NOTICE OF PROPOSED DEVELOPMENT

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

SITE: 24 Clifton Drive, Sorell

PROPOSED DEVELOPMENT:
THREE ADDITIONAL MULTIPLE DWELLINGS

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 28th 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 28th July 2025.**

APPLICANT: **The Young Group**

APPLICATION NO: **DA 2025 / 90 1**
DATE: **10 July 2025**

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

Full description of Proposal:	*Use:* Residential *Development:* 3 additional dwellings to approved development *Large or complex proposals should be described in a letter or planning report.*
Design and construction cost of proposal:	$ $500,000

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

Location of proposed works:	Street address: 24 Clifton Drive Suburb: Sorell Postcode: 7172 Certificate of Title(s) Volume: 188049 Folio: 2

Current Use of Site	Multiple dwelling development under construction

Current Owner/s:	Name(s) Clifton Arthur Pty Ltd

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: 9/4/25

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: 5.2025.90.1 - Development Application - 24 Clifton Drive, Sorell - P1.pdf Plans Reference: P1 Date Received: 09/04/2025

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

www.theyounggroup.com.au
enquire@theyounggroup.com.au
1/6 Cessna Way, Cambridge
+61 (03) 6128 1002

8 April 2025

Shane Wells
Manager Planning
Sorell Council

Dear Shane

3 ADDITIONAL DWELLINGS TO APPROVED DEVELOPMENT (5.2024.180.1) - 24 CLIFTON DRIVE, SORELL

The Young Group are making an application for three dwellings to be added to the approved development at 24 Clifton Drive, Sorell, increasing the total number of dwellings from 42 to 45. This has been achieved by amending the design of dwellings within Stage 4 by replacing four single storey dwellings with seven loft style dwellings, see Figures 1 -4. Each dwelling will contain 1 bedroom with floor area of 45m^2 each with living spaces and bathroom on the ground floor and a bedroom on a mezzanine level.

As is shown below, the area of the site occupied by the 7 dwellings is relatively unchanged from the approved proposal.

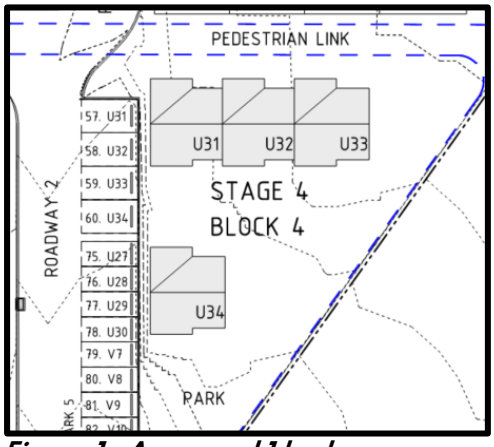

Figure 1: Approved 1 bedroom dwellings

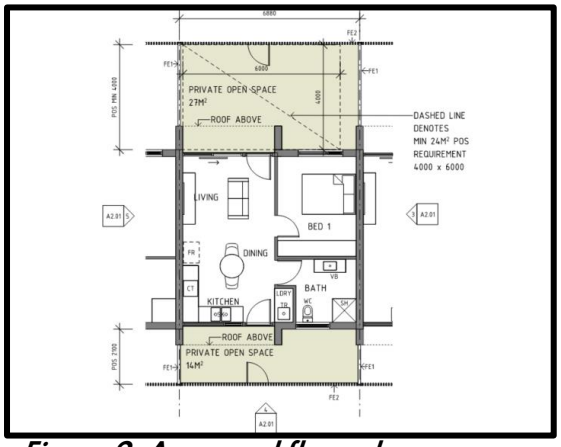

Figure 2: Approved floor plan

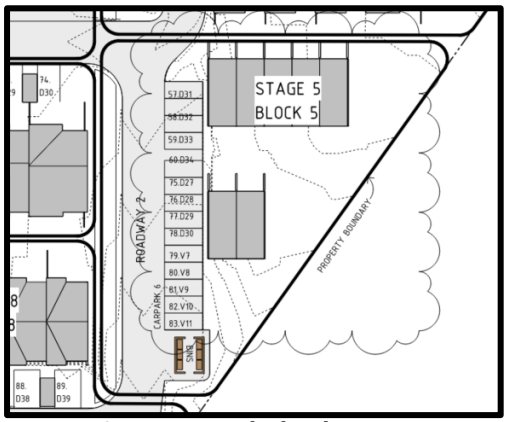

Figure 3: Proposed 1 bedroom dwellings

Figure 4: Proposed floor plan

Each dwelling is provided with a 15m^2 north facing private open space, accessed directly off the living room and orientated northwards to take advantage of natural sunlight. The separation between the dwellings to the north and the private open space of the proposed dwellings is compliant with Clause 8.4.4 A1 (see DA.A1.04 for details), ensuring that the separation between the dwellings is adequate to prevent unreasonable overshadowing of the private open space.

It is anticipated that 1 bedroom dwellings would be occupied by a single person, or couple, and therefore do not require as much outdoor space as a family with children, for example. In addition, the reduction in the private open space is offset by the large areas of shared outdoor space provided by the overall development which provides large area of open space for recreational purposes.

The proposed setbacks are compliant with the General Residential zone provisions and as the dwellings are located in a very similar location to the approved dwellings, there are no implications relating to noise from the highway with all dwellings located in an area of the site with a maximum expected Sound Pressure Level of 63 dB(A) as required by the Road and Railway Assets Code.

A total of 105 car parking spaces are provided on site which exceeds the minimum of 98 spaces required by the Parking and Sustainable Transport Code.

The proposal is considered to comply with all relevant planning scheme standards except for the following:

- Clause 8.4.1 A1 (Residential density for Multiple Dwellings) as the density is 1 dwelling per 307m^2, exceeding the maximum allowed by the Acceptable Solution of 1 dwelling per 325m^2;

- Clause 8.4.3 A1 (Site coverage and private open space for all dwellings) as the private open space for the 7 dwellings is 24m^2 which is less than 60m^2 required by the Acceptable Solution; and

- Clause 8.4.3 A2 (Site coverage and private open space for all dwellings) as the compliant private open space for the 7 dwellings is 15m^2 which is less than the 24m^2 required by the Acceptable Solution.

Response to Performance Criteria

<u>8.4.1 (Residential density for Multiple Dwellings)</u>

8.4.1 P1 provides that:

> *Multiple dwellings must only have a site area per dwelling that is less than 325m^2, if the development will not exceed the capacity of infrastructure services and:*
>
> *(a) is compatible with the density of existing development on established properties in the area; or*
>
> *(b) provides for a significant social or community benefit and is:*
>
> *(i) wholly or partly within 400m walking distance of a public transport stop; or*
> *(ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local*

Business Zone, General Business Zone, Central Business Zone or Commercial Zone.

The objective of Clause 8.4.1 is '*that the density of multiple dwellings:*

(a) makes efficient use of land for housing; and

(b) optimises the **use** *of infrastructure and community services.'*

The approved development offers a range of dwelling types with the current proposal adding 3 additional one bedroom dwellings, specifically included to fill the need for smaller, more affordable dwellings suitable for single occupants or couples. It is considered that the proposal meets the above objective as it makes efficient use of the land for housing on a site which is fully serviced within the town and has easy access to all amenities and services.

It is considered that the proposal provides for a significant social and community benefit for the following reasons:

- This development offers a range of dwelling types which will cater to various demographics and budgets. The increased density combined with cost effective design and the deliberate exclusion of garages or carports, reduces development costs, and in turn increases the affordability of the finished product.

- The development is consistent with the objectives of the Tasmanian Housing Strategy 2023- 2024 as it provides for medium density developments on a fully serviced site, located in close proximity to existing public transport connections, services, amenities and employment.

- The increased density is consistent with the '*Housing Density Incentive Grant Scheme'* which is a State Government initiative aimed at increasing housing supply and diversity.

- The site is located in close proximity to a Park and Ride facility proposed in in the *Draft Sorell Parking Strategy 2023* (see Figure 6) which is part of the Council's commitment to support bus patronage and provide an alternative option to the Station Lane facility. If this progresses, this facility will provide additional public transport stops in close proximity to the development.

- The site is located within 300m of 2 Pawleena Road which has received Council support for a rezoning to General Business and is currently with the Tasmanian Planning Commission for assessment, see Figure 7.

Figure 6: Proposed Park and Ride facility (Draft Sorell Car Parking Strategy 2023)

Figure 7: Area proposed to be rezoned to General Business (theLIST)

Clause 8.4.3 (Site coverage and private open space for all dwellings)

8.4.3 P1 provides that:

> *Dwellings must have:*
>
> *(a) site coverage consistent with that existing on established properties in the area;*
>
> *(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:*
>
> *(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and*
>
> *(ii) operational needs, such as clothes drying and storage; and*
>
> *(c) reasonable space for the planting of gardens and landscaping.*

The site coverage is 24% which is compliant with the Acceptable Solution and therefore (a) is met.

Each of the private open space is provided with a 24m^2 area, with 15m^2 located to the rear and 9m^2 at the front.

The private open space provided for each of the 7 dwellings is considered appropriate to meet the needs of the occupants, as all are 1 bedroom and therefore likely to be occupied by single people or couples which require less space than a family occupying a three bedroom dwelling.

The limited private open space provided is offset by the large, shared areas provided on site which will be landscaped to provide outdoor recreational areas for the occupants of the site, including a central park.

The private open is of a sufficient size to accommodate a clothes line and storage.

Taking into account the anticipated occupants, the private opens space is considered appropriate.

8.4.3 P2 provides that:

> *A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:*
>
> *(a) conveniently located in relation to a living area of the dwelling; and*
>
> *(b) orientated to take advantage of sunlight.*

Each dwelling has an area located directly off the living spaces which is orientated northwards to obtain maximum sunlight. Taking into account the anticipated

occupants, this area is considered adequate to provide for an extension of the dwelling for outdoor relaxation and entertaining.

The proposal to increase the number of dwellings, and therefore the site density, is considered to provide for a significant social and community benefit. The reduction in the private open space is considered reasonable given the anticipated occupants and the large areas of shared space available. On this basis, a permit should be issued.

If further information or clarification is required, please email lisa@theyouggroup.com.au or call 0490 451 913.

Lisa Balding
PROJECT MANAGER

DDEG

Fire Safety | Acoustics | Access | Building Solutions

24 Clifton Drive, Sorell, TAS

Proposed Residential Strata Development

Acoustic Engineering Report

24 Clifton Drive, Sorell, TAS

Proposed Residential Strata Development

Acoustic Engineering Report

Prepared for:
The Young Group Tasmania Pty Ltd
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Cambridge TAS 7170

Prepared by:
DDEG (*Acoustics*)
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Signature

Revision History

Rev.	Date	Purpose	Prepared by:	Reviewed by:
0	28/09/2023	Not for endorsement	Campbell Johnstone	Irena Peoples
1	19/12/2023	Original Issue	Campbell Johnstone	Irena Peoples
2	22/07/2024	Updated as per latest site plan	Campbell Johnstone	Andrew Mitchell

Executive Summary

DDEG has been appointed by The Young Group Tasmania Pty Ltd to provide acoustic engineering consulting services associated with the proposed residential strata development at 24 Clifton Drive, Sorell, TAS.

Advice in relation to the following acoustic engineering elements has been requested, and is presented in this document:

Table 1 Acoustic Engineering Elements and Reference Criteria

Acoustic Engineering Element	Reference Criteria
Noise impacts on dwellings within a road attenuation area	▪ Clause C3.6 of the Tasmanian Planning Scheme – State Planning Provisions
Aircraft noise intrusion via building envelope	▪ Clause C16.5 of the Tasmanian Planning Scheme – State Planning Provisions ▪ AS 2021:2015

A review of the above elements has been undertaken and it is considered that the proposed development will satisfy the reference criteria with inclusion of the following acoustic engineering measures:

Table 2 Recommended Acoustic Engineering Measures

Consideration	Acoustic Engineering Measure
Noise from Nearby Road Traffic	▪ It is considered that the proposed development will satisfy the traffic noise criterion without the need for further traffic noise attenuation measures. ▪ Refer to Section 6 for full details.
Aircraft Noise Intrusion	▪ It is considered that the proposed residential buildings need not be specifically designed to provide protection against aircraft noise intrusion and will satisfy the acoustic requirements of AS 2021:2015 without the need for acoustic treatment measures, provided that all penetrations in the building envelope are sealed airtight. ▪ Refer to Section 7 for full details.

DDEG
Fire Safety | Acoustics | Access | Building Solutions

Contents

1 Introduction

1.1 Purpose

DDEG has been appointed by The Young Group Tasmania Pty Ltd to provide acoustic engineering consulting services in relation to the proposed residential strata development at 24 Clifton Drive, Sorell, TAS.

This document has been prepared for the purpose of informing a Development Application to Council.

The scope of this document comprises review of potential noise impacts due to road traffic and the nearby aircraft flight path.

A glossary of the acoustic nomenclature used in this document is presented in Appendix A.

1.2 Reference Documentation

This document is based on information contained in the following documents and drawings:

Table 3 Reference Documentation

Document	Prepared by	Issue
Preliminary DA Revision Architectural Drawings; Project No. 2309; Drawings No. DA.A1.02 [M], DA.A2.01[E] to DA.A2.03[E]. DA.A3.01[E] to DA.A3.03[E].	1+2 Architecture	09/07/2024

1.3 Document Limitations

The following limitations are applicable with respect to the acoustic advice presented in this document:

- DDEG has prepared this document for the sole use of the relevant stakeholders and approval authorities and for the specific purpose expressly stated in the document. No other party should rely on this document without the prior written consent of DDEG. DDEG undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document.
- The information contained in this document provides advice in relation to acoustics and vibration only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics and vibration engineering including and not limited to structural integrity, fire rating, architectural buildability and fitness-for-purpose, waterproofing and the like. Supplementary professional advice should be sought in respect of these issues.

- Documents marked ‘Not for Construction’ or ‘Draft’ may be subject to change and are not released as final documents. DDEG accepts no liability pending release of the final version of the document.
- In preparing this document DDEG may have relied upon information provided by the Client and other third parties, some of which may not have been verified. DDEG accepts no responsibility or liability for any errors or omissions which may be incorporated into this document as a result.
- The recommendations, data and methodology presented in this document are based on the listed reference documentation. The recommendations apply specifically to the project under consideration and must not be utilised for any other purpose. Any modifications or changes to the project from that described in the listed reference documentation may invalidate the advice provided in this document, necessitating a revision.
- Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

2 Project Characteristics

2.1 Site Location

The project site is located at 24 Clifton Drive, Sorell, TAS, as shown in Figure 1.

As part of a separate application, a 2700 m^2 area of land at the north-eastern corner of 24 Clifton Drive is proposed to be subdivided from the current land parcel. That part of the land falls outside the scope of the assessment presented in this report.

Figure 1 Aerial Image of Site
(Aerial Photo Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

The project site also lies within the Airport Noise Exposure Area Overlay of the Sorell Council Local Provisions Schedule, as shown in Figure 2.

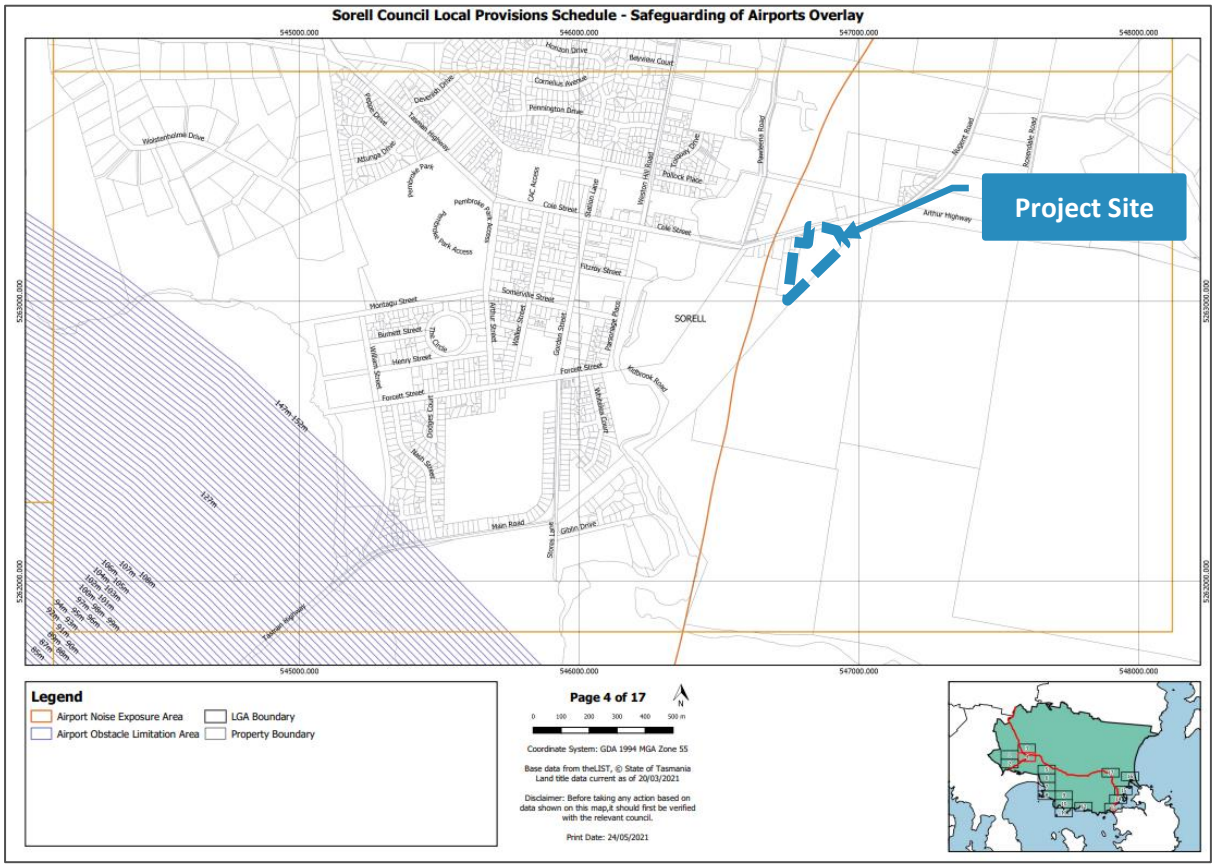


Figure 2 Site Location - Airport Noise Exposure Area Overlay (Image Source: https://www.planning.tas.gov.au)

2.2 Proposed Project

The project comprises a proposed new residential strata development comprising 42 dwellings.

Figure 3 shows the proposed site plan.

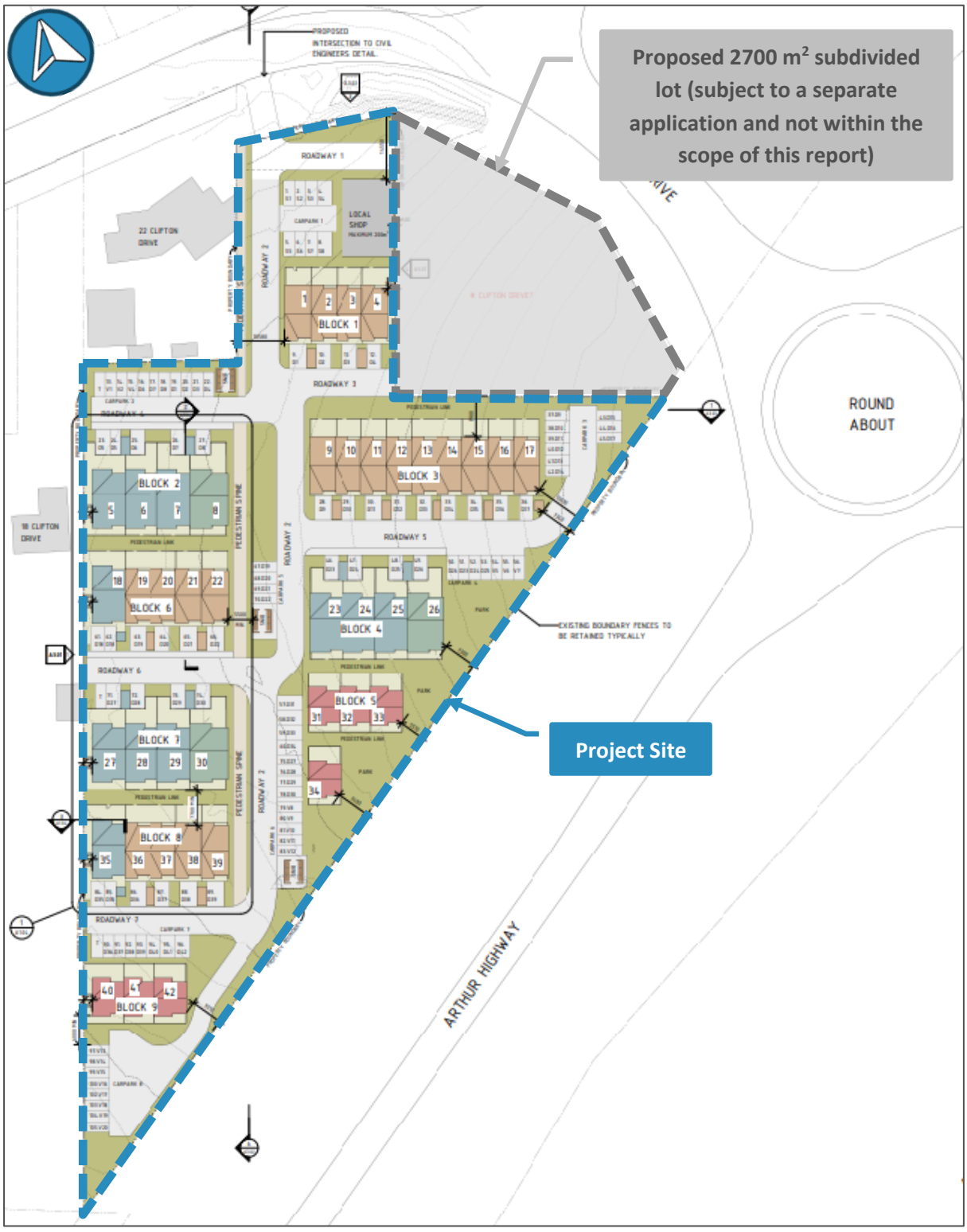


Figure 3 Proposed Site Plan (Image Source: 1+2 Architecture)

3 Policy, Standards and Guidelines

Table 4 presents a summary of the relevant policy, standards and guidelines applicable to the proposed project.

Table 4 Summary of Relevant Policy, Standards and Guidelines

Document	Status	Relevance to this Project
Tasmanian Planning Scheme – State Planning Provisions (Tasmanian Government, 2022)	Policy	Prescribes the policy and noise criteria applicable for protection of proposed habitable buildings for sensitive uses from noise impacts.
AS 2021:2015 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction (Standards Australia, 2015)	Standard	This Standard is relevant to the project with regards to noise from aircraft noise intrusion. This Standard provides guidelines for determining the extent of aircraft noise reduction required and the type of building construction necessary to provide acceptable noise levels indoors based on the type of activity being undertaken.
AS/NZS 2107:2016 Acoustics – Design Sound Levels and Reverberation Times for Building Interiors (Standards Australia, 2016)	Guideline	Provides guidance on internal noise levels and reverberation times for different types of spaces. The guidance provided is relevant to the development in respect of noise intrusion from external sources.
AS3671:1989 – Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction (Standards Australia, 1989)	Guideline	Provides guidance on determining the required traffic noise reduction from outside to inside a building exposed to traffic noise, and the types of construction required to achieve acceptable internal noise levels.
Noise Measurement Procedures Manual (Department of Environment, Parks, Heritage and the Arts, 2008)	Guideline	Prescribes the methods adopted by the Tasmanian State Planning Provisions for measurement of noise. The guidance provided is relevant to the development in respect of measurement of road traffic noise.

4 Applicable Acoustic Legislation

4.1 Tasmanian Planning Scheme – State Planning Provisions: Clause C3.6

Clause C3.6.1 "Habitable buildings for sensitive uses within a road or railway attenuation area" from the *Tasmanian Planning Scheme – State Planning Provisions* (Tasmanian Government, 2022) prescribes the policy and noise criteria applicable for protection of proposed noise sensitive developments from noise impacts due to existing and future major roads.

Since the project site is located within a road attenuation area, the project is required to either meet the conditions of the Acceptable Solution – A1 as reproduced in Section 4.1.1 or to be shown to comply with Performance Criterion – P1 as outlined in Section 4.1.2.

4.1.1 Acceptable Solution – A1

Unless within a building area on a sealed plan approved under the *Tasmanian Planning Scheme – State Planning Provisions* (Tasmanian Government, 2022), habitable buildings for a sensitive use must be:

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

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

  (i) the existing habitable building; or

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

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

Table C3.2 outlines that for habitable buildings for a sensitive use within a road attenuation area, the applicable design noise level is 63 dB(A) $L_{A10,18hr}$ or less, at the most exposed facade of the habitable building.

4.1.2 Performance Criterion – P1

Habitable buildings for sensitive uses must be sited, designed or screened to minimise adverse effects of noise from the existing or future major road or rail network, having regard to:

(a) the topography of the site;

(b) the proposed setback;

(c) any buffers created by natural or other features;

(d) the location of existing or proposed buildings on the site;

(e) the frequency of use of the rail network;

(f) the speed limit and traffic volume of the road;

(g) any noise, vibration, light, and air emissions from the rail network or road;

(h) the nature of the road;

(i) the nature of the development;

(j) the need for the development;

(k) any traffic impact assessment;

(l) any mitigating measures proposed;

(m) any recommendations from a suitably qualified person for mitigation of noise; and

(n) any advice received from the rail or road authority.

4.2 Tasmanian Planning Scheme – State Planning Provisions: Clause C16.5

Clause C16.5.1 "Sensitive use within an airport noise exposure area" from the *Tasmanian Planning Scheme – State Planning Provisions* (Tasmanian Government, 2022) prescribes the policy and noise criteria to ensure that:

(a) sensitive uses are appropriately located or designed to minimise exposure to excessive aircraft noise; and

(b) the operation of airports is not compromised by the amenity expectations of sensitive uses.

Since the project site is a sensitive use and is located within an airport noise exposure area, the project is required to be shown to comply with Performance Criterion – P1 as outlined below.

4.2.1 Performance Criterion – P1

A sensitive use within an airport noise exposure area must be located and designed to minimise exposure to excessive aircraft noise, having regard to:

(a) the location, orientation and elevation of the site relative to aircraft flight paths;

(b) the current and future type and frequency of aircraft operating from the airport;

(c) the type of use and the operational requirements for the use;

(d) the layout and construction of buildings associated with the use;

(e) the need to not compromise the future operation of the airport;

(f) the noise attenuation measures required by Section 3 of the Australian Standard *AS 2021 – 2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction*;

(g) the requirements of any relevant airport master plan; and;

(h) any advice from the airport operator or Airservices Australia.

5 Existing Acoustic Conditions

5.1 Exterior Soundscape

During our site visits on 1 and 11 September 2023, the soundscape consisted of road traffic noise from Arthur Highway to the east of the site as well as from Clifton Drive to the north.

5.2 Road Noise Levels

Attended noise measurements were performed at several locations near the boundary of the development on 1 September 2023. Full details of the measurement locations and measurement methodology are presented in Appendix B.

Table 5 presents the measured road traffic noise levels.

