NOTICE OF PROPOSED DEVELOPMENT

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

SITE:4 Old Forcett Road, Old Forcett Road & Lot 2 Malwood Place, Forcett

PROPOSED DEVELOPMENT:
TOURIST OPERATION (WAKE CABLE AND AQUA PARK)

The relevant plans and documents can be inspected at the Council Offices at 47 Cole Street, Sorell during normal office hours, or the plans may be viewed on Council's website at www.sorell.tas.gov.au until **Monday 14th July 2025.**

Any person may make representation in relation to the proposal by letter or electronic mail (sorell.council@sorell.tas.gov.au) addressed to the General Manager. Representations must be received no later than **Monday 14th July 2025.**

APPLICANT: **T Mason**

APPLICATION NO: **DA 2025 / 128 1**
DATE: **26 June 2025**

Part B: Please note that Part B of this form is publicly exhibited.

Full description of Proposal:	*Use:* Tas Wake Cable and Aqua Park (Tourist Operation) *Development:* Installation of poles/cables for ski park on dam, new access, carpark, shop cafe, gear storage, sign board (see attached) *Large or complex proposals should be described in a letter or planning report.*
Design and construction cost of proposal:	$ 510,000

Is all, or some the work already constructed:	No: ☑ Yes: ☐

Location of proposed works:	Street address: Lot 2 OLD FORCETT RD Suburb: FORCETT Postcode: 7173 Certificate of Title(s) Volume: see attached infor Folio:

Council Land (road) - Certificate of Title 125121 Folio19

Current Use of Site	Agriculture, residential use, road (Old Forcett Road)

Current Owner/s:	Name(s) FORCETT SUPER PTY LTD, Carole Dodge (+Sorell Council road)

Is the Property on the Tasmanian Heritage Register?	No: ☑ Yes: ☐	*If yes, please provide written advice from Heritage Tasmania*
Is the proposal to be carried out in more than one stage?	No: ☑ Yes: ☐	*If yes, please clearly describe in plans*
Have any potentially contaminating uses been undertaken on the site?	No: ☑ Yes: ☐	*If yes, please complete the Additional Information for Non-Residential Use*
Is any vegetation proposed to be removed?	No: ☑ Yes: ☐	*If yes, please ensure plans clearly show area to be impacted*
Does the proposal involve land administered or owned by either the Crown or Council?	No: ☐ Yes: ☑	*If yes, please complete the Council or Crown land section on page 3*

If a new or upgraded vehicular crossing is required from Council to the front boundary please complete the Vehicular Crossing (and Associated Works) application form
https://www.sorell.tas.gov.au/services/engineering/

Part B continued: Please note that Part B of this form is publicly exhibited

Declarations and acknowledgements
• I/we confirm that the application does not contradict any easement, covenant or restriction specified in the Certificate of Title, Schedule of Easements or Part 5 Agreement for the land. • I/we consent to Council employees or consultants entering the site and have arranged permission and/or access for Council's representatives to enter the land at any time during normal business hours. • I/we authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation and have permission of the copyright owner for such copies. • I/we declare that, in accordance with s52(1) of the *Land Use Planning and Approvals Act 1993*, that I have notified the owner(s) of the intention to make this application. • I/we declare that the information in this application is true and correct. *Details of how the Council manages personal information and how you can request access or corrections to it is outlined in Council's Privacy Policy available on the Council website.*
• I/we acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process, for display purposes during public exhibition, and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.
• Where the General Manager's consent is also required under s.14 of the *Urban Drainage Act 2013*, by making this application I/we also apply for that consent.

Applicant Signature:	Signature: ..... Date: 8/5/2025

Crown or General Manager Land Owner Consent
If the land that is the subject of this application is owned or administered by either the Crown or Sorell Council, the consent of the relevant Minister or the Council General Manager whichever is applicable, must be included here. This consent should be completed and signed by either the General Manager, the Minister, or a delegate (as specified in s52 (1D-1G) of the *Land Use Planning and Approvals Act 1993*). Please note: • If General Manager consent if required, please first complete the General Manager consent application form available on our website www.sorell.tas.gov.au • If the application involves Crown land you will also need a letter of consent. • Any consent is for the purposes of making this application only and is not consent to undertaken work or take any other action with respect to the proposed use or development.
I _____ being responsible for the administration of land at _____ declare that I have given permission for the making of this application for _____

Sorell Council
Development Application: 5.2025.128.1 - Development Application - 4 Old Forcett Road, Forcett - P1.pdf
Plans Reference:P1
Date Received:16/05/2025

Signature of General Manager, Minister or Delegate:	Signature: ..... Date: .....

DEVELOPMENT APPLICATION SUPPORTING INFORMATION

TAS WAKE CABLE AND AQUA PARK, OLD FORCETT ROAD, FORCETT

Van Diemen Consulting PO Box 1 New Town TAS 7008

Van Diemen Consulting Pty Ltd

PO Box 1
New Town, Tasmania

T: 0438 588 695 E: rwbarnes73@gmail.com

This document has been prepared in accordance with the scope of services agreed upon between Van Diemen Consulting (VDC) and the Client.

To the best of VDC's knowledge, the report presented herein represents the Client's intentions at the time of completing the document. However, the passage of time, manifestation of latent conditions or impacts of future events may result in changes to matters that are otherwise described in this document. In preparing this document VDC has relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organisations referenced herein. Except as otherwise stated in this document, VDC has not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information.

No responsibility is accepted for use of any part of this document in any other context or for any other purpose by third parties.

This document does not purport to provide legal advice. Readers should engage professional legal advisers for this purpose.

Document Status

Revision	Authors	Review	Date
1	R Barnes C McCoull	R Barnes	7-3-2025
1	R Barnes C McCoull	T Mason	8-5-2025

STATEMENT BY APPLICANT

This development application supporting information (the 'Document') has been prepared on behalf of Mr Troy Mason (the 'Applicant') by Van Diemen Consulting Pty Ltd.

The Applicant acknowledges and accepts the following:

1. The contents of this Document are true and correct to the best of its knowledge and accurately reflect the intentions of the Applicant for the proposed use/development when VDC completed the Document.

2. The Document accurately describes the proposed development/use.

3. VDC prepared the Document using the use/development relevant information provided by the Applicant.

Name Troy Mason

Signature

Date 8 May 2025

TABLE OF CONTENTS

FIGURES

DEFINITION OF TERMS/ABBREVIATIONS

DA	Development Application
Development	means the tourist operation, using an existing dam to establish a Ski and Aqua Park (facility), which is to include: • an outdoor cable park (including poles and associated wires on and around the existing dam), suitable for wakeboarding or skiing; • an aqua fun park; • a small structure to accommodate a shop and café for customers; • storage area (including a container with viewing platform); • signage; • car parking area to provide 35 on-site parking spaces based on the TIA (**Attachment 3**); and to • relocate an existing access, to achieve appropriate sight distance, and incorporate a marked right turn treatment on Old Forcett Road. Technical Drawings are provided in **Attachment 2.**
LUPAA	*Land Use Planning and Approvals Act 1993*
(the) Scheme	means the Tasmanian Planning Scheme - Sorell
Site	means the following Certificates of Title 170311/1, 170310/1, 170310/2, 125121/19, 125121/20 and Road Casement (CID1283779), and the adjoining reserved road (Attachment 1).

PREFACE

This documentation has been prepared to support a Development Application submitted by Mr Troy Mason to the Sorell Council for a permit to construct and operate a Tourist Operation at at Lot 2 OLD FORCETT RD FORCETT TAS 7173.

The Tourist Operation is to utilise an existing dam to establish a Ski and Aqua Park (facility), which is to include:

- an outdoor cable park (including poles and associated wires on and around the existing dam), suitable for wakeboarding or skiing;
- an aqua fun park;
- a small structure to accommodate a shop and café for customers;
- storage area (including a container with viewing platform);
- signage;
- car parking area to provide 35 on-site parking spaces based on the TIA (**Attachment 3**); and to
- relocate an existing access, to achieve appropriate sight distance, and incorporate a marked right turn treatment on Old Forcett Road.

The Tourist Operation will not compromise the use of the dam as a source of water for agricultural use, nor will it alienate or convert prime agricultural land to a non-agricultural use.

The document contains the following components –

Part A	*Information about the applicant* of the development including details of their name and contact details and the activity location.
Part B	*Proposal Description* including details of the use and development proposed such as operating hours, buildings to be erected, and the installation of associated development such as the car park and new access from Old Forcett Road.
Part C	*Relevant planning information* required by the Tasmanian Planning Scheme - Sorell (the 'Scheme) for use by the Planning Authority, in this case the Sorell Council, in assessing the development and use against the requirements of the Scheme.
Part D	*Attachments* referenced in the DA.

PART A – APPLICANT INFORMATION

Name of applicant	Troy Mason
Postal address of applicant	1282 Lyell Highway, Sorell Creek TAS 7140
Contact person's details	Mr Troy Mason 1282 Lyell Highway, Sorell Creek TAS 7140 M: 0419816967 E: troy@creativehomeshobart.com.au
Consultant engaged to prepare DA	Van Diemen Consulting Pty Ltd Dr Richard Barnes PO Box 171 Brighton TAS 7030 M: 0438 588 695 E: rwbarnes73@gmail.com

PART B – PROJECT DESCRIPTION

B.1 PROPOSED ACTIVITY

New Activity	The Tourist Operation is to utilise an existing dam to establish a Ski and Aqua Park (facility), which is to include: • an outdoor cable park (including poles and associated wires on and around the existing dam), suitable for wakeboarding or skiing; • an aqua fun park; • a small structure to accommodate a shop and café for customers; • storage area (including a container with viewing platform); • signage; • car parking area to provide 35 on-site parking spaces based on the TIA (**Attachment 3**); and to • relocate an existing access, to achieve appropriate sight distance, and incorporate a marked right turn treatment on Old Forcett Road.
Transport	All traffic would enter and exit from a proposed new access from Old Forcett Road. A Traffic Impact Assessment has been prepared for the proposed Development – **Attachment 2.**
Infrastructure	New infrastructure **to be installed** includes the following – <u>Outdoor cable park and an aqua fun park</u> Includes poles and associated wires on and around the existing dam, with the facility being suitable for wakeboarding or skiing. <u>Shop/Cafe</u> A shop and café with amenities to cater for customers to the facility. <u>Gear Storage</u> An eclosed secure gear storage structure with viewing platform. <u>Amenities</u> These will be included within the shop/café structure; toilets and change rooms. <u>Signage</u> A sign is proposed to identify the Tourist Operation from Old Forcett Road. Other signage will be 'safety' and car parking signage internal to the Site.
Proposal timeline	It is anticipated that the Development will commence operations in the second quarter of the 2025-26 financial year (i.e., October to December 2025) to coincide with the commencement of the main tourist season.

Operating days and hours

Typical operating hours will be 10am to 7pm (1000 hrs to 1900 hrs) on operating days.

Staff and contractors would attend the Development between 9am and 10am and depart up to 1 hour after close to facilitate setup and setdown of the facility.

The Development will be seasonally operated, with most activity occurring in School holidays (primarily Term 1 and 3), public holidays and over the Christmas and New Year holiday and peak tourist period.

OPERATING DAYS (indicative)	**Days**
Public Holidays throughout the year (weather dependent)	16
Term 1 School Holidays	16
Term 3 School Holidays	16
4 days per week in November	20
4 days per week in December	12
Open Boxing Day 7 days per week until early February	48
TOTAL	**128**

TAS WAKE CABLE AND AQUA PARK

DEVELOPMENT APPLICATION

Figure 1: Location of the Tas Wake Cable and Aqua Park (The Site)

TASMAP:	LGA:
SORELL CARLTON	SORELL

0 0.5 1 2 Kilometers

N

C.T.170311/1
C.T.170310/1
C.T.170310/2
C.T.125121/19
C.T.125121/20
and Road Casement (CID1283779)
(THE SITE)

Arthur Highway

Old Forcett Road

SORELL

FORCETT

LEWISHAM

545000 546000 547000 548000 549000 550000 551000 552000

5265000 5264000 5263000 5262000 5261000 5260000 5259000

Sorell Council

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Plans Reference:P1
Date Received:16/05/2025

Van Diemen CONSULTING

DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A3 - NA

CLIENT:
CREATIVE HOMES HOBART

DATE: 7 MAY 2025

551000

552000

5261000

5260000

0 125 250 500 Meters

N

Arthur Highway

C.T.170310/2

C.T.170310/1

FORCETT

C.T.125121/20

Road Casement (CID1283779)

C.T.125121/19

C.T.170311/1

C.T.170311/1

Old Forcett Road

LEWISHAM

TAS WAKE CABLE AND AQUA PARK

DEVELOPMENT APPLICATION

Figure 2: Location of the Tas Wake Cable and Aqua Park (Land Titles)

TASMAP:	LGA:
SORELL CARLTON	SORELL

Sorell Council

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GRID: MGA ZONE 55
SCALE: @A3 - NA

CLIENT:
CREATIVE HOMES HOBART

DATE: 7 MAY 2025

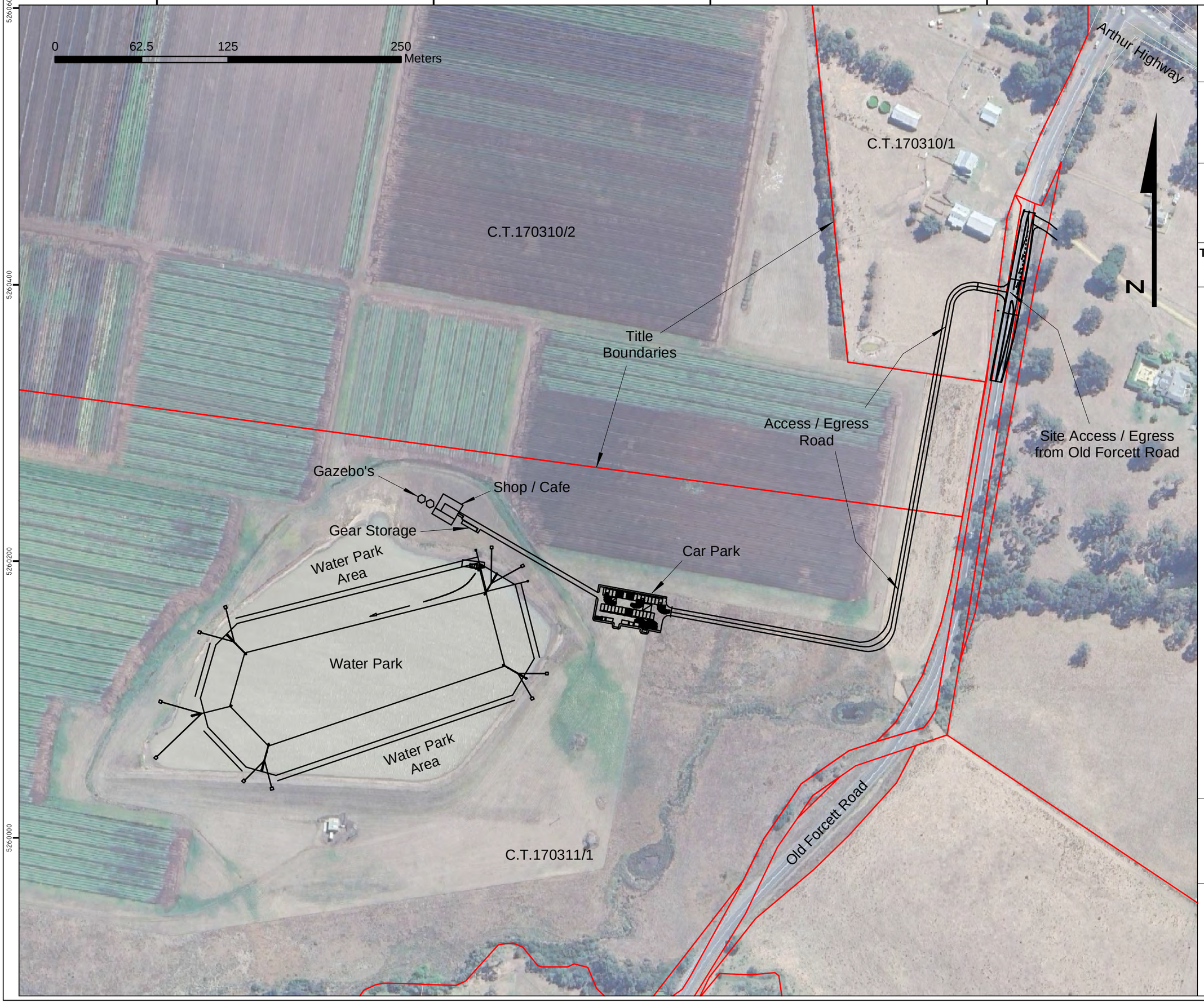
TAS WAKE CABLE AND AQUA PARK

DEVELOPMENT APPLICATION

Figure 3: Proposed Development at the Tas Wake Cable and Aqua Park

TASMAP:	LGA:
SORELL CARLTON	SORELL

NOTE:
See Technical drawings for full design details.



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DATUM: GDA94
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SCALE: @A3 - NA

CLIENT:
CREATIVE HOMES HOBART

DATE: 7 MAY 2025

B.2 LOCATION AND PLANNING CONTEXT

Location and Access Figures 1 to 3	The application is for a Development at Lot 2 OLD FORCETT RD FORCETT TAS 7173. A new access is proposed from Old Forcett Road.
Land Titles Figure 2 and Attachment 1	Certificates of Title 170311/1, 170310/1, 170310/2, 125121/19, 125121/20 and Road Casement (CID1283779), and the adjoining reserved road.
Planning Scheme	Tasmanian Planning Scheme - Sorell
Zoning Figure 5	The following zones are intersected by the Development – • Agriculture; and • Utilities (new access connecting to Old Forcett Road).
Relevant Mapped Overlays Figure 6	The following relevant mapped overlays intersect the Development – • *Scenic Protection Code* (SOR-C8.1.6); and • *Safeguarding of Airports Code* (Airport obstacle limitation area, Overlay Category 152m).
Use Class and Permissibility	The activity is consistent with the *Tourist Operation*[1] Use Class; a Discretionary Use in the Agricultura and Utilities Zones.
Existing Land Use	The current land use is agriculture (primarily cropping) including an existing dam for water storage and irrigation purposes. Land use to the south is Rural Living (small allotments with single dwellings) and to the east, north, and west is agricultural land used primarily for cropping.

[1] use of land specifically to attract tourists, other than for accommodation. Examples include a theme park, visitor centre or interpretation centre, wildlife park and zoo.

551000

552000

5261000

5260000

0 125 250 500 Meters

N

Arthur Highway

FORCETT

LEWISHAM

Old Forcett Road

TAS WAKE CABLE AND AQUA PARK

DEVELOPMENT APPLICATION

Figure 4: Topography at and around the Tas Wake Cable and Aqua Park

TASMAP:	LGA:
SORELL CARLTON	SORELL

Development

The Land

Sorell Council

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NOTE:
LiDAR model does not capture current dam surface

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DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A3 - NA

CLIENT:
CREATIVE HOMES
HOBART

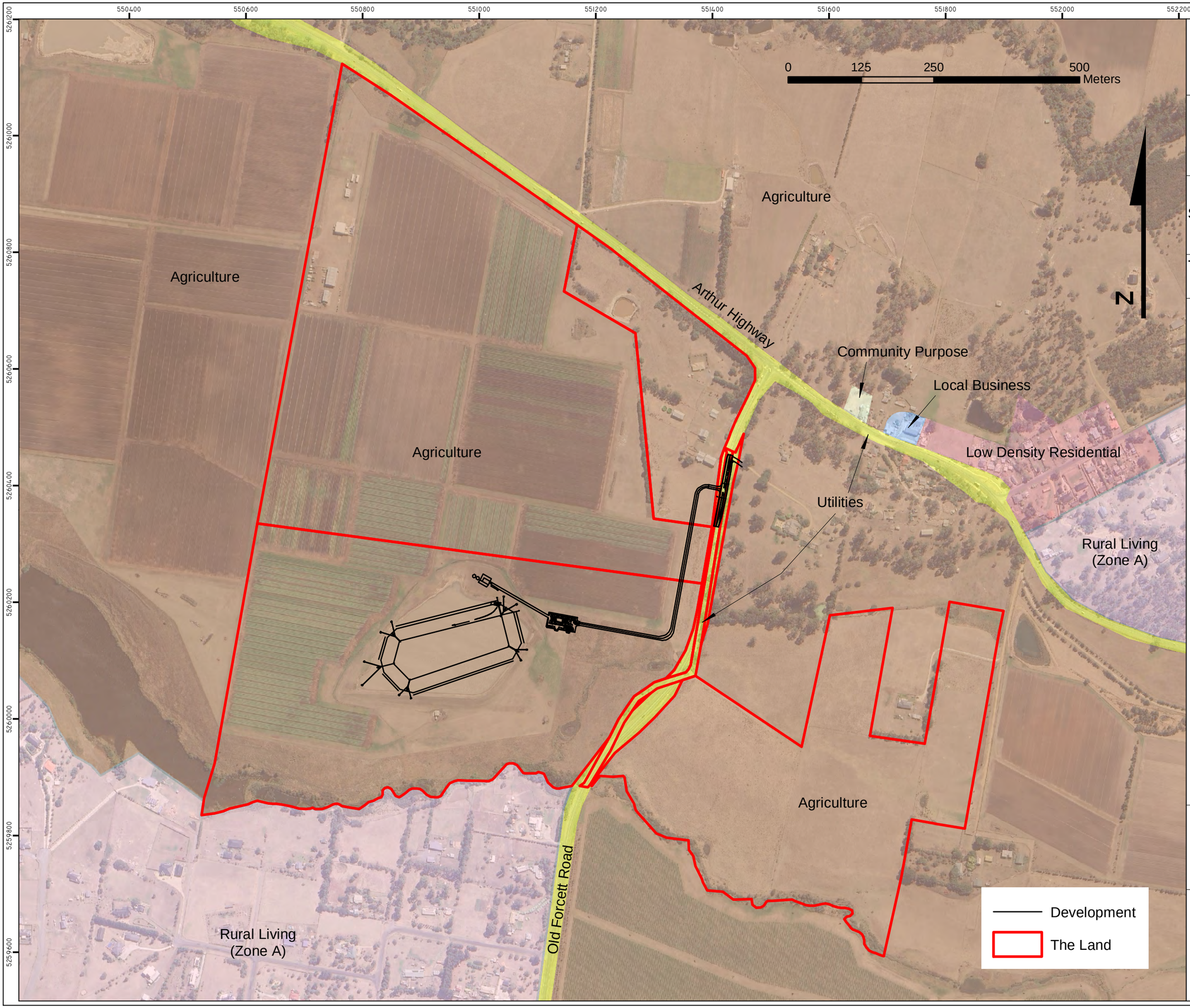
DATE: 7 MAY 2025

TAS WAKE CABLE AND AQUA PARK

DEVELOPMENT APPLICATION

Figure 5: Zones Map
Sorell Local Provisions Schedule
Tasmanian Planning Scheme

TASMAP:	LGA:
SORELL CARLTON	SORELL



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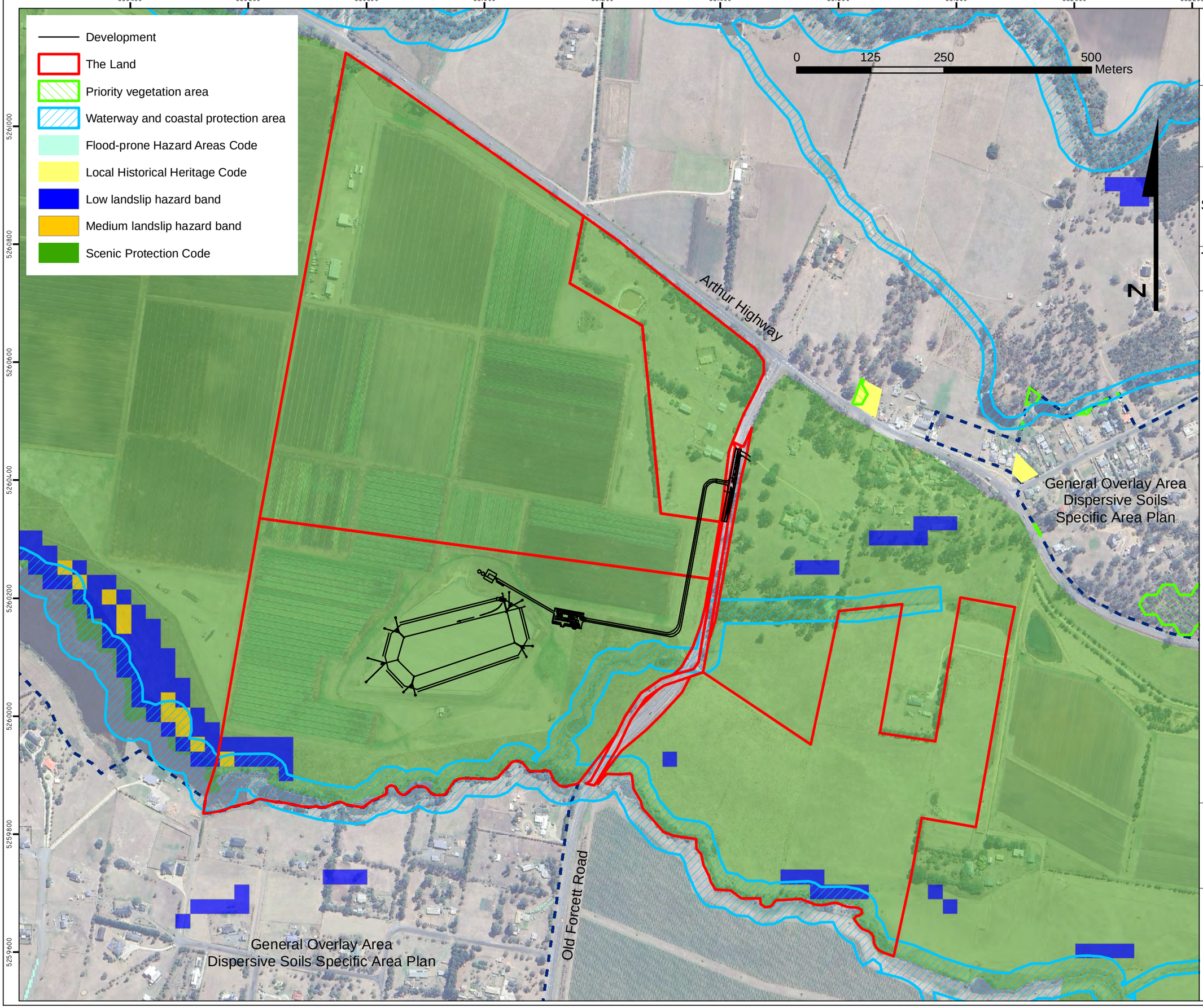
HOBART

DATE: 7 MAY 2025



TAS WAKE CABLE AND AQUA PARK

DEVELOPMENT APPLICATION

Figure 6: Overlay Map
Sorell Local Provisions Schedule
Tasmanian Planning Scheme

TASMAP:	**LGA:**
SORELL CARLTON	SORELL

NOTE
Entire map area is:
Bushfire0prone Area Code
Safeguarding of Airports Code

Sorell Council

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DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A3 - NA

CLIENT:
CREATIVE HOMES
HOBART

DATE: 7 MAY 2025

PART C – RELEVANT PLANNING INFORMATION

C.1 CATEGORISATION OF USE/DEVELOPMENT

The development and use is consistent with the definition of *Tourist Operation* –

> '… use of land specifically to attract tourists, other than for accommodation. Examples include a theme park, visitor centre or interpretation centre, wildlife park and zoo.'

The Development is designed to attract tourists to participate in water-based activities including cable ski and aqua park, with supporting infrastructure including a café/shop (with amenities), gear storage area/structure, car park, and a new access from Old Forcett Road. The Development does not include any accommodation.

C.2 ZONING

The Development occurs on land that spans two zones; *Agriculture* and *Utilities*.

A *Tourist Operation* is a Discretionary use within the Agriculture and Utilities zones (**Figure 5**). The following notes and comments are made about the intent of the zones relative to the Development.

Zone Purpose Statement – Agriculture

21.1.1	To provide for the use or development of land for agricultural use.
21.1.2	To protect land for the use or development of agricultural use by minimising: (a) conflict with or interference from non-agricultural uses; (b) non-agricultural use or development that precludes the return of the land to agricultural use; and (c) use of land for non-agricultural use in irrigation districts.
21.1.3	To provide for use or development that supports the use of the land for agricultural use.

Zone Purpose Statement – Utilities

26.1.1	To provide land for major utilities installations and corridors.
26.1.2	To provide for other compatible uses where they do not adversely impact on the utility.

