

NOTICE OF PROPOSED DEVELOPMENT

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

SITE:**12 OAKS COURT, SORELL****PROPOSED DEVELOPMENT:****BULKY GOODS SALES - PLUMBING TRADE SUPPLIES**

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 13th October 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 13th October 2025**.

APPLICATION NO: 5.2025.247.1

DATE: 26/09/2025

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

Full description of Proposal:	Use:
	Development:
	<i>Large or complex proposals should be described in a letter or planning report.</i>
Design and construction cost of proposal: \$	

Is all, or some the work already constructed:	No: <input type="checkbox"/> Yes: <input type="checkbox"/>
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Location of proposed works:	Street address:
	Suburb: Postcode:
	Certificate of Title(s) Volume: Folio:


Current Use of Site
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Current Owner/s:	Name(s).....
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Is the Property on the Tasmanian Heritage Register?	No: <input type="checkbox"/> Yes: <input type="checkbox"/>	<i>If yes, please provide written advice from Heritage Tasmania</i>
Is the proposal to be carried out in more than one stage?	No: <input type="checkbox"/> Yes: <input type="checkbox"/>	<i>If yes, please clearly describe in plans</i>
Have any potentially contaminating uses been undertaken on the site?	No: <input type="checkbox"/> Yes: <input type="checkbox"/>	<i>If yes, please complete the Additional Information for Non-Residential Use</i>
Is any vegetation proposed to be removed?	No: <input type="checkbox"/> Yes: <input type="checkbox"/>	<i>If yes, please ensure plans clearly show area to be impacted</i>
Does the proposal involve land administered or owned by either the Crown or Council?	No: <input type="checkbox"/> Yes: <input type="checkbox"/>	<i>If yes, please complete the Council or Crown land section on page 3</i>
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/		


Sorell Council
 Development Application: 5.2025.247.1 -
 Development Application - 12 Oaks Court, Sorell -
 P1.pdf
 Plans Reference:P1
 Date Received:11/09/2025

Declarations and acknowledgements	
<ul style="list-style-type: none"> 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 <i>Land Use Planning and Approvals Act 1993</i>, 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. <p><i>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></p>	
<ul style="list-style-type: none"> 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. 	
<ul style="list-style-type: none"> Where the General Manager's consent is also required under s.14 of the <i>Urban Drainage Act 2013</i>, by making this application I/we also apply for that consent. 	
Applicant Signature:	Signature:  Date:

Crown or General Manager Land Owner Consent	
<p>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 <i>Land Use Planning and Approvals Act 1993</i>).</p> <p>Please note:</p> <ul style="list-style-type: none"> If General Manager consent is 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. 	
<p>I _____ being responsible for the administration of land at _____ declare that I have given permission for the making of this application for _____</p>	
<div style="border: 1px solid orange; padding: 5px; display: inline-block;">  Sorell Council Development Application: 5.2025.247.1 - Development Application - 12 Oaks Court, Sorell - P1.pdf Plans Reference: P1 Date Received: 11/09/2025 </div>	
Signature of General Manager, Minister or Delegate:	Signature: Date:

SEARCH OF TORRENS TITLE

VOLUME 147684	FOLIO 3
EDITION 3	DATE OF ISSUE 14-Jun-2023

SEARCH DATE : 28-Aug-2025

SEARCH TIME : 01.18 PM

DESCRIPTION OF LAND

Town of SORELL

Lot 3 on Sealed Plan [147684](#)

Derivation : Part of 244 Acres Gtd to Thomas Giblin and John Lord

Prior CT [140636/1](#)SCHEDULE 1[N132805](#) TRANSFER to AJBEN PTY LTD Registered 14-Jun-2023 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP[147684](#) FENCING PROVISION in Schedule of EasementsSP[100051](#) FENCING COVENANT in Schedule of EasementsUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Sorell Council

Development Application: 5.2025.247.1 -
Development Application - 12 Oaks Court, Sorell -
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Date Received:11/09/2025

<p>OWNER BENNETT CONSTRUCTION PTY. LTD.</p> <p>FOLIO REFERENCE: C.T. 140636/1</p> <p>GRANTEE: PART OF 244 ACRES GTD. TO THOMAS GIBLIN & JOHN LORD</p>		<p>PLAN OF SURVEY</p> <p>BY SURVEYOR Anthony Owen Carrick Brooks Lark & Carrick, Surveyors 175 Collins Street Hobart</p> <p>TOWN OF SORELL</p> <p>SCALE : 1: 600</p>		<p>REGISTERED NUMBER SP147684</p> <p>APPROVED EFFECTIVE FROM - 4 SEP 2008 <i>Alice Kawa</i> Recorder of Titles</p>	
<p>MAPSHEET MUNICIPAL CODE No. 124 (5426-42)</p>	<p>LAST UPI No. GHL 71</p>	<p>LAST PLAN P140636</p>	<p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p>		

Sorell Council

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[Signature]
COUNCIL DELEGATE

26-8-08
D/ TE

SCHEDULE OF EASEMENTS NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	Registered Number SP 147684
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PAGE 1 OF 1 PAGE

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

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

Fencing provision

In respect to the lots on the plan the subdivider (Bennett Construction Pty Ltd) shall not be required to fence

~~**Fencing covenant**~~~~The owners of the lots on the plan are subject to the fencing covenant created by and set forth in Sealed Plan 100051~~

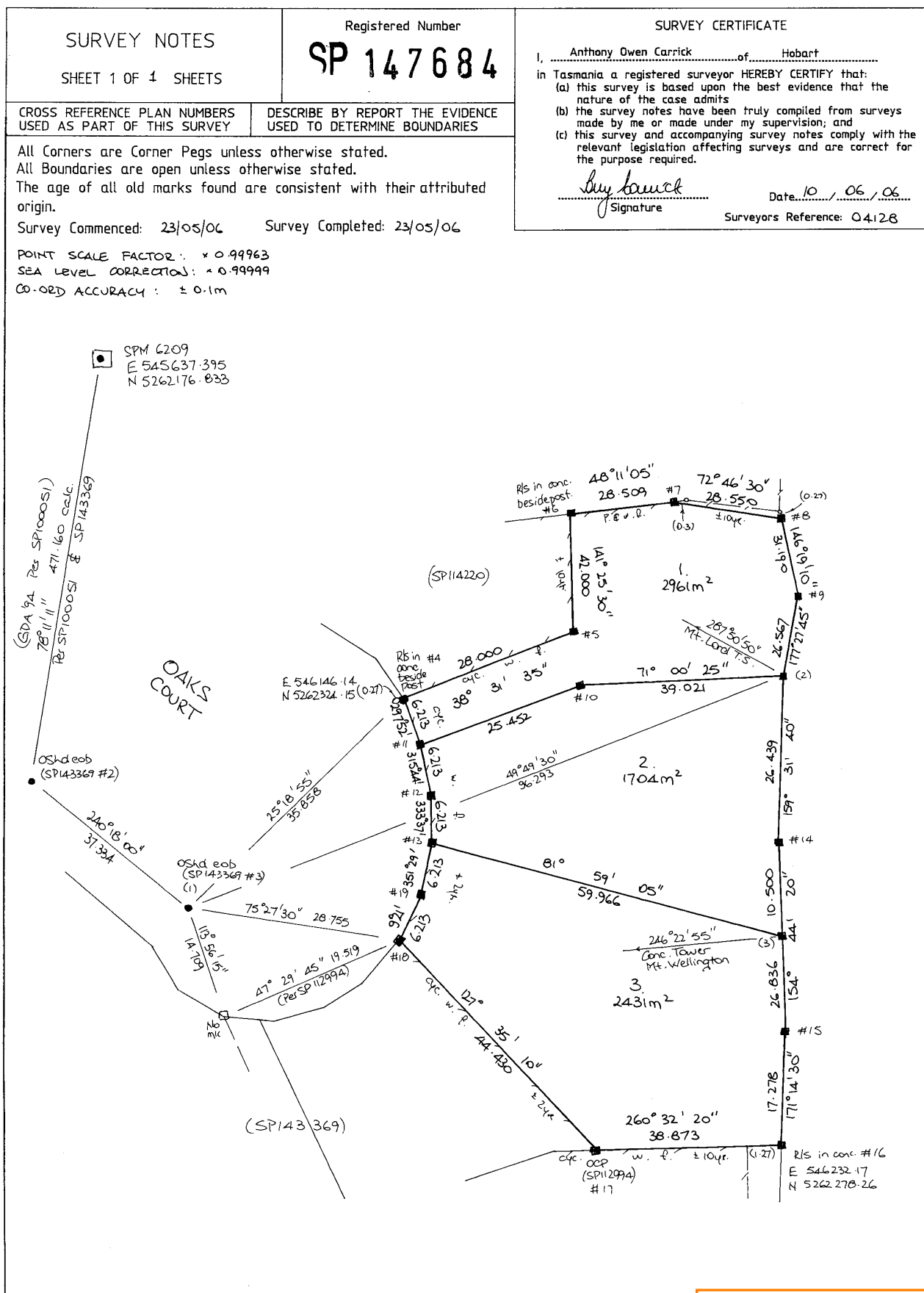
Executed by BENNETT CONSTRUCTION PTY LTD)
(ACN 080 552 432) under section 127 of the Corporations)
Act 2000 by being signed by its sole director/secretary-