Table 5 Measured Road Traffic Sound Pressure Levels

Measurement Details		Overall L_{A10}, dB(A)	Overall L_{Aeq}, dB(A)
Location	Time		
Location 1B, north-eastern corner, adjacent to noise logging location	2:18 PM to 3:18 PM	65	62
Location 1B	3:18 PM to 4:18 PM	66	63
Location 1B	4:18 PM to 5:18 PM	65	63
Location 2, 6 metres west of north-eastern corner	11:20 AM to 11:35 AM	64	61
Location 3, north-western corner	11:40 AM to 11:55 AM	64	62
Location 4, south-western corner	12:03 PM to 12:18 PM	59	57

In addition to the attended noise measurements, environmental noise logging was performed at the site to establish the road traffic noise. The measurements were performed at north-eastern boundary of the site between 1 and 7 September 2023. Details of the measurement location and measurement methodology are presented in Appendix B.

Table 6 presents a summary of the measured Sound Pressure Levels. Graphs showing the variation of the Sound Pressure Levels over the full measurement period are presented in Appendix C.

Table 6 Summary of Measured Environmental Noise Levels

Date	Measured Sound Pressure Level, dB(A)				
	$L_{A10,18hr}$ (6 am to 12 am)	$L_{Aeq,16hr}$ (6 am to 10 pm)	Highest $L_{Aeq,1hr}$ (6 am to 10 pm)	$L_{Aeq,8hr}$ (10 pm to 6 am)	Highest $L_{Aeq,1hr}$ (10 pm to 6 am)
Friday, 1 September 2023	64[1]	62[1]	64	52	55
Saturday, 2 September 2023	62	61	63	54	58
Sunday, 3 September 2023	64	62	69	53[2]	58[2]
Monday, 4 September 2023	66[2]	63[2]	66[2]	55[2]	57[2]
Tuesday, 5 September 2023	64	62	65	60[2]	61[2]
Wednesday, 6 September 2023	66[2]	63[2]	66[2]	55	60
Thursday, 7 September 2023	66	63	67	58[3]	60
Adopted Design Sound Level	**66**	**63**	**69**	**55**	**60**

1 Partial measurement period: 11 am to 10 pm / 12 am only.

2 Extraneous noise events were excluded during these periods due to adverse weather conditions.

3 Partial measurement period: 10 pm to 11:45 pm only.

6 Road Traffic Noise Assessment

6.1 Noise Modelling

SoundPLAN v7.4 environmental noise modelling software was used to calculate the existing and future traffic noise levels at the development. Full details of noise modelling input parameters and data sources are presented in Appendix D.

6.2 Noise Model Calibration

For model calibration purposes, a version of the model representing the existing scenario (year 2023) was generated and used to calculate the road traffic noise levels at the noise logging position. The traffic noise levels calculated by the model were then compared with the measured road traffic noise levels, as shown in Table 7.

Table 7 Traffic Noise Model Calibration Results

Location	Sound Pressure Level Parameter	Measured Sound Pressure Level, dB(A)	Modelled Year 2023 Sound Pressure Level, dB(A) (Without Calibration Adjustment)	Difference, dB
1A	$L_{A10,18hr}$	66	66	0
2	L_{A10}	64	64	0
3	L_{A10}	64	64	0
4	L_{A10}	59	59	0

The results show no difference between the measured and modelled road traffic noise levels at the measurement locations. Therefore, no calibration adjustment is required to the traffic noise model of the area.

6.3 Input Parameters

6.3.1 Year 2035 Traffic Volumes and Traffic Noise Levels

Traffic noise modelling will be conducted for the situation 10 years after the assumed development finalisation date of 2025.

Year 2035 traffic noise levels were calculated by adjusting the traffic volumes in the model to represent year 2035 traffic volumes. At the time of writing, information about the current or future traffic volumes in the area of the project site was not available. As a substitute, data from Tasmania GEOCOUNTS was used in calculations. Based on the year 2019 traffic growth rate of approximately 3.7% per annum in the area of the project site, year 2035 traffic noise levels are calculated to increase by up to 3 dB(A) compared to the existing year 2023 noise levels.

It is noted that the 2019 traffic volumes and growth rates relate to a previous road layout (i.e. prior to the construction of the Arthur Highway Sorell bypass to the south of the project site). The current traffic parameters may differ from those on which our calculations have been based due to the new road layout. Nevertheless, it is considered that a 3 dB(A) increase in traffic noise levels (over the time period from 2023 to 2035) is a conservative but appropriate estimate and will therefore be adopted for the purposes of this assessment.

6.4 Modelling Results

Figure 4 presents a noise contour map showing the calculated $L_{A10,18hr}$ traffic noise contours in year 2035.

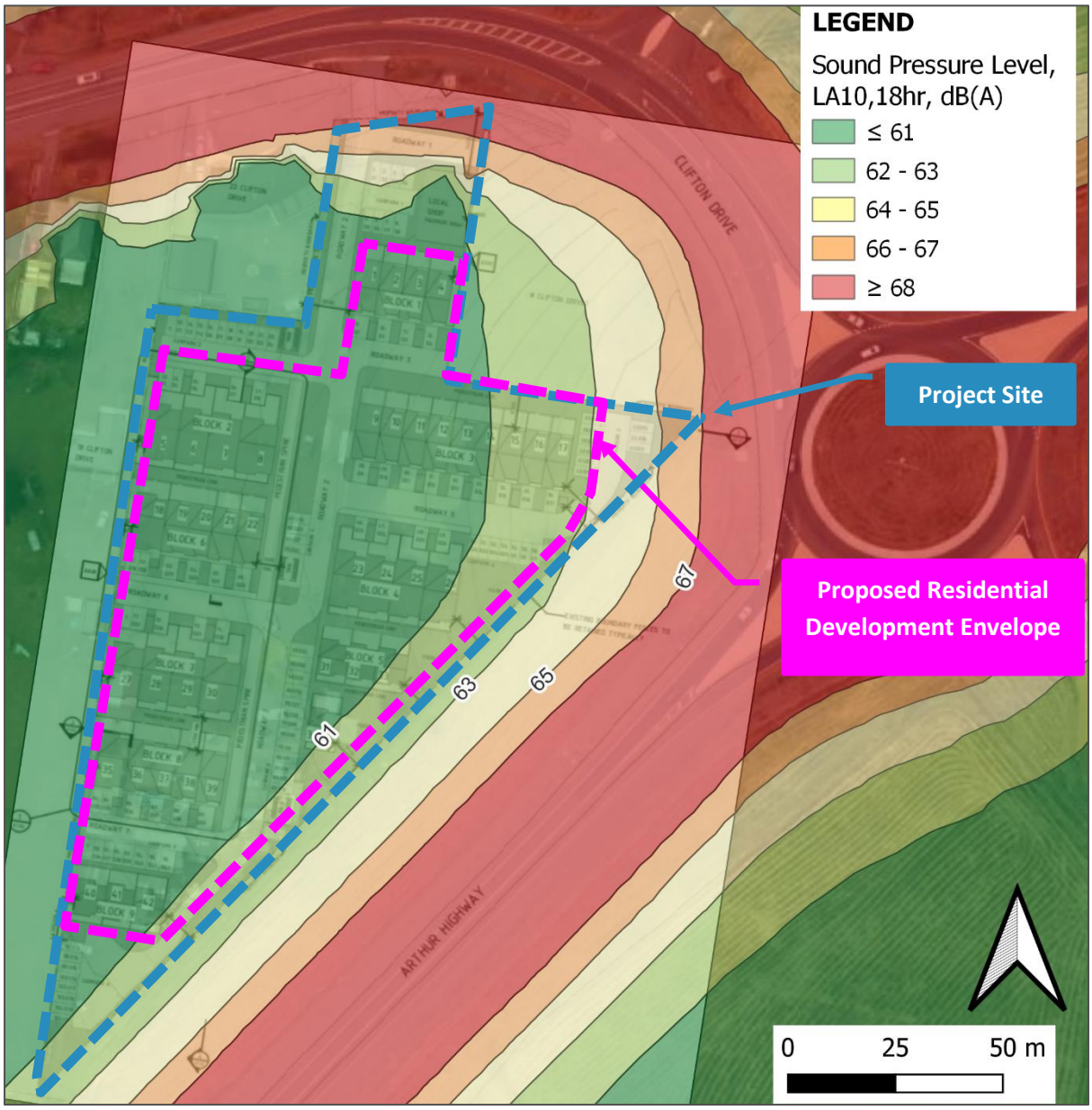


Figure 4 Calculated Year 2035 $L_{A10,18hr}$ Traffic Noise Contours

The noise modelling results indicate that external noise levels of all buildings within the proposed residential development area are expected to be equal to or below the project traffic noise criterion of 63 dB(A) $L_{A10,18hr}$ in the year 2035.

On the above basis, the proposed development satisfies Acceptable Solution – A1 of Clause C3.6.1 from the *Tasmanian Planning Scheme – State Planning Provisions*, and it is considered that further traffic noise attenuation measures will not be required.

7 AS 2021 Aircraft Noise Assessment

7.1 ANEF Chart

The Australian Noise Exposure Forecast (ANEF) Chart used for the assessment is the Hobart Airport Long Term (2042) ANEF, as endorsed by Air Services Australia on 7 October 2022 (see Appendix E).

The following assessment is based on the proposed Year 2042 runway configuration, which is generally consistent with the existing 12 / 30 runway running north-west to south-east, as shown in Figure 5.

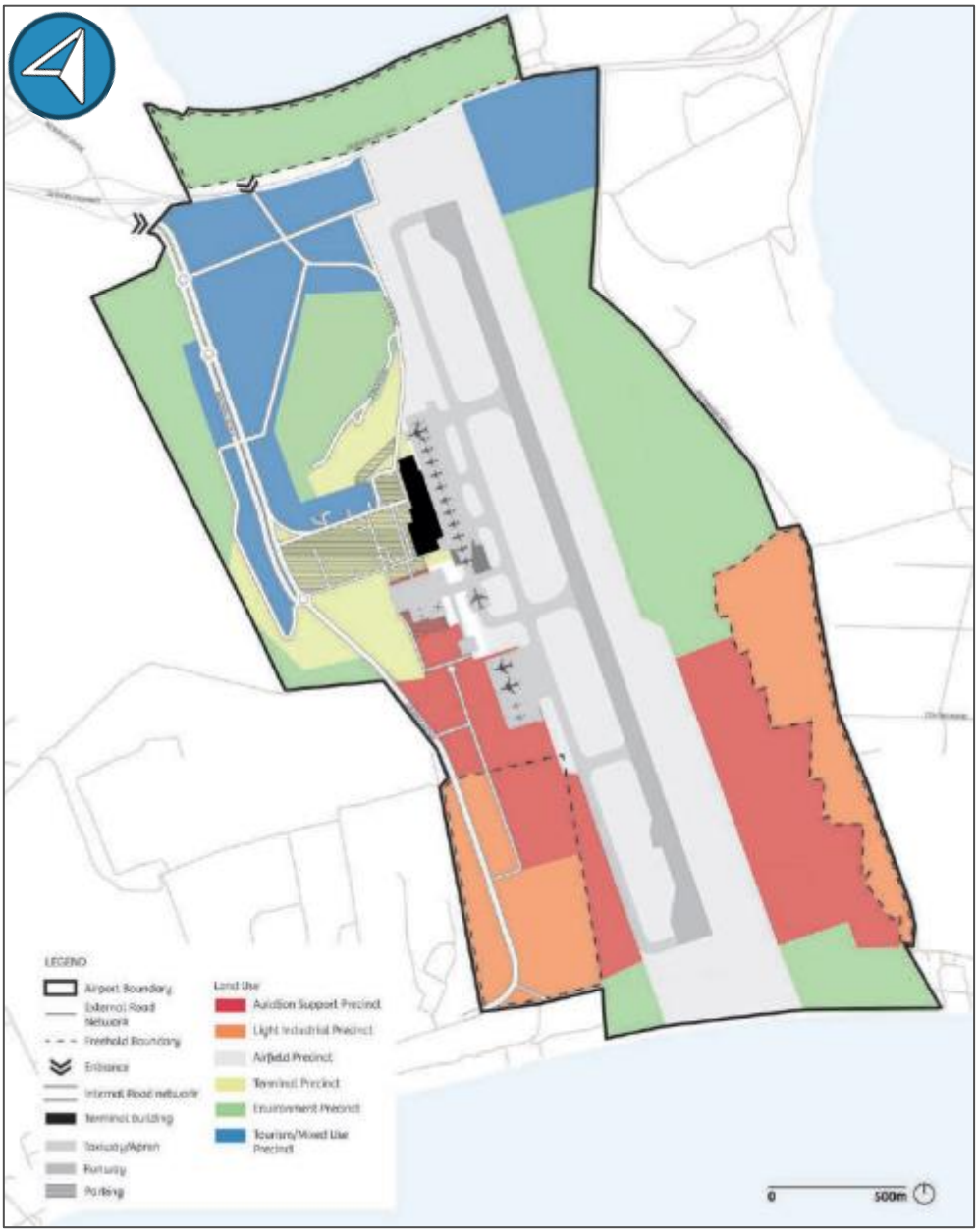


Figure 5 Proposed Year 2042 Hobart Airport Runway Configuration (Source: Hobart Airport Masterplan 2022)

7.2 Aircraft Types

Based on the ANEF Chart, the following aircraft types are understood to operate frequently at the airport and have therefore been considered in the assessment:

Table 8 Aircraft Types

Aircraft Type from ANEF Chart	AS 2021:2015 Representative Aircraft	Aircraft Type	AS 2021 Table
737800	Boeing 737-800	Domestic Jet	3.15
777300	Boeing 777-300	Domestic Jet	3.19
737MAX8	Boeing 737-800	Domestic Jet	3.12
7773ER	Boeing 777-300	Domestic Jet	3.19
7878R	Boeing 787-8	International	3.20
A320-271N	Airbus A320-232	Domestic Jet	3.5
A321-232	Airbus A321-232	Domestic Jet	3.6
A330-301	Airbus A330-301	Domestic Jet	3.7
B779	Boeing 777-300	Domestic Jet	3.19
B781	Boeing 787-8	International	3.20
B797	Boeing 787-8	International	3.20
GV	Gulfstream GV	Domestic Jet	3.34

7.3 Distance of Site from Runway

The AS 2021 distance coordinates of the site with respect to the runway are as shown in Table 9. Figure 6 shows how the distance coordinates are defined in AS 2021.

Table 9 AS 2021 Distance Coordinates of Site

Distance Coordinate	Runway 12 / 30
DS (Sideline Distance), m	7751
DL (Landing Distance), m	576
DT (Take-off Distance), m	2154

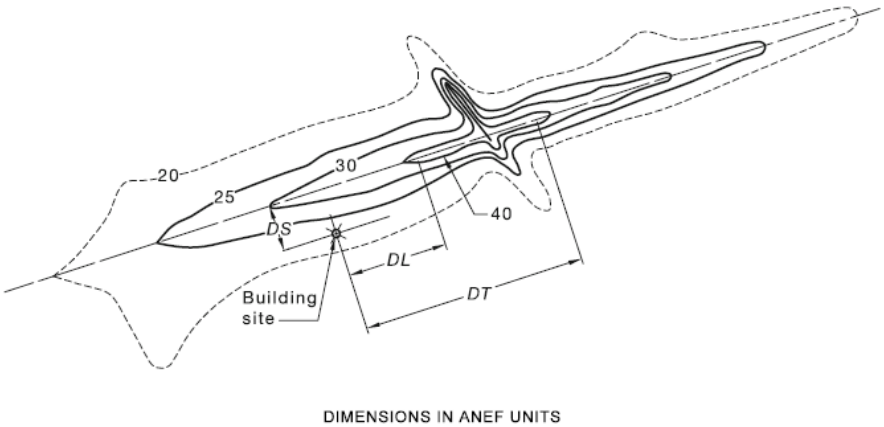


Figure 6 Definition of AS 2021 Distance Coordinates (Image Source: AS 2021:2015)

7.4 Elevation Corrections

To account for the elevation difference between the project site and the runway, the following elevation corrections are to be added to the distance coordinates in accordance with AS 2021:

Table 10 Elevation Corrections

Correction	Runway 12 / 30
Elevation Difference, m*	**-30**
Correction to DL, m	-570
Correction to DT - Domestic Jet, m	-180
Correction to DT - International, m	-230
Correction to DT - Domestic Non-Jet, m	-330

* Elevation difference is calculated based on the elevation of the closest end of the runway and the elevation at the centre of the project site. Positive elevation difference means the runway is at higher elevation than the project site. Negative elevation difference means the runway is at lower elevation than the project site. Elevations have been determined from 1-second SRTM digital elevation model data downloaded from https://elevation.fsdf.org.au/.

7.5 Aircraft Noise Level

The controlling aircraft noise level (ANL) for the assessment is determined to be as follows:

Table 11 Aircraft Noise Level

Runway	Aircraft Type	Flight Type	Departure / Arrival	AS2021 Table	Aircraft Noise Level, dB(A)
12 / 30	777200	All Flights	Departure	3.19B	58

7.6 Indoor Design Sound Levels

In accordance with Table 3.3 of AS 2021 the following indoor design sound levels apply:

Table 12 Indoor Design Sound Levels for Aircraft Noise

Building Type and Activity	Indoor Design Sound Level, dB(A)
Houses, home units, flats, caravan parks	
Sleeping areas, dedicated lounges	50
Other habitable spaces	55
Bathrooms, toilets, laundries	60

7.7 Aircraft Noise Reduction

The required aircraft noise reduction (ANR) is calculated according to:

$$ANR = ANL - \text{Indoor Design Sound Level, [dB(A)]}$$

The required ANRs for each type of space within the project are presented in Table 13.

Table 13 Required Aircraft Noise Reduction

Building Type and Activity	Aircraft Noise Reduction (ANR), dB(A)
Sleeping areas, dedicated lounges	8
Other habitable spaces	3
Bathrooms, toilets, laundries	0

7.8 Evaluation

In accordance with Clause 2.3 and Table 2.1 of AS 2021:2015, where a residential building lies outside the ANEF 20 contour, there is usually no need for the buildings' construction to provide protection specifically against aircraft noise.

Additionally, calculation of the required aircraft noise reduction (ANR), which is dependent on the following:

- distance of the project site from the runway,
- elevation difference between the project site and the runway,
- controlling aircraft noise level (ANL), and
- indoor design sound level,

has determined that the maximum required ANR for the project site is 8 dB(A). It is expected that standard building envelope construction will achieve in excess of this ANR, provided that all penetrations are sealed airtight.

Based on the outcome of the AS 2021 assessment, it is considered that the construction of the residential buildings need not be specifically designed to provide protection against aircraft noise intrusion.

8 Conclusion

This document has presented a town planning acoustic assessment for the proposed residential strata development at 24 Clifton Drive, Sorell, TAS.

The assessment has been undertaken with regard to the acoustic requirements prescribed by the *Tasmanian Planning Scheme – State Planning Provisions* (Clause C3.6.1 and Clause C16.5.1) and *AS 2021:2015 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.*

Acoustic engineering advice for the proposed project has been presented in Sections 6 and 7.

Subject to implementation of the advice presented in this document, it is considered that the proposed development will satisfy the applicable acoustic policy, standards and guidelines.

9 References

Abbott, P. G. (2002). *Converting the UK traffic noise index LA10,18h to EU noise indices for noise mapping.* TRL Limited.

ARRB. (1982). *An Evaluation of the U.K. DoE Traffic Noise Prediction.* Report 122 ARRB - NAASRA Planning Group 1982.

Department of Environment, Parks, Heritage and the Arts. (2008, July). Noise Measurement Procedures Manual, Second Edition. Tasmania.

ISO. (1996). ISO 9613-2:1996 Acoustics - Attenuation of Sound During Propagation Outdoors - Part 2: General Method of Calculation. International Standards Organisation.

Standards Australia. (1989). AS 3671:1989 Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction.

Standards Australia. (2015). AS 2021:2015 Acoustics - Aircraft noise intrusion - Building siting and construction. NSW: SAI Global.

Standards Australia. (2016). AS/NZS 2107:2016 Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.

Tasmanian Government. (2022, July). Tasmanian Planning Scheme: State Planning Provisions.

UK DoT. (1988). Calculation of Road Traffic Noise (CoRTN). Department of Transport, Welsh Office.

Appendix A Glossary of Acoustic Terms

dB / dB(A) Decibels or 'A'-weighted Decibels, the units of Sound Pressure Level. 'A'-weighting adjusts the levels of frequencies within the sound spectrum to better reflect the sensitivity of the human ear to different frequencies at Sound Pressure Levels typical of everyday sounds. [Unit: dB / dB(A)]

The following are examples of the decibel readings of every day sounds;

- 0 dB The faintest sound we can hear
- 30 dB A quiet library or in a quiet location in the country
- 45 dB Typical office space. Ambience in the city at night
- 60 dB The sound of a vacuum cleaner in a typical lounge room
- 70 dB The sound of a car passing on the street
- 80 dB Loud music played at home
- 90 dB The sound of a truck passing on the street
- 100 dB The sound of a rock band
- 120 dB Deafening

$L_{A10,T}$ The value of A-weighted Sound Pressure Level which is exceeded for 10 percent of the time during given measurement period T. This is commonly used to provide an indication of the upper limit of fluctuating noise, such as characteristic of music or moderately busy traffic. [Unit: dB / dB(A)]

$L_{A10,18hr}$ This is the arithmetic average of the 18 individual $L_{A10,1hr}$ values for the hours from 6 am to midnight in a single day. It is one of the standard traffic noise descriptors used in Australia. [Unit: dB / dB(A)]

$L_{A90,T}$ The value of A-weighted Sound Pressure Level which is exceeded for 90 percent of the time during given measurement period T. This is commonly used to represent the background noise level. [Unit: dB / dB(A)]

$L_{Aeq,T}$ The Equivalent Continuous A-weighted Sound Pressure Level measured over the period T (also known as Time-Average Sound Pressure Level). The Equivalent Continuous A-weighted Sound Pressure Level is the constant value of A-weighted Sound Pressure Level for a given period that would be equivalent in sound energy to the time-varying A-Weighted Sound Pressure Level measured over the same period. In simple terms, this can be thought of as the average Sound Pressure Level. [Unit: dB / dB(A)]

$L_{AFmax,T}$ The maximum value of A-weighted, F time-weighted Sound Pressure Level which occurs during a given measurement period T. [Unit: dB / dB(A)]

Sound Pressure Level	A measure of the magnitude of a sound wave. Mathematically, it is twenty times the logarithm to the base ten of the ratio of the root mean square sound pressure at a point in a sound field, to the reference sound pressure; where sound pressure is defined as the alternating component of the pressure (Pa) at the point, and the reference sound pressure is $2x10^{-5}$ Pa. [Unit: dB]

Appendix B Noise Measurement Methodology

Measurement Location

Table 14 presents details of the noise measurement locations. Figure 7 to Figure 11 present a map and photographs of the noise measurement locations.

Table 14 Noise Measurement Location Details

Location Reference	Measurement Description	Microphone Height Above Ground Level
1A	Unattended environmental noise logging	1.8 m
1B, 2, 4	Attended traffic noise measurement	2 m
3	Attended traffic noise measurement	1.6 m

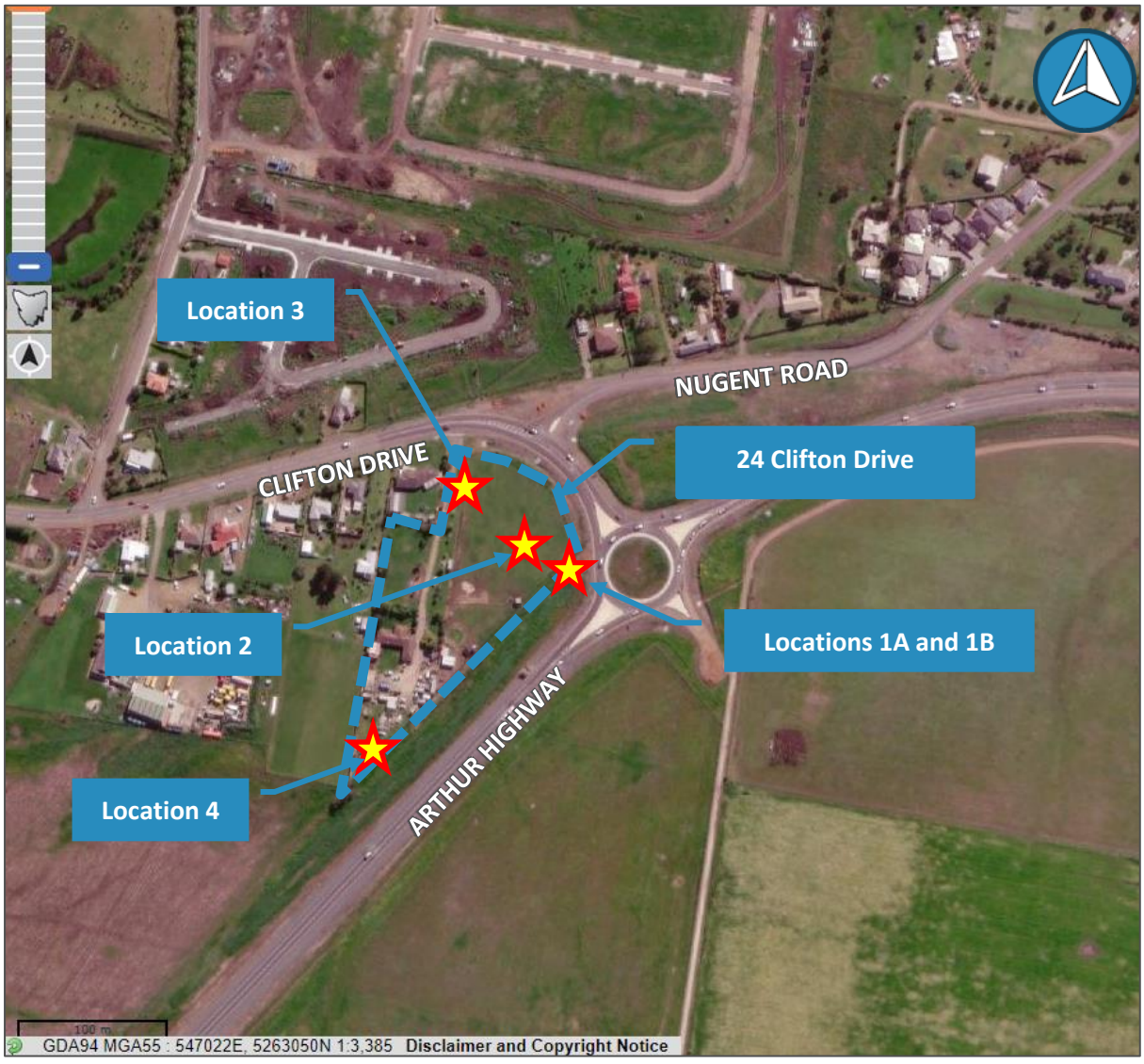


Figure 7 Noise Measurement Locations
(Aerial Photo Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

