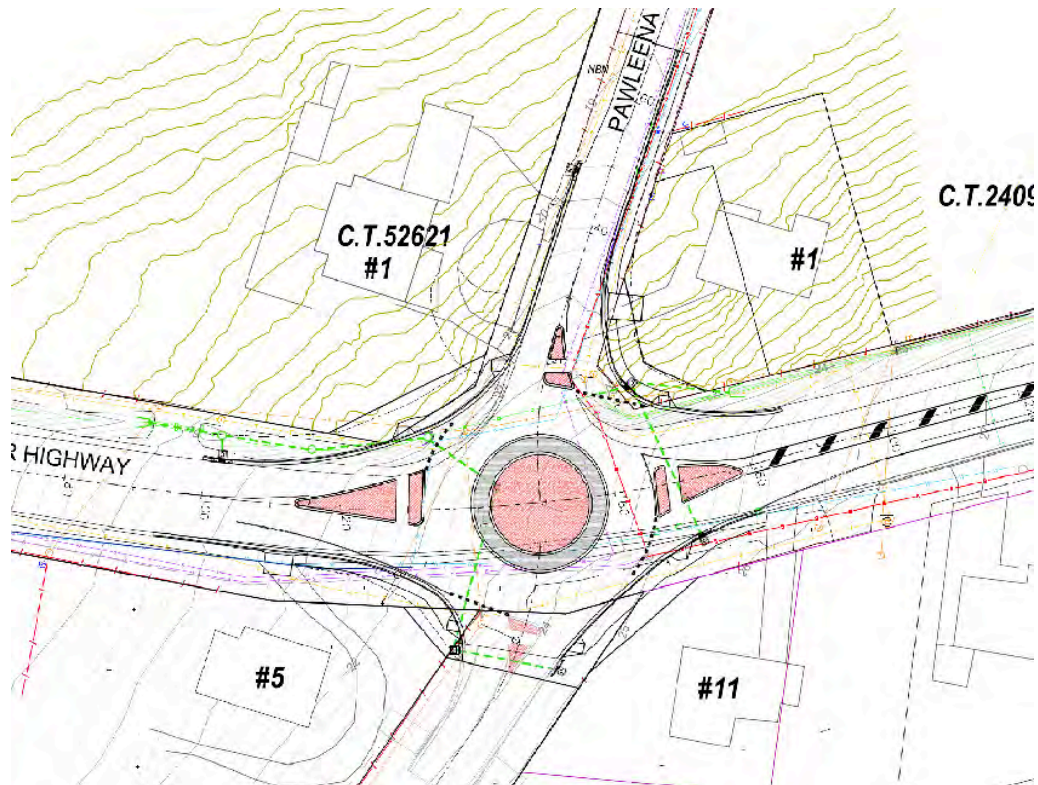


Figure 2. Extract of proposal plans.

Associated works includes relocation of underground water and stormwater services, relocation of above ground power connection, replacement of boundary fencing and new or upgraded private accesses to 1 and 2 Pawleena Road.

Land owner consent of the Crown and Council's General Manager to make the application was granted in accordance with s52 (1B) of the Act.

Statutory Implications

Zone: Across the multiple land parcels, the Utilities, General Residential, Low Density Residential and Particular Purpose (Future Urban) zones apply under the *Sorell Interim Planning Scheme 2015*.

The application is subject to the following Codes: E5.0 Road and Railway Assets Code, E6.0 Parking and Access Code and E7.0 Stormwater Management Code. The site is subject to the bushfire-prone areas overlay but does not require assessment under the associated Code.

Strategic Planning

The relevant strategic statements associated with the Scheme are as follows:

Zone Purpose Statements of the Utilities Zone

- 28.1.1 Zone Purpose Statements*
- 28.1.1.1 To provide land for major utilities installations and corridors.*
- 28.1.1.2 To provide for other compatible uses where they do not adversely impact on the utility.*
- 28.1.1.3 To provide for and protect the Copping landfill site as a major regional waste disposal facility.*

Response: Arthur Highway is a major road corridor for the south-east. The works are directly associated with an ongoing program of improvements to the road corridor that is driven by continual growth in residential and other sectors. The works will improve traffic safety and efficiency at what is now a constrained and poorly functioning intersection. The works are entirely consistent with the purpose of the Utilities Zone.

There are no Local Area Objectives or Desired Future Character Statements for this Zone.

Zone Purpose Statements of the General Residential Zone

- 10.1.1 Zone Purpose Statements*
- 10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.*
- 10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.*
- 10.1.1.3 To provide for the efficient utilisation of services.*
- 10.1.1.4 To manage new development within the Southern Beaches in a manner consistent with its established character and density while preventing further subdivision until the provision of planned reticulated water and sewerage infrastructure occurs.*

Response: The works affect a small area of land within the General Residential Zone. The roundabout will improve traffic safety and efficiency for existing traffic and enable residential growth through development of nearby land that is also within the General Residential Zone. This future residential development will provide for a more efficient utilisation of road and other infrastructure services. Impacts to the existing residential use on land subject to this application is minimal. The works are consistent with the zone purpose statements of the General Residential Zone.

There are no Local Area Objectives or Desired Future Character Statements for this Zone.

Zone Purpose Statements of the Low Density Residential Zone

- 12.1.1 Zone Purpose Statements*
- 12.1.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.*
- 12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.*
- 12.1.1.3 To avoid land use conflict with adjacent Rural Resource or Significant Agricultural zoned land by providing for adequate buffer areas.*

Response: The works affect a small area of land within the Low Density Residential Zone. Impacts to the existing residential use on land subject to this application is minimal. The works are consistent with the zone purpose statements of the Low Residential Zone.

There are no Local Area Objectives or Desired Future Character Statements for this Zone.

Zone Purpose Statements of the Particular Purpose (Future Urban) Zone

- 32.1.1 Zone Purpose Statements*
- 32.1.1.1 To identify non-urban land intended to be largely converted to urban use and development in the future.*
- 32.1.1.2 To ensure that the development of the identified non-urban land does not compromise its potential for future urban use and development.*
- 32.1.1.3 To support a land release program of rezoning of non-urban land into urban land in accordance with the Greater Hobart Settlement Strategy (Southern Tasmania Regional Land Use Strategy 2010–2035).*

Response: The works will have negligible impact to the future development of the future urban land and therefore have no adverse impact on achieving purpose of the Particular Purpose (Future Urban) Zone.

There are no Local Area Objectives or Desired Future Character Statements for this Zone.

Zones – Use and Development Standards

The proposal is assessed against the relevant provisions as follows.

Utilities Zone

The Utilities Use Class is a Permitted use in the Utilities zone as per Table 28.2 of the zone.

Clause 28.3 – Use Standards

Clause 28.3.1 – Hours of Operation

The hours of operation set at 28.3.1 exclude a Utilities use.

Clause 28.3.2 – Noise

The Acceptable Solution sets out acceptable noise emissions measured at the boundary of a residential zone. The existing, and future, traffic noise will, at times, likely exceed 5 dB(A) above background level. However, no specific noise assessment has been provided. As it is not clear that the Acceptable Solution is met, the performance criteria associated with P1 must be considered.

P1

Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.

Response: Existing traffic noise is not considered to be environmental harm. The future noise levels are unlikely to be fundamentally different in the short-term but may change or intensify over time as traffic continues to increase. Highway traffic will continue to increase regardless of the type of intersection treatment. The works, however, do not generate new traffic and therefore do not generate noise directly. The roundabout will change traffic flow so that it is slower overall, with all vehicles slowing on approach and accelerating on exit. Council's EHO notes that the relevant traffic noise guidelines do not require noise mitigation measures for upgrades to intersections in low traffic speed environments. Thus, it is reasonable to expect that such changes in vehicle noise will not give rise to environmental harm.

Clause 28.3.3 – External Lighting

Not applicable – external and street lighting is not proposed.

Clause 28.3.4 – Commercial Vehicle Movements

Not applicable – the works do not generate commercial vehicle movements. Construction vehicles are not subject to this clause.



Clause 28.3.5 – Discretionary Use

Not applicable – the use has permitted status.

Clause 28.4 Development Standards for Buildings and Works

Clause 28.1 – Building Height

Not applicable – no buildings are proposed.

Clause 28.4.2 Setback

Not applicable – no buildings are proposed.

Clause 28.4 – Landscaping

The landscaping clause applies to both buildings and works. The Acceptable Solution A1 is not relevant but A2 is and requires landscaping to a depth of 10m along a boundary with a residential zone. Some landscaping is intended, but not to a depth of 10m and the following performance criteria applies.

P2

Along a boundary with a residential zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in a residential zone, having regard to the characteristics of the site and the characteristics of the adjoining residentially-zoned land.

Response: A Landscape Plan has not been submitted. The application notes that landscaping is intended to enhance the appearance of the works. Given the works are at, or close to, existing ground level, visual impact to the adjoining residential zones is unlikely to be unreasonable. A condition should be included on any permit granted to require the implementation of a landscape plan that outlines practical and easily maintained landscaping that will improve the appearance the works.

Clause 28.4.4 Outdoor Storage Areas

Not applicable – the storage of material associated with construction is temporary and not relevant to the completed works.

Clause 28.4.5 – Fencing

The replacement of frontage fences with like-for-like materials and size is exempt. Construction fencing is also exempt.

General Residential Zone

The Utilities Use Class is a Discretionary use in the General Residential zone as per Table 10.2 of the zone.

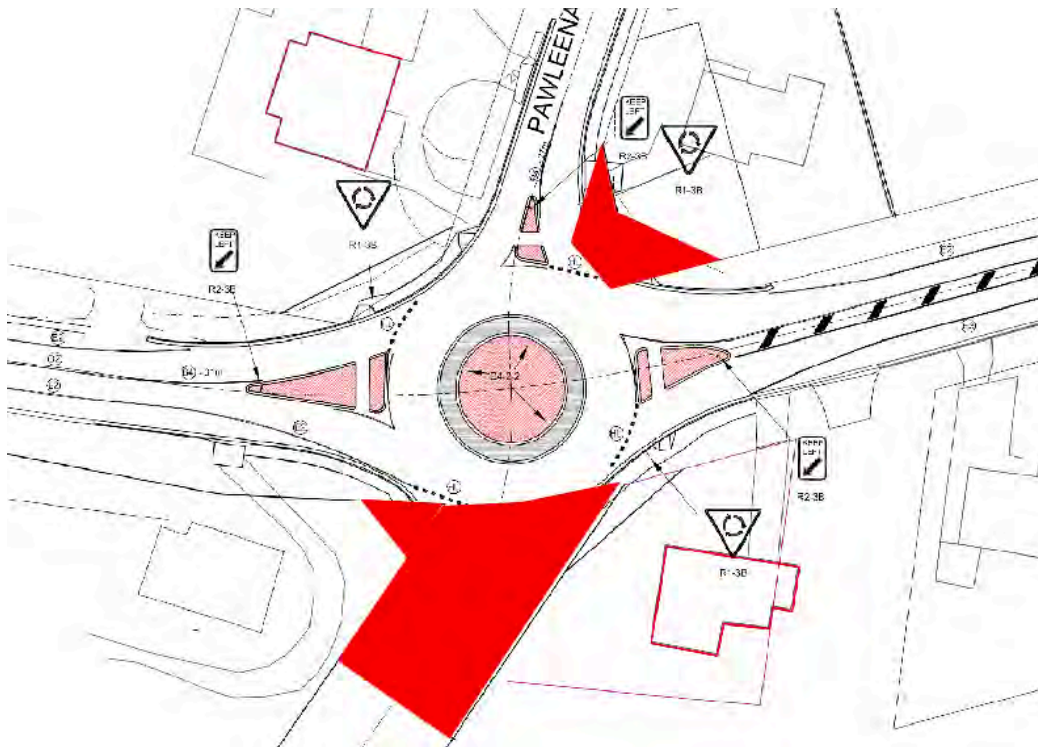


Figure 3. Approx. area of General Residential Zone impacted by works (excluding road reserves)

10.3 Use Standards

10.3.1 Non-Residential Use. Acceptable Solution A1 provides 8am to 6pm operating hours, which are not met. A2 provides the same noise levels as previously discussed for the Utilities Zone (i.e., a 5 dB(A) above background limit). A3 (lighting) and A4 (commercial vehicle movements) are not relevant, for reasons discussed previously for the Utilities Zone.

P1

Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

Response: The future noise levels are unlikely to be fundamentally different in the short-term but may change or intensify over time as traffic continues to increase. The works, however, do not generate new traffic and therefore do not generate noise directly. The roundabout will change traffic flow so that it is slower overlay and with all vehicles must slow on approach and accelerate on exit.

Council's EHO notes that the relevant traffic noise guidelines do not require noise mitigation measures for upgrades to intersections in low traffic speed environments. Thus, it is reasonable to expect that such changes in vehicle noise will not cause an unreasonable impact.

P2

Noise emissions measured at the boundary of the site must not cause environmental harm.

Response: The existing noise levels from traffic are not considered to be environmental harm. The future noise levels are unlikely to be fundamentally different in the short-term but may change or intensify over time as traffic continues to increase. Highway traffic will continue to increase regardless of the type of intersection treatment. The works, however, do not generate new traffic and therefore do not generate noise directly. The roundabout will change traffic flow so that it is slower overall, with all vehicles slowing on approach and accelerating on exit. Council's EHO notes that the relevant traffic noise guidelines do not require noise mitigation measures for upgrades to intersections in low traffic speed environments. Thus, it is reasonable to expect that such changes in vehicle noise will not give rise to environmental harm.

10.4 Development Standards in the General Residential Zone

As no buildings are proposed, the development standards associated with 10.4 Residential Buildings and Works (residential only) and 10.5.1 Non-dwelling development (relating to residential scale and the performance criterion relates to performance criteria "as if it were a dwelling") are not applicable.

Low Density Residential Zone

The Utilities Use Class is discretionary in the Low Density Residential Zone

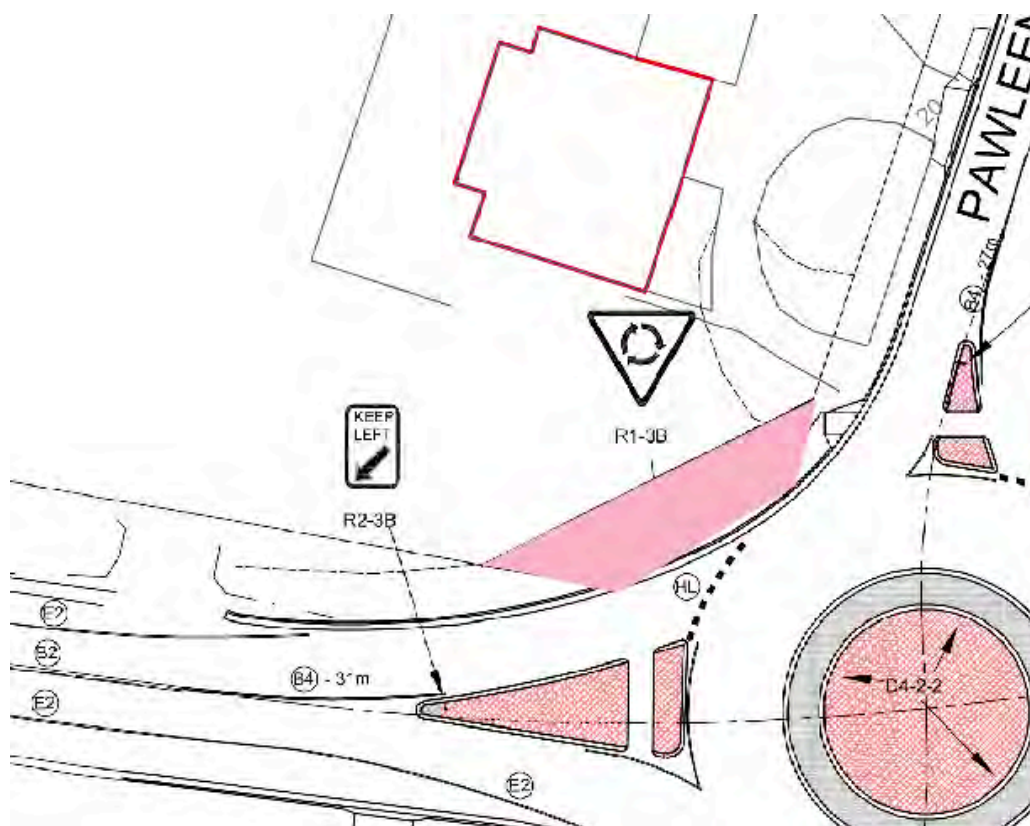


Figure 4. Approx. area of Low Residential Zone impacted by works (excluding road reserves)

12.3 Use Standards

12.3.1 Non-Residential Use. Acceptable Solution A1 provides 8am to 6pm Monday to Friday operating hours, and lesser hours for weekends and holidays, which are not met. A2 provides similar noise levels as previously discussed for the Utilities Zone (i.e., a 5 dB(A) above background limit). A3 (lighting) and A4 (commercial vehicle movements) are not relevant, for reasons discussed previously for the Utilities Zone.

P1

Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

Response: The future noise levels are unlikely to be fundamentally different in the short-term but may change or intensify over time as traffic continues to increase. The works, however, do not generate new traffic and therefore do not generate noise directly.

The roundabout will change traffic flow so that it is slower overall, with all vehicles slowing on approach and accelerating on exit. Council's EHO notes that the relevant traffic noise guidelines to not require noise mitigation measures for upgrades to intersections in low traffic speed environments. Thus, it is reasonable to expect that such changes in vehicle noise will not cause an unreasonable impact.

P2

Noise emissions measured at the boundary of the site must not cause environmental harm.

Response: The existing noise levels from traffic are not considered to be environmental harm. The future noise levels are unlikely to be fundamentally different in the short-term but may change or intensify over time as traffic continues to increase. Highway traffic will continue to increase regardless of the type of intersection treatment. The works, however, do not generate new traffic and therefore do not generate noise directly. The roundabout will change traffic flow so that it is slower overall and with all vehicles must slow on approach and accelerate on exit. Council's EHO notes that the relevant traffic noise guidelines to not require noise mitigation measures for upgrades to intersections in low traffic speed environments. Thus, it is reasonable to expect that such changes in vehicle noise will not give rise to environmental harm.

12.4 Development Standards for Buildings and Works in the Low Density Residential Zone

As no buildings are proposed, the following development standards are not applicable:

- 12.4.1 Non-dwelling development,
- 12.4.2 Setbacks and building envelope,
- 12.4.3 Site coverage and private open space,
- 12.4.4 Sunlight and overshadowing,
- 12.4.5 Width of openings for garages and carports,
- 12.4.6 Privacy,
- 12.4.8 Waste storage for multiple dwellings, and
- 12.4.9 Residential density for multiple dwellings.

Standard 12.4.7 Fences, is not applicable as the replacement of fencing is exempt.

Particular Purpose (Future Urban) Zone

The Utilities Use Class is discretionary in the Particular Purpose (Future Urban) Zone.

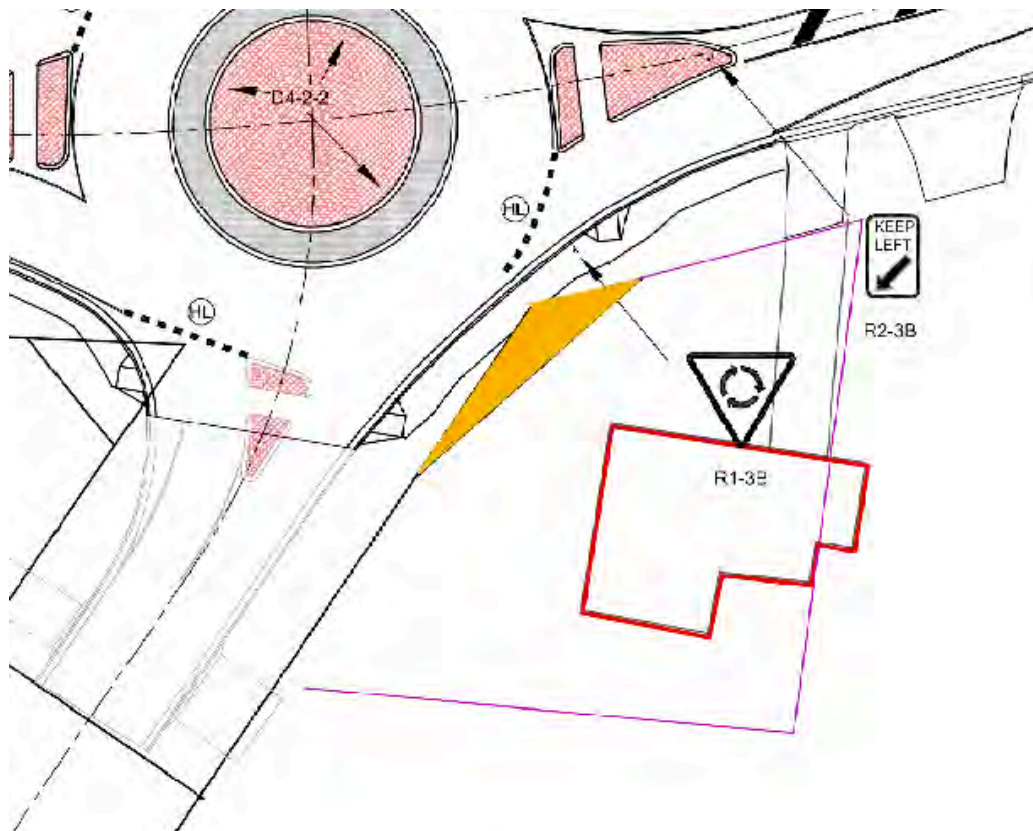


Figure 5. Approx. area of Particular Purpose (Future Urban) Zone impacted by works

32.3 Use Standards

There are no Use Standards in the Particular Purpose (Future Urban) Zone.

32.4 Development Standards for Buildings and Works in the Particular Purpose (Future Urban) Zone

The single development standard in the zone provides an Acceptable Solution that requires development to either relate to a single dwelling use or be of a temporary nature. According, the following Performance Criteria applies:

P1

Development must not preclude or hinder the effective and efficient future subdivision and development of the land to urban densities.

