NOTICE OF PROPOSED DEVELOPMENT

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

SITE:

223 - 227 CARLTON RIVER ROAD, CARLTON

PROPOSED DEVELOPMENT:

CHANGE OF USE (EDUCATION AND OCCASIONAL CARE)

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 **Tuesday 28th 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 **Tuesday 28th October 2025.**

APPLICATION NO: **5.2024-288.1**
DATE: **10/10/2025**

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

Full description of Proposal:	*Use:* Education and Occasional Care *Development:* *Large or complex proposals should be described in a letter or planning report.*
Design and construction cost of proposal:	$ 1,000

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

Location of proposed works:	Street address: 223 Carlton River Road Suburb: Carlton Postcode: 7173 Certificate of Title(s) Volume: 126929/1 and 126930/1 Folio:

Current Use of Site	Vacant community hall (vacant land)

Current Owner/s:	Name(s) STAGAR 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: 11 November 2024

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 _____

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

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
126930	1
EDITION	DATE OF ISSUE
2	29-Jul-2021

SEARCH DATE : 10-Aug-2021
SEARCH TIME : 10.49 AM

DESCRIPTION OF LAND

Town of DODGES FERRY
Lot 1 on Plan 126930
Derivation : Part of Lot 17409,247A-2R-10Ps Gtd. to William Nassau Holmes
Prior CT 102965/1

SCHEDULE 1

M903995 TRANSFER to STAGAR PTY LTD Registered 29-Jul-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
A148150 BENEFITING EASEMENT: Right of Carriageway over the Right of Way shown on P126930 .
SP126929 BURDENING EASEMENT: Right of Carriageway(appurtenant to lot 1 on SP126929) over the Right of Way Variable Width on P126930
SP126929 BENEFITTING EASEMENT: Wayleave easement(more fully set forth & defined in SP126929) over the Wayleave Easement 3.00 wide on P126930
B605176 FENCING PROVISION in Transfer
M899969 MORTGAGE to Butler McIntyre Investments Ltd Registered 29-Jul-2021 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER THE SALVATION ARMY (TASMANIA) PROPERTY TRUST.

FOLIO REFERENCE C.T. 102965/1.

GRANTEE PART OF LOT 17409 ~~DELINEATED IN THE PUBLIC MAPS OF THE STATE DEPOSITED IN THE OFFICE OF THE SURVEYOR-GENERAL ORIGINALLY~~ GRANTED TO W. N. HOLMES ~~AND DULY SURRENDERED AS APPEARS BY TRANSFER.~~ (247^.2ᴿ.10ᴾ)

PLAN OF TITLE

LOCATION

TOWN OF DODGES FERRY

FIRST SURVEY PLAN No. (427/5 D.) (289/16 L.O.)

COMPILED BY CROMER & CERUTTY

SCALE 1:2000 LENGTHS IN METRES

REGISTERED NUMBER

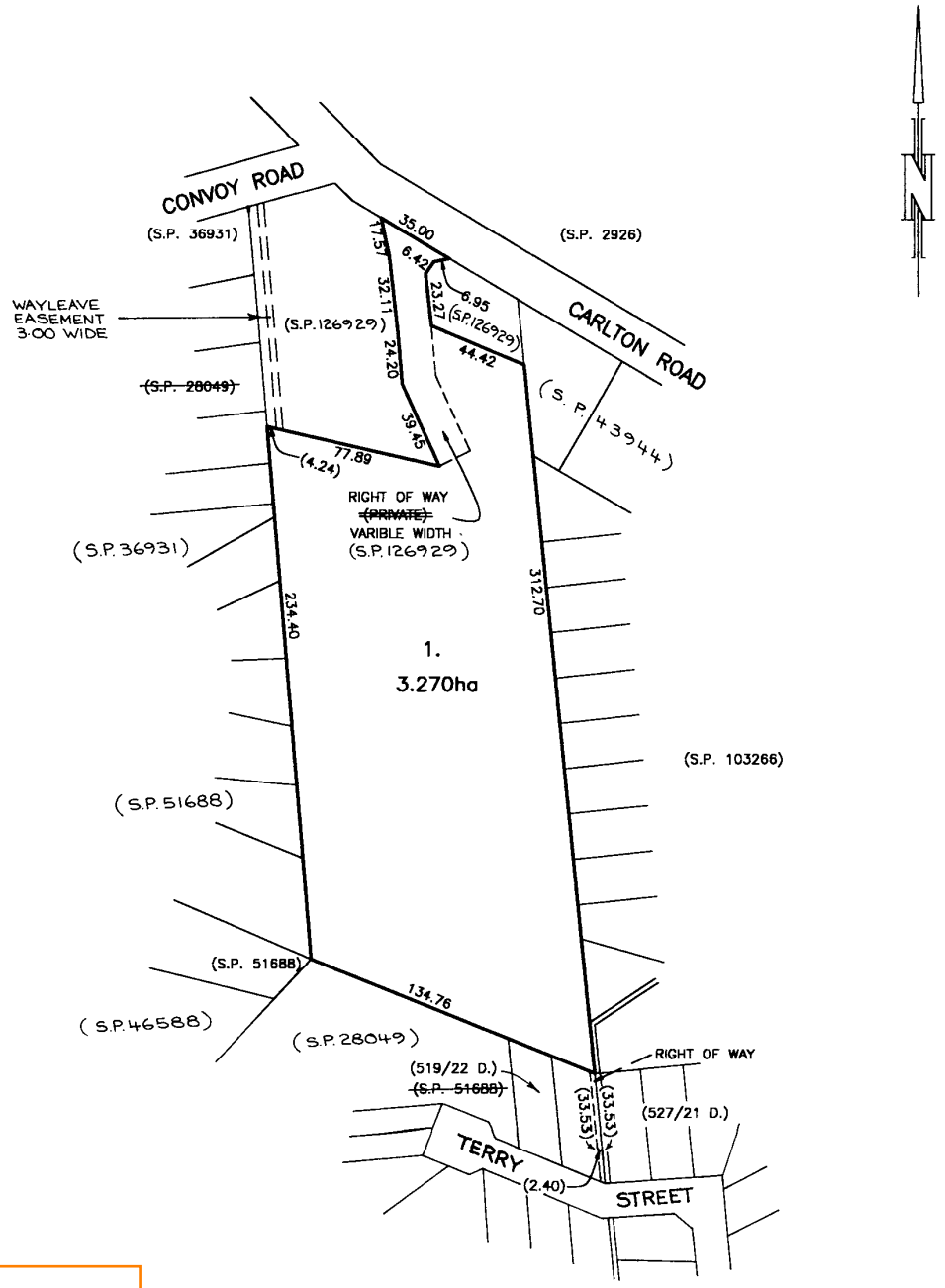
P 126930

APPROVED 29 OCT 1997

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. ~~29~~ 124 (5425-44)	LAST UPI No ~~0859~~ 2900859	LAST PLAN No. D. 102965.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
126929	1
EDITION	DATE OF ISSUE
2	29-Jul-2021

SEARCH DATE : 10-Aug-2021
SEARCH TIME : 10.48 AM

DESCRIPTION OF LAND

Town of DODGES FERRY
Lot 1 on Sealed Plan 126929
Derivation : Part of Lot 17409,247A-2R-10Ps Gtd. to William Nassau Holmes
Prior CT 102965/1

SCHEDULE 1

M903995 TRANSFER to STAGAR PTY LTD Registered 29-Jul-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP126929 FENCING COVENANT in Schedule of Easements
SP126929 EASEMENTS in Schedule of Easements
B605176 FENCING PROVISION in Transfer
M899969 MORTGAGE to Butler McIntyre Investments Ltd Registered 29-Jul-2021 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

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GRANTEE PART OF LOT 17409 ~~DELINEATED IN THE PUBLIC MAPS OF THE STATE DEPOSITED IN THE OFFICE OF THE SURVEYOR GENERAL ORIGINALLY~~ GRANTED TO W. N. HOLMES ~~AND DULY SURRENDERED AS APPEARS BY TRANSFER.~~ (247a.2r.10p)

PLAN OF SURVEY

BY SURVEYOR TERENCE S. CROMER
CROMER & CERUTTY
7 BAYFIELD STREET, ROSNY PARK
A DIVISION OF CC&R PTY. LTD. ACN 009521984

LOCATION

TOWN OF DODGES FERRY

SCALE 1:2000 LENGTHS IN METRES

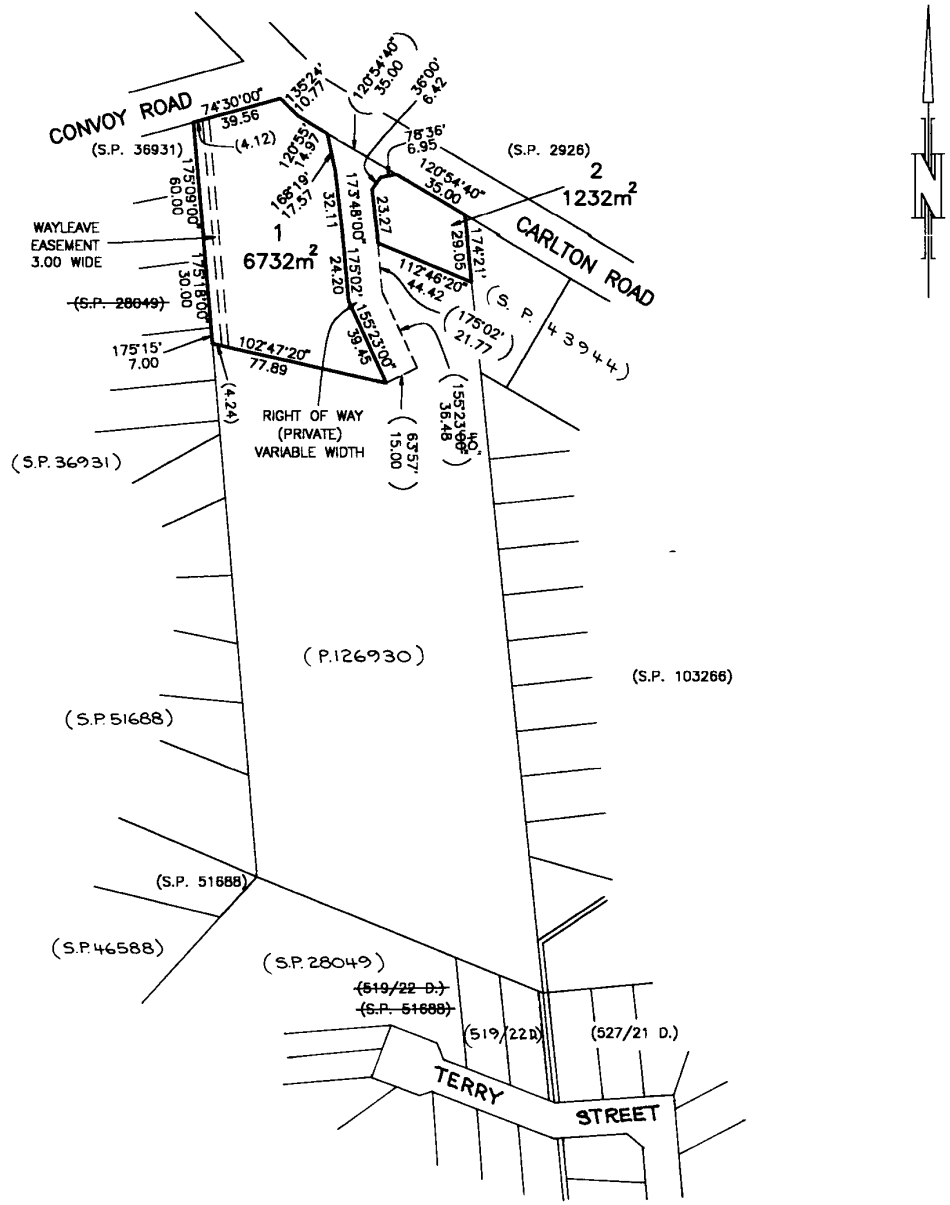
REGISTERED NUMBER

SP 126929

APPROVED
EFFECTIVE FROM 29 OCT 1997

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. ~~29~~ 124 (5425-44)	LAST UPI No. ~~0859~~ 2900859	LAST PLAN No. D. 102965	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



SCHEDULE OF EASEMENTS	REGISTERED NUMBER
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 126929

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.

Lot 1 is TOGETHER WITH a Right of Carriageway over the Right of Way (private) ~~15.00 wide~~ variable width shown on the plan.
~~The Balance is SUBJECT TO a Right of Carriageway over the Right of Way (private) 15.00 wide for the benefit of Lot 1 on the plan.~~
~~The Balance is TOGETHER WITH a Right of Carriageway over the land marked "Right of Way" on Certificate of Title volume 2872 folio 52.~~
Lot 1 is SUBJECT TO a Wayleave Easement as defined ~~by Section 2 of the Hydro Electric Commission Act 1944~~ hereunder in favour of the Hydro Electric Commission over the strip of land 3.00 wide as shown on the plan. & Lot 1 on P126930
~~The Balance is TOGETHER WITH a Wayleave Easement 3.00 wide over Lot 1 as shown on the plan.~~

COVENANTS

The owner of each lot on the plan covenants with The Salvation Army (Tasmania) Property Trust (the Vendor) that the Vendor shall not be required to fence.

INTERPRETATION

"Balance" is the land remaining in Certificate of Title volume 102986 folio 1 after the transfer thereout of the lots on the plan.

The Common Seal of The Salvation Army (Tasmania) Property Trust was hereto affixed pursuant to a resolution of the Trustees in the presence of:

Trustee

Trustee

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: THE SALVATION ARMY (TASMANIA) PROPERTY TRUST FOLIO REF: 102965/1 SOLICITOR & REFERENCE: PIGGOTT WOOD & BAKER (JTT:HDM)	PLAN SEALED BY: MUNICIPALITY OF SORELL DATE: 10 October 1997 PP1845 REF NO. Council Delegate

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

ANNEXURE TO SCHEDULE OF EASEMENTS **PAGE 2 OF 2 PAGES**	Registered Number SP126929

SUBDIVIDER: - THE SALVATION ARMY (TASMANIA) PROPERTY TRUST

FOLIO REFERENCE: - 102965/1

CABLE EASEMENT AND RESTRICTION AS TO USER OF LAND MEANS:

FIRSTLY all the full free right and liberty for the Hydro-Electric Corporation and its successors and its and theirs servants agents and contractors at all times hereafter:

a) TO maintain and lay cables for the transmission or distribution of electrical energy under the land marked Cable Easement" shown on the diagram annexed hereto(hereinafter called the servient land).

b) TO enter into and upon the servient land for the purpose of examining, operating, maintaining, repairing, modifying, adding to or replacing the said cables without doing unnecessarydamage to the said servient land and making good all damage occasioned thereby.

c) TO erect signs indicating the cable location upon the servient land.

d) TO cause or permit electrical energy to flow or be transmitted or distributed through the said cables.

e) TO enter into and upon the servient land for all or any of the above purposes with or without all necessary plant, equipment and machinery and the means of transporting the same and if necessary to cross the ramainder of the said land of the registered proprietor/s for the purpose of access and regress to and from the servient land.

SECONDLY the benefit of a covenant for the Hydro-Electric Corporation and its successors with the registered proprietor/s for themselves and their successors in title of the servient land not to erect any buildings or plpace any structures or objects within the said easement without the prior written consent of the corporation to the intent that the burden of the covenant may run with and bind the servient land and every part thereof may be annexed to the easement hereinbefore described.

NOTE: - Every annexed sheet must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

October 2024

PLANNING REPORT

Use and development - Education and Occasional Care

Primary school and kindergarten

223 Carlton River Road CARLTON

Woolcott LAND SERVICES

EAST COAST SURVEYING
CONSULTING SURVEYORS & LAND PLANNERS

Prepared by
Woolcott Land Services Pty Ltd
ABN 63 677 435 924

Launceston

Head office

P 03 6332 3760
E enquiries@woolcott.au
A 10 Goodman Court Invermay 7250

St Helens

East Coast office

P 03 6376 1972
E admin@ecosurv.com.au
A 52 Cecilia Street St Helens 7216

www.woolcott.au

Job Number: L210420

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

Rev.no	Description	Date
1	Review	1 October 2024
2	Draft	22 October 2024
3	Draft	28 October 2024
4	Final	11 November 2024

Contents

1. Introduction

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

Proposed development
Use and development - Educational and Occasional Care (Primary School and Kindergarten)

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

Document	Consultant
Site Plan + signage	Woolcott Land Services
Bushfire Assessment	Woolcott Land Services

2. Subject site and proposal

2.1 Site details

Address	223 Carlton River Road, Carlton TAS 7173
Property ID	5914397
Title	126929/1
Land area	6732m^2
Planning Authority	Sorell Council
Planning Scheme	Tasmanian Planning Scheme – Sorell (Scheme)
Easements	Wayleave easement - electricity Benefitting right of way
Application status	Discretionary application
Existing Access	Right of way over 126929/1 from Carlton River Road
Zone	Low Density Residential
General Overlay	None
Overlays	Bushfire-prone areas Airport obstacle limitation area Flood-prone areas

Existing development	Main Hall and two secondary halls Outbuilding Sealed entry x 3 from Right of way and sealed car park area Dwelling
Planning history	Permit 7.2023.17.1
Existing services and infrastructure	
Water	On site
Sewer	On site
Stormwater	On site

2.2 Proposal

The proposal is for the use and development of the site for a primary school and kindergarten.
The use of the site will develop over two building stages to allow for student numbers to grow over time.

The site contains several buildings that will be purposed to classrooms for primary aged children and for early childhood learning (kindergarten).

Main Hall
This building will be made to have three learning areas (classes) with a craft/activity room and a quiet room (breakout room). The building will house amenities (3 toilets and washroom) and the staff room with kitchen. Internal fit-out is required for this use only.

Secondary Hall – A
One of the secondary halls will be made for early childhood learning (kindergarten). This hall includes one toilet and washroom and a staff kitchen. The learning area will be open plan.

Secondary Hall – B
This Hall will be used for administration purposes. It will contain a kitchenette.

Amenities
A small amenities unit will be included at Stage 2 to provide an additional toilet and washroom.

The car parking area will be suited to accommodate all required parking with a drop off area and turning circle. The school anticipates 12 employees (5 teachers, 3 teaching assistants, 3 administration staff, and 1 grounds person. Twelve car parking spaces will be required for employees and additional car parking is provided for drop-off/pick-up purposes and visitors. Up to 70 students are planned for,

however, these numbers will grow incrementally over time. The initial enrolment numbers are expected to be closer to 30 students. There will be one all-abilities parking spot in proximity to the access ramp.

The school will operate within 8:00am to 5:00pm Monday to Friday, taking into account administration activities that will occur outside of student hours. There may be occasional activities on Saturday mornings for grounds maintenance and extra-curricular activities.

2.3 Subject site

The site is a single lot of 6732m^2 on the south side of Carlton River Road. The site is lightly sloped downwards to the rear of the lot (south). The surrounding area is developed to residential use with the adjoining lot at CT. 126930/1 approved for subdivision.

The site contains three existing halls, a Main Hall and two secondary halls (labelled A and B). There is also an existing outbuilding on the site.

The site is accessed via right of way over CT.126930/1 and there are three sealed entrances to the site. Two are sealed with asphalt (these will be to the parking areas) and one is paved, this will allow rear access for maintenance purposes. The car parking area is existing and also sealed.

There is a dwelling on the site. This is approved for subdivision under planning approval - Permit 7.2023.17.1 to be on a separate lot. New titles for the lots are not yet issued. The school will be on approved Lot 2.

Figure 1 Extracted from approved plans Permit No: 7.2023.17.1 Date Permit Issued: 14/05/2024

The site has previously been used as a church hall and is well suited to be converted to a school.

The surrounding area is residential and zoned Low density residential and Rural Living as the predominant residential zones in the surrounding area.

Carlton River Road is a Council maintained Sub-Arterial Road.

2.4 Images

Figure 2 Aerial view of subject site (Source: LIST)

Figure 3 View from car park to three halls - looking south

Figure 4 Access way from Carlton River Road - looking south

Figure 5 Access way looking north

Figure 6 East elevation

Figure 7 Main Hall and secondary hall A looking SE

Figure 8 Main Hall looking South

Figure 9 Secondary hall - B looking east

Figure 10 Look south to subject site from access

Figure 11 Main Hall - west elevation

Figure 12 Main Hall south elevation

Figure 13 Paved access from ROW

Figure 14 sealed access to ROW and car park

Figure 15 Car park - looking west

Figure 16 Car park - looking north

3. Zoning and overlays

3.1 Zoning

The site is zoned Low Density Residential under the Scheme.