C.3 AGRICULTURE

C.3.1 Use Standards

The following relevant use standards are considered in this assessment.

Clause 21.3.1 Discretionary Use

Objective	That uses listed as Discretionary: (a) support agricultural use; and (b) protect land for agricultural use by minimising the conversion of land to non-agricultural use.

Performance Criteria (P)	Comments
P1 A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to: (a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site; (b) access to infrastructure only available on the site or on land in the vicinity of the site; (c) access to a product or material related to an agricultural use; (d) service or support for an agricultural use on the site or on land in the vicinity of the site; (e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and (f) provision of essential Emergency Services or Utilities.	**Complies.** The use is associated with an existing dam on the Site which is of ideal dimensions and operational capacity for the proposed use. Therefore, the use is to be located on the site for operational reasons.
P2 A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to: (a) the area of land being converted to non-agricultural use; (b) whether the use precludes the land from being returned to an agricultural use; (c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.	**Complies.** The use minimises the conversion of agricultural land to non-agricultural use. The use does not confine or restrain existing or potential agricultural use on the Site or adjoining sites. The Tourist Operation will not compromise the use of the dam as a source of water for agricultural use, nor will it alienate or convert prime agricultural land to a non-agricultural use. The use can be easily

	decommissioned with the land returned to agricultural use.
P3 A use listed as Discretionary, excluding Residential, located on prime agricultural land must: (a) be for Extractive Industry, Resource Development or Utilities, provided that: (i) the area of land converted to the use is minimised; (ii) adverse impacts on the surrounding agricultural use are minimised; and (iii) the site is reasonably required for operational efficiency; or (b) be for a use that demonstrates a significant benefit to the region, having regard to the social, environmental and economic costs and benefits of the proposed use.	**Not applicable.** The Site is not prime agricultural land.
P2 A Residential use listed as Discretionary must: (a) be required as part of an agricultural use, having regard to: (i) the scale of the agricultural use; (ii) the complexity of the agricultural use; (iii) the operational requirements of the agricultural use; (iv) the requirement for the occupier of the dwelling to attend to the agricultural use; and (v) proximity of the dwelling to the agricultural use; or (b) be located on a site that: (i) is not capable of supporting an agricultural use; (ii) is not capable of being included with other agricultural land (regardless of ownership) for agricultural use; and (iii) does not confine or restrain agricultural use on adjoining properties.	**Not applicable.** No Residential use is proposed.

C.3.2 Development Standards

The following notes and comments are made about relevant Development Standard. The numbers used to label each table below is the same as for the Scheme.

Clause 21.4.1 Building Height

Objective	To provide for a building height that: (a) is necessary for the operation of the use; and

	(b) minimises adverse impacts on adjoining properties.

Acceptable Solution (A)	Comments
A1 Building height must be no more than 12m	**Complies.** Buildings are less than 12m.

Clause 21.4.2 Setbacks

Objective	That the siting of buildings minimises potential conflict with use on adjoining sites.

Acceptable Solution (A)	Comments
A1 Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	**Complies.** Buildings are setback more than 5m.
A2 Buildings for a sensitive use must be separated from an Agriculture Zone a distance of: (a) not less than 200m; or (b) if an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.	**Not relevant.** No buildings for a sensitive use[2] are proposed.

C.4 UTILITIES

C.4.1 Use Standards

The following relevant use standards are considered in this assessment.

[2] means a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school.

Clause 26.3.1 All uses

Objective	That uses do not cause an unreasonable loss of residential amenity to residential zones.

Acceptable Solution	Comments
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**Not applicable**. The Use is more than 50m from any of the applicable zones.
A2 External lighting for a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must: (a) not operate within the hours of 11.00pm and 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.	**Not applicable**. The Use is more than 50m from any of the applicable zones.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**Not applicable**. The Use is more than 50m from any of the applicable zones.

Clause 26.3.2 Discretionary Uses

Objective	That uses listed as Discretionary do not compromise the use of land for Utilities.

Performance Criterion (no Acceptable Solution)	Comments
P1 A use listed as Discretionary must not compromise or restrict the operations of an existing or proposed utility, having regard to:	**Complies**.

(a) the compatibility of the utility and the proposed use; (b) the location of the proposed use in relation to the utility, or any proposed utility; (c) existing land uses on the site; and (d) any proposed or existing buffers or mitigation measures.	The Use will not compromise or restrict the operations of the existing utility (Old Forcett Road). Further details are also provided within the TIA (**Attachment 3**).

C.4.2 Development Standards

The following notes and comments are made about relevant Development Standard. The numbers used to label each table below is the same as for the Scheme.

Clause 26.4.1 Building Height

Objective	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties and the visual character of the area.

Acceptable Solution (A)	Comments
A1 Building height must be not more than: (a) 10m; or (b) 15m if for a structure, such as a tower, pole or similar.	**Not applicable.** No buildings (or signage) are proposed by the Development in the Utilities zone.
A2 Building height, excluding a structure such as a tower, pole or similar: (a) within 10m of an adjoining property in a General Residential Zone, Low Density Residential Zone or Rural Living Zone, must be not more than 8.5m; or (b) within 10m of an adjoining property in an Inner Residential Zone, must be not more than 9.5m.	**Not applicable.** No buildings (or signage) are proposed by the Development in the applicable zones.

Clause 26.4.2 Setbacks

Objective	That building setbacks are: (a) compatible with the character of the surrounding area; and (b) does not cause an unreasonable loss of amenity to adjoining properties.

Acceptable Solution (A)	Comments
A1 Buildings, excluding a structure such as a tower, pole or similar, must have a setback from all boundaries of not less than: (a) 5m; or (b) an existing building on the lot.	**Complies.** Setbacks of buildings exceeds 5m.
A2 Air extraction, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone and Rural Living Zone.	**Complies.** Setbacks of refrigeration systems (e.g., shop cafe) and compressors exceed 5m.

Clause 26.4.3 Fencing

Objective	That fencing: (a) does not detract from the appearance of the site or surrounding area; and (b) provides for passive surveillance.

Acceptable Solution (A)	Comments
A1 A fence (including a free-standing wall) within 4.5m of a frontage and where adjoining a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must have a height above existing ground level of not more than: (a) 1.2m if the fence is solid; or (b) 2.1m, if any part of the fence that is within 4.5m of a frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30%.	**Not applicable.** There is no frontage that adjoins the provision applicable zones.
A2 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must: (a) have a height above existing ground level of not more than 2.1m; and (b) not use barbed wire.	**Complies.** The fence height of the common boundary with Rural Living zone to the south (Gilling Brook, which is of a standard rural wire and post design, is less than 2.1m in height and does not contain barbed wire.

Clause 26.4.4 Outdoor Storage Areas

Objective	That outdoor storage areas do not detract from the appearance of the site or surrounding area.

Performance Criterion (P)	Comments
P1 Outdoor storage areas, excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.	**Complies.** Outdoor storage areas will be screened with planted trees and shrub vegetation (landscaping), but notwithstanding that they will not be visible from the Arthur Highway.

C.7 CODES

C.7.1 Applicable Codes

The following notes and comments are made about relevant Codes in the Scheme. **Table 1** provides a summary of the applicable Codes.

Table 1. Applicability assessment of Codes for the Use and Development

Cade name and number	Comments about applicability to the Development and Use
C1.0 Signs	**Exempt**; the signage proposed qualifies as 'tourism information sign' which is exempt from the Code pursuant to C1.4.1 (including the requirements in Table C1.4); the consent of the road authority to establish the sign is included in this application.
C2.0 Parking and Sustainable Transport	**Applies;** a new use and development is proposed.
C3.0 Road and Railway Assets	**Applies;** a new access is proposed.
C4.0 Electricity Transmission Infrastructure Protection	**Not applicable**; use and development not within the stipulated buffer areas
C5.0 Telecommunications	**Not applicable**; no telecommunications infrastructure is proposed.

C6.0 Local Historic Heritage	**Not applicable**; use or development of land is not: a) within a Heritage Precinct; b) a local heritage place; or c) a place of identified archaeological significance.
C7.0 Natural Assets	**Not applicable**; use and development not within a mapped overlay, and the farm dam is exempt as a 'watercourse'.
C8.0 Scenic Protection	**Applies**; development is proposed on land within the mapped overlay (intersects with the LPS mapped 'SOR-C8.1.6') – **Figures 6 and 7.**
C9.0 Attenuation	**Not applicable**; no sensitive use or subdivision are proposed, and there is no activity proposed that is listed in Tables C9.1 and C9.2.
C10.0 Coastal Erosion Hazard	**Not applicable**; use and development not within a coastal erosion hazard area.
C11.0 Coastal Inundation Hazard	**Not applicable**; use and development of land is not within a coastal inundation hazard area.
C12.0 Flood-Prone Areas Hazard	**Not applicable**; overlay is not intersected.
C13.0 Bushfire-Prone Areas	**Not applicable**; not a hazardous or vulnerable use and subdivision not proposed.
C14.0 Potentially Contaminated Land	**Not applicable**; sensitive use is not proposed.
C15.0 Landslip Hazard	**Not applicable**; no hazard bands are intersected.
C16.0 Safeguarding of Airports	**Exempt**; development is within an airport obstacle limitation area but it is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.

As noted in **Table 1**, the following Codes apply –

- C2.0 Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code
- C8.0 Scenic Protection

Each relevant Code is addressed in the following section.

C.7.2 Code C2.0 Parking and Sustainable Transport

A Traffic Impact Assessment has been prepared for the Tourist Operation – **Attachment 3.**

The purpose of the Parking and Sustainable Transport Code is:

C2.1.1	To ensure that an appropriate level of parking facilities is provided to service use and development.
C2.1.2	To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
C2.1.3	To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
C2.1.4	To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
C2.1.5	To ensure that parking spaces and accesses meet appropriate standards.
C2.1.6	To provide for parking precincts and pedestrian priority streets.

Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.

Clauses 2.5.4 and 2.5.5 do not apply as the Use Class is *Tourist Operation*.

Use Standards

The following Use Standards that are applicable to the Development have been considered in the supporting documentation.

Clause C2.5.1 Car parking numbers

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

Acceptable Solution (A)	Comments with reference to proposed development and use
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7;	The facility will provide 35 formal on-site parking spaces to meet the reasonable parking demand, with this number calculated based on a functional assessment. Due to the large rural site, overflow parking outside of the site will not occur. The parking spaces will be designed to comply with the dimensions specified within planning scheme table C2.3. 31 one parking spaces will be ninety degrees to the parking aisle, 2.6 metres

(c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on-site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	wide, 5.4 metres long, and supported with a minimum manoeuvring area of 6.4 metres. While the remaining four spaces will consist of parallel spaces, measuring 2.3 metres wide, 6.7 metres long, and supported with a minimum manoeuvring area of 3.6 metres. Due to the Agriculture land zoning, the parking spaces will be constructed with a durable all-weather unsealed surface, with the spaces delineated by wheel stops. Each parking space is designed to have grades that comply with Section 2.4.6 of the Standard, which shall not exceed five percent.

Clause C2.5.2 Bicycle parking numbers

For a Tourist Operation use, Planning Scheme Table C2.1 mandates one parking space per 1,000 square meters of floor area or one space per 2,500 square meters of site area, whichever is greater, with 52 bicycle parking spaces required. The development will provide four bicycle wheel frames, which does not comply with the planning scheme's acceptable solution and will be assessed under performance criterion P1.

One accessible parking space with a shared zone will be provided, situated as close as possible to the entrance of the shop/café.

Objective	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Performance Criterion (P)	**Comments with reference to proposed development and use**
P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.	**Complies**. The facilities are limited to 40 customers per hour, and are located in a rural location, with users likely to travel using private vehicles. Arthur Highway does not have dedicated bicycle lanes, and it is unlikely that customers will travel by bike, however the development will provide four wheel frames to accommodate cyclists.

Clause C2.5.3 Motorcycle parking numbers

Objective	That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solution (A)	**Comments with reference to proposed development and use**
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	**Complies.** According to Table C2.4, one motorcycle parking space is required for a development providing 35 on-site car parking spaces. This requirement will be provided by the development.

Development Standards

The following Development Standards have been considered in the supporting documentation.

C2.6.1 Construction of parking areas

Objective	That parking areas are constructed to an appropriate standard.

Acceptable Solution (A)	**Comments with reference to proposed development and use**
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all-weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	**Complies.** The car parking spaces and internal driveway, will be constructed with an all-weather unsealed surface, with appropriate camber to shed surface water, which will be contained on-site. This design complies with the acceptable solution A1.

C2.6.2 Design and layout of parking areas

Objective	That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Performance Criterion (P)	Comments with reference to proposed development and use
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.* **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.*	**Complies**. The internal layout and parking areas have been designed to comply with both tables C2.2 and C2.3 of the planning scheme, ensuring vehicles can easily manoeuvre and enter and leave the Site in a forward-driving direction. There is sufficient manoeuvring width adjacent to the parking spaces, to enable all vehicles to enter and leave efficiently. All parking spaces will be located on gradients less than five percent, supported with wheel stops. Overall, the design complies with the acceptable solution A1.1(a) and (b). One accessible parking spaces will be provided, located as near as practical to the main reception area, complying with the acceptable solution A1.2.

C2.6.3 Number of accesses for vehicles

Objective	That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

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

Performance Criterion (P)	Comments with reference to proposed development and use
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	**Complies.** The development will operate from a relocated access and comply with the acceptable solution A1(b), no more than the existing number of accesses.
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**Not applicable.**

C2.6.5 Pedestrian access

Objective	That pedestrian access within parking areas is provided in a safe and convenient manner.

Performance Criterion (P)	Comments with reference to proposed development and use
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	**Complies.** One-metre-wide pedestrian pathways will be provided through the site, connecting the parking spaces with the main entrance, while also connecting to the activities. Most of the pathways will be located more than 2.5 metres back from the parking aisle, while wheel stops will be used to separate the pathway from the parking spaces. Overall, the measures are expected to provide safe and efficient pedestrian movements throughout the site, meeting the intent of the planning scheme.

The following Clauses are not relevant to the Development:

Clause	Comments
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Development is not in the General Business Zone and Central Business Zone.
Clause C2.6.6 Loading bays	The Site is a large parcel of land, allowing for loading of vehicles to be accommodated within the Site. Otherwise not relevant as loading bays are not required.
Clause C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not relevant because the use is not in the relevant zones.
Clause C2.6.8 Siting of parking and turning areas	Not relevant because the use is not in the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone.
Clause C2.7 Parking Precinct Plan	Not relevant because the development is not within a parking precinct plan[3] area.

C.7.3 Code C3.0 Road and Railway Asset

The purpose of this provision is to:

C3.1.1	To protect the safety and efficiency of the road and railway networks; and
C3.1.2	To reduce conflicts between sensitive uses and major roads and the rail network.

This code applies to a use or development that:

(a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;

(b) will require a new vehicle crossing, junction or level crossing; or

[3] means a plan relating to on-site parking of cars within a defined area of land, shown on an overlay map in the relevant Local Provisions Schedule

(c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

Use Standards

The following Use Standards are relevant to the Development and are considered in this supporting documentation.

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

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

Performance Criterion (P)	**Comments with reference to proposed development and use**
P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: i. any increase in traffic caused by the use; ii. the nature of the traffic generated by the use; iii. the nature of the road; iv. the speed limit and traffic flow of the road; v. any alternative access to a road; vi. the need for the use; vii. any traffic impact assessment; and viii. any advice received from the rail or road authority.	**Complies.** When operating at maximum capacity, the development is estimated to generate up to 238 daily trips, due to the limitation on customers number it can accommodate. At full operational capacity, 18 vehicles are expected to arrive and leave the access in any one-hour period, generating 36 trips. The development is for a Cable ski and Aqua Park, with employees and visitors expected to generate light vehicles only, measuring less than 5.5 metres in length. Old Forcett Road is an arterial road within the surrounding road network, connecting between the Arthur Highway and Dodgers Ferry. The road is constructed to a high standard, with a dedicated traffic lane in each direction, and sealed shoulders. The development will operate from relocated access, with the location chosen to maximise sight distance in both directions, minimise impact to the driveway opposite, and located as near as possible to the Arthur Highway, to moderate operating speed pass the access. Motorists entering and leaving the access will have adequate sight distance complying with Austroads requirements, and road widening will be necessary to create a marked right turn lane. The access will be located on reasonably flat terrain and sealed for the first 20 metres back from the edge of the roadway. Overall, the access will be designed to comply with LGAT standard drawing for a rural property access, with adequate width to cater for two-way traffic flow. Old Forcett Road has a posted speed limit of 80 km/h. Recent manual surveys found that Old Forcett Road generates a consistent traffic flow, with 429 two-way vehicles in the morning off peak hour period, 725 two-way vehicles between 4 and 5pm and 668 two-way vehicles between 5 and 6pm. Traffic analysis and

	modelling indicates that motorists are receiving an acceptable level of traffic efficiency, with the additional trips generated by the development not expected to deteriorate this level of traffic performance. Traffic modelling of the relocated access demonstrates motorists will receive an appropriate level of performance, without adversely impact current users. A traffic impact assessment found no reason for this development not to proceed.

Development Standards

The Development Standards of the Code are not relevant to the Development:

Clause	Comments
Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	Not relevant because no sensitive use/habitable dwellings are proposed.
Clause C3.7 Development Standards for Subdivision	Not relevant because subdivision is not proposed.

C7.4 Code C16Scenic Protection Code

The purpose of this provision is to:

C8.1.1	To recognise and protect landscapes that are identified as important for their scenic values

This code applies to a use or development on land within a scenic protection area or scenic road corridor in the Agriculture zone.

No development is proposed in a **scenic road corridor**[4] so Clause C8.6.2 is not relevant.

A **partial exemption** exists for the Development, being the following part of Clause C8.4.1 -

[4] means: (a) an area shown on an overlay map in the relevant Local Provisions Schedule, as within a scenic road corridor; or (b) the area of land that is within: (i) 100m of the frontage to a road shown on an overlay map in the relevant Local Provisions Schedule as a scenic road; or (ii) where there is no frontage, 120m of the edge of the carriageway of a road shown on an overlay map in the relevant Local Provisions Schedule as a scenic road, and is listed and described in the scenic road corridors list in the relevant Local Provisions Schedule, and is listed and described in the scenic road corridors list in the relevant Local Provisions Schedule.

'(a) planting or destruction of vegetation on existing pasture or crop production land, unless for the destruction of the following:

(i) exotic trees, other than part of an agricultural crop, more than 10m in height within a scenic road corridor; or

(ii) hedgerows adjoining a scenic road within a scenic road corridor,…'

The clearance of vegetation on existing pasture or crop production land is required to install the new access, car park, shop/café, gear storage and infrastructure associated with the poles and cables of the wake and aqua park. The installation of buildings and structures is development that requires an assessment against Clause C8.6.1.

Development is proposed within the **scenic protection area**[5] (SOR-C8.1.6)

The relevant information for SORC8.1.6 is extracted from **SOR-Table C8.1 Scenic Protection Areas** and reproduced below -

Reference Number	Scenic Protection Area	Description	Scenic Value[6]	Management Objectives
SORC8.1.6	Southern side of Arthur Highway between Iron Creek Bay and Sugar Loaf Road including some areas on northern side in vicinity of Coopers Hill.	The southern side of the highway has an agricultural character defined by intensive agricultural activities. The northern side has a predominately vegetated skyline and upper hill face with lower slopes developed for farming.	(a) Travelling on the highway is visually enhanced by well-defined vegetated hill sides to the north and agricultural activities predominately to the south. (b) These are the first farmlands to be seen in the Sorell municipality upon travelling from Hobart.	Unreasonable loss of scenic values is to be avoided by: (a) minimising the footprint and visual dominance of buildings and the removal of vegetation but if necessary then reinstatement of vegetation on prominent visual locations is required; (b) providing development of a rural character and scale to complement the surrounding agricultural activities.

[5] means an area shown on an overlay map in the relevant Local Provisions Schedule, as within a scenic protection area, and is listed and described in the scenic protection areas list in the relevant Local Provisions Schedule.

[6] means the specific characteristics or features of the landscape that collectively contribute to a scenic protection area or a scenic road corridor, as described in the scenic protection areas list or the scenic road corridors list in the relevant Local Provisions Schedule.

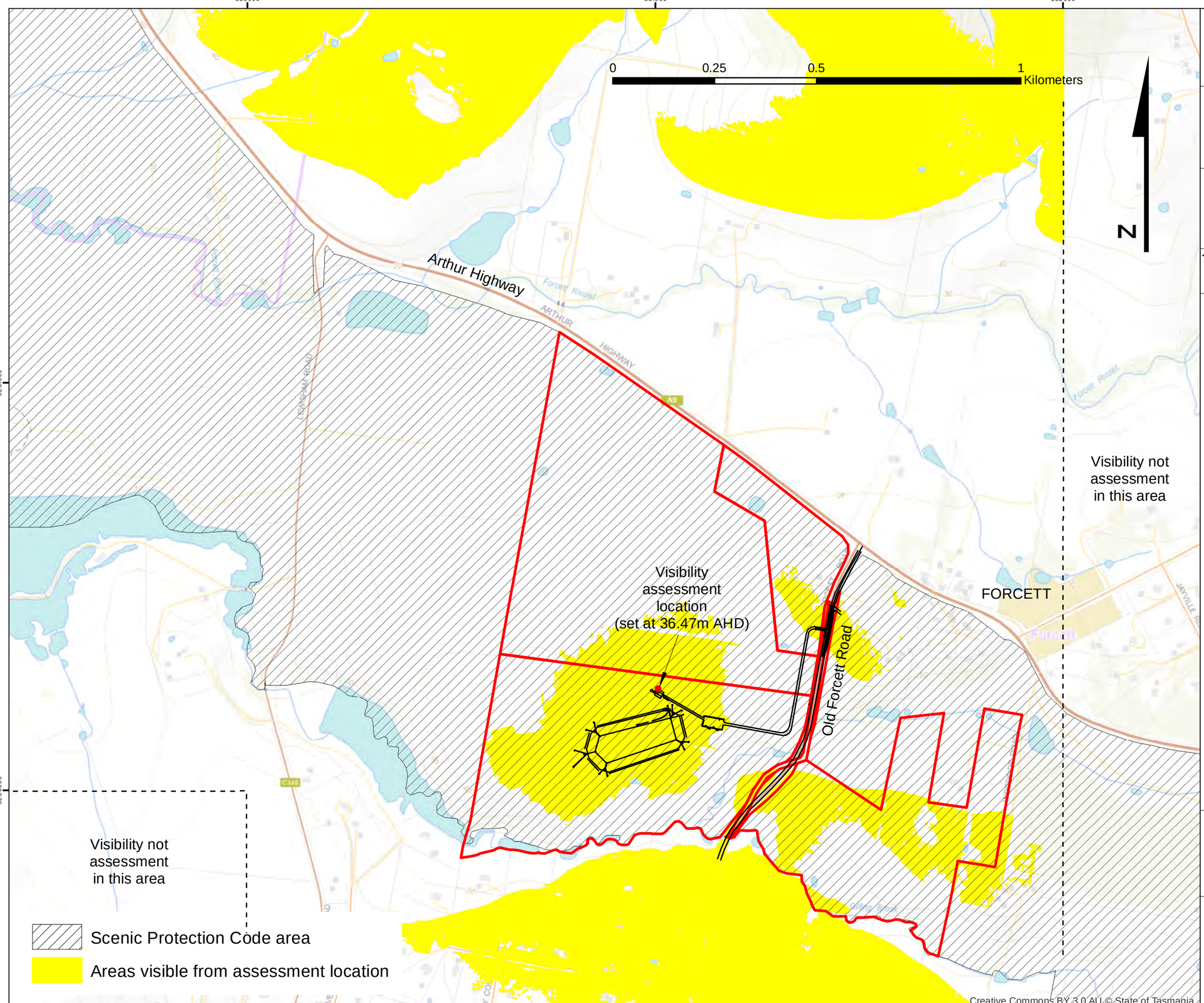
TAS WAKE CABLE AND AQUA PARK

DEVELOPMENT APPLICATION

Figure 7: Visibility Assessment for roof top level

TASMAP:	LGA:
SORELL CARLTON	SORELL

NOTE:
Visibility assessment is bare earth



Sorell Council
Development Application: 5.2025.128.1 - Development Application - 4 Old Forcett Road, Forcett - P1.pdf
Plans Reference:P1
Date Received:16/05/2025

Van Diemen CONSULTING
PO Box 1 New Town TAS 7008

DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A3 - NA

CLIENT:
CREATIVE HOMES HOBART

DATE: 7 MAY 2025

Development Standards

The following Development Standards have been considered in the supporting documentation.

C8.6.1 Development within a scenic protection area

Objective	That: (a) destruction of vegetation does not cause an unreasonable reduction of the scenic value of a scenic protection area; and (b) buildings and works do not cause an unreasonable reduction of the scenic value of a scenic protection area.

Performance Criterion (P)	**Information and comments with reference to proposed development and use**
P1.1 **Destruction of vegetation within a scenic protection area must not cause an unreasonable impact on the scenic value of a scenic protection area, having regard to:**	
(a) the nature of the vegetation to be removed;	Only pasture grasses and weed swill be removed to install the infrastructure. No mature trees, shelterbelts or native trees and shrubs will be removed.
(b) the area of vegetation to be removed;	The area of vegetation (weeds and pasture/crop species) is small relative to the areas not being affected by the installation of infrastructure.
(c) the topography of the site;	The location of the Development is not visible from the Arthur Highway – see **Figure 7.** The poles and wires associated with the Cable ski infrastructure will also not be visible due to their very narrow width, and non-reflective construction material.
(d) any visual impact on a skyline;	The location of the Development is not visible from the Arthur Highway – see **Figure 7.** The viewfield analysis in **Figure 7** is from the top of the highest point on the buildings (being the café/shop and gear storage structure). The poles and wires associated with the Cable ski infrastructure will also not be visible due to their very narrow width, and non-reflective construction material.
(e) the nature of the reduction of the scenic value; and	There will be no reduction of the existing scenic value.
(f) the purpose of any management objectives identified in the relevant Local Provisions Schedule.	The management objectives are met or are not relevant because the Development cannot be 'seen' from the Arthur Highway.
P1.2 **Buildings or works within a scenic protection area must not cause an unreasonable reduction of the scenic value of a scenic protection area, having regard to:**	

(a) the topography of the site;	The location of buildings utilises the topography of the land to provide visual screening from the Arthur Highway.
(b) the location of, and materials used in construction of, driveways or access tracks;	The access road and car park will not be seen from the Arthur Highway.
(c) proposed reflectance and colour of external finishes;	Materials are non-reflective.
(d) design and proposed location of the buildings or works;	The location of buildings utilises the topography of the land to provide visual screening from the Arthur Highway.
(e) the extent of any cut or fill required;	Minor 'cut and fill' is required, none of which will be visible from the Arthur Highway.
(f) any visual impact on a skyline;	The location of the Development is not visible from the Arthur Highway – see **Figure 7.** The viewfield analysis in **Figure 7** is from the top of the highest point on the buildings (being the café/shop and gear storage structure). The poles and wires associated with the Cable ski infrastructure will also not be visible due to their very narrow width, and non-reflective construction material.
(g) any existing or proposed screening; and	No screening is existing, and none is proposed as the Development will not be 'seen'.
(h) the purpose of any management objectives identified in the relevant Local Provisions Schedule.	The unreasonable loss of scenic values is avoided by the Development; the location of the Development is not visible from the Arthur Highway – see **Figure 7.**

PART D - ATTACHMENTS

ATTACHMENT 1. CERTIFICATES OF TITLE

ATTACHMENT 3. TRAFFIC IMPACT ASSESSMENT – HUBBLE TRAFFIC

Tas wake cable- risk management and procedure plan: Water Quality Management.

Water quality checks are important to ensure public safety and environmental protection. Parks generally monitor water quality for Enterococci bacteria and other pollutants. Sampling is often conducted regularly, especially during peak recreational periods.

Here's a more detailed look:

- **Monitoring:**

Cable ski parks typically monitor water quality for Enterococci, a type of bacteria associated with faecal contamination, which can indicate the presence of other harmful pathogens.

- **Sampling:**

We will sample every 2 weeks within the operating season starting 1 month before season opening

- **Reporting:**

Water quality results are often reported annually, providing a summary of the park's water quality performance.

- **Regulations:**

Public health regulations, such as the Tasmanian Recreational Water Quality Guidelines 2007, require local councils to monitor water quality at popular recreational sites.

- **Public Notification:**

If water quality tests exceed certain levels listed in the guidelines below, we will be required to advise the public and potentially close the area for recreational use.