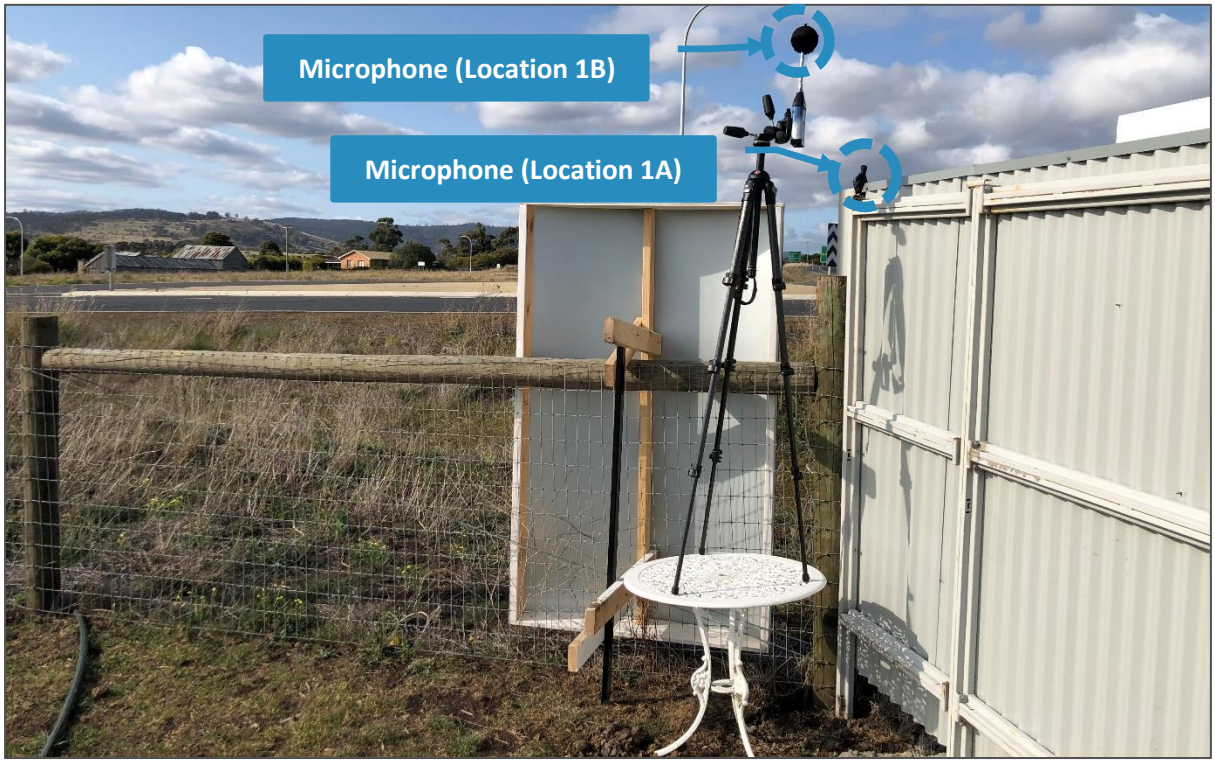


Figure 8 Noise Measurement Locations 1A and 1B – Photo Facing East

Figure 9 Noise Measurement Location 2 – Photo Facing North-East

Figure 10 Noise Measurement Location 3 – Photo Facing North

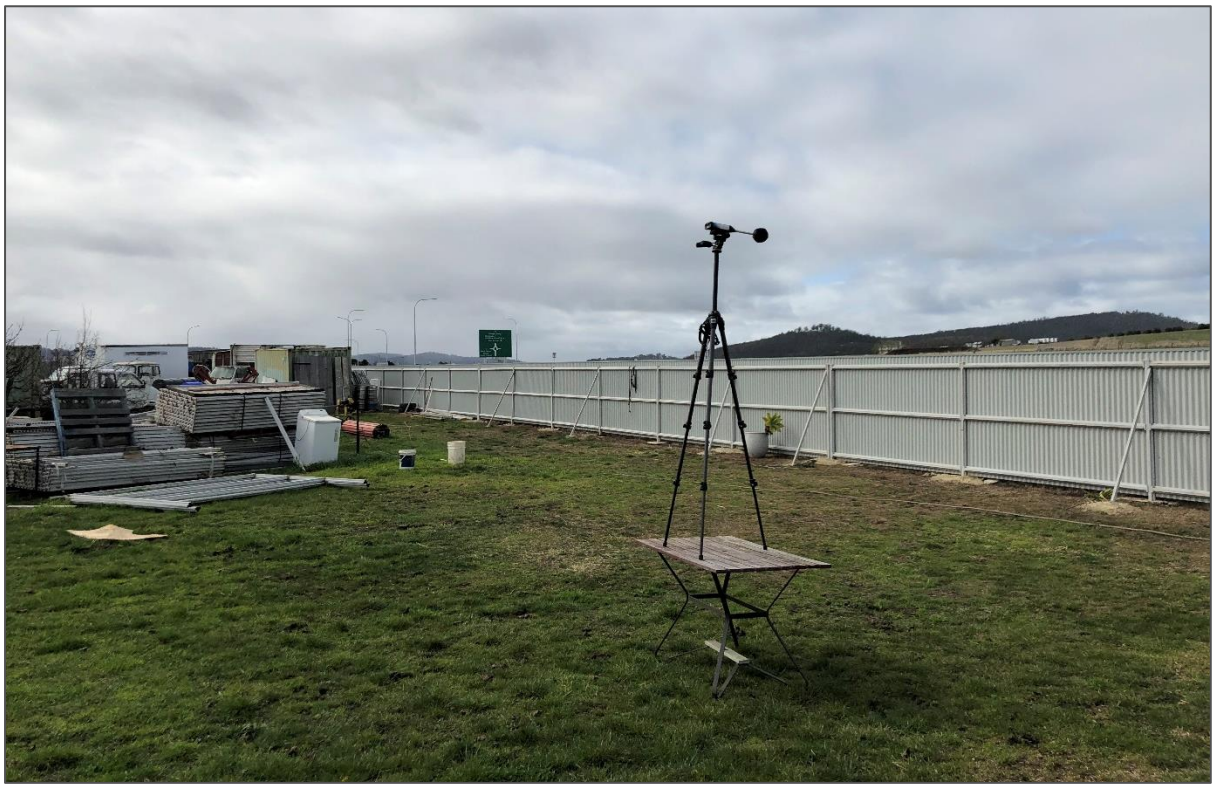


Figure 11 Noise Measurement Location 4 – Photo Facing North-East

Measurement Procedure

Noise measurements were performed at the site to establish the environmental noise levels. Table 15 presents details of each measurement:

Table 15 Details of Measurement Period

Location Ref.	Measurement Type		Start Time	Start Date	End Time	End Date
	Attended	Unattended				
1A	☐	☒	11:00 AM	Friday 1/09/2023	11:45 PM	Thursday 7/09/2023
2	☒	☐	11:20 AM	Friday 1/09/2023	11:35 AM	Friday 1/09/2023
3	☒	☐	11:40 AM	Friday 1/09/2023	11:55 AM	Friday 1/09/2023
4	☒	☐	12:03 PM	Friday 1/09/2023	12:18 PM	Friday 1/09/2023
1B	☒	☐	2:18 PM	Friday 1/09/2023	5:18 PM	Friday 1/09/2023

The equipment was configured to provide the measurement results as a continuous series of 1 second A- and Z-weighted Sound Pressure Levels. Metrics used for the assessment were then post-processed from this data.

A foam windscreen was installed on each microphone to minimise the effect of wind-induced pressure fluctuations on the measurements.

Instrumentation

All acoustic instrumentation used for the measurements held a current certificate of calibration from a National Association of Testing Authorities (NATA) accredited laboratory or from the manufacturer at the time of the measurements.

A field check to confirm correct calibration of the instrumentation was performed at the beginning and end of the measurement period using a laboratory calibrated portable Sound Level Calibrator. At the time of each check the instrumentation was found to be reading correctly and the deviation between consecutive checks was found to be less than 1 dB.

Details of the acoustic instrumentation used for measurements are presented in Table 16.

Table 16 Acoustic Instrumentation Details

Location Reference	Instrument Description	Serial No.	Date of Last Laboratory Calibration
1A	Convergence Instruments NSRT_mk2 Type 1 Sound Level Meter	Atp+jdUYcf2VgLHiyyr5ND	14/06/2018
1B, 2, 3, 4	Svantek 977 Class 1 Sound Level Meter	45763	22/03/2023
-	Svantek SV33B Portable Sound Level Calibrator	112498	16/01/2023*

* In accordance with AS 1055.1-1997 and National Association of Testing Authorities Guidelines, Sound Level Calibrators require calibration annually.

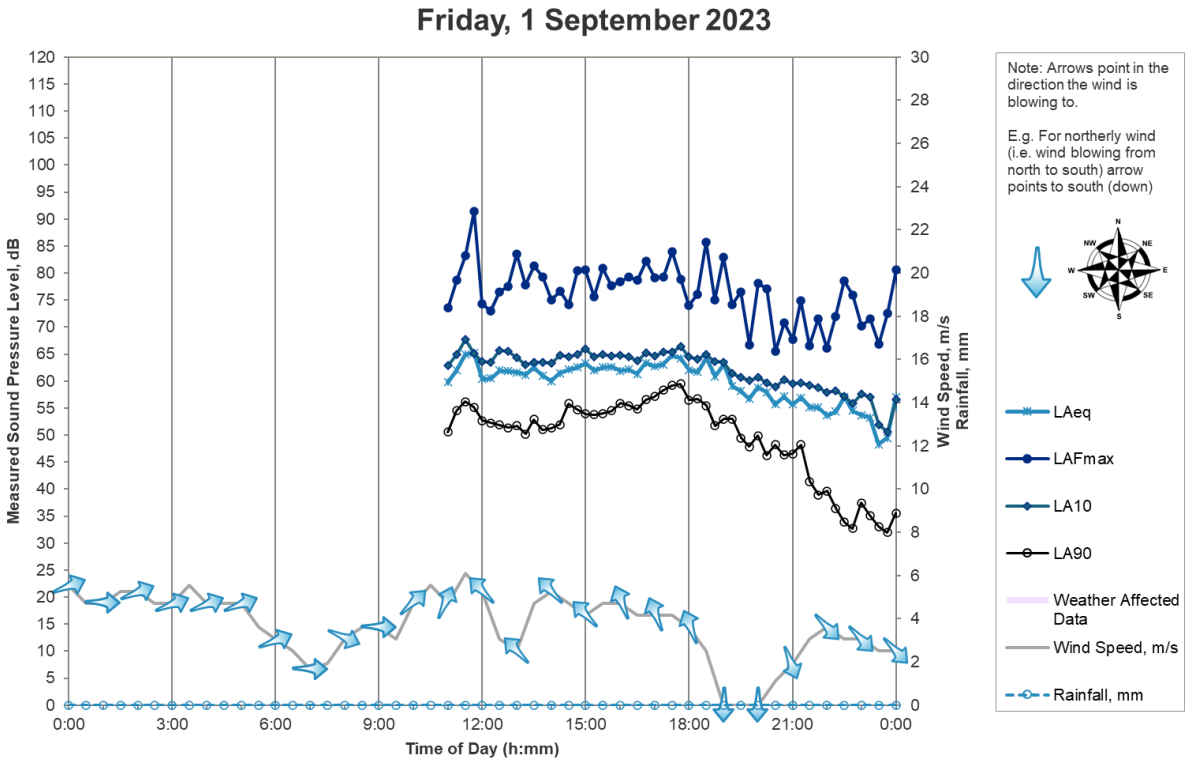
Meteorological Data

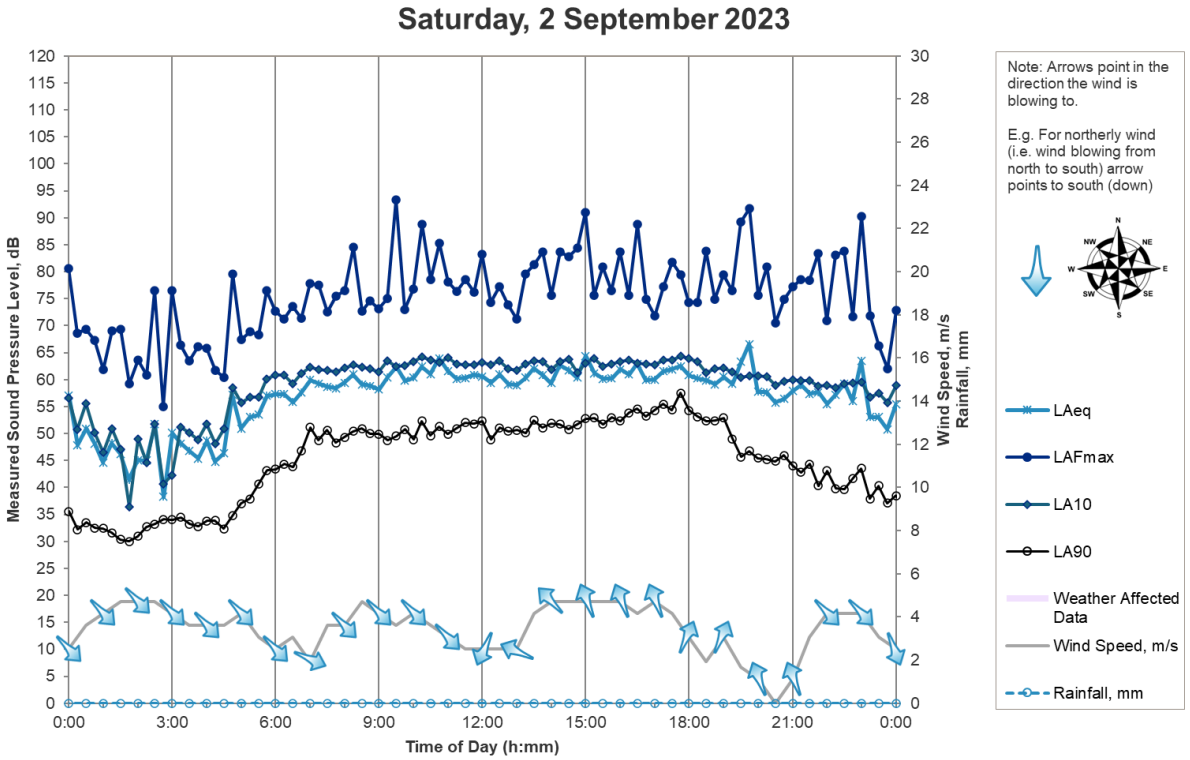
Weather observations during the monitoring period were taken from the Bureau of Meteorology Weather Station at Hobart Airport, approximately 7 km away. Appendix C shows the meteorological observations plotted against the measured L_{Aeq}, L_{A10}, L_{A90} and L_{AFmax} Sound Pressure Levels for the duration of the measurement period.

Weather Conditions

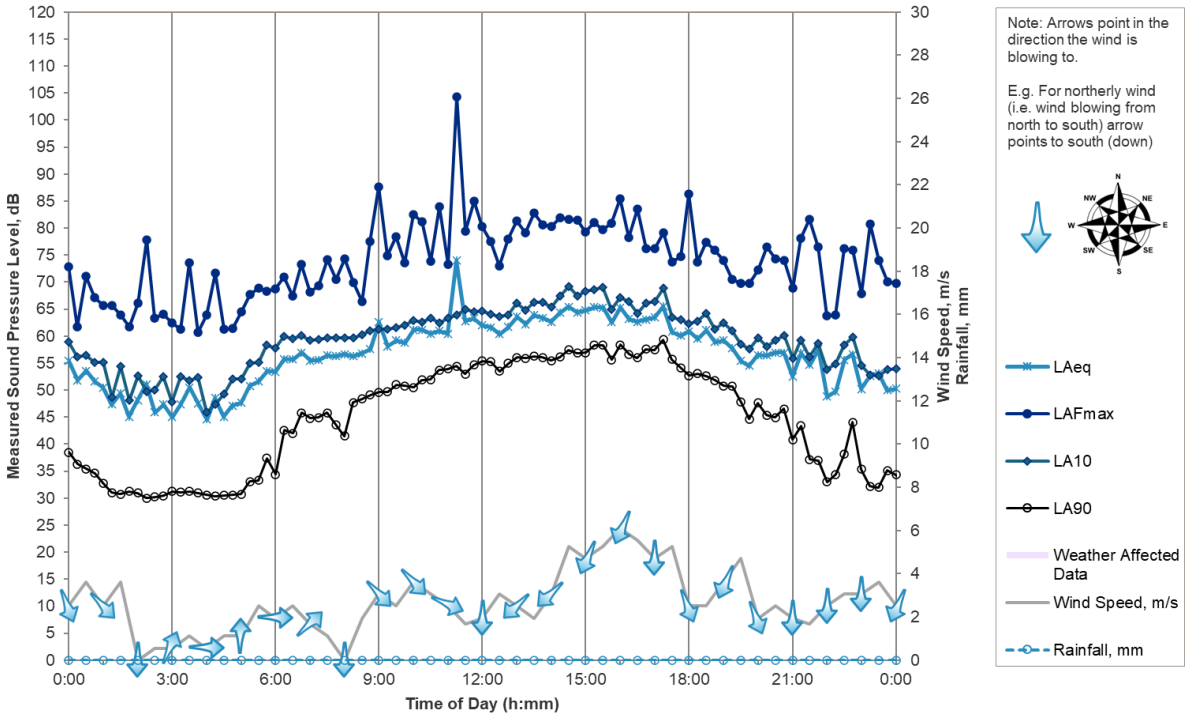
The weather during the attended measurements was fine with light winds. Nearby road surfaces were dry.

Appendix C Graphed Noise Measurement Results

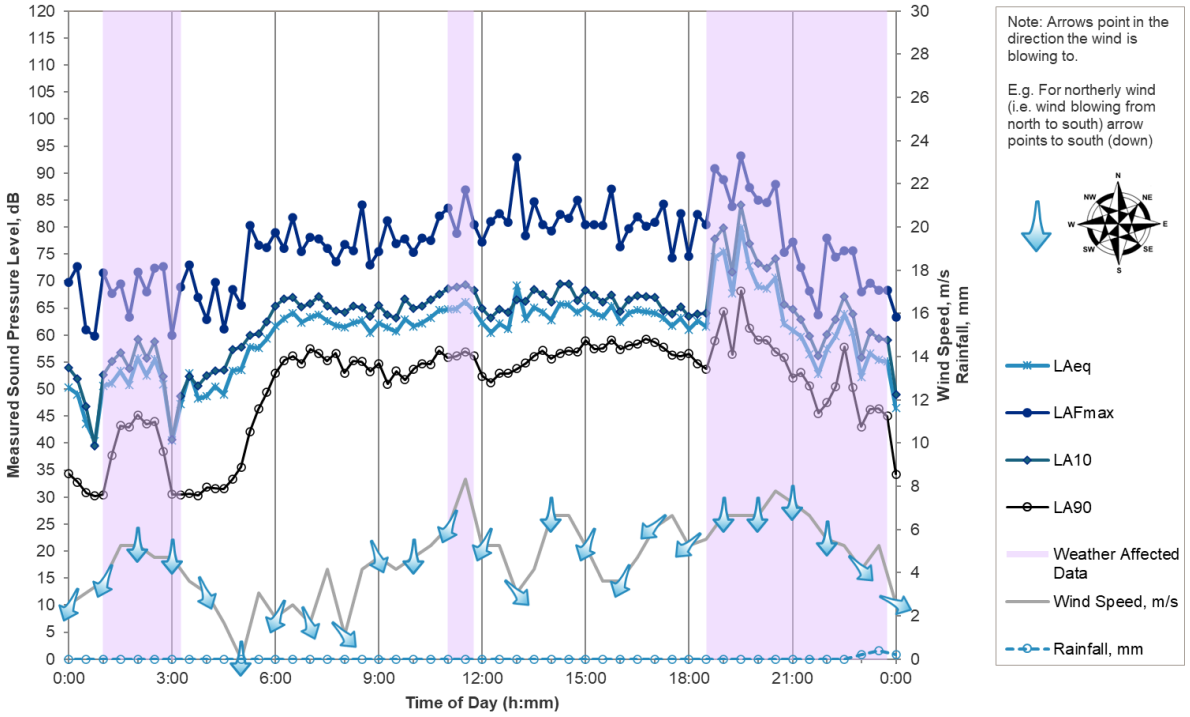




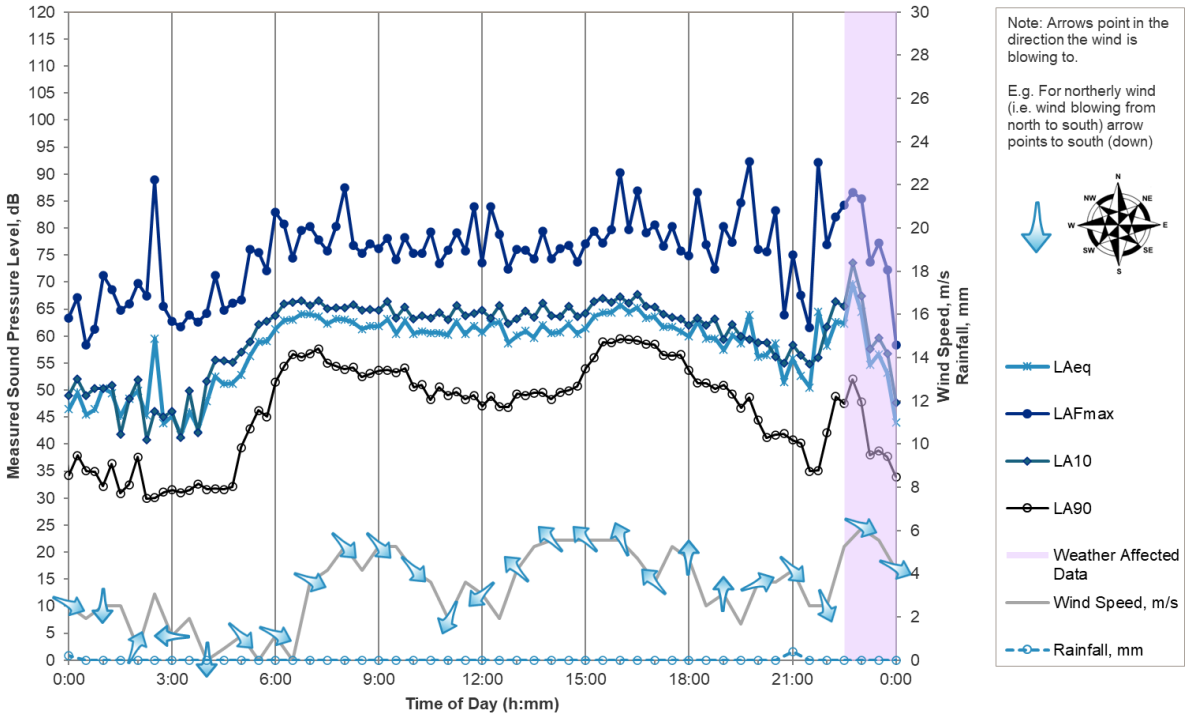
Sunday, 3 September 2023



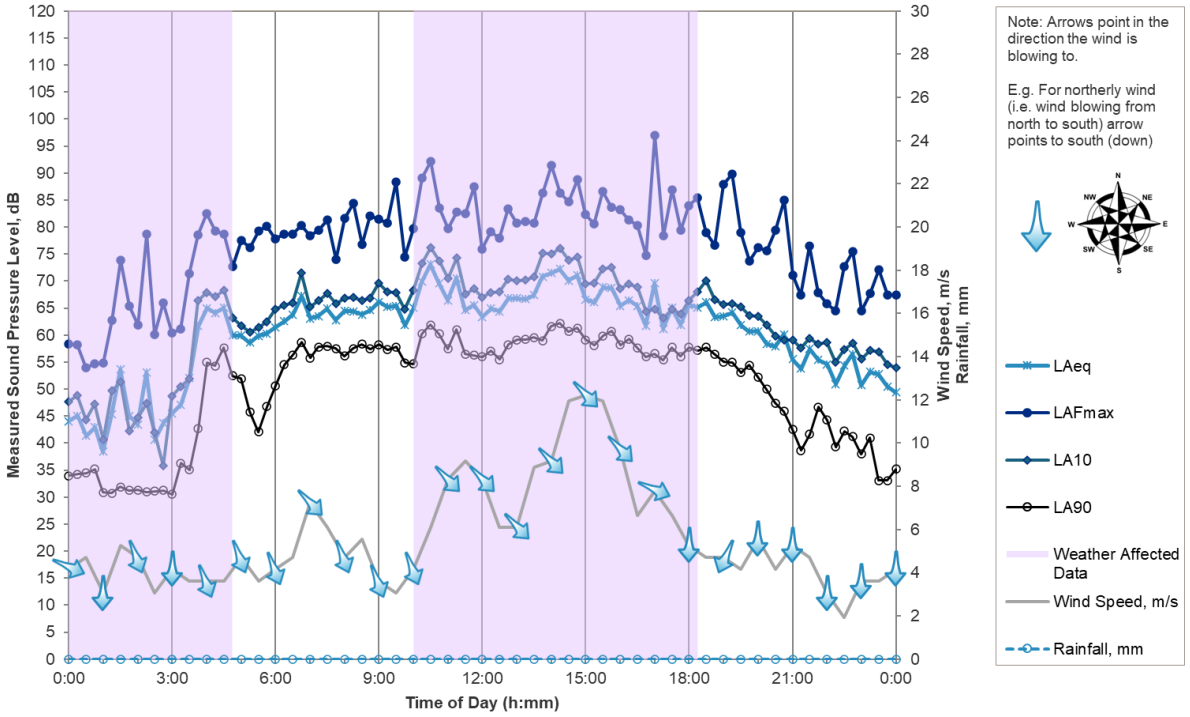
Monday, 4 September 2023

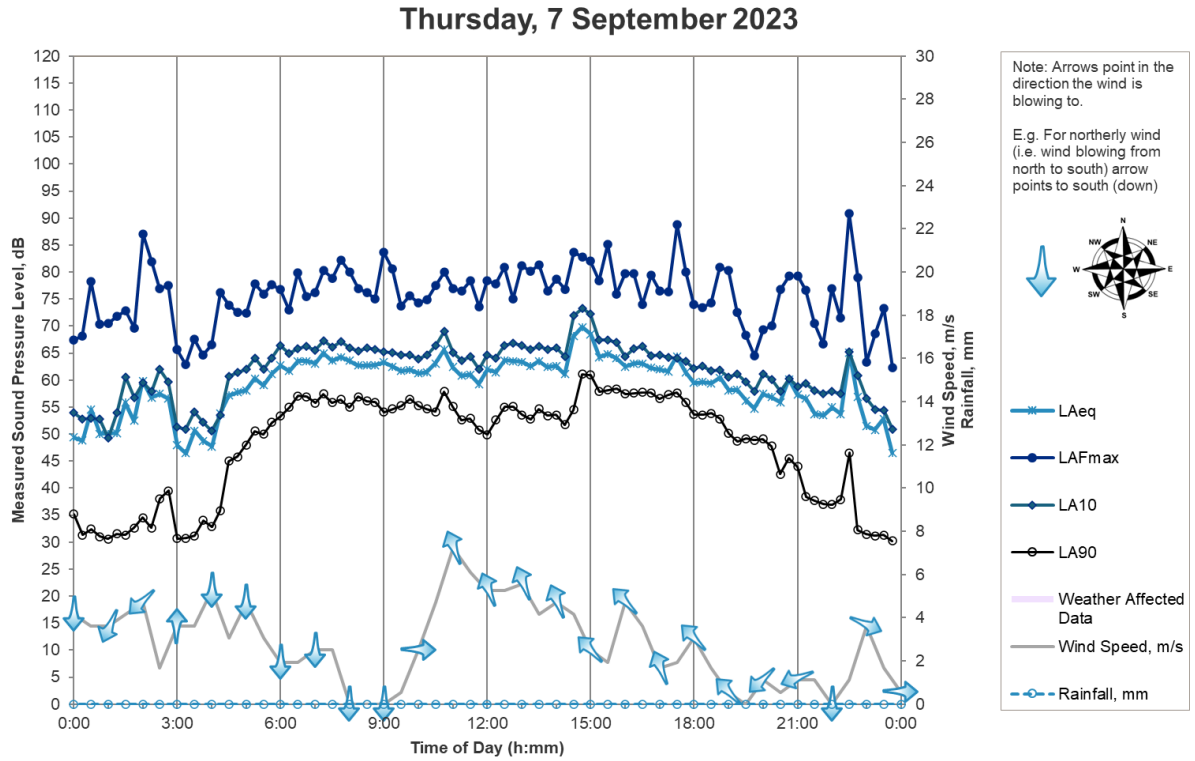


Tuesday, 5 September 2023



Wednesday, 6 September 2023




Thursday, 7 September 2023
Measured Sound Pressure Level, dB
Wind Speed, m/s
Rainfall, mm
Time of Day (h:mm)
0:00
3:00
6:00
9:00
12:00
15:00
18:00
21:00
0:00
Note: Arrows point in the direction the wind is blowing to.
E.g. For northerly wind (i.e. wind blowing from north to south) arrow points to south (down)
N
NE
E
SE
S
SW
W
NW
LAeq
LAFmax
LA10
LA90
Weather Affected Data
Wind Speed, m/s
Rainfall, mm

Appendix D Modelling Parameters

General Parameters

Parameter	Description
Software	SoundPLAN Version 7.4
Calculation Method	ISO 9613-2:1996 (ISO, 1996) Road Noise: CoRTN (UK DoT, 1988)

Geometrical Parameters

Parameter	Description
Site Layout	▪ As per reference documentation.
Terrain	▪ Ground outside of the project site modelled according to 2-metre elevation data from ELVIS (Elevation Information System).
Ground absorption	▪ All areas modelled as a combination of hard and soft ground using a ground factor of 0.75.
Buildings and Structures	▪ The proposed local shop has been modelled with a height of 4 m high and a footprint as per referenced architectural drawings. ▪ Screening effects of all other buildings within the project site (including the proposed subdivision) have not been modelled. ▪ Buildings in the vicinity of the project site modelled according to the latest Google Earth satellite imagery. ▪ The existing steel fencing along the south-eastern boundary of the site adjacent to Arthur Highway has not been included in the modelling (i.e. it has been conservatively assumed to not provide any acoustic screening effect as it is not of acoustic-grade construction and it has not been confirmed that it will remain as part of the developed site). ▪ No other fencing has been included for acoustic screening purposes in the modelling.
Noise contour height	▪ 1.5 m above ground level.