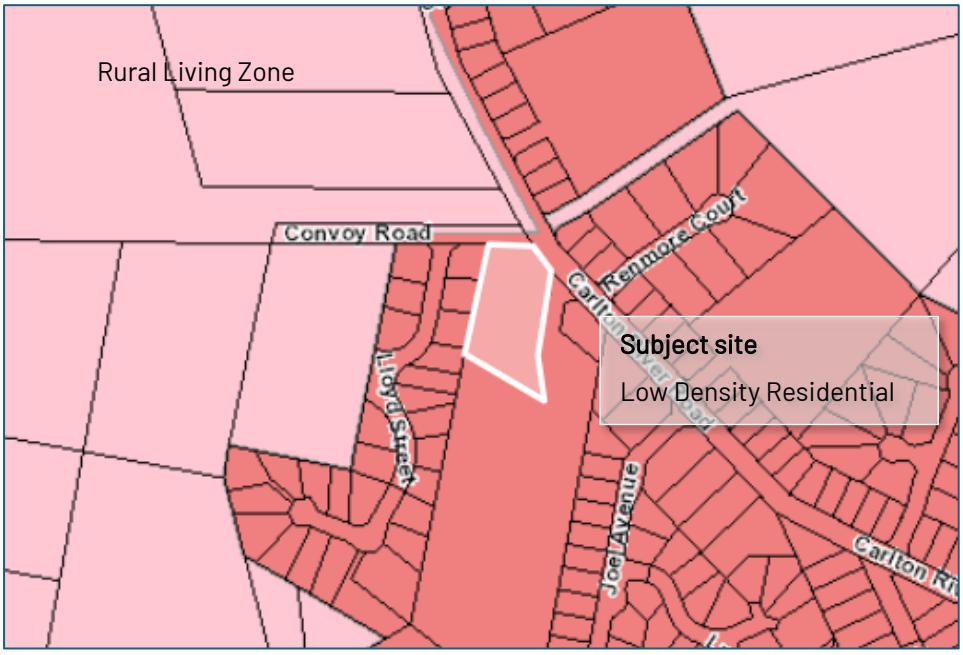


Figure 17 Zoning of the subject site and surrounding area (Source: LIST)

3.2 Overlays

The subject site is affected by the Bushfire-prone areas and Airport obstacle limitation area overlays (not shown for clarity but affect the whole of site); and the Flood-prone areas overlay.

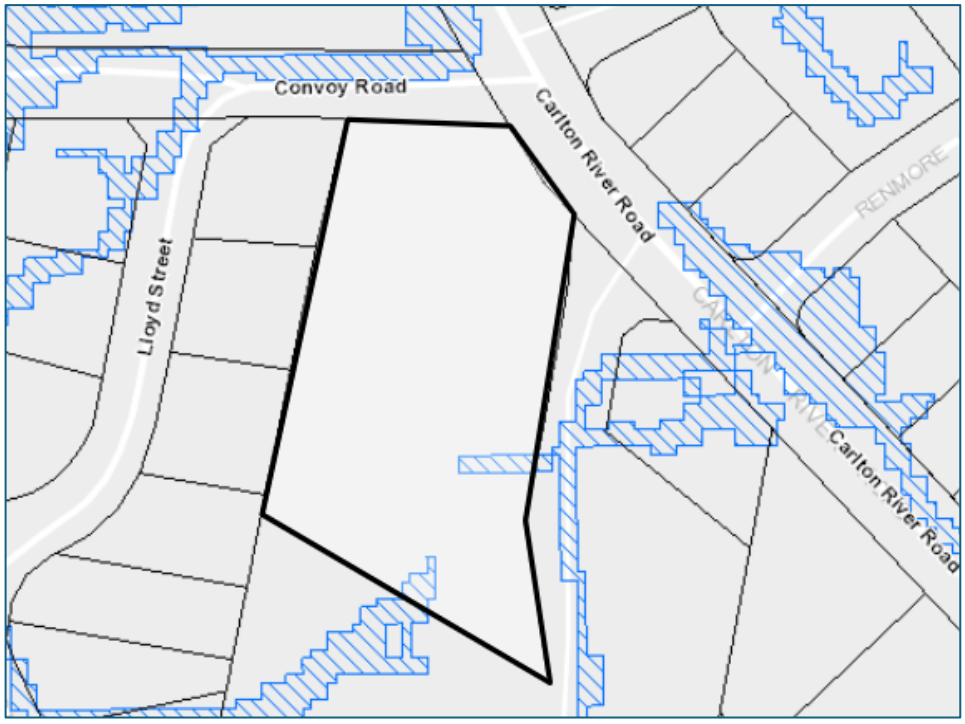


Figure 18 Overlays affecting the subject site (Source: LIST)

4. Planning Scheme Assessment

4.1 Zone assessment

10.0 Low Density Residential Zone

10.1 Zone Purpose

10.1.1	To provide for residential use and development in residential areas where there are infrastructure or environmental constraints that limit the density, location or form of development
10.1.2	To provide for non-residential use that does not cause an unreasonable loss of amenity, through scale, intensity, noise, traffic generation and movement, or other off site impacts.
10.1.3	To provide for Visitor Accommodation that is compatible with residential character.

RESPONSE

The proposed residential use and development is in accord with the purpose of the zone.

10.2 Use Table

Discretionary	
Educational and Occasional Care	If not for a tertiary institution.

RESPONSE

The proposed Use is a *Discretionary* Use.

10.3 Use Standards

10.3.1 Discretionary uses

Objective	
That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
Acceptable Solutions	Performance Criteria
A1 Hours of operation for a use listed as Discretionary, excluding Emergency Services or Residential use, must be within: a) 8.00am to 6.00pm Monday to Friday; b) 9.00am to 12.00 noon Saturday; and c) nil on Sunday and public holidays.	P1 Hours of operation for a use listed as Discretionary, excluding Emergency Services or Residential use, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: a) the timing, duration or extent of vehicle movements; and b) noise or other emissions.

RESPONSE

A1 The acceptable solution is achieved. The hours of operation will be according to normal school hours and will be contained to between 8am and 6pm weekdays.

A2 External lighting for a use listed as Discretionary, excluding Residential use: a) must not operate within the hours of	P2 External lighting for a use listed as Discretionary, excluding Residential use, must not cause an unreasonable loss of amenity to

7.00pm to 7.00am, excluding any security lighting; and b) security lighting must be baffled so that direct light does not extend into the adjoining property.	adjacent sensitive uses, having regard to: a) the number of proposed light sources and their intensity; b) the location of the proposed light sources; c) the topography of the site; and d) any existing light sources.

RESPONSE

A2 The acceptable solution is achieved. External lighting will only be used for operational purposes, during operating hours. External lighting is generally located under eaves and above entry ways. All external lighting is existing.

A3	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services or Residential use, must be within the hours of: a) 7:00am to 5:00pm Monday to Friday; b) 9:00am to 12 noon Saturday; and c) nil on Sunday and public holidays.	P3	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services or Residential use, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: a) the time and duration of commercial vehicle movements; b) the number and frequency of commercial vehicle movements; c) the size of commercial vehicles involved; d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; e) any existing or proposed noise mitigation measures between the vehicle movement areas and sensitive use; f) potential conflicts with other traffic; and g) existing levels of amenity.

RESPONSE

A3 The acceptable solution is achieved. Any commercial vehicle movements required will be contained to the operating hours. These will consist mainly of deliveries to the grounds. All other vehicle movements (for dropping off and picking up children) will be expected at the periphery of the operating hours (between 8-9am and 3-4pm).

A4	No Acceptable Solution.	P4	A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: a) the intensity and scale of the use; b) the emissions generated by the use; c) the type and intensity of traffic generated by the use; d) the impact on the character of the area; and e) the need for the use in that location.

RESPONSE

P4 The performance criteria are addressed.

a. The use will accommodate up to 70 children and 12 adults/employees. Enrolment numbers are not finalised but this represents the maximum capacity for student enrolments. While the use will be mainly within the buildings there will be regular use of the grounds by the students, with the younger cohort and older cohorts using the grounds at differing times. This will be confined to the operating hours.

b. Emissions will mainly be from noise generated from activity. Noise levels would be assessed based on up to 70 children and up to 12 employees. Attenuation factors for acoustics include outdoor play and the pick-up/drop-off routine as the main factors towards noise emissions, and are considered here as the area of focus towards impact to surrounding use. Up to 54 primary aged children may be outside at one time to consider for outdoor noise. As a part of a school, outdoor play will be supervised and guided. The acoustic levels are not expected to rise above the existing background noise of Carlton River Road and surrounding ambient noise such as overhead flights.

c. Traffic generation will coincide with peak school pick and drop off times. The traffic will be commensurate to the enrolment numbers, although families in walking distance may use active transport rather than vehicles. As the Use is a School, it is anticipated that school zone speed restrictions will be utilised to reduce speed of vehicles to 40km/h. This will reduce the intensity of traffic to and from the site.

d. The use of schools is typical and reasonably common in residential areas as the location where the service is most required. The building is existing and a part of the urban fabric, with no outward changes proposed. As the building was previously used for community meeting (gathering) the use is not too dissimilar.

e. The building is vacant and has been found to be ideally suited to the proposed use. The small school will cater to the local area, as a privately run school. The re-use of the building represents efficient use of the land and existing infrastructure and so meets general planning principals for land use. As the building was previously used for community meetings and gatherings, the use is reasonably in accord with the surrounding location.

   It is important that schools are easily accessible to residential areas, as a critical service to communities. The nearest primary school to the proposed is 2km north west (Dodges Ferry) and not in walking distance of many residents in Carlton. The location is amongst established and growing residential development making it an ideal location of this use and a viable alternative for residents.

10.5 Development Standards for Non-dwellings

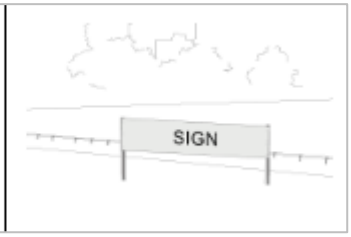
10.5.1 Non-dwelling development

All development is existing and no standards under 10.5 apply to the proposal as no changes to the buildings (exterior) are proposed. All changes will be internal.

4.2 Code Assessment

C1.0 Signs Code

Table C1.3 Sign Type Definitions

ground base sign	

C1.6 Development Standards for Buildings and Works

C1.6.1 Design and siting of signs

RESPONSE

A1 The sign as proposed is allowed in the zone and meets the sign standards of not more than 2.4m clear of ground level. Only 1 sign is proposed.

A2 The sign is at least 2m from the boundary.

A3 One sign is proposed.

C1.6.2 Illuminated signs

No illuminated signs are proposed.

C1.6.3 Third party sign

No third party signs are proposed.

C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts.

The heritage provisions do not apply.

C2.0 Parking and Sustainable Transport Code

C2.5 Use Standards

RESPONSE

A1 The acceptable solution is achieved. There are twelve spaces provided for on the site which meets the requirement under Table C2.1. Additional spaces are provided for the purpose of school drop off and pick up as required.

C2.6 Development standards for buildings and works

C2.6.1 Construction of parking areas

RESPONSE

All parking, access and manoeuvring is as existing. No further construction is proposed.

C2.6.2 Design and layout of parking areas

RESPONSE

A1 Parking and access provision is compliant and a turning area is included in the parking area.

C2.6.3 Number of accesses for vehicles

RESPONSE

A1 The site has an existing single access point.

C3.0 Road and Railway Assets Code

C3.5 Use Standards

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

RESPONSE

P1 The previous number of vehicle movements for the site is not known. The proposed use will have vehicle numbers from up to 12 employees, and up to 70 students (at full capacity). These numbers will grow over time as enrolments increase.

According to Roads and Maritime Services; Trip Generation Surveys Schools Analysis Report (GTA Consultants 2014), vehicle trip generation for a regional primary school averages at 1.23 in the AM period and 1.01 in the PM period. At full capacity this will equate to 184 vehicle movements a day (when at full capacity), initial numbers will be closer to 82 vehicle movements a day. There is an increase from the acceptable solution of 40 vehicle movements a day, and previous numbers for the location are not known. As such, the performance criteria must be addressed.

a. The increase in traffic is unknown as a comparison to the previous use. However, as the buildings will have a certain capacity overall, the use is surmised to be comparable.
b. The nature of the traffic will include peak periods of traffic (morning and afternoon). The true nature of traffic will not be known until enrolments begin, as students in a lesser radius may use active transport methods for attendance. Families with more than one student per vehicle will reduce traffic generation.
c. Access to the actual grounds will be from the private road, this will eventually become a public road upon full development of the approved subdivision (7.2023.17.1). Carlton River Road is a minor residential collector road connecting between Old Forcett Road/ Carlton

Beach Road intersection in Dodges Ferry through Carlton to Sugarloaf Road in Carlton River.

d. Carlton River Road has a posted speed limit of 60-km/h and carries approximately 2,000 vehicles per day with approximately 250 vehicles per hour during the afternoon peak.
e. There are no alternatives to access the road at present.
f. Vehicle access to the site is necessary to allow equitable access to a community service.
g. A traffic assessment has been made for the site, however, not for the purpose of the school.
h. No further advice has been sought.

C12.0 Flood-Prone Areas Hazard Code

C12.2 Application of this Code

C12.2.1 This code applies to development of land within a flood-prone hazard area.

C12.2.2 This code applies to use of land within a flood-prone hazard area if for:

a) a change of use that converts a non-habitable building to a habitable building; or
b) a new habitable room within an existing building.

C12.2.3 This code applies to use in a habitable building, or development of land, identified in a report prepared by a suitably qualified person, that is lodged with an application for a permit, or required in response to a request under section 54 of the Act, as subject to risk from flood or that has the potential to cause increased risk from flood.

C12.2.4 The planning authority may only make a request under clause C12.2.3 where it reasonably believes, based on information in its possession, that the land is subject to risk from flood or has the potential to cause increased risk from flood.

C12.2.5 This code does not apply to land subject to the Coastal Inundation Hazard Code.

C12.2.1	No development is proposed
C12.2.2	The Use application does not include a habitable building.
C12.2.3	The application does not include a habitable building
C12.2.4	Previous flood reporting for the site shows that flood depth and extent to the site as minor.
C12.2.5	Not applicable

RESPONSE

A response to the Code is not required at this stage.

C13.0 Bushfire-Prone Areas Code

C13.2 Application of this Code

C13.2.1 This code applies to:

a) subdivision of land that is located within, or partially within, a bushfire-prone area; and

b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.

RESPONSE

A bushfire assessment is required. Please refer to Annexure 3 for this.

C16.0 Safeguarding of Airports Code

C16.4 Use or Development Exempt from this Code

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

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

RESPONSE

The proposal is exempt from the code,

3. Conclusion

This application is for use of the site for Educational and Occasional Care (primary and early learning school). The proposal utilises the existing building on the site which consists of 3 halls and grounds, together with existing access and car parking. No exterior changes to the development are proposed.

The facilities, as existing, are well suited to the proposed purpose with only interior modifications required. The existing car park area is ample for short term and long term projected needs.

While the school will be small in numbers to begin with, the number are forecast to grow to 70 students and 12 employees all up. Even so, these numbers are moderate for a primary school and represent the maximum intake for the site as it is.

The proposed use fits well with the provisions of the Low density residential zone. As a needed community service and facility, the site is well placed to serve as a school for the local community, replacing the previous use for Community Meeting and Entertainment (church). As such, a planning permit from Council is sought.

Annexures

Annexure 1 Copy of Title plan and Folio text

Annexure 2 Proposal Plan

Annexure 3 Bushfire assessment

MIDSON traffic pty ltd

Stagar Pty Ltd

223 Carlton River Road, Carlton
Traffic Impact Assessment

April 2025

CELEBRATING 15 YEARS
2008 - 2023

Contents

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1. Introduction

1.1 Background

Midson Traffic were engaged by Stagar Pty Ltd to prepare a traffic impact assessment for a proposed Steiner School (kinder to year 6) development at 223 Carlton River Road, Carlton.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Sorell, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 223 Carlton River Road, Carlton. The site was previously the Salvation Army hall. The site is zoned 'low density residential' under the Planning Scheme.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Sorell, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TIA Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Carlton River Road, Convoy Road and Lloyd Street.

Carlton River Road is a minor residential collector road connecting between Old Forcett Road/ Carlton Beach Road intersection in Dodges Ferry through Carlton to Sugarloaf Road in Carlton River. Carlton River Road has a posted speed limit of 60-km/h and carries approximately 2,000 vehicles per day with approximately 250 vehicles per hour during the afternoon peak.

Carlton River Road adjacent to the subject site is shown in Figure 2.

Figure 2 Carlton River Road

Convoy Road is a short residential street that provides connectivity to Lloyd Street. Lloyd Street connects to Convoy Road as a continuous road corridor. The extension of Convoy Road to the west of the Lloyd Street junction has an unsealed pavement.

Lloyd Street is a local access cul-de-sac servicing a small number of residential dwellings.

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

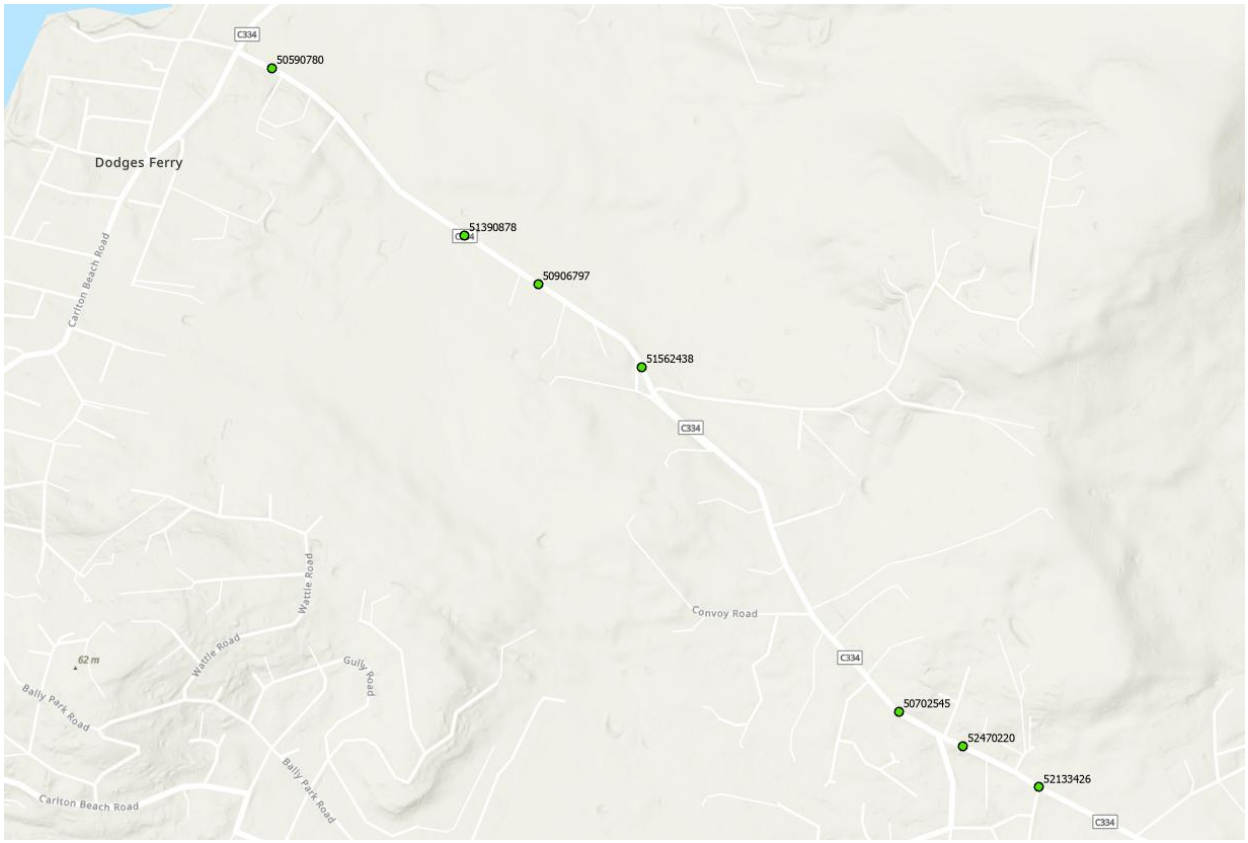
Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2020 and 28th February 2025 for Lloyd Street, Convoy Road, and Carlton River Road between Dodges Hill Road and Carlton Beach Road.

The findings of the crash data is summarised as follows:

- No crashes were reported in Lloyd Street or Convoy Road.
- A total of 7 crashes were reported in Carlton River Road.
- Severity. 1 crash involved serious injury; 2 crashes involved minor injury; 1 crash involved first aid at the scene; 3 crashes involved property damage only.
- Time of day. Afternoon and evening crashes were dominant. 1 crash was reported at 5:10am; 3 crashes were reported between 1:00pm and 5:00pm; and 3 crashes were reported between 7:30pm and 11:00pm.
- Day of week. No crash trends were noted by day of week. 2 crashes were reported on Thursdays and Saturdays; 1 crash was reported on a Monday, Tuesday and a Sunday; no crashes were reported on Wednesdays or Fridays.
- Crash types. 4 crashes involved a single vehicle losing control and leaving the carriageway (various crash types); 2 multiple vehicle collisions were reported ('left-far' and 'other-manoeuvring'); and 1 crash involved a vehicle striking an animal on the road.
- Crash locations. Crashes were relatively evenly disbursed along Carlton River Road. The crash locations are shown in Figure 3.
- Vulnerable road users. 1 crash involved a motorcycle. This 'left-far' collision with another vehicle occurred at 3:50pm on Sunday 24th September 2023 at the intersection of Carlton River Road and Carlton Beach Road resulting in property damage only. No crashes involved pedestrians or cyclists.

The crash data does not indicate that there are any pre-existing road safety deficiencies in the transport network that may be exacerbated by traffic generated by the proposed development.