Andrew Norman Bennett:
(sole director/secretary)



(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: BENNETT CONSTRUCTION P/L FOLIO REF: 140636/1 SOLICITOR & REFERENCE: ROBERT FAY & ASSOCIATES	PLAN SEALED BY: SORELL COUNCIL DATE: PP2079 REF NO. Council Delegate
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	



Sorell Council

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11 September 2025

Sorell Council
PO Box 126
SORELL TAS 7172

By email: sorell.council@sorell.tas.gov.au

Dear Sorell Council Planning Authority

Use and development for Bulky Goods Sales – 12 Oaks Court, Sorell
Submission of development application and request for Council consent to lodge development application under s.52 of the LUPA Act

Please find attached, an application on behalf of the Reece Group for a change of use and associated development for Bulky Goods Sales at 12 Oaks Court, Sorell.

The application includes minor works on the site to alter the existing building to install new doorways, new signs and external storage racks.

The change of use applies to the use of the established vehicle crossover on the Council road reserve. Despite there being no works involving the crossover, some Councils include this aspect as a technicality that applies to proposals for change of use. If this is the case for Sorell Council, please regard this letter as inclusive of a request for Council consent to lodge the application under section 52(1B) of the *Land Use Planning & Approvals Act 1993*.

Could you please advise if Council consent is required and provide a copy of that consent when granted for my files.

Could you please invoice fees to:
Reece Group – Attn: Hugh McGlade Hugh.McGlade@reece.com.au
57 Balmain St, Cremorne
VIC 3121

If you have any queries regarding this application, please do not hesitate to contact me.

Yours faithfully

Jo Oliver
Director





DEVELOPMENT APPLICATION REPORT



USE & DEVELOPMENT FOR BULKY GOODS SALES 12 OAKS COURT, SORELL

FOR:
REECE GROUP



Job	Bulky Goods Sales – Reece Group
Address	12 Oaks Court, Sorell
Version	1 – DA Submission
Date	10 September 2025
Author	Jo Oliver



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APPENDICES:

Appendix A: Development Drawings

Appendix B: Truck Turning Paths

1. INTRODUCTION

Terra Firma Town Planning has prepared this application on behalf of Reece Group, for a change of use to *Bulky Goods Sales* (Trade Supplies) and associated development at 12 Oaks Court, Sorell – Folio of the Register 147684/3.

The applicable planning scheme is the *Tasmanian Planning Scheme – Sorell* (the scheme).

Tasmanian Planning Scheme – Sorell	
Zone	Light Industrial Zone
Applicable Codes	Signs Code Parking and Sustainable Transport Code Road and Railway Assets Code Natural Assets Code Safeguarding of Airports Code

This application for a permit is made under Section 57 of the *Land Use Planning & Approvals Act 1993* (LUPAA).

An assessment under the applicable provisions of the scheme is included below.

2. PROPOSAL

2.1 Use and Development for Bulky Goods Sales

Pursuant to section 6.2 Categorising Use or Development, the use of the land and buildings for the sale of trade supplies of plumbing hardware is categorised as *Bulky Goods Sales*.

Bulky Goods Sales is defined as ... *use of land for the sale of heavy or bulky goods which require a large area for handling, storage and display. Examples include garden and landscaping materials suppliers, rural suppliers, timber yards, trade suppliers, showrooms for furniture, electrical goods and floor coverings, and motor vehicle, boat or caravan sales.*

The Reece Plumbing Centre at Sorell will serve plumbing trade supplies. Public visitation to the site will be negligible, with the Reece retail outlet being located on Murray Street in Hobart.

The proposed hours of operation are:

- Monday – Friday 7am to 5pm
- Saturday 8am to 12pm

Use and development on the site for the Bulky Goods Sales includes:

- use of the existing building on the site which has a floor area of 790m². The building floor area will contain plumbing hardware storage including pipes, fixtures, fittings and tools, a trade desk area with two staff offices and staff facilities;
- modification of the northern building façade to provide for a trade entry/desk toward the eastern end of the building in the location of the current roller door,
- addition of a personal access door adjacent to the existing roller door on the western building façade;

- modification of the car parking layout to provide for 15 car parking spaces inclusive of 1 disabled space, pedestrian crossing and pedestrian path to the trade entry;
- external pipe storage racks to the front of the building and south-western boundary;
- planting of trees within the existing beds to the frontage; and
- internally illuminated wall signage and internal directional/safety signage.

The proposed development is detailed in the drawings included at Appendix A.

3. SITE DESCRIPTION AND SURROUNDING LAND USE

3.1 Site

The site has an area of 2431m² and is relatively flat, located at the eastern end of the Oaks Court cul-de-sac. The site is elevated above the Sorell Rivulet, which adjoins the rear, eastern boundary (refer Photo 3). The site takes access only from Oaks Court, which is sealed with established kerb and channel.

The site is in an established industrial precinct adjacent to the Arthur Highway, which is accessed via the highway roundabout that distributes traffic to the south of the Sorell township.

The existing, 790m² building is mostly comprised of the 6.3m high component, with a single storey, masonry section that wraps around the north western corner. The site is primarily comprised of sealed asphalt surface, which is internally drained to the reticulated public stormwater mains. There is approximately 85m² of garden bed to the frontage.



Photo 1: View of site entry from the western approach at the end of the Oaks Court cul-de-sac. (Source: Google Street View February 2025)



Photo 2: View of the rear of the site toward the future trade entry, to be constructed within the roller door opening.



Photo 3: View south from the Arthur Highway along the Sorell Rivulet, showing the rear of the existing building (Source: Google Street View February 2025)

3.2 Surrounding Land Use

The lots adjoining and adjacent to the site on Oaks Court are primarily established industrial and bulky goods sales uses.

The adjoining lot to the north contains a gymnasium and joinery business in a two storey building and the adjoining lot to the west is used for metal fabrication/engineering (Refer Photo 4). Further to north and west of the site on the cul-de-sac is a container yard and another bulky goods sales use for water tanks. To

the south-west of the site on the cul-de-sac is small manufacturing and service industry for mowers and chainsaws.

The site is bound to the south by two lots accessed via Giblin Drive. These are used for motor vehicle servicing and some mixed storage and bulky goods sales for tanks.

The rear, eastern boundary of the site adjoins the Sorell Rivulet, which is in State ownership. (Refer Photo 3). Adjoining the site, the Sorell Rivulet corridor is approximately 87 metres wide before the landscape becomes broadly agricultural in use, noting that the land on the opposite side of the rivulet to the subject site is identified as an investigation area for the future growth of the Sorell township.



Photo 4: View east toward the businesses located at the end of the Oaks Court cul-de-sac. (Source: Google Street View February 2025)



Photo 5: View northwest toward the bulky goods sales use for poly tanks. (Source: Google Street View February 2025)



Photo 6: View southwest along Oaks Court (Source: Google Street View February 2025)



Photo 6: View north from the cul-de-sac head of Giblin Drive, toward the subject site. (Source: Google Street View February 2025)



Figure 1: Aerial photo of site and surrounding land (Source: LISTMap www.thelist.gov.au)

4. ZONE PROVISIONS

Figure 2 below shows the zoning of the subject site and surrounding land.



Figure 2: Zoning of subject site and surrounding land (Source: LISTMap www.thelist.tas.gov.au)

4.1 Light Industrial Zone

4.1.1 Buildings and Associated Works

The use and development is assessed against the applicable Light Industrial Zone provisions below.

Bulky Goods Sales is a discretionary use in accordance with section 18.2 Use Table.