Recreational water quality guidelines

Swimming and environmental sites in the Derwent Estuary are graded as Good, Fair or Poor. This is in accordance with the Recreational Water Quality Guidelines for Tasmania (DoH, 2007), which are largely based on the national Guidelines for Managing Risks in Recreational Water (NHMRC, 2008). Both guidelines are currently under review. The guidelines are based on aseptic grab sample analysis for the faecal indicator microbial group enterococci, and the Tasmanian guidelines adopt a three-tiered approach to classifying the long-term quality of a site based on five years of data. The tiers are:

- *Good*: rolling 5-year 95th Hazen percentile value of < 200 enterococci MPN (Most Probable Number) 100 mL-1.
- *Fair*: rolling 5-year 95th Hazen percentile value of 200 - 500 enterococci MPN 100 mL-1.
- *Poor*: rolling 5-year 95th Hazen percentile value of > 500 enterococci MPN 100 mL-1. In this case, water at these sites is considered a threat to public health in the event of primary contact recreation Tas wake cable will be required to advise the general public and to erect warning signs.

In addition to long-term site classification, trigger levels have been set to manage public exposure to episodic or emerging water quality issues. If a sample exceeds 140 enterococci MPN 100 mL-1, the council is required to resample as soon as possible, and if two consecutive samples return enterococci results above 280 MPN 100 mL-1, the public must be advised directly via signage on the beach in question.

Collection of sample and Analysis

All collection of data will be done as per the requirements outlined by the Tasmanian public health library see below. All samples will be tested by a suitably qualified laboratory.

To collect samples for the Tasmanian Public Health Laboratory, use sterile containers, preferably provided by the lab, and keep samples cool during transport. For water samples, use a sterile bottle, place on ice, and submit within 4 hours. Always label samples clearly and include a specimen advice form with clinical details.

Sample Collection Guidelines:

- **Use appropriate containers:**

The Public Health Laboratory and Analytical Services Tasmania (AST) may provide specific containers for different tests, and using non-AST containers can compromise results according to Analytical Services Tasmania.

- **Keep samples cool:**

Transport samples in an insulated container with ice packs to maintain a refrigerator temperature (approximately 5°C), but do not freeze.

- **Label clearly:**

Use a specimen advice form with sufficient clinical details and history to allow the pathologist to interpret results according to Natural Resources and Environment Tasmania.

- **Minimize transit time:**

Samples should be submitted as soon as possible after collection, ideally within 24 hours for water samples according to Analytical Services Tasmania.

- **Avoid contamination:**

Keep samples secure, avoid direct sunlight, and prevent spillage.

- **Use sterile techniques:**

For microbiology samples, use aseptic techniques, including sterile swabs and transport media.

Specific Sample Collection Guidelines:

- **Water Samples:** Use a sterile bottle, place on ice, and submit within 4 hours.

Sorell Council

Development Application: 5.2025.128.1 - Response to Request for information - 4 Old Forcett Road, Forcett - P2.pdf
Plans Reference: P2
Date received: 24/06/2025

Noise level of a Rixen water ski cableway

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Rixen Cableway GmbH is the inventor and worldwide market leader for water ski cableways. As a manufacturer of machines, we are obliged to keep noise emissions as low as possible.

The following will illustrate how we meet this requirement and how quiet our modern installations are.

State-of-the-art technology enables us to operate our systems with hardly any audible noise. The ambient noise from nearby streets or settlements, as well as the noise from visitors to the lake, is always louder than the cableway itself. Therefore, the engine can hardly be perceived acoustically.

The electric motor is located on the cantilever of the motor tower of the waterski cableway, about 10m above the water. The resulting noise level is barely perceptible at the starting dock at well below 50 dB. For comparison, one can cite the noise level in a quiet office or a normal conversation.
Noise sources are mainly people talking, splashing water and motor vehicles in the background.

The difference of the noise level in measurements with and without operation of the water ski facility was in no case more than 4 dB!

Two important innovations of our company reduce the noise emissions of the RIXEN Full Size Cables to a minimum:

- Frequency controlled motor: operates at only 33 Hertz at standard speed 30 km/h.
- New differential: even more precise power transmission, therefore noiseless

Currently our machines have energy efficiency standard IE2. Together with the frequency converter, we thus comply with all current standards.

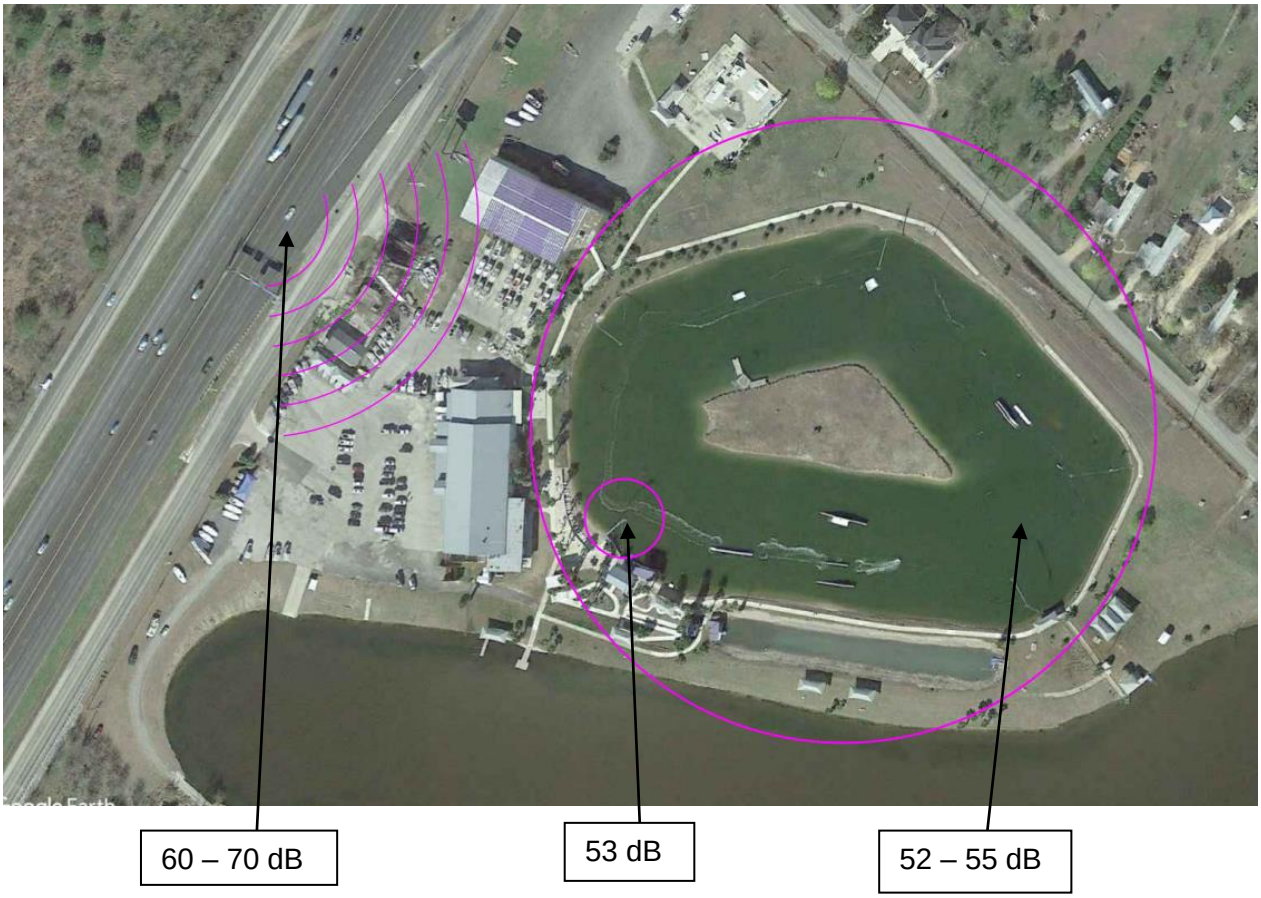
“These parks are the quietest, most environmentally friendly such facilities anywhere. I´ve been to cable parks all around the world, and they are all the same with regard to noise…there is basically none.”

-David Cornwall-

(World Champion Waterski Slalom)

Why not visit one of our more than 300 Full Size Cables worldwide and see our technology for yourself?

Professionally conducted measurements at Texas Ski Ranch in Texas (2011) and Blue Rock Cable Waterski Resort in South Africa (2004) yielded the following results:



It can also be seen from the above picture that there is a freeway in the immediate vicinity of the water ski facility, which causes 60-70 dB depending on the traffic situation, and thus has a strong influence on the noise level. The measurement results shown here do not yet correspond to the current standard. Later built cableways are again significantly quieter due to above mentioned innovations.

Considering the most unfavorable operating noise level of 53-54 dB at a distance of 30m from the noise source and a sound decay of 6 dB per doubling the distance, the noise level would be 47-48 dB at a distance of 60m from the lake.

Therefore, the operational noise level is barely audible in the residential area west of the project site.

If you are interested in detailed, certified measurement results, please do not hesitate to contact us. We will be happy to provide you with further information.

TAS WAKE & AQUA PARK

Lot 2 Old Forcett Road
Cable Ski Park & Aqua Park Working Document

What is a cable park link

https://www.google.com/search?q=youtube+what+is+a+cable+ski+park&rlz=1C1GCEU_en-GBAU1011AU1011&oq=youtube+what+is+a+cable+ski+park&gs_lcrp=EgZjaHJvbWUyBggAEEUY0TIGCAEQRRhA0gEJMTA50TRqMGo0qAIAsAIB&sourceid=chrome&ie=UTF-8#fpstate=ive&vld=cid:f37a484a,vid:fqYauoTHD2Q,st:0

Proposal :

Our aim is to construct a 'Five Tower Ski Cableway' at. Lot 2 old Forcett road

The development would encompass a tourism operation, that could work hand in hand with a business with similar goals.

The design on the cable park and amenities will be designed with minimal foot print. The buildings will be created so that they are relocatable, so if ever it was be removed it could returned back to its current state

This Cable is completely silent. The construction has been engineered in Germany and our aim is that it is completely environmentally friendly. Our vision for the Cable park is that it will have the capacity to provide numerous jobs, during construction, and whilst operating.

This will be the first of it's kind in Tasmania. With successful Cable parks found in every state of Australia, we are so excited to be able to provide this opportunity to the Tasmanian public. The benefits would be numerous. The youth and young at heart of Tasmania would finally be able to have access to affordable towed water sports. The mental health and physical benefits of this would be ongoing.

Here are a list of the key aspects of successful cable parks that operate in Australia.

1. Community and family focused environment.
2. Key goals of health and wellbeing
3. Exciting activity
4. Equal opportunity sport
5. Ability to create culturally diverse pathways for young people to travel through unique employment.
6. Tourism – To create local, national, and international visitation to the local Glenorchy area and Tasmania.

How do we achieve the key components

1. By creating an environment where everyone can feel safe and engaged. All cable parks throughout Australia and the world, run Kids Clubs and Ladies only times. This creates an environment where everyone can be included no matter what the skill level. All staff will have training to ensure success where possible.

We will also run local competitions for all levels of ability that encourage both community and achievement.

2. Wake boarding, water skiing and knee boarding as well as the water park, will provide a safe place to achieve a high level in physical activity. This promotes wellbeing within the community.

3. Water sport in general provide an outlet for the young and young at heart a great outlet to experience an exciting sport in an appropriate environment. Where there are well trained staff to help people achieve their desired outcomes from riding on a kneeboard to flipping off a jump.

4. Wakeboarding and water skiing is a great equal opportunity sport. As can be seen throughout the world. It is not a sport dominated by one group. Even in Tasmania we have national champions and world ranked female and male sports people.

5. The cable park world is quite unique and enables a very culturally diverse range of people that travel the world working throughout cable parks.

Once people have been trained to operate the systems involved within the park, they will be in demand throughout the world. It is very much a job that can allow you to see the world.

6. There are no other Cable parks within Tasmania. This is an exciting opportunity to create the first, and also introduce, and develop a new exciting sport to the state. Cable riders around Australia and the world often like to ride and experience different cable parks. This park would attract tourists to Tasmania.

Approx Diagram will be confirmed once completed site survey

What is cable skiing

Cable skiing is a way to water ski (or wakeboard), in which the skier's rope and handle are pulled by an electrically-driven cable, whereas traditionally a water skier is pulled by a motorboat. The mechanism consists of two cables running parallel to one another with carriers between them every 80 metres. The carriers are metal tubes that can hook up tow ropes with riders. Tow ropes are detached and attached at the same time without slowing the system down, which is a main reason for its high efficiency. With a main cable of 800 + metres long, 10 riders can waterski or wakeboard at the same time. The speed of the main cable can be up to 38 mph (61 km/h), and slalom skiers can reach much higher speeds. The most common speed is 19 mph (31 km/h), which suits wakeboarders best.

The cable is generally suspended 26–30 feet (8–9 metres) above the water. This makes for a different feel than when riding behind a boat, whether wakeboarding or water skiing.

The higher angle of pull makes bigger "air" and sharper turns possible. Generally, on wakeboard-only cables, there are ramps and sliders for the riders to use. Another way for wakeboarders to get air on the cable is to "load the line." Loading the line is putting tension on the rope and using the water as a spring to fling oneself into the air. Though it is possible to do this behind a boat, the higher angle of pull and the slight jerk on the corners allow good riders to get much higher.

Other important advantages of the cable compared to the boat are environmental friendliness and the enormous capacity. The electric motor of the cable is quiet, clean and energy-efficient. A cableway with a main cable 450 metres long operated at 19 mph (31 km/h) makes 38.8 rounds in one hour (456 miles per day if used round the clock) and the users get 19 miles (31 km) of water skiing or wake boarding in that hour.

History of cable skiing

The modern cable skiing system was invented by a German engineer Bruno Rixen, who built his first water ski cableway on a lake in Bordesholm, Germany, in 1959. Rixen sold the first commercial system in 1966. However at least one prior cable skiing facility was in operation in Helsinki during the 1950s, and it was claimed to be the first in the world.

Popularity

Cable skiing is very popular in Australia with a number of parks located throughout Australia

Melbourne X 1. 2 full size cable and 2 linear cables.

Queensland x 3. 5 full size cables and 3 linear cables

Cairns x 1. 1 full size cables and 1 linear

Western Australia x 1 full size cable and 1 linear

South Australia 1 park under construction.

Ski park in various agricultural and natural settings

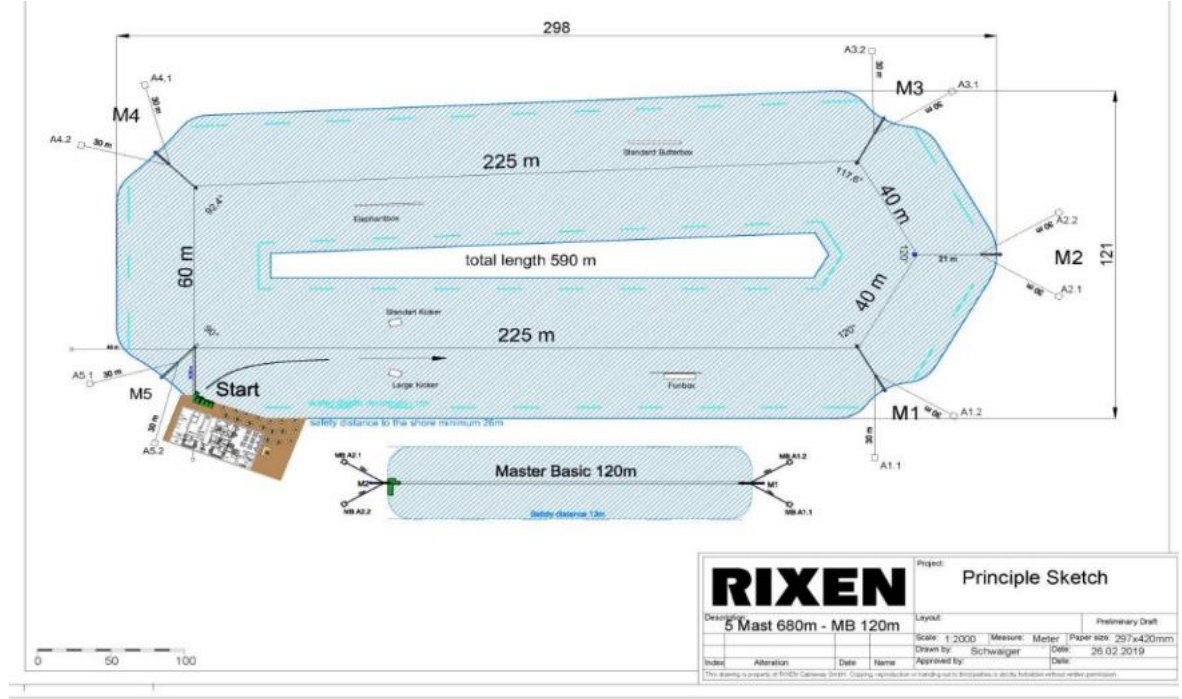
Cafe/ Food van

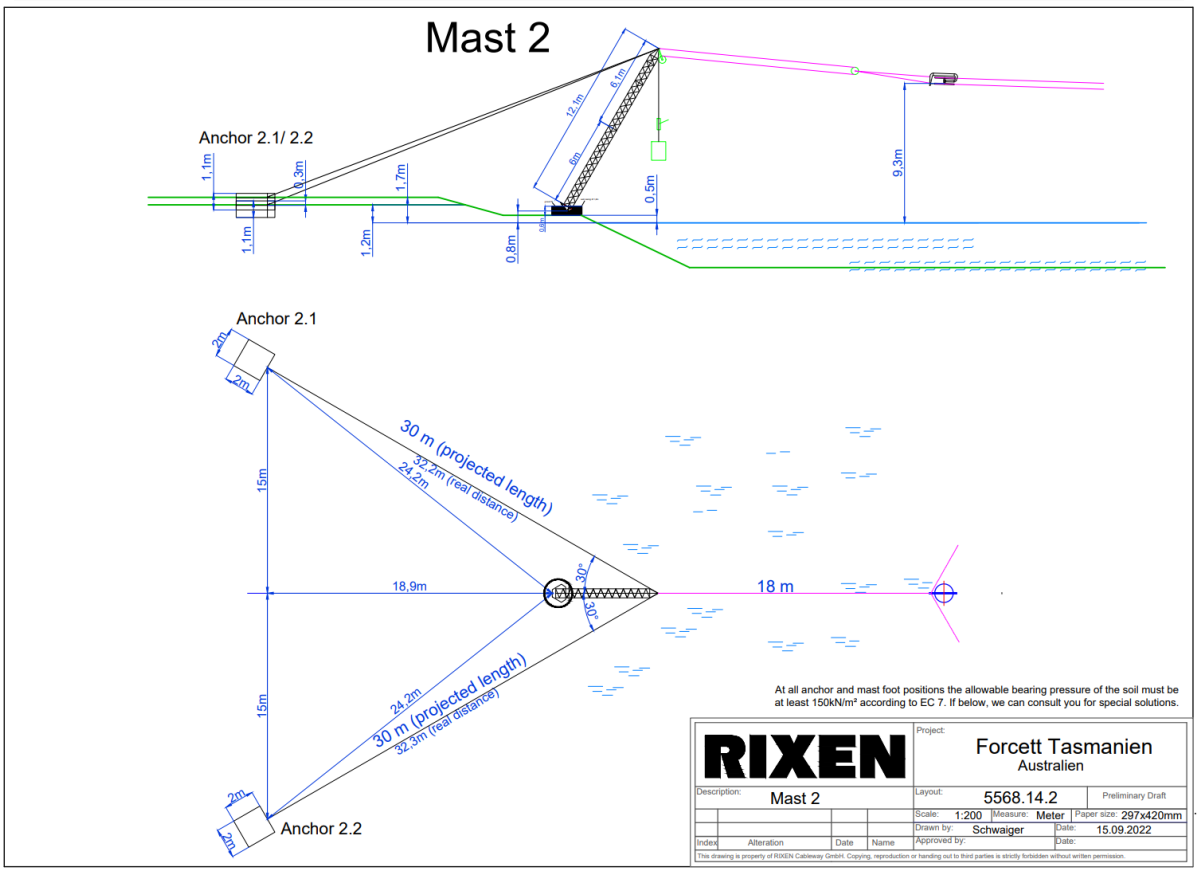
Along-side the Cable park we would provide a café and all required facilities

Ticket booth and café 3d rendering

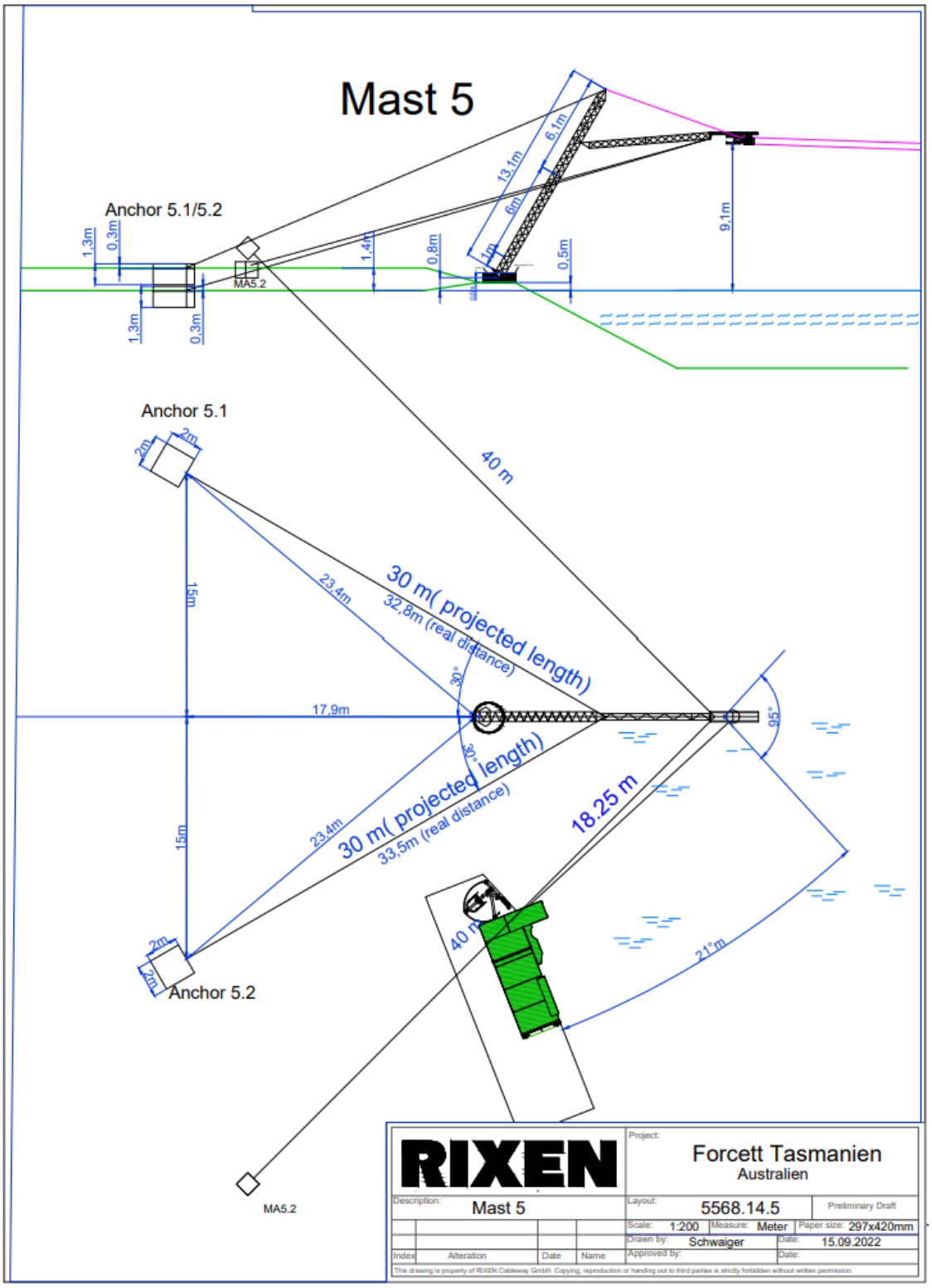
Storage area and viewing platform

Generic Engineering drawing of system





General engineering not site specific



What is an inflatable water park?

Water-based entertainment has been around for thousands of years, with references to swimming being found in ancient cultures across the globe. It wasn't until 1923 that we saw a revolution in the world of recreational aquatic sports, when the very first water slide was introduced in Faribault, Minnesota. Countless inventions and innovations have been introduced since then, with the inflatable water park being one of the newest and most popular.

Inflatable Water Park – The Latest and Greatest

An inflatable water park is essentially a combination of an inflatable water slide, a water park, and a bouncy castle. Far more exciting than conventional pool toys and floaties, they not only transform the experience of water-based entertainment but they can transform the very water itself. Inflatable water parks can be assembled and reassembled to create custom layouts. They also have a variety of attachable accessories such as basketball hoops, trampolines, and swings.

Elements of a Great Waterpark

Regardless of whether you are making money with it or using it on your own property, inflatable water parks are best enjoyed when they have some sort of theme behind them. Themes can be simple like tropical paradise or Christmas in July. Many inflatables are designed with built-in tables and seating areas, shade, cupholders, and space for storing a cooler, so you can enjoy a picnic on the open water. Due to their size and the countless possibilities, there are for creating a layout, inflatables are ideal for larger groups of people.

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Positive impact on the environment of an outdoor sport

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Abstract: The concept of sustainability applied to sports activities means ensuring that the economic benefits brought about by their development are not obtained at the expense of causing ecological damage or an interference in local cultural habits. A cable-ski is a nautical ski system whereby a motorboat is substituted by a cable traction system powered by an electric motor. The effect on the quality of the water in those places that can boast cable-ski facilities has been described in cold freshwater lakes. ***Objective:*** Our purpose was to study the evolution of water quality in a ten-year period after the installation of a cable-ski facility in a warm, salted, semi-stagnant pond. ***Material and Method:*** Review of the data gathered from the routine test carried out by the Laboratory of the Council of Alcúdia from 2010 to 2019 ***Results:*** The levels of dissolved oxygen have increased, being significantly higher in the period 2016 – 2019 than in that of 2010 – 2015. The turbidity of the water has also seen a reduction in the second period with respect to the first. ***Conclusion:*** It seems that cable-ski improves the quality of water even warm, high-conductivity, semi-stagnant conditions

Keywords: 1: water quality; **2:** outdoor sports; **3:** dissolved Oxygen; **4:** stagnant water; **5:** cable ski.

1. Introduction

As a result of a sedentary lifestyle, stress and the pressure exerted on individuals in urban settings there has been an increase in the number of people taking up outdoor sports. And it is only to be expected that, after the confinement and restrictions imposed by the Covid 19 pandemic, we should see an even greater increase in outdoor sports activities.

A cable-ski is a nautical ski system whereby a motorboat is substituted by a cable traction system powered by an electric motor. This system was first used in Germany in 1959 and has since extended to Central Europe and the USA. It accommodates the classical forms of water skiing as well as "wake board" and water skating. The very design of the traction facilities provides not just training for beginners but the execution of advanced complex figures at greater heights by expert skiers.

The system is comprised of two cables united forming a rectangular or pentagonal circuit at a height of between five to eight metres above the water. The cables are guided by means of pulleys fixed to brackets which in turn hang from towers in the shape of a grid. The entire installation is powered by an electric motor of approximately sixty horsepower (HP). We are dealing with a sport in which the environmental impact is greatly reduced compared to conventional water skiing as the electric motor substitutes the fossil fuel used by the motor boats as well as eliminating noise pollution, the wave effect on the shoreline and any likelihood of fuel leakages. Much has been written about the effect on the quality of the water in those places that can boast ski cable facilities [1] [2] [3]. Most of these reports

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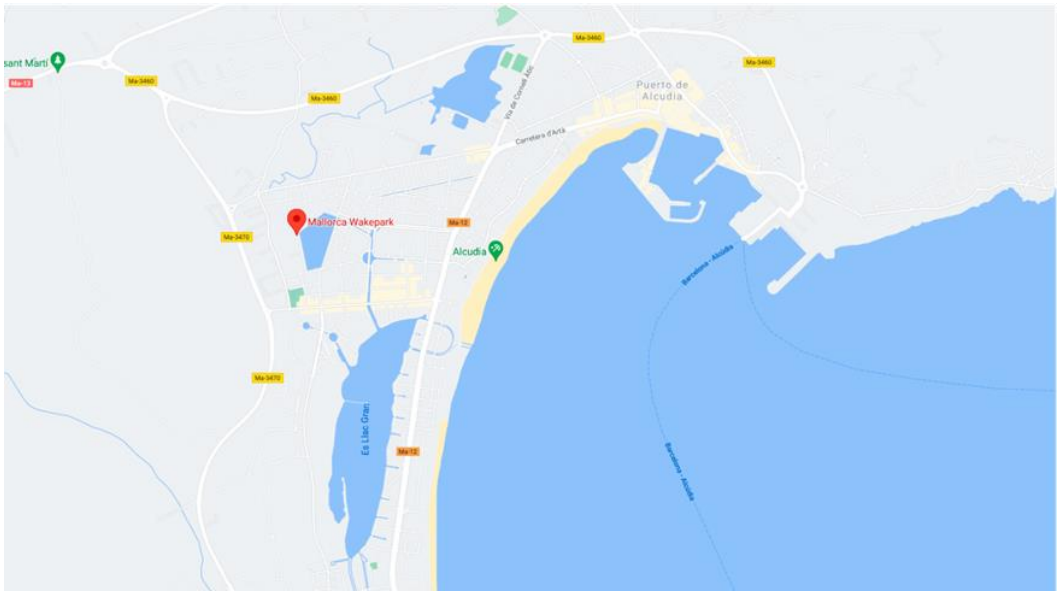
have come from Germany, from the cold freshwater lakes there; and have been provided by the main company manufacturing cable-ski systems. The increase in the oxygen in the water in those places with cable-ski facilities is thanks to the agitation of the water and the "splash effect" caused by the activity of the skiers increasing the contact surface between the water and the air.