Figure 3 Crash locations



Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

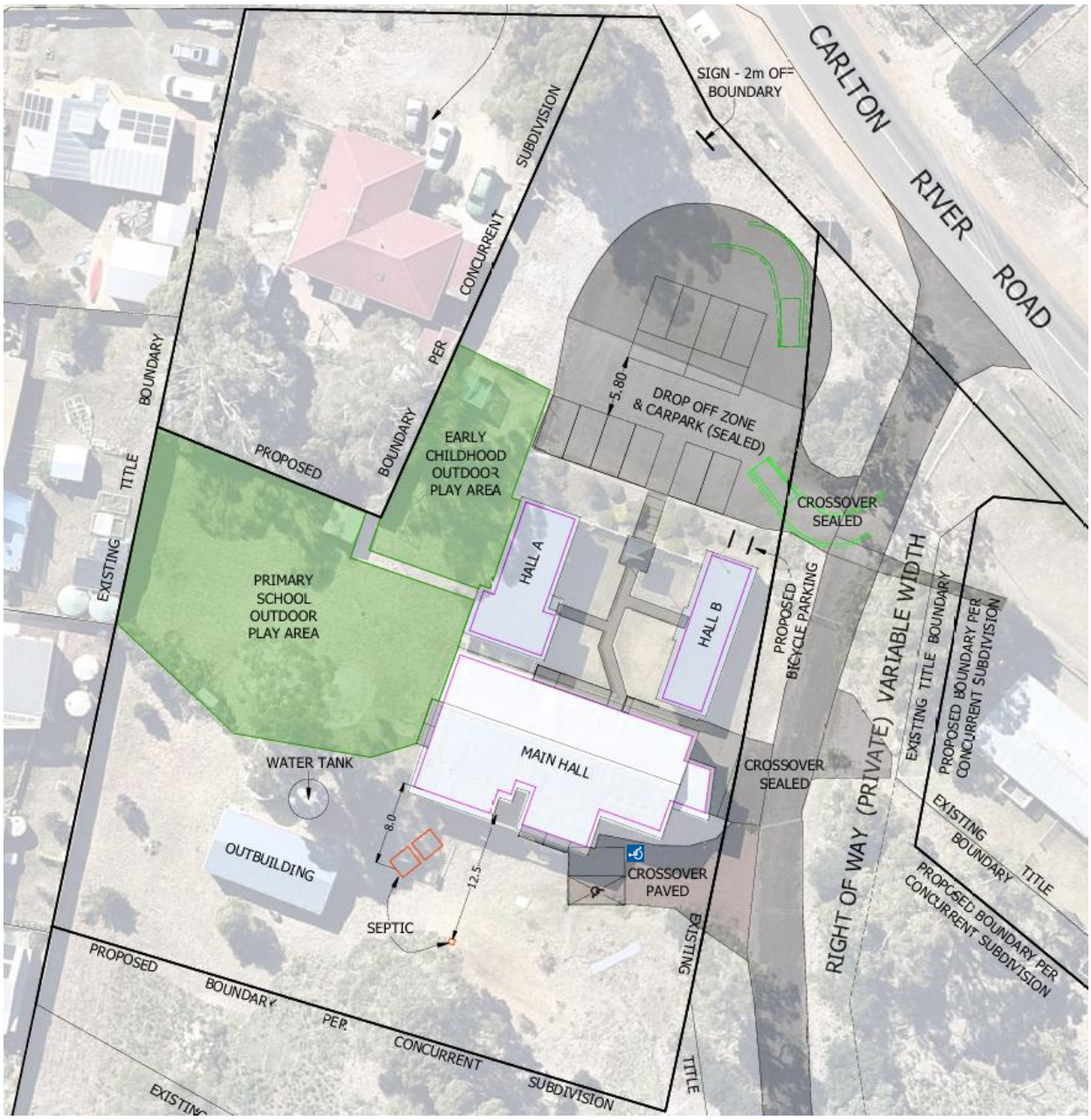
The proposed development involves the conversion of the existing building into a primary school and kindergarten with enrolment numbers of 30 students and up to 12 employees.

The school will operate Monday to Friday from 8:00 AM to 5:00 PM, including administrative activities conducted outside of student hours. Additionally, occasional Saturday morning activities may take place for grounds maintenance and extracurricular programs.

A total of 13 on-site parking spaces are proposed. This consists of 12 spaces in the main car parking area, and 1 disabled parking space located at the southern side of the site.

The proposed development plans are shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Trip generation rates were sourced from the TIA Guide. The TIA Guide provides the following traffic generation rates for primary schools (region areas):

- AM peak 1.2 vehicles per hour/ student = 36 vehicles per hour
- PM peak 1.0 vehicles per hour/ student = 30 vehicles per hour
- Daily 2.6 vehicles per day/ student = 78 vehicles per day

4.2 Trip Assignment

Based on the connectivity of the site with the surrounding network (and surrounding residential catchment area), there will likely be an even distribution of vehicle movements entering/ exiting the site via left and right turn manoeuvres at Carlton River Road.

The turning movements associated with the proposed development at the existing junction are summarised in Table 1.

Table 1 Turning Movements at Carlton River Road

Period	Left-In	Right-In	Left-Out	Right-Out
AM Peak	8 vph	10 vph	10 vph	8 vph
PM Peak	7 vph	8 vph	8 vph	7 vph
Daily	18 vpd	21 vpd	21 vpd	18 vpd

4.3 Access Impacts

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase in daily traffic volume at an access to be 20% or 40 vehicles per day, whichever is greater. In this case the traffic generation associated with the previous use of the site is unknown. The daily traffic generation of the proposed development is likely to exceed 40 vehicles movements per day from the previous development. It is assumed that the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not met.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

(a) any increase in traffic caused by the use;

(b) the nature of the traffic generated by the use;

(c) the nature of the road;

(d) the speed limit and traffic flow of the road;

(e) any alternative access to a road;

(f) the need for the use;

(g) any traffic impact assessment; and

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

The following is relevant with respect to the development proposal:

a. Increase in traffic. The peak traffic generation will be 36 vehicles per hour – this represents an increase of 1 vehicle movement every 1.7 minutes on average. This level of peak traffic generation will not have any significant adverse impacts in terms of traffic efficiency or safety.

b. Nature of traffic. The traffic generation will be related to the school, which is consistent with the residential nature of the existing traffic in the surrounding network.

c. Nature of road. Carlton River Road is a is a residential collector road that provides access to surrounding residential catchment area.

d. Speed limit and traffic flow of road. Carlton River Road carries approximately 2,000 vehicles per day and has a posted speed limit of 50-km/h. The speed limit and traffic flow of the road is compatible with the traffic generation associated with the proposed development.

e. Alternative access. No alternative access is considered necessary. The access at Carlton River Road is existing and will be intensified to levels well within its capacity to absorb.

f. Need for use. The accesses are required to provide vehicular access to the proposed car parking areas associated with the proposed school.

g. Traffic impact assessment. This report details the findings of a traffic impact assessment.

h. Road authority advice. Council (as road authority) have states that a TIA is required to be submitted with the development application.

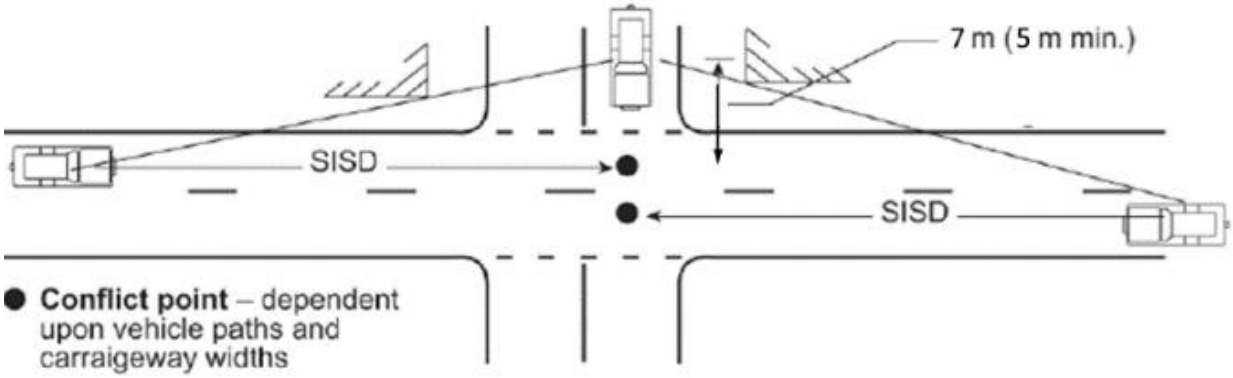
Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

Austroads Part 4A provides the sight distance requirements for road junctions. The existing junction of the ROW with Carlton River Road was assessed against Austroads sight distance requirements.

Safe Intersection Sight Distance (SISD) is the minimum sight distance which should be provided on the major road at any intersection. SISD is measured along the carriageway from the approaching vehicle to the conflict point; the line of sight having to be clear to a point 7.0 metres (5.0 metres minimum) back along the side road from the conflict point as shown in Figure 5.

Figure 5 Austroads SISD Requirements



Assuming that the 85th percentile speed of vehicles using Carlton River Road is equal to the posted speed limit of 60-km/h, then the required SISD is 123 metres.

The available sight distance exceeds 150 metres in both directions from the access location and therefore complies with Austroads SISD requirements.

4.5 Pedestrian Impacts

4.5.1 External Road Network Pedestrian Impacts

The proposed school is likely to generate some pedestrian activity in the surrounding road network. Noting that the school will have 30 students, some of which will walk to and from the site with parents. The actual pedestrian activity associated with the development within the external road network will therefore be relatively low.

Pedestrian infrastructure in Carlton River Road and the surrounding road network is generally of an acceptable standard with formal and informal footpaths (in the form of road verges) provided on both sides of the road near the subject site.

Council have noted that installation of a school crossing in Carlton River Road should be considered. Typically a crossing facility (such as a school crossing or zebra crossing) would require a minimum of 20

pedestrians crossing within an hour, with opposing traffic flow of a minimum of 200 vehicles per hour. In this case the small size of the school is likely to result in pedestrian crossing volumes below 20 per hour. It is also unlikely that vehicle volumes would reach 200 vehicles per hour, particularly during the afternoon period corresponding to peak school activity.

It is important to note that the adoption of consistent design warrants is an important consideration in terms of road safety. Simply installing a device such as a school crossing in a location where the warrants are not met is likely to result in a decrease in road safety for pedestrians.

It is recommended that the pedestrian crossing needs be monitored following the opening of the school, and State Growth be consulted if demands for a school crossing appear to be warranted.

4.5.2 Internal Site Pedestrian Impacts

The proposed development will modify the existing car parking area located at the northern end of the site for pick-up and drop-off activity. This will consist of a clockwise circulation around the car park with students dropped off and collected adjacent to the building frontage. This activity will be supervised, as it is with most schools.

The Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme states:

> *"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".*

The car park does not provide separated pedestrian paths and therefore the Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme is not met.

The Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme states:

> *"Safe and convenient pedestrian access must be provided within parking areas, having regard to:*
>
> *(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".

The following is relevant to the development proposal:

a. Characteristics of site. The site is a small school. The movement of cars and pedestrians only relates to activity associated with the school and would be expected by all road users.

b. Nature of the use. The use is an educational facility.

c. Number of parking spaces. A total of 12 on-site parking spaces are proposed, accessed via a single access at the ROW that connects to Carlton River Road.

d. Frequency of vehicle movements. The peak traffic generation will be up to 36 vehicles per hour for the school as a whole. Not all traffic generation will occur within the car park, with some traffic generation experienced in the surrounding network. The traffic generation is coupled with the low speed of vehicles within the car park will result in an acceptable safety environment for shared use between pedestrians and cars. The traffic generation provides a low risk environment for pedestrian/ vehicular conflict that is consistent with numerous similar school sites in Tasmania.

e. Needs of persons with a disability. A disabled parking space is provided at the rear of the site, which is separated from normal traffic activity. There will be no vehicle/ pedestrian conflicts associated with the location of the disabled parking space location.

f. Location and number of footpath crossings. Not applicable.

g. Vehicle and pedestrian safety. The car park will effectively be a 'shared zone' where vehicles and pedestrians share the space with pedestrians having priority. As noted in d above, the low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.

h. Location of access ways or parking aisles. The car park has a relatively simple layout with a clockwise circulation pattern, connecting to the existing ROW.

i. Protective devices. No pedestrian protective devices are included in the design.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.

4.6 Road Safety Impacts

No significant adverse road safety impacts are foreseen for the proposed development. This is based on the following:

- There is sufficient spare capacity in Carlton River Road as well as the surrounding road network to absorb the traffic generated from the proposed development.
- The existing road safety performance of the network near the subject site does not indicate that there are any specific road safety deficiencies that might be exaggerated by traffic generated by the proposed development.
- The car park associated with the proposed school is small in scale, resulting in low vehicle speeds and low traffic generation. This will reduce potential conflicts between vehicles and pedestrians.
- There is adequate sight distance from the access junction of the ROW with Carlton River Road for the prevailing vehicle speeds in accordance with Austroads requirements (refer to Section 4.4).

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 15 on-site parking spaces are proposed. This consists of 14 spaces in the main car parking area, and 1 disabled parking space located at the southern side of the site.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states that the number of on-site car parking spaces must be no less than the number specified in Table C2.1.

Table C2.1 requires 1 space per employee plus 1 space per 6 tertiary education students. This is a requirement for 12 spaces.

5.3 Car Parking Layout

The car parking layout of the proposed development is shown in Figure 6.

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".

The parking and access arrangements of the proposed development were assessed against the requirements of Australian Standards, AS2890.1.

5.3.1 Parking Space Dimensions

AS2890.1 requires the following minimum dimensions for User Class 1A for staff parking and User Class 3 for student drop-off/ pick-up:

User Class 1A

- Minimum space width – 2.4 metres
- Minimum space length – 5.4 metres
- Minimum aisle width – 5.8 metres

User Class 3

- Minimum space width – 2.6 metres
- Minimum space length – 5.4 metres
- Minimum aisle width – 5.8 metres

The dimensions of the car parking spaces typically measure:

- Space width – 2.8 metres
- Space length – 5.4 metres
- Aisle width – 5.8 metres

The car parking dimensions therefore comply with AS2890.1 requirements.

5.3.2 Driveway Slope

The driveway slope was investigated against the requirements of AS2890.1. Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

i. Longer than 20 m – 1 in 5 (20%) maximum.

ii. Up to 20 m long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

In this case, the driveway accesses to the car park have effectively level grades and therefore comply with AS2890.1 requirements.

5.3.3 Driveway Width

AS2890.1 defines the access as 'Category 1' access facility (Class 1A[1] parking with less than 25 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement is 3.0 metres. The

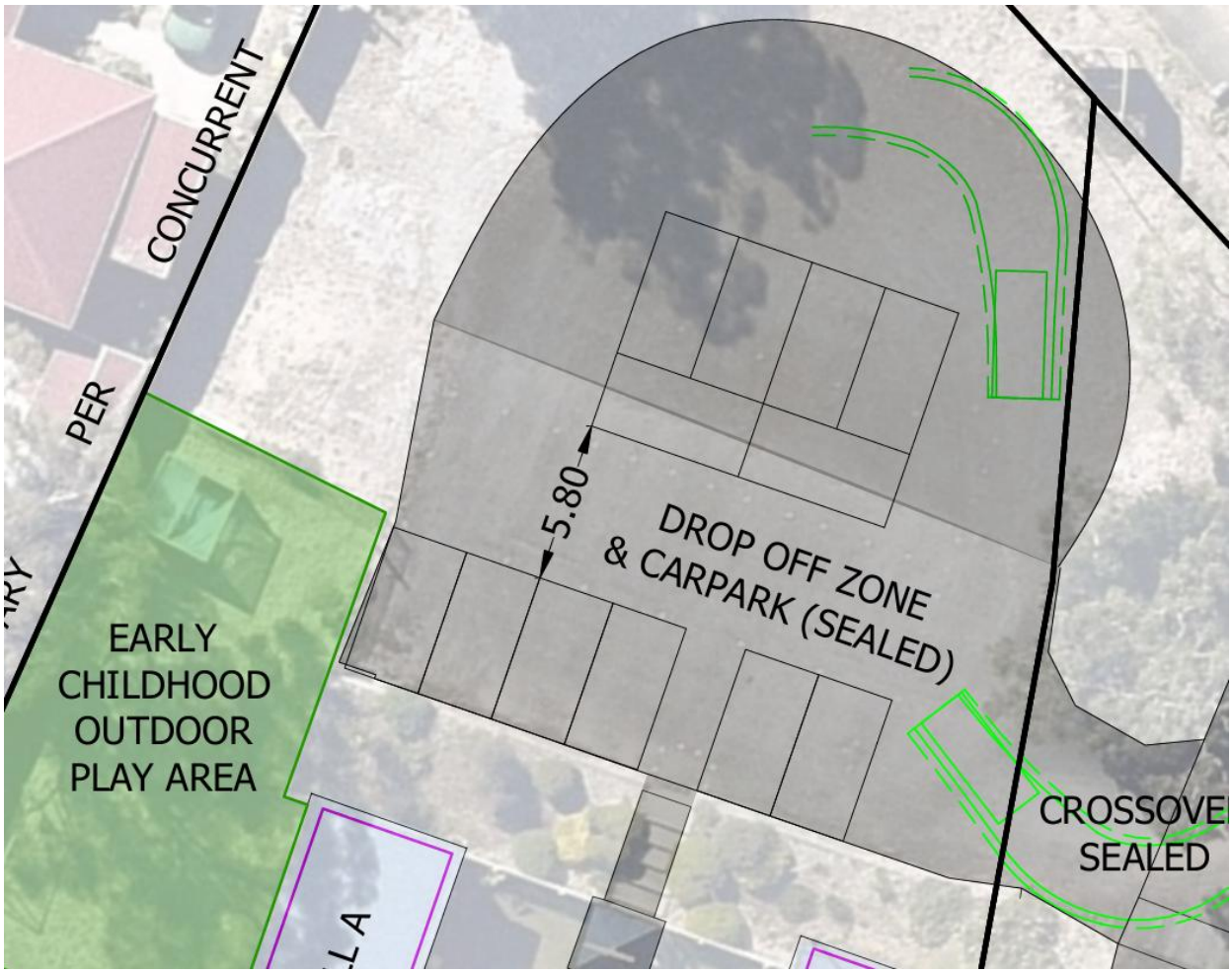
[1] AS2890.1 defines Class 1A as "residential, domestic and employee parking".

available width exceeds this requirement, therefore the access width complies with the requirements of AS2890.1.

5.3.4 AS2890.1 Assessment Summary

The parking spaces, manoeuvring and driveway area comply with the requirements of AS2890.1 and therefore comply with Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

Figure 6 Car Parking Layout



5.4 Accessible Parking

The Building Code of Australia (BCA) defines the school as a 'Class 9B' building. This requires a provision of 1 space for every 50 spaces, which is a requirement for 1 space. The provision of 1 space complies with this requirement. The location of the disabled spaces is as close to the entrance of the building as

practicable, noting that level differences between the northern car park and the building entry precluded the positioning of the disabled parking space in this area.

The Acceptable Solution A1.2 of Clause C2.6.2 of the Planning Scheme states:

> *"Parking spaces provided for use by persons with a disability must satisfy the following:*
>
> *(a) be located as close as practicable to the main entry point to the building;*
>
> *(b) be incorporated into the overall car park design; and*
>
> *(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities".*

The location of the disabled space is incorporated into the car park design at the rear of the site and it is located as close to the main entrance of the building as practicable.

The disabled parking provision associated with the development proposal therefore complies with the requirements of Acceptable Solution A1.2 of Clause C2.6.2 of the Planning Scheme.

5.5 Bicycle Parking

The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme states:

> *"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".*

The following is relevant with respect to the development:

a. Bicycle parking for 4 bicycles is provided on-site in the form of two bicycle hoops.
b. Table C2.1 requires 1 space per 5 employees and tertiary education students. This is a requirement for 3 bicycle spaces. The provision of 4 bicycle spaces therefore complies with the requirements of Table C2.1.

The bicycle parking provision satisfies the requirements of Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed Steiner School development at 223 Carlton River Road, Carlton.

The key findings of the TIA are summarised as follows:

- The traffic generation of the proposed school is likely to be 78 vehicles per day with a peak of 36 vehicles per hour.
- The traffic generation associated with the development complies with the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The parking provision of 30 on-site car parking spaces complies with the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.
- The disabled parking provision of 1 space complies with the requirements of Acceptable Solution A1.2 of Clause C2.6.2 of the Planning Scheme.
- The car parking and manoeuvring area complies with the requirements of the Acceptable Solution A1 of Clause C2.6.2 of the Planning Scheme.
- The inclusion of a school crossing in Carlton River Road was considered, but rejected due to the likelihood of insufficient pedestrian crossing numbers. It is recommended that the pedestrian crossing needs be monitored following the opening of the school, and State Growth be consulted if demands for a school crossing appear to be warranted. This process can be undertaken independently of the development application.

Based on the findings of this report the proposed development is supported on traffic grounds.

Midson Traffic Pty Ltd ABN: 26 133 583 025

28 Seaview Avenue
Taroona TAS 7053
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	4 April 2025

ONSITE-WASTEWATER ASSESSMENT

223 Carlton River Road School

Carlton

February 2025

GEO-ENVIRONMENTAL

SOLUTIONS

Investigation Details

Client:	Stargar PTY LTD
Site Address:	223 Carlton River Road, Carlton
Date of Inspection:	18/12/2024
Proposed Works:	Wastewater system
Investigation Method:	Hand Auger
Inspected by:	JP Cumming

Site Details

Certificate of Title (CT):	126930/1
Title Area:	Approx. 3.311 ha
Applicable Planning Overlays:	Flood-prone Areas, Airport obstacle limitation area
Slope & Aspect:	2° SW facing slope
Vegetation:	Mixed Flora
Ground Surface:	Disturbed

Background Information

Geology Map:	MRT 1:250000
Geological Unit:	Quaternary Sediments
Climate:	Annual rainfall 500mm
Water Connection:	Tank
Sewer Connection:	Unserviced-On-site required
Testing and Classification:	*AS2870:2011, AS1726:2017 & AS1547:2012*

Investigation

A number of bore holes were completed to identify the distribution and variation of the soil materials at the site, bore hole locations are indicated on the site plan. See soil profile conditions presented below. Tests were conducted across the site to obtain bearing capacities of the material at the time of this investigation.