18.1 Zone Purpose

- | | |
|--------|---|
| 18.1.1 | To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses. |
| 18.1.2 | To provide for use or development that supports and does not adversely impact on industrial activity. |

18.3 Use Standards

18.3.1 Discretionary Uses			
Standard		Comment	Compliance
A1	Hours of operation within 50 metres of a residential zone.	Site is located greater than 50 metres from General Residential Zone.	Not applicable
A2	External lighting within 50 metres of a residential zone.	Site is located greater than 50 metres from General Residential Zone.	Not applicable
A3	Commercial Vehicle movements within 50 metres of a residential zone.	Site is located greater than 50 metres from General Residential Zone.	Not applicable

18.3.2 Discretionary Uses			
Standard		Comment	Compliance
A1	No Acceptable Solution	Assessed under Performance Criteria.	Relies on Performance Criteria

18.3.2 Discretionary Uses - Performance Criteria	
Objective:	That uses listed as Discretionary do not compromise the use or development of the land for industrial activities with minimal or managed off site impacts.
<p>P1 A use listed as Discretionary, must not compromise the use or development of the surrounding properties for industrial activities with minimal or managed off site impacts, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the size and scale of the proposed use; and (c) the function of the industrial area. 	
<p>Comment:</p> <p>The use is consistent with other commercial and Bulky Goods Sales uses that are established on Oaks Court and Giblin Drive, in the vicinity of the site. Being a plumbing trade supplies centre, the use does not involve any external display of goods for sale that may be sensitive to emissions from existing, nearby light manufacturing uses. Similarly, the use is not sensitive to potential future emissions, should a more intensive use establish within the precinct. Established uses on surrounding and nearby land within the precinct are largely contained within buildings, with some uses having larger outdoor displays of goods such as tank sales, or outdoor storage of components and materials, such as for metal fabrication/engineering.</p> <p>Access to, and from, the site on Oaks Court, meets the LGAT/municipal standards with a 30 metre diameter turning head to the cul-de-sac and a defined, concrete crossover. All vehicle and freight loading and unloading occurs within the boundaries of the site, in an arrangement that ensures that all vehicles enter and leave the site in a forward direction. As such, there are no anticipated potential conflicts with vehicular access on adjoining land or lots opposite the site. This is also reinforced by the prior use of the site involving heavy and domestic vehicles, with no known issues of conflict or congestion.</p> <p>The proposed Bulky Goods Sales use meets the objective.</p>	

18.4 Development Standards for Buildings and Works

18.4.1 Building Height			
Standard		Comment	Compliance
A1	Building height must be not more than 10m.	Works are confined to minor alterations to the existing building.	Complies
A2	Building height within 10 metres of General Residential, Inner Residential, Low Density Residential or Rural Living zones.	Site is located greater than 10 metres from applicable zones.	Not applicable

18.4.2 Setbacks			
Standard		Comment	Compliance
A1	Buildings must have a setback from a frontage of: (a) not less than 5.5m; (b) not less than existing buildings; or (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	Works for the installation of new doors and wall signage are confined to the frame and extent of the existing building. The pipe racks to the front of the building and along the south-western boundary are not fixed structures, however are all setback 5.5m or greater.	Complies
A2	Building setback from adjoining General Residential, Inner Residential, Low Density Residential or Rural Living zones.	Site does not adjoin applicable zones.	Not applicable
A3	Mechanical equipment within 10 metres of General Residential, Inner Residential, Low Density Residential or Rural Living zones.	Site is located greater than 10 metres from applicable zones.	Not applicable

18.4.3 Fencing			
Standard		Comment	Compliance
A1	No Acceptable Solution. P1 - Common boundary fences with General Residential, Inner Residential, Low Density Residential or Village zones.	Site does not share boundaries with the applicable zones.	Not applicable

18.4.4 Outdoor Storage Areas			
Standard		Comment	Compliance
A1	Outdoor storage areas, excluding for the display of goods for sale, must not be	The layout of the use and development includes racks for the bulk storage of pipe lengths.	Relies on Performance Criteria

	visible from any road or public open space adjoining the site.	Due to the configuration of the building on the site, it is necessary to include external storage within the frontage and adjacent to the building. These storage racks will be visible from Oaks Court.	
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18.4.4 Outdoor Storage Areas - Performance Criteria

Objective	Outdoor storage areas do not detract from the appearance of the site or surrounding area.
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P1

Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

Comment:

The impacts of external storage in the form of pipe racks should be considered in the visual context of the established uses on Oaks Court. When viewed from Oaks Court, including the turning head, visual amenity of the area is tempered by a large degree of visibility of outdoor product and container storage, some haphazard accumulation of materials relating to fabrication, large areas of hardstand and very little landscaping.

The pallet rack and bulk pipe racks are open, galvanised or powder coated steel frames at 4.8m and 4.2m height respectively, however will mostly be backdropped against the building. Despite the pipe racks being visible from the street, the presentation of materials is neat and contained. Overall, the site will have an orderly impression through the low maintenance building and sealed hardstand for parking and turning, which will be clearly line marked.

The development includes the establishment of trees within the two small garden beds to either side of the entrance driveway, to the frontage. The conifer species have been selected for their height, verticality and evergreen type, containing foliage within the extent of the bed so as not to impede the access though spreading foliage and the associated safety risk that this would pose. The trees do not function as a screen as it is not possible to achieve this due to the angles of view from the cul-de-sac. However, this approach to landscaping with taller, more vertical, evergreen species within a mulched bed, will enhance the visual amenity of the site frontage and assist with a degree of visual distraction from the rack structures.

18.4.5 Landscaping

	Standard	Comment	Compliance
A1	If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 5.5m; or (b) not less than the frontage of an existing building if it is a lesser distance.	The site is established with existing garden beds to either side of the access and hardstand for access and parking. The existing garden beds have a length greater than 5.5m when measured from the frontage. To the extent practicable, described under 18.4.4 above, landscaping is proposed within the existing beds.	Complies

5. CODES

5.1 C1.0. Signs Code

C1.6 Development Standards for Buildings and Works

C1.6.1 Design and Siting of Signs			
	Standard	Comment	Compliance
A1	<p>A sign must:</p> <p>(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and</p> <p>(b) meet the sign standards for the relevant sign type set out in Table C1.6,</p> <p>excluding for the following sign types, for which there is no Acceptable Solution:</p> <p>(i) roof sign;</p> <p>(ii) sky sign; and</p> <p>(iii) billboard.</p>	<p>The application includes the following wall signs:</p> <p>North elevation: 1 - 5m x 2.4m 1 - 3.75m x 1.15m</p> <p>West (Frontage) Elevation: 1 - 4.6m x 1.15m</p> <p>1 - .45 x 2.7m, unbranded panel beside the trade entry door, which can reasonably be regarded as a directional sign.</p> <p>There are a number of non-commercial, internal site location/information/directional signs which are exempt from the code under section C1.4.2</p> <p>The signs are identified as applicable in the Light Industrial Zone in Table C1.6.</p> <p>The main wall signs have an area greater than 4.5m², which does not meet the standard.</p> <p>All wall signs do not exceed 25% of the wall area.</p>	Relies on Performance Criteria
A2	A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	Not applicable	Not applicable
A3	The number of signs for each business or tenancy on a road frontage of a building must be no more than:	The Oaks Court frontage includes one wall sign.	Complies

	<p>(a) 1 of each sign type, unless otherwise stated in Table C1.6;</p> <p>(b) 1 window sign for each window;</p> <p>(c) 3 if the street frontage is less than 20m in length; and</p> <p>(d) 6 if the street frontage is 20m or more,</p> <p>excluding the following sign types, for which there is no limit:</p> <p>(i) name plate; and</p> <p>(ii) temporary sign.</p>	The number of signs to the street frontage is less than three, which complies with A3(d).	
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C1.6.1 Design and Siting of Signs – Performance Criteria

Objective	<p>That:</p> <p>(a) signage is well designed and sited; and</p> <p>(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.</p>
<p>P1</p> <p>A sign must:</p> <p>(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and</p> <p>(b) be compatible with the streetscape or landscape, having regard to:</p> <p>(i) the size and dimensions of the sign;</p> <p>(ii) the size and scale of the building upon which the sign is proposed;</p> <p>(iii) the amenity of surrounding properties;</p> <p>(iv) the repetition of messages or information;</p> <p>(v) the number and density of signs on the site and on adjacent properties; and</p> <p>(vi) the impact on the safe and efficient movement of vehicles and pedestrians.</p>	
<p>Comment:</p> <p>The proposed wall signs number not greater than two for the northern elevation and one for the front, western elevation. Combined they make up less than 25% of the relevant wall area. Signage located on the building is a restrained, but bold graphic suite for the Reece brand that is readily identifiable and uncluttered.</p> <p>The building is a large-scale facility of simple geometric form with a single storey masonry component to the front. The bulk of the building is consistent with large retail and warehouse buildings within the precinct. Existing signage associated with established use and development within the precinct is of variable types and quality.</p> <p>The site is not within close proximity to sensitive uses and the proposed signage makes up a small component of the existing development overall with the location, scale, type and style of signage designed to be prominent for site identification, without being overwhelming or excessive.</p> <p>Clear site identification assists traffic safety by minimising driver uncertainty when approaching the site from public roads.</p> <p>The proposed development appropriately meets the objective.</p>	