In Alcúdia (Mallorca) there is a cable-ski facility situated in an artificial pond, part of a system of ponds and channels connected with the sea, which is characterized by the high temperature of the water, its state of semi stagnation and its elevated conductivity (salinity). Its depth ranges from 1,5 to 2m.The map is shown in Figure 1.

Our objective was to evaluate the evolution of the quality of water at the "Estany Petit" from the start of Wake-Park Mallorca in 2010 until now.

Figure1: S'Estany Petit Ponds and channels Alcúdia (Balearic Islands).

Google Maps (39.83534,3.10716).



2. Materials and Methods

In collaboration with the Town Council of Alcúdia and availing ourselves of the data gathered from routine tests we analysed the evolution of the water from the "Estany Petit" through the period from the installation of Wake-Park Mallorca in 2010 to December 31st 2019. We decided not to include the measurements of the year 2020 because of two reasons, first: the pandemic changed dramatically the dynamics of the area, thus, the measurements could not to be representatives and, second: there were fewer controls than usual due to the lock-down.

Routine tests were done following the official regulations issued by the Government of the Balearic Islands. Samples were taken at 0,5 meters deep and measurement of pH, dissolved oxygen, temperature, and conductivity were done using a portable HQD™ meter (HACH -Lange) HQ30D equipped with Intellical™ probes.

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Turbidity was evaluated by sediment concentration and sediment settling time and registered in a qualitative scale as: 1:"High turbidity"; 2: "Medium Turbidity"; 3: Low Turbidity"; 4: "Transparent" [4]

Statistic analysis was performed using standard tool Excel by Microsoft. For each one of the parameters analysed: Conductivity, dissolved oxygen, pH, temperature, and turbidity, we show the results grouped by year, and grouped in two periods: 2010-2015 and 2016-2019. The reason was that the cable-ski activity started in July 2010, and we can consider that the theoretical effects during the first year could be minimum. In addition, the number of observations for each year ranges between 11 and 17, which gives greater reliability when groups with a greater number of observations are compared.

Results for conductivity, dissolved oxygen, pH and temperature were compared using Student's T-test, turbidity, as qualitative variable was evaluated using two-proportion z-test, level of statistical significance was fixed at p value <0.05. Pearson's correlation coefficient was used to evaluate the existence of changes over time.

3. Results

3.1. Conductivity

Conductivity measured in m Siemens (mS) as an indirect measurement of dissolved salts depends on the contribution of fresh water from rain or subsoil seepage. Due to high temperature in Mallorca during summer and the lack of rain, evaporation is the main reason for a higher conductivity during the summer months. (Figure.2).

Figure 2: Conductivity measurements 2010-2019.

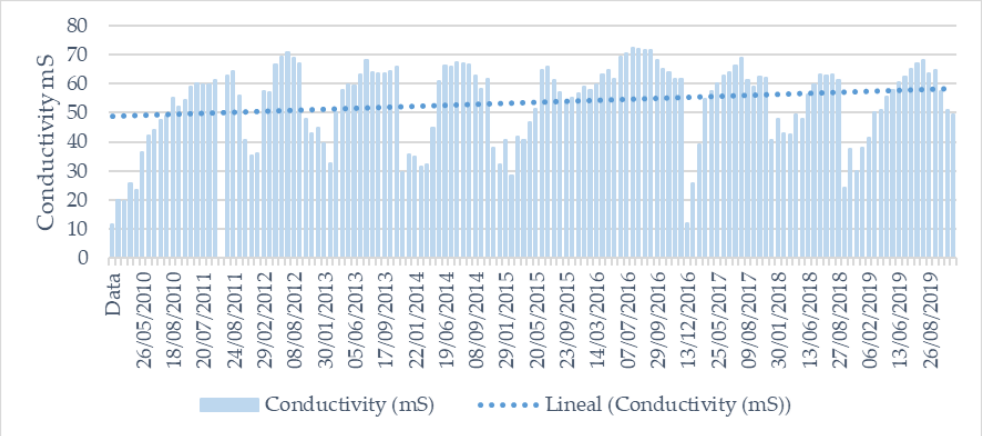

Table 1 shows the mean (◎), standard deviation (SD); Median (Me) Maximum and Minimum conductivity measured in mS for each year. There seem to be no big differences year to year, however, when the results are grouped in two groups from January 2010 to December 2015 and from January 2016 to December 2019 (Table 2), there is a clear increase in mean, and median conductivity (Student-T test; p=0,022) that is consistent with the tendency shown in the figure 1. (r= 0,1722). Table 2.- Conductivity results (mS) in two consecutive periods.

Table 1: Annual Conductivity Results (mS) 2010-2019

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	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
N. Observations	11	11	11	15	15	14	17	14	14	17
Mean	34,06	57,32	56,34	55,06	52,90	49,72	65,56	53,96	49,96	54,85
SD	14,54	6,65	13,72	12,65	14,67	11,68	5,03	16,63	11,80	10,83
Median	36,60	59,80	57,60	59,80	60,80	52,50	64,90	60,55	48,65	57,30
Maximum	55,10	64,40	70,90	68,20	67,40	65,80	72,40	68,80	63,30	68,20
Minimum	11,46	40,50	35,10	29,50	31,40	28,30	57,90	12,10	24,00	29,90

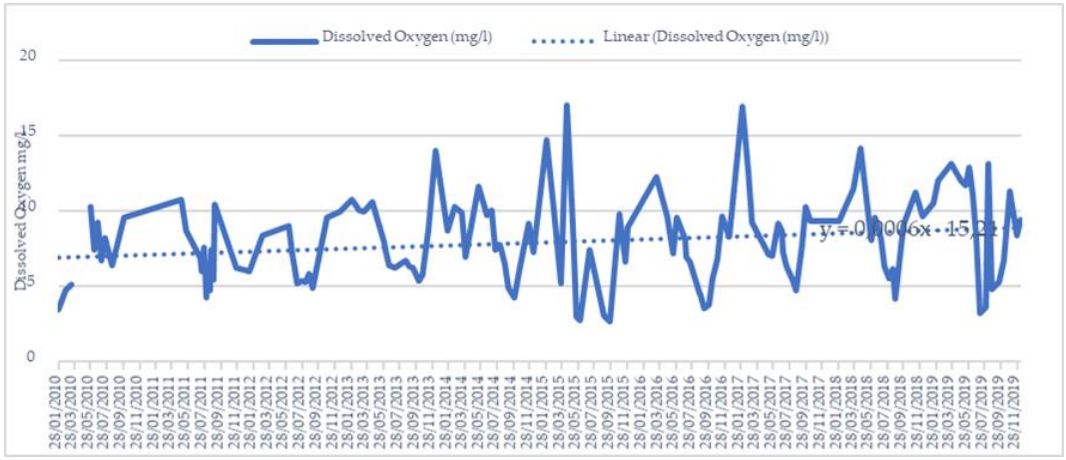
Table 2: Conductivity results (mS) in two consecutive periods.

	2010-2015	2016-2019
N. Observations	77	62
Mean	51,17	56,48
SD	14,37	12,69
Median	55,90	60,85
Maximum	70,90	72,40
Minimum	11,46	12,10

3.2. Dissolved Oxygen

Dissolved Oxygen levels measurements showed a slow but progressive increase between 2010 and 2019 (r = 0,22) as shown in Figure 3.

Figure 3: Dissolved Oxygen (mg/l) 2010-2019



The increase in the oxygen levels per year is shown in Table 3. It seems much more linked to the increase in minimum levels than to the increase in maximum levels.

This impression is accentuated when the data are grouped in four-year periods, both: the mean and the median values showed an increase close to 1mg/l in the period 2016-2019 when compared with the period 2010-2015; no significant differences in SD and maximum value determinate were observed, while the minimum value found was 0,55 mg/l higher in the period 2016-2019 than the observed in the period 2010-205. (p=0,04).

Table 3: Annual Dissolved Oxygen Results (mg/l) 2010-2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019

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N. Observations	10	12	11	15	15	14	17	14	14	17
Mean	7,12	7,04	6,98	8,18	8,05	7,61	7,49	8,72	8,85	9,28
SD	2,24	2,08	1,92	2,45	2,12	4,40	2,62	3,13	2,67	3,40
Median	7,07	6,57	5,98	7,44	7,75	7,02	7,19	8,22	9,21	10,50
Maximum	10,2 9	10,76	9,95	14,03	11,67	17,00	12,27	16,96	14,14	13,15
Mínimum	3,51	4,26	4,92	5,38	4,30	2,73	3,57	4,73	4,18	3,28

Table 4: Dissolved Oxygen (mg/l) in two consecutive periods

	2010-2015	2016-2019
N. Observations	77	62
Mean	7,56	8,56
SD	2,68	2,99
Median	7,29	8,36
Maximum	17,00	16,96
Minimum	2,73	3,28

3.3. Temperature

No differences were observed in the water temperature pattern, both in the year by year analysis and in the one performed by grouping by periods as shown in Tables 5 and 6. (p=0,99)

Table 5: Temperature ºC. Results year to year

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
N. Observations	9	12	11	15	15	14	17	14	14	17
Mean	22,57	26,46	23,74	21,86	21,68	20,49	22,02	23,94	22,79	22,08
SD	8,92	3,25	6,20	6,50	6,49	6,30	5,37	5,35	6,29	6,33
Median	26,00	27,45	27,70	23,30	24,70	20,60	23,00	24,85	25,25	23,40
Maximum	31,80	29,70	29,90	30,40	30,00	30,20	29,30	29,20	30,90	29,60
Minimum	10,90	20,10	14,60	10,40	10,30	10,90	13,70	13,30	12,10	9,90

The average temperature observed each year is above 21 ºC. Considering seasonal variations, these temperatures allow us to speak of "warm water" most of the year.

Table 6: Temperature ºC in two consecutive periods

	2010-2015	2016-2019
N. Observations	76	62
Mean	22,65	22,65
SD	6,44	5,76
Median	24,80	23,85
Maximum	31,80	30,90
Minimum	10,3	9,90

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3.4. pH

There were also no significant differences observed in the variations of the pH values year by year or in grouped periods of time. Results are shown in Table 7 and Table 8 respectively. (p=0,199)

Table 7: pH (pH Units). Results year to year

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
N. Observations	9	12	11	15	15	14	17	14	14	17
Mean	8,12	7,89	8,11	8,32	8,53	8,10	8,15	8,37	8,35	8,25
SD	0,23	0,48	0,29	0,16	0,34	0,57	0,19	0,28	0,20	0,24
Median	8,10	8,02	8,17	8,30	8,54	8,14	8,12	8,27	8,32	8,22
Maximum	8,52	8,37	8,33	8,71	9,16	8,90	8,50	8,91	8,73	8,64
Minimum	7,66	6,52	7,29	8,09	7,93	6,78	7,84	8,08	8,02	7,91

Table 8: pH (pH Units) in two consecutive periods

	2010-2015	2016-2019
N. Observations	76	62
Mean	8,20	8,27
SD	0,42	0,24
Median	8,21	8,26
Maximum	9,16	8,91
Minimum	6,52	7,84

3.5 Turbidity

As mentioned at the materials and methods section, turbidity was measured in a four steps qualitative scale, from "High Turbidity "to "Transparent". Number of observations for each one of the categories year by year are shown in Figure 3 which includes a table with the number of observations.

In the same way as the other variables, we grouped the results in two time periods according to two categories" Murky", which includes high and medium turbidity and "Clear", which includes "Low Turbidity" and "Transparent". Results shown a clear increase in the number of "clear "samples as opposed to the number of "murky" samples during the second period of time (Z: 3,32; p=0,00045), as it is shown in Figure 4.

Figure. 3: Turbidity. Number of observations by categories from year to year.

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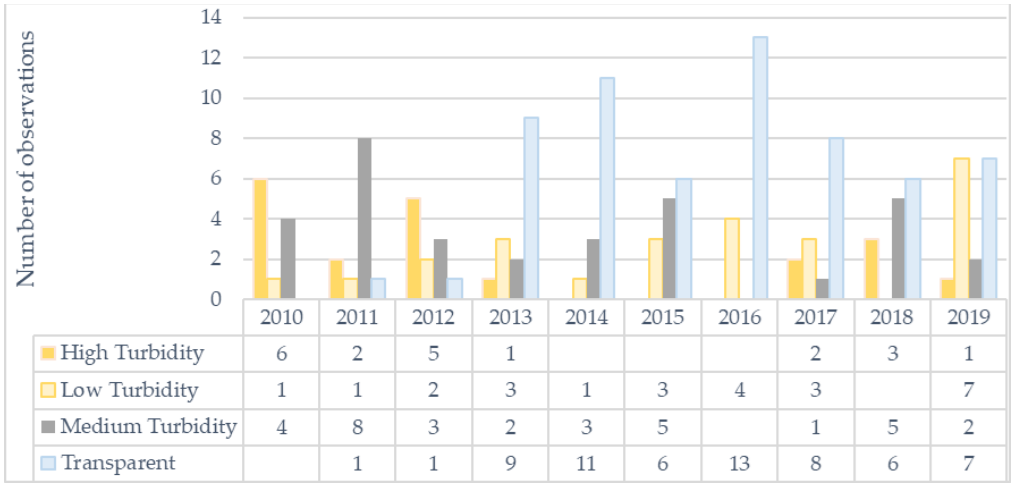
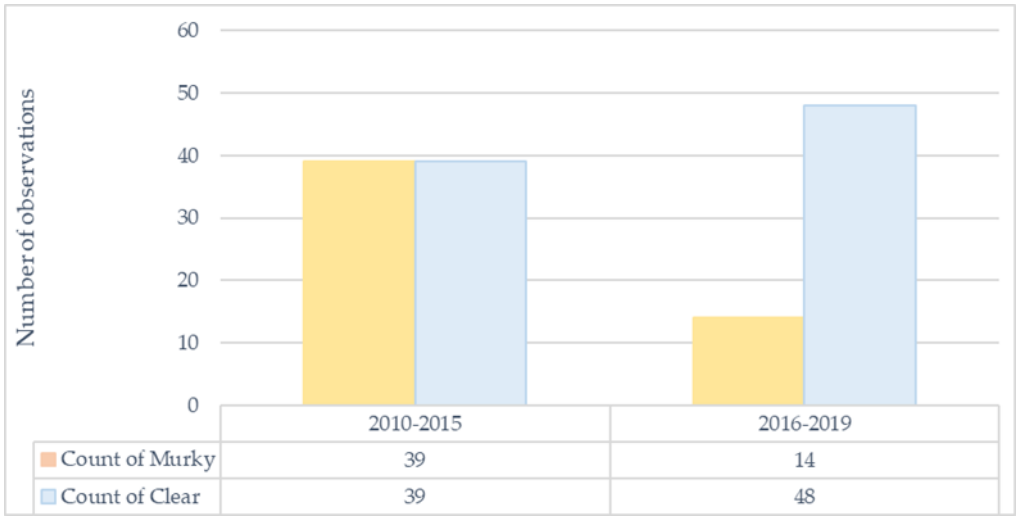


Figure. 4: Turbidity. Number of observations in two consecutive periods



3.6 Relationship observed between conductivity, temperature, and dissolved oxygen.

Just as expected, there were no surprises in the negative relationship between conductivity and dissolved oxygen (r= -0,42); positive relationship between conductivity and temperature (r= 0,70), the correlation coefficient between temperature and dissolved oxygen was - 0,44; similar to that found when analysed conductivity.

The results changed when we analysed the levels of oxygen, temperature, and conductivity in relation to the period. (Figure 5)

Figure 5: Relationship between conductivity, temperature, and dissolved oxygen.

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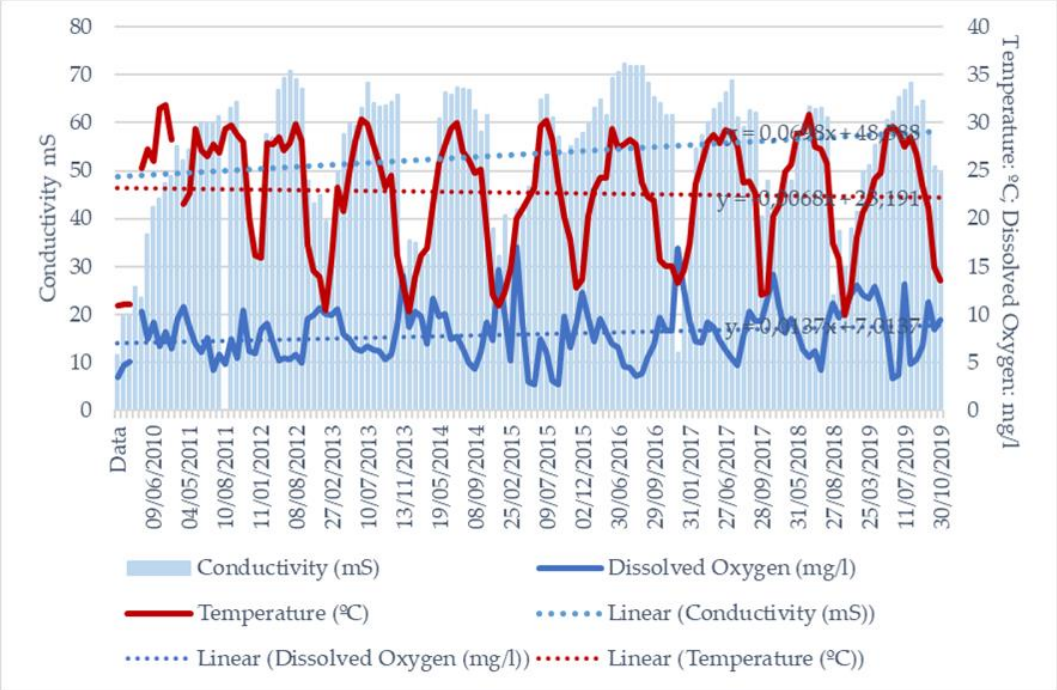

During the nine-year period, conductivity increased significantly as has been said in section 3.1, while the water temperature remained without significant changes. Despite these two findings, the levels of dissolved oxygen increased significantly too.

4. DISCUSSION

The concentration of dissolved gases in water is of prime importance in considering the quality of water. "S'Estany Petit" is placed at the sea level (760mm Hg). This pond is a part of an artificial system built in lands previously dried up for agricultural purposes and is a part of the remaining previous coastal lagoons. Water supplies are provided from rain, the Puig de Sant Martí springs, groundwater and the sea. Due to the low slope, the water circulation towards the sea is very slow, this fact favours the excessive growth of phytoplankton, mainly in summer. Additionally, the temperature of water and the high conductivity hampers the incorporation of oxygen into water *[4]*

The positive effects of the aeration of water are well known and have been widely applied *[5] [6]*. The providers of the cable-way system maintain that wakeboarding is a sustainable outdoor sport because it works without a boat, thus there are neither CO2 emissions, nor any "wave- effect" on the riverbanks or possible fuel leaks. In addition, they describe an improvement in the water quality by enriching the water with oxygen. The authors of this paper have not found any published references to the statements provided by the company that supplies the system *[7]*

The results obtained in s'Estany Petit in Mallorca show an increase of oxygen levels despite the increase of conductivity and the warm temperature of the water, both factors associated with difficulties in the incorporation of oxygen into water. It must be considered that the wake-park built in s'Estany Petit is a small one, that only allows one skier per circuit. The incorporation of oxygen into water is due to the "splash effect" of the board on the water, the more skiers the greater the effect. According to the providers of cable water ski systems, for every kWh, 1 kg of oxygen is incorporated into the water and they calculate that for 100 skiers per day, 200 kg of oxygen are incorporated every day; thus, 30t of oxygen are incorporated during a year if the cable-ski facility operates 150 days per year. [8].

 doi:10.20944/preprints202107.0378.v1

We can suppose a low activity for the wake-park in the first year and an increasing number of visitors in the following ones. In any case, the average of skiers at s'Estany Petit has been calculated at 4.500 per year, an estimated number that is far below the 15.000 ones per year that are required for the incorporation of 30t oxygen.

The authors didn't have access to the exact number of cable-ski practitioners per year, but our estimate was very close to the real number in the second period (2016-2019). Applying the same calculation as that used by the providers, the total amount of oxygen incorporated per year is 8,5t.

The increase in the incorporation of dissolved oxygen in stagnant waters modifies the environment in a way that favours repopulation by species that devour mosquito larvae, contributing to an improvement of the environment even in brackish and warm waters. It seems, therefore, that, due to the incorporation of oxygen into the water and the little impact on the environment, cable-ski could be one of the sustainable activities to provide decent income contemplated in the 2030 agenda adopted by the UN, that is being promoted by UNEP (the United Nations Environmental Programme).

To ensure that the improvement in the quality of the water is related to the activity developed, we started a new study comparing the same parameters in the channels and ponds of the system during the period 2016-2019. It involves the study of seven different points of control into the system. This study is currently ongoing.

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Author Contributions:

Conceptualization, methodology; validation, formal analysis, investigation, resources, writing—original draft preparation, review and editing, visualization, supervision, project administration, funding acquisition, Inma Farran-Codina; data curation, Pilar Silvente

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H2O

IMPROVEMENT OF WATER QUALITY BY A RIXEN CABLEWAY

RIXEN Cableways

WATER QUALITY

RIXEN Cableways

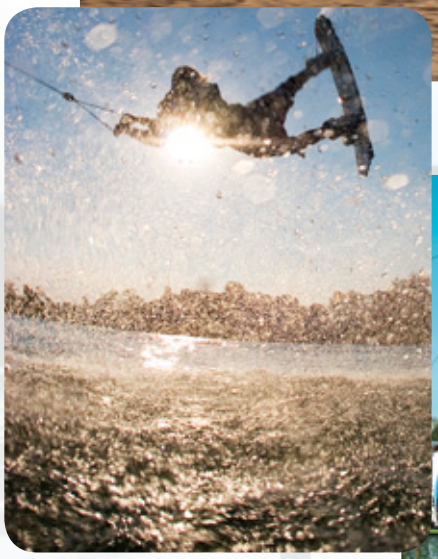
The positive impact of the wakeboard/waterski cableway on the quality of the water is well known for decades. The reason is the sputtering of the water by wakeboarders and waterskiers causing a high insertion of oxygen into the water. The oxygen is needed by micro organisms that clean the water, and it eliminates impurities by way of oxidation. The clean and quiet electric engine, on the other hand, does not cause any kind of pollution. As a result, lakes with a waterski cableway have exceptionally good measurement results and fishers observe that fish grow particularly well.

INTAKE OF OXYGEN BY A CABLEWAY – SAMPLE CALCULATION

Pumps are used to increase oxygen and thus water quality of polluted waters since the 70ies. The association of German engineers (VDI) has reported about this method in its magazine, VDI-Nachrichten, in articles published in January 1975 and in November 1976. The amount of oxygen absorbed by the water is 1 kg O2 per kWh.

A modern wakeboard / wateski cableway loses less than 20 % of the energy to friction, so at least 80 % of the energy is used for sputtering the water. Each rider uses an average amount of 4 kW of energy.

With 10 riders on the cableway, 10 hours of operation per day, 180 days of operation per year, and a long-term use of this capacity of only 35 % the **intake of oxygen into the water is up to 20 tons per year.**



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WATER QUALITY

RIXEN Cableways

SUMMARY OF CALCULATION PARAMETERS:

Oxygen absorbed per energy used: 1 kg O2/kWh
Portion of energy used for sputtering the water: 80 %
Energy used by one rider: 4 kW / rider
Number of riders at the same time: 10 riders
Average utilization of capacity: 35 %
Hours of operation per day: 10 hours/day
Days of operation per year: 180 days/year

BERECHNUNG:

1 * 80 % * 4 * 10* 35 % * 10 *180 = **20.160 kg Oxygen per year**

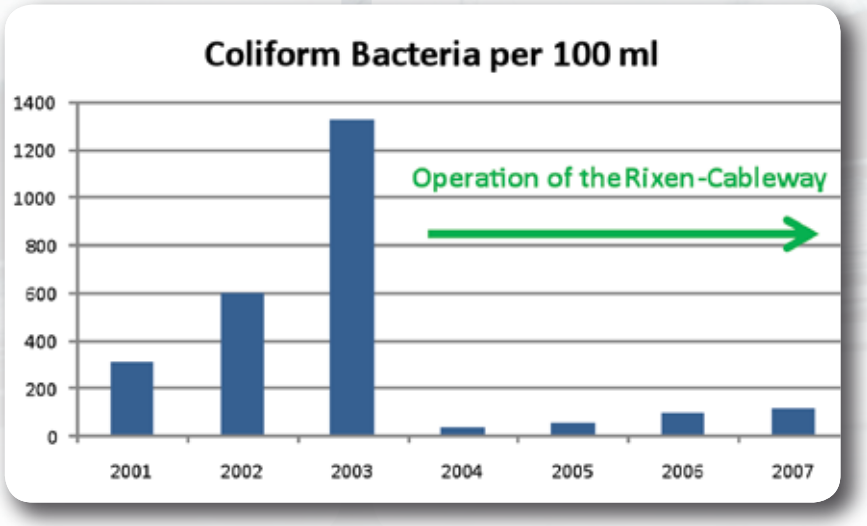
ERHEBLICHE VERBESSERUNG DER WASSERREINHEIT

EXAMPLE SALZGITTER LAKE

The installation of a Rixen cableway at Salzgitter lake in 2004 has substantially improved the cleanliness of the water of the lake. The measured indicator, the amount of coliform bacteria per 100 ml water, was reduced from an average 1,324 in 2003 to only 42 in the year 2004. Since then, the amount of coliform bacteria lies below measurability for many samples. The graph below shows the average amount of coliform bacteria taken at 3 different measurement points from 2001 to 2007.

The impact of the wakeboard cableway is obvious.