Environmental Parameters

Parameter	Description
Air absorption Calculation	ISO 9613-2:1996
Air Temperature	10 degrees Celsius
Air Pressure	1013.3 mbar
Humidity	70%
Propagation Conditions	▪ The propagation conditions used in the modelling are the standard ISO 9613-2 conditions. These represent downwind propagation with:

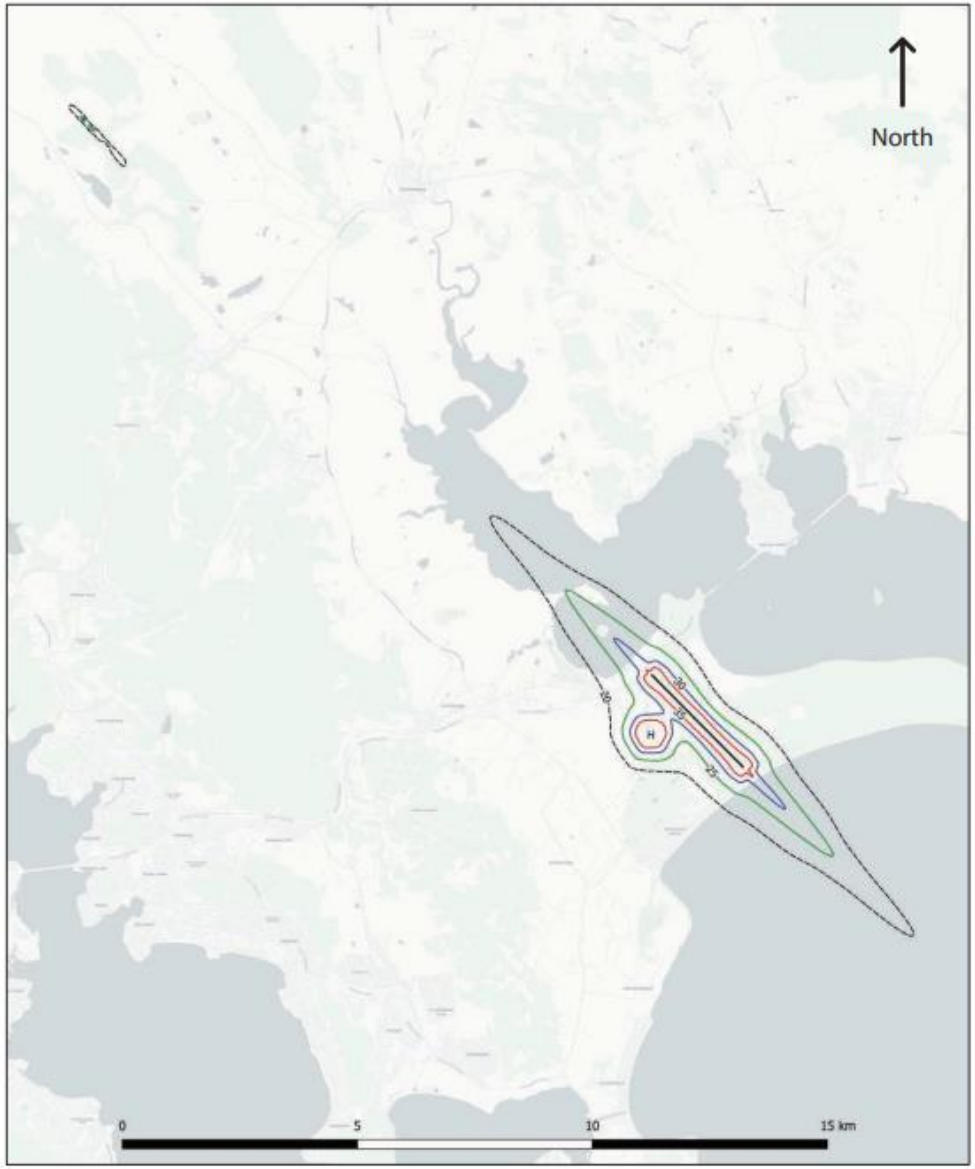
Parameter	Description
	– Wind direction ± 45 degrees of the direction connecting the centre of the dominant sound source and the centre of the specified receiver region, with the wind blowing from source to receiver; and – Wind speed between approximately 1 m/s and 5 m/s, measured at a height of 3 m to 11 m above ground. ▪ The modelled conditions would similarly represent average propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs on clear, calm nights. ▪ Such conditions result in enhanced noise propagation and can be considered to represent a typical worst-case scenario for noise propagation.

Road Parameters

<table>
<tr><th>Parameter</th><th>Description</th></tr>
<tr><td>Road Geometry</td><td>▪ Arthur Highway and Clifton Drive have been modelled as two single-lane carriageways with no median strip. Each lane modelled as 3 m wide.
▪ The freeway elevation has been modelled according to elevation data from ELVIS (Elevation Information System).
▪ No other roads included in the model.</td></tr>
<tr><td>Traffic Volumes</td><td>▪ Tasmania GEOCOUNTS provided the data used to model traffic volume along Arthur Highway and Clifton Drive. An estimate of year 2023 and 2035 AADT was derived based on the 2019 AADT and annual traffic growth rate, as follows:
<table>
<tr><th>Road</th><th>2019 Vehicles AADT</th><th>2019 %HV</th><th>2019 Annual Growth Rate</th></tr>
<tr><td>Arthur Highway (Now Clifton Drive)</td><td>13,800</td><td>8.9%</td><td>3.7%</td></tr>
</table></td></tr>
<tr><td>Vehicle Speeds</td><td>Modelling of traffic flow based on a mean speed limit of:
▪ 30 km/h within the Arthur Highway / Clifton Drive roundabout.
▪ 60 km/h along Clifton Drive, and the section of Arthur Highway located north-east of the project site.
▪ 80 km/h along the section of Arthur Highway to the south of the project site.</td></tr>
<tr><td>Correction for Australian Conditions</td><td>An adjustment of -1.7 dB(A) applied to the model to account for Australian conditions in accordance with findings of research by the Australian Road Research Board (ARRB, 1982).</td></tr>
</table>

Parameter	Description
Conversion from $L_{A10,18hr}$ to $L_{Aeq,16hr}$ (Day) and $L_{Aeq,8hr}$ (Night)	Conversion from $L_{A10,18hr}$ to the L_{Aeq} metrics used for the assessment performed in accordance with the equations recommended in Converting the UK Traffic Noise Index $L_{A10,18h}$ to EU Noise Indices for Noise Mapping (Abbott, 2002).

Appendix E ANEF Chart



Building type	ANEF zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
House, home unit, flat, caravan park	Less than 20 ANEF[1]	20 to 25 ANEF[2]	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF[1]	20 to 25 ANEF[2]	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF[1]	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF[1]	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

Notes

1. The actual location of the 20 ANEF contour is difficult to define accurately, mainly because of variation in aircraft flight paths. Because of this, the procedure of Clause 2.3.2 may be followed for building sites outside but near to the 20 ANEF contour.
2. Within 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential or educational uses. Land use authorities may consider that the incorporation of noise control features in the construction of residences or schools is appropriate
3. There will be cases where a building of a particular type will contain spaces used for activities which would generally be found in a different type of building (e.g. an office in an industrial building). In these cases Table 2.1 should be used to determine site acceptability, but internal design noise levels within the specific spaces should be determined by Table 3.3.
4. This Standard does not recommend development in unacceptable areas. However, where the relevant planning authority determines that any development may be necessary within existing built-up areas designated as unacceptable, it is recommended that such development should achieve the required ANR determined according to Clause 3.3. For residences, schools, etc., the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
5. In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations.

Runway	Aircraft	Arrival			Departure			Grand Total
		Day	Night	Total	Day	Night	Total	
12	Airbus A320-200 Series	4.97	1.39	6.37	4.97	1.39	6.37	**12.73**
	Airbus A321-200 Series	4.82	1.35	6.17	4.82	1.35	6.17	**12.35**
	Airbus A330-300 Series	0.09	0.03	0.11	0.09	0.03	0.12	**0.23**
	Boeing 737-800 Series	10.37	2.90	13.27	10.37	2.90	13.27	**26.55**
	Boeing 777-300 Series	0.09	0.03	0.11	0.09	0.03	0.11	**0.23**
	Boeing 787-8 Dreamliner	0.56	0.16	0.72	0.56	0.16	0.72	**1.44**
	Boeing C-17A	0.16	0.05	0.21	0.16	0.05	0.21	**0.41**
	Gulfstream G550	0.16	0.05	0.21	0.16	0.05	0.21	**0.42**
	Raytheon Beech 1900-D	0.67	0.19	0.86	0.67	0.19	0.86	**1.71**
12 Total		21.91	6.13	28.04	21.91	6.13	28.04	**56.07**
30	Airbus A320-200 Series	5.66	1.58	7.24	5.66	1.58	7.24	**14.48**
	Airbus A321-200 Series	5.49	1.53	7.02	5.49	1.53	7.02	**14.04**
	Airbus A330-300 Series	0.10	0.03	0.13	0.10	0.03	0.13	**0.26**
	Boeing 737-800 Series	11.80	3.30	15.10	11.80	3.30	15.10	**30.19**
	Boeing 777-300 Series	0.10	0.03	0.13	0.10	0.03	0.13	**0.26**
	Boeing 787-8 Dreamliner	0.64	0.18	0.82	0.64	0.18	0.82	**1.64**
	Boeing C-17A	0.18	0.05	0.23	0.18	0.05	0.23	**0.47**
	Gulfstream G550	0.19	0.05	0.24	0.19	0.05	0.24	**0.47**
	Raytheon Beech 1900-D	0.76	0.21	0.98	0.76	0.21	0.98	**1.95**
30 Total		24.91	6.97	31.88	24.91	6.97	31.88	**63.76**
Helipad	Bell 206B-3	3.45	0.96	4.41	3.45	0.96	4.41	**8.83**
	Bell 430	3.65	1.02	4.67	3.65	1.02	4.67	**9.34**
	Eurocopter EC-130	3.92	1.10	5.02	3.92	1.10	5.02	**10.04**
Helipad Total		11.02	3.08	14.10	11.02	3.08	14.10	**28.20**
Grand Total		**57.84**	**16.18**	**74.02**	**57.84**	**16.18**	**74.02**	**148.04**

Runway	Latitude	Longitude
12	-42.8282	147.5090
30	-42.8367	147.5317
Helipad	-42.8392	147.5006

Notes

1. Terrain has been included in the calculation of the ANEF contours
2. ANEF contours modelled with AEDT 3e
3. Co-ordinate system: WGS84
4. Where figures have been rounded, there may be discrepancies between the total presented and the sum of the items in that column

Issue date: 20 SEP 2022
Drawn by: To70 Aviation

airservices

ENDORSEMENT FOR TECHNICAL ACCURACY

STANDARD ANEF

MALE.C... Digitally signed by MALE.CG
Date: 2022.10.07 15:52:46 +10'00'

Network Planning & Optimisation

The aircraft noise contours on this chart have been calculated using an appropriate modelling process. Airservices Australia has, in accordance with the approved manner of endorsement, considered the physical ultimate capacity of the existing or proposed runways in its endorsement process.
The data input and assumptions made in that process are derived in part from external sources. Airservices Australia makes no warranty in respect of that information and excludes all liability for any loss arising from reliance on that information.

RESIDENTIAL DEVELOPMENT

ARCHITECTURE

PROJECT DETAILS

CLIENT: THE YOUNG GROUP P/L
SITE TITLE REF: 179906/1
PID: 9056868
PROPERTY OWNER: CLIFTON ARTHUR PTY LTD
SITE ADDRESS: 24 CLIFTON DRIVE SORELL TASMANIA 7172
LOCAL AUTHORITY: SORELL
PLANNING SCHEME: SORELL

LICENCED BUILDING SERVICES PROVIDER:
EDWARD F. WARD
(1+2 ARCHITECTURE PTY LTD)
LICENCE NUMBER: CC4065F

PROJECT TEAM

ARCHITECT:
1 PLUS 2 ARCHITECTURE PTY. LTD.
FRED WARD
ACCREDITATION NUMBER: CC4065F
27 MELVILLE STREET, HOBART TAS 7000

BUILDING SURVEYOR:
LEE TYERS BUILDING SURVEYORS
LEE TYERS
PO BOX 364 KINGSTON TAS 7051

ENGINEER:
ALADANMARK PTY. LTD. CONSULTING ENGINEERS
199 MACQUARIE STREET, HOBART TAS 7000

TRAFFIC ENGINEER:
HUBBLE TRAFFIC
PETER HUBBLE
25 MERINDAH STREET, ROSNY TAS 7018

LANDSCAPE ARCHITECT:
INSPIRING PLACE
ADAM HOLMSTROM
210 COLLINS STREET, HOBART TAS 7018

LAND SURVEYOR:
PDA SURVEYORS, ENGINEERS AND PLANNERS
6 FREEMAN STREET
KINGSTON, TASMANIA, 7050

NOTE: EXISTING CONTOUR AND LEVEL INFORMATION HAS BEEN PROVIDED BY PDA SURVEYORS, ENGINEERS AND PLANNERS WITH SURVEY INFORMATION POSITION ON THE AUSTRALIAN HEIGHT DATUM. FEATURES SHOWN OUTSIDE THE PROPERTY BOUNDARY ARE SHOWN INDICATIVELY ONLY FOR DIAGRAMMATIC PURPOSES, IN ACCORDANCE WITH PDA DETAIL SURVEY 51536MS-2A.

DRAWING LIST

ARCHITECTURAL

NO.	REV.	TITLE
A0.00	K	COVER SHEET A1
A1.01	H	EXISTING SITE + DEMOLITION PLAN
A1.02	R	SITE PLAN
A1.04	O	DETAIL PLAN AND SECTIONS
A1.05	K	STAGING PLAN
A2.01	G	DWELLING TYPE 1A
A2.02	G	DWELLING TYPES 2A, 2B, 2C AND 2D
A2.03	G	DWELLING TYPE 3A
A2.04	B	DWELLING TYPE 1B
A3.01	G	SECTIONS + ELEVATIONS 1
A3.02	I	SECTIONS + ELEVATIONS 2
A3.03	G	SECTIONS + ELEVATIONS 3
A4.01	B	BLOCK 1 SHADOW DIAGRAMS

CODE LEGEND

CODE	DESCRIPTION
BA	BATH
CL1	PROFILED METAL CLADDING
CL2	FIBRE CEMENT SHEET: PAINTED
CT	COOKTOP
DP1	DOWNPIPE
F	FIXED GLASS
FE1	NEW PALING FENCE
FE2	FENCE
FGL	FINISHED GROUND LEVEL
FR	FRIDGE FREEZER
M1	BRICKWORK
NGL	NATURAL GROUND LINE
O	OPENING WINDOW
RF1	METAL ROOFING
SH	SHOWER
SK	SINK
TR	TOE RECESS
VB	VANITY BASIN
WC	TOILET SUITE
WM	WASHING MACHINE

rev.	desc.	date
K	DA AMENDMENT	03.04.25
J	PRELIMINARY	18.03.25
I	DA RFI 01	04.12.24
H	DA SUBMISSION	25.07.24
G	DRAFT DA SET	24.07.24
F	DRAFT DA SET	09.07.24
E	DRAFT DA SET	19.06.24
D	DA SUBMISSION	15.12.23
C	PRE DA CLIENT REVIEW	13.12.23
B	DA SUBMISSION DOCUMENTS	13.12.23
A	DRAFT DA SET	12.12.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 8122
E MAIL@1PLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

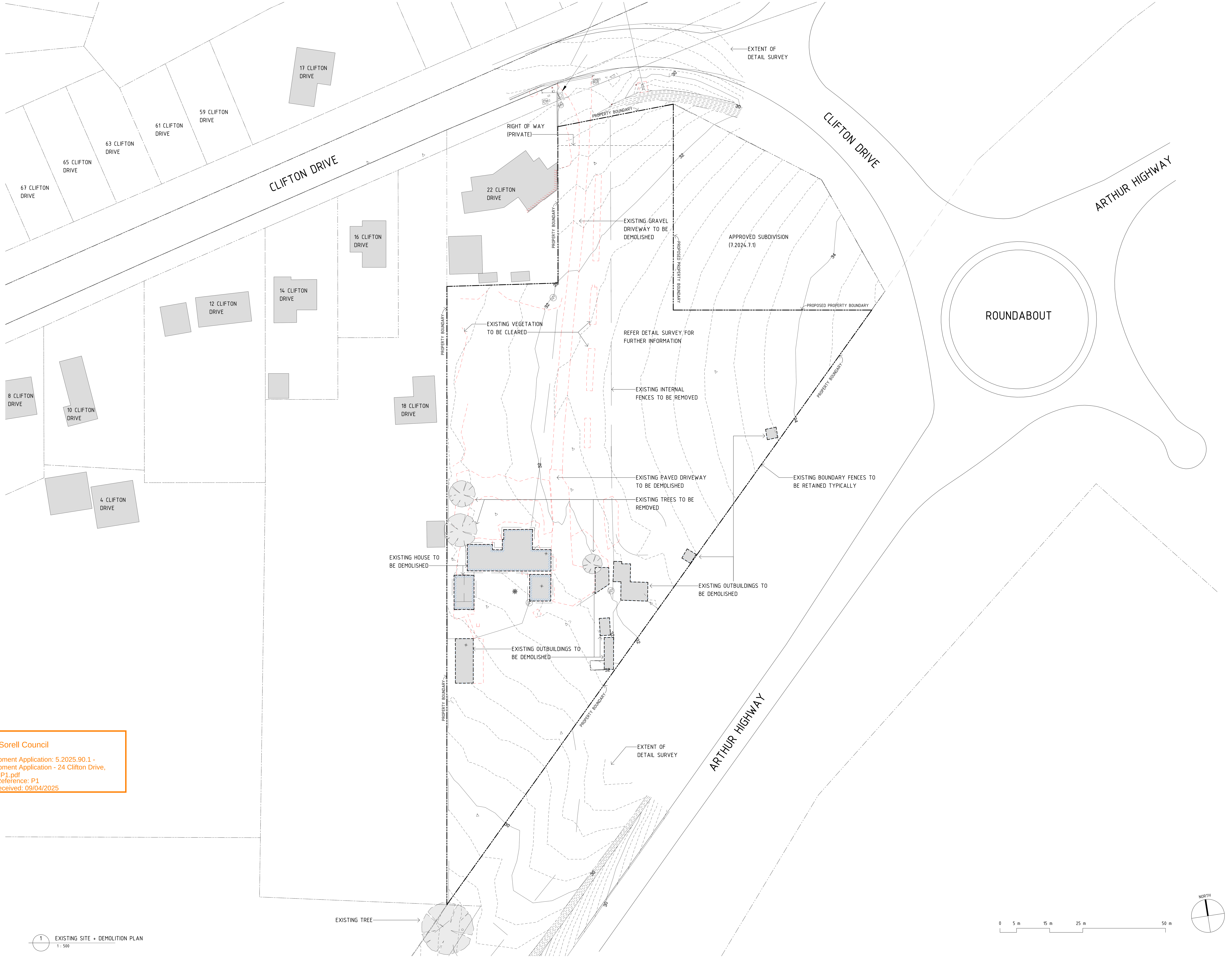
address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

drawing: COVER SHEET A1

scale: @ A1

number: DA.A0.00 K



1 EXISTING SITE + DEMOLITION PLAN
1 : 500

1+2 ARCHITECTURE

LEGEND

NOTE: EXISTING CONTOUR AND LEVEL INFORMATION HAS BEEN PROVIDED BY PDA SURVEYORS, ENGINEERS AND PLANNERS WITH SURVEY INFORMATION POSITION ON THE AUSTRALIAN HEIGHT DATUM.
FEATURES SHOWN OUTSIDE THE PROPERTY BOUNDARY ARE SHOWN INDICATIVELY ONLY FOR DIAGRAMMABLE PURPOSES, IN ACCORDANCE WITH PDA DETAIL SURVEY 51536MS-1.

rev.	desc.	date
H	DA SUBMISSION	25.07.24
G	DRAFT DA SET	24.07.24
F	DRAFT DA SET	09.07.24
E	DRAFT DA SET	19.06.24
D	DA SUBMISSION	15.12.23
C	PRE DA CLIENT REVIEW	13.12.23
B	DA SUBMISSION DOCUMENTS	13.12.23
A	DRAFT DA SET	12.12.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 8122
E MAIL@1PLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

drawing: EXISTING SITE + DEMOLITION PLAN

scale: 1 : 500 @ A1

number: DA.A1.01 H

1+2 ARCHITECTURE

LEGEND

NOTE: EXISTING CONTOUR AND LEVEL INFORMATION HAS BEEN PROVIDED BY PDA SURVEYORS, ENGINEERS AND PLANNERS WITH SURVEY INFORMATION POSITION ON THE AUSTRALIAN HEIGHT DATUM.
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SITE COVERAGE:
EXISTING SITE AREA: 13849 M2
PROPOSED ROOFED AREA: 3376 M2
% SITE COVER: 24%

DWELLING YIELD
1 BED = 10
2 BED STANDARD = 11
2 BED PLATINUM = 3
3 BED = 21

TOTAL YIELD = 45

PARKING MINIMUM REQUIREMENTS

1 BED = 10 CAR PARKS
2 BED = 28 CAR PARKS
3 BED = 42 CAR PARKS
VISITOR = 12 CAR PARKS
LOCAL SHOP = 7 CAR PARKS

TOTAL REQUIRED = 99 CAR PARKS

TOTAL PROVIDED = 105 CAR PARKS

PARKING KEY
V VISITOR PARKING
D DWELLING PARKING
S SHOP PARKING
T TURNING HEAD
M MOTORCYCLE PARKING

BIN STORAGE AREAS
BIN STORAGE AREAS ARE LOCATED > 5.5M FROM ANY DWELLING, & HAVE SCREEN WALLS CONSTRUCTED FROM MASONRY, MIN. 1.2M HIGH.