The extent of works in the zone is minimal. The roundabout will create additional connectivity options for the future development of land in the zone and is consistent with the Performance Criteria.

Codes

The application is subject to the following Codes: E5.0 Road and Railway Assets Code, E6.0 Parking and Access Code, and E7.0 Stormwater Management Code.

E5.0 Road and Railway Assets Code

The following standards are not applicable: E5.5.2 Exiting level crossings and E5.6.3 New level crossings, as these relate to the rail network, and E5.6.1 as this relates to category 1 and 2 roads only.

E5.5 Use Standards

E5.5.1 Existing road accesses and junctions

Although the roundabout is new, it must be treated as an upgrade to the existing conditions rather than new, standalone works, having regard to the Resource Management and Planning Tribunal decision on the Hobart International Airport flyover.

E5.5.1 A3 applies to roads signed 60km/hr or less and the Acceptable Solution provides a capped average daily traffic increase of 40 vehicle movements per day or 20% increase.

The Traffic Impact Assessments (TIA) in Appendix D for prior residential approvals both recommend a roundabout installation at this location. One TIA relates to the 297 lot subdivision permit off Pawleena Road and the other for the rezoning of land to the south of the Arthur Highway which has no associated permit.

Whilst the roundabout is associated with an increase in traffic, the roundabout itself and therefore this application, does not directly generate an increase in traffic. From the perspective of the planning scheme and the narrow scope of this application, the Acceptable Solution E5.5.1 A3 is met.

E5.6.2 Road Access and Junctions

This Standard provides Acceptable Solution A1 of no new access or junction to a road signed a 60km/hr or more, which is not applicable. Acceptable Solution A2 relates to the number of accesses, and limits property access to one, two-way access to two, one-way accesses. The second access for 2 Pawleena Road is existing and therefore complies.

E5.6.4 Sight distance at accesses, junctions and level crossings

The minimum sight distance requirements of this Standard are met.

E6.0 Parking and Access Code

Consideration of the Parking and Access Code is limited to the new and upgraded private road accesses to 1 and 2 Pawleena Road.

These accesses are to be sealed, will have sufficient sight distance and meet the Acceptable Solution of each applicable Standard.

E7.0 Stormwater Management Code

E7.6 Use Standards

There are no Use Standards in this Code

E7.7 Development Standards

E7.7.1 Stormwater Drainage and Disposal

Acceptable Solution A1 requires all impervious surfaces to be drained to the public stormwater system, which is achieved.

Acceptable Solution A2 applies to a new impervious surface of more than 600m². Scaled measurements indicate that an additional 485m² of impervious surface to the southern side of the existing highway associated with the fourth entry/exit point and an additional 400m² to the northern side. The Performance Criteria therefore applies.

P2

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

The existing stormwater system that is to be utilised consists of open table drains along the Arthur Highway and kerb and channel along Pawleena Road, both leading to Sorell Rivulet. It is not clear if the existing system will achieve the stormwater quality targets, however, open table drains do remove nutrients and pollutants from stormwater. The flows to Pawleena Road will be incorporated into an upgraded network associated with residential subdivisions that will achieve adequate stormwater quality. In this light, it is not feasible or necessary to provide additional measures in association with this development.

STATE POLICIES AND ACT OBJECTIVES

The proposal is deemed to be consistent with the outcomes of the State Policies.

State Coastal Policy 1996

This policy applies to all land within one kilometre inland from the high-water mark. The proposed road works fall within the area covered by the policy which has the three following principles:

- Natural and cultural values of the coast shall be protected
- The coast shall be used and developed in a sustainable manner; and
- Integrated management and protection of the coastal zone is a shared responsibility.

The roundabout will not impact scenic, cultural or natural values, and is related to existing and major infrastructure.

State Policy on Water Quality Management 1997

The purpose of this state policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System.

The works proposed will not impact on the qualities of surface water and groundwater resources. A condition should be included in any permit granted that requires the implementation of a Construction Environmental Management Plan to, among other matters, address potential siltation and sedimentation during construction.

State Policy on the Protection of Agricultural Land 2009

This Policy does not apply as all land is zoned for urban development.

Representations

At the time of preparing this report, one representation was received raising the following issues.

- Alternative options

Response: Irrespective of alternatives, the Planning Authority is bound to determine the application as submitted against the applicable Standards of the Scheme. The Scheme does not include any applicable Standards that have regard to alternative options. As such, this issue should not be considered.

- Timing of lodgement and exhibition of application

Response: The Scheme does not include any applicable Standards that have regard to alternative options. As such, this issue should not be considered by the Planning Authority.

- Increased runoff

Response: The works will increase hardstand areas. Stormwater management includes the extension of the Pawleena Road kerb to, and along, the Arthur Highway to direct runoff past private property and thereby reduce runoff to private property.

- Increased traffic noise

Response: This issue is considered by the use standards for some of the relevant zones and is discussed earlier in the report. Unreasonable impacts from traffic noise will not arise.

- Traffic safety at private accesses

Response: The development engineer referral does not identify any concerns with the location of the private accesses and recommends a standard requirement for detailed drawings to be provided prior to works commencing. The separation from the intersection to lot accesses comply with the relevant standards.

- Queuing of northbound traffic along Pawleena Road turning right into 1 Pawleena Road

Response: This concern would be mitigated by relocating the private access as far north as practicable. However, without relocation there is room for one vehicle to queue. It is noted that the speed environment is low and the number of right turns into the property will be low. Again, the development engineer referral does not identify any concerns with the location of the private accesses.

- Removal of established trees and shrubs impacting privacy and amenity

Response: Necessary vegetation removal will cause a loss of screening. The Scheme, however, does not include any direct provision that considers privacy impacts other than between windows and decks of adjoining properties. In this light, it is difficult to view the impact as being unreasonable. The impact could be mitigated by replacement plantings (or provision thereof) and a condition to this effect is recommended for inclusion on any permit granted.

- Wheelchair friendly access from Pawleena Road.

The design includes ramps north, south, west and east of the roundabout to facilitate wheelchair friendly access.

Conclusion

The application seeks approval for a roundabout with four entry/exit points to replace an existing 'T' intersection at Pawleena Road and Arthur Highway, Sorell. The roundabout will improve existing traffic safety and efficiency and provide for future traffic increases associated with multiple subdivisions in the surrounding area. The existing intersection, particularly for traffic exiting Pawleena Road, is constrained.

The issues raised by the representors have been considered and responses provided in this report.

The application complies with each applicable Standard of the Sorell Interim Planning Scheme 2015 and is recommended for conditional approval.

SHANE WELLS

CONSULTANT PLANNER

Date: 10 January 2022

Attachments:

- Application form
- Planning submission prepared by ERA Planning and Environment inclusive of supporting report and proposal plans
- Referrals from Council's Development Engineer dated 6 January 2022 & Development and Manager Regulatory Services dated 16 December 2021
- July
- TasWater Referral
- Representation



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APPLICATION FOR DEVELOPMENT/USE PLANNING

Description of Proposal:	Utilities (road infrastructure). Construction of a four leg roundabout at the junction of Arthur Hwy and Pawleena Rd. Works include grade modifications, pavement reinforcement, traffic and pedestrian islands, footpaths, kerb and channel, street lighting and ancillary stormwater infrastructure.
Is the work already constructed:	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
If your application requires a variation to the development standards ie: setbacks, heights etc, please provide reasons why the variation should be considered.(if insufficient space please attach a separate page)	
Refer to attached summary.	

Location of Proposed Works:	Address: <ul style="list-style-type: none"> • Arthur Hwy - Crown Highway reserve • Pawleena Road – Council Road reserve • 2 Pawleena Rd • 1 Pawleena Rd • 11 Arthur Hwy • Lot 1 Arthur Hwy • 5 Arthur Hwy Suburb/Town...Sorell.....Postcode...7172.....
-----------------------------	---

Current Owner/s:	Please print name/s <ul style="list-style-type: none"> • Department of State Growth • Sorell Council • B Harris • J McKinlay • M George • Julfran Pty Ltd
------------------	--

Applicant or Contact Person:	Name - Robert Higgins c/- Sorell Council Address 47 Cole Street Suburb Sorell.....Postcode 7172 Phone 62 69 0000 Mobile:..... Email sorell.council@sorell.tas.gov.au
------------------------------	--

Estimated Cost of Development	\$600k
Is the Property on the Tasmanian Heritage Register?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Current use of the site	Infrastructure – State highway and Council road
Site Contamination – Have any potentially contaminating uses been undertaken on the site?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Does the proposal involve land administered or owned by the Crown or Council?	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>

Telephone: 03 6269 0000 Fax: 03 6269 0014 Email:sorell.council@sorell.tas.gov.au
8:00am - 4:45pm Weekdays Web: www.sorell.tas.gov.au

August 2019



Signature on behalf of the Crown or Council if the proposal involves land administered or owned by the Crown or Council		Name: Denise McIntyre	ROBERT HICKMAN
		Signature: <i>Denise McIntyre</i>	<i>Robert Hickman</i>
Declaration:	<ul style="list-style-type: none"> In relation to this application, I have read the Certificate of Title and Schedule of Easements for the land and I am satisfied that this application is not prevented by any restrictions, easements or covenants. I also give my permission to Council's representatives to enter the property to assess this application. I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I declare that, in accordance with Section 52(1) of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where in the case that Section 52(1B) of the Act applies, the required consent is attached. 		
Applicant's Signature:	I declare that the information in this application is true and correct. Signature: <i>Robert Hickman</i> Date: 13-12-21		

Please see over for checklist





Roundabout

Pawleena Road & Arthur Highway

Supporting planning report

14 December 2021



ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

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Job Number: 1617-064

Document Status

Document Version	Date	Author	Reviewer
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Roundabout
Pawleena Road & Arthur Highway



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1 Introduction

1.1 Purpose of the report

ERA Planning and Environment have been engaged by Sorell Council to provide a supporting planning report for the use and development of a new Roundabout (Utilities) at the Intersection with Pawleena Road and Arthur Highway, Sorell.

1.2 Name of planning authority

The Planning Authority is the Sorell Council.

1.3 Statutory controls

The site is subject to the provisions of the *Sorell Interim Planning Scheme 2015* (the Scheme).

1.4 Title documentation

The site is located at the intersection of Pawleena Road and Arthur Highway, Sorell. The site involves 8 affected titles as shown in Table 1. An aerial image showing the affected properties is at Figure 1.



Figure 1 Aerial Image of the subject site showing properties affected by roundabout – land within yellow circle (source: ListMAP)

Roundabout
Pawleena Road & Arthur Highway

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Table 1: Title information

Address	Owner	Title reference
2 Pawleena Road	Brian Harris	CT52621/1
1 Pawleena Road	Judith McKinlay	CT182228/1
11 Arthur Highway	Mervyn George	CT123674/1
Arthur Highway	Julfran Pty Ltd	CT8740/1
5 Arthur Highway	Julfran Pty Ltd	16027/1
Land adjacent 1 Pawleena Road	Local Government Authority	64440/3
Land adjacent 1 Pawleena Road	Local Government Authority	47/7029
Land adjacent 2 Pawleena Road	The Crown (Department of State Growth)	151162/1

Title documentation is provided at Appendix A.

Owner's consent from the Department of State Growth and Sorell Council as required by Section 52(1B) of the *Land Use Planning and Approvals Act 1993* (the Act) is provided within Appendix B. Other landowners have been notified in accordance with section 52(1) of the Act.

1.5 Enquires

Enquiries relating to this planning report should be directed to;

Sarah Silva
 Senior Planner
 ERA Planning and Environment
 L1, 125A Elizabeth Street, Hobart 7000
 Ph:03 6165 0443
sarah@eraplanning.com.au

Roundabout
 Pawleena Road & Arthur Highway

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2 The proposal

2.1 Description of proposal

The proposal involves a new roundabout where Pawleena Road and Arthur Highway intersect at a 'T' intersection. The purpose of the roundabout is to provide for a safer junction having regard to the increased traffic arising from recent and approved developments along Pawleena Road.

The roundabout would also provide a connection into private owned land opposite Pawleena Road to facilitate future development of this land.

The construction of the roundabout requires the relocation of underground services would, namely the public reticulated stormwater and water. There would also be a change to overhead power involving the relocation of 2 poles.

Works will also include the following:

- The removal of property fencing
- Replacement boundary fencing, which will be provided as colourbond (maximum height to be specified) or replaced like for like particularly in relation to frontage fencing¹
- The addition of a guardrail opposite #2 Pawleena Rd
- The existing southern access into #2 Pawleena Rd is to be retained as a left turn in only, subject to the final grade/level of Pawleena Rd
- The existing access into #1 Pawleena Rd will be widened to accommodate right turn in and left turn
- Any necessary grade adjustment works to the accesses of #1 and #2 Pawleena Rd in the road reservation
- If screening / privacy vegetation is required, this will be provided by way of a contribution to the owners.

2.2 Application documentation

In support of this planning application 2 separate Traffic Impact Assessments (TIAs) have been included at Appendix D. These TIAs were submitted for recent applications that have since been approved. These assessments both highlighted a need for a roundabout upgrade at the subject intersection to improve the efficiency and safety of the road network. These reports are therefore relevant to this current application, as this application is the consequence of the approvals to increase the density proximate to the intersection. These documents include:

- TIA, prepared by Milan Prodanovic in February 2020 is at Appendix D. This relates to a recent rezoning in proximity to the road intersection (PSA-3-2019). At the time of assessment, this report discussed the

¹ Like for like replacement of frontage fencing is exempt from requiring a planning permit under Clause 5.3.2. Boundary fencing is also exempt under Clause 5.6.2

need for an upgrade to the Pawleena Road / Arthur Highway intersection. This rezoning was subsequently approved in April 2021.

- TIA, prepared by Milan Prodanovic in November 2020 relating to a 297 lot residential subdivision at Pawleena Road / Nugent Road for a large residential subdivision (SA2020/17).

Roundabout
Pawleena Road & Arthur Highway

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3 Site description and surrounds

3.1 Site description

The subject sites are located on the Arthur Highway and Pawleena Road, Sorell. Titles comprising the site are detailed at Section 1.4. Most of the land is currently road with the private owned parcels comprising garden or grassed areas. The only structures within the development footprint, other than those related to infrastructure which will be relocated as part of the works, are fences.

The Arthur Highway is zoned Utilities, as are the majority of the other titles. Small portions of land are zoned General Residential, Low Density Residential and Particular Purpose 1 – Urban Growth Zone.

Four properties will be partially acquired to facilitate the new roundabout. These are shown in Table 2.

Table 2: Land to be partially acquired

Address	Owner	Property ID	Existing Land Area
1 Pawleena Road, Sorell	Judith McKinlay	5938022	548.4 m ²
2 Pawleena Road, Sorell	Brian Harris	5938014	1.815 ha
5 Arthur Highway, Sorell	Julfran Pty Ltd	5935200	7.522 ha
11 Arthur Highway, Sorell	Mervyn George	5935227	895.5 m ²

3.2 Surrounding area

The site is located towards the eastern periphery of the Sorell township. The four immediately adjoining sites are current used for residential purposes with dwellings located in proximity to the existing intersection. Beyond this is a mix of moderate to low density dwellings and large greenfield development sites.

To the east is land zoned Particular Purpose (PPZ 1 – Urban Growth Zone). The township centre of Sorell is located to the west, with the Sorell Plaza located approximately 200m from the proposed roundabout location. The existing intersection of Pawleena Road and Arthur Highway is shown in **Figure 2**.

Roundabout
Pawleena Road & Arthur Highway

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4 Planning Assessment

4.1 Statutory controls

The sites are subject to the provisions of the *Sorell Interim Planning Scheme 2015* (the Scheme). Specifically, the sites are predominantly zoned Utilities, with small portions of land zoned General Residential, Low Density Residential and Particular Purpose, refer below to Figure 2.

The roundabout addition can be seen in context with the existing intersection and zoning in Figure 2 below.

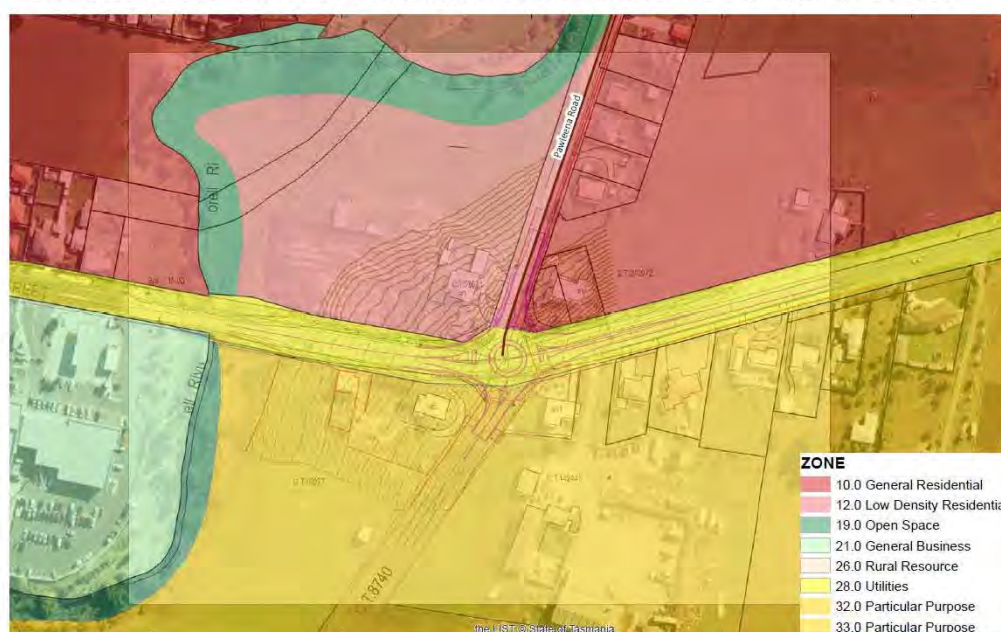


Figure 2 Aerial Image of the subject site showing the zoning of the proposed roundabout (source: ListMAP)

4.2 Use status

The proposed use is for Utilities. The Scheme defines 'Utilities as:

'use of land for utilities and infrastructure including:

- (a) telecommunications;
- (b) electricity generation;
- (c) transmitting or distributing gas, oil, or power;
- (d) transport networks;
- (e) collecting, treating, transmitting, storing or distributing water; or
- (f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.

Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.'

Utilities is a discretionary use in the General Residential (Table 10.2), Low Density Residential (Table 12.2) and Particular Purpose – Future Urban (Table 32.2) zones. Under Table 28.2 of the Utilities Zone, Utilities is a permitted use.

When a proposed use is a Discretionary use, the Zone Purpose Statements must be considered. Subsequently the Zone Purpose Statements must be considered for General Residential, Low Density Residential and Particular Purpose – Future Urban zones.

4.2.1 General Residential Zone Purpose Statements

Clause 10.1.1 provides for the following zone purpose statements in the General Residential Zone:

- 10.1.1.1 *To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.*
- 10.1.1.2 *To provide for compatible non-residential uses that primarily serve the local community.*
- 10.1.1.3 *To provide for the efficient utilisation of services.*
- 10.1.1.4 *To manage new development within the Southern Beaches in a manner consistent with its established character and density while preventing further subdivision until the provision of planned reticulated water and sewerage infrastructure occurs.*

In response to the above, given the intent of the roundabout is to improve the efficiency of the road network, it is considered that the proposal aligns with statement 10.1.1.3 above as it will provide for the efficient utilisation of services. Attainment of the other zone purpose statements is unaffected by the proposal.

4.2.2 Low Density Residential Zone Purpose Statements

Clause 12.1.1 provides for the following zone purpose statements in the Low Density Residential Zone:

- 12.1.1.1 *To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.*
- 12.1.1.2 *To provide for non-residential uses that are compatible with residential amenity.*
- 12.1.1.3 *To avoid land use conflict with adjacent Rural Resource or Significant Agricultural zoned land by providing for adequate buffer areas.*

In response to the above, the proposed roundabout can align with statement 12.1.1.2, as it is intended to improve the transport network that will service the existing and future residential uses in the area. Attainment of the other zone purpose statements is unaffected by the proposal.

4.2.3 Particular Purpose Zone 1 – Urban Growth Zone

Clause 32.1.1 provides for the following zone purpose statements in the Particular Purpose Zone 1:

- 32.1.1.1 *To identify non-urban land intended to be largely converted to urban use and development in the future.*

- 32.1.1.2 *To ensure that the development of the identified non-urban land does not compromise its potential for future urban use and development.*
- 32.1.1.3 *To support a land release program of rezoning of non-urban land into urban land in accordance with the Greater Hobart Settlement Strategy (Southern Tasmania Regional Land Use Strategy 2010–2035).*

In response to the above, the proposed roundabout is intended improve safety and efficiency of the local road network to better service land identified for future urban growth to the south of Arthur Highway. The roundabout is an upgrade to an existing road, that is not considered capable of effectively supporting further growth in the area. In response to the above, the proposed roundabout can align with statement 32.1.1.2, as it is intended to improve the transport network and potential for growth.

4.3 Local area objectives

There are no local area objectives for any of the affected zones.

4.4 Desired future character statements

There are no desired future character statements for any of the affected zones.

4.5 Specific Area Plan

There are no Specific Area Plans in the Scheme.