Wastewater Soil Profile Summary

Hole 1 Depth (m)	Horizon	Description
0.00 – 0.20	A1	Grey **SAND (SP),** single grain structure, slightly moist loose consistency, variable boundary to
0.20 – 1.00	A2	Pale Grey **SAND (SP),** single grain structure, slightly moist loose consistency, variable boundary to
1.00 – 2.0+	A3	Pale Grey, Pale Yellow **SAND (SP),** single grain structure, slightly moist medium dense consistency, no refusal

Site Notes

Soils on these aeolian deposits are characterised by moderately deep sandy profiles. The anticipated subsoil permeability under saturated conditions from samples across the site is expected to be in the order of >3m/day.

Wastewater Classification & Recommendations

According to AS1547-2012 (on-site waste-water management) the natural soil is classified as **Sand (category 1).** A Design Loading Rate (DLR) of 20L/m^2/day has been assigned for primary treated effluent.

The proposed school has a wastewater loading for the site based upon the following

- 12 Employees @ 20L/day – 240L/day
- 70 Student @ 20L/day – 1400L/day
- Total site loading 1640L/day

The existing absorption trenches do not meet the proposed boundaries therefore it is proposed that new trenches be installed with the existing trenches disconnected and decommissioned. Using the DLR of 20L/m^2/day, an absorption area of at least 82m^2 will be required to accommodate the expected flows. This can be accommodated by two 20.5m x 2m x 0.6m terraced absorption trench connected to the dual-purpose septic tank via a new two way splitter box. For all calculations please refer to the Trench summary reports. Due to the highly permeable topsoils a cut-off drain will not be required. A 100% reserve area should be set aside for future wastewater requirements.

To comply with the Southern Beaches On-site Waste Water and Stormwater Management Specific Area Plan of the Sorell Local Provisions Schedule:

SOR-S2.7.1 On-site waste water

Acceptable Solutions	**Comment**
A1 Development must: (a) not cover more than 20% of the site; (b) not be located on land shown on an overlay map, as within: (i) a flood-prone hazard area; (ii) a landslip hazard area; (iii) a coastal erosion hazard area; (iv) a waterway and coastal protection area; or (v) a coastal inundation hazard area; (c) be located on a site with a soil depth of at least 1.5m; (d) be located on a site where the average gradient of the land does not exceed 10%; and (e) in the case of a dwelling, provide 65m^2 of land for wastewater land application area per bedroom which is located at least 1.5m from an upslope or side slope boundary and 5m from a downslope boundary.	Non-compliance with A1 (e) See P1

Performance Criteria	**Comment**
P1 The site must provide sufficient area for management of on-site waste water, having regard to: (a)the topography of the site; (b) the capacity of the site to absorb wastewater; (c) the size and shape of the site; (d) the existing buildings and any constraints imposed by existing development; (e) the area of the site to be covered by the proposed development; (f) the provision for landscaping, vehicle parking, driveways and private open space; (g) any adverse impacts on the quality of ground, surface and coastal waters; (h) any adverse environmental impact on surrounding properties and the locality; and (i) any written advice from a suitably qualified person (onsite waste water management) about the adequacy of the on-site waste water management system.	Complies

Design provisions have been made to address site constraints and manage risk including the use of subsurface application, assigning a conservative DLR and the designation of a 100% reserve area. It is therefore concluded that there is a low and acceptable risk of environmental impact and impact on human health from wastewater management on the site for the current proposal.

The following setback distances are required to comply with the Building Act 2016:

Upslope or level buildings:	3m
Downslope buildings:	6m
Upslope or level boundaries:	1.5m
Downslope boundaries:	4m
Downslope surface water:	100m

Compliance with Building Act 2016 Guidelines for On-site Wastewater Management Systems is outlined in the attached table.

During construction GES will need to be notified of any variation to the soil conditions or wastewater loading as outlined in this report.

GES P/L

Land suitability and system sizing for on-site wastewater management

Trench 3.0 (Australian Institute of Environmental Health)

Assessment Report

Site assessment for on-site waste water disposal

Assessment for	Stargar PTY LTD	Assess. Date	28-Feb-25
		Ref. No.	
Assessed site(s)	223 Carlton River Road, Carlton	Site(s) inspected	30-Jun-23
Local authority	Sorell	Assessed by	John Paul Cumming

This report summarises wastewater volumes, climatic inputs for the site, soil characteristics and sustem sizing and design issues. Site Capability and Environmental sensitivity issues are reported separately, where 'Alert' columns flag factors with high (A) or very high (AA) limitations which probably require special consideration for system design(s). Blank spaces on this page indicate data have not been entered into TRENCH.

Wastewater Characteristics

Wastewater volume (L/day) used for this assessment = 1,640 (using a method independent of the no. of bedrooms)
Septic tank wastewater volume (L/day) = 547
Sullage volume (L/day) = 1,093
Total nitrogen (kg/year) generated by wastewater = 14.8
Total phosphorus (kg/year) generated by wastewater = 6.2

Climatic assumptions for site (Evapotranspiration calculated using the crop factor method)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Mean rainfall (mm)	39	32	45	35	42	53	33	49	46	44	43	43
Adopted rainfall (R, mm)	39	32	45	35	42	53	33	49	46	44	43	43
Retained rain (Rr, mm)	35	29	41	31	38	48	30	44	42	39	39	39
Max. daily temp. (deg. C)												
Evapotrans (ET, mm)	130	110	91	63	42	29	32	42	63	84	105	126
Evapotr. less rain (mm)	**95**	**81**	**50**	**32**	**4**	**-18**	**2**	**-2**	**21**	**45**	**66**	**87**

Annual evapotranspiration less retained rain (mm) = 463

Soil characterisitics

Texture = Sand Category = 1 Thick. (m) = 2
Adopted permeability (m/day) = 3 Adopted LTAR (L/sq m/day) = 20 Min depth (m) to water = 3

Proposed disposal and treatment methods

Proportion of wastewater to be retained on site:	All wastewater will be disposed of on the site
The preferred method of on-site primary treatment:	In dual purpose septic tank(s)
The preferred method of on-site secondary treatment:	In-ground
The preferred type of in-ground secondary treatment:	Trench(es)
The preferred type of above-ground secondary treatment:	None
Site modifications or specific designs:	Not needed

Suggested dimensions for on-site secondary treatment system

Total length (m) =	41
Width (m) =	2
Depth (m) =	0.6
Total disposal area (sq m) required =	82
comprising a Primary Area (sq m) of:	82
and a Secondary (backup) Area (sq m) of:	

Sufficient area is available on site

Comments

The assigned LTAR for the Category 1 soil present is 20L/m^2/day with an absorption area of 82m^2 required for the school's expected flows.

GES P/L

Land suitability and system sizing for on-site wastewater management

Trench 3.0 (Australian Institute of Environmental Health)

Site Capability Report

Site assessment for on-site waste water disposal

Assessment for	Stargar PTY LTD	Assess. Date	28-Feb-25
		Ref. No.	
Assessed site(s)	223 Carlton River Road, Carlton	Site(s) inspected	30-Jun-23
Local authority	Sorell	Assessed by	John Paul Cumming

This report summarises data relating to the physical capability of the assessed site(s) to accept wastewater. Environmental sensitivity and system design issues are reported separately. The 'Alert' column flags factors with high (A) or very high (AA) site limitations which probably require special consideration in site acceptability or for system design(s). Blank spaces indicate data have not been entered into TRENCH.

Alert	Factor	Units	Value	Confid level	Limitation Trench	Limitation Amended	Remarks
A	Expected design area	sq m	400	V. high	High		
	Density of disposal systems	/sq km	20	Mod.	Moderate		
	Slope angle	degrees	2	High	Very low		
	Slope form	Convex spreading		High	Very low		
	Surface drainage	Good		High	Very low		
	Flood potential	Site floods 1 in 75-100 yrs		High	Low		
	Heavy rain events	Infrequent		High	Moderate		
	Aspect (Southern hemi.)	Faces NE or NW		V. high	Low		
	Frequency of strong winds	Common		High	Low		
AA	Wastewater volume	L/day	1,640	High	Very high		
	SAR of septic tank effluent		1.4	High	Low		
	SAR of sullage		2.5	High	Moderate		
	Soil thickness	m	2.0	V. high	Very low		
	Depth to bedrock	m	3.0	V. high	Very low		
	Surface rock outcrop	%	0	V. high	Very low		
	Cobbles in soil	%	0	V. high	Very low		
	Soil pH		6.5	High	Very low		
	Soil bulk density	gm/cub. cm	1.5	High	Low		
	Soil dispersion	Emerson No.	8	V. high	Very low		
AA	Adopted permeability	m/day	3	Mod.	Very high		
	Long Term Accept. Rate	L/day/sq m	20	High	Low		

Comments

The soils on site have good capacity to accept wastewater and they system proposed is sized to accept the expected flows.

GES P/L

Land suitability and system sizing for on-site wastewater management

Trench 3.0 (Australian Institute of Environmental Health)

Environmental Sensitivity Report

Site assessment for on-site waste water disposal

Assessment for	Stargar PTY LTD	Assess. Date	28-Feb-25
		Ref. No.	
Assessed site(s)	223 Carlton River Road, Carlton	Site(s) inspected	30-Jun-23
Local authority	Sorell	Assessed by	John Paul Cumming

This report summarises data relating to the environmental sensitivity of the assessed site(s) in relation to applied wastewater. Physical capability and system design issues are reported separately. The 'Alert' column flags factors with high (A) or very high (AA) limitations which probably require special consideration in site acceptability or for system design(s). Blank spaces indicate data have not been entered into TRENCH.

Alert	Factor	Units	Value	Confid level	Limitation Trench	Limitation Amended	Remarks
A	Cation exchange capacity	mmol/100g	30	High	High		
A	Phos. adsorp. capacity	kg/cub m	0.3	High	High		
	Annual rainfall excess	mm	-463	High	Very low		
	Min. depth to water table	m	3	High	Very low		
AA	Annual nutrient load	kg	21.0	High	Very high		
	G'water environ. value	Agric sensit/dom irrig		V. high	Moderate		
	Min. separation dist. required	m	3	High	Very low		
	Risk to adjacent bores						Factor not assessed
	Surf. water env. value	Agric sensit/dom drink		V. high	Moderate		
	Dist. to nearest surface water	m	550	V. high	Very low		
AA	Dist. to nearest other feature	m	4	V. high	Very high		
	Risk of slope instability		Very low	V. high	Very low		
	Distance to landslip	m	1000	V. high	Very low		

Comments

There is low risk of environmental degredation associated with the disposal of wastewater on this site.

Demonstration of wastewater system compliance to *Building Act 2016 Guidelines for On-site Wastewater*

Acceptable Solutions	**Performance Criteria**	**Compliance**
A1 Horizontal separation distance from a building to a land application area must comply with one of the following: a) be no less than 6m; or b) be no less than: (i) 3m from an upslope building or level building; (ii) If primary treated effluent to be no less than 4m plus 1m for every degree of average gradient from a downslope building; (iii) If secondary treated effluent and subsurface application, no less than 2m plus 0.25m for every degree of average gradient from a downslope building.	P1 a) The land application area is located so that (i) the risk of wastewater reducing the bearing capacity of a building's foundations is acceptably low.; and (ii) is setback a sufficient distance from a downslope excavation around or under a building to prevent inadequately treated wastewater seeping out of that excavation	Complies with A1 (b) (i) Land application area will be located with a minimum separation distance of 3m from an upslope or level building. Complies with A1 (b) (ii) Land application area will be located with a minimum separation distance of 6m from a downslope building.
A2 Horizontal separation distance from downslope surface water to a land application area must comply with (a) or (b) (a) be no less than 100m; or (b) be no less than the following: (i) if primary treated effluent 15m plus 7m for every degree of average gradient to downslope surface water; or (ii) if secondary treated effluent and subsurface application, 15m plus 2m for every degree of average gradient to down slope surface water.	P2 Horizontal separation distance from downslope surface water to a land application area must comply with all of the following: a) Setbacks must be consistent with AS/NZS 1547 Appendix R; b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.	Complies with A2 (a) Land application area located > 100m from downslope surface water

A3 Horizontal separation distance from a property boundary to a land application area must comply with either of the following: (a) be no less than 40m from a property boundary; or (b) be no less than: (i) 1.5m from an upslope or level property boundary; and (ii) If primary treated effluent 2m for every degree of average gradient from a downslope property boundary; or (iii) If secondary treated effluent and subsurface application, 1.5m plus 1m for every degree of average gradient from a downslope property boundary.	P3 Horizontal separation distance from a property boundary to a land application area must comply with all of the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.	Complies with A3 (b) (i) Land application area will be located with a minimum separation distance of 1.5m from an upslope or level property boundary Complies with A3 (b) (ii) Land application area will be located with a minimum separation distance of 4m from a downslope property boundary.
A4 Horizontal separation distance from a downslope bore, well or similar water supply to a land application area must be no less than 50m and not be within the zone of influence of the bore whether up or down gradient.	P4 Horizontal separation distance from a downslope bore, well or similar water supply to a land application area must comply with all of the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 demonstrates that the risk is acceptable	Complies with A4 No bore or well identified within 50m

A5 Vertical separation distance between groundwater and a land application area must be no less than: (a) 1.5m if primary treated effluent; or (b) 0.6m if secondary treated effluent	P5 Vertical separation distance between groundwater and a land application area must comply with the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 that demonstrates that the risk is acceptable	Complies with A5 (a) No groundwater encountered
A6 Vertical separation distance between a limiting layer and a land application area must be no less than: (a) 1.5m if primary treated effluent; or (b) 0.5m if secondary treated effluent	P6 Vertical setback must be consistent with AS/NZS1547 Appendix R.	Complies with A6 (a)
A7 nil	P7 A wastewater treatment unit must be located a sufficient distance from buildings or neighbouring properties so that emissions (odour, noise or aerosols) from the unit do not create an environmental nuisance to the residents of those properties	Complies

AS1547:2012 – Loading Certificate – Septic System Design

This loading certificate sets out the design criteria and the limitations associated with use of the system.

Site Address: 223 Carlton River Road, Carlton

System Capacity: 82 people @ 20L/person/day

Summary of Design Criteria

DLR: 20L/m^2/day.

Absorption area: 82m^2

Reserve area location /use: Assigned

Water saving features fitted: Standard fixtures

Allowable variation from design flows: 1 event @ 200% daily loading per quarter

Typical loading change consequences: Expected to be minimal due to capacity of system and site area (provided loading changes within 25% of design)

Overloading consequences: Continued overloading may cause hydraulic failure of the absorption area and require upgrading/extension of the area. Risk considered acceptable due to visible signs of overloading and owner monitoring.

Underloading consequences: Lower than expected flows will have minimal consequences on system operation unless the house has long periods of non occupation. Under such circumstances additional maintenance of the system may be required. Risk considered acceptable.

Lack of maintenance / monitoring consequences: Issues of underloading/overloading and condition of the absorption area require monitoring and maintenance, if not completed system failure may result in unacceptable health and environmental risks. Septic tank de-sludging must also be monitored to prevent excessive sludge and scum accumulation. Monitoring and regulation by the property owner required to ensure compliance.

Other operational considerations: Owners/occupiers must be aware of the operational requirements and limitations of the system, including the following; the absorption area must not be subject to traffic by vehicles or heavy stock and should be fenced if required. The absorption area must be kept with adequate grass cover to assist in evapotranspiration of treated effluent in the absorption trenches. The septic tank must be desludged at least every 3 years, and any other infrastructure such as septic tank outlet filters must also be cleaned regularly (approx. every 6 months depending upon usage). Foreign materials such as rubbish and solid waste must be kept out of the system.

CERTIFICATE OF THE RESPONSIBLE DESIGNER

Section 94
Section 106
Section 129
Section 155

Form **35**

To: Stargar PTY LTD *Owner name*
223 Carlton River Road *Address*
Carlton 7173 *Suburb/postcode*

Designer details:

Name: Vinamra Gupta
Category: Civil Engineer
Business name: Geo-Environmental Solutions
Phone No: 03 6223 1839
Business address: 29 Kirksway Place
Battery Point 7004
Fax No: N/A
Licence No: 685982720
Email address: office@geosolutions.net.au

Details of the proposed work:

Owner/Applicant Stargar PTY LTD
Designer's project reference No. J8849
Address: 223 Carlton River Road
Lot No: 126930/2
Carlton 7173

Type of work: Building work ☐ Plumbing work ☒ *(X all applicable)*

Description of work:
On-site wastewater management system - design

(new building / alteration / addition / repair / removal / re-erection water / sewerage / stormwater / on-site wastewater management system / backflow prevention / other)

Description of the Design Work (Scope, limitations or exclusions): *(X all applicable certificates)*

Certificate Type:	Certificate	Responsible Practitioner
	☐ Building design	Architect or Building Designer
	☐ Structural design	Engineer or Civil Designer
	☐ Fire Safety design	Fire Engineer
	☒ Civil design	Civil Engineer or Civil Designer
	☐ Hydraulic design	Building Services Designer
	☐ Fire service design	Building Services Designer
	☐ Electrical design	Building Services Designer
	☐ Mechanical design	Building Service Designer
	☐ Plumbing design	Plumber-Certifier; Architect, Building Designer or Engineer
	☐ Other (specify)	

Deemed-to-Satisfy: ☐ Performance Solution: ☒ *(X the appropriate box)*

Other details:

absorption trenches

Design documents provided:

The following documents are provided with this Certificate –

Document description:

Drawing numbers:	Prepared by: Geo-Environmental Solutions	Date: Feb-25
Schedules:	Prepared by:	Date:
Specifications:	Prepared by: Geo-Environmental Solutions	Date: Feb-25
Computations:	Prepared by:	Date:
Performance solution proposals:	Prepared by: Geo-Environmental Solutions	Date: Feb-25
Test reports:	Prepared by: Geo-Environmental Solutions	Date: Feb-25

Standards, codes or guidelines relied on in design process:

AS1547:2012 On-site domestic wastewater management.

AS3500 (Parts 0-5)-2013 Plumbing and drainage set.

Any other relevant documentation:

Onsite Wastewater Assessment - 223 Carlton River Road, Carlton - Feb-25

Attribution as designer:

I Vinamra Gupta, am responsible for the design of that part of the work as described in this certificate;

The documentation relating to the design includes sufficient information for the assessment of the work in accordance with the *Building Act 2016* and sufficient detail for the builder or plumber to carry out the work in accordance with the documents and the Act;

This certificate confirms compliance and is evidence of suitability of this design with the requirements of the National Construction Code.

	Name: (print)	*Signed*	*Date*
Designer:	Vinamra Gupta		28/02/2025
Licence No:	685982720		

Assessment of Certifiable Works: (TasWater)

Note: single residential dwellings and outbuildings on a lot with an existing sewer connection are not considered to increase demand and are not certifiable.

If you cannot check ALL of these boxes, LEAVE THIS SECTION BLANK.

TasWater must then be contacted to determine if the proposed works are Certifiable Works.

I confirm that the proposed works are not Certifiable Works, in accordance with the Guidelines for TasWater CCW Assessments, by virtue that all of the following are satisfied:

- [x] The works will not increase the demand for water supplied by TasWater
- [x] The works will not increase or decrease the amount of sewage or toxins that is to be removed by, or discharged into, TasWater's sewerage infrastructure
- [x] The works will not require a new connection, or a modification to an existing connection, to be made to TasWater's infrastructure
- [x] The works will not damage or interfere with TasWater's works
- [x] The works will not adversely affect TasWater's operations
- [x] The work are not within 2m of TasWater's infrastructure and are outside any TasWater easement
- [x] I have checked the LISTMap to confirm the location of TasWater infrastructure
- [x] If the property is connected to TasWater's water system, a water meter is in place, or has been applied for to TasWater.

Certification:

I ..... Vinamra Gupta..... being responsible for the proposed work, am satisfied that the works described above are not Certifiable Works, as defined within the *Water and Sewerage Industry Act 2008,* that I have answered the above questions with all due diligence and have read and understood the Guidelines for TasWater CCW Assessments.