LOCAL SHOP
THE BUILDING DESIGN, INCLUDING INTERNAL FITOUT, WILL BE FURTHER DEVELOPED ONCE A TENANT IS KNOWN AND CONFIRMED

SHOP BIN STORE
EXACT SIZE AND LOCATION TO BE FINALISED ONCE TENANT IS CONFIRMED

rev.	desc.	date
R	DA AMENDMENT	03.04.25
Q	PRELIMINARY	18.03.25
P	DA RFI 01	04.12.24
O	DA SUBMISSION	25.07.24
N	DRAFT DA SET	24.07.24
M	DRAFT DA SET	09.07.24
L	DRAFT DA SET	19.06.24
K	DRAFT FOR TRAFFIC REVIEW	18.06.24
J	DRAFT CLIENT REVIEW	10.05.24
I	DA SUBMISSION	15.12.23
H	PRE DA CLIENT REVIEW	13.12.23
G	DA SUBMISSION DOCUMENTS	13.12.23
F	DRAFT DA SET	12.12.23
E	DRAFT DA SITE PLAN	05.12.23
D	PRELIMINARY CONCEPT	08.11.23
C	PRELIMINARY CONCEPT	13.10.23
B	PRELIMINARY CONCEPT	15.09.23
A	PRELIMINARY CONCEPT	01.09.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 8122
E MAIL@1PLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

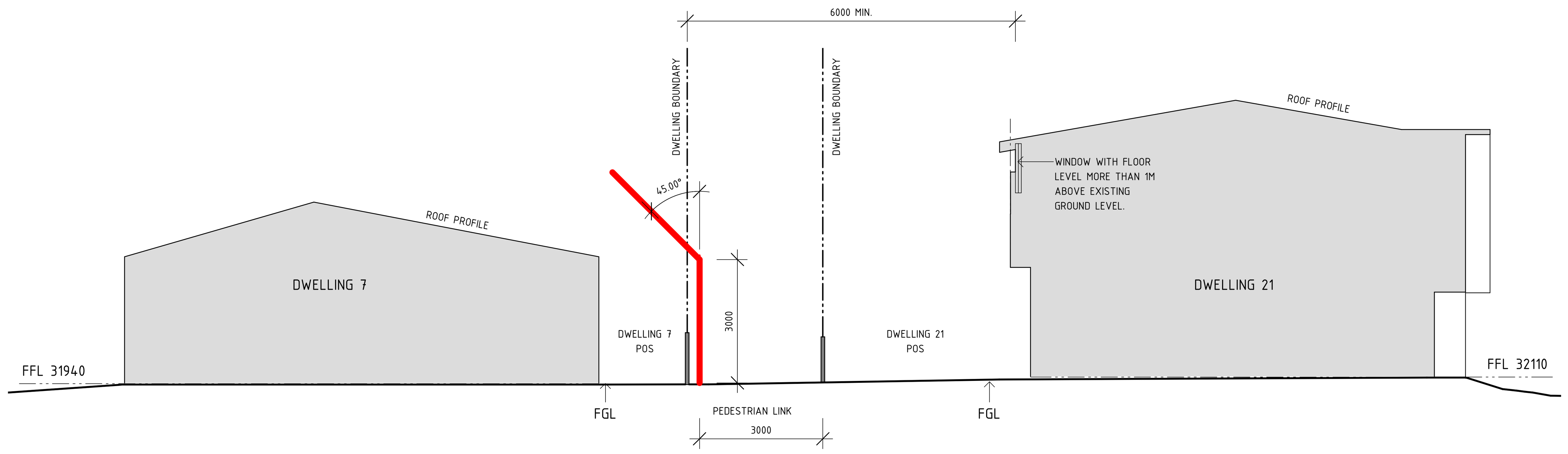
drawing: SITE PLAN

scale: As indicated @ A1

number: DA.A1.02 R

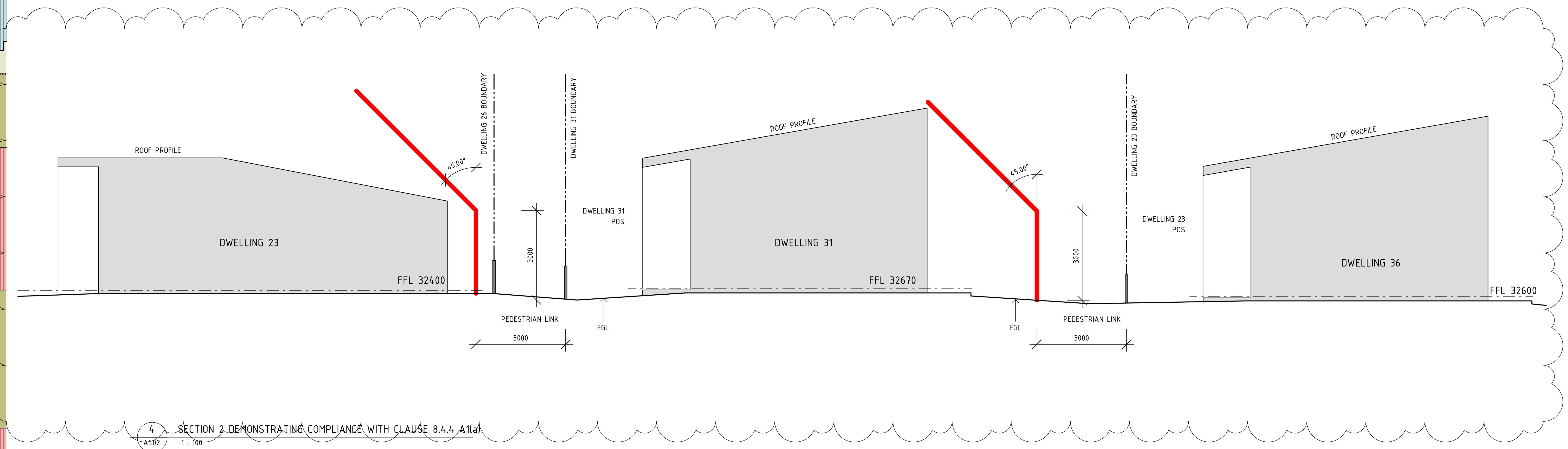
I+2 ARCHITECTURE

1 DETAIL PLAN BLOCK 2, 6, 7 & 8
1 : 200



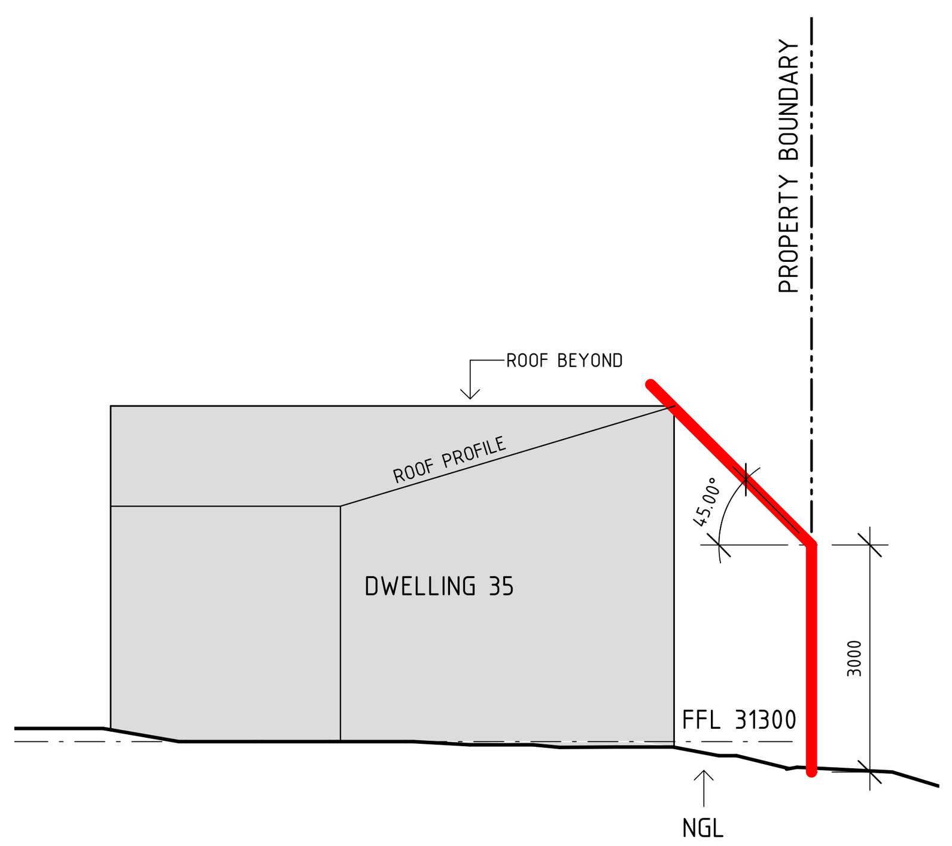
2 SECTION 1 DEMONSTRATING COMPLIANCE WITH CLAUSE 8.4.4 A1(a)
A1.02 1 : 100

THIS SECTION HAS BEEN SHOWN TO DEMONSTRATE COMPLIANCE WITH;
A) CLAUSE 8.4.4 A1(A) SUNLIGHT TO PRIVATE OPEN SPACE OF MULTIPLE DWELLINGS IN THE WORST CASE CONDITION
B) CLAUSE 8.4.6 A2(A)(IV) PRIVACY FOR ALL DWELLINGS



4 SECTION 2 DEMONSTRATING COMPLIANCE WITH CLAUSE 8.4.4 A1(a)
A1.02 1 : 100

THIS SECTION HAS BEEN SHOWN TO DEMONSTRATE COMPLIANCE WITH;
A) CLAUSE 8.4.4 A1(A) SUNLIGHT TO PRIVATE OPEN SPACE OF MULTIPLE DWELLINGS IN THE WORST CASE CONDITION
B) CLAUSE 8.4.6 A2(A)(IV) PRIVACY FOR ALL DWELLINGS



3 SECTION DEMONSTRATION COMPLIANCE WITH CLAUSE 8.4.2 A3(A)(II)
A1.02 1 : 100

NOTE: DWELLING 35 DEMONSTRATES WORST CASE CONDITION ALONG THE WEST BOUNDARY.
DWELLINGS 5, 18, 27 & 40 ARE ALL COMPARATIVELY LOWER THAN DWELLING 35

rev.	desc.	date
O	DA AMENDMENT	03.04.25
N	PRELIMINARY	18.03.25
M	DA SUBMISSION	25.07.24
L	DRAFT DA SET	24.07.24
K	DRAFT DA SET	09.07.24
J	DRAFT DA SET	19.06.24
I	DA SUBMISSION	15.12.23
H	PRE DA CLIENT REVIEW	13.12.23
G	DA SUBMISSION DOCUMENTS	13.12.23
F	DRAFT DA SET	12.12.23
E	DRAFT DA SITE PLAN	05.12.23
D	PRELIMINARY CONCEPT	08.11.23
C	PRELIMINARY CONCEPT	13.10.23
B	PRELIMINARY CONCEPT	15.09.23
A	PRELIMINARY CONCEPT	01.09.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 8122
E MAIL@IPLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

drawing: DETAIL PLAN AND SECTIONS

scale: As indicated @ A1

number: DA.A1.04 O

NORTH

0 2 m 6 m 10 m 20 m

Sorell Council
Development Application: 5.2025.90.1 - Development Application - 24 Clifton Drive, Sorell - P1.pdf
Plans Reference: P1
Date Received: 09/04/2025

1 STAGING PLAN
1 : 500

1+2 ARCHITECTURE

LEGEND

NOTE: EXISTING CONTOUR AND LEVEL INFORMATION HAS BEEN PROVIDED BY PDA SURVEYORS, ENGINEERS AND PLANNERS WITH SURVEY INFORMATION POSITION ON THE AUSTRALIAN HEIGHT DATUM.

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rev.	desc.	date
K	DA AMENDMENT	03.04.25
J	PRELIMINARY	18.03.25
I	DA RFI 01	04.12.24
H	REVISED STAGING	19.08.24
G	DA SUBMISSION	25.07.24
F	DRAFT DA SET	24.07.24
E	DRAFT DA SET	09.07.24
D	DRAFT DA SET	19.06.24
C	PRE DA CLIENT REVIEW	13.12.23
B	DRAFT DA SET	12.12.23
A	DRAFT DA STAGING PLAN	11.12.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 8122
E MAIL@1PLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

drawing: STAGING PLAN

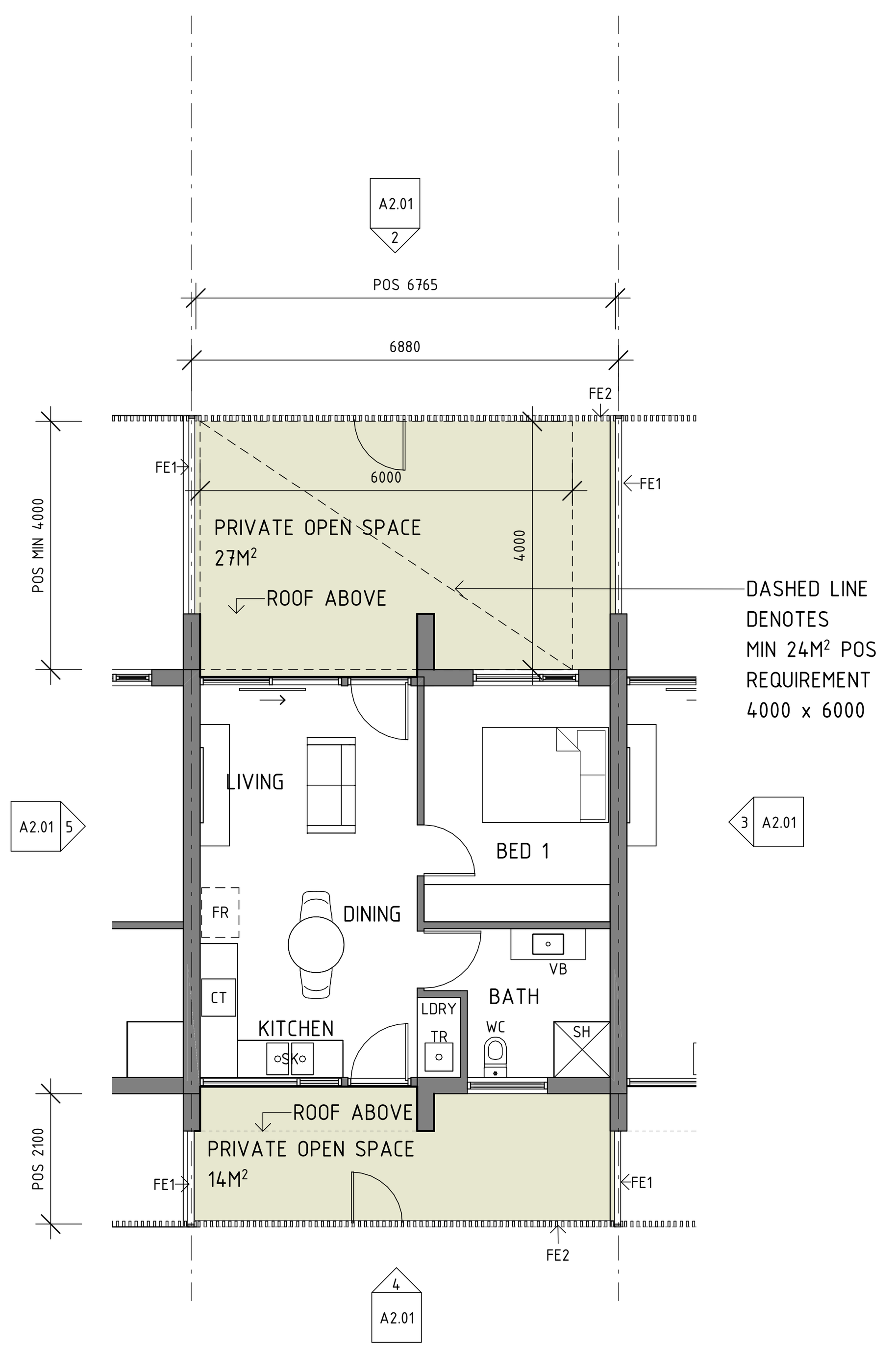
scale: 1 : 500 @ A1

number: DA.A1.05 K

I+2 ARCHITECTURE

LEGEND

CL1	PROFILED METAL CLADDING
CL2	FIBRE CEMENT SHEET: PAINTED
CT	COOKTOP
F	FIXED GLASS
FE1	NEW PALING FENCE
FE2	FENCE
FGL	FINISHED GROUND LEVEL
FR	FRIDGE FREEZER
M1	BRICKWORK
O	OPENING WINDOW
RF1	METAL ROOFING
SH	SHOWER
SK	SINK
TR	TOE RECESS
VB	VANITY BASIN
WC	TOILET SUITE

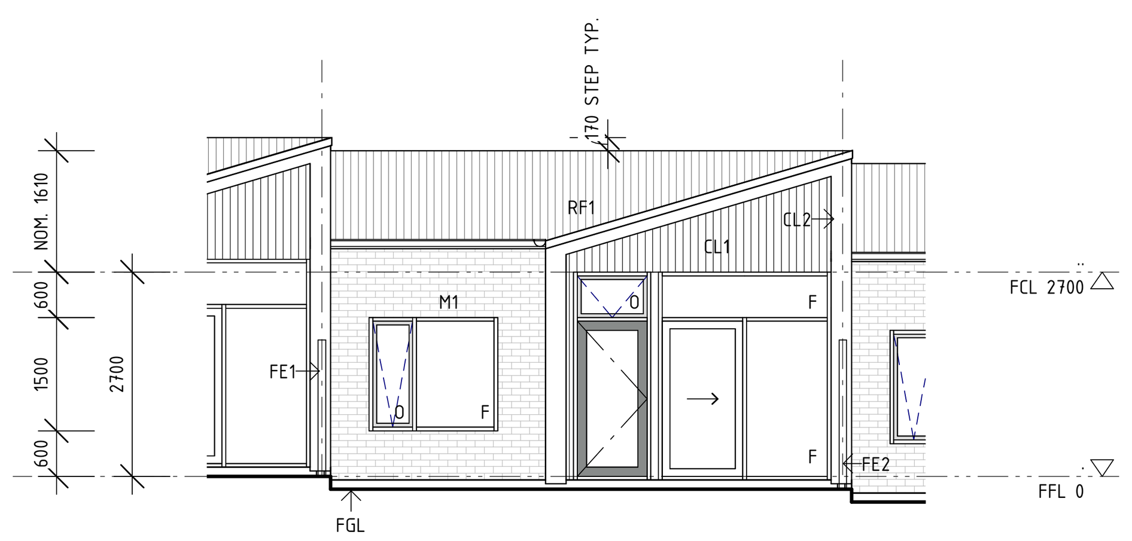


1 TYPICAL TYPE 1A - DWELLINGS 43, 44, 45
1 : 100

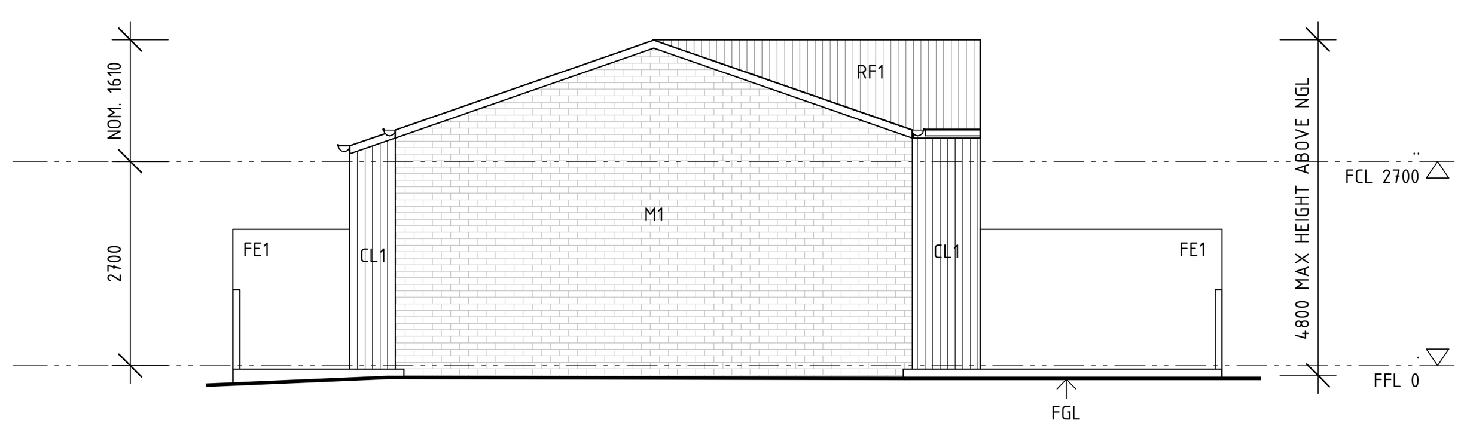
1 BED, SINGLE STOREY

LIVABLE HOUSING STANDARDS: SILVER LEVEL

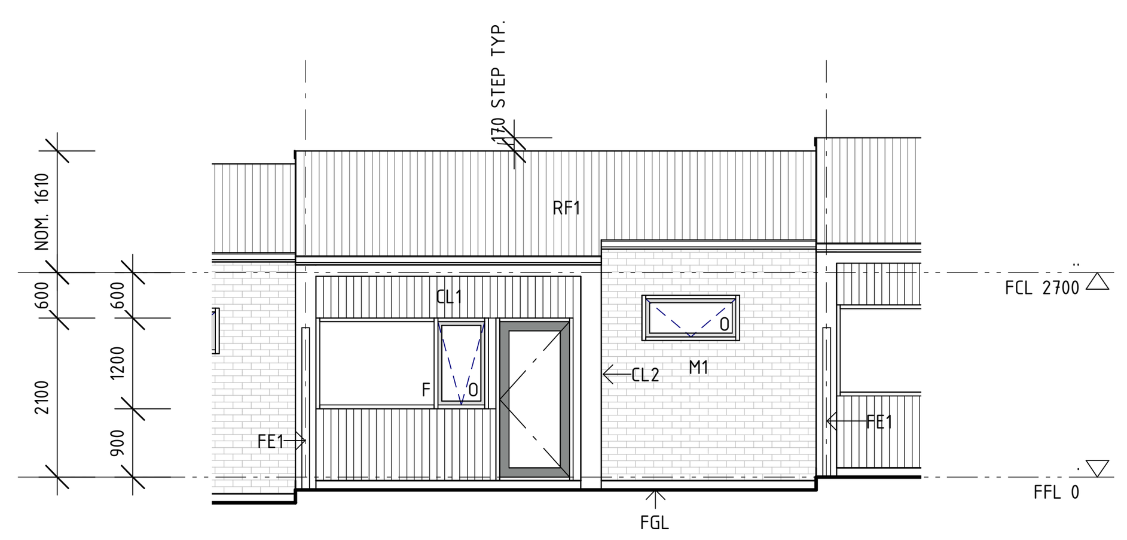
GROSS FLOOR AREA = 46M²
PRIVATE OPEN SPACE = 41M²



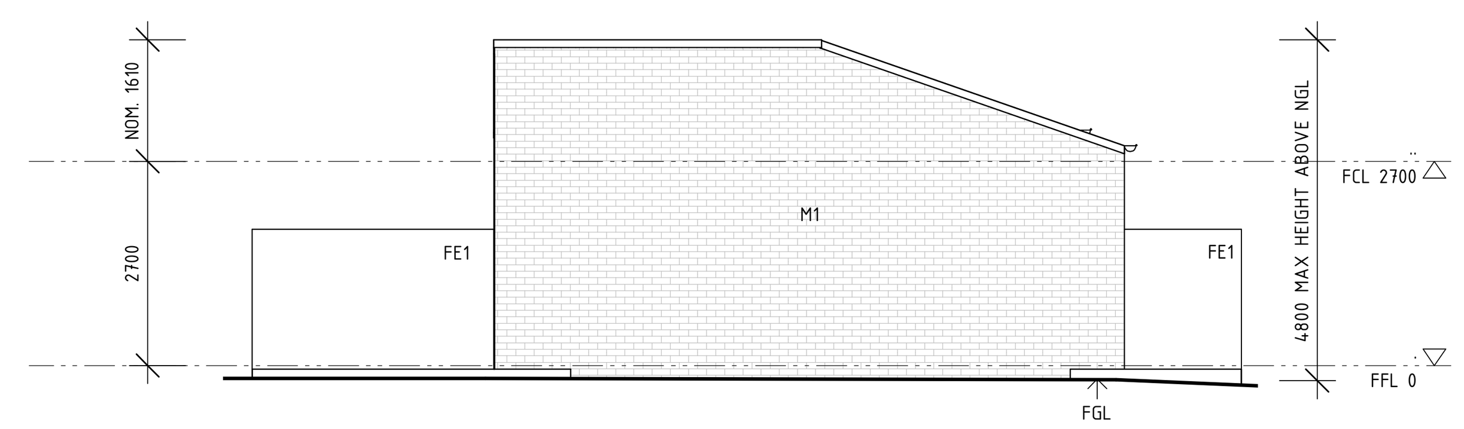
2 TYPICAL TYPA 1A NORTH ELEVATION
A2.01 1 : 100



3 TYPICAL TYPE 1A EAST ELEVATION - DWELLING 45
A2.01 1 : 100



4 TYPICAL TYPE 1A SOUTH ELEVATION
A2.01 1 : 100



5 TYPICAL TYPE 1A WEST ELEVATION - DWELLING 43
A2.01 1 : 100

rev.	desc.	date
G	DA SUBMISSION	25.07.24
F	DRAFT DA SET	24.07.24
E	DRAFT DA SET	09.07.24
D	DRAFT DA SET	19.06.24
C	DA SUBMISSION	15.12.23
B	PRE DA CLIENT REVIEW	13.12.23
A	DRAFT DA SET	12.12.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 9122
E MAIL@1PLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