4.6 Use standards

4.6.1 Use standards in the General Residential Zone

PLANNING SCHEME REQUIREMENTS	
Acceptable Solutions	Performance Criteria
10.3.1 Non-Residential Use	
A1 <i>Hours of operation must be within 8.00 am to 6.00 pm, except for office and administrative tasks or visitor accommodation.</i>	P1 <i>Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.</i>
Planner Response: <p>The proposal is for an upgrade to a Utilities use that currently operates outside of the hours stipulated by A1 and subsequently P1 needs to be considered. The road is to be upgraded only to facilitate a safer and more efficient intersection. As the proposal does not itself alter traffic volumes, type or intensity it is considered that the roundabout will not give rise to any additional impact on the residential amenity above existing conditions and can therefore satisfy P1.</p>	

<p>A2</p> <p>Noise emissions measured at the boundary of the site must not exceed the following:</p> <ul style="list-style-type: none"> (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAmax) at any time. <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<p>P2</p> <p>Noise emissions measured at the boundary of the site must not cause environmental harm.</p>
<p>Planner Response</p> <p>The proposal is for an upgrade to a Utilities use that currently operates at 24/7 and is unlikely to comply with A2. The road is to be upgraded only to facilitate a safer and more efficient intersection. As the proposal does not itself alter traffic volumes, type or intensity it is considered that the roundabout will not generate environmental harm and the proposal can satisfy P2.</p>	
<p>A3</p> <p>External lighting must comply with all of the following:</p> <ul style="list-style-type: none"> (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land. 	<p>P3</p> <p>External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) level of illumination and duration of lighting; (b) (b) distance to habitable rooms in an adjacent dwelling.
<p>Planner Response</p> <p>No additional streetlighting is proposed as part of the roundabout upgrade. For this reason A3 can be complied with.</p>	
<p>A4</p> <p>Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site</p>	<p>P4</p> <p>Commercial vehicle movements, (including loading and unloading and garbage removal) must not result</p>

<p><i>must be limited to 20 vehicle movements per day and be within the hours of:</i></p> <p>(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 12 noon Saturdays;</p> <p>(c) nil on Sundays and Public Holidays.</p>	<p><i>in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p>(a) the time and duration of commercial vehicle movements;</p> <p>(b) the number and frequency of commercial vehicle movements;</p> <p>(c) the size of commercial vehicles involved;</p> <p>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</p> <p>(e) noise reducing structures between vehicle movement areas and dwellings;</p> <p>(f) the level of traffic on the road;</p> <p>(g) the potential for conflicts with other traffic.</p>
<p>Planner Response</p> <p>The proposed development does not generate commercial vehicles and A4/P4 is not considered applicable.</p>	

The General Residential zone also includes use standards for Visitor Accommodation and Local Shop which are not relevant to this application.

4.6.2 Use standards in the Low Density Residential Zone

PLANNING SCHEME REQUIREMENTS	
Acceptable Solutions	Performance Criteria
12.4.1 Non-Residential Use	
<p>A1</p> <p><i>Hours of operation must be within:</i></p> <p>(a) 8.00 am to 6.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 12.00 noon Saturdays;</p> <p>(c) nil Sundays and Public Holidays;</p> <p><i>except for office and administrative tasks or visitor accommodation.</i></p>	<p>P1</p> <p><i>Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.</i></p>

<p>Planner Response</p> <p>As discussed previously in this report, the proposal is for an upgrade to a Utilities use that currently operates outside of the hours stipulated by A1 and subsequently P1 needs to be considered. The road is to be upgraded only to facilitate a safer and more efficient intersection. As the proposal does not itself alter traffic volumes, type or intensity it is considered that the roundabout will not have any additional unreasonable impact upon the residential amenity and can satisfy P1.</p>	
<p>A2</p> <p>Noise emissions measured at the boundary of the site must not exceed the following:</p> <ul style="list-style-type: none"> (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAmax) at any time. <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<p>P2</p> <p>Noise emissions measured at the boundary of the site must not cause environmental harm.</p>
<p>Planner Response</p> <p>The proposal is for an upgrade to a Utilities use that currently operates at any time and is unlikely to comply with A2. The road is to be upgraded only to facilitate a safer and more efficient intersection. As the proposal does not itself alter traffic volumes, type or intensity it is considered that environmental harm will not be created as a result of the development and the proposal can satisfy P2.</p>	
<p>A3</p> <p>External lighting must comply with all of the following:</p> <ul style="list-style-type: none"> (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land. 	<p>P3</p> <p>External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) level of illumination and duration of lighting; (b) distance to habitable rooms in an adjacent dwelling.

<p>Planner Response</p> <p>No additional streetlighting is proposed as part of the roundabout upgrade. For this reason A3 can be complied with.</p>	
<p>A4</p> <p><i>Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of:</i></p> <p>(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 12 noon Saturdays;</p> <p>(c) nil on Sundays and Public Holidays.</p>	<p>P4</p> <p><i>Commercial vehicle movements, (including loading and unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p>(a) the time and duration of commercial vehicle movements;</p> <p>(b) the number and frequency of commercial vehicle movements;</p> <p>(c) the size of commercial vehicles involved;</p> <p>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</p> <p>(e) noise reducing structures between vehicle movement areas and dwellings;</p> <p>(f) the level of traffic on the road;</p> <p>(g) the potential for conflicts with other traffic.</p>
<p>Planner Response</p> <p>The proposed development does not incorporate commercial vehicles and A4 is not considered applicable.</p>	

The Low Density Residential zone also includes use standards for Visitor Accommodation which are not relevant to this application.

4.6.3 Use standards in the Particular Purpose Zone 1 – Urban Growth Zone

There are no use standards for the Particular Purpose Zone 1 – Urban Growth Zone.

4.6.4 Use standards in the Utilities Zone

PLANNING SCHEME REQUIREMENTS	
Acceptable Solutions	Performance Criteria
28.3.1 Hours of Operation	
<p>A1</p> <p>Hours of operation of a use within 50 m of a residential zone must be within 7.00 am to 7.00 pm, except if:</p> <p>(a) for office and administrative tasks; or</p> <p>(b) a Utilities use.</p>	<p>P1</p> <p>Hours of operation of a use within 50 m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.</p>
<p>Planner Response</p> <p>As the proposed use is a Utilities use it is considered that the proposal complies with acceptable solution Clause 28.3.1 A1 of the Scheme.</p>	
28.3.2 Noise	
<p>A1</p> <p>Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <p>(a) 55 dB(A) (L_{Aeq}) between the hours of 7.00 am to 7.00 pm;</p> <p>(b) 5 dB(A) above the background (L_{A90}) level or 40 dB(A) (L_{Aeq}), whichever is the lower, between the hours of 7.00 pm to 7.00 am;</p> <p>(c) 65 dB(A) (L_{max}) at any time.</p> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<p>P1</p> <p>Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.</p>
<p>Planner Response</p> <p>The proposal is for an upgrade to a Utilities use that currently operates at any time and is unlikely to comply with A1. The road is to be upgraded only to facilitate a safer and more efficient intersection. As the proposal</p>	

does not itself alter traffic volumes, type or intensity, it is considered that environmental harm will not be created as a result of the development and the proposal can satisfy P1.	
28.3.3 External Lighting	
<p>A1</p> <p><i>External lighting (not including street lighting) within 50 m of a residential zone must comply with all of the following:</i></p> <ul style="list-style-type: none"> (a) <i>be turned off between 10:00 pm and 6:00 am, except for security lighting;</i> (b) <i>security lighting must be baffled to ensure they do not cause emission of light outside the zone.</i> 	<p>P1</p> <p><i>External lighting within 50 m of a residential zone must not adversely affect the amenity of adjoining residential areas, having regard to all of the following:</i></p> <ul style="list-style-type: none"> (a) <i>level of illumination and duration of lighting;</i> (b) <i>distance to habitable rooms in an adjacent dwelling.</i>
<p>Planner Response</p> <p>A1 above specifically states that street lighting is not included in the assessment and for this reason this clause is not applicable. Nonetheless no street lighting is proposed.</p>	
28.3.4 Commercial Vehicle Movements	
<p>A1</p> <p><i>Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of:</i></p> <ul style="list-style-type: none"> (a) <i>7.00 am to 7.00 pm Mondays to Fridays inclusive;</i> (b) <i>9.00 am to 5.00 pm Saturdays;</i> (c) <i>Nil Sundays and Public Holidays.</i> 	<p>P1</p> <p><i>Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <ul style="list-style-type: none"> (a) <i>the time and duration of commercial vehicle movements;</i> (b) <i>the number and frequency of commercial vehicle movements;</i> (c) <i>the size of commercial vehicles involved;</i> (d) <i>the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i> (e) <i>noise reducing structures between vehicle movement areas and dwellings;</i> (f) <i>the level of traffic on the road;</i> (g) <i>the potential for conflicts with other traffic.</i>
<p>Planner Response</p>	

The proposed development does not include commercial vehicles and this clause is not applicable.	
28.3.5 Discretionary Use	
A1 <i>No Acceptable Solution.</i>	P1 <i>Discretionary use must not compromise or reduce the operational efficiency of an existing or intended utility having regard to all of the following:</i> <ul style="list-style-type: none"> <i>(a) the compatibility of the utility and the proposed use;</i> <i>(b) the location of the proposed use in relation to the utility;</i> <i>(c) any required buffers or setbacks;</i> <i>(d) access requirements. © the size of commercial vehicles involved;</i> <i>(e) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i> <i>(f) noise reducing structures between vehicle movement areas and dwellings;</i> <i>(g) the level of traffic on the road;</i> <i>(h) the potential for conflicts with other traffic.</i>
Planner Response A Utilities use is a Permitted use in the zone and subsequently this clause is not applicable.	

4.7 Development standards

4.7.1 Development standards in the General Residential and Low Density Residential zones

The General Residential and Low Density Residential zones have development standards for non-dwelling development, which are not relevant to this application as no building or outdoor storage is proposed. It is noted that while some boundaries to existing dwellings may be adjusted through land acquisition, the existing dwelling will continue to meet the minimum front setbacks required by the Scheme.

4.7.2 Development standards in the Utilities Zone

The Utilities Zone has development standards surrounding building heights and setbacks, outdoor storage areas, and fencing, which do not relate to road upgrades. Landscaping is however relevant and is discussed below.

PLANNING SCHEME REQUIREMENTS	
Acceptable Solutions	Performance Criteria
28.4.3 Landscaping	
A1 <i>Landscaping is not required along the frontage of a site if the building has nil setback to frontage.</i>	P1 <i>Landscaping must be provided to satisfy all of the following:</i> <ul style="list-style-type: none"> (a) <i>enhance the appearance of the development;</i> (b) <i>provide a range of plant height and forms to create diversity, interest and amenity;</i> (c) <i>not create concealed entrapment spaces;</i> (d) <i>be consistent with any Desired Future Character Statements provided for the area.</i>
A2 <i>Along a boundary with a residential zone landscaping must be provided for a depth no less than:</i> <i>10 m.</i>	P2 <i>Along a boundary with a residential zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in a residential zone, having regard to the characteristics of the site and the characteristics of the adjoining residentially-zoned land.</i>
Planner Response In response to A1, the proposed works are within the road itself and for this reason A1 is not applicable. In response to A2, landscaping is required to a depth of 10m along a boundary with a residential zone. The works are intended to include a level of landscaping within the road reserve in compliance with A1. While no formal Landscape Plan has been provided at this stage, compliance with P2 can be achieved by way of condition.	

4.7.3 Development standards in the Particular Purpose Zone 1

There is only one development standard for building and works included within the Particular Purpose Zone 1 – Urban Growth Zone. This is clause 32.4.1 Buildings and Works set out in the table below.

PLANNING SCHEME REQUIREMENTS	
Acceptable Solutions	Performance Criteria
32.4.1 Buildings and Works	
A1	P1

<p><i>Development must comply with any of the following:</i></p> <p>(a) <i>be for an addition to an existing dwelling, an ancillary dwelling or a home based business;</i></p> <p>(b) <i>be for a single dwelling and is on a lot no more than 2,000 m² in size;</i></p> <p>(c) <i>be of a temporary nature able to be readily removed prior to the development of the land for urban purposes.</i></p>	<p><i>Development must not preclude or hinder the effective and efficient future subdivision and development of the land to urban densities.</i></p>
<p>Planner Response</p> <p>The proposed development does not comply with A1 a), b) or c) and so the Performance Criteria P1 must be considered. Given that the purpose of the roundabout is to improve the efficiency and safety of the existing road network, the works will facilitate the efficient future subdivision and development of the land to urban densities. Therefore, it is considered that the proposed works can satisfy P1.</p>	

5 Codes

5.1 Applicable codes

The following codes are potentially applicable to the application:

- Bushfire Prone Areas
- Road and railway assets code (this code applies as the use and development will require a new junction)
- Parking and access code (this code applies to all use and development)
- Stormwater management code (this code applies to all use and development)

5.2 E1.0 Bushfire-Prone Areas code

The Bushfire-Prone Area overlay effects the subject area, however, as the proposed development is not for a subdivision nor for a vulnerable use or hazardous use, this code is not applicable.

5.3 E5.0 Road and railway assets code

The purpose of this code is to protect the safety and efficiency of the road and railway networks and reduce conflicts between sensitive uses and major roads and the rail network. As this proposal involves the development of a new intersection, the Code applies. The relevant standards from this code are considered below.

E5.5.1 Existing road accesses and junctions	
Acceptable Solution	Response
A1 <i>The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</i>	The Arthur Highway and Paweena Road have a speed limit of 60 km/hr at the intersection and therefore A1 does not apply.
A2 <i>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</i>	The Arthur Highway and Paweena Road have a speed limit of 60 km/hr at the intersection and therefore A2 does not apply.
A3	The planned upgrades to the intersection are in response to growth within the region and subsequent traffic and safety concerns of the existing

Roundabout
Paweena Road & Arthur Highway

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<p><i>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</i></p>	<p>'T' intersection. The new roundabout is an addition to an existing road and is not expected to increase the amount of traffic that utilises this intersection, but rather will increase the efficiency of the existing transport link.</p> <p>A Traffic Impact Assessment (TIA) was prepared by Milan Prodanovic in February 2020, to support a rezoning of land to the south of the existing Pawleena Road / Arthur Highway (5 Arthur Highway & Lot 1 Arthur Highway, Sorell) from Particular Purpose Zone 1 - Urban Growth Zone to General Residential and Particular Purpose Zone 2 - Future Road Corridor. This planning scheme amendment came into effect in April 2021 (PSA-3-2019). The Future Road Corridor is the designated site for a future by-pass road.</p> <p>A second Traffic Impact Assessment (TIA) was prepared by Milan Prodanovic in November 2020, to support a residential subdivision application at Pawleena Road / Nugent Road for up to 323 residential lots. This subdivision was approved in March 2021 (SUB-7.2020.147.1).</p> <p>Both aforementioned TIAs recommended the installation of the roundabout control at the Pawleena Road/Arthur Highway/subdivisional road intersection to extend the efficient operation of the junction for a number of years, until the planned bypass is constructed by the Department of State Growth. A full copy of the TIAs are attached to this report (Appendix D) for background information.</p>
E5.6.1 Development adjacent to roads and railways	
<p>A1.1</p> <p><i>Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</i></p> <p>(a) new buildings;</p> <p>(b) other road or earth works; and</p>	<p>The Arthur Highway and Pawleena Road have a speed limit of 60 km/hr at the intersection and therefore A1.1 does not apply.</p> <p>No buildings are proposed and therefore A1.2 does not apply.</p>

Roundabout
Pawleena Road & Arthur Highway

21



<p>(c) building envelopes on new lots.</p> <p>A1.2</p> <p><i>Buildings, may be:</i></p> <p>(a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or</p> <p>(b) an extension which extends no closer than:</p> <p>(i) the existing building; or</p> <p>(ii) an immediately adjacent building.</p>	
E5.6.2 Road accesses and junctions	
<p>A1</p> <p><i>No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</i></p>	The Arthur Highway and Paweena Road have a speed limit of 60 km/hr at the intersection and therefore A1 does not apply.
<p>A2</p> <p><i>No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</i></p>	The proposal is for a new junction rather than a new access and therefore A2 does not apply.
E5.6.3 New level crossings	
<p>A1</p> <p><i>No acceptable solution.</i></p>	The works do not involve land across a railway therefore this does not apply.
E5.6.4 Sight distance at accesses, junctions and level crossings	
<p>A1</p> <p><i>Sight distances at:</i></p> <p>(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and</p> <p>(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>	This has been assessed and has been determined to comply with the sight distance requirements shown in Table E5.1.

5.4 E6.0 Parking and access code

The parking and access code applies to all use and development. However, there are no requirements for carparking for a Utilities use and no parking or access is proposed for this site. Therefore, both the use and development standards are not applicable and no assessment is required.

5.5 E7.0 Stormwater management code

The purpose of this provision is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy.

E7.1 Stormwater Drainage and Disposal	
A1 <i>Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</i>	In compliance with A1, stormwater from any new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.
A2 <i>A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:</i> (a) <i>the size of new impervious area is more than 600 m²;</i> (b) <i>new car parking is provided for more than 6 cars;</i> (c) <i>a subdivision is for more than 5 lots.</i>	The works are to an existing road, and the size of any new impervious area is expected to be less than 600 m ² . For this reason A2 does not apply.
A3 <i>A minor stormwater drainage system must be designed to comply with all of the following:</i> (a) <i>be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;</i> (b) <i>stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.</i>	The stormwater drainage system already exists and will be upgraded and relocated where necessary. Any increase can be accommodated within existing or upgraded public stormwater infrastructure in compliance with A3, subject to the provision of detailed design by way of condition of approval.
A4	It is unlikely that the any new impervious surface would trigger a requirement for major stormwater drainage overall, given the road is already existing.

<p><i>A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</i></p>	<p>The proposed works do however include upgrades to the existing public stormwater system within the road.</p>
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6 Conclusion

This development proposes an upgrade of the existing 'T' intersection of Pawleena Road and the Arthur Highway. The provision of a roundabout was a recommendation of several Traffic Impact Assessments submitted in response to rezonings and subdivisions in the area. Due to the expected increase in residential development in the surrounding area, the existing intersection was not considered to be safe or efficient.

Alongside the provision of a roundabout, the proposed upgrade will include following works:

- The removal of property fencing;
- Replacement boundary fencing will be provided as colourbond (maximum height to be specified) or replaced like for like particularly for frontage fencing;
- The addition of a guardrail opposite #2 Pawleena Rd;
- The existing southern access into #2 Pawleena Rd is to be retained as a left turn in only – note this is subject to the final grade/level of Pawleena Rd;
- The existing access into #1 Pawleena Rd will be widened to accommodate right turn in and left turn;
- Any necessary grade adjustment works to the accesses of #1 and #2 Pawleena Rd in the road reservation will be included; and
- If screening / privacy vegetation is required, this will be provided by way of a contribution to the land owners.

The application requests a discretion against the performance criteria of:

- Clause 10.3.1 Non-Residential Use (P1 relating to hours of operation)
- Clause 10.3.1 Non-Residential Use (P2 relating to noise emissions)
- Clause 12.4.1 Non-Residential Use (P1 relating to hours of operation)
- Clause 12.4.1 Non-Residential Use (P2 relating to noise emissions)
- Clause 28.3.2 Noise (A1)
- Clause 28.4.3 Landscaping (P2 relating to landscaping adjoining a residential zone)
- Clause 32.4.1 Buildings and Works (P1)

Subject to conditions of approval requiring provision of a detailed landscaping plan (to satisfy and detailed stormwater design drawings to ensure compliance with A3 and A4 of Clause E7.7.1, the proposal is considered consistent with the requirements of the *Sorell Interim Planning Scheme 2015*.

Appendix A Title documentation





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 8740	FOLIO 1
EDITION 4	DATE OF ISSUE 01-Mar-2021

SEARCH DATE : 14-Dec-2021

SEARCH TIME : 10.02 AM

DESCRIPTION OF LAND

Parish of SORELL, Land District of PEMBROKE
Town of SORELL
Lot 1 on Sealed Plan 8740
Derivation : Part of 980 Acres - Gtd. to Thomas Villeneuve
Jean & Cornelius Driscoll.
Prior CT 3587/27

SCHEDULE 1

M787120 TRANSFER to JULFRAN PTY LTD Registered 12-Nov-2019
at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 8740 EASEMENTS in Schedule of Easements
SP 8740 COUNCIL NOTIFICATION under Section 468(12) of the
Local Government Act 1962
SP 8740 FENCING COVENANT in Schedule of Easements
A586751 PROCLAMATION under Section 9A and 52A of the Roads
and Jetties Act 1935 Registered 14-Dec-1977 at noon
M789905 MORTGAGE to Murdoch Clarke Mortgage Management
Limited Registered 12-Nov-2019 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

NOTICE: This folio is affected as to amended easements
pursuant to Request to Amend No. C965175 made under
Section 103 of the Local Government (Building and
Miscellaneous Provisions) Act 1993. Search Sealed
Plan No. 17131 & 8740 Lodged by OGILVIE JENNINGS on
29-Nov-2010 BP: C965175
179852 PLAN Lodged by STATE GROWTH on 21-Sep-2020 BP: 179851
M869721 NOTICE to TREAT Pursuant to Section 11 of the Land
Acquisition Act 1993. Lodged by OVG - Acquisitions
on 08-Jan-2021 BP: M869721
B227534 APPLICATION: THE CROWN under the Land Acquisition Act
1993 of Lodged by VALUER-GENERAL on 18-Feb-2021 BP:



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

**SCHEDULE OF EASEMENTS**

PLAN NO.

S.P8740

Notes:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

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 à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easement 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 à prendre described hereunder.

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

EASEMENTS:

Each Lot in Column 'A' is :-

1. **TOGETHER WITH** a Right of Carriageway over the Right of Way (Private) 7.50 metres wide shown hereon passing through the Lots specified opposite thereto in Clause 'B' and
2. **SUBJECT TO** a Right of Carriageway over the Right of Way (Private) 7.50 metres wide passing through that Lot as appurtenant to the Lots shown hereon specified opposite thereto in Column 'C'

Column 'A'	Column 'B'	Column 'C'
1.	2,3,4 and 5	2,3 and 4
2.	1,3 and 5	1,3 and 4
3.	1,2, 4 and 5	1, 2 and 4
4.	1, 2, 3 and 5	2 1/and 3
5.	NIL	1, 2, 3 and 4

Lots 1-4 inclusive are **TOGETHER WITH** a Right of Carriageway over that part of Lot 5 marked 'Right of Way' (Private P.Q.R.S.).

Lot 5 is **SUBJECT TO** a Right of Carriageway (appurtenant to Lots 1-4 inclusive) over the Right of Way (Private) marked P.Q.R.S.