The measurement results, data from 6 and 3 different points of the lake, respectively, on 10 different days per summer season, are published by the city of Salzgitter. You can download the data using the following link: click here > http://www.salzgitter.de/rathaus/fachdienstuebersicht/gesundheit/wasserqualitaet.php



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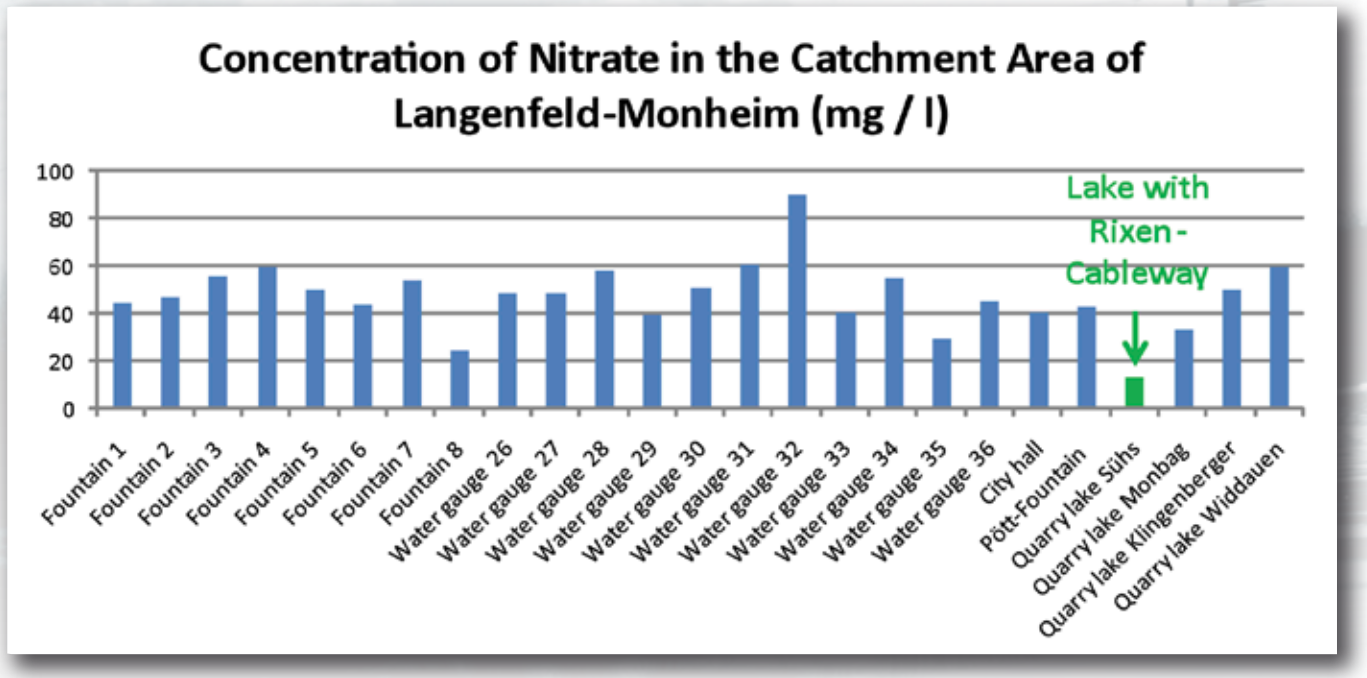
WATER QUALITY

RIXEN Cableways

SIGNIFICANT REDUCTION OF NITRATE CONCENTRATION
EXAMPLE LANGENFELD

The Sühs family operates a Rixen cableway in Langenfeld since 1976. Already in the mid 80ies the concentration of nitrate in the quarry lake was significantly **lower than that of all surrounding fountains and lakes** of the waterworks Langenfeld-Monheim.



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TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

Updated June 2025

CABLE SKI AND AQUA PARK LOT 2 OLD FORCETT ROAD, FORCETT

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Version	Date	Reason for Issue
Draft	April 2025	Draft issued for client feedback
Updated	June 2025	Final issues

Table of Contents

1. Introduction

Troy Mason has engaged Hubble Traffic on behalf of the developers, to prepare an independent Traffic Impact Assessment, to consider the traffic impacts for a proposed Cable Ski and Aqua Park (ski and cable park) at Lot 2 Old Forcett Road, Forcett (development site).

This assessment considers the business's functional needs, lot size, surrounding road network, and the necessity for adequate on-site parking and safe, efficient access. The development is assessed against the Tasmanian Planning Scheme's C2 Parking and Sustainable Transport Code, C3 Road and Railway Assets Code, and the Australian Standard 2890.1:2004.

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

- Tasmanian Planning Scheme, (Sorell Council)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
  - Part 4: Intersection and crossings, General
  - Part 4a: Unsignalised and Signalised Intersections
  - Part 12: Traffic Impacts of Development
- Department of State Growth crash database
- Autoturn Online vehicle turning software
- LIST – Land Information System Tasmania Database

Council Request for Further Information

After submitting the development application, Sorell Council requested justification for using a 60 km/h design speed for the right turn lane. Additional details are provided in section 8.2 and Appendix C of this assessment.

2. Site Description

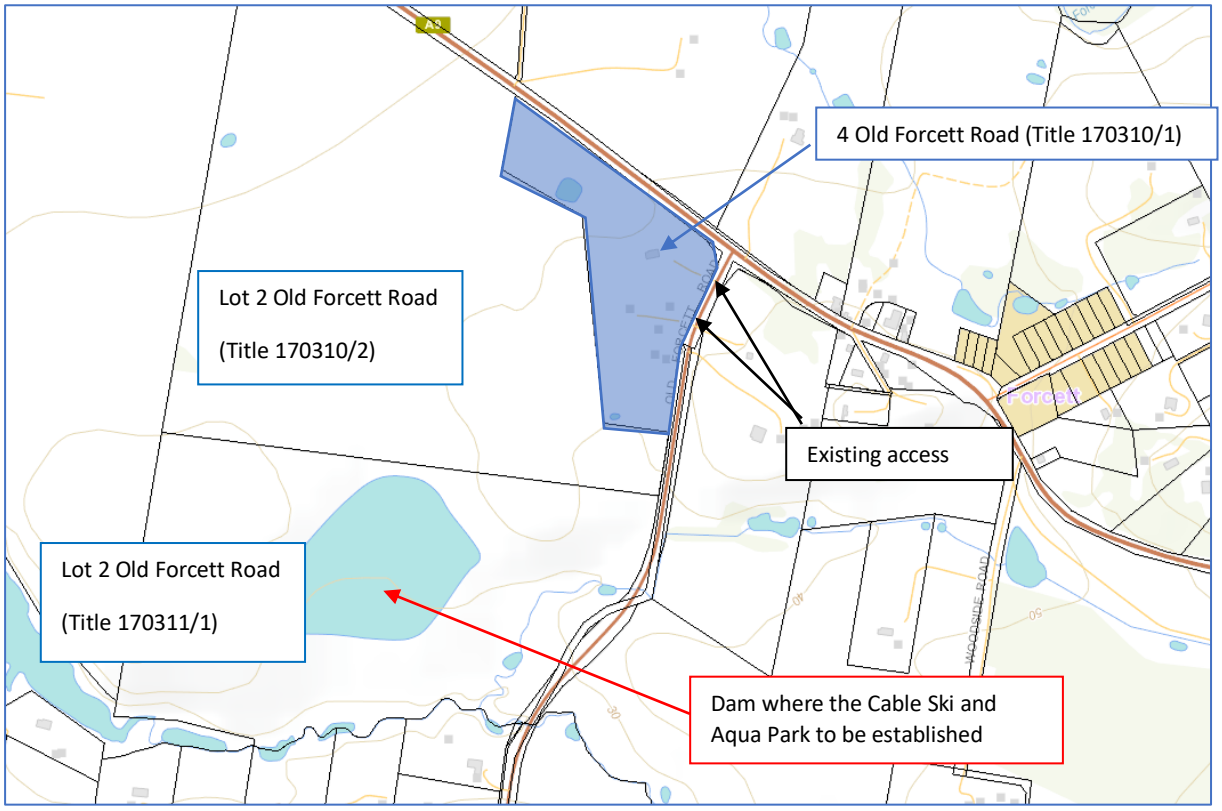
The development site spans three large parcels of land, under title references 170310/1 (4 Old Forcett Road) and, 170310/2 and 170311/1 (Lot 2 Old Forcett Road), located along the western side of Old Forcett Road, Forcett.

Properties are mostly vacant land, with 4 Old Forcett Road occupied by a dwelling and farming structures, operating with two vehicular accesses onto Old Forcett Road.

On the southern portion of lot 2 Old Forcett Road, there is significant dam, where the Cable Ski and Aqua Park will be established. There is no established vehicular access to this land, and will rely on the property at 4 Old Forcett Road to achieve vehicular access.

According to the Land Information System Tasmania Database (LIST), each parcel of land and surrounding properties are zoned as Agriculture.

Diagram 2.0 – Extract from LIST Database



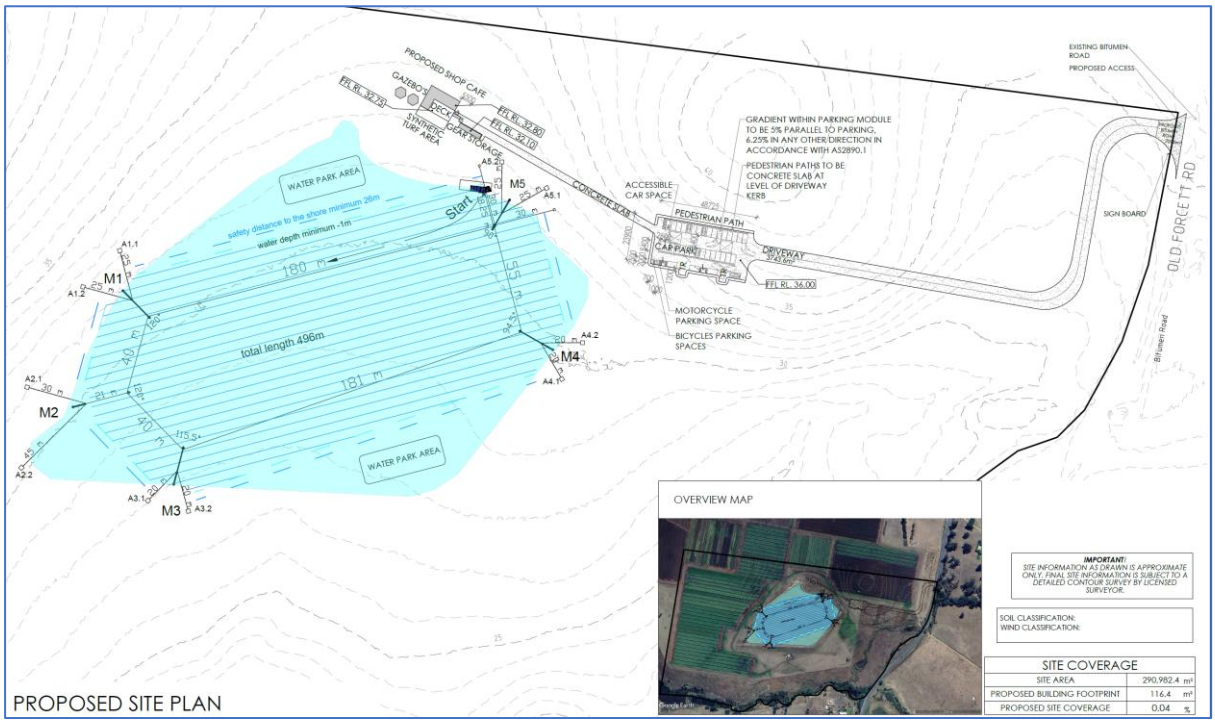
3. Development proposal

The development aims to create a tourist operation, using an existing dam to establish a Ski and Aqua Park (facility), which is to include:

- an outdoor cable park, suitable for wakeboarding or skiing,
- an aqua fun park,
- a small structure to accommodate a shop and café for customers,
- storage area,
- car parking area to provide 35 on-site parking spaces based on this TIA, and
- relocate an existing access, to achieve appropriate sight distance, and incorporate a marked right turn treatment on Old Forcett Road.

The facility will operate seasonally, four days a week from 10:00am to 6:00pm during the warmer months, and seven days a week during school holidays. The facilities have limited capacity to accommodate a large number of users at any given time, which reduces the number of on-site parking spaces needed, and the volume of traffic accessing the site.

Diagram 3.0 – Development layout



4. Trip generation by this development

A trip in this report is defined as a one way vehicular movement from one point to another excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

Information is usually sourced from the RTA Guide to Traffic Generating Developments (RTA Guide), to determine the number of trips likely to be generated. Cable Ski parks are unique, with no facilities operating in Tasmania to undertake traffic surveys, and no specific trip generation rates available. Therefore, the trip generation has been estimated from first principles, by considering the number of employees, customers, and service vehicles that are likely to travel to the development.

Tourist facilities are likely to attract families and social events, and given the remote location, it is reasonable to expect customers to rideshare. According to the RTA Guide, where ridesharing is likely to occur, the average occupancy rate is 2.2 persons per vehicle.

4.1. Employees

The development is expected to operate with a maximum of 10 employees, who are likely to commute via private vehicles due to the remote location. It is anticipated that these employees will generate 20 daily trips, arriving and leaving outside of the operational hours.

4.2. Cable Ski

The developer has indicated that the Cable Ski will have a limited capacity of 20 participants, with the sessions lasting two hours.

Based on customers ridesharing, these 20 participants are expected to generate nine vehicles arriving and leaving, every two hours, which equates to 72 daily trips when operating at 8 hours per day.

4.3. Aqua fun park

The aqua fun park will be limited to a maximum of 20 participants per hour. The primary mode of transport is expected to be a private vehicle, and assuming a vehicle occupancy rate of 2.2 persons per vehicle, the 20 participants could generate nine vehicles arriving and leaving each hour.

Based on operations of eight hours per day at maximum capacity, theoretically the development site could generate a maximum of 144 daily two-way traffic movements.

4.4. Café

The on-site café is not expected to generate any outside customers, providing food and beverage services solely for participants and their visitors associated with the facility, with no additional customer trips expected.

4.5. Delivery and service vehicles

Deliveries are expected for the café approximately three times per week, and occasional service vehicles for the cable ski and aqua fun areas, with both expected to occur outside of operational hours.

4.6. Trip generation summary

When operating at full capacity, the development site is estimated to generate a maximum of 238 daily trips, with 18 of these likely to occur in any one hour period.

Table 4.6 – Trip generation summary

Trip generator	Vehicles generated per day	Total daily trips	Number of trips arriving during busiest hour	Number of trips leaving during busiest hour
Employees	10	20	0	0
Cable Ski	36	72	9	9
Aqua Fun Park	72	144	9	9
Café	0	0	0	0
Service and delivery	1	2	0	0
Total	**119**	**238**	**18**	**18**

5. Parking requirements

For this assessment, the facility is designed to enhance local tourism, and is considered a Tourist Operation in respect to car parking requirements. The planning scheme table C2.1, Tourist Operation Use, requires one space per 200 square metres of floor area, or one space per 500 square metres of site area, whichever is greater.

The facility includes a shop/café with floor area of approximately 116 square metres. To calculate the correct number of car parking spaces is challenging, as the facility is situated on a portion of a large parcel of land and does not have a substantial building. Table 5.0 has provided two options, with the parking calculation based on the area of the shop/café, or the portion of land the facility is on, which represents about 13 hectares or 130,000 square metres.

Table 5.0 – Number of on-site parking spaces required to meet the acceptable solution

Activity	Use	Planning scheme requirements	Floor area / site area	Number of parking spaces
Cable Park	Tourist operation	One space per 200m^2 of floor area	116m^2	1
		One space per 500m^2 of site area based on small portion of the larger parcel of land	130,000m^2	260

The numbers indicated for both calculations appears to be either excessive or inadequate for the use, with a functional parking demand assessment more likely to provide a suitable number of parking spaces, without creating an oversupply.

5.1. Functional parking demand

Private vehicles are expected to be the main mode of transport, due to the remote location, limited public transport services, lack of urban residential catchment, and no dedicated bicycle facilities.

All employees are expected to commute via private vehicle, while customers are likely to rideshare, using a vehicle occupancy rate of 2.2 persons per vehicle.

With the facilities having limited capacity, a maximum of 40 customers can be accommodated within any one hour (20 participants using both Cable Ski and Aqua Park), which equates to an average of 18 vehicles.

Anticipating a 40 percent overlap of customers between sessions, utilising the food services before or after their session, it is expected that 25 customer vehicles will be on-site at any given time during peak operations. Alongside 10 employee vehicles, the overall functional parking demand totals 35 spaces.

The development will provide 35 on-site parking spaces.

6. Existing road network

Old Forcett Road connects motorists between Forcett and Dodgers Ferry within the Sorell municipality, and according to LIST Database, is classified as an arterial road. Arthur Highway (the highway) is part of the State Road network and is classified as a Category 3 Regional Access Road, which is of strategic importance to regional and local communities to carry through traffic and provide a network for freight vehicles.

6.1. Old Forcett Road characteristics

Adjacent to the development site, Old Forcett Road has been constructed to a high standard, featuring a 3.5 metre wide traffic lane in each direction and a one metre wide sealed shoulder. The western side of the road includes grassy verges, while the eastern side has a shallow table drain with a low earth/rock embankment.

The road alignment along the development site frontage is predominantly straight or comprises a large sweeping curve. Delineation is provided by marked solid centrelines, edgelines, and guide posts. Additionally, the road is posted with 80 km/h speed limit signs.

Photograph 6.1 – Old Forcett Road standard

6.2. Old Forcett Road and the highway junction

Old Forcett Road intersects the highway at ninety degrees forming a standard T-Junction, with traffic priority for the highway motorists reinforced with two Give Way signs and marked holding line, set back two metres from the edge of the through traffic lane.

The junction has an asphalt surface that is in good condition, with a wide junction throat to accommodate the swept path of turning vehicles and allowing for two vehicles to be positioned at the holding line simultaneously. This means a right-turning vehicle can be passed on the left, increasing traffic efficiency for vehicles leaving Old Forcett Road, as most vehicles would turn left.

The highway includes a channelised right turn lane, allowing vehicles to be sheltered out of the through traffic lane and to select a gap in the oncoming traffic without the risk of a vehicle colliding from behind. This section of the highway is signed with a 70 km/h speed limit.

Photograph 6.2 – Old Forcett Road and the highway junction

6.3. Sight distance leaving Old Forcett Road

With the majority of vehicles likely to travel through the junction, it is important drivers have Safe Intersection Sight Distance (SISD), which is the highest sight distance parameter. Austroads Guide to Road Design provides guidance on sight distance and specifies SISD for a 70 km/h speed environment is 141 metres, based on a driver reaction time of 1.5 seconds and observation time of three seconds.

On-site measurements of the available sight distance were taken based on the driver leaving the access being 1.1 metres above the access surface, and an approaching vehicle being 1.2 metres high. The available sight distance in both directions exceeds 150 metres.

With the available sight distance exceeding the SISD, vehicles will be able to enter and leave Old Forcett Road in a safe and efficient manner, without impacting other road users.

Photograph 6.3A – Available sight distance to the left

Photograph 6.3B – Available sight distance to the right

6.4. Traffic activity

To understand the current traffic flow on the surrounding roads, traffic surveys were undertaken at the junction of Old Forcett Road and the highway, as the majority of traffic generated by this development is likely to travel through this junction. Surveys were conducted between 10:00 and 11:30am to coincide with the opening hour of the facility, and from 4:00 to 6:00pm, to coincide with the evening peak commuter traffic period.

The surveys revealed that both Old Forcett Road and the highway generate consistent traffic flows, with a higher two-way flow observed in the evening period.

Table 6.4 captures the busiest two-way flows in the morning and evening on the surrounding roads, with the turning movements for the intersection available in Appendix A.

Table 6.4 – Summary of traffic flows on the surrounding road network

Junction	Road	Peak hour two-way flows		
		Morning	Evening	
		10:30 – 11:30	4:00 – 5:00	5:00 – 6:00
Arthur Highway and Old Forcett Road	Arthur Highway (east)	865	1,221	1,114
	Old Forcett Road (south)	429	725	668
	Arthur Highway (west)	510	614	500

6.5. Road safety of surrounding road network

The Department of State Growth maintains a database of reported road crashes. A check of this database for the last completed five years found a total of ten crashes occurring at the junction with the highway. No significant crashes occurred along Old Forcett Road within 200 metres of the development site.

Ten crashes occurred at the junction, mostly resulting in property damage only, where:

- one vehicle was struck by a load or missile
- one vehicle was hit by a vehicle from behind, while waiting to turn right
- two vehicles were hit by a vehicle from behind, while waiting to turn left
- four vehicles were involved in rear end collisions
- one vehicle failed to turn at the junction
- one vehicle reversed into a vehicle behind them

The crash rate is proportional to the traffic flow, while low crash severity results from minor incidents that are considered tolerable and do not indicate junction issues.

7. Impact from traffic generated by this development

As determined in section 4 of this report, the development site is estimated to generate a maximum of 238 daily trips, with 18 vehicles likely to arrive and leave the site in any one hour period. While this trip generation assumes the facility operates at maximum capacity all-day, which is unlikely, the number of vehicles arriving and leaving in any one hour is the most critical factor.

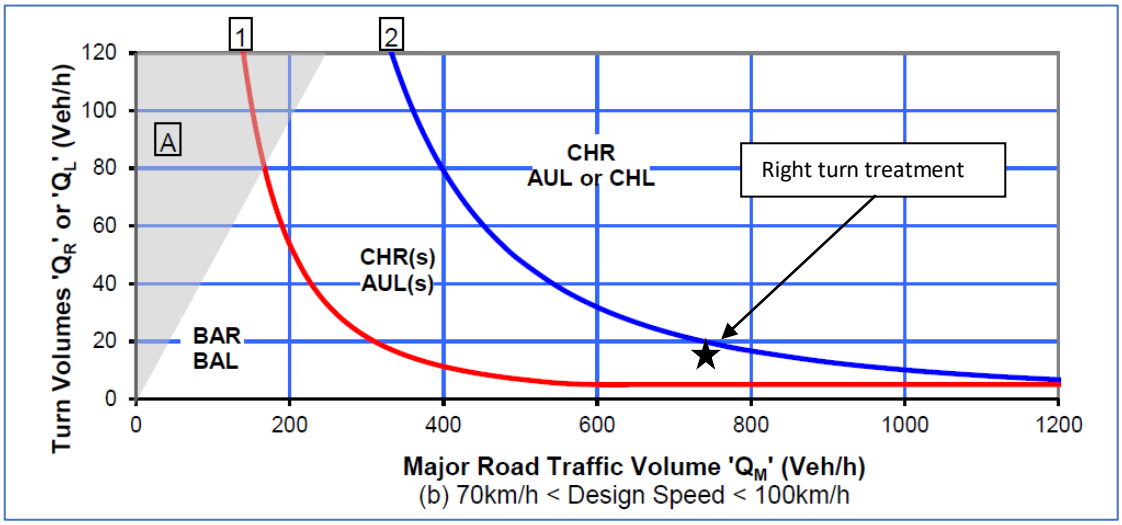
7.1. Need for turning treatments on Old Forcett Road

As the additional trips generated from this development will create additional turning movements on Old Forcett Road, it is necessary to analyse the impact and determine whether dedicated turning treatments are required. Guidance on turning treatments is taken from Austroads Guide to Traffic Management Part 6: Intersection, Interchanges and Crossing Movements.

The development is estimated to generate a maximum of 18 vehicles arriving within the busiest peak hour and based on the majority of traffic generated likely to travel through the highway junction, it is expected that most vehicles will turn right in and left out. For analysing a worst case scenario, it is expected that all arriving vehicles will turn right into the development site.

From the manual survey data, Old Forcett Road generated 725 two-way traffic movements during the busiest evening peak hour. Using the Austroads warrant for turning traffic in diagram 7.1, to facilitate safe right turn movements into the development, a short channelised right turn treatment CHR(s) is required.

Diagram 7.1 – Austroads warrant for turning treatments



7.2. Level of service for Old Forcett Road

Traffic capacity and level of service for rural roads can be defined in the RTA Guide, by the peak hour two-way traffic flow, the terrain of the road, and percent of heavy vehicles using the road. For the purpose of this assessment, Old Forcett Road is assumed to operate with a flat terrain, with traffic flow containing less than ten percent of heavy vehicles.

Level of Service (LOS) is a measurable evaluation of the factors that influence traffic performance, including traffic density, gaps in traffic streams, expected delays and queues, and overtaking opportunities for rural roads. The following extract from the RTA Guide provides the LOS based on two-way traffic flow. For rural roads, LOS B represents the highest level of traffic performance. For busy arterial roads, LOS D during commuter peak hour periods is considered acceptable, as building infrastructure to accommodate short intense periods is economically impractical.

Extract 7.2 – RTA Guide for level of service for rural roads

peak hour flow on two-lane rural roads (veh/hr)
(Design speed of 100km/hr)

Terrain	Level of Service	Percent of Heavy Vehicles			
		0	5	10	15
Level	B	630	590	560	530
	C	1030	970	920	870
	D	1630	1550	1480	1410
	E	2630	2500	2390	2290
Rolling	B	500	420	360	310
	C	920	760	650	570
	D	1370	1140	970	700
	E	2420	2000	1720	1510
Mountainous	B	340	230	180	150
	C	600	410	320	260
	D	1050	680	500	400
	E	2160	1400	1040	820

The recent manual surveys indicate that Old Forcett Road provides motorists with LOS B outside peak commuter periods and LOS C during the evening commuter peak hour. The additional traffic generated from the development has been included in the hourly flows, demonstrating that the LOS will remain unchanged, as shown in Table 7.2 below.

Table 7.2 – Comparison of traffic flow and LOS on Old Forcett Rd with development operating

Period	Hour period	Criteria	Existing two-way flow	Development operating
Morning	10:30 -11:30	Flow	429	468
		LOS	**B**	**B**
Evening	4 to 5pm	Flow	725	761
		LOS	**C**	**C**
	5 to 6pm	Flow	668	704
		LOS	**C**	**C**

7.3. Traffic efficiency at the highway junction

The simplest method to determine the traffic performance at a junction is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths, and degree of saturation, which are all measures of traffic congestion and level of service. Austroads Guide provides six levels of service for junctions and roundabouts as shown in the table below.

Diagram 7.3 – Austroads Guide for level of service at junctions, intersections, and roundabouts

Level of	Average delay per vehicle (secs/vehicle)	Traffic Signals and Roundabouts	Give Way and Stop controls
A	<10	Good operation	Good operation
B	10 to <20	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	20 to <35	Satisfactory	Satisfactory, but crash study required
D	35 to <50	Operating near capacity, acceptable for State Roads	Near capacity and crash study required
E	50 to <70	At capacity for signals, will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control modes
F	>70	Saturated flows – at signals, consider additional lanes	

A traffic model was developed within the SIDRA software with the recent peak hour traffic flows, to replicate the Old Forcett Road and highway junction.

Traffic modelling indicates that the junction provides motorists with an acceptable level of traffic performance. The LOS for motorists turning right out of Old Forcett Road is lower than that for those turning left, owing to the necessity of selecting a gap in two traffic streams and the high traffic volumes along the highway. However, given the low proportion of vehicles turning right (10%), adequate width at the holding line, left-turning traffic is not impacted.

The table below illustrates the LOS, with the average delay in seconds. For vehicles turning right into Old Forcett Road, the predicted queue length is defined in metres. Maximum queue of 14 metres represents two vehicles waiting, with the length of the right turn lane exceeding 100 metres, right turning vehicles will not adversely impact highway through traffic.

Table 7.3A – Junction performance under current traffic conditions

Period	Old Forcett Road		Highway
	Left out	Right out	Right in
10:30 to 11:30am	LOS A (6.4 secs)	LOS B (11.3secs)	LOS A (6.3secs) Max queue 4.2m
4 to 5pm	LOS A (6.5secs)	LOS C (10.1secs)	LOS A (6.8secs) Max queue 14m
5 to 6pm	LOS A (6.1secs)	LOS C (16.1secs)	LOS A (6.2scs) Max queue 11.6m

As the local area continues to grow and develop, the traffic flows of the surrounding road network are expected to grow over the next 10 years. This incremental traffic growth has been modelled at the junction, based on one percent growth per year for the next 10 years. The impact of this traffic growth is shown in table 7.3B, and demonstrates the junction has sufficient spare traffic capacity for incremental growth for the next 10 years, as the level of traffic efficiency is not expected to deteriorate.

Junctions are analysed by the worst average delay and LOS, as shown in the table below. In this case the junction performance is based on the 10% of the vehicles leaving Old Forcett Road that are turning right out. This means the junction is providing the majority of motorists a higher level of traffic performance, LOS A.

This traffic analysis clearly demonstrates trips generated by this development, are not expected to cause any adverse traffic impact, with the junction having spare capacity to cater for future traffic growth.

Table 7.3B – Traffic modelling comparison between existing and with development traffic

Junction	Scenario	Period	Total vehicles	DOS	Worst delay	LOS	Max queue
Old Forcett Rd and the highway	Existing	10:30 to 11:30am	901	0.195	11.3 secs	B	5.9 metres
	With development		937	0.212	11.6 secs	B	6.4 metres
	1% growth		1,036	0.244	12.9 secs	B	7.5 metres
	Existing	4:00 to 5:00pm	1,280	0.363	19.1 secs	C	14.0 metres
	With development		1,316	0.375	19.9 secs	C	15.0 metres
	1% growth		1,454	0.428	23.9 secs	C	20.8 metres
	Existing	5:00 to 6:00pm	1,141	0.299	16.1 secs	C	11.6 metres
	With development		1,177	0.311	16.7 secs	C	12.1 metres
	1% growth		1,298	0.349	19.5 secs	C	14.0 metres

7.4. Traffic efficiency for the development access

A traffic model was developed within the SIDRA software with the recent peak hour traffic flows, to replicate the development site's access onto Old Forcett Road.

Traffic modelling predicts that the access will perform at the highest level of traffic efficiency, LOS A, during off peak periods, with motorists unlikely to incur notable delays or queues. During both evening peak hours, the access is predicted to operate at a high level of traffic efficiency, with vehicles turning right out of the development site expected to operate at LOS B, while all other motorists are expected to operate at LOS A.