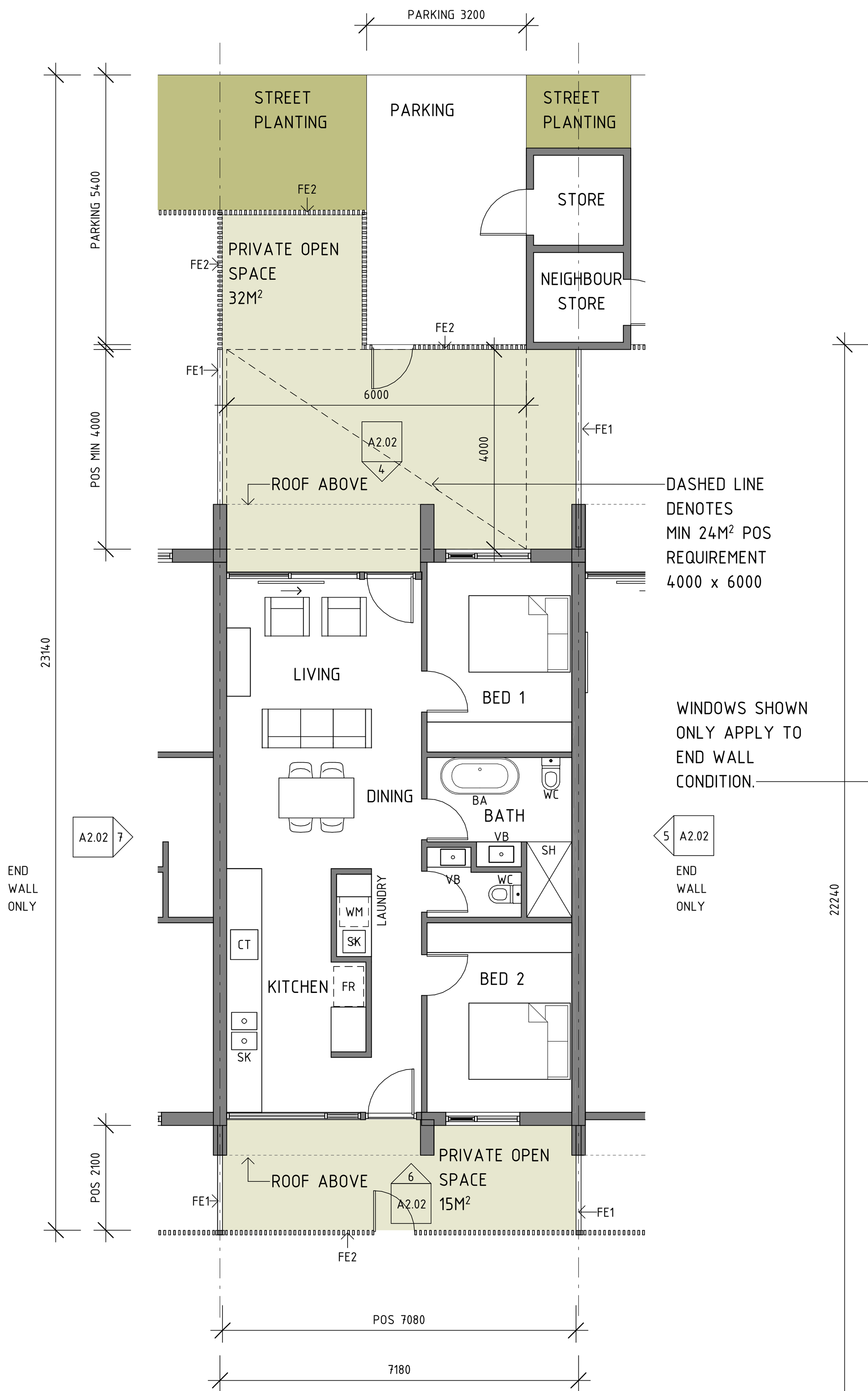
drawing: DWELLING TYPE 1A

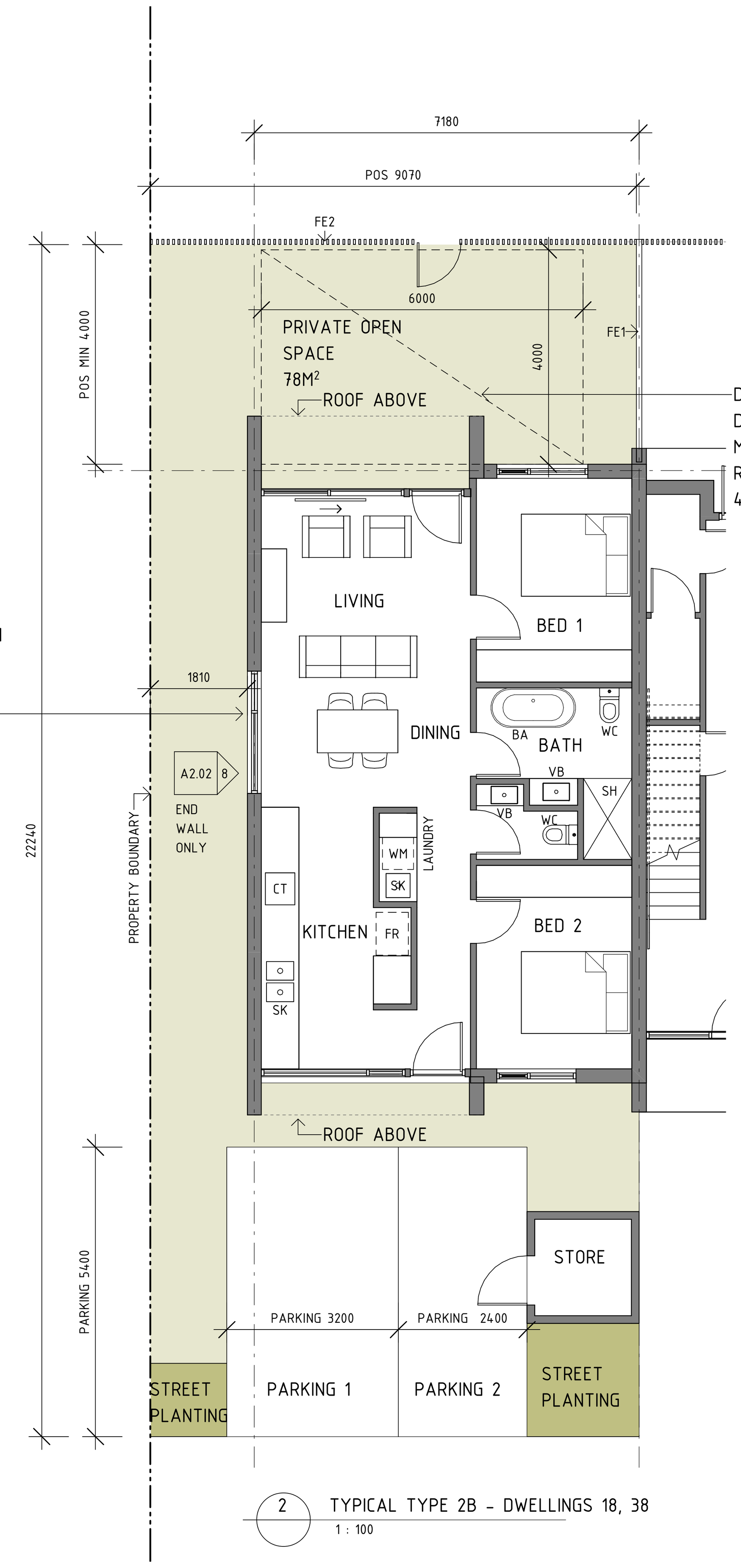
scale: 1 : 100 @ A1

0 1 m 3 m 5 m 10 m

NORTH

number: DA.A2.01 G





1 TYPICAL TYPE 2A - DWELLINGS 5, 6, 7, 23, 24, 25, 27, 28, 29
1 : 100

NORTH ENTRY, 2 BED, SINGLE STOREY

LIVABLE HOUSING STANDARDS: SILVER LEVEL

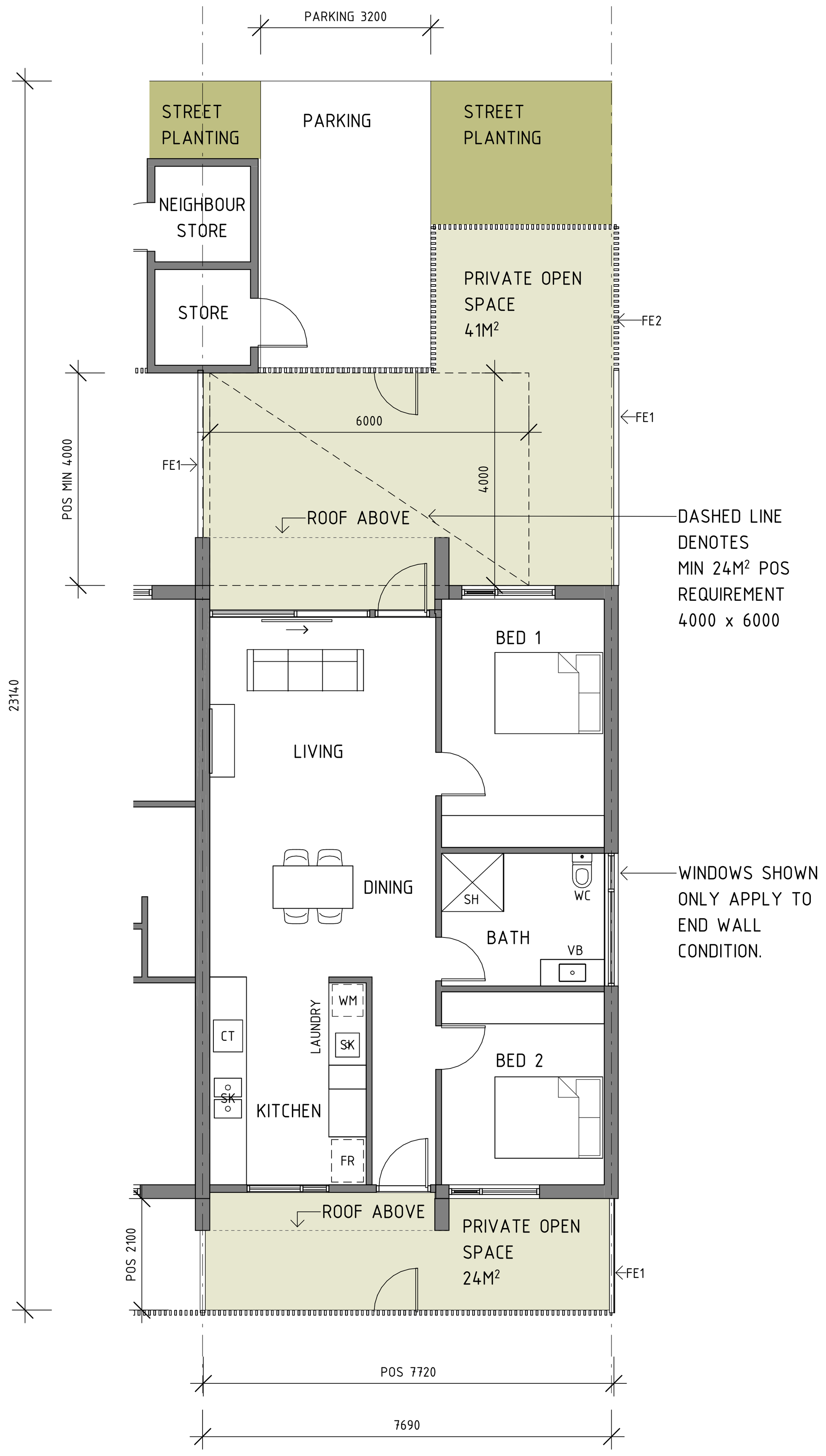
GROSS FLOOR AREA = 81M²
PRIVATE OPEN SPACE = 47M²

2 TYPICAL TYPE 2B - DWELLINGS 18, 38
1 : 100

SOUTH ENTRY, 2 BED, SINGLE STOREY

LIVABLE HOUSING STANDARDS: SILVER LEVEL

GROSS FLOOR AREA = 81M²
PRIVATE OPEN SPACE = 78M²

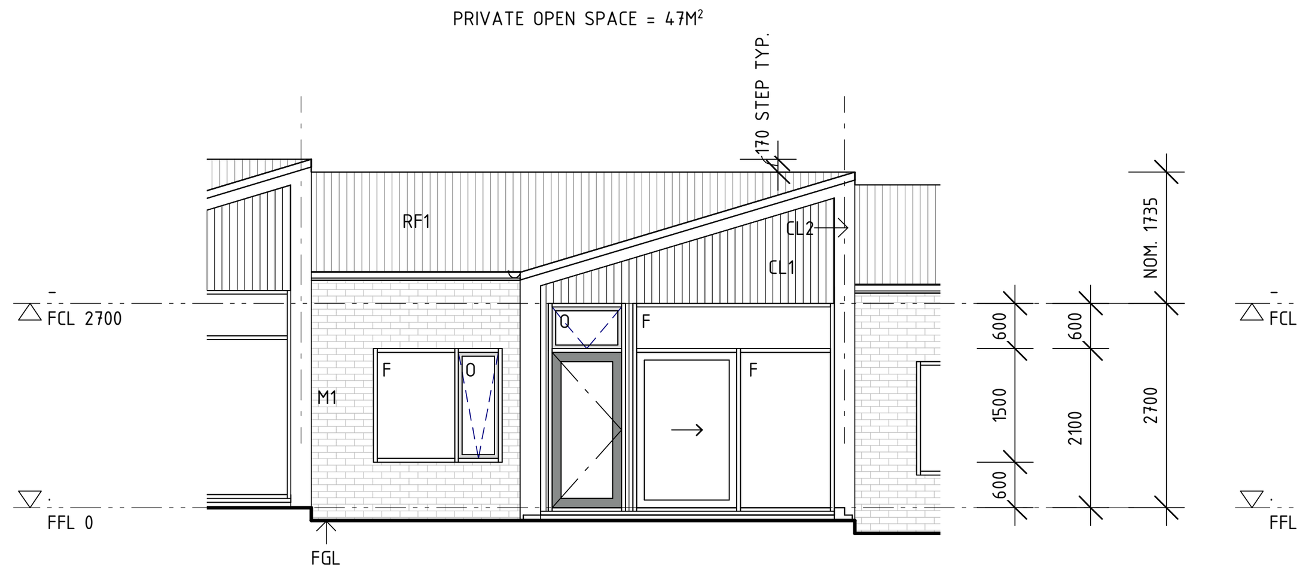


3 TYPICAL TYPE 2C - DWELLINGS 8, 26
1 : 100

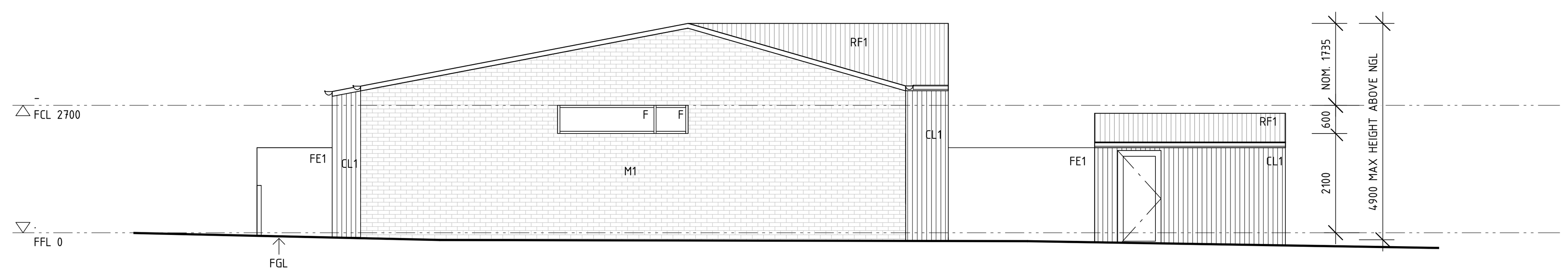
SOUTH ENTRY, 2 BED, SINGLE STOREY

LIVABLE HOUSING STANDARDS: PLATINUM LEVEL

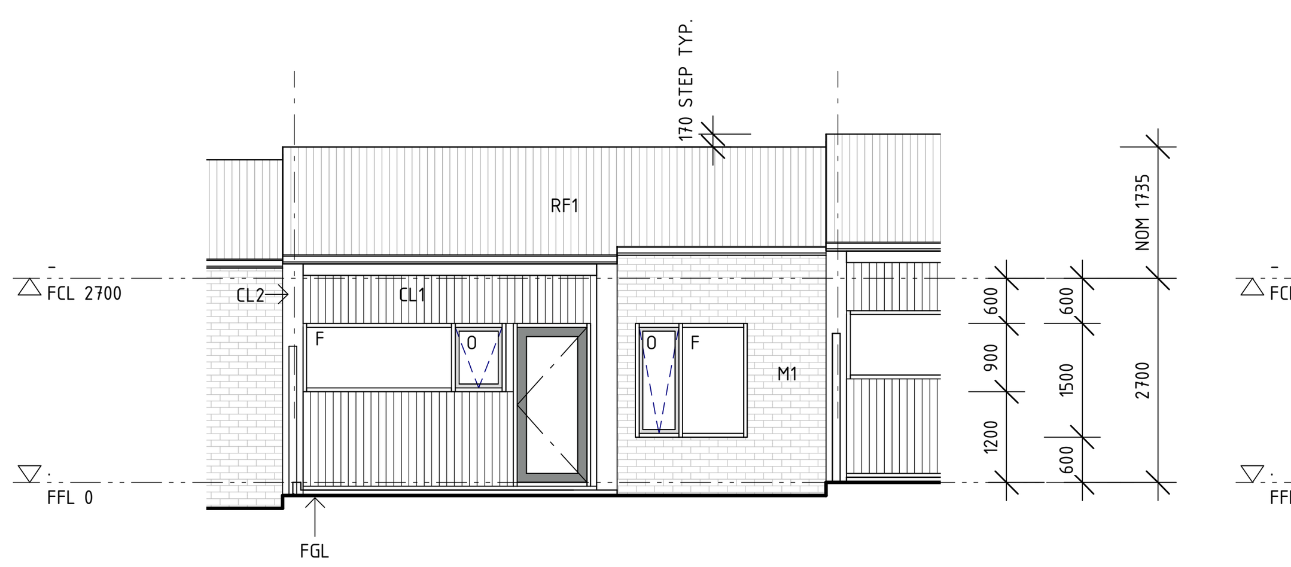
GROSS FLOOR AREA = 86M²
PRIVATE OPEN SPACE = 65M²



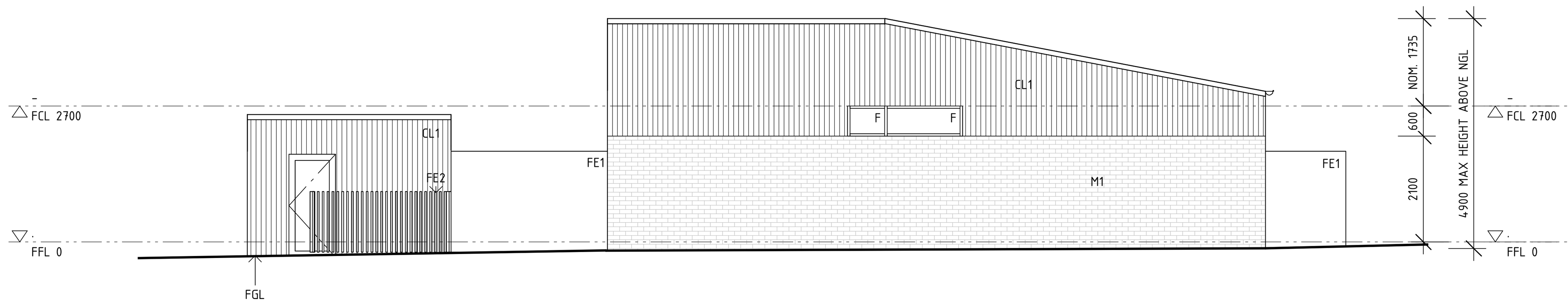
4 TYPICAL TYPE 2A, 2B, 2C SIMILAR NORTH ELEVATION
A2.02 1 : 100



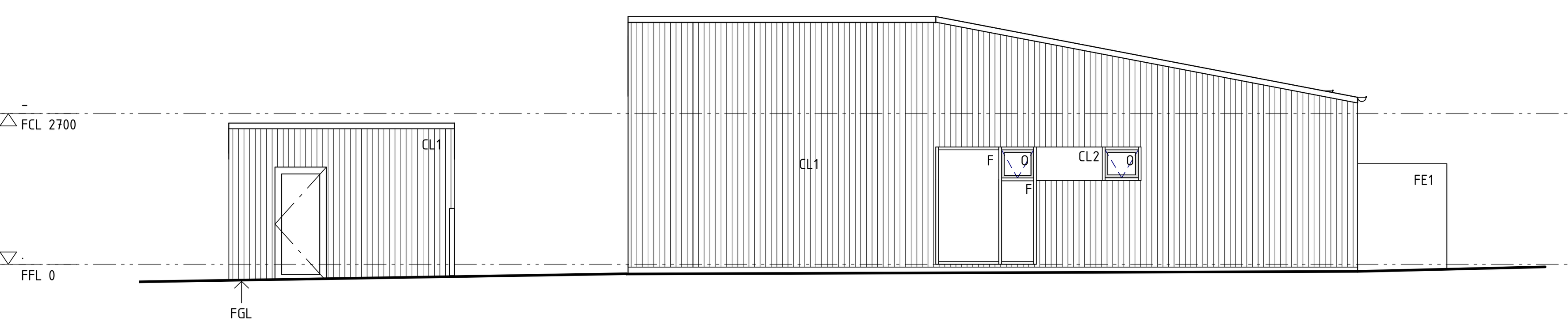
5 TYPICAL TYPE 2C EAST ELEVATION - DWELLINGS 8, 26, 30
A2.02 1 : 100



6 TYPICAL TYPE 2A, 2B, 2C SIMILAR SOUTH ELEVATION
A2.02 1 : 100



7 TYPICAL TYPE 2A WEST ELEVATION - DWELLING 23
A2.02 1 : 100



8 TYPICAL TYPE 2A AND 2B WEST ELEVATION - DWELLINGS 5, 18, 27, 38
A2.02 1 : 100

NORTH

0 1 m 3 m 5 m 10 m

Sorell Council
Development Application: 5.2025.90.1 - Development Application - 24 Clifton Drive, Sorell - P1.pdf
Plans Reference: P1
Date Received: 09/04/2025

1+2 ARCHITECTURE

LEGEND

BA	BATH
CL1	PROFILED METAL CLADDING
CL2	FIBRE CEMENT SHEET: PAINTED
CT	COOKTOP
F	FIXED GLASS
FE1	NEW PALING FENCE
FE2	FENCE
FGL	FINISHED GROUND LEVEL
FR	FRIDGE FREEZER
M1	BRICKWORK
O	OPENING WINDOW
RF1	METAL ROOFING
SH	SHOWER
SK	SINK
VB	VANITY BASIN
WC	TOILET SUITE
WM	WASHING MACHINE

rev.	desc.	date
G	DA SUBMISSION	25.07.24
F	DRAFT DA SET	24.07.24
E	DRAFT DA SET	09.07.24
D	DRAFT DA SET	19.06.24
C	DA SUBMISSION	15.12.23
B	PRE DA CLIENT REVIEW	13.12.23
A	DRAFT DA SET	12.12.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 8122
E MAIL@1PLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

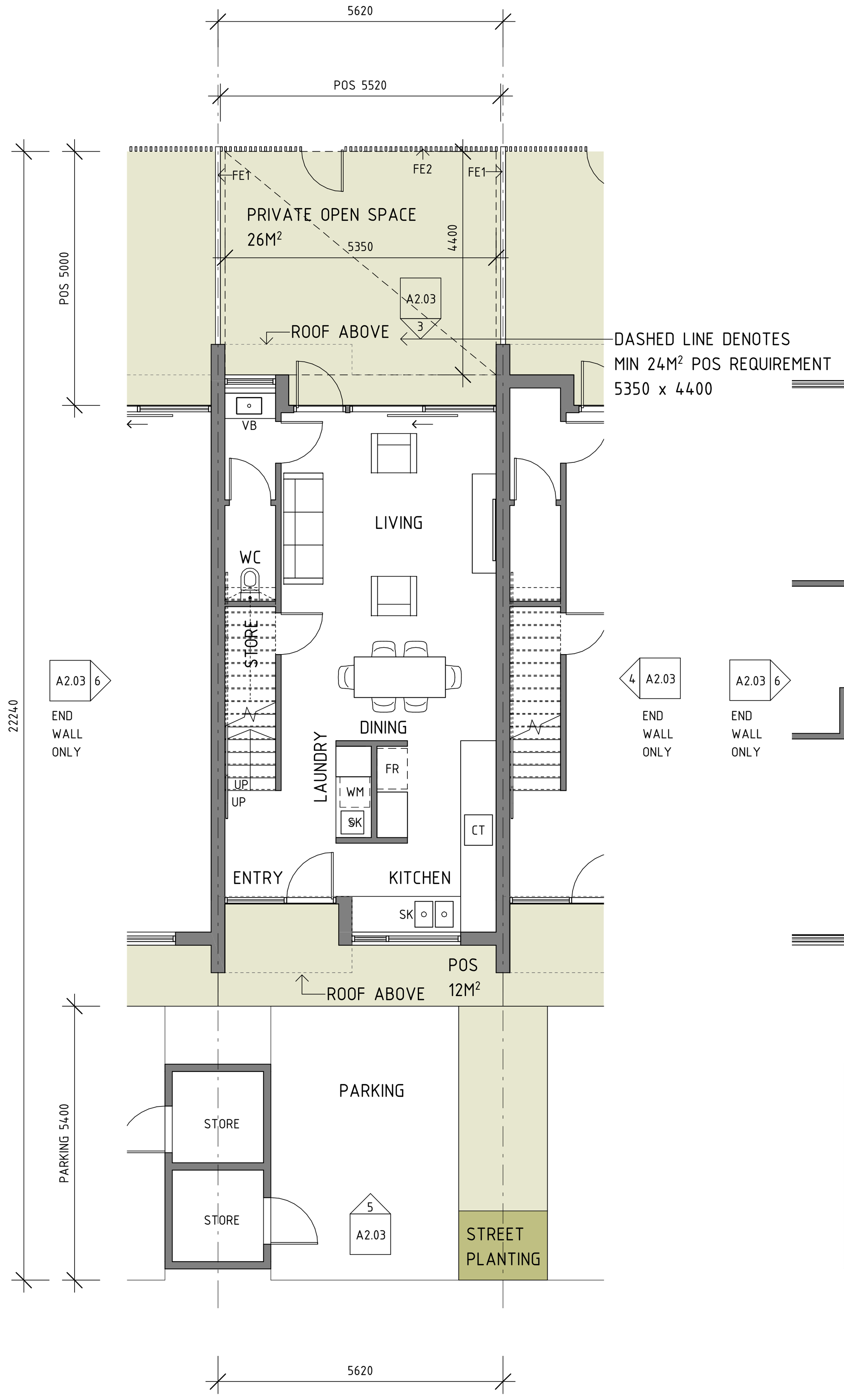
address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