~~Lot 4 is **SUBJECT TO** a Right of Carriage (appurtenant to Lots 2 and 3) over the Right of Way (Private) Four metres wide marked D.E.F.G.H. and F.G.C.B. respectively~~

Right of Way 4.00 wide marked DEFBA hereon deleted by me pursuant to Request to Amend No. C965175 made under Section 103 of the Local Government (Building & Miscellaneous Provisions) Act 1993

18 / 4 / 2011

Alice Kawa
Recorder of Titles

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Right of Way 4.00 wide marked FBCG & DEFBA hereon deleted by me pursuant to Request to Amend No. C965175 made under Section 103 of the Local Government (Building & Miscellaneous Provisions) Act 1993

18 / 4 / 2011

Recorder of Titles

8740

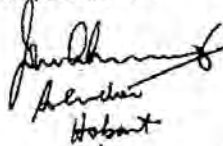
~~Lot 2 is TOGETHER WITH a Right of Carriageway over the Right of Way (Private) Four metres wide marked F.B.C.G.~~

~~Lot 2 is TOGETHER WITH a Right of Carriageway over the Right of Way (Private) Four metres wide marked D.B.F.B.A.~~

COVENANTS: The Owner of each Lot covenants with the Vendor Noel Spencer Kirby ~~Subdivider~~ that the ~~Subdivider~~ as Owner shall not be required to fence.

SIGNED by NOEL SPENCER KIRBY

as Beneficial Owner of the
lands comprised in Indenture
of Conveyance 29/5180 and
Indenture of Conveyance 35/9142
in the presence of:

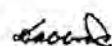



Lionel Herbert Abbott

Hobart

SIGNED by LIONEL HERBERT ABBOTT
and BOSS MAXWELL MIDDLETON

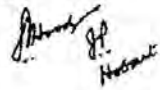
as Attorneys for AUSTRALIA MUTUAL
PRUDENTIAL SOCIETY the Mortgagee
under Indentures of Mortgage and
Further Charge 30/3247 and 39/2814
respectively under Power No. 21763
(and they severally declare that
they have had no notice of Revocation
of the said power)



Corporate Services Manager



Sales Manager

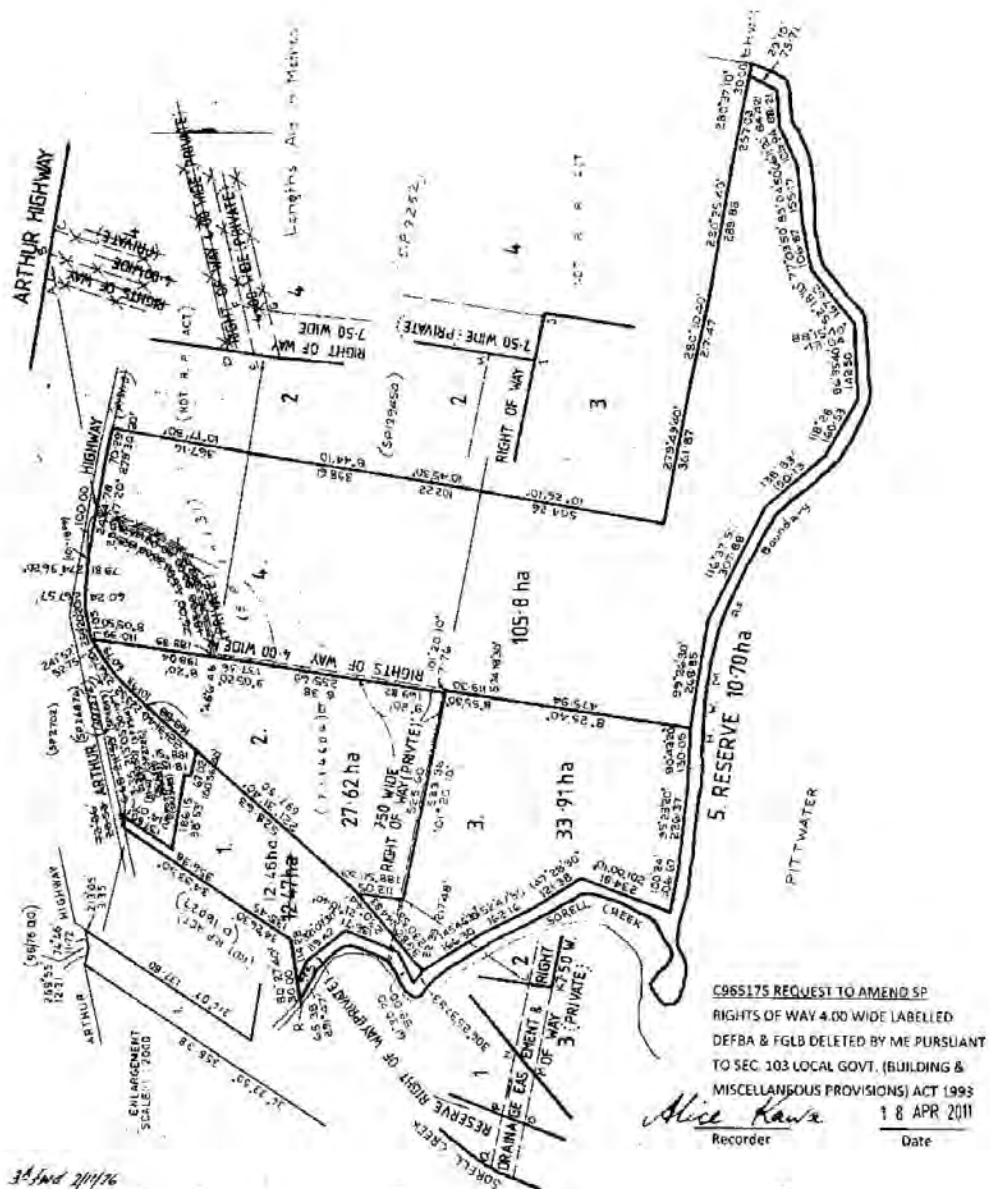


Hobart

Issued Pursuant to the Land Titles Act 1980



MEMO 18/2/76





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 16027	FOLIO 1
EDITION 4	DATE OF ISSUE 05-Mar-2020

SEARCH DATE : 14-Dec-2021

SEARCH TIME : 10.01 AM

DESCRIPTION OF LAND

Town of SORELL

Lot 1 on Diagram 16027

Being the land described in Mortgage No. 23/1638

Excepting thereout Conveyance No. 45/3290 (Lot 2 on Deeds

Office Diagram No. 96/76)

Derivation : Part of 980 Acres Gtd. to T.V. Jean & Anor.

Prior CT 3887/9

SCHEDULE 1

C631099 TRANSFER to JULFRAN PTY LTD Registered 21-Mar-2006
at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

M805279 MORTGAGE to Murdoch Clarke Mortgage Management

Limited Registered 05-Mar-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



AGENDA

DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) MEETING

18 JANUARY 2022

Issued Pursuant to the Land Titles Act 1980



SKETCH BY WAY OF ILLUSTRATION ONLY



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
52621	1
EDITION	DATE OF ISSUE
5	22-Dec-2015

SEARCH DATE : 14-Dec-2021

SEARCH TIME : 09.57 AM

DESCRIPTION OF LAND

Town of SORELL

Lot 1 on Diagram 52621

Being the land described in Conveyance No. 61/0654

Excepting thereout Surrender 57/7931 (114m2 on Diagram No.

18033 & 904m2 on D.O. Diagram No. 102/72)

Derivation : Part of 980 Acres Gtd to T V Jean and C Driscoll

Prior CT 4834/85

SCHEDULE 1

B761049 TRANSFER to BRIAN KEITH HARRIS Registered
01-Jul-1994 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

M903823 CAVEAT by Black Hire Pty Ltd Registered 25-Jun-2021
at noon

UNREGISTERED DEALINGS AND NOTATIONS

152552 PLAN Lodged by B.K. HARRIS, C/o 42 TOORAK AVENUE,
NEW TOWN TASMANIA 7008 on 14-Sep-2007 BP: 152552



AGENDA

DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) MEETING

18 JANUARY 2022

FOLIO PLAN
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

APPROVED L. NOV 1991 <i>M. J. Y.</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 61/0654 (S.P.D.858)	REGISTERED NUMBER D.52621
FILE NUMBER A.10020	GRANTEE PART OF 980-0-0 GTO. TO THOMAS VILLENEUVE JEAN & CORNELIUS DRISCOLL	DRAWN M.J.Y. 25-11-91

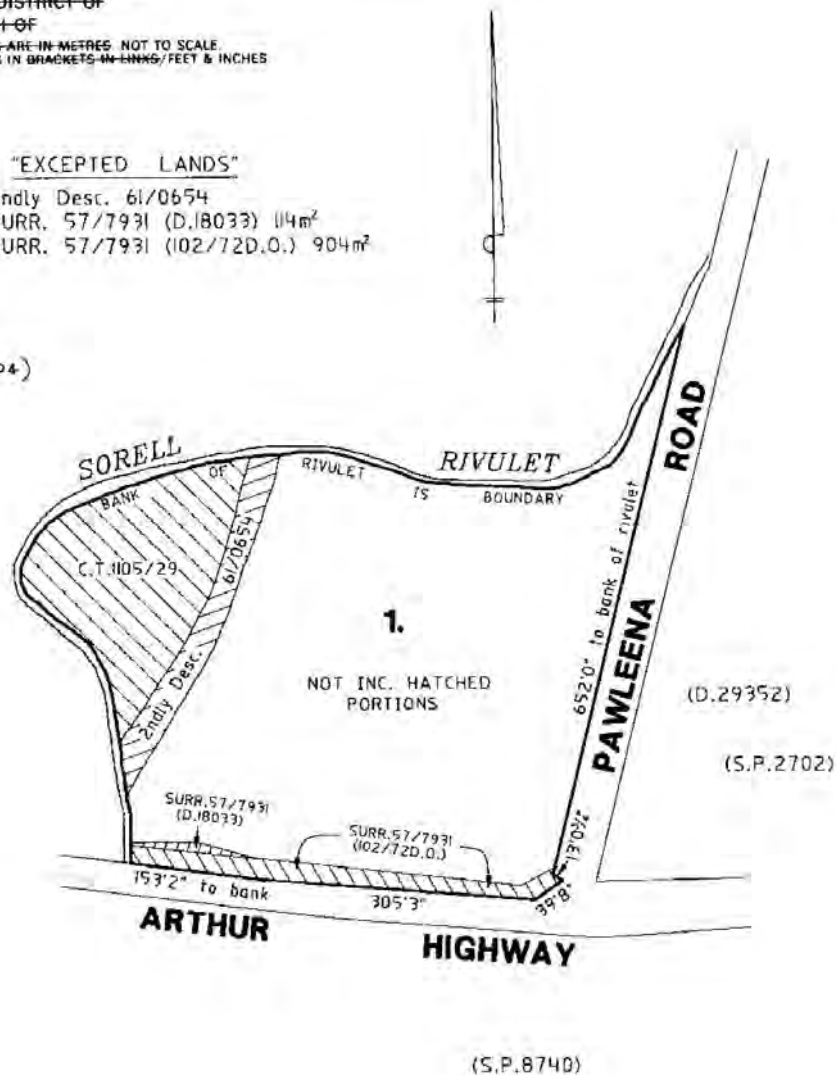
SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF **SORELL**
LAND DISTRICT OF
PARISH OF
LENGTHS ARE IN METRES, NOT TO SCALE
LENGTHS IN BRACKETS ARE IN FEET & INCHES

"EXCEPTED LANDS"

2ndly Desc. 61/0654
SURRE. 57/7931 (D.18033) 114m²
SURRE. 57/7931 (102/72D.O.) 904m²

(SP114304)





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 64440	FOLIO 3
EDITION 1	DATE OF ISSUE 28-Sep-1994

SEARCH DATE : 14-Dec-2021

SEARCH TIME : 10.00 AM

DESCRIPTION OF LAND

Parish of SORELL, Land District of PEMBROKE

Lot 3 on Sealed Plan 64440 (formerly being SP2702)

Derivation : Portion of 980 Acres - Gtd. to T.V. Jean & Anor.

Prior CT 2602/9

SCHEDULE 1

NOEL SPENCER KIRKBY

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

A331020 MORTGAGE to Freda May Featherstone, Amy Irene

Featherstone, Ada Lilian Featherstone and Ida

Featherstone Registered 30-Jan-1970 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



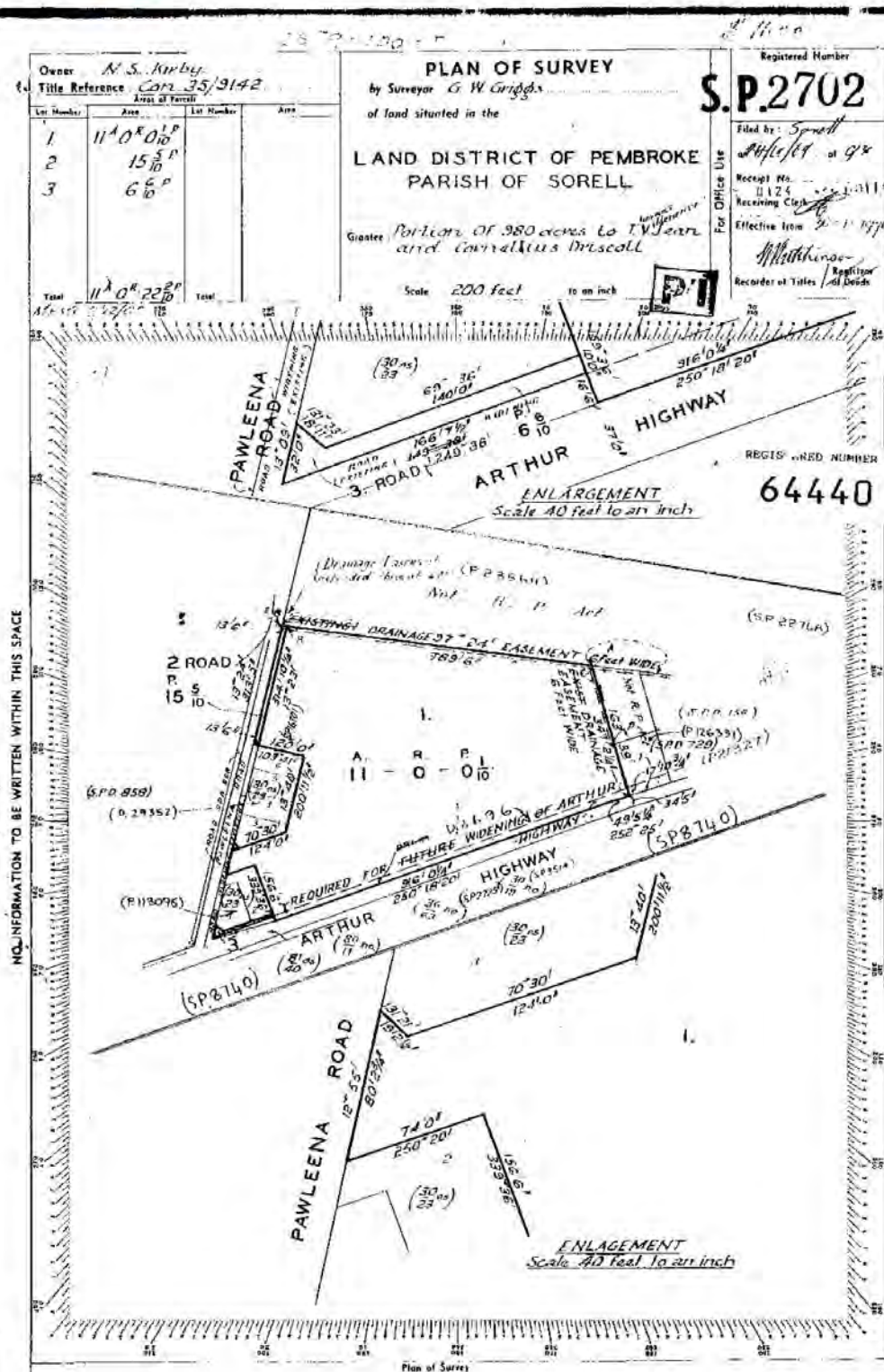
AGENDA

DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) MEETING

18 JANUARY 2022

FOLIO PLAN RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Search Date: 14 Dec 2021

Search Time: 10:00 AM

Volume Number: 64440

Revision Number: 03

Page 1 of 1

Department of Natural Resources and Environment Tasmania

www.thelist.tas.gov.au



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
123674	1
EDITION	DATE OF ISSUE
3	20-Jan-2010

SEARCH DATE : 14-Dec-2021

SEARCH TIME : 10.02 AM

DESCRIPTION OF LAND

Town of SORELL

Lot 1 on Plan 123674

(Formerly SPD 21)

Derivation : Part of 980 Acres Gtd to T V Jean & C Driscoll

Derived from W4134

SCHEDULE 1

C765838 & C943019 MERVYN LESLIE GEORGE Registered
20-Jan-2010 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SPD 21 EASEMENTS in Schedule of Easements

39/2884 FENCING CONDITION in Conveyance

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



AGENDA

DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) MEETING

18 JANUARY 2022

Issued Pursuant to the Land Titles Act 1980



Search Date: 14 Dec 2021 Search Time: 10:02 AM Volume Number: 123674 Revision Number: 01 Page 1 of 1

Department of Natural Resources and Environment Tasmania www.thelist.tas.gov.au





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 151162	FOLIO 1
EDITION 1	DATE OF ISSUE 10-Jan-2008

SEARCH DATE : 14-Dec-2021

SEARCH TIME : 10.01 AM

DESCRIPTION OF LAND

Parish of SORELL Land District of PEMBROKE

Lot 1 on Plan 151162

Derivation : Part of 980A-0R-0P Gtd.to Thomas Villeneuve Jean
& Cornelius Driscoll

Derived from A23596

SCHEDULE 1

THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



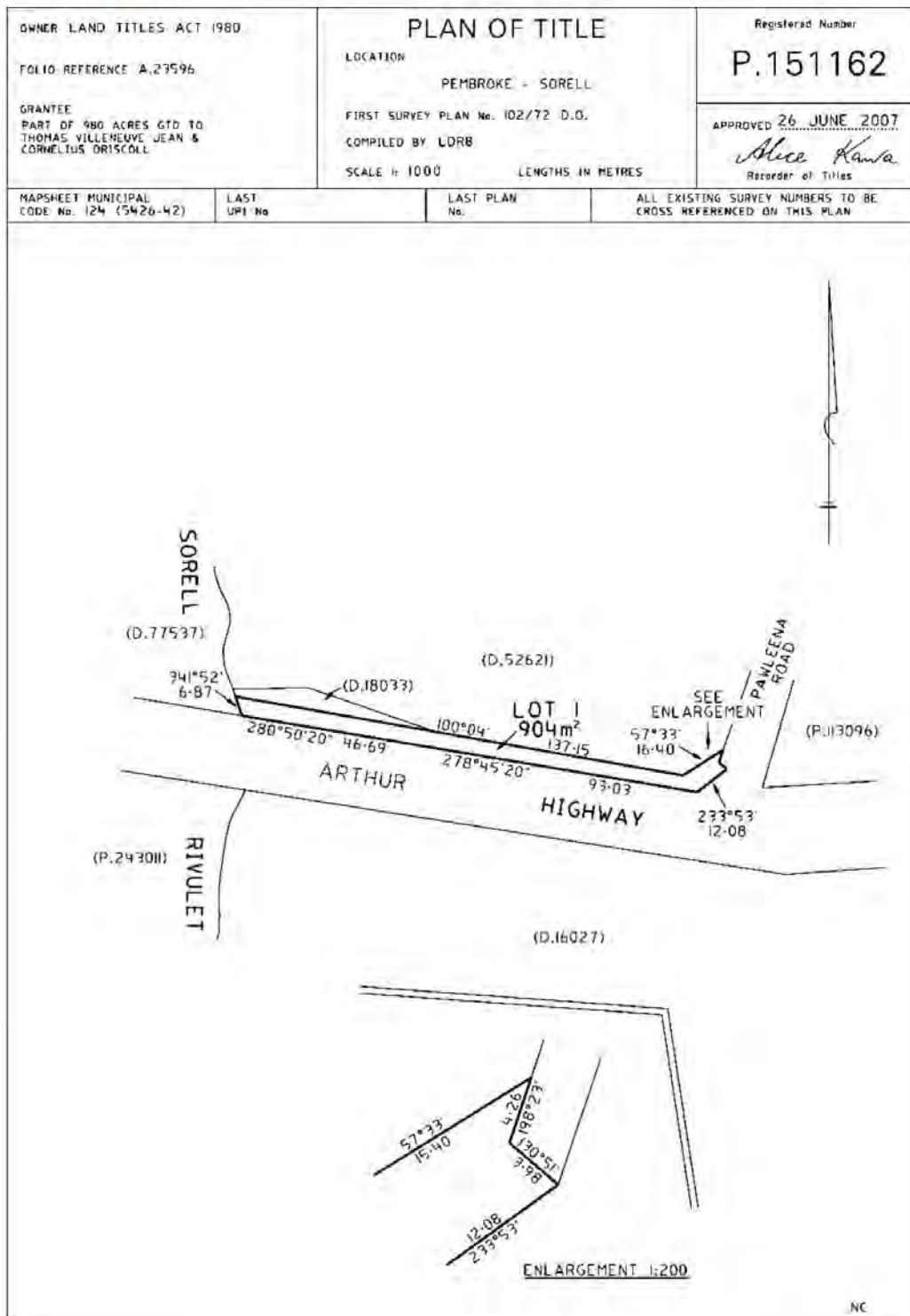
AGENDA

DEVELOPMENT ASSESSMENT SPECIAL COMMITTEE (DASC) MEETING

18 JANUARY 2022

FOLIO PLAN RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Search Date: 14 Dec 2021

Search Time: 10:01 AM

Volume Number: 151162

Revision Number: 01

Page 1 of 1

Department of Natural Resources and Environment Tasmania

www.thelist.tas.gov.au



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 182228	FOLIO 1
EDITION 1	DATE OF ISSUE 03-Dec-2021