C1.6.2 Illuminated Signs			
Standard		Comment	Compliance
A1	No Acceptable Solution	The wall signs have internal illumination of the 'Reece' lettering.	Relies on Performance Criteria
A2	An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.	The proposed internally illuminated signs do not include any animated or flashing effects.	Complies

C1.6.2 Illuminated Signs – Performance Criteria	
Objective	<p>That:</p> <ul style="list-style-type: none"> (a) illuminated signs are compatible with the streetscape; (b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and (c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.
P1	<p>An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the sign; (b) the size of the sign; (c) the intensity of the lighting; (d) the hours of operation of the sign; (e) the purpose of the sign; (f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity; (g) the intended purpose of the changing message of the sign; (h) the percentage of the sign that is illuminated with changing messages; (i) proposed dwell time; and (j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.
Comment:	<p>The illuminated signage on the site will operate during the night.</p> <p>The illumination level for each of the two signs is between 5028 – 6285 lumens.</p> <p>The illumination of the wall signage is appropriate to an industrial street frontage where there are no sensitive uses nearby and in the context of an industrial precinct where signs are present. The effect of the illumination is restrained, given only the lettering is illuminated.</p> <p>The illuminated signage is located at a setback of 35m from Oaks Court and 132m from the Arthur Highway, which provides appropriate separation to roads and avoids a cluttered effect at the head of the cul-de-sac. The view to the northern elevation from the Arthur Highway is fleeting, with views blocked by vegetation and other buildings.</p> <p>Discreet illumination is an effective way to provide for readily discernible site identification.</p>

Illumination is fully enclosed within the sign structure and the signage graphic does not alter with changing messages or information.

The degree of illuminated signage on the site meets the objective in that it is compatible with signage in an industrial streetscape and avoids visual clutter of signage due to the degree of separation from signage on adjoining land and the degree of setback to roads. There is no impact on road safety due to the modest lighting emissions and that there are no animations or changing messaging.

5.2 C2.0 Parking and Sustainable Transport Code

The code applies to all use and development with Bulky Goods Sales excluded from some provisions. The applicable provisions are addressed below.

C2.5 Use Standards

C2.5.1 Car Parking Numbers			
Standard		Comment	Compliance
A1	<p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> (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 	<p>Table 2.1 requires that Bulky Goods Sales provide 1 car space per 50m² of floor area and 1 bicycle space per 500m² of floor area.</p> <p>The building has a total internal floor area of 790m².</p> <p>This equates to a requirement for 15 car spaces and 2 bicycle spaces.</p> <p>A1(d)(i) applies to this change of use, as the number of on-site spaces is greater than that required for the proposed use.</p> <p>Noting that some spaces are to be removed toward the frontage and others relocated to the rear of the carpark, adjacent to the building, the proposed development still provides 15 car spaces and 2 bicycle spaces, which meets the requirements of Table C2.1.</p>	Complies

	<p>(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:</p> <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>		
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C2.5.2 Bicycle Parking Numbers

	Standard	Comment	Compliance
A1	Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	<p>The building has a total internal floor area of 790m². This equates to 2 bicycle spaces.</p> <p>A bicycle rack is to be provided adjacent to the building.</p>	Complies

C2.5.4 Loading Bays

	Standard	Comment	Compliance
A1	A loading bay must be provided for uses with a floor area of more than 1000m ² in a single occupancy.	The building has a total internal floor area of 790m ² .	Not applicable

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of Parking Areas			
Standard		Comment	Compliance
A1	<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (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. 	<p>The parking and circulation areas are existing and are constructed of asphalt and concrete and drained to the public stormwater system.</p>	Complies

C2.6.2 Design and Layout of Parking Areas			
Standard		Comment	Compliance
A1.1	<p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (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; 	<p>The parking and circulation areas have a very subtle gradient to provide for drainage to the internal pits. The maximum gradient specified by AS2890 is 1:4 and 1:20 across building thresholds.</p> <p>All vehicles will be able enter and exit the site in a forward direction. A turning path diagram for the freight delivery vehicle is included at Appendix B, demonstrating that turning can be achieved for forward egress.</p> <p>Table 2.2 requires that where 6-20 car parking spaces are provided, access width must be not less than 4.5m for the first 7 metres and 3m thereafter.</p>	Complies

	<ul style="list-style-type: none"> (i) have car parking space dimensions which satisfy the requirements in Table C2.3; (ii) 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 <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>. 	<p>A passing bay of 2m x 5m is required every 30 metres.</p> <p>The development provides for two way access width at a minimum 8.2m metres for the full length of the site. This meets the minimum requirements.</p> <p>Car parking spaces meet the dimensions set out in Table 2.3, including those relocated and reconfigured to the rear of the carpark.</p> <p>The combined access and manoeuvring width is greater than the prescribed 6.4 metres for 90 degree parking.</p> <p>Vertical clearance over car parking spaces is fully open.</p> <p>All parking spaces, pedestrian paths, loading areas and entrance/exit lanes are delineated by line marking.</p>	
A1.2	<p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> (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 <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.1</i> 	<p>One disabled parking space is provided at the entrance to the building, as part of the car park.</p> <p>The design and construction is in accordance with AS/NZS 2890.6:2009.</p>	Complies

C2.6.3 Number of Accesses for Vehicles

	Standard	Comment	Compliance
A1	<p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) be no more than 1; or 	<p>The development utilises an existing single, two-way access point to the frontage.</p>	Complies

	(b) no more than the existing number of accesses, whichever is the greater.		
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C2.6.5 Pedestrian Access

	Standard	Comment	Compliance
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.	A 1m width footpath is provided along the front of the building that serves 4 car spaces. The footpath is separated from the access way by the 5.4m depth of the parking bays. The 11 spaces to the northern boundary are not served by a separate footpath. Pedestrian crossing line marking is provided adjacent to the building entry.	Relies on Performance Criteria
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.	The footpath serving the disabled car parking space is immediately adjacent to the space and is the wide path to the entrance door.	Complies

C2.6.5 Pedestrian Access - Performance Criteria

Objective	That pedestrian access within parking areas is provided in a safe and convenient manner.
<p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; 	

- (g) vehicle and pedestrian traffic safety;
- (h) the location of any access ways or parking aisles; and
- (i) any protective devices proposed for pedestrian safety.

Comment:

The spaces that are not served by a footpath will be utilised by the employees with the balance 6 spaces subject to vehicle movements during trading hours.

The access and circulation area is wider than the minimum requirement which provides for greater visibility and manoeuvrability, particularly in combination with the line marked pedestrian crossing to the entry footpath, which will be a clear visual signal of the presence of pedestrians and direct pedestrians toward the separated footpath. Freight and loading activities are also located toward the front of the site, away from standard parking spaces, which distributes activities across the site, rather than the primary focus being within the car park. Inward freight unloading activities occur outside of the early morning and late afternoon peak customer visitation times, to avoid potential congestion within the carpark.

The proposed parking area design is considered appropriate in the consideration of the vehicles using the site, the scheduling of activities and potential interactions with pedestrians.

C2.6.6 Loading Bays

Standard		Comment	Compliance
A1	The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i> , for the type of vehicles likely to use the site.	<p>The loading areas are existing roller doors with no development for new loading doors proposed.</p> <p>Loading activities are carried out by forklift. Platforms are not required.</p>	Complies
A2	The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities</i> .	<p>The range of tradesperson and freight delivery vehicles accessing the site can enter, park either within the car spaces or at the loading bays and execute a 3 point turn on the site to exit in a forward direction.</p> <p>A turning path diagram for the largest freight delivery truck that services the use is provided at Appendix D.</p>	Complies

5.3 C3.0 Road and Railway Code

The code applies to use or development that will create a new vehicle crossing or increase the amount of vehicle traffic using an existing vehicle crossing. The applicable provisions are addressed below.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.			
	Standard	Comment	Compliance
A1.1	For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.	Oaks Court is not a Category 1 road.	Not applicable.
A1.2	For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.	Use and development does not include a new vehicle crossing or junction.	Not applicable.
A1.3	For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.		Not applicable
A1.4	Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.	Information has been sought from the existing Resource Processing use to determine if the proposed Bulky Goods Sales use can meet the acceptable solution. The current business on the site has advised of approximate numbers of employees and freight movements, noting that the use is seasonal in nature with very high turnover of vehicles from October to April, which is the peak production period. This period consists of: <ul style="list-style-type: none"> • 3 shifts per day, total 30 employees, averaging 5 days per week; • Weekend shifts for 4 weeks of 7 employees; • freight vehicles bringing produce in and processed goods out, which averages 	Relies on Performance Criteria.