Note: the Guidelines for TasWater Certification of Certifiable Works Assessments are available at: www.taswater.com.au

	Name: (print)	*Signed*	*Date*
Designer:	Vinamra Gupta		28/02/2025

Wastewater system:

Existing 3000L septic tanks

Two-way splitter box

Terraced Absorption Trenches
2 x 20.5m x 2m x 0.6m

Min 3m separation

Min 3m from upslope buildings
Min 6m from downslope buildings
Min 1.5m from upslope or level boundaries
Min 4m from downslope boundary
Min 100m from downslope surface water

Refer to GES report

GES
GEO-ENVIRONMENTAL
SOLUTIONS
29 Kirksway Place Battery Point
T| 62231839 E| office@geosolutions.net.au

28/02/2025

HOUSE LOT 1 AS APPROVED BY 7.2023.17.1

SIGN - 2m OFF BOUNDARY

CARLTON RIVER ROAD

SUBDIVISION

CONCURRENT

PER

BOUNDARY

DROP OFF ZONE & CARPARK (SEALED)

EARLY CHILDHOOD OUTDOOR PLAY AREA

PROPOSED

EXISTING TITLE BOUNDARY

PRIMARY SCHOOL OUTDOOR PLAY AREA

HALL A

HALL B

CROSSOVER SEALED

RIGHT OF WAY (PRIVATE) VARIABLE WIDTH

WATER TANK

MAIN HALL

CROSSOVER SEALED

100% RESERVE AREA

1.50 m

3.00 m

OUTBUILDING

8.0

12.5

EXISTING 3000L SEPTIC TANKS

TWO-WAY SPLITTER BOX

CROSSOVER PAVED

SEPTIC

EXISTING

PROPOSED BOUNDARY PER CONCURRENT SUBDIVISION

TH1

4.00 m

ABSORPTION TRENCHES
2 x 20.5m x 2m x 0.6m
MIN 3m SEPARATION

EXISTING TITLE BOUNDARY

TITLE BOUNDARY

PROPOSED SCHOOL

223 CARLTON RIVER ROAD, CARLTON 7173
C.T. 126929/1

N

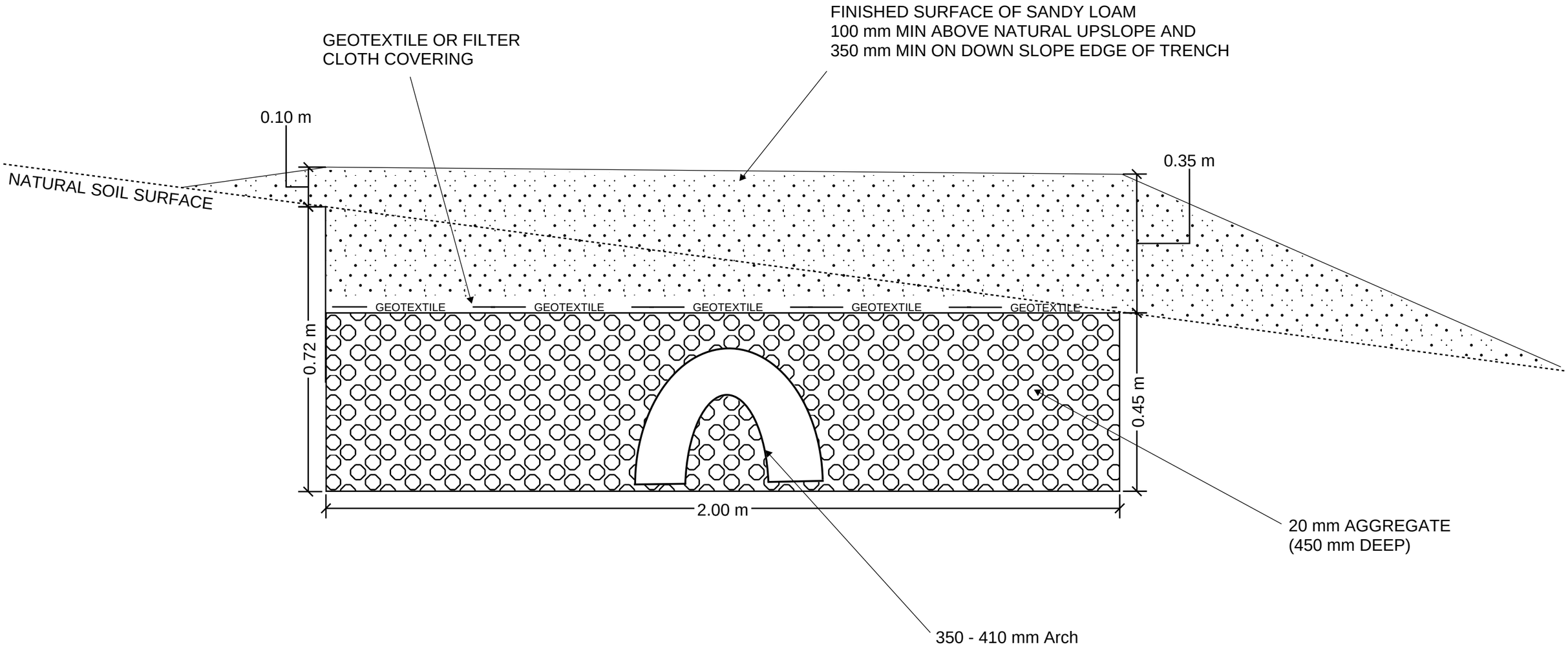
Woolcott LAND SERVICES
10 Goodman Court Invermay TAS 7248
PO Box 593 Mowbray Heights TAS 7248
Phone (03) 6332 3760
Fax (03) 6332 3764
Email: enquiries@woolcott.au

Job Number	Drawn	File name	Date	Scale	Edition	Sheet
L210420	EGB	L210420_building_plan_260225.dwg	26/02/25	1:400@A3	v2.0	1/2

Design notes:

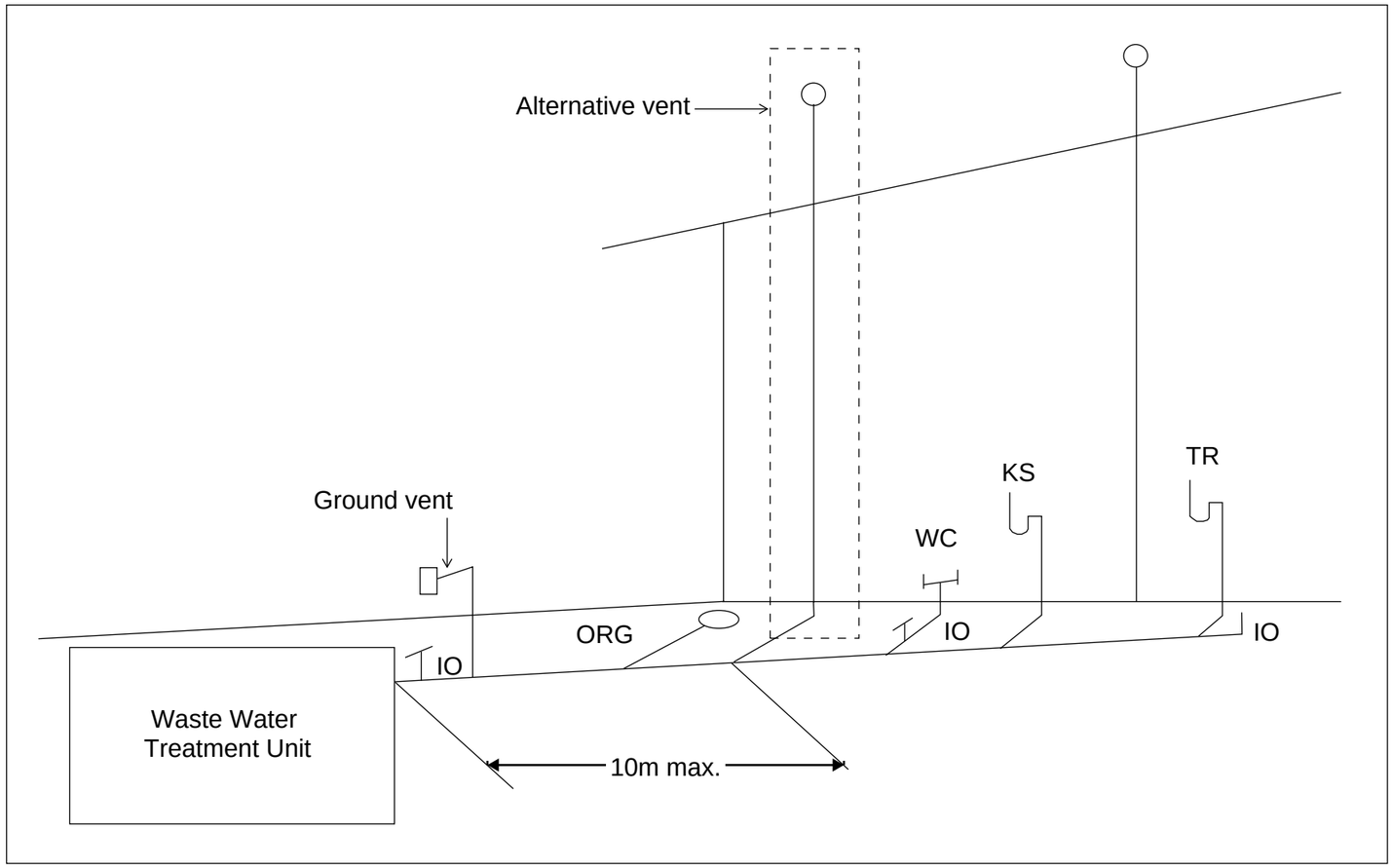
1.Absorption trench dimensions of up to 20m long by 0.45m deep by 2m wide
– total storage volume calculated at average 35% porosity.
2.Base of trenches to be excavated level and smearing and compaction avoided.
3.350-410mm Arch should be placed in the centre of trench
4.Geotextile or filter cloth to be placed over the distribution arch to prevent clogging
5.Construction on slopes up to 20% to allow trench depth range 720mm upslope edge to 450mm on down slope edge
6.Dispersive soils gypsum to be incorporated into the base of the trench at a rate of 1kg/m^2
7.All works on site to comply with AS3500 and Tasmanian Plumbing code.

GEO-ENVIRONMENTAL SOLUTIONS
29 Kirksway Place, Battery Point
T| 62231839 E| office@geosolutions.net.au



Do not scale from these drawings. Dimensions to take precedence over scale.	Geo-Environmental Solutions			Terraced Absorption Trench Detail	Sheet 1 of 1

GES
GEO-ENVIRONMENTAL
SOLUTIONS
29 Kirksway Place, Battery Point
T| 62231839 E| office@geosolutions.net.au



Tas Figure C2D6 Alternative Venting Arrangements

Vents must terminate in accordance with AS/NZS 3500.2

Alternative venting to be used by extending a vent to terminate as if an upstream vent, with the vent connection between the last sanitary fixture or sanitary appliance and the on-site wastewater management system. Use of a ground vent in not recommended

Inspection openings must be located at the inlet to an on-site wastewater management system treatment unit and the point of connection to the land application system and must terminate as close as practicable to the underside of an approved inspection opening cover installed at the finished surface level

Access openings providing access for desludging or maintenance of on-site wastewater management system treatment unites must terminate at or above finished surface level

Do not scale from these drawings. Dimensions to take precedence over scale.				Tas Figure C2D6 Alternative Venting Arrangements		Sheet 1 of 1

LARK & CREESE PTY LTD
LAND AND ENGINEERING SURVEYORS

53097-02

Tasmania Fire Service
Endorsed
25 / 09 / 2025

EMERGENCY MANAGEMENT STRATEGY

PROPOSED SCHOOL

223 CARLTON RIVER ROAD, CARLTON

FOR

B. WOOLCOTT

PREPARED BY L BRIGHTMAN (BFP-164)

CERTIFIED BY N M CREESE (BFP-118)

24th of September 2025

Sorell Council
Development Application: 5.2024.288.1 - Response to Request For Information - 223 Carlton River Road, Carlton - P4.pdf
Plans Reference: P4
Date Received: 25/09/2025

Document control

Version	Prepared by	Description	EPC approval (name/date)
53097-02	Lark & Creese Pty Ltd	Emergency Management Strategy	

Contents

1 Purpose, Scope and Application

The purpose of this document is to support the planning application for the conversion of existing buildings at 223 Carlton River Road, Carlton to a school.

The site has been deemed to be a Vulnerable Use in accordance with C13.5.1 Vulnerable Use, C13.0 Bushfire-Prone Areas Code, Codes, Tasmanian Planning Scheme.

This document will provide information in general terms of the procedures that will need to be implemented to manage the risks posed to staff in a bushfire emergency and will be used to inform the information contained within the Bushfire Emergency Plan.

This document has been prepared in accordance with the *Bushfire Emergency Planning Guideline (v3.0, August 2021)*.

During the initial stages of use, Hall A will be used as the classroom, administration and on-site shelter.

As the occupation of the site increases, Hall A will be the early childhood classroom (up to 18 students). Hall B will be the administration building, and the Main Hall will be used as the primary school classrooms (up to 54 students). At this stage, the Main Hall will become the on-site refuge. The area to the northeast of these buildings includes a bitumen parking and drop off area.

2 Relevant Details

Section 4.2.2(2) of the Tasmania Fire Service Bushfire Emergency Planning Guidelines lists relevant details to be considered as follows.

2.1 Occupancy characteristics

The school will operate usually during the hours of 0800 – 1530 Monday to Friday. Two days a week the school will be open for staff and parent meetings until 1730. A playgroup will operate 1 day a week between 0930 – 1130 with 15 children plus parents. It has also been proposed that the school will be open 2-3 weekends a year for social events between the hours of 0900 – 1600.

It is anticipated that the age of the staff will range from 18-65 years and that they will be physically fit enough to undertake the required activities. Student will range from 5 years to 12 years old and playgroup children will range from 0-4 years old.

Initially the site will be occupied by 2 staff and up to 15 students.

Once the site is operating at full capacity (≈5 years) it will be occupied by 10-12 staff and up to 75 students.

2.2 Emergency Management Structure and Capabilities

The Emergency Management Organisation is constituted of the **Emergency Control Organisation (ECO)** and the **Emergency Planning Committee (EPC)**.

62 Channel Highway, Kingston 7050 Ph 6229 6563 info@larkandcreese.com.au

The EPC will be responsible for the documentation, maintenance of the emergency plans, and nominating the ECO. The EPC will consist of the Acting Chair, Will Farrier, 0421 646 502, and the Vice Chair, Annie Ball, 0417 362 128.

The ECO will be the person(s) responsible for the implementation of the facilities emergency response procedures.

The ECO shall consist of a Chief Fire Warden with the option of other rolls for example a Deputy Chief Warden, Communications Officer and Deputy, Floor/area Wardens and Deputies, Roll Call Wardens, and Traffic Wardens etc. The members of the ECO will consist of the Acting Chairperson and Vice Chairperson.

The role of the Chief Fire Warden and other delegated roles is to ensure the safe application of the Bushfire Emergency Plan and Bushfire Action Plan during a bushfire event. This will include directing staff and students to the on-site refuges.

2.3 The site vulnerability

The site is within an existing residential area and is surrounded by a mix of residential allotments and larger rural living allotments that appear to have been developed for residential purposes.

In south-eastern Tasmania fire activity is predominately from the north-west to north. The topography surrounding the site includes terrain raising to the north-east and north-west, level to the south-east and falling to the south-west in the order of 0-5°.

An examination of fire history within a 2 km radius of the site revealed that only 1 fire occurred at Carlton Beach impacting approximately 0.7 ha.

Given the terrain and vegetation surrounding the site, it is assumed that the site is likely to be impacted by ember attack, radiant heat, smoke, and potentially flame contact in the event of bushfire. However, with the establishment of an appropriate bushfire hazard management area the potential impacts of radiant heat and flame contact may be reduced. The effects of ember attack may be mitigated to some extent by retrofitting ember protection to the existing buildings and by the wardens undertaking patrols, when safe to do so, to extinguish any embers.

2.4 Complimentary bushfire protection strategies

Mobile phones and verbal communication will be used by the wardens to facilitate timely communication with the staff and emergency services.

All wardens are to undergo the appropriate training with a Registered Training Organisation as required.

Staff are to be provided with appropriate training for the bushfire emergency response procedures. These procedures will be included in the site induction and staff are to undertake evacuation drills at appropriate intervals e.g. once a year before the bushfire season commences. This could be in the form of an actual physical drill or a ‘talk through’. The physical drill can be done to the point of gathering everyone in the on-site refuge. The ‘talk through’ can be carried out during a meeting and describe the process of informing staff of the process of gathering in on-site refuge.

A Hazard Management Area (HMA) is to be established in accordance with the Bushfire Hazard Management Plan 53080-01 and maintained in a minimal fuel condition for the life of the facility. The vegetation within the HMA is to be maintained in a minimal fuel condition as required and is to be completed each year prior to the start of the bushfire season.

Appropriate fire suppression equipment is to be provided to support the early suppression of fire within the site prior to the emergency services arrival. This is only to be undertaken on small fires that can be easily suppressed by the available equipment. This equipment could include fire extinguishers, fire hose reels etc. **Only** staff that have undertaken the appropriate training are to use the firefighting equipment.

2.5 Possible bushfire scenarios

Given the topography of the site and the predominant direction of fire spread in south-eastern Tasmania, it is likely that the main fire risk to the site will be from the north-west to north. There is also a measurable risk of fire from the north-east and south.

Carlton River Road was adjacent to the north-western boundary with a row of well-established residential allotments beyond. Past these residential allotments were rural allotments vegetated by native trees and shrubs. To the south-east was a well-established residential area. South of the site is a relatively large general residential site that was vegetated by native trees and shrubs. In accordance with Table S43C2 Minimum distance of building to classified vegetation, S43C2 Separation from classified vegetation, a hazard management area of 110 metres will be required in this direction. This will result in the risk from this direction being substantially reduced. To the south-west was an area of residential allotments. Also, to the south-west and north-west were larger rural living allotments that appear to have been developed for residential purposes. These allotments were vegetated mostly by grass with scattered eucalypts.

The vegetation, ≈2.1 km to the north-east, was impacted on by the 2013 Inala Road fires which affected approximately 23,350 ha.

2.6 Primary and contingency bushfire safety options

In the event of a bushfire in the area that has the potential to impact the site, the primary response will be for the warden(s) to direct the staff and students to take refuge within the on-site refuge. During the initial stages of operation, the on-site shelter will be Hall A. As the school increases in numbers, the Main Hall will be utilised as the on-site refuge. Occupants of the site are to remain within the on-site refuge until directed by the ECO and/or TFS that it is safe to leave the building.

It is expected that the staff will travel to the site in their own vehicles for work and parents will drop off students at the school. As a result, there will be insufficient vehicles available to evacuate the occupants of the site.

As Hall A and the Main Hall are to be the on-site refuges at different stages of the school's operation, it is required that any necessary works be undertaken to bring the on-site refuge up to a standard equivalent to at least BAL-12.5.

It has been assumed that given the size of the facility and the number of staff and students within the site, the time taken to implement the appropriate action will be ≈15-20 minutes.

Wardens and staff are to follow any advice given by the Emergency Services.

2.7 Firefighter access, firefighting services and firefighter protection

As a minimum, a static water supply for firefighting with a capacity of at least 30,000 litres (10,000 litres per building to be protected) with appropriate fittings is to be provided in compliance with *Table 3B – Requirements for Static Water Supply for Firefighting*.

2.8 Likelihood and consequence if hazardous materials or explosives are impacted by fire.

It is assumed that petrol powered garden maintenance machinery, and a supply of petrol will be stored within the outbuilding along with any other materials and chemicals associated with building maintenance. If this out building was to become involved in a fire, the fire is likely to be intense for a short period of time with a potential for the emissions of radiant heat, and embers for some time. If this was to occur, the emergency services are to be contacted and all occupants of the site to gather within the on-site refuge until advised by the ECO and/or TFS that it is safe to exit the buildings.

3 Risk Analysis

In Tasmania the fire season typically occurs from September to April with winds predominately from the north-west to north.

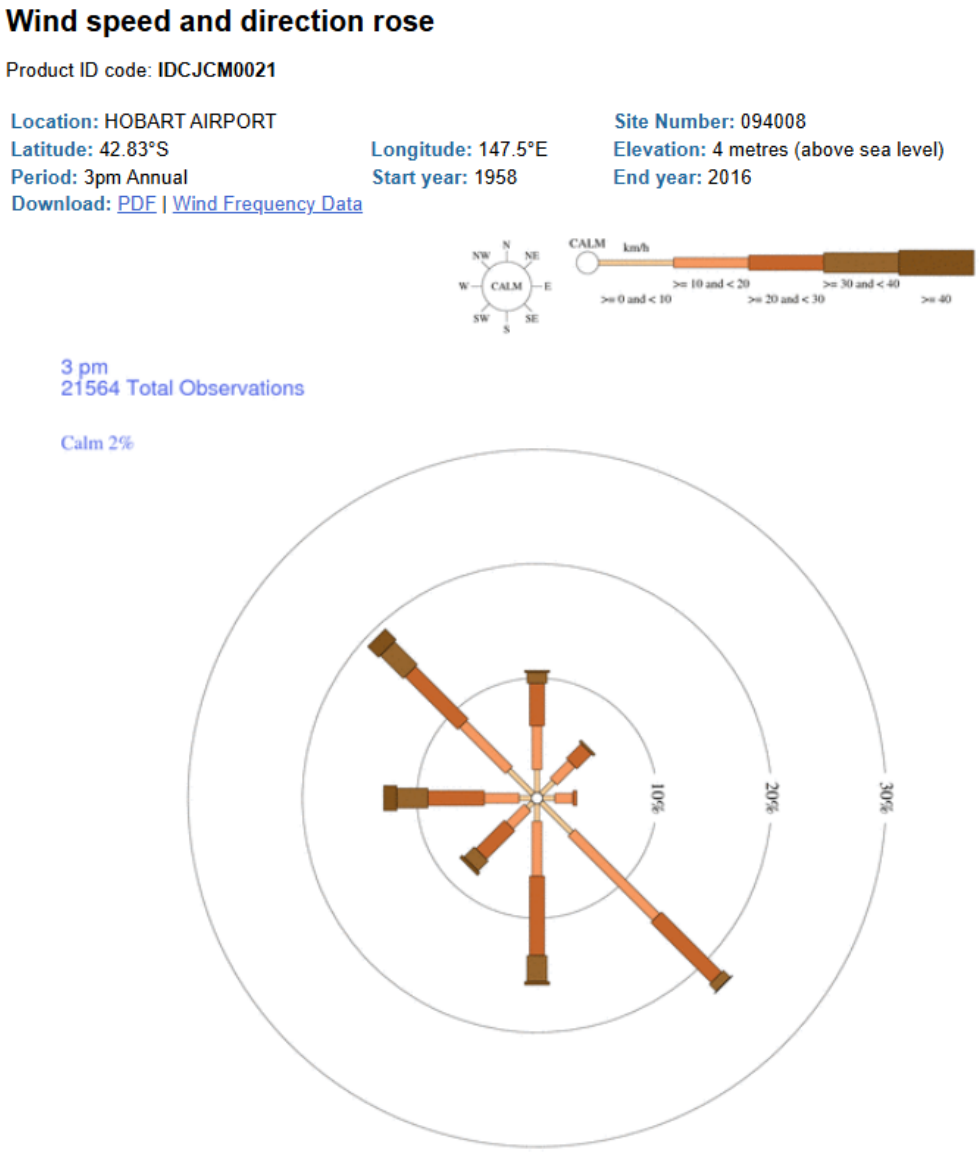


Figure 1: Predominate wind direction and speed (Bureau of Meteorology)

A review of historical fire activity within a 2 km radius of the site on *The LIST* showed one fire to the south-west of the site. This fire was of unknown cause and occurred on the 17th of January 2003 impacting ≈0.7 ha. A significant fire ≈2.1 km to the north-east of the site occurred on the 3rd of January 2013 impacting ≈23,360 ha.