SEARCH DATE : 14-Dec-2021

SEARCH TIME : 10.01 AM

DESCRIPTION OF LAND

Parish of SORELL Land District of PEMBROKE
 Lot 1 on Plan 182228
 Being the land firstly described in Conveyance No. 46/1026,
 Being the land secondly described in Conveyance No. 46/1026
 Excepting thereout Surr. 47/7029, 120m2 99/48 D.O.
 Derivation : Part of 980 Acres Granted to Thomas Villeneuve
 Jean and Cornelius Driscoll
 Prior CTs 113096/1 and 113096/2

SCHEDULE 1

M526118 TRANSFER to JUDITH EILEEN MCKINLAY Registered
 28-Aug-2015 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 E12803 MORTGAGE to Commonwealth Bank of Australia
 Registered 28-Aug-2015 at 12.01 PM
 E285199 ADHESION ORDER under Section 110 of the Local
 Government (Building and Miscellaneous Provisions)
 Act 1993 Registered 03-Dec-2021 at noon

UNREGISTERED DEALINGS AND NOTATIONS

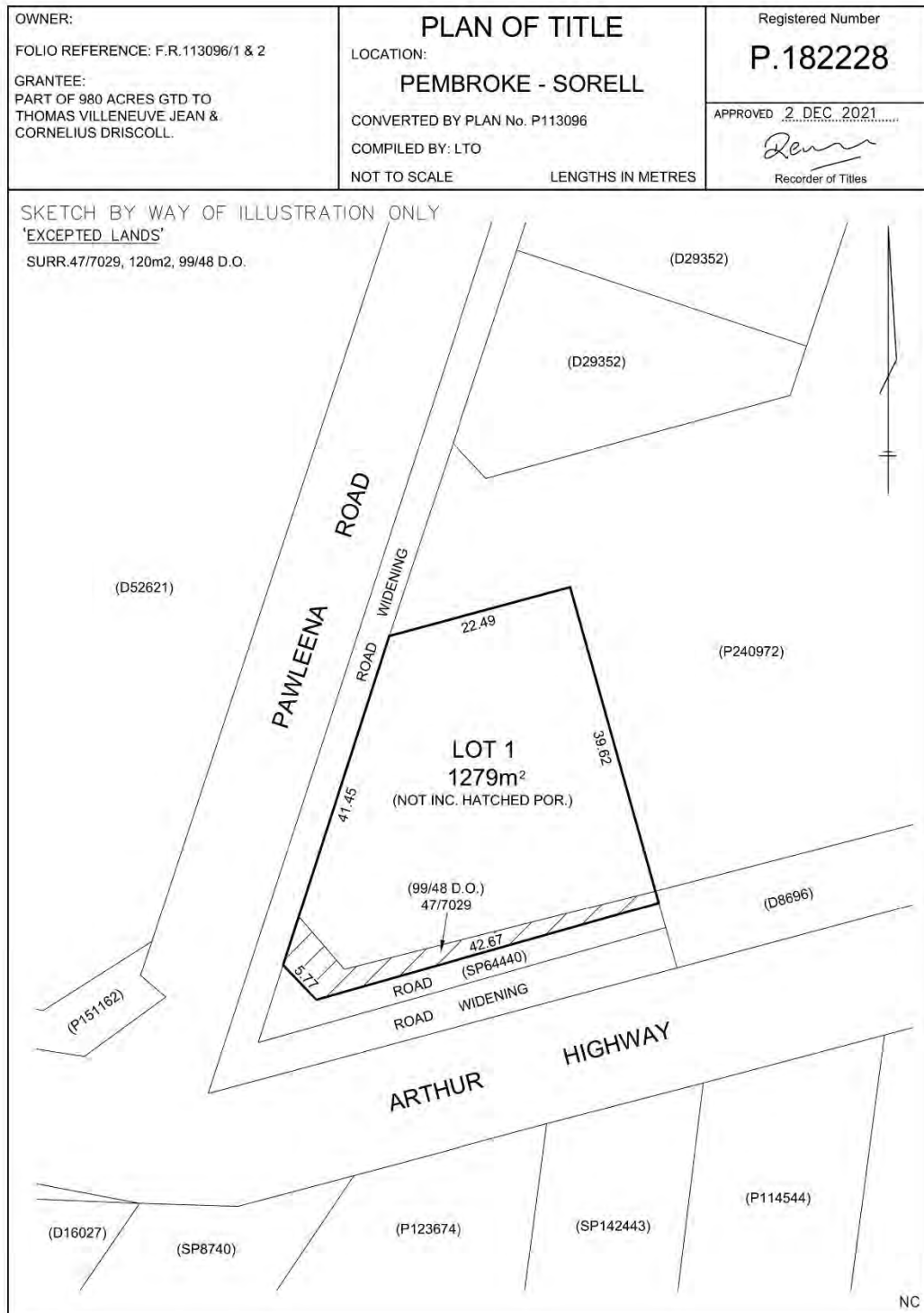
No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Appendix B Land owner consent



Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Email permits@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Ref: SRA-21-656



Robert Higgins
Sorell Council
By email: robert.higgins@sorell.tas.gov.au

Dear Robert

Crown Landowner Consent Granted - Arthur Highway, junction with Pawleena Road, Sorell

I refer to your recent request for Crown landowner consent relating to the development application at Arthur Highway, junction with Pawleena Road, Sorell for roundabout and associated works.

I, Denise McIntyre, General Manager State Roads, in the Department of State Growth, having been duly delegated by the Minister under section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 3 December 2021, and the approved documents, as accessible via the link below:

<https://files.stategrowth.tas.gov.au/index.php/s/5DEwD2T2qjydNh3>

A copy of the Instrument of Delegation from the Minister authorising the delegate to sign under section 52 of the Act can also be accessed via the above link.

Please access and download these documents for your records as soon as possible as this link will expire six months from the date of this letter.

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

A detailed pavement design is to be submitted to the Department of State Growth for approval prior to issuance of the works permit.

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit <http://www.transport.tas.gov.au/road/permits> or contact permits@stategrowth.tas.gov.au.

4 Salamanca Place Hobart - GPO Box 536 HOBART TAS 7001



- 2 -

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely



Denise McIntyre
GENERAL MANAGER STATE ROADS

Delegate of
Minister for Infrastructure and Transport
Michael Ferguson MP

7 December 2021

cc: General Manager, Sorell Council

4 Salamanca Place Hobart - GPO Box 536 HOBART TAS 7001



Appendix C Proposal Plans



DRAWING LIST

- | | | |
|------------|---|-------------------------------|
| 21306 - 00 | A | COVER SHEET AND LOCATION |
| 21306 - 01 | A | GENERAL ARRANGEMENT |
| 21306 - 02 | A | SERVICES PLAN |
| 21306 - 03 | A | SETOUT PLAN |
| 21306 - 04 | A | CONSTRUCTION PLAN |
| 21306 - 05 | A | PAVEMENT DETAILS PLAN |
| 21306 - 06 | A | DESIGN CONTOUR PLAN |
| 21306 - 07 | A | LINE MARKING AND SIGNAGE PLAN |
| 21306 - 08 | A | NOTES |
| 21306 - 09 | A | TYPICAL SECTIONS |
| 21306 - 10 | A | DETAILS |
| 21306 - 11 | A | LONG SECTION ARTHUR HIGHWAY |
| 21306 - 12 | A | LONG SECTION PAVLEENA ROAD |
| 21306 - 13 | A | CROSS SECTIONS |
| 21306 - 14 | A | CROSS SECTIONS |
| 21306 - 15 | A | CROSS SECTIONS |
| 21306 - 16 | A | CROSS SECTIONS |
| 21306 - 17 | A | CROSS SECTIONS |
| 21306 - 18 | A | STORMWATER LONG SECTIONS |
| 21306 - 19 | A | TURN PATHS |
| 21306 - 20 | A | ACQUISITIONS |

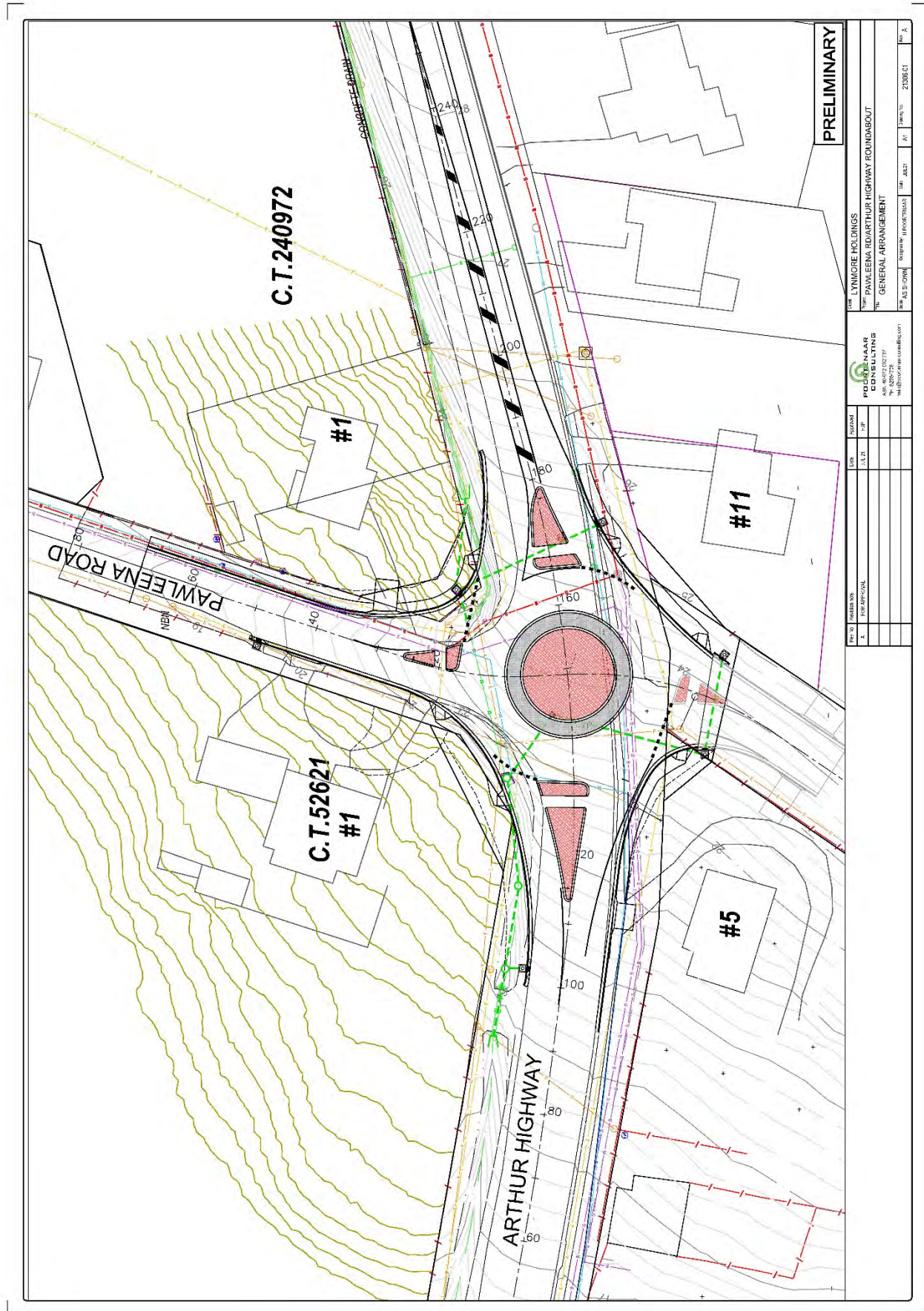
LEGEND

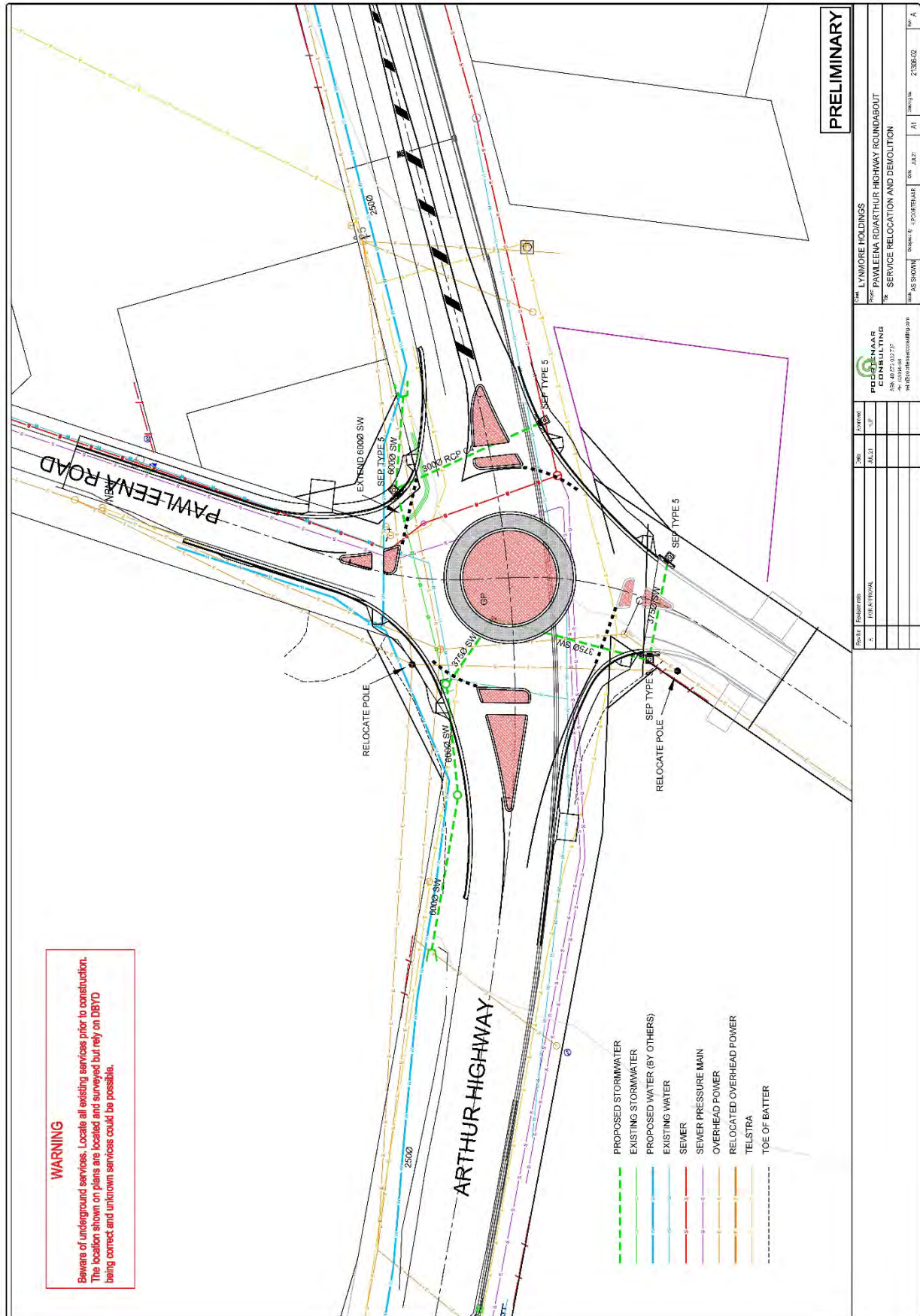
-
- The diagram illustrates a water distribution system layout. It features several labeled components and their interconnections:
- EXISTING STORMWATER MAIN**: A horizontal line at the top left.
 - EXISTING SILEVER MAIN**: A horizontal line below the existing stormwater main.
 - EXISTING WATER MAIN**: A horizontal line below the existing silver main.
 - PROPOSED STORMWATER MAIN**: A horizontal line below the existing water main.
 - PROPOSED SILEVER MAIN**: A horizontal line below the proposed stormwater main.
 - PROPOSED WATER MAIN**: A horizontal line below the proposed silver main.
 - FUTURE STORMWATER**: A horizontal line at the bottom left.
 - FUTURE SILEVER 100 LHO**: A horizontal line below the future stormwater.
 - FUTURE WATER MAIN**: A horizontal line below the future silver 100 lho.
 - 1000 NEWER CONNECTION**: A horizontal line at the bottom right.
 - 2000 WATER CONNECTION**: A horizontal line below the 1000 newer connection.
 - PARKING BAY**: A rectangular area at the bottom right, adjacent to the 2000 water connection.
- The connections are shown as follows:
- A vertical line connects the **EXISTING STORMWATER MAIN** to the **PROPOSED STORMWATER MAIN**.
 - A vertical line connects the **EXISTING SILEVER MAIN** to the **PROPOSED SILEVER MAIN**.
 - A vertical line connects the **EXISTING WATER MAIN** to the **PROPOSED WATER MAIN**.
 - A vertical line connects the **PROPOSED STORMWATER MAIN** to the **FUTURE STORMWATER**.
 - A vertical line connects the **PROPOSED SILEVER MAIN** to the **FUTURE SILEVER 100 LHO**.
 - A vertical line connects the **PROPOSED WATER MAIN** to the **FUTURE WATER MAIN**.
 - A vertical line connects the **FUTURE STORMWATER** to the **1000 NEWER CONNECTION**.
 - A vertical line connects the **FUTURE SILEVER 100 LHO** to the **1000 NEWER CONNECTION**.
 - A vertical line connects the **FUTURE WATER MAIN** to the **1000 NEWER CONNECTION**.
 - A vertical line connects the **1000 NEWER CONNECTION** to the **2000 WATER CONNECTION**.
 - A vertical line connects the **2000 WATER CONNECTION** to the **PARKING BAY**.