drawing: DWELLING TYPES 2A, 2B, 2C AND 2D

scale: 1 : 100 @ A1

number: DA.A2.02 G

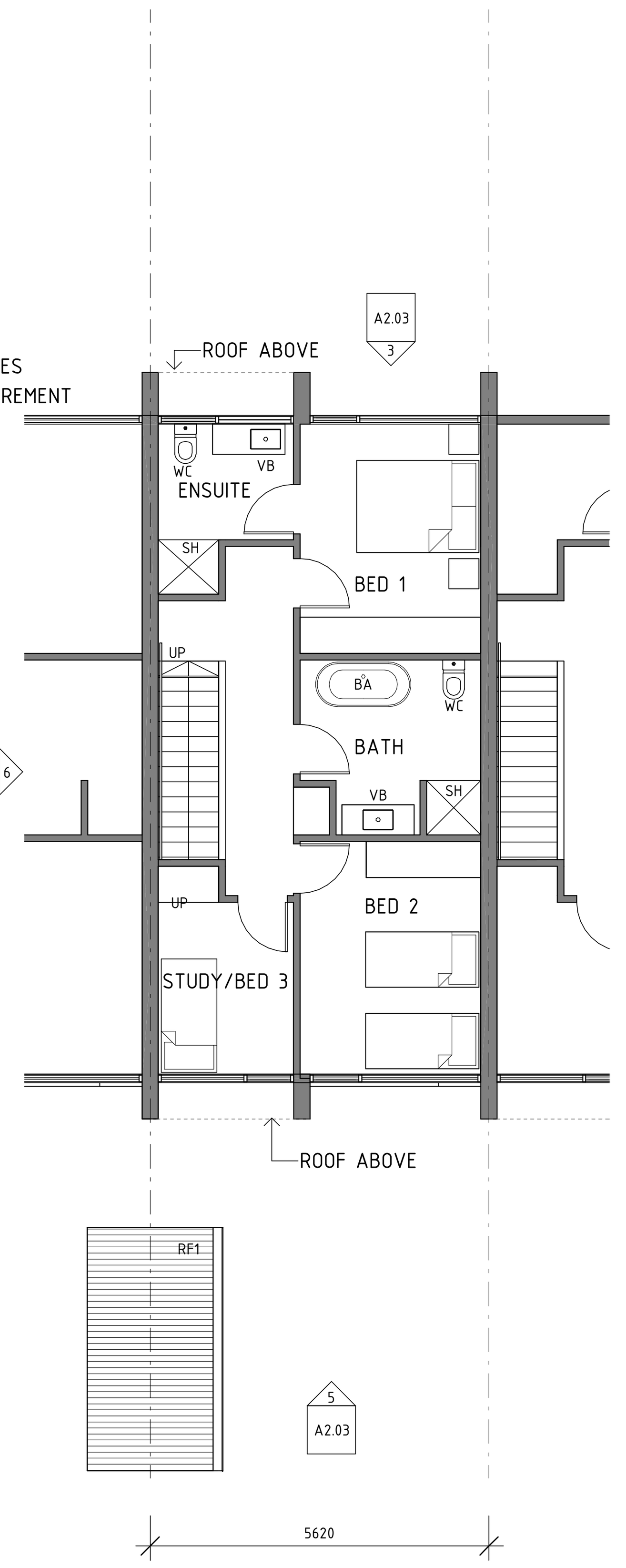


1 TYPE 3A - LOWER LEVEL - DWELLINGS 1-4, 9-17, 19-22, 39-42
1 : 100

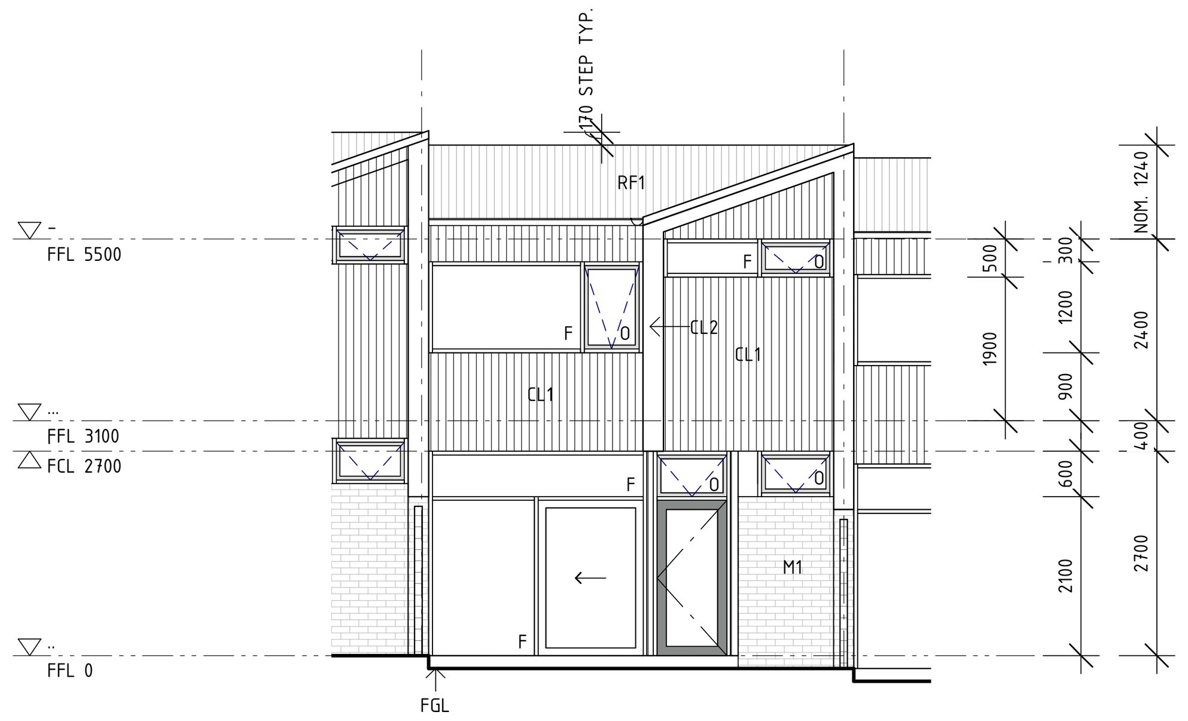
3 BED, DOUBLE STOREY

LIVABLE HOUSING STANDARDS: SILVER LEVEL

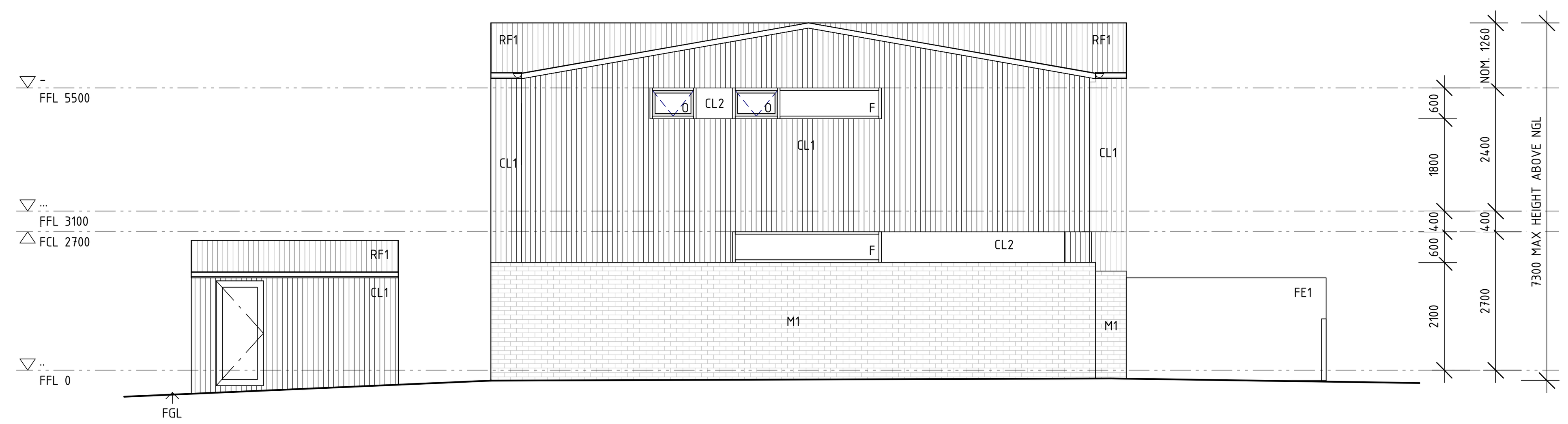
GROSS FLOOR AREA = 116M²
PRIVATE OPEN SPACE = 39M²



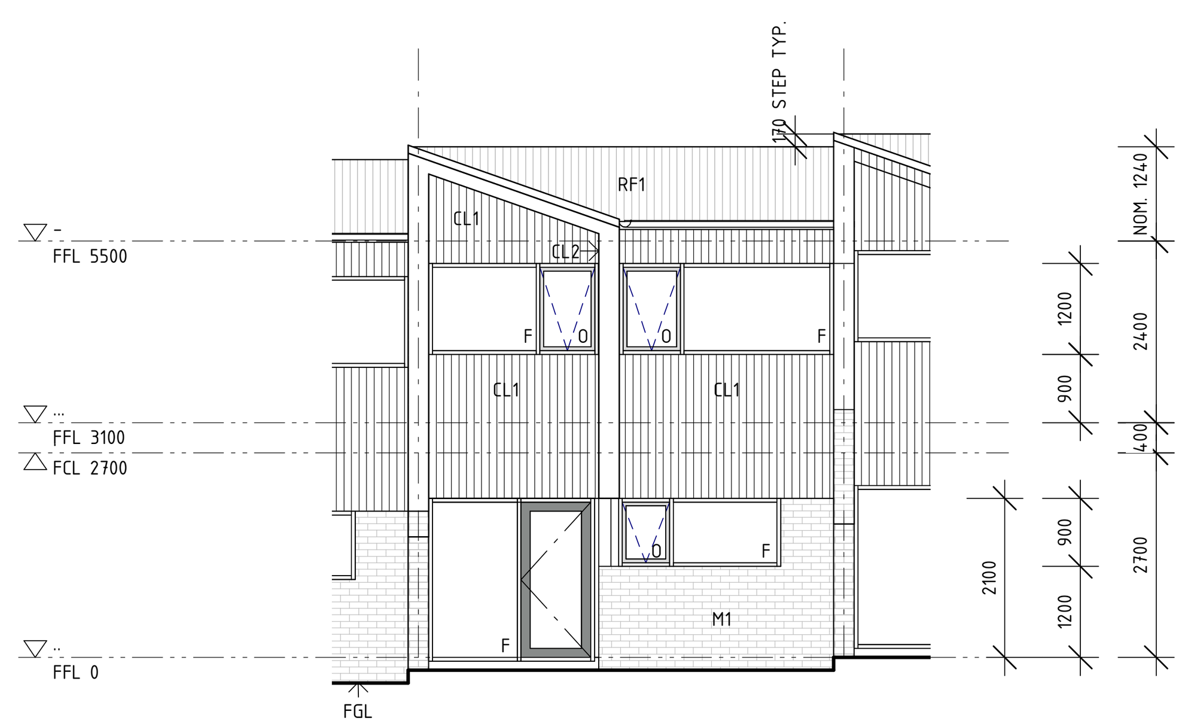
2 TYPE 3A - UPPER LEVEL - DWELLINGS 1-4, 9-17, 19-22, 39-42
1 : 100



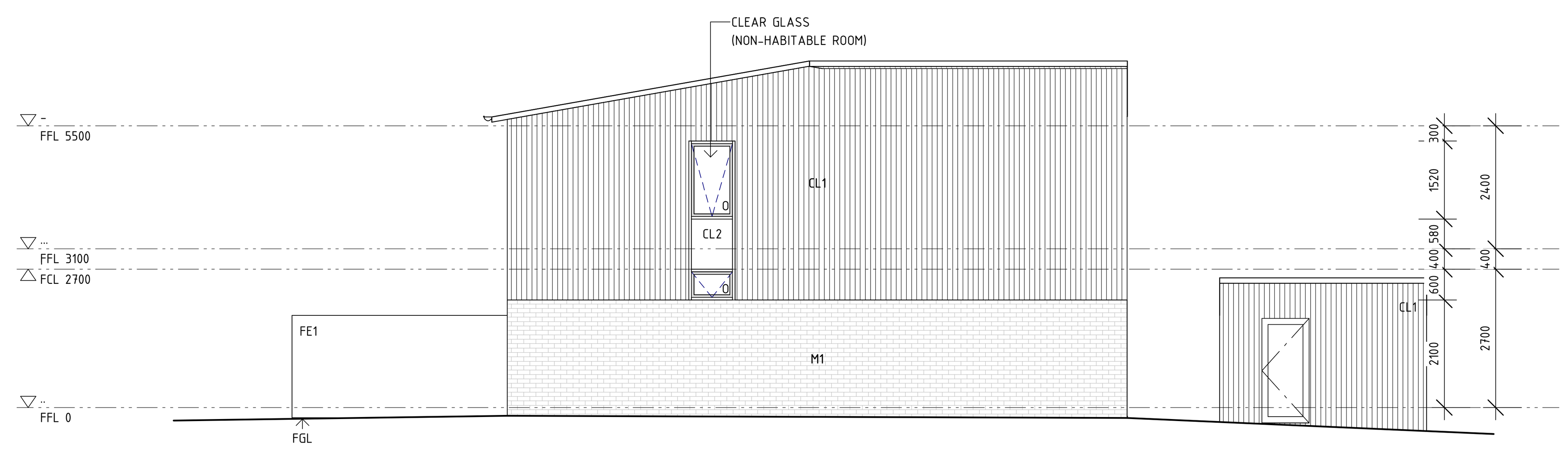
3 TYPICAL TYPE 3A NORTH ELEVATION
A2.03 1 : 100



4 TYPICAL TYPE 3A EAST ELEVATION - DWELLINGS 4, 17, 22, 42
A2.03 1 : 100



5 TYPICAL TYPE 3A SOUTH ELEVATION
A2.03 1 : 100



6 TYPICAL TYPE 3A WEST ELEVATION - DWELLINGS 1, 9
A2.03 1 : 100

1+2 ARCHITECTURE

LEGEND

BA	BATH
CL1	PROFILED METAL CLADDING
CT	COOKTOP
FE1	NEW PALING FENCE
FE2	FENCE
FGL	FINISHED GROUND LEVEL
FR	FRIDGE FREEZER
M1	BRICKWORK
RF1	METAL ROOFING
SH	SHOWER
SK	SINK
VB	VANITY BASIN
WC	TOILET SUITE
WM	WASHING MACHINE

rev.	desc.	date
G	DA SUBMISSION	25.07.24
F	DRAFT DA SET	24.07.24
E	DRAFT DA SET	09.07.24
D	DRAFT DA SET	19.06.24
C	DA SUBMISSION	15.12.23
B	PRE DA CLIENT REVIEW	13.12.23
A	DRAFT DA SET	12.12.23

27-29 MELVILLE STREET HOBART TASMANIA 7000
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project RESIDENTIAL DEVELOPMENT

client THE YOUNG GROUP P/L

address 24 CLIFTON DRIVE SORELL TASMANIA 7172

code 2309

drawing DWELLING TYPE 3A

scale 1 : 100 @ A1

number DA.A2.03 G

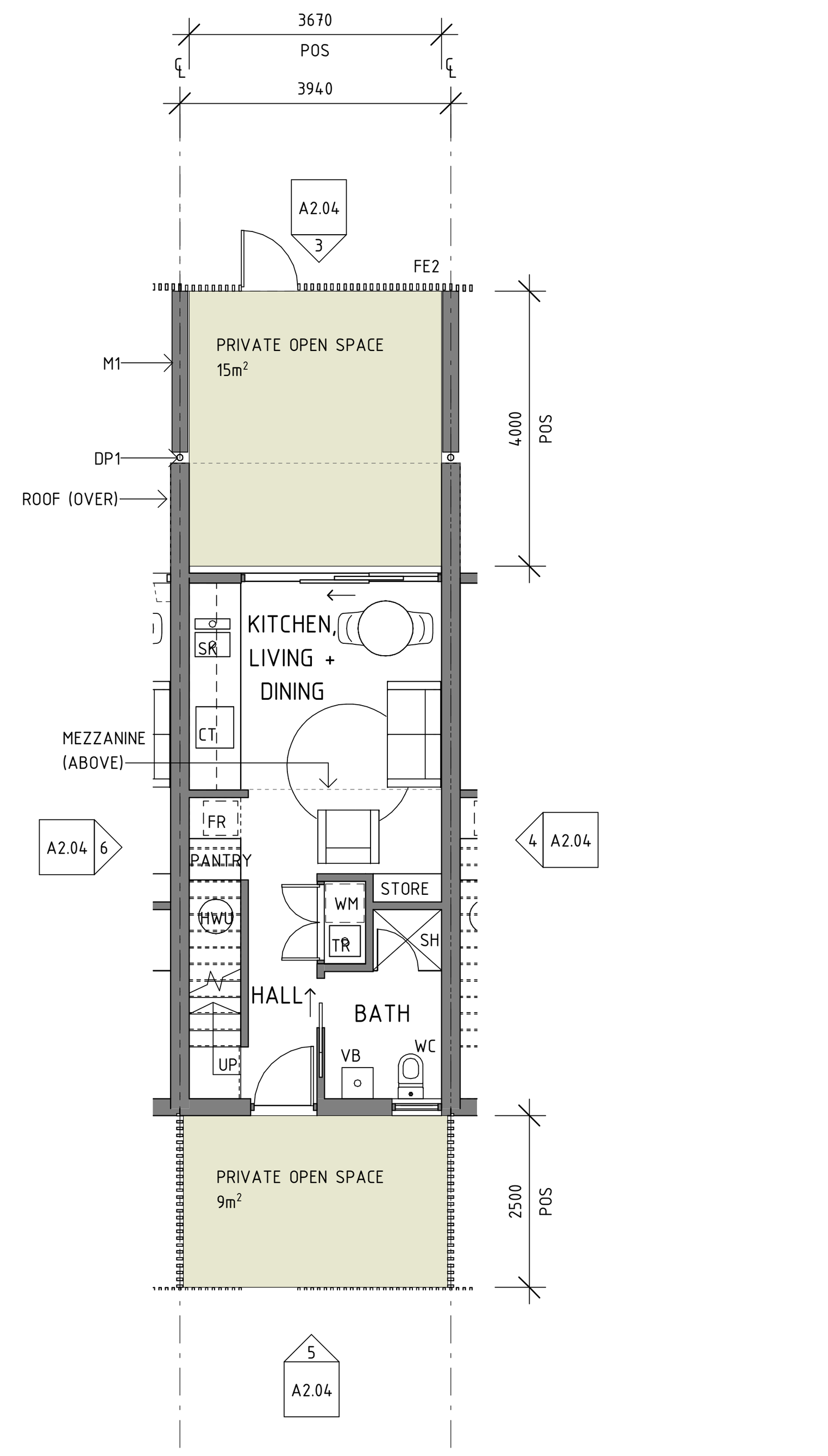
0 1 m 3 m 5 m 10 m

NORTH

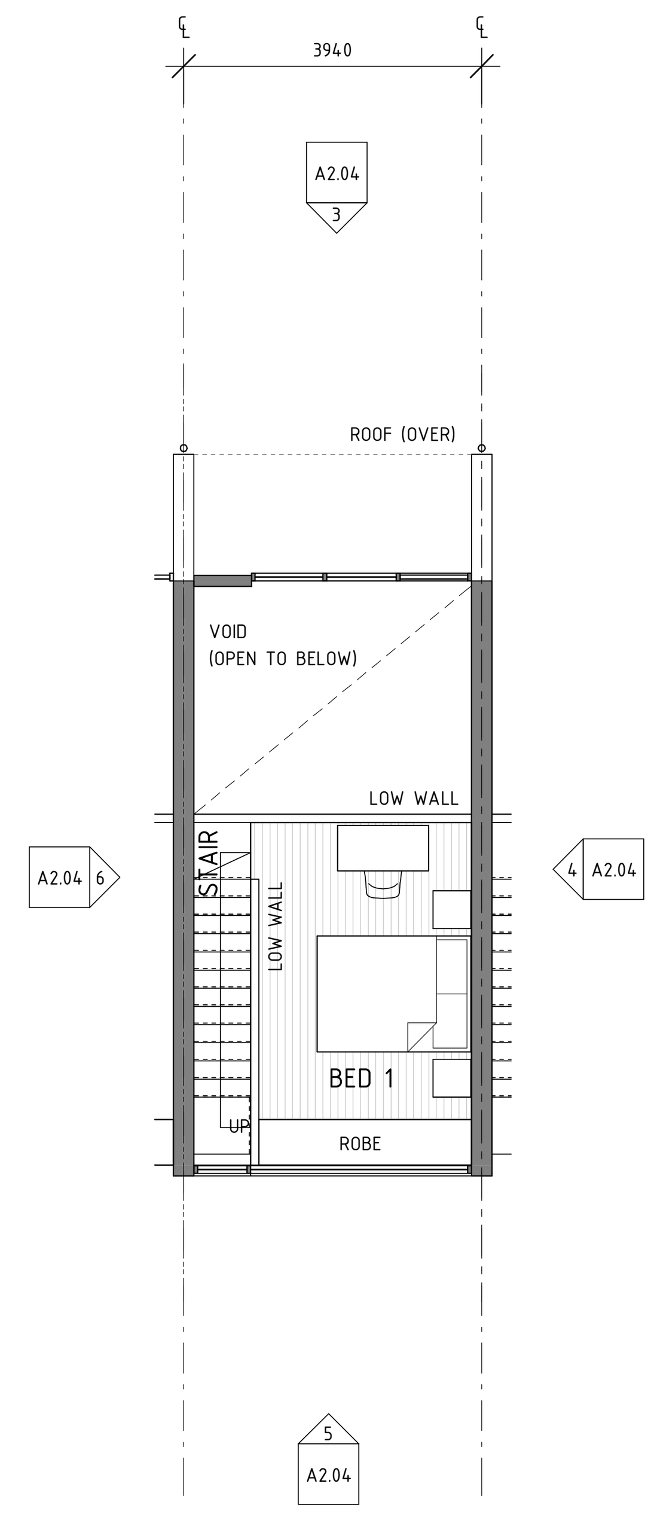
I+2 ARCHITECTURE

LEGEND

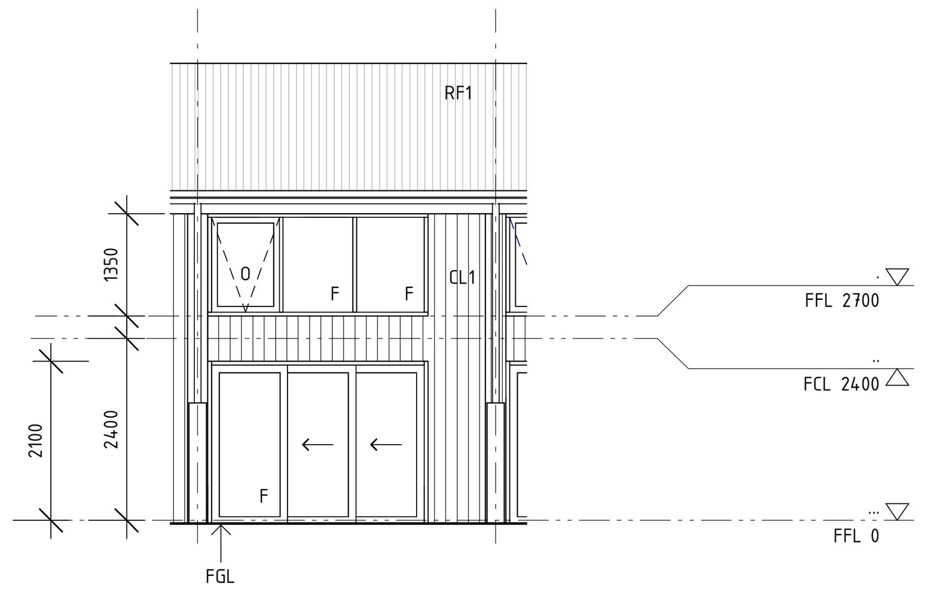
CL1	PROFILED METAL CLADDING
DP1	DOWNPIPE
F	FIXED GLASS
FE2	FENCE
FGL	FINISHED GROUND LEVEL
M1	BRICKWORK
O	OPENING WINDOW
RF1	METAL ROOFING



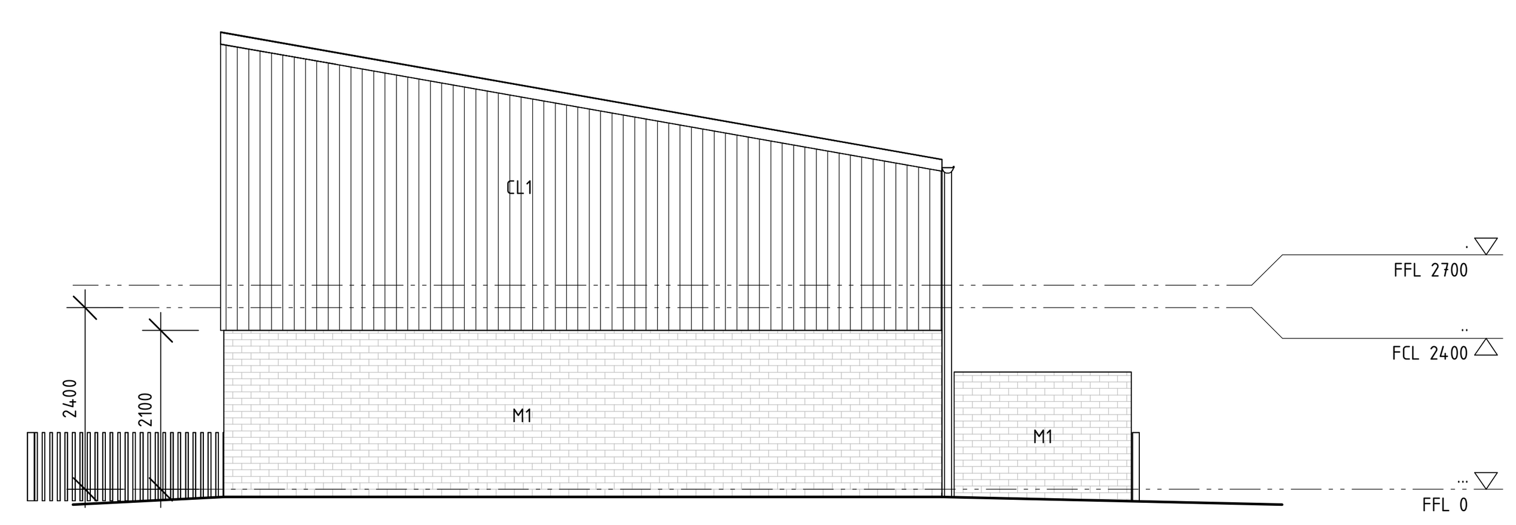
1 TYPE 1B - LOWER FLOOR PLAN - DWELLINGS 31-37
1 : 100



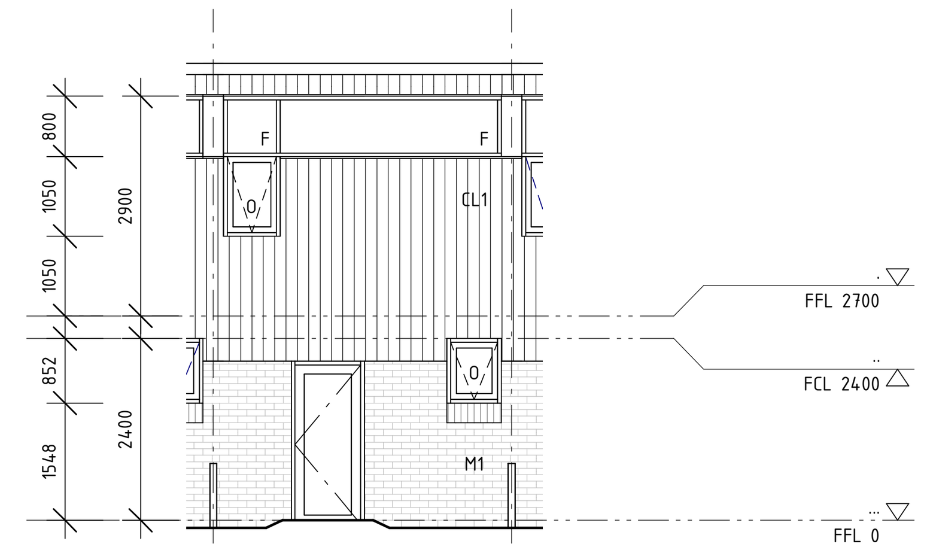
2 TYPE 1B - UPPER FLOOR PLAN - DWELLINGS 31-37
1 : 100



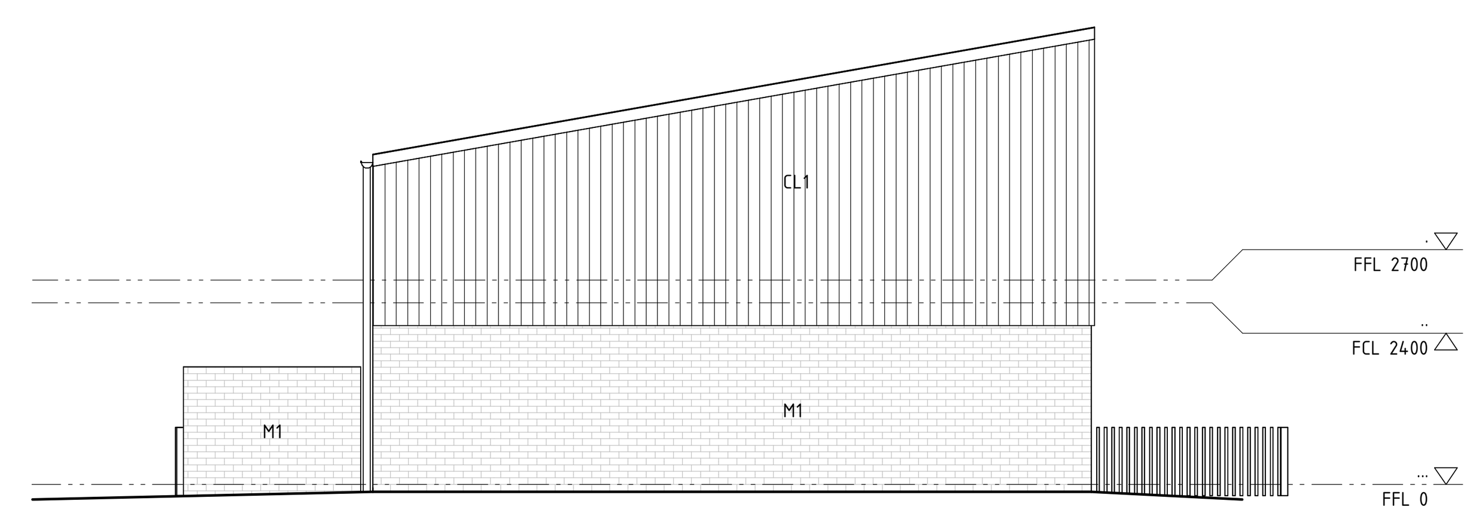
3 TYPICAL TYPE 1B NORTH ELEVATION
A1.04
1 : 100