		<p>approximately 2184 vehicles per year.</p> <p>The balance non-peak period consists of:</p> <ul style="list-style-type: none"> • 7 employees, 4 days per week • Intermittent freight vehicles (not counted) <p>Annualised movements for the existing use (total ingress and egress) equate to approximately 6296 movements per year.</p> <p>The proposed Bulky Goods Sales use typically has the following operational characteristics:</p> <ul style="list-style-type: none"> • 5 employees on weekdays; • 2 employees on Saturday; • 40 customers per day on weekdays; • 10 customers on Saturday; • 2 freight trucks on weekdays. <p>Annualised movements for the proposed use (total ingress and egress) equate to approximately 23,162 movements per year.</p> <p>Table C3.1 allows for an increase in movements by 20%, or 40 vehicle movements per day, whichever is greater. 40 movements per day annualised, equates to an allowance for an increase of 14,600 vehicle movements. Added to the approximated vehicle movements of the existing use, this equates to 20,896 movements per year.</p> <p>At 23,162 movements per year, the proposed use slightly exceeds the threshold to meet the acceptable solution, based on the estimates.</p> <p>Given the numbers represent an approximation, an assessment against the performance criteria is included below.</p>	
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A1.5	Vehicular traffic must be able to enter and leave a major road in a forward direction.	Oaks Court is not categorised as a major road, however all vehicles will be able to enter and leave the site in a forward direction.	Not applicable
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C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction - Performance Criteria

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.
<p>P1</p> <p>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:</p> <ul style="list-style-type: none"> (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority. 	
<p>Comment:</p> <p>Oaks Court is a local cul-de-sac road that connects via Giblin Drive through to the Arthur Highway. Oaks Court has been constructed in accordance with the municipal standard with an 8m sealed carriageway and 30m diameter cul-de-sac head. The road is a slow speed environment due to it being a cul-de-sac with a corner turn located approximately 45 metres from the junction with Giblin Drive. The current vehicle counts for Oaks Court are unknown.</p> <p>There are 18 lots that take access from Oaks Court, noting that a number of businesses occupy more than one lot.</p> <p>The location of the access to the subject site at the head of the cul-de-sac ensures that access is compliant with <i>TSD-RF01-v3 Domestic Access Sight Distance Requirements</i>. The posted speed limit is 50kph which requires a Safe Intersection Sight Distance (SISD) of 80 metres. The actual speed environment will likely be less than 50kph, due to the short length and configuration of the road. Vehicles leaving the site are provided a clear view of traffic entering the road from adjoining and adjacent lots and have a clear view along the length of the road for a distance of 95 metres.</p> <p>Oaks Court meets the municipal standards for roads in industrial precincts such that it is reasonably anticipated that the design capacity can accommodate the expected increase in traffic associated with the proposed use. The clear visibility and the apparent parking behaviour in the area on the verge, provides for unencumbered vehicle movements, avoiding potential congestion. The arm of the Arthur Highway roundabout that serves this industrial precinct is unencumbered by access crossovers, which results in efficient dispersal of traffic to and from the precinct to the arterial network.</p> <p>In consideration of the existing developed environment, it is not anticipated that there will be any adverse effects on the safety and efficiency of the road network within the precinct resulting from increased traffic associated with the proposed use. The proposal meets the objective.</p>	

5.4 C7.0 Natural Assets Code

The site is located within the Waterway and Coastal Protection Area overlay.

The overlay map is shown over the aerial photo in Figure 3 below. The relevant provisions relating to the overlay are assessed below.



Figure 3: Waterway and Coastal Protection Area overlay (Source: ListMap www.thelist.tas.gov.au)

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area			
Standard		Comment	Compliance
A1	Buildings and works within a waterway and coastal protection area must: (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming	<p>The works associated with the change of use are minor, consisting of infill of an existing roller door to provide for the trade desk entry, installation of a personal access door in the front wall, signage, the placement of stand-alone racks for bulk storage of pipes and the planting of trees within the existing garden beds.</p> <p>There are no civil works that disturb the ground surface.</p> <p>Nonetheless, these minor works are not exempt from the planning</p>	Relies on performance criteria

	shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date.	scheme and do not meet the terms of the acceptable solution.	
A3	Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.	The proposal does not include a new point source discharge to watercourses.	Complies

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area – Performance Criteria

Objective	That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.
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P1.1

Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:

- (a) impacts caused by erosion, siltation, sedimentation and runoff;
- (b) impacts on riparian or littoral vegetation;
- (c) maintaining natural streambank and streambed condition, where it exists;
- (d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;
- (e) the need to avoid significantly impeding natural flow and drainage;
- (f) the need to maintain fish passage, where known to exist;
- (g) the need to avoid land filling of wetlands;
- (h) the need to group new facilities with existing facilities, where reasonably practical;
- (i) minimising cut and fill;
- (j) building design that responds to the particular size, shape, contours or slope of the land;
- (k) minimising impacts on coastal processes, including sand movement and wave action;
- (l) minimising the need for future works for the protection of natural assets, infrastructure and property;
- (m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and
- (n) the guidelines in the Tasmanian Coastal Works Manual.

Comment:

The existing carpark contains drainage pits that discharge to the Council reticulated mains, which in turn discharges to the Sorell Rivulet. Works to install new doorways within the existing wall planes and tree planting will be undertaken in manner to ensure materials and debris do not enter the drainage pits located within the carpark. There are no ground works and as such, no sediment loss from the site is anticipated.

The works will not have an unnecessary or unacceptable impact on natural assets.

5.5 C16.0 Safeguarding of Airports Code

The site is located within the Hobart Airport Obstacle Limitation Area overlay. The overlay map is shown in Figure 3 below. The designated AHD of the obstacle limitation surface over the site is 152 metres. The elevation of the site is just above 5 metres AHD and height of development is contained within the existing building frame.

The height of the development is approximately 139 metres below the 152 metre AHD obstacle limitation area and is therefore exempt from the code under section C16.4.1.

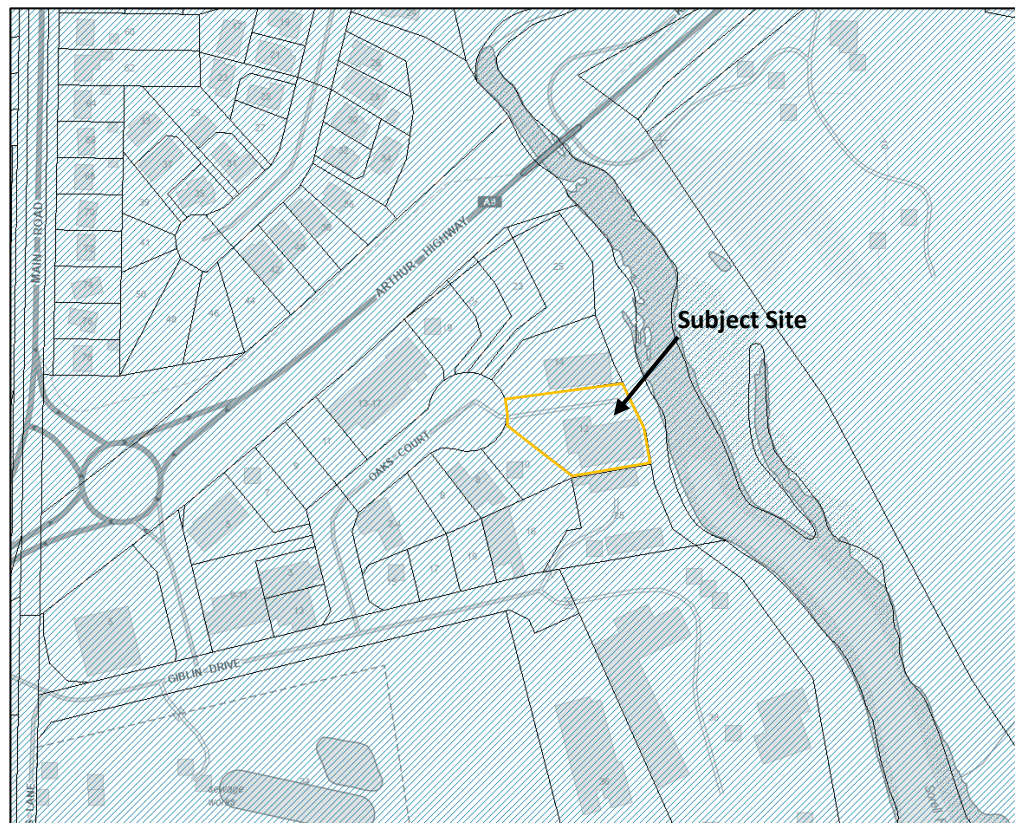


Figure 4: Obstacle Limitation Area overlay (Source: ListMap www.thelist.tas.gov.au)

7. CONCLUSION

The proposed change of use and development for Bulky Goods Sales at 12 Oaks Court meets the applicable provisions of the planning scheme and is consistent with the objectives to be achieved.