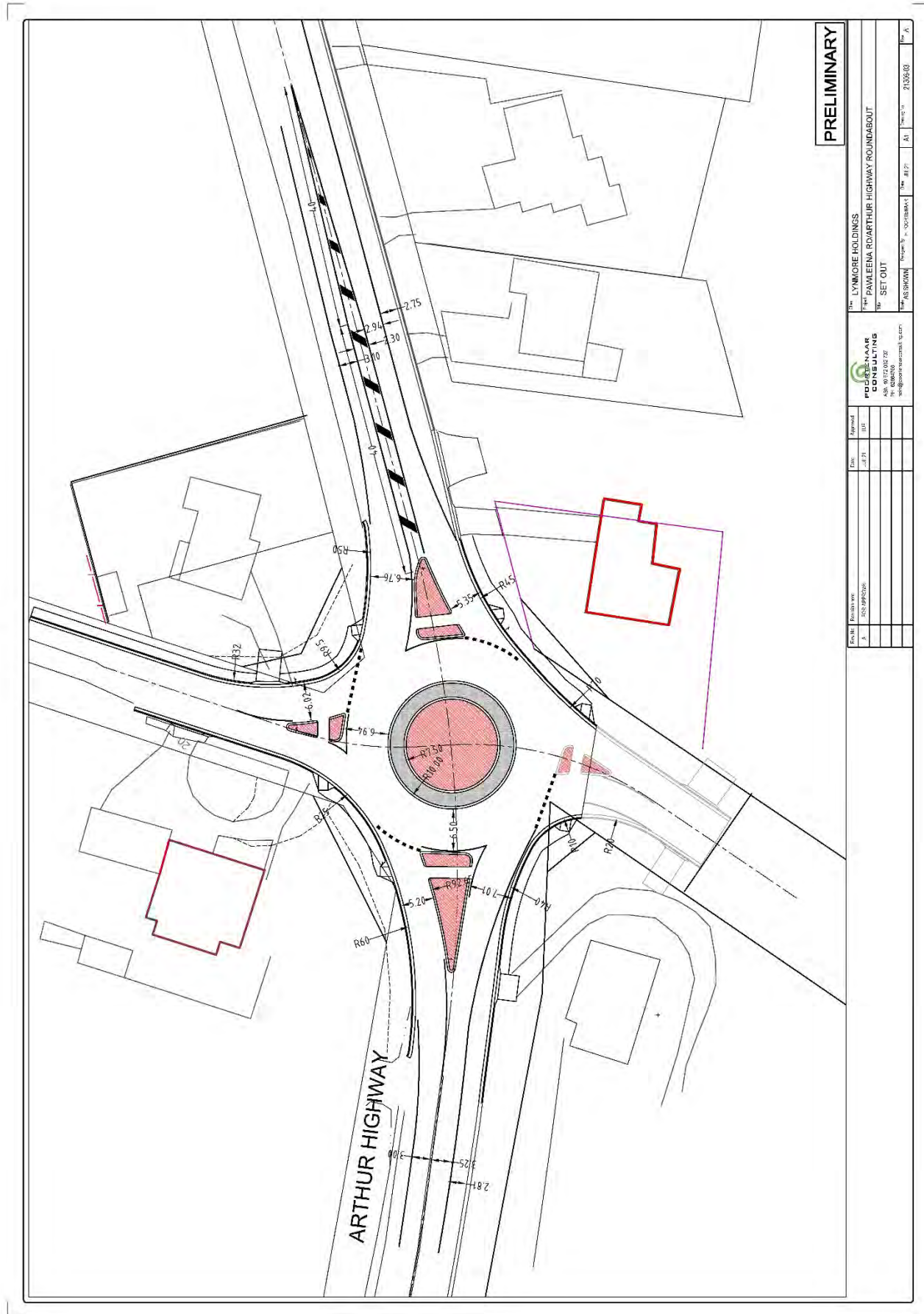


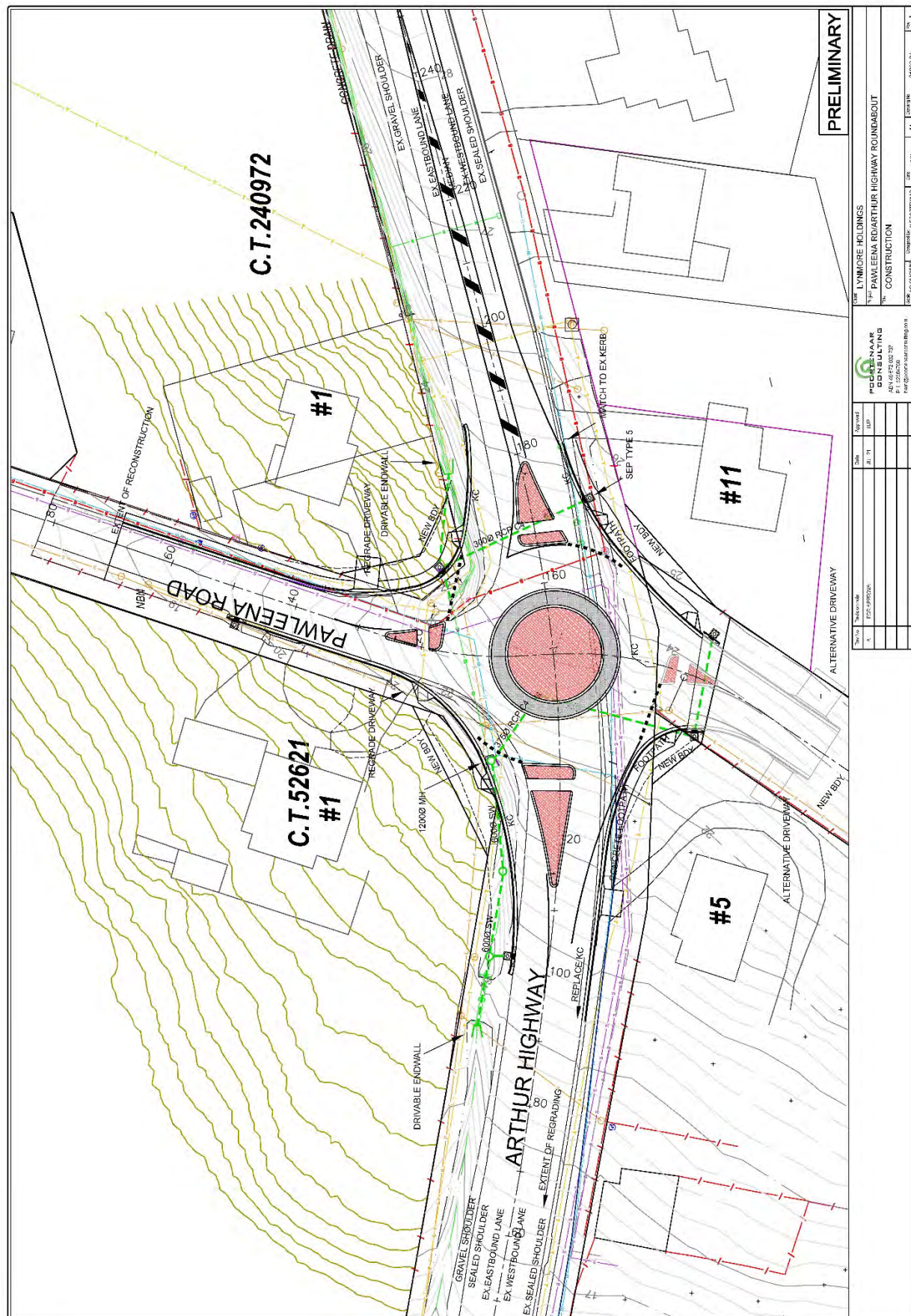
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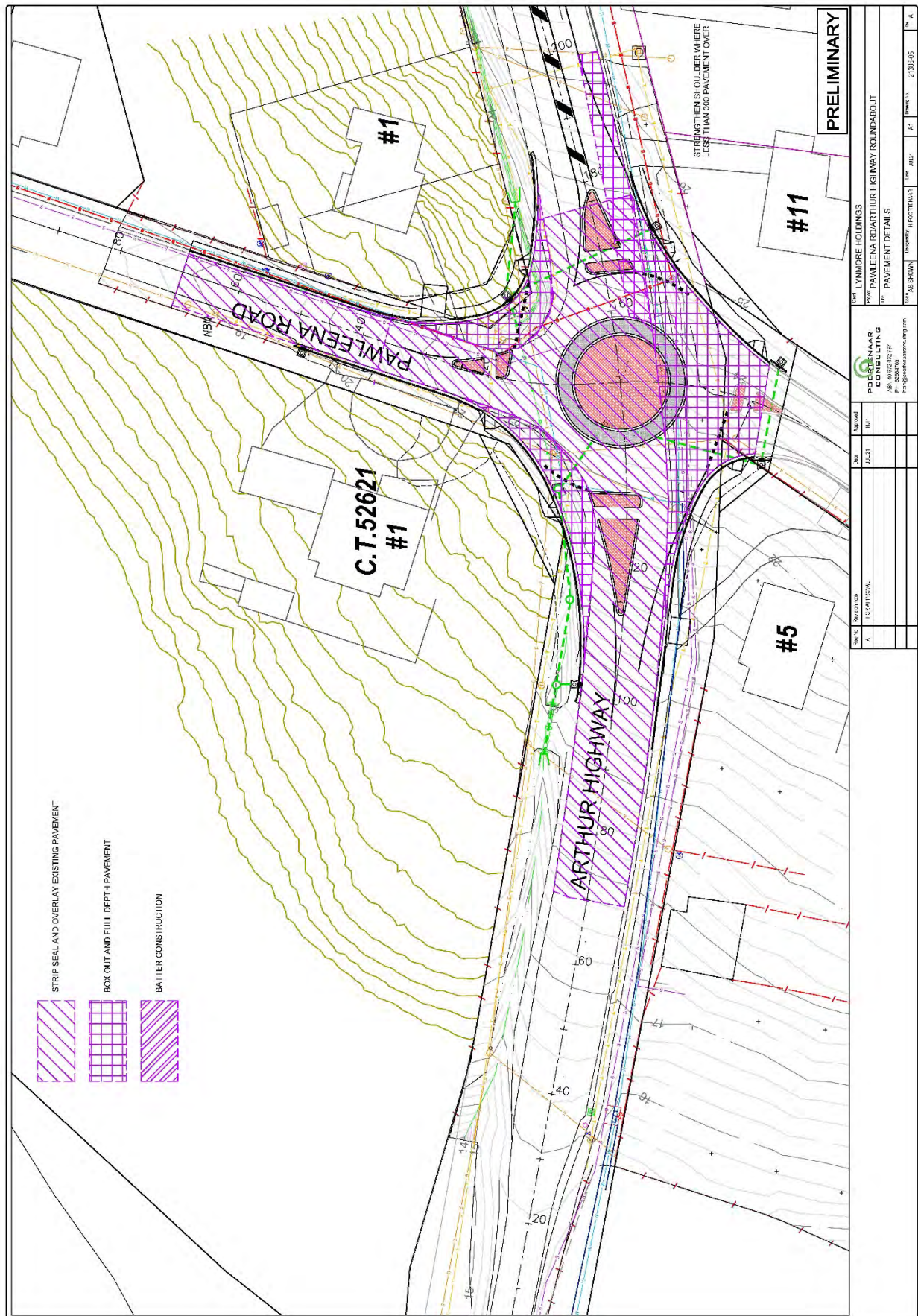
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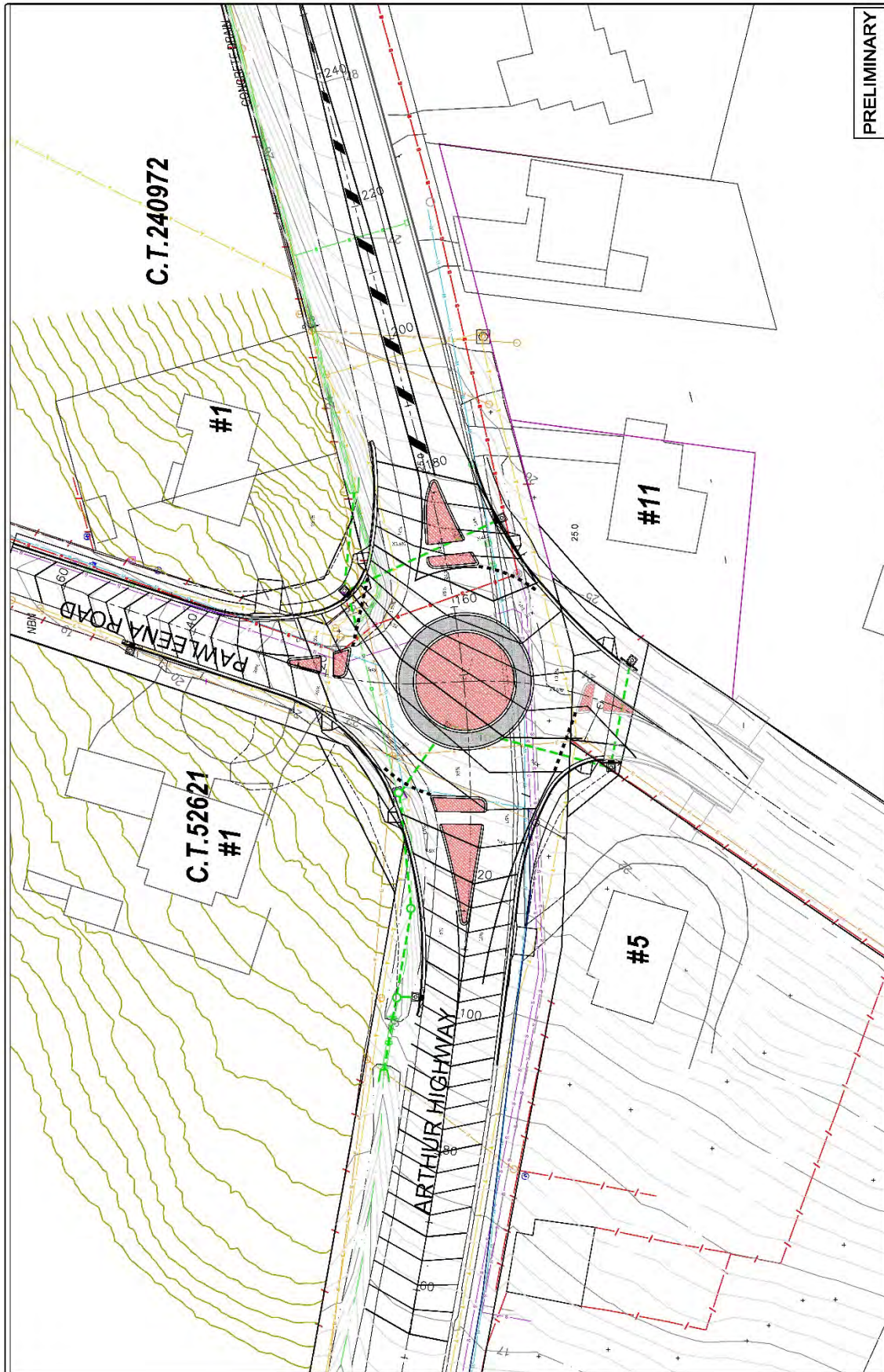












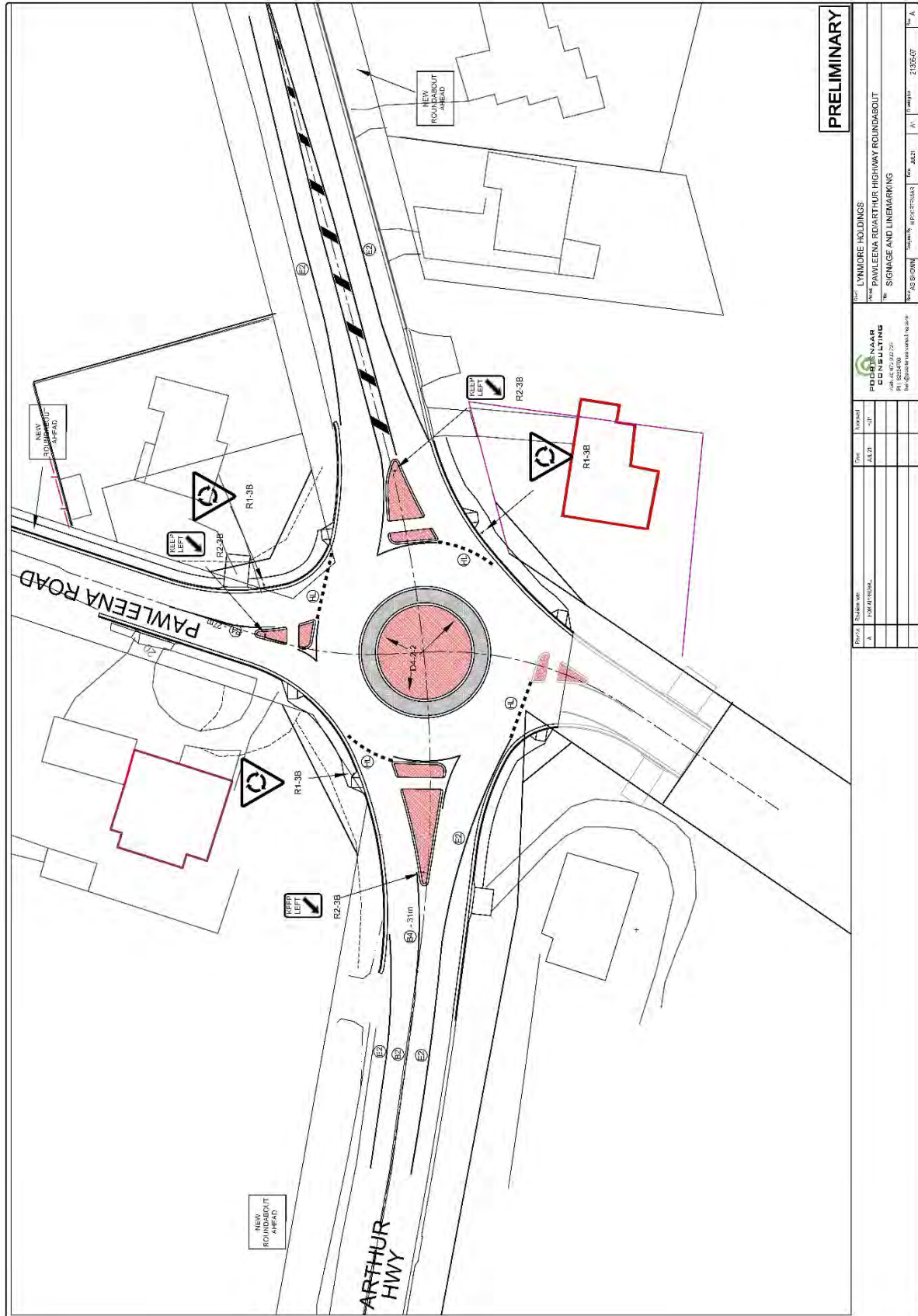
PRELIMINARY

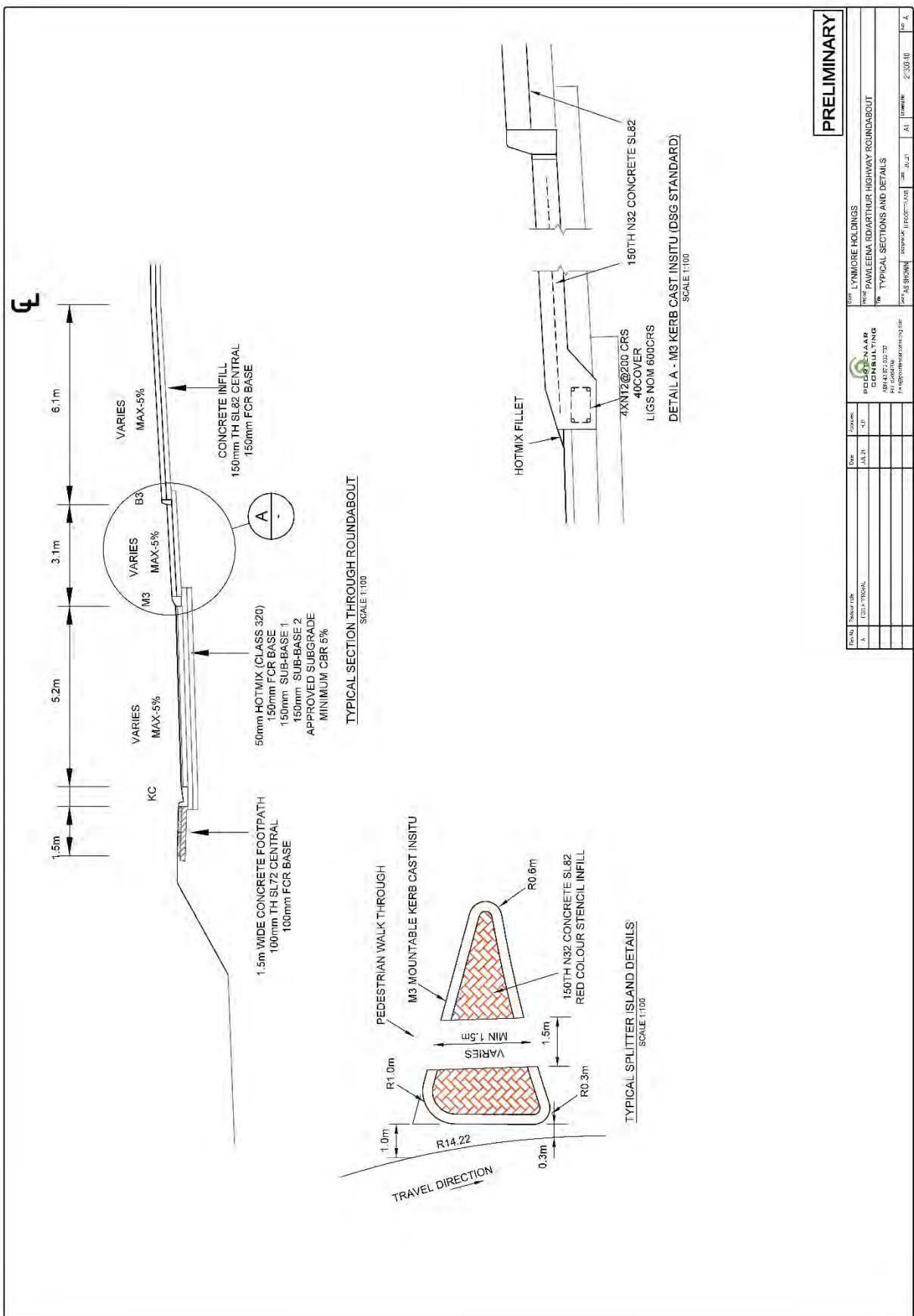
Client: LYNMORE HOLDINGS
 Project: PAMELENA ARTHUR HIGHWAY ROUNDABOUT
 Title: PROPOSED CONTOURS
 Date: 11/01/2022
 Drawn: J. L. LYNMORE
 Checked: J. L. LYNMORE
 Scale: 1:1000
 Sheet: 1 of 1

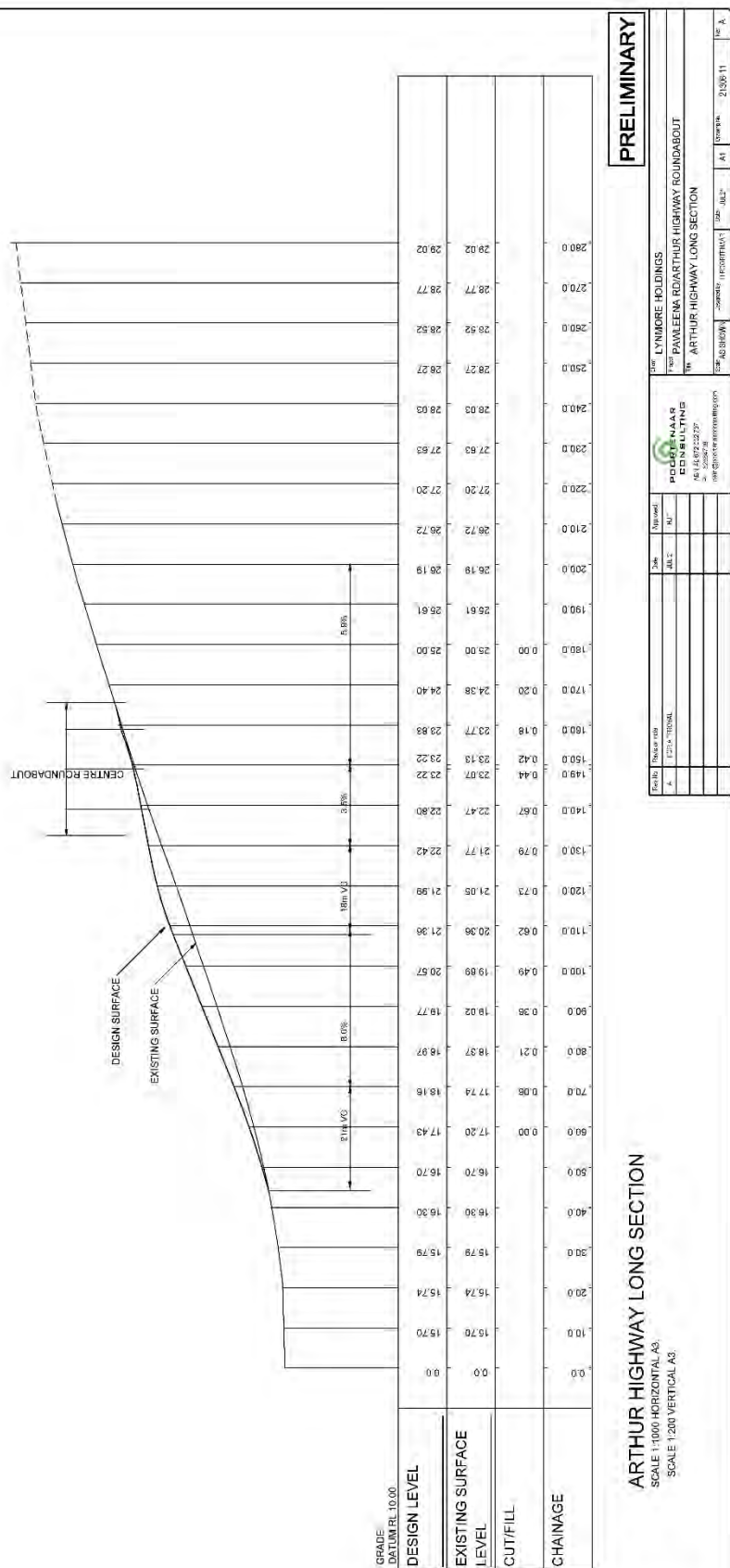
PCOA/NAAB
 CONSULTING
 100/102 ST. JAMES STREET
 AUCKLAND 1010

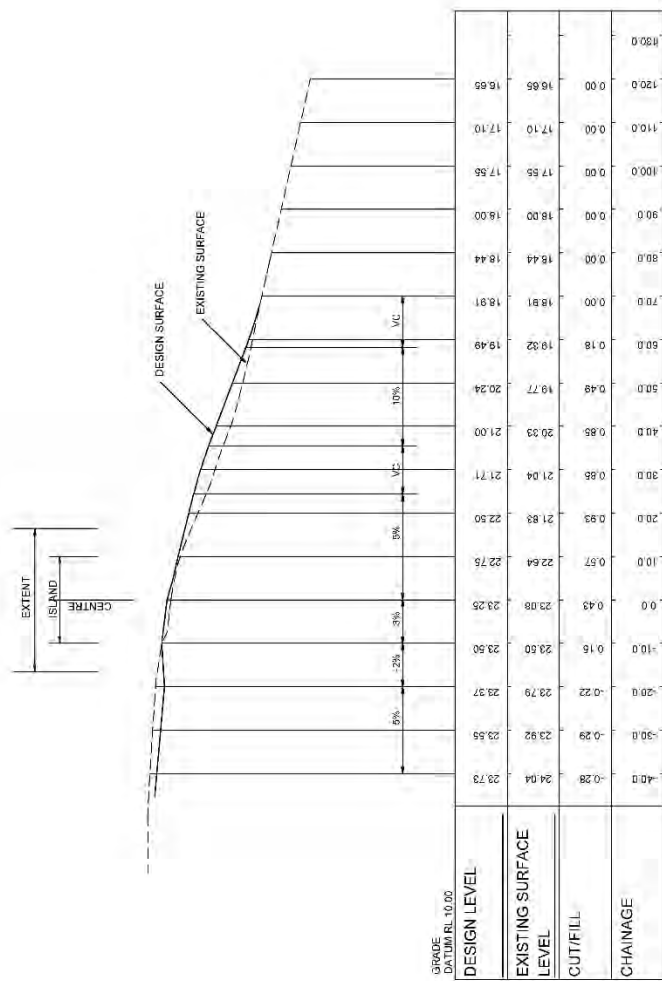
Rev	Description	Date	By	App'd
1	Issue for approval	11/01/2022	J. L. LYNMORE	