As the local area continues to grow and develop, the traffic flows of the surrounding road network are expected to grow over the next 10 years. This incremental traffic growth has been applied to Old Forcett Road, based on one percent growth per year for the next 10 years. The impact of this traffic growth is shown in table 7.4, and demonstrates the access has sufficient spare traffic capacity for incremental growth for the next 10 years, as the level of traffic efficiency is not expected to deteriorate.

Table 7.4 – Traffic modelling comparison between existing and with development traffic

Junction	Scenario	Period	Total vehicles	DOS	Worst delay	LOS	Max queue
Old Forcett Rd and the development site	With development	10:30 to 11:30am	492	0.124	8.4 secs	A	0.4 metres
	1% growth		543	0.137	8.9 secs	A	0.5 metres
	With development	4:00 to 5:00pm	803	0.288	12.3 secs	B	0.4 metres
	1% growth		887	0.318	13.9 secs	B	0.5 metres
	With development	5:00 to 6:00pm	743	0.254	11.4 secs	B	0.4 metres
	1% growth		821	0.281	12.6 secs	B	0.5 metres

*Printouts of all traffic modelling can be found in Appendix B.

8. Access arrangement to and from the development site

8.1. Proposed access

The property at 4 Old Forcett Road has two existing vehicular accesses. It is proposed that the southern access, providing access to the farming sheds, be relocated slightly further to the south as illustrated in the diagram below. This new access will provide access to the development and the farming sheds.

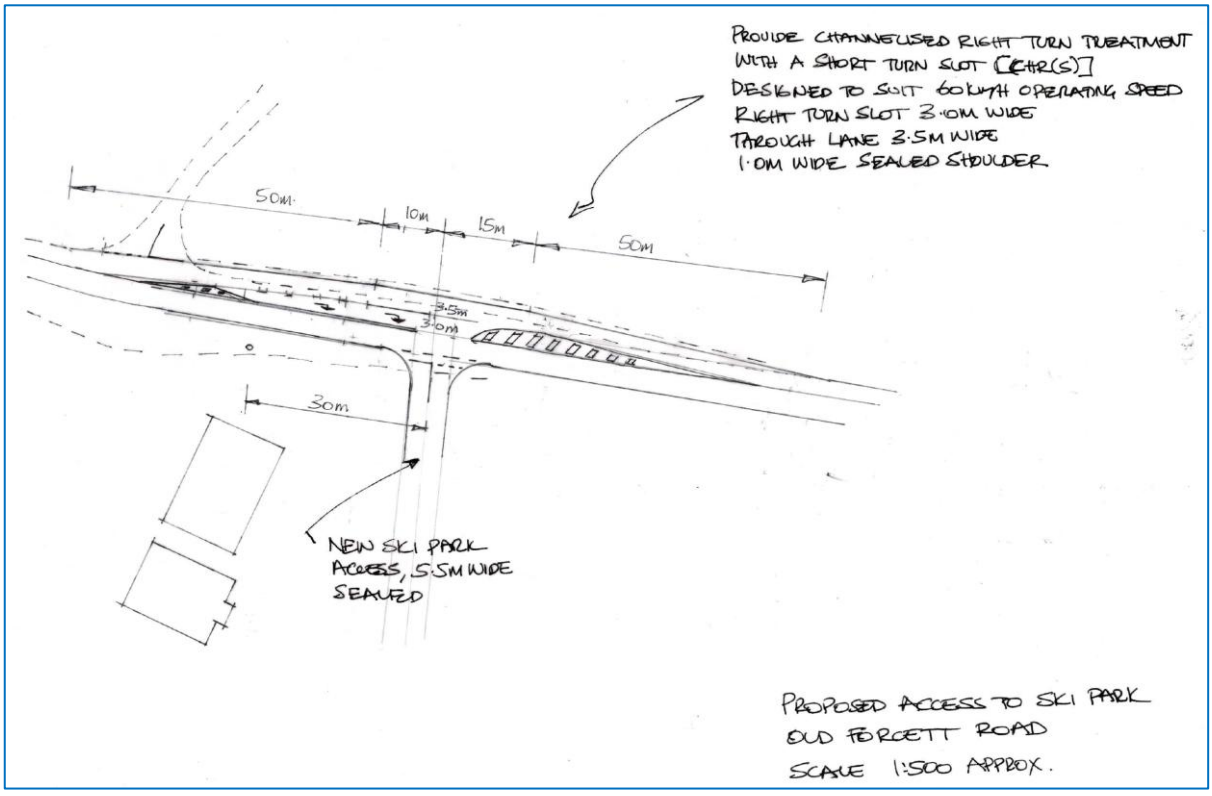
Diagram 8.1 – Existing access to remain and location relocated access

The location of the new access has been chosen to ensure there is sufficient sight distance in both directions, and to minimise impact to driveway located on the opposite side. With the access located as near as practicable to the highway, the operating speed of vehicles passing the access is moderated to less than 60 km/h.

This relocated access will be a minimum of 5.5 metres wide, accommodating two-way traffic flow and be designed to comply with LGAT standard drawing TSD-R03-v3 for a rural property access. The access will be sealed and extend 20 metres back from the edge of the roadway.

Road widening will be undertaken on Old Forcett Road to allow for marked right turn lane to be provided. With the operating speed of vehicles passing this treatment is likely to less than 60 km/h, the treatment has been designed for this speed environment to comply with Austroads Guide to Road Design. The lower design speed will minimise the extent of works, particularly impact to the driveway opposite side. A sketch of the proposed access and right-turn treatment is illustrated in diagram 8.1 below. Once planning approved is obtained, detail civil plans will be undertaken.

Diagram 8.1 – Sketch of proposed relocated access and turning treatments



8.2. Operating speed past the proposed access

In Section 8.1, the 60 km/h design speed for the right turn lane was determined based on extensive experience and site observations, and the proposed access location to the Arthur Highway.

Analytical data was collected through a manual hand-held speed survey conducted on vehicles passing the proposed development access. The survey recorded the operating speeds of 100 vehicles, both northbound and southbound, between 10:00 am and 12:00 pm on Wednesday, June 11. The survey exclusively captured vehicles with a minimum headway clearance exceeding five seconds, ensuring the vehicles were free-flowing and not influenced by other vehicles.

The survey data was used to calculate the average and 85th percentile operating speeds. For northbound traffic, speeds ranged between 50 and 75 km/h, with an average of 63 km/h and an 85th percentile speed of 68 km/h. Similar southbound speeds were recorded, ranging between 50 and 74 km/h, with an average of 60 km/h and an 85th percentile speed of 65 km/h.

Table 8.2 – Operating speeds passing the proposed development access

	Northbound	**Southbound**
85th percentile	68 km/h	65 km/h
Average	63 km/h	60 km/h

The lower operating speeds compared to the posted limit of 80 km/h are likely due to the site's proximity to the Arthur Highway junction, where vehicles either decelerate before the junction or accelerate after it. Southbound motorists turning onto Old Forcett Road would be able to see vehicles waiting to turn right into the proposed development access, which would encourage them to maintain lower speeds for safer manoeuvrability around stationary vehicles.

Manual survey results indicate that vehicle speeds in both directions are below the posted limit and closer to 60 km/h. Consequently, designing the new right turn lane for a 60 km/h speed is considered appropriate, as it minimises impact on the vehicular access opposite the development site.

8.3. Sight distance at proposed relocated access

The relocated access will be located on the outside of a slight sweeping horizontal curve, prior to the downhill grade, and separated as far away from driveway opposite as possible.

The SISD, for an 80 km/h speed environment is 170 metres, with on-site measurements confirming available sight distance is both directions is likely to exceeds 170 metres, ensuring vehicles will be able to enter and leave in a safe manner, without adversely impact current users.

Photograph 8.3A – Available sight distance to the left

Photograph 8.3B - Available sight distance to the right

9. On-site parking and internal road layout

9.1. Dimensions of on-site parking spaces

As mentioned earlier, the facility will provide 35 formal on-site parking spaces to meet the reasonable parking demand, with this number calculated based on a functional assessment. Due to the large rural site, overflow parking outside of the site will not occur.

The parking spaces will be designed to comply with the dimensions specified within planning scheme table C2.3. Thirty one parking spaces will be ninety degrees to the parking aisle, 2.6 metres wide, 5.4 metres long, and supported with a minimum manoeuvring area of 6.4 metres.

While the remaining four spaces will consist of parallel spaces, measuring 2.3 metres wide, 6.7 metres long, and supported with a minimum manoeuvring area of 3.6 metres.

Due to the Agriculture land zoning, the parking spaces will be constructed with a durable all-weather unsealed surface, with the spaces delineated by wheel stops. Each parking space will be designed to have grades that comply with Section 2.4.6 of the Standard, which shall not exceed five percent.

9.2. Internal driveway and stormwater

The design incorporates an internal driveway extending from Old Forcett Road to the on-site parking area. The driveway will be a minimum of 5.5 metres wide, accommodating two-way traffic flow, with curve widening where necessary.

The first 20 metres of the driveway will be sealed from the edge of Old Forcett Road, with the remainder of the driveway constructed with an all-weather unsealed surface, with appropriate camber to shed surface water that will be contained on-site.

9.3. Internal driveway gradients

The developer has not provided any civil plans to assess at this stage.

9.4. Safety barriers

Any parking deck or circulating carriageway that is more than 600 millimetres above the natural ground surface, will be provided with a safety barrier where necessary.

9.5. Internal pedestrian pathway

Suitable internal pathways will be provided within the site, connecting all the parking spaces to the front entrance to the shop/cafe, while also connecting the building to each activity. Each pathway will be a minimum one metre wide and constructed with a hard-wearing unsealed surface.

For pedestrian safety, the majority of the pathways will be located more than 2.5 metres back from the parking aisle, while wheel stops and kerbing will be used to separate the pathway from the parking spaces.

The proposed safety measures are expected to ensure pedestrians can move around the development site in a safe and convenient manner, meeting the objective of the planning scheme.

9.6. Other parking requirements

Bicycle parking spaces

For a Tourist Operation use, Planning Scheme Table C2.1 mandates one parking space per 1,000 square meters of floor area or one space per 2,500 square meters of site area, whichever is greater, with 52 bicycle parking spaces required.

The development will provide four bicycle wheel frames, which does not comply with the planning scheme's acceptable solution and will be assessed under performance criteria P1.

Performance criteria	**Assessment**
Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:	
a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and	The facilities are limited to 40 customers per hour, and are located in a rural location, with users likely to travel using private vehicles. Arthur Highway does not have dedicated bicycle lanes, and it is unlikely that customers will travel by bike, however the development will provide four wheel frames to accommodate cyclists.
b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.	The facility is remote from other commercial areas.

Motorcycle parking spaces

According to Planning Scheme Table C2.4, one motorcycle parking space is required for a development providing 35 on-site car parking spaces. This requirement will be provided by the development.

Accessible parking spaces

One accessible parking space with a shared zone will be provided, situated as close as possible to the entrance of the shop/café.

10. Planning scheme

10.1. C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

The planning scheme specifies parking spaces based on the site area. However, this is impractical for a large site as it would require an excessive number of spaces. A functional parking assessment suggests that 35 on-site spaces will satisfy the reasonable parking demand and should therefore be evaluated against performance criteria P1.1.

Performance criteria	Assessment
The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:	
a) The availability of off-street public car parking spaces within reasonable walking distance to the site;	Due to its rural agricultural use, there are no public parking spaces. However, the large undeveloped site can accommodate overflow parking beyond the 35 formal spaces without affecting surrounding roads or properties.
b) The ability of multiple users to share spaces because of: (i) Variations in car parking demand over time; or (ii) Efficiencies gained by consolidation of car parking spaces;	Participant numbers are capped, limiting vehicles per hour and ensuring high turnover in parking spaces, that will be shared.
c) The availability and frequency of public transport within reasonable walking distance of the site;	Metro route 734 services Arthur Highway, with the closest bus stop in Forcett, approximately 500 metres from the site. The service operates once per day in each direction and is not a viable option due to its location and service frequency.
d) The availability and frequency of other transport alternatives;	Due to the sites rural location, it is likely that customers will ride share, at an occupancy vehicle rate of 2.2 people per vehicle. This will reduce the number of vehicles accessing the site.
e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;	None.
f) The availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;	Old Forcett Road is an arterial road and constructed to rural road standard, without on-street parking.
g) The effect on streetscape; and	None.
h) Any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.	This assessment has demonstrated 35 on-site parking spaces will meet the functional demand of the business, minimising the need of overflow parking.

C2.5.2 Bicycle parking numbers

The development site will provide bicycle wheel frames, complying with the acceptable solution under the planning scheme.

C2.5.3 Motorcycle parking numbers

One dedicated motorcycle parking space will be provided by the development, meeting the required number from table C2.4 of the planning scheme, and complying with the acceptable solution.

C2.5.4 Loading bays

Dedicated loading bays are not required for a Tourist Operation development.

C2.6. Development standards

C2.6.1 Construction of parking areas.	The car parking spaces and internal driveway, will be constructed with an all-weather unsealed surface, with appropriate camber to shed surface water, which will be contained on-site. This design complies with the acceptable solution A1.
C2.6.2 Design and layout of parking areas.	The internal layout and parking areas have been designed to comply with both tables C2.2 and C2.3 of the planning scheme, ensuring vehicles can easily manoeuvre and enter and leave the site in a forward-driving direction. There is sufficient manoeuvring width adjacent to the parking spaces, to enable all vehicles to enter and leave efficiently. All parking spaces will be located on gradients less than five percent, supported with wheel stops. Overall, the design complies with the acceptable solution A1.1(a) and (b). One accessible parking spaces will be provided, located as near as practical to the main reception area, complying with the acceptable solution A1.2.
C2.6.3 Number of accesses for vehicles.	The development will operate from a relocated access, and comply with the acceptable solution A1(b), no more than the existing number of accesses.
C2.6.4 Lighting of parking areas within the general business zone and central business zone	This is not applicable for a development within an Agriculture zone.
C2.6.5 Pedestrian access.	One metre wide pedestrian pathways will be provided through the site, connecting the parking spaces with the main entrance, while also connecting to the activities. The majority of the pathways will be located more than 2.5 metres back from the parking aisle, while wheel stops will be used to separate the

	pathway from the parking spaces. Overall, the measures are expected to provide safe and efficient pedestrian movements throughout the site, meeting the intent of the planning scheme.
C2.6.6 Loading bays.	Dedicated loading bays are not required for this use.
C2.6.7 Bicycle parking and storage facilities	Bicycle wheel frames will be provided.
C2.6.8 Siting of parking and turning areas.	Not applicable for an Agriculture zone.

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

The development will relocate and increase the use of the existing southern access onto Old Forcett Road by more than 20 percent, and as such, will need to be assessed against the performance criteria P1, ensuring the relocated access can operate safely and efficiently.

Performance criteria	**Assessment**
Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
a) Any increase in traffic caused by the use;	When operating at maximum capacity, the development is estimated to generate up to 238 daily trips, due to the limitation on customers number it can accommodate. At full capacity, 18 vehicles are expected to arrive and leave the access in any one-hour period, generating 36 trips.
b) The nature of the traffic generated by the use;	The development is for a Cable ski and Aqua Park, with employees and visitors expected to generate light vehicles only, measuring less than 5.5 metres in length.
c) The nature of the road	Old Forcett Road is an arterial road within the surrounding road network, connecting between the Arthur Highway and Dodgers Ferry. The road is constructed to a high standard, with a dedicated traffic lane in each direction, and sealed shoulders. The development will operate from relocated access, with the location chosen to maximise sight distance in both directions, minimise impact to the driveway opposite, and located as near as possible to the Arthur Highway, to moderate operating speed pass the access. Motorists entering and leaving the access will have adequate sight distance complying with Austroads requirements, and road widening will be necessary to create a marked right turn lane. The access will be located on reasonably flat terrain and sealed for the first 20 metres back from the edge of the roadway. Overall, the access will be designed to comply with LGAT standard drawing for a rural property access, with adequate width to cater for two-way traffic flow.
d) The speed limit and traffic flow of the road	Old Forcett Road has a posted speed limit of 80 km/h. Recent manual surveys found that Old Forcett Road generates a consistent traffic flow, with 429 two-way vehicles in the morning off peak hour period, 725 two-way vehicles between 4 and 5pm and 668 two-way vehicles between 5 and 6pm. Traffic analysis and modelling indicates that motorists are receiving an acceptable level of traffic efficiency, with the additional trips generated by the development not expected to deteriorate this level of traffic performance. Traffic modelling of the relocated access demonstrates motorists will receive an appropriate level of performance, without adversely impact current users.

e) Any alternative access to a road	None.
f) The need for the use	The development will offer a unique experience, with no other facility similar within Tasmania.
g) Any traffic impact assessment	A traffic impact assessment found no reason for this development not to proceed.
h) Any advice received from the rail or road authority	Aware of none.

11. Conclusion

From a traffic engineering and road safety perspective, the additional traffic generated by this development is not expected to create any adverse safety, amenity, or traffic efficiency problems for the following reasons:

- Traffic generated by the Cable Ski and Aqua Park is not expected to cause any deterioration in the level of traffic performance at the junction of Old Forcett Road and the highway, with the majority of vehicles expected to turn left out and right in.
- An existing property access will be relocated to the south, maximising available sight distance, while minimising impact to the driveway opposite.
- A marked right turn treatment will be provided on Old Forcett Road to ensure southbound motorists are not impacted.
- Sufficient parking spaces will be provided to meet the reasonable demand, and overflow parking outside of the site is unlikely due to the large site area.
- The internal driveway will provide for two-way traffic flow, ensuring all vehicles can enter and leave in a forward-driving direction.

This Traffic Impact Assessment found no reason for this development not to proceed.

12. Appendix A – Traffic survey

12.1. Arthur Highway and Old Forcett Road junction

Table 12.1A – Morning survey completed on Wednesday 2nd of April

Time AM	Arthur Highway				Old Forcett Road	
	Straight towards Sorell	Straight towards Forcett	Left into Old Forcett Rd	Right into Old Forcett Rd	Left onto Arthur Highway	Right onto Arthur Highway
10:00 - 10:15	48	52	7	45	41	4
10:15 - 10:30	43	54	4	38	52	5
10:30 - 10:45	53	70	4	45	67	3
10:45 - 11:00	59	67	2	34	45	8
11:00 - 11:15	53	67	5	45	56	8
11:15 - 11:30	61	42	5	60	39	3
Total	**321**	**352**	**27**	**267**	**300**	**31**
Peak total	**226**	**246**	**16**	**184**	**207**	**22**

Table 12.1B – Evening survey completed on Wednesday 2nd of April

Time PM	Arthur Highway				Old Forcett Road	
	Straight towards Sorell	Straight towards Forcett	Left into Old Forcett Rd	Right into Old Forcett Rd	Left onto Arthur Highway	Right onto Arthur Highway
4:00 - 4:15	69	75	5	111	42	8
4:15 - 4:30	65	90	13	123	43	5
4:30 - 4:45	62	70	11	139	43	6
4:45 - 5:00	65	59	8	121	44	3
5:00 - 5:15	39	86	4	113	52	6
5:15 - 5:30	56	80	2	138	42	2
5:30 - 5:45	38	56	4	108	50	4
5:45 - 6:00	42	76	4	96	42	1
Total	**436**	**592**	**51**	**949**	**358**	**35**

12.2. Turning movements

Diagram 12.2A – Morning peak hour traffic movements (10:30 to 11:30am)

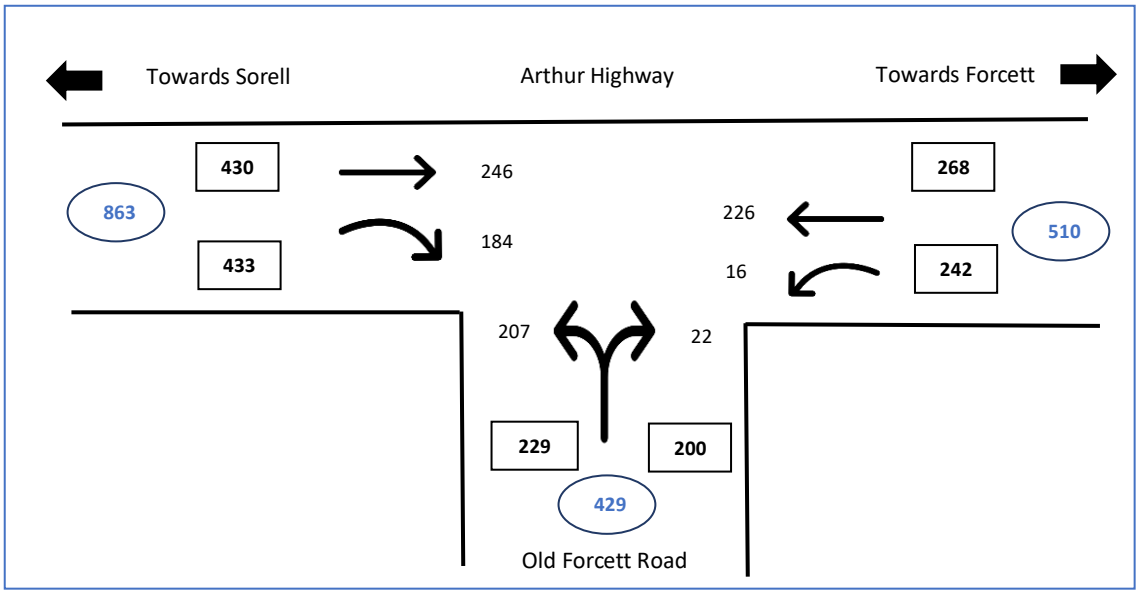


Diagram 12.2B – Evening hour traffic movements (4:00 to 5:00pm)

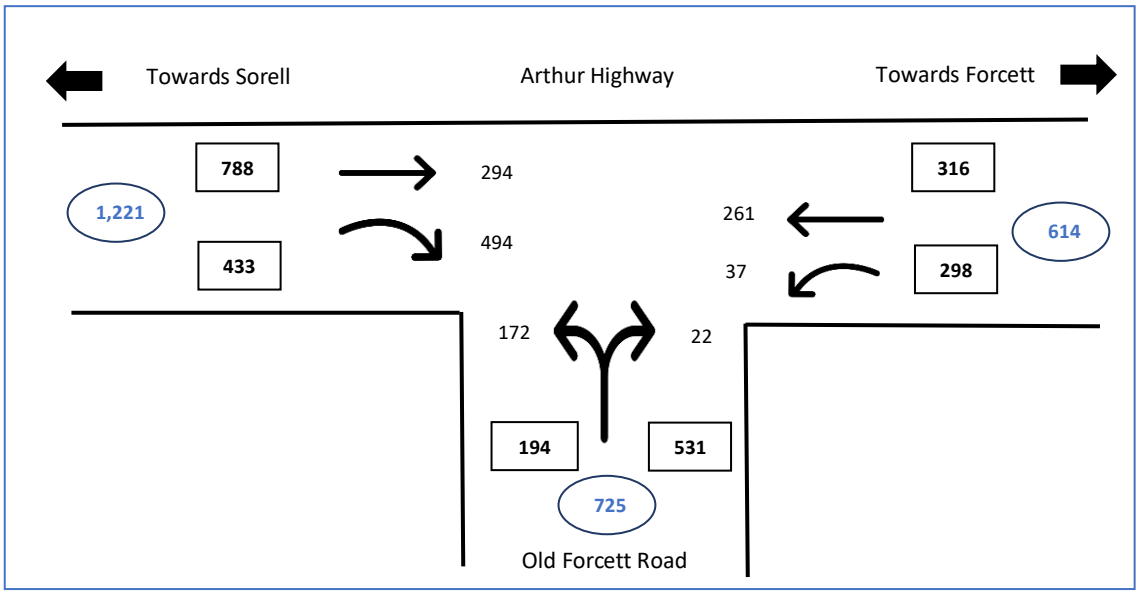
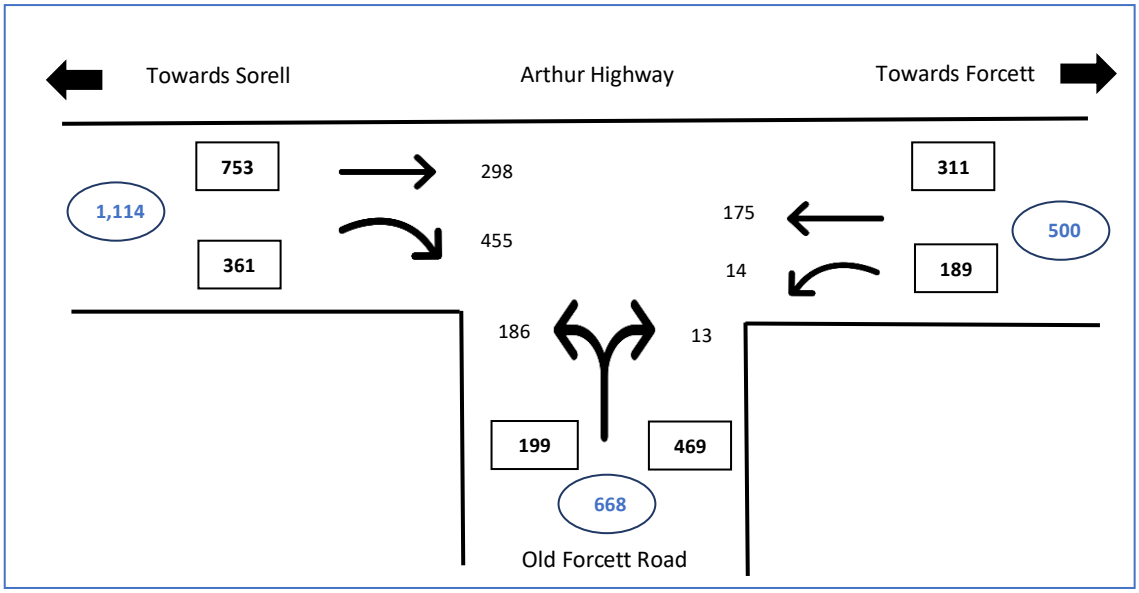


Diagram 12.2C – Evening hour traffic movements (5:00 to 6:00pm)



13. Appendix B – Traffic modelling

Old Forcett Road and the highway junction

10:30 to 11:30am – Existing flows

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Existing mid-morning]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	207	0.0	0.195	6.4	LOS A	0.8	5.9
3	R2	22	0.0	0.195	11.3	LOS B	0.8	5.9
Approach		229	0.0	0.195	6.8	LOS A	0.8	5.9
East: Arthur Hwy (Forcett)								
4	L2	16	0.0	0.125	5.6	LOS A	0.0	0.0
5	T1	226	0.0	0.125	0.0	LOS A	0.0	0.0
Approach		242	0.0	0.125	0.4	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	246	0.0	0.127	0.0	LOS A	0.0	0.0
12	R2	184	0.0	0.127	6.3	LOS A	0.6	4.2
Approach		430	0.0	0.127	2.7	NA	0.6	4.2
All Vehicles		901	0.0	0.195	3.1	NA	0.8	5.9

4:00 to 5:00pm – Existing flows

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Existing evening]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	172	0.0	0.209	6.5	LOS A	0.8	5.9
3	R2	22	0.0	0.209	19.1	LOS C	0.8	5.9
Approach		194	0.0	0.209	7.9	LOS A	0.8	5.9
East: Arthur Hwy (Forcett)								
4	L2	37	0.0	0.154	5.6	LOS A	0.0	0.0
5	T1	261	0.0	0.154	0.0	LOS A	0.0	0.0
Approach		298	0.0	0.154	0.7	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	294	0.0	0.152	0.0	LOS A	0.0	0.0
12	R2	494	0.0	0.363	6.8	LOS A	2.0	14.0
Approach		788	0.0	0.363	4.3	NA	2.0	14.0
All Vehicles		1280	0.0	0.363	4.0	NA	2.0	14.0

5:00 to 6:00pm – Existing flows

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Existing evening (5 to 6pm)]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	186	0.0	0.169	6.1	LOS A	0.7	5.0
3	R2	13	0.0	0.169	16.1	LOS C	0.7	5.0
Approach		199	0.0	0.169	6.8	LOS A	0.7	5.0
East: Arthur Hwy (Forcett)								
4	L2	14	0.0	0.097	5.5	LOS A	0.0	0.0
5	T1	175	0.0	0.097	0.0	LOS A	0.0	0.0
Approach		189	0.0	0.097	0.4	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	298	0.0	0.154	0.0	LOS A	0.0	0.0
12	R2	455	0.0	0.299	6.2	LOS A	1.7	11.6
Approach		753	0.0	0.299	3.8	NA	1.7	11.6
All Vehicles		1141	0.0	0.299	3.7	NA	1.7	11.6