The proposed use and development of the site is consistent with the character of the area, being a combination of established commercial and industrial uses. The site makes efficient use of ready access to arterial roads through the recently established roundabout access to the Arthur Highway.

It is submitted that the proposed use and development is appropriate for this site.

APPENDIX A

Development Drawings

Rev:	Date:	Details:	By:	Chk:
A	01.05.2025	Mudmap - First Issue	FVR	HM
B	20.05.2025	Pre-Acq Set	FVR	

SITE AREA
2400 m ²

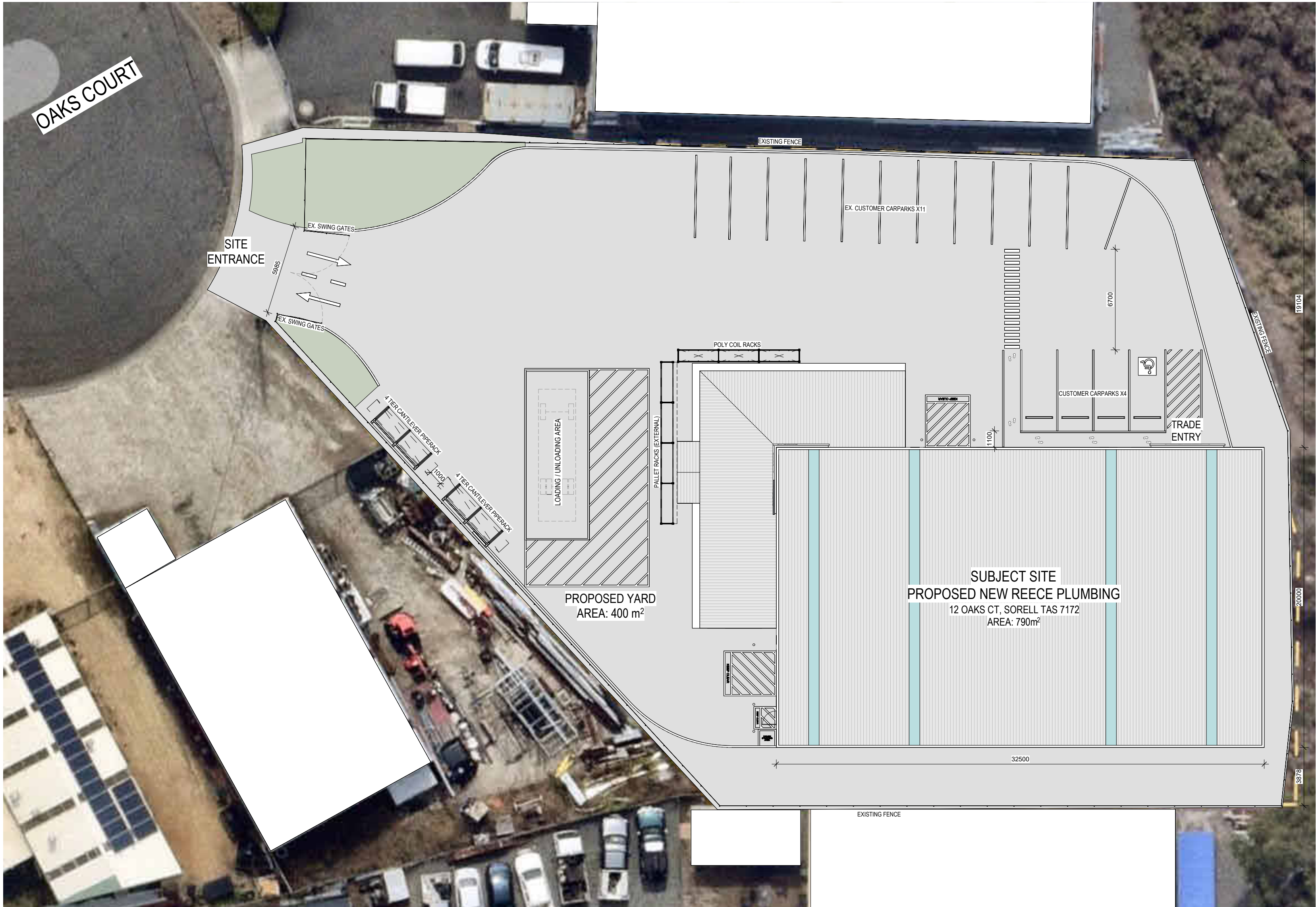
BUILDING AREA
790 m ²

AREA SCHEDULE	
Not Placed	
COMMS ROOM	0 m ²
PROPOSED GROUND FLOOR PLAN	
AMENITIES	19 m ²
BUNKING AREA	368 m ²
LUNCHROOM	20 m ²
OFFICE AREA	17 m ²
PLUMBING TRADE AREA	76 m ²
WAREHOUSE STORAGE AREA	208 m ²

BUNKS COUNT	
Comments	Number Of Bays
EXPRESS PICKUP	3
PLUMBING BUNKS	108

LONGSPAN COUNT	
Comments	Count
Plumbing Longspan (Full Bay)	50
Grand total: 50	

PALLET RACKS COUNT		
Comments	Number Of Bays	Number of Pallets
PALLET RACKING	13	78



PROPOSED SITE FLOOR PLAN
1 : 200

**Sorell Council**

Development Application: 5.2025.247.1 -
Development Application - 12 Oaks Court, Sorell -
P1.pdf
Plans Reference:P1
Date Received:11/09/2025

SIGN OFF



Rev:	Date:	Details:	By:	Chk:
A	01.05.2025	Mudmap - First Issue	FVR	HM
B	20.05.2025	Pre-Acq Set	FVR	
C	04.08.2025	SIGN-OFF SET	FVR	

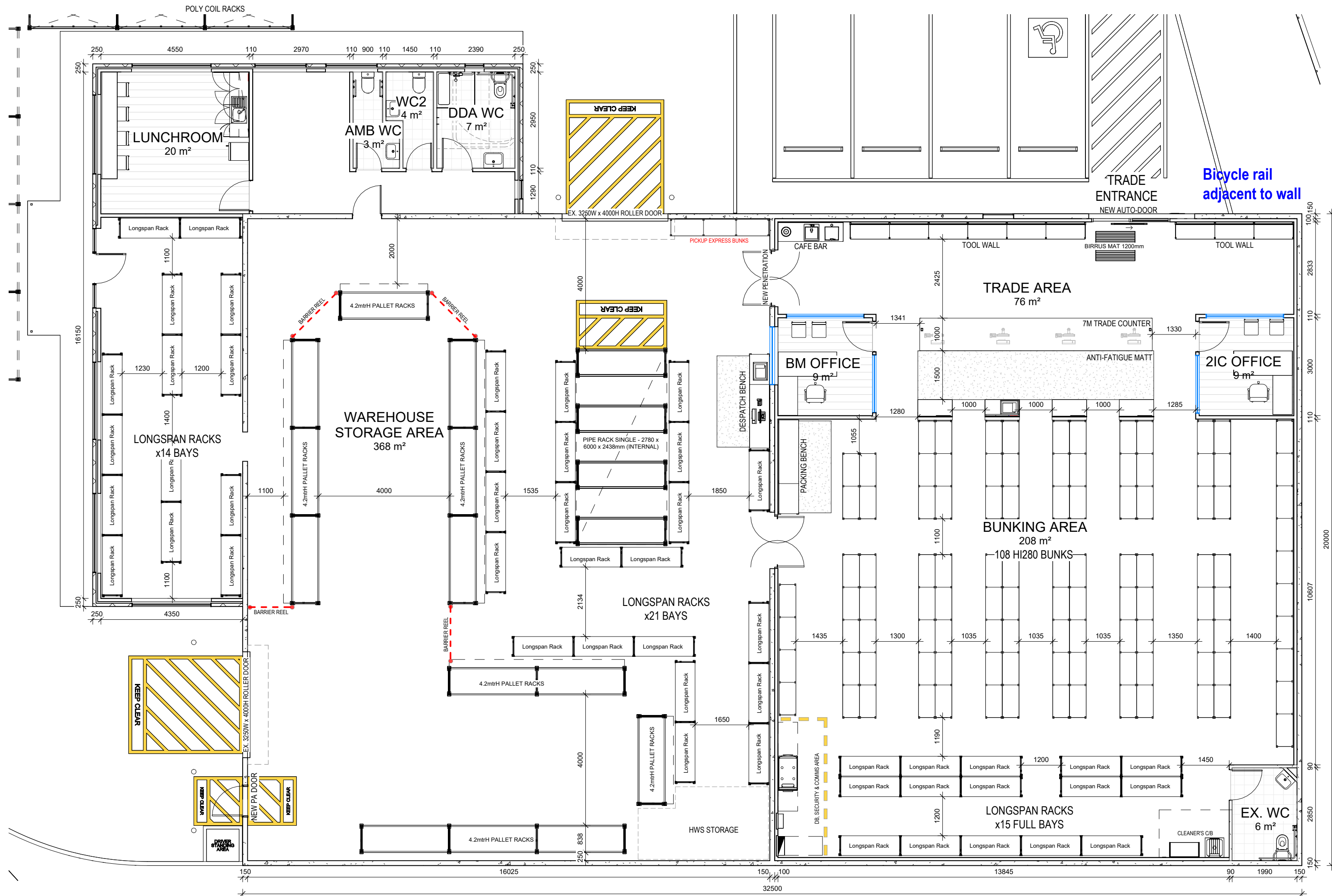
SITE AREA
2400 m ²
BUILDING AREA
790 m ²