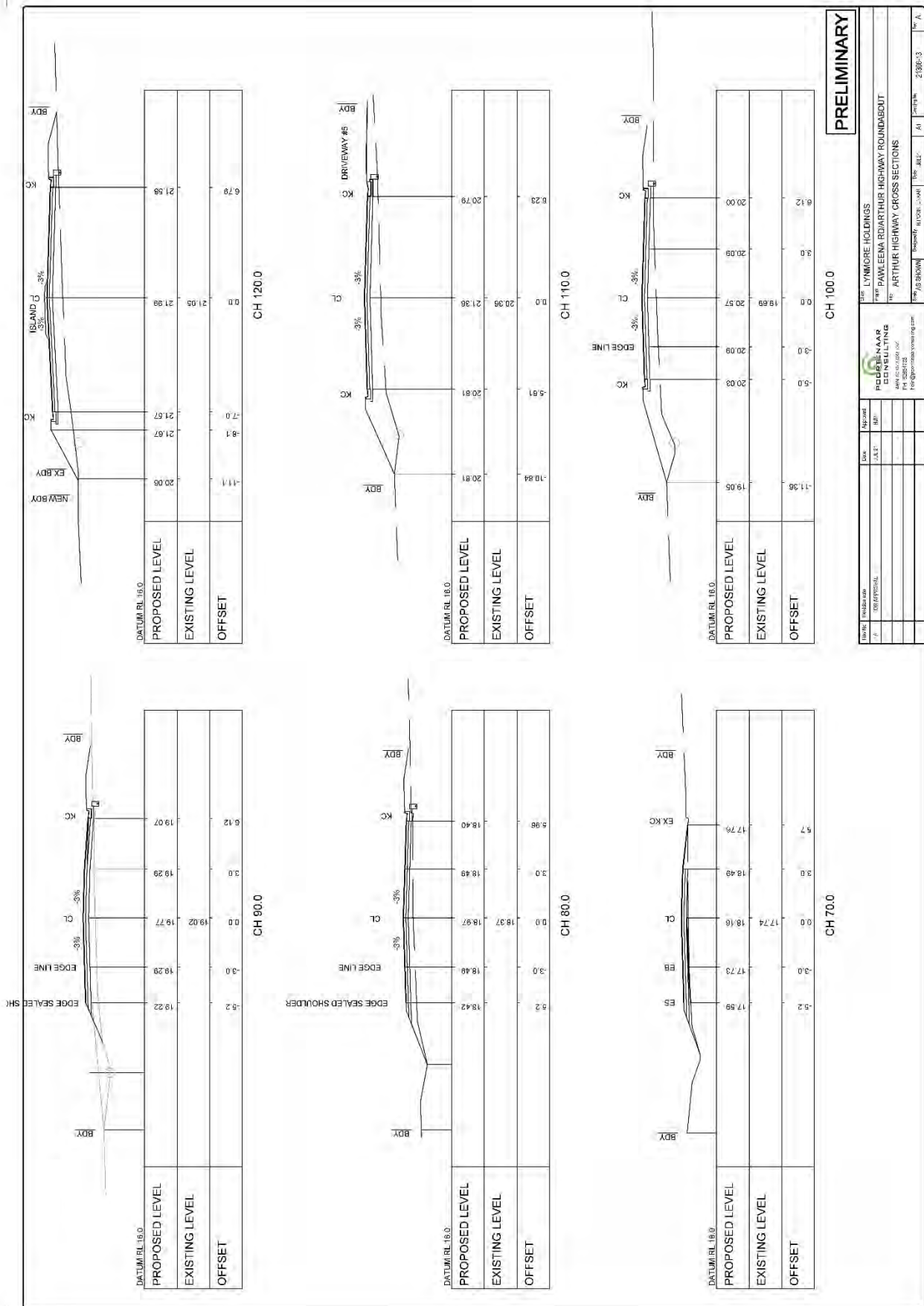


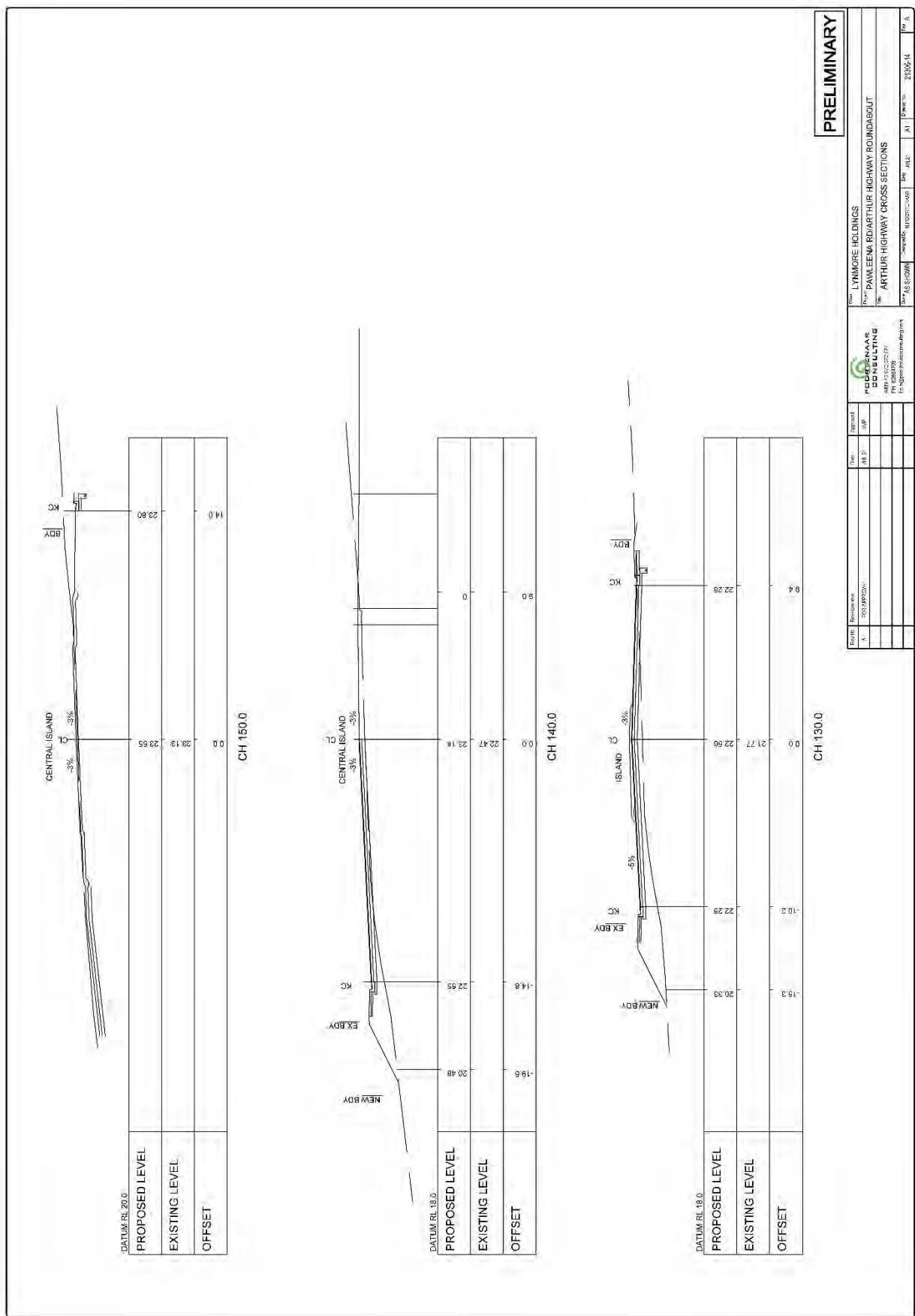


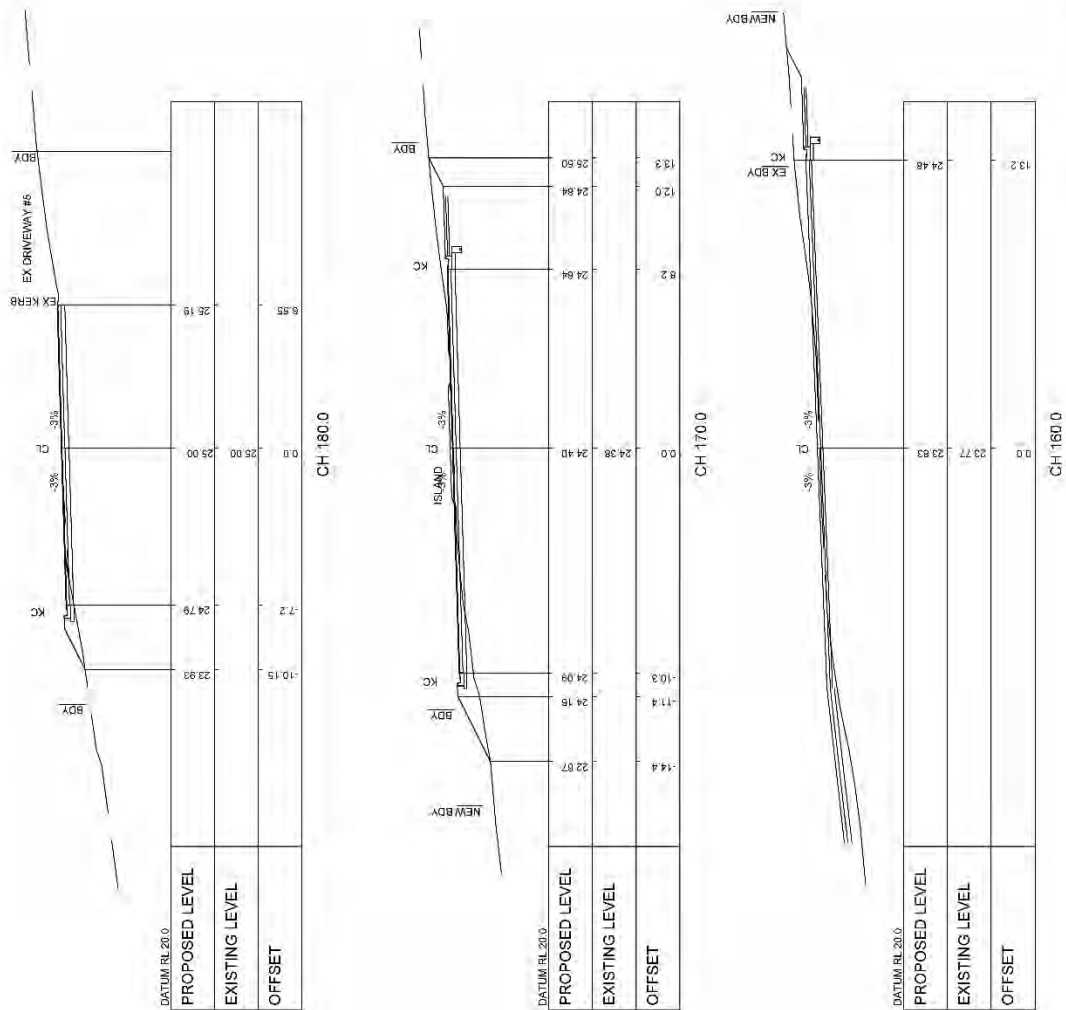
PAWLEENA ROAD LONG SECTION

SCALE 1:1000 HORIZONTAL A3
SCALE 1:200 VERTICAL A3.

Event	Event #	Date	Special	Notes
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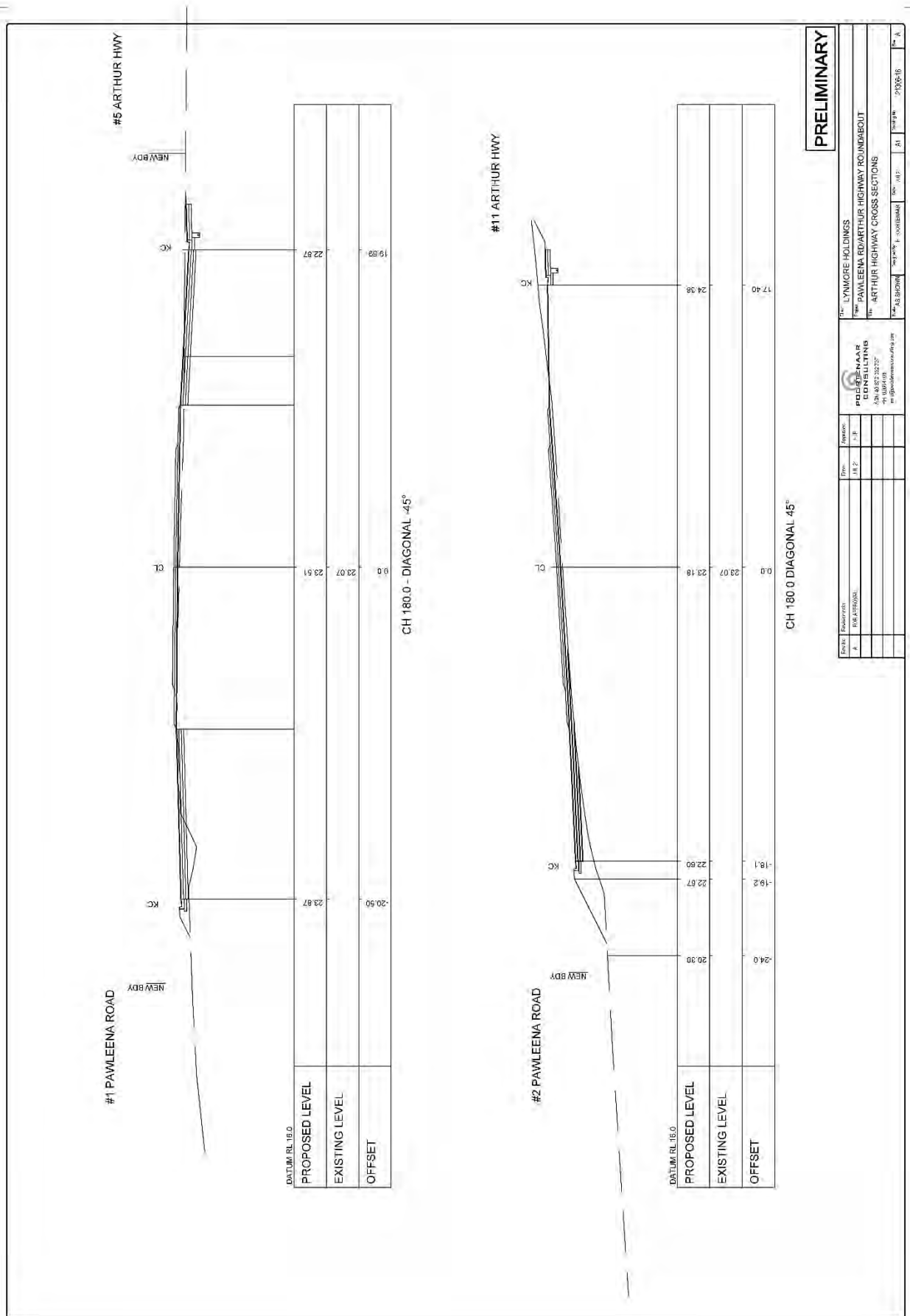


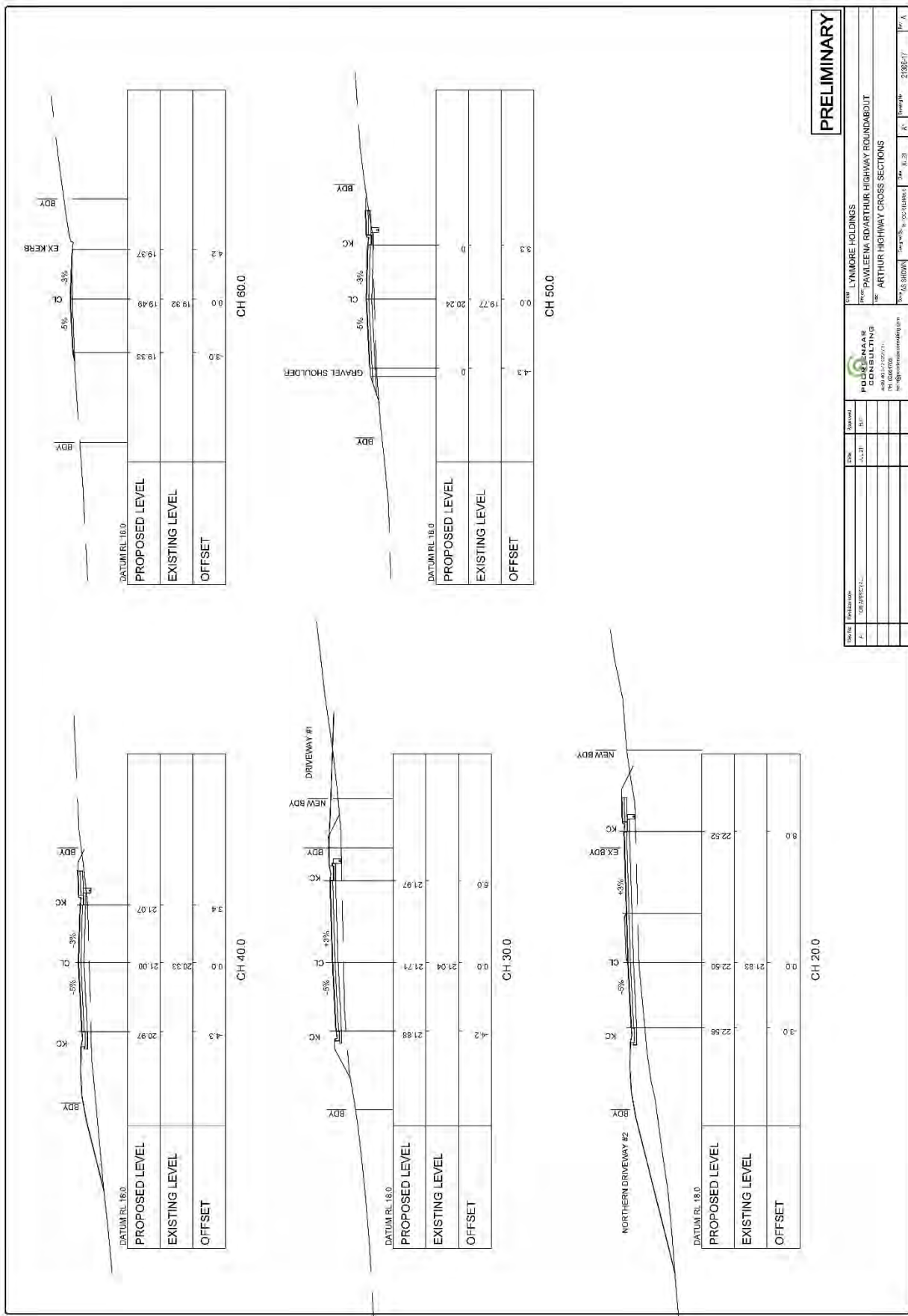


PRELIMINARY

PROJECT INFORMATION PROJECT NAME: LYNMORE HOLDINGS PROJECT LOCATION: PAULEENA RD/ARTHUR HIGHWAY ROUNDABOUT PROJECT TYPE: ARTHUR HIGHWAY CROSS SECTIONS	
DESIGNER FIDELITY CONSULTING 1/18/2022 1/18/2022	DATE 1/18/2022
APPROVED [Signature] 1/18/2022	DATE 1/18/2022
PROJECT NO. 21305-10	SCALE 1" = 10'-0"









Submission to Planning Authority Notice

Council Planning Permit No.	5.2021.417.1	Council notice date	13/12/2021
TasWater details			
TasWater Reference No.	TWDA 2021/02172-SOR	Date of response	13/01/2021
TasWater Contact	Elio Ross	Phone No.	0467 874 330
Response issued to			
Council name	SORELL COUNCIL		
Contact details	sorell.council@sorell.tas.gov.au		
Development details			
Address	ARTHUR HWY, SORELL	Property ID (PID)	5935219
Description of development	Roundabout Development		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Poortenaar Consulting	21306-02	C	Jan 2022
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. Prior to applying for a Permit to Construct/the issue of a Certificate for Certifiable Work (Building and/or Plumbing) to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements. Prior to the issue of a Certificate for Certifiable Work (Building and/or Plumbing) / Consent to Register a Legal Document / Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost. 			