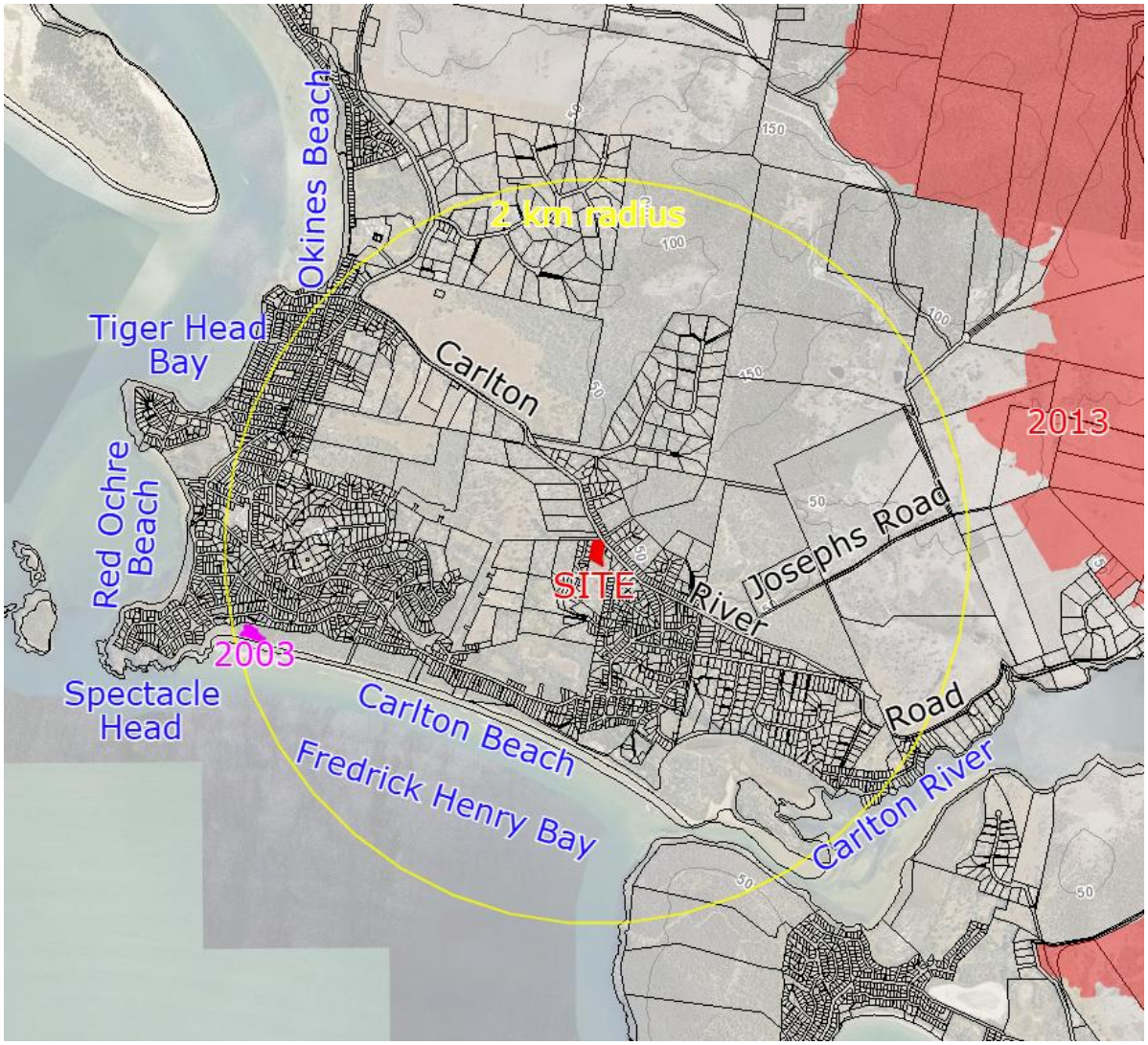


Figure 2: Fire history within a 2 km radius of site (Source *The LIST*)

It is predicted that the most likely direction of bushfire that will impact the site will be from the north-west and to a lesser extent from the north-east.

To the north-west was an extensive area of rural allotments that appeared to have been developed for residential purposes. These allotments were vegetated by areas of low threat vegetation immediately surrounding the dwellings and by a mix of grassed areas with scattered eucalypts and some areas of mostly eucalypts.

Beyond the Carlton River Road and the residential allotments to the north-east was an extensive area of native trees and shrubs, however, depending on the environmental conditions at the time, any fire activity from this direction would be travelling down slope and it is anticipated that the rate of fire spread will be relatively low resulting in a lesser impact on the development site.

To the south-east of the site is an extensive area of well-established residential allotments with an associated road network. It is anticipated that there is a relatively low risk of bushfire from this direction.

Adjacent to the south-western boundary was an area of residential allotments and associated road. Beyond these allotments were rural living allotments that have been developed for residential purposes. These allotments were vegetated a mix of grassed areas and areas of native trees and shrubs. However, as the predominant direction of bushfires in south-eastern Tasmania is from the north-west to north, and the adjacent residential allotment providing a level of separation from any bushfire prone vegetation, it is expected that any fire activity in this area is less likely to impact directly on the site.

The property adjacent to the south-eastern and south-western boundaries of the site appeared to be vacant and vegetated by vegetation consistent with a classification of B: Woodland. Due to this, it is expected that, at present, the site is likely to be impacted by radiant heat flux of ≥29 kW/m² and potentially direct flame contact during a bushfire. With the establishment of the Hazard Management Area (HMA) in accordance with the Bushfire Hazard Management Plan 53080-01, the radiant heat flux and potential for direct flame contact will be reduced to a tolerable level. It is expected that the site will also be impacted by ember attack, and smoke. The effects of ember attack will be mitigated somewhat by the establishment of the HMA and the on-going maintenance of the buildings.

In the event of a bushfire, evacuation from the site is not possible as parents drop off and pick up their children at the start and end of the school day. As a result, there will be insufficient transport available with on-site refuge being the only viable option available.

At the time of assessment, there was a 10,000-litre static water supply for firefighting installed at the western end of the carparking area. The amount of static water required for firefighting purposes is defined by *S43C11 Supply of water for fire-fighting purposes(b), Specification 43, Volume 1, National Construction Code.* The requirement if for ‘a static water supply consisting of tanks, swimming pools, dams or the like, or a combination of these, together with suitable pumps, hoses and fittings, capable of provision the required flow rate for a period of not less than 4 hours, determined in consultation with the relevant fire brigade.’ The amount of water required is to be determined by an appropriately qualified specialist.

It is anticipated that due to the size of the site and the number of occupants, the time taken to co-ordinate the appropriate response to a fire will be ≈20 minutes. Evacuation of the site is not a possible option as there will not be sufficient or a viable method of transport that can accommodate all the occupants of the site.

4 Proposed Emergency Management Responses

Section 4.2.2(4) of the TFS Bushfire Emergency Planning Guidelines requires that the proposed emergency management responses be determined.

In response to the risk analysis, the bushfire emergency plan will include actions relevant to all stages of future bushfire emergencies. The proposed strategies outlined in this section have been prepared in consultation with the ECO.

4.1 Prevention

Pre-emptive procedures will be developed to reduce the likelihood of on-site ignition and the likelihood of occupants being present during dangerous conditions. These will include:

On days of total fire ban, no activities are to be undertaken that may increase the risk of fire e.g. mowing, grinding metal, welding, open fires etc.

On days of extreme or catastrophic Fire Danger Rating (FDR) or if there are fires active in the area, or if directed by the Tasmanian Fire Service the site is to be closed. Further trigger for closure of the site will be determined in consultation to the TFS following the finalization of the development plans. Occupants at the site are to be directed to leave the site. The ECO are to inform people due to arrive at the site that the site is closed until the FDR reduces to at least an FDR of High **IF** there are not fires active in the area.

Days that are subject to an FDR of High, the ECO are to monitor the prevailing conditions via www.alert.tas.gov.au and/or ABC local radio stations.

4.2 Preparedness

Site preparation and maintenance will be prescribed as part of the bushfire emergency plan, to be implemented prior to the bushfire season. This will include:

- appropriate staff training:
  - wardens undertaking appropriate training with a Registered Training Organisation (RTO).
  - ECO to put staff through a ‘run through’ of the emergency procedures.
- maintenance of HMA:
  - maintain vegetation within HMA in a minimal fuel condition in accordance with Bushfire Hazard Management Plan 53080-01. The vegetation within the HMA is to be maintained in a minimal fuel condition as required.
  - garden beds and mulch are to be kept clear of the buildings and any timber fencing.
- maintenance and preparation of the buildings:
  - ensure gutters are clear of debris; and
  - remove any flammable material from immediate surrounds of the buildings e.g. dead vegetation, gas bottles, firewood, etc.

Pre-emptive procedures will be developed to support the ECO and occupant preparedness. This will include:

- ECO to daily monitor fire weather conditions and warnings via www.alert.tas.gov.au and/or ABC local radio during fire season.

- on the issuing of a Watch and Act advice warning for the area:
  - brief staff upon arrival if an incident is active within the local area and/or when FDR is predicted to reach High or above.

4.3 Response

Emergency response procedures will prioritise shelter-in-place as evacuation is not possible.

It is estimated that approximately 20 minutes will be required to initiate and complete the assembly of the occupants within the on-site refuge based on the following.

Step	Estimated required time
Detection	0 minutes
Raising the alarm	2 minutes
ECO briefing / coordination	2 minutes
Occupant instruction and coordination	5 minutes
Movement to on-site refuge (staff not inc. ECO)	5 minutes
Facility checks and closure	5 minutes
Movement to on-site refuge (ECO)	1 minutes

Due to the topography of the surrounding area, the nature and extent of development surrounding the site, it is difficult to provide a definite radius from the site as a trigger to shelter, rather it has been deemed more appropriate to rely on the trigger mentioned below.

Shelter-in-place procedures will accordingly be triggered in situations when:

- as advised by the TasALERT app or other emergency warning system.
- as directed by the Emergency Services.
- the site is under ember attack.
- fire is visible and is travelling towards the site and is likely to impact the site within the next 30 minutes.

4.4 Recovery

The bushfire emergency plan will specify what needs to occur prior to the reopening of the site. This will include verification of any damage to the buildings and identification of any hazards that require mitigation for safety purposes.

5 Implementation

The strategies outlined in this document will inform the preparation of a bushfire emergency plan. The bushfire emergency plan will be prepared in accordance with the TFS Bushfire Emergency Planning Guideline.

The bushfire emergency plan will be prepared in consultation with the EPC and the TFS.

To support the use of the Hall A and eventually the Main Hall as onsite refuges, additional works will be required as outlined in this document. This will be incorporated into the bushfire hazard management plan for the proposal, which will then inform the detailed design.

The bushfire emergency plan will be required to satisfy the *Director's Determination – Bushfire Hazard Areas*. It will need to be implemented prior to the commencement of operations.

6 References

Bureau of Meteorology Climate statistics for Australian locations – Rose of Wind Direction versus Wind speed in km/h (2018), Hobart Airport.

Director's Determination – Bushfire Hazard Areas, V 1.2, 16th July 2024

Woolcott Land Services – Proposed School, 223 Carlton River Road, Carlton 7173, L210420.

Tasmania Fire Service, Bushfire Emergency Planning Guideline, A guide to planning for bushfire emergency, Version 2.0, November 2017.

LARK & CREESE PTY LTD
LAND AND ENGINEERING SURVEYORS

53080-02

BUSHFIRE HAZARD REPORT

CHANGE OF USE OF EXISTING BUILDINGS TO CLASS 9 BUILDINGS

PROPOSED SCHOOL, 223 CARLTON RIVER ROAD, CARLTON

FOR

WOOLCOTT LAND SERVICES

PREPARED BY L BRIGHTMAN (BFP-164)

CERTIFIED BY N M CREESE (BFP-118)

2nd of October 2025

Contents

Disclaimer:
AS 3959:2018 cannot guarantee that a habitable building will survive a bushfire attack, however the implementation of the measures contained within *AS 3959:2018*, this report and accompanying plan will improve the likelihood of survival of the structure. This report and accompanying plan are based on the conditions prevailing at the time of assessment. No responsibility can be accepted to actions by the landowner, governmental or other agencies or other persons that compromise the effectiveness of this plan. The contents of this plan are based on the requirements of the legislation prevailing at the time of report.

1. SUMMARY:

This Bushfire Hazard Report has been prepared to support the planning application for the change of use of existing buildings to Class 9b buildings at 223 Carlton River Road, Carlton. The site is subject to a Bushfire Prone Area Overlay under the under the *Tasmanian Planning Scheme – Sorell*.

The proposed development has been assessed against the requirements of *C13.5.1 Vulnerable Use, C13.5 Use Standards, C13.0 Bushfire-Prone Areas Code, Tasmanian Planning Scheme*.

The hazard management area has been designed in accordance with the *Director's Determination – Bushfire Hazard Areas* and *Specification 43* of *Volume 1* the *National Construction Code 2022*. In accordance with *Element E, Table 4 – Requirements for Hazard Management Area, Director's Determination – Bushfire Hazard Areas* the distances of the hazard management area must be no less than that required for **BAL-12.5**, *Table 2.6, AS 3959:2018*. As the Hazard Management Area will extend beyond the boundary an appropriate legal agreement will required to allow for the management of the vegetation for bushfire mitigation measures within 223 Carlton Rover Road (C.T. 126930/1).

The effectiveness of the measures and recommendations detailed in this report and *AS 3959:2018* is dependent on their implementation and maintenance for the life of the development or until the site characteristics that this assessment has been measured from alter from those identified. No Liability can be accepted for actions by lot owner, Council or Government agencies which compromise the effectiveness of this report.

This report has been prepared by Liam Brightman and certified by Nick Creese, principal of Lark & Creese Surveyors. Liam is accredited by the Tasmania Fire Service to prepare Bushfire Hazard Management Plans. Nick is a registered surveyor in Tasmania and is accredited by the Tasmanian Fire Service to prepare Bushfire Hazard Management Plans.

Site survey carried out on the 25th of August 2025.

2. LOCATION:

Property address:	223 Carlton River Road, Carlton
Title owner:	Stagar Pty Ltd
Title reference:	C.T. 126929/1
PID N°:	5914397
Title area:	4400 m²
Municipal area:	Sorell
Zoning:	Low Density Residential

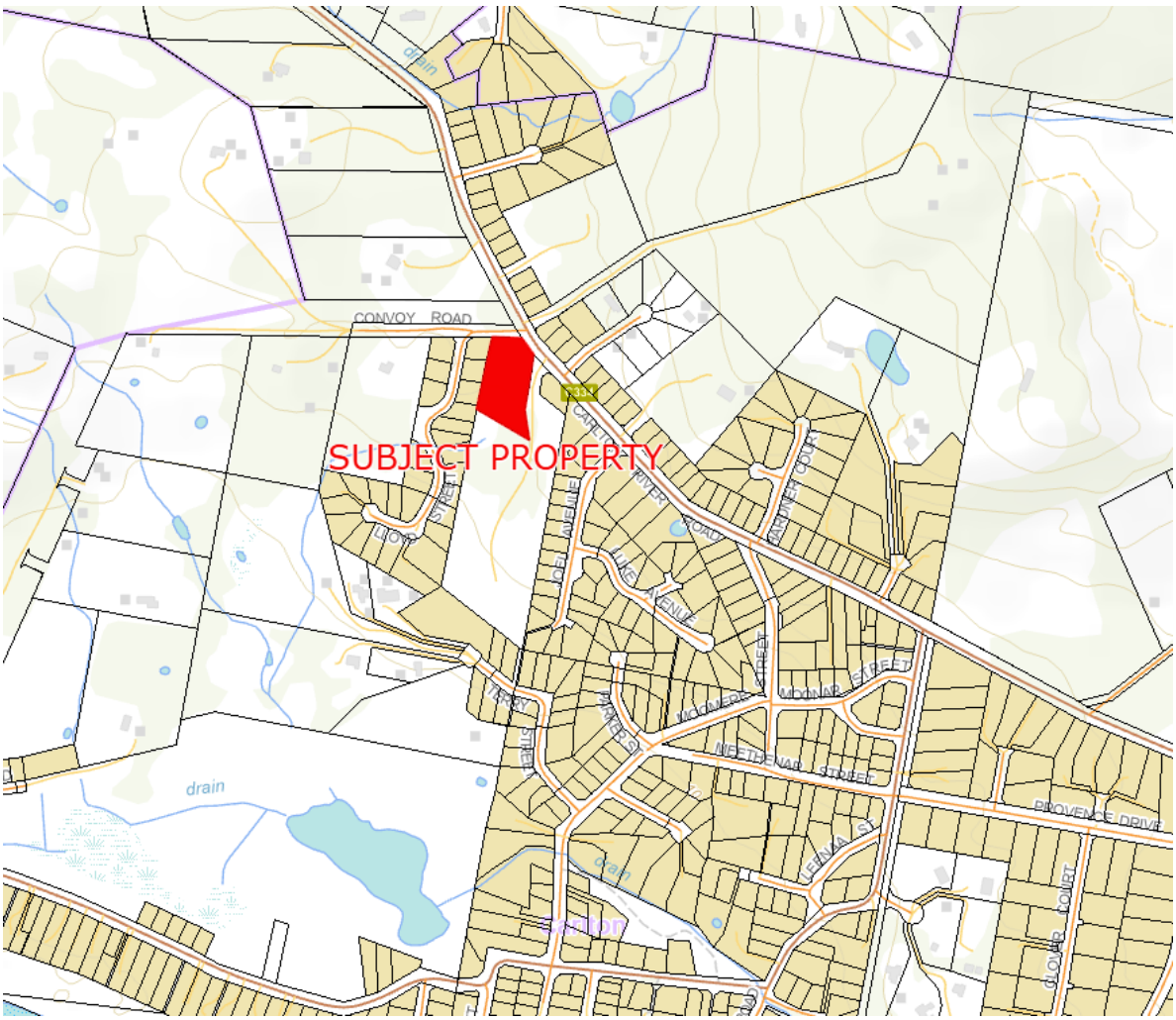


Image 1: Site location (Source *The LIST*)

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3. SITE DESCRIPTION:

The site is located at the intersection of Carlton River Road and Convoy Road, Carlton. The site is located at an elevation of approximately 30 metres with grades falling to the south-west in the order of 0-5°.

At the time of assessment, the property included three buildings, two outbuildings, a bitumen access and parking areas, garden beds, children's playground, two concrete water tanks utilised for domestic water supply, and a 10,000 litre static water supply for firefighting.

Adjacent to the north-eastern boundary was Carlton River Road which included grassed nature strips, gravel footpaths, and a bitumen carriageway. Beyond Carlton River Road included residential allotments and Renmore Court. The residential allotments were a mix of developed and undeveloped allotments. The developed allotments included dwellings, sheds, accesses, and gardens. The vacant allotment included a gravel access and vegetated by native trees and shrubs. Renmore Court included grassed nature strips and a bitumen carriageway.

The neighbouring allotment to the south-east and south-west was vacant and included a bitumen access and vegetated by a mix of native and exotic trees and shrubs. South-east of the site was an area of well-established residential allotments, one undeveloped residential allotment, and Joel Avenue. The developed residential allotments included dwellings, sheds, accesses, and gardens. The undeveloped allotment was vegetated by native trees and shrubs. Joel Avenue included nature strips vegetated by a mix of grass and bracken ferns, and a bitumen carriageway.

North-west of the site were further well-established residential allotments, Lloyd Street, Convoy Road, and larger allotments developed for residential purposes. The residential allotments included dwellings, sheds, accesses, and gardens. The larger allotments included dwellings, sheds, accesses and gardens. Lloyd Street included grassed nature strips and a bitumen carriageway. Convoy Road included grassed nature strips and a bitumen carriageway from Carlton River Road to the intersection of Lloyd Street, beyond which the carriageway was gravel.

Reticulated water supply is unavailable to the site with domestic water supply requirements reliant on on-site water supply.

Planning controls are administered by the Sorell Council under the *Tasmanian Planning Scheme - Sorell*. The site is zoned Low Density Residential.

Image 2: Looking northeast towards development site.

Image 3: Looking southwest towards development site.

4. PROPOSED DEVELOPMENT:

The proposal is for the change of use of three existing buildings to Class 9b buildings to be used as an Early Childhood Learning Centre which have been assessed as *Vulnerable Use* in accordance with the Tasmanian Planning Scheme. The existing buildings included corrugated iron roofing, timber weather board clad walls, timber framed plate glass windows, timber doors, concrete steps and landings. The site also contained two sheds constructed of Colorbond sheeting, a bitumen access and parking area, and an existing 10,000 litre static water supply for firefighting had been installed at the western end of the parking area.

Image 4: Site plan.