AREA SCHEDULE	
Not Placed	
COMMS ROOM	0 m ²
PROPOSED GROUND FLOOR PLAN	
AMENITIES	19 m ²
BUNKING AREA	368 m ²
LUNCHROOM	20 m ²
OFFICE AREA	17 m ²
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BUNKS COUNT	
Comments	Number Of Bays
EXPRESS PICKUP	3
PLUMBING BUNKS	108

LONGSPAN COUNT	
Comments	Count
Plumbing Longspan (Full Bay)	50
Grand total: 50	

PALLET RACKS COUNT		
Comments	Number Of Bays	Number of Pallets
PALLET RACKING	13	78



PROPOSED GROUND FLOOR PLAN
1 : 100

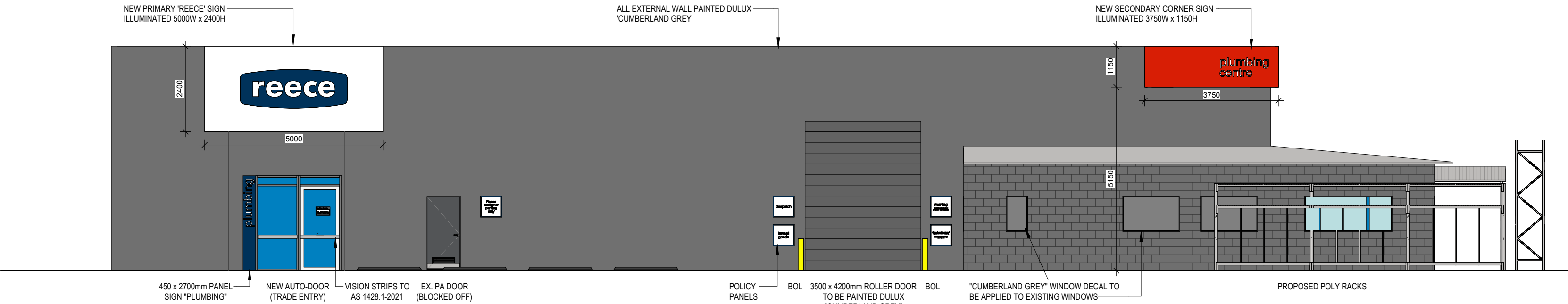


Development Application: 5.2025.247.1 -
Development Application - 12 Oaks Court, Sorell -
P1.pdf
Plans Reference:P1
Date Received:11/09/2025