Uncontrolled when printed

Page 1 of 3
Version No: 0.2



7. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
8. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
9. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
10. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
11. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

DEVELOPMENT ASSESSMENT FEES

12. The applicant or landowner as the case may be, must pay a development assessment fee of \$363.57 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.
The payment is required within 30 days of the issue of an invoice by TasWater.



Advice

General

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit <https://www.taswater.com.au/building-and-development/development-application-form>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.
Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- (c) TasWater will locate residential water stop taps free of charge
- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Development / Use (Planning/Subdivision) Officer Referral

Date Application Received 14/12/2021

Application Number DA 2021 / 00417 - 1

Applicants Name R Higgins C/- Sorell Council

Address Pawleena Road and Arthur Highway Intersection, Sorell including: 2 & 1 Pawleena Road, Sorell; 11, 5 & Lot 1 Arthur Highway, Sorell; Pawleena Road (Council Road Reserve); and Arthur Highway (Crown Highway Reserve).

Proposal (brief description) Utilities - Road infrastructure upgrade at Pawleena Road / Arthur Highway Intersection - Roundabout and Associated Works.

CT & Lot No: 52621/1 & 222468/1 & 61/654

Property Id No: 5938014

DATE REFERRED: 15 DECEMBER 2021

✓ ENVIRONMENTAL HEALTH OFFICER –.....

Do you require Additional Information? No

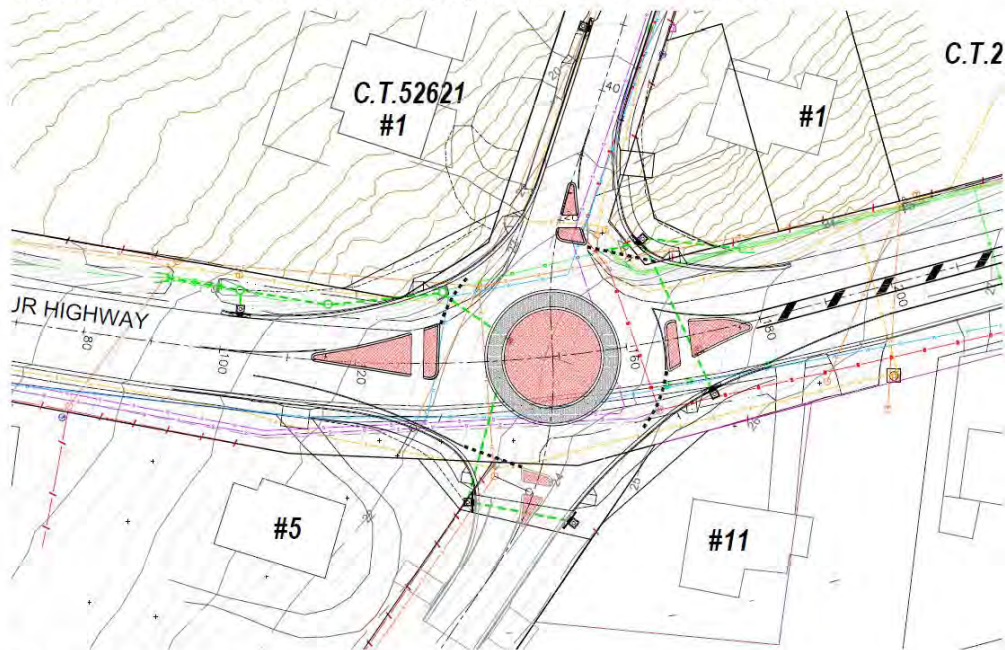
Would you like to nominate any conditions of approval? Yes

General Comments:

The application is to construct a new round-a-bout at Pawleena Road and Arthur Highway Intersection, Sorell including: 2 & 1 Pawleena Road, Sorell; 11, 5 & Lot 1 Arthur Highway, Sorell; Pawleena Road (Council Road Reserve); and Arthur Highway (Crown Highway Reserve).



The new roundabout works will also involve removing fencing and replacing fencing, a guardrail, alterations to access arrangements at 1 & 2 Pawleena Road.



Nuisance & Pollution

Construction works have the potential to create a nuisance to neighbours by way of noise, dust and sediment run-off.

Noise nuisance can be reduced by regulating the hours that works may occur. Most construction noise is not likely to cause significant annoyance as much of the work will be occurring during the day time and the dwellings currently is subjected to a significant amount of traffic noise.

The road is within a 60Km speed zone which will reduce vehicle noise emissions. The *Tasmanian State Road Traffic Noise Management Guidelines 2015*, do not recommend noise mitigation measures when roadworks relate to safety upgrades and changing a junction to a roundabout.

Dusts from construction works

Construction works, particularly disturbance of soil may result in dust generation. Sorell is a very windy area, but most of the strong winds come from the West or North West which will generally blow dust away from the existing residential areas (see wind rose for Hobart Airport below).

The contractor will need to suppress dust by watering or other means. However, the soil in this area is clayey and is less prone to generating dust.

Wind speed and direction rose

Product ID code: IDCJCM0021

Location: HOBART AIRPORT

Latitude: 42.83°S

Period: 9am Annual

Download: [PDF](#) | [Wind Frequency Data](#)

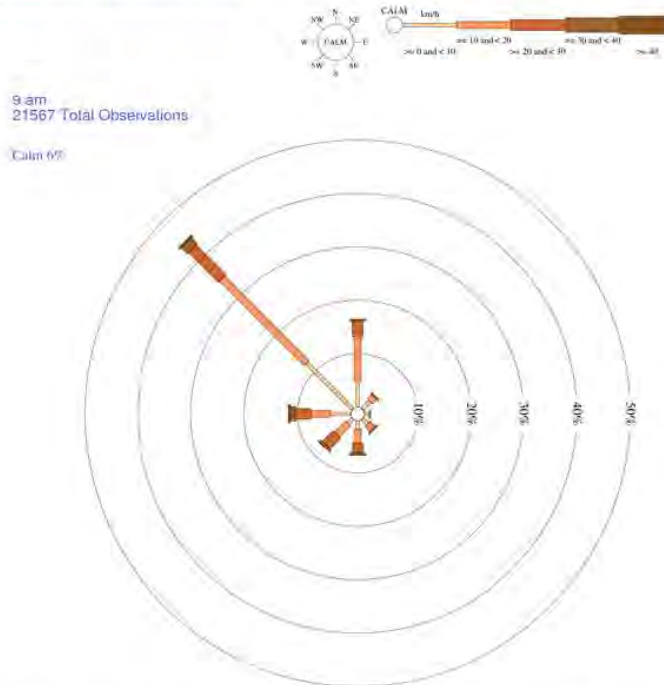
Longitude: 147.5°E

Start year: 1958

Site Number: 094008

Elevation: 4 metres (above sea level)

End year: 2016



A soil and water management plan will be required to manage construction run-off.

Tardis Documents consider in assessment

Doc Id595410

Recommended Conditions:

(1) All civil and building construction work associated with the development must be within the following hours:

- a. 7.00. a.m. to 7.00. p.m. from Monday to Friday;
- b. 8.00 a.m. to 6.00 p.m. on Saturdays; and
- c. 10am to 6.00 p.m. on Sundays or public holidays.

Approval must be obtained from the Manager Regulatory Services for any works outside of these hours.

- (2) Airborne dust from construction works, roads, disturbed areas, storage heaps, or machinery operating on the land must not create an environmental nuisance. Areas must be dampened, covered, compacted or otherwise treated to reduce dust emissions.
- (3) A Construction Environmental Management Plan (CEMP) must be prepared and submitted to the General Manager. No works shall commence until the Manager of Regulatory Services is satisfied that the CEMP is consistent with the permit conditions.
- (4) The Construction Environmental Management Plan (CEMP) must contain a description of the proposed timing and sequence of the major construction activities and of the proposed management measures to be implemented to avoid or minimise the environmental impacts during the construction phase. The CEMP must include, but not necessarily be limited to, management measures in relation to the following:
- How noise from construction works will be managed;
 - Measures to protect nearby residents significantly affected by construction noise;
 - Details of how the contractor will consult and communicate with residents;
 - Soil and Water Management strategies to prevent sediment entering stormwater and surface waters;
 - Measures to ensure fuel and hazardous substances do not contaminate land or water;
 - Dust suppression measures to protect nearby residents;

Signed Greg Robertson

Date Completed: 16/12/2021



ENGINEERING SERVICES DEVELOPMENT APPLICATION ASSESSMENT

Date Application Received	13/12/2021
Application Number	DA5/2021/417/1
Applicants Name	Robert Higgins
Address	Pawleena Road / Arthur Highway Intersection
Proposal (brief description)	New roundabout
Lot No:	N/A
Certificate of Title No:	Various

DEVELOPMENT ENGINEER – DENIS WALL

General Comments:

The application is for the construction of a new roundabout at the intersection of Pawleena Road and Arthur Highway.

The development includes new Council infrastructure and standard conditions for design and review of infrastructure have been included.

Stormwater for the development will need to be designed to accommodate a storm with an ARI of 20 years. Additionally, existing infrastructure will need to be upgraded if required to accommodate any additional stormwater flow caused by the development. Details of this including flow rates and long sections must be provided in the detailed plans submitted to Council for review.

A new access to Council's standards will need to be provided for 1 and 2 Pawleena Road. Details of these accesses must be provided in the detailed plans submitted to Council for review.

Footpaths will be provided, including kerb ramps, as shown in the concept advertised plans and in accordance with Council standards. Details of footpath construction must be included in the detailed plans submitted to Council for review.

DSG requirements have been included.

Representation received which has concerns about traffic, stormwater, and footpaths (wheelchair access). The proposed development has limited stormwater details, I have included a condition requiring a more detailed design to address this – there should be no increase in runoff for a storm with an ARI of 20 years. The proposal includes footpaths and kerb ramps with pedestrian refuges – should greatly increase the wheelchair access. All traffic related concerns are likely to be considerably worse the existing intersection as opposed to a roundabout.

Recommended Conditions:

1. All works shall be constructed in accordance with Council's current Standard Drawings and Specifications, and under the direct supervision of a qualified civil engineer. All information, design plans, and works shall be to the satisfaction of Council's Manager Engineering and Regulatory Services (ME&RS).
2. All works shall be undertaken at the developer's expense.
3. Prior to the commencement of the development of the site, revised detailed plans and specifications must be submitted to Council's ME&RS for approval. Such plans and specifications shall:
 - a. Include all infrastructure works required by the permit or shown on the endorsed plans;
 - b. Be prepared by a suitably qualified and experienced engineer or engineering consultancy;
 - c. Be prepared substantially in accordance with the current IPWEA Standard Drawings and Tasmanian Subdivision Guidelines available on the LGAT website;
4. All new stormwater infrastructure shall be designed to accommodate a storm with an ARI of 20 years. Details of this, including predicted / maximum flow rates and long sections, shall be included within the detailed plans and specifications.
5. The existing DN600 culvert under Pawleena Road shall be upgraded if required to accommodate any increased stormwater flow as a result of the development. The existing roadside table drain downstream of the development shall also be upgraded if required to ensure sufficient capacity is available to carry any additional stormwater generated by the development into the Sorell Rivulet.
6. The existing property access for both 1 and 2 Pawleena Road shall be upgraded or replaced generally in accordance with TSD-R09-v3 and TSD-R16-v3 or as approved by Council's ME&RS. Details of this shall be included within the detailed plans and specifications.
7. Any access off Arthur highway which is replaced or modified as part of the works shall be completed in accordance with the requirements of the Department of State Growth and with an appropriate permit.
8. Footpaths shall be constructed from reinforced concrete as shown on the advertised general arrangement plan, 21306-01 Rev A, completed by Poortenaar Consulting, dated July 2021, and generally in accordance with Council's Standard Drawing TSD-R11-v3. The minimum width for all footpaths shall be 1.5 metres.
9. Kerb ramps shall be installed on footpaths at all intersections and road crossings in generally accordance with Council's Standard Drawings TSD-R08-v3 and TSD-R18-v3.
10. A fee is associated with the review and approval of engineering design plans. The fee will be calculated at 1% of the construction estimate or contract price for stormwater, roadworks, and street lights. This shall be paid along with inspection fees prior to commencing works. An invoice will be provided with the approval letter.

11. Prior to the issue of the Certificate of Practical Completion, certification that all private and public infrastructure works have been constructed in accordance with the latest approved version of the detailed plans and specification, as approved by Council's ME&RS, will be required.
12. Any site filling must comply with the provisions of *AS 3798 Guidelines on Earthworks for Commercial and Residential Developments* current at the time of application. Prior to the use commencing, a Civil Engineer must certify that all the works have been carried out in accordance with AS 3798 and the Council endorsed engineering plan(s). Any fill placed within the road reserve (Lot 100 Road) shall be limited and shall be finished and seeded to the satisfaction of Council's Manager Engineering and Regulatory Services (ME&RS).
13. Prior to the commencement of any works, the developer/contractor shall:
 - a. Complete a Start Works Notice (copy available from Council);
 - b. Provide a copy of their current public liability insurance policy (certificate of currency) for the contractor and any subcontractors engaged to undertake the works;
 - c. Ensure that all traffic management and WH&S requirements are in place for the duration of the works;
 - d. Comply with all requirements of the Department of State Growth.
14. Council is to be notified and engineering inspections are to be completed at the following stages of construction:
 - a. Proof roll inspection of the sub-grade/sub-grade improvement;
 - b. Proof roll inspection of the sub-base course(s);
 - c. Proof roll inspection of the base course, prior to sealing;
 - d. Laying of pipelines for stormwater drainage prior to back filling;
 - e. Benching within all stormwater pits;
 - f. Inspection of the base course in footpaths, kerb and gutter, and driveway accesses, prior to pouring concrete;
 - g. Practical Completion of works (On Maintenance);
 - h. Final inspection at completion of Defects Liability Period (Off Maintenance);
 - i. Any other inspections required during the construction of the public infrastructure.
15. For each inspection required to be carried out, the applicant shall pay the prescribed fee as set annually by Council. This inspection fee shall be indexed at the CPI rate for Hobart until paid. Council will invoice the developer for the minimum number of inspections required together with the drawing review and approval. Where works do not meet Council requirements and/or further inspections are required, additional fees will be charged for each subsequent inspection at the prescribed inspection rate. The works will not be placed On Maintenance until payment of the above fees has been received.
16. A Construction Management Plan (CMP) shall be prepared by the successful civil contractor to the satisfaction of Council's ME&RS and is to be submitted to Council prior to any works commencing. This CMP shall include but not be limited to the following:
 - a. Noise and Dust Management Plan;
 - b. Traffic Management Plan;
 - c. Soil and Stormwater Management Plan;
 - d. Weed Management Plan.

17. The Soil and Stormwater Management Plan must be approved by Council's ME&RS and fully implemented prior to any works commencing on site. No polluted and/or sediment laden runoff must discharge directly or indirectly into Council's drains or watercourses during development.
18. The Weed Management Plan must be prepared by a suitably qualified person and submitted by the applicant to be approved by Council's ME&RS before commencing any works on the property. It shall identify and detail how weeds will be eradicated on site, including a specification for 'clean fill' only to be used on site. In order to prevent the spread of weeds to off-site areas, it is essential to apply quarantine measures as follows:
 - e. Install a bunded and dedicated wash-down area located toward the lower area of the property;
 - f. Wash down all earth moving machinery on-site prior to machinery leaving site.
19. The applicant shall provide Council with "As Constructed" drawings of the development and complete the Data Spreadsheet, copy available from Council, at the completion works. The following list must be submitted as part of these requirements:
 - a. "As Constructed" drawings must be clearly understood and must provide all relevant information to the works. The minimum standard for "As Constructed" drawings is demonstrated through the *As Constructed Example Drawing*, available by contacting Council;
 - b. "As Constructed" drawing must be completed and certified by a qualified surveyor or engineer prior to the works being placed on maintenance;
 - c. "As Constructed" drawings must be accurate to AHD and GDA94 and must be drawn to an appropriate scale, show all top, inlet and outlet invert levels and shall be to the satisfaction of Council's ME&RS;
 - d. "As Constructed" drawings must be provided electronically in both .pdf and .dwg or .dxf formats, or as otherwise approved by Council's ME&RS;
 - e. The Data Spreadsheet must be completed and certified by a suitably qualified surveyor or engineer prior to the works being placed on maintenance;
 - f. The Data Spreadsheet must be provided to Council's Asset Manager along with the "As Constructed" drawings;
 - g. All height and special information must be accurate to AHD and GDA94, to the satisfaction of Council's ME&RS;
 - g. The data spreadsheet must be provided electronically, as an Excel document; Photographs of all newly constructed assets must be supplied to Council; a description of photos required is outlined in the Data Spreadsheet Information.
 - h. Compaction and soil tests results for all earthworks or pavement works;
 - i. An engineer's certificate stating that each component of the works complies with the approved engineering plans and Council standards.
20. The Defects Liability Period shall be a minimum of twelve (12) months from the date of Practical Completion. Prior to the sealing of the Final Plan of Survey, the person responsible must lodge with the Council a bond in the form of a bank guarantee or a cash deposit for the duration of the defect liability period for the amount equal to 5% of the total construction value.

21. Any existing Council infrastructure that is damaged or modified in any way, as a consequence of these works, shall be repaired or reinstated by the developer to its original condition, as soon as reasonably practicable, at the developer's cost.

DSG Permit Conditions:

1. Prior to undertaking any works in the state road reserve a Works Permit is required from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935.
2. Application for permits can be found at https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings. The application is to be accompanied by detailed engineering plans prepared by a suitably qualified engineer that include pavement and lighting plans. Applications must be received by the Department of State Growth at least 20 business days before the expected start date for works, to allow enough time to assess the application.
3. No costs associated with the works are payable by the Department.

Advice on Permit

- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

Signed: Denis Wall

Dated: 06 January 2022

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SORELL COUNCIL

6th January, 2022

The General Manager
Sorell Council
47 Cole Street, Sorell 7172

6 JAN 2022

RECEIVED

Dear Sir

**REPRESENTATION re DA 2021 / 417 – 1
PROPOSED PAWLEENA RD/ARTHUR HIGHWAY ROUNDABOUT & ASSOC
WORKS**

My name is
in connection with the above work.

Part of my land is being acquired

I wish to make the following representation in regard to these works:

I object to the roundabout mainly because I do not believe that all options have been explored. The consultation that did occur was far too late; Although suggestions were asked for (late November, 2021) the distinct impression conveyed was that all options had been considered, with that referred to in the DA being the only viable option. Additionally, one development is apparently too far thru the design and Council consultation process to make changes. More emphasis is obviously placed on developers profits rather than existing residents entitlements.

I believe it was disingenuous of the Council to advertise the DA at the time they did, when everything was closed down for the Christmas - New Year break. Some, like myself and at least one other neighbour directly affectly affected by the DA were absent on holiday, without facilities to put a representation together. Getting a solicitor to act on my behalf at that time of year was a hopeless task as nothing could be done until the content of the DA was known and appropriate research could be undertaken.

I understand that it has been known by Council for some 5 or 6 years that planning for the main subdivision of well over 300 lots was at an advanced stage, and that major changes to the Pawleena Rd / Arthur Highway intersection would be required. This was when traffic management should have been addressed, not at the stage when some houses are almost ready to occupy.

Up until about a year ago the land on Arthur Highway opposite Pawleena Rd was not even zoned Residential. The Council had several options available even at that stage but incredulously, it appears nothing was planned to address the looming traffic chaos that would eventuate from the influx of new residents. It seems that it was largely left to all the subdivision developers to agree to a last minute plan, which of course maximised the number of building blocks at the expense of the existing residents.

I



Objections more personally relevant to me are as follows:

Increased water runoff over my property after rain, due to larger paved areas which in the past has flooded my garage and lower floor area and denuded terraced retaining wall gardens.

Vastly increased noise levels due to traffic accelerating uphill, both out of the roundabout toward Forcett and out of Pawleena Road into the roundabout.

Increased danger levels whilst accessing and exiting my property in a vehicle. The proposed new access is only a few cars lengths from what promises to be a very busy traffic area, with long waiting periods to access/exit Pawleena Rd.

Large traffic holdups whilst waiting to access my property as I exit the roundabout and have to wait for a break in the Pawleena Rd traffic waiting to access the roundabout.

Loss of privacy due to the loss of many mature trees and shrubs as a consequence of the partial acquisition of my land, together with the level of Arthur Highway adjacent to me being raised by one metre.

Loss of amenity due to the loss of the abovementioned trees and shrubs. It was the only place in my garden where I could relax with my family, or read a book, under a shady tree on hot summer days.

I am currently able to walk into Sorell shopping areas but due to disabilities that affect my movement gradually worsening I expect to be using motorised assistance in the near future. Wheelchair friendly access from Pawleena Road to roundabout level on Arthur Highway do not appear to be catered for.

I should point out that the number of accidents stated in the ERA report as “only 2 reported over the last 5 1/2 years” is an understatement of the actual situation. I have witnessed many accidents, the vast majority comprising only vehicle damage and possible minor injury, that are obviously not reported thru choice by those involved. I would put the number at an average of 6 per year, a figure which I am sure could be attested to by neighbours. It is fortuitous that some of these minor incidents have not been much more serious.

Yours faithfully

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