10:30 to 11:30am – Existing flows with development operating

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Existing mid-morning with development]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	223	0.0	0.212	6.4	LOS A	0.9	6.4
3	R2	24	0.0	0.212	11.6	LOS B	0.9	6.4
Approach		247	0.0	0.212	6.9	LOS A	0.9	6.4
East: Arthur Hwy (Forcett)								
4	L2	17	0.0	0.125	5.6	LOS A	0.0	0.0
5	T1	226	0.0	0.125	0.0	LOS A	0.0	0.0
Approach		243	0.0	0.125	0.4	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	246	0.0	0.127	0.0	LOS A	0.0	0.0
12	R2	201	0.0	0.139	6.3	LOS A	0.7	4.6
Approach		447	0.0	0.139	2.8	NA	0.7	4.6
All Vehicles		937	0.0	0.212	3.3	NA	0.9	6.4

4:00 to 5:00pm – Existing flows with development operating

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Existing evening (4 to 5pm) development]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	188	0.0	0.231	6.5	LOS A	0.9	6.6
3	R2	24	0.0	0.231	19.9	LOS C	0.9	6.6
Approach		212	0.0	0.231	8.0	LOS A	0.9	6.6
East: Arthur Hwy (Forcett)								
4	L2	38	0.0	0.154	5.6	LOS A	0.0	0.0
5	T1	261	0.0	0.154	0.0	LOS A	0.0	0.0
Approach		299	0.0	0.154	0.7	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	294	0.0	0.152	0.0	LOS A	0.0	0.0
12	R2	511	0.0	0.375	6.9	LOS A	2.1	15.0
Approach		805	0.0	0.375	4.4	NA	2.1	15.0
All Vehicles		1316	0.0	0.375	4.1	NA	2.1	15.0

5:00 to 6:00pm – Existing flows with development operating

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Existing evening (5 to 6pm) development]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	203	0.0	0.185	6.1	LOS A	0.8	5.5
3	R2	14	0.0	0.185	16.7	LOS C	0.8	5.5
Approach		217	0.0	0.185	6.8	LOS A	0.8	5.5
East: Arthur Hwy (Forcett)								
4	L2	15	0.0	0.098	5.5	LOS A	0.0	0.0
5	T1	175	0.0	0.098	0.0	LOS A	0.0	0.0
Approach		190	0.0	0.098	0.4	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	298	0.0	0.154	0.0	LOS A	0.0	0.0
12	R2	472	0.0	0.311	6.2	LOS A	1.7	12.1
Approach		770	0.0	0.311	3.8	NA	1.7	12.1
All Vehicles		1177	0.0	0.311	3.8	NA	1.7	12.1

10:30 to 11:30am – Existing flows with development operating and 1% growth over 10 years

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - mid-morning with development growth 1%]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	246	0.0	0.244	6.5	LOS A	1.1	7.5
3	R2	27	0.0	0.244	12.9	LOS B	1.1	7.5
Approach		273	0.0	0.244	7.1	LOS A	1.1	7.5
East: Arthur Hwy (Forcett)								
4	L2	19	0.0	0.138	5.6	LOS A	0.0	0.0
5	T1	250	0.0	0.138	0.0	LOS A	0.0	0.0
Approach		269	0.0	0.138	0.4	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	272	0.0	0.141	0.0	LOS A	0.0	0.0
12	R2	222	0.0	0.158	6.4	LOS A	0.8	5.3
Approach		494	0.0	0.158	2.9	NA	0.8	5.3
All Vehicles		1036	0.0	0.244	3.4	NA	1.1	7.5

4:00 to 5:00pm – Existing flows with development operating and 1% growth over 10 years

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Evening (4 to 5pm) development growth 1%]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	208	0.0	0.283	6.7	LOS A	1.1	8.0
3	R2	27	0.0	0.283	23.9	LOS C	1.1	8.0
Approach		235	0.0	0.283	8.6	LOS A	1.1	8.0
East: Arthur Hwy (Forcett)								
4	L2	42	0.0	0.170	5.6	LOS A	0.0	0.0
5	T1	288	0.0	0.170	0.0	LOS A	0.0	0.0
Approach		330	0.0	0.170	0.7	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	325	0.0	0.168	0.0	LOS A	0.0	0.0
12	R2	564	0.0	0.428	7.4	LOS A	3.0	20.8
Approach		889	0.0	0.428	4.7	NA	3.0	20.8
All Vehicles		1454	0.0	0.428	4.5	NA	3.0	20.8

5:00 to 6:00pm – Existing flows with development operating and 1% growth over 10 years

MOVEMENT SUMMARY

Site: 101 [Old Forcett and Arthur Hwy - Evening (5 to 6pm) development growth 1%]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Old Forcett Road								
1	L2	224	0.0	0.214	6.2	LOS A	0.9	6.4
3	R2	15	0.0	0.214	19.5	LOS C	0.9	6.4
Approach		239	0.0	0.214	7.1	LOS A	0.9	6.4
East: Arthur Hwy (Forcett)								
4	L2	16	0.0	0.108	5.6	LOS A	0.0	0.0
5	T1	193	0.0	0.108	0.0	LOS A	0.0	0.0
Approach		209	0.0	0.108	0.4	NA	0.0	0.0
West: Arthur Hwy (Sorell)								
11	T1	329	0.0	0.170	0.0	LOS A	0.0	0.0
12	R2	521	0.0	0.349	6.4	LOS A	2.0	14.0
Approach		850	0.0	0.349	3.9	NA	2.0	14.0
All Vehicles		1298	0.0	0.349	3.9	NA	2.0	14.0

14. Appendix C – Manual operating speeds survey

Table 14.0 – Captured operating speeds, listed from lowest to highest

Old Forcett Road, Forcett					
Number of vehicles	**Northbound**	**Southbound**	**Number of vehicles**	**Northbound**	**Southbound**
1	50	50	51	63	60
2	50	50	52	63	60
3	51	51	53	64	60
4	51	51	54	64	61
5	53	52	55	64	61
6	54	52	56	64	61
7	54	52	57	64	61
8	54	53	58	64	61
9	54	53	59	64	61
10	56	53	60	64	61
11	56	54	61	65	61
12	56	54	62	65	61
13	56	55	63	65	62
14	57	55	64	65	62
15	57	55	65	65	62
16	58	55	66	65	62
17	58	55	67	66	62
18	58	56	68	66	62
19	58	56	69	66	62
20	58	56	70	66	62
21	59	56	71	66	63
22	60	56	72	66	63
23	60	57	73	66	63
24	60	57	74	66	63
25	60	57	75	66	63
26	60	57	76	66	63
27	60	57	77	66	63
28	61	57	78	66	64
29	61	57	79	68	64
30	61	58	80	68	64
31	61	58	81	68	64
32	61	58	82	68	64
33	61	58	83	68	64
34	61	58	84	68	64
35	62	58	85	68	65

36	62	58	86	68	65
37	62	58	87	69	65
38	62	58	88	69	65
39	62	58	89	69	65
40	62	58	90	69	65
41	62	58	91	70	66
42	63	58	92	70	67
43	63	59	93	71	67
44	63	59	94	71	67
45	63	59	95	71	69
46	63	59	96	72	69
47	63	59	97	72	71
48	63	59	98	73	71
49	63	59	99	73	72
50	63	59	100	75	74

OVERVIEW MAP

Sorell Council

Development Application: 5.2025.128.1 - Response to Request for information - 4 Old Forcett Road, Forcett - P2.pdf
Plans Reference: P2
Date received: 24/06/2025

EXISTING CONCRETE POWER POLE
EXISTING HOUSE
PROPOSED: PROVIDE A CHANNELISED RIGHT TURN (CHR(S)) TREATMENT DESIGNED FOR A 60KM/H OPERATING SPEED, WITH A 3.0M WIDE RIGHT-TURN SLOT; A 3.5M WIDE THROUGH LANE AND A 1.0M WIDE SEALED SHOULDER
PROPOSED NEW ACCESS, 5.5M WIDE SEALED
SIGN BOARD
EXISTING BITUMEN ROAD
PROPOSED INTERNAL DRIVEWAY
158.3m²
DIRECTIONS TO ARTHUR HIGHWAY (228.0M)
OLD FORCETT RD
Bitumen Road
PROPOSED SHOP CAFE
GAZEBO'S
FFL RL. 32.75
FFL RL. 32.80
FFL RL. 32.10
DECK
GEAR STORAGE
SYNTHETIC TURF AREA
PEDESTRIAN PATH
WATER PARK AREA
safety distance to the shore minimum 26m
water depth minimum -1m
Start
180 m
total length 496m
181 m
115.5°
120°
94.5°
M1
M2
M3
M4
M5
A1.1
A1.2
A2.1
A2.2
A3.1
A3.2
A4.1
A4.2
A5.1
A5.2
THE PEDESTRIAN PATH BETWEEN THE CAR PARK AND THE SHOP CAFÉ WILL BE CONSTRUCTED WITH A SEALED, SLIP-RESISTANT SURFACE USING [ASPHALT / CONCRETE / CONCRETE PAVERS], COMPLIANT WITH AS1428.1 AND AS2890.6.
ACCESSIBLE CAR SPACE
PEDESTRIAN PATH
CAR PARK
DRIVEWAY 2432.9m²
MOTORCYCLE PARKING SPACE
BICYCLES PARKING SPACES

SOIL CLASSIFICATION:	--
WIND CLASSIFICATION:	--

SITE COVERAGE	
SITE AREA	290982.4 m²
PROPOSED BUILDING FOOTPRINT	116.4 m²
PROPOSED SITE COVERAGE	0.04 %

PROPOSED SITE PLAN

PRELIMINARY

02

PROJECT NORTH

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.

DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.

REV:	DESCRIPTION:	BY:	DATE:
SK6	ISSUED FOR CLIENT REVIEW	QT	22/4/25
SK7	UPDATE ENTRY LOCATION	QT	29/4/25
SK8	COUNCIL RFI	QT	20/6/25
SK9	COUNCIL RFI	QT	23/6/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: Old Forcett Rd Forcett		CLIENT: Troy Mason	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	2
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
SCALE: 1:2000	REV: SK9		

CAR PARKING AREA – GENERAL NOTES

All car parking areas to be constructed on 100mm compacted roadbase, finished with 30mm hotmix asphalt sealed surface.

Parking bays sized in accordance with AS2890.1, typical bay = 2.4m wide × 5.4m long.

Accessible parking bays and shared zones to be clearly marked and constructed with sealed, slip-resistant surface compliant with AS2890.6.

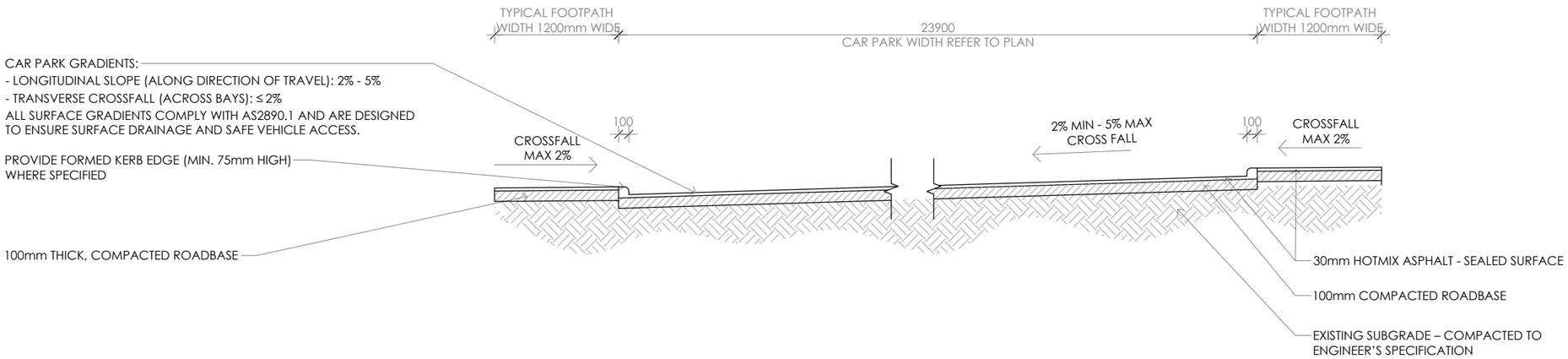
Maximum longitudinal gradient = 5%; maximum crossfall = 2.0%.

Provide wheel stops where required per AS2890.1.

Surface water to be drained via 2% crossfall toward adjacent spoon drains, grated pits, or swales as shown on the plan.

Line marking to be completed using durable road-grade thermoplastic or equivalent paint.

All works to be carried out in accordance with local council standards and Austroads Guide to Road Design.



TYPICAL CAR PARKING SECTION

PRELIMINARY

03

PROJECT NORTH

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SK9	COUNCIL RFI	QT	23/6/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: Old Forcett Rd Forcett

CLIENT: Troy Mason

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	3
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
SCALE: 1:50	REV: SK9		

INTERNAL DRIVEWAY – TYPICAL SECTION NOTES

Surface layer: 50mm graded red gravel wearing course, compacted to uniform level.

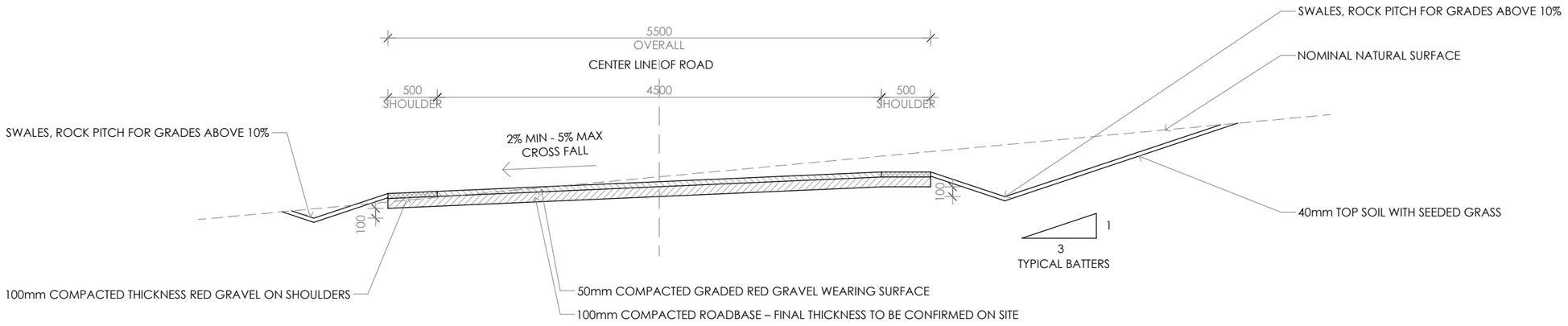
Base layer: 100mm compacted roadbase, to be confirmed by site measurement and compaction testing.

Crossfall: 2% minimum – 5% maximum from centreline to shoulder(s), to allow surface water runoff.

All materials to be placed on existing subgrade, compacted and shaped to engineer's specification.

Surface runoff to be directed toward spoon drains or natural collection areas as shown on the proposed stormwater management plan

All construction to comply with local council rural driveway standards and Austroads Guide to Road Design – Part 5.



TYPICAL GRAVEL INTERNAL DRIVEWAY CONSTRUCTION

PRELIMINARY

04

PROJECT NORTH

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SK9	COUNCIL RFI	QT	23/6/25

CREATIVE HOMES HOBART

CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: Old Forcett Rd Forcett		CLIENT: Troy Mason	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	4
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
SCALE: 1:50	REV: SK9		

ACCESSIBLE CAR PARK DETAIL – DRAWING NOTES:

ACCESSIBLE PARKING SPACE TO BE 2400mm WIDE × 5400mm LONG

ADJACENT SHARED ZONE TO BE 2400mm WIDE × 5400mm LONG

SEALED SURFACE TO BE CONCRETE OR ASPHALT, SLIP-RESISTANT, FIRM AND STABLE

MAXIMUM SLOPE IN ANY DIRECTION: ≤ 2% (1:50)

PROVIDE ACCESSIBLE SYMBOL MARKING (WHITE) TO COMPLY WITH AS2890.6

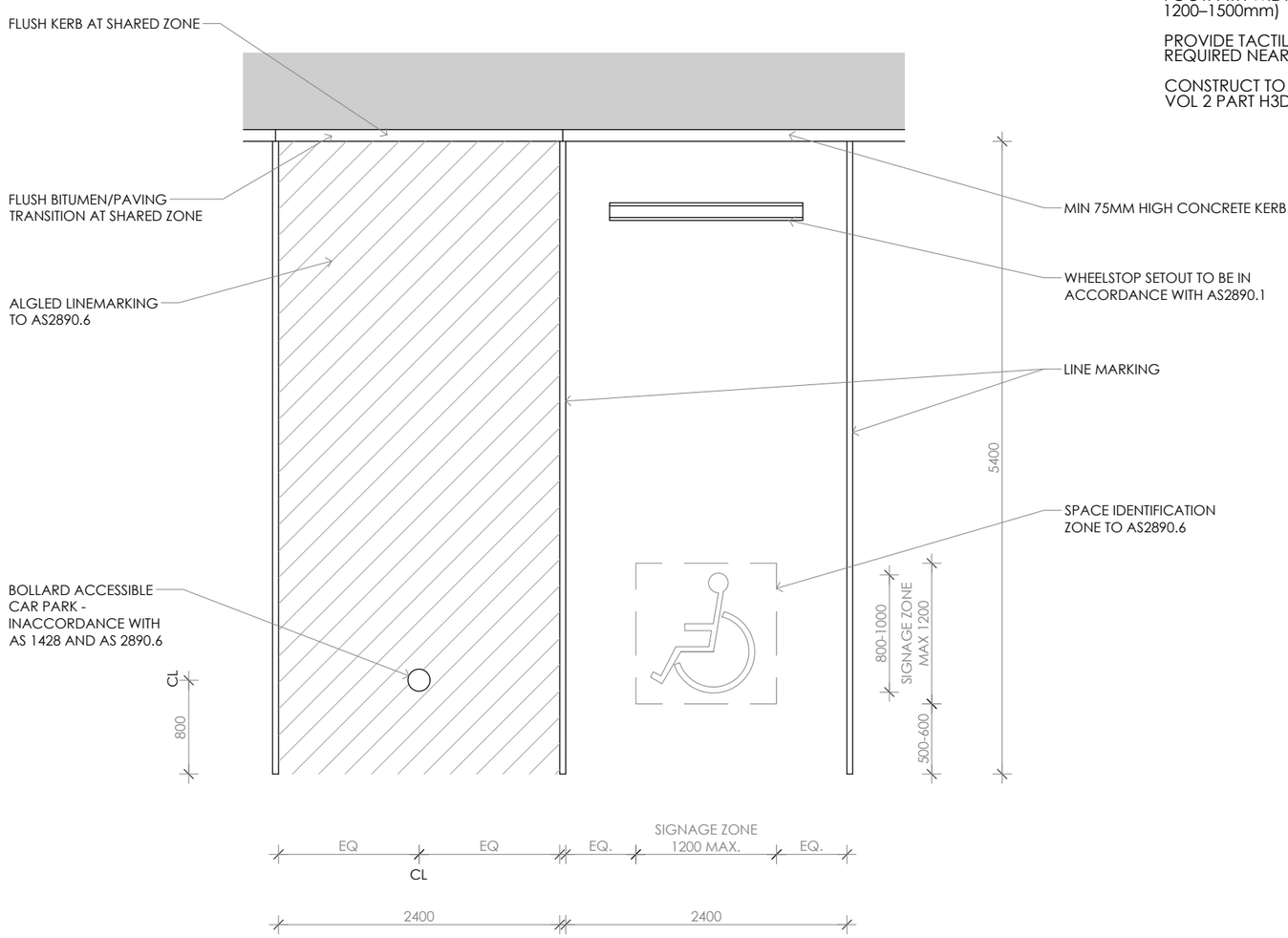
INSTALL WHEEL STOP AT HEAD OF BAY, 100mm BEHIND FRONT EDGE

FOOTPATH TO BE SEALED, NON-SLIP, AND CONNECTED TO THE SHARED ZONE WITHOUT A STEP

FOOTPATH WIDTH MINIMUM: 1000mm (PREFERRED 1200–1500mm)

PROVIDE TACTILE GROUND SURFACE INDICATORS (TGSIs) WHERE REQUIRED NEAR BUILDING ENTRANCE

CONSTRUCT TO COMPLY WITH AS2890.6, AS1428.1, AND NCC VOL 2 PART H3D



TYPICAL ACCESSIBLE CARPARK DETAIL

PRELIMINARY

05

PROJECT NORTH

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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: Old Forcett Rd Forcett

CLIENT: Troy Mason

DESIGNER:	I. Brown	ACCRED. NO.:	CC6652	SHEET:	5
DRAWN:	Q. Tra	DATE:	September 2024	DESIGN TYPE:	Custom
CHECKED:		DATE:		DRAWING NO:	---
SCALE:	1:50	REV:	SK9		

AREAS:	
FLOOR AREA:	116.4 m²
TOTAL AREA:	116.4 m²
DECK:	74.4 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
AFW	ALUM. FIXED WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BAL	BALUSTRADE

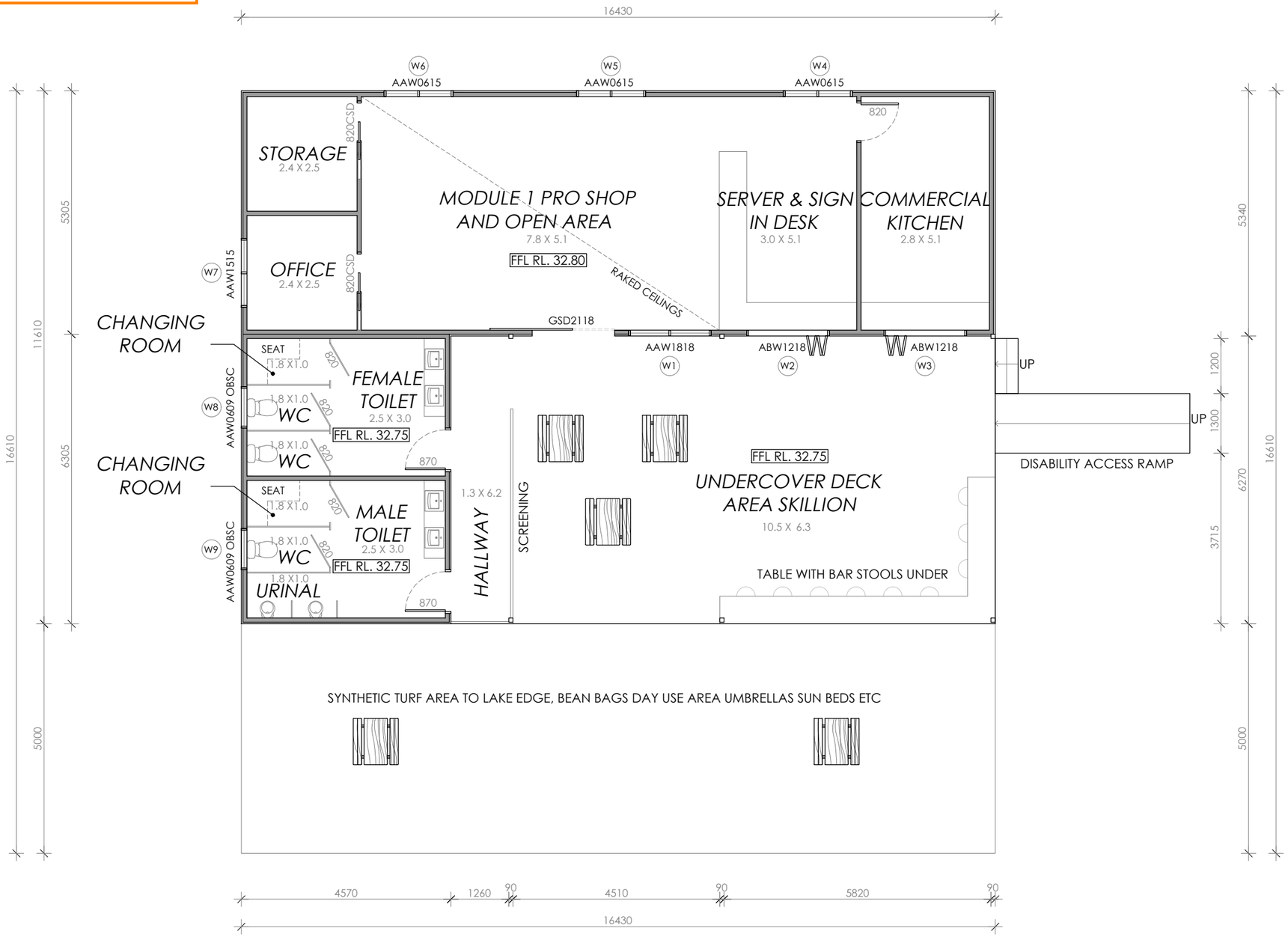
BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.



Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
Builder and subcontractors to verify all dimension and levels prior to the commencement of any work. Give 24hrs minimum notice where amendments are required to design of working drawings. These drawings are to be read in conjunction with Engineer's and Surveyor's drawings and notes. Do not scale drawings. Dimensions are to take preference over scale. Building specification and Engineer's drawings shall override architectural drawings. All construction work shall be carried out in accordance with the state building regulations, local council by-laws and relevant NCC and AS codes.

Important notice for attention of Owners:
the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the Owners responsibility to maintain the site in accordance with this document.

Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7.
Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

PROPOSED FLOOR PLAN SHOP CAFE

FLOOR AREA: 116.4m²

PRELIMINARY

06

PROJECT NORTH

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.