4 TYPE 1B EAST ELEVATION - DWELLINGS 35, 37
A2.04
1 : 100



5 TYPICAL TYPE 1B SOUTH ELEVATION
A1.04
1 : 100



6 TYPE 1B WEST ELEVATION - DWELLINGS 31, 36
A2.04
1 : 100

rev.	desc.	date
B	DA AMENDMENT	03.04.25
A	PRELIMINARY	18.03.25

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project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

drawing: DWELLING TYPE 1B

scale: 1 : 100 @ A1

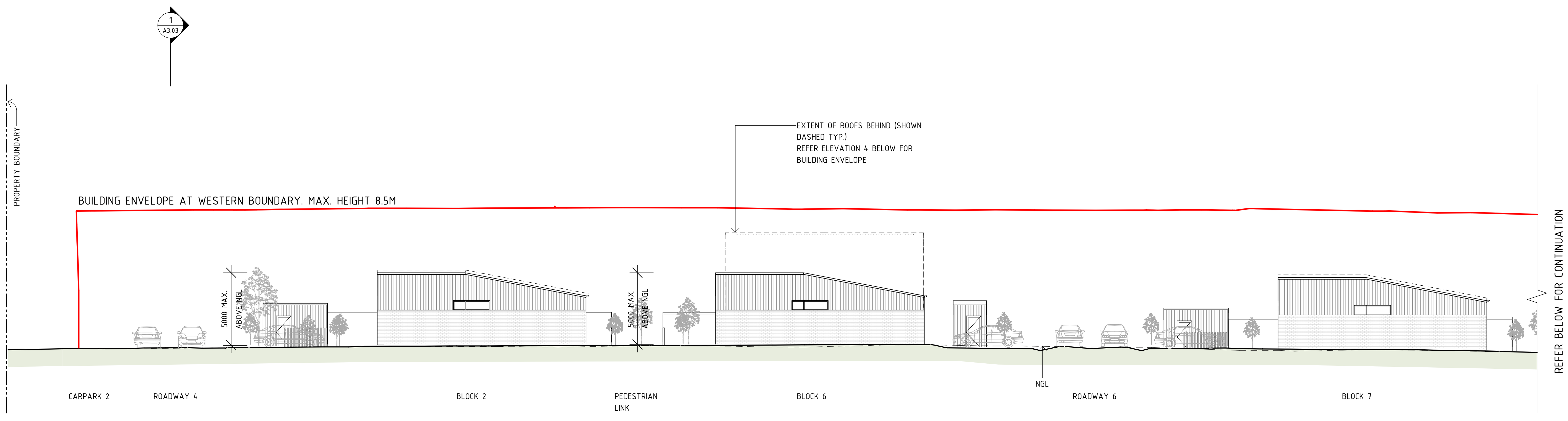
0 1 m 3 m 5 m 10 m

NORTH

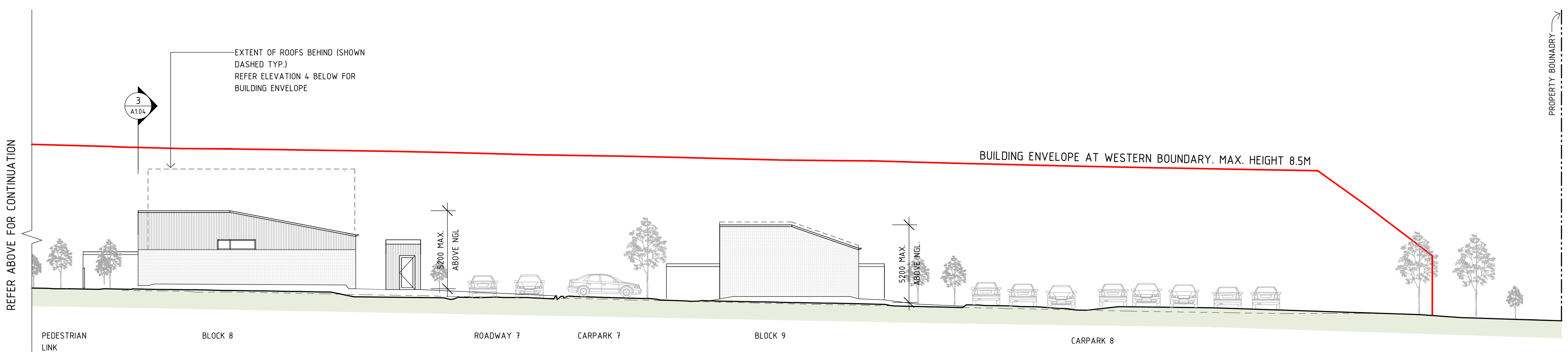
number: DA.A2.04 B

LEGEND

FGL FINISHED GROUND LEVEL
NGL NATURAL GROUND LINE

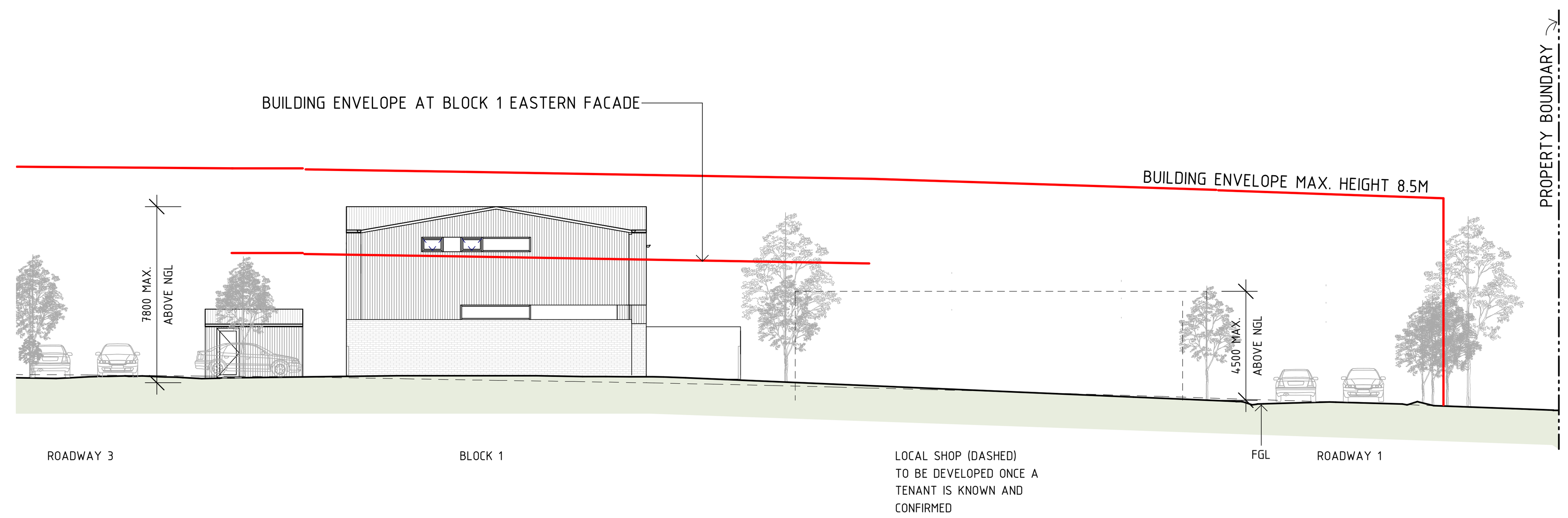


1 A1.02 WEST SITE BOUNDARY ELEVATION 1 - PART 1
1 : 200



2 WEST SITE BOUNDARY ELEVATION 1 - PART 2
1 : 200

3 A1.02 SITE BOUNDARY ELEVATION 2 - NORTH
1 : 200



4 A1.02 SITE BOUNDARY ELEVATION 3 - EAST
1 : 200

0 2 m 6 m 10 m 20 m

Sorell Council
Development Application: 5.2025.90.1 - Development Application - 24 Clifton Drive, Sorell - P1.pdf
Plans Reference: P1
Date Received: 09/04/2025

rev.	desc.	date
G	DA SUBMISSION	25.07.24
F	DRAFT DA SET	24.07.24
E	DRAFT DA SET	09.07.24
D	DRAFT DA SET	19.06.24
C	DA SUBMISSION	15.12.23
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A	DRAFT DA SET	12.12.23

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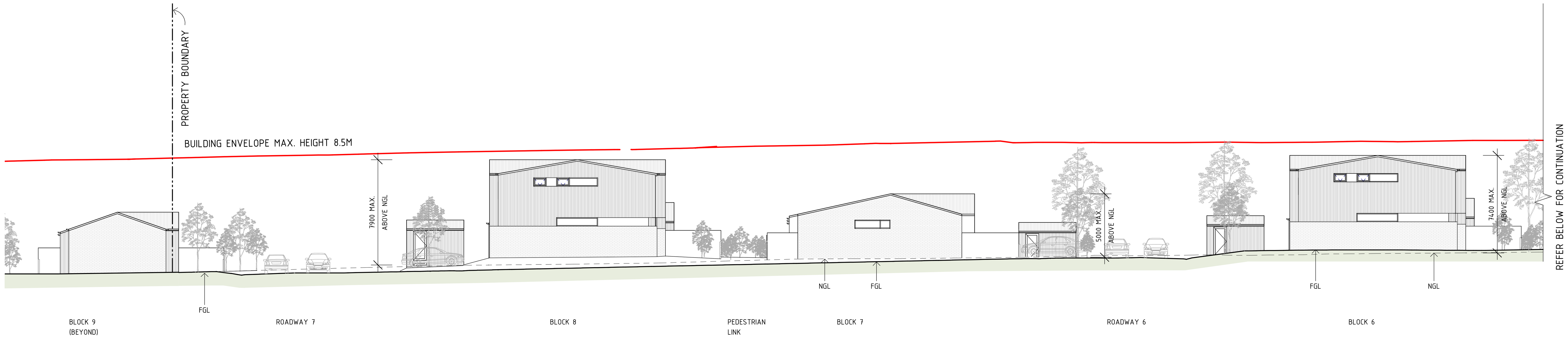
address 24 CLIFTON DRIVE SORELL TASMANIA 7172

code 2309

drawing SECTIONS + ELEVATIONS 1

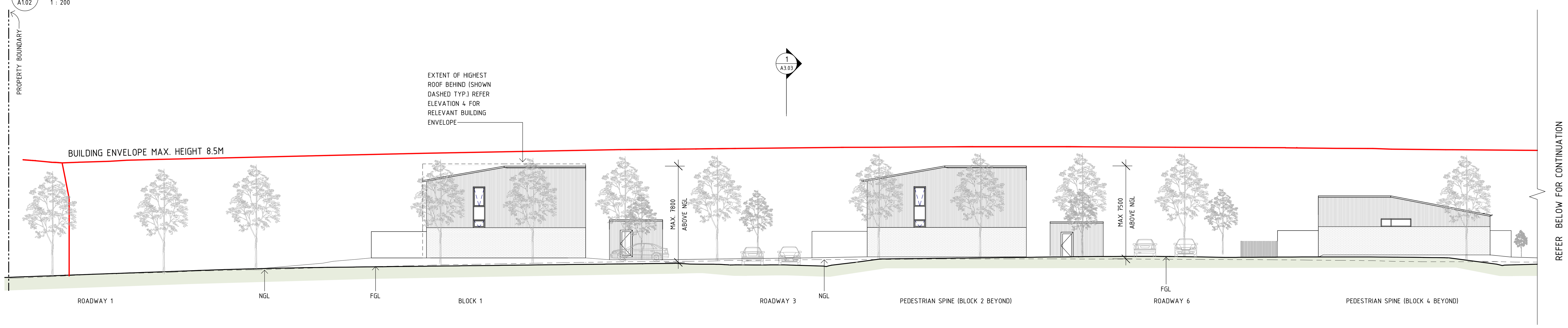
scale 1 : 200 @ A1

number DA.A3.01 G

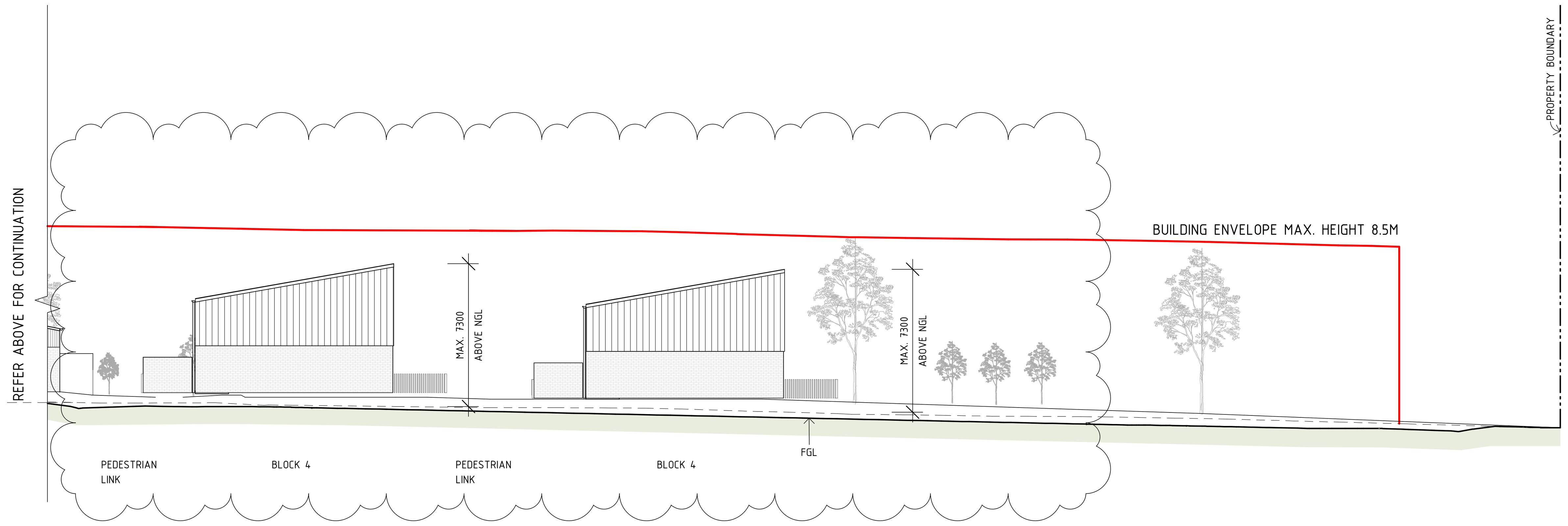


5 SITE SECTION/ELEVATION 4 - ALONG PEDESTRIAN SPINE - PART 1
1 : 200

6 A1.02 SITE SECTION/ELEVATION 4 - ALONG PEDESTRIAN SPINE - PART 2
1 : 200



7 A3.01 SITE SECTION/ELEVATION 5 - ALONG PEDESTRIAN SPINE - PART 1
1 : 200



8 A1.02 SITE SECTION/ELEVATION 5 - ALONG PEDESTRIAN SPINE - PART 2
1 : 200

Sorell Council
Development Application: 5.2025.90.1 - Development Application - 24 Clifton Drive, Sorell - P1.pdf
Plans Reference: P1
Date Received: 09/04/2025

0 2 m 6 m 10 m 20 m

1+2 ARCHITECTURE

LEGEND
FGL FINISHED GROUND LEVEL
NGL NATURAL GROUND LINE

rev.	desc.	date
I	DA AMENDMENT	03.04.25
H	PRELIMINARY	18.03.25
G	DA SUBMISSION	25.07.24
F	DRAFT DA SET	24.07.24
E	DRAFT DA SET	09.07.24
D	DRAFT DA SET	19.06.24
C	DA SUBMISSION	15.12.23
B	PRE DA CLIENT REVIEW	13.12.23
A	DRAFT DA SET	12.12.23

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code 2309

drawing SECTIONS + ELEVATIONS 2

scale 1 : 200 @ A1

number DA.A3.02 I

1+2 ARCHITECTURE

LEGEND

FGL FINISHED GROUND LEVEL
NGL NATURAL GROUND LINE

1 A1.02 SITE SECTION/ELEVATION 3 - ALONG ROADWAY 04
1 : 200

rev.	desc.	date
G	DA SUBMISSION	25.07.24
F	DRAFT DA SET	24.07.24
E	DRAFT DA SET	09.07.24
D	DRAFT DA SET	19.06.24
C	DA SUBMISSION	15.12.23
B	PRE DA CLIENT REVIEW	13.12.23
A	DRAFT DA SET	12.12.23

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address 24 CLIFTON DRIVE SORELL TASMANIA 7172

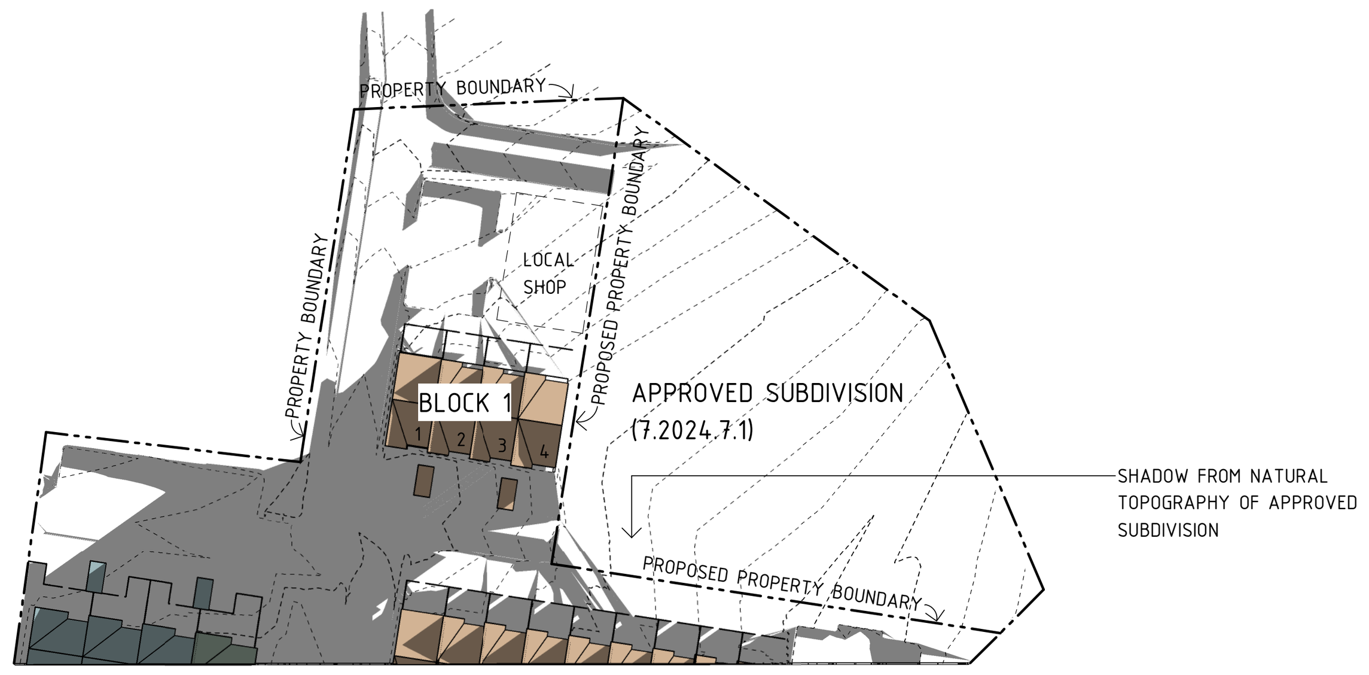
code 2309

drawing SECTIONS + ELEVATIONS 3

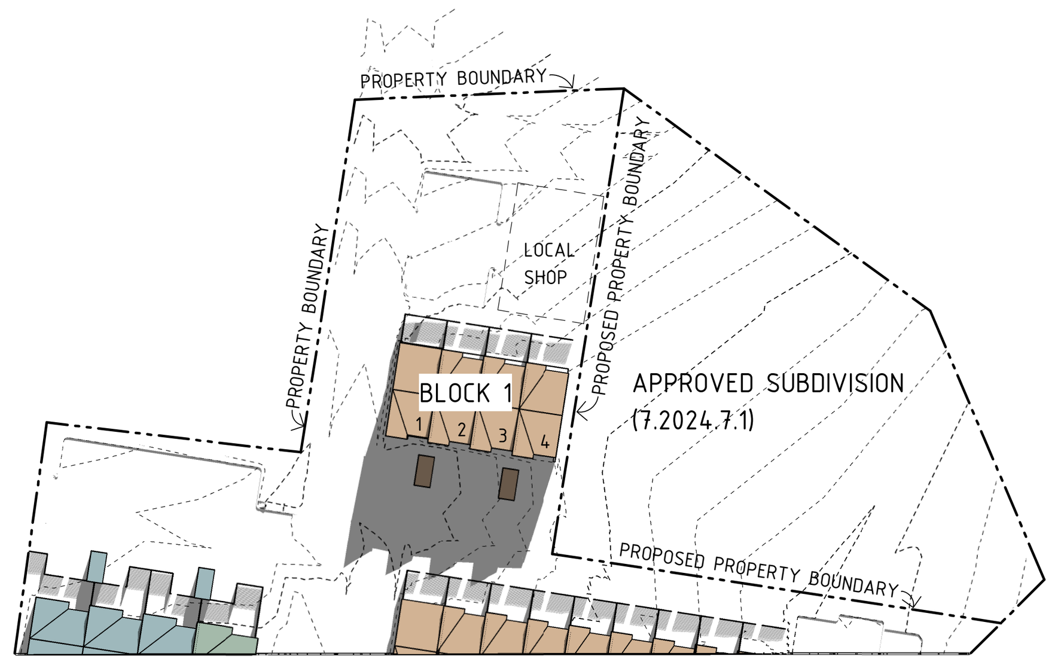
scale 1 : 200 @ A1

0 2 m 6 m 10 m 20 m

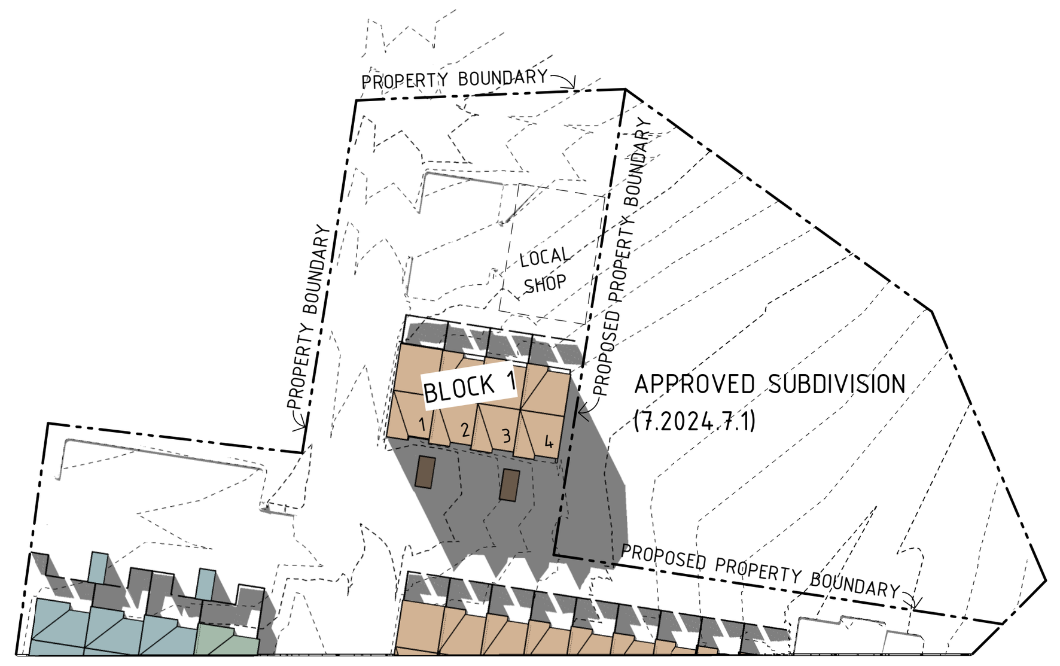
number DA.A3.03 G



1 JUNE 21st 9am



2 JUNE 21st 12pm



3 JUNE 21st 3pm

0 10 m 30 m 50 m 100 m

NORTH

1+2 ARCHITECTURE

rev.	desc.	date
B	SHADOW DIAGRAMS	29.07.24
A	DRAFT CLIENT REVIEW	10.05.24

27-29 MELVILLE STREET HOBART TASMANIA 7000
T 03 6234 8122
E MAIL@1PLUS2ARCHITECTURE.COM

project: RESIDENTIAL DEVELOPMENT

client: THE YOUNG GROUP P/L

address: 24 CLIFTON DRIVE SORELL TASMANIA 7172

code: 2309

drawing: BLOCK 1 SHADOW DIAGRAMS

scale: @ A1

number: DA.A4.01 B

Department of State Growth

SALAMANCA BUILDING PARLIAMENT SQUARE
4 SALAMANCA PLACE, HOBART TAS

GPO Box 536, Hobart TAS 7001 Australia
Email permits@stategrowth.tas.gov.au Web www.transport.tas.gov.au

Tasmanian Government

Lisa Balding
The Young Group Pty Ltd
By email: lisa@theyounggroup.com.au

Dear Lisa

Crown Landowner Consent Granted SRA-25-326

I refer to your recent request for Crown landowner consent relating to the development application at 24 Clifton Drive, Sorell for development of multiple dwellings including construction of access and stormwater discharge.

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

The consent given by this letter is for the making of the application only insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 6 May 2025, and the approved documents, as accessible via the link below:

https://files.stategrowth.tas.gov.au/index.php/s/ZaJXdcRZiZFGb89

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

Please access and download these documents for your records as soon as possible as this link will expire six (6) months from the date of this letter.

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

Access – construction or alteration (Access works permit required)

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

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

For further information please visit https://www.transport.tas.gov.au/road_permits/permits_and_bookings/new_or_altered_access_onto_a_road_driveways or contact permits@stategrowth.tas.gov.au.

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

Pursuant to Section 16 of the *Roads and Jetties Act 1935*, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access.

Other types of works (pipeline, etc.) OR Construction of infrastructure in the State Road reserve/on Crown land (Works permit required)

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

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

For further information please visit https://www.transport.tas.gov.au/road_permits/permits_and_bookings or contact permits@stategrowth.tas.gov.au.

Discharge of Stormwater or drainage into the State road drainage system (Ministerial consent required)

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

The consent of the Minister under Section 17B of the *Roads and Jetties Act 1935* to concentrate and discharge drainage to the State road reserve.

For further information please visit https://www.transport.tas.gov.au/road_permits/permits_and_bookings/stormwater_discharge or contact roadassets.utilities@stategrowth.tas.gov.au.

Requires DSG Crown Land lease/licence

Prior to undertaking works, a Crown land lease/licence will be required to formalise the on-going use/occupation of the Crown land. Lease/licence establishment costs including the Crown's legal and valuation cost as well as an annual rental amount will be required to be covered by the Lessee/Licensee.

If your application includes works in the State road reserve, consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* will also be required. For further information please visit https://www.transport.tas.gov.au/road_permits/property_services/crown_land_leases_and_licences or email Property.Assets@stategrowth.tas.gov.au

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

Yours sincerely

Fiona McLeod
DIRECTOR ASSET MANAGEMENT

Delegate for the Minister administering the *Roads and Jetties Act 1935*

3 July 2025

Cc: General Manager, Sorell