5. BUSHFIRE ATTACK LEVEL:

Fire Danger Index (FDI): The Fire Risk Rating for Tasmania is adopted as 50.
Vegetation Classification:

Vegetation Assessment:

Following assessment of the characteristics of the site, the vegetation types, separation distances from development site and slope under the vegetation have been identified as shown in Table 1 below:

Direction:	Description:	Distance:	Slope:
North:	Site: • bitumen parking area Neighbouring allotments: • dwellings, sheds, accesses, gardens Convoy Road: • grassed nature strips, bitumen carriageway Carlton River Road: • grassed nature strips, bitumen footpath & carriageway Neighbouring allotments: • dwellings, sheds, accesses, gardens	0-29 29-46 46-64 64-111 111-140	0-5°↑
North-east:	Site: • bitumen access Neighbouring allotment: • bitumen access, native trees & shrubs Carlton River Road: • grass nature strips, bitumen footpath & carriageway Neighbouring allotments: • dwellings, sheds, accesses, gardens • native trees & shrubs Renmore Court: • grassed nature strips, bitumen carriageway	0-2.5 2.5-25 25-46 46-140 102-140 55-140	0-5°↑ Level 0-5°↑
East:	Site: • bitumen access Neighbouring allotments: • bitumen access, native trees & shrubs • op-shop, shed, gravel access & parking area	0-1.5 1.5-17 17-34	0-5°↑

	Carlton River Road: • grassed nature strip, bitumen footpath & carriageway Neighbouring allotments: • dwellings, accesses, sheds, gardens	34-62 62-140	Level 0-5°↑
South-east:	Site: • garden Neighbouring allotments: • bitumen access, native trees & shrubs • dwellings, sheds, accesses, gardens • vacant, native trees & shrubs	0-2 2-68 68-140 78-140	0-5°↑
South:	Site: • garden Neighbouring allotment: • bitumen access, native trees & shrubs	0-45 45-140	0-5°↓
South-west:	Site: • garden, shed Neighbouring allotments: • native trees & shrubs • dwellings, sheds, access, garden Lloyd Street: • grassed nature strip, bitumen carriageway Neighbouring allotment: • dwellings, sheds, accesses, garden	0-37 37-59 59-116 116-130 130-140	0-5°↓
West:	Site: • garden Neighbouring allotments: • dwellings, sheds, accesses, gardens Lloyd Street: • grassed nature strips, bitumen carriageway Neighbouring allotments: • dwellings, sheds, accesses, gardens • dwelling, sheds, access, garden	0-32 32-61 61-76 76-110 110-140	0-5°↓
North-west:	Site: • children's playground Neighbouring allotments: • dwellings, sheds, accesses, gardens Convoy Road: • grassed nature strips, bitumen carriageway	0-13 13-70 70-93 80-140	Level

	• grassed nature strip, gravel carriageway Neighbouring allotments: • native trees, grass	92-140	

Table 1: Site assessment.

NOTE: The vegetation identified in Table 1 has been assessed in consideration of *Table 2.3 and figures 2.4(A)-(H) AS 3959:2018* as follows.

At the time of assessment, the site included three buildings, two sheds, a bitumen carriageway and parking area, children's playgrounds, and gardens which has been assessed as **Low Threat Vegetation** in accordance with *Part 2.2.3.2 (e) & (f), AS 3959:2018*.

Adjacent to the north-eastern boundary was Carlton River Road which included grassed nature strips, a bitumen footpath and carriageway which has been classified as **Low Threat Vegetation** in accordance with *Part 2.2.3.2 (e) & (f), AS 3959:2018*. Beyond Carlton River Road were a mix of developed allotments and an undeveloped residential allotment, and Renmore Court. The developed residential allotments included dwellings, sheds, accesses, and gardens. Renmore Court included grassed nature strip and a bitumen carriageway which have been classified as **Low Threat Vegetation** in accordance with *Part 2.2.3.2 (e) & (f), AS 3959:2018*. The undeveloped allotment included a gravel access and was vegetated by eucalypts, 10-20 metres in height, with an understory of smaller tree and shrubs leading to an assessed foliage coverage of >30%. This area of vegetation has been assessed in accordance with *Figure 2.4(B)* as *Open Forest A-03* resulting in a vegetation classification of **A: Forest**.

Immediately to the south-east and south-west of the site is an undeveloped allotment that included a bitumen access and was vegetated by a mix of native and exotic trees, 10-20 metres in height, with an understory predominantly of grasses, with areas of bracken ferns and areas of shrubs. This area of vegetation has areas consistent with a vegetation classification of both Woodland and Forest. As the predominate vegetation has been assessed as having a foliage coverage of <30% this area of vegetation has been assessed in accordance with *Figure 2.4(C)* as *Woodland B-05* resulting in a vegetation classification of **B: Woodland**. Beyond this allotment are areas of well-established residential allotments that included dwellings, sheds, accesses, and gardens. Also to the south-east was Joel Avenue which included grassed nature strips and a bitumen carriageway and to the south-west was Lloyd Street which included grassed nature strips and a bitumen carriageway. These areas have been classified as **Low Threat Vegetation** in accordance with *Part 2.2.3.2 (e) & (f), AS 3959:2018*.

Adjacent to the north-western boundary was Convoy Road which included grassed nature strips and a bitumen carriageway which has been classified as **Low Threat Vegetation** in accordance with *Part 2.2.3.2 (e) & (f), AS 3959:2018*. Beyond Convoy Road were larger allotments that had been developed for residential purposes. These allotments included dwellings, sheds, accesses, gardens, and were vegetated mostly by eucalypts with an understory of short, cropped grass with scattered isolated reeds. The grass appeared to be short due to grazing by animals and possible mechanical maintenance. This area of vegetation has been assessed in accordance with *Figure 2.4(C)* as *Woodland B-05* resulting in a vegetation classification of **B: Woodland**.

Vegetation Classification:

In consideration of vegetation classifications under *Table 2.3* and *Figure 2.4, AS 3959:2018* and as detailed above, the predominant vegetation, separation distances from development site and slope under the classified vegetation is assessed as shown in Table 2 below:

Direction:	Vegetation Type:	Distance (m):	Effective slope:	Exclusions:
N	LTV	0-140	0-5°↑	*2.2.3.2 (e) & (f)*
NE	LTV A	0-140 102-140	0-5°↑	*2.2.3.2 (e) & (f)* No
E	LTV	0-140	0-5°↑	*2.2.3.2 (e) & (f)*
SE	LTV B LTV B	0-2 2-68 68-140 78-140	0-5°↑	*2.2.3.2 (e) & (f)* No *2.2.3.2 (e) & (f)* No
S	LTV B	0-45 45-140	0-5°↓	*2.2.3.2 (e) & (f)* No
SW	LTV B LTV	0-37 37-59 59-140	0-5°↓	*2.2.3.2 (e) & (f)* No *2.2.3.2 (e) & (f)*
W	LTV	0-140	0-5°↓	*2.2.3.2 (e) & (f)*
NW	LTV B	0-140 92-140	Level	*2.2.3.2 (e) & (f)* No

Table 2: Assessed vegetation.

NOTE: A = A: Forest, B = B: Woodland, LTV = Low Threat Vegetation.

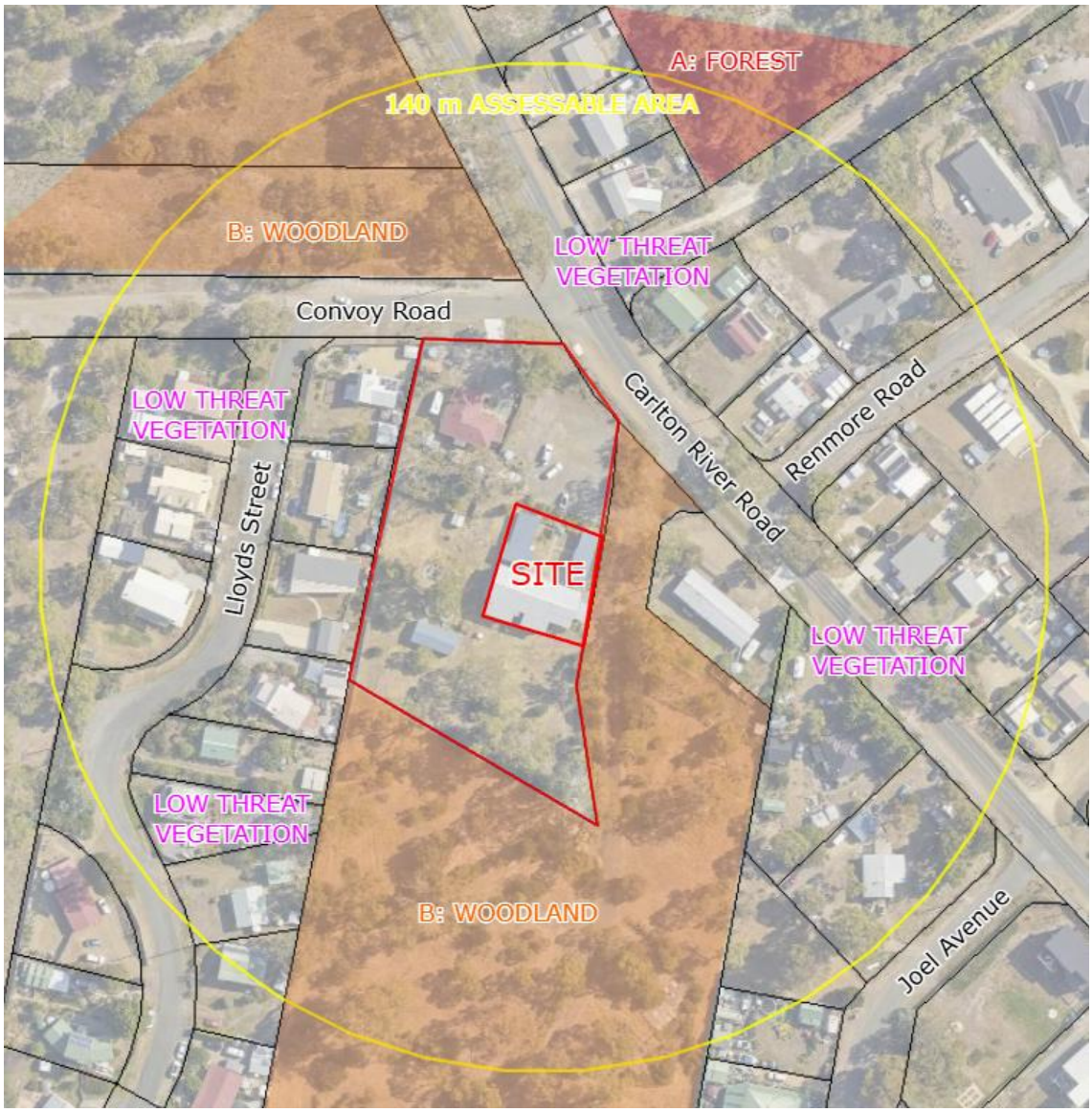

Image 5: Aerial image of assessed vegetation (Source *The LIST).*

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Image 6: Predominant vegetation to the north of the site – LTV

Image 7: Predominant vegetation to the north-east of the site – LTV
(Vegetation classified as A: Forest in background)

Image 8: Predominant vegetation to the east of the site – LTV

Image 9: Predominant vegetation to the south-east of the site – B: Woodland (Vegetation classified as LTV in background)

Image 10: Predominant vegetation to the south-west of the site – LTV

Image 11: Predominant vegetation to the west of the site – LTV

Image 12: Predominant vegetation to the north-west of the site – B: Woodland

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Bushfire Attack Level Assessment:

Bushfire Attack Levels have been divided into 6 categories based on the potential impact on the proposed structure from bushfire threat. These are as follows.

BAL-LOW	BAL-12.5	BAL-19	BAL-29	BAL-40	BAL-FZ
There is some risk but it is considered insufficient to warrant any specific construction requirements	Ember attach and radiant heat below 12.5 kW/m²	Increased ember attack and windborne debris, radiant heat between 12.5 kW/m² and 19 kW/m²	Increased ember attack and windborne debris, radiant heat between 19 kW/m² and 29 kW/m²	Increased ember attack and windborne debris, radiant heat between 29 kW/m² and 40 kW/m². Exposure to flames from fire front likely	Direct Exposure to flames, radiant heat and embers from fire front

Definition of Bushfire Attack Levels (Source *Building for Bushfire, Bushfire Attack Level (BAL) Assessment)*

Based on the predominant vegetation detailed above, and the separation distances provided between the predominant vegetation and the development site, the BAL for each direction from the proposed dwelling has been determined from *Table 2.6, AS 3959:2018* as follows:

Direction:	N	*NE	E	SE	S	SW	W	NW
BAL:	LOW	LOW	FZ	FZ	12.5	19	LOW	12.5

NOTE: *It is acknowledged that a vegetation community classified as A: Forest is located to the north-east, however, this area of vegetation is more than 100 metres from the site and has been assessed as not posing a measurable risk to the site to warrant the application of bushfire specific mitigation measures.

In accordance with *Element E, Table 4.4 Requirements for Hazard Management Area, the Code,* a Hazard Management Area no smaller than the separation distances required for BAL-12.5 is obligatory. The BAL rating for the proposed development has been assessed as;

BAL-12.5

Direction	BAL	Vegetation	Effective slope	HMA specified *Table 2.6*	HMA required	HMA available
N	12.5	**LTV**	**0-5°↑**	**N/A**	**0 m**	To boundary.
NE		**LTV**	**0-5°↑**	**N/A**	**0 m**	To boundary
E		**LTV**	**0-5°↑**	**N/A**	**0 m**	To boundary
SE		LTV **B** LTV B	**0-5°↑**	N/A **22-<100 m** N/A 22-<100 m	22 m **110 m ***	≈2 metres to boundary. A further 20 metres required.
S		LTV **B**	**0-5°↓**	N/A **26-<100 m**	26 m **110 m ***	≈22 metres to boundary. A further 4 metres required.
SW		LTV **B** LTV	**0-5°↑**	N/A **22-<100 m** N/A	**22 m**	≈25 metres to boundary.
W		**LTV**	**0-5°↓**	**N/A**	**0 m**	≈32 metres to boundary.
NW		LTV **B**	**Level**	N/A **22-<100 m**	**22 m**	≈13 metres to boundary plus additional ≈70 metres of LTV beyond.

Table 3: Details the hazard management areas (HMA) required to comply with that BAL, and the area available for compliance.

NOTE: *As the buildings have been assessed as Class 9b buildings the requirements of *Table S43C2, S43C2 Separation from classified vegetation, Specification 43, Volume 1, National Construction Code* have been applied.

6. COMPLIANCE:

The proposal is to reuse three existing buildings at 223 Carlton River Road, Carlton as an early learning centres and primary school. This involves the reclassification of the buildings to Class 9b buildings. In order to assist with the Planning Application compliance with the *Tasmanian Planning Scheme* has been assessed as follows:

Tasmanian Planning Scheme:

Compliance with *C13.0 Bushfire-Prone Areas Code, Codes, Tasmanian Planning Scheme* has been determined as follows:

C13.0 Bushfire-Prone Areas Code

The purpose of the Bushfire-Prone Areas Code is:

C13.1 Code Purpose

> *To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfire.*

APPLICATION

The proposed development is to measure implemented to reduce the risk to life, property, and cost to the community in the case of a bushfire.

C 13.2 Application of this Code:

C13.2.1 This code applies to:

(a) subdivision of land that is located within, or partially within, a bushfire-prone area; and

(b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.

APPLICATION

(a) The proposed development is not a subdivision. This subsection is not applicable.

(b) The proposed development has been assessed as Vulnerable Use in accordance with *E1.3 Definition of Terms in this Code E1.3.1, E1.3 Bushfire-Prone Areas Code means a use that is within one of the following Use Classes:*

(a) Custodial Facility;

(b) Educational and Occasional Care;

(c) Hospital Services;

(d) Residential if for respite centre, residential aged care home, retirement home, and group home.

The requirements of *Part C13.0* are applicable.

C13.4 Use or Development Exempt from this Code

C13.4.1 The following use or development is exempt from this code:

(a) any use or development that the TFS or an accredited person, having regard to the objective of all applicable standards in this code, certifies there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures; and

(b) adjustment of a boundary in accordance with clause 7.3 of this planning scheme.

APPLICATION

(a) The site has been assessed as being within the prescribed distances of bushfire prone vegetation and as such is not exempt from this code.

(b) The proposed development does not include a boundary adjustment. This subsection is not applicable.

C13.5 Use Standards

C13.5.1 Vulnerable uses

Objective: That vulnerable uses can only be located on land within a bushfire-prone area where tolerable risks are achieved through mitigation measures that take into account the specific characteristics of both the vulnerable use and the bushfire hazard.

A1:

No Acceptable Solution

P1:

A vulnerable use must only be located in a bushfire-prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to;

(a) the location, characteristics, nature and scale of the use;

(b) whether there is an overriding benefit to the community;

(c) whether there is no suitable alternative lower-risk site;

(d) the emergency management strategy (vulnerable use) and bushfire hazard management plan; and

(e) other advice, if any, from the TFS.

RESPONSE

(a) The proposed development is for the convert three existing buildings that were previously used as a church on the western outskirts of the Carlton township. It is predicted that, once fully operational, the school will accommodate 75

students with 10-15 staff. The site will include three buildings, a 3x3 m shed, a 6.5x12 metre shed (existing), a bitumen access and carparking area, and child playing areas.

(b) The proponent has indicated that the headmaster of the local school has stated that the Dunalley school is filled to capacity and that they are getting frequent requests from parents for the enrolment of their children. This indicates that there is a need for another school within the area.

(c) A desktop assessment of the surrounding area has shown that there are no other sites within the Carlton locality that have a lower bushfire threat and once the residential subdivision, to the south of the site, is completed the bushfire threat to the site will be significantly reduced.

(d) An Emergency Management Strategy and Bushfire Hazard Management Plan have both been produced for this project.

(e) There is no advice from the TFS.

A2:
An emergency management strategy (vulnerable use) is endorsed by the TFS or accredited person.

RESPONSE

An emergency management strategy endorsed by the TFS is attached to this report.

A3:
A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.

RESPONSE

The requirements for property access and water supply are to be determined by others and will be included in the report at the time of the application for building approval.

The requirements for the Hazard Management Area have been assessed against the requirements of *Director's Determination – Bushfire Hazard Areas* and *Specification 43, Volume 1, National Construction Code 2022*.

2.3.4 Hazard Management Areas:

(1) The following building work must be provided with a hazard management area of sufficient dimensions and which provides an area around the building which separates the building from the bushfire hazard and complies with subclauses (2), (3) (4) and (5) below:

(a) a new habitable building;

(b) an existing building in the case of an addition or alteration to a building; or

(c) a new Class 10a Building to which this Determination applies unless fire separation is provided in accordance with clause 3.2.3 of AS3959;

(2) The hazard management area must comply with the requirements specified in Table 4.

(3) The hazard management area for a particular BAL must have the minimum dimensions required for the separation distances specified for that BAL in Table 2.6 of AS 3959 (Method 1).

(4) The hazard management area must be established and maintained such that fuels are reduced sufficiently, and other hazards are removed such that the fuels and other hazards do not significantly contribute to the bushfire attack.

(5) Certain Class 9 Buildings have additional requirements for hazard management areas as specified in Table 4.

APPLICATION:

(1) The HMA for the proposed development has been designed in accord with (2), (3), (4), and (5) in accordance with 1(b).

(2) The HMA has been assessed against the requirements of *Element C, Table 4 – Requirements for Hazard Management Area, Determination*.

(3) The HMA has been designed to have the minimum distances prescribed within *Table 2.6, AS 3959:2018* and the distances required by *Table S43C2, Specification 43*.

(4) The vegetation within the HMA must be maintained in a condition consistent with a vegetation classification of Low Threat Vegetation. Any other potential fuels must be stored in a way so that they won't significantly impact on the buildings if they are involved in a fire.

(5) The proposed development is for the conversion of three existing buildings to Class 9b buildings as such this subsection is applicable.

This assessment and accompanying Bushfire Hazard Management Plan details the extent of the Hazard Management Area (HMA) which is of sufficient dimensions to accord with *Element E* and *G, Table 4, Director's Determination - Bushfire-Prone Areas* below. The dimensions of the HMA are to be in accordance with *Table 2.6, AS 3959* and *Specification 43* and is to be maintained in a reduced fuel condition into perpetuity.

In order to accommodate the extent of the HMA an appropriate legal agreement will be required to allow for the management of the vegetation, for bushfire protection measures, within 223 Carlton River Road (C.T.126930/1).

Table 4 - Requirements for Hazard Management Area		
Element		***Requirement***
E	*New buildings and additions and alterations to existing buildings classified as vulnerable use as defined in the relevant planning scheme.*	*A new building or an addition or alteration including change of use must:* *(a) be located on the lot so as to be provided with HMAs no smaller than the separation distances required for BAL-12.5; and* *(b) have a HMA established in accordance with a certified bushfire hazard management plan.*
G	*Additional requirements for Certain Class 9 Buildings and associated Class 10a Buildings and decks.*	*Refer to NCC Vol. 1 – Part G5 (incorporating TAS G5P1 and TAS G5P2) and Specification 43.*

Specification 43, Volume 1, National Construction Code

S43C2 Separation from classified vegetation

(1) The building must be separated from classified vegetation –

(a) by not less than the minimum distances specified in Table S43C2; or

(b) such that radiant heat flux on exposed building elements will not exceed 10kW/m².

(2) For the purposes of (1), the term 'classified vegetation' has the meaning that it has in AS 3959.

Table S43C2 Minimum distance of building to classified vegetation		
Vegetation classification	*Slope*	*Minimum distance (m) of the building to classified vegetation*
High risk	*Upslope and flat land*	*60*
High risk	*Downslope max 20 degrees*	*110*
Medium risk	*Upslope and flat land*	*40*
Medium risk	*Downslope max 20 degrees*	*80*
Low risk	*Upslope and flat land*	*30*
Low risk	*Downslope max 20 degrees*	*50*

(1) Table values are based on a Fire Danger Index of 100 in accordance with AS 3959.