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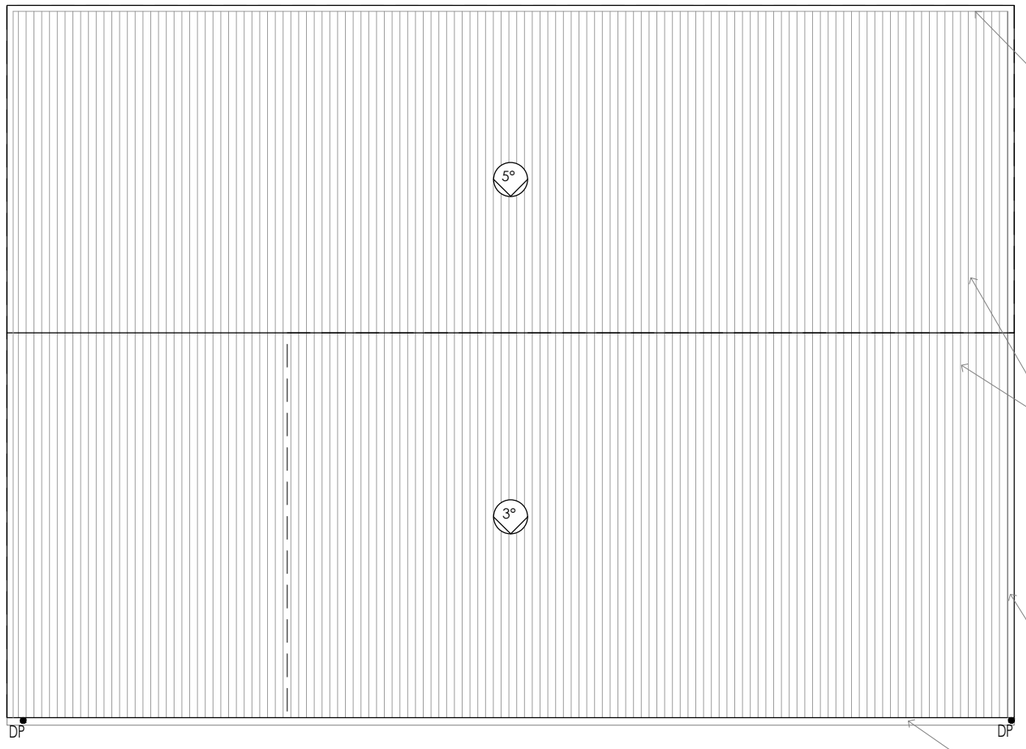
SK9	COUNCIL RFI	QT	23/6/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: Old Forcett Rd Forcett		CLIENT: Troy Mason	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	6
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
SCALE: 1:100	REV: SK9		



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PROPOSED ROOF PLAN SHOP CAFE

● DP 90mm DOWNPIPE

PRELIMINARY

07

PROJECT NORTH

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CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: Old Forcett Rd Forcett
CLIENT: Troy Mason

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	7
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
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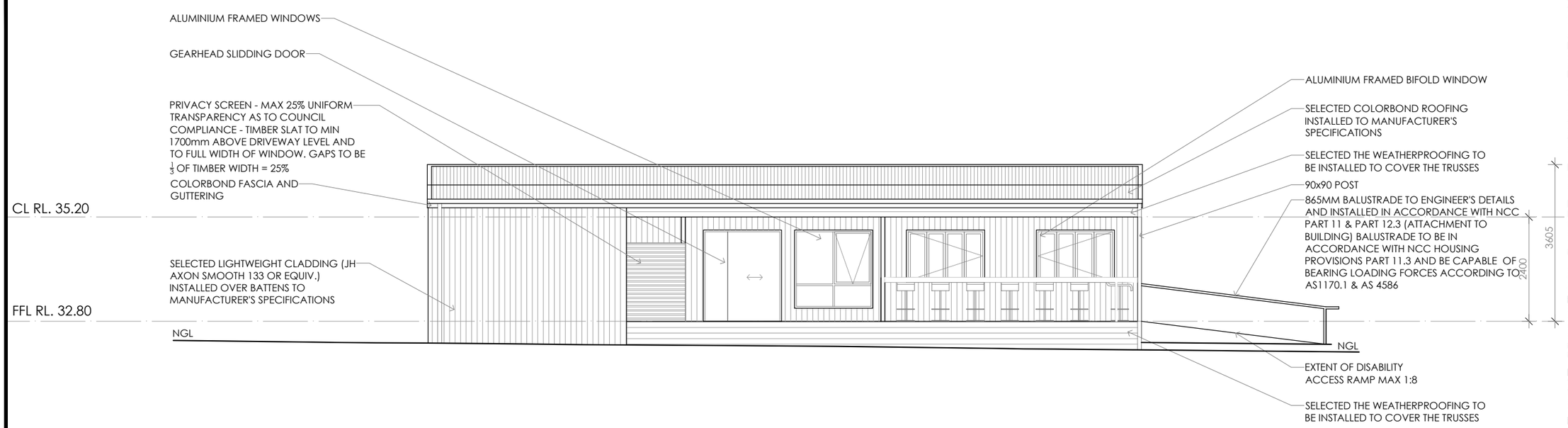
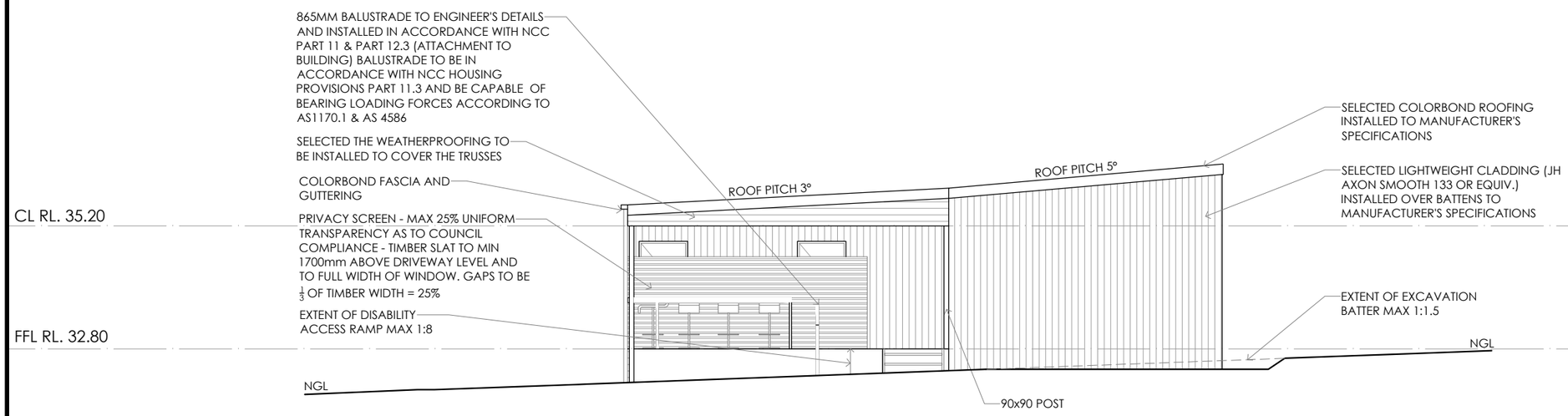


SOUTH WESTERN ELEVATION



SOUTH EASTERN ELEVATION

SHOP CAFE

PRELIMINARY

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Sorell Council
Development Application: 5.2025.128.1 - Response to Request for information - 4 Old Forcett Road, Forcett - P2.pdf
Plans Reference: P2
Date received: 24/06/2025

08

PROJECT NORTH

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CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: Old Forcett Rd Forcett		CLIENT: Troy Mason	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	8
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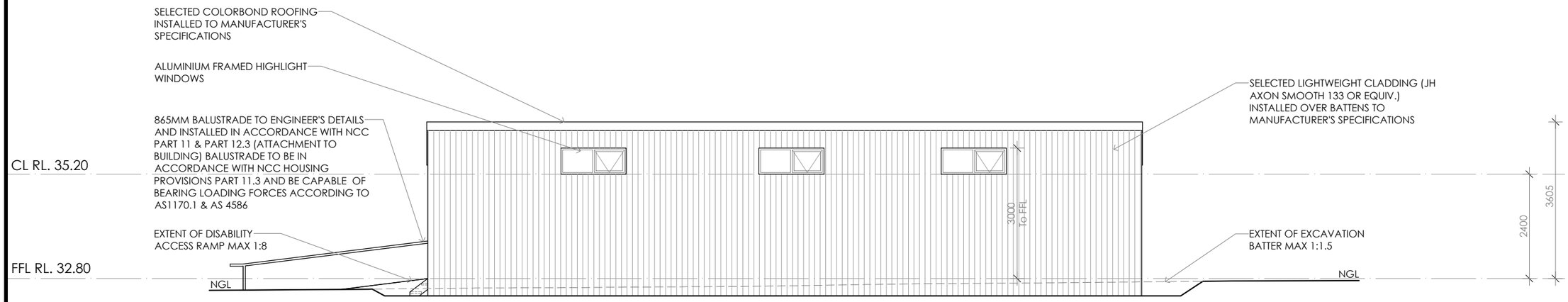
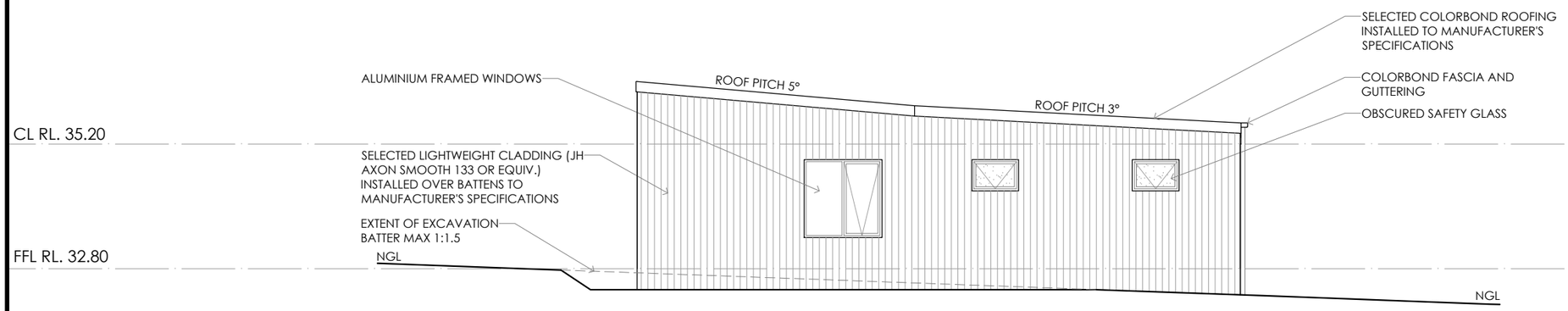


NORTH EASTERN ELEVATION



NORTH WESTERN ELEVATION

SHOP CAFE

PRELIMINARY

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09

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JOB ADDRESS: Old Forcett Rd Forcett		CLIENT: Troy Mason	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	9
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
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AREAS:	
FLOOR AREA:	29.8 m²
TOTAL AREA:	29.8 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
AFW	ALUM. FIXED WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BAL	BALUSTRADE

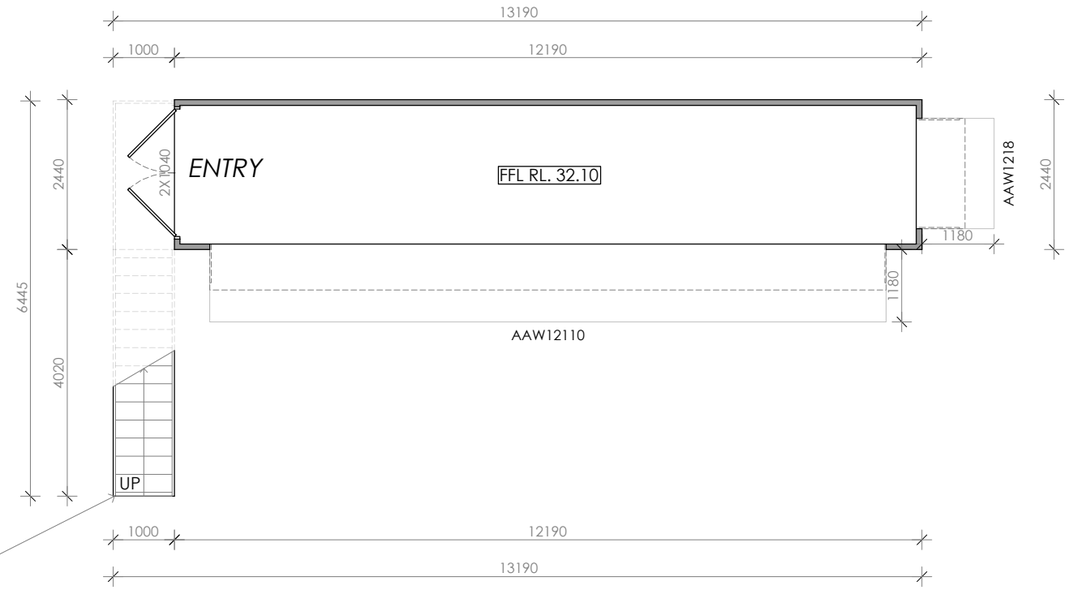
BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.



SELECTED STAIR AND BALUSTRADE TO ENGINEER'S DETAILS AND INSTALLED IN ACCORDANCE WITH NCC PART 11 & PART 12.3 (ATTACHMENT TO BUILDING)
BALUSTRADE TO BE IN ACCORDANCE WITH NCC HOUSING PROVISIONS PART 11.3 AND BE CAPABLE OF BEARING LOADING FORCES ACCORDING TO AS1170.1 & AS 4586
SLIP RESISTANCE OF TREADS TO COMPLY WITH NCC HOUSING PROVISIONS 11.2.4
RISER: 190mm (max)
GOING: 300mm
2R+G: 680mm
(SLOPE RELATIONSHIP)

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PROPOSED FLOOR PLAN GEAR STORAGE

FLOOR AREA: 29.8m²

PRELIMINARY

10

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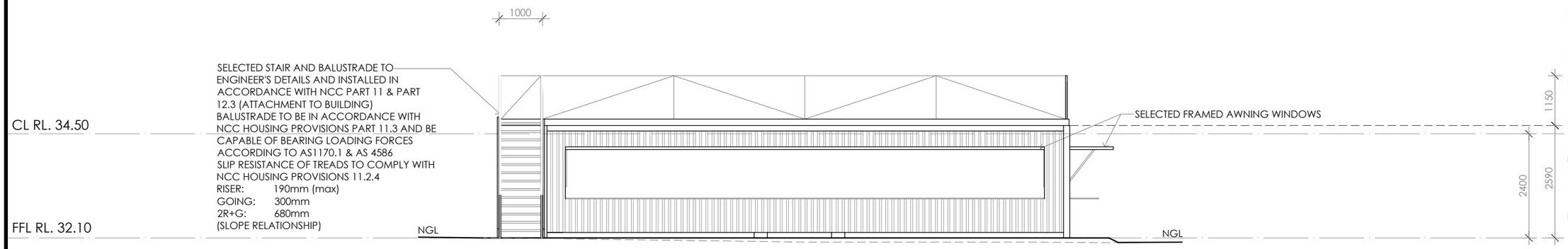
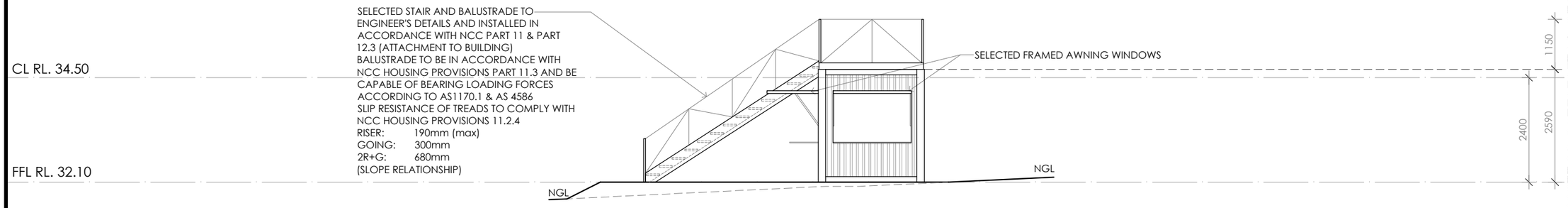


SOUTH WESTERN ELEVATION



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GEAR STORAGE

PRELIMINARY

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11

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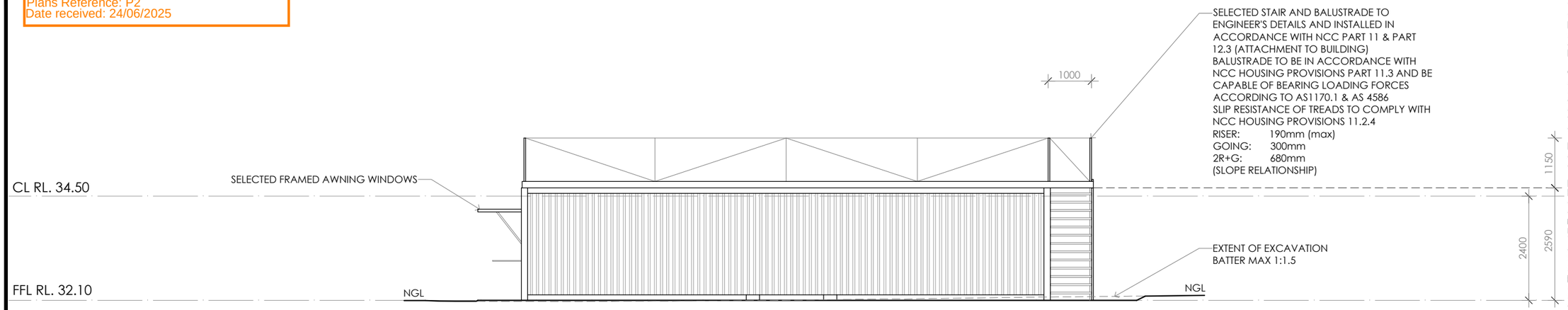
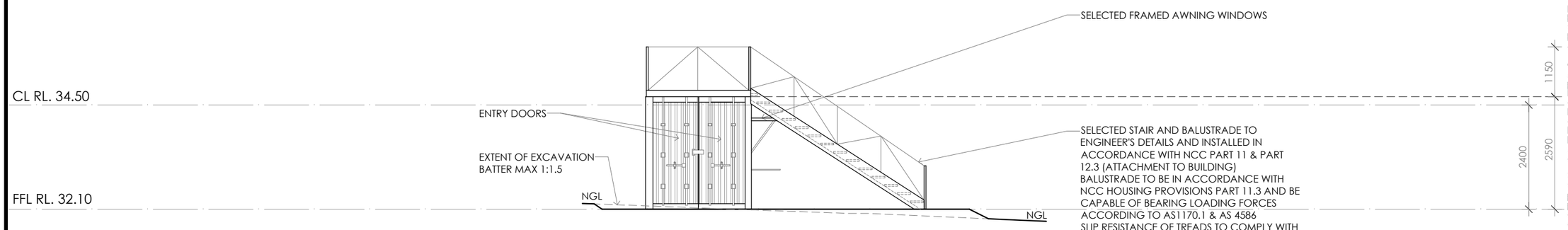


NORTH EASTERN ELEVATION



NORTH WESTERN ELEVATION

GEAR STORAGE

PRELIMINARY

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All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

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General:
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For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

12

PROJECT NORTH

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.
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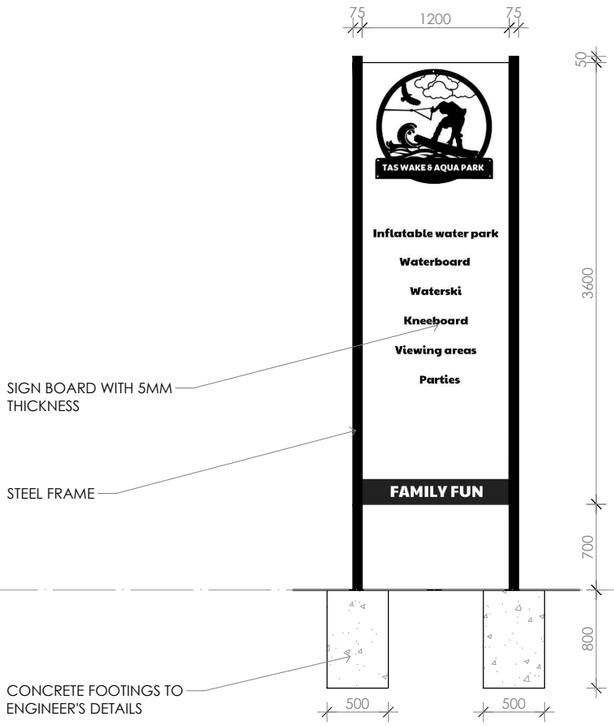
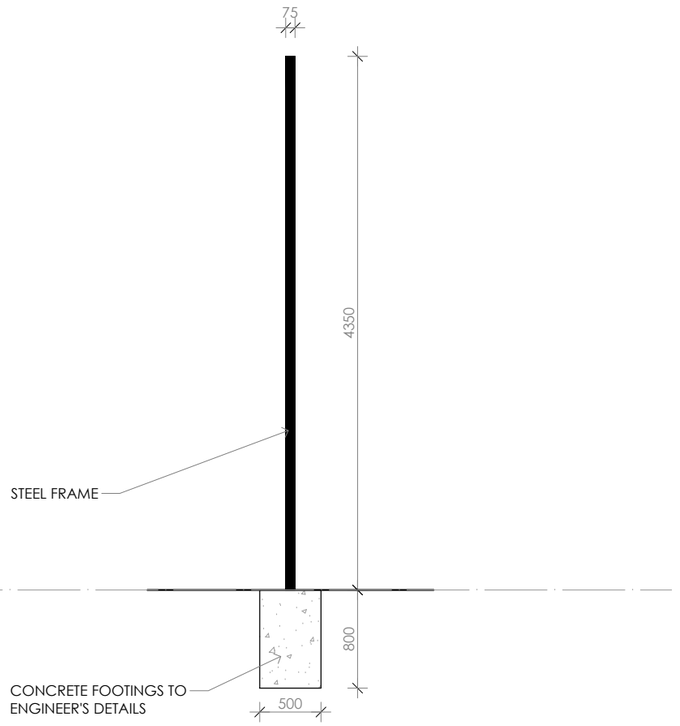
REV:	DESCRIPTION:	BY:	DATE:
SK6	ISSUED FOR CLIENT REVIEW	QT	22/4/25
SK7	UPDATE ENTRY LOCATION	QT	29/4/25
SK8	COUNCIL RFI	QT	20/6/25
SK9	COUNCIL RFI	QT	23/6/25

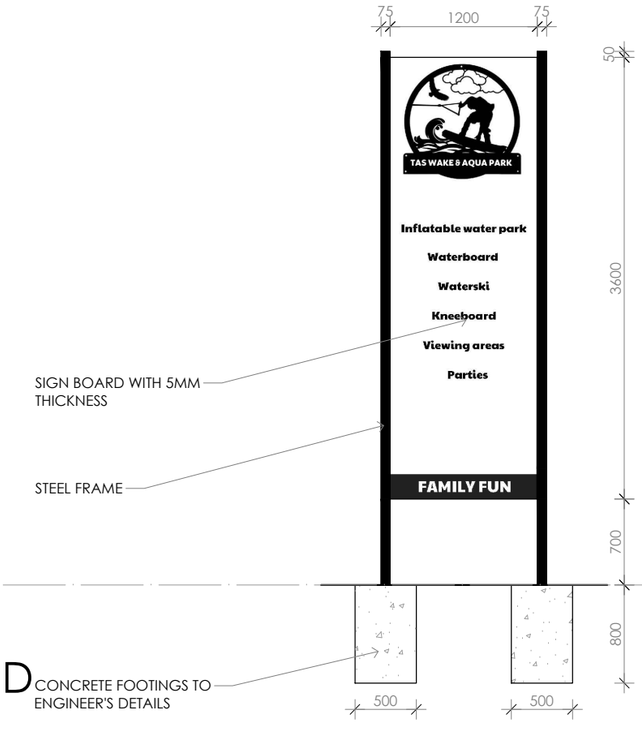
CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

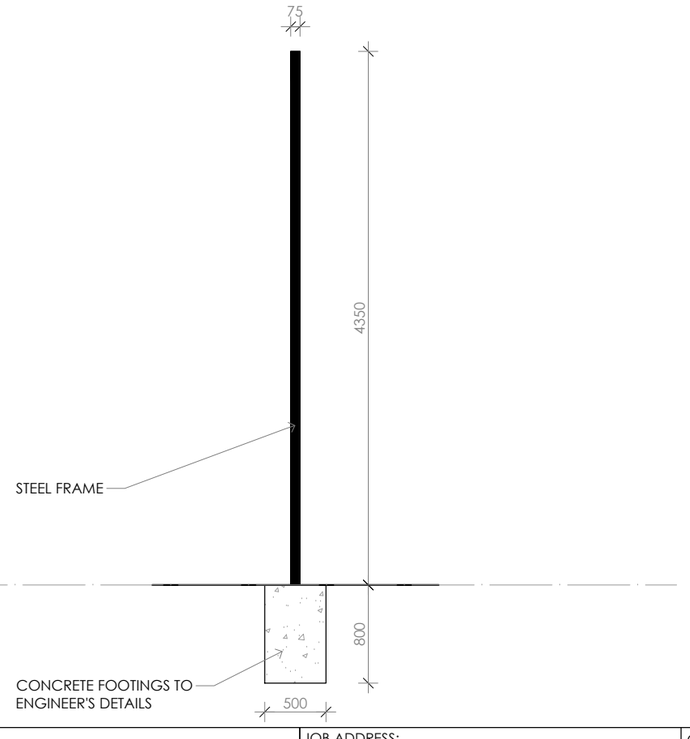
JOB ADDRESS: Old Forcett Rd Forcett
CLIENT: Troy Mason

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	12
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
SCALE: 1:100	REV: SK9		









PROPOSED SIGN BOARD

PRELIMINARY

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13

PROJECT NORTH

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CREATIVE HOMES HOBART
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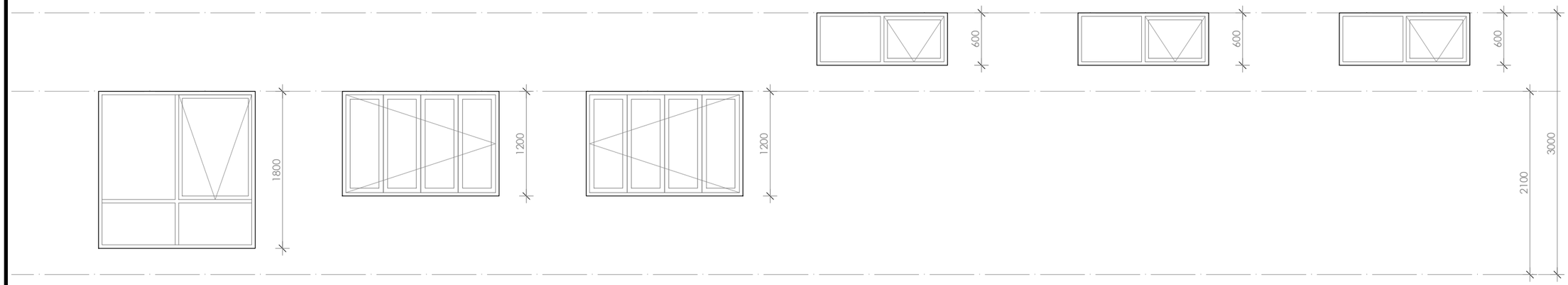
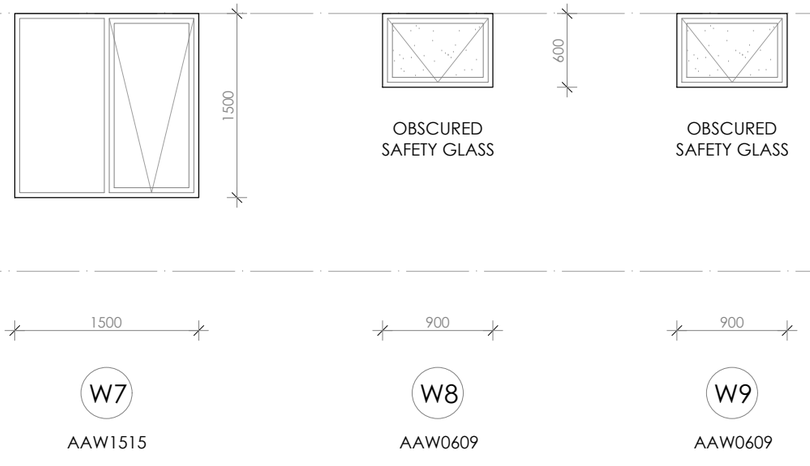
JOB ADDRESS: Old Forcett Rd Forcett		CLIENT: Troy Mason	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	13
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
SCALE: 1:50	REV: SK9		





WINDOW SCHEDULE

fg FIXED GLAZING

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Sorell Council
Development Application: 5.2025.128.1 - Response to Request for information - 4 Old Forcett Road, Forcett - P2.pdf
Plans Reference: P2
Date received: 24/06/2025

PRELIMINARY

14

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CLIENT: Troy Mason

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	14
DRAWN: Q. Tra	DATE: September 2024	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	---
SCALE: 1:50	REV: SK9		

ALL SURFACE RUNOFF FROM DRIVEWAY, CAR PARK AND PEDESTRIAN AREAS IS DIRECTED TOWARDS THE NATURAL LOW POINT IN THE SOUTHEAST CORNER.

DRAINAGE ALONG THE PATH WILL BE MANAGED VIA CROSSFALL TO SWALES OR GRATED PIT AT THE LOW POINT, CONNECTED TO THE MAIN DRAINAGE SYSTEM.

PROPOSED GRATED DRAIN WITH SUMP CONNECTED TO STORMWATER TO ENGINEER'S FUTURE DETAIL

WATER IS COLLECTED VIA SWALES, GRATED PITS, AND CONVEYED THROUGH STORMWATER PIPEWORK TO THE PROPOSED NATURAL COLLECTION AREA FOR RUN OFF

PROPOSED NATURAL COLLECTION AREA FOR RUN OFF

EXISTING RIVER STREAM AND CREEK

EXISTING HYDROGRAPHIC AREAS

PROPOSED SHOP CAFE
GAZEBO'S
DECK
SYNTHETIC TURF AREA
GEAR STORAGE
PEDESTRIAN PATH
PEDESTRIAN PATH
CAR PARK

WATER PARK AREA
safety distance to the shore minimum 26m
water depth minimum -1m
Start
180 m
total length 496m
181 m
55 m
40 m
40 m
WATER PARK AREA

A1.1 A1.2 M1 25 m 120°
A2.1 A2.2 M2 30 m 21 m 45 m 120°
A3.1 A3.2 M3 20 m 20 m 115.5°
A4.1 A4.2 M4 20 m 20 m 94.5°
A5.1 A5.2 M5 25 m 25 m 30 m 85°

DIRECTIONS TO ARTHUR HIGHWAY (228.0M)
OLD FORCETT RD
Bitumen Road

SOIL CLASSIFICATION:	--
WIND CLASSIFICATION:	--

SITE COVERAGE	
SITE AREA	290982.4 m²
PROPOSED BUILDING FOOTPRINT	116.4 m²
PROPOSED SITE COVERAGE	0.04 %

PROPOSED STORMWATER MANAGEMENT

PRELIMINARY

15

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