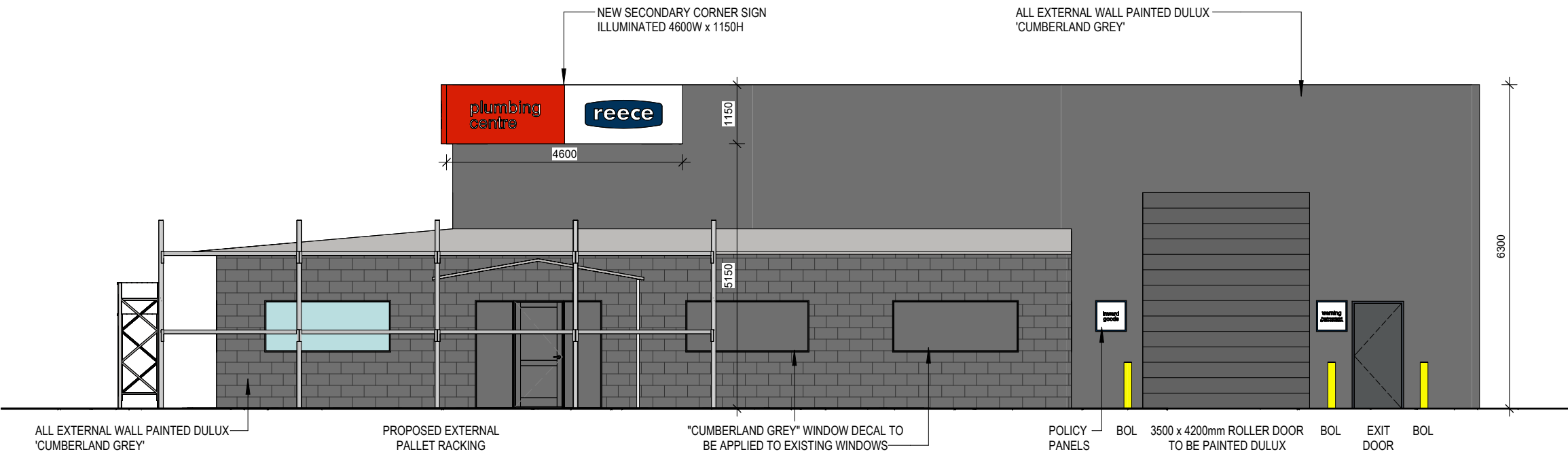
SIGN OFF



Rev:	Date:	Details:	By:	Chk:
A	04.08.2025	SIGN-OFF SET	FVR	



1
R016
PROPOSED NORTH ELEVATION
1 : 100



2
R016
PROPOSED WEST ELEVATION
1 : 100

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Plans Reference:P1
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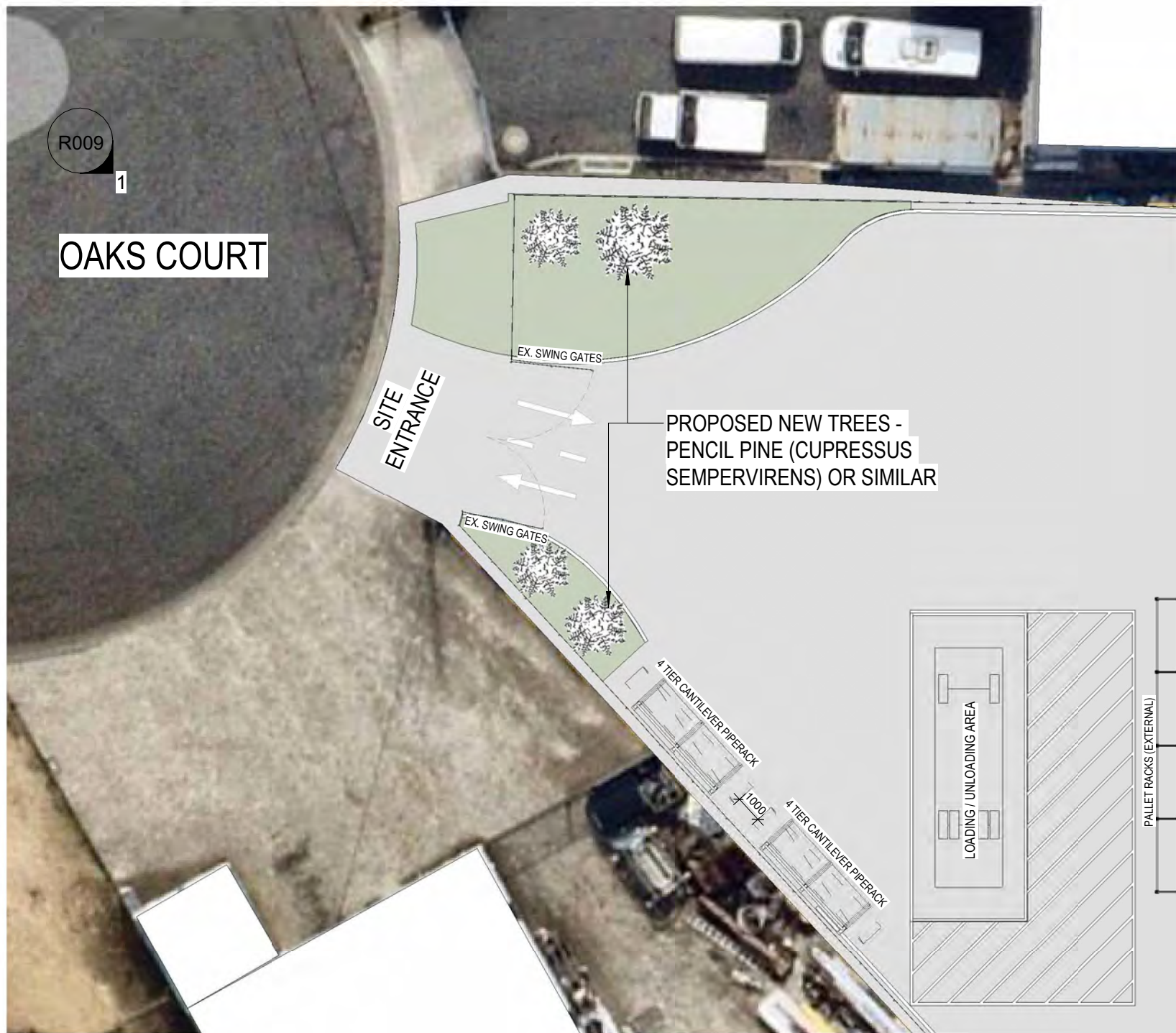
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Rev:	Date:	Details:	By:	Chk:
A	20.08.2025	ISSUE FOR REVIEW	FVR	HM



PROPOSED WEST ELEVATION - FRONT PLANTING
1 : 100

PROPOSED NEW TREES - PENCIL PINE
(CUPRESSUS SEMPERVIRENS) OR SIMILAR



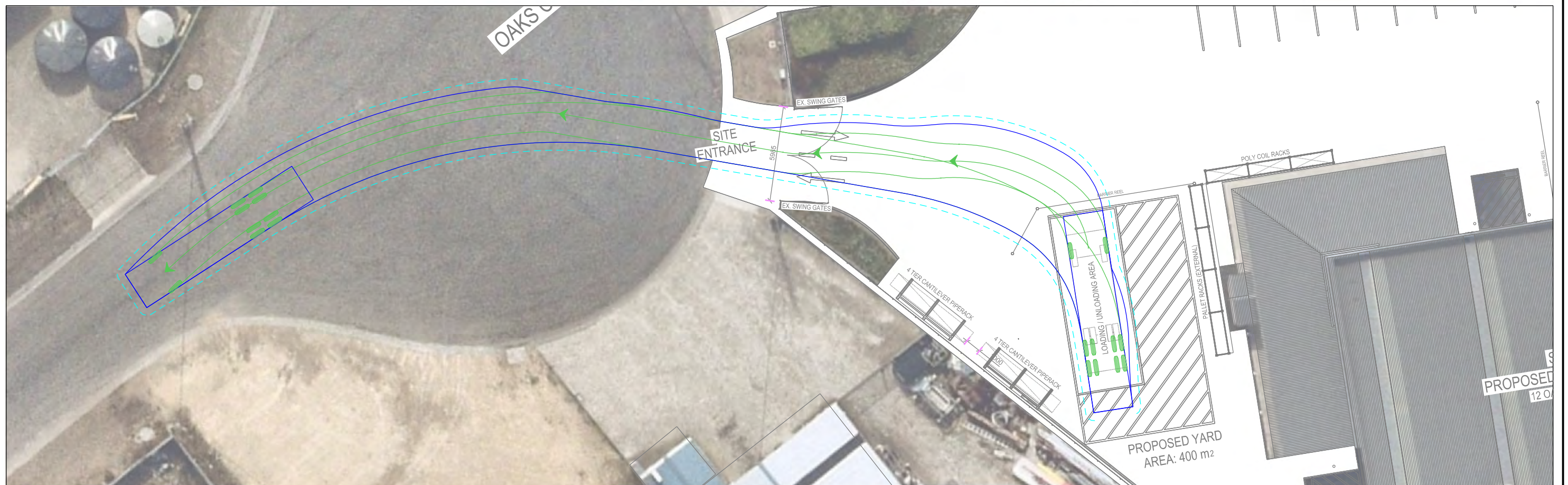
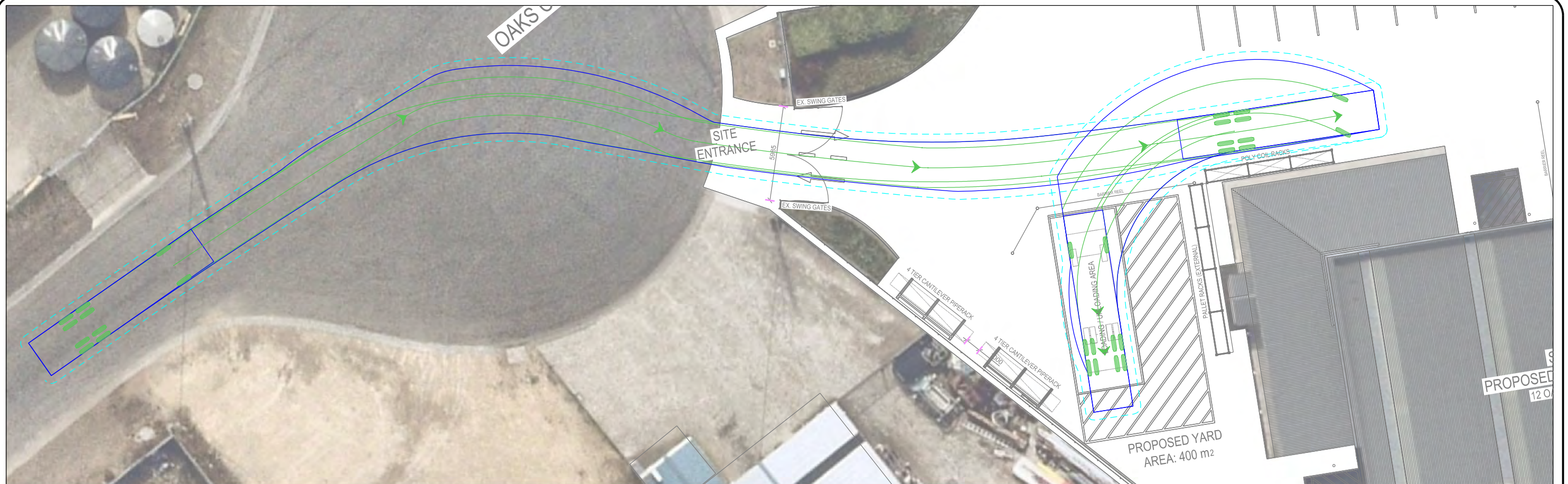
PROPOSED SITE FLOOR PLAN - FRONT PLANTING
1 : 200

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Development Application: 5.2025.247.1 -
Development Application - 12 Oaks Court, Sorell -
P1.pdf
Plans Reference:P1
Date Received:11/09/2025



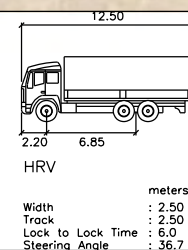
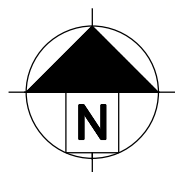
APPENDIX B

Truck Turning Paths



Sorell Council
 Development Application: 5.2025.247.1 -
 Development Application - 12 Oaks Court, Sorell -
 P1.pdf
 Plans Reference: P1
 Date Received: 11/09/2025

NOT FOR CONSTRUCTION



**12.5m HRV
ENTRY/EXIT**
 Reece Sorell
 1:250 @ A3 09/07/25
 DWG NO: 28035001

KEY	
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
	VEHICLE BODY
	VEHICLE CLEARANCE LINE (500mm FROM VEHICLE BODY)



• Traffic Planning • Transport Planning
 • Traffic Engineering • Road Safety
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