(2) High risk equates to vegetation classification of forest and woodland in accordance with AS 3959.

(3) Medium risk equates to vegetation classification of shrub and rainforest in accordance with AS 3959.

(4) Low risk equates to vegetation classification of shrubland, mallee/mulga and grassland in accordance with AS 3959.

RESPONSE

(1) The bushfire prone vegetation to the north and north-west has been classified as A: Forest and B: Woodland respectively. The slope under the vegetation in these directions has been assessed as being upslope. The areas between the site and the bushfire prone vegetation consists of well-established residential allotments and road infrastructure which has been classified as LTV. *Table S43C2* states that the required minimum separation distance is 60 metres. An area of bushfire prone vegetation adjacent to the south-western boundary has been measured as having a slope of 0-5°↓ and is to have a HMA of ≥110 metres established in accordance with *Table S43C2*.

(2) *AS 3959:2018* has been used to determine the bushfire prone vegetation classifications.

The hazard management area assessed for this site is to comply with the separation distances as determined for **BAL-12.5** in *Table 2.6, AS3959:2018* and *Table S43C2 Minimum distance of building to classified vegetation*, and must established and

maintained in a reduced fuel condition to the minimum distance as specified in Table 4 below:

Maintenance Requirements of the Hazard Management Area								
Direction	N	NE	E	SE	S	SW	W	NW
HMA required	Boundary			110 m	110 m	Boundary		
HMA establishment recommendations	• Establishing non-flammable areas around the dwelling such as paths, patios, driveway, lawns etc. • Locating dams, orchards, vegetable garden, effluent disposal areas etc on the bushfire prone side of the building. • Providing heat shields and ember trap on the bushfire prone side of the dwelling such as non-flammable fencing, hedges, separated garden shrubs and small tress, • Store flammable materials such as wood piles, fuels and rubbish heaps are stored away from the dwelling. • Replace highly flammable vegetation with low flammability species. See Tasmanian Fire Service web site (www.fire.tas.gov.au) publications - Fire resisting garden plants. • Provided separation between significant trees such that groups are no greater than 20 metres in width, and more than 20 metres of the other groups of significant trees. Note that the retention of some trees can screen a dwelling from windborne embers. • Trim lower branches of retained trees to a minimum of 2 metres above ground level. • Trees are not to overhang the dwelling. • Strips of vegetation less than 20 metres in width and not within 20 metres of the site or other areas of bushfire-prone vegetation may be beneficial as an ember trap, wind breaks etc. • Removal of ground fuels such as leaves, bark, fallen branches etc.							
Ongoing Management practices	• Slash or mow grasses to less than 100 mm. • Remove dead and fallen vegetation including branches, bark and leaves regularly. • Trim any regrowth branches of retained trees within HMA that overhang building or are less than 2m above ground level. • Remove vegetative materials from building gutters as required.							

NOTE: There is sufficient separation distance between the site and the bushfire prone vegetation to the north-west and north to exceed the distance required by

Table S43C2, Specification 43, Volume 1, National Construction Code. There is ≥100 metres of Low Threat Vegetation to the north-east, east, south-west, and west. As such the HMA in these directions has been assessed as being to the boundary.

To the south-east and south was vegetation that was classified as B: Woodland and is required to have a HMA distance of 110 metres in accordance with *Table S43C2, Specification 43, Volume 1, National Construction Code 2022.*

7. CONCLUSIONS & RECOMMENDATIONS:

This Bushfire Hazard Report and Bushfire Hazard Management Plan have been prepared to support the planning application for the conversion of three existing buildings to Class 9b buildings. The report has reviewed the bushfire risks associated with the site and determined the fire management strategies that must be carried out to ensure the development on the site is at a reduced risk from bushfire attack. Provided the elements detailed in this report are implemented, the development on the site is capable of compliance with *AS 3959:2018*.

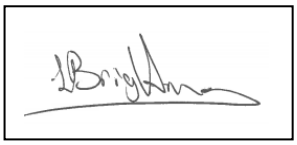
- The Hazard Management Area is to comply with elements *E and G, Table 4 – Requirements for Hazard Management Area, 2.3.4 Hazard Management Area,* the *Director's Determination – Bushfire-Prone Areas* and *Specification 43, Volume 1, National Construction Code 2022*.
  - The HMA is to have distance in accordance with *Element E, Table 4 – Requirements for Hazard Management Area, 2.3.4 Hazard Management Area,* the *Director's Determination – Bushfire-Prone Areas* and *Table C43C2, Specification 43, Volume 1, National Construction Code 2022.*
  - An appropriate legal agreement is to be established with the owners of C.T. 126930/1 to allow for the management of the vegetation within the prescribed area until such time as that site is developed and is permanently maintained in a low fuel condition.
  - The HMA is to be established and maintained in a minimal fuel condition in perpetuity. See Table 4 of this report.

All protective elements defined in this report and *AS3959* are to be implemented during the construction phase and maintained by the lot owner for the life of the structure. All works required by this assessment must be completed prior to the issuing of the Certificate of Occupancy. See section 6 of this report for further details.

Although not mandatory, any increase in the construction standards above the assessed Bushfire Attack Level will afford improved protection from bushfire and this should be considered by the owner, designer and/or the builder prior to construction commencing. Hazard Management Areas must be established and maintained in a minimal fuel condition in accordance with this plan and the TFS guidelines. It is the owner's responsibility to ensure the long-term maintenance of the Hazard Management Areas in accordance with the requirements of this report.

This Report does not recommend or endorse the removal of any vegetation within or adjoining the site for the purposes of bushfire protection without the explicit approval of the local authority.

L Brightman
Bushfire Hazard Practitioner BFP-164
Scope 1, 2, 3a, 3b, and 3c



N M Creese
Bushfire Hazard Practitioner BFP-118
Scope 1, 2, 3a, 3b and 3c

8. REFERENCES:

- *AS 3959:2018 - Construction of Building in Bushfire-Prone Areas.*
- *Building Amendments (Bushfire-Prone Areas) Regulations 2014 (18th June 2014).*
- *National Construction Code 2022 (Volume 2).*
- *Director's Determination - Requirements for Building in Bushfire-Prone Areas (transitional) (Version 2.2, 6th February 2020).*
- *The LIST* - Department of Primary Industry Parks Water & Environment.

9. GLOSSARY

AS 3959:2018	Australian Standards AS 3959:2018 *Construction of buildings in bushfire-prone areas.*
BAL (Bushfire Attack Level)	A means of measuring the severity of a building's potential exposure to ember attack, radiant heat, and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire. The following BAL levels, based on heat flux exposure threshold are used within AS3959:2018; BAL-LOW, BAL-12.5, BAL-19, BAL-29, BAL-40, BAL-FZ.
Bushfire	An unplanned fire burning vegetation.
Bushfire Hazard Management Plan	A plan showing means of protection from bushfire in a form approved in writing by the Chief Officer.
Bushfire-Prone Area	An area that is subject to, or likely to be subject to, bushfire attack. Land that has been designated under legislation; or Has been identified under environmental planning instrument, development control plan or while processing and determining a development application.
Carriageway (also vehicular access)	The section of the road formation, which is used by traffic, and includes all the area of the traffic lane pavement together with the formed shoulder.
Class 1a, 1b, 2, 3, 4, 5, 6, 7, 8, 9a, 9b, 9c, 10a, 10b & 10c buildings	A system of classifying buildings of similar uses and functions to facilitate a referencing system within the National Construction Code.
Classified vegetation	Vegetation that has been classified in accordance with Clause 2.2.3 of AS3959:2018.
Distance to	The distance between the building or building area to the classified vegetation.
FDI (Fire Danger Index)	The chance of a fire starting, its rate of spread, its intensity, and the difficulty of its suppression, according to various combinations of air temperature, relative humidity, wind speed and both long- and short-term drought effects.
Firefighting water point	The point where a fire appliance can connect to a water supply for firefighting purposes. This includes a coupling in the case of a fire hydrant, offtake or outlet, or the minimum water level in the case of a static water body (including a dam, lake, or pool).
Hazard Management Area	The area between a habitable building or building area and bushfire-prone vegetation, which provides access to a fire front for fire fighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire.
Hose lay	The distance between two points established by a fire hose laid out on the ground, inclusive of obstructions.
Predominant vegetation	The vegetation that poses the greatest bushfire threat to the development site.
Slope Effective slope	The slope of the ground under the classified vegetation. The calculated slope under the classified vegetation considering variations in the topography.
Water supply - Reticulated (Fire hydrant)	An assembly installed on a branch from a water pipeline, which provides a valved outlet to permit a supply of water to be taken from the pipeline for fire fighting.
Water supply - Static	Water stored on a tank, swimming pool, dam, or lake, that is always available for firefighting purposes.

CONVOY ROAD

LLOYD STREET

CARLTON RIVER ROAD

RENMORE COURT

12. 6. 3. 7. 8. 11. 2. 9. 10.

(80) 110 m 110 m (80)

AREA SUBJECT TO APPROPRIATE LEGAL AGREEMENT ±1.29 ha. Maintain in a low fuel condition.

0 10 20 30 40 60 80 100m

1:1000

GENERAL

- PLAN TO BE READ IN CONJUNCTION WITH BUSHFIRE HAZARD REPORT
- ENSURE THAT ALL RELEVANT CONSULTANTS AND CONTRACTORS ARE PROVIDED WITH A FULL COPY OF THIS PLAN AND SUPPORTING REPORT.

Prepared by L Brightman
Accredited Bushfire Hazard Practitioner BFP-164
Scope 1, 2, 3a, 3b and 3c
Certified by N M Creese
Accredited Bushfire Hazard Practitioner BFP-118
Scope 1, 2, 3a, 3b and 3c
2nd October 2025

This Bushfire Hazard Management Plan has been prepared to support the planning application for the change of use of existing buildings to Class 9b buildings.

The proposed development has been assessed against the requirements of *C13.5.1 Vulnerable Use, C13.5 Use Standards, C13.0 Bushfire-Prone Areas Code, Tasmanian Planning Scheme.*

The requirement of the *Director's Determinantion -Bushfire Prone Areas* and *Specification 43, Volume 1, National Construction Code* have been deemed appropriate protection measures for the Hazard Management Area.

- an appropriate legal agreement will need to be established in order to allow for the managment of the vegetation for bushfire protection measures within C.T. 126930/1.
- grasses to be maintained to less than 100 mm in height.
- dead/fallen vegetation to be regularly removed.
- branches of retained trees, within HMA, that are less than 2 metres above ground level to be removed.

LEGEND

BUILDING LOCATION

HAZARD MANAGEMENT AREA

AREA SUBJECT TO APPROPRIATE LEGAL AGREEMENT FOR HAZARD MANAGEMENT

WATER CONNECTION POINT

HOSELAY

LOW THREAT VEGETATION

A: FOREST

INDICATIVE TURNING AREAS

IMAGE NUMBER & DIRECTION 2.

LARK & CREESE Pty Ltd
Land & Engineering Surveyors
62 Channel Highway,Kingston
+61 (03) 6229 6563
info@larkandcreese.com.au
www.larkandcreese.com.au

BUSHFIRE HAZARD MANAGEMENT PLAN

223 CARLTON RIVER ROAD
CARLTON

SOUTHERN BEACHES STEINER SCHOOL INC.

TITLE	126929/1	PROJECT	31005	DATE	02/10/2025
PID	5914397	DRAWING	53080-02	DRAWN	LB
CONTOUR	N/A	SCALE	1:1000@A3	CHECKED	NC

N
MGA2020
AHD

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies

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

Street address:	223 Carlton River Road, Carlton
Certificate of Title / PID:	C.T. 126929/1 / PID 6914397

2. Proposed Use or Development

Description of proposed Use and Development:	Change of use of existing buildings to Class 9b.
Applicable Planning Scheme:	Tasmanian Planning Scheme - Sorell

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Plan	N. M Creese	2/10/2025	53080-02
Bushfire Hazard Report	N. M. Creese	2/10/2025	53080-02
Emergency Management Strategy	N. M. Creese	22/09/2025	53097-01

[1] This document is the approved form of certification for this purpose and must not be altered from its original form.

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

☐	**E1.4 / C13.4 – Use or development exempt from this Code**	
	Compliance test	**Compliance Requirement**
☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

☑	**E1.5.1 / C13.5.1 – Vulnerable Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.1 P1 / C13.5.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☑	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
☑	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

☐	**E1.5.2 / C13.5.2 – Hazardous Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.2 P1 / C13.5.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
☐	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

☐	**E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.1 P1 / C13.6.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☐	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

☐	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☐	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

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

5. Bushfire Hazard Practitioner

Name:	NICHOLAS MARK CREESE	**Phone No:**	62296563
Postal Address:	62 CHANNEL HIGHWAY KINGSTON, TAS, 7050	**Email Address:**	info@larkandcreese.com.au
Accreditation No:	BFP – 118	**Scope:**	1, 2, 3a, 3b and 3c

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or

☑ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier

Name: N.M. Creese **Date:** 2/10/2025

Certificate Number: 53080-02

(for Practitioner Use only)

ALL MEASUREMENTS AND AREAS ARE SUBJECT TO SURVEY.

PROPOSED SCHOOL

223 CARLTON RIVER ROAD, CARLTON 7173
C.T. 126929/1

N

Woolcott LAND SERVICES
10 Goodman Court Invermay TAS 7248
PO Box 593 Mowbray Heights TAS 7248
Phone (03) 6332 3760
Email: enquiries@woolcott.au

Job Number L210420

Drawn	File name	Date	Scale	Edition	Sheet
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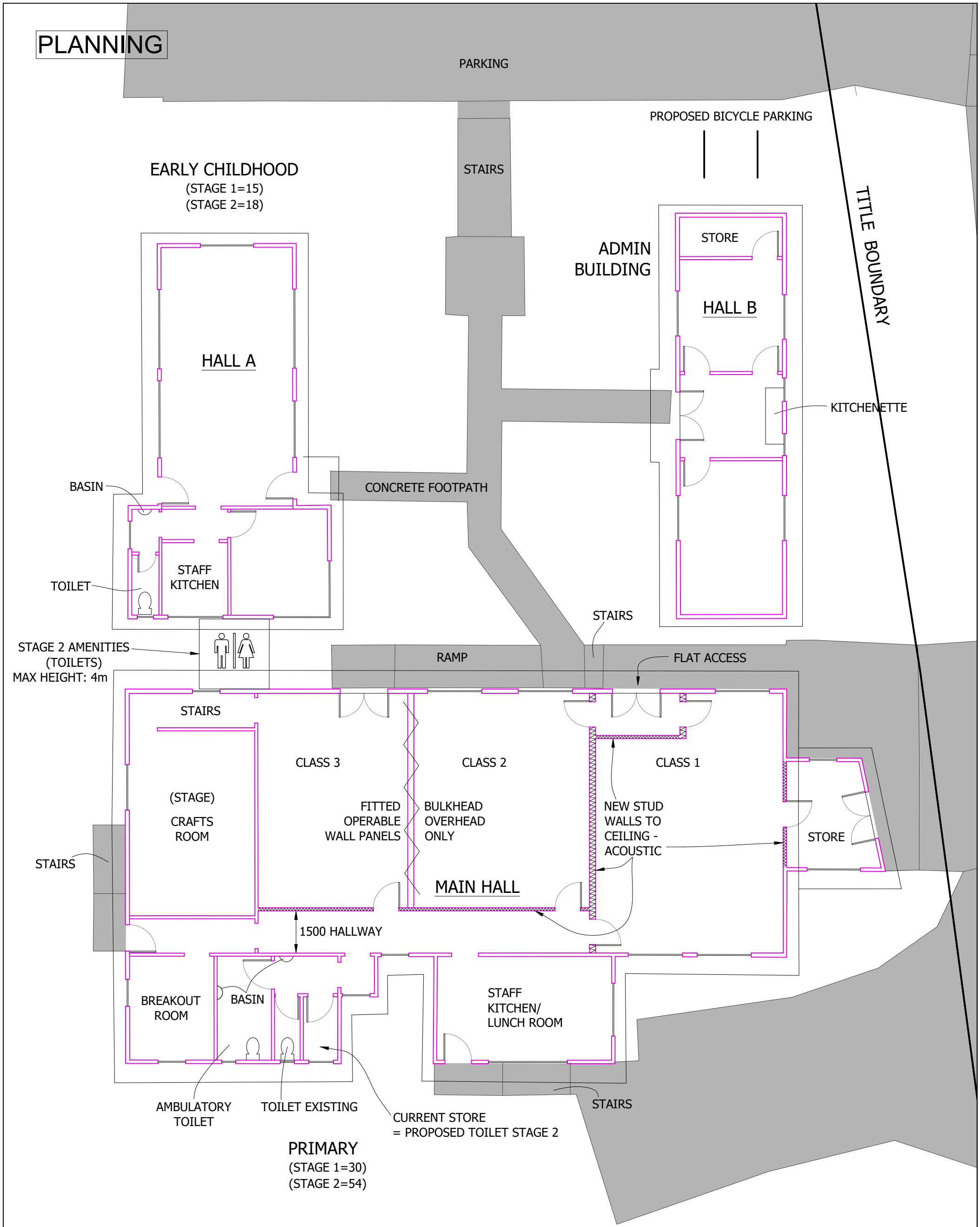
PLANNING



PRIMARY
(STAGE 1=30)
(STAGE 2=54)

ALL MEASUREMENTS AND AREAS ARE SUBJECT TO SURVEY.

PROPOSED SCHOOL
223 CARLTON RIVER ROAD, CARLTON 7173
C.T. 126929/1

Woolcott LAND SERVICES
10 Goodman Court Invermay TAS 7248
PO Box 593 Mowbray Heights TAS 7248
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Drawn	File name	Date	Scale	Edition	Sheet
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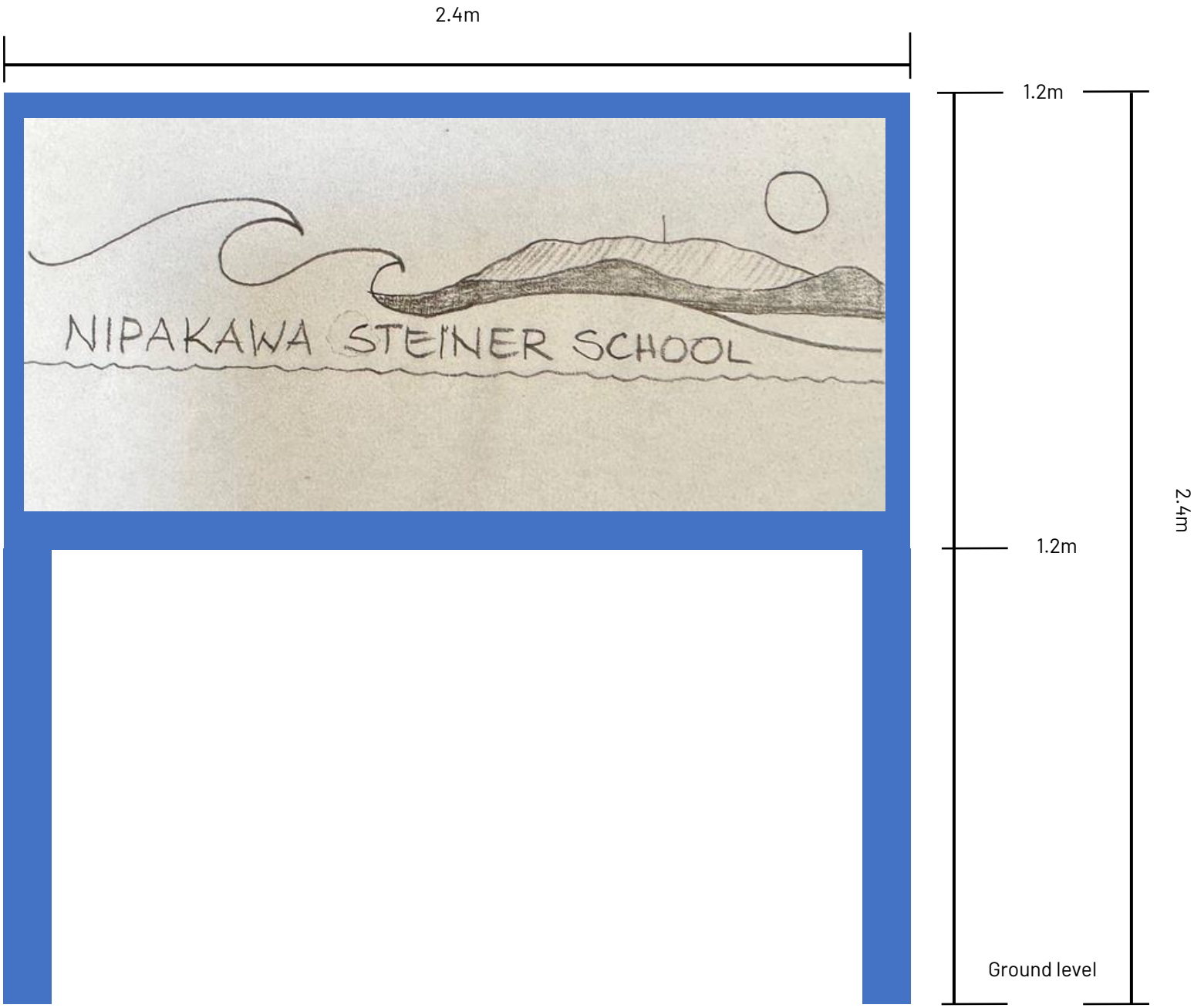
Proposed signage



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